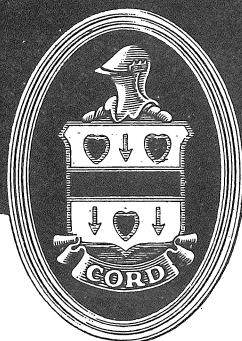


The Bumper Guardian

PACIFIC NORTHWEST REGION
GEORGE H. SHUFELT, EDITOR

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

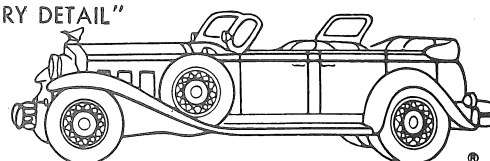
It has arrived!



"QUALITY IN

EVERY DETAIL"

MAY 1965
VOL II, No 3



CLASSICISTS COLLECT AT TACOMA COUNTRY CLUB

About a third of the Regional membership, most with their wives, attended the dinner meeting at the Tacoma Country Club on March 27th. Following a social session during which old friends got together and new friends were made, the congregation sat down to an excellent steak dinner, which was in turn followed by some past CARavan films loaned by Herb Hulvey of the Chesapeake Bay Region.

The facilities at the Country Club can only be described as "outstanding", and the unanimous judgement of the elegant decor was well summed up by our director, who said that he'd like live there. We assume that Myra would too, if she didn't have to vacuum 50,000 square feet of carpet and empty 400 ash trays every week.

MARCH BOARD MEETING

The Regional Board of Managers met at the Tacoma Country Club on March 27th, 1965. Since the new publication, sent by last class mail, had in 4 days only reached those living within sight of the Olympia post office, copies were inspected by the Board.

The major problem to be considered was the Regional calendar for summer meets and tours. Al McEwan gave some more details on the VCCC Vancouver Island tour, and suggested that the Port Angeles route would in all probability be best for most of those attending from Washington and Oregon.

It was decided that since an event in the direction of Oregon

would be desirable later, it would be well to consider participating in the Portland HACO Club's annual outing in July. Since the Sea-Tac HCCA meet at Seattle is a week later, and the Mercer Island Concours just after that, it was felt that nothing else should be planned until after that meet.

This brought up the problem of classification and judging at Mercer Island, (discussed elsewhere in this issue). It was decided to approach the Concours management with our ideas on CCCA classification and judging, and await their response.

It was decided that Board meetings should be held on a monthly basis, at least during the summer season. Beginning on May 5th, the Board will meet for dinner and business on the first Wednesday of every month, at various central locations to be announced after each preceeding meeting. All regional members are invited to attend these evening meetings, and especially the Board members.

Since information from the minutes of the National Board meetings should reach all local Board members, a procedure for the distribution of this information was designed, based upon the Director reading pertinent parts of the minutes to attending Board members, and mailing them out with a routing list to those absent from that particular Board meeting.

The problem of additional Regional income was discussed, and some suggestions for Regional projects were requested. It is hoped that eventually some income might come from display and commercial advertising in the publication, and from out-of-Region subscriptions.

MAY BOARD MEETING PLANS FURTHER ACTIVITIES

Present for the Board of Managers meeting in Tacoma on May 5th were McEwan, Deshay, Hooper, Carman and Shufelt. After a routine treasurer's report, committee reports were heard, starting with Publications. The editor suggested that the appearance of the publication could be improved with heavy glossy covers, but mentioned that such a change would possibly necessitate mailing in envelopes and an increase in postal costs. After hearing that such a change might increase the publications budget by 20%, the Board voted unanimously to keep things as they are for 1965.

Joe Carman then reported on Membership, including some late 1965 renewals, and questioned further action on unrenewed 1964 members. After some discussion it was decided that not much more could be done on those people, but to approach them again with a publication and renewal material in 1966. Some members have volunteered for committee work when renewing for 1965, and such assignments were recorded.

In the Activities field, it was suggested by McEwan that if possible the Regional cars participating in the Spring Rally to Vancouver Island should be identified with some sort of sign indicating their connection with the Region and the CCCA. Such signs could be of a permanent nature, and could possibly even become a Regional project. The latter idea was referred to the Project Committee, but the economic feasibility of temporary signs will be checked into before the Nanaimo meet. It was decided to schedule a tour to the Portland area for late in July, preferably in association with the HACO event. Following the Mercer Island Concours, the cal-

endar is open, and McEwan suggested that a major event of a judging nature could be held early in Sept, possibly at the Tacoma Country Club. That organization's thoughts on the subject will be sought, but the Activities Committee is open for further location suggestions for this event.

The next Board meeting will be held in the Tacoma area on June 2nd, but the exact location could not be set at this time. All members are invited to attend these discussions. Contact a Board member for time and place, sometime before June 2nd.

NANAIMO MEET DRAWS CLASSICS MAY 22-24

The Second Annual Spring Rally for the Region and The Annual May Rally for the Vintage Car Club of Canada begins on Saturday morning, May 22nd. The Canadians have been promised CLASSICS, and it is hoped that the Region will produce a decent size herd of same.

This event is, for our members, a tour of our classics, and there was never a chance to tour our cars through more fascinating scenery. Try not to miss this one.

OLYMPIA SWAP MEET

The Olympia Swap Meet, an annual chance to dispose of your unwanteds and acquire your needs, will be held over the weekend of May 22-23rd, at the same location as last year, the Long Lake Recreation Hall. Unfortunately the dates conflict with our Nanaimo tour, but if you are unable to make it to Vancouver Island, a day spent at the Olympia Region HCCA's annual swap fest is always fun.

A SPECIAL DIRECTOR'S MESSAGE, by Al McEwan

I want to take this opportunity to thank Bob Johnston for the excellent work he did as our Region's first editor. He managed to publish an interesting publication of high quality on an extremely limited budget.

This issue of THE BUMPER GUARDIAN is the second issued by our new editor, George Shufelt. A quick look through it and the last issue should give you an idea of the tremendous amount of work he has put into the publication during the past 5 months. Since George is at this time doing the editing, publishing, assembling, mailing and most of the writing, it will continue as a bimonthly, supplemented when necessary by special mailings of upcoming meets and other "hot" items.

Since every member of the Region has some item of information of interest to other members, why not jot down some notes on this sort of thing and let George do a story, or at least a feature bit, on it? All it takes is a minute to fill out a postcard or write a letter. Examples are items about a car you have just acquired, (Editor's note: or one you have just gotten rid of. Now you can tell the TRUTH about it.) about the progress of your restoration, (Editor's note: or your lack of it. A printed explanation of your problems could save hours of embarrassing excuses at meets where everyone is asking where your car is and why it isn't there.) about a classic which you know to be still hidden away somewhere, (Editor's note: This is part of a game called "Editor's Choice", and items of this nature are not guaranteed to be published until they have been, shall we say, "authenticated" by personal inspection.) or a humorous

story involving your classic. (Editor's Note: Or someone else's classic - the most humorous of all.)

During the Annual Meeting at Buck Hill Falls the various trophies were awarded to Regions according to the number of points they scored in various categories covering activities, participation, publications, etc. While our Region earned no points towards the trophies covering participation in the CARavan or the Grand Classic or the Annual Meeting, we did come up 10th (out of 20 Regions) in the scoring for the Turnquist Trophy for publications, an outstanding showing for a new Region which had until the year's end gotten out 4 issues. We hope to improve our position in this field, but it should be noted that a category for judging for the Turnquist Trophy is called "Group Effort", and George isn't a very big group.

The scoring for the various participation trophies at National events includes an equalization factor which compensates for the distance involved for an outlying Region, so it should not be considered beyond our ability to eventually achieve some points towards these awards. Areas of speculation for the future include the possibility of having a Grand Classic located nearer our Region, (Editor's Note: anywhere north of Dizzyland would be in our favor.) and of someday having a Western CARavan. Progress towards these future possibilities depends on our continued growth as a Region, and on our continually demonstrating that we are an active and interested group of enthusiasts.

The key word is participation. Don't just sit there, participate!

ELEGANCE IS ELEGANT, BUT IS IT RESTORABLE?

A problem discussed at a past Board of Managers meeting was the Region's participation as a "cooperating Club" in the annual Mercer Island Concours, this year to be held the weekend of July 31-Aug 1.

Since most of the cars in the "Classic" class are owned by CCCA members, and most of the judges of that class are members, and since it would be logical from many standpoints to make the Concours the Region's annual "judging-type" event, it was decided to approach the Concours management with the suggestion that beginning with this year's Concours, all cars in "Classic" classes be subdivided according to CCCA classification, and judged by CCCA judges using the CCCA form, with all or part of the additional cost of trophies caused by this added complexity in their planning be charged to the Pacific Northwest Region.

The Concours is a non-profit venture designed to promote Mercer Island, and is in it's classification and judging heavily influenced by the famous Pebble Beach Concours.

Following the last 2 Concours, there has been much discussion among judges in the various classes, with many suggestions that cars that can be classified according to a recognized national standard, such as CCCA Classics or HCCA antiques (or AACA classifications for all types of cars), be judged according to the standards of a recognized national organization. This would probably be more agreeable to most car owners who would thus know just what to expect in being judged, and would eliminate the judges having to decide how many out of a possible

60 points to give for "elegance".

Particularly for non-classics, some very functional and, for their utility purposes, quite good cars just didn't seem to be designed with elegance in mind. The official Concours viewpoint is that a concours shouldn't be just a "restoration quality" contest, but something related to at least some degree with the original conception of a "Concours d'Elegance", at which various coachbuilders saw their products exhibited by private owners and judged for such qualities as "refined gracefulness, or propriety expressing fastidious taste" (as Webster's Dictionary defines elegance). They feel that since all other old car meets in the area are judging restoration quality, there certainly should be room for one event where something else is judged, and where a man with a decent but not flawlessly restored car of "undeniable elegance" could see the quality of it's original design recognized.

Since "elegance" (defined on the 1964 Mercer Island Concours judging form as "Concept and execution of design, beauty, balance and color scheme") is only worth 60 points out of a possible maximum of 300, and since the mileage (20 points) and age (45 points) factors are usually maximum for all classics judged (except the Lincoln Continentals and a few late thirties cars), the actual condition of the car and the quality of it's restoration work is more significant than the "elegance" factor in determining it's final score. Even though most judges in the classic class were heard to complain about the "non-CCCA" type forms they had to work with, the final scoring of the cars in relation to each other came out just about the

same as it would have if CCCA judging forms had been used.

It cannot be determined at this point just how much the difference in judging systems means to car owners, since the controversy is still primarily among those with judging responsibilities, but most of these judges feel that most car owners would be happier if their cars were being classified and judged according to the same standards used at other events where the cars are being judged.

The concours people feel that they should maintain their atmosphere of "elegance", which has always been very well carried through by the quality of their literature, the quality of their trophies and the very decent setting for the cars. The Mercer Island High School Football Field may not be Del Monte Estates, but is a rather pleasant place when the sun shines. They feel that the uniqueness of their event means something to the public, but it is doubtful if the paying public would really know or care if the cars were being judged according to individual club stan-

dards or to "concours d'elegance" standards. It has been suggested that perhaps a compromise might be reached whereby the major classification and judging be according to club standards, but with either the various club judges or special Concours judges making some sort of additional awards in the "official" classes (a group of classes to us) purely for elegance, as they see it. Possibly the various participating clubs could share some of the additional trophy expense brought about by the club sub-division of the "official" classes. This procedure would thus help preserve the identity of the Concours as a distinctive event for the area.

Our Regional Board decided at a recent meeting to try to have our annual "judging" type of event during the Concours, and requested the Concours management to consider some suggestions that would permit CCCA classification and judging. We would if necessary assist the Concours financially in supplying trophies for the additional classes, and would be quite willing to accept whatever awards for "elegance" they might wish to distribute. ghs

NEAR OR FAR, CARS ARE WHERE YOU FIND THEM!

After a couple of years of reading the fine print in MOTORSPORT ads, Dick Hooper has completed purchase of a 1929 Phantom I Rolls-Royce boat-tailed roadster by Mulliner (114WR), which is now undergoing restoration by Adams and Oliver. Dick also bought a 1935 20/25 Gurney-Nutting sedanca drophead in London, which is now having it's engine overhauled by Paddon Brothers.

Al McEwan, still awaiting word from his Swiss attorney on the outcome of the Bentley accident,

has reportedly located quite close to his home (like if you stood on the roof and looked south) a Packard V12 LeBaron town car. In the meantime, in Portland, Larry Lubin was asked by a tobacco customer in Lou Leonard's shop if a 1930 or so Lincoln with "a little roof over the driver's compartment" was classic. Larry's response is not recorded, but he does say that the car is somewhere "just north of Tacoma." And we are still wondering how many calls that guy in Whitefish, Mont, got.

CLASSICS COME BACK!

Numerous news stories lately have told progress of the Corvair-powered Cord 8/10 and the "new" Duesenberg (which will, according to the latest release, have a Ghia body & possibly an Italian chassis). The Brooks Stevens imitation Mercedes has been well-publicized, and something that looks like a Kustomized Mercer will reportedly go into production. PLAYBOY automotive editor and long-time classic/sports car authority Ken Purdy has a comprehensive article in the last issue, with some good pictures of "the originals". Now a recent AP release from Detroit tells us that the parts, tooling and name rights for the Avanti have been sold to the newly-formed Avanti Motor Corporation of South Bend. The "new" Avanti will use a Corvette engine and, hopefully, improved suspension and steering.

For those who want to get in on the ground floor of this booming business, there is a rumor to the effect that possibly Ford could be persuaded to part with certain dies, parts and name rights. There must be someone who wants to build a "new" Edsel!

WHO, ME? YES, YOU!

Have you ever wondered why you usually see the same names popping up in stories relating to activities in our midst? The reason is that those are the people who are keeping us informed of what they are doing, have done, will do, or wish they had done. The only thing you have to do to get your name in the papers is to give us an idea of what is happening to you. In case of panic, just drop us a card with the basic facts, and we'll make up the details. We're not hard to get along with.

MOTORFAIR NO MORE?

Among the many vintage auto events that have been announced thus far, the Spokane MotorFair is conspicuously absent. This fine meet was always fun for the entrants, but during it's 5 year history was not always a financial success for it's sponsors. It will be missed.

Among last years Classic class winners were member Chuck Whitaker's 1931 Packard Pheaton, and two cars once owned by your editor, when they were in notoriously unrestored condition. While it is said that this simply proved that the editor's cars only do well once they are out of his hands, it should be remembered that the 1926 Franklin limousine once served as reliable daily transportation through a bitter Spokane winter, and in 1956 the Jaguar drophead made it from Chicago to Peach Springs, Arizona, before being clobbered head-on by a 1941 Mercury in the middle of the night. Restoration is admirable, but there were times when transportation was more important!

REGULARITY ATTAINED

It is hoped that now that most of the production problems have been solved, this publication can in the future be published with something resembling professional regularity. Hereafter, it will appear about the 15th of January, March, May, July, September and November. As nasty as the word seems to be, there will be a deadline for material to be published, and it will be the 1st of the month of publication. Exceptions will be made only in the case of special situations, like World War III, but don't let that deter you from submitting anything. It will be read by just as many people the next time.

"PUT A LEOPARD IN YOUR LANDAULET!"

(A Study of "Hollywoodization")

The latest vintage machine to get the usual press agency as it joins the parade through the movie sets is a "1936 Rolls-Royce town car once owned by Theda Bara", which Natile Wood will use in her role as a teenage movie star of the 1930's in the upcoming film "Inside Daisy Clover".

In a burst of fanatic Hollywoodism, the car is described as having "a tube system of communication between the rear seat and the driver, a cut crystal vase, and genuine leopard skin upholstery", which is probably at least as genuine as the leopard skin interior and the canework exterior on the now-famous "Sunset Blvd" Isotta. Purcell Ingraham used to call it, when he owned the car, "coachwork by MGM"! Possibly we should consider a mandatory one point deduction in Grand Classic scoring for cars that have been "Hollywoodized". On the other hand, adding a bit of leopard skin is certainly easier on the car than loading it full of dummies and running it off a cliff for a CinemaScope Spectacular.

The 1934 Packard Dietrich Pheaton which gets quite thoroughly tossed about in the W C Fields bank dick routine, a bit of film often seen at vintage car club gatherings, is possibly now owned by a mid-western CCA member, undoubtedly unaware of the car's rugged history.

But if perhaps you are at some time stuck along the road with a mechanical breakdown, you might tell bystanders that the poor car was just never the same after George Raft drove it through a garage wall in a 1938 gangster movie.

SERIOUSLY NOW FOLKS

Recently the Kelvinator Company introduced a new line of about 20 freezer combinations in assorted wild "decorator colors" and with original, if unbelievable, design themes. If you can accept "The Mavrick" (in calf skin with a horseshoe door handle), "The Year of the Dragon" (in Chinese Red with a large brass ring handle), or "The Coachlamp" (black with brass trim, and inclusive of a large brass coachlamp which, presumably, (since it's on the outside), lights up when you close the door; you shouldn't mind "The Runabout", with a set of antique cars running over it's front and a door handle shaped like a huge landeau iron! It reportedly puts out 44,000 BTU at 1750 RPM, has an automatic defroster, and quadlights are optional on the sports model.

DOC DESHAYE IMPORTS SECOND DELAGE COUPE

Even before the last issue with the story of Doc's Delage convertible was printed, he had ordered from England another Delage! The new car, which should arrive in a couple of weeks, is believed to be a 1939 coupe, with the most exotic coachwork imaginable. It is hoped that this spectacular machine will appear at some of this summer's events.

SUNBEAM SALOON SOLD

An AP item from London reports that a 1922 23.8 HP Sunbeam finally went to the auction block, after 36 years of collecting storage charges. After "brisk bidding", it brought £470, and will reportedly become part of a "private museum collection in southeast Britain" which was not named.

REG MEMBER NOW HAS CLASSIC SIZE TIRES

Denman and Gehrig tires in all classic and antique sizes are now available locally through one of our Regional members, Julian Eccles. Julian reports that he will be happy to answer all inquiries on these tires, and that if the Seattle area enthusiast who recently wrote about 7.00 X 19's will please contact him again he will be more than happy to answer that inquiry, since the original letter got lost shortly after receipt.

Besides being our southernmost Regional member, Julian is a GM products dealer, and a classic collector of long standing. We hope he will be able to solve some of our tire problems, and highly recommend that you contact him before making any drastic moves in tires. His address is: Julian Eccles, PO Box E, Klamath Falls, Ore.

THE COVER CAR: CORD

This month's cover car is taken from an AUTOCAR ad for March 13, 1936, and shows what appears to be a right-drive car, although the grooved bumpers and "inside" headlights mark it as the original prototype car. Note that the same picture appears in the announcement article in the same magazine, obviously written from publicity material before a live car had reached England. Close inspection of the ad photo reveals that the left-drive steering wheel has been retouched out, and a right-hand wheel carefully drawn in! The London price was £850, which put the car in the Alvis-Lagonda price class. The article is reprinted by permission of THE AUTOCAR, London.

THE BEST MADE PLANS

(A Review of Recent Non-Events)

About a third of your Board of Managers had a trip to the Pebble Beach Concours planned, and it was a great idea while it lasted. Your Editor didn't get the Type 328 BMW Roadster he was considering, and your Director is wondering where he would even keep a Packard LeBaron, even if he did decide he needed one. If the fabled Bentley ever makes it over from Europe, it will have to be forcefully fitted into a 2 car garage now containing an Alfa, a Singer and a RR P II Drophead. Phil Schwarz was hoping to trade his Mk II Continental for a classic, but instead ended up with a Buick Riviera, which seems like a long step in the wrong direction. He also reports that the V12 Cadillac Pheaton in Whitefish, Montana, had been sold before he called.

Watch this space next issue for more exciting non-news, and if you know of anything in your area that isn't happening, let us know about it.

"SEE IT NOW!"

Last issue's Delage article mentioned the famous DOHC Grand Prix engine of 1927, noted for it's complexity. An outstanding cut-away of this engine appeared in the may issue of ROAD AND TRACK. Note that it is an 8 cylinder device, and not a six, as described in our article. We stand corrected. Hurt, but corrected.

THOT FOR THE MONTH:

By Tacoma City Councilman Gerry Botts: "Fifty years from now it won't really make any difference!"

Modern Tendencies

Features of the Latest Cord : Which of Them Will be Standard Practice in the Future ?

ONE of the most outstanding and individual makes of cars produced in America is the front-wheel-drive Cord. At the last New York Show an entirely new Cord model was announced by the Auburn group.

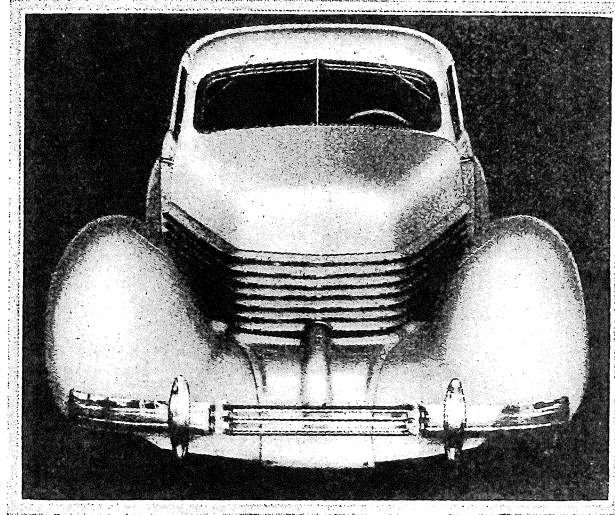
In a way the Cord represents an ideal, and essentially its design is very sound in conception. First of all, it has front wheel drive, with the obvious advantages of that layout so often discussed in *The Autocar*, chief of which is, namely, that all the driving mechanism is concentrated in the front of the car, the remainder then being given over to really roomy and low body space with an absolutely flat floor. In the case of the Cord, quite exceptional body space is given by also using a short though powerful engine—a V-eight. Besides the advantages of increasing the body space, this also concentrates 55 per cent. of the car weight over the front wheels, which should remove most of the tendency to driving wheel spin which is sometimes held as a point against front-wheel-drive cars.

Another matter which critics level against front wheel drive is noise. All the driving mechanism is ahead of the passengers, and noise and vibration may well be more than with an orthodox layout. Cord's have tackled this by the extensive use of rubber at mechanical connections and of helical gears to give quietness.

The engine is a special V-type eight produced by the Lycoming Manufacturing Company—part of the Cord-Auburn group—and has a capacity of 4,719 c.c.—the maximum power output being given as 125 b.h.p. at 3,500 r.p.m. For its weight and size the horse-power given is regarded as very favourable for a standard car.

Four speeds are provided in the gear box, the top speed being an overdrive or geared up ratio.

From the very start the assembly is unusual. Somewhat like the Super Modern front wheel drive Citroën, the entire engine and driving mechanism are mounted on a sub-frame which forms the front of the chassis. With this sub-



Something quite new in frontal appearance.

frame is also mounted the independent front wheel suspension, of a new type for the Cord, and constructed on the swinging arm principle. But even then a single transverse leaf spring is used, which itself is unusual among present American cars. The swinging arms are of pressed steel in a flanged box-section and are attached to the spring by steel rods in tension which pass through the two main leaves of the spring.

Steering Gear

The steering is of a standard Gemmer Marls type, the drag-links of which are set diagonally to the sub-frame and, in fact, pass through openings in the side-members. The driving shafts also pass through the side-members.

At the rear the back axle is "dead," being merely a tube to take the rear wheel spindles. Half-elliptic springs are used. The wheels are of a deeply dished disc type, which in time may well become universal on popular cars, and these have holes pierced at the outer edges to cool the drums of the hydraulically operated brakes.

There is no chassis proper. The steel body, and the mounting to which it is welded, form the whole rear portion of the car, to which the sub-frame, with its engine, drive, and front suspension, is bolted. The result is a very rigid construction.

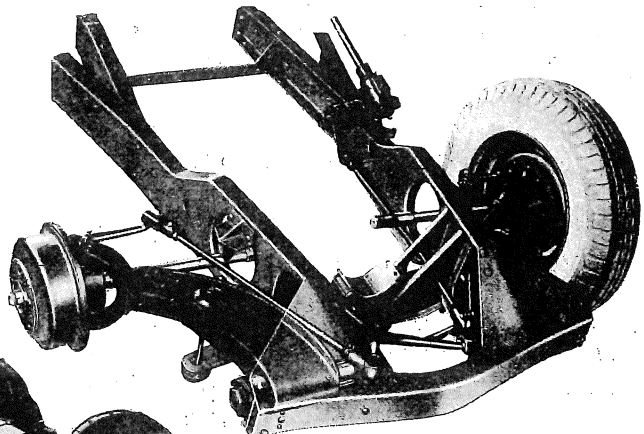
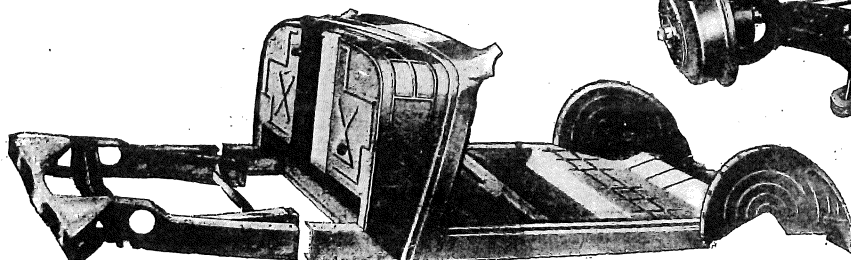
In appearance the car is once more original. Three most interesting points are the absence of an exterior radiator shell, the concealed head lamps, and concealed filler caps and door hinges. Everything has been done to produce a smooth contour, which is both smart and practical, since it makes for good streamlining and easy cleaning. In view of this it is surprising that the door handles also are not set into the bodywork. Instead of a radiator shell a series of horizontal chromium-tipped slats surrounds the bonnet.

The head lights are recessed into the front mudguards and are wound out when needed, like the under-carriage of a modern aeroplane, by handles on the instrument panel.

Inside, the floor, as stated before, is entirely clear. Not even a gear lever or hand brake takes up leg-room. The gear-operating system consists of a finger lever which selects the desired gear and the gear is then automatically engaged by depressing the clutch. The operation employs magnetically controlled valves with a Bendix vacuum remote control connected to the inlet manifold.

The claimed speed of over 90 m.p.h. is not likely to be exaggerated in view of the speed of other Cord models.

One of these new Cords is expected shortly by the Auburn-Cord concessionaires in this country, R.S.M. (Automobiles), Ltd., 26, Bruton Street, London, W.1.



When the engine is fitted into this sub-frame (above) it makes a complete separate unit together with the front suspension. The whole is then fitted into the body mounting (left).

CONTINENTAL TOURING IN A CLASSIC BENTLEY

Part V

by Al McEwan

[Editors note: In the last chapter Al and Myra had just completed a wild ride around the Nurburg Ring in their 1934 Bentley Vanden Plas tourer, recently purchased in London. Here they continue their European tour.]

It was late in the afternoon when we drove through the gates leaving the beautiful Nurburg Ring behind. A quick look at the map indicated that the town of Cochem, on the Mosel River, was only an hours drive away. After a pleasant drive through the sparsely populated hills we suddenly dropped several hundred feet into Cochem. The town, perched on a hillside which seems to rise right from the river, is very old and very much like what one expects a medieval city to be like. The old stone buildings rise two or three stories on each side of the narrow cobblestone streets. There are no sidewalks, and room enough for only one car and one thin pedestrian to pass at a time.

We stayed in the very pleasant Hotel Germania which overlooks the Mosel River. Dinner and breakfast were served on the large front porch surrounded by geraniums, and the lovely room was the best bargain of the entire trip, with the charge for our double room less than \$5.00.

The next morning, after an evening spent walking around Cochem and sampling the local brews, we found the Big "B" had gained a flat tire overnight. (I guess the Nurburg Ring was too much for an old tire.) After a change of wheels, the long blue bonnet was pointed east. We were heading towards the Rhine River and following the winding road which runs along the edge of the Mosel. The Mosel Valley is very beautiful, with many

hilltop castles high above the road overlooking the river. There was very little traffic, and with the top down we had a great opportunity to look all around.

Upon reaching the Rhine we headed for Heidelberg to the south. While the Rhine and it's surroundings are pretty, there is a great deal of traffic along the shores. (For that matter there is a great deal of traffic on the River also). There are many castles overlooking the Rhine, and as you drive by looking up at these places you wonder about their history. I would have liked a running commentary as we drove by. Personally, Myra and I feel that for the traveler, the Mosel offers a little more due to it's lack of traffic.

Our visit to Heidelberg was short, allowing only enough time for a drive through the city and a trip up to the Heidelberg Castle. As it was such a lovely day for driving the Bentley, we headed east out of town and then south along the Neckar River to Stuttgart.

By this time we had gained all kinds of faith in the Bentley. It had performed faultlessly, but twice on this day the motor stopped running much as if it were out of gas. By the time we stopped the car it would be running again. We were somewhat concerned, but not enough to stop and do anything about it --- yet!

The main purpose of our visit to Stuttgart was a tour through the Daimler-Benz Automobile Museum.

We were fortunate to find a fine new pension, thanks to the tourist bureau located at the railroad station. Once settled in the room, I left Myra to go search for a

service station that would fix the flat tire. Entering the Central part of Stuttgart in the heavy traffic of early evening, the Bentley decided to quit running again, and this time it did not care to restart. Luck was with me as I managed to coast downhill into a gas station without holding up any traffic. The problem was traced quickly to the electric fuel pump, and temporarily cured by a good rap with the crank handle. However I knew that something would have to be done before leaving Stuttgart.

The next morning before getting to the D-B Museum, I got Myra's nail file and went to work on the fuel pump. Upon removal of the cover I discovered that one set of points was badly burned, and the other set was like brand new. This was confusing, as both sets would wear at the same rate, and both were replaced before leaving London. A little further investigation developed that only one set was getting any electricity. Finally I found that someone had wired each set of pump points to a different toggle switch. Normally the fuel pump should start working when the ignition is turned on, but our particular car had had an extra row of toggle switches added for the special driving lights, and the pump was wired through those switches. Now I found that two toggle switches had to be thrown for full operation of the fuel pump, and we had thus far driven 2000 miles by overworking just half of the pump! A little filing of the burned points and some judicious bending of the spring steel support arm resulted in the bad set working about one-half of the time. With one set of points now working properly, and one set working occasionally, and remembering that we had gone 2000 miles on just one set alone, I figured that we now had at least three

fourths of a good fuel pump, and should be able to carry on with no trouble. (This line of rationalization by McEwan is known also as wishful thinking.)

The Daimler-Benz Museum is located in a beautiful new building adjacent to the factory. They seem to be slightly prejudiced in the cars they show, as all of them are of Daimler or Benz or D-B make. However, there is much for the classic enthusiast. A Mercedes for every taste. Personally I'd take the magnificent 1928 S tourer, but if you want a big convertible sedan there is a gigantic 7.7 litre "Grosser" of 1930 vintage that has jump seats as big as living room arm chairs, and for the closed car types, there is one of the very limited production 1938 "Grosser" sedans. A 540K cabriolet is good for those wanting a comfortable sports machine. Actually there are many lovely cars in the museum, giving one a good overall view of the firm's history in both production automobiles and as a builder of some of the world's greatest racing cars.

By noon, we were on our way to Munich, and one of the really "good time" cities of Europe. On the autobahn there were a couple of more incidents of fuel starvation, so I knew that the fuel pump must receive more serious attention before we could leave Munich. By this time I had had fair warning of impending disaster, and the old girl hadn't let us down. A little thought pointed out the fact that we would be much better off looking for SU fuel pump points in Munich than at the top of an Alp, where we were soon to be.

Just outside Munich we stopped at a German tourist office to obtain maps and information. We also had the one major British car depot in Munich located on the map for us by the girl in the

office. Our first stop in Munich was the service depot, and it wasn't difficult finding the English speaking service manager. He explained that they never rebuilt electric fuel pumps, but always installed new ones, and that they didn't have any of the double acting pumps like mine available. Having installed points in SU fuel pumps before, I pleaded for the points saying that I would fix the pump myself. The man then told me that they didn't have the points either, but he gave me the address of an auto parts distributor who might have them. He then called there, and found that they had the points in stock. We made a mad dash across town attempting to reach the store before closing time. We made it in time, and as the firm also serviced electrical equipment on cars, an appointment was made for them to install the points at 8 the next morning. Much relieved, Myra and I set about finding a hotel.

We had dinner at the Ratskeller, a well known restaurant in the basement of the city hall, then spent the evening at the Platzl and Hofbrauhaus. Both of these establishments are world famous as the "places to go" for a wild evening of Bavarian entertainment.

Early the next morning I took the Bentley over for repairs, only to find out that the mechanic who was to do the job was out sick for the day. After a few minutes one of the other mechanics told me to follow him, and I was led all around the back streets of Munich to another garage. Arrangements were then made for the repairs, and I left the Bentley for a couple of hours and walked to the Duetches Museum. It is one of the world's finest museums, and one could spend several days there. I had time only to take a quick look at the maritime exhibit, and of course the automotive exhibit which included a few beautiful classics.

These included a lovely 1928 SS Mercedes tourer and a 1937 Horch Cabriolet.

When I returned for the Bentley, the fuel pump had been reinstalled and the mechanic was working on the gas line. It seems that one of the fittings was cracked and had allowed some gasoline leakage. While he couldn't replace the fuel line, he did make an ingenious little repair. This I really appreciated, instead of the "no-can-do" attitude one usually gets when a new part cannot be taken off the shelf.

It was about noon when I picked up Myra at the hotel, and pointed the Bentley south towards Garmish and Switzerland. Garmish is a very pretty town, and is kept alive by the tourist and ski trade. It is one of the world's major ski resorts and there are several tramways going up to the peaks surrounding the city.

Leaving Garmish we took the secondary mountainous roads which wound around and through many picturesque little villages to the small town of Fussen. We then headed for the famous castle, Neuschwanstein, built by Ludwig II of Bavaria in the 1860's. This home, lived in for only 73 days, is the most beautifully preserved example of conspicuous consumption anywhere in the world. The castle sits on the side of a mountain with a panoramic view of the Alps. Everything in the castle is original and looks like it was completed last week. The structure is maintained by the Bavarian government and visitors are guided through the building. Anyone near southern Germany should make a point to visit Neuschwanstein. It is beautiful!

Our time schedule was getting out of hand as we were expected at the Geneva, Switzerland, home of a good friend and college fraternity brother in 24 hours. One

look at the map indicated that we had to really get going.

We left Neuschwanstein at 6:00PM on Friday, June 19th, and planned to drive for a few hours so as to reach Lindau on the shores of the Bodensee. It started raining and we were forced to put up the top and sidecurtains, and also reconstruct our dam across the top of the dashboard with the towel. The rain was very heavy and at times caused us to slow to 25 miles per hour. However, it had stopped raining by the time we reached Lindau shortly after 10:00 PM, and we found a quaint old hotel right on the edge of the Bodensee.

The sun was up bright the next morning as we stowed the top, sidecurtains and baggage for our fast run across Switzerland to Geneva. On the way we went through Bregenz, St Gallen, Zurich and Lausanne, arriving at the home of my friend, Grant Heatzig, at 6:30 PM. Grant and his wife, Anita, had made plans for us to participate with them in a rally and scavenger hunt sponsored by their local sports car group. As Grant's Porsche was a bit tight for the four of us, we all climbed into the Bentley and were off trying to follow directions and hunt for the secret locations of additional directions. The rally ended at the hillside cabin of one of the group, where a roast was being prepared over an open fire.

About midnight we started towards Grant's home, only a few miles away. It was a lovely night and everyone was enjoying the drive along the two lane road, when suddenly a pair of headlights from an oncoming car loomed up before us, on our side of the road. There was a sickening crash, then an uncontrollable swerve by the Bentley towards the edge of the road, first sideswiping a telephone pole and then dropping over a steep embankment. Then silence.

Al's story will continue from this sad moment in the next issue. Fortunately all of the people involved walked away, but a certain 4CV Renault will never live to hit another Bentley.7

THE NEWS FROM OLY

The proposed amendment to the Horseless Carriage License Plate law died in committee, so we will have another couple of years to debate the subject with out pre-1916 brethren. Surprising was the amount of controversy stirred up by the article on the subject in the last issue. In a word: None. Perhaps we just aren't a controversial bunch, which is probably good.

PARTS AND PROBLEMS

A recent wire service item notes that an eastern car owner is getting much better parts service from the ACD works in Oklahoma on his Auburn than he can get for his late-model US car. Auburn owners may not show up at meets with the most exotic classics, but at least the cars are not sitting in a garage for 3 months at a time while an Old World Craftsman in Derby hand-hammers out a new part.

THE FOURTH REICH?

If, as some are saying, VW now has some financial control over Daimler-Benz, does that mean that at the present rate of merger, by 1984 there will be only one car in the world? Actually, "merger" is a very loose word; like Jonah merged with the whale. Jon Lundberg, our Chief Cadillac Connoisseur and California Correspondent, comments: "Who would have thought in 1935 that Prof. Porsche would be the founder of the Fourth Reich? Today Germany, Tomorrow General Motors!"

RAINIER BREWMASTER TO FIRE CHAUFFEUR?

If the Rainier Brewmaster does leave the local suds refinery, he will at least do so in high style, unless the town car and chauffeur are supplied by his employer. Presuming that this is a locally filmed bit, which it probably isn't, (although it appears to show him stomping out of what is supposed to be 3100 Airport Way), what is the car, and whose is it?

CLASSIC CAR REPRINTS ARE STILL AVAILABLE

If you are one of those "still thinking about it", divide the 20 issues of the CLASSIC CAR magazine that the Oil Belt Region is reprinting by the \$15.00 cost, and think for a minute that the resulting per each price is only \$1.33, or about a fourth of what you might get an original for if you could find any. Generally, they are advertised only on the "wanted" side of the classified pages. After blowing the minute in computation, do something - like ordering. Rare indeed is the bargain today in anything concerning classic cars.

CLASSIC CAR MANUALS AVAILABLE AND CHEAP

An item from the Colorado Region publication notes that a member there recently obtained from the literature collection of the Detroit Public Library a complete photocopy of a Packard V12 owners manual, for \$2.25 plus postage. This service is well-known, but surprisingly few seem to use it. Another bargain, considering the rarity and price of the originals.

COMMENT WITHOUT FURTHER COMMENT

One of the proverbial Little Old Ladies looked down from her 1941 Plymouth coupe at a traffic light at the Editorial Porsche, (the color of which has been described as "Seagreave Red"), and remarked: "If they were building a Stutz today, that is what it would probably look like!"

A SLOW BOAT FROM BC

We had been warned of some of the problems of getting the mainland ferry back from Vancouver Island on a monday holiday, but hadn't really realized the severity of the situation until we read, in the last issue of THE VINTAGE CAR, VCCC President Paul Bolam's comment: "Several years ago, I spent 5 years in line to get on the B.C. Ferry, and finally arrived home at 5AM on tuesday!"

Last tuesday?

CLASSIC CAR CLASSIFIED ADS

PARTS for most all cars available. Vintage Auto Parts & Restoration, 2012 10th Ave SW, Calgary, Alberta. Phone (AC: 403) 244-1772.

SELL OR TRADE for classic: 1940 BANTAM Roadster. Authentic restoration done in 1962. Complete, and has own trailer for towing. Ed Byerlee, PO Box 121, Pacific City, Oregon, 97135.

SHOP MANUALS for sale: Cadillac & LaSalle, 1926/27, 1934 and 1940. Both big and condensed Packard 1937/38 manuals. Condition good to perfect, \$12 to \$22. George Shufelt, PO Box 69, Olympia, Wash.

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