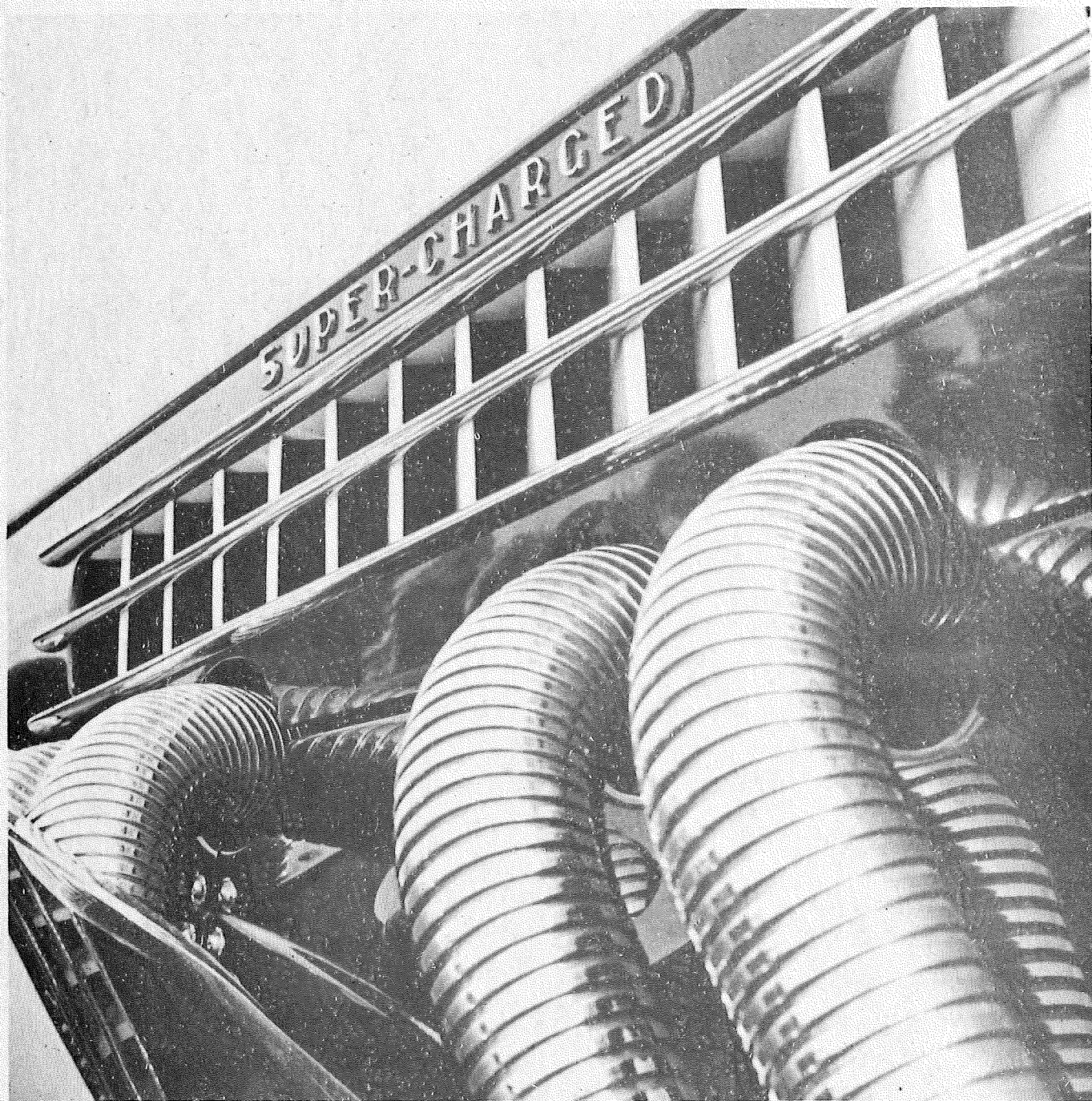


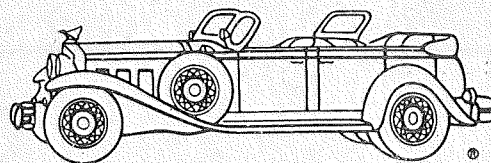
The Bumper Guardian

PACIFIC NORTHWEST REGION
GEORGE H. SHUFELT, EDITOR

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



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REGION'S LAST TOUR HITS PORTLAND OCT 16-17

Final plans have been made for the tour to Portland Oct 16-17th. Southbound cars can get together in Seattle, picking up more cars at Tacoma and Olympia. Arrival at Vancouver, Wash., will be about 1 PM, in time for lunch at The Quay Restaurant. Next comes an afternoon tour of the Radford car collection, where some real rare items are to be seen.

After checking into the Cosmopolitan Hotel, there will be time allowed for a cocktail hour at the restored Hoyt Hotel, in authentic Victorian atmosphere.

Next comes dinner at the Aero Club, followed by entertainment. Dinner is steak, and entertainment is classic. The rest of the night is free time. The Club has a wonderful orchestra for dancing, and back at the hotel one can take in the famous view of night-time Portland from the "Top of the Cosmo", where dancing and entertainment is "tops", so to speak.

After breakfast on your own Sunday morning, there will be a tour through Oregon scenery to a couple of car collections for more local rarities, then back into Washington for lunch at the Beall Ranch, and a final hour before heading home.

This is our last chance to tour this year, and our first chance to see some scarce automobiles. We will meet new friends and enthusiasts, as this is our first Regional event in Oregon. Meals and hotels must be reserved in advance, so drop a line to Phil Schwarz (3039 78th SE, Mercer Island, Wn) with a \$10 deposit for rooms and/or meals, and let him know what your party needs. Lunch is \$1.75, Dinner \$3.95 and doubles at the Cosmopolitan are

\$13, singles \$10. No registration fee. Registrants will receive notice of time and place to meet for the trip down from the Sea-Tac-Oly areas.

See you in Portland!

MGRS MEET AT TACOMA

The Board of Managers met at Tacoma on Aug 24, 1965. Present were McEwan, Hooper, Carman, Manello, Schwarz and Shufelt.

After routine committee reports, some final arrangements were discussed for the Sept 11th Country Club Meet, and a time schedule set up. The Kodak slide series was definitely planned, but Dick Hooper was unable to learn at this time if a British Shell film of the Goodwood Meet would be available in time. It was decided to attempt to show it in Portland in October if it did not arrive in time for the Tacoma Meet. Judging teams for Tacoma were planned, and McEwan agreed to be Chief Judge, permitting the editor to attend to editorial duties, like taking pictures.

The use of pewter mugs as trophies was discussed, and a thought was to have 3 liter mugs for first place, 2 liter for second and 1 liter for third. Hooper suggested 4½ liter mugs for Bentleys. The use of mugs was approved.

The board then covered plans for the August tour to Portland, and details of it appear on this page. It will be primarily a FUN tour, and it is hoped that all will take advantage of the opportunity to see some rare cars. Planning is by Ray Radford, who will host the group Saturday afternoon at his home.

6 CARS JUDGED WINNERS AT COUNTRY CLUB MEET

Twelve cars in six classes were entered for judging at the Tacoma Country Club Meet on Sept 11th, as many Regional members gathered for an afternoon of conversation and competition.

Dull skies and cool temperatures marked the end of a sunny summer, but failed to prevent the group from enjoying the outstanding facilities of the Country Club, and a fine time seemed to be had by all.

As the cars were placed in a reserved section of a special parking lot, a select team of judges collected in a meeting room for the judges meeting, presided over by Chief Judge Al McEwan. The Turnquist judging tape was played, many questions asked and answered, and over an hour later a capable-looking crew emerged into daylight. After a quick lunch in the cafeteria, the judging began, and the two teams began digging into the cars.

The largest class would have been the Rolls-Royce group with 5 cars, but McEwan's P II and Carman's P I were not entered for judging. The next largest class was the Foreign class with 2 Lagondas, a Bentley and a Delage. The two Production classes were made up entirely of Lincolns, all three from Olympia! One car each in Lincoln Continental and Auburn-Cord classes completed the collection.

At the completion of judging, all crowded into the meeting room for the Eastman Kodak slide presentation "How To Photograph Antique Cars", followed by a short break before the cocktail hour.

The thirst-quenching session preceded a fine steak dinner in a private dining room, which was followed by some comments from

Director McEwan and Meet Chairman Joe Carman. Awards were then announced, and the reaction to the pewter mugs given as trophies was very favorable. They may become a tradition, and over a period of years you can build up a set!

For many, the program was followed by an evening of dancing to the live orchestra upstairs, and for all it was an enjoyable event. It was especially enjoyable for the editor, for a tradition begun at Port Angeles earlier this year was continued. During the dinner program a certain number of associate members came up and kissed the editor, and we can only say that this represents an outstanding new development in banquet entertainment, and that we hope the tradition continues. We're not sure of the reason for this feminine enthusiasm, not being prone to question a good thing, but if this is reader reaction, we're certainly one up on 21 other Regional publications!

The judging results:

FOREIGN:

1938 Bentley, Ted Reich, 92 3/4
First Place

1936 Lagonda, G Thomas, 63 1/4

1933 Lagonda, Bob Irwin, 61 3/4

1939 Delage, V Deshayes, 53

ROLLS-ROYCE:

1938 PIII, Wallerich, 84 1/4

1933 P II, Bob Irwin, 84 1/4

Second Place, tie

1935 20/25, Robinson, 69 1/4

PRODUCTION, EARLY:

1927 Lincoln, V Deshayes, 90 1/4

First Place

1930 Lincoln, Hallmeyer, 61 3/4

PRODUCTION, LATE:

1935 Lincoln, K Moore, 58 3/4

LINCOLN CONTINENTAL:

1948 Coupe, Pete Manello, 91 3/4

First Place

AUBURN-CORD:

1935 Auburn CS, Eastman, 85 3/4

Second Place

RECORD HEAT, FINE CARS MARK 65 MI CONCOURS

Even an excess of sunshine and heat failed to cool the enthusiasm of the hundred-plus car owners who displayed at this year's Mercer Island Concours. While the high temperatures had an adverse effect on the attendance figures, car owners appeared to enjoy the show as much as ever, and hope that the financial problems brought about by the small crowd does not put an end to this annual festivity.

Twelve Regional members displayed cars in the Classic and Rolls-Royce classes, alongside 9 cars shown by non-members. Five members had cars in the Antique, Sports Car and GT categories. Seven of the 9 trophy winners in the Classic classes were members, and we're working on the other 2.

For those with Rolls-Bentley inclinations, the weekend began on Friday night at the Windjammer with a dinner and an excellent RROC-Tahoe slide presentation by Ted Reich. For most of the group Saturday was the beginning of the meet, and for those with judging responsibilities a special breakfast was held in the Concours Club. (Screwdrivers - what a way to start a day!) Judging sessions were in most instances staggered, so that judges had a chance to look at the cars unofficially at times.

Both the bar and the pool at the Concours Club was, we hear, getting a good turnout due to the weather, and at the Saturday night buffet dinner most chose to take their plates out into the open air. After dinner, dancing was available to canned music and cardboard musicians, but most of the crowd seemed to poop out quite early. It's hard to believe that people in some parts of the country have weather like this all summer.

An oasis in the vast field of heat and humanity was the CCCA refreshment van, centrally located on the Concours grounds between "Classics, Open" and "Classics, Closed". A huge Clark Cortez travel home, our "Home Away From Home", was loaned to us by M.K. Enterprises of Seattle, and provided a place for exhausted entrants to sit in the shade and sip lemonade and discuss the primary topic of the weekend: "What in the devil is elegance and how do you score it?"

The problem of elegance and it's judgement became even more acute after some class winners had been announced, and it became apparent that the best-restored cars are not always concours winners and vice-versa. While even the judges were surprised at the outcome of some of the classes, it should be remembered that this was not just a restoration contest, but that cars were judged on such factors as "esthetics, elegance, engineering design and suitability for purpose" as well as the usual "restoration, maintenance and authenticity". The event is, as their literature continually emphasises, a "Concours d'Elegance", and part of it's charm lies in it's being something quite unique.

Sunday brought some relief from the heat, and some relief to those of the Concours Committee who were counting the gate. It did not appear at the end of the weekend that the event was able to break even financially, but it is hoped sincerely by all who were fortunate enough to be a part of this year's Concours that the sponsors will see fit to continue it in spite of the difficulties. Their policies have been continually improved

over the past 2 years, and many past faults have been rectified. The Concours Committee worked hard to provide the most interesting show possible, and to reward contestants with the sort of quality "hardware" and other fringe benefits that make it worthwhile to park your car on the grass for a weekend.

But above all, there is nothing else like it in the northwest. If it fails, there will be nothing to take its place. At no other event do so many entrants show such a wide variety of cars. We of the Region, as well as most other car owners in the area, look forward to an even bigger and better Concours d'Elegance in '66.

CONCOURS WINNERS AND ENTRANTS: (Regional members are underlined)

Class 10, Classic Cars, Open

First:

1928 Packard phaeton

Ernest Crutcher

Second:

1935 Auburn convertible sedan

Blair Eastman

Third:

1930 Packard phaeton

Harvey McEwen

1935 Packard 12 convertible sedan

Ray Radford

1939 Bugatti Type 57, Saoutchik

Harold Langdon

1933 Lagonda tourer

Robert Irwin

1925 Doble E roadster, Murphy

Dean Spencer

1933 Duesenberg J Murphy conv sed

Gil Duffy

1939 Delage drophead coupe

Dr Vic Deshaye

1938 Cadillac convertible sedan

Larry Norton Jr

Class 11, Classic Cars, Closed

First:

1948 Lincoln Continental Coupe

Pete Manello

Second:

1927 Lincoln sedan

Dr Vic Deshaye

Third:

1933 LaSalle town sedan

Ed Roberts

1931 Pierce-Arrow

Perry Fowler

1929 Franklin sport coupe

Irving Nelson

1926 Stutz sedan

Myrl Johnson

Class 13, Rolls-Royce and Bentley, Prewar

First:

1938 Bentley

Ted Reich

Second:

1938 Rolls-Royce PIII

John Wallerich

Third:

1933 Rolls-Royce Gurney-Nutting

Al McEwan

1924 Rolls-Royce 20/25

Alex Thompson

1932 Rolls-Royce P II Huntington

Jack Rohrer

Showing cars in other classes were members Joe Carman, Gar Butts, Herb Schoenfeld (including a classic type 23 Bugatti, entered in the class called Competition Cars), Terry Billings, (son of Keith Billings), and Herb Hanson.

OPPORTUNITY KNOCKS AT SHOPPING CENTER SHOW

The opportunity has come to us to improve the condition of our treasury by a substantial amount. We are making arrangements with the new Aurora Village Shopping Center at 205th and north Aurora in Seattle to provide a display of classic automobiles on Saturday October 30th. We have indicated that we can supply at least 10 cars, and it is hoped that more will be available.

The cars will be on static display in the Center's Mall, and will be roped off and isolated from the ever-destructive public. They will be required to be in place from 10AM to 6PM.

The arrangements for this event

are being made by Al McEwan, and Al is making telephone contact with most of the Regional members within a reasonable radius of Seattle. If he calls and asks you to display your car, please say you will. It is your chance to do something constructive for the Region, and requires no more effort than a round trip to north Aurora street for one day.

If you have not been called, and would like to provide a car (or cars!) for the event, call Al at GL4-3671, or drop him a note at 4420 Bonnybrae Drive, Bellevue, 98004. If you are afraid to make any promises in advance but find out at the last minute that you can make it, come on out anyway!

A QUICK TOUR OF THE MERCER ISLAND CONCOURS

Ted Reich's 4½ liter drophead added a class win to it's recent Tahoe award.

Ernie Crutcher's 1928 Packard won it's class, for the second year straight.

Blair Eastman's 1935 851 Super-charged Auburn convertible sedan sits unconverted.

Packard, 745, phaeton, red and black. Real Packardism. It's Harvey McEwen's.

Hardwick stands by as Ted Reich gets a class First from "The Admiral".

Peter Manello's outstanding 1948 Continental coupe rests after winning it's class.

And over on page 7

The Delage - wild, weird and wondrous. Who else but the French would try it?

A Saoutchik Type 57 convertible, owned by Portland Bugattist Harold Langdon.

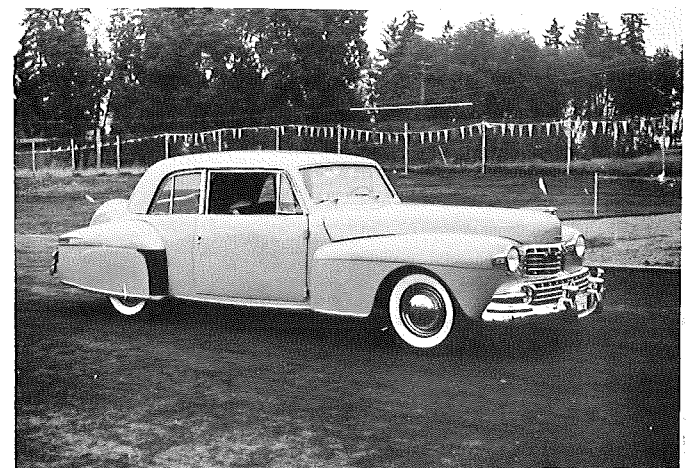
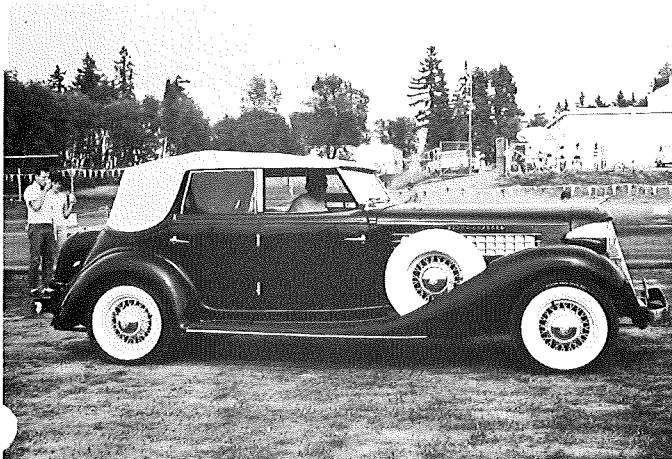
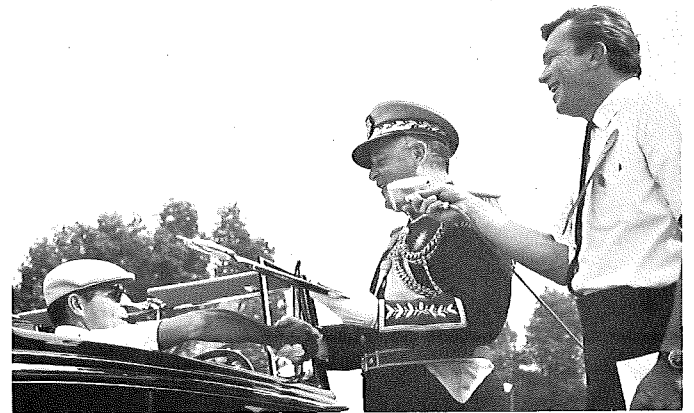
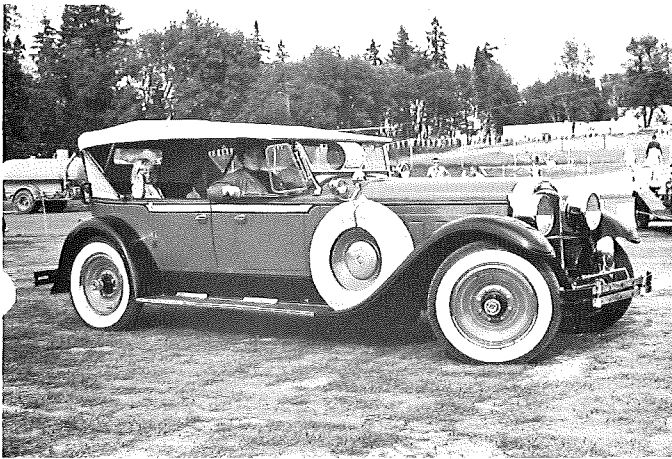
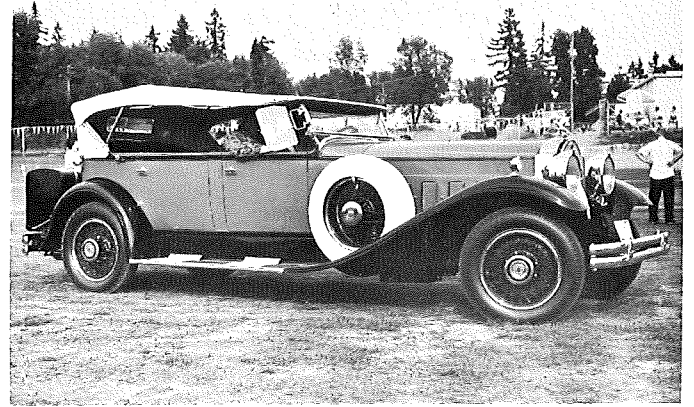
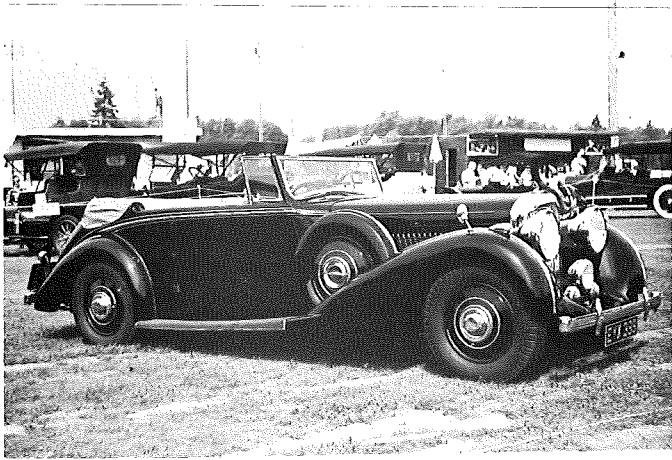
Youthful artist sketches Ray Radford's 1935 Packard Twelve convertible sedan.

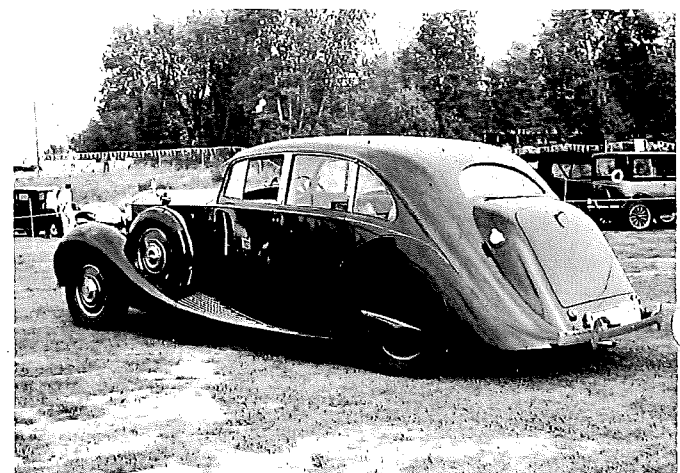
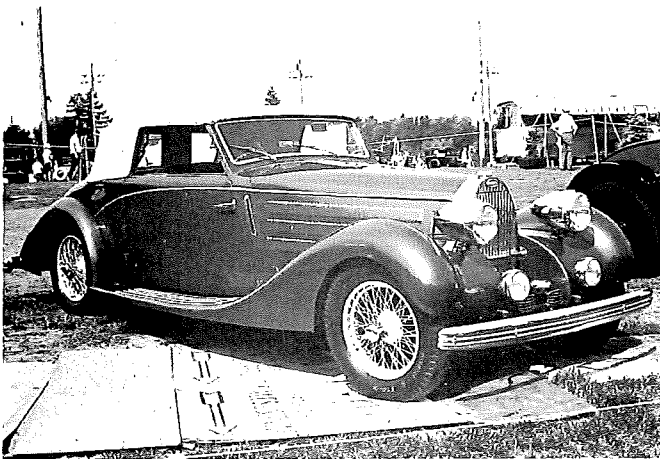
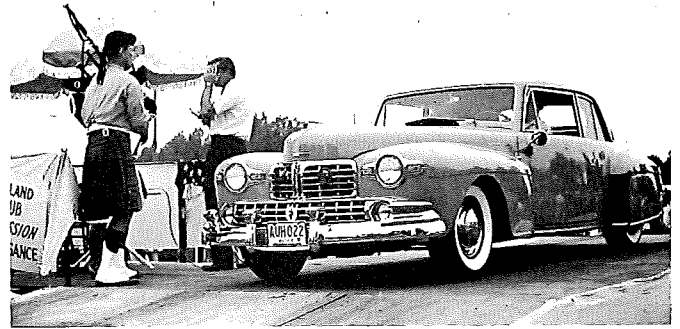
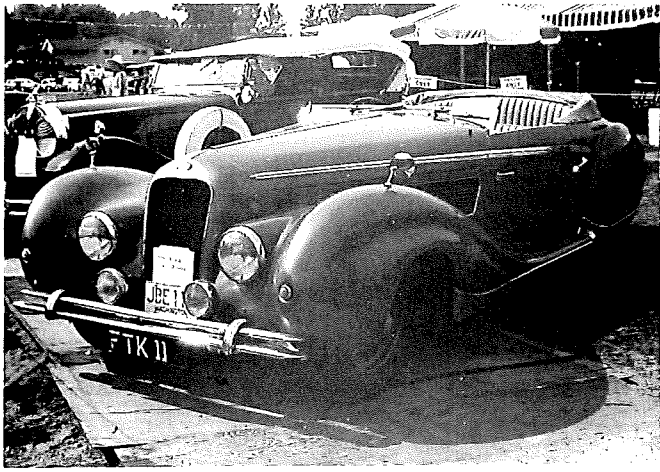
Piper pipes, Hardwick hides and Manello moves off the ramp. Hides from what?

Our "Place in the Sun". Weary classicists find solace under the Cortez awning.

Undeniably elegant, the Wallerich P III was a star of the 1938 Auto Show in London.

On the cover: a worm's eye view of Eastman's formidable Auburn.





CLASSIC AIRPLANES: "THE ONLY WAY TO FLY!"

A few weeks ago we sampled a sport even wilder than vintage cars - vintage airplanes! About the continent hundreds of pilots, members of the Antique Airplane Association and the Experimental Aircraft Association, are restoring everything flyable (they hope) from replicas of pre-first war types to late second war fighters. In fact, there's getting to be so many Mustangs flying, that in order to be different, you have to restore something rarer, like a P40 or a Hurricane.

There are probably 50 or so antiques flying around the Wash-Ore-BC area, and in August many of them assembled at the annual Air Show at Abbotsford, BC. Between military jet fly-bys and demonstrations of such varied air activities as crop dusting, borate bombing and JATO takeoff, they went aloft for cruising and stunting, giving the public a glimpse of what flying was like in the Open Cockpit Days.

Having scrounged some old aircraft annuals for Skeeter Carlson of Spokane, we had been promised a trip in his 3 place 1927 Stearman biplane, and jumped at the chance to fly to Abbotsford, only later asking "Where's Abbotsford?"

The machine is one of two that were made with Hispano-Suiza V8 engines, and this is the only one still known to exist. The engine was built under contract by Wright in 1918, and went out to the aircraft manufacturer, (later a Boeing subsidiary) as war surplus, along with many such engines in the Hisso-OX5 class. This particular plane has been restored as an exact replica of the earliest Varney Air Lines commercial craft, which flew some of the first air

mail routes, including one from Pasco to Boise that was reportedly the first private air mail contract. The plane has authentic color and markings, complete even to "Varney Air Lines" (later United) painted on it's side.

Passengers can even carry (in their laps) little flight bags with the appropriate markings. Otherwise, flying with Varney is, shall we say, "different".

All luggage, since there is no luggage compartment, goes in your lap. Only a couple of feet from each ear ends an exhaust pipe about 4" in diameter, which glows cherry red at night and exhales a long plume of pinkish flame. (Handy for reading maps at night, since there is no cockpit light.) With cotton in your ears, goggles and helmet in place, belt fastened and a good grip (we refuse to say death grip) on the cowl, you bounce over the alfalfa (vintage planes are unhappy on paved runways) and gently leave the earth. Once underway, you find conversation impossible due to the noise, and notes are passed from navigator to pilot regarding the most likely looking course. Sign language is not very effective, and besides, looks unprofessional. Below you is spread out The World, but scenery is difficult to see, as the vibration will not permit your eyes to focus properly, and everything below is sort of a big colorful blur.

On this particular trip, we left Puyallup at close to sunset, which is not recommended. The view of the Seattle waterfront was worth the trip by itself, but at Everett we ran out of map, since Puyallup didn't have any of the next sector north. We were planning to "turn right just

past Bellingham", but by that time it was dark, and we were unable to see much, including out fuel guage. By turning one mountain range too soon, we ended up going up a dead-end valley headed for Mt Baker. Besides running out of map, fuel and daylight, we were now beginning to run out of guts, so did a 180 and headed back the way we had come. Picking out unlighted airfields at night is an interesting sport, to say the least. We finally found a lighted field and made an emergency landing

(let's call it an "unscheduled landing") at Arlington, and spent the night in sleeping bags in an old World War II Navy classroom, using a 20 year accumulation of dust as a mattress to keep us off the cold concrete floor.

As much fun as Abbotsford was, it was anticlimatic after the trip up, and we can honestly say that with Varney Air Lines, "Getting there is half the fun!" As our pilot said, flying is hours of tedious boredom interrupted by brief moments of stark terror!

DIRECTOR'S DOODLINGS

by Al McEwan

The Tacoma Country Club Meet will be history by the time you read this article, but now would be a good time to give thanks to Joe Carman for making all the arrangements with the Country Club. It was only through his efforts that we were able to obtain this location for such a meet. We hope that the Country Club members enjoyed our cars as much as we enjoyed the fine facilities and atmosphere of their club. A good showing of classics could enable us to make the event an annual affair on both their and our calendar.

On the subject of judging, I will mention one idea that has been discussed at Regional board meetings. The proposal is for the Region to send the best car from each year's Regional judging meet to the Western Grand Classic, the purpose being both to enable the Region to participate in this big event and to encourage better restorations in our area. While there are many problems in such an idea, the proposal is being kicked around, and the board would be interested in hearing suggestions on the subject from anyone.

As you have read elsewhere in this issue, we are planning a

fun weekend in the Portland area for October 16-17th. Besides having a good time and seeing some fresh cars, we are hoping that several Portland area car owners will bring their cars out for the weekend. There are many CCCA members in that area, and only a few are Regional members. By getting some of these people to join us for a good time that weekend, we hope to build up our strength in that area. We are indebted to Ray Radford for doing the planning of that weekend.

So get your machine in shape, and come with us to Portland. It will be a low-cost weekend, and I guarentee you will see some one-of-a-kind classics that you never knew existed. The plan is that a group of cars will head south from the Seattle area saturday morning, picking up additional cars at Tacoma and Olympia. Planned arrival in Vancouver is for early afternoon. Don't miss this event!

And don't forget that your Regional Board usually meets in the Tacoma area the first wednesday of each month, and you are welcome. Call us for time, place.

DO LINCOLN OWNERS KNOW SOMETHING WE DON'T?

Due to a funeral in his family, Frank Hallmeyer was unable to attend the recent Tacoma Country Club Meet, and asked the editor if he would like to drive over in the 1930 Lincoln. After considering the matter for a second or two, we said yes, and temporarily joined the ranks of Lincoln enthusiasts. As it turns out, there is no such thing as a temporary Lincoln enthusiast. Like Bugattis, Franklins and Rolls-Royces, Lincolns are a cult, and once initiated, one remains a blood brother until his death, when he goes upstairs to meet Henry Leland.

The first and most lasting impression of any Lincoln is S-O-L-I-D-I-T-Y, and you get the feeling that the thing was forged out of one solid 3 ton billet of iron. Under way, however, the car seems surprisingly light on it's feet, and both steering and braking (even without vacuum servo) are precise and easy. Acceleration is adequate, but at 55mph you get the feeling that there has to be at least one more gear to go into.

The car seems quite distinct in both design and concept from the competitive Packards, Cadillacs and Pierces, and the car that seems easiest to compare it with is the Phantom I Rolls-Royce. Upon opening the trunk, we find a really complete 25 piece set of Lincoln tools in a little leatherette roll, to add still another Rolls-like touch.

Considering the inherent dignity of the design, (detractors call it stodginess), it seems almost incongruous to find the car supplied with an exhaust whistle. There is no end of fun in coming up beside some unsuspecting

car on the highway and suddenly opening the whistle and blasting away in second gear. Men grit their teeth, children scream and old ladies faint as the terrifying sound shakes loose the vinyl headlining of their Rambler station wagon, and jars plate glass windows for blocks around. The sound is indescribable, but is reminiscent of the deafening wail of the old Union Pacific 4000 series 4-8-8-4's that used to pull Sherman Grade between Cheyenne and Laramie. One doubts, however, if running Ramblers into the ditch with an exhaust whistle is considered in good taste among Lincoln owners.

Among the many fascinating mechanisms of the machine, the one which draws the most comment from bystanders who peer under the hood is the United centrifugal air cleaner. This device, which seems to keep at least the biggest rocks out of the venturi, must possess at least some degree of efficiency, as it is still made, and is often found on road machinery and stationary engines.

Recently we heard that our California Correspondent Jon Lundberg, known for his Cadillac interest, had sold his 1931 Cadillac convertible and purchased a 1931 Lincoln. He is now considering selling his 1936 Cad, replacing it with a 1935 Lincoln Victoria by Brunn. This might then reveal a new statistic: "Cadillac owners prefer Lincolns two to one!" Jon adds a final thought on Lincolns: "It doesn't take long to become attuned to the vibration either. Do you realize that at bang-bang-pause, bang-bang-pause, it is firing in waltz time? The girls concur in this boundless enthusiasm, and I can only conclude that we are all nuts!"

CLASSIC LITERATURE FLOODS MARKET BUT BOOKS BECOME BETTER BARGAINS

In the past few years, a number of books of interest primarily to classic enthusiasts have appeared in the \$12.95 to \$15.00 bracket, and interestingly enough, most of them have now become "publisher's close-outs" priced at about \$5.00 or so.

"Sports and Classic Cars" by Borgeson and Jaderquist, published at \$12.50, is now \$4.95. Ralph Stein's "Treasury of the Automobile" was about \$12.00 without the salon prints, and is now \$5.95. "The Book of Sports Cars" by Markmann and Sherwin was published at \$15.00, but has been \$5.95 for some years now, and in spite of its title is really a history of classic sports cars, the authors designating as a "sports car" anything that was "fun to drive". Esquire's "American Autos and Their Makers", \$15.00 only a few months ago, is now going at only \$4.95, and has a lot of classic interest in it.

Possibly as some of these books go out of print, they may become classics themselves, like the 1954 "Bugatti Book", now no longer available. (We wonder if the Arizona Region was aware of this when they reviewed it a few issues ago?) Autobooks of Brighton reports selling their last copy last year.

Another item long out-of-print (but still available for \$5.95 postpaid from Mark Auto Co of Layton, NJ and a few other outlets) is the original "Bible of the Industry", Ken Purdy's famous work on classics called "Kings of the Road". This book first put many of us into classics, and appeared in hardcover form in 1953, with a paperback

coming out about a year later. The latter quickly became a rare item when the dealer's unsold returns were bought up by Purcell Ingraham for his "Kings of the Road" museum in Cucamonga. However, it was republished in 1964 by the same publisher, with the same material and illustrations, but with new cover design. Your local paperback dealer has it for about 75¢ or so.

John Bentley's "Great American Automobiles" seemed to be marked down from \$7.50 to \$2.98 the day it became available, and a reason for this might be the fact that while the third of the book devoted to classic era was carefully described in the jacket notes, no such chapters ever appeared in the book!

There are now available, at reasonable prices, about 20 other books on classics covering the subject in a general way, and probably three times that many devoted to one make or type. Some of the latter are in the \$12 to \$15 area, and due to the limited number published will possibly remain at that price until they are sold out. Some of these books are reviewed in various publications and magazines from time to time, but many of the "reviews" are nothing more than a resume of the jacket notes.

If there is any demand for real reviews of currently available classic restoration literature, they could easily become a regular feature of this publication. It could certainly become a continuing feature, as each week a new item appears. It is getting so one has to make a decision - to restore his car or buy all of the books about it.

A COMEDY OF ERRORS

The cover of the last TRUE magazine is a composite of various antique and classic mascots and ornaments. A hasty barber shop perusal of the pictures develops about 3 errors among the classics. How many did you find?

Speaking of errors, we note with interest the National's comments on response to the "Quiz" first published in the BUMPER GUARDIAN. The few letters they received on the subject exceeded local response by that number of letters. No one even mentioned that due to some sort of mental lapse, an answer to one of the questions included the statement that Maybach had produced the "first production V12". Of course over here Packard dated back to 1915 with a V12, and was followed by National. In Europe, both the Voisin and the Daimler preceeded the Maybach twelve of 1930. Hereafter we will refrain from writing tests while drinking Scotch. Considering the interest the thing aroused, we may as well refrain from writing tests, and concentrate on drinking Scotch.

MORE CARS COMING!

Bob Washburn, who recently moved from Spanaway, Wash., to the Portland area, was considering the purchase of a Bentley last spring. He now informs us that after several months in Europe, he has returned with a Mark IV Jaguar drophead. He reports that Rolls-Royces and Bentleys are as high there as here, but that MG's, Lagondas and Alvises are "very reasonable" and "are also sold very rapidly". Having been there long enough to study the scene at some length, he now intends to import a few cars. He has promised an article on his car buying and touring exploits.

Why?

Did we call the blower Bentley in the last issue (photo page) a Speed Six? On the other hand, no one mentioned it, so maybe it doesn't really make any difference. It is a 1931 4½ liter tourer, and has four barrels, not six. By the way, the 8 liter pictured that issue has a Mulliner body and is quite similar to the one that Bruce Fagan brought in back in 1955, except that it does not show any evidence of body damage. Fagan's car became somewhat famous at the time for having been dropped on it's side onto the dock when they delivered it into Los Angeles. Which reminds us, one of the reasons given for not having a car crated is that crated things usually get rougher treatment than uncrated things.

Luther Losey's 25/30 had it's crate dropped onto the Seattle dock from sufficient height to break up things a bit, like the hubs and wheels. But the ultimate "crate story" is the one about the Alfa-Romeo that came crated, with "THIS SIDE UP!" written (in Italian, of course) on the sides. Since there were no arrows to indicate which was "this" side, the crate was carefully deposited on the docks, upside down!

"THE POEM"

The poetic work you recently received to stir up your interest in the Tacoma Country Club Meet was unsigned, but an inside tip reveals that it was the work of Myra McEwan. In gratitude we come up with prose of praise:

To Al's helpful Mrs,
Rhymer meritorious,
Thanks multitudiness,
From the whole damnbunchofus!

AUCTIONS AMAZE ALL

It seems that while many planned to attend the recent vintage car auction at Grants Pass, Oregon, few from this area actually did. We understand that about 80 cars and many tons of parts went on the block, but have not heard how the prices were running. Reportedly the only two classics in the lot were a Packard 12 and an early thirties Cad 12. Frank Hallmeyer of Olympia passed by that way on the way home from the National HCCA tour, and took some movies of the acres of mobile merchandise before the auction.

Reports from recent auctions in Pennsylvania, Wisconsin, New England and Nebraska indicate that the only direction for the prices is still up. We even understand that the man who was asking \$26,000 for his Duesenberg got his price. Maybe he doesn't have such a strange sense of humor after all.

Iowa Region's PILOT LIGHT noted that the old timers among classic enthusiasts at the Nebraska auction found that the insane prices being bid there for lower-grade classic and special interest cars seemed to come from people they had never seen before, and who are apparently new to the hobby. An auction is a poor place for the uniformed to come into his first contact with old car prices. Auction fever is too contagious. Which reminds us, a doctor in the Oil Belt Region recently found a treatment for the condition, and now prescribes antibiauto pills.

THOT FOR THE MONTH

From an article on Auburns by Doc Mundhenk: "You just didn't drive an Auburn Speedster if you wished to remain unnoticed."

NUT AND BOLT DEPT

Whitworth size tools were dropped about a year ago from the Sears catalogue, and are becoming increasingly harder to find, now that British machinery is using a nut-bolt-thread type compatible with (but not identical to) the US system. For those with English classics, the best answer is Snap-On, which has many of the old British sizes in stock, including BA, BS and other oddities. Remember, however, that the OLD Whitworth is not the same size as the NEW Whitworth, and that sizes such as BA (British Association) often appear on carburetors and such. Snap-On, by the way, makes a line of very fine socket handles in all sizes called Par-X, that are priced with Sears, S-K and the other low-priced tools, but can hardly be told from the best Snap-On. 3/8" drive is best for 99% of all work on classics - don't feel that 1/2" drive is necessary just because you are working with some large cars. Many truck and tractor mechanics use 3/8" most of the time.

For those who are metric minded, there is much available in all popular brands, and more becoming available all the time. The future looks even more metric, as the House is now considering a \$2.5 million bill to study the costs and effects of complete conversion to the metric system. Maybe someday US size wrenches will be found only in the shops of those who restore old cars!

Why?

We are asking ourselves, is the speedometer of the parked Vauxhall on page 36 of the last CLASSIC CAR magazine pointing at 120 mph?

THE PACKARD PEOPLE

On August 2nd, the Packards International Club spent a night in Olympia on their way to BC and Alberta. While the number of cars touring, seven including five classics, was less than expected, they are a nice bunch of people and have some fine cars. For some unexplainable reason there has never been a strong national "one-make" club for the most common of all classic makes, but the PI people hope to rectify this situation, and eventually become the Packard Club on a national scale. They seem to have the proper motivation for such growth, and we wish them success.

Both Bill Lauer, their president, and Bill Friedrich are CCCA members, and the latter's directory listing for his 1938 Packard 1602 Rollston All Weather Panel Brougham does not do it justice. This miniature town car is virtually a 2/3rds scale classic, and is one of the most fascinating cars extant. We had hoped to get pictures of some of their cars, but failed. Possibly we can get one of Bill Friedrich's from him later.

NEWS FROM BACK EAST

We learn from the Spokane HASSIE Club's publication that Paul Cox made the trip to and from Tahoe in his 1926 Silver Ghost with no problems, but in driving into his driveway back home in Omak he ran over a nail and had a flat.

At a recent Canadian tour he was asked by a woman bystander what the glass partition was for between the driver and the rear. He told her that "When you're carrying a load of sheep, it keeps the sheep from licking the back of your neck!"

BORROW, DON'T BUY!

During the editor's recent severe attack of Bugatti Fever, Dr Deshayé prescribed a copy of the newest Bugatti book by Conway, borrowed from the State Library. In returning the book, we were exposed for the first time to the State's collection of vintage car literature. Included in the 5 long shelves of books were most of the popular antique and classic books, most of the English works, and much of the Clymer material, including all the antique stuff and some of the handbook-catalogue reprints. We noted with interest that while the 8C Isotta-Fraschini catalogue had never been checked out in 10 years, the Lincoln Continental book had gone out twice, which seems to indicate that Continentals are more popular than Isottas in this state.

There is usually more available in state and local libraries than we might think. Most large city libraries have MoToR magazine, including the old annuals, and quite often large collections of FORTUNE and VANITY FAIR.

MISCELLANEOUS ITEMS

LATE CONCOURS NOTE: At the Tacoma Country Club Meet it was announced that our Region had won a \$100 cash prize for the "Best Club Exhibit" at the Concours, with Cortez refreshment van, and it's patio, complete with benches and potted plants.

AUCTIONS being a major item of discussion lately, as some car museums are closed out, an AP release from London reports that Sotheby's, a major London auctioneer of art goods, has now entered the field of old machinery, including vintage cars.

POT METAL, AND HOW TO PLATE WITHOUT PITS

From THE DASHBOARD of the Northern Illinois Region comes this comprehensive article on a subject of interest to all of us. Much as we hate to admit it, there is some pot metal in the best cars.⁷

It is absolutely impossible to prevent completely the pitting of die cast parts, no matter how carefully they are replated. The reason for this is that all die castings contain small quantities of occluded gases, which migrate towards the surface of the casting and eventually rupture, causing a new pit on the plated surface. The only solution which will guarantee no further pitting is to have duplicate bronze castings made and to have these plated. However, die castings can be replated effectively, recognizing that they will eventually have to be replated again. The procedure is:

1. The part should first have the remaining chrome plating stripped electrolytically. This is done in a reverse cleaning operation where the part is essentially "unplated" and takes only one or two minutes in a bath.
2. The part should then be thoroughly cleaned so as to remove all of the reverse cleaning solution.
3. The next step is to remove the original nickel plate, which MUST be done non-electrolytically in order to prevent electrolytic destruction of the die cast surface. Most platers have available various proprietary solutions for immersion stripping of nickel, which do not attack the copper plating beneath the nickel, nor the die casting surface beneath that.

4. The parts should then be again cleaned to remove the immersion stripping solution, and then they should be very carefully buffed.

5. At this point the original die cast part should have some remaining copper showing, and will probably show some pits.

6. The pits can be filled in one of two ways:

A. A very meticulous job of soldering in the pits with the use of a 60-40 low temperature solder, followed by a further meticulous buffing, will result in a smooth overall surface. A quick copper strike will then coat both the original die casting and it's solder filler with a porous copper base, which will plate uniformly.

B. The alternative is to permit the buildup of copper in the pitted area. The technique here is to put on a small amount of copper plating (perhaps a half hour at a time in the bath), then remove the part and buff off the excess copper deposited on the "high" flat and pointed surfaces. Repeated performance of this step will result in a surface with all the pits filled up with copper flush with the original die casting surface.

7. The smooth clean part can now be copper plated. You should specify 5 to 10 ten-thousandths thickness plate.

8. After copper plating, the part is nickel plated, to the same thickness as the copper, pre-

ferably in an air-agitated bath which provides bright plating even in the crevices of the part.

9. If the nickel plate is sufficiently bright it is unnecessary to buff. However, most nickel plating will require a very slight buffing before the final step.
10. Chrome plate the part to a thickness of 15 to 20 millionths of an inch, using auxilliary lead anodes as necessary to assure the proper current density for an even and bright distribution of plate, even in the crevices.

If you have chosen to have the part cast in bronze, steps 7,8,9 and 10 will be all that are necessary, providing that you have done a good job of having your molds smoothed so that you do not cast the original pits into your new part!

A great aid in the preparation of such parts and molds are die sinkers riffles, which are fine small files with curved and straight edges, which allow you to smooth away pits and wear spots. These may be purchased at any large hardware store, or through suppliers of tool makers equipment.

They flunked CHEM I

An article recently reprinted in a regional publication from THE CLASSIC CAR magazine on restoration of fluid-type gas guages said to fill the guage, after cleaning, with red alcohol. Do not do this, as it will evaporate in a day or so, and give wrong readings. Use only red indicating fluid called acetylene tetrabromide. We will later tell you where to get acetylene tetrabromide. It's not easy. But it's necessary. By the way, the green fluid for Auburn and Franklin oil guages is called Alpha Chloronaphthalene.

AND MORE SHOP TALK

From our Technical Chairman, Pete Manello, comes these technical tips:

For loosening STUCK HEAT RISERS, I have found that iodine works very well.

And for maintaining HIGH TENSION WIRES, in CONTINENTAL COMMENTS there was a tip which I tried and found to work : Buy from a Ford dealer Rotunda Brand of silicone spray "R113-C". With the engine warm but not running, squirt liberally into all holes in the loom and over all wires until they are saturated. Wipe off the excess, and viola!

For really fine cleaning and tinting of auto upholstery, go to "Mr Wizard Rug Cleaner" in Seattle. They can do a far better job of cleaning than you can attempt yourself, and can even tint faded sections of the material back to it's proper color!

(Editor's note: This last tip is especially significant, since it comes from a man whose profession is cleaning - listen and learn. And look - at his First Place 1948 Continental Coupe!)

RESTORATION HINT

From Al McEwan comes this note: "First class welding work can be obtained from Johnny at Pacific Aircraft Welders on Airport Way in Seattle. Not only is he extremely proficient at heliarc, but his prices are the most reasonable that I have ever found!"

The "Prudential Upholstery Co" in Seattle reportedly has much old stock of materials. Perhaps someone can check into this and report back his findings to us. What do they have, how much, etc?

THE SMALL PARTS BIN

A CLASSIC RADIO, or something to that effect, seems to be the new product offered by Picturesque Products, 22444 Cobb Ave, Detroit. According to their flyer, which mentions that the item has been "seen in the WALL STREET JOURNAL and THE NEW YORK TIMES", they now have an "authentic radio for antique automobiles" for \$79.95. It appears to be a properly vintage-looking replica of the sets of the period (late '20's?), but the internal structure is made up of the latest in transistors and such things. One model fits neg/pos ground, 6/12 volts. A "companion antique antenna" that fits underneath the running board is available. Just think - you can now hear all those old programs you haven't heard in 30 years!

A CLIPPING, apparently from a Rambler magazine, (assuming they have a magazine), notes that the Automotive History Collection at the Detroit Public Library now has about 135,000 photographs, and about 10,000 bound periodicals and books, along with sheet music, fictional exploits ("The Motor Boys", etc), phonograph records, and about 50 to 60,000 auto manuals, catalogues and advertisements. The collection began in 1896, which apparently indicates when you should have started to build up such a collection.

"A SERVICE to the man who loves old cars" is the claim of the Antique Automobile Clearing House of 25 Third St, New Hernell, NY. For 25¢ and a self-addressed stamped long envelope they will send you a list of classic and antique cars that are presently for sale across the country. You then write for the name and address of the owner, and correspond directly with him.

THE LATEST addition to our Reg. Director's collection of cars is an unrestored Edsel sedan, which he hopes will some day provide daily transportation. Possibly he might even enter it in a concours, like in the 1937 Dodge class. (For those who didn't make it to Mercer Island this year, that's an inside joke).

A SAMPLE COPY of a fairly new British publication called the OLD MOTOR AND VINTAGE COMMERCIAL reached us the other day, and is both interesting and expensive, at about \$10 a year. It seems to concentrate a great deal on old trucks, but in this particular issue appeared a very fine article covering Lancia in the period 1930 to 1940. While the AACA recognizes old trucks, they have never been a popular restoration item in this country. Possibly as cars become more scarce (and prices go higher), this will change, and they will even form their own clubs. Maybe those restoring the better trucks will even start their own club, which might be called the CTCA.

NEWEST MODEL from Monogram is a Phantom II Henley roadster, like Alton Walker's famous one in California. Speaking of models, the one of the old Lincoln touring car comes complete with some assorted accessories, including pistols, bootleg booze, Thompsons and a blackjack. And we think options like bucket seats and stick shifts are exciting!

NOTICE to our readers: Considering the difficulty we seem to have in remembering which keys to hit with our left and which to hit with our right hand (which only proves that the left hand doesn't know what the right hand is doing), we will hereafter refrain from ever using the word "phaeton", and will refer to such cars only as "tuoring cars".

COMING ATTRACTIONS

In the next issue, look for a follow-up by Al McEwan on his Bentley adventures, with comments on classic hunting in Italy and France.

For years, Lincoln enthusiasts have been wondering what ever happened to the famous Lincoln "Aero-phaeton". It not only ended up in our Region, but will be a highlight of our Portland tour. Watch for some pictures of it in it's excellent state of preservation in a later issue.

And watch for an answer to that current question that everyone is not asking, "Will the editor buy a Bentley?"

Just after the Nanaimo Tour we received from Austin Smith of the VCCC a copy of Vol 1, Number 1 of THE CLASSIC CAR magazine, along with 5 mimeographed "CCCCA Monthly Bulletins", dating from Oct 1, 1952. Also included was a picture of Ed Kavenagh driving a 1930 733 Packard in a parade. It is all fascinating reading, particularly the ads. Typical are a 1929 Packard phaeton at \$75, a 1931 Packard 833 roadster for \$300, and a 1934 Lincoln LeBaron convertible for \$250. Read 'em and weep. While we have these ancient manuscripts in our possession we will take time occasionally to scan the old ads and have a good cry together.

NANAIMO THOUGHTS

Speaking of the Nanaimo Tour, in sending the above mentioned old literature, Austin covered some interesting history of his 1932 Packard victoria, (which might make an interesting article later), and wrote the following:

"Perhaps you could pass on to your members who came to Nanaimo my heartfelt thanks to them for attending. It was certainly a pleasure to meet them and see the very fine cars they brought. I will certainly look forward to seeing them again in the future. I hope they enjoyed the tour as much as we enjoyed seeing them."

We did (enjoy the tour) and he will (see us again next year, especially if he promises to have his Packard victoria completed.)

CLASSIC

CAR

CLASSIFIED

ADS

FOR SALE: Wrecking our 1933 Packard 1001 sedan for parts. Almost complete. Also 1938 LaSalle V8 sedan. Rex Altman, 2405 Main, Lewiston, Idaho.

FOR SALE: 1931 Packard touring, Dietrich, good condition. 99% plating done, 4 new tires and 4000 miles on engine work. \$3850. Charles Whittaker, Box 873, Bonners Ferry, Idaho.

LEAD: 1934 Bentley 3½L sports sedan by Park Ward, recently imported, complete and all original but needs work. Body is quite sound, engine runs reasonably well but the clutch slips terribly. Located in Bothell at a negotiable asking price of \$1700. Contact Al McEwan.

BUSINESS is what, when you don't have any, you go out of.