

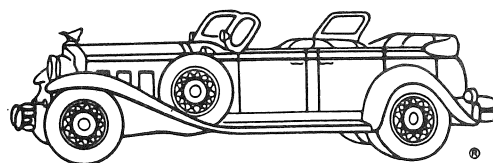
The Bumper Guardian

PACIFIC NORTHWEST REGION
GEORGE H. SHUFELT, EDITOR

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



DEC 1966
VOL III, No 4



CHRISTMAS PARTY NOW SET FOR DECEMBER 17TH!

The date originally proposed for the Regional Christmas Party at the Tacoma Elks Club turned out to be a popular date for just about every other organization having a party. Our affair has been moved back a week, and will be Saturday night, Dec 17th.

The gift exchanging routine of last year seemed to go over in a large way, so will be repeated. The story is to bring a suitably wrapped gift in the two dollar class (it might not be worth that

to YOU, but it might to SOMEBODY!) which will be added to the Big Pile of Gifts. Numbers are then drawn by participants. What happens then gets pretty complicated, and would take as long to explain as to accomplish. Come and see it work for yourself. It promises to be a good time for all. The Elks Club is an excellent Party Place, and there will be the usual dining, dancing and drinking - not necessarily in that order, however. A very suitable manner in which to close out another year.

REGION CONTRIBUTES 11 CLASSICS TO BIG RACE

Classic and antique cars from various local clubs provided half-time entertainment between heats at the SCCA Northwest Grand Prix at Pacific Raceways on Oct 9th. If you can judge the international significance of a race by it's admission price, this was a really big one - the regular fee at the front gate was six bucks! Luckily, the vintage car people got in for nothing.

A special parking area was provided, but contrary to the pre-race announcement, it was not roped off. "I brought the Lag instead of the Rolls." said Bob Irwin. "It's more people-proof!"

Cars were displayed in the infield before the first race, and owners were invited to a free lunch on the outside of the course. The eating time allowed was nominal, and returning to the infield before starting time meant a fast sprint across the course during the National Anthem, when the starter had his back turned. The lunch was worth-while (free beer), but we did hear someone say: "This tastes like Boeing spaghetti!"

Between races, the cars were invited to tour the course. After a few laps and some strange announcements from the race announcer, (if the public was depending on him for accurate information on old cars, they know less now than they did before they came in) the cars were flagged in, and lined up for a special "race" of sorts. About 30 cars lined up on the grid for a standing start. It was a real standing start, as long after the green flag had dropped, some cars were still standing there.

What followed around the course was a symphony of vintage sounds: the squeal of underinflated 18" tires on asphalt, the rattling valves of a Model T double overhead cam conversion, the strangely ominous hissing of a late Stanley steaming by, ("Hey - your car's boiling!" "It better be!") and the rumble and roar of Hal Dahl's Packenberg hitting "the critical rpm range" of around 1700, at which point harmonic overtones in the 4" straight pipe vibrate the cables on the Tacoma Narrows Bridge, and shake cones loose from pine trees in most of three counties.

4 CARS TAKE TROPHIES AT COUNTRY CLUB MEET

The Tacoma Country Club was the site of the Region's Annual Judging Event on October 15th. Attendance was good, the weather was pleasant and all seemed to enjoy themselves.

The 2 hour long judges meeting thoroughly indoctrinated the crew in CCCA techniques, and about mid-afternoon they tackled the thankless job of grading the vehicles. Non-judges devoted their time to less serious pursuits, including picture-taking, tire-kicking and elbow-bending. By evening, all were ready for a relaxing dinner, followed by a short awards program, and then dancing for as long as anyone cared to stay. Only a few descended to the casino to see what games were available to challenge their sporting tendencies.

The food and surroundings were as expected (good!) and the formal program short. A special event was the presentation to Phil Schwarz, as a reward for his being our able Activities Chairman for some years now, of an ornately-wrapped gift. It turned out to be a very unrestored luggage rack, of the running board type. It was probably intended for his Lincoln, and probably won't even fit a Chris-Craft.

A number of guests were present, and at least three new members were signed up. Ward Meeks didn't have his Lincoln Continental ready to display yet, but did "drop in" in his Bell helicopter, landing on the lawn. Classification was a bit of a problem, but he was finally registered as Primary, Late Vertical.

Nine cars were judged, and five got over 70 points, qualifying them for prizes. Four trophies were awarded, as follows:

SENIOR, Lincoln Continental
First Place 93 1/3 pts

1948 Continental Coupe
Pete Manello

PRIMARY, Foreign
First Place 92 2/3 pts

1939 Bentley convertible sedan
Joe Carman

PRIMARY, Late Production
Second Place 85 pts

1935 Pierce Arrow
Perry Fowler

PRIMARY, Rolls-Royce
Third Place 79 2/3 pts

20/25 (1933) sports sedan
J Finley Downs

Fourth Place 79 pts

P III (1938/9) touring limousine
John Wallerich

Cars not judged or failing to qualify for awards included:

| | |
|---------------------|----------------|
| Vic Deshaye | 1927 Lincoln |
| Gene Klineburger | 1937 54OK M-B |
| Al McEwan | 1933 R-R P II |
| J F Downs (2 cars!) | 1930 R-R 20/25 |

The following Regional members and cars attended the Northwest Grand Prix at Pacific Raceways:

| | |
|------------------|-------------------|
| William Ayers | 1937 Rolls-Royce |
| Joe Carman | 1939 Bentley |
| Hal Dahl | 1931 Packenberg |
| Vic Deshaye | 1927 Lincoln |
| Perry Fowler | 1935 Pierce Arrow |
| Merle Holmgren | 1931 Pierce Arrow |
| Bob Irwin | 1933 Lagonda |
| Pete Manello | 1948 Continental |
| Al McEwan | 1933 Rolls-Royce |
| Phil Schwarz | 1928 Lincoln |
| Gene Klineburger | 1937 Mercedes |

Herb Schoenfeld and Maurice Wohlwend displayed antiques.

DIRECTOR'S COMMENTS

My term as Director of the Region expires this month. These past few years have been hectic, yet lots of fun. I've watched the rapid growth of the classic car hobby, and of the Pacific Northwest Region. The number of restored classics in the Region's area is climbing at a rapid rate, and the enthusiasm displayed by our membership in acquiring cars and starting restorations promises a very bright future.

I wish to mention again the manner in which your Regional Board is selected. Every year, the terms of 3 of the 9 Board members expires, and 3 new Managers are elected for 3 year terms. This maintains continuity of management, while pumping new blood into the organization at the top. Immediately following the election, the Board meets to elect from it's ranks officers for the following year, each for a one year term.

This month the last of The Old Guard, which has served the Region since it's founding, will retire. They are Guy Carr, Dick Hooper, Phil Schwarz and myself.

The three managers with one more year to serve are Joe Carman, Vic Deshaye and Pete Manello. The three elected last year, with two more years to serve, are Ray Radford, George Shufelt and John Wallerich.

It is the Director's duty to appoint each fall a Nominating Committee. This year's committee, headed by Joe Carman, has developed a slate of candidates who are all qualified for the job. You have been asked to vote for three of them. Officers elected by the new Board will be introduced at the Christmas Party, and will serve until the end of 1967.

I wish to thank all those who have supported the Region by attending our events, and particularly those who have worked to make the events possible. Next year should be the best year yet in the Region, and I hope even more of our membership will actively participate.

Remember, the Board always welcomes your comments, suggestions and criticisms, and welcomes any member to attend any Board meeting.

See you at the Christmas Party!

Alan W McEwan

A NEW MONTHLY FEATURE:

DICK HOOPER'S CARS!

After 17 months of restoration in England, the P I boat-tail is due to leave for Seattle any day now.

Dick recently scheduled RROC inspector Thornton to go look at a Bentley he was considering, but received word back that the car was no longer for sale. Thornton later commented about the dealer who had that car: "Most of his cars are not for sale when he finds I am to inspect them!"

LATE NEWS: Al McEwan has received word that his Bentley, which he hasn't seen in two years, is not only assembled and running, but is due to leave England soon, possibly on the same boat as Dick Hooper's boat-tail! In addition, Bob Irwin has bought a Mk VI (post-war) Bentley, which may also be on the same boat. "What if the boat sinks?" someone asked. "No," said Wallerich, "One will break loose during a storm and crash into the other two!"

SIGNS OF THE TIMES:

At the Kisor Tire Company in Oly:
"Where you enjoy getting tired!"

& AROUND THE REGION

Bill Fowler has the ex-Keith Billings Continental, and is in the midst of a complete restoration. This is Bill's first classic restoration, but he has had much practice on Corvettes and vintage T-Birds.

The Manello-Schwarz classic cartel insists that they have recently discovered (at an undisclosed but nearby location) the last "unknown" Pierce Silver Arrow. The doubters have said it is probably one of the later production models, but M-S insist that this is The Real Thing. We anxiously await further developments. They are also involved in a recently uncovered Packard 740 roadster, but have released no details yet. There are a lot of mysterious goings-on up there in Bellevue, but after the Schwatz-Lincoln episode, we will believe anything!

Pete Manello took 3rd at the 1966 California Grand Classic, not 2nd as reported in the last issue. He reports that the first place car was a shoe-in, but that there was some controversy over judging procedures on the next two places.

Bob Turner up in Gig Harbor now has for sale a Bentley Gurney Nutting coupe, an Alvis drophead and an Aston-Martin. Conditions average fair, and prices seem reasonable. He may still have the 1937 Bentley Park Ward sedan which the Editor drove up from Portland, along with the Mark VI Bentley that came in with it.

Speaking of post-war Bentleys, Ted Reich drove his newly acquired "R" type to the Country Club meet, and Bob Irwin has just purchased a similar car in England.

Herb Schoenfeld now has a Carlton P II R-R coupe, and will be doing restoration on it this winter.

Note the ad in this issue for the 1930 Packard convertible. This is a nice original car, which the present owner has had for over 30 years. He would like to see it stay in this area, if possible.

The ex-McEwan P II Gurney Nutting sports sedan, recently for sale in Montana, is now in Portland.

Two small-hp Rolls-Royces came in to Tacoma recently, both uninteresting sedans in only fair shape.

This is only a partial review of what is happening - let us know when you hear of something being done - or do something yourself!

THE FOWLERS' PIERCE

The beautiful 1935 Pierce Arrow that Perry and Daphne Fowler restored last winter made it's first appearance at the recent Wenatchee Field Meet, and took First in the Classic Class. This car had only about 15000 miles on it when they found it in Tacoma, but needed a lot of work to bring it up to their standards. It appeared at both of our recent events, and drew much favorable comment. See pictures on page 6. And, the next time you look at it, notice the original running board rubbers - no visible wear - fantastic!

Daphne reports that she made all of the cork and paper gaskets for the car - cutting them out carefully with manicure scissors! She made covers for the head and tail lights, as well as doing a lot of other detail work. Last winter, she scraped paint for 4 or 5 hours every day. She now claims ownership of half of the car, but isn't sure which end of the car is hers.

This makes about 10 cars the Fowlers have restored together, from Jeeps to Jaguars, and from antiques to classics.

THE SUMMIT MEETING

Present at the Summit Meeting of Pacific Northwest Old Car Clubs in Olympia October 1st were representatives from HCCA clubs in Sea-Tac, Oly, Portland, Yakima, Centrailia, Hoquiam (a new club), Salem and Eugene, plus people from HACO (Portland), and the Seattle "T" and Tacoma "T" and "A" Clubs. The Editor attended as unofficial delegate of PNW-CCCA. Richland phoned in, but a couple of major and a dozen minor clubs were not heard from. Besides setting up tour dates and sampling complimentary Olympia beer and Yakima apples, the group discussed the possibility of combining many of the little swap meets (and some not so little) held in the Sea-Tac-Oly area into one really big swap weekend, co-sponsored by a half-dozen clubs instead of one. This idea has worked well in Portland, where 4 clubs work together to put on one annual swap event.

Tentative dates for 1967 are:

| | |
|------------|---|
| May 7 | Sea-Tac HCCA Breakfast |
| May 19-22 | VCCC Tour, Canada |
| May 20-21 | Oly HCCA Swap Meet |
| June 9-11 | Yakima HCCA Tour |
| June 12-18 | Richland Tour, 1 week |
| July 1-3 | Walla-Walla-Lewiston (at WW this year) |
| July 18-21 | HCCA National Tour |
| July 22-23 | HACO, or maybe July 8-9, or July 29-30 |
| July 29-30 | Oly HCCA Tour |
| Aug 5-6 | Portland HCCA Tour |
| Aug 12-13 | Seattle "T" Club |
| Aug 19-20 | Salem HCCA Campout |
| Aug 26-27 | Richland, Tri-Cities |
| Sept 9-10 | Eugene Swap Meet |
| Sept 9-10 | Centrailia Campout |

In addition to their National Tour responsibility, Sea-Tac will have their Pacific Northwest Tour, but have not set a date yet. The VCCC dates are an assumption - ours, not theirs. The Tacoma "T" Club's Swap

Meet will be Jan 21-22, at the same location as last year. The Centrailia-Chehalis HCCA will try another Swap Meet in Sept.

The next Summit Meeting will be at Salem, Oregon, on Oct 7, 1967. Did you know that in our Regional CCCA area there are at least 30 local clubs, including 9 HCCA Regions and about a dozen each independents and Ford T-A clubs?

Speaking of clubs not heard from, has anyone really ever heard of The Snake River Vintage Auto Club, The Okanogan Valley Crankers, or The Cowlitz County Old Car Club?

THIS MONTH'S COVER

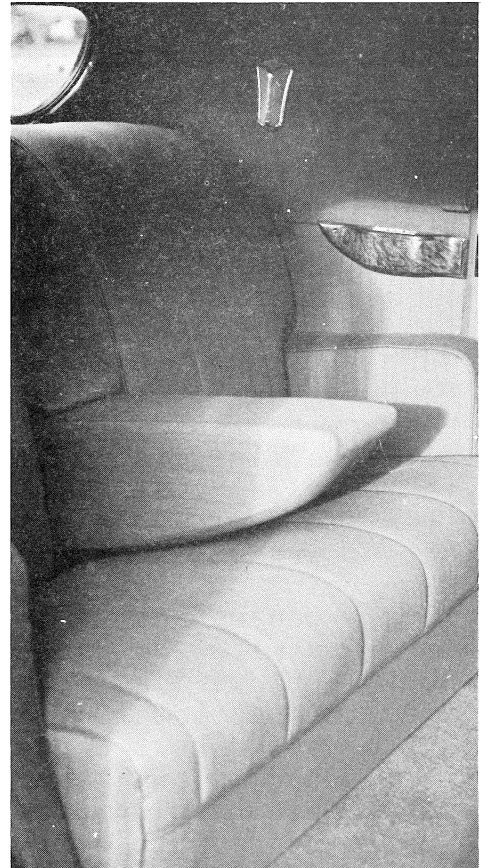
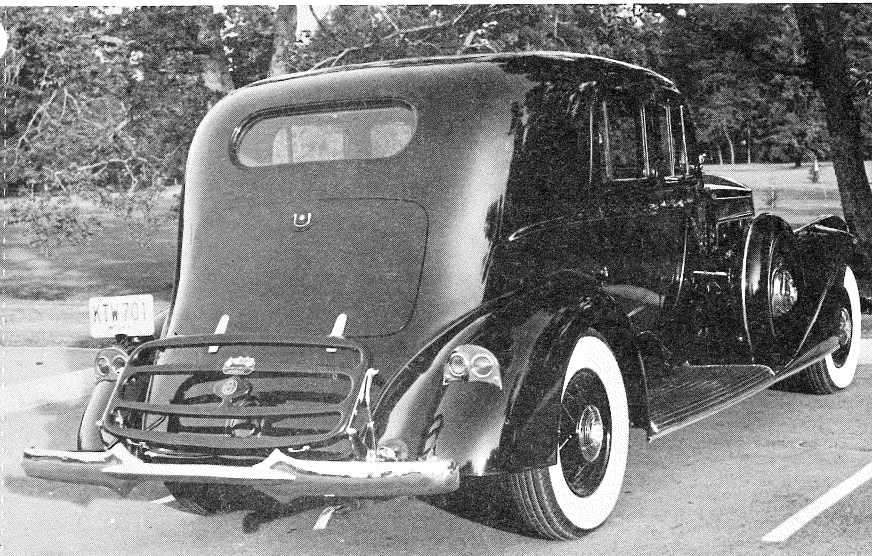
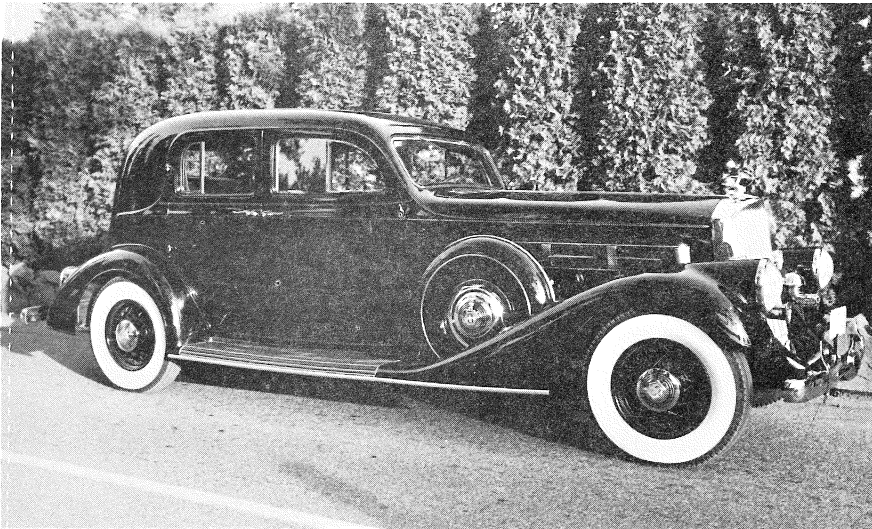
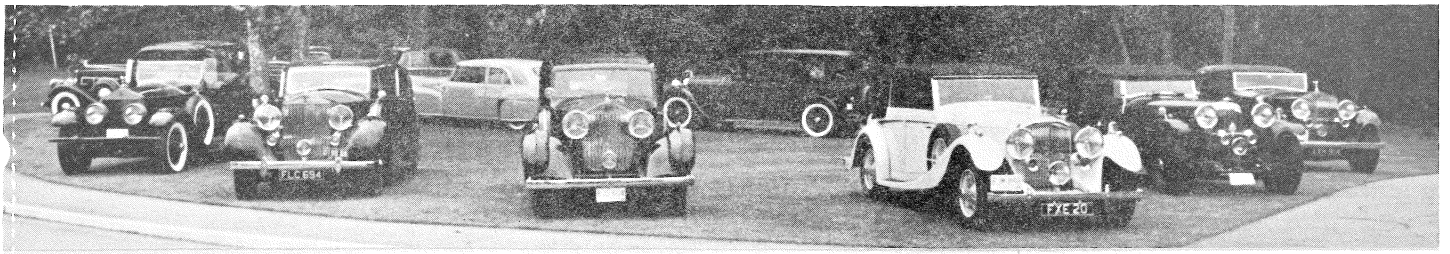
The Archer on this month's front cover is a pen and ink sketch by Perry M Fowler, son of Pierce Arrowman Perry D Fowler. When he isn't drawing mascots for PA's, Perry draws parks and such for the Washington Highway Department.

MISCELLANEOUS STUFF

We're not sure what problems some people in other parts of the country have been having with Packard Parts Unlimited, but a Regional member reports excellent service on his requests for post-war parts.

Car Classics magazine is finally out, and is a well-printed bi-monthly, with good photographs of classic and antique cars (about the same space devoted to each), some in color. The first issue is 75 pages, and sells for 60¢. It's still on most news stands.

Doc Mundhenk offers to help form a new club called "Classics Anonymous". "When you get the urge to buy a new classic, call one of us. Our representative will sit and drink with you until the urge passes!"



IS IT 1936 OR 1966?

The item in the last issue about the probable demise of Duesenberg brought that question from one reader, and now we add to the repetition of history with this item, from the AUTO ENTHUSIASTS BULLETIN, quoted by THE HOOSIER HORN:

"Glen Pray, founder of the Cord Automobile Company at Tulsa, was in Auburn and at a talk given Saturday night, said the Cord Company is now in the hands of a receiver and it's assets will be sold. The company has been shut down since last July for lack of working capital, and while there is some possibility of refinancing, it seems that the little 8/10 Cord is dead. Approximately 100 units were turned out, all convertibles. Mr Pray was forced out of the Cord Company he founded after a dispute with the financial group sponsoring the company, last February. Since then, the company has been unable to get production up to the break-even point of 34 units a month, partly because of paint and finish problems with the Royalex rubber body, but due mostly to management inexperience and lack of skilled employees. The tooling for the little Cord is owned by the Auburn-Cord-Duesenberg Company, which is separate from the Cord Company, and will not be affected by the receivership."

The story added that at least two additional models were planned, a 4-passenger phaeton and a Cord SL, ("Super Light") which was to have had a sectioned body 9" lower, and would have been 500 pounds under the regular model. One experimental SL had been completed.

While Pray lost several thousand on the project, he is going ahead with the revival of the Auburn 851-852 Speedster, with fiberglass body. The car will be of similar

size and design as the original, but will be about 6" lower. It's features include a 428 cu in Ford engine, Galaxie frame, front disc brakes, 4-speed transmission and a curb weight of only 2800 pounds. The new "866" Auburn will sell for around \$7500, and will have a top speed of near 150 mph. An initial run of 125 units is now planned, with later production if demand warrants. If the Auburn project is successful, Pray might try a full-scale fiberglass Cord.

BOARD MEETING RPTS

The Board met at Tacoma 10-5-66, with McEwan, Carman, Wallerich, Schwarz, Manello, Hooper and Shufelt present. After routine reading of minutes, treasury report by proxy, membership report (4 new members), and a discussion of publication problems, the matter of the Regional roster came up. It was decided to issue an easily-published roster for now, and to plan ahead now to next year, when a small booklet-type roster can be published. It was hoped that the 1966 roster would be out before 1967.

Manello submitted for publication a list of recommended (by members contributing to the list - not by the Board) restoration and parts sources. Additions and comments from members are requested.

Activities discussion centered around the upcoming Country Club Meet and later Christmas Party. Selecting qualified judges for judging events is a major problem, fortunately coming up only once a year.

Selecting new trophies in keeping with the tradition of quality established by the trays and pewter mugs of past meets is also a problem, especially since the old type mugs are now defunct.

It looks as if no one in or out of the HCCA is going to push very hard for new license plate laws affecting classics, so we will all probably just sit back and wait another 2 years before taking any further action.

Four of our Board members are ending their terms at the end of this year, to be replaced by 3 newly-elected Managers. (We now have 10 on the Board, and are going back to our regular 9 for 1967.) The Board has not yet accepted the resignation of Ray Radford, which could mean another change, by appointment to fill that vacancy. Members will receive a list of nominees as soon as the Nominating Committee reports to the Board.

Phil Schwarz reported on some investigating he has been doing (in Hong Kong!) on a possible project.

Just before adjournment, John Wallerich announced that South Tacoma Chevrolet will become a dealer for the Excalibur SS, and he passed out brochures to all present. We thank John for this beautiful piece of literature, and look forward to seeing a live sample of the car.

Attendance at the Regional Board meeting of 11-16-66 included McEwan, Carman, Deshayes, Manello, Wallerich, Schwarz and Shufelt.

The Treasurer reported that he is preparing a Financial Statement for BG publication. Dues for 1967 are due NOW. It was decided that no dues increase is necessary at this time, particularly if the Region can participate in some profitable event, like the Hot Rod Show in January (Seattle).

Total membership in 1966 was 10% above 1965, and about 20% of the total were new members.

Nominations for Managers were

discussed, and voting forms will be mailed soon to members. An election of officers will be held at a Board meeting preceeding the Dec 17th Christmas Party.

McEwan read significant parts of the draft of the Regional Relations Manual recently prepared by the National club, and appropriate corrections and amendments were submitted to National.

The reporting forms for various National trophies were considered, and it was hoped that the 1967 Board would be able to make the Region competitive in at least a few catagories.

Plans for 1967 include publication of a pocket-size roster showing members and cars before the summer touring season, and early-spring publication of a 1967 calendar of events.

Remember, all members are welcome at all Board meetings, and may obtain time and place from any Board member in his area.

WELCOME, NEW MEMBERS

As of 12-11-66, new members for 1966 (and 3 for 1967) included:

William Ayers, Dick Barber, Phil Brooke, J Finley Downs, Bob Goodwin, George Hodgson, Eugene Klineburger, Norman Lacy, Harold Langdon, Jim Miller, Ira Neill, T W Nordby, M Warner Onstine, Bruce Steele and Bill Young.

A whole bunch of fine enthusiasts with a whole bunch of fine cars.

Welcome to PNW-CCCA!

Much thanks to Dick Hooper for spotting the "Old Cars as an Investment" article, and contacting both author and publisher for permission to reprint it.

VINTAGE CARS AS AN INVESTMENT by J P Moore

[This article appeared in the Feb 1965 issue of New Horizons for Investors, and is reprinted with permission of the author, Dr John Paull Moore, O.D., and the publisher, New Horizons Coin Co.]

Few people regard old automobiles as being investments, and in the strict sense they probably don't qualify, yet some have characteristics along that line. The main thing about owning a vintage car is the pleasure one can derive if it is his "cup of tea". The writer has owned one for some ten years, and has driven it many thousands of miles on trips and in everyday use. The feel of fine workmanship and the beauty of fine machinery cannot be measured in dollars and cents, but the service he has derived can. It is something like having one's cake and eating it too! The writer does not profess to be an expert, but has spent considerable time studying and working with vintage cars. The following summarizes his observations.

Most unusual cars would be real "white elephants" for the average motorist, so caution is in order. As a general rule, most cars made before 1925 are not adequate for modern traffic, and many made much later are likewise. These older cars are fine for rallies and exhibits, but if one is to get satisfactory everyday use, his car must have a sufficiently powerful engine to run at sustained speeds on modern freeways, and to climb hills easily. Not many vintage cars meet these specifications, but many of the older Rolls-Royces, Mercedes and a few other makes do. Since these cars were made before the day of high octane gasoline, they operate very satisfactorily on regular fuel, and cost of maintenance on a good vintage car is sometimes not so high as on most

modern cars. No vintage car in poor mechanical condition is a good buy unless one is a real fan, who wants to spend incredibly long hours working on it himself, and is content to write off the considerable cost of parts, which often must be custom-made. However, there are cars available which have been lovingly and expensively maintained. These are the ones to buy!

There are some cars, some people, some horses, etc., which are just plain beautiful in the eyes of almost everybody. They stand out from the crowd now and will probably do so thirty years from now. Watch for this in a vintage car you may be buying. It is the imponderable factor which causes the car to maintain its value over the years. The really great cars are often mentioned nostalgically in automotive magazines, often with pictures of restored examples. In the U.S. perhaps the best publication is Road and Track, although there are several others. In England, Motorsport is a very good publication, and the British have long been advocates of this thing.

The real financial plus in owning a vintage car comes in a rather back-handed manner. These cars do not depreciate like modern ones and a person may own one for 10 or 15 years and then sell it for a profit. When one considers that depreciation of a series of modern cars over this same interim may easily run into the \$10,000 or \$15,000 range after taxes, this is well worth thinking about!

[Editor's note: The car the writer of this article has owned for "some 10 years" is a Phantom I Rolls-Royce (S397LR), which he purchased (through a Road and Track ad) from your Editor in November, 1955!]

A SERVICE DIRECTORY

One of the primary services of a Region to it's membership is the publication of technical information. This includes not only "how-to-do-it" articles but lists of local firms where members have had satisfactory work performed on their classics.

This list was assembled by Technical Chairman Pete Manello, and is the first of what we hope will be a continuing series. Think back to your restoration(s) - who did work that you were satisfied with? Send us his name for inclusion in later lists of firms. Remember, these firms are not necessarily recommended by the Region, but are those where certain members have had certain work performed to their requirements at reasonable (remember, quality is not cheap) prices. If you have work done by any of these firms, let us know your judgement of their ability, so we can keep these lists up to date. This whole idea will work only if you, the members, cooperate by adding to and commenting upon this list.

PARTS:

Vintage Auto Parts
Seattle, Wash., 8501 Roosevelt Way
LA 3-1600, LA 2-0626

Grant Lundin's Antique Auto Ranch
Spokane, Wash., N 2225 Dollar Rd

Northwest Classic Parts
Bellevue, Wash., 4201 83rd SE
AD 2-0393

BODY & FENDER WORK, PAINTING:

Jim Barbee
Bellevue, Wash., 16127 SE 42nd St
SH 6-1927

Gil Clifford
Olympia, Wash., PO Box 354

UPHOLSTERING:

Bob Irwin
Seattle, Wash., 3602 SW Alaska
WE 5-4445

Stan Jones
Portland, Ore., 16623 SE Main

Tresnor & Son (See Ted Robinson)
Olympia, Wash., 612 E 4th Ave

Doc's Auto Upholstery & Glass
(Ed Bedilion)
Bremerton, Wash., 6th & Wycoff
ES 3-8757

PLATING:

Alloy Plating and Polishing
Portland, Ore., 4777 SE 16th

Eastside Plating Works
Portland, Ore., 310 SE Stephens

Rose City Plating Works
Portland, Ore., 700 NE 3rd Ave

PORCELAINIZING:

Pioneer Stove Co
Seattle, Wash.

WOOD REFINISHING:

Green Furniture Hospital
Portland, Ore., 916 SE 20th

MECHANICAL:

United Automotive Service
(See "Bus" Carmel)
Tacoma, Wash., 4621 Pacific Ave
GR 4-4646

ELECTRICAL WORK:

Hewlett Electric
Seattle, Wash.

WOOD REGRAINING (On metal)

Gene Hyman
Denver, Colo., 744 S Williams St

REMEMBER: Send in more names!

THE TRUDEAU COLLECTION - TRUTH IS STRANGER THAN FICTION, BECAUSE IT'S LESS BELIEVABLE

Probably few in our Region have not heard of "Trudeau's Stuff", one man's lifetime accumulation of, as someone once put it, "one each of everything made since 1900." The acreage full of old merchandise, including enough cars to start another national club, has been a local legend for a half century.

Every bit as interesting as the mass of mechanical antiquities is A W Trudeau himself. While he is not usually easy to talk to, and often refuses conversation entirely with certain people, his varied and sometimes radical opinions show a deep insight into human nature, although certainly from the most cynical viewpoint. He is apparently unhappy with most of humanity, and doesn't hesitate to say why he feels that way. It is not always easy to keep up with his constantly wandering train of thought, but an alert listener will hear occasional bits of brilliant logic. The fact that he has been in and out of mental institutions should not detract from the value of what he has to say - after all, as one Regional member once put it, "He has papers to prove he isn't nuts, which is more than the rest of us have!"

The Editor's acquaintance with the man has been limited to the endless rumors of what he had and what he might someday do with it, plus an afternoon spent at "the place", where Trudeau personally conducted "The Compleat Tour", accompanied by his highly personalized version of Twentieth Century History. Some in our Region may know him well, and if they find some facts here that are not quite correct, they can feel free to make whatever corrections they feel necessary.

Trudeau was apparently a junkyard operator, beginning at least 50 years ago. Instead of scrapping much of what material came to him, he preserved it "for future generations". Over a half century he managed to accumulate dozens of pre-1915 cars, and literally barns full of old mechanical things, some of which only he can identify. For the last 30 years, he has had brass cars stacked 3 deep in collapsing buildings, and tons of smaller items piled to the ceilings of barns and sheds. He often claimed that for everything he had here, there was ten times that much "hidden away in other states". He also often said that for everything he had, he had been robbed of twice that much. It is known that much "disappeared" from his place out on Sandpoint Way over the past 20 years, and he seemed to enjoy telling of one brass car that used to sit in his front yard.

First someone stole the wheels, then the lights and brasswork, then the seats, hood and fenders. Finally there was nothing left but the frame, and "one night, they came and got that too!"

He "leased" dozens of antique cars to owners from Washington to California, and many of the best brass cars in this and other areas came from this source. Many that went to California were re-registered there as assembled cars (built up from parts and given a new serial number) in the name of the "lessee", who thus became a legal owner there. Apparently Trudeau seldom protected his "leases" with paperwork, and distrusted most lawyers and bankers.

The basis of his "lease" was that the ownership would remain in his hands, while the "lessee" would

restore and operate the car as if it was his own. A number of such "leases" are still in effect, and are still being honored by the "lessees".

Years ago Trudeau began pricing his merchandise as a lot, hoping that some "free-spending bureaucrat in Washington" would see fit to release a million or so to buy him out. "If Roosevelt can afford WPA to keep the bums from starving, he can afford to preserve this stuff in the sort of museum it deserves!" His prices for the whole collection were reasonable, by his standards. When questioned once on a \$2000 tab for an unrestored antique car, he said: "I'm only charging you \$200 for the car, but \$3 a month for storage since 1910 - you just try to rent a garage for that around here!"

But his conditions for sale were not always as reasonable. He once priced much of his stuff at so many hundred thousand, in pennies! He felt that he could hire girls at 25¢ an hour (this was about 1936) to go through the pennies and pick out the valuable ones, thus doubling his total intake on the deal! He had already carefully computed the collector's value of a given quantity of pennies.

After selling off a few cars just after World War II, and "leasing" a number of others, he began to tighten up his hold on what was left (including some 1910-1915 cars with under 5000 miles on them!), and often referred to old car collectors, particularly those from Seattle and California, as crooks. "They want something for nothing, and if they can't buy it cheap, they will steal it! They just aren't willing to pay me a reasonable fee for keeping this stuff all these years for them!"

In recent years, his health has not been good, and he has been faced with a zoning problem that

would eventually make it necessary to either move or dispose of the whole collection. There were occasional rumors of an upcoming sale, which would truly have been a memorable event, but nothing ever happened.

A few weeks ago, it was learned that all or most of the collection had been sold to a Nevada firm known as "The Ponderosa", about which nothing is known locally.

But the convoy of truck-trailers that came for the cars were pink and cream and green, and had polished wheels and chrome bumpers, and air conditioned cabs. And they said "Harrah's" on their sides.

CLASSIFIED CLASSIC CAR ADS

FOR SALE: 1930 Packard convertible coupe, 740, good condition, mostly original, unrestored, many spare parts and rare accessories. (Radiator screen, girl-with-tire, etc). Best offer over \$2900. John Breitenstein, 3215 S Moore, Olympia, Wash., Call 352-8890.

FOR SALE: 1935 Lincoln K V12, 5 passenger sedan, good condition. (See BG, Dec 1965 for photo). \$1500 cash or will consider late model trade. Ronald Moore, 221 N 3rd, Tumwater, Wn. 943-3634.

FOR SALE: 1941 Continental coupe, extra rare parts, minor bodywork. V12 engine, running condition, call (Spokane), HU 3-3459. (From the Spokane HASSIE publication.)

WANTED: Multibeam headlight and red tail light lenses for 1935 Pierce. Can furnish dimensions, drawings, numbers. Perry Fowler, 1139 Shorewood Dr, Bremerton, Wn.

WANTED: Five dollars in cash, check or money order, from everyone who wishes to keep from being delinquent in his dues. Send funds now to PO Box 171, Mercer Is.

PACIFIC NORTHWEST REGION MEMBERSHIP ROSTER

Lt Col John R Anderson (Eleanor)
10715 Douglas Drive SW, Tacoma, Wash, 98499
(206) JU 4-3574 JU 8-2121, Ext 6765

Dr Robert L Anderson
2722 NE 33rd, Portland, Ore., 97212
(503) AT 4-0285

William A Ayers (Peggy)
423 Boren Ave, Seattle, Wash, 98104 (Apt 25)
(206) MA 2-9132

Richard E Barber (Ellen)
10008 NE 20th, Bellevue, Wash, 98004
(206) GL 4-6872 GL 4-4580

Ken Beach
Box 725, Bainbridge Island, Wash, 98110
(206) VI 2-4371

Keith Billings
10382 Ridgeview Lane, Portland, Ore., 97219
(503) CH 6-1224 244-4233

Ronald E Bloom
508 Lakeside So, Seattle, Wash.
(206) EA 5-4330 PA 5-0500

Philip S Brooke Jr
830 E 35th Ave, Spokane, Wash,

Gar Butts
3710 SW 171st, Seattle, Wash, 98166
(206) CH 2-2103

Ed Byerlee
PO Box 121, Pacific City, Ore., 97135
(503) 392-2477

Joseph L Carman III
12921 Avenue duBois SW, Tacoma, Wash, 98498
(206) JU 8-7276 FU 3-2415

Guy C Carr
11635 SW Canyon Rd, Beaverton, Ore., 97005
(503) 644-2461 644-2161

Hal B Dahl
Rt 3, Box 302B, Kent, Wash, 98031
(206) UL 2-4803 CH 3-3000

Rolls-Royce, 1937, 6, 25/30
sedan, Thrupp & Maberly

Stutz, 1929, "M", 4d sedan, 8
Packard, 1936, 12, 1407,
club sedan

Auburn, 1934, 8, 850, 4d sedan
Locomobile, 1928, 8, 80, 7
pass sedan
Stutz, 1928, 8, BB, sedan

Rolls-Royce, 1933, 6, P II
Continental tng sed, Park Ward

Cadillac, 1931, 8, 355B, 5
pass sedan, Fisher

Rolls-Royce, 1927, 6, P I,
Piccadilly Roadster, Brewster
Bentley, 1939, 4 1/2, allweather
conv sedan, Vanden Plas

Packard, 1930, 8, DC phaeton
Cadillac, 1930, V16, Con sed

Packard, 1931, 8, con cpe
Wills St Clair, 1925, 6, T6,
roadster
Franklin, 1928, 6, boat tail
roadster, Marrimac
Ruxton, 1929, 8, 4d sed, Budd

Dr John V Deshaye (Yvonne)
604 S Milroy St, Olympia, Wash, 98502
(206) 357-4033 352-4851

Gordon W Dieter (Betty)
3108 S Walden St, Seattle, Wash, 98111
(206) AT 2-4950, Ext 233 (B) PA 2-7664

Jay Finley Downs
7826 25th Ave E, Tacoma, Wash, 98404
(206) LE 7-5780 FU3-1811

Brantley P Davis, MD
111 Briar Rd, Bellingham, Wash, 98225
(Office: St C4, 1800 "C" St)
(2-6) 733-0709 734-7490

John C Dennis
1501 52nd St, Everett, Wash.
(206) AL 2-1372 AT 4-7920

Gilbert Duffy
2700 SW 156th St, Seattle, Wash, 98116
(206) CH 3-1658 CH 4-1658

Julian Eccles
PO Box E, Klamath Falls, Ore., 97601
(residence: 220 Conger Ave)
(503) TU 4-8124 TU 2-3303

Perry D Fowler (Daphne)
1139 Shorewood Drive, Bremerton, Wash, 98310
ES 3-2817 (206)

William M Fowler
5635 90th SE, Mercer Is, Wash, 98040
(206) AD 2-5574 CH 4-7000

Robert W Goodwin (Elaine)
715 Grand Blvd., Vancouver, Wash, 98661
(206) 694-5543 693-4767

Frank Hallmeyer
Rt 5, Box 89, Olympia, Wash, 98502
(206) 357-5191

Lincoln, 1927, V8, L, 7 pass
sedan
Delage, 6, D6, 75, DH coupe,
Coachcraft of London

Auburn, 1931, 8, 898A, con sed
Auburn, 1935, 8, 851, con sed
Auburn, 1933, 8, 8-105, sedan
Auburn, 1936, 8, 852S/C, sedan

Rolls-Royce, 1930, 6, 20/25,
Landaulet, John Croally & Sons
Rolls-Royce, 1933, 6, 20/25,
sports sed, Rippon Bros

Auburn, 1933, 8, 8-101A,
cabriolet
Auburn, 1931, 8, 898, phaeton

Cord, 1937, V8, 812, Beverly
Cord, 1936, V8, 810, Westchester

Duesenberg, 1933, 8, J,
Conv sedan, Murphy
Duesenberg, 1934, 8, J,
Conv Sedan, Seattle Auto Rbld

Rolls-Royce, 1927, 6, PI,
conv sedan, Murphy
Packard, 1930, 8, 734,
Speedster, Packard
Packard, 1931, 8, 845, conv
coupe, Durham
Franklin, 1925, 6, 11A, 4d
sed, deCasse
Franklin, 1927, 6, 11B, coupe,
deCausse
Franklin, 1931, 6, 15, sports
sedan, Franklin

Pierce Arrow, 1931, 43, sedan
Pierce Arrow, 1935, 845, club
sedan

Rolls-Royce, 1937, V12, P III,
sedanca deVille, Gurney Nutting

Lincoln, 1930, V8, L, brougham

Dick Hansen
324 35th Ave S, Seattle, Wash, 98144
(206) EA 5-1639 AT 4-1620

John P Harrison
3338 The Crescent, Vancouver 9, BC
(604) 733-6159 685-0451

George W Hodgson
5420 NW Walnut, Vancouver, Wash, 98663
(206) 694-3668

H Norman Hoffar
RR 1, Halfmoon Bay, Secret Cove, BC
(604) 885-2253

Merle Holmgren (Irene)
702 S 57th St, Tacoma, Wash.
(206) GR 2-8451 GR 2-9447

Richard B Hooper
1708 Magnolia Blvd, Seattle, Wash.
(206) AT 2-5933 MA 4-0900

Robert L Irwin (Rita)
4752 Beach Dr SW, Seattle, Wash, 98116
(206) WE 5-4445

Richard W Johnston
1834 Camino Dr, Forest Grove, Ore, 97116
(503) EL 7-6656 EL 7-3132

Russell Keller (Ann)
10256 Kaylen Pl., Bellevue, Wash, 98004
(206) GL 4-9186 655-5014

Noel S Kelley
1011 S 18th Ave, Yakima, Wash, 98902
(509) GL 2-2787 TO 5-2102

Eugene Klineburger (Betty)
15926 Main, Bellevue, Wash, 98004
(206) SH6-3760 EA 9-1600

Norman P Lacy (Anne)
3803 49th Ave NE, Seattle, Wash, 98105
(206) LA 2-4246 MA 4-8400

Harold A Langdon (Em)
55 NW 139th Ave, Portland, Ore., 97229
(503) 644-1619 638-4191

Louis A Leonard
7755 SW Westmoor Way, Portland, Ore., 97225
(503) 292-2340 228-1412

Cadillac, 1927, 8, 7 pass,
dual cowl touring

Packard, 1936, 1401, 8, town
sedan

Rolls-Royce, 1933, 6, 20/25,
sports limo, Barker
Packard, 1940, 8, Sup 8, sed

Pierce Arrow, 1931, 8, 40,
roadster

Lincoln, 1948, V12, Cont cpe

Rolls-Royce, 1934, 6, P II,
sedanca coupe, Gurney Nutting
Lagonda, 1933, 6, M45, tng

Packard, 1938, 8, Sup 8,
1605, Touring sedan

Lincoln, 1937, V12, K, 4d
conv sedan, Le Baron

Cord, 1937, V8, 812, custom
Beverly

Mercedes Benz, 1937, 8, 540K,
coupe

Auburn, 1935, 8, 851 S/C,
conv coupe

Bugatti, 1939, 8, T57, 4 pass
DH coupe, Saoutchik
MG, 1933, 6, Magna L, 4 pass
tourer

Dort E Lounsbury (Lucille)
313 Lake Ave W, Kirkland, Wn., 98033
(206) VA 2-3831

Larry J Lubin
2716 SE Main, Portland, 14, Ore.
(503) 235-6718

Peter J Manello (Cass)
3059 104th Ave NE., Bellevue, Wash, 98004
(206) VA 2-3542 AD 2-0503

Alan W McEwan
4420 Bonnybrae Drive, Bellevue, Wash, 98004
(206) GL 4-3671 655-0022

James G Miller
3777 SW 171st, Seattle 66, Wash.

Ira J Neill (Rocky)
910 S 156th St, Seattle, Wash, 98148
(206) CH 2-4896

T W Nordby (Margaret)
PO Box 126, Bingen, Wash, 98605
(206) 493-3677

M Warner Onstine
1126 S Ash St, Spokane, Wash, 99204
() RI 7-8628 TE 8-1411

Ray W Radford (Dorothy)
8300 Riverview Lane, Vancouver, Wash.
(206) OX 4-1755 (503) 224-7740

Theodore E Reich (Gloria)
4980 SW Hewett Blvd, Portland, Ore, 97221
(503) 292-8402

Ronald R Robinson (Penny)
5219 S Warner, Tacoma, Wash, 98409
(206) GR 2-6888

Herb Schoenfeld (Sylvia)
6835 W Mercer Way, Mercer Is, Wash, 98040
(206) AD 2-2420 BR 2-4171

Phillip W Schwarz (Connie)
4201 83rd SE, Mercer Island, Wash, 98040
(206) AD 2-0393 AD 2-1431

George H Shufelt
PO Box 69, Olympia, Wash, 98501
(206) 943-8896 943-8896

Lincoln, 1948, V12, Cont cpe
Lincoln, 1941, V12, Cont cpe

Rolls-Royce, 1933, 6, PII,
sedanca coupe, Gurney Nutting
Bentley, 1934, 6, 3½, tourer,
Vancen Plas

Rolls-Royce, 1924, 6, Silver
Ghost, Piccadilly roadster

Packard, 1937, V12, 1507,
victoria, Dietrich

Packard, 1939, V12, 1707,
limousine

Packard, 1935, V12, 1207,
conv sedan, Dietrich

Bentley, 1938, 6, 4¼od, DH
coupe, Park Ward

Rolls-Royce, 1935, 6, 20/25,
sedanca deVille, Mulliner

Stan Stauffer
Box 1060, Olds, Alberta
(403) 226-3683 226-3170

Bruce C Steele (Lena)
4700 SW Elm Lane, Portland, Ore, 97221
(503) 223-4458

Carl A Swanson
PO Box 114, Spanaway, Wash, 98387

John Wallerich (Anne)
502 N Yakima Ave, Tacoma, Wash.
(206) MA 7-1214 GR 2-3333

Robert A Washburn
2723 SW Miles St, Portland, Ore.
(503) 246-5529

Charles K Whittaker
Box 873, Bonners Ferry, Idaho, 83805
(208) AN 7-2480 AN 7-3193

Maurice Wohlwend
5001 S 112th St, Seattle, Wash, 98178
(206) PA 2-3634 655-1381

William Young (Pat)
16502 SE 7th, Bellevue, Wash, 98004

Rolls-Royce, 1937, 6, 25/30,
limousine, Hooper

Auburn, 1932, V12, conv sed

Rolls-Royce, 1938/9, V12,
P III, touring limousine,
Park Ward

Packard, 1935, 8, 1201,
touring, Weyman

Packard, 1930, 8, 783,
roadster, Packard

Rolls-Royce, 1929, 6, P II,
brougham, Brewster

FINANCIAL STATEMENT FOR THE PACIFIC NORTHWEST REGION, CCCA:

| | | | |
|-----------|-------------|------------------|-------------------------------------|
| Deposits: | Feb 5, 1966 | \$ 150.00 | |
| | Feb 7 | 200.00 | |
| | Mar 31 | 225.75 | (includes \$205.75 transferred from |
| | Apr 23 | 20.00 | Region's former Seattle account) |
| | May 21 | 61.00 | |
| | Sept 24 | 29.00 | |
| | Oct 22 | 71.00 | |
| | Dec 6 | 10.00 | |
| | | <u>\$ 766.75</u> | |

| | | |
|----------------|---------------------------|--------------|
| Disbursements: | Mercer Island Steno | \$ 148.83 |
| | George Shufelt, The BG | 193.04 |
| (Individual | Phil Schwarz, Expenses | 22.18 |
| bills are on | Michigan Region, Emblems | 36.00 |
| file) | Russ Keller, Hot Rod Show | 16.29 |
| | Al McEwan, Phone | 19.10 |
| | Alderbrook Inn | <u>57.81</u> |
| | | \$ 493.25 |

Cash on deposit at Olympia State Bank and Trust Company (Acct #183-509),
Olympia, Washington, as of December 6, 1966: \$ 273.50.

(signed)
J V Deshaye, M D
Treasurer