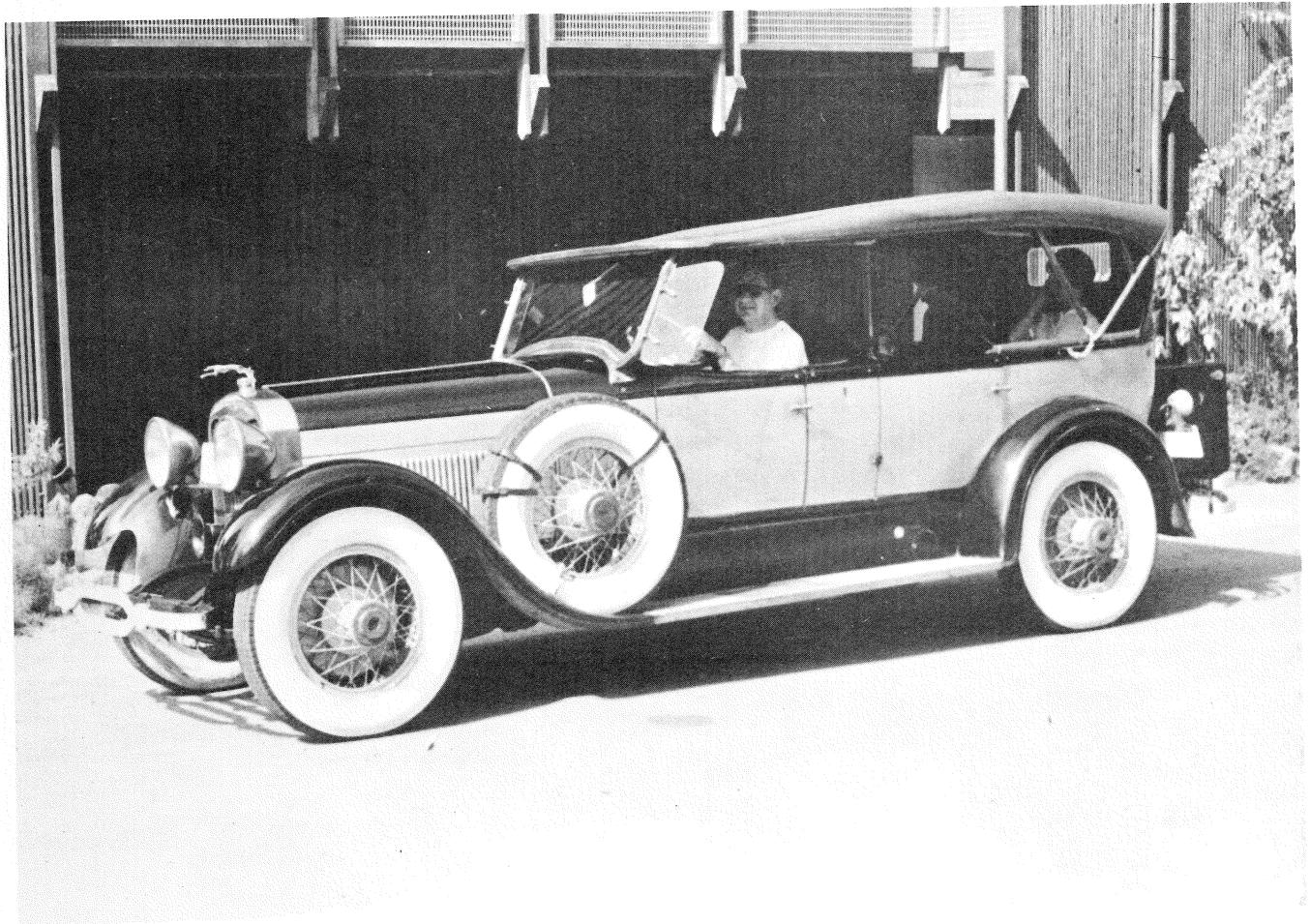


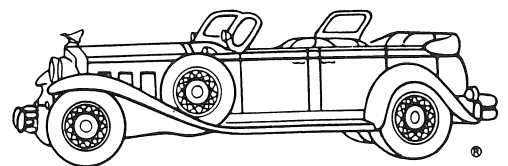
# The Bumper Guardian

PACIFIC NORTHWEST REGION  
GEORGE H. SHUFELT, EDITOR

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



MAY 1966  
VOL III, No 2



## NEW CLASSICS & SUN MARK ALDERBROOK WEEKEND

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### CCCA-RROC PLOT DUAL PICNIC NEAR TACOMA!

A joint meeting of our Region and the Pacific Northwest Region of the Rolls-Royce Owner's Club will be held near Gig Harbor, Washington, on Saturday, July 3. The location is Sylvia Lake, where participants in this extremely informal get-together can picnic, fish, swim and generally spend a quiet afternoon by a quiet lake. Bring camping gear if you wish. Coffee and soft drinks will be furnished.

Bob Irwin is handling all the arrangements for both clubs, and will mail details and location data later to members of both organizations. Come and sit in the sun and play lazy for a day - it will do you good.

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### SEATTLE TO HOST BIG RROC MEET IN AUGUST

The Fourth Western Inter-Regional Meet of the Rolls-Royce Owners Club will be held in Seattle on August 11-14th 1966. This event was originally scheduled for June at Newport Beach, California, but was postponed and moved. Plans are still in a formulation stage yet, but at this point it would appear that the event might well turn out to be one of the most outstanding car meets ever held.

Registration begins on Thursday, with technical seminars and some other activities. Friday is set aside for judging, and Saturday for a tour to Crystal Mountain. The Awards Banquet will be that night, with a Space Needle Break-

An unbroken pattern of sunshine greeted the participants in the Third Annual Spring Rally held at Alderbrook Inn May 7-8th, but even more surprising than the unscheduled appearance of the strange yellow light from upstairs (after a very wet Friday) was the appearance of two of the finest classics this Region has ever seen.

The story of secrecy behind the Phil Schwarz Lincoln touring is told in his own confession elsewhere in this issue. He managed to keep this clandestine effort from even our Regional Director for two months, suddenly bursting on the scene with a magnificent car. An outstanding effort, Phil, and an outstanding car!

Joe Carman's newly acquired 4½L Bentley is a car with a history of wins, and when Joe completes the necessary detail work this summer, will be the high point car in the Region. (Turn to p 12)

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fast scheduled for Sunday morning.

There will be dinners, cocktail parties, a Broadway Show at the Opera House, and a dozen other activities to keep everyone running. Mailouts have gone out to National members, and it will make a fascinating exhibit for all classic enthusiasts. The judging and other field events will be on the Seattle Center grounds, and headquarters will be the Olympic Hotel. Co-chairmen are Bob Irwin, Al McEwan and Dick Hooper.

Part of the literature sent to all RROC members was the Pacific Bell Telephone record of assorted sounds from Washington State, including gulls and gongs. That'll shake 'em up back in New York.

## DIRECTOR'S DOODLINGS

by Al McEwan

First, I want to thank the Activities Committee for the wonderful weekend at Alderbrook Inn. As an example of the effort extended by the Committee to be sure that the weekend was enjoyable, they arranged for two of the most beautiful days Hood Canal has ever experienced. Particular thanks go to Russ Keller for the Special Judging Event conducted by the ladies, the Irwins for the hospitality cabin, Joe Carman for the dinner arrangements and to Phil Schwarz for his overall direction.

Everyone was thrilled by the appearance of two fine classics new to the Region. Joe Carman is now the owner of what is probably the finest Rolls-Bentley in the U.S., a car that won the Best of Show trophy at Tahoe in 1963 and was awarded 97.75 points at the 1963 Western Grand Classic. The 1939 Vanden Plas convertible sedan was acquired in California on a trade.

Phil Schwarz totally surprised this writer by showing up with his newly acquired 1928 Lincoln 7 passenger touring by Locke. Phil played a cloak and dagger game for two months to hide his latest acquisition, so it could be sprung as a complete surprise on everyone at

Alderbrook. And what a surprise! It is the most complete and original car anyone could ever expect to find, with original paint, top, leather upholstery, sidecurtains, tonneau windshield, tools and unopened owner's manual! It is a car I am sure we will see out often, and will certainly be one of the most desirable cars in the Region. Congratulations, to both Joe and Phil!

This summer our Region will have a car competing in the Grand Classic, and since the nearest GC is 1200 miles south in Santa Barbara, this is an undertaking. Pete Manello will drive his 90-plus point Continental down in July, and will thus become our first Grand Classic competitor. We wish Pete the best of luck.

The last issue of the CCCA BULLETIN described the June 11th Director's Meeting in New York City. All the National Directors are expected to attend. I am looking forward to this meeting with a great deal of enthusiasm, and feel that it will be of much benefit to the entire Club. A full report of that meeting will appear in the next issue of THE BUMPER GUARDIAN. Watch for it.

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With regret we note the passing of Clarence Wallerich of Tacoma, an early and well-known collector and restorer of vintage automobiles. Our sympathy to his survivors, including his son John P Wallerich, one of our Regional Managers.

## BUY A JACKET PATCH!

The Region has purchased a quantity of the embroidered cloth CCCA emblems for resale to the membership at the regular price of \$1.50. See ad on page 15.

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THE BUMPER GUARDIAN is the bi-monthly publication of The Pacific Northwest Region of The Classic Car Club of America. The Board of Managers:

Alan W McEwan, Director  
Joseph L Carman III, Asst Drctr  
Richard B Hooper, Secretary  
Dr John V Deshaye, Treasurer  
John P Wallerich, Membership

Phillip W Schwarz, Activities  
Peter J Manello, Technical  
George H Shufelt, Publications  
W Ray Radford, Portland Area  
Guy C Carr, Portland Area

## BOARD MEETING RPTS:

The Board of Managers met at Tacoma 4-6-66 with McEwan, Carman, Hooper, Deshayee, Manello, Schwarz and Shufelt present. Bob Irwin attended the meeting as Regional RROC Chairman, to assist in planning a joint CCCA-RROC Meet.

The Treasurer's Report noted a balance in the \$545 area, with some renewals still to come in. Membership reported renewals are slow in coming, and some action to notify the tardy ones that they are overdue was directed.

Since the minutes of National Board Meetings are now mailed to all members of Regional Boards, they need no longer be reviewed Regionally except to bring up special points requiring discussion at Regional level. McEwan noted that the CCCA Publicity Brochure is being updated and will be issued soon, that the CCCA is collecting data on the license plate provisions for old cars in all states, and that the National BULLETIN is now being mailed so that all copies will reach members at about the same time. We hope they realize that mail takes a week from Back East.

All members of the CCCA apparently received the infamous publication of an ex-member in Minnesota, and the Board was unanimous in it's disapproval of the revived publication. It might be noted here that most other Regional Boards feel the same way, and that even the Regions who most strongly opposed the present National officers in the last Club election are opposed to the continuation of unnecessary and unreasonable personal attacks on club officers by a personality exhibiting apparent symptoms of paranoia.

The National judging of Regional

publications noted that the PNW effort lacked certain recommended features, such as paid advertising. Some corrections and additions to our format are being made, but advertising may be a bit in the future for us yet. It is a nice thought though, from the standpoint of additional Club income.

Schwarz reviewed the summer activity plans, and gave some details on the upcoming Alderbrook Meet. Some ideas for later include an ocean location, a picnic meet for an afternoon near Seattle, a big blast at or near Mt Hood late in August, and a judging meet in Sept. The problem of tours on 3 day holiday weekends came up, and thoughts of members are requested. Do you want a 3 day tour over such a weekend, or would you rather stay safe at home at such times? How about a 3 day Oregon Coast CARavan in 1967?

Technical Chairman Manello would like to hear of more parts and restoration sources, and members should submit ideas. Someone suggested at this meeting the spraying of convertible tops with spray can ScotchGard. Has anyone tried it yet? Let us know if it works.

Attorney Hooper reported that the proposed By-laws were not as bad as the extremists thought, but did suggest some changes for the new proposal. Expulsion of a member by a simple majority of a quorum is a bit much - better by a 2/3rds majority of the entire Board. The 200 signatures required for nomination of National officers is quite a few, since the Regions only average about 60 members each. Under the last proposal, a simple majority of a quorum could by themselves amend the Bylaws. Possibly half instead of a third of the Board should be retired at the end of 2 instead of the present 3 years. Cumulative voting has points in favor and against it, but is often used in business. National Directors



have to have classics, but do the cars need to run? Wording of the most recent proposal could be improved to prevent some future problems, and to clarify the duties of the Board and the rights of the Membership.

The Regional Board agreed to have Hooper submit his suggested changes to National and thanked him for his effort and legal advice.

Bob Irwin has received an invitation from a resort near Gig Harbor that would host both the CCCA and the RROC Regions at a joint picnic meet on Saturday, July 3rd. It was agreed to have Bob continue making arrangements for the meet, and for he and Phil Schwarz to mail out a notice to area members of both clubs later. This will be the first joint outing for these two groups.

After some consideration on the next Board meeting date and location, and some discussion of the long-proposed Regional project, the meeting adjourned.

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## ANOTHER BUSY SEASON

June 10-12, Yakima HCCA Tour  
July 3, CCCA-RROC Picnic Meet  
July 1-4, Lewiston Crankers Tour  
July 9, Western Grand Classic  
July 15-17, Sea-Tac HCCA Tour  
July 23-24, Portland HACO Tour  
July 30-31, Olympia HCCA Tour  
Aug 11-14, Western RROC, Seattle  
Aug 12-14, Portland HCCA Tour  
Aug 20-21, Salem HCCA Tour  
Aug 27-28, CCCA at Portland  
Aug 27-28, Tri-Cities Tour  
Sept 24 (tentative date!) CCCA  
Judging Meet at Tacoma

May saw the annual VCCC event at Vancouver, a major show in Calgary, the Olympia HCCA Swap Meet and a flock of minor spring tours by just about everybody, including us. Absent from calendars was the annual Wenatchee Show, now deceased.

The Board met at Alderbrook Inn 5-8-66, with McEwan, Carman, Manello, Schwarz and Shufelt.

After routine financial and membership reports collected previously from those absent Chairmen, and a suggestion for revision of National's membership form by Schwarz (which was good and will be suggested to the National Board by McEwan when he goes east), discussion turned to activities.

Plans continue on the Gig Harbor CCCA-RROC Meet July 3, our tour to Oregon Aug 27-28 (flexible dates!) and our big judging meet late in September. Further details on the latter two items will appear later. Plan ahead!

The Board voted to allot McEwan some expense funds for his trip to the National Board Meeting in New York in June. We anxiously await his report of the accomplishments of that meeting, and his thoughts on Club progress. The next meeting of the Board will be after McEwan's return in July.

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May it rest in peace - it was a good bash. Spokane's HASSIE goes to Cranbrook over the weekend of July 4th, and we will be going to Mt Hood and other places later. It sounds like a fun season.

We haven't heard yet who up in the VCCC won the trophy, which we presented to them last year, for the best classic at their annual meet. Speaking of swap meets, there will be one at Centrailia in Sept, sponsored by that area's HCCA Region. Don't think that you should stay home from these just because 95% of the merchandise is Ford T & A stuff. There are not only some good classic parts available, but usually at reasonable prices - unwanted by those building up their Fords. Manuals, catalogues and ads were on hand at Olympia, some of which now live in the Editor's library.

# "THE BIG LINCOLN SECRET" EXPOSED AT LAST!!

Safely out of Country, Schwarz Reveals His Story of Intrigue, Evasion and Concealment in Letter to Editor. NOW IT CAN BE TOLD!

Enroute to Copenhagen

Dear Editor:

Before disclosing the unbelievable tale of "The Lincoln", I suppose I should give a brief description of the car for those who missed the fun and sun at Alderbrook. It is a 1928 V8 Lincoln 7 passenger touring car on the 136" wheelbase, with aluminum body by Locke. The engine was rated at 90 bhp, and the car was (and we hope will someday again be) a 90 mph vehicle. Although it does have a small "cowl" behind the front seat and a complete second windshield, it is not a dual-cowl phaeton. The rear windshield is adjustable for either the rear seat passengers or the two people in the jump seats. The upholstery is in leather throughout, original and generally very good. The exterior color is black (top, fenders and hood) and varnished aluminum (doors and sides of hood and body). The bright work is nickel - or was. Many years of polishing have taken their toll.

I'm not sure of the mileage, as there is some evidence that the 28,000 on the odometer is correct, and even more evidence that would indicate 128,000. I hope to verify this later, one way or the other. In any case, the car does show 38 years of "TLC".

It was sold new in Seattle to Campbell Church, who sold it to Louis K Sivilius in 1933. The car became available, more or less, when the latter passed away in 1965, but the tale of acquisition actually starts some 6 or 8 years ago, when on rare occasions I would see an elderly couple wheeling down Fourth Avenue in Seattle, presumably after doing their banking and shopping downtown in their "transportation car", a vintage Lincoln phaeton! About two years ago I caught glances of it parked near the Seattle Center, and assumed it lived nearby. Rarely did Connie and I visit the Center without my remarking that somewhere nearby, there rested A Great Classic. She usually laughed and said that I must be inhaling too much carbon monoxide and not to drive so close behind the city buses.

In March of 1966, Herb Schoenfeld called me at the office and said that a banker from the NB of C, Queen Anne Branch, indicated to him that an old Lincoln might soon be available, and that if Herb was interested, he could provide some details. Since I had just finalized Herb and Sylvia's European trip and "had all their money", Herb took down the address the banker gave him and called me. The minute Herb mentioned an address near The Seattle Center and "old Lincoln", all kinds of drastic physical changes threatened me on the spot! Holding my head on, I dashed out of the office, climbed into the Detroit Iron and tried to take off, but the damn thing wouldn't fly! I have never had such a horrendous 6 mile trip in my life! Detours! Wrecks! Slow trucks! Fire engines! Traffic signals that never changed! Everything was

pitted against me. Besides, I just knew that at least 3 club members must be ahead of me and another 6 close behind! Surprisingly, when I arrived at the address, I was alone. One quick look into the garage confirmed that this was "The Lincoln", but now what?

Mrs Siviliias' brother advised me of a previous offer. I told him that I would think it over, and call him back the next day. Frankly, the price was right, but I just don't write checks, even bum ones, in such figures without torturing myself for at least 2 weeks! (Not to mention consultation with "Cautious"!)

As I left the place, I felt that I was doing something wrong. I stopped at a bar and called Jack Passey in San Jose. After hearing a description of the car, he advised me to move rapidly. After a couple On-the-rocks and some help in getting the dime in the phone slot, I called home and arranged "financing". Back I went, and made my offer. It was accepted on the spot, and I wrote my bum check and considered the deal final. The deed was done!

The next day, Pete Manello and I went over to see if we could fire it up. We couldn't. (Probably because we hadn't turned on the fuel valve.) While we were there another buyer appeared, and when he found that I had bought "his" Lincoln, he literally went wild. A few minutes later I talked to the Siviliias attorney and learned in no uncertain terms that I hadn't bought the car after all, as the will had not been probated, and Mrs Siviliias was not yet executor of the estate. Furthermore, I was warned not to touch the car, as "others" were involved. I was sure that once again I was destined to be the bridesmaid and not the bride. I'm sure we've all been through this many times.

Pete was confident, but I was scared. With Pete's faith to keep me in the game, I called Dick Hooper and described the situation to him. He was the second Regional member to help me out, but there were to be more.

He promptly went out and had Mrs Siviliias sign a bill of sale, and advised me that he felt the car was mine, what with the new bill of sale, and the fact that they had already cashed my check. (I forgot to mention that the title, registration and keys had long since been lost.) I later confirmed that there had been "others" (not from CCCA however) playing in the same game, but this time, I won!

With the help of Pete and Dick Barber, I went to take possession of "my" Lincoln. We fired up, and I drove all the way home in second. There was no clutch! A panic call to another Regional member, Vic Deshayé, resulted in a new clutch "for a friend in Yakima". By now, I had decided to keep the thing a secret until Alderbrook. Russ Keller told me where to get a gasket set "for a friend in Alaska", and Joe Carman said that I could have his old set of 7.00 x 20 Martins "for the '32 KB". Actually, the KB uses 19" wheels, but I was hoping that a Rolls-Bentley man wouldn't know that!

So, with the help of Schoenfeld, Manello, Hooper, Deshayé, Carman, Keller and Barber, the Lincoln made it to Alderbrook, and The Big Secret was sprung on the rest of the membership. Perhaps best of all, is the fact that "Cautious" likes it too. Man, when "Cautious" likes something, I have arrived!

The future of "The Lincoln"? Fun, and gradual restoration. But I will be forever grateful to the seven people named above, not only for helping me acquire the car, but for helping me keep it a secret until the Alderbrook Meet. It was fun!

The End

(Or is it The Beginning?)

PHIL SCHWARZ

EDITOR'S NOTE: But Deshayes and Keller and Carman didn't even know that they were keeping a secret! Everytime Phil called for a part, it was for "a friend" in Alaska-Yakima-Mozambique-Etc, and if these people had ever gotten together to compare stories, the whole adventure would have been a lot less of a secret!

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## AREA CONTINUES TO SEE MORE EXOTIC CLASSICS

New cars are coming into the Region faster than we can run out and look at them! Since the last issue, some of the most exotic machinery ever seen has been purchased by people in our area, and it is hard to imagine what a big classic meet will look like a couple of years from now.

At Alderbrook two new acquisitions stunned the participants. Phil Schwarz kept his Lincoln Locke 7 passenger touring a secret from all but a handful of the membership, and simply drove into the parking lot and parked it! It is one of the most original cars ever found, complete even to most of the factory tools (about 25 items), some of them apparently unused. Driving it is fun, but even more fun is riding behind the tonneau windshield - THAT is real vintage motoring - with the taste of fresh air in your face. (Some say it is really the taste of dead bugs, but that depends on how efficient your tonneau windshield is.) Phil's tale of his adventure appears above.

The day before Alderbrook, Joe Carman arrived from California in his newly acquired 1939 4 $\frac{1}{2}$

Liter Bentley convertible sedan by Vanden Plas. He had traded in his early Bentley Continental on this car, probably the best-restored Rolls-Bentley in the country. The restoration was completed in 1963, and was a 4500 man-hour project of Jules Heumann of San Francisco. After winning the top trophy at the 1963 Tahoe RROC meet and taking a class win of near 98 points at the 1963 Western Grand Classic, the car was brought up for the 1963 Concours at Mercer Island, where it added more hardware to its collection. On the way back to California, the truck-semitrailer carrying the car left the road in Oregon and rolled over, forcing an extensive re-restoration.

It now shows some signs of use and minor wear, but Joe plans to make it back into a 98 point car this summer. It is everything a Rolls-Bentley is supposed to be: fast, quiet and comfortable.

Bill Clarke announced at Alderbrook that the Canadian team of Clarke-Harrison-Clarke is now beginning restoration of a 1939 Packard Twelve 2 passenger coupe,

one of two known. It will make it's appearance at a future meet.

Ken Beach is starting restoration of a 1929 Stutz convertible sedan.

After selling his 1931 Packard Dietrich touring, Chuck Whittaker has decided that nobody should be without a classic Packard, and has come up with a 1935 Packard 1201 with Weymann touring body. It is an east coast car, so Chuck can add another cross-country drive to his experiences.

Since the last issue we have seen the James Young Phantom II sedan coupe recently acquired by Irwin and Duffy. The car was probably in fine condition until severe deterioration was permitted to set in during the past few years. A couple of Vancouver businessmen imported the car from it's fourth owner, Col J R Buckley of "Cars of the Connoisseur" fame, about 5 years ago. The design lacks the grace of the Gurney Nutting coachwork of a similar type, but the profusion of fascinating little details provides hours of entertainment, just figuring out what they are and how they work. For instance, the windshield swings upward in the classic manner, but the hinge is hollow, and is actually a fresh air vent! A sliding valve opens little screened slots down the length of the hinge. With the car came dash plaques for the 1933 RAC-Hastings and Monto Carlo Rallies, and a silver plate testifying that the car won a class First at the RAC event, in the coachwork competition.

Old British magazines in the collection of the Editor show two pictures of the car in that event, where it was Entry #89 in Class 4A, "Occasional Four-seaters Over 16 hp." It was one of two P II's in that class, the other being one of the Gurney Nuttings. With the car came correspondence showing all previous owners and noting other concours wins over 20 years.

One of the most magnificent cars of all time, a Mercedes 540K 2 passenger coupe, has recently been purchased in Quebec by Gene Kleinberger. It is red, very luxurious, and makes Kompressor-like sounds when you step down.

A car that the Editor and some others in the Region have long known about but had never seen is now at Issaquah. It is an Austro-Daimler 7 passenger touring, with a wooden body. Full restoration is now underway, and the new owner is Bert Lobberegt, whose quality of work is well known. It will be a fantastic machine when restored. In fact, it is a fantastic machine just sitting in the shop in parts!

The body is made of a thin sheet of wood wrapped about the usual wood framing, but the inside surface of the sheeting is covered with little square oak blocks, about  $\frac{1}{4}$ " thick, glued edge-to-edge. The 12 volt electrical system is Robert Bosch, and unusually complete for the era. A special circuit throws 12 volts into the magneto for starting purposes. The clock and speedometer are beautiful, but are about the only instruments, idiot lights taking the place of others. The headlights are huge and elegant, but the tail light, with a lens area of about 1.3 square cm, leaves something to be desired. The interior surface of the doors, by the way, is finished in varnished wood paneling, instead of leather!

The  $4\frac{1}{2}$  liter overhead cam engine, mostly of aluminum, is worthy of any mantelpiece. It is a Porsche design, his last for Austro-Daimler. In 1923 he left A-D to replace Paul Daimler as Chief Engineer at the German Daimler factory, where he was to design the famous "K" series of Mercedes-Benzes, before returning to Austria.

The car was purchased new by a Canadian Army officer, and was in regular use until 1935, when it

was stored due to lack of proper size tires. It remained in storage in Vancouver until it went to Spokane about 10 years ago. There it's second owner disassembled it and attempted some restoration, but much of what he did was done incorrectly, and what he took apart, he never got together again. When Bert found the car, it was possibly the most disassembled car of all time. He spent one whole day just shoveling small parts into boxes! He expects to spend the next couple of years finding out how they go together.

One of the first steps in his restoration was replating of the wet-shell type of radiator, a beautiful sharply-veed affair with square-pattern core. The plating shop promptly destroyed the core!

Even without a complete car, Bert could put on a one man show of parts and accessories. One highly polished wooden box with brass fittings contains, in little velvet-lined compartments, a complete set of light bulbs! Another similar box contains a complete set of carburetor parts, including numerous alternate jet and venturi sizes. Apparently you were expected to get out and rebuild the carburetor every time the barometer rose or fell.

Problems or not, we know that Bert will solve them. Anybody who can drive a 1907 Pierce 6000 miles coast-to-coast can do anything!

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## WHERE OH WHERE DID THE SPEEDSTERS GO?

In THE WINDSHIELD POST of the Upper Midwest Region, Don Hajicek describes the restoration of his 1933 Auburn 8-101 roadster, adding:

"My workshop has one unique feature

about it - it's located in my place of business, where occasionally customers wander in. The older ones, when they saw the car, would often tell me about the Auburns they had known in the distant past. I kept score, and here is the result: 187 people informed me that Auburn also built the Cord. 93 informed me that Cord built the Auburn. One man informed me that GM built it, and one insisted that it was an Essex proeuct. Five people said that they had once owned an Auburn coupe or sedan, and 11 said that they had once owned an Auburn Speedster.

It is this last figure that is so interesting. Now, since only a tiny segment of the city's population comes into my shop, I can calculate on a simple percentage basis that at one time there were at least 10,000 Auburn Speedsters loose on the streets of Minneapolis. I've talked to a lot of old-time parts men, and none of them ever mentioned that he'd scrapped out one of the boat-tailed jobs, so there must be plenty of them left. Tomorrow, I'm going out and find myself one!"

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## 6 CLASSICS SHINE IN ALDERBROOK SUNSHINE

Joe Carman's new  
Bentley, B43MX

Ted Reich's old  
Bentley, B16MR

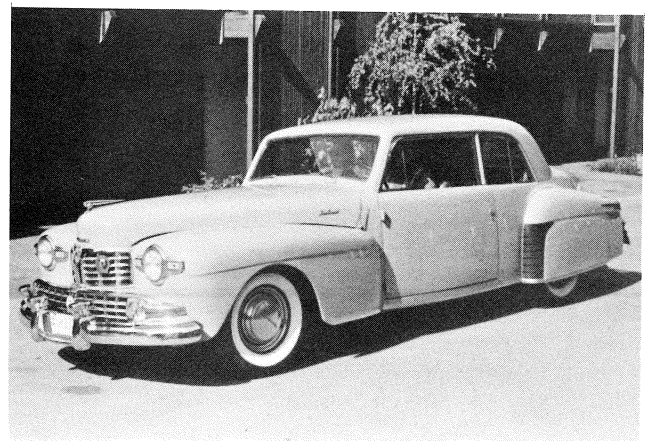
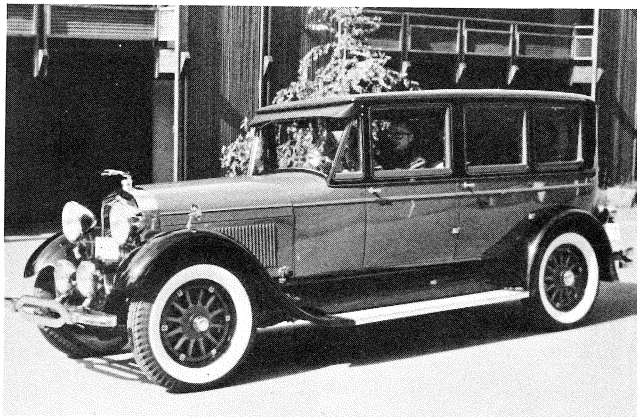
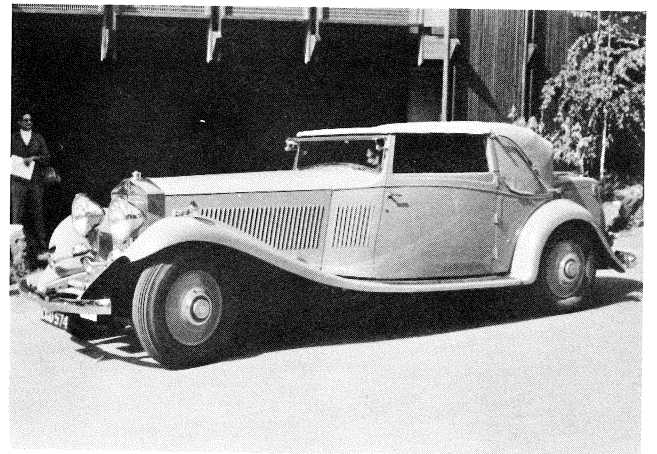
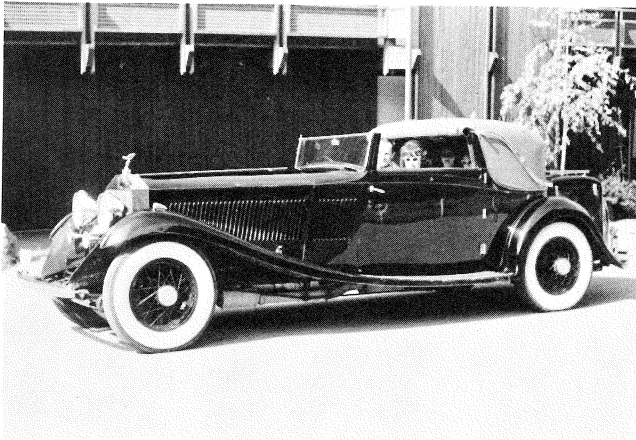
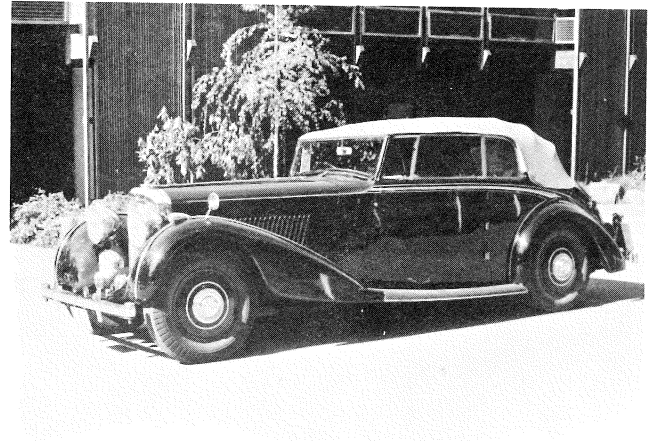
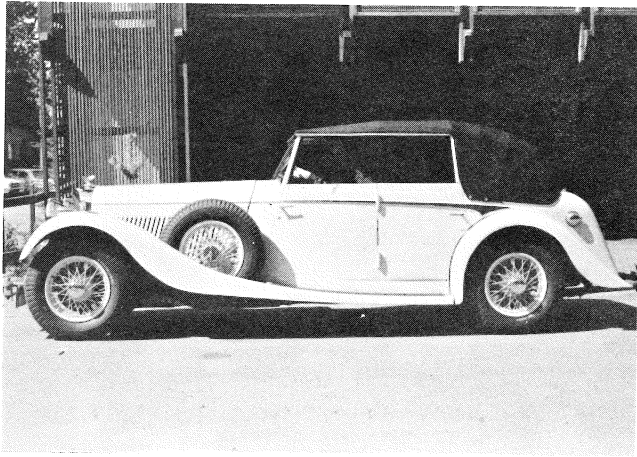
McEwan's Gurney Nutting  
sedanca coupe 71MW

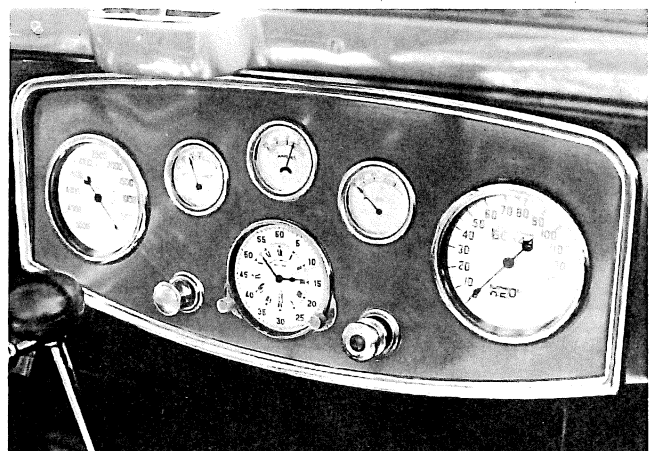
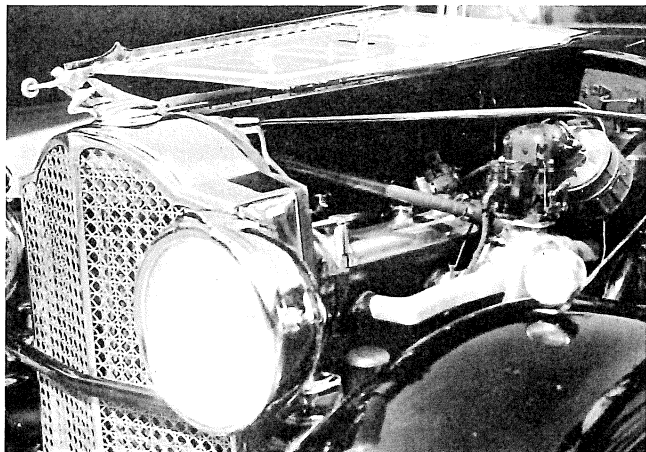
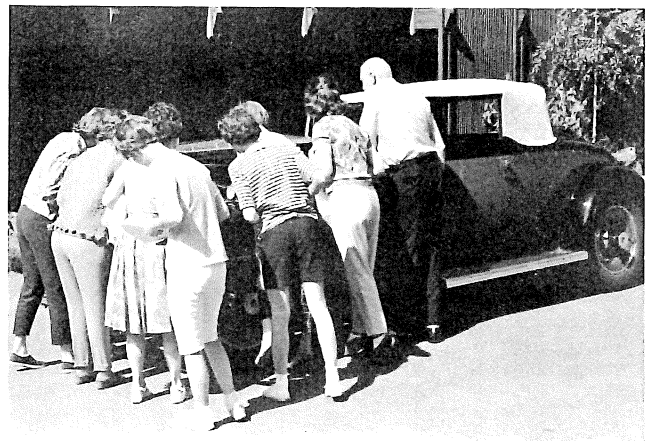
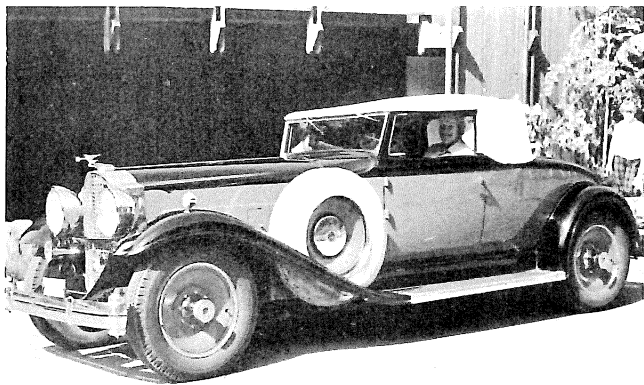
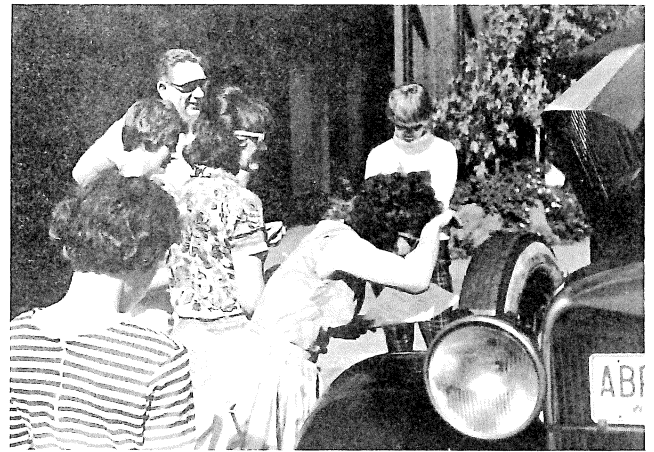
Irwin's Gurney Nutting  
secanda coupe 149RY

Doc Deshaye's 1927  
Lincoln 7-pass sedan

Pete Manello's 1948  
Lincoln Continental







## ALDERBROOK WEEKEND (Continued from Page 1)

The light yellow car looked good in the sunshine, but it would look good in any kind of weather. Congratulations to these two owners, and to others in the area coming up with fine new classics. See pages 5 and 9 for more details on these and other new items.

The friday night arrivals discussed the new cars in the parking lot, then adjourned to the Hospitality Cabin for further discussion and some refreshment. It had been a rainy day, and tops were up, sidecurtains on. All hoped for better weather, but no one would chance a prediction.

Saturday morning, however, could not have been brighter, and the morning was devoted to taking turns riding in each other's classics and to counting the original tools in Phil's Lincoln phaeton. There are about a dozen lockable compartments in the car, some of which he hasn't even been into yet. Thus far, each has yielded an array of factory items.

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### ALDERBROOK JUDGING, BY AN ALL-GIRL CREW

"Oh! You already  
HAVE started it!"

"Which ones are the  
spark plugs?"

Hal Dahl's Packenberg  
looks innocent enough

Then the hood opens  
and the fun begins!

"Holy aluminum!  
It's a Doozy!"

Duesenberg instruments  
in a Packard setting

Charcoal smoke drifted out over the beach as hamburgers were grilled for lunch at the Hospitality Cabin. After lunch the group settled down to a quiet period of sunning and clam digging and picture taking and tire kicking before the "judging" started.

Early in the afternoon we were visited by a matched pair of Republic Seabees ("Flying Rocks"), one of which landed at the dock while the other circled overhead. "Don't stand under it!" warned McEwan. "It might fall on you!"

Late in the afternoon the judging of cars started, with a set of 7 female judges using a special form specially designed for their knowledge (?) of automobiles. Points were awarded for the number of tires, the number of spark plugs, (some girls even missed those questions), cleanliness of the engine, operation and sound of the horn, choice of colors and upholstery, elegance of lines, and some other "special" categories. Among the latter, an owner could earn extra points for assisting the judges into and out of his car, but there was little he could do to improve his score under "The car you would most like to go home in --- do not consider the driver!" Points ran from 1 to 5 in each category, plus more for spark plugs and tires.

The Engine Noise category ran from "Very quiet" down to "Will never make it out of the parking lot." Cleanliness of Engine ranged from "Spotless" down to "I've seen cleaner pig pens!" Colors were classed as "Good" down to "Owner is color blind", and Elegance went from "Beautiful" down to "Ugh!"

You get the idea - but we're not sure they did - one judge rated

Hal Dahl's Packenberg as 4 points ("Slightly noisy"). No one had explained to her that engine judging was supposed to be done only when the engine was RUNNING!

Judges Lisa Carman, Jean Dahl, Rita Irwin, Ann Keller, Connie Schwarz, Cass Manello and Myra McEwan divided into two teams, one to ride in each car to the special Photography Area, and one to ride back in that car. The girls averaged about 20 minutes per car, so apparently took their work seriously. The results were to be announced at the banquet that night. Entrants awaiting the scores hid their apathy under a veneer of indifference.

Following the cocktail party in a dining room flavored with the aroma of charcoal smoke, the party sat down to steak dinners living up to the Alderbrook reputation. After brief words by McEwan and Schwarz, the Editor presented the judging awards.

First Place was a tie, between Pete Manello's Continental Coupe and Al McEwan's P II Rolls. Pete was given a Classic Car Wax Kit (suitable for Grand Classic preparation) and Al a CCCA car badge. Third Place, a fifth of Champagne, went to Bob Irwin for his P II Rolls. Next came some Special Awards. Bill Clarke was given a Bardahl fender cover for coming "The Greatest Distance Without a Car". Hal Dahl received another fender cover, properly folded, for "The Most Effective Sound Effects Ever Heard at a Regional Meet", and Phil Schwarz was given a CCCA badge for "The Best-kept Secret in the History of the Region". Everyone appeared happy with the judging results, which is more than can be said for most judging results.

Back at the Cabin, the rest of the evening was devoted to quiet

conversation, which for some lasted far into the night. Our trip was enlivened by an overnight stopover by one of the most luxurious yachts on Puget Sound, the 108' Principia. Observers checking out the Editor's 20x60 tripod-mounted binoculars watched shipboard guests dining by candlelight on the afterdeck. The boat is possibly 30 years old, and is truly a Classic Boat.

Sunday dawned bright and sunny, and after sleeping late, most attempted to prepare their stomachs for the Gin Fizz Breakfast by laying down a solid foundation of bacon and eggs first at the Lodge. ("But I don't want the Special Mother's Day Breakfast - I'm not a mother!")

No one seemed to be in a hurry to go home, and there was time for sunning and beachcombing for many. A pleasant weekend drew pleasantly to a close. Considering the steak dinner, lunches, cocktails and other benefits for \$10, it was almost Budget Touring.

Special Thanks are due Schwarz and his Activities Committee of Irwin, Carman and especially Russ Keller, who supervised the judging. And to whoever managed to arrange for the sunshine. Too bad we ran out of Special Awards.

Participating with cars were the following families:

Al McEwan	1933 PII RR
Joe Carman	1939 Bentley
Phil Schwarz	1928 Lincoln
Hal Dahl	1931 Packenberg
Pete Manello	1948 Continental
Vic Deshayes	1927 Lincoln
Bob Irwin	1934 PII RR
Ted Reich	1938 Bentley
Ken Beach	1936 Packard 12

Without cars: The Frank Hallmeyers, the Russ Kellers, Larry Lubin, Parr Aplin, Bill Clarke and GHS.



## FACTS, FIGURES, AND OTHER SUCH NONSENSE

An article on Page 7 describing recent car purchasing activities within our Region tosses around the names of a lot of different classics, which sort of makes us wonder just which makes rate the highest in popularity among the members of this Region. The CCCA has been accused of being "An Old Packard Club", and this Region has been accused of being "An Old Rolls Club", and it would be interesting to see who, if anyone, is right. Ignoring the fact that 20% of the 1966 Board of Managers are Chevrolet dealers, we went to work with last years roster and drew the following conclusion:

We're more of an Old Packard Club than an Old Rolls Club. The figures show some other things too.

Packard	19
Rolls-Royce	11
Lincoln Continental	9
Auburn	6
Franklin	6
Lincoln	5
Cadillac	4
Cord	4
Duesenberg	3
Pierce-Arrow	3
Bentley	2
Delage	2
Doble	2
Lagonda	2
Bugatti	1
Hispano-Suiza	1
Ruxton	1
Stearns-Knight	1
Stutz	1
Wills-St Clair	1
	<u>80</u> Cars

Thus the statistics prove that we prefer Dobles over Hispano-Suizas 2 to 1, and that we own 1.33 cars apiece. One that runs, and one that runs a third of the time?

## BITS AND PIECES - Of Just About Everything

CONGRATULATIONS: To Ted Reich on his re-election to the National Board of Directors of the RROC.

DUPONT continues their interest in classic cars by running full page color ads of cars that use their Number "7" polish products. Even if you don't buy their wax, try to see their ads.

A RETAILER ordering a minimum quantity of Borg-Warner Shurhit ignition parts gets a beautiful black metal cabinet decorated with six well-executed line drawings of fine classics. Included are a Hisso, a Packard, a Lincoln, a Cadillac and a Duesenberg, all in either open touring or roadster form. Unfortunately, none of the parts in the cabinet will fit any of the cars pictured on the outside of it. Anyway, the cabinet would make a great bar.

THE FINAL ASSETS of the Moon Motor Car Company, according to an item in THE AUTOMOTIVE NEWS, are to be distributed to creditors of record as of 1935, when the firm was officially dissolved. The funds have been involved in litigation for the past 30 years. Those creditors still in business, or whose survivors can be located, will get seven cents on the 1935 dollar. Money allotted for the others will be held in trust for another 20 years before being turned over to the State of Missouri, according to a St Louis court decision.

WHY, asks a reader, are we so free with the pronoun "we" when referring to what are sometimes obviously one man's adventures? Because, said Mark Twain, only three types of people can refer to themselves as "we": Editors, Siamese twins and people with tapeworms.

THE DAY AFTER the Alderbrook Meet, the Editor suffered another birthday, entering a new decade and leaving the Pepsi Generation forever. While we have little desire to return to an earlier age for any other reason, we hear that Wrangler Jeans are sponsoring a contest among high school students, with a Rolls-Royce Phantom I Roadster as First Prize! "Ve grow too soon oldt ----"

BY BIDDING a bit higher at Seattle's annual charity auction, you can bid yourself right into a 1960 Bentley saloon, in black and sable. The car is reportedly the second "S" type of 1960 production, and in excellent condition. Nonetheless, someone wanted to become an ex-Bentley owner --- no wonder he wished to remain anonymous!

## CLASSIC CLASSIFIED CAR ADS

FOR SALE: 1941 Cadillac 4175 Formal Sedan. Black with new black leather roof and blind rear quarter. New tires, shocks, springs and many other parts. Full classic in near mint condition with 10 year history of First through Third trophies. Original air conditioning, separate radios front and rear, and power division. For sale at a loss by third owner. \$2900. John R. Bergquist, Farmer's State Bank, Carroll, Nebraska.

LEAD: 1935 Packard Super Eight Convertible, 80% restored, new mechanically, small amount of plating to do yet, and top and upholstery. Dennis Bowcock, 2705 S David, Spokane. WA4-2407.

FOR SALE: 1936 Packard Twelve Club Sedan, good condition, some extra parts, \$800. Ken Beach, PO Box 725, Bainbridge Island, Wn.

LEAD: 1931 Cadillac V12 distributor, complete with cap, \$15. Write the Editor, PO Box 69, Oly.

ONE of the most exotic classics in the area, the famous Phantom II 29WJ, the ex-Constance Bennett Brewster Town Car, has spent the last few months at the Eubanks Upholstery Shop only a few blocks from the editorial offices of the BG. The car, now owned by a CCCA member, is being redone in the most beautiful material we have ever seen used in any automobile interior, and will someday be a real showpiece, and nobody will ever know that it was once driven into the Pacific Ocean.

## THOT FOR THE MONTH:

By Sandy Sanderson of the Vintage Car Club of Canada: "We'll never have enough Graham-Paiges, I always say!"

(This month containing some real live Classics - will wonders never cease?)

FOR SALE: 1937-38 Packard service manuals, full and condensed, and one only 1939 Cadillac manual. 1935-42 Chiltons Manual, much classic stuff in it, \$10. The Editor.

LEAD: Grant Lundin, N 2225 Dollar Road, Spokane, has large stock of new ignition parts for all cars, 1925-42 including most classics. Also red and green indicating fluid for King-Seeley gauges. Some occasional bits and pieces for just about any car 1910 to 1940. Many horns, lights; a few ornaments, books, accessories.

PATCHES: For jackets, blazers and coveralls, showing the CCCA emblem in living color, are now available from our Regional Treasurer for \$1.50. Support your Club by showing your colors. Support your Region by sending \$1.50 to Vic Deshayes, 604 S Milroy, Olympia.

TIRES: Write Regional member Julian Eccles before buying new tires for any classic. Dunlop & PJA Dealer. 606 S 6th, Klamath Falls, Oregon.