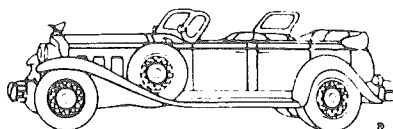


BUMPER BOLTS



THE BUMPER GUARDIAN

official publication of the PACIFIC NORTHWEST REGION
Editor, W. R. Johnston, 7734 Walnut Ave. S. W., Tacoma, Wash.

1964 MERCER ISLAND CONCOURS d'ELEGANCE



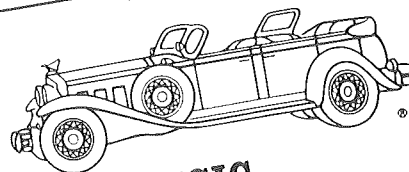
15,000 fascinated visitors turned out to see 150 fascinating and fabulous cars!

For a weekend beset with on again-off again rain squalls, the above figures spell SUCCESS for the 2nd Annual Mer-

COMING ATTRACTION

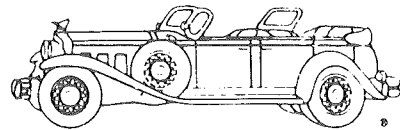
Next on the docket of events scheduled by Dick Hooper's Activities Committee is a wonderful weekend at Ocean Shores.

The above photograph and headline refer to the Northwest's premier car event about twenty years ago. It was the previous year at this event (1963) that a few guys standing around talking started the Pacific Northwest Region of the Classic Car Club of America.



CLASSIC CAR CLUB OF AMERICA

VOL. I No. 3 August 1964



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

1983 BOARD OF MANAGERS

| | | | |
|--------------------|--------------------|------------|------------|
| Larry Justice | Director | 242-0428 H | |
| Glenn Mounger | Assistant Director | 842-8485 H | 622-8730 W |
| Bob LeCoque | Treasurer | 243-7805 H | 622-4697 W |
| Ted Barber | Secretary | 325-3580 H | 655-1726 W |
| Robert A. LeCoque | | 243-7805 H | 922-3145 W |
| Jerry McAuliffe | | 823-1431 H | 823-8787 W |
| Ron Bloom | | 641-6772 H | |
| J. Martin Anderson | | | |
| Bill Mote, Jr. | | 937-3959 | 763-5657 |

1 * 9 * 8 * 3

CALENDAR OF CAR EVENTS

November 5, Saturday CCCA – Annual Meeting
December 11, Sunday CCCA – Christmas Party



THE BUMPER GUARDIAN

THE YEAR 1983 marks the 20th anniversary of the Pacific Northwest Region of the Classic Car Club of America. To help celebrate this historic event, we put together this special edition of the "Bumper Guardian."

That's right, the "Bumper Guardian"! You see, until 1967 our Pacific Northwest Region's publication was known as just that. In June of 1964 (the second issue), our nameless publication ran a "Name the Bulletin" contest. By August that same year over fifty names had been submitted and the board chose the "Bumper Guardian," an entry from assistant director George Shufelt.

The early "Bumper Guardian" soon became not only a tabloid of local events, but the showplace of some great editorial articles written by our membership. Those of you who have been around for a while will remember George Shufelt's 1971 article on the Bugatti Royale, recognized as the most complete work on a Bugatti Royale at that time. I have taken the liberty to include some items of interest from the early days in this special edition. During the early to mid-seventies, the cover of the "Bumper Guardian" featured the original artwork of John Amendola, noted Northwest artist.

The "Bumper Bolts" first came on the scene sometime in the spring of 1967. The idea behind "Bumper Bolts" was to be a quick, one-piece newsletter from the director listing coming events and carrying some news items, roster editions, etc. Somehow along the way the old "Bumper Guardian" had been replaced by the streamlined "Bumper Bolts."

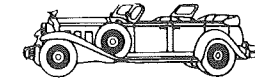
I would like to thank Al McEwan, Larry Justice, and Marty Anderson for their help in putting together this edition.

Glenn E. Mounger
Editor

BUMPER BOLTS

Official Publication of the Pacific Northwest Region, of the Classic Car Club of America.

The Pacific Northwest Region of the CCCA was granted a charter by the Classic Car Club of America in 1963.



CLASSIC CAR CLUB OF AMERICA

P.O. BOX 443 MADISON, N.J. 07940

August 24, 1983

Pacific Northwest Region,
Classic Car Club of America

Dear members,

Congratulations on the 20th anniversary of the Pacific Northwest Region of the Classic Car Club of America.

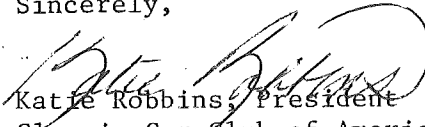
You are to be commended on your organizational ability, growth, publications and Classics all of which have made you a leader in the CCCA Regional network.

The Pacific Northwest Region, Classic Car Club of America has pioneered the way for Western CARavans. Your members have collected and restored some of the most outstanding Classics in the Club. You have the honor of having a recipient of the Distinguished Service Award in your Region which exemplifies the spirit and quality of the members of the Pacific Northwest Region.

On behalf of the Classic Car Club of America I would like to thank the Pacific Northwest Region and its members for their dedication to the Club and its goals. The Classic Car Club of America is a strong organization because of this dedication and cooperation.

We are indeed proud to have the Pacific Northwest Region as a part of the Classic Car Club of America and anticipate our Annual Meeting in your Region in 1985.

Sincerely,


Katie Robbins, President
Classic Car Club of America

Dear Club Members:

Our 20th Anniversary

THE PACIFIC NORTHWEST REGION OF CCCA IS 20 YEARS OLD THIS MONTH . . . 20 years of collecting, restoring and enjoying some of the finest automobiles existing . . . the CLASSIC Car.

During this period, we have seen many changes . . . from a surplus of desirable and available Classics, choose your body style and marque and it could be found, to a real shortage today, and of course, a great increase in cost to acquire and to restore. We have all attended major auctions and swap meets, and have been amazed to see the large crowds and the intense interest in the hobby.

To evaluate our Club over the past 20 years, we seem to be doing more things right than wrong as we continue to increase our membership, to sponsor some of the most successful CARavans, and certainly equally important, to continuously expand our ownership, and to improve the quality of our fine Classic automobiles, and to promote the driving and enjoyment of these cars.

It is appropriate that our Club recognize our Past Directors: Sam Fancher, Al McEwan, Joe Carman III, Phil Schwarz, Dick Hooper, Russ Keller, Ron Bloom, Dr. John McDermott, Don Gerard, Norm Herstein, Tom Armstrong, Carl Bomstead, Frank Starr and Gordon Apker. We thank each of you and your Board of Managers for the direction and leadership you have given to our Region.

The hobby is strong and growing and the next 20 years will be just as interesting and exciting as the last, and our Pacific Northwest Region will continue to be one of the finest Regions in the Classic Car Club of America . . .

PLEASE WELCOME ELEVEN NEW MEMBERS TO PACIFIC NORTHWEST REGION . . .

| | | | |
|--|--|--|---|
| Robert Vernon 112 Quail Run Pl. Boise, ID 93705 | Gale A. Young 13414 123rd Ave. N.E. Kirkland, WA 98033 | Michael Gardner 9206 168th S.E. Snohomish, WA 98290 | John A. McGary 3905 N.E. Surver Dr. Seattle, WA 98105 |
| William Orley 3323 N.W. Golden Pl. Seattle, WA 98117 | John B. Maddock 8048 Jones N.W. Seattle, WA 98117 | John P. Nayler 16611 93rd St. S.E. Snohomish, WA 98290 | Dean Vandenberg 1022 South 226th St. Des Moines, WA 98188 |
| Brian Pollock 4444 Ferncroft Rd. Mercer Island, WA 98040 | Lyle E. Knott 15915 S.E. 134th Pl. Renton, WA 98056 | Ed Ness 3528 So. 130th St. Seattle, WA 98188 | |

ANNUAL MEETING . . . November 5, 1983 — Meydenbauer Bay Yacht Club, 9927 Meydenbauer Way S.E. — Details per special mailer. This will be an enjoyable evening.

CHRISTMAS PARTY . . . December 11, 1983. A new format, a new time. Details by mailer to each member.

AS THE 1983 CLUB YEAR COMES TO A CLOSE, this will be my last Bumper Bolts, and as Director for 1983, I want to sincerely thank Glenn Mounger, Bob LeCoque, Ted Barber, Robert LeCoque, Jerry McAuliffe, Ron Bloom, Marty Anderson and Bill Mote, our Board of Managers, for their help and direction. Also, a very special thanks to each of the event chairmen. Your efforts are greatly appreciated and contribute to a successful year. And to Glenn Mounger, Assistant Director, a big thank you for conducting the board meetings in my absence, and for his efforts in the preparation of this 20th Anniversary Bumper Bolts. On behalf of the Club and myself, we THANK Fritz Gechter, owner of Magna Color Press, for his generosity in the printing of Bumper Bolts during the year.

A NEW BOARD OF MANAGERS AND OFFICERS will be elected and installed on November 5, 1983, at the Annual Meeting. We wish them every success for 1984.

Best Wishes,


Larry Justice
Regional Director

Profile

DURING THE NEXT YEAR we would like to try to feature profiles about our membership and their cars. This is the first in what I hope will be a series. Again, my thanks to Marty Anderson for this fascinating interview of our long-time member Dean Spencer.

Q. When did you get interested in old cars? Let me rephrase that a little . . . When did you first become involved in the car hobby?

SPENCER: I have always been interested in cars since I saw the first high wheeler putting around more than 75 years ago. The nostalgia developed in 1950 to where I wanted to play with a steam car. While looking for a steam car, the first old car I stumbled onto was a 1929 Franklin Doctor's Coupe, a classic. I paid \$100.00 for it and got it home. At that time I had never heard of any old car clubs, or preservation to originality. So, the car was worked over mechanically to be a good runner and with the blue leather upholstery refurbished and a good paint job it was an excellent used car. Also, it seemed that a few things should be added to drive it intelligently. Among them, cylinder head temperature gauge and oil temperature gauges. Holes were cut in the rather plain dash and tube type shocks at angles to help take care of body sway on the full elliptic springs. I saw the car a couple of years ago in Victoria and it still had my mutations on it. About this time, I was recruited into the fledgling HCCA and from then on, unless a car was 1915 or older except steam it wasn't wanted. Most of the classics acquired over the next several years were by accident.

Q. Did your involvement in Spencer Air help stimulate your interest in old cars?

SPENCER: My involvement is Spencer Air was not a real stimulant to my old car interests. What it did was to give me the opportunity to talk to people about them. This made it easier to find one.

Q. When did you first get interested in "Classics" and why?

SPENCER: Timewise, I don't know. It is something that grows on you. I became interested in Classics before there were any. With interests in all thing mechanical there is an admiration for engineering, quality of construction, beauty of mechanics and beauty of body that doesn't exist in high production cars made for price. Mechanics have always interested me more than bodies, although it takes both.

Q. Tell me, if you would, about the feeling toward "Classics" in the 1950s and 1960s.

SPENCER: I can only tell you about my own feeling about classics. When I first heard the word in connection with automobiles I had a closed mind. The HCCA and AACA were the only clubs I knew about, and that they had umbrellas big enough to cover everything. When first learning of the CCCA it seemed to me that the organizers were being as snooty as the snooty cars recognized. I joined the national and local about '58 or '59 but soon dropped out. Since rejoining several years ago I have enjoyed both the cars and the people.



Early photo of Dean and Marge.

Q. Today it has become very popular to identify what one believes to be the best ten cars of all time. With your insight in the hobby, I can't resist the temptation to get your all-time ten best and why? Any surprises?

SPENCER: I don't feel qualified to pass judgment on the efforts of thousands of engineers and builders. Without direct knowledge and a lot of study I don't believe anyone is qualified. Mostly, people read what others have to say and pass it on as their judgments. From what I have seen and heard, the Benz would qualify before 1900. A friend drove his 1896 Benz (original) London to Brighton and was first to arrive. The best air cooled would be Franklin. They were well engineered and performed well in all climates. The best steam car is unquestionably the Doble. Dobiles were engineered and manufactured to tolerances of ten thousandths before that was generally done. Also, they can start from cold almost as quickly as a modern diesel. As far as the gas cars are concerned, you pick 'em. Everyone has his favorites.

Q. Could you narrow it down to one best of its time?

SPENCER: I'll pass on that one. At times different makes have had outstanding features, but that doesn't necessarily make them "best" overall.

Q. What changes, if any, have you seen in the hobby in recent years in regards to types of investors, age of hobbyist, etc.?

SPENCER: The investors in recent years have come into the hobby. It isn't a hobby, but a business with them. Prices have been raised and cars made unavailable to many true hobbyists. In some cases, cars have deteriorated, and in others, prettied up for non-authentic ways for sale. Ages seem to be about the same. Young fellows and some people of limited income are buying later model modern cars. As a result you have "classic anything," Fords, Chevrolets, Pontiacs, etc.

(Continued)

Q. It is said that you were good friends with Howard Hughes. (Dean owns his Doble Boatail Rst. Steam Car.) Could you tell me something about him and his interest in cars?

SPENCER: I didn't know Howard Hughes; never met the man. The only things I know about him are secondhand. I do know he did experimental work on steam cars. I have some of the parts.

A few years ago a retired chemist from ARCO stopped in and wanted to look at the roadster. He worked for Hughes and was loaned the car for his honeymoon. He had pictures of his wife and himself in the car.

The story I got was that Hughes owned two Doble roadsters. When he tired of them, they were locked in a shed in Hollywood. John O'Donnell of Long Beach heard about them, went over to see Hughes. Several employees wanted the Dobles, but because of jealousy none got either. Hughes gave them as a gift to O'Donnell to get rid of them.

John had a penchant for driving cars until they quit and then taking them apart. He had several gas cars and steam when he died in 1953. The administrator sold most of the complete cars, but was in a quandary when I talked to him in May, 1954. He had Floyd Clymer appraise the cars and had had offers on everything. I suggested to him we tabulate the offers and I might buy it all and get him out of the dilemma. I offered \$500.00 more than the total of the highest bids. It came up in court November 9, 1954, and I bought the whole mess of junk, 1900 Locomobile steamer, 1914 Stanley, 1915 Ford, 1924 Ford (running condition, which I gave away), 1924 Doble Phaeton and 1925 Doble Roadster. (Note: Dean also has a 1921 Doble coupe.)



Q. How did you first meet Bill Harrah?

SPENCER: By casual conversation with him about 1955 or '56 at his Lake St. garage. I remember he had 60 finished cars at the time. He took me in a Ferrari to look at them.

Q. You are known as a relentless pursuer of a *lead*. However, in every collector's life there are those great cars that got away. Would you tell us about one of those you missed?

SPENCER: That would only be said by someone who doesn't know me. However, I do believe that if there is something you really want it pays to get at it and not procrastinate. Mostly, I think about the cars I wouldn't buy while so dedicated to 1915 or older. A nice running Duesenberg was for sale in 1957. I made arrangements to buy it. He wanted cash the next morning. The car was gone the next morning to someone else for the same amount.

Q. What about any "treasure" hunts that you've been on?

SPENCER: The closest and easiest was the Duesie in 1954. I paid \$25.00 for the lead, sent someone else to look and verify the car was there. The next day – Sunday morning – he and I went over there. I went to the front door, my friend to the back door. A man stuck out his head from a window and said, "I don't do business on Sunday. If you want to buy it for \$250.00 come to the Falls City Clinic tomorrow." My friend took the money to him next day. I never did see the man from whom I purchased the car. The biggest payoff was the six cars in pieces in Long Beach.

Q. Which of your cars was the most challenging to restore?

SPENCER: The Doble Roadster, because it was inoperable, had been wrecked, parts stolen, wires clipped, and I was entirely unfamiliar with the car and system and there was very little help available. The car is not yet restored; it is merely fixed up to the standard of 1957. Currently, the boiler is being rebuilt. Forty-seven years is a long life for a boiler. I have driven it a total of about 10,000 miles.

Q. Would you care to speculate on what the classics of tomorrow might be?

SPENCER: Undoubtedly, good machinery is now being built. Our tastes and styles constantly change. If the changes in automobile styles should change similar to so-called "popular" music, which I detest, I shall be glad I lived in the past.

Q. Do you think there are still great cars out there in little old ladies' garages that have not surfaced?

SPENCER: Of course there are. Some are stored away because of supposed sentiment or just forgotten. Some are owned by people who like the attention and company they bring. Most know of at least one in these conditions, although, in many cases, it may be the same car. Also, some cars are being held with the owners having grandiose ideas of their values while they deteriorate.

Q. Where do you see the hobby headed? How about classics?

SPENCER: I make no claim to clairvoyance. If the past is indicative of the future, I have not been smart, just lucky.

A MAN – A DREAM – A CAR

by Norm Herstein & Frank Starr

EDITOR'S NOTE:

Probably the most famous article written for Pacific Northwest CCA publication, we could not resist the temptation to reprint in its entirety the now-famous "Beasley" story, as done by our members Norm Herstein and Frank Starr. It should also be noted that several East Coast members have now come up with a similar car and are trying to take credit for its originality. This article first appeared in the "Bumper Guardian" of Fall 1974.

OUR HOBBY has many interesting stories connected with little-known and obscure auto builders of the early days. One of the truly obscure and certainly little-known companies produced probably the most interesting car of all time. A small operation, conceived, executed and managed by the son of an English nobleman, this company produced automobiles for only a one-year model run – 1929. Actually founded in 1927 in a little town with the unlikely name of Monkey's Eyebrow, Kentucky (named by an obviously imaginative Ohio River steamboat captain in the early 1800s for a rather spectacular bend in the river). The two years prior to production were used mainly for research and development as many of the ideas were rather startling and bizarre, to say the least. A man and an idea, out of time and place, much like Tucker of the '40s, this was Sedgewick Orville Beasley and his pride – the 1929 nine-cylinder Beasley sedan, known to him and to his associates simply as the 29-9.

A car of medium proportions, 192" wheel base, his original plan was to also produce a light 7 and a luxury 11. Impressed by Packard's use of series and wheel base designations, wanting to indicate the number of cylinders, and being one of the first to realize the logical tie of year to model change, he integrated it all in his firewall plate. The designation of the first production car was 1192991291 or the first series built in 1929, with 9 cylinders, on a 129" wheel base, first car produced. Simple and effective, if a bit cumbersome.

Body style differences were envisioned, as using the common system of "dash" something. The touring sedan was built first, therefore it was 458 – 4 doors, 5 passengers, 8 windows. This was a bit unusual as the common practice of counting only side windows was ignored and the windshield and rear windows were also counted. Since none were ever built, there is no way of knowing, but one wonders if a phaeton would have been 452 since side curtains are not windows, or a double cowl 453, etc. We do know from available records, however, that the intended limousine was designated 449. This gets a bit confusing and should be explained. Being the son of a nobleman, Beasley felt that, as they were known in those days, "domestics" were not really a part of the machine itself, so to speak, and should not be counted as "passengers." Therefore, with the fixed center armrest configuration and the two jump seats, there was only room for 4 true passengers in the planned long wheel base, 11 cylinder, enclosed drive limousine. Four doors, 4 passengers and, of course, 9 windows, counting the divider. Or, had it been produced, the 11929111491-449. There was a further bit of confusion between the planned coupe roadster and the convertible victoria. These were to be produced with the 9 and 11 cylinder engines, but the model designation had to accommodate the fact that in one the rear seat passengers were inside the top and in the other they were outside the top – and then there was the collapsed top itself to contend with. The records indicate a 244-2PO and a 256-API. This would seem to indicate for the coupe roadster 2 doors, 4 passengers, 4 windows, with 2 passengers outside. Due to the numbers, we have to also assume the victoria was intended to have either wind wings or quarter windows, hence the 2 doors, 5 passengers, 6 windows API (or passengers inside). It was earlier stated that these cars were to have many innovative and unusual differences from the cars of their day – indeed, cars of any day – not the least of which was the uneven number of cylinders in a flat opposed block. A 4-3, a 5-4 and the extremely powerful 6-5. The 9 was to be the backbone of the line. The intended 7 cylinder engine was never built, not even a prototype, as far as we can determine, and the 11 (proposed in early planning sessions as a 13, but local superstition caused the reduction to an 11) was to be the answer to the 12 and 16 cylinder engines of competing companies.

With this type of creative and advanced engineering being done, it was only a matter of time before both the bi-phaser and ventnour valves were conceived. In later articles, the actual workings and performance of the engine will be gone into in detail. We will only say, at this time, that in the case of the ventnour valve the idea to chrome it was strictly a Beasley innovation. A tribute to the attention to detail one has come to expect in a true classic. Is it any wonder then that at swap meets all over the country, and especially at Hershey in the fall, one so often hears the question, "Do you happen to have a chrome-plated ventnour valve for a 1929 Beasley?" Men who have never even seen a Beasley continue to seek this memento of a lost era. The man who can point with pride to this elusive single part of one great automotive developer's dream, says to the world, "I am a man, dedicated, nay, maniacal, about the restoration and preservation of the classic car."

But enough of sentiment. Back to the construction and design features that made this car unique above others. In an attempt to create a work of art, only the finest materials were used in its construction. Beasley, feeling that metal was crude at best, elected to use wood exclusively. The body of the original sedan was Rosewood a la the famous Espano Suiza of 1927. This, of course, did not present the engineering concern that was created by his deci-

(Continued)

sion to also use wood everywhere else in the automobile. The frame itself was not too big a problem (and a nice touch was the hand-carved diamond pattern). The real problem arose with the axles, the differential, and especially the brake drums, which had a tendency to catch fire if the car was stopped suddenly from any speed above 22 miles per hour. For some reason that was the critical speed. The Beasley Co. was still working on an idea for small water casks attached to each wheel when the company went under. Suspension, on the other hand, was a master stroke. No shocks, no springs, but the now famous "wicker wheels." Each wheel unto itself was a work of art, and woven by a little-known tribe of Samoan wicker weavers brought to this country at Beasley's insistence and personal expense — lock, stock and village. Remnants of their village, and a few artifacts, can still be found on a site near Monkey's Eyebrow.

The principle, of course, was a simple one. The woven wicker, with its natural flex, would absorb all road shock in the wheel itself and thus was born the first approach to today's accepted and experienced independent suspension.

As a sidelight, the idea was doomed from the start, however, since the Samoan wicker weavers' religion required that they only indulge in sexual activities at high tide and, since there is no tidal activity in the Ohio River, they began relating to the spring floods. This meant that for approximately two months they simply would not report for work. The rest of the year the men tended to be truculent, surly and extremely difficult. Thus the standard of workmanship suffered drastically and quality control was impossible.

Beasley himself, being no more or less an egotist than any other manufacturer, commissioned the famous sculptor of the time, Norvell Pitts, to do an original wood ornament mold. The first attempt was a full figure of S.O.B., with left arm extended, holding an albatross to indicate the characteristics of flight. Giving in to pressure from his sales department, however, the final rendition was simply the albatross itself in two versions. The standard, with wings folded in a sitting position, and the deluxe, with wings extended and forward thrust.

Working independently during the two developmental years was a small racing and competitive department. The thought, of course, being to put before the public a machine that would pique the interest of the automotive buyer. Something that would prepare the world, as it were, for their first showing of the 1 192991291. This entire program never quite produced the successful results originally hoped for. Remembering the Anglo-Saxon background of Lord Beasley, one can only say, "You can take the Beasley out of England, but you can't take the England out of the Beasley." Records are spotty at best, but what has been reconstructed proves interesting.

Their chief driver was Lady Winifred Wacker. Originally they had signed the well-known British driver Sir Clive Gallop. Unfortunately, the one-off Beasley racing car, the Beasley bomb, was inadvertently left outside overnight. The ensuing rainstorm caused the Beasley's wicker seat to swell so much that there was no way Gallop could fit into the cockpit. Nonetheless, it was found this swelling was to the good for the Beasley became a stressed-seat design. The swelling, of course, increased the stress and it was found that the torsional rigidity of the body was greatly increased (much like a fully loaded mousetrap). So, leaving well enough alone, Beasley chose to find a driver to fit. The dimensions involved could only hope to accommodate the delicate form of a young and "almost innocent" lady. Lord Beasley himself, commonly known as "Old Bad Breath," personally interviewed over 400 applicants for form, fit and function. (In some countries this is referred to as a screen test.) As it happened, Lady Winifred Wacker was the ultimate winner, although it has always been a mystery just why, for Lady Wacker couldn't drive. But then, what the hell — can Sophia Loren type? Lord Beasley completed the assignment in the amazingly short time of just four weekends. For this devotion to duty, he was awarded the Businessman of the Year trophy from downtown Monkey's Eyebrow Marching and Chowder Society. He was also elected to the Board of Directors of the Greater Kentucky Hotel Association for singlehandedly creating a boom in the hotel industry. Unfortunately, these honors were to come posthumously, for Lord Beasley died from terminal old age soon after completing this assignment. As was only fitting, he was buried in a rain-soaked and worn wicker casket. He was 34 years old.

Several other interesting developments came from the Beasley-in-the-rain episode. For one thing, the torsional strength advantages were soon obvious to all. Leaving all prototype racing Beasleys out overnight in the rain soon became standard practice. Initially this was done by physically lifting each car off the line and carrying it outside where it sat overnight. The reverse procedure was applied in the morning. After some months, Lord Beasley's dimwitted elder son, Lurch Beasley, who was chief of Engineering, had a bright idea. Why not cut a hole in the factory's roof at an appropriate point over the production line? This was done (no big problem in the wicker roof) and Beasley now had an automatic rain-soak station. This proved satisfactory and was used right up to the end. There was, however, a persistent annoyance. You see, the Beasley factory was located immediately adjacent to the city dump, now the site of a large natural gas plant, and like all dumps, this dump was landlord to a large colony of scavenging birds and, well, birds leave their mark. In particular, they left their mark all over the hole in the roof of the Beasley works. It soon became apparent that the accumulation of bird marks in the factory had the undesirable effect of rotting some of the Beasley's more intricate parts. So shoveling bird marks became a daily routine. Although there were many people back home in England well qualified for this task, Lord Beasley could never persuade them to leave their posts in government.

Another spinoff was the Beasley duck presser. This consisted of two wicker grids. The idea was to place a duck between the two grids and then lace them together around the edges. Now all one had to do was leave the duck outside overnight in the rain so that the rain swelled the wicker and "presto" — instant pressed duck.

Unfortunately, as good as these ideas were, they, like so many others, could not be consummated once the

(Continued)

Samoans left for Fort Lauderdale, there to be culturally absorbed by the other great mass of tidal activity worshippers, the eastern vacationing college students.

As previously stated, in future installments we will cover such diversified subjects as the engine performance, avant-garde engineering and design, the development of the exquisite "Albatross" mascot, first conceived and executed by sculptor Norvell Pitts, the attempt to create an industrial empire without an initial investment, and much, much more.

If, perchance, there are questions generated by this article, please do not contact either the authors or the editors until the series is complete as possibly the answer will be forthcoming. If, on the other hand, anyone has information, technical data, pictures or drawings that could be used in the future, please send them along for, as you can certainly understand, the history is far from complete.

One final thought: Beasley's proposed advertising slogan is as applicable today as it was 41 years ago — "TRY TO FIND A MAN WHO OWNS ONE."

The 1983 European Tour

by Larry Justice

AFTER SPENDING THE LABOR DAY WEEKEND in Auburn, Indiana, attending the Auburn, Cord, Duesenberg Festival and the three day Kruse auction, Tom and Molly Crook, John and LeeAnn Farrell, Lorraine and I left Chicago by Air France on September 6 for Paris. The other members from the Northwest, Denny and Susan Aker, Gordon and Claudia Apker and Connie Schwarz, our travel agent, joined with Gene Babow, Everett Adams, Ted and Ned Bacon, Bill and Martha Bobcock, Robert Bruns, Bill and Carolyn Greer, M/M Arturo Keller, George Newhall, Ernest and Patsy Norvell, Ron and Catherine Pfeleiderer, and Jim and Wilma Riffenburgh, making up the total touring group of 29 members.

Before noon on September 7, all members were in Paris and checked into their rooms at the Hotel Splendid Etoile, an old, quaint and charming hotel, ideally located near the Arc de Triomphe.

September 8 and 9. We enjoyed many of the wonders of Paris, including the Louvre Museum, Madeleine Church, Notre Dame Cathedral, Pantheon, the Eiffel Tower, Versailles, Fontainebleau, and a cocktail party and dinner in the exciting Montmartre district.

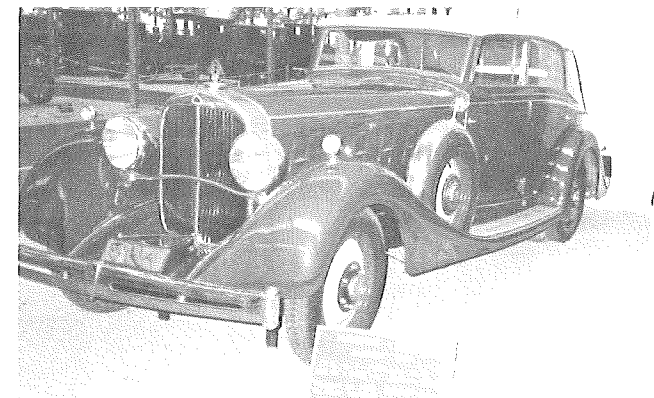
September 10. Our tour escort services commenced and we met Felicia Elmiger, tour guide, and Hans Flury, driver of our new diesel bus. They were to stay with the tour until September 26. Today we left Paris and drove to St. Dizier, where we visited the Museum of the French Cars. Not a large number of cars, but some very rare and unusual ones.

September 11. We left St. Dizier and motored via Nancy, Strasbourg to our hotel in Stuttgart, the Graf Zeppelin.

September 12. A visit to the Mercedes-Benz Museum located inside the grounds of the auto factory, near downtown Stuttgart. Here you can trace the history of motorization from its start, in 1885, the beginning of Daimler-Benz to the present day. An amazing display by a world-famous company. In the afternoon, one of our most memorable drives, through the Bavarian countryside, rolling green fields, picturesque farms and villages, to the capital of Bavaria, Munich.



"The gang's all here" at Grandson Castle. Grandson, Switzerland.



Maybach Zeppelin Cabriolet — 1934. V-12

September 13 was a busy day. In the morning, a sightseeing tour of Munich and a visit to the outstanding German Museum. In the afternoon, we went to the BMW Museum, a most impressive stainless steel structure and, as with Benz, tracing the history of the company from its beginning to the present day. In the evening we enjoyed a cocktail party in the Space Tower on the grounds of the 1972 Olympic games.

(Continued)

September 14. We enjoyed a full-day excursion to see some Bavarian castles, including a visit to Neuschwanstein Castle, built by Ludwig II. This castle is spectacular, very ornate and almost unbelievable.

September 15-16. We left Munich for Salzburg and our hotel, Schloss Fuschl. The castle building was built in the year 1450 as a hunting lodge, 533 years of history. . . a most enjoyable experience. In the afternoon of our first day in Salzburg we drove to Kremsmünster and the Kremsegg castle and old cars museum. A most interesting collection of some very old and rare automobiles. Have you ever heard of a 1912 Stimula? It kind of looks like a very early Ford Roadster. On Friday, we enjoyed a city sightseeing tour of many-towered Salzburg, the birthplace of Mozart and the home of the annual Salzburg Festival.

September 17-18. An early departure for a long drive – to the City of Venice, built on some 120 islands separated from each other by more than 150 canals and connected by 400 bridges. From the bus terminal, our baggage and passengers were transported by boat on the Grand Canal to our hotel, Luna. Quoting from our itinerary – “This morning you will enjoy a sightseeing on foot to see St. Marks Square and adjoining monuments, visit St. Marks Cathedral with the Treasury and Sacristy, then the Doges Palace with picture galleries and Ducal apartments, the Piombi Prison and the famous Bridge of Sighs.”

September 19. We motored to Arese and visited the Museum Alpha Romeo. Another very fine company museum, where we were escorted by their representative, and again from their beginning with a 1910 8/10 HP Darracq to their present models. This company has been very successful in European racing and many of these machines and their aircraft and boat engines were on display. Don't miss it if you have an opportunity. Then on to our Hotel Palace in Turin.

September 20. In the morning, back to France and the city of Lyon and the Hotel Sofitel. Our visit of Pinin Farina Styling Salon was cancelled, so we spent the rest of our day shopping.

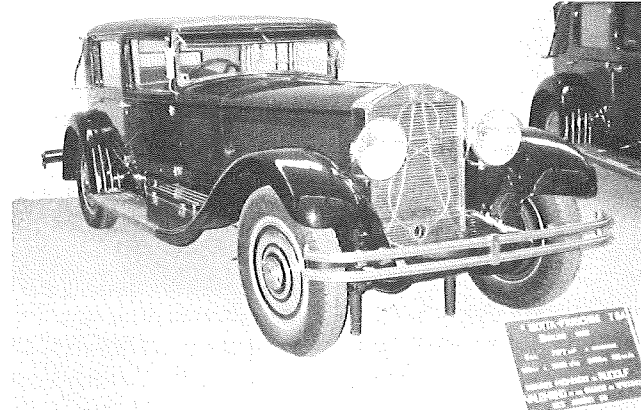
September 21. We left in the morning for the Castle of Rochetaillée to visit the H. Malartre Museum. This collection is now owned by the City of Lyon, with approximately 200 vehicles from 1890 to 1968, cycles from 1818 to 1920, and motorcycles from 1898 to 1935. Included in this collection is the official parade car of Adolph Hitler, a huge 700 S or 7 Liter specially built car. That afternoon we motored to the Hotel De La Paiz in Geneva.

September 22. A day of walking around this beautiful city, enjoying the small stores and exclusive shops, loaded with watches and jewelry. Lunch at a sidewalk cafe – a very pleasant day.

September 23. Left Geneva in the morning to visit the Grandson Museum in the castle near Neuchâtel. This collection includes many very early European cars and cycles, and includes a Rolls Royce Phantom I that was once owned by Greta Garbo. The castle is very old and authentic, including a dungeon and torture chambers. From here to our hotel Chateau Gutsch in Lucerne.



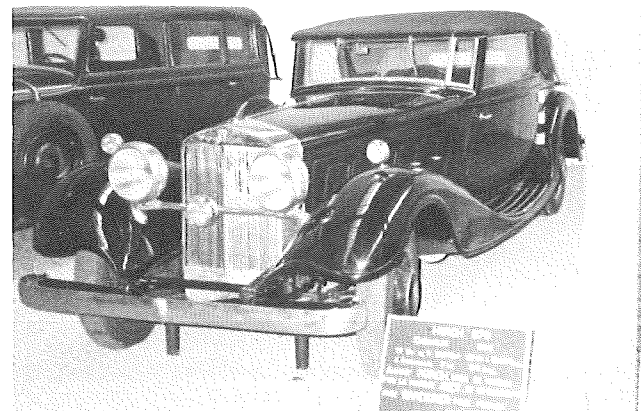
Connie and Felicia – snack time.



Isotta Fraschini. Berlin 1930.

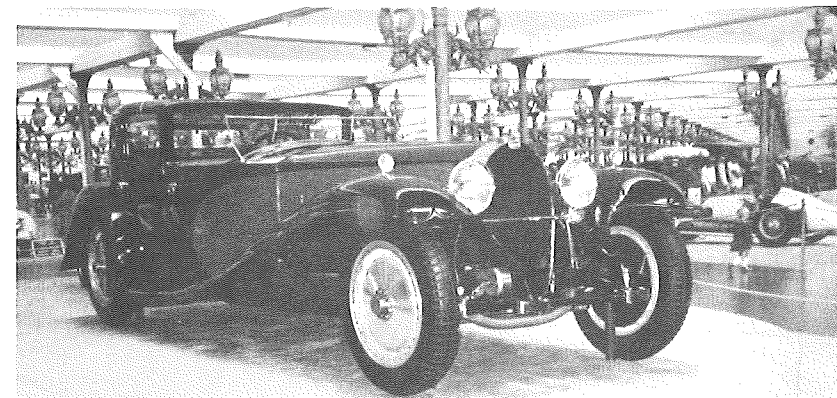


Connie, Danny and Sue at “Schloss Fuschl.”



Horch 670. Cabriolet 1933.

(Continued)



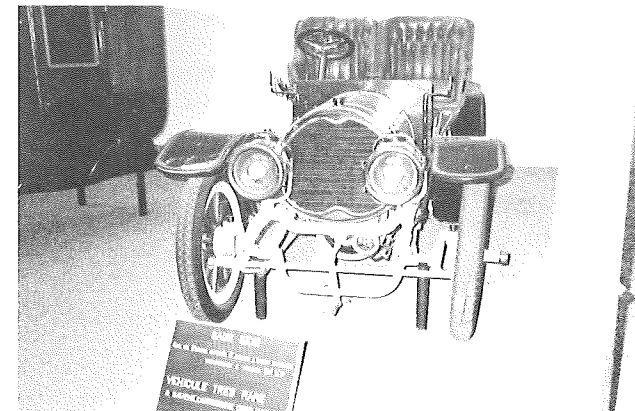
Bugatti Royale. “Coupe Napoleon.”

September 24. This morning “Enjoy a city sightseeing of Lucerne, the region where Swiss democracy was born. See the Lion Monument erected in the memory of the Swiss Guards who defended the Tuileries during the French Revolution. You will also visit the Swiss Transport Museum.” This museum is quite new and one of the finest we saw in Europe. A history of transportation, land, sea and air. In the afternoon we motored to Mulhouse, the Capital of Haute Alsace, and checked into the Hotel Sofitel.

September 25. The big day had arrived. We enjoyed a visit to the famous Automobile National Museum, which belonged for many years to the Schlumpf Brothers, who, being industrialists in the region, had assembled a fantastic and impressive collection of cars. I believe the collection contains about 400 cars, including 125 Bugattis, two of which are Royales. Hispano, Isotta, Maybach, Mercedes, Daimler, Alfa Romeo . . . they were all there. This is probably the most impressive Car Museum I have ever seen. From there we went back to the Hotel Sofitel.

September 26. This was the day to say goodbye to a wonderful group of car people. Some of the tour continued for the additional week to London, but Tom and Molly and ourselves rented a car and drove to Berne, then on to Zurich, and flew home on the 28th.

What a wonderful three weeks, so much to see and do. This report is lacking in detail and descriptive content, but there is no way I could be more specific of what we saw and keep the report within the available space in the bulletin. I want to thank and commend Connie and Phil Schwarz, Travel Professionals, for arranging this wonderful tour. It was precise and professional all the way. Also, a very big thank you to Gene Babow. His knowledge of cars was most helpful during our museum visits. We hope you can do it again.



Sage 1906. Very rare vehicle.



Gordon and Claudia at Space Tower - Munich.

SEPTEMBER PICNIC AND KITE FLY

by Bob LeCoque

A SATURDAY EVENT that proved the weatherman wrong! Roy and Terry Magnuson joined the traveling group for breakfast at the “Crazy Lobster.” John and Pat Dennis and Wayne and Dawn Weihermiller caught up to the group on the way to the Mukilteo Ferry. The first stop on Whidbey Island was in Langley to inventory the antique shops, then the scenic route to Fort Casey via the parking lot for the Keystone Ferry. Tour leader Jack Goffette, driving Pat's Rolls and accompanied by their dependent “Mark,” had a picnic spot picked out for us. Christy Barber helped Dad “Ted” with lunch, while Fritz and Mariel Gechter rested in the sun. Bob and Evelyn Nordquist shared their lunch with son Keith. Shirley LeCoque watched while Bob and Bob, Jr. tried to assemble a kite. After lunch and a look around the Fort, a vote was taken and all agreed to continue driving North over Deception Pass before heading home.

Need We Say More?

ONE OF THE HIGHLIGHTS of our twenty years has to be the recognition of one of our members for the "Citation for Distinguished Service."

"The Citation for Distinguished Service is presented by the Nationally Elected Board of Directors to that Club member or members who, in the Board's opinion, have distinguished themselves through exceptional leadership, vivid imagination and rare organizational ability, inspiring their associates in a concerted effort toward the fulfillment of worthwhile Club goals. The Citation is not necessarily awarded annually."

Al McEwan.



WHAT'S IN A GROUP?

IN PUTTING TOGETHER THIS BULLETIN, we thought it would be interesting for you to see a profile of cars registered in the regional directory. It is obvious a lot of cars were not listed and some have now changed hands.

| | |
|------------------------------|----|
| Auburn/Cord/Duesenberg | 29 |
| Rolls/Bentley | 28 |
| Cadillac/LaSalle | 28 |
| Lincoln | 22 |
| Packards | 52 |
| Delage | 1 |
| Chrysler | 1 |
| Maybach | 1 |
| BMW | 1 |
| Horch | 2 |
| Stutz | 3 |
| Jag | 3 |
| Mercedes | 2 |
| Hispano | 1 |
| Bugatti | 2 |
| Ruxton | 1 |
| Alvis | 1 |

Our 20th Anniversary