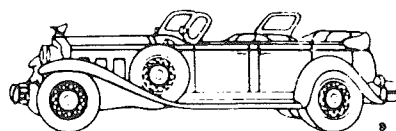


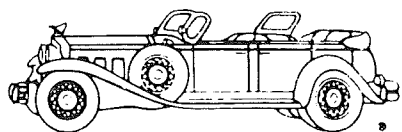
# BUMPER GUARDIAN



## **CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region**



SUMMER ISSUE 1986



CLASSIC CAR CLUB OF AMERICA  
Pacific Northwest Region

1986 BOARD OF DIRECTORS

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CALENDAR OF EVENTS

|             |                                 |
|-------------|---------------------------------|
| October 19  | Leavenworth Autumn Leaf Tour    |
| November 21 | Annual Meeting: Salty's at Alki |

ABOUT THE COVER PICTURE

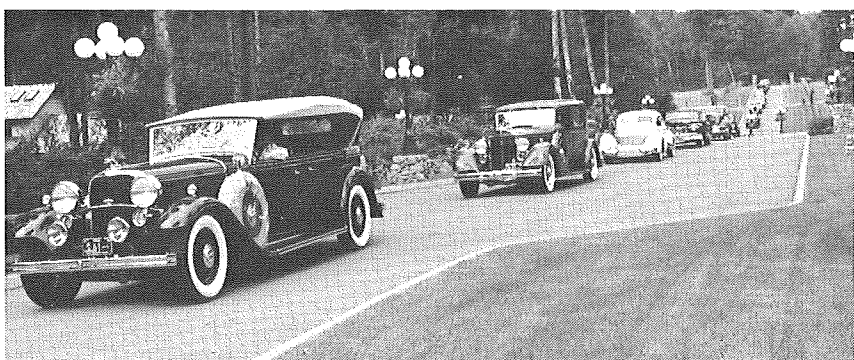
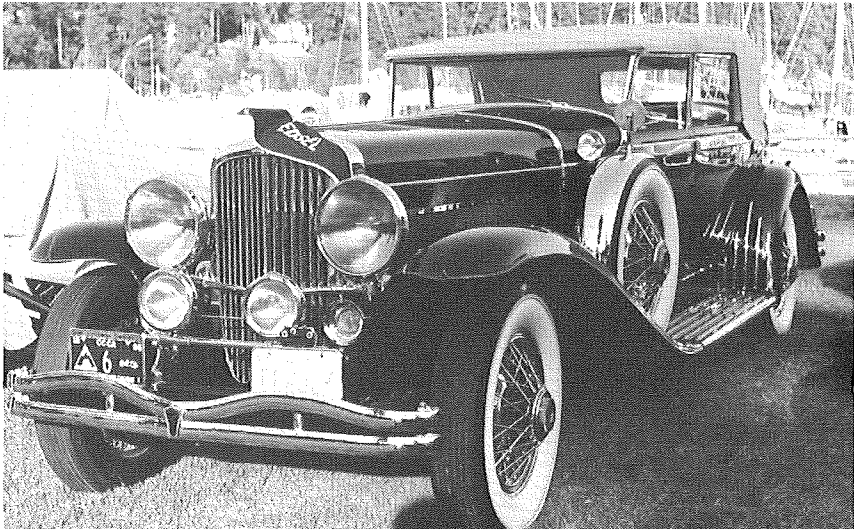
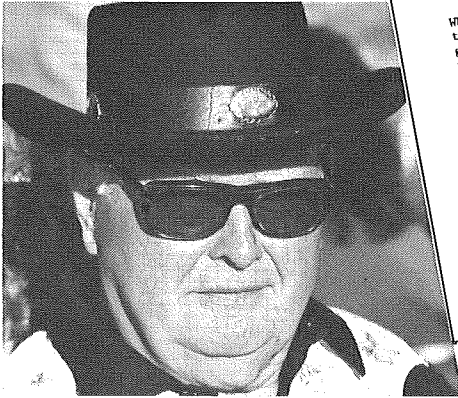
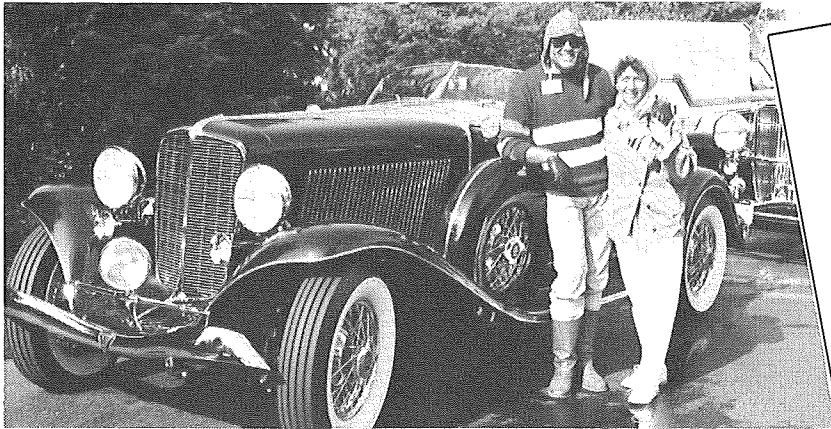
"On Your Marque Get Set Go" or "Everything Comes to Those Who Wait" or "1986 PNW CARavan Waiting for the Ferry on Orcus Island Bound for Victoria, B.C."

BUMPER GUARDIAN

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.

PHOTO LOG of 1986 PNWR CARAVAN

Watch for a complete story in National's Bulletin.



CLASSIC CAR CLUB OF AMERICA  
P.O. BOX 443 MADISON, N.J. 07940

August 4, 1986

Mr. Tom Brace  
2136 SW 305th. Street  
Federal Way, WA 98023

Dear Tom,

Today is letdown Monday after a fabulous week of touring in one of the most beautiful parts of the country and hosted by THE most wonderful group of people it has been my pleasure to know in some time!

While the week is fresh in my mind I wanted to take the opportunity to thank you personally and as an "official" of the club for the group effort that the Pacific Northwest Region has put forth for the enjoyment of the membership. This past CARavan was truly a great one and reflected many many hours of effort by your group over the past months and years.

I truly enjoyed your part of the world....it was my first trip into the San Juans and British Columbia and I was captivated by the area and the people.

Your region is to be commended for their work and have truly set an example of what the CARavanning spirit of this club is all about!

Sincerely,  
  
Christopher Buck, President

Letter from National.



# CRICKLEWOOD TO SNOHOMISH (With Stops Along the Way) - Part II

By Norman Herstein

An offer was made, but nearly two years were to pass before a sale was effected at almost the exact offer price after near endless intervening haggles.

Meanwhile, a trip to England in 1970 included a visit to the BDC headquarters and a meeting with the then Secretary, Barbara Fell. During this meeting, they found that the chassis card disclosed YR 5085 had indeed been shipped from Cricklewood to Walter M. Murphy Coachbuilders, Pasadena, California. Of course, this resolved all doubt about the authenticity of the coachwork. The car in Mexico City that he had made the offer on was now in fact authenticated. I can't imagine the thrill Weber must have felt on finding this out and how frustrating it must have been waiting for the deal to gel.

After returning from this trip, Weber and a close friend journeyed to Mexico City to look the car over again and also to make a complete inventory of engine parts. Missing were the base of the three-throw tower, three camshaft-bearing caps, one cam-follower shaft, both SU carburetors, the front vibration damper, exhaust junction pipe, silencer and tail pipe, oil-indicator sight glass and rod, fan-carrier bearing assembly, rev-counter drive plate, and engine bearers. This list was reviewed with the eminent Bentley specialist in Henley-on-Thames, Fred Hofmann, to get a size on the job ahead. However, Weber suggests that had he known what the four and one-half year restoration would entail, he might not have ever started.

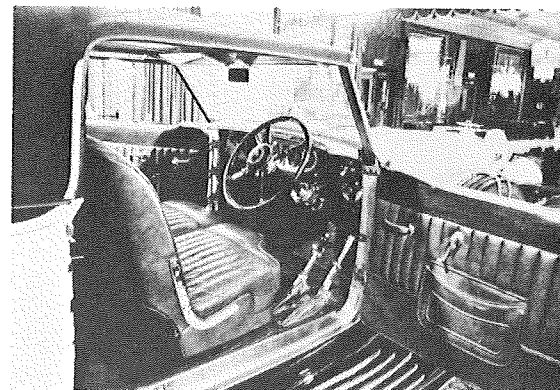
How true. It's better not to know for the car's sake. Once the process starts, you usually have to plunge on regardless. To stop means the loss of much that has been invested to that point. It's a lonely business until the project is completed. But someone has to do it.

Months passed! Finally, the deal with Sr. Diaz was concluded with a show of Latin temperament that made quite a strong impression on Don and his friend. In fact, the friend was for crating up all the loose parts immediately and removing them from Sr. Diaz's premises and Don agreed. The whole job was done with the help of local carpenters within one day.

All of it, the car and parts, were moved across town to the home of a mutual friend who had been active in the days of the old Mexican Road Race years ago. This man eventually removed the Diamond T truck engine in order to make the car exportable. The Mexican official, whose permission was required, had decreed that the car could only leave the country with one engine.

The removal process resulted in the shaft between the clutch and gear box being torched. It was thought to have been a Diamond T part, but, alas, it was a Bentley one. A long way down the road to come, Hofmann had to make another one.

Sans engine, the car had to be towed to the Registro, the only license and inspection bureau for the entire district of Mexico City, population 10,500,000 in 1972. Intense negotiations extending over several months preceded this trip and involved several government departments all of which had to give their blessings on the sale and approve the export permit. Weber was aided in this process by a customs broker and a specialist in automobile license matters; he was convinced he would never have gotten anywhere



In Dorchester Hotel dining room - London, October 1976  
Weber

without them. A complicating factor had to do with the 8 litre not having been officially and legally registered for seventeen years.

The Bentley was to wait its turn in a double row line two blocks long. Gradually, as the hours passed, it entered the compound of the Registro and after several more hours of waiting, the papers were finally in order. The Bentley had a legal title and the coveted export permit, but the wrecker was impounded-----someone had noticed that its license number was the same as that for one reported stolen sometime earlier. Two hours of the final wait had been devoted to successfully dissuading the officials from impounding the Bentley as well.

They were ordered to remove the Bentley from the Registro compound immediately and that had to be done by hand pushing it out onto the street to await another wrecker.

At long last, the great machine was delivered to a moving and storage company for crating and shipping to Hofmann and Mountfort's shop. It left Vera Cruz and arrived in Liverpool without incident.

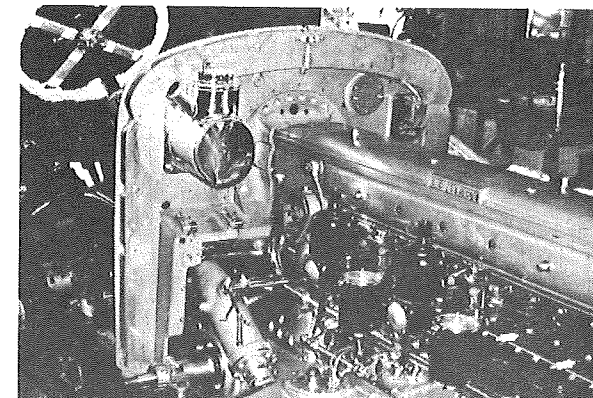
Weber grieved over the crate constructed in Mexico. He had given instructions that it be made so that it could be used for the return trip from England, but the Mexican carpenters made a one-way box instead. It had to be destroyed to get the car out when it arrived in Henley.

Another matter for grieving was the loss of one interior door handle enroute. This was pure Murphy with the look of antique silver; it was lightly hammered all over to give that appearance.

At any rate, believe it or not, Don was able to locate the man who made the original, Irl E. Burnside, assistant shop foreman at Murphy in 1931. Though Mr. Burnside was now well past eighty, he cheerfully agreed to make another handle and applied the hammered finish with the same tool he had used to do the original. He even sent Don the hammer as a souvenir. Burnside had especially remembered the car as he had the job of hand winding the springs for the door-window slot covers. He mentioned that the winding had been a tedious and maddening job at best. (These slot covers are long piano-hinged chrome covers that automatically snap down over the window slots when the door glass is rolled all the way down-----Murphy thought the slots were unsightly!)

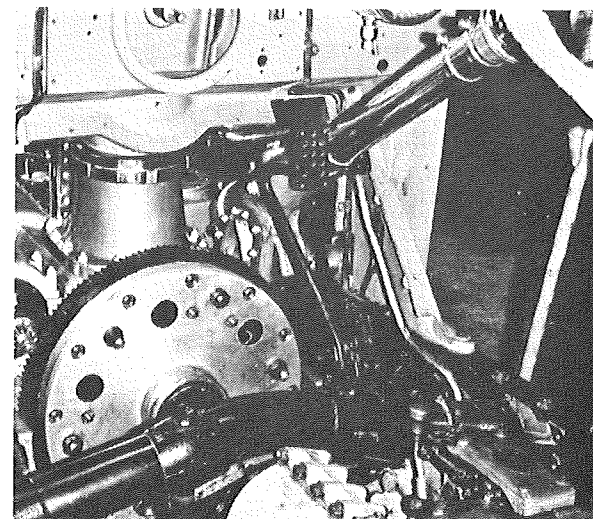
(Continued on next page)

His research also turned up Franklin O. Hershey, the Murphy designer of the body mounted on YR 5085. Hershey also designed a prototype Peerless V-16 body, and that car now resides in the Crawford Museum in Cleveland, Ohio. Both cars share the same graceful fenders with beaded edges and the same taillights.



At Hofmann and Mountfort's - Henley-on-Thames c. mid-1970's  
Weber

Weber consulted with Hershey over the color to be used when the restored body was ready for painting. It was known that the car had been repainted black during the mid-thirties and both he and Hershey thought it not the best choice. Weber remembered two salon Duesenbergs, one done in metallic silver with black fenders and the other with polished aluminum body and black fenders, both turned out to have been designed by Hershey. And he agreed that the new color scheme should be black fenders with polished aluminum beads and a metallic silver body.

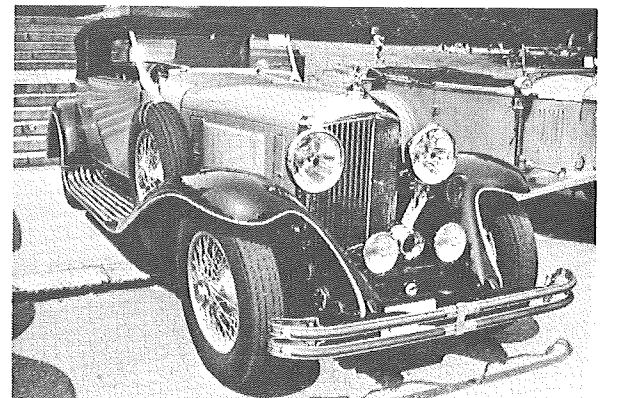


Another view at H & M shop

Weber

A long time after, when the car was completely restored, it appeared at the BDC dinner and dance at the Dorchester Hotel in London. During this bash, the foreman of the shop that did the body restoration and painting for Hofmann and Mountfort sat across from Weber while they were dining. In their conversation, he mentioned that the first color they had found inside the boot was metallic silver. Another thrill-----by some odd coincidence, the car had been inadvertently restored to its original color.

Weber finishes his story about the car first with a tribute paid to Hofmann and his crew for the prize-winning restoration-----it won first in its class and best vintage Bentley at Kensington Gardens when it was finished. The remainder of his tale recalled a pleasant trip of 2,300 miles in the car through Scotland, Wales, Cornwall, the Midlands, and the



At Kensington Gardens - London, 1976

Weber

Cotswolds.

Well, that's the story. For a fifty-four-year-old car, it has not made that many stops after all.

If recent history has taught us anything, it is surely that nothing becomes lost in the mists of time more quickly than the individual history of a car. The process is aided by the fact that those with faulty knowledge are the most likely to disseminate it authoritatively among those with none at all, and, if the salt of vested interests is added, it is not long before the replica of yesterday becomes the genuine article of today.

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TOM CROOK

# MINUTES

CLASSIC CAR CLUB OF AMERICA  
Pacific Northwest Region  
Board of Managers Meeting  
August 6, 1986

The meeting was called to order by Director Brace at 7:30 pm at Girvan's Restaurant in Seattle. Present were managers Christy, Greenfield, Grisham, Herstein, Mote, and Naylor; Treasurer LeCocque; members Adatto, Aker, Crook, Hooper, McEwan, McKinley, Mounger, Ralsbeck, and Zuker. The minutes of the July 2, 1986 meeting were approved as presented. Treasurer LeCocque reported a balance of \$9,848.58 (including \$7,000 CD).

G. Mounger reported a profit of \$729.46 from the Caravan shirt project.

Director Brace requested articles for the BB which will go to press in early September. Herstein and Adatto volunteered articles.

Director Brace suggested advance planning for the State Old Car Week next year. G. Mounger will work on publicity.

Director Brace discussed briefly the 1987 PHWR Grand Classic in regards to the previous vote to accept and consideration of locations. A couple of suggestions for a guest speaker were considered. N. Herstein advised keeping the banquet short and simple. He also commented that other car clubs are having national events in the area around the same time as the GC and that we should be aware of these and try to cooperate.

G. Mounger talked about the Manor Farm-Great Gatsby event in Poulsbo, Aug 30. It will be a one-day event for the cars. There will be equestrian events including polo, and a big band dance (at extra cost) in the evening. They will provide return ferry tickets for those who bring cars.

P. Grisham reported on the Pt. Ludlow Rendezvous (Sept 5, 6 & 7). RSVP info was not available. An airplane club is now confirmed, weather permitting. KIRO has some interest in doing a special to be aired later. Also a possibility has been suggested that the rendezvous next year be a connected with a charity. The consensus was not to involve the public in any way with this event. A charity event of some type will be discussed later, but as a separate event.

T. Brace brought up the Autumn Leaf Tour in Leavenworth (not at the same time as the Oktoberfest) in conjunction with the Packard Club as a one-day driving event. More on this later.

A. McEwan talked briefly on the outcome of the Caravan. It was unanimous that it was a success. No financial data is available at this time.

The next Board meeting will be held at Girvan's on September 3. The meeting was adjourned at 9:20 pm.

Respectfully submitted,  
Ted Barber  
R. E. LeCocque, Treasurer and  
Ted Barber, Secretary CCA-PHWR

CLASSIC CAR CLUB OF AMERICA  
Pacific Northwest Region  
Board of Managers Meeting  
July 2, 1986

The meeting was called to order by Director Brace at 7:15pm at Girvan's Restaurant in Seattle. Present were managers Christy, Grisham, McPherson, and Naylor; Secretary Barber and Treasurer LeCocque; members Adatto, Aker, Anderson, Crook, Hooper, Justice, McEwan, and Lee and Marlene Zuker; and guests Peter and Jo Bain. Board members Greenfield, Herstein, Mote, and Ocon were excused. The minutes of the June 4 meeting were approved as presented. Treasurer LeCocque reported a balance of \$10,689.48 (including \$7,000 CD). Membership Chm Aker reported one new membership: Jim & Donna Miller. Director Brace reported that the Spencer Award recipient will be selected by the committee of Anderson, Aker, and Herstein.

Up-coming events announced included the July 4 Parade and the Forest Grove Concours (previously announced bus arrangements had fallen through). Chm McEwan announced that approximately 190 people and 90 cars would be on the Caravan. Several local cars will be displayed at Kiana. Caravaners not wishing to go to LeConner may take an earlier ferry to Orcas Island. There will be reserved space on the ferries to and from Vancouver Island. The letter giving the package price (about \$2500 per adult) will be sent about the 10th. The hospitality suite at the Red Lion will be in operation Friday and Saturday. Teams will be selected for an unspecified event later in the Caravan. Tom Brace will co-ordinate two-way radios used on the Caravan. Adatto and Mounger will manage a Caravan T-shirt project. The Board approved \$1500 to start the project.

R. Adatto proposed a Club tour to Manor Farm (Poulsbo) on August 30. P. Grisham suggested that this might be too close to the Pt. Ludlow event, but R. Brace felt that it's better to have more events for members to consider.

Chm Grisham discussed the Rendezvous by Land & Sea (Pt. Ludlow, Sep 5-7). Planning is by the Club with partial sponsorship by the resort. Also participating are the RROC, Pierce-Arrow club, boat clubs, and possibly vintage aircraft.

Director Brace again mentioned the State Old Car Week (May 25-31), in particular the work of Glenn Mounger.

Director Brace led a discussion of the previously-tabled motion on the 1987 Grand Classic. By Roberts' rules of order, a contrary motion would be required to defeat the original motion. After some discussion, no motion was presented, so the GC is on. It was noted that the Southern California GC will be held at the same time, and Pt. Ludlow was suggested as a site.

Other future events discussed were:

The Summer Dance (Chm Links) is moved to September (if at all).

The Autumn Tour (Chm Brace) is tentatively scheduled for October.

R. Hooper suggested it should be overnight because of the distance involved, and reservations should be made early.

Possible new sites for the Annual Meeting and/or the Christmas Party are the Arctic Club, Peterson's Museum, or the Museum of Flight.

The meeting was adjourned at 9:05pm. The next meeting will be held at Girvan's Restaurant August 6.

Respectfully submitted,

Ted Barber  
Ted Barber, Secretary CCA-PHWR

# A PROPHET IN OUR MIDST

**NOTE:** The following was written by past-director Phil Schwarz on May 29, 1968, and merits your attention.

— Tom Brace, Editor

## TO ALL MANAGERS:

The enclosed is for publication in the next Guardian. I want your approval to my proposal prior to publishing.

Please send back with your OK and/or any comments. Approval is for the study of feasibility of such a proposal, etc.

— Phil

## "From the Director"

**IT'S A FINE COMBINATION** (sometimes), this being a travel agent and classic car hobbyist. Or should I say the travel business is OK when there are classic cars involved. This combination afforded me the opportunity of talking with probably 70 hobbyists and viewing almost that many cars in other areas of the USA. Within a few days' time, I visited with green beginners, novices, old pros, speculators, professional dealers and restorers, club officers, wives, etc. With all of this, one cannot help but come to some definite and specific personal conclusions about this hobby of ours. For what they're worth, here are mine.

**Prices** — Firm, with seemingly solid footing and no apparent "ceiling." Some say that it is only the beginning! There is no question but what prices will continue to rise on almost all classics, particularly the unrestored. There is the curious possibility that the gap between an unrestored car and a fully restored one will continue to narrow. For the non-craftsman hobbyist, it just could be that the restored car may be the better bargain in the long run. There appears to be a rapid growth of "dealers," mainly mail-type that own few if any of the cars they advertise.

**Restoration Costs** — Rising rapidly to the very great concern and alarm of many of the serious hobbyists. I believe we can anticipate a very marked change of emphasis toward original and/or cars that are presentable. Unofficially, perhaps a de-emphasis of "judging," "100-point restorations," etc. Not that there will be any lack of pride and desire to upgrade, but I do feel that the 90- to 100-point car is rapidly getting out of the financial reach of the average hobbyist. Likewise, in spite of desires and direction from others, it would appear to me that "fun" will emerge as the dominant catalyst for all sincere hobbyists and that we in this region as a club are "running in the right direction."

**Classifications** — As you have learned, our national officers have had the idea of a separate class for original cars before them for discussion for some time. As you can well imagine after a little thought, the task to set up such a category is at the least monumental, if not impossible. For example, when is an original not an original?

Personally, I believe we should embark immediately upon a study and eventual plan of our own, locally, to develop a class, category or goal for the less-than-affluent hobbyist — the family that wants fun *now*. Likewise, our aim should be to discourage the use and display of unsafe and/or unsightly, unrepresentable classics, at least at club functions. At the same time, the aim should be to encourage participation as well as at least gradual upgrading of the cars. Whether the car has been restored poorly at one time or if it's original really makes little difference. What does make a difference to us is that the car be presentable and nice in the eyes of the public; be absolutely safe to operate; and that continued upgrading be maintained. Achievement of this goal by an individual may seem minimal now, but in future years may really be an achievement and honor for which to strive. Those cars accepted by some such minimal standards as suggested above should receive some sort of an award or visible evidence in the form of a sticker or something that tells all that this car is safe, in the hands of a hobbyist who cares, who is improving the car.

Establishment of such a procedure now could well lead to the avoidance of embarrassing situations later on; encourage those with average but presentable cars to participate; eliminate the belief among some that it is strictly a rich man's game; and, finally, that anything less than a 90-point car is undesirable and shouldn't be shown or displayed.

Certainly we all hopefully look forward to the eventuality of upgrading our cars to that magical 95-point area, and this for sure is a logical and healthy goal; however, inability to attain the goal must not lead to discouragement and eventual loss of interest. While there will be more and more cars attaining the very high point scores, this number will not be proportionate to the number of new hobbyists. Thus, there has to be an attainable goal or plateau for them, and yet minimum standards to protect those already "in."

I would more than welcome comments in this regard from any and all members and further would ask all to jot down their thoughts on the subject and send them in. It is my wish and intention to appoint the following members as a committee to embark upon such a study and submit to the board of managers their recommendations by December 1968. Chairman: Joe Carman. Assistant Chairman: George Shufelt. Members: Hal Dahl, Rod Brown, Jay Downes, Merle Holmgren.

Now, back to the travels. Some interesting cars I saw for sale: 1939 Packard Su 8 Franay (French) Bodied Town Car — Running — Solid. Needs complete restoration. \$4500.

1931 (?) Rolls Royce Newmarket Conv. Sedan (Springfield). Needs total restoration. In pieces. Spare engine. \$4000. 1935 Packard V-122 Club Sedan — About 90 points — Very nice. \$3500. 1936 Auburn Boattail Spstr. 95 points. \$11,100. 1947 Continental. Very average — About 75 points. \$2750. 1934 Packard V-12 Sedan. A mess. \$2500. 1937 Packard Su 8 Sedan. Solid needs total restoration. \$2450.

Some others I saw — not for sale, but impressive — two PIII Rolls Royce town cars — Rockefeller's 1931 Marmon Touring Car 7-passenger with California top. HUGE — About a 1930? "Blown" Bentley with the leather hood straps, etc. A crazy Rolls with doors that are sort of hinged in the middle and swing out and back from the opening. I drove a beautiful 16-cylinder Marmon — several Packard Darrins.

I was fortunate enough to participate in the combined Lone Star/Oil Belt region's Hemisfair meet in San Antonio. A very nice event with very nice and hospitable people, and some very exciting cars. Taken as a group, I didn't think that the combined conditions of theirs was quite up to ours. Their judging was not quite as tough as ours. The cars were displayed in a new covered shopping mall amongst potted flowers, trees and shrubs (and an occasional member). Very elegant indeed.

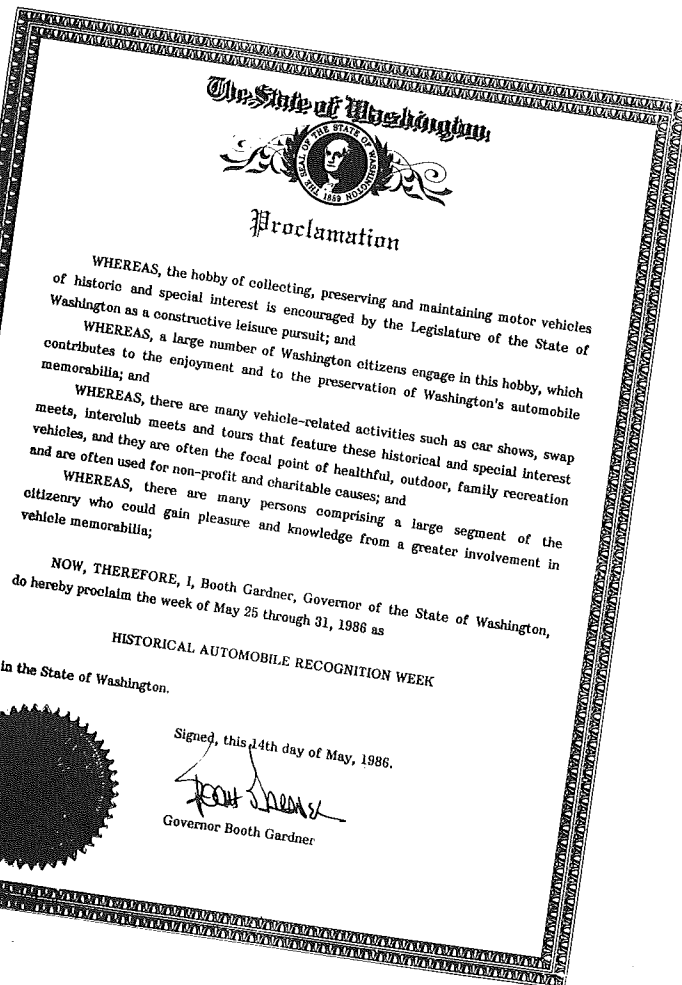
Visited Ed Jurist in Nyack, New York, at his Vintage Car Store. Would you ever believe that I, yes, me, fell in love with a 1957, yes '57, James Young bodied Rolls Royce with 240 miles on it, yes I said 240 miles!! A mere \$14,500. Saw a wild Isotta Fraschini, unrestored, about a 1925 model with a sharply veed windshield, boattail and the usual flared fenders, etc. Yes, it's available at \$8500 and in need of complete restoration. For those of you who were considering Joe's Picadilly at \$10,000, forget it!! I saw one for \$18,500, and guess what Joe did when I told him?

What did I think when all the talking, looking, questioning, etc. was finished? Well, I like my region and its members, and their cars. I like my "reverse" Packard Town Car, and I'm glad Connie is the Packard Town Car type even if it is sort of backwards!!

# PROCLAMATION

Our thanks to past director Glenn Mounger for his initiative in obtaining this proclamation.  
We hope to make this an annual event led by our club.  
— Tom Brace, Editor

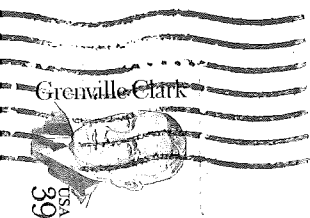
Glenn Mounger, Senator Peter Von Reichbauer,  
Governor Gardner, Tom Brace, Gordon Apker.



1985 — Needless to say, National embarked on a similar program as proposed and "did the job" for us.

— Phil Schwarz

Alan W. McEwan  
4420 Bonnybrae Drive  
Bellevue, WA 98004



## CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

### NEW IDEA

## ASK LUGNUT

**Q.** My 1934 Packard has a vacuum type window wiper motor. The leather seals are old and worn. What options do I have?

**A.** Buy a Cadillac.  
They weren't troubled by this malady.

**Q.** My Packard seems to wander at around 40 miles per hour, yet my front end seems tight. Help!

**A.** Check the tire pressure.  
If this does not send you straight check the wheel balance and alignment.

## ***"RUSH to the ROCKIES"***

The Colorado Region is pleased to invite you and your Classic to "Rush to the Rockies" for the 1987 CARavan. From August 7th through the 14th, you will be treated to some of THE most spectacular scenery in the entire country. You will visit a historic 19th Century mining town, the majestic snow-covered peaks of Rocky Mountain National Park, and two world-renowned ski resorts.

We will begin our odyssey in the Mile High City of Denver with a day trip to historic Georgetown where we will ride a narrow gauge steam train over the famous Georgetown Loop. After leaving Denver, we will tour through Rocky Mountain National Park over 12,000 foot high Trail Ridge Road. Be sure to have plenty of film this day!

The famous Aspen area is next for two days of you-name-it – golf, tennis, horseback riding, white water rafting, or just some leisurely shopping and a lunch at one of the many excellent restaurants there. Next is the world class resort of Vail, where we will ride the gondola to the top of Vail Mountain for a breathtaking luncheon. We will finish our tour in Colorado Springs at either the fabulous Broadmoor or the elegant Antlers Hotel, your choice.

We have an exciting, fun-filled week of activities waiting for the "Rush to the Rockies" CARavan. Plan now to join us!

– Jim Hull, Chairman  
1987 Rush to the Rockies CARavan