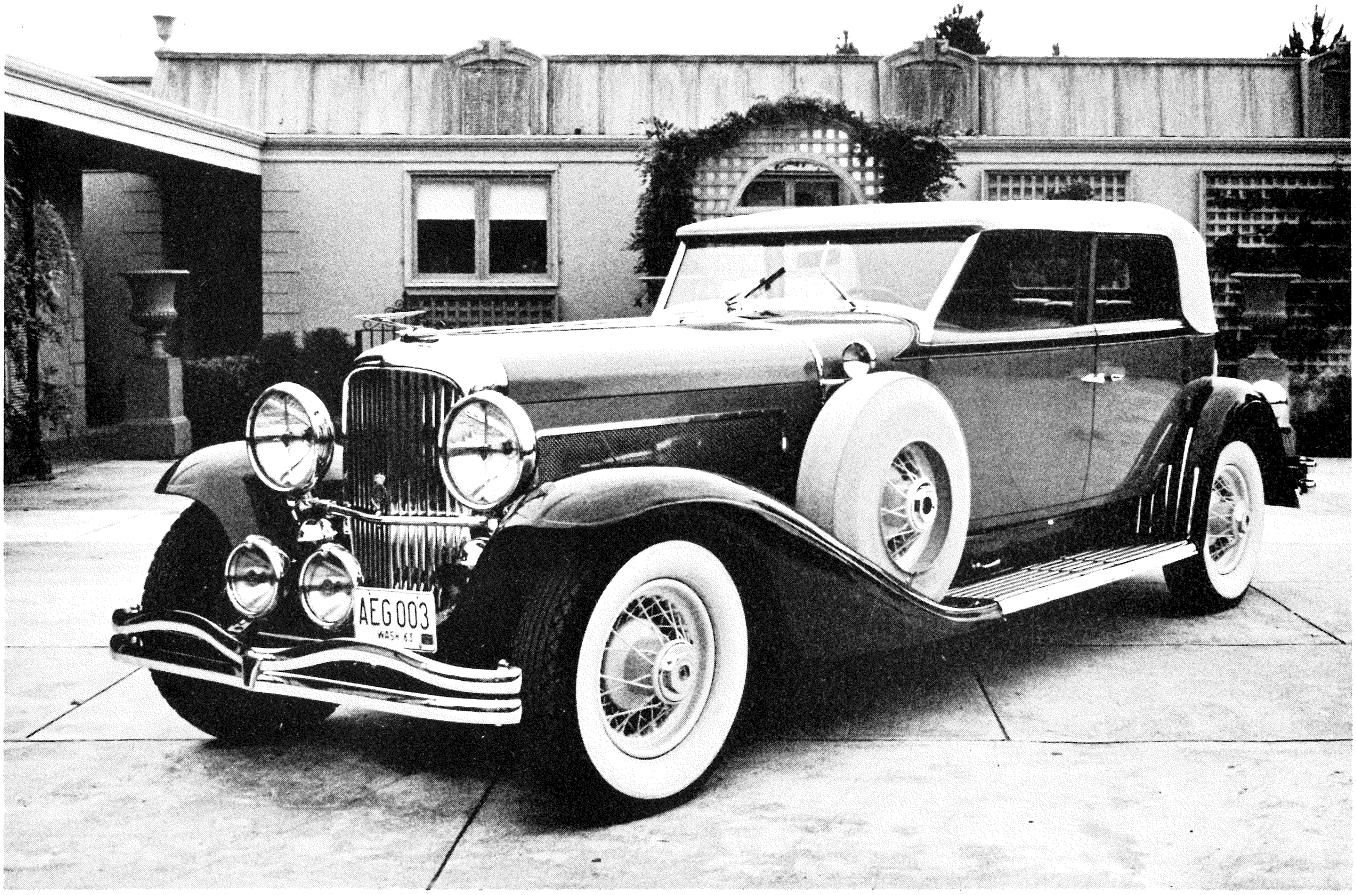
The Bumper Guardian

PACIFIC NORTHWEST REGION
George H. Shufelt, Editor

CLASSIC CAR CLUB OF AMERICA
1424 Beach Dr. NE, Dash Point, Wa. 98422



WINTER 1969
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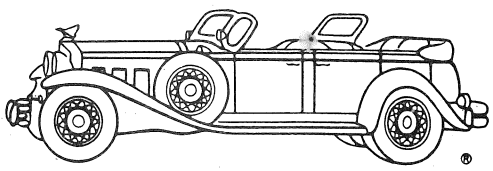


SEATTLE CENTER CONCOURS SET FOR APRIL 2-6!

The long-talked-about Seattle Center Concours d'Elegance will be held on the weekend of April 2nd to 6th, 1969. The site is the Exhibition Hall at the Center, and the sponsor is Pacific Northwest International for the benefit of Pacific Northwest Ballet Association. Local car owners have been getting cars ready for months, and now entry forms are going out, and judges being selected. The plans are pretty elaborate, with lots of good local publicity. The last we heard, "Chitty-Chitty Bang-Bang" was scheduled as a special attraction.

The event certainly promises to be one of the biggest auto events here in some time, and should draw cars from California to Canada. There will be an awards banquet and dance on Saturday night. For entry blanks and further information, write to Concours, 3039 78th Ave. SE, Mercer Island, 98040.

THE CHRISTMAS PARTY!

The Seattle Town and Country Club provided the setting for the 1968 Christmas Party on December 21st. Dinner was served to a happy crowd, who then took turns drawing car names and numbers for the gift exchange. The procedure was a bit different from what we did last Christmas. Gifts were drawn by number, then you called out a classic car name. If anyone had that name on his number slip, you got to forcibly exchange presents with him. Trading was at a minimum this year, Except between the two Dirty Old Men who fought for possession of the Harold's Club Calendar. Well, win some, lose some. Gift giving was followed by gabbing, and for an unfortunate few, by dancing.

Special thanks are due Connie, Cass and Myra for the party plans, and especially Myra for the Party Poem - truly a Classic.

SPRING STAG NIGHT AT ROYAL FORK MARCH 21!

The Third Annual Big Spring Stag Night will be at the Royal Fork Buffet on Mercer Island on Friday night, March 21st. The evening starts with a Happy Hour-and-a-half at 6:30 (Three for a dollar, and FREE BEER!) and the dinner will be under $3.00 a plate, with a great dinner promised. (Last year, we just promised spaghetti, but didn't make any rash promises!) Entertainment includes a "Parts and Things Auction", a door prize for guests (and another one for members!) and some other things. Plan on coming, and plan on bringing as many non-member friends as you can find. These Stag Nights have proven to be a lot of fun!

AURORA VILLAGE SHOW

Not a particularly festive occasion, but a highly profitable one. That described the collection of nine classics the Region assembled for a short showing at the Aurora Village Shopping Center in Seattle over August 29-31. Chairmen Russ Keller and Bill Fowler put this one together, and deserve credit.

Showing cars were Holmgren, Dahl, Carman, Schwarz, Manello, McEwan, Irwin and Fowler. Merle was a last minute call-up, and let the chairmen take car of his car. It seems that a couple of the cars origionally scheduled couldn't make it as far as Aurora Village due to assorted breakdowns. Are all Cords like that?

ALDERBROOK IN APRIL!

Make Reservations NOW for Annual Alderbrook Meed April 25-27th! There is only a limited number of motel units available. Call now!

16 CARS AT THE MALL

One of the most financially rewarding events the Region ever held was the Tacoma Mall Display November 7th throught 9th, 1968. Not only did thirty or forty thousand people view the cars and learn about classics, but we gained some new members, and topped the whole thing off with our Anhual Business Dinner that Saturday night at Johnny's-on-the-Mall Restaurant.

Even though many of the cars had been shown previously at Aurora Village in Seattle, the owners came through for this needed (by our Treasury!) event and brought their cars out again. Both Joe Carman and Dr. Deshaye brought two cars each to the event, and we ended up with a 16 car showing.

Mall merchants report the biggest non-holiday crowds ever, and the Mall's publicity people said it was the best and most impressive display they ever had- and the only one they had ever paid money for! They were very happy with the arrangement, and hope to see us back every year!

On the first night the cars were without "Do Not Touch!" signs, and people were putting fingerprints on the cars. Joe Carman, Merle Holmgren and Judi Shufelt put hastily-made signs up, and that seemed to keep people behind the roped pretty much. Still, the crowd seemed to lack the sense of respect for fine machinery we are used to at hot rod shows.

One little kid said when being told the error of his ways by Judi: "Gee, I didn't know these cars belonged to people!" One other move made watching the cars easier: putting the hoods down.

The local paper ran a long story (with some information supplied by the club and some obtained from unknown and obviously unreliable sources) with a picture of the McEwan Rolls-Royce. During the event a man identifying himself as a Model A owner and newspaper photoengraver gave your Editor the copper photoengraving plate used for Al's car. This was presented to Al at the dinner, and perhaps he will someday print Xmas cards with it?

Listening to public comment is half the fun of one of these events. Everybody had his or her favorite car, but the ones the Mustang set seemed to favor were the SS100 Jaguar and the Lagonda.

One middle-aged woman told Judi she was "glad to have found the right club to join", since they had a classic. Asked what it was, she answered: "A 1946 Chrysler Highlander! We know it has to be classic, because they only made 11,000 of them!"

About 45 attended the Saturday night dinner. The new officers for 1969 were announced, and Russ Keller review 1968 events and plans for 1969. Al McEwan discussed the planned activities for the coming year, then distributed the trophies for the Gearhart Judging Meet. The evening closed with two short films, and owners retrieved their cars from the guarded parking area.

Showing cars at The Mall were:

Dr. Dumont Staatz	29	Pierce-Arrow
Peter Manello	48	Continental
Hal Dahl	31	Packenberg
Al McEwan	33	Rolls-Royce
Bill Fowler	38	Packard
Paul Kyle	38	Jaguar
Joe Carman	39	Bentley
John Wallerich	38	Rolls-Royce
Joe Carman	27	Rolls-Royce
Dr. Vic Deshaye	27	Lincoln
Dr. Vic Deshaye	30	Packard
Herb Schoenfeld	31	Rolls-Royce
Merle Holmgren	31	Pierce-Arrow
Gene Klineburger	36	Mercedes-Benz
Bob Irwin	34	Lagonda
Wayne Herstad	38	Cadillac V-16

JOINT CCCA-RROC GEARHART MEET GREAT SUCESS

Friday, August 23rd, dawned gray and very wet in Seattle, but most of the Gearhart-bound classic owners decided to find out where the leaks REALLY were and headed south anyway. Their second mistake took place just a few miles out, when some of the group felt the way to Portland might be by way of Renton. After some complicated adventures on one of the State's wilder interchanges, all found their way to Tacoma.

The first scheduled stop was the Tacoma Mall, and it was here that Schwarz attempted a delicate adjustment on his windwhield wiper, and ended up disconnecting some linkages which should have been left connected. McEwan finally got things wired together - with one of Myra's hairpins!

The Carmens tried a mile or so of wet-weather motoring in the 1939 Bentley, but felt that the cost of replacing a headliner in the top wasn't worth the drive, and returned home to pick up something more waterproof than a convertible sedan.

The wipers on the Schwarz Packard worked, if reluctantly, and they had their work cut out for them. It rained the proverbial small animals, and even the closed cars found water gushing in through cowl vents and around doors. You can imagine what it was like in the Holmgren Pierce-Arrow roadster.

The first game after lunch, called "Don't Stop in the Middle of the Freeway", took place when some of the group found to their great surprise (surprises come fast at 60 mph!) that the way to Astoria from IS5 is a left hand exit. It took some quick thinking and violent maneuvers, but eventually the cars were headed west with warm brakes and panicked passengers. Somehow all found their way to Gearhart, and eventually got checked in at the Gearhart Inn.

Fifty years ago Gearhart was a quiet deluxe ocean-side retreat for the wealthy. It became known nationally a few years ago when Oregon author Steve McNeil mentioned it in a number of short stories appearing in the old SATURDAY EVENING POST. Gearhart is still quiet and deluxe, but the elderly lodge building has been supplemented by a sprawling complex of motel units and condominium apartments. The ocean-front setting furnished an ideal location for a car meet, and the inn even provided covered parking for the classics.

By cocktail time Friday night about forty families had made it to the inn, driving an assortment of classics and Rolls-Royces. A buffet dinner inside replaced the beach barbecue planned previously. Before midnight, even a tired BG crew arrived, distributing freshly printed copies to those still up, and describing the heaviest rains of the year in Tacoma later that afternoon, and the numerous ten-car accidents scattered up and down the freeway.

Saturday started in the foggy manner normal to the Oregon coast, but no rain was falling so most drivers rolled their cars out of the garage area for cleaning up. As the sun punched through the fog the morning warmed up, and it began to look like a great day for a car show.

Most of us were seeing the Duffy Duesenberg for the first time since it's Nethercutt resporation, but also attracting considerable attention were the Eccles Packard boat-tailed speedster, the Staatz Pierce-Arrow convertible, Deshaye's newest Packard convertible, Herb

(Continued on page 21)

AUDITED RESULTS OF GEARHART JUDGING MEET
CCCA-RROC Joint Meeting, August 24, 1968

SENIOR DIVISION

Ed Byerlee	1931 Cadillac V8 sedan	92.50
Ted Reich	1938 Bentley convertible coupe	89.50

PRIMARY DIVISION

PRODUCTION, EARLY

Julian Eccles	1930 Packard boat-tailed roadster	83.50
Julian Eccles	1931 Franklin sedan	83.00
Dr J V Deshaye	1930 Packard convertible coupe	78.33
Merle Holmgren	1931 Pierce-Arrow roadster	76.00
Dr Dumont Staatz	1929 Pierce-Arrow convertible coupe	75.67
Guy Carr	1930 Packard phaeton	66.50

PRODUCTION, LATE

William Fowler	1938 Packard V12 convertible coupe	84.50
William Clarke	1936 Packard Super Eight sedan	84.17

CUSTOM, EARLY

Guy Carr	1930 Cadillac V16 club sedan	82.00

CUSTOM, LATE

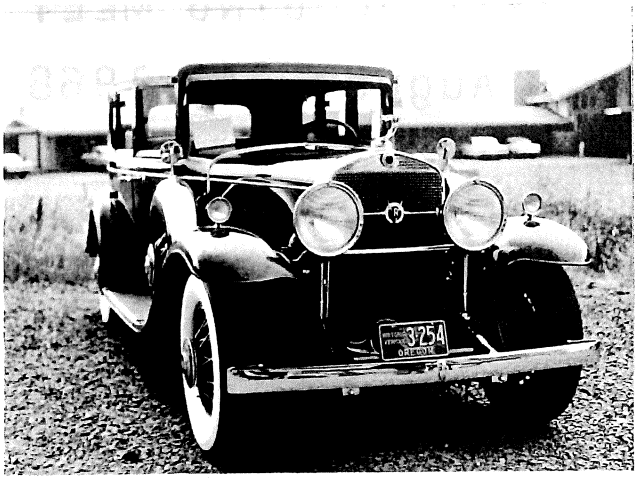
Gil Duffy	1933 Duesenberg convertible sedan	96.67
Phil Schwarz	1939 Packard V12 touring cabriolet	65.50

ROLLS-ROYCE, PREWAR

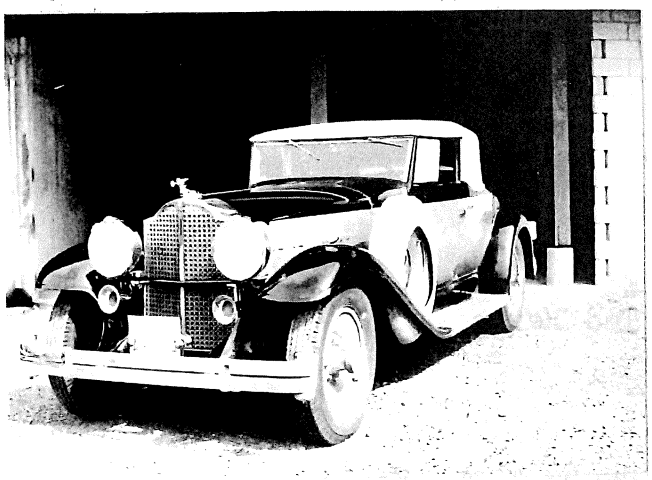
Herb Schoenfeld	1931 PII sedanca coupe	91.67
James Mills	1937 25/30 sedan	91.50
Dr Rodney Brown	1933 20/25 sedan	88.67
Robert Irwin	1934 PII sedanca coupe	84.67
Ralph Adams	1931 20/25 sedan	77.17
Robert Watson	1934 20/25 sedanca	67.67

ROLLS-ROYCE, POSTWAR

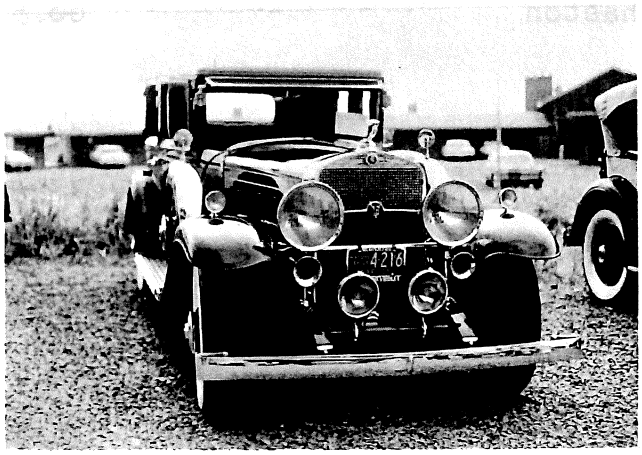
Anthony Holland	1959 Silver Cloud I sedan	95.75
Donald Johnson	1958 Silver Cloud I sedan	94.83
Julian Eccles	1953 Bentley Continental sedan	92.83
Burt Wood	1959 Silver Cloud I sedan	91.83
McKee Smith	1957 Silver Cloud I sedan	90.83
Duane Clayton	1951 Silver Wraith sedan	85.33



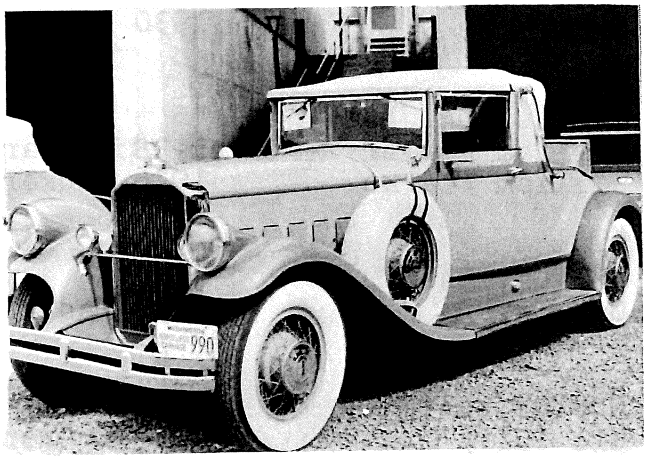
SENIOR WINNER. Ed Byerlee's 1931 Cadillac V8 sedan, 92.50 points. Ted Reich's '38 Bentley convertible came in second with 89.50 points.



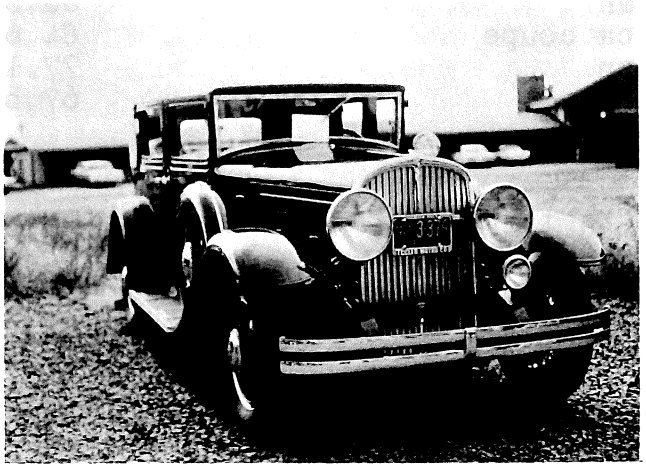
Hal Dahl's 1931 Packard convertible coupe has a "J" Duesenberg engine hiding under the hood.



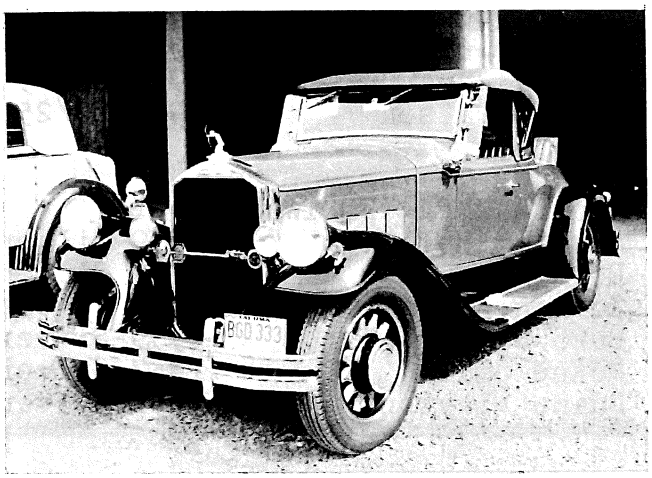
Guy Carr's impressive V16 Cadillac club sedan



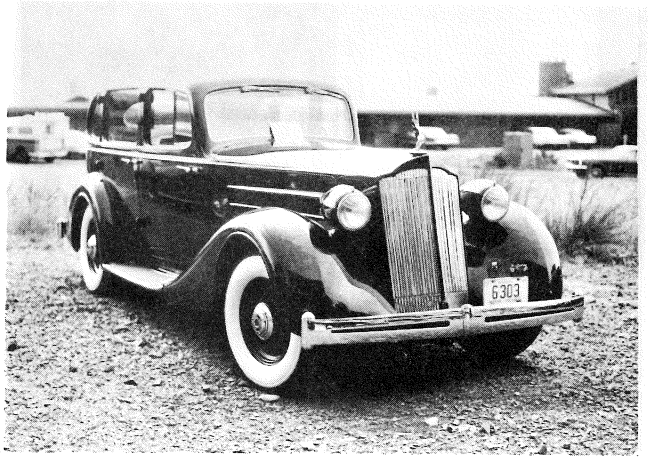
Gearhart was the first showing for Dr. Dumont Staatz's 1929 Pierce-Arrow convertible coupe.



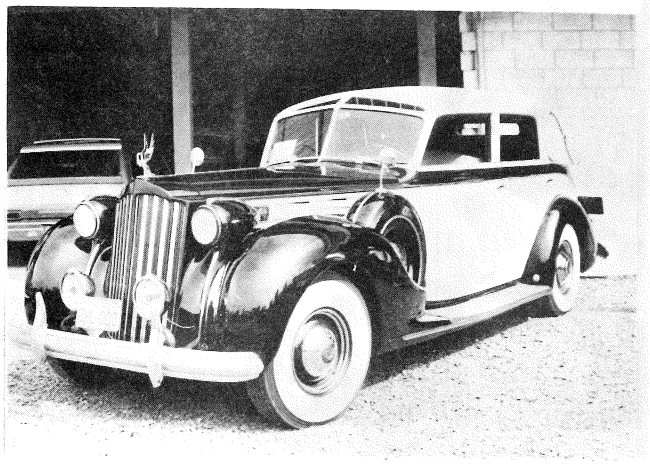
This 1931 Franklin sedan had only 6000 miles on it when Julian Eccles bought it some four years ago! It won a class third with 83 pts.



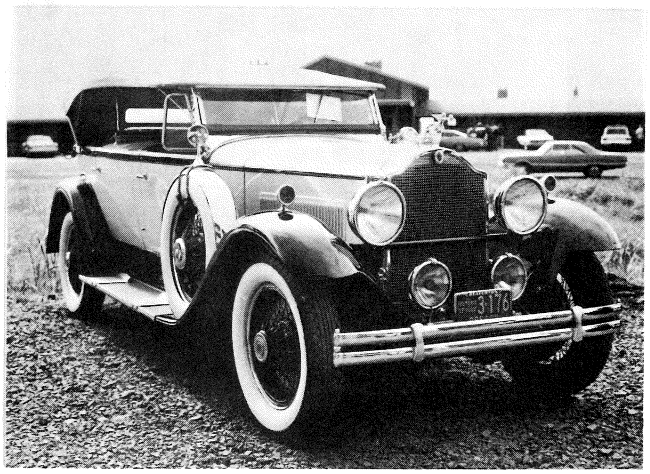
The Merle Holmgren 1931 Pierce-Arrow roadster



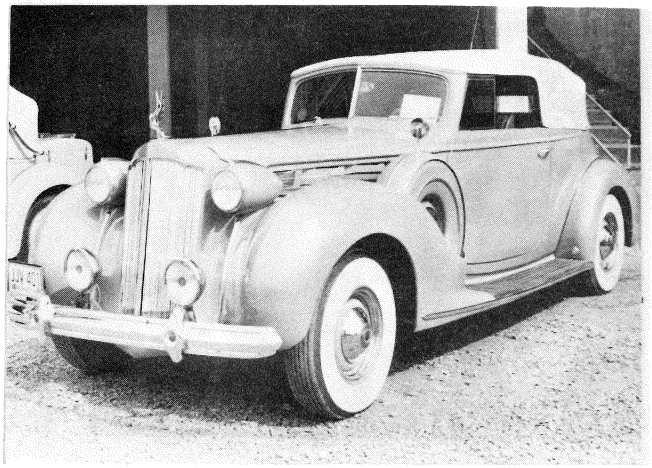
Bill Clarke drove his 1936 Packard Super Eight down from Vancouver to take a class 3rd; 84.17.



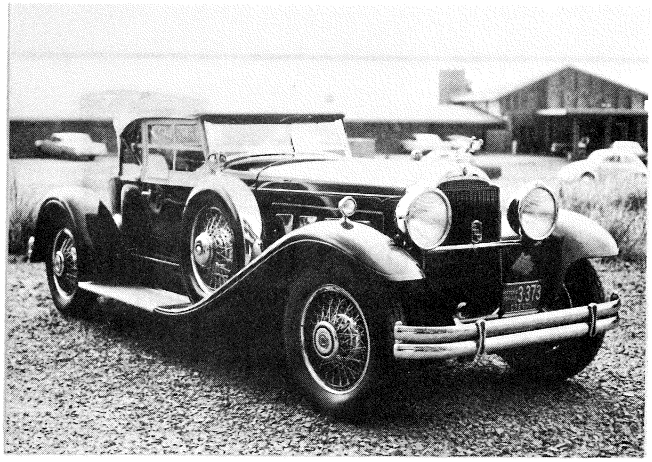
Brunn built the "Touring Cabriolet" coachwork on Phil Schwarz's 1939 Packard Twelve chassis.



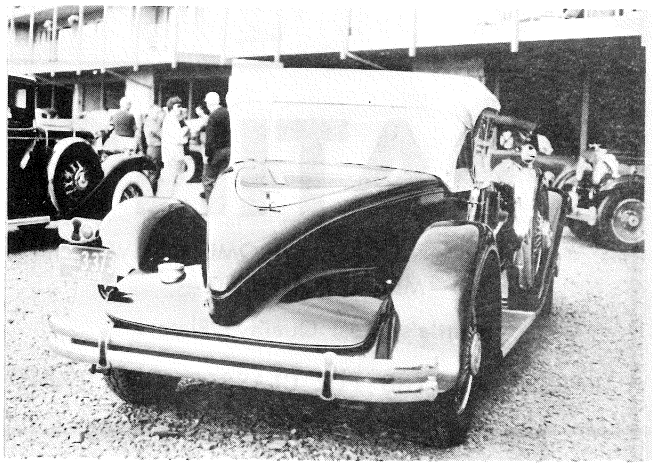
Guy Carr has this very rare Packard; a double cowl phaeton on the 1930 Light Eight chassis.



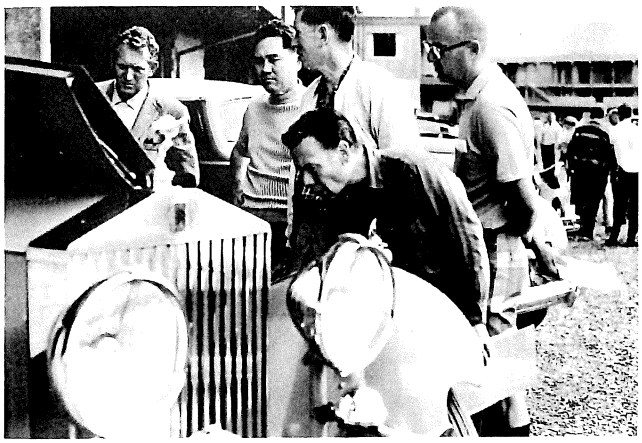
Bill Fowler's 1938 Packard Twelve convertible



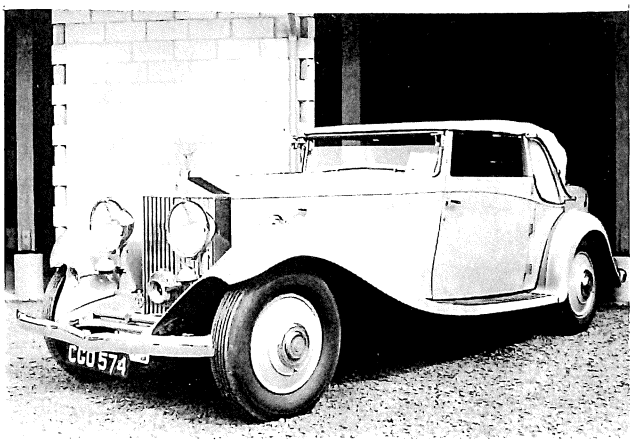
Just about "Everybody's Favorite Packard" is the Julian Eccles 1930 boat-tailed speedster.



The boat-tail collected 83.50 points, to take the Second Place Trophy in Production, Early.

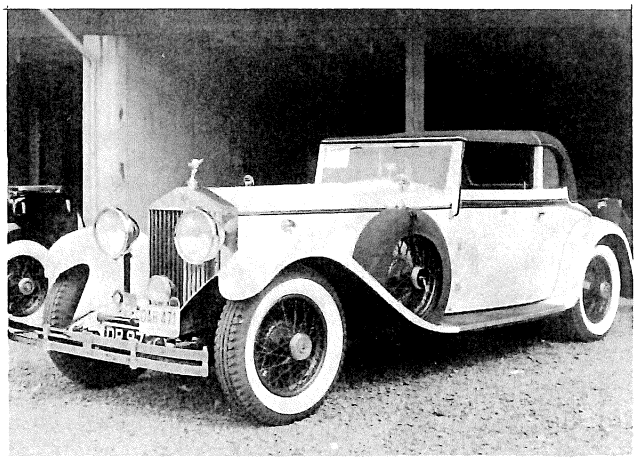


Bill Fowler listens to the roar of the points breaking on Bob Irwin's PII R-R sedanca coupe.



The Irwin PII; a Gurney Nutting sedanca coupe

Functional use of readily available materials



Herb Schoenfeld's 91.67 point 1931 Phantom II is a Carlton sedanca coupe, took a class 1st.

PRIMARY WINNER: Gil Duffy's Murphy-bodied 1933 Duesenberg convertible sedan is seen at the Wilcox house in our cover photo by McEwan. Inside photos are first photographic efforts of Judi Shufelt.

A LETTER TO THE MEMBERSHIP by Phil Schwarz

From: Your Director: October 14, 1968
At : 35,000 feet somewhere between Philadelphia and Seattle
Subject: Foolishness or
Old Cars or
Gee, I'm Pooped, but FUN, FUN, FUN!

Have you heard of Hershey?
Have you heard of Tiny Gould at Trucksville?
Have You heard of Gene Zimmerman's Holiday Inn and Auto Museum?
Have you heard of the Roaring Twenties Auto Store at Toms River?

"Well, yes, vaguely," you might say, and so had we! Who's we? Well, in addition to your tired and soon-to-be retired Director were Ernie Crutcher, Bruce Armstrong, Bert Lobberegt and Ed Marek. Known now as the Fearless, Fouled up, Foolish Five !!!!

We left Seattle at 7:00 a.m. Thursday, October 10th by air to Philadelphia and the U-Drive to Hershey for the very famous AACA Hershey Swap Meet and Car Show. The swap meet is supposed to be two days, Friday and Saturday; but is actually three days, Thursday, Friday and Saturday, with the car show on Saturday.

This is reputed to be the world's largest swap meet. Believe me, there are five of us who don't ever want to see a bigger one. It is stupendous, collosal, gigantic and absolutely overwhelming. And each year it GROWS.

This year the paths, set up as streets, measured three and one-half miles, yes MILES, to see all the booths. This doesn't count the miles in and out of each booth or space! You ask, what's there?? Well, parts and pieces, But to my suprise there were many, many Classic parts and pieces. In addition many antique, classic, special interest and other cars for sale or bid. Prices were both high and low dependant upon the item. I'd say our fearless (no,foolish) five spent about $1000 there. That should tell you something! What it really means is that you see parts there in abundance that you simply won't see or find in the Northwest. And there are twelve acres of them!!!

On Saturday in addition to the swap meet is the car show with 1500 cars-yes, more classics than you'll find at the Grand Classics put together. Four Duesenbergs, dozens of Packards, Lincolns, etc. An unbelievable display of Fords, probably 300 or more, and antiques. Oh brother, what a show - a stadium full to be exact.

Locomobiles, White Steamers, Sears, Chadwicks, Metz, Stanleys, Fiats, Renaults - heck, <u>All</u> of them!

All of this placed in the most beautiful, attractive location and setting imaginable. Hershey is beyond question the most beautiful rural small town I have ever seen, and beyond question the cleanest town in captivity...

The Car Show, the swap meet, and the hospitality and friendliness of the people (local and stranger) was simply beyond accurate description. The setting, location and surroundings are fabulous. Of course, this was abetted by the fall foliage. Frankly, Stevens Pass will never be New England.

Following the meet we drove on Sunday to Trucksville to Tiny Gould's sales room and saw Packards, Cads, Auburn Boat Tail, Packard Boat Tail, Rolls Playboy; and last, but not least, a Hispano Suiza. Mr. Gould was most hospitable and informative and predicts as others do that we may soon see 100 and 150 Thousand dollar price tags on some cars!!! Chew on that a while.

Oh yes, I forgot Gene Zimmerman's fabulous museum at Harrisburg which we visitied enroute to Tiny Gould's. Beyond doubt the nicest display of old cars we have seen. A beautiful museum with many great cars, and very interesting autorama displays. Simply outstanding and a must for any hobbyist!!

On Monday after a restful overnight in the Poconos Mts. we visited Bob Turnquist and his Hibernia Auto Restoration Firm at Hibernia. More fabulous cars in a fabulous plant, manned by fabulous craftsmen doing fabulous work on a fabulous variety of cars. Bob was most informative and helpful and we all learned a new term, in words. "Auto re-manufacturing." You'll hear this more and more and this is what it takes for those high-point cars. At $8.50 per hour! We examined King Alfonso's Packard; the '31 "Waterhouse" Lincoln, Fahenstock's 16-cylinder Marmon and others - even some non-classics. Also saw one of the Packards burned up about two years ago in the awful "Packard Fire." It wasn't burned really - simply melted. Better check your insurance!

Then we proceeded to Philidelphia for our flight back via Toms River, New Jersey and the "Roaring Twenties" old car show room. Neither impressive nor friendly. Next time we'll visit Ed Jurist at Nyack.

A fabulous fling for five foolish, fun-loving fanciers of old cars, parts, antique shops and beautiful country. In fact, it's so great I'll have a tour package set up for next year for 20 or 30! Save your money.

The LCOC borrowed our front-view-rear-view cover idea for a recent issue of their CONTINENTAL COMMENTS. Only one reader ever mentioned it, but we borrowed it from an old Christmas issue of PLAYBOY. Well, MAD probably did it 15 years ago, and PUNCH 15 years before that.

Whose 20/25 was recently used in a TV commercial for Exhaust Specialties Co. of Seattle?

A Lincoln Continental owner, Philip Warren of Tacoma, was seen taking pictures at the Mall with a very appropriate camera - a Plaubel of late thirties vintage. The Plaubel Mekina was then known as "The Rolls-Royce of folding cameras."

Gene Klineburger reports that Mike Wasilchen of Jackson Auto Rebuild (EA 5-0927, Seattle) wants to trade body and paint work for a classic.

THE MONTHLY REPORTS FROM THE BOARD OF MGRS

The Board met at the Phil Schwarz home on 8-7-68 for a spaghetti dinner and board meeting. Present were Schwarz, Hooper, Schoenfeld, Keller, Irwin, Fowler and Shufelt, and activities Chairman McEwan.

Phil described the recent Reno Swap Meet (Harrah had 15 buyers, on motorcycles with 2-way radios!) and the San Francisco Scene. Who wants to drive to a Grand Classic in California in 1969? Get in touch.

Bill Fowler was welcomed to the Board, replacing John Wallerich, who resigned due to the pressure of business. If you think restoring old cars and old houses is a kick, consider John's new project: He bought the old Tacoma City Hall Annex (built as an NPRR District hq. in the 1890's) and is starting a full 100 point restoration! Some day when he gets a cocktail lounge built in the cupola, we can have a board meeting up there.

National thought some of our recent correspondence was perhaps unnecessarily blunt, but we understand that some other Regions have come even more to the point in regard to National-Regional relations. The outlook is favorable, though. National did appreciate our uncensored tape recording of a recent Board meeting attended by National's Jim Wilson, and Don Klusman thanked us for our frank views.

Russ Keller and Bill Fowler were appointed to handle all Aurora Village arrangements, for Aug. 29-31. Gearhart plans nearly complete, with Guy Carr contacting most old car owners in Oregon and Ted Reich getting to most Rolls-Royce owners.

Routine business included money, (Treasure is $408), membership, publications and projects.

On 9-11-68 the Board met at Renton, with Schwarz, Keller, Manello, Fowler, Irwin and Shufelt present.

Tacoma Mall Show set for November, with Shufelt making arrangements. Mall PR people and Board not yet together on price, so some wheeling and dealing to be done before we are set.

Membership is 63, and Treasury at $650 with Aurora Village money in it.

McEwan gave a Gearhart report - it was a very sucessful meet. Board members asked for suggestions for one-day tours. How about Port Townsend, Leavenworth or a local winery (before they close up). When (if ever?) should we tackle a National CARavan. 1969? 1970? 1984?

A letter from Mr. Rex to the Director of the Oil Belt Region was full of interesting comment and constructive criticism of the way many club events and the Grand Classics in particular are handled. (The entire letter will appear in the BG later.) Oil Belt sent it out to the other regions, and it has become a favorite subject of discussion at Board Meetings. In it, Mr. Rex generally criticised the clubs for not having a proper attitude towards public relations. The Board agreed, and will appoint a Public Relations Committee in the near future.

The 10-9-68 meeting included Schwarz, Keller, Irwin, Carman, Hooper, Manello, Schoenfeld and Fowler. Hooper reported on the British scene: high prices, fewer parts for R-R and Bentley.

Mall Show arrangements final for 11-7/9th, with a Business Meeting and Dinner on Saturday night the 9th. Nominating Committee to

present their names then to replace outgoing Board members Carr, Fowler and Schwarz. Connie Schwarz and Cass Manello to be the Xmas Party Committee - more later.

Russ Keller attended the summit Meeting and presented the Regional event dates to the other clubs. (See calendar elsewhere this issue). Western CARavan moved up to 1970, as 1969 is almost happening already. Al McEwan to be Tour Chairman, assisted by Russ Keller. A big job, but look for a really big tour.

A Board Meeting of sorts was injected in the Annual Dinner Meeting at the Tacoma Mall 11-9-68. Present were Keller, Schoenfeld, Irwin, Manello, Shufelt and new 1969/71 Managers Gene Klineburger and Bill Fowler. (Ted Reich of Portland is the third new manager.) 1969 Officers announced as: Director Schwarz, Asst. Dir. Fowler, Treasurer Irwin and Secretary Keller.

About 45 members attended, and the story of the business and social part of the night is reported in the Tacoma Mall Show Story.

On 12-4-68, Schwarz, Keller, Irwin, Klineburger, Schoenfeld, Manello, Hooper, Fowler and Shufelt (with McEwan) met at Renton. Phil reported on the Hershey and Eastern Scene.

The Region would send a representitive to Buck Hill Falls if he could attend (but not vote) the National Board Meeting, but National insists that only Regional Directors or Assistant Directors may attend the meeting. This has been one or our Annual Arguments with National.

Activities for 1969 to begin with a Stag Night -more later. Region to push plastic car covers which it now owns a covey of. They are fine for overnight protection of cars on a tour, or as a garage dust covers. They come in two sizes, are good quality, and are $6.50 each FOB Mercer Island. See Phil. Mall Show great success, and Xmas Party plans are jelling. All else going along normally, no panic.

Then Herb brought up the biennial subject of "Horseless Carriage" license plates. As before, the local HCCA people are trying to get the State to set the end of 1931 as a cut-off date for the HC license plates, and, as before, most classic owners are fighting any such move. The controversy touched off what was probably the most spirited discussion ever held at a Manager's Meeting. While everybody went home smiling, probably no minds were changed either way.

The Board met at Renton on 1-8-69 with Schwarz, Keller, Schoenfeld, Hooper, Irwin and Shufelt present.

Membership reported that 33 had renewed in the 30 days since the renewal forms had gone out, or just about 50% of the membership. With Tacoma Mall money in, the Treasury shot up to $965! WOW!

McEwan reviewed some 1970 CARavan plans, and ideas for the Stag Night. Alderbrook and the VCCC Rally will be coming up soon. It was noted that Phil Schwarz had been elected to the National CARavan Committee, and is receiving regular information from National on how to put together a National CARavan. We don't know the dates yet, but save a week's vacation in 1970 for the First Western CARavan, which will probably cover a lot of scenic and interesting places between Portland and Victoria. What did Phil say about chartering a ferry boat?

The meeting closed with a letter from outgoing preseident George Tissen. The club is in good hands, is going a good direction, and everybody is happy. Gung Hay Fat Choy! And, as THE WINDWING said: "May the key of success fit your ignition"!

THE BIENNIAL BATTLE

As has been noted (usually every legislative year) in the past, there is a running arguement between antiquers and classic types in general, and between the HCCA and CCCA in particular, as to what cars built after 1931, if any, deserve to wear "Horseless Carriage" license plates. The plates are issued to cars over 30 years old which are "owned and operated primarily as a collector's item." As more and more cars become eligible every year for such plates, some highway department officials comment on the "loss of revenue." (In fact, this is probably offset by the number of plates that leave the state due to out of state sales, and partly by the $25 price of the special plates - about three times the annual license fee for an old car.)

The nervous HCCA types see the plates on '36 Fords and '38 Buicks in regular use. Such use is certainly a violation of the intent of the law, but possibly not it's specific wording. No court in the state has yet decided if a 1936 Ford in regular use is being owned and operated PRIMARILY as a collector's item, and secondarily for it's transportation value, or PRIMARILY for it's utility value, with it's collector's value being a secondary consideration in it's preservation. In any case, the antique types think the only obcious answer is to cut off the "Horseless Carriage" eligibility date at the end of 1931 (thus including the many Model A's)

Since most classics (in this area, at least) are post - '31 cars, the classic owners see this proposed amendment as an attempt to keep them from getting in on a special privilege they feel that they should be in on. Classic owners, even those who so far have not applied for the special license, like to know it will always be available if they should ever need it. They are thinking of a day five or ten years from now, wher laws will probably be passed requiring all cars on the road to have hydraulic brakes, automatic turn signals, seat belts, sealed beam lights, the new front-and-rear side lights, etc.

But, the antiques people say, the National Highway Safety Bureau has recently published a manual covering inspection standards and procedures which be used as a guide by all state in the future in setting state safety standards, and it states that: "Nothing in this manual is intended to restrict the use of antique, classic, horseless carriage or show vehicles because of failure to comply with present day inspection practices or procedures."

The counter-argument here is that there is nothing in the federal manual to define "antique, classic, etc." cars, and most states will simply say that such cars are those that carry whatever is the special "antique" or whatever license in that state. To convince the legislature or license department otherwise will be possible, but a lot of expensive work.

Thus the classic owners in Washington want to see the law remain as it is, while the antique owners want to see it amended. So stands the problem at this time.

Sidelight: While it may seem a bit strange at first to see a 1939 Chevrolet wearing a "Horseless Carriage" license plate, do you realize that the three major Antique clubs were formed in the mid-1930's, to preserve cars built before 1915 or so? Cars that were then just 20 years old, not 30? Can you imagine a club being formed today to preserve <u>all</u> cars built before 1950? And having parades and picnics and tours, driving thier 1949 Fords and 1947 Buicks? No wonder people thought antique car owners were crazy in 1936!

CLASSIC GENERATORS AND VOLTAGE REGULATION

by Kerry Gaulder Northeast Region

Ever since the automobile acquired electric lights and self-starter, it has needed to carry around with it a lead-acid storage battery and a generator to keep the battery charged. Nowadays the generator is an alternator with solid-state diode rectifiers to turn the AC into the DC which the battery needs; but until the beginning of this decade the generator itself produced DC. Throughout the classic era, the battery was-(in American cars)-a three-cell type, and the generator therefore had to produce six volts.

The generator consists of coils of wire wound on a rotating iron core, the whole assembly being called the "armature". The armature rotates in a magnetic field (Fig. 1); The conductors (parallel to the axis) pass transversley through the field, first in one direction, then in the other. A voltage is induced in each conductor as it cuts through the "flux" field; the magnitude of voltage induced depends on the rate at which flux is cut by the conductors, and the sense or sign (positive or negative) by the direction in which flux is cut. Therefore, the voltage across any one coil reverses itself as the generator rotates. A rectifier can be used to make the current unidirectional, but practical low-voltage high-current rectifiers are a new development. The technique used in earlier days was to add a rotating switch (the commutator) which reverses the connections between coils and brushes as the machine rotates. One might call the commutator a synchronous rectifier.

Since the generator is driven from the engine, which is a variable-speed affair, the rate at which flux is cut is higher at high engine speeds and lower at low engine speeds. Thus, with a given magnetic field, the voltage output of the generator varies with speed. In practice, the voltage must be sufficient to charge the battery at fifteen miles an hour or so; and therefore at sixty miles an hour, with a given field strenght, it would be four times too high. Or rather, it would try to be; what would actually happen is that a tremendous charging current would flow, and both battery and generator would be ruined.

It would be possible to switch resistance in at high speeds to control the current, and no doubt this was tried, but it is inefficient, inconvient, and either very complicated or not very flexible.

However, it is possible to reduce the voltage output at high speeds by weakening the magnetic field, which can be done by controlling the current in the windings of the electromagnet which produces the flux. This can be done in two ways; one, by supplying field current intermittently from the full output voltage (so that its average value is reduced); and two, by feeding the current from a third brush on the commutator.

When current flows in the armature, it becomes an electromagnet also. Its flux affects the flux produced by the field circuit in a curious way; it "crowds" the flux in the direction of rotation of the machine, thus weakening the flux over part of the poles. The more the armature current, the greater the crowding effect . The third brush "taps" the output of the machine in the weakened part of the field; thus over a large part of the speed range, the weakening field tends to balance out the effect of increasing speed.

The overall result is that the output rises to a maximum at some particular speed, and drops off thereafter. This speed was generally chosen to be about 40 mph, a typical road speed in the Classic era, (It was assumed that any higher speeds would occur in daylight hours, when no lighting current was required.)

Most generators of the Classic era incorporated a thermostat in the field circuit, which switched in resistance to reduce the charging current after the engine warmed up. This took account of the requirement for heavy current to replace the drain of the starter, and for a lesser current thereafter. It thus protected the generator and battery from effects of continued heavy current.

Although the generator was thus self-regulating, something had to be done to prevent battery current from flowing back into it when the engine was idling (when the battery voltage exceeded the generator voltage.) There was therefore a vestigial form of the later type of voltage regulator (which was to consist of two or three special relays); a single relay called the "cut-out" was incorporated. The coil of this was fed from the generator output voltage, and when the generator was producing sufficient voltage the relay closed the circuit to the battery; when the voltage was too low, the contacts were opened. The relay was of the type conventionally described as "normally open" (NO); this means that the contacts are open when the relay is not energized, and does not necessarily mean that the normal operating condition is with the contacts open. Another type of is "normally closed" (NC), meaning that energizing the relay breaks the circuit.

Unfortunately, it takes somewhat higher voltage to close the relay than to maintain it closed; if the voltage to close the contacts was 6, the voltage at which they opened might be as low as 5.5. There would thus be a reverse current until the voltage dropped to the point of discharge of the battery before the contacts opened. This situation was cured by winding a few turns of heavy wire over the voltage coil of the cutout, so that the entire generator output current passed through it. The extra winding aided the voltage coil when current flowed into the battery from the generator, and opposed it when current flowed in the opposite direction. The effect was to open the cutout as soon as the reverse current exceeded two amps or so.

It will be noted that this type of generator and regulator (Fig.2) produces current whether the battery needs it or not. Owners who did most of their driving during the daylight had the third brush set to produce a moderate charging current; but night driving required a greater output, as did a large number of short trips. The idea was to strike a long-term overall balance.; but a departure from the usual pattern might mean a flat battery, or a considerable overcharge.

A moderate and occassional overcharge, far from doing any harm, may actually do a battery some good. It restores the evenness of charge it one of the three cells is low for some reason; and it may break up sulphate formations which reduce the battery's capacity. However, the kind of overcharging which a long trip on a hot day might produce could use up an excessive amount of battery water, and eventually would overheat the battery and buckle the plates. (Overcharge caused hydrogen to bubble out of the battery at the expense of the water; since acid is not consumed, it is sufficient to add pure water to the battery to replace the loss.)

The customary remedy was to run with the headlights on.

One of the early attempts to defeat the problem of varying demands on the battery was the Packard Thermostatic regulator of the early thirties (see Fig. 3). This differed from the conventional internal thermostat in that it was mounted in a box on top of the generator with the cutout (instead of inside the generator), and that it was supplied with a heating coil wound around the bimetal strip. The heating coil was connected across the generator output.

The heating effect(power) is proportional to the square of the voltage applied to the heater; thus, the effect due to a fully charged battery (6.6 volts) was about $1\frac{1}{2}$ time that due to a discharged battery (5.4 volts). The thermostat was therefore quite sensitive with respect to voltage, and could be adjusted so as to decrease the field current (and hence the charge) when either the generator become too hot or the voltage exceeded 6 volts. The added feature of sensitivity to voltage had the advantage that a very low battery was charged more rapidly than one in an intermediate state of charge.

Packards were rather timid about this system; they could have arranged the thermostat to open at say 6.6 volts (fully charged) and to cut the field current to say a quarter of the full setting. This would have reduced the maximum output from say 20 amps to say 5 amps, and the system would have behaved very much like the modern regulator. What they actually did was to cause it to produce about two thirds of full charging current, by adding a 1-oph resistor to the 2.5 ohms of the field winding. Perhaps it was just as well that they did so; heat is a tricky control medium to work with, and as it was it did not matter too much if the device did not function accurately.

Most classic owners understand the thing poorly if at all; it is not easy to adjust, and it is a safe bet that nearly forty years of ageing have caused every one of these devices to be out of adjustment by this time.

To set the Packard regulator up, will need a voltmeter, a jumper wire, and assistant. Warm up the engine to normal operating temperature, and switch off the engine. Remove the fuse from the right-hand end of the regulator box on the generator (seen from the right side of the car; "right" is towards the front of the car). Remove the cover (slacken, but do not remove, two screws). Observe the "ear" with which the fuse made contact, towards the right rear of the regulator box. Jumper this ear to a good ground. Connect the negative lead of the voltmeter to the negative battery terminal, and positive to the ground.

Start the engine, and have your assistant watch the ammeter. Press the bimetal strip (contacts at right front); the ammeter should register a heavy charge. Separate the contacts; the charge should drop abruptly. Feel the wire wound around the bimetal; it should be warm.

If the voltmeter reads under 6 volts (low battery), the contacts on the bimetal should remain closed. If the voltmeter reads 6, the contacts should be just open; if well above 6, well open. The adjustment is made by a hexagon-headed screw on which a spring bears, directly below the bimetal strip.

If the voltage is low, ensure that the contacts are closed; if they are not, turn the hexagon head clockwise. Allow the engine to run and charge the battery; as the voltage comes up to 6, be ready to readjust the hexagon. It should be adjusted so that the charge current drops at 6 volts or a little over.

If the voltage is high, ensure that the contacts are open; it not, turn the hexagon head counter-clockwise. This will probably be sufficient adjustment; if desired, you can run the battery down by upclipping the jumper (disabling the generator) and turning the headlights on. When the voltages reaches 6.1 or 6.2, reconnect the jumper and adjust so that the contacts just open.

This system has been described in some detail because it is now no longer generally understood. In proper adjustment, it has obvious advantages over the system used in most other classics until the mid-thirties. However, it is still a somewhat inconvenient system for modern conditions, and replacements are not available.

For a while, in the mid-thirties, a two-unit regulator with a relay (not a thermostat), sensitive to voltage, was used with third-brush generators. With these, the field circuit was interrupted by a normally-closed (NC) relay set to operate when the battery voltage reached about 6.7 volts (full charge). The field current was reduced substantially once this voltage was reached. The system was used on some Auburns, Cadillacs, Chryslers, Cords, Lincolns and Packards in 1935-7; it survived on Hudsons as late as 1949, being superseded by the more modern three-unit system mainly because of the cost of the third brush.

In the three-unit system, the field is fed directly from the generator output voltage, and so has no inherent current-limiting property. A third NC relay is operated by the generator current, and when the current tries to exceed a predetermined value the relay vibrates, alternately making and breaking the field circuit so that the average field current gives the predetermined maximum output current. The system has the advantage that the current available does not drop off at high speeds, but it is less fool-proof than the two-unit, third-brush system. The generator may be burnt out at high speeds with a low battery if the current contacts stick, since there is then nothing to prevent an excessive charging current from flowing.

A simpler version of the three-unit system exists; it has two relays, but the voltage-sensitive NC relay controlling the field has a current winding as well, and so does double duty. Such a unit is illustrated in Fig. 4 in a connection which has been found to be suitable for use with the Packard third-brush generator already referred to; the output current is much less than is required to operate the current winding, so the unit (Echlin VR950) operates with Classic generators as if it were the older two-unit type. There appears, in fact, to be no reason why this regulator should not be used with any Classic-era six-volt, positive-ground, third-brush generator.

The cutout works as already described. The remainder of the action is as follows: when the battery reaches about 6.8 volts, the second relay, voltage unit, opens the contacts which ground the field circuit directly, and the field circuit is then grounded through a comparatively high reisistance.

The energy stored in the magnetic circuit does not dissipate instantly; one of the functions of the resistor is to prevent the generator field from acting something like the ignition coil and producing a spark. The field drops in strength, but not instantly, and as the voltage drops the voltage unit reconnects the field, with result that the contacts close again until the voltage rises; this action occurs comparatively quickly, and the average current output is reduced. The current is actually fluctuating considerably; and the modern dashboard ammeter is made very sluggish in its response(heavily "damped"), so that it indicates only the average charging current. The ammeters fitted to the earlier Classics would show wild fluctuations, since they have no damping to speak of, and the switching occurs at rates very near the natural (resonant) frequency of the mechanical portion of the ammeter.

These rates could be speeded up by various means, including adding resistance between the voltage unit and battery connection in the regulator; but the performance of the system can be made quite adequate with a comparatively slow switching rate, which avoids difficulties with the ammeter.

In the connection shown, the generator charges at the full rate until the battery is fully charged (about 6.7 volts with everything warmed up). When the contacts open, the charging rate drops; but the 7.5-ohm reisitor added externally allows more field current to flow than would otherwise be the case, and the charging current drops to about three amps at 30 mph, rising to about five amps at 40 mph and dropping back to three at 50. This is adquate for maintaining the charge in daytime driving, and the regulator does not operate again until the battery is depleted (by a few minutes' idling in traffic, for example).

When driving at night, with headlights on (say 14 amps total load), you can observe a quite different and somewhat disconcerting, but entirely satisfactory action. The generator will remain on full charge for a longer time (only about 6 amps being available for the battery, assuming a 20 amp setting); and when the battery finally reaches full charge the three amps are obviously insufficient tp maintain charge. The ammeter therefore shows a discharge of eleven amps, which drops the battery voltage comparatively quickly. The generator is cut in to full charge again, and remains on until the battery reaches full voltage. The generator is on for twice as long as it is off, and rate of switching is every few seconds.

Although this may be disconcerting to watch, it is very satisfactory from the point of view of the regulator life (since even at night the switching is much slower than in the case of modern system) and, of coures, the state of charge of the battery. For night driving, the overall load on the generator is the same as would be necessary with the original set-up; and in the daytime, the load is far less, since once the initial charging is done the generator produces a very moderate charge current, about the same as in a modern car. The battery also has a much easier life. As a matter of fact, there is usually a slight initial overcharge, since when the regulator is cold the voltage coil does not operate until the voltage reaches about 7.2 (2.4 volts per cell). Once everything is warm, the regulator cuts the field in at about 6.5 volts, and out at about 6.7.

The installation on which the above data were gathered was done on an Eighth Series Packard Big Eight. The "works" of the original regulator

were removed, and the body replaced (after the original sleeving over the internal wiring to the brushes, etc., rotten with age and oil, had been replaced with modern glass-fabric sleeving; a good idea in any case). The lead to the ammeter was reconnected (to the single terminal marked BAT), and an extra wire to the field was taped to this wire and run in to a terminal mounted inside the box. The 7.5 ohm resistor was mounted between this terminal and ground, inside the box. The empty fuse-holder cap was replaced, and the appearance is the same as before except for the extra lead, which was #14 AWG wire.

The lead from ammeter to generator was identified inside the passenger compartment, and cut; the regulator was mounted to the firewall just above the point at which the cable emerges from the footboard, and the upper half of the cut wire (from the ammeter) was taken to the BAT terminal of the regulator. The lower half (from the generator) was taken to the ARM terminal, and the new wire was taken to FLD.

Before the regulator was mounted, an outline of it was drawn on the fibre sound-deadening material and this outline was cut out and the canvas (etc.) backing removed. The regulator was thus directly on the firewall. All adjustments to the regulator can be made by one man in the passenger compartment.

To adjust, warm the engine for half an hour, and set its speed to about 1500 rpm. Connect a voltmeter to the battery-lead side of the ammeter and to ground. If, once everything is warm, the charge drops (to 3A or so) at 6.6-6.8 volts, no adjustment is needed. If the voltage is too high or too low, remove the cover of the regulator, and observe a screw adjustment to the voltage coil. If the voltage was too high, slacken the screw a turn or two and replace the cover (it must be in place, because it affects the operation). If the voltage was too low, tighten the screw. To check operation, turn the headlights on; the cut-in should occur at 6.4 -6.6 volts. Be sure that everything is at operating temperature if the voltage seems too high.

For other classics, there will be some differences. It will normally be necessary to locate the end of the field winding (which is probably grounded inside the generator) and splice a wire to it. (If a terminal can be mounted, so much the better; be sure it is insulated). Disconnect any internal thermostat, and if it is in the "hot" side replace it with a wire. (If it is in the ground side, of course you must bring the field lead out.) If you can measure the field resistance, do so, and install a resistor (as in the diagram) of three times the field resistance. Otherwise, experiment until a charge current of about 3 amps. is obtained. The resistor should be five watts, wire-wound.

Of course, the installation is not authentic; but it presents the appearance of authenticity in the engine-room (as installed). There being no exact replacement for the Packard regulator (or for a defective thermostat inside other Classic generators, or the external cutout), many owners may feel that it is better to install the modern, available regulator and enjoy its benefits than to try to patch up thirty-five-year-old bimetal strips and contacts.

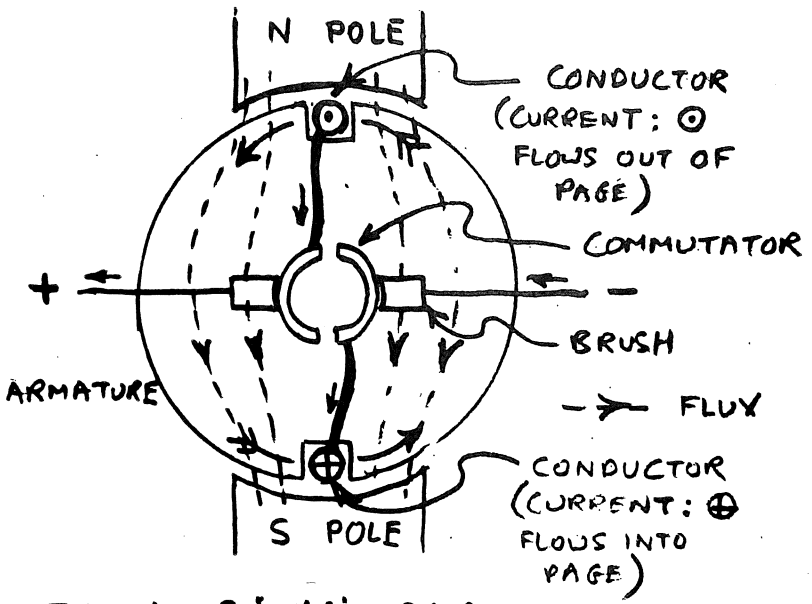


Fig. 1. Simplified DC Generator (actual generators have many more conductors and commutator segments)

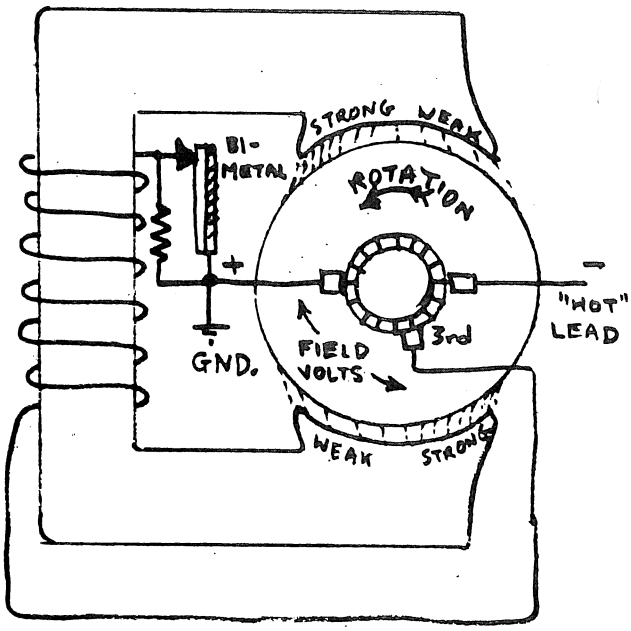


Fig. 2. 2-pole third-brush generator. (Bimetal bends, breaks circuit at high temperature.)

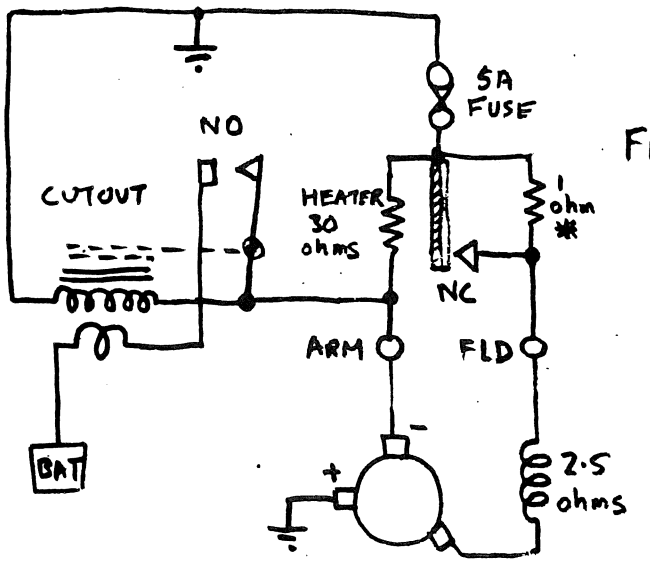
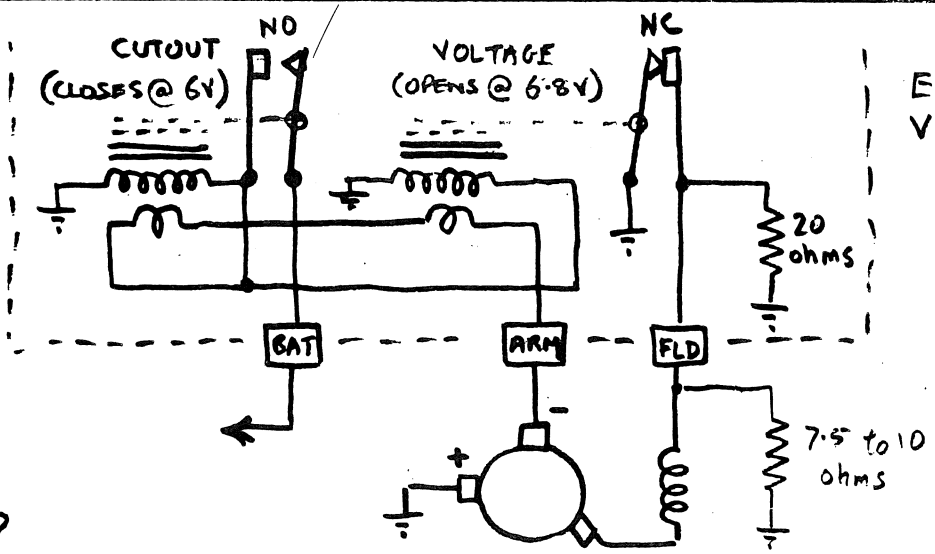


Fig. 3 Packard Thermostatic Regulator.

Generator has 4 poles; 2 main brushes at right angles.

* Resistor is sintered block.



Echlin VR950

Fig. 4 2-unit Voltage Regulator

CFKR

A MELANGE OF GOOD GOSSIP and HELPFUL HINTS

At the Mall Show an ex-Duesenberg owner wrote the following note:

> "I once owned a 1931 Model J convertible sedan, by Derham. I think the motor number was #375. The car was sold in 1946 in Portland to a Seattle man, and was repainted black from the sage green color it was when I had it. I would like to know where it is now." Blair Bebout, Rt 2, Box 2098, Gig Harbor, Washington.

We note on our Regional roster that two of Gerry Strohecker's cars are 1931 Derham convertible sedans. Is one of them number 375, Gerry?

The Perry Fowlers are now restoring a 1932 Franklin (that's spelled with an "F", not a "P"!) club sedan. They need some parts, like a carburetor, but the car is generally in good condition.

One of our newest members is Wayne Herstad of Tacoma, owner of the 1938 V16 Cadillac displayed at The Mall Show. He is, besides a student, a partner in "Vintage Auto Supply", 1309 E 90th, Tacoma, Wa. They carry new and used old parts.

Driving tips from an old timer studying the cars at The Mall: "We had the first automatic chokes; by putting a clothes pin on the choke when first starting out, it would vibrate shut during the first few miles of driving. We used 'gas saver jets' (jets from old gas stoves) mounted into holes tapped in the intake manifold. It saved a lot of gas, but burned a lot of valves! We'd get free oil, all we could take home, from the bus garage. It was used, but the price was sure right!"

We all see the ads for J C Taylor Inc (insurance for classic and antique cars) in the CCCA and AACA magazines, and everyone buying it locally seems happy with it. The Editor recently had a chance to deal with the firm and found their service to be outstanding. In a moment of panic, with coverage needed RIGHT NOW to make a banker happy, a phone call was placed to Upper Darby, Pa., and the car was fully insured three minutes later! The policies are written by the Zurich-American Group, a top company, and the prices are usually much lower than anything available locally, and without the severe use restrictions many policies have. Whatever you do, don't go to Lloyd's of London. Their price quotations are beyond belief.

Barbara Carman passes this tip along from HOUSE BEAUTIFUL: If you have broken the glass bottom out of your pewter mug, send it to Mr Fixit, 1300 Madison Ave, NY, NY, 10028 for an estimate. We hope, however, that none of our past trophy winners have broken their bottoms.

We have learned that not only have the Merle Holmgrens put 20,000 miles on their 1931 Pierce-Arrow in the last four years, but that it was Mrs Holmgren who drove it to the 1968 International Tour at Nelson, B.C. She suffered a vapor lock problem, but cured it with clothes pins on the fuel line. ALUMINUM clothes pins! Who but a woman would know that there even are aluminum clothes pins, just perfect for curing vapor lock in vintage automobiles? She once burned half the valves on a trip, but doesn't take all the blame. Merle put in 16 intake valves!

GEARHART (Continued from p3)

Schoenfeld's P II convertible and an assortment of old and new Rolls-Royces, many never seen before by Regional members. About ten cars were registered from Oregon, three of them by Julian Eccles! Two cars came down from Vancouver, B.C., Anthony Holland's Silver Cloud I and Bill Clarke's 1936 Packard.

As judging time drew near those drafted for judging duties assembled in the McEwan room for a meeting. It was announced that all cars were to be judged on the CCCA form, but only Regional members would be eligible for CCCA trophies. All RR products would be eligible for the RROC trophies in their respective classes.

About 35 cars were present, and 25 were judged in a session extending over the afternoon. Late in the afternoon as cars were released from judging they drove a mile or so to the summer home of Bill Wilcox who had extended a spontaneous invitation to the entire group to tour his home and have cocktails.

The large Romanesque Wilcox home is sort of a small-scale San Simeon, and provided an ideal setting for getting pictures of all of the cars individually. While the car-owners and their wives toured the home, admired the decor and appreciated the Wilcox art collection and cars (Dual Ghia and late Silver Cloud convertible), McEwan took pictures. Meanwhile, back at The Inn, Chief Judge Dick Hooper sat in a lonely room adding up the score sheets.

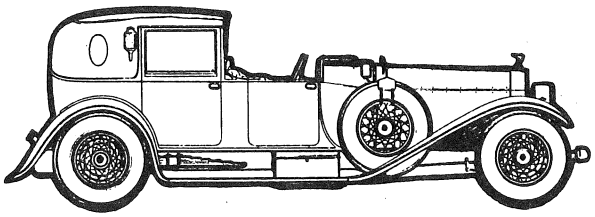
By cocktail time that evening, the points had been totaled, and people began assembling in the dining room for the awards dinner.

After some comments on the weekend's activities by appropriate officials, including thanks to Guy Carr and Ted Reich for collecting together a good group of Oregon cars, the prizes were presented. Gil Duffy then entertained the party with slides of the Far West Grand Classic, where he had shown the Duesenberg just a few weeks before.

Our one day of good weather being over, Sunday came with clouds and mist, but most showed up for the 100 point breakfast, the gastronomic highlight of the weekend. Soon the cars were loaded with luggage, and by Noon the last car had pulled out of the parking lot. The 1968 Gearhart Meet was over.

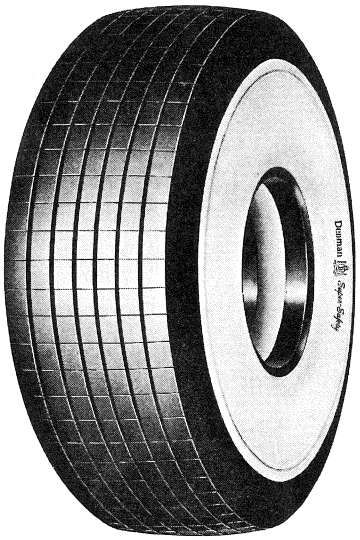
THE SUMMER CALENDAR

Mar 21	CCCA Stag Night
Apr 2-6	Seattle Center Concours
Apr 25-27	CCCA Alderbrook Meet
May 10-11	Spokane Swap Meet, HASSIE
May 17-18	HCCA Olympia Swap Meet
May 23-25	VCCC, Vancouver Island
May 31	Pebble Beach Concours
Jun 20-21	RROC Western, Vancouver
Jun 20-22	HCCA, Portland Tour
Jul 4-6	Walla Walla-Lewiston
Jul 11/13	International, Kalispell
Jul 12	CCCA Grand Classic
Jul 18-20	Sea-Tac HCCA & Portland HACO both have these dates; possibly a joint tour halfway between?
Jul 26-27	CCCA Gearhart Meet
Jul 26-27	HCCA, Olympia Tour
Jul 30-8/2	Model T Rainier Roundup
Aug 1-2	Harrah's Reno Swap Meet
Aug 8-10	HACO alternate dates
Aug 16-17	Sea-Tac T Clubs Tour
Aug 23-24	Tri-cities Tour
Sep 2-5	HCCA Nat'l Tahoe Tour
Sep 20-21	HCCA Swap Meet, Centralia
Sep 27-28	Monroe Swap Meet
Oct 9-12	AACA Hershey Swap Meet
Oct. 18	Summit Meeting, Portland



The ELEGANT Classic Tires

Design Type	Size	Ply Rating
A-B	7.00-15	4
A-B	7.00-15	6
B	8.00/8.20-15	4
B	8.00/8.20-15	6
A	5.00/5.25-16	4
B	5.50-16	4
A-B	6.00-16	4
A-B	6.00-16	6
A-B	6.50-16	4
A-B	6.50-16	6
A-B	7.00-16	4
A-B	7.00-16	6
A-B	7.50-16	6
C	5.25/5.50-17	4
E	7.50-17	6
D	5.25/5.50-18	4
F	7.00-18	6
D	4.75/5.00-19	4
E	6.00-20	6
E	6.50-20	6
	7.00-20	6
	7.50-20	6
D	4.40/4.50-21	4



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