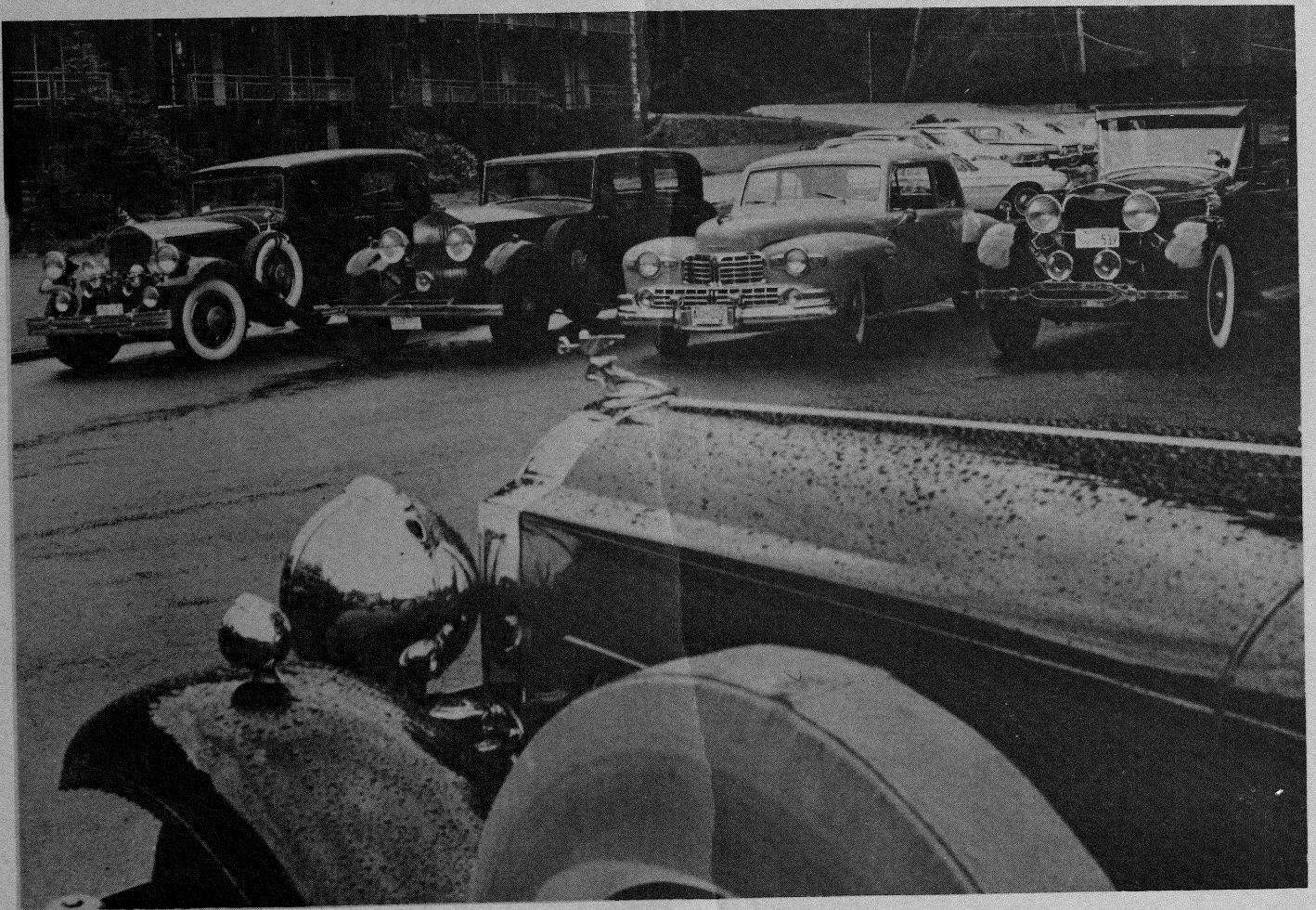


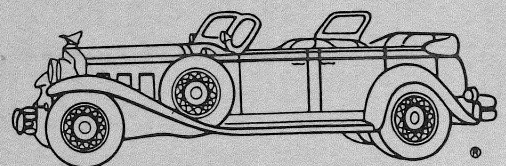
# The Bumper Guardian

PACIFIC NORTHWEST REGION  
GEORGE H. SHUFELT, EDITOR

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



SUMMER 1967  
VOL IV, NO 2





# THE FIRST BREAKFAST TOUR: SNOQUALMIE FALLS

By Russ Keller, Breakfast Editor

The unique Snoqualmie Falls Lodge was the destination of the day for the Region's First (Annual?) Breakfast Tour on July 2nd. About 14 families gathered in a variety of classics on Mercer Island at 10 a.m. for the scenic back road tour to The Lodge. Hal Dahl drove his 1925 Wills St Claire instead of the famous Packenberg, and Herb Schoenfeld brought his recently restored 1930 P II Rolls-Royce sedan coupe. Those who have not yet seen this car will see a beautiful example of restoration work on a truly fine machine.

The tour was relatively uneventful--- for those not driving a Packard. The Phil Schwarz VI2 seemed to be giving it's occupants a bumpy ride, much like driving over expansion joints on a concrete road. Unfortunately they were on asphalt. Closer examination revealed a tire that was slowly going flat, but fortunately they were close to The Lodge when this occurred and were able to proceed to breakfast.

The fact that "breakfast" was scheduled for noon seemed a bit unusual, but as we soon found out it was indeed a breakfast, and by waiting until noon ample appetites had been developed to do justice to the meal. The selection included juice, twelve different kinds of fruits and melons, oat meal, eggs cooked in every possible manner, bacon, ham, sausage, pancakes, waffles, hot biscuits and honey and all the coffee one needed.

After breakfast the three-wheeled Packard was on display, complete

with tool kit including a ten pound maul. The question most frequently asked by bystanders was: "Where does the fellow store that big hammer?" Nobody seemed to know the answer except Phil, who was not available for comment.

The Lodge was most cooperative in providing parking space and policing the cars to give some assurance that no damage would be done while the owners were eating. The management turned over the main dining room to us so that we would be grouped together.

Next on the agenda was a trip to the railroad museum near the town of Snoqualmie, but the day was growing hotter, and everyone suddenly remembered things that had to be done back home where, they hoped, it would be cooler. We will save the trip to the railroad museum for some other occasion.

Judging from discussion during and after the tour, everyone enjoyed the trip. This was the first one day tour of this type scheduled by the Region, but it should not be the last.

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## CRYSTAL MTN WEEKEND COMING UP SEPT 16TH

Next event on the Regional calendar is the Tour to Crystal Mountain, with McEwan in charge. Watch the upcoming Bumper Bolts for complete details. This will be our last automotive event for the season - don't miss it.

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## COUNTRY CLUB CHRISTMAS PARTY COMING DEC 15

The Region's Annual Christmas Party will be held on Friday night

December 15th, at the Tacoma Country Club. Watch for more details.

## CCCA CLASSICS MAKE THE CANADIAN VCCC SCENE

About a dozen Regional classics and twice that many members joined the Vintage Car Club of Canada for the Saanich Peninsula Tour at Sidney. Most CCCA types went up from Seattle aboard the CP steamer, and devoted the 4 hours to talking cars, sipping Champagne, sacking out and guarding their cars from armies of aggressive children down on the auto deck.

Jack Passey had come up from San Jose to pick up his newest Lincoln, the ex-Schwarz 1928 touring, and drove it up to Sidney for the tour before tackling the journey to California. (The car indicated that it would like to have new mainbearings before leaving, we understand). Guy Carr drove his 1931 VI6 Cadillac club sedan on it's first trip out of Portland, and the machine performed faultlessly - and won first in the classic class at Sidney. Julian Eccles came up from Klamath Falls in a 40,000 mile 1940 LaSalle club coupe - and took the distance trophy.

Jim Weston started out with a car, but "something blew up" at La Jolla, California, and he ended up touring with the Pasesys in the Lincoln.

The group from the CP steamer met those already touring at Butchart's Gardens, and the mass of nearly 70 cars was a sight to behold. We understand that some people even had time to see the gardens.

Saturday night accommodations at the Sidney Travelodge were a bit confused, to say the least, but eventually most participants found a room somewhere in Sidney, and got ready for the banquet at Sanscha Hall.

Most of the population of Sidney must have turned out to help feed the crowd, but the job was well done and the food good. Besides

the awards mentioned, Jack Zerr took Second in Classic class, and Clark-Harrison took both the CCCA trophy for the Best Canadian Classic and the Studebaker-Packard Trophy for the best Canadian Packard.

After some dancing, Jerry Gosley presented his locally-renown "Smile Show" of English music hall-type music and humor. The second session of dancing lasted far into the night.

Sunday dawned very wet (after a very sunny Saturday), and side-curtains were much appreciated on the roadsters and tourings on the run to Saanichton Fairgrounds. There a museum tour and Indian-style baked salmon lunch (excellent!) awaited the now-damp entrants. But by lunchtime, the sun was again shining, and Austin Smith (who is still promising to someday complete restoration on his 1932 Packard victoria) could be persuaded to go back up the road, where he had left his mid-twenties American La-France ladder truck in the middle of the downpour, and bring it to the fairgrounds.

The Editor got to work the siren button going up, and, (his Big Kick of the whole weekend) drive the thing back home later that afternoon. Once you've owned a vintage fire engine, they are in your blood forever!

Probably the star of the show, and winner of the "Most Desired" car award, was Bert Lobberegt's 1922 Austro Daimler, now very restored. It is magnificent, and has to be seen to be believed.

A sunny afternoon of picture taking ended the day's events, and the annual VCCC tour.

# WATER WETS CLUB'S BIGGEST ALDERBROOK RALLY

Well, we can't win 'em all. In spite of some dampness, everybody went home happy from our first big event, which drew a record number of cars and people.

Saturday morning found Zerr wiping off his 1931 Pierce sedan, and Phil Schwarz showing off his recently acquired 1939 Packard Twelve Brunn touring laundeleet, (the two new cars in the group.)

A three-man rally team (Keller, McEwan and the Editor) moved out smartly at 9 am in Keller's Jag to plot out the touring event. This was to be a (sort of) rally where questions are asked on a printed form enroute, and where correct answers count more than promptness or keeping on course. The crew returned at noon and in the next hour, with a pan of gelatin from the Keller refrigerator, printed up 25 copies of the instructions.

Questions ranged from "On which side does Keith Kisor part his hair?" (referring to an old political sign on a tree) to "When does the lodge meet?" (a sign outside a Masonic Lodge answered that.) The questions were designed to keep one on course for the hour-plus run, as well as to test the powers of observation of everyone in each car. (The only question the rallymasters were worried about was counting the cars on a parked logging train. They were afraid the train might move into the mill and be replaced by another one!

However, The Editor checked carefully on the way home, and confirmed that the car on Island Lake Drive, that nobody could find, was NOT there anymore; some time between 11 a.m. and 1p.m., it had been towed (no, not driven!) away.

While the only really WET rain

of the weekend fell during the rally, (sending a rumble-seat convertible full of children back to the lodge), everyone seemed to enjoy the tour, including the really TRICKY questions, like "What was the NUMBER of that Masonic Lodge you passed ten question back?"

The evening cocktail hour was followed by Alderbrook's fine steak dinner, and then by the presentation of a bottle of Champagne to the rally winner, Phil and Connie Schwarz. The award, by the way, became the nucleus of the Champagne Party aboard the boat enroute to the VCCC meet a few weeks later. (After driving the unrestored Twelve over 50 miles of Mason County backroads, Connie deserved a bottle of something all to herself!)

Second place went to Dr. Rod Brown of Olympia, Third to Ted Reich of Portland. The evening was topped off by a showing of the Laurel-Hardy film, "Two Tars," much to the enjoyment of all. (Thanks to Merle Holmgren and Chuck Whittaker for the film.)

After a liesurely Sunday morning of sleeping-in and tire-kicking, another Alderbrook meet ended.

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Newest vintage publication is "Beau's Old News," 1222 Maple St, Corvallis, Oregon, 97330. The idea is a classified ad paper for old cars and parts, that will reach Northwestern enthusiasts BEFORE THE MERCHANDISE IS SOLD. Format will apparently be like Hemmings, Cars & Parts, etc, but subscribers will be in the three northwest states and BC. First class mail is \$3 /yr, air mail is \$4.50. Ads 5¢ a word. Reaction at swap meets has been favorable. We wish them success.



## REG CALENDAR OPENS WITH BIG STAG NITE

A new type of event, a men-only stag night with color slides and a well-stocked bar, topped by an Italian spaghetti dinner, drew about 50 members and prospective members to Bellevue on March 17th. A number of new members were enlisted into the Region, and everyone seemed to have a jolly time.

Entertainment included a color slide showing of Dick Hooper's Buck Hill Falls pictures, followed by a 40-car "quiz" of unidentified (and some unidentifiable) classics. (This time, the Editor threw in a couple of odd engine shots, to really separate the men from the boys.) Two bottles of spirits were awarded to the winners, one going to Larry Lubin and the other to Parr Aplin, who rode up from Portland with Larry!

The film program ended with a showing of the 1966 color film of the CARavan to Quebec. If you didn't make the evening, you should have!

## THE ADDRESS CHANGES

In spite of the old Olympia PO Box address on the front cover, which we haven't had time to change yet, the new address for The Bumper Guardian and for its Editor is:

220 Tacoma Avenue S, Apt 1305  
Tacoma, Washington, 98402  
(206) BR2-5867

We hope that this notice will:

1. Encourage readers to submit items of interest for the BG.
2. Remind other Regions that there really is a PNW Region, and that they should be sending their publications to it. At last count, we were getting only about 7 out of 22 ----- !
3. Serve to invite all members, enthusiasts and single girls to drop by at any time (call first) and peruse the Editor's four-closet collection of classic literature. There is always gin for Packard people, Scotch for Rolls owners and beer for those who don't really care.

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## (SILENT) MOVIES ARE BETTER THAN EVER DEPT

Ever-popular at car club events are films, especially old comedy movies with cars in them. The only one the Region has shown thus far is "Two Tars", one of Laurel and Hardy's best. After it's recent Alderbrook showing, a number of people expressed interest in sources for such films.

Some of the old films have outlived their copyrights, while others are still protected. Some are readily available for any use, and others are available only for non-commercial use. Some still are locked away in Hollywood vaults, and unfortunately many have been lost forever, as no one ever saw

any reason to preserve a copy! Copies are now being made in 8mm and 16mm, and a few recently in Super 8, by a number of firms. The quality ranges from poor to good, and prices from cheap, for a condensed one-reel comedy, to quite expensive, for "The Birth of a Nation" or "Intolerance" in ten or 12 reels.

Probably the best-known supplier of a wide variety of quality copies (as well as a range of travel films, slides, etc) is Blackhawk Films, 776 Eastin-Phelan Bldg, Davenport, Iowa, 52808. A free 44 page catalog will itself provide an evening's entertainment.

## CORD CONVERTIBLE MAKES A COMEBACK - AGAIN!

While driving about the area one day recently, an 8/10ths Cord was spotted pulling into a parking lot. The driver identified himself as Fred Gullstad, Northwest distributor for "The New Cord". The whole idea of a "new" Cord, after the recent demise of the Glen Pray 8/10ths project, was new to the Editor, but Mr Gullstad explained what happened, and what they hope will happen in the near future.

The construction rights, parts and tooling for the Glen Pray designed 8/10ths scale Cord, Corvair-powered and Royalite-bodied, were sold at auction to a new firm called Cord International Distributing Company, with an Oklahoma State Representative as it's president. The firm did not get the building, but has set up production facilities in "the old Avco building" in Tulsa. A production of 10 cars a day was quoted, "using a V6 engine." What engine he didn't say, but "it will be supercharged, and a Diesel option will be offered later!" (!) The Royalite body will be continued.

Gullstad said that in contrast to the under-financed Pray project, the "new" Cord "has more than adequate financial backing" and "experienced aircraft production people behind it." He named a couple of ex-Lear names, then stated: "This is our way of breaking into the automobile business! After we get our production facilities and dealer network established, we will bring out our own car!" (!!!)

They plan to franchise over 300 dealerships, and Freeway Motors (VW-Porsche) has signed up for Seattle. Gullstad is actively seeking more dealers in many areas of the Northwest.

The current Road & Track gives some more information on the project, noting that in addition to the Oklahoma 8/10ths Cord, a new firm in Indiana called Graham Motors is hinting that they will build a Royalite 8/10ths Cord soon, with a Buick engine and rear drive. John Bond's comment seems repeatable: "That's all we know for now, and I wouldn't wait for one!"

The whole thing is difficult to understand, and even more difficult to believe. (As is \$6995!)

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TECH TIP: Bob Picot Inc, 937 NE Boat St, Seattle, is suggested as a possible source for car covers.

ANOTHER: Tom Sumner at The Pit Stop, Seattle, is recommended for Mechanical work by Herb S.

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## PHOTOGRAPHS OF 1967

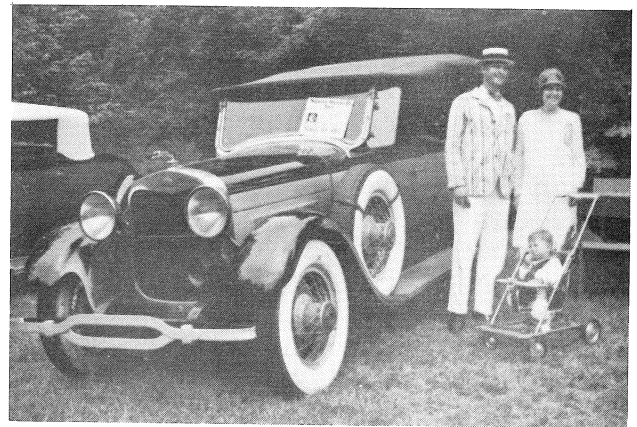
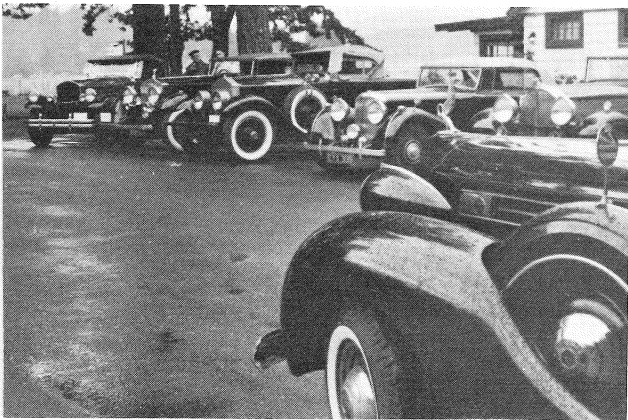
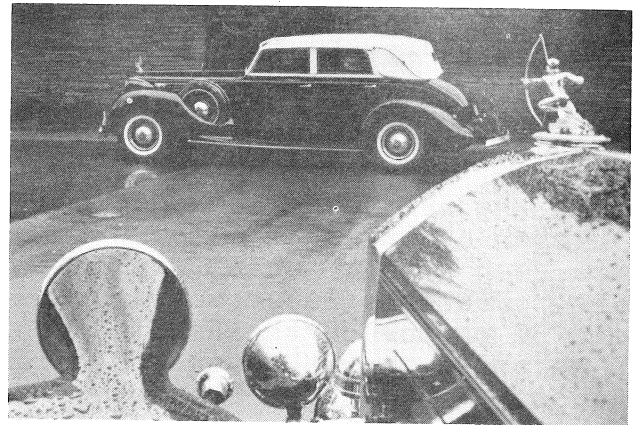
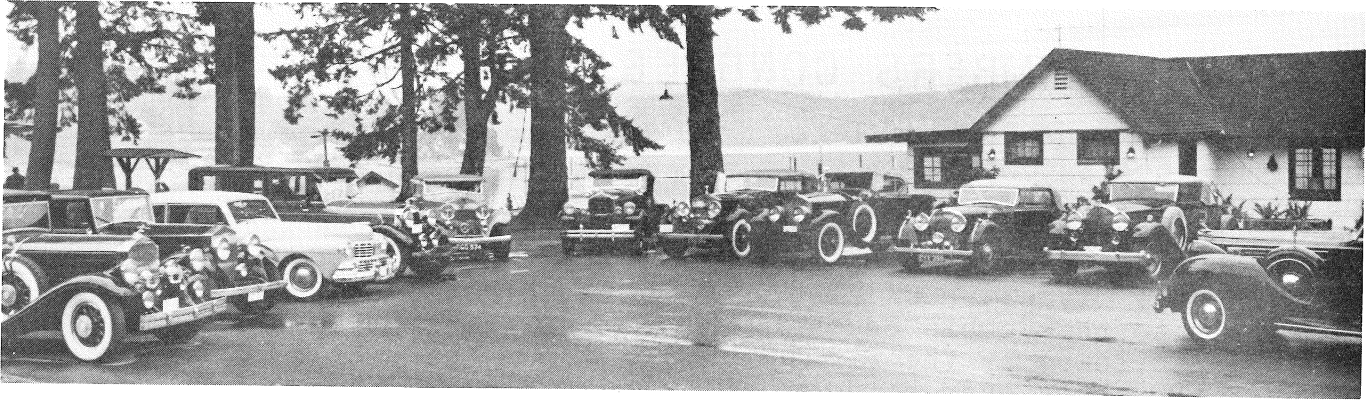
The top view shows the Alderbrook line-up: Zerr's PA, Dr Brown's RR, Manello's Continental, Dr Deshayes's Lincoln, Irwin's RR, Holmgren's PA, McEwan's RR, Carman's RR, Reich's Bentley, Dahl's Packenberg and the Schwarz Rollston-Packard Twelve.

Next comes the Packard, as viewed over Packard and Pierce Arrow hoods.

The costumed couple in front of the ex-Schwarz Locke-Lincoln 1928 touring are the Jack Passey's of San Jose, who drove the car from Seattle to California a few days later. (With the small passenger.)

The bottom view shows some of the cars lined up at Butchart's Gardens near Sidney, British Columbia. Recognize anybody or their cars?





## REGIONAL MEMBERS CONGREGATE AT CONCOURS

One of the reasons for the late Summer BG (don't complain - you just got your Spring Classic Car) besides the Editor's move to Tacoma and his 45 minute color-sound movie for the Olympia HCCA club was a trip to the Pebble Beach Concours, followed by the first National RROC Meet ever held on the West Coast. (RR types will find details of the latter meet in the next Flying Lady, with the Editor's story and pictures.)

About a dozen Northwest cars went down for the RROC Meet at Monterey, many hitting the Concours the preceding weekend, and a number of Regional members were seen at each event without cars. Probably later we can run some BG photos of the Pebble event, as we ended up with over 120 color slides. With slides from other members available, we can have a great Pebble Beach slide show later on this year!

Tec Reich took a class second in the Bentley class, and John Wallerich and Herb Schoenfeld competed in the large R-R class. The McEwan P II was parked off to one side, but still drew a lot of attention. J F Downs was wishing that he had brought his car, and Phil Schwarz was wishing that he had brought Pete Manello's Continental!

Herb's beautiful P II with Carlton coachwork drew much favorable comment at each event, especially his tasteful color selections for the paint (Gil Clifford, Olympia) and for the top and upholstery (Stan Jones, Portland.) It is a VERY pale blue, with dark blue beltline, wheels, top and interior leather. The car won an elegance award at Monterey, a selection of the lady guests. (Handwritten name tags are not always easily read, and the Editor received a number of

complements on "his" beautiful car, for which "we" expressed sincere appreciation!)

Pebble has to be experienced, as everything favorable you have heard about it is true - the setting, the people, the cars, everything. There can be no more beautiful place to park cars than the grounds of Del Monte Lodge. The social life the week before the event is also beyond belief, and the SF Chronicle was running full-page stories of the cocktail parties at the Del Monte Beach Club for a week after the event. Some of the stories even mentioned cars. Bob Hope was guest of honor at many of them, and presented the biggest awards on Concours day. Due to a delay in judging results, he had to stall for time for a few minutes, and came up with some old Chrysler and Bob Kennedy jokes. He just didn't seem to be at home stalling for time - at an automobile show - what ever happened to Herb Shriner, anyway?

The RROC event drew 350 people and over 100 cars, and was marked by an unplanned "Mystery Rally" to the box lunch site, Indian Village, (Mystery: "Where's Indian Village?") and a very unplanned plane crash into the ocean in front of the Beach Club during a Champagne Party. Other than that, all went well and all was much fun.

Lubin looked around BMCD's warehouse in San Francisco, and found three old RR's. Bill Young looked on some other floors, and found a V12 Pierce convertible and a Tucker!

Our Bay Area correspondent, Jon Lundberg of Berkeley, showed us around his newly purchased old carriage house which he will some-



day restore. He lives upstairs, and below lives an eight-car garage with a turntable in the middle! Since the turntable was built for 1906 wheelbases, none of his classics will fit, but the "body plate" alone is worth the price. The vintage script tells you that you are revolving on a product of the "Lansing Wheelbarrow Company, Lansing, Michigan"! Lubin suggested a new Regional Project: making reproductions of it for classics.

The Lundberg collection now includes a 1930 V16 Cadillac 2-passenger Fleetwood coupe and a really outstanding 1933 Lincoln KB 2-passenger coupe by Judkins.

After killing a few days running around SF, the Lubin DSL9 with all it's photographic equipment (who called us "The Citroen Camera Club"?) headed for Reno to see what was new there. Besides, how often does one get to see TWO Type 41 Bugatti Royales on one trip?

## THE BOARD MEETINGS

On 4-5-67, for the first time in history, the entire Board of Managers appeared at the same place at one time. Present were Carman, McEwan, Wallerich, Manello, Schwarz, Keller, Irwin, Carr, Deshaye, Shufelt and guests: Dr Brown, Dick Hooper and J F Downs. It was a 300 mile round trip for Guy Carr!

Activities discussion centered around the Alderbrook weekend, and preliminary plans for the big VCCC Tour at Sidney, B.C. Various suggestions were made for the Fourth of July weekend, and it was felt felt that a one-day event might be satisfactory. We have never tried anything over a holiday weekend before, nor, to our knowledge, has any other club.

A judging meet was set up for Joe

Carman's place early in August, and the possibility of some Grand Classic participation was considered. No action was taken on suggestions regarding the HACO Tour in Portland or Harrah's Swap Meet in August.

The Treasury reported stability, (\$332) but a need for more income. It was decided to set up meets so they would show a slight profit, instead of just breaking even. Other Committee reports noted nothing unusual.

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On 5-3-67 the Board met at Tacoma, with Carman, McEwan, Irwin, Keller, Manello and Shufelt.

Dick Hooper was appointed as legal representative for the Region, to keep in touch with legislative activities at the National level. The safety law actions of the CCCA's attorney are described in the Bulletins, and all members should watch these events closely. These actions are to keep YOU on the road. Cars with "special" license plates (Horseless Carriage, Vintage Vehicle, Antique Car, etc) can easily be exempted from restrictive safety legislation, but MOST classics DO NOT have such plates, and many do not want them. As regularly licensed vehicles, classics could easily be ruled off the road, if we do not keep a careful eye on developments.

National has approved our two publications idea, "if we can make it work." We will try.

Plans were completed for the VCCC, Alderbrook and Snoqualmie Falls events. About half of the Board had plans to attend Pebble Beach or the RROC Meet or both.

National had asked our opinion of their originally proposed new dues and membership structure, so we gave it to them. Pointedly.

So did many other Regions, some not too pleasantly. While some of the ideas had merit, others didn't look so satisfactory. That a dues increase by National is necessary was not debated, but the manner in which this is done deserves considerable discussion. Most Regions had reservations about some of the proposals, but most came up with suggested improvements in a constructive manner. (Eventually, National put together many of the best ideas from all sources and set up the new program, which has been described in detail in recent CCCA Bulletins. It is acceptable to us, but we did feel that a single class of membership, priced at \$12.50, might be preferable.)

The meeting closed after routine committee reports.

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The meeting of 6-7-67 included Schwarz, Manello, Irwin, Keller, Wallerich, Shufelt and eventually Carman, who arrived by plane from Chicago at midnight, (still on Central Daylight Time.)

Membership reported 66 as the last figure, and promised a roster soon.

Activities plans presented no new problems, and all seemed to be going well. The treasury was down to \$265 and falling rapidly. Hopefully, it would last the year. The BG was late, but still remains a quarterly, supplemented by the monthly Bolts. All in all, it was a quiet meeting of no great controversy or consequence.

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Signing in on 7-12-67 were Carman, Schwarz, Irwin, Manello, McEwan and Shufelt.

Carman reported on legislative activity as described to him by National. It was noted that while the CCCA is trying to coordinate it's legal activities with all the

other old car clubs, most seem to be not at all worried, and are putting forth only marginal legal effort and even less financial assistance.

McEwan, just in from New York City, reported on his recent meetings with Tissen, Turnquist, Klusman and Kohman regarding the new dues structure, and said that National had eliminated most of the objectionable parts of their original proposal due to pressure from the Regions. (Regardless of past controversy and the distance from here to New York, the National is still YOUR club, and those people back East are working - hard - for the betterment of YOUR club. Let them know your thoughts through your local Board of Managers.)

A letter from Perry Fowler suggested that it would be nice if the plaques for the 1966 judging trophies could be issued before the 1967 trophies are given out. The Board agreed; promised action.

Membership reported 70 members, but even with increasing membership, a dues increase looked necessary due to increasing costs of operation.

Activities reported final plans on the Carman Aug 5th Meeting and promised plans soon for a Crystal Mountain Tour (on paved roads!) in September. Reservations were made for the Christmas Party in Tacoma, to be held on December 15.

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QUOTE NOTE: It is the habit of all Regional publications to pick up bits and pieces from the other publications, and it is interesting to see what the others find quotable from the BG. So far, our most-quoted item is the one about stopping grease leakage from wire wheel hubs with --- shall we say "a product most definitely not designed with that particular purpose in mind."



## A MELANGE OF MISCELLANEOUS MISINFORMATION:

New member Jack Zerr of Yakima showed his 1931 Pierce Arrow at Alderbrook and Sidney (where he took Second in Classic Alssss), and proudly pointed out the many little fittings which he recast in bronz and brass, usually replacing a pot metal part. He was overheard saying that casting is his favorite part of restoration, and that he would be willing to look into the casting problems of others. He does very fine work - take a close look at his door handles next time!

Parr Aplin of Portland recently gave us a guided tour through his partially restored Delage drop-head, and it was noted that Parr, a manufacturing jeweler by trade, also had done a lot of recasting of little pot metal parts - but being used to working with silver, he used that metal in most of his work! It may very well be the only car in the world with a sterling silver carburetor flange!

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Latest Pierce Arrow news from the Fowlers is that they towed home (behind their 1961 Plymouth) recently a 1933 Model 1236 V12 club sedan with 25,356 miles on it. It is understood that getting the 5800 beast to follow properly at the end of a rope was an adventure in itself. What with their 1934 V12 parts car already in stock, they need only a few small items to complete restoration. They are still driving the 1935 sedan, but sold the 1931 sedan (the red one) to their oldest son. Daphne has promised to keep us up on the latest Adventures in Arrowville.

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The three BRAND NEW 300SL coupes that McEwan and Schwarz had spotted in Holland were sold before they could do anything about it. To Bill Harrah -----

Jack Passey used the VCCC Tour to find out just how tight the engine on the ex-Schwarz Lincoln touring was, before attempting the b-i-g tour to California. He found out, and immediately upon his return to Seattle from Sidney pulled the engine and tried to find out how soon he could get bearings poured. That wasn't soon enough, so he poured them himself, and reassembled the big V8 the same day. Three days later he was home in San Jose, and the car was in it's new home - the Passey garage full (over 40?) of classic Lincolns.

"The car ran fine," Jack notes, "but we did have to put up the side curtains - to keep the baby warm."

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From an editorial in the Oregon Journal: "There have been more complaints that more products are now being constructed with built-in obsolescence. In contrast to this trend is the news that of the 448 Duesenbergs produced, about 350 are still running

"These were not cheap cars to begin with, of course, and they are now considered classics, with considerable loving care and expense invested in them by their owners. But the fact remains that they were constructed so that they did last, and were worth repairing."

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Even as the summer season draws to a close, the Swap Meet season continues in full swing. Coming up Sept 23-24th is the Harvest Swap Meet at the fairgrounds halfway between Chehalis and Centralia (HCCA sponsored), and only a week later, Sept 31-Oct 1st, is another Swap Meet at the Evergreen Fairgrounds near Monroe, Washington. Classic parts are rare at these things; bargains when found.

The 1930 Packard 740 convertible coupe advertised in a recent BG has been sold - to Doc Deshayé. (Another case of "it might as well sit in my garage as his, etc.") Doc has sent the car out on at least one tour, and hopes to complete some work on it later. Actually, little work is needed. The previous owner only put 8000 miles on it since 1937!

By the way, Doc went into the hospital for a disc operation a few months ago, and WAS UP THE NEXT DAY! Three days later, he drove the Lincoln to a meet 30 miles away! Lincolns are not exactly known for orthopedic seats, either.

Technical Chairman Pete Manello recently brought back from California a catalog of Lincoln parts and accessories for 1940-1948 models, issued by Molded Products Co., 2544 Chico Ave, So El Monte, Calif., 91733. It seems to contain every molded rubber item one would ever need to build a Lincoln Continental, and an associated firm apparently stocks other vintage supplies. Pete reports the firm will consider making things not listed. Prices are very good.

A somewhat annual Kodak publication called "Here's How" (75¢ at any Kodak dealer) tells how professionals solve varied photographic problems that amateurs run into. The latest (Fourth) issue contains a fine article by John McFarlane (editor of the RROC's Flying Lady) on "How to Photograph Antique Cars." It is taken from his slide show of the same name, which the Region had a few meetings back. It is loaned to clubs (reserve LONG in advance) by the Audio-Visual Service, Eastman Kodak Co, Rochester, New York.

Olympia's Frank Hallmeyer and Clyde Sinclair went back to the Indianapolis 500 race in May, then up to Ohio to pick up a new school bus to drive back. They made most of the car museums and at least one antique car meet enroute, and report it was a very worthwhile journey, albeit by a rather strange means of transport.

Maybe the reason that the British don't seem to mind losing quite a few cars to us is that export of some vehicles helps alleviate the near-saturation of their roads. A recent Ministry of Transport report notes that there is now one car to every 30 yards of road, and by 1980, there will be one car to every 15 yards of road!

Olympia Pierce owner Dick Parent recently picked up a 1925 Stearns sedan, for which he has no real use whatsoever. But as he puts it: "It was just sitting there rusting away, so it might as well sit in my yard and rust!"

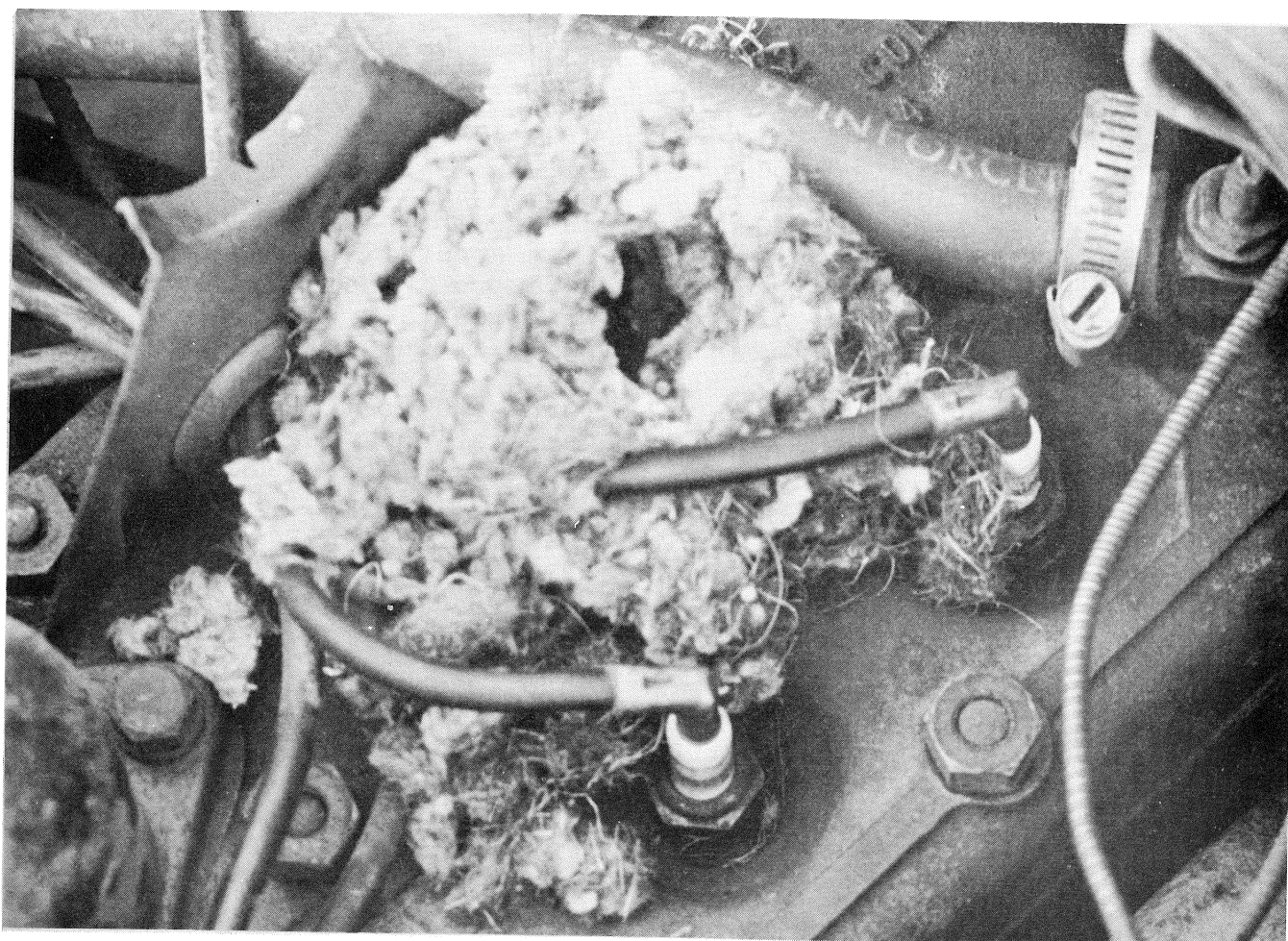
Technical Type Pete Manello has collected these names as being able to supply speedometer parts and service:

H W Carr, Rt 1, Mt Eyre, Newton, Pa.  
Harry C Fries, Fries Acres Estates,  
Prentice, Wisc.  
Elster C Hayes, 2102 Boda Ave,  
Springfield, Ohio  
Mack Instrument Service, 13001  
Mack Ave, Box 3766, Detroit, Mich.  
Paul Sullivan, 4311 Sunset Bldg,  
Los Angeles, 29, Calif.

Where have you had unusually good work done? Where have you had ANY KIND of work done? Keep adding to our names - write Pete.

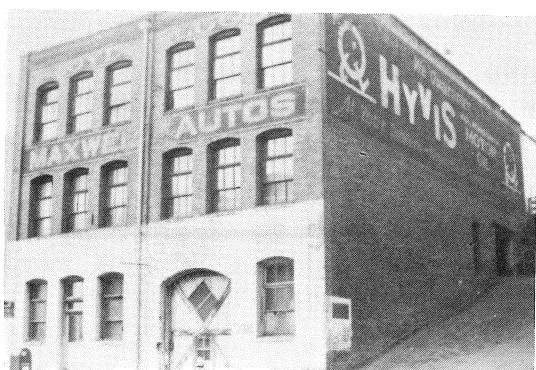
"Warning - beware of cars having high-speed engines. Benz engines run at 500 rpm, and their life is practically everlasting. The engines that run at 1500 rpm or over have a very short life, while they cause noise and vibration!" (From a Benz advertisement of 1902 quoted by the VSSC)





Friends, do you hear the pitter-patter of little feet running up and down your engine as it warms up? When working under the hood, do you ever get the feeling that you're NOT ALONE? When driving down a lonely road at night, do you see little eyes looking back at you over the windshield wipers? If so, look carefully at the top of your cylinder head. Maybe you, too, will find ----- a mouse nest!

The example pictured above was discovered by our past BG lithographer Bill Junk under the hood of his Jeep, but it could happen to anything kept in storage for a winter or two. Inspect carefully before starting on a tour - nothing will make your wife less anxious to ride with you than the thought of a frightened mouse running loose in the cockpit.



NOTICE: If you didn't know that the Harrish's pictures in the last issue were, through a printing error, printed backwards, (no one mentioned it to us) then you don't need to read this notice anyway.

CONTEST: (No prizes, just a contest!) Does anyone know where this old dealership is located?

## CLASSIC CAR SLIDES; A POOR MAN'S SPORT!

In 1959 the Editor located the name of a firm in Beverly Hills which offered 35mm color slides of antique and classic cars. He placed an order in 1960, but his check was returned in 1961 with a note to the effect that the slides were not then being offered. In 1963 he received a second note saying that they were again available, so he sent out another check - in 1964. The slides were received early in 1965.

The cars are a good variety of CCCA-legal classics, apparently photographed at various Southern California concours and CCCA meets. The quality of the duplications runs from fair to mediocre, with a few bad ones (green skies, blue whitewalls, purple chrome, etc). They are still worthwhile for a slide enthusiast, and probably worth the 8 for \$2 asked. The firm is Universal Slide Co, PO Box 779, Beverly Hills, Calif. They offer 4 sets of 8 cars each, plus some interesting title slides.

It is understood that the problems of 1960-1965 were caused by the death of the firm's owner-photographer, but now his widow is continuing his business. Send for her list, which includes many sets of fire engines, steam engines, streetcars, etc.

Another firm offering four sets of 40 slides (one classic and three antique sets) for \$6 a set is Stanley Color Slides, PO Box 1595, Beverly Hills, Calif. The quality and choice of cars is about as Universal offers, but the price is better. Slides from both firms have been used in past "Name that car!" contests at Regional dinner meetings.

## THE REAL CHAUFFEURS

"The word chauffeur, the Paris Figaro tells us, was known long before the advent of automobiles or locomotives. History tells us that about 1795, men strangely accoutred, their faces covered with soot and their eyes carefully disguised, entered, by night, farms and lonely habitations and committed all sorts of depredations. They garroted the victims, or dragged them before a great fire where they burned the soles of their feet, and demanded their money and jewels. Hence, they were called chauffeurs, a name which frightened our grandfathers as much as the scorching chauffeur of today frightens their children."

(From "The Automobilist Abroad", by Francis Miltoun, published 1907, quoted from the Bulletin of the Vintage Sports Car Club Ltd, England)

A couple of months ago a Harrah's truck was seen driving around the warehouse containing the Wallerich collection in South Tacoma, but John reports that he has no idea who or what the guy was looking for.

While narrating slides of the RROC Tour to Goodwood, John McFarlane noted that vintage vehicles are not subject to strict enforcement of British traffic laws: "When it comes to old cars, Britannia waives the rules!"

Oh, damsel fair, beware the car,  
where seating space is wider far,  
than any man of reason needs,  
except to further his misdeeds!

(From "Horseless Savages", by W H Charnock; quoted from a review in the VSSC publication.)

# PLATING—A "TECH" TIP

BY ROY BOURLAND

(OUR THANKS TO THE SIDE MOUNT MIRROR-  
OF THE SOUTHERN CALIFORNIA REGION)

CHROMIUM PLATING There are two kinds of chromium plating encountered around automobiles. One is the familiar decorative chrome, seen on bumpers, door handles, engine room goodies, and so forth. The other is called "Engineering Plating", also called "hard chrome". Both types are applied in similar fashion, the thing that makes the two types different is their intended use.

DECORATIVE CHROME PLATING can be no better than the surface that is to be plated. If the surface is rough, no amount of buffing or polishing during plating or after plating will improve it.

COLOR BUFFING is the first and most important step in decorative plating. This is where the part is polished to a very high lustre, the smoother the better. After color buffing comes the copper under coat, usually plated to not much more than what is called a "flash coat". After inspection and additional polishing if required the nickel plating is applied.

NICKEL PLATING is the real heart of a good chrome plating job. Nickel is applied in a heavier coating than either copper, or the final coat of chrome. The nickel plate is buffed to an extremely high lustre, which will become the basis for the final, protective coating of chromium.

DUPLEX PLATING is a modern plating process which gives even better protection than ordinary plating, and is used for exterior work where maximum protection against corrosion is desired. It works this way: DUPLEX is a fancy word that means "double" and that is exactly what duplex plating is; two separately plated coats of nickel, one over the other. Now, nickel has a funny property. When plating one coat over the other, a condition called "lamination" results. Adhesion between coats, though adequate for decorative plating, is impaired, and there is between each coat an

"interface". Now, let corrosion start from

one side, it hits the "interface" and is stopped dead in its tracks. Net result? Better corrosion protection.

CHROMIUM is the final coat. For decorative plating purposes, coating is only a few millionths of an inch thick which serves as a hard coating to protect the nickel.

HARD CHROME PLATING is generally applied using the same plating processes as for decorative plating. The first coat is copper, for adhesion. It will be noted that color buffing is not used, for in engineering plating, looks are not a consideration. Nickel is then applied, only not as thickly as in decorative plating. Finally comes the chromium, and here is the difference: Plating thicknesses for chromium may be as thick as one-eighth inch. Generally, any coating of chromium that is thicker than 0.0015" to 0.002" in thickness may be called "hard chrome".

USES FOR HARD CHROME are limited to building up of engine crank shaft journals, and uses such as that. An out-of-round crank pin may be ground to true up, hard chrome plated to some size over desired size, then again ground to specification.

SUMMING THINGS UP FOR CHROMIUM the first coat, which is copper, is there mainly for adhesion. Next, the second coat (or Coats) of nickel is for corrosion resistance, and to provide a smooth, homogenous surface that will receive a high, lustrous finish. Last, the final coat of chromium provides a hard, wear resisting surface and a bright color.

CADMIUM PLATING Cadmium plating is an excellent protective finish for automobile body hardware and fittings. However, it attains its corrosion prevention by, so to speak, "committing suicide", thus protecting a host by becoming the "attacked". After taking on a tarnish (which is not very attractive) it then provides very fine protection.

CADMIUM PLATED SURFACES are notoriously poor surfaces for paint adhesion. There is an added treatment for Cadmium however that makes it an excellent base for paint. This is called "phosphating", "Parkerizing", and so forth. What happens is that the greyish coating so produced provides a nearly perfect bond for all paint products. When ordering cadmium plating, just specify that it be "phosphate treated".

**Install them—use them**



## ANOTHER 450 CARS ON DISPLAY AT HARRAH'S

Returning from Pebble Beach and the RROC National Meet, Reno appeared to be a likely route, at a cost of only one extra day. It was found that a third building has been opened, displaying over 450 cars, many of which were in the warehouses until recently. There are now about 800 to be seen, and the collection numbers about 1270 cars. The museum is publishing a new catalog of cars which should be out in another month or two.

The old #2 building, the one with the engines in it, now houses an almost complete Packard collection (to and including the last Studebuilt thing), and a partial collection of Franklins. A Ford collection in Building #3 lacks only a car or two, and that building also houses most other post-war oddities, from Crosley to Kaiser. However, such tinware is in the rear of the structure, and if you are a real enthusiast, you will probably never get past the row of Duesenbergs.

The two Type 41 Bugatti Royales were there, the ex-Montgomery, ex-Mills Lane car in the Museum (and it is NOT the ex-King Carol car!) and the ex-Nethercutt Beliner de Voyage in the shop - completely apart. They are having a lot of restoration problems with it, especially in welding up the once-frozen block. With our "Special Guest" name tags, we were able to get behind the ropes and inspect the disassembled chassis quite thoroughly, and to take pictures of it. The thought of actually having TOUCHED the most intimate entrails of a Bugatti Royale still sends cold shivers up the Editor's spine.

## THOT FOR THE MONTH:

"I've never thought it necessary to be serious about serious things."  
(Adlai Stevenson)

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Comment from a direct mail ad for men's pants: "I've never understood why a \$4000 car should come equipped with a six dollar muffler. Stainless steel wouldlast forever. Why don't they use it? I, for one, would be willing to pay the extra money just to get those muffler shops off the Nation's highways."

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## CLASSIFIED CLASSIC CAR ADS

FOR SALE: Mercedes-Benz, 1955 220 Cabriolet, 62000 miles, excellent condition, original, for \$1950. Weldon Johnson, 8909 96th E, Puyallup, Wn., TH5-2272.

FOR SALE (LEAD): Cadillac, 1926 7-passenger sedan, 64000 miles, asking \$4000. Marion Hale, Box 461, Ocean Shores, Washington.

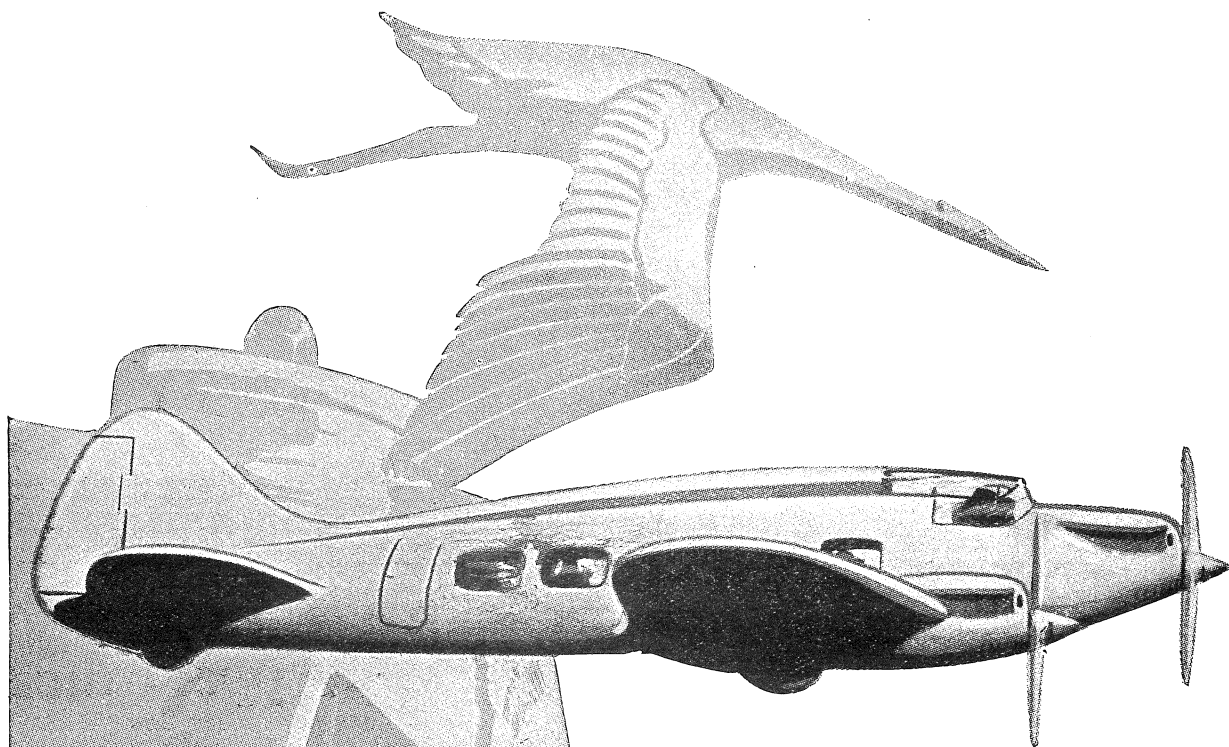
FOR SALE: Mercedes-Benz, 170S Cabriolet. Warren Swenson, call (Seattle) PA 3-2279.

PARTS FOR SALE: 250,000 new parts for antiques, classics. All models 1915 to 1965. Lee Carlson, 1309 W Devon Ave, Chicago, Ill, 60626.

TIRES FOR SALE: 7.00 x 21 BW, 80% three for \$75, Herb Schoenfeld, 6835 W Mercer Way, Mercer Is, Wn.

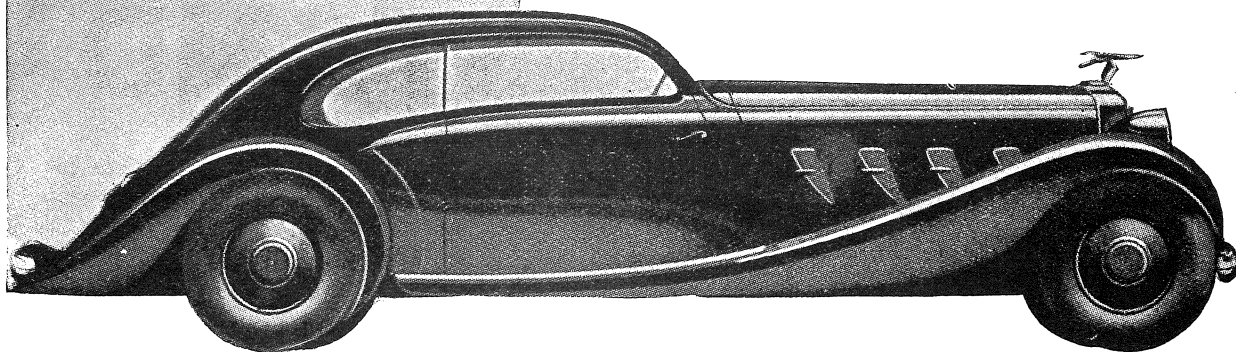
LEAD: J Finley Downs is considering the sale of his excellent Rippon-bodied 1933 20/25 Rolls-Royce sports sedan. This is a most outstanding and unique car. He is at 7826 75th Ave E, in Tacoma. LE7-5780 or FU3-1811.

FREE AD SPACE is going to waste here before your very eyes.



## **HISPANO SUIZA**

*leads the world  
in aviation  
and motoring*



*The above car is the aero type 4-seater sports saloon by Henri Chapron. It can be supplied on the 12 cyl. 54/220 chassis and on the 6 cyl. 30/120 chassis.*