

The Bumper Guardian

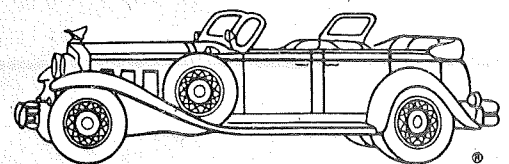
PACIFIC NORTHWEST REGION
GEORGE H. SHUFELT, EDITOR

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



LATE NEWS: TACOMA COUNTRY
CLUB MEET SEPTEMBER 11TH!!
SEE LAST PAGE FOR DETAILS.

JULY 1965
VOL II, No 4



SUNNY VANCOUVER ISLAND GREETES ENTHUSIASTS AS CCCA CLASSICS CLEAN CLASS AT VCCC MEET

The Vintage Car Club of Canada's "Hub City Tour" at Nanaimo May 22, 23 24th drew about 100 cars, and was considered an outstanding success. Among the 20 classics were 9 Pacific Northwest Region cars taking part in the Region's Second Annual Spring Rally, held in conjunction with the tour this year. While the quantity of our cars was not record-breaking, their quality was impressive, at least 4 being of 90 point caliber, and 3 making a clean sweep of the awards in the classic class. But judging was a minor part of this event, and the promise of fun and frivolity was fulfilled.

For most CCCAers, the weekend began with a spaghetti feed Friday night at Aggie's Motel in Port Angeles, but the less said about clam spaghetti, the better. Catching the 7AM ferry meant an early arising, so there was little time for revelry that night.

Breakfast was the first project once under way Saturday, and it was found that there is even a certain sport to chasing link sausages accross a tilting table, not to mention trying to make it accross the deck with two coffee cups in each hand. While the day had dawned cool and cloudy, about half way accross the straights the sun began breaking through, and warm air promised Top Down Weather to the north. Arrival at Victoria was routine, with the customs people making surprisingly good guesses as to the various makes and years they were confronted with.

Every attempt to tour Victoria en masse with our VCCC escort resulted in a couple of cars getting lost before the rest had made it around the first corner,

but after a half hour all managed to find each other again, and a Grand Parade through a sunny but still quiet Victoria was on. Down Douglas Street past the Empress Hotel, into Beacon Hill Park, past well-tended gardens and swimming mallards, waving at the constables and honking horns for the children, we saw Victoria, and at least some of Victoria saw us.

As the tour came onto the Trans-Canada Highway again, the parade order dissolved and the drivers headed north at their chosen speeds, intending to meet later for a coffee stop. Unfortunately the speed chosen by Dean Spencer for his 1925 Doble roadster was such that he quickly disappeared from view, and missed the turn-off to Yellow Point Lodge.

The Lodge is a quiet resort on an isolated rocky point surrounded by blue water and green trees. Coffee and homemade muffins topped by homemade jam filled the gastronomic gap, while the gentlemen present made a thorough study of the local wildlife, particularly the specially interesting specimen in the pink bikini.

Continuing northwards, the Tally-Ho Travelodge in Nanaimo was located and registration completed. Only a little time was allowed for washing up and meeting other registrants before Parade Time again. The sidewalks were packed with patriotic celebrants, and vintage car sounds heightened the carnival atmosphere. You'd think the people of Nanaimo had never heard 30 exhaust whistles going off at once before.

Evening festivities began with a cocktail hour, followed by a

roast beef banquet and comments by representatives of the participating clubs. After the dinner the bar reopened, and dancing began to the Crawford Clarke Quartet, who competently filled strange and varied requests. After midnight most of the entrants drifted off, but few of them got to sleep before dawn, either finding a private party in a room or having a room next to such a party.

At 10AM Sunday morning "Contest Instructions" were handed out for the 34 mile route to the Cowichan Valley Forest Museum, and one at a time the cars left, with their navigators frantically reading the complicated and confusing instructions. The procedure was sort of a Seat-Of-Pants rally, but with scores being computed on the basis of about 50 questions to be answered, instead of time or driving speed. The questions ranged from "How many old Hudsons did you see from Muckaluk Crossing to John's Home Station?" (the winning crew didn't find any), to "By turning left at the last corner, what park DIDN'T you pass by?" (the winning crew put down Yellowstone, which they are almost sure they didn't pass by). While many of the teams gave up after their initial confusion, the 1930 dual cowl Packard pheaton piloted by Guy Carr ("The Oldest Carr at the Meet") and containing the triple-threat navigational team of McEwan-Steele-Shufelt carefully toured the whole route, running into a lot of old barns, asking a lot of questions of bystanders and, admittedly, backtracking a few times to pick up an answer they had missed the first time over. While they were the last car to arrive at the destination, 2½ hours after their start, their care paid off with The Prize.

However, in order to maintain proper verbal communications between the front and rear com-

partments, it was necessary to leave the rear windshield down, resulting in at least one of the crew suffering the next day from a mild case of Pheaton Flu. Regular dosage of a local medicine called Crown Royal kept discomfort to a minimum, and the crew's unanimous opinion is that while there is a place in life for everything automotive, from sporty roadsters to formal town cars, THERE IS NO SUBSTITUTE FOR A DOUBLE COWL PHEATON!

While tourists toured the parking lot at the logging museum, car owners canvassed the museum displays which included some interesting antique cars, old logging equipment, and two operating old steam locomotives which took passenger trains on a tour of the local woods. One of the engines was a Shay, one of the very few running anywhere, and worth a trip to Cowichan Valley by itself. An observer noted that for every circuit over the route made by the train, with it's 4 man crew and expensively-maintained right-of-way, the Model T jitney bus made 4 trips with it's one operator. Is that what happened to the world's railroads?

As a long line formed for the outdoor chicken dinner, a last-place standee made an unsuccessful attempt to dissolve the line by shouting "Rain!", but no one fell for the ruse. A similar and legitimate shout the night before had emptied the banquet hall in record time, as alert enthusiasts played a short game called "Tops and Sidecurtains".

Judging of the cars took place at this time, and lightfooted judges took care to keep from stepping into the chicken plates of those lunching beside their cars.

The warm afternoon passed by, and cars began drifting back to the motel to prepare for the

Awards Banquet. The long tables of delicacies were centered by two large ornately decorated salmon, and the impressive display of food was reminiscent of a Bill Harrah event. Awards followed the meal, and three trophies in each of five classes were distributed. Our Technical Chairman, Pete Manello, took a first place with his 1948 Continental Coupe, with Doc Deshaye a close second in the 1927 Lincoln sedan. Third went to Dean Spencer for his 1925 Doble Murphy roadster. Dean, it might be noted, has 2 other Dobles, including a Murphy double cowl pheaton, and the total represents 25% of all the known Dobles! He also has 8 other steamers and 13 gasoline cars, including a Murphy Duesenberg sport sedan. We hope to see some of the other fine machines from the Doble stable at future meets.

The People's Choice Award, determined by a vote of participants, went to the 1907 Pierce Great Arrow of Bert Lobberegt, which shortly thereafter left for a cross-country drive to the east. The car reportedly contains sufficient brass to make 214 model T radiators. The Spencer Doble was runner-up.

Director McEwan then presented the VCCC with a large silver trophy to be given by them each year at this event to the Canadian-owned classic scoring the most points as judged by CCCA standards. This year's winner was the 1936 Packard Standard Eight sedan owned by John Harrison and William Clarke, which also took the VCCC's Studebaker-Packard Trophy for the best Senior Packard shown at this event by a VCCC member.

The awards session^{ended} with distribution of the unique and attractive locally-made hand-painted dash plaques.

The prizes were gratefully ac-

cepted by all, and it is hoped that the large quantity of south-bound hardware does not too adversely affect Canada's balance of payments problem.

Following the presentation program many took a tour of the parking lot for a final tire-kicking session, while others stayed for a magic show by Ah Foo Yu (Owen Fowler of Victoria, owner of a Hooper 20/25 Rolls-Royce sedan), and old car movies. As darkness fell some fireworks began, and while a few cars left for the late evening ferries, most participants began assembling in scattered rooms for the final parties, some of which lasted all night.

The next morning, as some cars were being loaded at 5AM to catch the early morning ferries, their drivers met a few bleary-eyed partygoers in the halls, trying to find their rooms before daylight completely blinded them. Monday being a national holiday, it was a day of well-earned rest for those not returning to the mainland or not getting up for the 10AM driving competitions in the motel parking lot.

The Rally was considered the most successful ever, and certainly our Regional entrants eagerly await next year's meet, (which will be on the mainland). While the magnificent scenery of Vancouver Island and the warm and sunny weather (except for the 47 second sprinkle Saturday night), contributed a lot to the meet, much credit must go to the competent management of the Victoria VCCC Region, which hosted the event, and certainly to Tour Chairman Austin Smith in particular. Austin reports he plans to begin restoration on his 1932 Packard 940 Victoria as soon as he has recovered from this tour, like in a year or two.

(See next page for CCCA entrants).

Fifteen Regional members and 9 classics registered in at the Nanaimo meet. Participants and their cars were:

The Frank Hallmeyers,
1930 Lincoln sedan
The Robert Irwins,
1934 Rolls-Royce P II
The Vic Deshayes and guests,
1927 Lincoln sedan
The Pete Manellos,
1948 Lincoln Continental
The Merle Holmgrens and guests,
1931 Pierce-Arrow roadster
The Dean Spencers,
1925 Doble Murphy roadster
The Chuck Whittakers,
1931 Packard pheaton
The Gordon Thomases,
1948 Lincoln Continental
Guy Carr and guest,
1930 Packard DC pheaton

The Harold Hansons,
1914 Ford T
The Maurice Wholwends,
1908 Maxwell
The Herb Schoenfelds,
1913 Fiat

The Phil Schwarzes, Al McEwan and George Shufelt, without cars. Joining the Region after the meet was John Harrison, 1936 Packard Standard Eight sedan.

PORT ANGELES REPORT

Herb Hanson's rough but rare and restorable custom-bodied Lincoln landaulet, a subject of discussion among our members at Nanaimo, was seen June 15th being trailered eastward through Olympia. We hope it finds a happy home.

DESHAYE DELAGE COLLECTION GETS ANOTHER CAR

Newest classic in the Region is Doc Deshayes's Delage convertible, which will be seen at Mercer Island. Having been given a preview showing of this magnificent machine, we feel some sort of responsibility to The Cause to let a few details leak out.

The coachwork is the sort of thing one would expect from one of the more exotic French coach-builders in late pre-war times, with large panels and flakes of chrome and polished aluminum scattered about. Four chrome flexible exhaust pipes leave one side of the screened hood and quickly drop into a fender. With a bit of imagination one can picture them glowing a bright red as the car speeds through the darkness, it's Marchal head and road lights cutting a white path through the French countryside.

Interior leather covers most of the dash and the steering wheel,

along with the comfortable seats. Instrumentation tells all, including oil temperature, speed (to 200 kph) and RPM (to 4500).

Body hardware is well done and unusual, with 2-count 'em-2 tapered-pin type door latches on each door, and with a crank on the dash by which the windshield can be made to drop downwards into the mysterious internals of the beast. An underside air scoop downstairs feeds fresh air into the passenger compartment, running it first through the batterybox to filter out carbon monoxide and to help maintain a proper pH level inside the car. Clever, those French.

With two such cars now in his possession, Doc Delage (whoops, a Freudian slip) now becomes our Regional Delage technician. If you know something about the make, send it with a stamped self-addressed envelope, and he will send you a question.

THE CROWDED CALENDAR

The Mercer Island Concours D'Ele-gance on July 31-August 1 is the major item of automotive interest in the immediate (like this week-end) future. The set-up is sim-ilar to previous years, but with the additional incentive of a free banquet for participants on saturday night. This has in it's 2 year history become THE major vintage automotive event in the northwest, and it is hoped that this year's will be bigger and better than ever, in spite of the withdrawal of official "co-operation" by the two major an-tique groups, for monetary rea-sons. (It is understood, however, that neither the HCCA nor the AACA regions are discouraging their members to attend as individuals, and many are expected to show.)

Following the Mercer Island bash, (which in turn followed the HACO Village Green tour of July 23-25, which followed the Sea-Tac HCCA Pacific Northwest Tour at Seattle July 16-18, which followed all sorts of things happening in May and June) you are allowed a short rest period before our next Regional event in Oregon late in August. This will be followed by the Tacoma Country Club meet on September 11. See last page for further details.

People in the eastern environs (east of the Cascades) had at least two choices of activity over the July 4th weekend. Some 113 cars showed up at the International Old Car Meet at Kalispell, Montana (sponsored by the Flathead Pioneer Auto Club), and 72 cars registered at the Walla Walla Blue Mountain Invi-tational Tour (sponsored by the Walla Walla Historical Auto Club). Member Ken Durham won first place in the 1926-42 non-Ford class there with his 1933 Chrysler Imperial convertible sedan (which was seen

at Alderbrook last year), and his brother Jerry Durham's 1931 Chrysler was selected as the Most Desirable Car at Walla².

At Kalispell, Gene Stuckle's 1928 Packard touring took first in the classic class, and a 1928 Packard roadster drove 1146 miles from Manitoba to take the distance trophy. Chuck Whittaker, whose 1931 Packard pheaton competed with Gene's 1928 there, drove over 550 miles to the Nanaimo tour, all in one day, for the longest distance driven, but lost the trophy to the Pierce Great Arrow from Seattle on an age-vs-distance formula. As Chuck says, the formula is more than fair, as "I'd rather drive my car 500 miles than his 100!"

PACKARDITES TO BANFF

The Packards International Motor Car Club (of California) will make their 1965 International Good Will Tour to Banff-Lake Louise during the week of July 31-Aug 8. They expect about 50 Packards, presum-ably mostly vintage, and will leave Castaic, Calif., at 8AM on July 31st, spending their first night at Sacramento. Their second day of travel will take them to Grants Pass, Oregon, and their third night will be at Olympia, Wash. From there they go through Seattle to Chilliwack, BC, and on Aug 4th will make it to Revelstroke. They will arrive at the Gammon Motel in Banff on the 5th, and stay there until the 8th, when they break up.

They plan a concours and varied social activity at Banff, along with as much sightseeing as pos-sible. Packard owners can reach the organization, one of three devoted to the make, along with the PAC and the Old Dominion Packard Club (Maryland area), at: Packards International, 140 S "B" Street, Tustin, California.

JUNE BOARD MEETING PLANS SUMMER ACTIVITIES

The monthly Board of Managers meeting in June was at Busch's Round Table in Tacoma on the 6th. Attending were McEwan, Carman, Hooper, Connie Schwarz and Shufelt. Doc Deshayé was that night picking up his newest Delage drophead at the docks in Seattle, and had planned on honking as he went by, but unfortunately encountered numerous mechanical involvements. While the board solved management problems at the restaurant, Doc and Frank Hallmeyer were solving automotive problems at a nearby Shell station.

Reports by the Finance, Publications and Membership committees were routine.

Activities being the major area of discussion, McEwan reviewed the Nanaimo meet, and announced that the CCCA trophy presented to the VCCC had been donated by a board member who would probably prefer to remain unnamed. Both our clubs are grateful for his generosity.

It was decided that the HACO tour to the Village Green is too great a distance for our Regional participation, but that an Oregon meet should be scheduled for August. Plans are being made for the Tacoma Country Club meet in September.

McEwan reviewed the problem of the Concours participation by the other clubs, and the stand of the local HCCA club with its affect on the other clubs in the area. After some discussion of the apparent purposes of both our club and the Concours at Mercer Island, the board voted to participate as a Region without asking for any monetary return. Money is fun, but fun can't buy money, or something like that.

The National CCCA Board minutes were reviewed and developments discussed. The Project Committee reported no projects yet. Hooper briefed the board on incorporation and insurance, and it was decided to obtain member's policy numbers and company names on all future new membership and renewal applications, and to require that all cars participating in Regional events carry sufficient (minimum in Washington is 10/20/5) liability insurance.

Since the facilities and food provided for us at this meeting had proved to be both good and reasonable (an outstanding steak dinner for \$2.75 is a rarity in this day and age), it was decided to hold the next board meeting at the same place. Come to a board meeting sometime. The entertainment isn't much, but the food is good.

JULY BOARD MEET CENTERS AROUND MI CONCOURS

The Regional Board of Managers met at Tacoma on July 7th. In attendance were McEwan, Deshayé, Carman, Manello, Connie Schwarz and Shufelt.

The last National and Regional minutes were read, followed by a treasurer's report (we're still in the black), a membership

report (one new member acquired at Nanaimo) and a publications report (we're a week late this issue). The major business centered around activities, with many events coming up in the next couple of months.

The nearest activity is our participation in the Mercer Island

Concours. If your entry isn't in yet, why isn't it? Don't put off until tomorrow what you should have done last week. The show promotes to be bigger than ever, with some additional benefits thrown in, like a free banquet for participants. If you haven't received an entry form, write to PO Box 111, Mercer Island, and request same. Our Region will have a shaded activity-refreshment van near the cars for members to congregate at for socializing and telling lies about our cars. Come and fun with us.

You will later receive details of the weekend meet planned for the Portland area late in August. It will include touring, eating, car-looking-at and other worthwhile activities.

FOWLER FINDS PIERCE

Pierce-Arrowman Perry Fowler of Bremerton recently doubled the size of his Pierce collection with the addition of a 1935 Club Sedan, which he reports is "complete except for the crank hole cover." It is an eight, and has sidemounts, chrome wheel covers, chrome shell and chrome radiator shutters. It should be easy to spot on a sunny day. Perry reports that there are only 3 such club sedans listed in the directory of the Pierce-Arrow Society.

CONCOURS NIXES OUR JUDGING SUGGESTION

Regarding the suggestion in the last issue that the Mercer Island Concours adopt the CCCA classification and judging procedure for classics entered in the event, their committee decided to retain their present system, for better or worse. We hope it gets better.

The big judging meet at the Tacoma Country Club will be on Saturday, Sept 11th. No one should miss that one. Having sampled the excellent facilities there at our spring dinner meet, we can look forward to a high class meet in an unusually appropriate setting. See last page of this issue for details.

Don't forget that we will have a combined business and fun meeting in November, at a location yet to be announced. Our Activities Committee is indeed active.

The next board meeting will be during the Mercer Island Concours, with future locations to be announced. The \$2.75 steak dinners have gone up to \$3.25. Inflation is upon us.

REGIONAL CARS TAKE WENATCHEE TROPHIES

For the first time in its six year history, the editor missed the Wenatchee Apple Blossom Show, -but we have learned that our Region was well-represented, with members taking the three trophies in the classic class.

Blair Eastman was first with his 1935 Auburn convertible sedan, Perry Fowler second in his 1931 Pierce-Arrow sedan, and Chuck Whittaker third in the 1931 Packard pheaton. Also attending was Ken Beach, with his 1915 Ford touring.

The Fowlers report that five cars from Bremerton took home that many trophies. A worth-while trip.

THOT FOR THE MONTH

Everyone has some useful purpose in life - if only to serve as a horrible example.

RROC: RECORD ROLLS-ROYCE RUSH HITS HARRAH'S

The Third Annual Western Regional Meet of the Rolls-Royce Owners Club, held at Lake Tahoe on June 24-27th, drew a record number of cars (about 140), and over 400 people. It was the second largest RR meet ever held, surpassed only by last year's National meet at the Kennedy Airport in New York. Eight Regional CCCA members, 4 of them with their cars, were among the 25 entrants from the northwest.

The event was under the sponsorship of the Harrah organization, with the benefits usually associated with such sponsorship. (Although John Wallerich said he felt guilty winning \$40 and getting free drinks too!)

This year's meet began with a continuous cocktail party at Harrah's Villa on the lake shore, with boat rides in assorted vintage and modern craft. A Tony Guerrero school briefed contestants on how to prepare their car for judging, and in the afternoon Tony managed a technical seminar covering many restoration problems.

Among the subjects of general classic interest were gear lubes, and Tony read the original article on the subject (reprinted by the CCCA from a Cadillac-La Salle Club publication). Since that article, which warned that many modern sulfurized lubricants may be harmful to the bronze parts in classics, some further research has been conducted in the CCCA by (appropriately) the Oil Belt Region, which indicates that the situation should not cause undue alarm at this time. While there does seem to be a problem here, much work remains to find out what it is. A future BUMPER GUARDIAN article will cover some later developments in the field.

Overheating is a commonly dis-

cussed problem at RROC gatherings, and the answer seems to be to work on easy remedies first, like back flushing (which cured the problem completely on the editor's P II 92PY), before taking anything apart. An interesting suggestion was to fill the radiator, still on the car, with Bendix carburetor fluid and fit an air chuck onto the bottom tank. Air can then be bubbled through under moderate pressure for a few hours. This sounds like a particularly suitable idea for honeycomb radiator types which cannot be rod-ded out, without removing it, as would be necessary for boiling.

The question of "flushing oil" came up, and the desirability of flushing with either SAE 10 engine oil or kerosine. The judgement seemed to be to flush only with flushing oil, running only until the oil pressure dropped (under a minute). As Tony said: "Don't flush with kerosine or light lamps with flushing oil."

Regarding rust, since only chemical deep dips remove rust COMPLETELY from frames or underside parts, special primers should be used which will prevent further corrosion under the primer, such as Rustoleum or Tote-Rust, or the Sears-Wards preparations, some of which come in spray cans.

While many of the questions were centered around RR=Bentley problems, all were interesting, and any Guerrero-conducted technical session or class is worth a trip to Tahoe by itself.

The next day was devoted to the judging, and what with picture taking, judging sessions, meeting old friends and the free cheese-and-Tuborg-Beer lunch, there was little time to look at the cars very closely.

(Continued on page 14)

CONTINENTAL TOURING or HOW I BENT MY BENTLEY

Part VI

By Al McEwan

[Editor's note: In the last chapter, Al and Myra, while touring Europe in their 1934 Bentley tourer purchased in London, had been hit head-on by a car coming at them in their lane, on a Swiss road at night. The car had left the road, and all was silent.]

After sliding down the embankment but before the car had come to a stop in the field, I realized that the car was still right side up, and that all four of us were OK. In the darkness I could see the left front fender crumpled high above the hood, and was afraid of what I would find once I got out to look closer. When the car stopped everything was silent. One look at the front end, then I started climbing the embankment in search of the car that hit us. Grant was right behind me, but when we reached the road it was deserted. I couldn't believe that the car that hit us was gone, and the thought of all that damage and not finding the responsible party really upset me. Still thinking of the Bentley damage, I couldn't see how anything would be capable of driving away from that scene.

We wandered up the dark road for a hundred feet or so, and heard some muffled shouts. They were coming from the field on the far side of the road, and after stumbling down a steep bank to the noise, we found the other car. It had been a Renault 4CV, and was laying on it's side with a terrific amount of damage. The two men trapped inside were trying to push one of the upper doors off without too much success. Grant and I managed to get the door open and get them out. Just to look at the car I was afraid of what

we would find inside, but to our surprise both men inside were in pretty good shape. Considering that the roof was gashed as if by a giant can opener and that the left front wheel was up near the steering wheel, I'll never figure out how they stayed alive.

Once out of the car the French driver was jumping up and down, babbling French at us a mile a minute. Now my French, with a great deal of effort, can get us a hotel room or a meal, but this was different. Fortunately we had Grant with us, and he had to do all the talking. The police, who arrived about two hours later, spoke only French, and asked all their questions through Grant.

Someone driving by a few minutes after the accident had gone to the next town to notify the police, who had to be gotten out of bed, then they had to dress in full uniform and look for the accident scene. Meanwhile, we stood around waiting. I don't like the thought of being injured over there and waiting for their help.

When they did arrive, they took all the standard information about the drivers, cars and insurance. The whole mess read something like this: An American driver in a British registered and insured 30 year old collector's car is involved in a collision with a Frenchman driving a French registered and insured car, in Switzerland!

The police decided that the cars should be left in their respective fields until the next morning, and we all agreed to meet at the spot at 10AM, for further discussion and analysis of things.

The following morning the police were there with a tow truck, and while the truck righted and hooked up to the Renault for the three mile trip to the French border where it would deposit the car, the police made sketches and measured tire marks on the road. We all awaited their decision, although I felt it was obvious that the other car had crossed to my side of the road. Finally the police decided that I was in the right, and promised that a full report would be prepared, and would be available to the interested parties.

Once the Bentley had been towed to a garage, there was little that could be done about repairs on that Sunday afternoon, so we went sailing on Lake Geneva with Grant and his wife. It was a beautiful day for sailing, and it helped sooth my worries. Geneva is a lovely city, with many beautiful homes around the lake shore.

Monday morning we started a fight to obtain compensation for the damaged Bentley, which is still going on 13 months later, and with no end in sight. The Rolls-Royce Agency in Geneva was helpful in providing an estimate of damage, and in recommending the law firm that I engaged to represent me. The French insurance company liable for the damage has made no effort to settle, and we have been forced to sue.

Presently we are waiting for the case to come before court in Nyon, Switzerland.

Our Continental tour in a classic Bentley was over.

[Editor's final note: Al reports that anyone with connections with French insurance companies, lawyers or government officials should call him.]

STILL MORE WINNERS!

Among the many automobile meets about the Region in the past few weeks, we have heard some judging results from a few of them. At Yakima, Classic Class winners included Regional members Merle Holmgren (1931 Pierce roadster) in first place and Bob Irwin in second with the recently restored 1934 4½ liter Lagonda touring.

Results learned firsthand from the Pacific Northwest HCCA Tour (a disadvantage to being an experienced classic owner without a judge) were: Custom Classics, Al McEwan, 2nd, 1933 Rolls PII, and Gil Duffy, 3rd, 1933 Duesenberg Murphy convertible sedan. Production Classics, Doc Deshayes, 1st, 1927 Lincoln sedan, and Bob Irwin, 3rd, with the Lag again at it's second event! Winner of both the Steam Class trophy and the Most Desirable Post-1915 Car Award was Dean Spencer, 1925 Doble Murphy roadster. Herb Schoenfeld took second in Steam with his 1913 Stanley touring, and a number of other Regional members did well in antique classes.

PIERCE PROGRESS RPT

Late word on the 1907 Pierce Great Arrow indicates that it is now in Vermont, having covered about 5000 miles at a cruising speed of from 50 to 60 mph, with no major problems. Apparently he used up all his problems going to Nanaimo.

TEUTONIC ANGLOPHILES

Our thanks to Bruce McCassey of Seattle for supplying the two Porsche's at the Rolls meet with very appropriate windshield signs. They show the famous RR radiator shell surmounted, in lieu of a Flying Lady, by a Spiked Helmet.

PHOTO PAGE:

A PAIR OF PHANTOMS AND A BRACE OF BENTLEYS

UPPER LEFT:

James Young roadster, on PII Continental chassis 20MS, shown by Mrs Briggs Cunningham. The car won third in the P II category.

UPPER RIGHT:

An outstandingly attractive 4½ Bentley saloon with coachwork by Van Vooren, B12MR. Note the French lamps. His right rear wheel is on our front cover.

MIDDLE LEFT:

Brewster Ascot pheaton, Springfield PI chassis S308LR, owned by Les Braunstein of Beverly Hills.

MIDDLE RIGHT:

McEwan and fellow Bentley judges study the score sheets on B12MR.

LOWER LEFT:

A Speed Six Bentley, found sitting at the rear of the Harrah Museum. The hugh Roots blower hides under the sheet metal cover up front, but the SU dash pots didn't all fit.

LOWER RIGHT:

An 8 liter Bentley, possibly a recent import, in one of Harrah's Museum storage lots. Yes, Virginia, there really is a British Duesenberg.

All photos by the editor's wandering camera, which will for future issues wander about out Region, catching cars, people and automotive oddities of interest to classic devotees. Smile! Someone just might be hiding in the bushes with a 400mm lens (which is also good for picking out otherwise unidentifiable items in old junkyards). If you won't send us the photos, we will come to you, one way or another. Will your car be next?

MEMBERSHIP ADDENDUM

Included with this issue is a complete Regional roster. That is, it will be complete when you add to it the two following car owners who joined after it was made up:

Gilbert L Duffy, 2700 SW 156th, Seattle, Wash., 98166. (2 J Duesenberg convertible sedans)

John P Harrison, 3338 The Crescent, Vancouver 9, BC. (1936 Packard Std 8 sedan.)

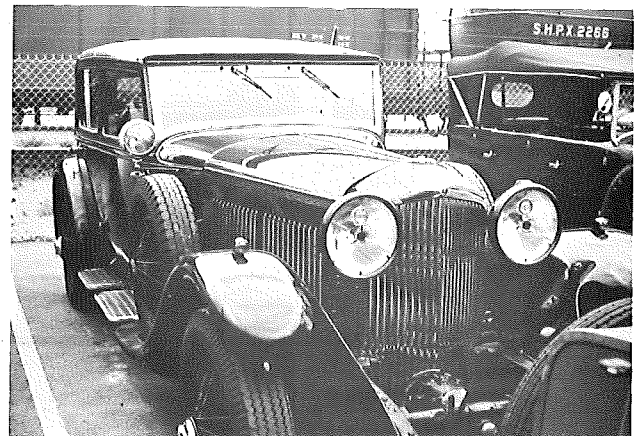
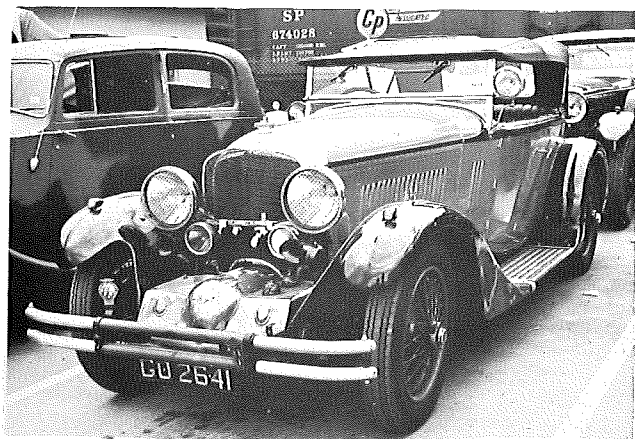
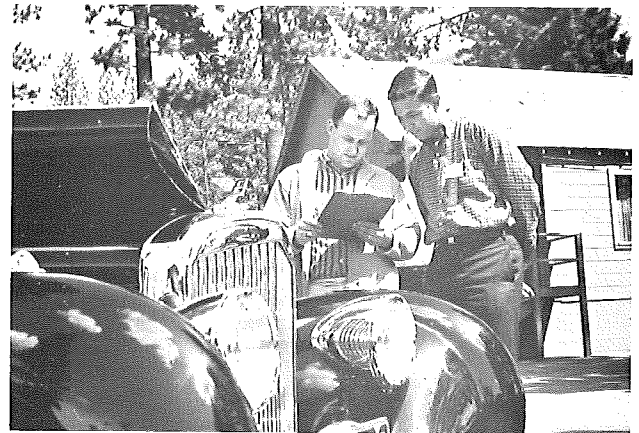
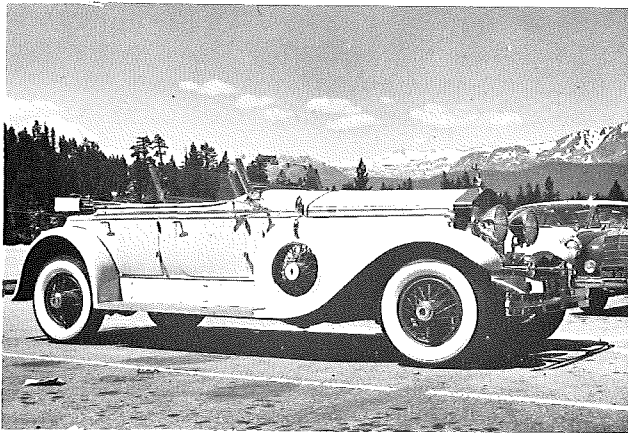
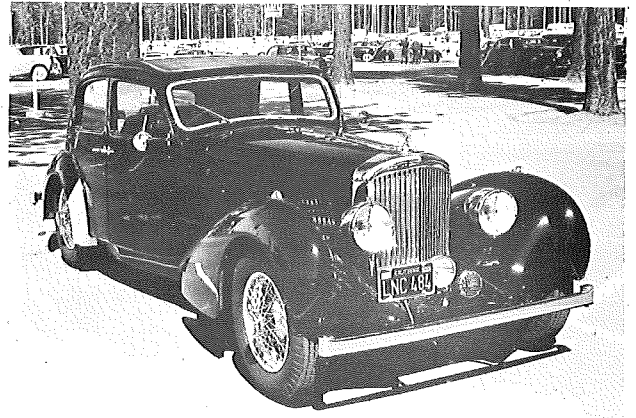
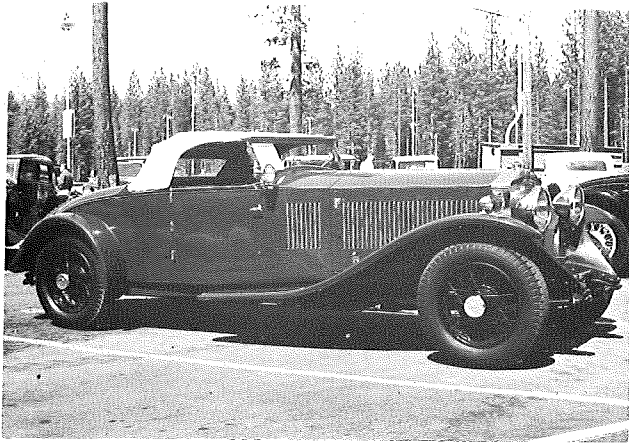
Note that we have members scattered widely about 3 states and 2 provinces, and even had a man in Secret Cove, BC. How many regions can make that statement?

LOCAL CAR MAKES GOOD

The editor's guess as to the identity of the Brewmaster's car, which he was too unsure of to print last issue, would have been right. It WAS Luther Losey's Phantom II Mulliner town car, 61RY. But did Commander Whitehead ever ride in the Wallerich PIII as he was recently scheduled to?

"OUR" MAN IN EUROPE

Our only Regional member taking part in the recent CCCA annual European Tour was Ray Radford of Vancouver, Wash. Possibly he would be willing to brief us on the European scene as he saw it?



ONWARDS AND UPWARDS! NO END IN SIGHT? Second Sword Sale Sees Soaring Prices

A favorite topic of conversation at the Nanaimo meet was the recent second Sword auction and the stratospheric prices that it developed, much to the astonishment of both British and American bidders. Since that March 12th event, the motoring press on both sides of the Atlantic have had time to publish their articles, with MOTOR SPORT's William Boddy having some appropriate comments, and ROAD & TRACK calling their bit "The Day it Rained Gold Pieces".

The first Sword auction was held in September 1962, and over half of the 200 car collection was disposed of, many to American buyers. While the British were understandably chagrined at having some of their finest vintage machinery leave the island, the editorial comments often concluded that cars will go to those willing to pay the most for them, and that perhaps the problem was with the British enthusiasts not yet recognizing the value of their merchandise. If such was the case in 1962, the intervening years may have been years of recognition.

From the time a 1915 Model T went for \$3864, until a 1908 Silver Ghost brought the highest price of the auction, \$20,160, it was a period of what many of those present now diagnose as auction fever. Some American bidders are seriously considering a potential market in England for certain readily available US cars that could be profitably exported! While some feel that the event was something that might never happen again, more serious minds call it the beginning of the end. Many cars went for twice what similar cars had ever brought before in England. A 1931 8 liter Bentley for \$4256, a 1921 Vauxhall (30/98) for \$6608, and a 1925 Hispano tourer, \$6440,

plus dozens of antiques at similar prices.

Regardless of what happened and why it happened, the average price of over \$4000 for the 59 cars sold will leave a lasting impression on the British, and ultimately the US, car market.

On the other hand, if any of the astounded Britons were to pick up the current issue of the AACA ANTIQUE AUTOMOBILE, they would perhaps be less astounded. There are 20 cars advertised at \$4500 or over, the highest price being \$26,250 for a Duesenberg. Of course the restoration investment in many of these 20 cars is in all likelihood more than the asking price, but the ads are nevertheless a chronicle of The Present and an indication of The Future in the old car market.

On a lighter note, our Regional Secretary, Dick Hooper, came across an article recently in an investment publication evaluating the wisdom of vintage automobiles as an investment, like coins or art. He obtained authorization for us to reprint the material in a future BUMPER GUARDIAN, and turned over to us at the last board meeting letters from the publisher and the author. The latter turned out to be the owner of a 1929 Springfield Phantom I sports sedan which he purchased from your editor 10 years ago!

How the car was driven from Omaha to Texas in the middle of the winter, (leaving town on Friday, the 13th, December 1955) and why it was marooned for three days in Tucumcari, New Mexico, is a long and a sad story. Some day we might be persuaded to tell it. But not soon, we hope.

It's not really a sad story.
It's pitiful.

"Record Rolls Rush"

(Continued from page 8)

One of the real rarities present was the only Phantom IV (8 cyl) Rolls in captivity in the US.

There was much elaborate eating and entertainment, including a night in the South Shore Room to see Lawrence Welk and his Bubble Machine, and a special show by one-man-band Vic Hyde, who plays four trumpets at once and pulls a trailer behind his Silver Cloud. (No, not at the same time.)

A morning tour over the Rose Mountain summit to the Harrah Car Collection was followed by box lunches and a rally from Virginia City back to Tahoe. The novice rally team of Sturdevant-Shufelt operated a checkpoint, directed to log in drivers and read odometers. By the time the cars arrived at our checkpoint, driver-husband and navigator-wife teams were often no longer on speaking terms. When asked his odometer reading, Paul Cox of Omak answered: "29.4", but his wife quickly added: "and 3.9 arguments!" Ernest Carlile of Renton made a wrong turn and went a mile up the wrong road before discovering his mistake. Figuring that mileage was more important than time, which could be made up, he BACKED up the road to his error point, erasing the incorrect mileage from his instrument! Brilliant thinking in a moment of panic.

The display of cars was under tight control by Harrah guards, who kept both unauthorized people and unauthorized cars out of the security area. One night while the cars were resting quietly in the lot, a new Mark X Jaguar from California tried to drive into the gate, and was stopped by a guard. "I'm sorry", he said, "but only

Rolls-Royces are allowed in here." "What's the matter", asked the driver, "isn't my Jaguar good enough?"

Saturday night was awards night, at which John Wallerich took third in the PIII category, and Joe Carman first in the Post-war Bentley class for his recently restored Mulliner Continental, beating out a car that had won second overall at Pebble Beach last year. Other PNW-CCCA cars were the McEwan PII Gurney-Nutting drophead, and Bob Irwin's nearly identical Gurney-Nutting drophead, which took first in the PII class at the 1964 RROC meet.

Sunday morning was devoted to a mountain-top breakfast, reached by a suspended cable car. The quiet pine-scented atmosphere, the friendly chipmunks and the distant view of lake and mountains was in welcome contrast to the pandemonium of Harrah's Club down below. That afternoon three of us persuaded Harrah's people to set up a tour through the non-public warehouses, (which may be seen on 24 hours notice for \$5 an hour). About 500 cars were seen, from the oldest antiques to 1956 Packards, and from large double buses and trucks to the rarest foreign classics. Even the over 300 cars in the museum itself are nearly beyond comprehension. Words fail, but photos were taken, which will be published in the near future. The only thing at all comparable might be the new Schlumpf collection. (FOUR HUNDRED Bugattis?)

All look forward to future meets at this location, possibly in alternate years. There was talk of a future Western meet in the northwest, and perhaps soon we will see both a Grand Classic and a Western RROC meet in our rustic part of the world. As the Rolls meet ended, we headed southwards.

Thanks to some fortunate but co-
incidental planning, the Porsche
meet at Santa Barbara started the
day after the RROC meet ended.
Some highlights of the second
phase of the adventure included:

Getting lost on a rally and ending
up at a fire tower on top of a
high peak. We tried to explain
our being there to the General
Telephone microwave repairman,
but it is doubtful if he knows
yet what a rally is.

Parking on high ground to avoid
a tidal wave, which never came.
It chose to schedule itself on
Champagne Party night, so if the
end had come, we would have had
a glass in our hand, which is the
only way to go.

Seeing a contestant drive a golf
cart into the cocktail party on
Tidal Wave night. When the end
looks near --- remember "On The
Beach"?

Carrying an unconscious pregnant
woman out of a Santa Barbara wine
shop, which almost got it's name
in the papers.

Having a contestant get wiped out
in front of the motel by a car
running a stop sign.

Trying to see the Briggs Cunning-
ham Car Collection, but finding
that it won't be displayed until
1966.

Touring the "Movieland of the Air"
museum, containing the fabulous
Tallman-Mantz aircraft collection.
(Paul Mantz was killed 9 days later).

Disneyland. After 2 hours we felt
we had seen everything to be seen
there, and besides, we felt that
we were being Walt Disneyed to
death. We took the monorail to
the Disneyland Hotel ("Disneyland
for Adults"), and found one of the
three bars there. Our only photo
of Disneyland was taken from a bar

window, at a spot NOT selected
by Eastman Kodak.

A visit to the Lundberg Cadillac
Collection in Berkeley, where all
agreed that something strange is
happening to car prices. We
sipped Cognac, perused old FORTUNE
magazines and dreamed about the
old days, when as college stu-
dents we saved our cigarette
money and bought classics. Time
marches on.

Chasing fire engines at 2AM in
Medera, California, trying to get
some good fire pictures. We re-
ceived a complete lack of co-
operation from the local volun-
teer department, who put the
fire out before we were ready.

Pulling off the road in northern
California to herd cattle and
sheep. A Porsche does quite
well at cutting cattle, but makes
a lousy sheep dog. Perhaps if
it could bark ---

Twelve days and 3300 miles later,
our annual sojourn to California,
The Fruit and Nut Center of the
World, was over for another year.

COMMENT WITHOUT FURTHER COMMENT

A 1965-66 TV series is called
something like "My Mother is a
Car", and for 1966-67 will be a
new series: "Rosie, the Rolls-Royce".

The Bumper Guardian

is the bimonthly publication of
the Pacific Northwest Region of
the CCCA. The Board of Managers:

Alan W McEwan, Director
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TACOMA COUNTRY CLUB MEET WILL BE SEPT 11TH

The only judging meet of the 1965 season will be held at the Tacoma Country Club on saturday, Sept 11th. Those who were at the spring dinner meeting there will remember the luxurious facilities of the establishment. The surroundings are truly suitable for the display of fine automobiles! We will be provided with the use of all country club facilities including the tennis courts, (but unfortunately not the golf course, due to a tournament). This should be our BIG meet of the year, and will give members a chance to have their cars judged by CCCA judges while enjoying the social atmosphere that a large country club can provide.

The meet will begin at 1PM on saturday, the 11th, but cars can be parked in the special reserved parking and display area after 9AM. All cars to be judged should be in place by 1PM. A buffet lunch will be available at the country club for \$1.50. Cocktails will be available for a nominal charge. Swimming, tennis and other activities will be available in the afternoon.

The club will provide us with a quality steak dinner that evening, and the fine dinner will be followed by entertainment of a suitable nature.

For those wishing to stay overnight, there is a very nice new motel only blocks away, and reservations can be made on the blank below. The new Lakewood Motor Inn has assured all CCCA guests of a special reserved parking area for their classics. There is a restaurant and coffee shop across the street from the motel, and a large shopping center.

Send your entry blank as soon as possible to: Phil Schwarz
3039 78th SE
Mercer Island, Washington

ENTRY FORM TACOMA COUNTRY CLUB MEET

Registration fee, per member, includes family:	- \$ 2.00
Dinner reservations, per person, including tax and gratuity: \$6.00 x _____ (number required)	- .00
Deposit if motel reservations are required: (circle type of accommodation required below)	- _____

TOTAL ENCLOSED: \$.

LAKEWOOD MOTOR INN, price schedule:

Number of people	Double	Double-double
1	\$ 9.50	\$ -
2	11.00	13.00
3 (rollaway)	13.00	15.00
4	-	17.00
5 (rollaway)	-	19.00

(king size beds are available also)

MEMBER: _____

ADDRESS: _____

CAR: _____
(year) (make)

BODY TYPE: _____

BODY BUILDER: _____

Remember the date! September 11th!