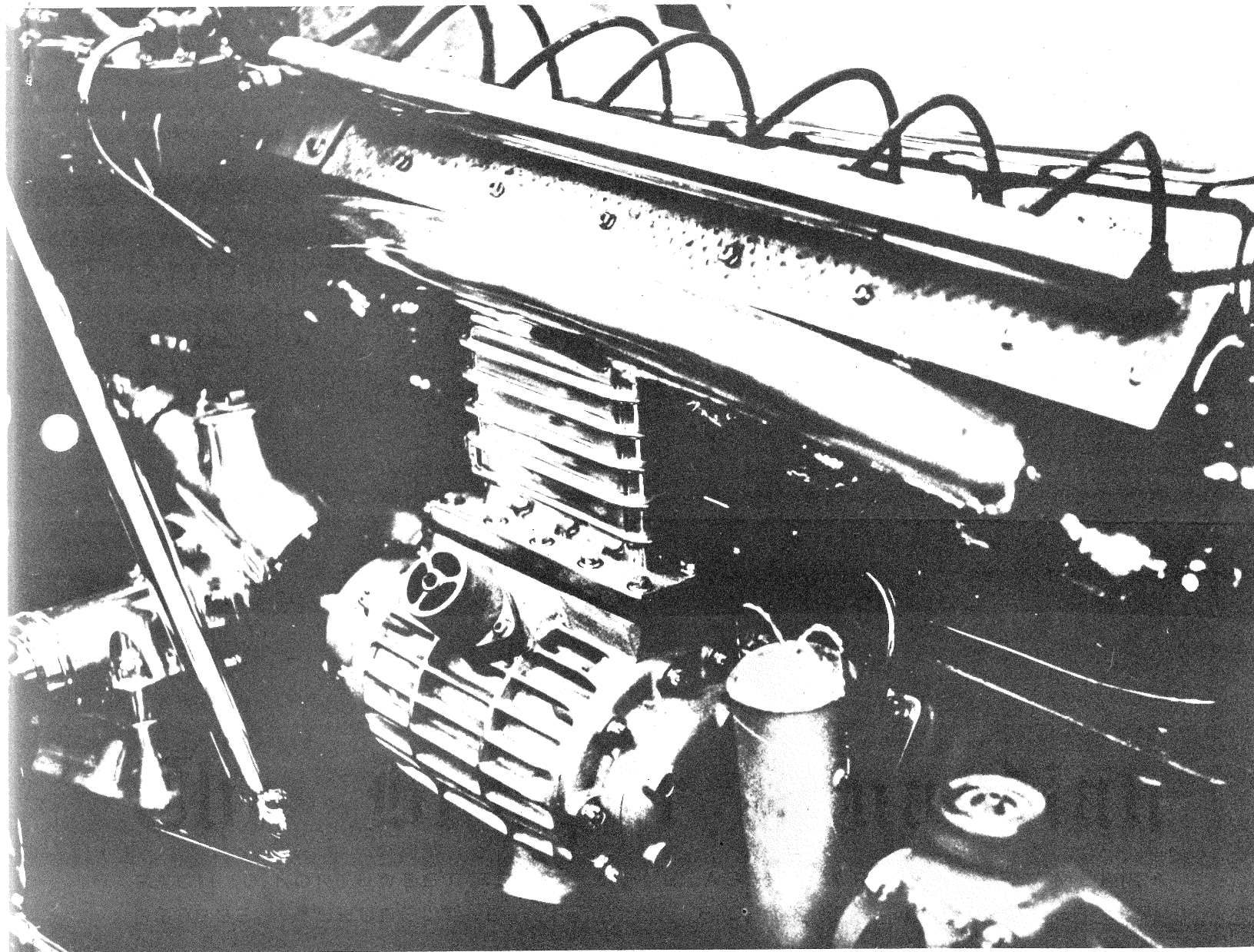


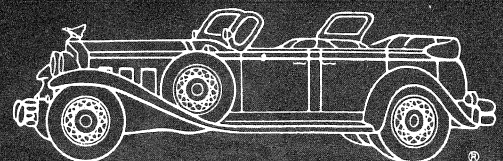
• The Bumper Guardian

PACIFIC NORTHWEST REGION
GEORGE H. SHUFELT, EDITOR

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



• SPRING 1967
VOL IV, NO 1



SEASON'S EVENTS BEGIN WITH BELLEVUE MEET!

The 1967 CCCA season starts off early with a stag evening devoted to classic cars, conversation and refreshment on Friday night, the 17th of March. The bar opens at 6:30, and an Italian spaghetti dinner will be ready around 8pm. Entertainment will include the 1966 CARavan film in color, a first-hand report of Buck Hill Falls with slides, and a classic car identification contest with a bottle of Scotch to the winner.

Every effort has been made to get non-member classic owners to this meeting, and it will be a great time to renew old friendships and start some new ones.

COMING SEASON A BIG YEAR FOR ACTIVITIES

The Regional Activities Committee, under the direction of Past-Director Al McEwan, has set up the fullest calendar yet for seasonal activities. Things get started with the March 17th Stag Night, and Real Touring begins with the Almost-Annual-Alderbrook-Activity late in April (29-30). While the VCCC has been a bit quiet about it's Vancouver Island Tour plans, we are considering participation in this tour in May. (26-28th?) Something will probably happen in July, but we arn't really sure what yet. On August the 5th, the Annual Judging Meet will be held at Joe Carman's American Lake home, and the event will be of a picnic type, with informality a keynote. Joe's house itself will be the featured entertainment - have you ever seen a house "wired" for both electricity and gas lights? There will be guided tours of his six classic garage on even-numbered hours, but don't fall into the pit! Actually the event will be somewhat of a garage-warming party for Joe.

Sept 16th will bring a tour to Crystal Mountain (they've paved the road!) and entertainment will range from chair-lifting on the mountain to arm-bending in the McEwan ski lodge. October is open, but November will bring an Annual Meeting, and Dec 16th is the Big Christmas Party.

All in all, a busy season. Plan ahead, and don't miss anything.

THE CHRISTMAS PARTY

December 17th was the date of the Region's Annual Christmas Party, and saw outstanding attendance at what has become one of the Club's most enjoyable events. Following the Tacoma Elks Club's usual fine dinner, the new officers and committee chairmen for 1967 were introduced. The new Regional Director then presented the Past Regional Director with a memento of his office - a set of $\frac{1}{4}$ " drive sockets. This was highly appropriate, since the time Al formerly devoted to Regional Directing he can now devote to classic restoring. (Make that classics - the Bentley is now in!)

The gift exchange was the usual hectic trading of things not really wanted for things usable. We're not sure who ended up with the fog light the Editor opened, but it was a prize just about everyone had at one time or another. Equally desired was a table lighter built in the shape of a famous radiator shell, which eventually ended up in the hands of appreciative recipient Jay F Downs. And who else but Gene Klineburger would end up with a plastic model kit for the 540K?

It's too bad Christmas doesn't come more often - we can hardly wait until next year!

LAST '66 BOARD MEETING ELECTS NEW OFFICERS

Russ Keller and Bob Irwin were elected to the 1967 Board of Managers, and Phil Schwarz was re-elected from his previous term. Managers continuing from 1966 are Carman, Manello, Deshayé, McEwan, Wallerich, Carr and Shufelt.

Joe Carman was elected Regional Director for 1967, with Phil Schwarz as Assistant Director. Russ Keller is the new Membership Chairman and Treasurer (now a combined office), and the Editor picked up additional duties as Secretary. Manello continues as Technical Chairman, McEwan is the new Activities Chairman, and banker Wallerich is Finance Chairman. The Asst Director also assumes duties as Projects Chairman.

McEwan read the job descriptions for each post, and all seemed to know what was expected of them. It was decided that each Chairman would maintain a correspondence file for his Committee, to be passed on to his successor. Since the Director performs all correspondence duties concerned with the National-Regional relationship, his file becomes the official Regional file, to be handed on to the next Director.

Outgoing Director McEwan discussed the draft of the Regional Relations Handbook, and the letter he is submitting to National on the subject, proposing some changes and clarifications.

After a routine Treasury report (\$293), Membership reported that the self-addressed bill-type renewal envelopes had brought in a 33% response in only 10 days! New ideas can solve old problems.

Publications reported that The Bumper Guardian will become an official quarterly for 1967, and

that the larger per-issue budget will allow more material and especially more photographs.

Dick Hooper announced that a Supreme Court case in Washington would put him within flying distance (a story in itself, as we were told later!) of Buck Hill Falls, and promised a report on the activities there.

Present at the Dec 12th meeting in Tacoma were Carman, McEwan, Hooper, Schwarz, Manello, Keller, Irwin, Wallerich, Deshayé and Shufelt.

SPOKANE TO HOST BIG CAN-US MEET IN JULY

One of the big events for 1967 will be the International Antique Car Meet and Swap Meet in Spokane, July 1st and 2nd, at the Spokane Fairgrounds. This is the Sixth Annual Canadian-American Antique Car Meet, involving a number of clubs, and is sponsored this year by the Spokane HASSIE Club. This is the first time that the meet has been held within a day's drive of Seattle-Portland-Vancouver, and if you take Monday off, it could be a pleasant 4-day weekend. (A 3-day weekend for Canadians, who have Monday off anyway.)

The Spokane Club, which expects 150 old cars, or more, reports that the Perry Fowlers were one of the first entries to register. Let's drive over and see some of those Alberta and Spokane cars that we never see over here. The program includes a tour, the swap meet, a banquet and a field meet, where a local crew will attempt to duplicate the famous Canadian stunt of assembling a Model T in 10 minutes, and drive it off the field!

A NEW REGIONAL PUBLICATION IS HATCHED

To supplement the now-quarterly Bumper Guardian, the newsletter Bumper Bolts is now being sent to the membership on a monthly basis. It will carry a current events calendar, news of upcoming meets, some ads, and hot news that would cool off if permitted to wait until the next BG. We welcome this new offspring, and hope that the members enjoy receiving twelve more publications every year.

HOOPER ACCEPTS POST

Dick Hooper has accepted the title of Chief Judge for the Region. He is the only member of the Region who has judged at a National Meet, and has had considerable experience in judging at local meets. We are fortunate in having a qualified judge available (and willing!) to accept this important responsibility. Dick reports that his Buck Hill Falls experience indicated that our local judging is "right down the middle", being neither tighter now looser than National judging. For a fairly new Region starting from scratch, this is good performance.

RRR RELEASES R-R, ACQUIRES AN ASTON

Ron R Robinson sold his 20/25 Rolls-Royce (which has since been resold into California) and got the 1934 Aston-Martin Mark II that Bob Turner had for sale at Gig Harbor. It is a roadster, and should appear at some of the summer's events. Apparently a Mulliner 20/25 was just too conservative for an ex-hot-rodder with, as the British say, "sporting tendencies".

RAY R SCORES AGAIN!

Many local members seemed a bit surprised to hear that Ray picked up a 1930 Packard 745 Packard dual-cowl phaeton at Port Orchard recently, but we understand that this car used to make some of the HCCA Pacific Northwest Tours in years past, and it's location was never a secret. However Ray said that he had to deal on it for a few years, so there was probably a lot more to it than just going up to the old widow and buying it. We are anxious to see this car on the road someday soon - when, Ray?

LOCAL BOYS MAKE GOOD

Northwest Classic Cars, a Schwarz-Manello enterprise, has been appointed as a distributor for the Denman tire line for Washington and Oregon. Some classic sizes will be stocked, and all sizes, classic-antique-modern, will be available on order. The modern tires are supposed to be quite good. Support local industry - Keep Washington Green.

MECHANICAL JUDGING?

Tech Chairman Pete Manello reports that a recent letter to the LCOC suggested that in addition to the present judging systems used by most clubs to rate cars, more attention should be given to "the actual operation of the car - the very purpose for which it was built." The writer suggested that some sort of driving tests be used occasionally that would rate such functions as steering control, braking, squeaks and rattles when in motion, springs and shock absorbers, and engine performance. It is certainly an interesting idea, and one very suitable for a "field meet" type of event. What do you think of the idea?

1967 PLANS MADE BY MGRS & NEW REG OFFICERS

The January meeting of the Board of Managers was held 1-11-67, at Tacoma. Present were Carman, Schwarz, Keller, Manello, McEwan, Irwin and Shufelt. New Director Carman announced a plan of monthly scheduled Board meetings, to be held on the first Wednesday of each month.

A new publication, The Bumper Bolt, is to be issued monthly, and will be published by Joe Carman. It will be a one-page newsletter, listing coming events and carrying some news items, roster additions, comments on upcoming meetings and other items of timely interest. The now quarterly Bumper Guardian welcomes the new addition, and notes that members will now be receiving 16 publications per year. The Bolt will be published on the 15th of each month.

Carman described the new plan for an activities schedule for the year ahead to be completed before each summer season. Activities Chairman McEwan reported that his committee (McEwan-Carman-Schwarz) had plotted out some fine events in their first meeting, and would publish their calendar in each issue of The Bolt. Further details on activities appear elsewhere in this issue.

McEwan reported on his telephone call to Bob Turnquist, which covered Grand Classic judging, Buck Hill Falls and publications. Al informed the Board that Dick Hooper would be attending Buck Hill Falls, our third member to attend a CCCA National event.

As of 1-11-67, about 30 days after mailing of the membership renewal forms, 50% had been returned, with money. If you make it easier for them, people will pay quickly.

Membership Chairman Keller noted that if each member got in only one new member in 1967, we would double our membership. Sounds easy - let's try it!

A Hospitality Committee was suggested to get together with wives of new members at meets and help acquaint them with the group and it's doings. A good thought.

The Editor reviewed publications plans for the year, and suggested that a big "special issue" of the BG, containing much material never before published, be offered for sale to non-members, for profit.

Manello mentioned that an LCO member had recently suggested that judging be expanded to include some mechanical condition. This suggestion could be applied to certain types of meets, and is discussed elsewhere. (Page 3)

Out-going Treasurer Deshayes submitted a year-end financial report which was included in the last BG. The problem of how many signatures to have on the Regional checks was discussed. Two will be used, as have been.

Schwarz reported on the Regional project, which Hooper was to take to Buck Hill Falls to show to the National officers. (They rejected it, it was later learned.)

Keller suggested semi-monthly Board meetings during the early part of each year, to better plan activities, but the Board thought it better to maintain a monthly schedule, and have the various committees handle as much of the planning as possible.

Do you realize that this Region only costs you 42¢ per month?

The 2-1-67 Board meeting included Carman, Schwarz, Keller, McEwan, Manello, Wallerich and Shufelt.

Dick Hooper reported on his Buck Hill Falls experiences, and promised slides of cars attending that event. Director Carman outlined plans for the content of The Bumper Bolt, which began in January as a monthly newsletter to members. He then read a letter from George Tissen concerning pending safety legislation at the federal level, which asked for comments from all Regional Directors on what steps such clubs as the CCCA should take to insure our use of the roads. All national old car clubs will have to work together on this project in coming years.

To cut costs, it was decided to issue a simple low-cost roster, and not attempt at this time a comparatively costly pocket-size handbook of members. The money saved can be better spent elsewhere.

Membership Chairman and Treasurer Russ Keller submitted a description of the duties of that committee, and it was decided that all committees should submit such a description. These will eventually be published in the BG, so the membership will have a better idea of how their Region is being run, and to give prospective committee recruits an idea of just what each committee does.

Renewal applications are being sent to all 1965 members who did not rejoin for 1966, as well as to all those 1966 people that we haven't heard from yet.

Plans were made for the March 17th dinner meeting, and after much discussion and voting, it was decided to make it a stag affair, directed primarily at non-members, to give them an idea just what we do and why. It is hoped that this will become one of the Big Annual

Events for the Region

Preliminary plans for 1967 events were reviewed by McEwan, and the meeting adjourned after other routine committee reports.

The Board met 3-1-67 at Tacoma, with Schwarz, Manello, McEwan, Irwin and Shufelt attending.

Asst Director Schwarz began the meeting with a discussion of the upcoming "big" issue of the BG, and the Editor attempted to justify the startling cost of the issue by describing it's content, and explaining that it could possibly be sold to non-members at a profit to the Region. The Board decided that pending additional suggestions and final approval by Director Carman, the issue should be attempted.

McEwan reviewed plans for the Stag Night, March 17th, and for the big Alderbrook weekend late in April. The latter event will be what is described as a "lazy weekend" of sunshine (April is usually a good month along the Canal) and tire-kicking, with some "special" judging and the famous Hospitality Cabin, where participants may find food and refreshment, friends, and a pair of 20 power binoculars aimed out to sea. Watch for some further words on this event.

With no further major business to bring up, some informal discussion followed on Regional plans, before the abbreviated meeting adjourned.

ANOTHER DUESENBERG!

The fine 1936 Duesenberg J four-door sedan by Murphy (reworked by Bohman and Schwartz) which came up from California in 1960 and is now in a Seattle storage garage is now owned by member John Dennis of Everett. When do we get to see it run, John? (It does run --- ?)

THE SECOND MUSEUM - HARRAH'S WAREHOUSES

Well worth a trip to Nevada from just about anywhere is the famous Harrah Car Collection, now numbering over 1200 units. But only about 300 cars are on public display in the museum buildings, which means that the other 900 or so cars are stored away in warehouses, awaiting restoration or whatever the enterprise has in mind for them. Few people visiting the museum know that many of the cars in the warehouses can be seen, if proper arrangements are made.

Upon a couple of days notice, and agreement to pay an hourly rate to a guide from the museum, you can be given a guided tour of some of the more accessible (and lighted!) buildings. These are scattered about the east end of Reno, and the usual tour requires about 2 to 3 hours, covering some 600 cars.

After the 1965 Tahoe RROC event, McEwan, Sturdevant and the Editor made the tour, having been clued in by Larry Lubin and Lou Leonard, who had made it the previous year. The photos in this issue cover a very few of the cars, and show two overall views of part of only one building. The cars are parked bumper to bumper, usually in lines of two down the length of the warehouse. The cars in each line are running board to running board, but a two foot aisle divides each two lines. Inspection of some of the cars requires crawling over or walking through others, and obviously, photography is difficult.

Each car is coded with a serial number, and presumably somebody somewhere knows of it's existence. Sometimes the guide will just let you wander about at will, while he stands outside smoking his cigarette, but other guides are restoration people from the staff

and will stick close to your party, listening carefully to your comments. If they find that they can learn something about their cars from you, they are likely as not to forget the hourly charge.

Words cannot describe the feeling one gets when walking through almost endless lines of classic and antique cars, trucked in from every state in the Union. Trucks roll in daily, bringing in new merchandise. After the first hour, one stops wandering about the history of individual cars, and passes up long lines of Lincoln phaetons and Packard town cars (many of the cars are sorted by make and type) to look for the very few that really stand out, even in the dust and near darkness. After you've seen a dozen of them in as many minutes, a Murphy-bodied Duesenberg coupe-roadster becomes "just another Duesenberg"! (If you saw the same car parked along a Seattle street, you'd spend an hour looking at it and a year talking about it afterwards!)

The ultimate goal of the Harrah collection? The impression our group got in talking with the curator of the present museum is that they plan a "Transportation Museum" of unbelievable dimensions to be located somewhere south of Carson City, near the turn-off to Tahoe. Included will be not only the world's largest car collection but trains, boats, airplanes and everything else that ever ran, flew or floated. The concept is beyond one's imagination.

No matter how many cars you've seen before, you've never seen anything like the Harrah collection, and you will drive away from the warehouses in total silence. There is simply nothing to be said.

Our somewhat arty cover shows a Type 57SC Bugatti engine.

THE SMALL PARTS BIN

We note in a recent copy of the National Minutes that in 1966, one National Committee, the Regional Relations Committee, made 75 phone calls and wrote 480 letters to members and Regional Directors regarding club business. As has been said before, "If anyone is crazy enough to want to run a national club, let him run it the way he wants to!"

We hope some of you caught the recent "Ralph Stein on Vintage Cars" bit in the February 1967 Motor Trend. In it, John Bolster criticizes the American buying of old cars in England with some quite ridiculous comments, and Ralph Stein tears into him with some barbed comments of his own. Bolster failed to make his point, and Stein goes off in a lot of unnecessary directions. All in all, it gets pretty funny.

The boat containing the McEwan Bentley and the Hooper boat-tail Phantom I arrived in Seattle recently, and both cars are now safely home in the respective garages. We hope to have some arrival stories and pictures of this great event later.

A recent Hollywood press release mentioned a lot of old cars that will appear in the film "Thoroughly Modern Millie", but none are legal classics except the 1925 Pierce Arrow. The film takes place in 1923, which is close.

McEwan reports that his Bentley case went to trial recently in Switzerland, before a three-judge tribunal. A written decision should have been handed down by the time this goes to press.

An item in the Upper midwest Region's publication suggests "Maltby Ferret", a penetrating oil for aluminum, for removing stuck aluminum cylinder heads.

ADDENDUM AND ERRATUM

In our last issue we started the SERVICE DIRECTORY with a few names collected by Pete Manello, and a couple of additions by the Editor. We listed Tresnor's in Olympia for upholstery, but now find that Ted Robinson there farms his classic work out to Henry Clark at Eubank's, accross the street. Eubank's was to be listed anyway, but somehow didn't get into print. Hank Clark there did fine work on the Deshaye Lincoln and the Young P II, but is no longer with the firm.

Also, we left off a good plater:

Mastercraft, Seattle, Wn.

Send us more names - we're out!

SOME OF THE CARS IN BILL HARRAH'S STOCK

1933 Alfa Romeo Type 8C convertible coupe, with Marchal lights. Background: Stutz DV32 convertible.

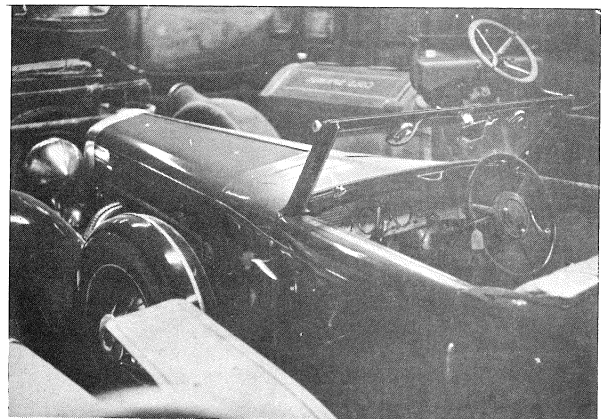
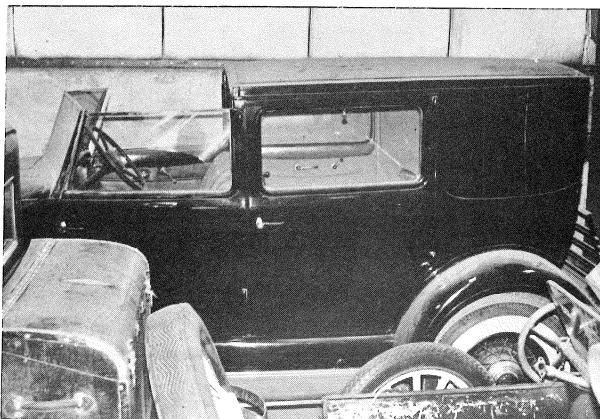
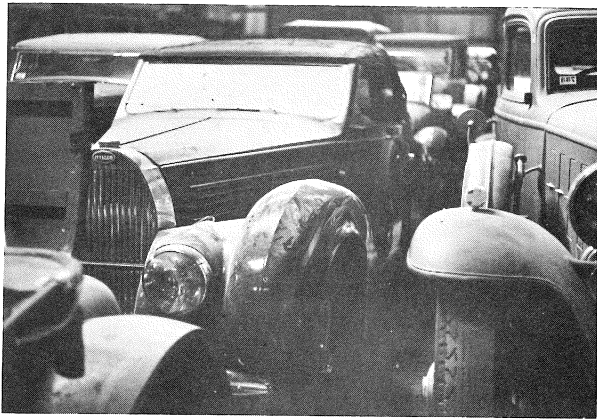
1939 Bugatti Type 57C convertible coupe - dusty but very decent.

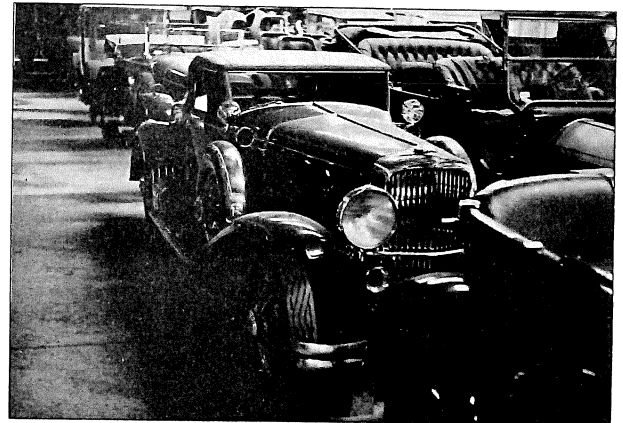
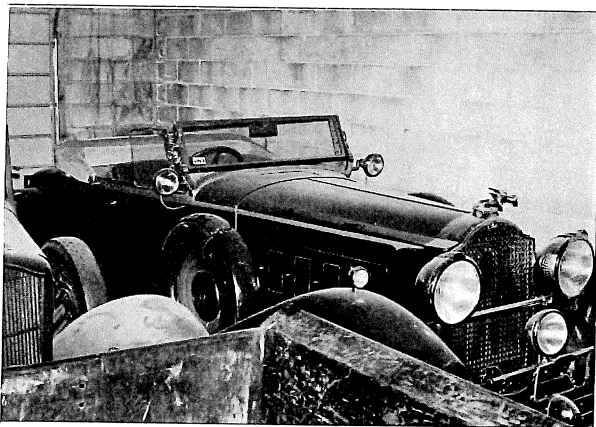
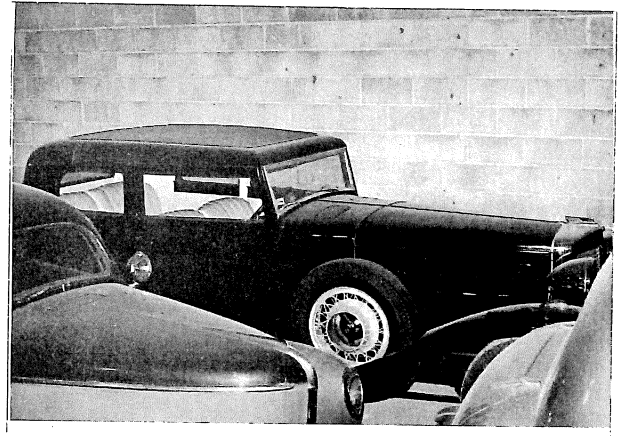
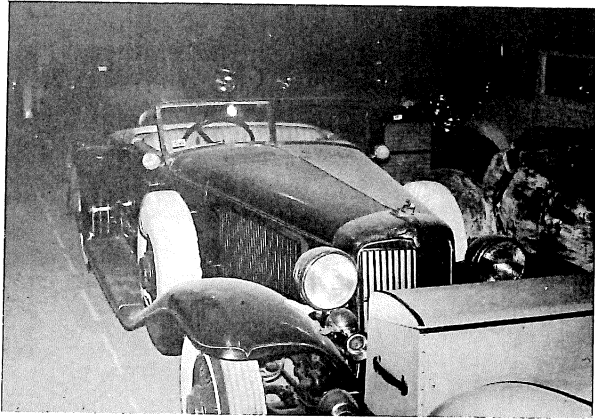
1938 Hispano-Suiza Type K6 coupe, with coachwork by "M. Pourtout".

1930 Isotta-Fraschini Type 8-A "All-weather convertible phaeton" by Castagna, with Grabel lamps.

A view into one of the many Duesenbergs. Note "early" ribbon-type instruments and lights, but later skirted fenders and outside exhaust pipes. The fire engine in the background is a Pierce Arrow.

A fascinating one-off Packard. It is a 1934 1102 "Light Eight" chassis with very formal coachwork by "Larkins & Co, San Francisco". Note the sharply vee'd windshield. The rear quarter panels are WOOD VENEER, and slightly cracked.





AND MORE SMALL STUFF

We recently scrounged a beautiful calendar of classic car paintings from the Small Distributing Co, 8322 S Tacoma Way, Tacoma. (Sorry, the Editor got the last one!) The firm is a distributor for Rinshed-Mason paints, and Joe Carman reports that they are very helpful in locating hard to find colors for antique and classic cars. The manufacturer supplies much original paint for Detroit, and has since the brass era. They are now using restored antiques and classics in some of their ads, and seem to be properly "Vintage Minded".

Bert Lobberegt reports that the Austro-Daimler is running, and will make the VCCC Tour in May! This car, only a few months ago, was a truckload of apple boxes and shoe boxes full of assorted parts, some of which defied identification. Imagine, if you can, purchasing a one-off car in this manner, and figuring out how to assemble and restore it without ever seeing another example of this very rare and complex item.

AND STILL MORE CARS

1933 Marmon V16 Type 143 coupe.

1931 Chrysler Custom Imperial CG roadster.

"Just another Duesenberg --- !"

1930 Packard 745 custom roadster, with S&M spotlights, Pilot-Ray, windwings, stoneguard, metal tire covers and "Goddess of Speed". Did they leave anything off?

Two views of the floor of one warehouse, from the second floor of a double-decker bus (one of 3!) Can anyone identify the tonneau-windshield phaeton with the step plates behind the Duesenberg?

Joe Carman's newest acquisition is a genuine classic boat - a 1935 Gar Wood 17' inboard (Chrysler Ace) cruiser. It is in excellent condition, very original, and requires little restoration. Perhaps you can ride in it at the August Meet at his American Lake place. Perhaps we should christen it with a bottle of Champagne - or better, just drink a toast to it with the Champagne as we push it into the water to see if it will float.

In each National Bulletin is a section listing names of members to whom National is unable to send publications as their address is believed incorrect. At the top of the list recently was Larry Lubin. He was one of the first to spot his name, since he was one of the first to receive the publication telling him he was not receiving any publications!

Most Tacoma area enthusiasts recently received a letter from the Tacoma News Tribune notifying them of a new "Vintage Cars and Parts" ad classification (712), in which they, too, can now advertise 1948 Buicks and '32 Fords with Olds engines and mag wheels.

The Portland HCCA's Gas Leak asked where Everett Holmes found his V12 Cadillac, and he said he got it from an old lady who never had it out of the garage. "She only used it to carbon monoxide three husbands!" he explained.

Thanks much to Bob Goodwin and Bill Young for the favorable comments on the BG. We like to know that people are reading it.

TECH TIP: We shall leave unnamed the contributor who suggests that a Kotex stuffed into a wire wheel hub will prevent grease working out onto the wire spokes, but he says it works. PS: If the grease is real bad, get the Super!

BOSTON BUGATTI PARTY

by Alan McEwan

Bugatti Editor

Have you noticed that it is very difficult to get away from your hobby when it is ClassicCars? At one time or another it seems to creep into every situation. For example, our trip to the East last June was quite car oriented, so to give my wife a break, I promised a two day side trip to Boston for a visit with some friends, a quick tour of the city and no cars.

The first evening in Boston Myra and I were having dinner at Durgan Park (the famous roast beef and strawberry shortcake spot) with two old friends from my bachelor days. A third fellow, a business associate of one of our companions, joined us also.

Part way through dinner I was asked about my automobiles, and we touched on "The Subject" for a few moments. Our new acquaintance then commented that he knew where there was a beautiful Bugatti not too far away. If we were lucky, the owner would be in his garage working on it as this was where he spent most of his evenings. I suggested to Myra that a short detour by the garage while on our way to a Boston night spot might be fun. She agreed - reluctantly. Fortunately the Bugatti owner was at the garage and we were able to see the car. It was beautiful, and probably equal to the finest Bugatti restoration ever accomplished. The car was a Type 35 sports-racing machine, with the cycle-type fenders optional.

Well, you know that one thing leads to another, and our few minutes visit became an hour or so as we discussed classic automobiles, and Bugattis in particular. Having seen a picture of a Type 57S or SC

that still exists in Boston, I questioned our host as to it's whereabouts. The 57S/SC, along with the 55, are the Bugattis most attractive to me.

During the day our host worked on modern exotic machines such as Ferraris and 300SLs, and his place of business happened to have a standard Type 57 four place convertible in for some engine work. We were invited to visit the shop the following morning for a look.

When we finally left the garage that evening, we discovered that it was too late to start out on-the-town again, and I seem to remember Myra mumbling something like "##%&%# --- and besides, I don't like Bugattis anyway!"

The next morning our driving tour of Boston "just happened" to take us by the shop where the Type 57 was awaiting repair. A few blocks from the shop, as we were driving around Harvard Square looking for a parking spot, Myra spotted an old Rolls-Royce crossing an intersection about a block behind us. I got a quick glance and we believed it to be an original looking Picadilly Roadster, like Joe Carman's.

I immediately tried to give chase by cutting through alleys near Harvard University, but chose alleys that unfortunately went the wrong direction, and the next thing we knew we had lost both the R-R and ourselves.

After working our way back to Harvard Square and finding a parking place, we entered the shop to examine the Bugatti. As it turned out, the R-R had just left the same shop and was due back in a few minutes. Besides that we were lead to believe that the owner, who had several other cars, just might be willing to part with it at a very reasonable price. So reasonable I had to

stay there and confirm it.

At this time I condescended to continue our tour around Boston, as long as it was on foot and not over two blocks from the garage! About thirty minutes later we arrived back at the shop, (by this time I was dragging Myra), only to find that the Rolls still hadn't returned. To save my marriage I agreed that we'd go right then to look at the USS Constitution, which is tied up at the Naval Station in Boston. This took the pressure off.

Two hours, one traffic jam, and one tour of the Constitution later, we were back at Harvard Square again. This time my wife decided to stay in the car instead of going back to the shop. Luck was with me, as the Rolls had returned and it was a beautiful and original 1925 Silver Ghost. It had apparently been handed down to the present owner by his father. Other than a dirty engine, the car looked fine to me. It did, however, have undersized wire wheels.

The owner had left again, but I obtained his phone number and name from the shop people and called him at work. Besides the Ghost, he owned an SS Mercedes-Benz, a Frazer-Nash, an Invicta, a P III Rolls-Royce and other assorted goodies. We had a nice chat and I brought up the possible sale of the Ghost. True, the car might be available soon, but the mention of past offers of four times the price I had been quoted brought a screeching halt to my Silver Ghost ideas.

As a result of our non-car-trip to Boston, Myra is very happy to announce that she has seen: the USS Constitution, two Bugattis, Durgan Park, one Rolls-Royce, Harvard Square, one garage in Cambridge, the Charles River, and a repair shop near Harvard Square several times!

She does have two consoling thoughts however: (1) I didn't buy another car, and (2) the next time it won't take me so long to find the Bugattis.

THE LINCOLN KB TEST AND OTHER V12 ITEMS

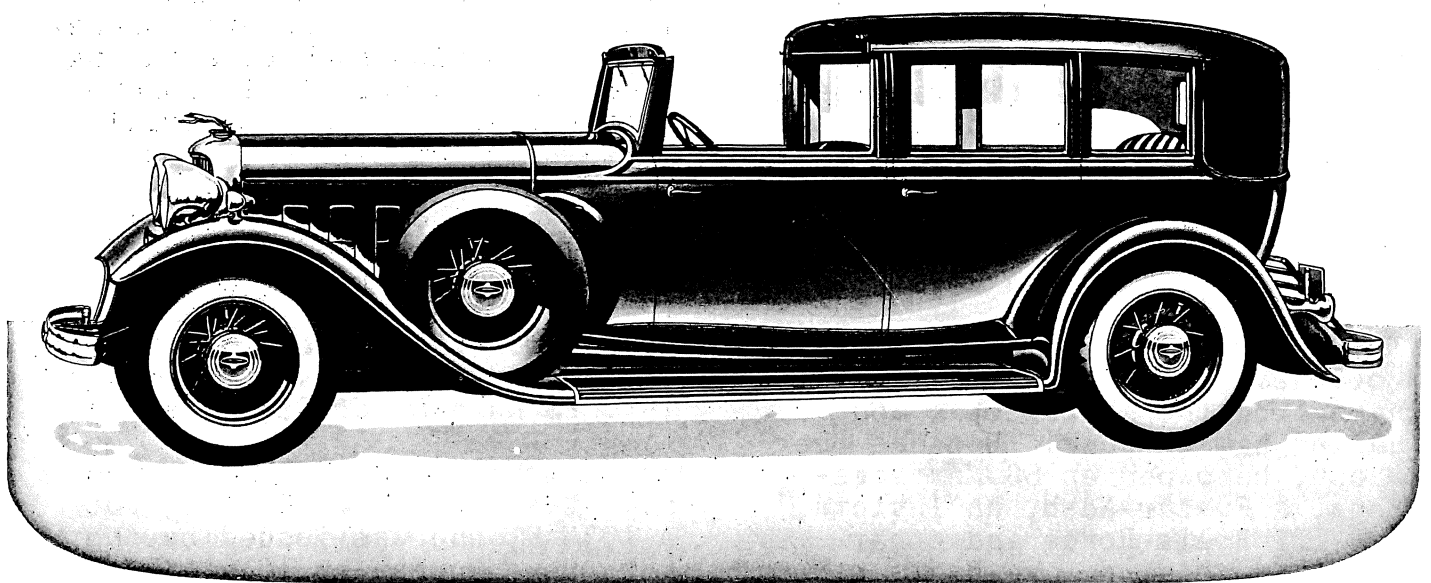
On the following pages is some Lincoln material, mostly pertaining to the 1932 KB. The road test is reprinted from The Motor, and not only gives some accurate performance information but some contemporary driving impressions. The English test people seem to have been highly impressed that any car of the Lincoln's quality and luxury class could so effortlessly come up with such outstanding road performance. It is unfortunate that more such material as this is not available, but the KB was possibly the only American multicylinder classic that was road-tested by one of the British motoring journals. (Tests of the Cords and some Auburn models have been in the Cord books, and the Editor has a 1936 Packard Super Eight test.)

The Lincoln photo following the road test is not a 1932 KB, but a 1934 K, and was issued by the Ford News Bureau in 1949, in answer to an inquiry from a young enthusiast in Spokane who asked about Lincolns. It is part of a set of 8x10 glossy photos covering all models from the beginning up to 1949, now a part of the Editor's collection.

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By tearing off the address page on the back of this issue, you may remove the roster, leaving the remainder of the issue intact.

THE LINCOLN



THE LINCOLN V-12 CYLINDER . . . BRUNN BROUGHAM . . . \$7000 AT DETROIT

A beauty that is inherent, a performance well proved, such are the firm foundations of Lincoln's eminence in the field of fine motor cars. This position does not rest on broad claims of excellence. The outstanding qualities of the Lincoln are well vouched for by the discriminating character, and the ever increasing numbers, of those who own it. As a possession the Lincoln is a lasting tribute to a good taste that is discerning and a judgment that is sound. The prestige of Lincoln springs from a constant high ideal. Every one who shares in the building of the Lincoln is constantly inspired by a single aim . . . the selection of raw material, the fashioning of parts, the testing of engines, every operation must contribute toward producing a motor car as nearly perfect as possible. It is the unqualified support of the Ford Motor Company that brings this traditional aim to full realization. It is also due to this support that the Lincolns of today may be purchased at present prices. The 12 cylinder Lincoln, fully equipped, from \$4300 at Detroit. The 8 cylinder Lincoln, fully equipped, from \$2900 at Detroit.

Reprinted from *The Motor* July 12, 1932.

Road Tests Showing Principal Characteristics

THE NEW 12-CYLINDER LINCOLN

A Luxurious Car Capable of 98 m.p.h. and Able to Lap Brooklands at Over 90 m.p.h.

ANYONE looking at the latest V Twelve Lincoln town sedan would consider it a beautiful town carriage, the sort of vehicle in which a big business man might travel from home to the office each day and occasionally on longer journeys. Few would believe that it was capable of a performance exceeding by an enormous margin that of many so-called sports cars, or that it was capable on the slightest down-hill gradient of reaching a speed of 100 m.p.h.

From every point of view the 12-cylinder Lincoln is a very fine car. It is so well thought out in every detail, so well designed, so beautifully made. The highly finished engine remains perfectly clean and free from oil stains after several laps of

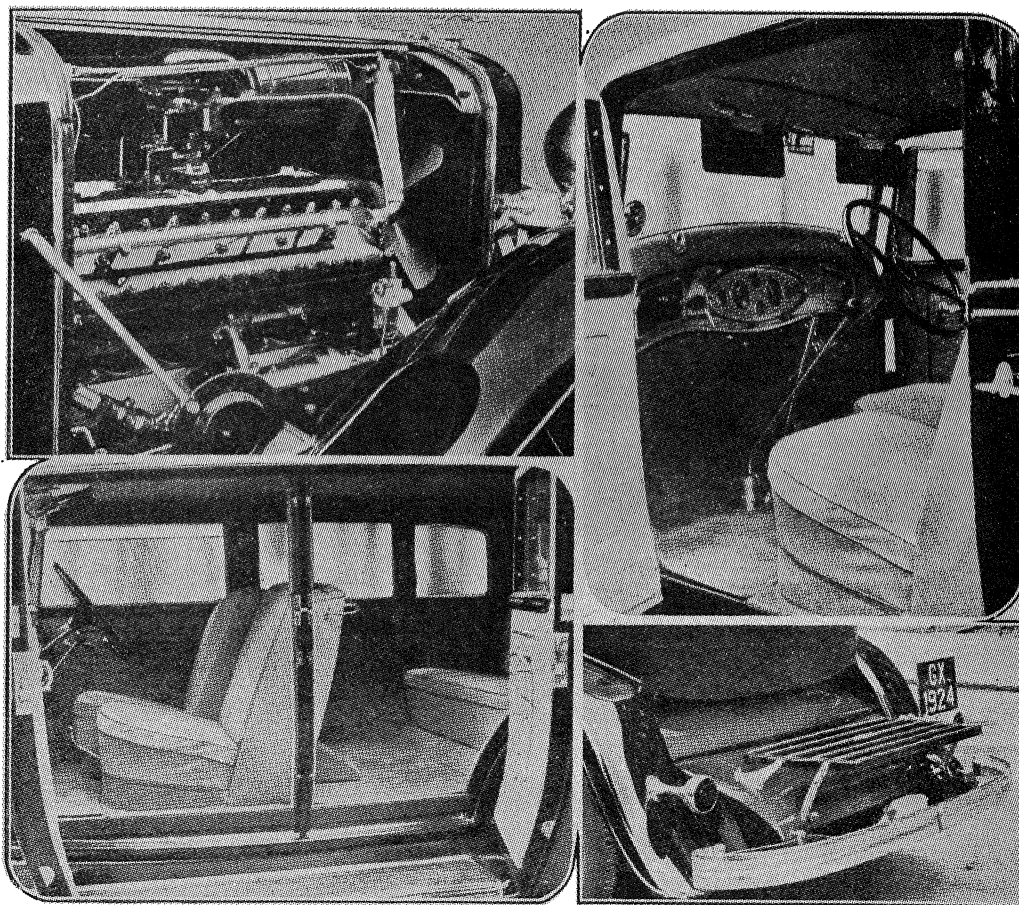
Brooklands track at 90 m.p.h.; whatever its speed, the engine (which will turn over at speeds up to 4,500 r.p.m.) remains absolutely silent and vibrationless. With steering so light that a child could handle it, servo brakes that come on at the lightest touch, an easy gear change, which, however, is practically never required because the car will travel on top gear slower than one could walk and the acceleration is tremendous in top gear, a really light and smooth clutch, the Lincoln, in spite of its size, never gives the driver the feeling that he is handling a large and heavy car.

The effortless silence with which this car gets going is apt to take anyone not used to large cars by surprise, for before one has realized

it one may be doing 60 m.p.h., 70 m.p.h. or 80 m.p.h. on any arterial road. Indeed, it is no exaggeration at all to say that the car cruises comfortably and with ample power in hand at 80 m.p.h.

We carried out our usual brake and acceleration tests at Brooklands, starting by checking the speedometer at every speed from 20 m.p.h. up to the maximum. Throughout the range the speedometer turned out to be slow. On previous occasions when we have tested Lincoln cars the speedometers have been correct to an almost uncanny degree.

Anyhow, the error, which was .5 m.p.h. at 20 m.p.h., increased, so that when the car was driven over the half-mile at Brooklands, with



Photographs showing the engine, driving compartment, roomy interior, and luggage grid mounting.

the speedometer needle steady at 80 m.p.h., the real speed was found to be 82.57 m.p.h. The absolute maximum of the car on a calm afternoon, with no perceptible wind, proved to be 97.83 m.p.h. over the half-mile. This was obtained without any artificial aid to boost up the speed, such as diving off the banking, as it seemed ample. A complete lap of the track was then covered in 1 min. 50½ secs.; equal to 90.06 m.p.h. Except for the rush of air and the hum

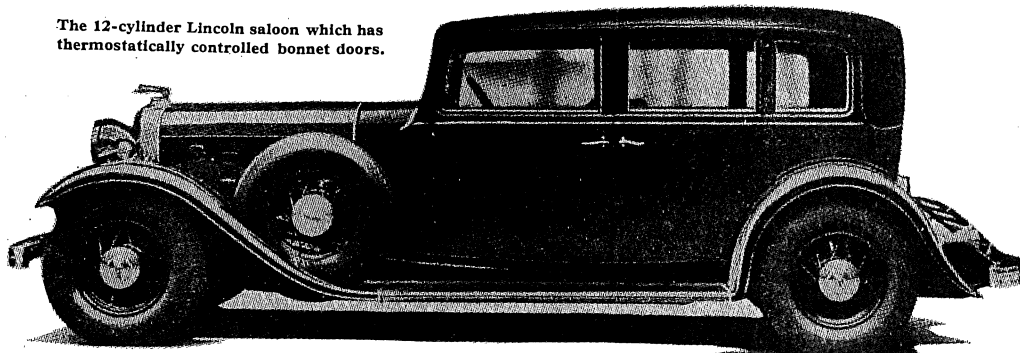
LINCOLN—Contd.

dence and pull up the car in an absolutely straight line, no matter how hard they are applied. The extent to which the servo comes into action can be regulated instantaneously by turning a small knob situated under the carpet in the front compartment.

air as it breasts the 1-in-4 section at 30 m.p.h.

In traffic the car is handy enough, despite its 12-ft. 1-in. wheelbase and its overall length of 17 ft. 11 ins. The turning circle to the right is 53 ft. 5 ins. and to the left 55 ft. 9 ins., but, thanks largely to its beautifully light steering, the car never feels clumsy to handle in dense traffic. The driving position is extremely comfortable and affords perfect visibility in all directions.

The 12-cylinder Lincoln saloon which has thermostatically controlled bonnet doors.



of the tyres on the track, the car was absolutely noiseless at this speed and held the track very well indeed, except for a slight amount of wheel spin after striking some of the famous Brooklands "bumps." This could easily have been cut out by tightening the shock absorbers, but the car had to be left in a condition fit for any old lady to ride round the park in at 3 m.p.h. or 4 m.p.h. without jolting.

The acceleration, needless to say, was remarkable, as the curve which we publish clearly shows. The brakes, operated by a vacuum servo, give the driver the greatest confi-

On its gears the car is distinctly lively. It will reach over 56 m.p.h. on second gear, starting from 10 m.p.h., in 13½ secs. On first gear the maximum speed is 38 m.p.h., at which faint valve clatter sets in, and 30 m.p.h. can be reached in just over 3 secs. from a speed of 10 m.p.h.

That the car can make a rapid get-away is shown by the fact that only 16½ secs. are required to accelerate from a standstill to 60 m.p.h., while 80 m.p.h. can be reached from a standing start in 33 seconds.

Brooklands Test Hill can be climbed from a standing start in 11½ secs., the car leaping into the

The springing is one of the best features of the car, the back springs being over 5 ft. in length. Even at very high speeds on Brooklands track there was no bouncing about—only a trace of wheelspin as irregularities in the concrete were traversed. Despite the softness of the springing, the car rolls very little indeed on corners, and quite sharp bends in the road can be taken at over 50 m.p.h. in perfect safety.

The Lincoln V-12 is a product of the great Ford organization and is handled by the Ford Motor Co., Regent Street, London, W.

TABULATED DATA FOR THE DRIVER

Lincoln: Six-light saloon; price £1,895.

Engine: Vee-type 12-cylinder; bore, 83 mm., stroke, 114 mm.; 7,402 c.c.; 150 b.h.p. at 3,400 r.p.m.; R.A.C. rating, 50.7 h.p.

Gearbox: Three forward speeds; ratios, 4.23, 7.56 and 12.38 to 1. Synchronism change and free wheel.

PERFORMANCE

Speeds on Gears: Top, 98 m.p.h.; second, 56 m.p.h.; bottom, 38 m.p.h. Minimum speed on top, 2 m.p.h.

Petrol Consumption: 10 m.p.g.

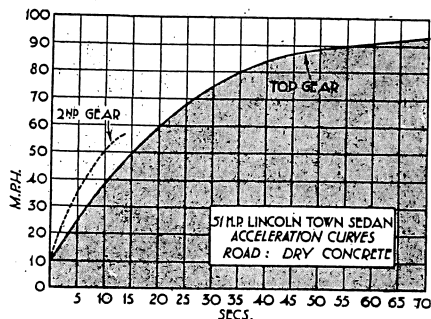
Acceleration: Rest to 60 m.p.h., 16½ secs.; rest to 80 m.p.h., 33 secs.

DIMENSIONS, Etc.

Wheelbase, 12 ft. 1 in.; track, 5 ft.; overall length, 17 ft. 11 ins.; width, 6 ft.; height, 6 ft.

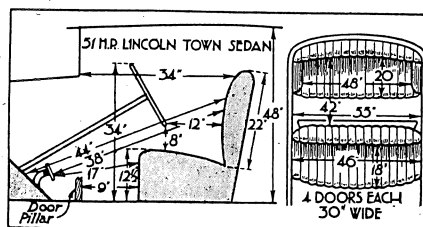
Turning Circles: Left, 55 ft. 9 ins.; right, 53 ft. 5 ins.

Weight: Unladen, 2 tons 13 cwt. 3 qrs.



BRAKES

SPEED m.p.h.	STOP feet
20	10.6
30	29
40	60
50	103
60	152





PAINTING YOUR CLASSIC by Richard W Terhune

Reprinted from Classic Motoring, publication of The Florida Region, CCCA.

Every classic car enthusiast is well aware that high quality is the one attribute that distinguishes the true classic from other automobiles of the period. Classic coachwork and body styling was created to be accentuated by a lacquer finish which presented a deep surfaceless appearance when viewed directly, and a mirror-like reflection when viewed from an angle. To anyone who has viewed a large variety of restored cars, it becomes apparent that paint alone can create a beautiful classic out of a "dog", and conversely can ruin an otherwise well-restored car.

It is the intent of this article to outline a method by which the beauty and quality of the original paint can be duplicated, so that members wishing to undertake such a task can do so with confidence. Also, owners who anticipate having their cars painted professionally may gain an insight into the process involved and speak a common language with the paint shop. By way of encouragement, it is entirely possible to achieve professional results with very little equipment and almost no special facilities. An individual with a carport, a spray gun and the necessary determination can accomplish the task quite easily. An outlay of about \$100 will generally cover all the supplies necessary to strip, prime and paint the average classic. This is quite modest when a professional job of the quality outlined here would cost at least \$1000, if you could find a shop capable of it. All materials and supplies mentioned herein can be obtained at any good auto paint supply store. A good investment is their "painter's bible" which outlines the various paint supplies and products they have available, and their use.

PREPARATION

The first step is the disassembly of all painted parts of the car and the removal of all trim adjacent to or on painted areas. If major bodywork is required, this should be accomplished prior to removal to assure that all parts will fit properly again when reinstalled. Body and door alignment should be done at this time also. Paint removal on a classic restoration is a must if a beautiful and lasting new finish is desired. Old paint, regardless of how good it appears, will often lift, crack or peel when drying and shrinking stresses of the new paint are imposed on it. Old paint can be removed by sanding, paint remover, scraping or sandblasting. The best combination of these methods is usually found by experimentation, and will vary considerably depending on the type and amount of old paint removed. The factory paint, particularly the primer, will probably require either scraping or sanding. Use 80D production paper for final clean-up and roughing. Sandblasting is not recommended except where severe rust has formed, as most sandblasting operations do more harm than good on light gauge metals.

Bare metal preparation involves two basic things: removal of all dirt, grease and wax; and removal or neutralization of all rust and oxidation. Also, all leaded areas, both old and new, should be washed thoroughly with a 50-50 mixture of alcohol and ammonia to neutralize and remove all traces of the acid used as a flux in the leading process. All metal should be washed with "grease and wax remover" using paper towels to assure cleanliness. Scrub well and keep at it

until the towel being used to wipe dry comes up clean. Do not touch surfaces to be painted after this cleaning. Follow up on steel surfaces with a good phosphoric acid product such as "Metal Prep" or Ospho. This fluid chemically converts residual rust (iron oxide) to a chemically inert iron phosphate, stopping and preventing the oxidizing process. This should not be considered as a cure-all for rusty areas, but rather as a preventative. Also, a certain amount of metal etching occurs, creating a good surface for the paint to bond to. On aluminum and brass, special etches available at paint stores should be used to prepare the metal, but be sure with these products to use gloves, remove all residue from the metal, and above all, follow the maker's instructions.

PRIMING AND SURFACING

It is important to realize that the weakest, and therefore the most important bond, is between the bare metal and the first coat of primer. It is for this reason that all the somewhat elaborate preparations have been performed up to this point. Every auto paint manufacturer has at least one primer for general use over bare steel. This primer is usually applied in a very thin coat at can consistency. This product is not to be confused with primer-surfacers, which do not give satisfactory adhesion on bare metal. One or two quarts of this primer will be more than sufficient for the largest classic. Aluminum and brass parts should be primed with zinc chromate primer, applying a very light almost transparent coat. A recent product, presently used by the military, shows great promise for automotive use - it is called a "universal" or "wash primer", and is available from some large paint suppliers. It is a two-part substance, partially composed of phosphoric acid, and etches into and bonds to the metal as it dries.

Breathing apparatus should be used with this product while spraying.

A word about spraying lacquer and it's related products is in order here. No great skill in spraying paint is required, but a few precautions must be observed. First, never forget that these nitro-cellulose compounds are highly inflammable, particularly in heavy vapor concentrations, so provide good venilation and remove any spark or flame producing devices from the painting area. A professional paint gun is desirable, but expensive. Good results can be obtained with a \$10 gun - the secret lies with the operator. The air compressor should be capable of delivering at least four cubic feet perminute. If you borrow one or want to rig one up yourself, beware of old air conditioning and refrigeration compressors. They tend to pump oil into the air, causing some pretty unusual results to say the least. In any case, a water extractor and regulator located as far as possible from the compressor is a must. Above all, do not paint on cold, damp or rainy days. Good lighting is very important. A few clip-on lights are handy and inexpensive.

After the prime coat has dried (1 to 24 hours), several coats of lacquer primer-surfacer should be applied. The purpose of these coats is to provide a base which is thick enough to fill in all surface irregularities. The idea here is to apply the surfacer, and when it is completely hard, sand it backoff until all the low spots, pits, scratches and other irregularities have been removed. This surfacer is generally available in at least 3 colors, light grey, dark grey and red oxide. All are about the same basically, but use the color which is closest to your final paint color, so that if the paint gets chipped or worn down, a contrasting color will not show through.

Surfacer should be thinned with the cheapest grades of thinner, since rapid drying and hardening at this time is more important than any beauty of surface. For the average classic, a minimum of two gallons of primer will probably be needed, but this will vary considerably with the condition of the surface to which it is applied. Figure on buying two gallons of thinner to every one of primer. Follow the maker's instructions on thinning. Surfacer should be applied in full wet coats, and allowed to dry for at least thirty minutes between coats. A minimum of four coats will be required for very good surfaces, and probably many more in poor areas.

An interesting and troublesome characteristic of all lacquers is that even after they are dry to the touch, they are not ready to be rubbed or sanded. These products continue to shrink and harden in a curing process that continues for several days. Paint work can be ruined if this process is not recognized and allowed for during painting operations.

After several coats of surfacer have been applied, all obvious minor defects in the surface should be filled in with spot putty, also available in three colors. It is handy to use a contrasting color so that each spot can be found later and sanded out properly. Don't expect to fill in large dents as this putty will crack and come out. It is only intended for small and shallow imperfections, and should be applied in thin coats with an hour or so in between.

It is difficult to say exactly when the surfacer has stopped shrinking sufficiently to sand, as this depends on temperature, humidity and the number of coats applied. Here in Florida, a week is the minimum, and the longer, the better.

Sanding of the primer is probably the most difficult part of the process to do well, but it is the secret of success in producing top quality lacquer work. The goal is to obtain an absolutely level surface, devoid of any imperfections or irregularities, over which to apply the color coats.

The surfacer should be water sanded with 360 wet or dry paper. A standard medium hard sanding block should be used for all flat or nearly flat areas. Sand lightly with long strokes in various directions until no unevenness can be felt. A squeegee or old wiper blade should be used at intervals to wipe the surface dry to inspect progress. Small variations in the surface, pinholes, file marks and the like are now readily apparent. By sighting along the surface towards the light, ripples and waves in the surface will show up. Remember that any imperfections which remain after paint is applied will be greatly magnified by the high gloss of the finish. Continue sanding and inspecting until no imperfections remain. If you sand down to the primer coat and some problem areas remain, more surfacer is required, or in the case of small pits or scratches, spot putty is the best answer. On sharply curved areas such as fender beads, window sills, moundings, and for working into corners around raised areas, small rubber pads cut to convenient size from truck inner tubes make ideal sanding blocks. After sanding is complete, all spot putty should be sealed with a coat or two of the surfacer and sanded smooth. All surfaces should be wiped dry and clean, and allowed to sit for a day or two to assure all moisture is out of the paint pores.

The car is now ready for the application of the color coats.

COLOR COATS

It is recommended that enough paint to complete the entire job be purchased at one time to assure color uniformity. This assures color match as variations can occur in mixing. At least three gallons of lacquer are required for the average classic. An extra gallon is good insurance for the future touch-up, repairs, etc. Figure on about two gallons of thinner for each of lacquer. The choice of thinner for paint can be confusing, as several grades are available, each with it's own drying rate. Go with the paint manufacturer's recommendations, and if in doubt, use the best quality available. Mix your paint for spraying to about the consistency of water, usually about one and a half to two parts thinner per part of paint.

The color coats should be applied in full wet coats, alternating in the direction of sweep, at about 45 to 50 pounds pressure at the gun. Allow each coat to dry for at least an hour, and longer after several coats are applied. Sanding is not required between coats except to remove any grit or dust in the finish. Apply twelve to fifteen coats, being sure to apply a few extra coats to areas which receive unusual wear or constant polishing, such as the window sills, moldings and the top of the hood.

After the first two or three coats, inspect for any irregularities which may not have been obvious in the primer. This is the time to correct these, by application of more surfacer and resanding.

Allow the color coats to dry and shrink for at least a week, on the average, and again, the longer, the better. After this time, the entire surface should be block sanded wet with 600 wet or dry paper in much the same manner as

the primer, however, the object here is to remove any orange peel, surface ripple, dust, etc., without removing an excessive amount of paint. This is particularly true for large flat or nearly flat areas such as door panels, hood and trunk lids.

After this final sanding, clean the surface thoroughly and let it dry, being sure not to let any water spots remain. Mix some paint using about 6 to 8 parts thinner per part of paint, adding about 3 to 6 ounces of retarder per quart of mix, and with a gun pressure of about 75 pounds, holding the gun about twice the distance normally used, apply a mist coat, which should be just enough to see the reflection of the gun in the paint. Do not over-paint. All that is required is to make the surface of the paint flow enough to remove the sanding marks induced by the 600 paper.

Allow this final coat to harden for at least two weeks. Paint can now be rubbed out by hand. Try rubbing with a non-wax type of cleaner and soft cloth, such as Western Auto cleaner. If you have been successful, this should bring out the characteristic depth and brilliance of true lacquer. If more rubbing is indicated, use "white" rubbing compound, followed up with the cleaner. A final polish with starch will clean up and finish off the job until wax can be applied.

Allow at least a month before applying wax, as this seals off the surface, stopping the normal aging process and may kill the gloss, ruining the paint job if applied too soon.

The big expense in electric cars is the length of the extension cords required to run them.

THE LAST PAGE, FULL OF LAST PAGE THINGS

CB radioman Lubin has added an underhood loudspeaker to his DS19 equipment, and reports that it is much fun. If you feel that the French horns might shock some slow pedestrian in your path, you can simply pick up the microphone and say "Beep-Beep!" It is also good for shaking up 6 year olds. Little David Reich hasn't yet gotten over "the talking car" he met at last summer's RROC meet.

Proving the value of mobile communications, when Larry was coming into Seattle for a car meet and couldn't find the Travelodge, he sent out an SOS which was answered by a local resident who didn't know where it was either. The resident phoned the motel, asked where they were and how to get there, then relayed the information back to Larry, still coming up the freeway.

A recent bulletin from Volkswagen of Canada, complete with 8x10 glossy photos, shows how to open a beer bottle on a VW front bumper, in case of a thirst panic out in the dingleweeds. Insert the cap into the little triangle formed by the lower bumper edge and the "V" shaped bumper support, and push the bottle down smartly. ("What are you doing to my VW?" "Just opening a beer - have one?" "But that way?" "Of course - the factory recommends it." "Every 500 miles, I presume!" "No, just when you're thirsty." "Thanks!")

THOT FOR THE MONTH

By Dick Hooper: "What do you do with a bodyman who enjoys the social status of having a Rolls-Royce in his shop, and never does much work on it because he doesn't want to see it leave?"

CLASSIFIED

CLASSIC

CAR

ADS

FOR SALE: 1939 BMW 327/8 coupe, black, good overall condition and a rare model. Will trade on an Alvis Speed 25 or a '36-39 La-gonda. Pair Woodlites, \$35. Bob Washburn, 2723 SW Miles St, Portland, Ore., 97219. Call 246-5529. (Slide 50¢, 2 views for \$1.00)

FOR SALE: 1937 Cadillac V8-75 four door sedan, with 2 1936-75 parts cars, \$2200. 1941 Cad V8 Model 62 four door with 1 parts car, \$1250. Also 1928 Stude Big Six 4 door \$1200, 1931 DeSoto 8 4 door \$950. Will consider any of above in trade for large classic phaeton or sedan. John M Prindle, 3017 W 18th, Spokane, Wn.

FOR SALE: 1941 Lincoln Continental convertible, #56, 2/3rds restored and in nice condition. Jerry Rude, Rt 3, Box 705, Gresham, Ore. Call 663-4732. (From the Portland HCCA's Gas Leak.)

WANTED: Lincoln V8 engine with accessories back to transmission, for 1929 Model L. Any 1928-31 will fit. Also need 3 hubcaps, radiator cap with dog and a C M Hall flat "Depress Beam" lens, 10 3/4" diameter. Bill Young, 16502 SE 7th, Bellevue, Wn, 98004.

WANTED: Members for a local CCCA Region. Ownership of a classic car not necessary, but interest and enthusiasm desirable. Live prospects should be brought to the next outing, or their names sent to Russ Keller, 10256 Kaylen Place, Bellevue, Wn., 98004.