

# BUMPER GUARDIAN

VOLUME 2

NUMBER 2



1947 TALBOT-LAGO T26 CABRIOLET

*Richard and Sallie Adatto*

JANUARY – FEBRUARY 1993





Pacific Northwest Region,  
Classic Car Club of America

The *Bumper Guardian* is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was granted a charter in 1963. *The Bumper Guardian* is published every two months: Jan. / Feb., March / April, May / June, July / Aug., Sept. / Oct., Nov. / Dec.

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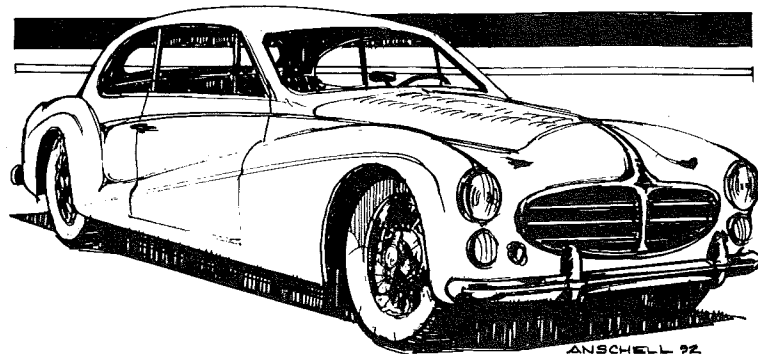
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## Pacific Northwest Region Classic Car Club of America

### 1993 Calendar of Events

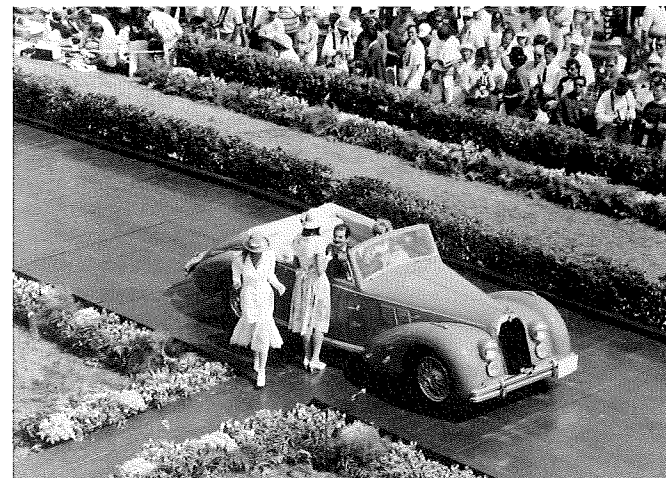
#### \* PNWR EVENTS

March 27	* Judging Clinic 9-12am Crooks Collection
April 17	* Restoration Seminar 9-12am GM Truck Center
April 2, 3, 4	Portland Swap Meet
May 16	* RROC - CCCA Kite Fly
June 6	* Carman Picnic
June 6	CCCA / Gilmore Museum Cadillac Experience
June 8 - 15	CCCA Indiana Caravan
June 19 - 20	* Land, Sea, Air
June 20	GM Picnic - Graham, WA
July 9 - 10	* Grand Classic - PNWR - Kirkland - Kane, Bomstead
July 25	Forest Grove Oregon Concours
August 1	Port Gardner Concours, Everett (206) 259-0146, Anne Cassidy
August 6 to 14	CCCA Colorado Caravan
August 8	Apker Affair
August 18 - 21	LCOC Western National Meet, Silverdale, WA
August 22	Pebble Beach
August 28	LeMay Open House
September 11 - 12	* Weekend Event - Mini Caravan to Newberg, Oregon
September 4 - 7	ACD Auburn Reunion
September 24 - 26	ACD Rainbow Falls - CCCA New York Caravan
October 16	* Garage Tour
October 7 - 10	Hershey Swap Meet
October 16 - 17	Portland Swap Meet
November 6	* Annual Meeting
December 12	* Christmas Party

#### COVER STORY...

Pebble Beach was elegant but...

# Seattle is Home for this Talbot Lago



First Place Pebble Beach 1992, First Show



Lovely lines

## 1947 TALBOT LAGO T-26 CABRIOLET

by Richard Adatto

I have been a long time Delahaye collector and decided to expand my horizons, so I purchased a Talbot Lago. Talbot was a leader of the streamlined decade. Some of the most impressive coachwork ever seen at the auto show was created on the Talbot chassis. Coachbuilders from all over Europe chose the Talbot Lago for its advanced race bred chassis and sophisticated powerful engines.

Talbot, through its designers, carried the French curve to the extreme. The leading and trailing edges were dipped in chrome. The coachwork curved in and out making straight lines almost impossible to find. The Talbot Lago factory, at this point, predominantly bodied their cars at the factory with coachwork

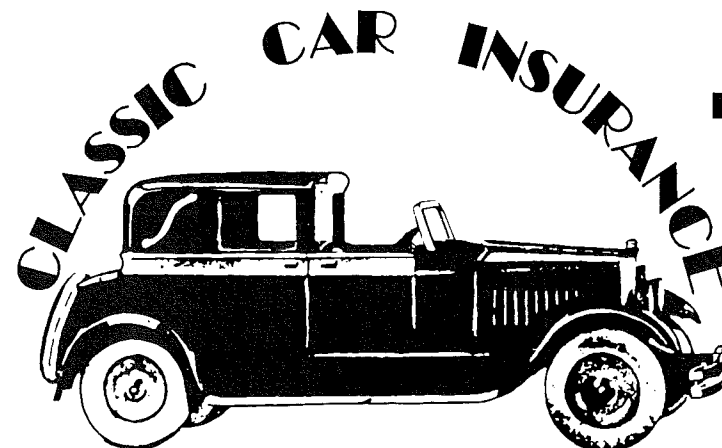
created by in-house stylists. I fell in love and had to have one.

A gentleman in Los Angeles traded his Talbot Lago in on a Ferrari and the dealer called me up. I had a Delahaye he was interested in, which I had purchased in France the previous year, and a few minutes later I was a proud owner. My new car was a 1947 Talbot Lago T-26 Record Cabriolet. It came in a complete and very original running condition but very tired.

The power plant for this car was conceived in the back room of the Talbot factory during the German occupation of France, while the factory was converted to manufacturing special stoves. Two race cars were smuggled out and tested at Indianapolis in 1941 in an unsuccessful effort. The car has a twin under head

Continued on Page 4

**NOTE:** The *Bumper Guardian* takes pride in the fact that there is something of interest for everybody. There are a few well placed mistakes in this newsletter for those individuals who are continually searching for and pointing out the errors of others.



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Cover Story — 1947 Talbot Lago

Continued from Page 3

cam with a cross flow head running the valves with a series of long push rods (very French). The same racing type Wilson pre-select transmission was used. The T-26 engine has seven main bearings and produced 170 BHP at 4200 rpm. This is a luxury car designed to go from Paris to the grand hotels at the beach fast and stylishly.

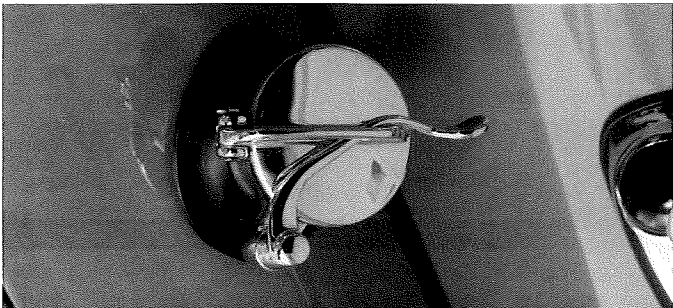
The Restoration Saga

I started restoration in the late 80's when I couldn't stand sitting with an unrestored car any longer and Pebble Beach was calling me. All the local shops, at that point in time, were busy and I sent my car east of the mountains for a turnkey restoration. A year or so went by and things progressed slowly. I restored the chassis and running gear here in Seattle with David Lewontin's assistance and we assembled it into a rolling chassis and drove it around to iron out the bugs before we put the body on. We then shipped the car off to be painted and have the body mounted to the chassis. They painted the body and somewhat assembled the car. A long distance romance doesn't always work. People's ideas of quality are very different. Things happened and I realized I would have to complete the project on my own, which I did with the help and guidance of Don Vogelsang. We worked intensely for seven months, redid a great deal of work that had been done and completed the project a few hours before it was due. Several of the local members watched us in Carmel making the final adjustments in the hood fit and polishing the car paint out for the first time. We were exhausted but elated that we had completed the project. Pebble Beach was a blur. I was judging the Delahaye class at the time, left my car in Don's hands and didn't see it until it was judged. We had a storybook finish and came in first in class. The locals here doubted us but starting and finishing things under pressure is part of the fun.

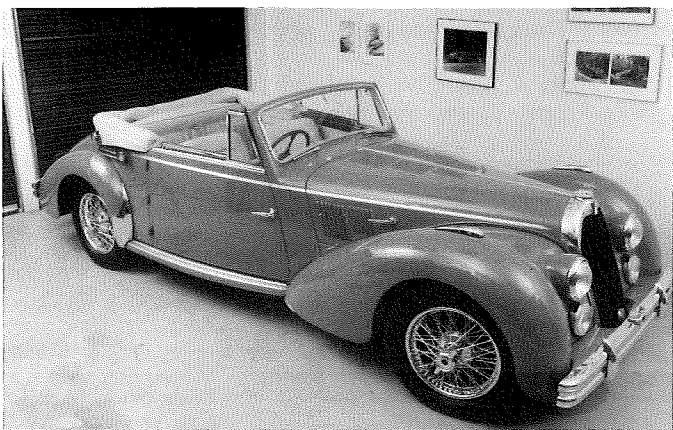
The plan now is to rest, go to the coming out party and think about vintage rallies where we can speed past Bentley's and Packard's and show people what French performance is all about.



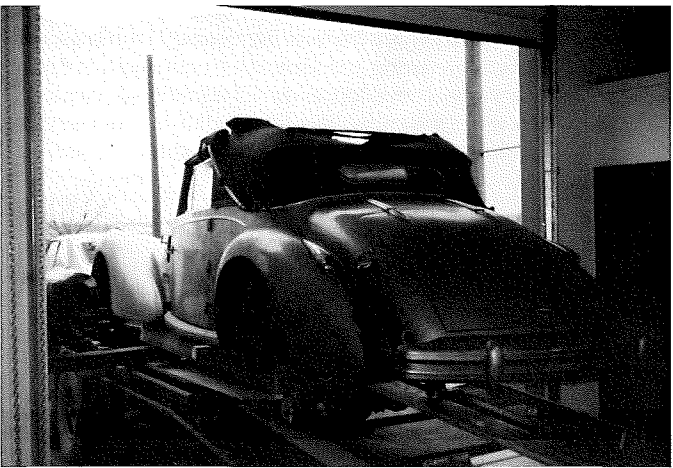
Detail of Radiator Filler Area



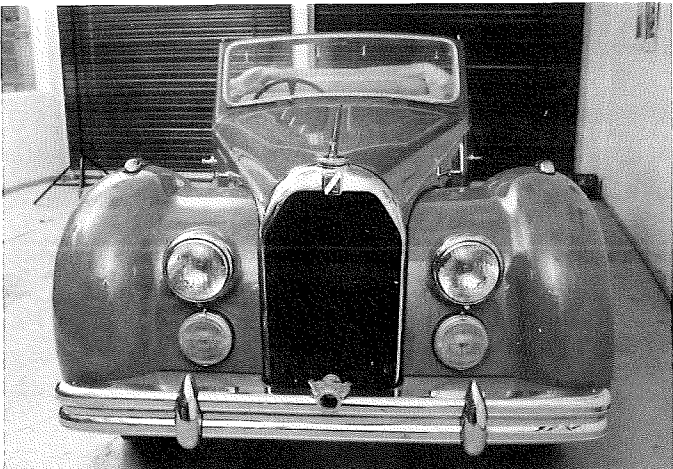
Gas Filler



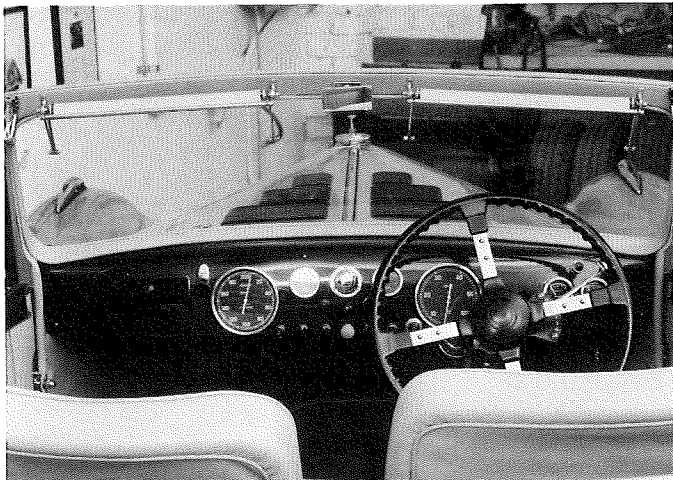
After



The body off chassis - before



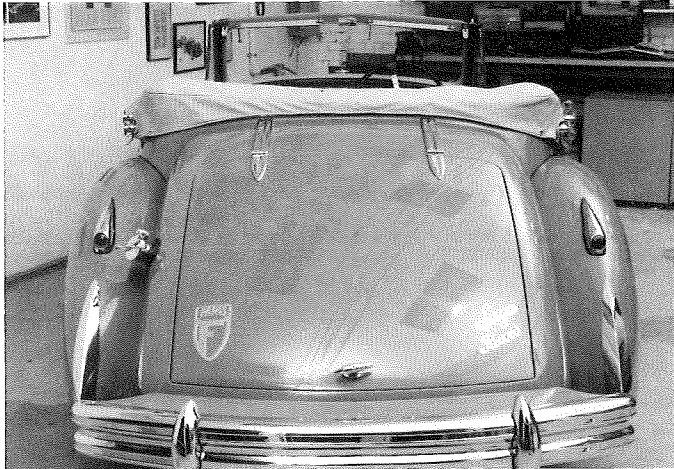
Classic crowned fenders and yellow in the headlights indicate this is something unusual.



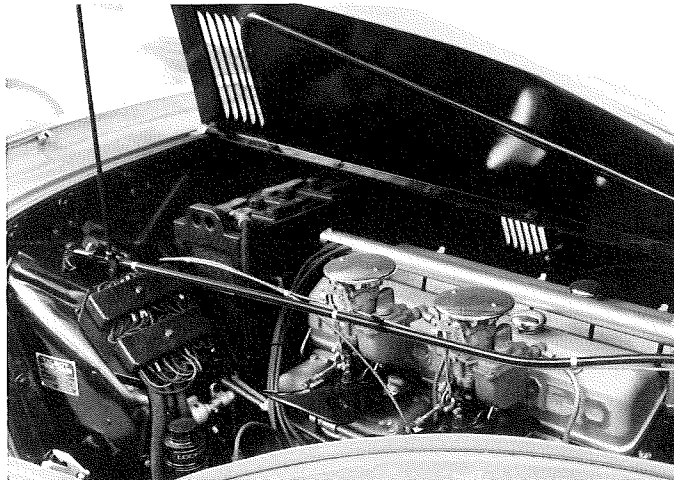
Dash is woodgrained and visors are very unusual.



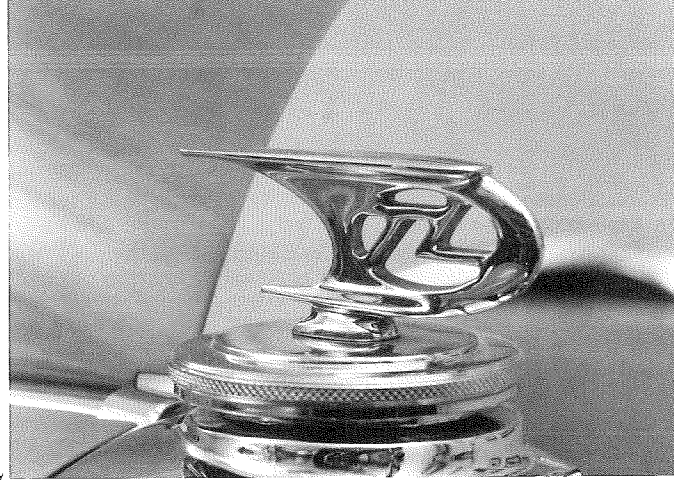
The interior was completely done twice for desired result.



Many hours went into the rear bumper to achieve perfection.



Aluminum valve covers with "Talbot Lago" cast full length - very attractive.



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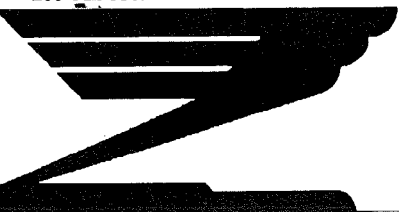
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# A Weekend with Miss America...or Far Side of the Moon

by Jack Goffette



Leanza Cornett, Miss America.



Here...let me help!



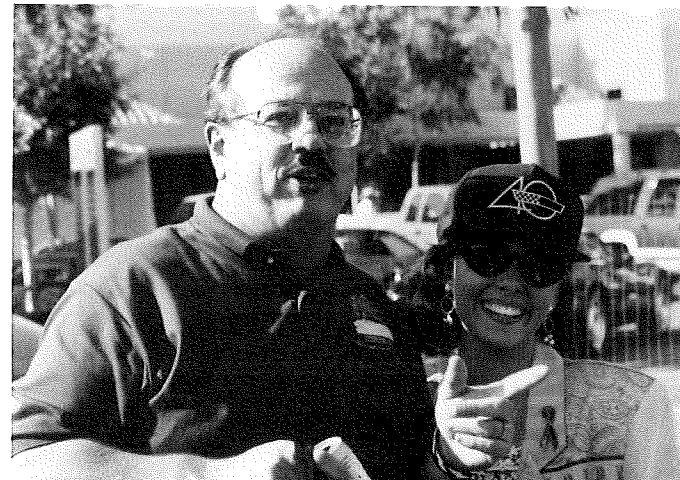
Roy Magnuson with Miss America.

How can one describe a late fall day in Palm Springs, California? The whole experience was really a trip to the far side of the moon in "cardom".

Wandering around the Palm Springs Convention Center and bumping into Zora Dunton, Miss America Leanza Cornett, Parnelli Jones, Roger Penske, Dominic Dobson, Augie Pabst, Jim Hall, Carroll Shelby, Dick Guldstrand, Danny Ongais, Paul Tracy, Rick Mears, the Edelbrock Family, George Follmer and many more past and current greats was a real experience.

That is what happened to Tom and Susan Armstrong and son Brad, Roy Magnuson, Bruce McCaw, Gordon Apker, Pam and Chuck Lyford, Thor and Donna Thorson, Byron Sandborn and myself, Jack Goffette. We had all come to participate in and to enjoy the Vintage Races sponsored by General Motors Corvette Division.

The Armstrong and McCaw equipment had come with serious race cars



Jack Goffette and Leanza (Hey did you guys get any pictures of old cars? - Ed.)

headed by the Armstrong's Corvette Grand Sport and a newly bodied Ferrari racer recently completed for Bruce McCaw. Tom and son, Brad, put on a demonstration that old Corvette race cars can still kick fanny.

The activities were endless with a car auction, toy auction, motorcycle auction and a vintage road race all at the same time — just a few steps from each other. The race track ran on two city streets and then jetted out into a large open sandy space adjacent to the convention center. General Motors Corvette Division had new ZR-1's and 40th Anniversary Corvettes a person could "hitchhike" a ride in; helmet provided. The rides were unforgettable. After four days of this, we were forced out, as everyone else had gone home.

Just an additional note — during the time I was writing this, we got the call that Pat's 40th Anniversary Corvette is ready to pick up this afternoon. Boy was this an expensive trip!



# A History of Talbot-Lago

by Richard Adatto

The Talbot-Darracq Company was one of France's oldest auto makers. Throughout its early history it was part of the English conglomerate Sunbeam Talbot-Darracq Motors, Ltd. Anthony Lago purchased the ailing Talbot-Darracq subsidiary in 1934 with fresh capital from the French Government. He revitalized the company with a new image of performance and a new identity, Talbot-Lago.

Anthony Lago's philosophy was to display his cars through the showcase of racing so production models had performance engines with dramatic coachwork. In a few years he was to dominate international racing, while creating curvaceous cars for the select few. With a production of only five thousand cars over a twenty-five year period (1934-1959), Lago demonstrated innovation using practical mechanical design and exciting coachwork.

Lago started his innovations by modifying the Talbot-Darracq Type K-78 six cylinder engine. The best elements of the old production, the reinforced rigid chassis, front independent suspension and self-adjusting Bendix brakes were retained. Lago recruited an innovative engineer, Walter Becchia, who designed a revolutionary hemispherical head and valves which gave the old engine more power, better performance and greater reliability. Improvements were also made to the crankshaft, main bearings, and valves. Materials of a much higher quality were used. The first two cars, the Type T 120 and Type T 150, introduced in 1934, were a big success and created a foundation for the future. Within one year Lago came to the Paris Auto Show with the two new models.

## COACHBUILDERS

Talbot was a leader of the streamlined decade. Some of the most impressive coachwork ever seen at the auto show was created on the Talbot chassis. Coachbuilders from all over Europe chose Talbot-Lago for its advanced race bred chassis and sophisticated powerful engines. Figoni et Falaschi became for Talbot what Chapron was for Delahaye. All of Italian origin, Lago and Figoni et Falaschi worked together in Paris to create some of the world's greatest classics. Starting in 1937 using a Baby 3 liter chassis, Figoni et Falaschi styled the teardrop body (Goutte d'eau). This streamlined style was used to fashion the most voluptuous SS and Lago Specials. Figoni et Falaschi carried the French curve to the extreme. The leading and trailing edges were dipped in chrome, the coachwork curved in and out making straight lines almost impossible to find. Their race car

bodies were on many winning cars at all major races.

Pourtout, designer of the famous Darlmat Peugeot, was probably the most advanced creator of the aerodynamic style. His popular teardrop designs were the archetypes of efficient aircraft styling rather than the more voluptuous competing styles.

Saoutchik, with a generous amount of chrome and fastback style, made impressive custom bodies. After 1947 the Lago Record and Grand Sport were predominantly bodied by the factory with coachwork created by in-house stylists.

Postwar European builders all had the same problem. They tried to incorporate the prewar coachbuilding techniques with postwar styling. These traditional methods created heavy, expensive coachwork which was not competitive. From 1949 one sees the carrossier

hesitating between the American low front grill and the Italian-style large grill with lots of chrome or aluminum. The last of the Talbot models, the T 2500, and Lago America, were designed by Carlo Delaise, a stylist at Letourneur et Marchand. It was a design success but a financial failure, with only twelve cars being produced. Unable to find a market for their cars, the Talbot-Lago company was absorbed by Simca in 1959.

## MODELS: T 120.

The T 120 featured a three liter motor with overhead valves and a crankshaft with four main bearings. The engine developed 90 HP at 4000 RPM. The T 120 was offered with three optional chassis, a 3.33, a 3.05 or a 2.95 meter wheelbase

called the Baby Sport. The Baby Sport was a lighter, faster car with a new inclined front grill which became the standard for Talbot. The car came with a Wilson Preselect gearbox.

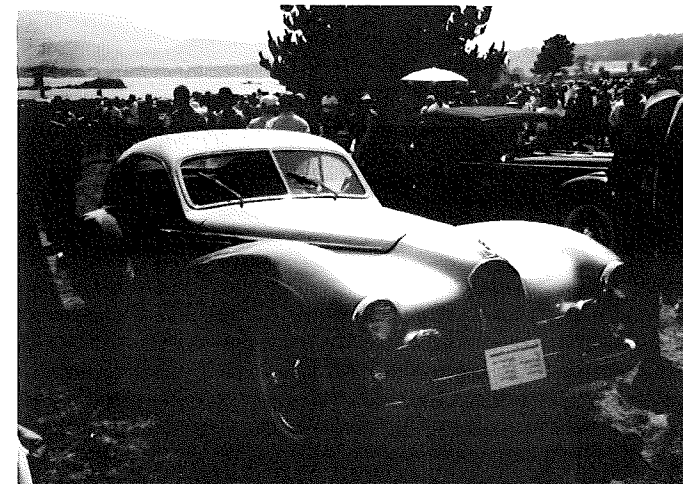
## T 23.

The Type T 120 developed into the T 23 models. The engine was enlarged to four liters with a conventional head and one or two carburetors. The nicely balanced models were elegant with a sporty quality, offered as sedans, coupes and cabriolets, and attracted the traditional buyers from Bugatti, Delahaye and Delage.

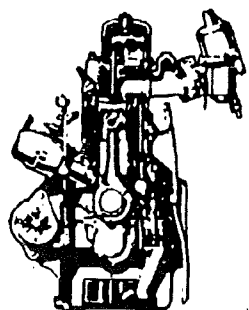
## T 150.

The T 150 was previewed at various Concours in 1934 and was the second model shown at the Paris Auto Show of 1934. The T 150 featured a new four liter engine designed by Walter Becchia, an in-line six with overhead valves and an alloy hemispherical head. The

Continued on Page 8



Oliver Cusslers Talbot Lago - Colorado Caravan will probably visit his collection.



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valves were larger and the cam shaft was more radical. They had two carburetors and developed 140 H.P., 50 H.P. more than the Type 120.

The Automobile Club of France chose "Formula Sport" for its 1936 Grand Prix. Lago's four liter motor was not powerful enough to be competitive, so Becchia developed the T 150C. This engine had a strengthened four liter block with higher compression developing 140 H.P. at 4200 R.P.M.

The T 150C was offered with two chassis options, the Lago Special with a wheelbase of 2.95 meters and a Sport version, the Lago SS, or Super Sport, with a 2.65 meter wheelbase. The SS model was very close to the works competition version. The T 150C engine became one of the most reliable pre-war sports car engines.

#### T 26

**Lago Record and T 26 Grand Sport.** German occupation ended production for the French car industry and Lago went to work studying new power plants. Lago and Becchia worked throughout the war and developed a new engine which resulted in the T 26 Record and the T 26 Grand Sport. The Lago T 26 was born and continued without modifications until 1955.

The 4.5 liter Lago Record came with a hemispherical head in either cast iron or light alloy. The T 26 engine had seven main bearings, overhead valves with twin under head camshaft, a cross flow head and produced 170 BHP at 4200 RPM.

The T 26 Grand Sport had a short chassis with a 2.65 meter wheelbase, very close to the GS two-seater Type Le Mans or the Monoposto Grand Prix car. These were fitted with cylinder heads and blocks of light alloy and had three carburetors. Stock horse power was 190 BHP boosted to 215 BHP in 1953 on an extended chassis of 2.8 or 2.9 meters.

#### RACING.

When the T 150 was introduced in 1936, Lago had his platform to go racing. In a major racing coup d'etat, Rene Dreyfus was persuaded to leave Scuderia Ferrari and manage and drive for Lago's team. The French Grand Prix at Montlhery was their first race. There was great speculation and fanfare over this race and they made a respectable showing with an eighth, ninth and tenth place

finish. The following year he dominated the French Grand Prix finishing first, second, third and fifth. The first and second place at the Tourist Trophy established his team and created an international racing sensation. There were major wins in Tunis and the Marseille Grand Prix.

The Talbot team was no match for the major efforts of the Mercedes and Alfa factories as supercharged technology was state-of-the-art, so Lago beat them with gas mileage. His slower, heavier cars were significantly more fuel efficient, reliable and could complete a Grand Prix race without stopping, a significant advantage. Poor sales in the late 40's with high racing expenses forced him to drop his factory team in 1951. Cars were still produced for private entries and the T 26 had many first place wins; six in 1948, five in 1949 and major Le Mans win in 1950 with Rosier driving, breaking every course record. In 1952 the competition became full of factory works teams of Jaguar, Aston Martin, Ferrari and Mercedes-Benz. The Talbot company was out matched.

#### HISTORICAL OUTLINE

**1896** Founded in Suresnes by Darracq, Serpollet and Clement.

Became Societe Darracq et Cie.

**1905** Clement-Talbot Ltd. founded in England. Pronounced "Tall-but", but "Tahl-bow" in France.

**1922** Absorbed by Sunbeam in England Clement-Talbot Ltd. Now called Sunbeam Talbot Darracq Motors, Ltd. in England.

**1922** S.A. Darracq in France renamed Automobiles Talbot S.A.

**1926** Clement-Talbot, Ltd. - English

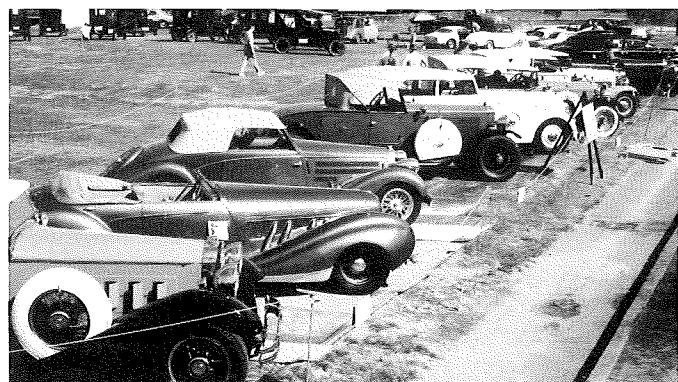
1926-1935. George Roesch - Founder and producer of Roesch Talbot.

founder and producer of Roesch Talbot.

**1933** Rootes group buys English Sunbeam Talbot Darracq. French company spun off.

**1934** S. A. Darracq French branch purchased by Anthony Lago. Renamed — Talbot-Lago in France, Talbot-Darracq in Belgium, and Luxembourg and Darracq in England. Postwar, all French exports were known as Lago.

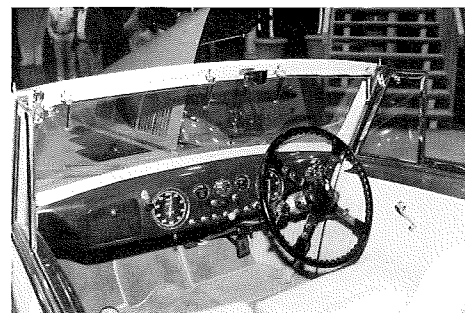
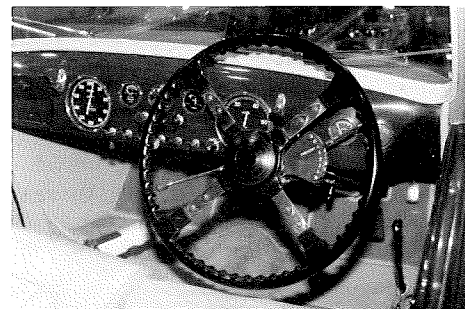
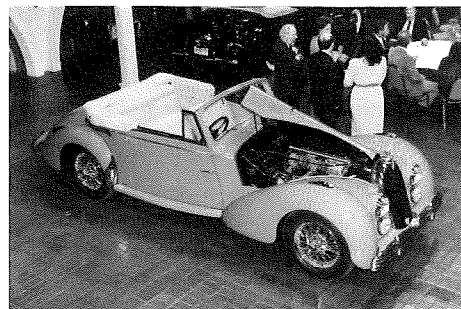
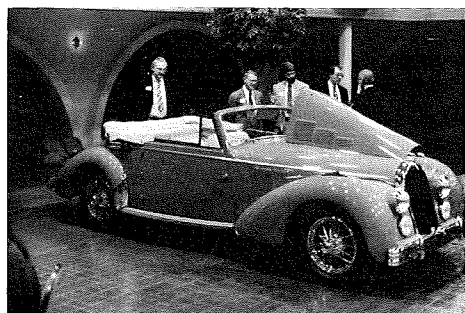
**1959** Simca absorbed Automobiles Talbot-Darracq, S.A. in France, Lago name disappears.



Where are they now?

## Adatto's Talbot-Lago at the Coming Out Party

Photos - Hill



# Barrett-Jackson, Scottsdale, AZ.

by Ron Doss

Once again the third week of January found a lot of PNR members at the Barrett-Jackson Auction in Scottsdale, Arizona. The Armstrongs, Tom Crook, the Madden's, the Apker's, the Doss's, Glenn Mounger, Ed Rittenhouse and his son, Tony, Mike Apker, James Raisbeck, Bruce McCaw and Lorin Tryon. Over 800 cars were auctioned as well as another 70 or so offered for Exposition sale. Very much the same as last year. Some changes were made however, the food was in a separate tent, the motorcycle auction was joined with toys and automobilia in another tent. Sales were, I'm sure, disappointing after 92's 50%, 93 managed a distant 34%. Only eight cars sold at auction over \$100,000 and only two of those were classics. One pretty Packard 180 Bohman and Schwartz convertible went for \$77,000 this year. Last year I think the car was bid to \$80,000 and the owner took it home, the reserve was \$95,000.

While last year was the year of (NC) 58 Chevy convertibles in tomato soup red, this year saw about seven (NC) Skylarks. A stunning Chrysler Town and Country convertible sold for \$91,000, this car really should be accepted as classics you know. Spend some time with one then go look at an Imperial Limo. See what I mean? A very nice 47 Cadillac 62 convertible in bottle green with tan brought \$70,000 and shocked some of the old timers. Really you should drive one of these cars, then price the restoration and original car price — now you understand. A '47 convertible sold at Auburn for \$80,000.

Gordon Apker took three cars, sold one, a pretty nonclassic 38 Ford woody - I was sorry to see it go because I've always liked it. It was bought by a man from Vancouver, WA so it didn't go far. Your editor bought a nonclassic convertible urged on by Ed Rittenhouse and Tom Armstrong. Gayle says I can't go to any more auctions, she can only hold me down for about 5 or 6 near misses and then her energy level is such that she says go ahead and gives in. This type of car has been on my list for a long time and I was delighted.

The exposition tent was full of treasures, lots of classics and race cars. Ed was impressed with a Duesy Torpedo Phaeton. He knew they only built one or two and one went over a cliff. This one is rebodied by Fran Roxas, a true artist. Two cars away we found a 1936 Auburn that was restyled by Bohman and Schwartz for Betty Hutton. It was definitely a wow, with wood lights and skirted fenders. It's the best I've ever seen a '36 Auburn look and I like 'em stock. Another '36 Auburn was at the other end of the tent but its headlights looked funny (poorly spun and poorly placed).

We saw our first (NC) Maserati Bird cage. Tom Armstrong was pleased to see a black and red Bugatti Type 57 with a very large number on it. He's getting ready to restore his. A point of interest the Bugatti was restored prior to Blackhawk owning it by the same gentleman that restored and sold the green '47 Cad. He told us the

Bugatti put his three adopted children through college and the Cad was the down payment on one adopted son's house.

Glenn was looking for a GT sports car for the 1,000 mile events. He had his eye on an SS-100 but decided against it.

The Auction Company should be proud of the way they ran their show, it was very good and they must have straightened out the auctioneers. A much better operation. The head auctioneer was a tall white haired man that liked to talk like he was right off the farm.

He was overly impressed with Reggie Jackson and later referring to one car on the block said, "it has won every trophy money can buy!"

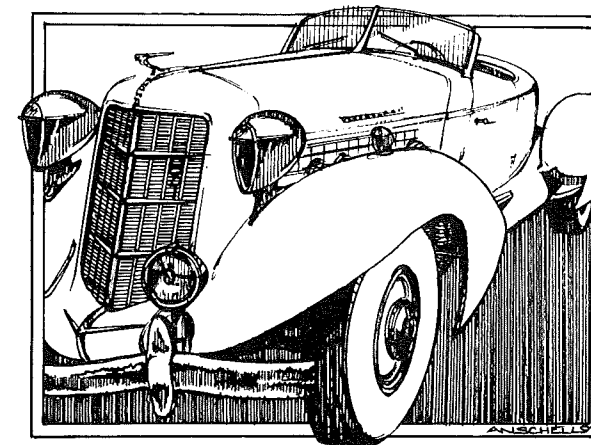
A Packard Darrin '41 model brought \$145,000 for a #1 car. At the Kruse Auction the preceeding week a #1 1937 Cord Phaeton sold for \$73,000 and a 1941 Cad 62 Convertible Coupe sold for \$50,000 for a #2 car. A '28 Cad Dual Cowl #2 sold for \$94,500.

Back to BJ a '48 Lincoln Continental Cabriolet #3 car bid to \$34,000 and the owner took it home no sale. The usual Barrett owned cars were present - a few crossed the block no sale.

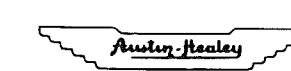
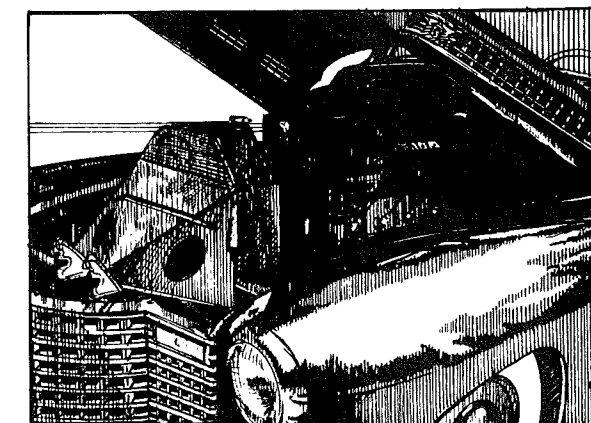
It's the best Car Show / Auction / Spectacle going, and Brian Jackson looked good and was very much a gentleman. We were sorry to hear of his father's passing the week after the auction. The family had been expecting it, he had been ill for a long time, many will miss Russ Jackson.

Cars that were popular when new are still popular now. 'Fifty's two tone convertibles in number 1 condition are usually fought over. Super restorations on any car bring a lot of admiration.

Caveat Emptor.



Betty Hutton Auburn



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Portland, Oregon 97225-4615

(503) 643-3225  
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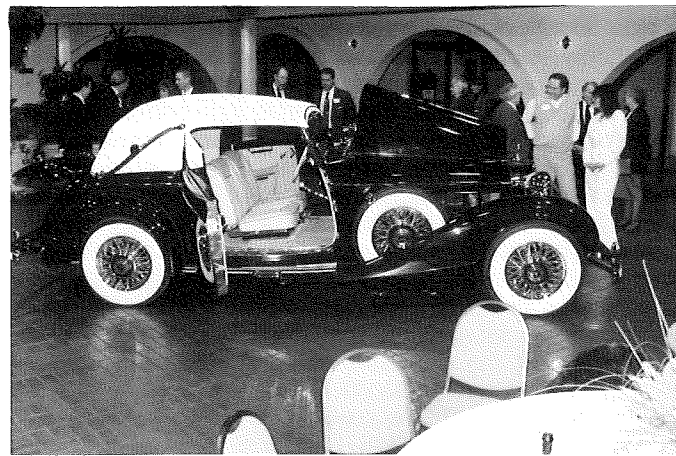


# PNWR CCCA First Major Event of the 1993 Season Coming Out Party

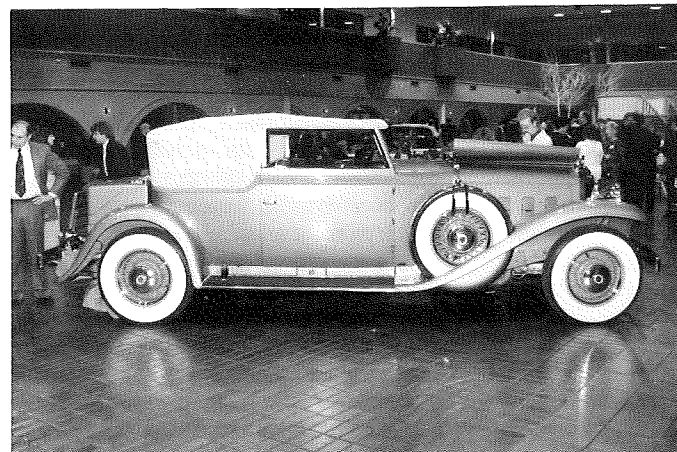
by Ron Doss  
Photos by Bruce Hill



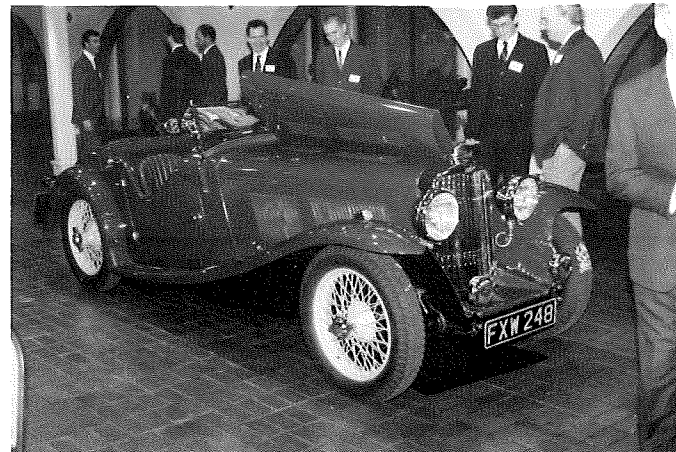
1929 Duesenberg Murphy LWB Convertible Sedan - Glenn Mounger.



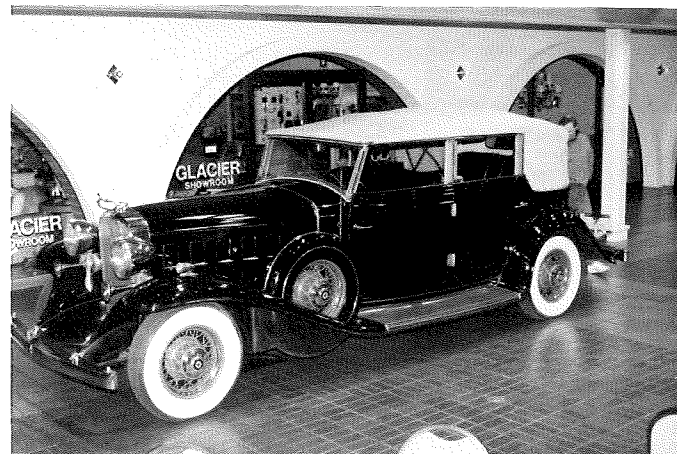
1938 CABO 540K - Stephen Frisbe.



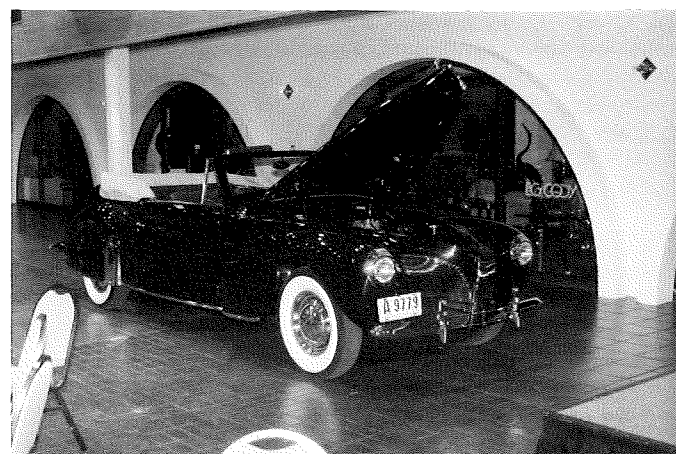
1933 Stutz DV32 Waterhouse Convertible Victoria - Ed Rittenhouse.



AC 1937 - Jim Feldman.



1932 Cadillac V-8 all-weather Phaeton Fleetwood - Gordon Cochran.



1940 Lincoln Continental Cabriolet - Johnny Snyder.

Continued on Page 13

## J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Zurich Insurance Co., with offices and claim facilities in principal U.S. cities  
1(800)345-8290 • (215)748-0567 • (215)853-1300

Applicant \_\_\_\_\_ Date of Birth \_\_\_\_\_ Occupation \_\_\_\_\_

Address \_\_\_\_\_ Zip \_\_\_\_\_

1. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment. Include drivers under 25 years of age.) \_\_\_\_\_

Number of Antique Autos owned \_\_\_\_\_ Operator License Number \_\_\_\_\_

2. Total Annual Mileage: Club Functions \_\_\_\_\_ Other Purposes \_\_\_\_\_

3. Name of antique or car club to which you belong \_\_\_\_\_

4. List modern cars used for daily transportation (owned \_\_\_\_\_ or company cars \_\_\_\_\_?) \_\_\_\_\_

5. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive \_\_\_\_\_

6. Has rated horsepower or other specifications been changed? Yes \_\_\_\_\_ No \_\_\_\_\_ If yes, explain: \_\_\_\_\_

7. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00

☐ Uninsured/Underinsured Motorist—Rates as required by your State. \$ \_\_\_\_\_ Car 1 \$ \_\_\_\_\_ Car 2 \$ \_\_\_\_\_ Car 3

☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00

☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE.

### Physical Damage

☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rate \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older

☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older

(Note—Collision is not written as a singular coverage but is available with Comprehensive.)

☐ Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.

☐ Physical Damage (Collision) \$0.70 per \$100 of amount of insurance for each vehicle. Less than 25 yrs.

8. Date this coverage is to be effective \_\_\_\_\_ Policy Minimum Premium \$50.00

### ANTIQUE AUTOS TO BE INSURED

(Include picture of car.)

Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
1. _____				
2. _____				
3. _____				
4. _____				

Use separate sheet for additional cars to be insured.  
An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods. If you are a resident of CT, FL, PA, or N.J., send copy of regular car policy.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

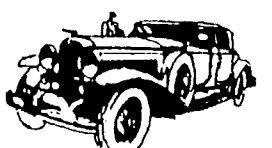
Note: Your Insurance becomes effective upon payment of the premium and acceptance of the risk.

Please sign and forward with your remittance, payable to:

**J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.**

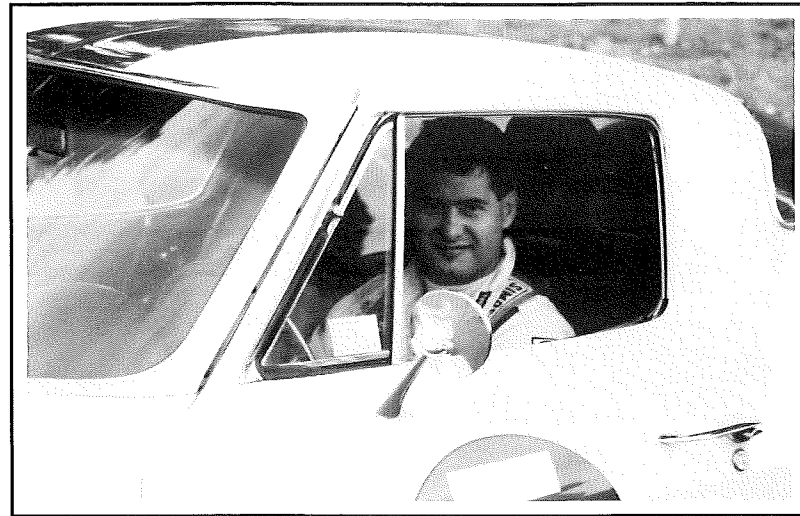
320 South 69th Street  
Upper Darby, Pennsylvania 19082

1(800) 345-8290 • (215)748-0567 • (215)853-1300



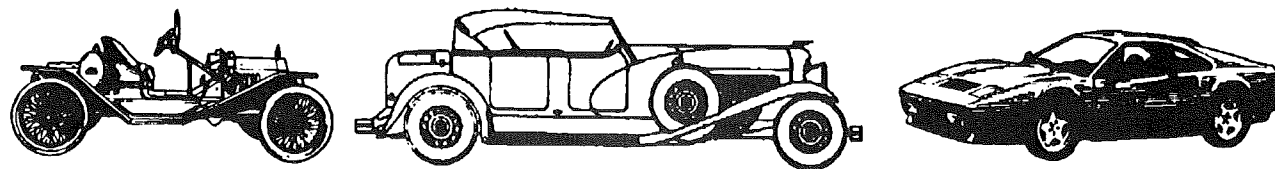


*In Loving Memory*  
**Thomas Bradley Armstrong**  
 March 24, 1961 - January 23, 1993

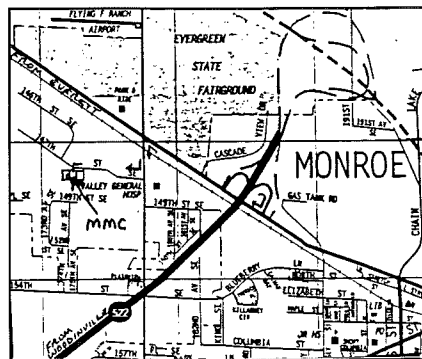


Brad was a wonderful son to Tom and Susan Armstrong and a bright light in the car hobby with many friends from all over the nation. May his life and light shine in our hearts and lives forever.

Memorials in Brad's name have been sent to  
 Children's Hospital Foundation  
 P.O. Box C 5371 • Seattle, Washington 98015



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**Al Murray      Paul Murray**

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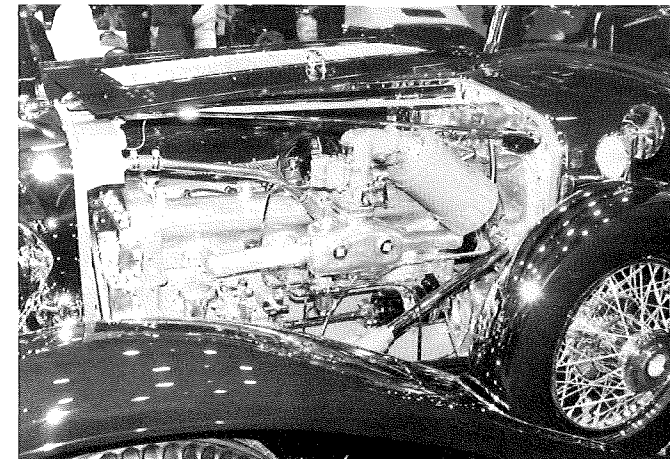
17476C 147TH STREET S.E.  
 MONROE, WASHINGTON 98172

(206) 744-1902

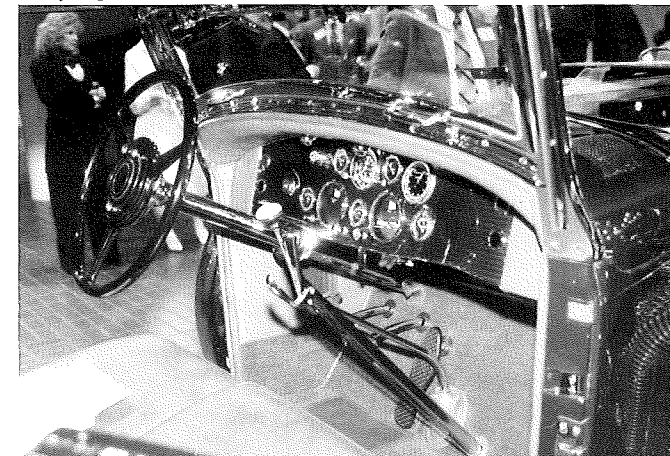
## Coming Out Party ... Continued from page 10



1947 Cadillac 62 Convertible Coupe - Jim Tallman.



Duesy engine.



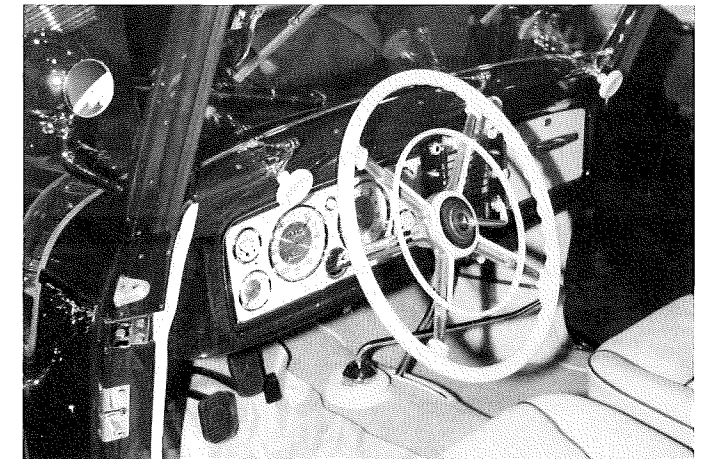
Duesy dash.



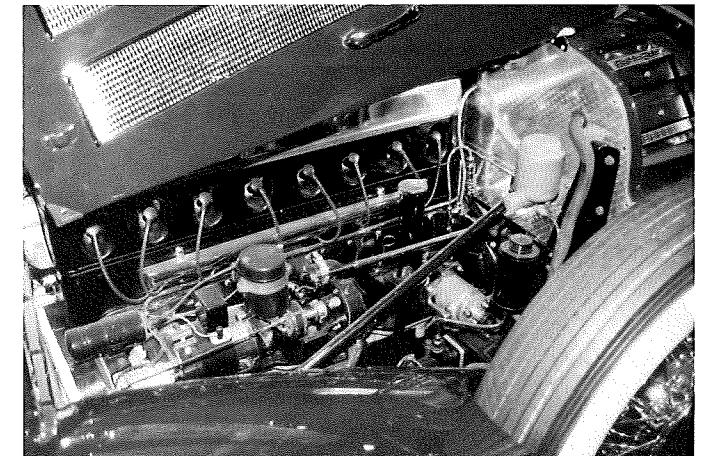
Unique folding rear windshield in the Duesenberg.



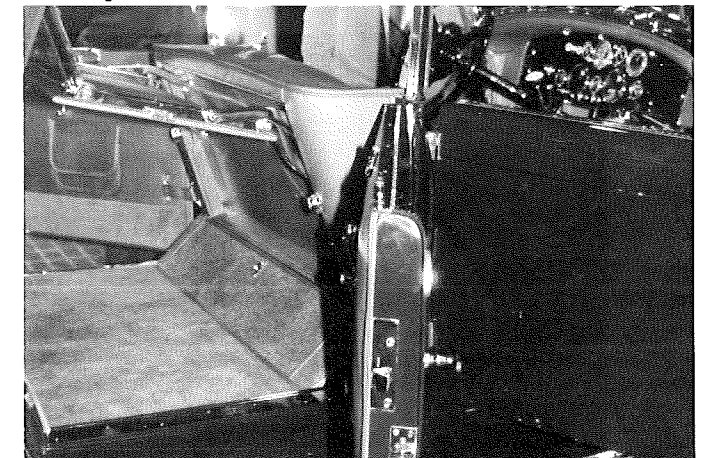
Merc Interior.



Merc Dash.



Merc - engine.



Duesy interior.

## Coming Out Party ... Continued from Page 13

### Impressions by Jeff Anschell

The 15th Annual Coming Out Party removed me from the present day and took me back to a period of time that I like to sit back and savor. The classic era marked the end of the excesses of the jazz age and sobered us up and when the smoke cleared from our five cent cigars we were in a worldwide depression. But with all of this adversity, something of great significance happened - the arts and sciences flourished with an intensity that the modern world had never seen before, and may never see again. Writers like Ernest Hemingway, John Steinbeck and Theodore Dreiser; composers like Aaron Copeland, George Gershwin and Gerome Kern; artists like Pablo Picasso, Thomas Hart Benton, Edward Hopper and Georgia O'Keeffe; designers like Christian Dior and Coco Chanel; architects and engineers like Frank Lloyd Wright and Buckminster Fuller; scientists like Albert Einstein, Lee DeForst and Edward Teller; and too many other talented people to name.

I think that there is no better example reflecting this period of time than automobile design. The meeting of art, engineering and design were never better met. The elegance of line with no restrictions, the fluidity of form with no boundaries and the free hand in engineering invention created the classic automobiles we care so much about.

I grew up in Beverly Hills at the tail end of that era but some remnants of that time remained, the twin yellow Auburn Speedsters of a neighbor, an occasional Hispano Suisa or Talbot, or riding in the back seat with the top down of a then new 1947 Lincoln Continental. I loved those cars then and came to appreciate them even more in the years since. Even as a kid I was always drawing cars and entered the General Motors Fisher Body Contest yearly, this gave me an even better understanding of designers like Gordon Buehrig, Dutch Darrin, and the great design firms of Europe. Ron Doss and I have been drawing our interpretation of classics together for almost 25 years and still do. In a conversation with Sherman Williams, editor of the Oregon Region, he indicated he and a friend have been doing the same for a long time.

It is my belief that the years 1938-39, near the end of the depression and before the start of World War II, was the pinnacle of all of the arts, film literature, architecture, music and, of course, auto design. The elegance of that time was typified in films by people like Fred Astaire and Ginger Rogers, Clark Gable and Carole Lombard, Cary Grant, and in the cars they drove.

We have come a long way since that time, but have we? The eight cars at the Coming Out Party help preserve this legacy. Thank you one and all.

### Impressions by Ron Doss

Pictures are worth a thousand words and your editor is not in the pink right now so thanks to our expert photographer Bruce Hill we are able to present this way of looking at the Coming Out Party. It was wonderful as always with over 180 in attendance. The dinner was catered at the Design Center for the unveiling of eight automobiles. Tulips and red hearts were the centerpieces for this lovely evening. The cars were presented in the dark with a single spotlight on the auto. This provided for some presenters discomfort since the podium was without light.

Some Thoughts . . .

The very dark green Duesenberg with tan ostrich hide was very masculine and done with such detail that it wowed everyone. The Stutz is one of the misidentified Waterhouse bodies that has gone for the last thirty years without correct identification. The interior of the '40 Continental was the nicest I've ever seen, and it is also the first I've ever seen with red wheels.

The 540K was special ordered by Hitler for King Zogg of Albania, with white rubber on the bumpers and a white top. Within a year the German Army overran Albania.

The '47 Cadillac was very nice, it will make a wonderful tour car. I would prefer it with painted headlight rings and two-tone dash. These cars are Harley Earl at his best.

Again, our members attended from Portland to Vancouver, BC, making this a really great regional event.

## Classic Car Club of America - Pacific Northwest Region Board of Managers Meetings

Reported by Ted Barber, Secretary, CCCA-PNR

DECEMBER 2, 1992

The meeting was called to order by Director Bomstead at about 7 pm at Latitude 47 Restaurant in Seattle. Present were Managers Doss, McMichael, and Reddaway; Secretary Barber; National Director Carman; Past Director Deibel; and members Apker, Crook, Greenfield, Grisham, Herstein, Kane, Linke, McAuliffe, McEwan, T. McMichael, Meden, Mounger, and Rittenhouse. Board members absent: Adatto, Magnuson, Martin and Scheef. The minutes of the October 14 and November 7, 1992 meetings were approved as corrected. Treasurer Wouters reported a balance of \$16,747.87. Editor Doss reported that the BG would use better paper to get better pictures and that larger type would be used. Membership Chr Mote reported that dues notices would be out soon.

National Director Carman reported that the Club was in good financial shape and no dues increase was needed. He also discussed some Classic status changes which will be published soon in the National newsletter. The Board approved a past-directors pin for Bill Deibel. Secretary Barber presented the Schoenfeld Award to Tom Crook.

In old business, Chr. McMichael reported that the mug project was temporarily stymied because of a mistake in the art-work. A sample mug is due to be sent this week. The Board offered congratulations to Hal Meden for his efforts in chairing the Annual Meeting. Hal reported that the meeting was a success with about 90 attending.

Upcoming CCCA events were discussed as follows:

Dec. 13 Christmas Party, at Apkers'. Chairman Doss. About 90 are registered now and more expected by early next week. Entertainment will include a harp and carollers. Packard International will have cars coming from as far as Canada. Charity donation will be about \$4.50 per person. Donated toys will also be accepted.

Feb. 13, 1993 Coming Out Party. Co-chr Mounger/McMichael. Same location. Six cars lined up. Unusual cars are needed.

March 1993 Restoration Seminar. Chr Adatto. (New event).

April 1993 Judging Clinic. To be scheduled for after the Portland Swap Meet. (New event).

May 1993 One-day Driving Event. Chr Deibel. Possibly Bloedel Estate. (New event).

June (?) 1993 Picnic at Joe Carman's. (May be held in place of May event.) Chr needed. (New event).

July 10, 11, 1993 Grand Classic. Chr Bomstead assisted by J. Kane. Location: McAuliffe's. Banquet Chr B. McMichael. S. Starr will head tabulation. A Head Judge is needed. The Board decided not to make the event a fundraiser and no fee will be charged members for merely viewing cars. Registration fee will be \$15 as before. A Friday event such as the fifties-sixties party is needed. (Chr Dickison.)

August 1993 Open. Possibilities include Minter Garden Concours in Canada. September 1993 Driving tour, Semiahmoo or Sudden Valley. (New event). October 1993 Garage Tour. Include McBride collection. (New event). November 1993 Regional Annual Meeting. December 1993 Christmas Party.

1994 Caravan, Chr McEwan. In early planning stages. May be in Oregon and southern Washington.

1995 National Annual Meeting. The Red Lion has been reserved tentatively for Jan. 12-15 (no down payment made yet). Other locations have not been ruled out. Chairmanship will be divided between Rittenhouse, Wouters and Doss, with assistance from McEwan. It was reported that Bellevue Place management was upset by the scheduling of the coming Out Party at the ideal time for that event. R. Adatto is working out a possible adjustment. The Dietrich (National) award for 1987 was given to S. Linke for the archives. Such items could be displayed at some Regional functions.

B. McMichael noted that the dues for the Washington Car Council was \$100. J. Carman pointed out the need to get language protecting collector cars into legislation. The meeting adjourned at about 8:15 pm. The next meeting will be January 6, 1993 at Latitude 47.

JANUARY 7, 1993

The meeting was called to order by Director Bomstead at about 6:30 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Doss (Editor), Magnuson, Martin, McMichael, Scheef, and Wouters (Treasurer); Secretary Barber; Membership Chr Mote; Past Director Deibel; and members Anderson, Apker, Crook, Greenfield, Grisham, Linke, McGary, and T. McMichael. Board members absent: Reddaway (suffered hand injury). The minutes of the December 2, 1992 meeting were approved as corrected. Treasurer Wouters reported a balance of \$16,856.65 (includes Christmas brunch receipts but not dues renewals). Editor Doss reported that the BG, though slightly late for various good reasons, was now at the printers. Membership Chr Mote reported 84 renewals and four new members.

The Dec. 13 Christmas Party at Apkers' Barn was a success, Chairman Doss reported, with 211 attending. About \$300 in cash will be donated, as well as food to Northwest Harvest and toys to Toys for Tots. The music was good (harp soloist and Dickens Carolers) and food quantity was barely adequate. Suggestions for next year: encourage more assistance from participating clubs, consider other locations such as the Petroleum Museum (advantages: food service included, disadvantages: less space, poor parking facilities). In old business, Chr McMichael reported that the mug project was now in operation with a stock of mugs on hand. The Board passed a resolution to charge \$8 each (cost is \$5.40) plus mailing. Several were sold to members present. Director Bomstead said he was in general agreement with proposed bylaw changes (Chr McGary) but postponed discussion pending establishing calendar dates for events.

Upcoming CCCA events were discussed as follows:

Feb. 13, 1993 Coming Out Party. Co-chr Mounger/McMichael. Six cars lined up. Unusual cars are needed. Announced in the current BG, flier to be sent. Possible schedule change to March next year.

March 27, 1993 Judging Clinic. Chr Apker/Aker.

April 1993 Restoration Seminar. Chr Adatto.

May 1993 One-day Driving Event. Chr Deibel. Possible overnight tour.

May 15, 1993 Kite Fly-In (Joint meet with RROC). Possibly in place of above.

June 6 (?), 1993 Picnic at Joe Carman's. Chr needed.

June 26, 1993 Land/Sea/Air Rendezvous. Chr G. Mounger.

July 10, 11, 1993 Grand Classic. Chr Bomstead assisted by J. Kane. Location: McAuliffe's. Banquet Chr B. McMichael. S. Starr will head tabulation. A Head Judge is needed.

The Board decided not to make the event a fundraiser and no fee will be charged members for merely viewing cars. Registration fee will be \$15 as before. A Friday event such as the fifties-sixties party is to be held at Raisbeck's or Club Auto Limited. (Chr Dickison.)

August 1993 Open. Possibilities include Minter Garden Concours in Canada. September 1993 Driving Tour, Semiahmoo or Chuckanut Drive. Chr Greenfield.

October 1993 Garage Tour. Incl. McBride collection. List of other garages to be provided by R. Adatto.

November 1993 Regional Annual Meeting. Chr Wouters. December 1993 Christmas Party. Chr B. & T. McMichael. They will locate a site and consider a combined event again.

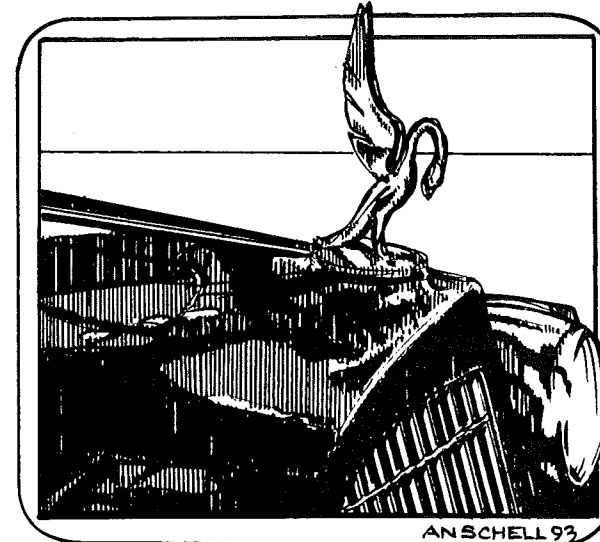
1994 Caravan. Chr McEwan. In early planning stages. May be in Oregon and southern Washington.

1995 National Annual Meeting. The Red Lion has been reserved for Jan 12-15 (down payment will be paid by the next meeting). Chairmanship will be divided between Rittenhouse, Wouters and Doss, with assistance from McEwan.

The Board agreed to join the Washington Car Council. Dir. Bomstead will sign the application. Dues will be \$100 for a club the size of our region.

In other old business, Head Judge Bill Deibel (1991 PNR Grand Classic) reported that statistical reviews of judging forms were available to individual judges who had requested them.

The meeting adjourned at about 7:45 pm. The next meeting will be February 3, 1993 at Latitude 47.



ANSCHELL 93

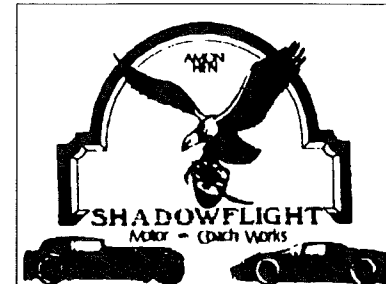


UNITED STATES MARINE CORPS RESERVE  
4th Landing Support Battalion  
Naval Station Puget Sound  
Seattle, Washington, 98115-5000

Though the Christmas season may be over, the Marines and their many volunteers would like to take time out to "Thank-you" for your support of our Christmas Campaign. This meant so very much to the Marines and volunteers of King and Snohomish county, but most of all to the needy children whom were provided with the 62,750 toys collected this season. Without your support many children would not have had a christmas this year. We sincerely hope that the joy that you've helped us spread this season will warm your heart for many years to come.

Sincerely,

John A. Larson  
Staff Sergeant  
U. S. Marine Corps Reserve



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***COMING EVENTS***

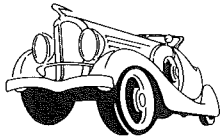
**MARCH 27th JUDGING CLINIC**

AT TOM CROOK'S COLLECTION 9am-12pm (LUNCH ON YOUR OWN)  
CHAIRMEN APKER AND AKERS (GRAND CLASSIC PREPARATION)

**APRIL 17th RESTORATION SEMINAR**

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