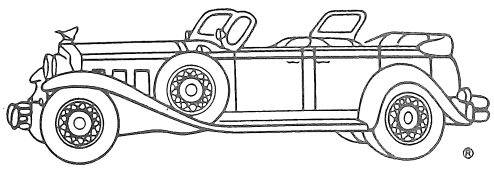
The Bumper Guardian

PACIFIC NORTHWEST REGION
GEORGE H. SHUFELT, EDITOR

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



SEP 1966
VOL III, No 3



BIG TACOMA JUDGING MEET COMING OCTOBER 15!

The Region's Annual Judging Meet, where you find out how you really stand point-wise, will be at the beautiful Tacoma Country Club on Saturday October 15th. As anyone who has attended either of the two past events at this facility will testify, the TCC is everything a country club should be, and this party will be strictly First Class

There will be an informal lunch period from 12 to 1:30, then an afternoon of "Special Events" (of which you will learn more later) for those not judging cars. The cocktail 1½ hours begins at 6pm, with dinner at 7:30. Following the announcement of winners (and losers), we are all invited to join in the Country Club's big "Roaring Twenties" Party, complete with dance orchestra and "games". (Want to Bet what the games are?) A flyer follows with more details, and out-of-towners can reserve nearby motel space through our Activities Chairman Phil Schwarz. Come, be judged, and have fun!

CHRISTMAS IS COMING

The Region's (now annual) Christmas Party will be Dec 10th (Saturday) at the new Tacoma Elks Club. This was the location of last year's party, and all seemed very happy with it. Details will follow. Plan ahead - and the date should be early enough in December to miss everybody else's Xmas Party!

A PICNIC IN THE SUN

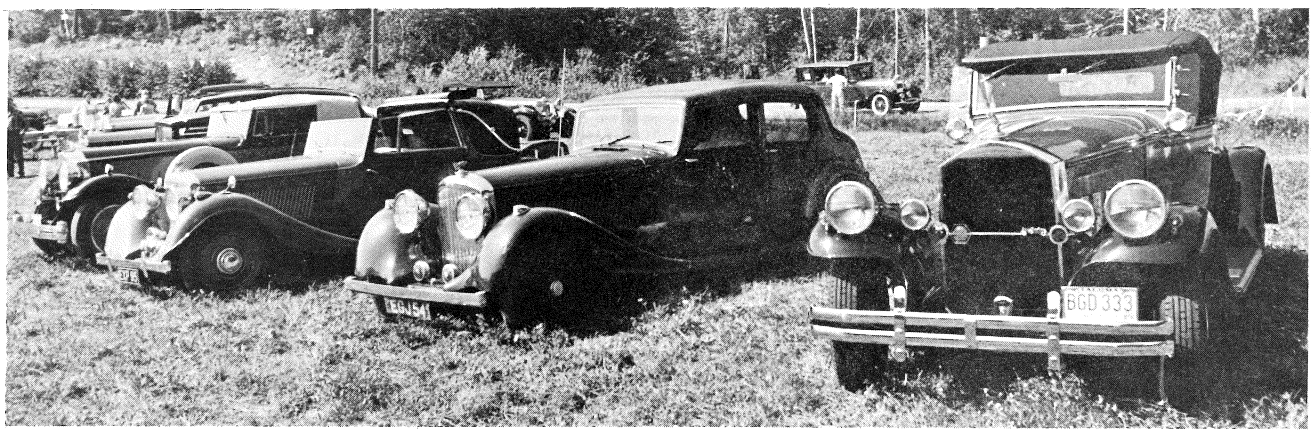
The day of the proposed joint meeting of the CCCA Region and the local RROC members was cold and very wet, and anything but a good day for a picnic. The event was moved up to the next month, in hopes of better weather.

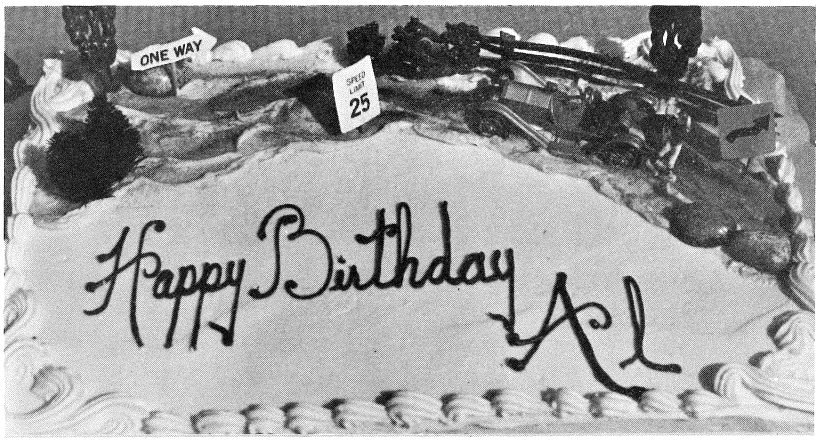
The day of the second attempt could not possibly have been sunnier, and if any day was really picnic weather, this was it.

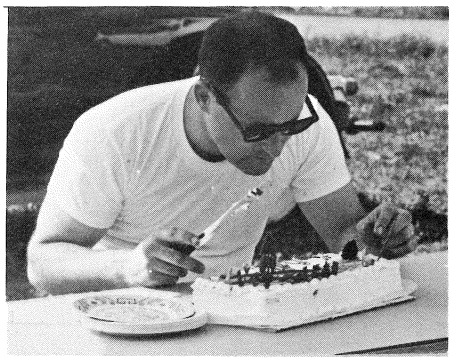
About 9 car loads of people showed up, dressed for sun basking and beer drinking and tire kicking. The swiming was fine, for those who didn't mind a little (alright, a lot) of mud, and the idea of just sitting in the sun and watching the world revolve seemed to satisfy everyone.

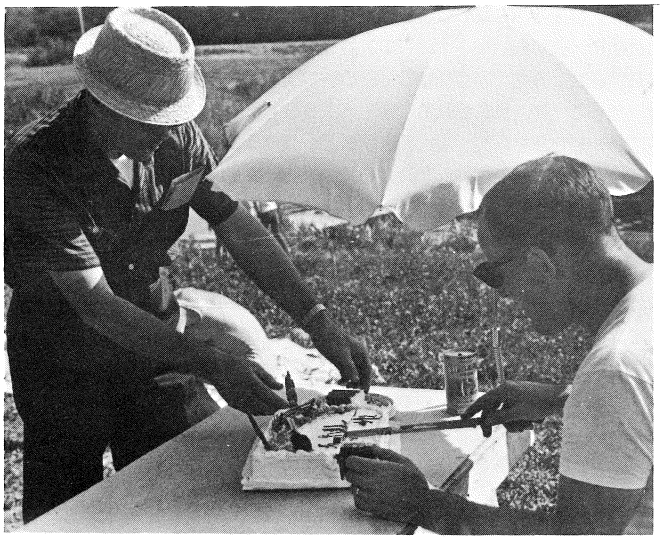
Towards the end of the afternoon, a large brown box was suddenly brought forth, and Al McEwan was told to open it. It contained a birthday cake that was complete with highway and an old car. Close inspection develops that the car is hubcap deep in candy mud, and besides, is going the wrong way on a one way road. Also, since it represents McEwan, we can assume it is out of gas. The decoration of the cake was beautifully complete in every detail, and provided a fitting climax to a very pleasant afternoon in the sun. Our thanks to the Bob Turners and the Bob Irwins for arranging this event.

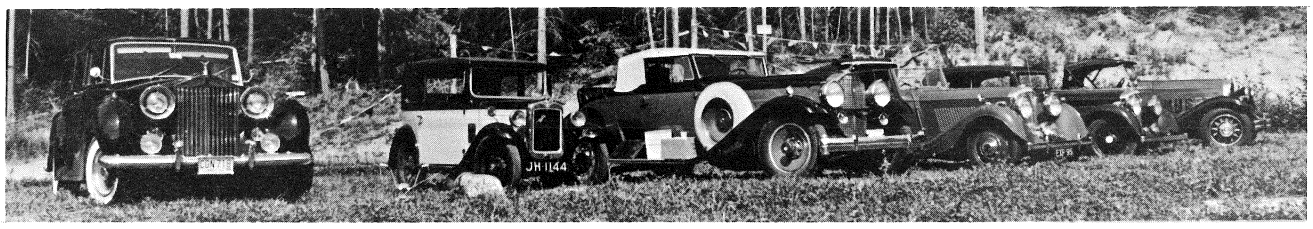
We regret to report the untimely recent death of member Keith Billings of Portland, victim of a fatal heart attack. Keith was a charter member of the Region, and was our first Treasurer. He owned a Lincoln Continental, a Dual Ghia and a 300SL, and last year sold his Auburn Speedster. Our deepest sympathy is extended to his family from everyone in the Pacific Northwest Region.


GCD 333


ONE WAY
SPEED LIMIT
25
Happy Birthday Al






JH 1144

THE EASTERN SOCIAL WHIRL by Al McEwan

The social side of my trip east to attend the National Board Meeting was very rewarding. In general, I had a good time enjoying the hobby, plus the opportunity of spending several days with my family in Massachusetts.

The classic car part of my trip started when I checked into "The New" Newark Airport Motel the day before the scheduled meeting. As the name implies, it is located VERY CLOSE to the Newark Airport. I had been in my room all of two minutes when the first jet took off down the hall and circled the ice machine. On looking out the window, I found a 727 coming right at me. I considered opening the window and letting it fly right on through, but at the last minute he climbed out and cleared the roof. I'm convinced that the motel was built primarily to give pilots something to aim at when visibility is poor.

As I sat through repeated performances every 10 minutes I began wondering about how I was going to get a night's sleep, but for some reason I never heard anything fly over (or through) all night.

On Friday evening there was an informal gathering in the room occupied by George Tissen and Bob Turnquist. Many of the National Directors were there, and the crowd of Regional Directors grew all evening as new arrivals joined us. It was an excellent opportunity to get acquainted and to discuss both The Club and classics.

The party broke up around midnight and I joined Phil Goddard (Iowa Region) and John Paulson (Upper Midwest) in Phil's room for a few more hours of refreshment while looking at more car pictures.

Saturday morning the business meeting started at 11a.m. in the executive room of the motel. With a break for lunch, served in the adjacent meeting room, the meeting lasted until 6p.m. The major items covered are reported elsewhere in this issue.

Many of the Regional Directors had plane reservations home for Saturday night, but several, including myself, planned to stay over Sunday. Saturday night 13 of us went into New York City for dinner at The Top of the Sixes, with a 39th floor view of the city. Around midnight, George Tissen felt that the five of us in Vic Kohman's car (Paulson, Goddard, Tissen, Kohman and myself) ought to stop in Greenwich Village for a short tour. We walked around the Village for about an hour, stopping off at a tavern for a beer about 1a.m.

Sunday morning at 9:30 five fine classics arrived at the motel to serve as our transportation for the day. Vic Kohman's 1940 Cad Fleetwood Imperial sedan, Tissen's 1941 Packard Le Baron limousine, Turnquist's 1939 Packard Twelve limo, Ed Kavenagh's 1938 Cadillac Fleetwood sports sedan and Paul Lamb's 1934 Packard club sedan made up the procession. I rode with Paul and his wife as we all headed north to the Vintage Car store in Nyack, N.Y. Ed Jurist, the manager, opened up especially for us and gave us a guided tour, carefully explaining the history of each car for sale. Frankly, there were several cars that I would have liked to bring home, including a 1925 Silver Ghost R-R Picadilly roadster (somewhat similar to Joe Carman's PI), a 1932 Cadillac V-16 opera coupe, a 1927 Bugatti and a new Ferrari. But the one car which really sent me and which I would have mortgaged my soul for (Ed note: That's a

second mortgage, Al!) was a 1926 Isotta-Fraschini phaeton. This was a 7 passenger body shaped like a boat, with flared fenders, individual step plates front and rear, red body with polished aluminum hood and a fully disappearing top that hid under a metal boot. It was a sound, origional, unrestored machine, with most of an extra engine for spare parts. It was only $9600, and the last I heard it was still there.

From The Vintage Car Store we went back to New Jersey for a visit to the Hibernia Auto Restoration Center. Among the cars undergoing restoration there were Ken Fahnstock's 1932 Marmon V-16 limo, a 1929 Packard roadster, and Jane Fahnstock's fabulous 1939 V-12 Delahaye convertible, which later achieved 100 points in the Grand Classic. Less than 10 Delahayes of the V-12 type were reportedly made, just before the war.

We went back to Newark by way of Vic Kohman's home, where we all had a look at his 1933 Cadillac V-16 all-weather Fleetwood phaeton. This is a complete and original car, and will be a real showpiece when finished.

I made many new friends on the trip, and thoroughly enjoyed myself, besides accomplishing the business purpose of the meeting.

DIRECTOR'S COMMENTS

As a result of theNational Board Meeting, a couple of things became apparent to me and to all of the other Regional Directors. First was the spirit of harmony and cooperation exhibited by the members of theNational Board, and second was the great amount of work attached to every job on the National Board. It is imperative that only dedicated people who have demonstrated their interest and capability in working for The Club hold these positions. There is no room for those seeking only the title, without assuming the responsibilitities of a big job. There is no question that the present National Board members have shown the necessary dedication and capability. The tremendous growth of the CCCA in both membership and activities is good evidence of that.

There were several items of business brought before the Board, the major one being the new Bylaws. Every detail on which any questions arose was discussed and either reworded, or explained to the satisfaction of all. This set of Bylaws was passed by the membership and is now in force.

Our Region in conjunction with some local members of the Rolls-Royce Owner's Club enjoyed a picnic near Gig Harbor on July 31st. The weather was warm and sunny, and we owe the Bob Turners many thanks for their hospitality. The Bob Irwins were instrumental in planning this event, and made it a very special occasion for me by surprising me with a birthday cake in the middle of the picnic. The cake was quite special, as it was decorated with a road lined with trees, rocks, grass and road signs. In the middle of the road sat a little Mercer Raceabout with it's driver standing behind waving for help. I won't make any comment about running out of gas, as the Editor probably will. Many thanks to Bob & Rita for their thoughtfulness.

By the time you read this, our Portland Tour will be history, but both Ray Radford and Guy Carr were working for a big Portland turnout, and Guy plans to make it a coming out party for his recently restored V-16 Cadillac club sedan. There was a rumor of a bet between Ray and Phil Schwarz as to whether Seattle or Portland would turn out the most cars.

SEATTLE SITE OF 4 DAY WESTERN RROC MEETING

A warm sun greeted the 90-plus members and over 40 cars that attended the Fourth Western Regional Meet at the Seattle Center. As Registrar Joe Carman and Field Marshall Bill Young checked in people and cars, respectively, members not concerned with car photography or technical diagnosis drifted off to the varied diversions of The Center.

Thursday evening the group caravaned to the Seattle Yacht Club and boarded two large boats for a 1½ hour cruise on Lake Washington. The warm summer evening, the magnificent scenery and the quiet water made the cruise a highlight of the meet, even if the #1 boat did run out of gin (a major crisis at a Rolls meet). The SYC's roast beef dinner was followed by a showing of the 1964 Goodwood Meet movie and a slide show by Ted Reich of the 1965 Western Meet at Tahoe.

Chief Judge Reich and his crews attacked the cars early on Friday, judging day, and didn't finish tabulating until late in the day. The evenings's cocktail party was followed by a steak dinner at the Ben Franklin Hotel. Part of the group then went to "Funny Girl" at the Opera House, others went on downtown to find their own entertainment, and a few stayed to see slides of the 1965 National Meet.

Saturday was scheduled for a tour to Crystal Mountain, but the day was dark and misty, and less than 20 cars attempted the trip. On the way a stop was made at an Enco station where "Tiger Girls" dressed appropriately in stripes, tails, and yellow stretch pants, passed out maps, tiger tails, place mats and full tanks of gas, while the participants enjoyed free coffee and donuts.

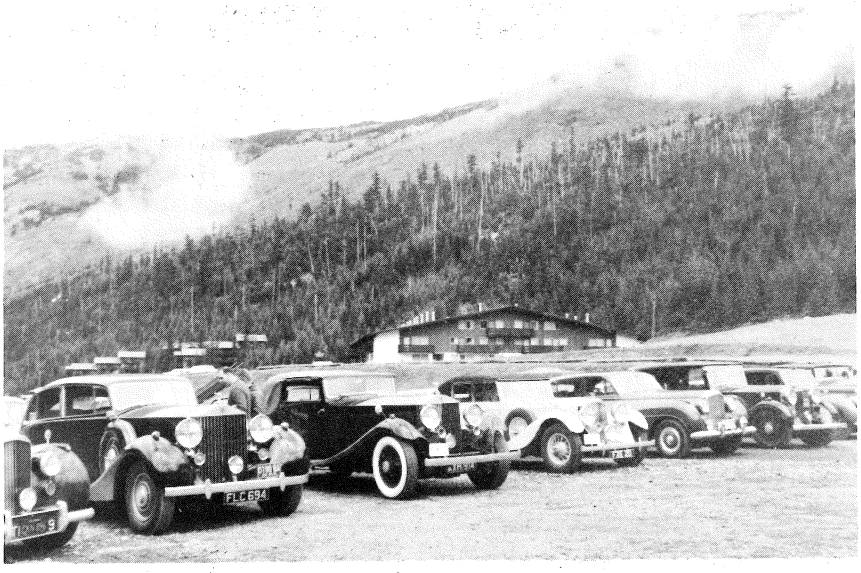
In spite of much fog and rain, (which didn't improve the condition of the 10 mile detour on the way up, but it DID keep the dust down!) most chose to take the chair-lift up to the top to see if the weather was any better up there. It wasn't. (But Govenor Evans and his two young sons were WALKING down - real Washington natives!)

The awards banquet at Pier 91 included free cocktails, a live bagpiper and a fine roast beef dinner. John Wallerich introduced Meet Co-chairmen Bob Irwin, Dick Hooper and "Chairman of General Panic" Al McEwan, and special plaques were passed out to the committee members, including Phil Schwarz, who handled accomodations, and Meet Photographer Shufelt.

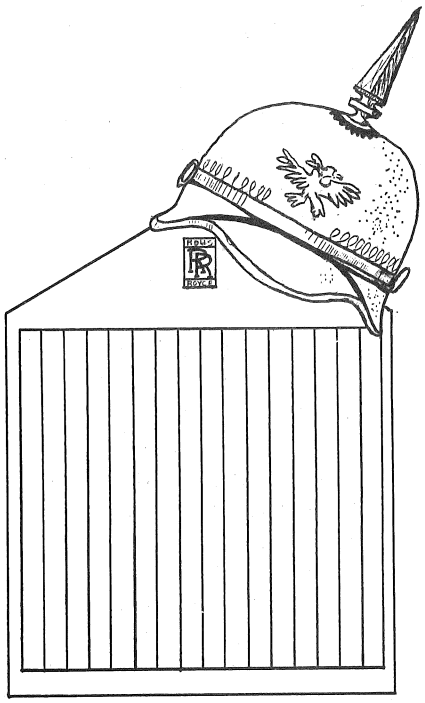
After McEwan attempted to apologize for the Crystal Mountain weather (twisting the knife by showing slides of it in sunshine), Hooper presented the awards. As each winning car was announced, a color slide of it, taken during the meet, appeared on the screen.

After the ceremonies some went into the main ballroom for dancing, while others stayed in for slides of the non-winners, and a rerun of the winners. The final event of the four days was breakfast in the Space Needle, where the group watched the view rotate around them at 1/60th rpm and talked about next year's meet.

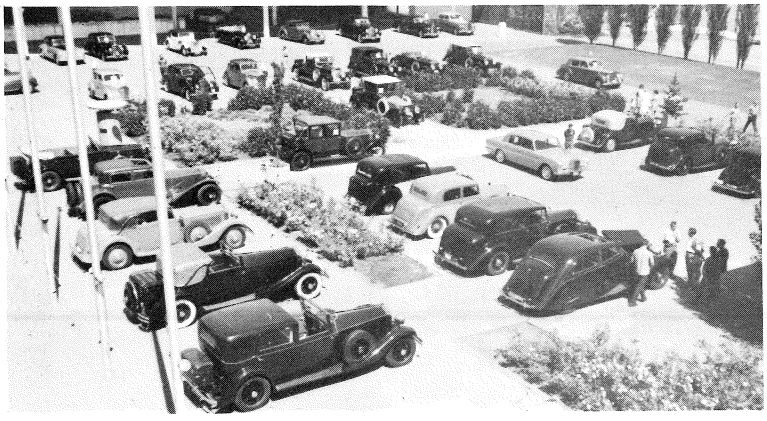
However, THE SEATTLE TIMES Had a photo of Al's car in the Sunday paper with a story that "a Rolls-Royce meet would be held in the Seattle Center" that day. Al Lyford drove out in the afternoon to see if anyone was still around. He found he was the only car, but his P II coupe was drawing a large crowd, so he stayed all afternoon and put on a one-man show!











THE PORTLAND TOUR: RAIN, BREAKFAST, CHORUS GIRLS AND A TRIP THROUGH THE PITTOCK HOUSE

Some Seattle people had to go home and try again with another car, but eventually even they made it to the Region's Annual Tour to Portland August 27-28th. Phil Schwarz started out friday morning in the Lincoln touring, but vapor lock got so severe in the Sea-Tac Airport area that he had to go back and get the Cadillac. That same afternoon, the Irwins tried to make it down in the Lag, but heavy rain filled the touring car with water (the area where the side curtains were not, being larger than the area of the assorted holes in the floor, the water was coming in faster than it could drain out!) and they too had to return home, for a closed car.

The cars that came down Saturday afternoon had less trouble, and all were soon situated in the Thunderbird Motel and planning a full weekend of activities. The cocktail party at the T-Bird got things started, and was followed by a dinner of rolled and stuffed chicken, or something like that. ("I've never seen ANY chicken shaped like this!" insisted Lubin.) After a quick "Happy Birthday" melody (by the World's Worst Choir) for Phil Schwarz, the group left for the Hoyt Hotel's "Roaring Twenties Room".

The Gracie Hanson floor show was quite good, and a bargain for a buck. (It was especially good from a front table viewpoint, the Editor notes, where you don't miss ANYTHING. But why do the chorus girls with the best legs always have varicose veins?)

Sunday started with a breakfast at Guy Carr's ranch for both our Regional people and all the Portland area classic owners that Guy and RayRadford could scare up. It was good gathering, and one of those annual occasions when you see faces that you haven't seen for at least a year. Our sincere thanks to Guy for making this breakfast one of the highlights of our year. (Don't we have a "Ham and Eggs Award" for such occasions?) The group next assembled at the Pittock Mansion for picture taking and a tour of the old house. After the cars had paraded around the circular drive in both directions a few times and everyone had used up all of his movie film, special parking was arranged behind the house. (Actually, they were at the front of the house, and the front is really the rear, and --- well, you had to be there.)

The cars left for home from the Pittock House, looking forward to next year's Portland Tour.

THE SUMMIT MEETING of Northwest car clubs will be held at the Tyee Motel in Olympia on Saturday Oct 1st. Representation from all clubs is expected. Lunch is at noon, and the meeting starts at 2.

A SWAP MEET sponsored by the HCCA Region at Centrailia, Washington, drew over 75 exhibitors over the weekend of Sept 24-25th, and was considered quite sucessful in spite of a steady downpour. (It was held inside!)

PROMPTNESS is probably not our motto (we're not sure we have one), but once we get started, we are fast, no matter how long it takes. Complaints may be sent to the Editor, typed on one side only, single-spaced, and may result in fine or imprisonment or both.

THE STORY OF TWO OLD LINCOLNS, AND A COUNTRY AUCTION AT COULTER CREEK

"ANCIENT AUTO SHOPPERS!" the ad on the sports page read, "To be sold at auction after 2 p.m. July 16th 1966: 1928 Lincoln Touring, restorable, minimum bid $1250; 1929 Lincoln sedan, restorable, minimum bid $1250; 1927 GMC truck, rough, runs. Estate sale of T W Johnston. Off highway 302, on Coulter Creek."

For some years a standard topic of (usually humorous) conversation among vintage car people in the Northwest was "the old lady and her two Lincolns up by Allyn". She was known to believe they were worth about $5000 together, and the cars were known (or thought) to be near basket cases. Every so often some novice enthusiast would stumble upon a "fresh lead", and would coming running up to a friend at the next event raving incoherently about "these two beautiful Lincolns away out in the woods on The Penninsula!" He would eventually be calmed down and told "the real story" on the cars.

Johnston, reportedly a test pilot back around WW I, had been an aircraft and auto mechanic most of his life. He was the original owner of the touring, some said, and had picked up the sedan later. Both cars were last driven about 1940, and sat piled under an unbelievable amount of junk (he was one of those people who saved everything) when the war started.

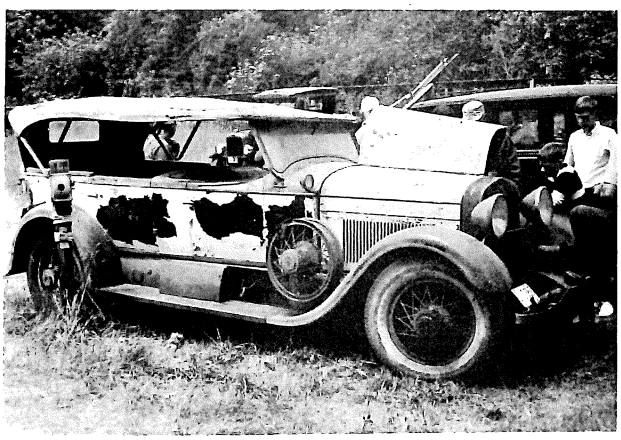
The word got out early in the summer that the cars were soon to be sold at auction when some local enthusiasts were called upon by a bank to appraise them. The appraisers reported back that the cars were so buried under rubbish as to be almost hidden from view, and that the widow thought they were still worth at least $5000.

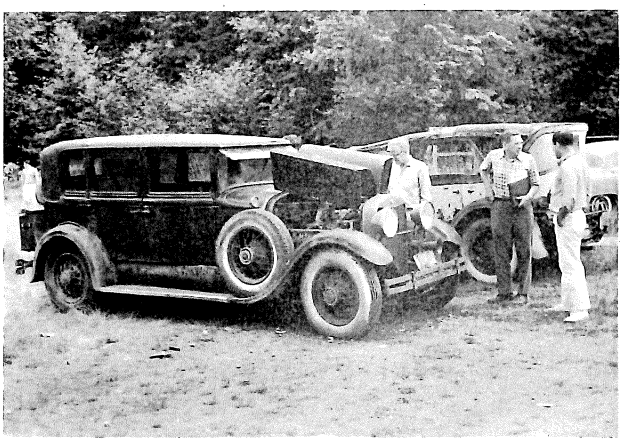
Mention of the dollar figure always brought a knowing laugh from all within hearing. But now an auction really was planned, and something was really going to happen up on Coulter Creek on July 16th at 2 p.m.

The day dawned clear and hot, and the long dirt road into the old Johnston farm was dusty. By 1 o'clock the yard was clogged with about 60 cars, with a bumper-to-bumper line still coming in. Most of the crowd seemed to be local people interested in the varied shop equipment, and antique collectors hunting bargains in old glass and crockery. There were a half dozen car people from the Olympia and Bremerton Clubs, and about that many classic types from the Region. The car types hadn't known that much else was to be auctioned, and the locals couldn't really care less about bidding on two old cars and were surprised that anyone would come in from any distance to do so.

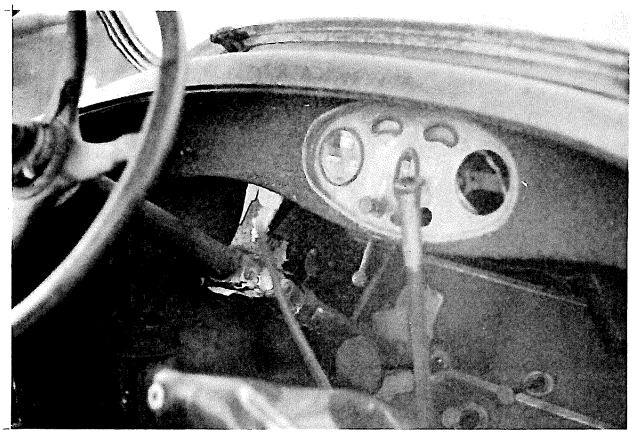
Both cars sat in the sun for the first time since 1940, and even those who had seen them before had never seen that much of them. The sedan was a distinctive and somewhat attractive machine, complete and in fair restorable condition. The star of the show, the touring, was complete but very weathered, and would be a frame-up restoration for it's new owner. As the auctioneer started in on the glassware and household items up by the house, the car people got together in little groups down by the cars, speculating on what they would bring, and who, if anyone, would bid on either or both.

There really wouldn't have been so much to speculate about if it hadn't been for "The Rumor", which

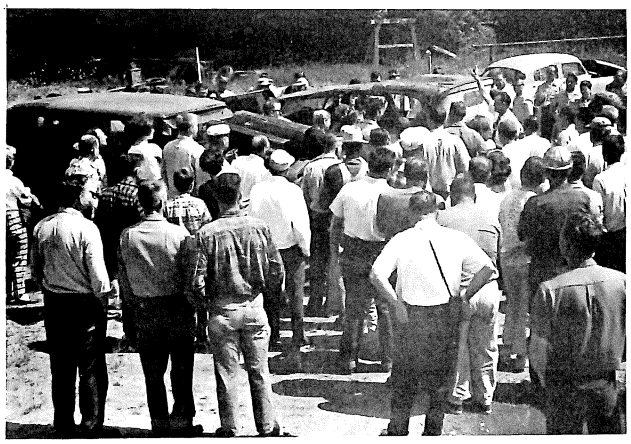


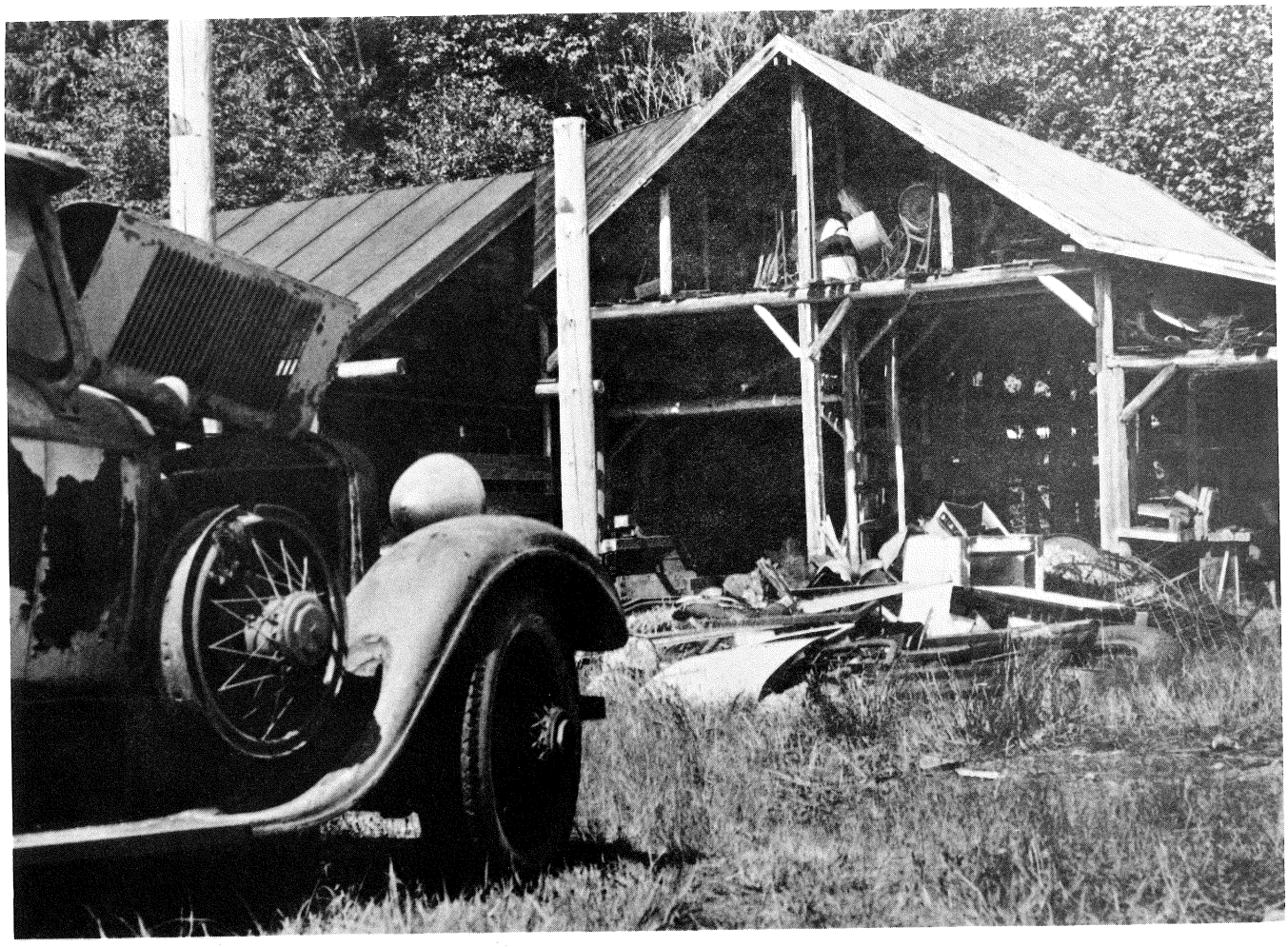




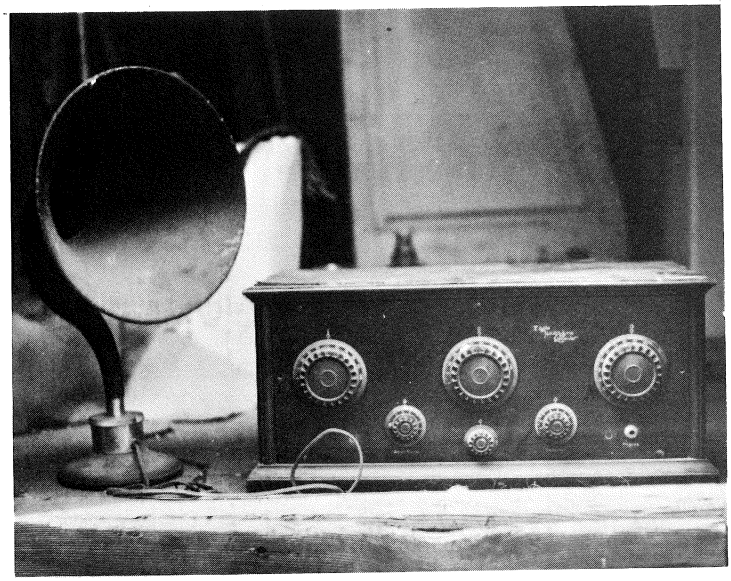












shot through the car crowd about a half hour before starting time. Everybody seemed to get the word at about the same time - that Jack Passey had phoned in from California a $3500 bid on both cars.

As the auctioneer ran through the churn, the machete (which he waved threateningly at the non-bidders) and the boxes of old home-canning jars, the sun got hotter and the afternoon got longer. A man passed out and fell under a table full of dishes and silverware. "Give him some air, folks! He might be a buyer!"

After quickly disposing of several tables of household merchandise, ("Come on now, folks, who will give me three bucks for the whole table?") the auctioneer moved on to "The Big Stuff", like a 1915 hand-crank washing machine with wooden tubs, and a battery radio. The car people grew impatient. And hot. And thirsty.

Suddenly the mob started down the hill towards the barns - the cars were to be sold next!

The auctioneer stood in front of the touring and started off at the minimum bid of $1250. In a few seconds at least two bidders had run the price up to $2000. He worked hard for the last $50, then said: "Sold, at $2050!" The sedan was next, but the bidding petered out rapidly at $1450. In less than ten minutes it was all over! "Tools are next, folks!" The crowd followed their leader into a shop building and started bidding on lengths of chain.

The car people stood around the cars in silence, looking at each other, and at the two cars. It was official now - Passey had called in a bid (to be actually bid by the estate's attorney) of "up to $3500" for the touring, with whatever was left to be bid on the sedan.

He had ended up with both cars, and it was now all over.

Some of the car people drifted into the shop to see what the floor jacks and valve grinders would bring, but most went home. The auction was over, but it would be talked about for years to come.

FOOTNOTE: Jack came up from San Jose with a friend, five tires, and a pile of spare parts. They checked out the cars, changed oil, added their tires and one battery, one coil and one condensor. They then drove the cars to California, making it to Medford the first day! Jack couldn't figure out why we "let those two fine Lincolns slip through our fingers!"

"The times, they are a-changing."

THE NON-CLASSIC CAR

Half the fun of attending the now-famous "Lincoln Auction" was overhearing some of the conversations of the local "old timers" regarding old cars. One man insisted to his friend that his brother had a 1928 Porter, "just like the one on TV", and that NBC had offered him $25,000 for it. While NBC publicity releases continually insist that the car is ficticious, Daniel List reminds us in THE VILLAGE VOICE that a Porter was made by Finlay R Porter from 1919 to 1922, and notes that Porter was the designer of the famous T-head Mercer engine. He reports that 37 such Porters are known, and refers the interested to THE ANTIQUE AUTOMOBILE magazine for July 1962.

Doyle, the standard reference on who built what and when, also mentions a Porter being built in Boston around 1900.

"Advertising provides the only real truth to be found in the newspapers!"

Thomas Jefferson

KING'S PT SWIM MEET

The Metropolitan area swim meet at the Merchant Marine Academy was June 19th. As Myra and I were still in the east at that time, we drovefrom Springfield, Mass., to Kings Point, Long Is., and spent a very enjoyable day looking at and talking about classics. There were about 40 cars present and all were parked on a beautiful lawn surrounding the Academy's large swimming pool, which is only a few feet from the Sound. Kings Point is located on the north shore of Long Island, and is only a few minutes drive from the Throgs Neck Bridge.

There were cocktails and a buffet lunch served at the Officer's Club, and I had an opportunity to become better acquainted with many of the National Directors, as well as with many Club members from New Jersey, New York and southern Conn. There were many fine cars there, including the famous aerodynamic 1934 Packard Le Baron coupe, the finest 812 Cord phaeton I have ever seen, a Silver Ghost tourer and a high point Mercedes 540K convertible.

Al McEwan

LEATHER PRICES GO UP

Without trying to work in the old joke about shooting cows into orbit (The Herd Shot Round the World), we regret to report that due to unexpected changes in the Argentine leather market, all leather went up in price this summer. Most shoes went up about $2 a pair (mens), and the leather you were going to get for that winter upholstery job will cost more than you thought it would, either English or American leather.

The Editor's new unlisted phone number, in case you should ever want to say anything unprintable, is 943-8896, Olympia (area 206).

IS DUESENBERG DONE?

From the Indiana Region's HOOSIER HORN we quote the following, which they got from a local news story:

"The financial picture of the Duesenberg Corporation appeared worse yesterday as it's advertising agent asked a court to place it in receivership. In a lawsuit filed in MarionCounty Superior Court, the Bozell and Jacobs Inc advertising agency said that the Indianapolis automobile manufacturer was unable to meet current obligations and 'is in imminent danger of insolvency.'

"Judge Frank A Symmes Jr said he will hold a hearing in two weeks on whether to appoint a receiver. The Corporation got into financial trouble when Texas financiers failed to come with the money they had promised."

POSTSCRIPTS TO A ROLLS-ROYCE MEET

While the Editor scrambled about a roof (you'd be surprised how fast a gardener will scrounge a ladder for a buck!) getting his "air views" of the show, he was spotted by 6 year old David Reich. "Mommy! Is that Batman?" "Of course it is!" exclaimed Larry Lubin, always informative. Ever since, the roof shots have been known as "The Batman Pictures".

As the cars were being assigned their positions Thursday morning, two elderly men read the meet signs, then carefully studied Lubin's Citroen sedan. "Must be one of the new ones!" was their comment.

Thanks to the anonymous reader who sent us, in a plain unmarked envelope, a calendar. By Golly, July 3rd wasn't a Saturday, was it?

JULY BOARD MEETING

The Regional Board met at Tacoma July 13th with McEwan, Carman, Wallerich, Schwarz, Radford and Shufelt present. The Treasurer's Report and reading of the minutes were omitted due to lack of a Treasurer and a Secretary. Among new ideas from National is one of a blanket-policy liability insurance to cover all Regions. We cannot form an opinion on this without knowing the cost and coverage factors.

George Tissen's answers to some of our Bylaw change recommendations were read and discussed. National is acting on our request to have our Headquarters City changed from Spokane to Seattle.

New techniques for collecting dues from the membership were considered, and suggested improvements included such inovations as combined Regional and National membership forms, in a snap-out format.

Membership Chairman Wallerich reported 59 current members, with about 5 more expected soon. All local National members, ex-Regional members and hot prospects were reviewed name by name, and plans made to contact all worth consideration. A question came up: Should new memberships be sponsored by a present member? Or should all new membership apps be processed through the Board?

Ray Radford stated that he wished to resign from the Board due to business pressures. He was asked to continue to coordinate Regional activities with interests of the Portland area members as he found the time to do so.

Plans were made for activities on the upcoming Portland Tour, and tentative dates selected for the Tacoma Judging Meet in October.

The Gig Harbor CCCA-RROC picnic had been postponed.

National has asked for ways to increase attendance at National Board meetings, where they often have a difficult time getting a quorum. Suggestions have included going from monthly to bi-monthly meetings. In answer to their specific question, we informed them that we would not consider them negligent in holding only 6 meetings a year. However, we could not go along with such suggestions as having smaller (say under 50 member) Regions lose their National vote, or having a probationary period for new Regions. Another possibility would be to increase the Board's size.

The local HCCA Region has again taken a stand on changing the Washington State "Horseless Carriage" license plate law in a manner that would be met with disfavor with most classic types. The present law permits all cars "over 30 years old" to obtain HC plates, and the number of such vehicles (99% non-classic) is increasing daily as the '34 Fords, then '35 Chevys, then '36 Buicks become eligible for licensing. The HCCA would like to have it all cut off at the end of 1931 (thus including all Model A's), but where would that leave most of us classic owners? In order to counter the HCCA's position, we must offer a good healthy proposition that would protect our interests. Does anyone have any suggestions? (See Vol II, No 2, March 1965 of THE BUMPER GUARDIAN for wording of the law and a review of both sides of the problem.)

The meeting adjourned after a discussion of Regional Projects.

THOT FOR THE MONTH

Remember - behind every silver lining, there is a dark cloud.

AUGUST BOARD MEETING

The Board meeting in Tacoma on Aug 22nd included McEwan, Carman, Hooper, Wallerich, Schwarz, Manello and Shufelt.

After routine reports from Membership (a new member), Treasury (we're still solvent), and Publications (this is it), a motion was made that all new membership applications be approved by the Board of Managers at a regular meeting. Thus the Board members will find out who the members are, since so few ever show up at the meets. The motion passed. It was decided not to require any sponsorship of new applications.

Schwarz reported on Portland Tour plans, Judging Meet plans and a possible Christmas Party in the Elks Club at Tacoma, where all who came last year seemed to have a ball.

National had asked for thoughts on the high costs of Grand Classics, and how to support them. After some discussion, our thoughts were: 1, the cost to car exhibitors should be kept as low as possible, even if it becomes necessary to charge the non-exhibitors. 2, Grand Classics (Grands Classic?) should be paying propositions, even if this means inviting the public (and their money) to come and (pay to) see. 3, Regions that find it necessary to hold their Grand Classic in an expensive air condition auditorium should find their own way to cover this additional expense. We wish them luck, as we like the idea.

IT'S TOO LATE NOW!

Rather than leave anything unmentioned, you have now been informed that you missed the Village Green Concours in Oregon, Sept 18.

HARDWARE DEPARTMENT

Merle Holmgren's 1931 Pierce roadster took First in the Classic Class at the recent Olympia HCCA Tour, with Frank Hallmeyer's 1930 Lincoln coming in Second. About 4 classics showed up among 25 cars, and a guess at the latter figure won the pool for Doc Deshaye. The tour was the subject of the Editor's first movie making adventure, which reminds us that a recent Warner Brothers press item stated that "four beautiful British automobiles of the 1930's - a Wolsey (sic), a Rover, a Singer and a Rolls-Royce - will make their debuts in "Triple Cross", ad adventure drama now being filmed in Europe." Well, if they can't spell Wolseley, at least they hyphenated Rolls-Royce. The item added that the cars have been insured for $100,000, to which we can think of no further comments to add.

The First Annual Scenic Tour of the new Portland HCCA Region was held Aug 12-14th, and First Place in "1926 & Later Closed" (what?) was the Pierce-Arrow roadster of Holmgren. (Did you have the top up, Merle?)

At the recent California Grand Classic, Pete Manello represented our Region in his 1948 Lincoln Continental, but drew only 81½ points for Second Place. This car usually scores around 90 up here, and looking over his score sheet, it looks like we're more right than they are.

Speaking of odd scores, the First Place in the Classic (quotation marks) Class at the Yakima Tour went to Bert Lobberegt's 1916 Pierce-Arrow! Gene Klineburger may not feel too bad though, as his 540K Mercedes coupe took a First in Special Interest! This month we spelled his name right. Maybe next year National will too.

AN ASSORTMENT OF MISCELLANEOUS INFORMATION

We recently mentioned that Bill Young's fabulous Phantom II 69WJ town car was being reupholstered in an exotic material appropriate to the exotic nature of the car. We recently visited Bill to inspect the finished work, and can only say that it is VERY impressive. Wait until you see the rest of the car - restored! Bill, by the way, lives only a few blocks north of Phantom Way, which goes by Phantom Lake - what a place to hold a Rolls-Royce meet!

At a recent swap meet, Daphne Fowler showed us some of her procedure for scrounging obsolete head light and other lenses for the family Pierces. She carries in her purse at all times a complete set of full scale engineering drawings, which she traced herself, of the needed lenses. Whenever she happens to be where there might be old lenses, she pulls out her drawings and begins looking!

On a recent trip to Vancouver, B.C., we actually saw a live copy of the Tubbs, Barker and Dumont volume, "Automobiles and Automobiling, 1900-1940", recently reviewed in THE CLASSIC CAR magazine. The water color paintings of classics are beautiful, but is Anything really worth $35.00?

Herb Schoenfeld is Tour Chairman for next year's National HCCA Tour, which goes from Seattle to Vancouver B.C., July 17-20th. A good opportunity for us locals to stand along the road and see some really magnificent brass sputter by.

Item from the minutes of the National Board Meeting of Aug 2nd: "A letter was written by Truman Fuller to Packard Parts Unlimited about the continued receipt of complaint letters regarding the treatment received by members of the Club from this firm."

Just about anything in the nature of old car novelties, books, gaskets, timing chains and trim items (an interesting assortment of merchandise, to say the least) appears to be offered by the Pioneer Distributing Co, Tunnel Road, Marietta, Ohio, 45750, who invite all to send for their free illustrated catalog. Their hand-out is printed on the back of half of a fake $10 bill, with this message: "Free $10 bill - it's not good for anything - it's just free!"

The Wenatchee Show wasn't dead afterall - it was revived on Aug 28th, but we haven't heard any results yet, prize-wize.

Pennzoil has a well-photographed color-sound 16mm film called "Antique Cars" (classics too!) for club showings. Call your nearest Pennzoil distributor. It shows some good Southern California concours scenes and views of the Bud Cohn Mercedes collection.

An interesting catalog of mostly antique and vintage car parts is available from "Easy-Jack" at the Welsh Antique Auto Parts Store, RR3, Junction City, Kansas, 66441.

The reason for the blank page in the last issue was so the roster, which was to have been inserted opposite it, could have been removed without disturbing the rest of the publication. Since rosters were never inserted, there was no need to disturb anything anyway. We now are getting out a real roster, which will be mailed in a couple of weeks. Because of some difficulty in sorting out new members and renewals, some people were late getting the last two issues. (Sorry, Jim M, Bill A and Bill Y.) If you don't get this one, drop us a nasty note, and something will happen.

By this time just about everything has been said about the Cunningham Museum at Costa Mesa, but the best coverage was in THE ANTIQUE AUTOMOBILE, where there was a complete list of displayed cars, and photos of many. The collection is both sports and classic oriented, and should make any trip to California worth while by itself.

Regarding fire extinguishers and the recent National CCCA BULLETIN article on same, (which suggested that if all you have is a carbon tet pump, you let the car burn and get the heck out of the garage) we note in THE FLYING LADY an item by Dr John Stanley that in addition to the deadly carbon tet itself, poisonous phosgene gas is formed when carbon tet hits hot metal. Enough said.

A new book covering the Harrah Collection, with that as it's title, is soon to be published by Atlantic Monthly Press. The author is Ken Purdy, and the tab will be $25. (From Northern Ohio Region's NORTHERN LIGHTS).

We hope all who were in the market for tires got in on the PJA offer of one tire at the regular price and a 2nd for five bucks. The deal just ended.

Match covers with a 1932 Packard Dietrich Victoria in full color are a part of an old car series now available from Brown and Bigelow, for those of you with a business that needs match covers.

Appearing on our Seattle-RROC picture page in this issue is the now famous "Rolls-Porsche" badge, said to have been adopted from the family seal of the von Axlehausens of Rochester.

Did anyone from this area go to "Ye Olde Auto Faire" at Las Vegas Sept 5-9th? For $140 per couple, probably not.

A direct mail item from "Car Classics" magazine in Tarzana, California, offers subscriptions to a proposed old car publication, but nowhere does it say if they plan to print more than one issue per year for your $2.50. Even with the "bonus" of a free issue for each year's subscription, the whole deal looks pretty shady at this point.

CARS IN MOTION: New member Bob Goodwin of Vancouver, Wash., has acquired the James Young PII 8MY R-R sedanca coupe that Bob Irwin and Gil Duffy brought down from Vancouver B.C. last spring. And Dick Hooper bought another Bentley. No, not that one - ANOTHER one! A convertible sedan this time.

The 1941 Cad 4175 formal limo advertised in the last BG took First in class at the Omaha show in May. It was sold, but not through our ad, and it stayed in Nebraska.

CLASSIFIED CLASSIC CAR ADS

1938 Packard Super 8 1605 7 pass touring sedan. New Denman whitewall 7:50x16's, engine overhauled, reupholstered. Radio and heater. Excellent tour car, drive anywhere. $1200 including 1938 color catalog. Write for complete description and pictures. Richard W Johnston, 1834 Camino Drive, Forest Grove, Ore., 97116. Call (503) 357-6656.

1932 Lincoln KB V12 7 passenger sedan. Very solid, complete, needs complete restoration. Offers considered. Phil Schwarz, 4201 83rd SE, Mercer Island, Washington.

WANTED: Hub caps for 1932 Lincoln KB (or keep your caps and buy our Lincoln), 19" wheels and clock for 1929 Pierce-Arrow. Phil Schwarz.

FOR SALE: Continental parts, Phil Schwarz and Pete Manello.