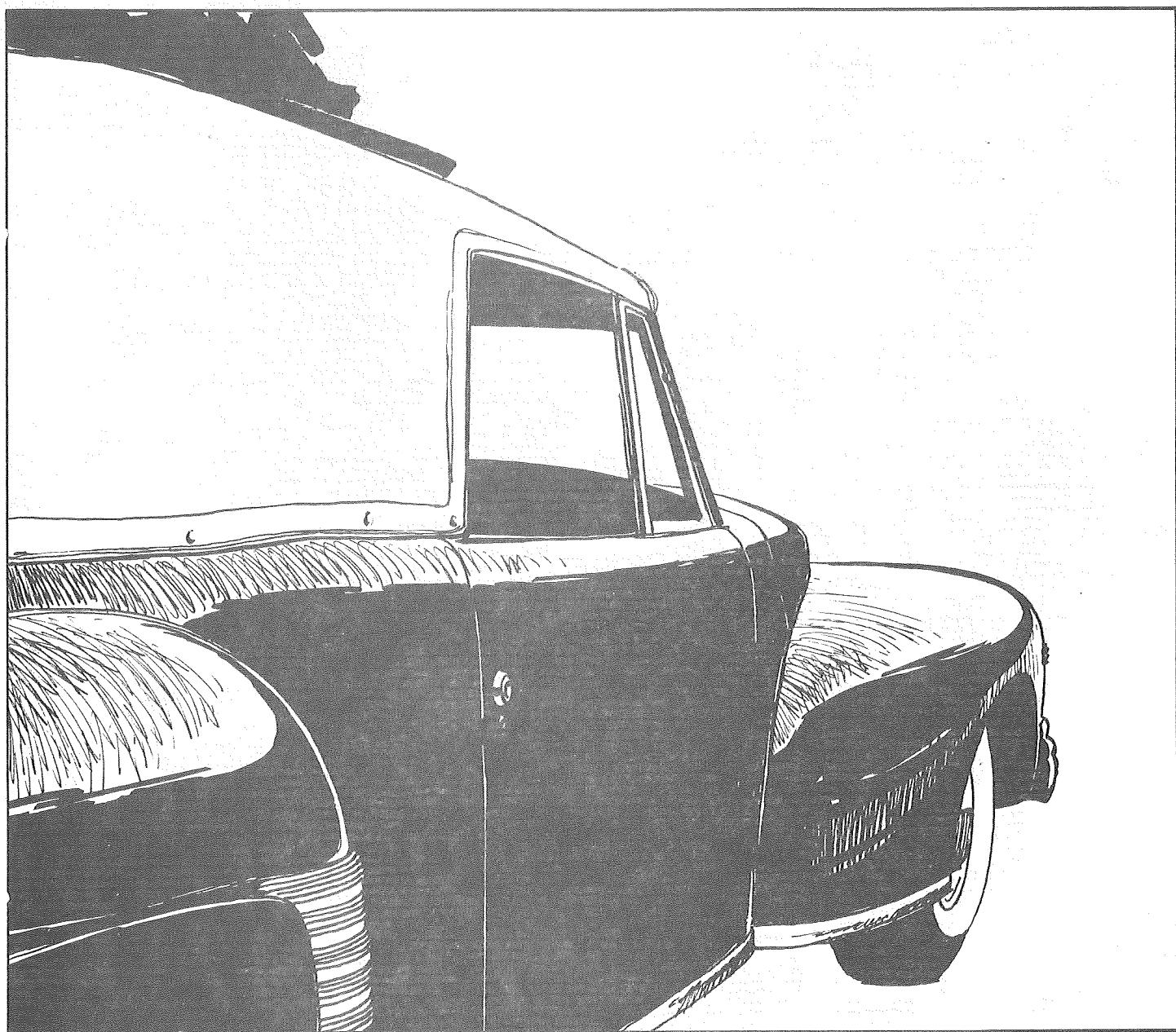


THE BUMPER GUARDIAN

FALL-WINTER 1971



Regional Highlights

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by Russ Keller

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This was followed by a do-it-yourself lunch at the hospitality cabin, with all the hamburgers you could eat.

The activity for the afternoon was a "timed" tour to Lake Cushman. At the start of the tour each car was assigned an average speed to maintain. A 20 minute rest stop was programmed at Lake Cushman to take out the kinks and other things. This rest stop was also an excellent way to make adjustments so that your time on arriving at the finish line would correspond with the average speed with which you were assigned. It appears that many of the participants with the high average speeds did not anticipate the influence of being stuck behind a slower participant who was averaging, say, 20 miles per hour. Also the steep winding road to the golf course took its toll. However, Jack and Pat Goffette demonstrated in their 20 H.P. Rolls-Royce that a slow and steady pace wins the race.

The cold beer in the club house was a rapid remedy to the shattered nerves and hot brows, but the real show was to follow.

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The fair sex again demonstrated their fierce competitive spirit as they whipped around the course with utter abandon. The husbands looked on in sheer horror. Ann Keller in the '34 Bentley proved the best driver followed closely by Mary Bloom in their '47 Continental. At the conclusion of this event everyone retired to their rooms for clean-up, refreshment or whatever one does prior to a banquet.

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(Continued on page 2)

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Sincerely,
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Once again Bravo, and please keep it up.

Respectfully yours,
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The above letter was appreciated by those who worked on the Bugatti material.

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Alan W. McEwan

ART EDITOR John F. Amendola Jr.

The Pacific Northwest Region was chartered by the Classic Car Club of America in 1963. It is composed of Washington, Oregon, Idaho and British Columbia, Canada.

The Classic Car Club of America is a non-profit organization incorporated under the laws of the State of New York. The Club seeks to further the restoration and preservation of distinctive motor cars produced in the period from 1925 through 1942, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these finest examples of automotive craftsmanship. The sole requirement for membership is a demonstrable interest in a Classic Car or Cars. Application for membership should be sent to John C. Dennis, Membership Chairman, Pacific Northwest Region, P. O. Box 171 Mercer Island, Washington 98040. National dues are \$13 for Active Members and \$15 for Affiliate Members, Associate Membership dues, limited to the spouse of an Active Member, are \$2. Regional dues are \$7.50 annually.

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ALDERBROOK – Continued from page 1

Arrangements have been made for a late checkout, hence we are able to plan Sunday activities. It is rumored that boats will be available to cruise the southern reaches of Hood Canal in the morning, and a short gymkana is planned for the early afternoon.

Needless to say, a well supplied Hospitality cabin will be available and, as an added treat this year, it is understood that many mini-contests will be run with Champagne being the sought after prize. You may get a prize for a contest you didn't even know you participated in.

As a reminder the dates are 5,6,7 May '72. Phil Schwarz is making all the reservations. Be sure and phone him so that you are included.

QUIZ

At the Alderbrook Meet the girls had an opportunity to compete against each other in the form of the following quiz. Some of the answers received were unbelievable. Why not see how your wife does.

GIRLS WITH CLASSICS

Specify the Classic you are going to use for your answers:

1. What is Tire Size?
2. What is Wheel Size?
3. What is Oil Capacity?
4. What Viscosity do you use?
5. What is Wheel Base?
6. What is Weight?
7. What is Name of Body Builder?
8. How many Wheels?
9. How many Cylinders?
10. How many Water Pumps?
11. How many Blocks?
12. How many Odometers?
13. How many Spot or Fog Lites?
14. What is your RPMs?
15. What is highest number (speed) on your speedometer?
16. We have (hydraulic or manual) brakes?
17. Proper air pressure in tires is about how many lbs.?
18. I would rather have - The Classic - Fur Coat. (circle one)
19. Our Classic license costs only \$ _____
20. Our Classic (is)(is not) a Horseless Carriage.

TRUE OR FALSE

21. It is a sleeve valve type engine.
22. It requires 100 octane gas.
23. Its paint is High Gloss Latex.
24. Its tires are Polyester Radial.
25. In an emergency the cooling system will function on beer.
26. It has a 6" exhaust pipe.
27. The muffler is in front of the engine.
28. The hood fits against the rear Quarter Panel.
29. The Cowl is on each side of the gas tank.
30. In England the Bonnett is the Trunk Lid.
31. It should have side mounts to be a Classic.
32. The Fender wells are for extra gas.
33. The Fender wells are for extra water.

34. The battery is 24 volts.
35. The CCCA is headquartered in New York.
36. All Hudsons are not classics.
37. All Lincolns are Classics.
38. You must have a classic to belong to the Classic Car Club.
39. Lagondas were designed and engineered by Americans.
40. Our car has a _____ speed gear box.
41. My husband thinks our car is worth \$ _____
42. A new deluxe mink full length is only \$ _____
43. What are you waiting for?

CCCA SUMMER MEET AT THE HARRISON
By A. W. McEwan

Harrison Hot Springs – what a place for a classic car meet! The weather, the people, the cars and the location were all perfect and combined to produce one of the Region's most fun events. It was an invitational meet to the members of the Rolls-Royce Owners' Club and several RROC people joined us with some lovely post-war Rolls-Royce and Bentley automobiles.

There were two planned caravans leaving the Seattle area for the 150 mile drive to Harrison. On Thursday, August 5, the first assault left the Northgate shopping center about 10:00 A.M. arriving at Harrison that afternoon. Then Friday morning the second wave left Northgate for an early afternoon arrival. Of course each caravan had to stop at the tax free border store to obtain supplies which were used for the hosted cocktail parties Friday and Saturday evenings.

The parking area in the turn-around directly in front of the hotel was reserved all weekend for the cars. The hotel, lake and gardens made a very attractive setting and it was whispered about that the bevy of Rolls-Royce, Packard, Pierce-Arrow and other automobiles actually improved the hotel's image.

This meet was planned to allow the participants to enjoy the many facilities at Harrison – therefore no judging. However, as a result of advance requests by the owners, two cars were critiqued by Regional judges on Saturday morning. The reasons for awarding the cars a rating of unsatisfactory, poor, fair, good, very good or excellent (0, 1, 2, 3, 4 or 5) in each of the judging categories was discussed by the judges for the benefit of the owner and other interested on-lookers.

There wasn't a group dinner officially planned for Friday evening, but a large, relatively noisy, gang of CCCA and RROC people gathered at the Bavarian restaurant about 9:30 and were served dinner outdoors on the patio. Following dinner this bunch drifted to the tap room next to the hotel and then to the hot mineral bath just before bedtime. The mineral bath solves all the world's problems and leaves you with almost enough strength to find your way to bed.

(Continued on page 5)

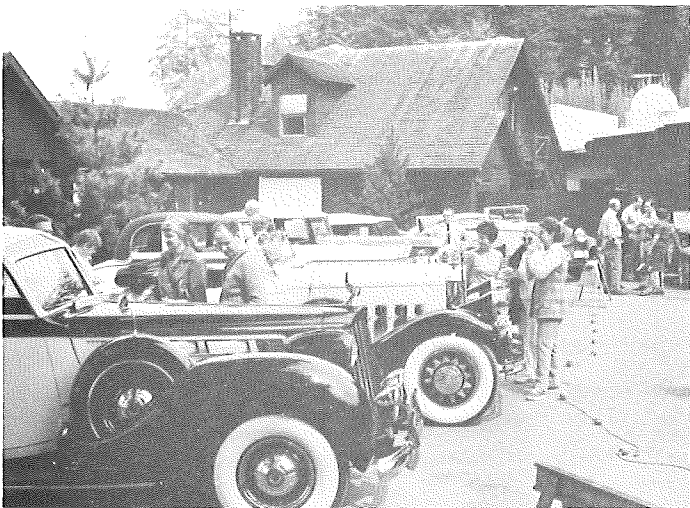
ALDERBROOK 1971



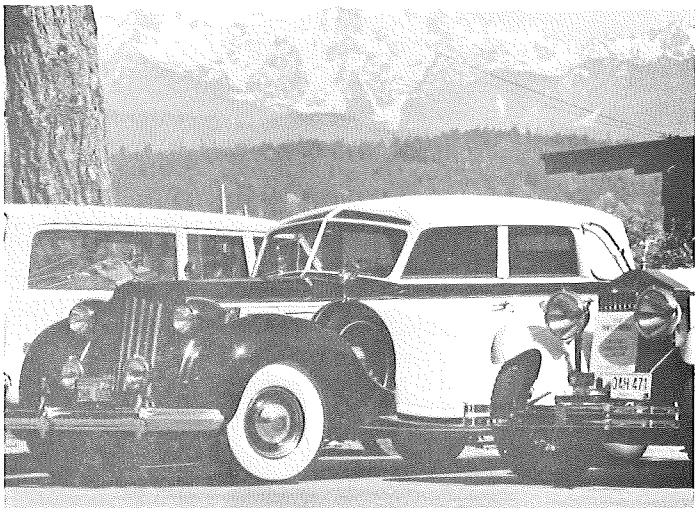
Some of the cars at Alderbrook



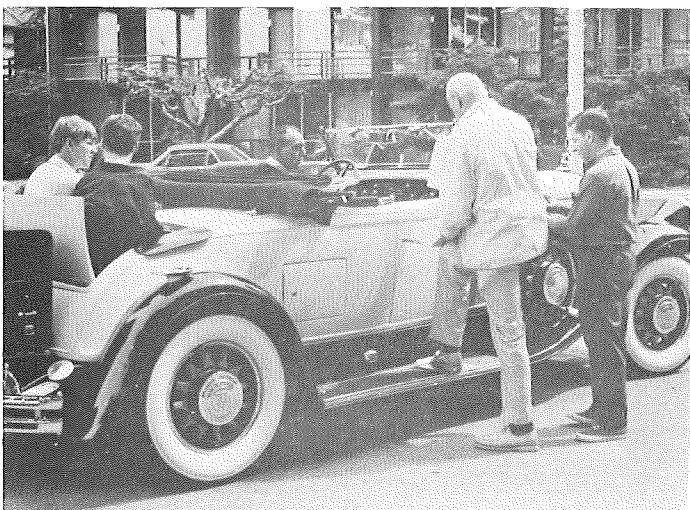
Critique of a winter restoration project



Car talk



A perfect setting for Phil & Connie's '39 Brunn Cabriolet



Hal & Ron start the timed tour



Jack & Pat Goffette explain to Herb how they won the race



Sylvia Schoenfeld discovers that P-II's do not have power steering



Irene Holmgren pilots the Pierce during the Gymkhana

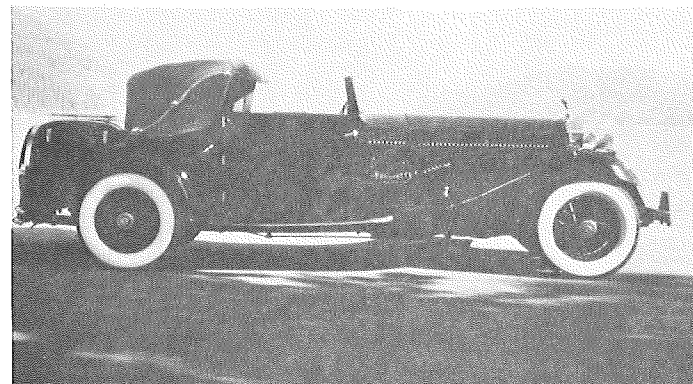


Ann Keller — the winner

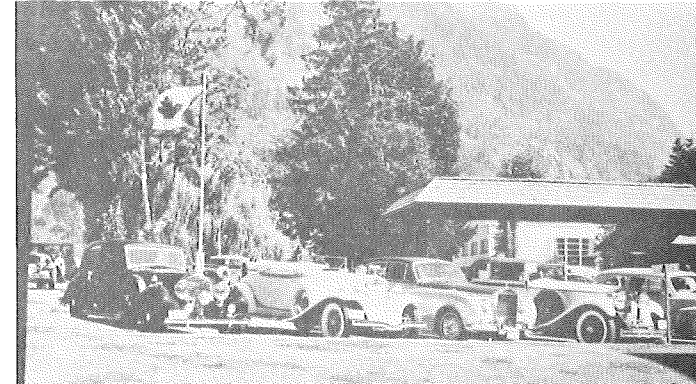


..... and runner-up — Mary Bloom

HARRISON 1971



The McEwan's P-II Continental Gurney-Nutting Sedan Coupe at Harrison



Classics at Harrison

HARRISON — Continued from page 2

Saturday morning was one of those perfect, clear, sunny mornings when the lake and mountains seem more beautiful than ever. The sportsmen and women were off for golf and tennis while a few rented bikes and others went on the cruise up the lake. For awhile it looked like the tennis pros had moved in when Dick Hooper and Duane Clayton, both excellent tennis players, battled each other.

Late in the morning everyone motored out to the nearby airport for a well planned gymkana. Herb and Phil worked out all the details and with the excellent help of many assistants put on the best event of this type ever. The first trial was a test of judgement. Two people held vertical posts between which each car was to pass. However, the driver, while 200 feet away had to indicate how close the posts could be and still allow his car through. All kinds of points were lost if you hit a post trying to squeeze through, yet you also lost one point for every inch the posts were too wide. One wife did considerably better than her husband as she squeezed their P-II Rolls-Royce through with a clearance of 1½ inches on each side. The second trial was timed and required backing into two simulated garages outlined by cones, without knocking over any of the cones. The third trial ended the whole show for many. The driving part was quite simple requiring only that the car drive up the vertical leg of a Y, branch right and come to a stop. Then back down the vertical leg of the Y, drive forward into the left branch and stop. However, the driver was blindfolded and his wife gave the directions. There were many participants that had their problems but the real prize performance was that of Pete and Cass Manello. Somehow Pete wound up going in the opposite direction from that intended while Cass was casually hanging out of the Continental's window giving directions. If you think driving blindfolded is easy, just try it — particularly when you lose points each time the car stops moving. The fourth exercise required following directions and was timed. Called the "pit-stop", each driver had to navigate through a few barrels and then jump out to read his left front tire pressure (discrimination against right hand drive classics) before completing the course. This was relatively easy except for those who couldn't find their valve stem hidden among the spokes. Once the men completed the course the wives, those who can drive their husband's classic, repeated each event while the very nervous husbands navigated.

Most of us came back from the gymkana ready for the pool and then lunch. By 6:30 a rather well dressed group gathered on the green for the pre-dinner cocktail party which included the awards presentation for the gymkana performances. "His" and "Her" prizes were awarded for the best scores in both the long wheelbase and short wheelbase categories. Also, a special consolation award was presented for last place and in special recognition of a spectacular performance.

Long Wheelbase:

"HIS": John Harder

"HERS": Dale Sommerville

Short Wheelbase:

"HIS": Hugh Aaron

"HERS": Diane Tallman

Consolation:

Pete & Cass Manello

At 8:00 P.M. the entire group moved to a reserved section of the Copper Room for dinner, entertainment and dancing. Later in the evening (early in the morning?) many chose to re-hash the day's varied activities in the mineral bath before hitting the sack.

Sunday was another beautiful, sunny and warm day. The last formal event of the meet was a scheduled concours type presentation of each automobile for the enjoyment of all the guests and staff at Harrison. The cars were driven, one at a time, around the circular drive in front of the hotel and into the porte cochere. There the car stopped long enough for Al McEwan to describe it and acquaint the audience with interesting facts relative to its history. Also it allowed each car to be photographed in a nice setting.

Sunday afternoon was "go home time" for many, but a few stayed on for one more day and the fantastic Sunday evening buffet for which the Harrison is so well known.

These lucky people caravanned back to the Seattle area on Monday after an extra long weekend. The Harrison meet was one of the most successful events the Club has conducted and will be repeated again. Also, the RROC wholeheartedly supported this joint effort and will participate again this year, in our major summer meet.

GARAGE TOUR

On Saturday, July 10, the Region had a new kind of event — a garage tour. Now, to most people, touring a garage is not their choice of a Saturday afternoon's activity, but to the classic car enthusiast the particular garages visited made it a very exciting day. This was the chance for many of the Regional members to view some very rare cars that seldom see the light of day. And some of the automobiles viewed are among the rarest and most desirable machines in the country.

The meeting place and starting point was the Bellevue home of Pete and Cass Manello. Here we consumed coffee and doughnuts, greeted our friends and crawled around Pete's cars while waiting for everyone to arrive. Pete's garage is completely full these days with his well known and lovely '48 Continental coupe, a '41 Continental convertible that has been in restoration for many years, the '29 Pierce-Arrow sport sedan on which Pete has been actively working on a ground up restoration, an antique Buick roadster and an early postwar Chrysler Town and Country convertible.

By 10:30 many people had arrived at the Mannello's although most were driving modern cars due to the inclement weather. Three classics did appear, however, and they were Russ Keller's '34 Bentley, Al McEwan's '33 Rolls-Royce and all the way from Yakima, the Hugh Aaron's family in their very attractive '38 Bentley sports saloon. Apparently, Rolls-Royce products are the only classics that will run reliably in a heavy rain.

The group left Manello's and proceeded south to Midway, the home of Dean Spencer's fantastic collection. All of Dean's cars are now located in a huge, new building with

complete facilities for machining and sheet metal work plus a comfortable office area. Dean is a well known steam enthusiast and his collection includes 11 steam automobiles plus several steam engines, a steam motorcycle and a huge steam tractor besides other assorted classics and antiques. Most enthusiasts have never seen a Doble, but at Dean's it is hard to decide which of the three to look at first. The '25 roadster is a restored car and has been seen at local car events periodically over the last several years and is a tremendous attention getter. Your editor had the pleasure of riding in this car a few years ago and enjoyed its silence and smoothness. Dean's second Doble, a coupe, is chassis number 2 and the first car sold. However, it was the third Doble that stole the show and that one is a phaeton with tonneau windshield. This car is next on the restoration list and most of us along with Dean can hardly wait to see the finished product.

Two interesting classics in the gasoline division were the '29 Duesenberg sedan and '25 Stearns-Knight touring. The Duesenberg coachwork appears to be about a mid-thirties creation with the original fenders updated at the same time by the addition of skirts. All in all a rather interesting car. Dean and Marion Spencer had coffee, doughnuts and cookies for everyone and were wonderful hosts.

Next on the days list of activities was the picnic at Dash Point — but the continuing deluge from the sky washed out any ideas of an outdoor picnic. Thanks to Dumont and Marion Staats, who offered their nearby home for the picnic, we all stayed dry and spent a couple of relaxing hours eating and looking at the activities around Tacoma's harbor from the tremendous vantage point of Staats' living room.

Late in the afternoon we were off to visit the impressive Wallerich collection which includes everything from the earliest curved dash Oldsmobile to a fine original '54 Corvette. Some of the real prizes are the 1908 American Under-slung with its 41 inch wheels and single mother-in-law seat on the rear, the only known Stoddard-Dayton-Knight, the 1911 Oldsmobile Limited limousine, which with its 43 inch wheels, must be the biggest car ever made, the '12 Silver Ghost, the elegant and huge McFarlan town car with the very unusual fender treatment, and the "one-off" Phantom III built by Park Ward for the 1938 London Auto Show. John acquired the P-III a few years ago with 29,000 miles on it and its total mileage now is still only about 35,000.

About thirty people stayed for dinner at Steve's Gay Nineties and those with classics had their car housed, thanks to John Wallerich, in the South Tacoma Chevrolet garage — only a block away from the restaurant. Somewhere around 9:00, following dinner and the Gay Nineties Review, we headed home.

Many thanks go to the Manellos, Spencers, Staats' and John Wallerich for being our hosts during various parts of the day. Also, thanks to Russ Keller who planned the event. Most of those on the tour saw many "new" cars for the first time and came away somewhat amazed at the rarity and quality of machines existing in our own area.

Interesting Classics

THE FRANKLIN

By Gene Klineburger

Auburn, Washington may not be a good place to get Auburns, but we have found two Franklins there. About eleven years ago, my wife, Betty and I acquired our first Franklin from Auburn. At that time we also saw a nice 1925 doctor's coupe, which was owned by Riley Kuehn. Several months ago a phone call from Mr. Kuehn indicated that after 17 years he was willing to part with his prize. After several weeks, numerous phone calls and a couple of visits, a deal was agreed upon and we became the coupe's new owners.

This particular car was owned originally by a Yakima family. Quite a few years ago one of the younger members of the family traded it in to Marion Diedericks of Seattle on a motorcycle. Marion drove the car for awhile and in 1952 traded it to Riley Kuehn for a primitive vehicle that looked like two motorcycles attached side by side. Mr. Kuehn drove it very little and soon started disassembling the car, very carefully logging and repairing each piece as he went. As, is so often the case, he never quite got around to finishing the car and offered it for sale, with plans to use the money toward a Ferrari.

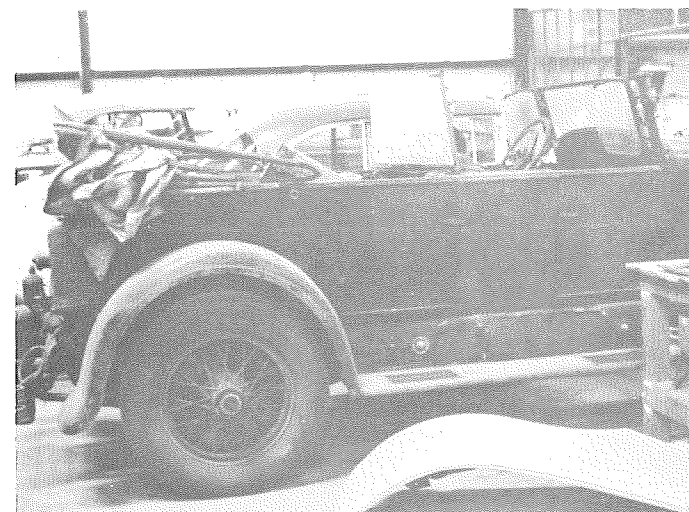
The Franklin doctor's coupe by de Causse was produced from 1925 through 1927. J. Frank de Causse, a noted designer, was employed to design a new and distinct body for Franklin, breaking entirely with the unique styling of the past. After designing the Series 11 Franklin bodies, de Causse said "this represents my best efforts, even surpassing my special creations for Rolls-Royce".

There is still much to be done but the car at least looks much like it did originally and should prove to be a good tour car. Betty and I expect to enjoy it for a long time.

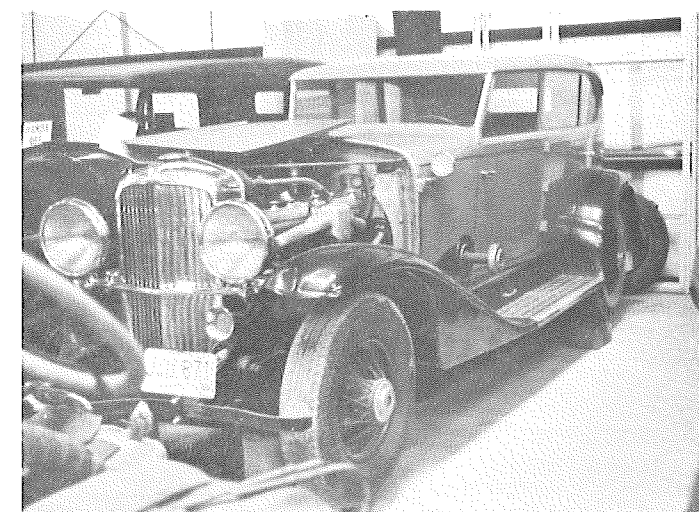
A VERY SPECIAL 540 K

Remember the article on page 30 of the March 1971 *Classic Car* describing a deliberate fire that destroyed a very rare 540 K Mercedes Benz? That car was of particular interest to Gene Klineburger as well as to the editor. For several years it was owned, along with Gene's 540 K, by a man in Quebec, Canada, whom Gene had met on an Alaska hunting expedition. Prior to moving from Quebec to Argentina, the owner sold both cars and Gene, of course, was fortunate enough to obtain one of them. Your editor's interest came about from seeing the photograph reproduced on the opposite page as he felt it was the wildest looking 540 K ever made. It was very sad to read about the car's demise, particularly to an act of vandalism.

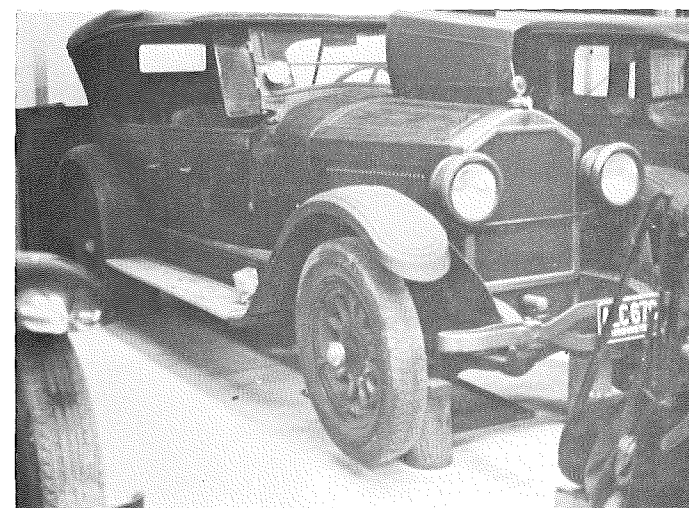
SOME INTERESTING CARS FROM THE SPENCER COLLECTION



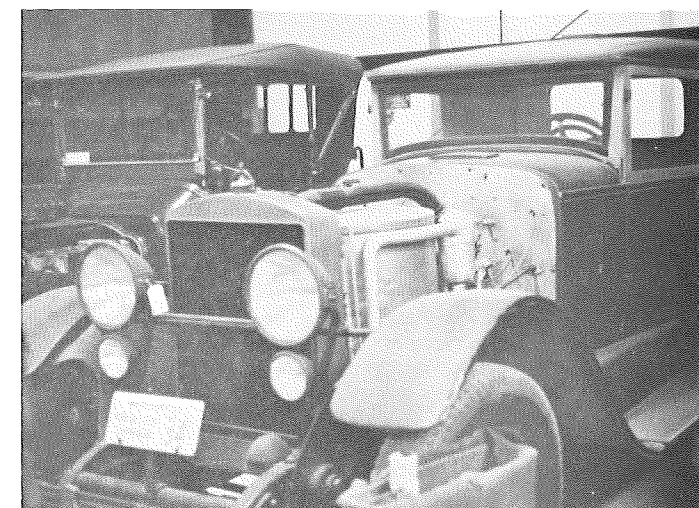
Doble touring by Murphy



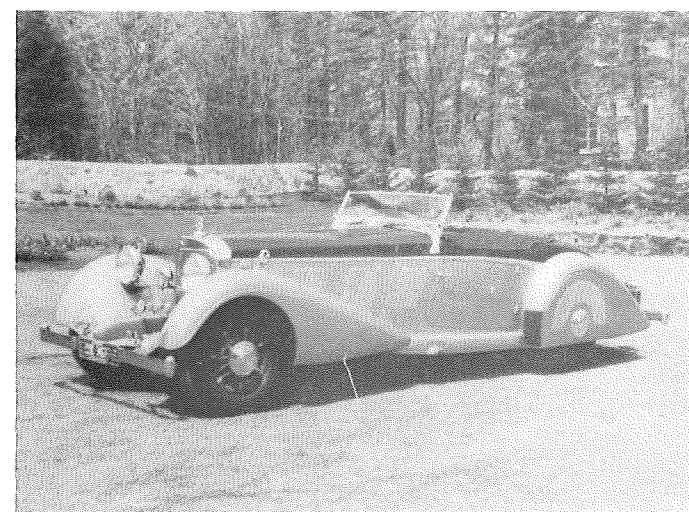
1929 Duesenberg



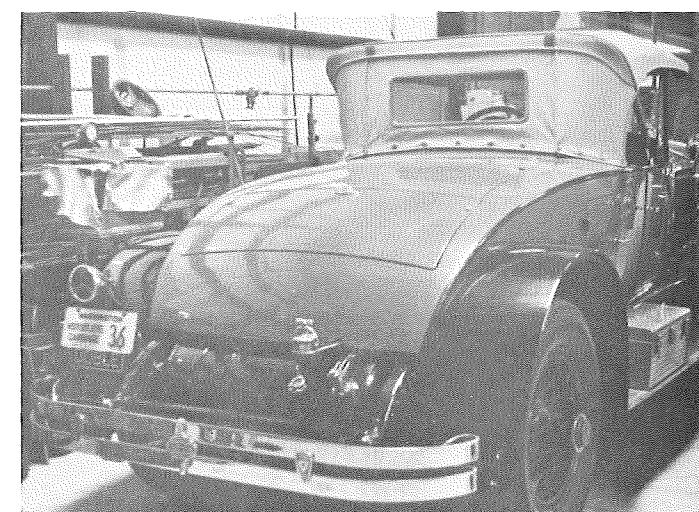
1925 Stearns Knight touring



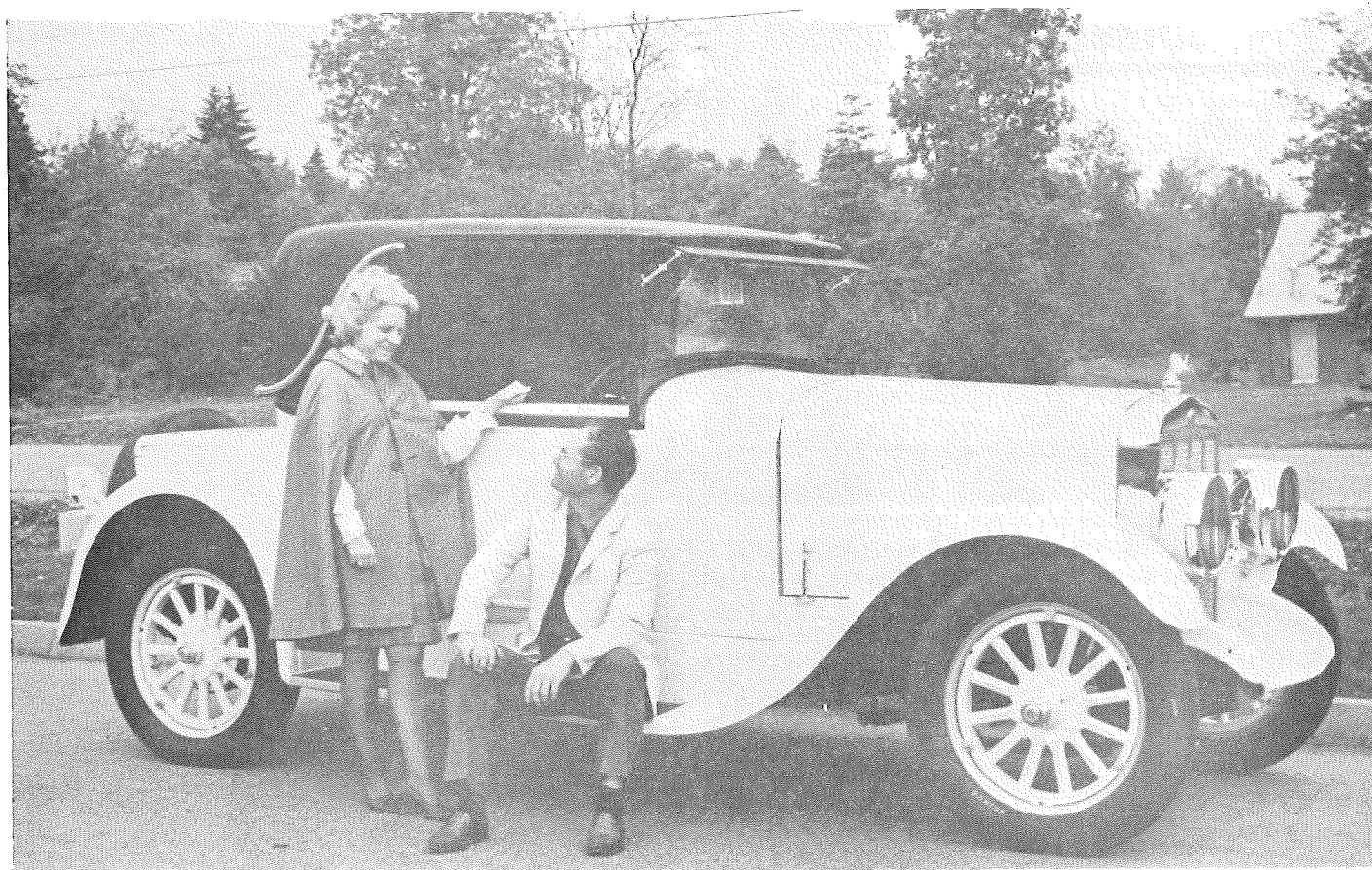
Doble coupe by Murphy



Mayfair bodied 540 K Mercedes Benz destroyed by fire



Doble roadster by Murphy



Gene & Betty Klineburger's 1925 Franklin Coupe



The Bloom's Continental when purchased in 1963. It had just scored 12 ¼ points.

THE STORY OF OUR 1947 LINCOLN CONTINENTAL By Ron Bloom

It all began, I suppose, in about 1941 when I saw my first Lincoln Continental. It was a tan coupe at Titus Motor Company in Tacoma. The beautiful lines of that car made a lasting impression on a 10 year old boy.

World War II came and cars were very, very scarce. There was one man in Tacoma though, who had a 1942 Blue Continental Coupe through those war years and I would pedal my bicycle downtown just to see it.

In 1946, at the ripe age of 16, I went to work for Ray Ridge Motors, the Lincoln - Mercury dealer in Tacoma, as a polish boy. The Agency was located on Tacoma Avenue within a few blocks of Stadium High School. I would work from 2:30 in the afternoon after school till 5:30 during the week and all day Saturday, as I remember. The first Continental we had at Ray Ridge Motors was a 1946 dark gray coupe. I spent a couple of extra hours on that one polishing because it was going to be on the showroom floor. I was really impressed by the finish on the car. Baked enamel, yet as smooth as a baby's bottom, with not a sign of orange peel anywhere. The price of the car was discreetly discussed in hushed tones, \$5,297.00. To a 16 year old boy it was indeed a fortune.

The most impressive day, though, for me at the Agency was the day I got to drive a Continental Convertible with the top down. (It was a beautiful summer day). It seems a Doctor Murphy wanted his car delivered to his office in the Medical Arts Building. For those of you that know Tacoma, the Medical Arts Building is nowhere near 11th and Broadway, but somehow I just happened to get caught in traffic and had to make a sort of a loop through town to get the car to the Medical Arts Garage.

That did it! I knew some day I would have to own one of these beautiful long hooded cars.

The years rolled by — the 40's and 50's and early 60's. Still the fever was there.

Then, in the winter of 1963, I heard about 5EH-56-535. (5EH = Year, '47 Lincoln; 56 = Model, Continental Convertible; 535 = Body number of that type for 1947.) A friend of mine told me there was this beat up Continental Convertible in a junk yard at Redondo Heights, just south of Seattle-Tacoma Airport. I stopped there that night. With a borrowed flashlight and in the rain, I looked her over.

The rain was not slowed down much by the top because of a large 2 by 3 foot tear. No engine, wiring that looked like a reject rats nest, chartruse and black seat covers - (remember those?) — and a crankshaft in the back seat! Chrome that looked like someone had stomped on it with hob nail boots. I opened the trunk (what was left of it) and Ta-da! The Air Cleaner was there! Now for those of you that don't know, the Continental takes a special air cleaner because of the low hood line. In this case, the air cleaner was worth as much as the car.

I made an offer to the owner of the yard and he said that I was about the 200th person to try to buy the car, but he couldn't sell it because he didn't have title to it.

At the time, I was still a bachelor and one of my former roommates is an attorney. With \$50 of his time, \$300 of my money and a Sheriff's sale, she was mine.

The wrecker pulled her out of the yard, I attached my rented tow bar and voila! — after 17 years I had my Continental; a convertible at that!!!

For those of you who have not had the joys, frustrations,

unexpected pitfalls, et. al. of restoring a car, by all means, do it — if you happen to be a real nut.

Here is how my restoration went, I suppose it is typical? ? ?

(1) Get married, at least I did in 1964. This helps a lot, because then you can, (2) buy a house, that is (3) unfurnished. This lets you (4) tear out a sliding glass door in a daylight basement and (5) install an over head garage door, naturally.

Now, the car is in a heated, lighted shop — very clever what? (6) Dismantle car to last nut and bolt, (7) Sand blast to bare metal and start all over from the wheels up.

(8) Have two lovely boys, now aged 5 and 3½ respectively, who to this day have yet to put a scratch on the "Lincolntal". (9) Find a body shop that has craftsmen who can still weld, braze, patch with metal and use lead and can share your appreciation of the fine old cars. (10) Work till 2 am a lot. (11) Have a marvelous Dad who is retired and just happened to be a Ford mechanic for 45 years. (12) Reassemble the many, many restored parts. (13) Have a Caravan as we did in 1970. This makes you say silly things to your wife like "we'll have the car ready" for the caravan.

Then, after five years (from 1965 to 1970), on a March 23rd morning 1970 have your wife sit on floor boards of car while you squirt gas in the carburetor, fire up a V-12 that has been rebuilt for five years but never run. It's a real thrill! You've taken a forlorn, forgotten hulk and made her better than the day she rolled from the Ford factory, which was July 21, 1947. (note: 23 years and five days from assembly to Caravan 1970)

The places we've been in 5EH-56-535 since the restoration are numerous. I am proud to say that we took first place in the P.N.W.R. CCCA judging meet at Joe Carman's in 1970; First Place in primary class, Western National meet of the LCOC at Yosemite National Park, October 2, 3, 4 of 1970; Best American Classic and First Classic at Nanaimo, B. C. 1971 tour; 2nd Place primary class LCOC Western National meet at Morro Bay, California June of 1971 and 4th Place Western Grand Classic, Santa Barbara, California 1971.

Some interesting points scored were as follows:

Carman's	1970	95.5 points
LCOC	1970	93.2 points
Nanaimo	1971	87.0 points
LCOC	1971	96.5 points
Western Grand Classic	1971	94.5 points

3,000 MILES IN 5EH-56-535

This was the "biggie" — the 1971 Western National Meet of the Lincoln Continental Owners Club at Morro Bay, Calif., and two weeks later, the 1971 Western Grand Classic at Santa Barbara, Calif.

Our plans were for my Dad and I to attend the LCOC meet by driving the car down to Monterey and for my wife and children to fly down to Monterey where we would meet them, and then proceed to Morro Bay. Well, as is with young children, they got colds just before the meet and could not make it. So just my Dad and I were there. Just as well though — (shades of the '70 N. W. Caravan) — the fog was so thick at Morro Bay I thought I was on Mt. Rainier!

The trip down to Morro Bay from Seattle was a dandy. My Dad and I left on the 22nd of June with a few spare parts this time. In '70 we didn't take any. But, for '71 we had

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and extra fuel pump, a carburetor, a bucket of Colonel Sanders Chicken and a six pack of Millers Highlife. We stayed on the freeways as we did in '70, but decided to stay a little farther north the first night. We made Medford, (495 miles), after a comfortable days drive and bedded down early to get an early start on the 24th. The day was a beautiful sunny one to start, so we decided to drive a couple of hours before breakfast. After all, we still had some chicken and beer. The car was running beautifully and had averaged 13.5 MPG on regular at 55 to 65 MPH. No problem with heating, (Packard owners note) or vapor locking (R.R. owners note). By this time the temperature in the area around Red Bluff was in the 80's and climbing, as reported on the radio, (again Packard & R.R. owners note).

We had planned to stop in the Napa Valley and make the wine country tours. — After spending an hour on a road that would make Lombard St. in San Francisco look like Route 66 in the midwest, we arrived in Napa and looked in vain for any signs that said "Winery Tours", etc.. Before we knew it we were in Marin County and locked into the 5 PM rush back to the City of San Francisco. I was trying to leave 5 to 6 car lengths ahead of me in that miserable traffic, but the space kept filling up with 5 to 6 cars. With a grill, that one cannot replace, within a few feet of the back end of a smoking, coughing '54 DeSoto, it is unnerving even for as cool a person as I. Especially when you look in your rear view mirror and see what is left of a '51 Hudson Wasp right on your rear bumper.

Sooooo, my Dad and I pulled off "Bloody Bayshore" at San Mateo and had a very leisurely dinner at a marvelous Deli called The Brothers.

When the traffic died down we continued at a much less nerve jangling pace toward our destination of Monterey.

We arrived after dark at the Travelodge Motel to find out that they knew nothing of our confirmed reservations which we had made through their computer center. Sort of a Na-Ne-Noo-Ne, very sorry - Blah-Blah-Blah. "Nothing we can do now", "we're full", etc..

Well we did find a place to stay and finally contacted my friends in Pebble Beach to arrange a lunch with them for the next day, before starting for Morro Bay, a mere 125 miles away.

If you want to see a lot of hippies, take California Highway 1. Nuff said! Too bad, as it is really beautiful country.

Morro Bay, 1971 Western National Meet, LCOC. The cars were judged on Saturday, June 26th, with more than forty cars entered in all classes, (Zephyrs, pre-war and post-war Continentals, and Mark II). I scored 3½ points more in 1971 than in 1970, but got a Second in stead of a First. The cars are getting better all the time.

My Dad and I drove the car back to Monterey after changing the carburetor in Morro Bay. We noticed she was running a little rough so a different carb made it smooth as silk again. We left the car with our friends in Pebble Beach and flew home.

For the Grand Classic we all flew to Monterey. Wife, two kids, babysitter and Dad. The six of us loaded all our luggage in the trunk of the Continental (again, other Classic owners take note) and blasted off for Santa Barbara. This time we stuck to the freeways. We wanted to make time.

The Artsy, Craftsy trip was for after we started home. It was a relatively short drive to Santa Barbara (one day), and we had plenty of time to rubber neck at all of the trailered classics that had come all the way from Los Angeles (90 miles).

It seems a shame to me that a 6 or 8 dollar trophy has become to mean more to people than the throaty roar of an engine. The sound of the rushing wind, the ability to step back in time 30 or 40 years or more and drive a Classic as it was designed to do. The only thing that seems to matter is the lack of oil spots, the lack of dust spots on the undercarriage, the lack of patina on the upholstery, the lack of a little wear on the tires, the lack of a flow in the paint, be it a scratch or worse yet, a finish that is less than mirror perfect. I'm all for restorations, but then lets use them. If we don't use them what good are they? Investments? The people who bought them originally didn't think of them as such, they used them. If you want investments, buy municipal bonds. Let's enjoy our cars, lets keep them up, but most fun of all, lets drive them.

There were many beautiful cars at Santa Barbara. Several "one off" Duesenbergs. Jack Nethercutt, with his absolutely spectacular restoration of a '34 Packard 12 LeBaron Dual Cowl, (100 points) — a real show stopper! (Trailered to and from L. A. — too bad) Ken Durham was there from Milton-Freewater, Oregon, with the '33 Chrysler LeBaron Dual Windshield Phaeton and scored a very good 94.5 points. (Driven both ways — Right on!!)

There were many cars there, over 50 judged in all classes. Other members of PNW CCCA there were Barry & Sharon Briskman of Scottsdale, Arizona. This was their 10th Grand Classic. Barry judged, Sharon talked a lot. We ran into a great many people who had been on the '70 Caravan in the PNW Region and they all wanted to know when we were going to do it again.

An impressive display, which was used as the judges facilities, was a beautiful '36 Pierce Arrow Limo and matching Pierce Arrow trailer. If you've never seen a matched set of Pierce products you've missed something. In fact if you missed seeing the lowest point scorer to the highest point scorer you've missed something. If you missed seeing the people who showed their cars, you've missed something. If you didn't see the spectators who came to look at the cars, you've missed something. In short, if you don't participate in your CCCA you miss a heck-of-a-lot!!

The trip back was a real experience. We put my Dad on a plane at Santa Barbara and he flew home. The rest of us, wife, 2 kids, babysitter and myself, started North and we were determined not to miss the Wine Country this time. We had dinner with friends in San Mateo that night and got the lowdown on where to get to the winerys. We drove on to Vallejo that night and slept with visions of grapes dancing in our heads. An early start put us in the lovely Napa Valley before noon and within a short time we had visited the Robert Mondavi, Inglenook, B. V., Louie Martini, Beringer Bros., (missed Christian Bros.), and Hannes Kornel Champagne Winerys; sampling at each stop. After a short nap we proceeded North to Crescent City which was our next stop. The Red Woods were beautiful and next time we are going to spend more time among those magnificent trees.

As always the "Lincolntental" performed flawlessly with

LINCOLN CONTINENTAL — Continued from page 10

her new carburetor. Never dropping below 13.5 MPG, even after adding over two cases of wine to the trunk and still holding five peoples's luggage.

Our next day brought us from Crescent City to Kirkland; a little long but the car ran so smooth the miles seemed to "melt away" just like the advertisements said in 1947. It was late at night, we were tired, but it was a feeling of accomplishment too. It wasn't too long ago that 5EH-56-535 was just another piece of junk along the side of the road waiting to be recycled, not in the ecology sense, but in the Classic sense.

Activities

HARRAH'S SWAP MEET AND CAR SHOW by Frank Starr

Harrah's annual Swap Meet and Car Show, an August event in past years, was held in June this year. As the swap meet was scheduled on Friday and Saturday, with the car show being on Saturday, this dovetailed nicely with the Citroen Car Club of America's annual meet scheduled for the same Saturday and Sunday in Asilomar, California. So we decided to do both in one quick trip.

The first order of business when visiting Reno is advance motel reservations. The Reno Chamber of Commerce has an easy way to solve the logistics of this problem. By calling them at their toll-free number (800-648-5462 — during business hours) and telling them your needs, they will set up everything for you. Neat. So, we arrived Thursday evening at the Blue Fountain Motel in Sparks and made ourselves at home.

Friday dawned clear and warm. The activities were held at the high school grounds, with the general setting reminiscent of the Mercer Island Concours. A good crowd was on hand, with Harrah's "policemen" directing traffic. Big as two city blocks, the community was arranged neatly in blocks defined by miniature streets and avenues. All very organized. In taking a quick initial tour, it was seen that most people seriously in the business were here (those west of the Rockies that is); that in spite of the usual Ford stuff, there was much for other brands, including Packard, Pierce, and other popular American Classics, that literature of all kinds was big, as well as clothes, and that I was getting a sunburn. We filtered through the literature and came away with some obscure bits (including one on a Czech Tatra truck - aircooled V12 diesel, 14,825 c.c. displacement, three-axle drive, all wheel independent suspension, central tube frame, 8-speed transmission, 11-ton payload, etc.). Tom Warth, proprietor of Classic Motorbooks had a large and busy display. Working with Tom was Bill Williams, who once owned a well known Daimler which he drove from Minnesota to Washington, but not vice-versa.

Displayed for sale were an interesting Lincoln six window town car, circa 1928, and several cars by Bill Lauer, including a 1936 Pierce Arrow V-12 club sedan, fully restored, for a cool \$19,000 (offers were getting close, stated Bill).

But the single most interesting car for sale was a Type 57 Bugatti drophead coupe with a factory body. This car, priced at a reasonable \$15,000, had been restored some years ago and was in nice condition, although a restoration would be in order for serious showing. The general body lines were somewhat reminiscent of a 1936 Ford roadster, although I didn't offer this impression to the Bug's mistress. She did say that "We have several other Bugattis". "Oh" said I. Warming to the conversation, she continued "We're selling this one because my husband has just acquired a Duesenberg for \$35,000". "That's nice" I murmured. Since there didn't seem to be anymore to say, I took some pictures and took my leave.

The almost total lack of foreign merchandise made me wonder if the meet were being run by the DAR. One exception was a complete engine and transmission plus miscellaneous parts for a Lancia Lambda V-4. The gentleman offered me the lot for \$200. I quickly replied that "If I could find a Lambda that needed an engine I'd take it!" No such luck though.

On to Saturday's car show. Registration for participants opened at 8 AM Saturday and closed 2 hours later. There was pre-registration, but all cars had to be on the grounds by 10 AM sharp. Anyone who arrived after 10 AM was out of luck. Naturally, some cars didn't quite make it. Unfortunately, the cars that were turned away included a beautiful 1933 dual windshield Chrysler Imperial, a Rolls or two, and a Doble roadster! By contrast, although there were well over 100 cars in the show, no more than a dozen were classics. This situation was regrettable. It seems to me that some way could have been found to include these cars. But then, Mr. Harrah is probably not in need of my advice. Nonetheless, if I am ever responsible for a show, I sure as heck won't turn away a Doble roadster!

Noteworthy cars in the show included a Marmon Big 8 convertible victoria from Utah that had just undergone total restoration (2700 hours) by the original owning family and an M. G. J2 entered by Wally Child of Portland, which is as fine a restoration as I have ever seen. Most of the show seemed oriented towards the Ford and special interest groups, and in fact the entire weekend was so flavored.

Oh yes, I did (of course) find time to visit the museum, although quickly. What's new? Well, the price of admission is up from a buck to \$2.50. Irritating. In terms of new cars, something really outstanding. On display, in mint condition, is a Buccialli V16. This is displayed in chassis form, just as it was for the 1933 Paris Auto Show. It is a sight to behold, as everything forward of the cowl has an engine turned finish. The design of the front suspension and steering linkage is unreal. Ask me about it. Would like to know how Harrah acquired this car. Just recently restored is a Cord 812 limousine with rather different lines from the standard range of bodies. Seen in the final restoration area was a Rolls Royce, presumably a Silver Ghost, which to my untrained eyes was a twin to Millard Neuman's replica of C. S. Roll's balloon tender car. The display is becoming more organized. In addition to the already existing Packard and Franklin sections, there are now sections for Ford, Pierce, Duesenberg and V16-engined cars. If this doesn't satisfy you, there are two Bugatti Royales displayed side-by-side. And standing above all these mere automobiles

HARRAH'S — Continued from page 11

is a fully restored Ford tri-motor airplane. This is a must-see. First Ford I've ever enthused over.

Probably the most interesting car (excluding the Bucciari chassis) seen the whole weekend was a Bently Speed Six with convertible coupe body by Saoutchik. This was inconspicuously parked in the parking lot of the Swap Meet and was apparently being used by the California registered owner as week-end transportation. Perhaps indicative of the type of crowd present, this car was ignored by virtually everyone who walked by it. When I showed pictures of this car to George Shufelt, he said he and Larry Lubin had seen it under similar circumstances several years ago at a R.R.O.C. meet in California. (Is there a car those two haven't seen?) Sure would like to have it, even if M. Bugatti did consider it a bit of a "lorry"!

20TH NATIONAL RROC MEET - NEWPORT BEACH CALIF. By Herb Schoenfeld

The Region was well represented at the 20th Annual RROC Meet in Newport Beach, Calif., Sept. 9th - 12th. A four car caravan including Bob Irwin and his 1956 Sport Saloon-Hooper Bentley, Jack Goffette with his Rolls-Royce 25/30, 1938 Barker Sports Saloon, Herb Schoenfeld and his 1931, P-11 Continental Sedan Coupe by Carlton and Mike Cherry with his Silver Cloud 11 Saloon, left Seattle on September 4. After a few hours towards the first night's goal of the "Village Green", Jack had generator trouble and evidently was oiling Highway No. 5 with very fine non-detergent oil. Both of these matters were attended to by Mike, but the brushes in the generator gave trouble during the entire trip south. Yes, there was a flat tire on Herb's P-11 but Mike and Bob had it replaced in no time "flat". (That's a Pun)

The first day was fairly hot, so the group decided to continue via the Oregon coast and made it to Eureka for the second night. Palo Alto was the third stop and then Santa Barbara. Except for the unusually hot weather, the trip south was just great, especially the coast route.

The Newporter Inn at Newport Beach was an ideal spot for the meet. There was a fine parking area for the cars and several areas were used for the sale of Rolls-Royce parts and "goodies". The nearest count to the number of cars in attendance was 150. There were many outstanding older cars but the newer Bentleys and RRs from 1950 to the current models outnumbered the Ghosts, P-1, P-11, P-111, small horsepower cars and prewar Bentleys.

On Wednesday evening, Sept. 8th, there was a "Rollicking Round About" pre-meet pepper upper. This consisted of a one hour harbor cruise around Balboa Island and the Newport Bay. A bar and live music on the boat was just enough to start off the 20th Annual Meet.

Thursday was a luncheon tour to San Juan Capistrano to see one of the oldest Missions in California and, hopefully, see a few swallows. Most of the swallows were at a very fine outdoor bar set up at the El Adobe Restaurant, a favorite eatery of Richard Nixon. Sylvia and Herb drove with the Alan Blums to the luncheon in their 1913 Ghost, formerly belonging to Mrs. Vanderbilt. The car drove beautifully,

except that it refused to continue at one spot because of the lack of petrol.

On Friday, buses picked up the 400 participants to attend the "Rancho Round-Up". This was a real Western Cook-Out on a 50,000 acre ranch. Each participant had to bring an item of autorama value (\$1) for an auction or pay for the bus ride. The money taken in at the auction paid for the free drinks before the Cook-Out.

Saturday was Judging and Awards day. The awards banquet was attended by 425 people and many of the tables were placed on the outside patio where the people couldn't see the speakers at the head table and had to depend on the loud speakers. Herb won the first award in the P-11 class. The competition was on a very high level and all judging was to the strictest RROC standards.

The meet wasn't all eating and drinking as written above. There were Technical sessions, Regional Directors meetings, a Country Store and a planned ladies shopping tour. Alan and Ruby Blum, and Marge and George Sloan were the chief arrangers for the meet and they did a splendid job in spite of many local snafus.

The Goffettes, Irwins and Cherrys wended their way North after the meet with a little generator trouble here and there but lots of "Caravan fun" to nullify the inconveniences. Syl and Herb stayed with the Blums on Balboa Island and then toured North with them in their 1925 R-R "20" Coupe DeVille by Compton and the Sloans in their 1935 20/25 Opera Limo by Windover. We met again at the SILVERADO at Napa on Sunday the 19th.

The Silverado Golf and Country Club is a beautiful spot for a Concours d'Elegance. Two of the fairways were used for the showing of 200 cars, all pre-war. Again Herb won the first award in the large Rolls-Royce class, competing against Ghosts, P-1s, P-11s and P-111's. Phil Hill had his newly restored 1938 Packard Cabriolet on show. What a beautiful 100 point car. There were so many high point rare cars it would take too much space to mention them here. A Stutz dual-cowl Phaeton shown by Jack Nethercutt was outstanding as were so many others. The Concours judging and events went off like clockwork and the parade of the winners was very dramatic. In the opinion of the writer, the Silverado Concours, this year, was more outstanding than the two Pebble Beach shows attended.

The Schoenfelds were on their way home after Silverado and except for another flat tire the trip back to the warm rain country was hot but uneventful.

NEW MOTORING PUBLICATIONS

"MAINTAINING THE BREED", by Planned Parenthood Association, £2.95

"24 JAGUAR ROAD TESTS", by London Zoological Society, £2.25

"THE VINTAGE CAR BOOK", by Senator Musty £2.75