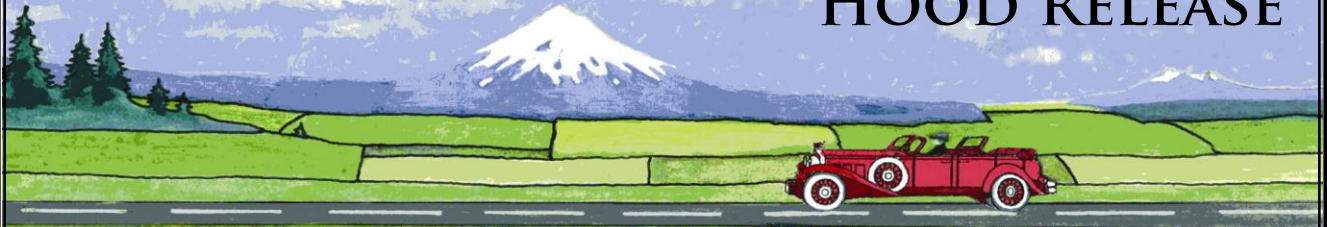


THE HOOD RELEASE



Oregon Region ♦ Classic Car Club of America

FALL 2012

"From the mountains to the prairies, to the oceans white with foam..."



**2012 National CARavan
Coverage Inside**

1930 Lincoln Model L
Dual Cowl Phaeton by Locke
Owner: Bill Jabs

**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

Oregon Region
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The Classic Car Club of America is a non-profit organization chartered in the State of New York for the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual foreign or domestic motor cars built between and including the years 1925 through 1948, but including cars built before 1925 that are virtually identical to 1925 Full Classics® and distinguished for their respective fine design, high engineering standards and superior workmanship, and to promote social intercourse and fellowship among its members; and to maintain references upon and encourage the maintenance, restoration and preservation of all such Classic Cars.

The purposes for which a Region is chartered by the National Club are: The furthering of the ideas and ideals reflected by the By-Laws of the National Club in a specific regional area and to provide regional activities for the members in that area.

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Oregon Region CCCA 2012 Calendar of Events

October	4	Member dinner Meeting at O'Connor's 6:30pm*
	13	Pumpkin Tour with Packard Club
	27	Halloween Potluck at Evelyn and Howard's Shop*
November	4	Annual All Member Banquet*
	8	Board Meeting to plan 2013 calendar*
December	9	Annual Holiday Potluck at the Lake Oswego Heritage House*

* Denotes a CCCA or Oregon Region CCCA sanctioned event.

New Members

Please join us in welcoming these new members to the Oregon Region of the CCCA.

Hans Schaufus and Lesley Bombardier
2363 40 Ave # 1, Longview, WA 98632

Dennis J. and JoAnne L. Gilman
3551 Augusta National Drive S. Salem, OR 97302
1939 Packard 12 Model 1707 Club Sedan

Director's Message

The success of the Oregon Region's first CARavan was no surprise, given the wide and enthusiastic response by our members who were called to action to assist in the planning and execution of Howard Freedman's inspired creation.

"The very best CARavan of the many I have been on," and "I have been on 20 or so CARavans, and this is among the top three," and "Every day seems to top the previous great day," were among the comments offered to me by out-of-staters.

George and Sylvia Potter's tour book was detailed and accurate. Directional signs were placed where needed. Luggage was efficiently handled by Robert and Frankie Douglas, and Bob Earls with Lisa in the trouble truck assisted several situations along the way.

We showcased several of Oregon's natural and man-made wonders, and fulfilled our promise of "From the mountains, to the prairies, to the oceans white with foam," that represent our state.

Exhaustion and relief were found at tour's end, but more than that—a sense of fulfillment in showing Oregon, and gratification for the many thanks from our visitors. Despite the unspoken thoughts of "never again" to face the tremendous amount of effort and coordination, we know that we can do it and probably will again. As a matter of fact, I'm thinking now of the route for our next one!

Rodger Eddy

Director, Oregon Region, Classic Car Club of America

Editor's Notes

This was a fun issue to put together. Thanks to the national tour participants for the photos and articles—that coverage alone would have been enough for an issue. But on top of that, I was fortunate enough to have lunch with Bill Jabs and Bob Earls in August to learn about their progress on Bill's 1930 Lincoln. It was fascinating to see the car, somewhat from the inside out. I subsequently did some research on the coachbuilder Locke & Co., and found out some of their history. By turning a few pages, you can learn all about it in three companion articles:

- *1930 Lincoln Model L Dual Cowl Phaeton by Locke, Restoration – Part I*
- *Locke & Company, 1902-1937*
- *Fashions in Closed Auto Bodies*

The third article is taken from *The Automobile* (November 16, 1905). It is an especially interesting report on high-end automobile coach building in New York just after the turn of the century. Locke & Company is prominently featured.

Jeremy Wilson

Publications Editor

An Oregon Adventure

National Tour – Part I, Portland to Hood River

By Howard Freedman



Thursday, September 6 dawned with worry and trepidation about all of the details that we may have overlooked as well as how well we were going to orchestrate our CARavan; in other words, we were stressed (not a word in my vocabulary) to the max. And George & Sylvia Potter were here to help row the boat kind of straight and narrow!

First things first. Bob Douglas and I loaded all the goody bags in his 1938 Chevrolet Pick-up; it was a full load. Then off we went to Enterprise Truck Rental to get the luggage truck. From there to the Sheraton Hotel at the airport to unload the goody bags and install CCCA parking signs to get our visitors' cars all placed together so our evening security could be most effective.

We received four California cars that arrived at our garage on a transport truck and then back to the Sheraton. I think we made four trips out there on Thursday. In the afternoon we had the registration desk open and handed out almost half the goody bags to our early arrival CARavaners. It was great to see everyone getting acquainted and re-acquainted with fellow car enthusiasts. There was lots of talk about the CARavans already attended in 2012 and anticipation of our Oregon Adventure which served to make us even more nervous.

Friday morning we sent our 1953 Packard limo to the Sheraton to carry CARavaners that missed the two transit busses that we arranged for our early bird tour to Matthews Memory Lane, then to our garage for lunch and on to Ron Tonkin's Ferrari museum. It was a pleasure to host more than 70 guests.

We had a wonderful welcoming dinner at the Sheraton. We introduced our Co-Coordinator, many committee members and our evening host, John Mitchell and his lovely wife Georgia who was in charge of the "blooper" presentations during the CARavan.



Saturday morning, Jeremy Wilson was on hand to take formal pictures of all of our CARavaner's cars as they left the Sheraton for the first leg of our journey. Off we went to Bill and Mary Jabs home; but alas the first agony befell us. Our driving instructions read: Get off 1-205 at exit 10A near Oregon City, but the first left turn after the exit had been closed a couple of days prior so we had an SOS to get off at 12A. It was a nightmare; our luck for the first day out to have a driving instruction problem. Guess what? There was Sylvia Potter at the intersection leading people back onto the correct route.

Mary Jabs had a nice spread of snacks and Bill had his garage wide open and resplendent with his collection for all to view and enjoy!





From the Jabs home, we went up to the Vista House (the views were perfect in all directions) and on to Multnomah Falls for a quick glance. We headed east to Cascade Locks for a wonderful two hour Portland Spirit Columbia Gorge Sternwheeler cruise and luncheon on the Columbia River and finally to our evening destination motel in Hood River.



An Oregon Adventure

National Tour – Part II, Hood River to Bend

By Bill Jabs



After a brief thunderstorm Saturday evening (our only rain on the entire trip), we awoke to a beautiful Hood River Sunday morning. Many left early to visit the local Western Antique Aeroplane and Automobile Museum (WAAM). The museum was hosting its 2012 Antique Airplane Fly-In, so our group was able to witness vintage planes taking off from the Hood River Airport.





From Hood River we traveled around the east side of Mt. Hood on our way to the historic Timberline Lodge, completed in 1937 as a Works Progress Administration project during the Great Depression. We toured the rustic lodge and were treated to a fantastic lunch.

The afternoon was spent driving from Timberline Lodge into Oregon's high desert, through Warm Springs, Madras, and Redmond on our way to Bend. From Madras to Bend we witnessed the beginning of a large wild fire burning near the town of Sisters.



That evening, we caravanned to the beautiful Broken Top Resort for a group dinner.



Lunch at Sunriver Lodge



Trail of the Molten Lands

A free day Monday in Bend offered the participants multiple options—a tour to Sisters and the Metolius River led by George and Sylvia Potter; a tour to Lava Lands, Sunriver, and the High Desert Museum with Bill and Mary Jabs; shopping in Bend, or doing nothing but resting.



Cabin at the High Desert Museum

Monday evening people were on their own to dine at Bend’s many fine restaurants.

An Oregon Adventure

National Tour – Part III, Bend to Bandon

By Robert Douglas



After a free day in Bend with a chance to rest, shop and explore the area Tuesday dawned with sunny skies though there was a bit of smoke in the air from the fires burning west of Sisters. This morning would find our travelers heading south along the East side of the Cascade Mountains on Highway 97, up to Crater Lake National Park, around the Rim Drive and exploring the historic Crater Lake Lodge. Then we headed down Highway 62 to rejoin Highway 97 and continue on to Klamath Falls and west on Lake of the Woods Highway to our nights lodging at the Running Y Ranch.

With a suggested departure time of 9:00am our travelers dropped off their luggage with the luggage truck, picked up their “box lunches” in the lobby, fired up their cars and headed out on to the highway. At nine thirty both the trouble truck and the luggage truck pulled out bringing up the rear. The drive went smoothly and the weather was perfect. Rolling south on 97 the group then headed west on Highway 138 up the mountains to the entrance of Crater Lake. At the entrance gate the ranger informed everyone that there were over two thousand bicycles in the park on the Rim Drive and to be very careful. Boy, he was not kidding, there were bicycles every where! It made for an interesting trip around the lake but everyone got a



chance to see Crater Lake in all of its beauty! With the clear weather the lake was resplendent in its famous deep blue colour providing magnificent vistas for all of our travelers.

From Crater Lake we headed south down Highway 62 to rejoin 97 and continued south to Klamath Falls then west on Lake of the Woods Highway to the Running Y ranch. On this leg of the trip there were two automotive mishaps, one was a flat tire and the other was the 1939 V 16 Cadillac Limousine, which developed ignition problems and was forced to retire from the CARavan. The Cadillac was the clincher on the blooper front because that night at the Blooper Awards, Katie Robbins won because every car she had ridden in to that point had had a problem, can you say jinx? That evening along with the group dinner was a variety of musical entertainment from Johnny Cash, Patsy Cline and Elvis Presley, now how do you top a bill like that? The entertainers were very well received and many of the group were up and dancing to several of their favorite songs.



Wednesday morning was bright and sunny with little smoke from the fires being that far south. Departure time was 8:30am for the run over Highway 140, Lake of the Woods Highway to Jacksonville and Grants Pass. The Running Y Ranch provided a great breakfast of scrambled eggs, fresh fruit, pastries, ham, sausage and bacon to get our travelers ready to cross the Cascades! As the departure time approached the familiar routine of luggage, checking fluids and warming up the cars was in full force and by 8:30 our CARavan was heading out onto Highway 140! At 9:15 the luggage and trouble truck were pulling out to make their way over the mountains and watching out for those that were in need of assistance. The trip went smoothly with no mechanical mishaps. We did notice Tom and Connie Jones and their 1936 Rolls Royce Convertible Coupe beside the road more than once, not with mechanical trouble but trying out the local fishing!

By mid day our travelers were arriving in the historic town of Jacksonville for some sightseeing, shopping, and lunch. As always the cars attracted lots of attention from admirers. By early afternoon it was time for the final run into Grants Pass through the picturesque Applegate Valley so that we could get into our nights lodging in time to get on the jet boats for the ride down the Rogue River to a great

barbeque at the OK Coral Ranch. This was about a forty-minute ride down the Rogue and what an exciting ride down and back! The jet boats were equipped with three six liter Chevrolet Vortec engines that would propel these boats to speeds well in excess of forty five to fifty miles per hour while only drawing three to six inches of water, what a ride! There was lots of beautiful scenery and wild life along the way, bald eagles, deer, snowy egrets, blue herons and salmon in the river! After a wonderful dinner it was time for the ride back to our motel that was right on the river.



As a topper for the evening, out in our motel parking lot was parked “The Blastoline Special”, an amazing Art Deco travel bus that would have made Flash Gordon blush with envy!

After a refreshing night’s sleep listening to the sounds of the Rogue River it was time to get ready for an eight thirty departure for a trip down the stunning Smith River Canyon on beautiful Highway 199 to just north of Crescent City, California. The route would take us through Jedediah Smith Redwood State Park with its beautiful giant Redwoods then north onto Highway 101, up the Oregon Coast through Brookings, Gold Beach, Port Orford and into Bandon for our night’s lodging.



This leg of the journey would take us from the heat of the inland valleys to the cool and

intermittent fog of the Pacific Coast, a welcome relief from temperatures in the nineties. Highway 199 travels down the Smith River Canyon, winding along the rivers edge and through the dense forests of Western Red Cedar, Douglas fir and ever increasing Redwoods. As we got to the west end of the highway we entered the park and into a magnificent grove of giant redwoods next to the Smith River. Here we all parked and took a walk through the trees and down to the river. The Wood family took their twin boys down to the river for a bit of wading and swimming, if they were not awake when they got to the river they were when they went in, brisk is a term that comes to mind! But at that age the entire world is new and they can't wait to try everything.



From there it was time to travel on to highway 101 and north up the beautiful and rugged Oregon Coast to Bandon and the Best Western at Face Rock for a nights rest. The trip that day had no mechanical mishaps though the Brothers ran out of gas, not once but twice which earned them the dreaded Blooper! The meal that evening was one of the highlights of the trip. Whether it was the prime rib, the halibut or the vegetarian entre everyone enjoyed their meal, a great tribute to the chefs and staff at Lord Bennett's Restaurant. Then it was off to a restful nights sleep listening to the sounds of the surf through the open window.

An Oregon Adventure

National Tour – Part IV, Bandon to McMinnville

By Pat Cox



On Friday, September 14th, we woke up to an almost typical overcast and damp (but not cold) morning at the coast. As we headed to breakfast we saw our early birds polishing their prize cars for the drive to Newport. Not far from our hotel, John and Georgia Mitchell's 1929 Packard 640 Touring car broke down and needed to be towed to a shop and then home. It was sad but true.

Heading toward Shore Acres Park and Simpson Garden we passed the magnificent Umpqua Lighthouse. As we entered the Simpson Gardens parking area the lineup of parked classic cars was a sight to behold. By this time we had clear skies and were able to stroll through the gardens. Most flowers were labeled for all of us would-be gardeners and flower enthusiasts.



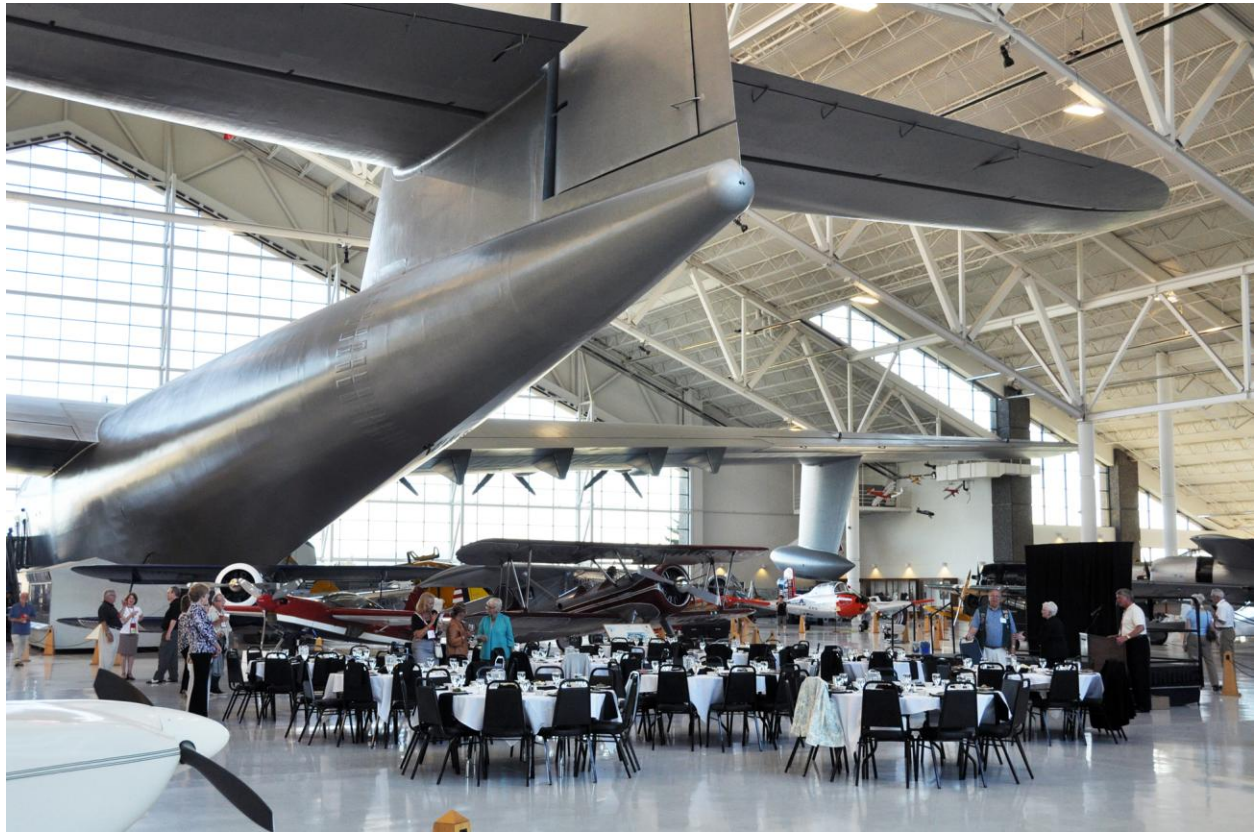


Next, we headed to Winchester Bay for lunch out on the dock of the Sportsman Cannery. The lunch offering was a huge portion of fresh seafood of your choice. My best recollection of this lunch is of Sylvia Potter boogying around the tables chatting with club members to the lively reggae music of Pancho and His Band. Just another great choice of food establishments on our tour – Thanks Sylvia, you did it again. We then headed off for our accommodations in Newport but not without a couple of stops along the way: The Heceta Head Lighthouse, a spectacular sight sitting out on the rocks overlooking the ocean, and the Sea Lion Caves. That evening was a unique informal dinner at the Newport Oregon Coast Aquarium. How different it was to have a progressive dinner while enjoying the aquarium and being entertained by the Greg Ernst Jazz Trio. Hopefully, everyone made it through the aquarium's glass tunnels with sea life swimming all around us.

Saturday was the final day of the CARavan. It started with a short drive to Carlton and then on to McMinnville for our awards banquet at the Evergreen Aviation and Space Museum. Because of the short distance to travel we had a good opportunity to visit Devils Punch Bowl, Otter Crest Scenic Viewpoint and the fishing town of Depot Bay. When we arrived in Carlton there were two buses waiting to carry us up to the Ken Wright vineyards to be educated by Ken Wright himself. Ken has been the leading force in McMinnville and Carlton for the wine industry since 1986. After Ken's talk we were bused back



to his winery for a wonderful lunch that included bottles of his award winning wines (I particularly liked the 2008 Pinot Noir).



After a walk through Carlton we headed back to our hotel in McMinnville to ready ourselves for the banquet at the Evergreen Air Museum. We were well greeted by many of the volunteers of the museum; people who love volunteering their time just to be around these historic planes. Under the wing of the mighty Spruce Goose were our black linen tables set for dinner. What a beautiful sight! We all meandered around the planes before sitting down for dinner. Entertainment was provided by our own Oregon region CCCA member Dave Charvet, who is a great magician and was able to use few of us in his act. Our emcees throughout the tour, John and Georgia Mitchell, presented the awards. Greg & Renee Wood and family with their stunning 1933 Rolls Royce Phantom II Sedan were awarded the Crossett Award, which recognizes the “Best Car Completing in its First CARavan Under Current Ownership”; The Dudney Award, which is for the “Best Prepared Classic” went to John & Cheryl Ossenfort with their beautiful 1941 Cadillac 605 Sedan; The Deutch Trophy, the final award, was given to Al Kroemer with his 1941 Packard 1907 Sedan for the owner who best exemplified the type of sportsmanship and helpfulness from one CARavaner to others. Howard and Evelyn Freedman, George and Sylvia Potter and Bob and Frankie Douglas were acknowledged for all the planning and scheduling they did to make our Oregon Adventure so successful.

An Oregon Adventure

National Tour – Part V, McMinnville to Portland

By Howard Freedman



There has to be a happy ending and so everyone that had a car parked in our garage got rousted out of bed to leave McMinnville at 6:30 AM in order to get some of them to the Portland airport with plenty of time to get checked in. So we had a CARavan back to our garage.

We parked 6 cars in our garage and got a whole load of people to the airport in our 1953 Packard Limo. Of course we had a few crises that had to be solved between arrival at our garage and moving on.

At 11:30 we loaded up the Packard and our 1948 Cadillac 75 and went on a short site seeing trip up into the southwest hills of Portland stopping for lunch at the Chart House. Not only did we have great views of the city but an excellent luncheon for 14 people.



After lunch, it was a short hop down to the Union Pacific train station so Bill and Chris Snyder would be ready for their late afternoon train ride back to Ohio and then another, yes, another trip to the airport Sheraton to unload the rest of our friends flying out early Monday morning.

Believe it or not, Evelyn and I went home and collapsed. That's the rest of our story and we are sticking to it!

An Oregon Adventure

National Tour – Part VI, Looking for Trouble!

By Bob Earls



I don't go looking for trouble, but sometimes it finds me. It's my job to take care of trouble. My name is Bob and I drive *The Trouble Truck*.



It was supposed to be a peaceful, relaxed tour. Fifty of some of the world's finest classics from around the country, touring the highways and byways of Oregon. Many of them are veterans of this event, some are not. But even though they're all allegedly checked out and supposedly up to the task, there's always a gremlin (no pun intended) that finds its way into some of them. I HATE GREMLINS (nc).

Trouble hit me Friday morning before we even made it out the front door. The steering box froze on Howard's '41 Packard 180. I was backing it up to turn it over to Al Kroemer, whom Howard had lent it to. I managed to break it free, but then it had a half-turn of free play in it before it locked up again. Pronounced dead at the scene. Howard was going to be driving his '41 Buick 90 on its maiden tour, but graciously turned the reigns over to Al. Howard was now going to be chauffeured in his own car for the very first time. Howard had also lent out his newly acquired '48 Cadillac 75 to Bill Snyder, and it was running great after a week of hustle getting it ready.

George Potter had lent his '32 Lincoln to Bob Joynt, his '39 Cadillac to Paul and Bev Ayres, and was going to drive his '34 Packard Twelve himself. When the Packard pulled into the shop on Friday it was

barely running; struck down by an unknown malady. George and Sylvia loaded everything into Howard's Avalanche pickup and were set to go.

The Trouble Truck I was to drive is George's. It's a burly rig; a 1999 Dodge 1-ton, crew cab, dually, with a 24 valve, turbo'd, hopped-up Cummins diesel. It's one of those trucks that's so noisy that, when it pulls up next to you at a light, you can't hear yourself think, hear your radio, or the 747 coming in for a landing 10 feet over your head. But it had power. We hooked it up to a 25 foot enclosed car trailer donated by Walt Johnson. I had stocked up with a fairly complete set of tools, jacks, jack stands, hoses, clamps, spare electric fuel pumps, air tank, water, gas, and, of course, bailing wire and duct tape. The object of the trouble truck is to not do major repairs on the road, but try to keep them running, or transport them to the next town so that repairs or transport arrangements could be made. The one thing that the participants needed to understand was that while they were free to take whatever route they wanted to get to the next destination, the Trouble Truck would only be taking the designated route. If they encountered problems while on a different route, or straggling behind while sightseeing I may not be able to attend to them.



Bob Steiner's '35 Packard



Tom Jones' '36 Rolls Royce

My first stop was at the Sheraton Airport. There was a dead generator on Bob Steiner's '35 Packard Twelve. Surveying the situation I determined the generator was, indeed, putting out the volts, but it wasn't getting them to the ammeter. Further investigation revealed a faulty connection on the underside of the cutout. A new connector, and that one was saved.

Also at the Sheraton, Tom Jones' '36 Rolls Royce generator was dead (please, no Lucas jokes), but he decided that with jumper cables, a spare battery, a charger and no night driving he could complete the journey.

The first leg of the CARavan took us to Bill Jab's place near Estacada. John Koziol's '41 Packard 180, which had been giving him a rough time all the way from Seattle, was becoming undrivable, and was parked at Bill's. John and Donna joined the Potters in the Avalanche.



John Koziol's '41 Packard 180

After fixing a bad ground on a turn signal of Michael Fistere's '34 Packard I was on the road.

The tour then headed toward Hood River. The main group took the old Gorge Highway, but because of the excessive length of the truck/trailer combo I stayed on I-84.

I arrived at the Sternwheeler before anyone else. I got a call that the Potter's '39 Cad had a rear axle nut come off. Fortunately, the wheel/drum were still attached, and the nut retrieved. By the time I got to where the car was they'd put the nut back on, tightened it the best they could and were off to Hood River. The rest of the first day was uneventful. (As I didn't have a wrench big enough to fit the nut Paul had the Les Schwab in Bend tighten it with an impact.)



Michael Fistere's '34 Packard

The trip to Timberline went well with only a few cars spitting out some water when they parked at the Lodge after the long climb.



Frank Arms' '48 Chrysler T&C

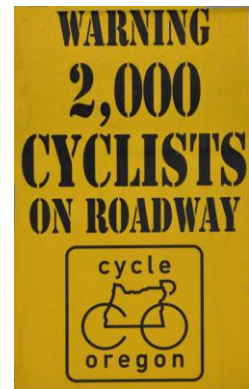


Lou Ficco's '34 Packard Twelve

In Bend there were a couple of issues to deal with. Frank Arms' '48 Chrysler T&C had to have the water pump replaced. He had anticipated that and brought a spare with him. Thankfully, it was an easy one to R&R. Also, Lou Ficco's '34 Packard Twelve generator had given up the ghost a couple of miles outside of town. It had been rebuilt just before the tour, but something wasn't right. I took it off and pulled the generator apart. The commutator was scored, so I took some emery cloth and cleaned it, reassembled it and it worked. An exhaust donut on Howard's Buick was slowly going out, so a quick trip to Napa for a new one fixed that. The final quick fix occurred on Howard's '48 Cadillac. The ethanol-laced fuel was giving some of these old cars real fits, and I wound up bypassing the stock, mechanical fuel pump (which was heating up the fuel to boiling even with the electric pump on) and just running the electric. The car ran perfectly the rest of the tour.



The next day to Crater Lake produced a flat tire on Tom Jones' Rolls. All he needed was the use of my jack. After dodging 2,500 bicyclists, which were part of the Cycle Oregon tour, we headed to Klamath Falls and the Running "Y" Ranch. About 20 miles from K Falls Paul and Bev Ayres and Katie Robbins were gliding along, enjoying the beautiful scenery when that serenity abruptly ended with a big BANG erupting from under the car. The Cad sputtered and died. A following CARavan car picked up Bev and Katie as Paul called me. I was only a mile behind it, and as I rounded a bend I saw it there....a dead Cad on the side of the road. We determined it was some kind of ignition problem that caused a huge backfire. It split the muffler open like a banana, and puked the muffler's guts onto the road. Oh, the carnage!



Luckily, the car still ran on one bank and, sounding like an old hot rod without the muffler, we had it loaded onto the trailer within a few minutes. Upon arrival at the Running "Y" Ranch we unloaded it and George cleared it with management to leave it there until the end of the tour. Bill George's '41 Cadillac was beginning to mimic the effects of the ethanol fuel, but he soldiered on for now.

There were no problems going to Grant's Pass and we all enjoyed the Jet Boat ride that afternoon.

The twisty trek along Hwy 199 between Grant's Pass and Crescent City was uneventful. John McPherson's '41 Cadillac 60S had a flat that I changed before we got to Bandon.



The morning we left the hotel in Bandon heading for Newport I got a call from John Mitchell. He was about a mile ahead of me and said he thought a front axle bearing on his '29 Packard dual-cowl was noisy. He'd pulled into the lot of a local Jiffy-Lube-like shop. When I got there his right front wheel was tilted inward at the top...about 5 degrees of negative camber, I'd say. When I put the jack under the axle and got the tire off the ground the wheel, hub and brake drum assembly fell off. The outer wheel bearing had frozen and snapped off the end of the spindle. Thankfully, he'd made nothing but left turns since he left the hotel that morning. I still shudder thinking about if that had happened the previous day negotiating

all the turns on 199. John called AAA and got a rental car coming out for them to drive while the flat bed took the Packard back to Portland.

At the hotel in Newport I bypassed the mechanical fuel pump on Bill George's Cadillac. He was also complaining about the shifting of the Hydramatic so I made some adjustments to the throttle valve linkage.



We arrived in McMinnville and loaded onto two buses that took us to a vineyard where we learned about how great wine was made and why this area was particularly perfect for Pinot Noir. While at the vineyard I got a call from Mona Marsh, saying her car died in town. I wouldn't be able to get back to the truck for an hour, maybe two. She called AAA and got it taken care of. Bill George's car was running poorly, so I did a quickie carb overhaul in the lot of the hotel and that seemed to help immensely.

The next morning we all said our goodbyes and headed back to Portland and Howard's garage. All in all it was a great tour with minimal problems for me to deal with. And special thanks to all the volunteers from our club who assisted throughout the tour. I think we Oregonians showed the rest of the country that we could put on one helluva tour.

Astoria Tour

By Rodger Eddy



Columbia River Maritime Museum

No traffic jam was created by the Oregon Region's tour to Astoria on Saturday, June 16, along the lower Columbia River Highway.

Bob and Frankie Douglas, creators of the two-day event, drove their Packard. Bev Smith and Daryl Campbell drove a modern car, Rodger and Jan Eddy came with their '92 Buick Estate Wagon, and Mona Marsh drove the only Classic Car 1941 Cadillac coupe, accompanied by Orville Crull.

First stop for the group was the Columbia River Maritime Museum, much enlarged and improved since our previous visit.



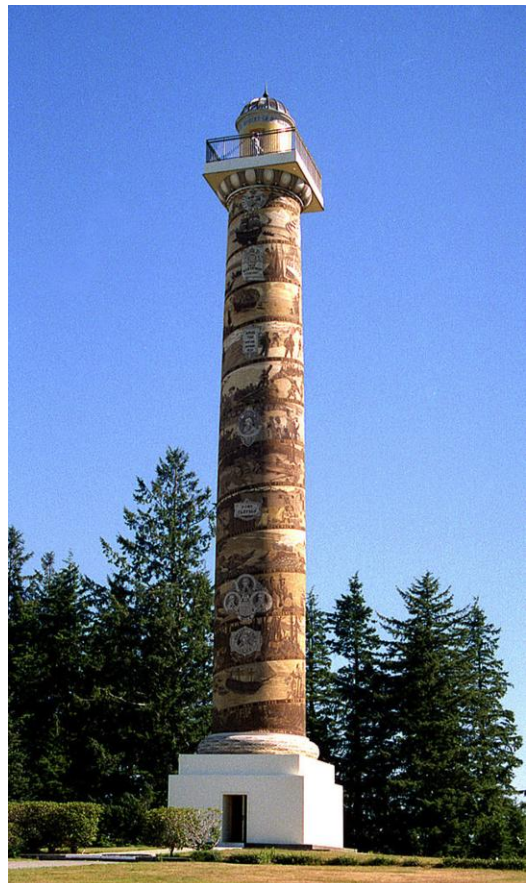


Astoria Trolley

Lunch followed at a downtown Mexican restaurant, and then we fanned out for individual visits to the Astoria Column, the trolley, downtown, with Bev Smith spotting an old car acquaintance from a motel window and chasing the coupe down.

Although we built the tour around the music festival, all opted out of attending a concert, and instead made our own harmony with a group dinner at the Baked Alaska restaurant on the dock where we viewed ocean liners and freighters and the first strip for the new bar pilot boat, just put into service that day.

The Eddys returned to Portland that night, while the others enjoyed a night at the Holiday Inn Express, and returned home on Sunday. Bob Douglas put together a superb tour guide, and planned an event that eight members thoroughly enjoyed.



The West Cascade Mountain Scenic Byway Tour

By Robert Douglas

The 20th through the 22nd of July found the Oregon Region on a summer tour of one of the great scenic wonders of Oregon, the Cascade Mountains. We took the West Cascades Scenic Byway and the Historic McKenzie Pass Highway.

Friday morning we met under cloudy skies at the Clackamas River District Ranger Station in Estacada, Oregon at 8:30am for a 9:00am departure. Our band of travelers included; Mona Marsh and her friend Orville Crull in Mona's 1941 Cadillac 62 V8 Coupe, Gayle and Jon Gaddis in their modern Mercedes 560 SL Convertible Coupe (NC), Bob Earls drove a 1963 Corvair Coupe (NC). A newcomer to our group, Julian Blankenship, the nephew of Gayle and John Gaddis, joined Bob. The other travelers at the start were Pat and Larry Cox with their modern pickup truck (NC) and Frankie Douglas with your reporter in our 1935 Auburn Speedster by Glen Pray (NC). Everyone arrived on time and we shared coffee, muffins and conversation. Then there was a drivers meeting and the tour book was distributed with the itinerary, turn-by-turn instructions, maps and most importantly, meal stops!

At 9:00am we were rolling southeast out of Estacada on the Clackamas Highway then south on National Forest Road 46 following the Clackamas River to Detroit, OR. From Detroit we continued southeast on the Santiam Highway then back west on twenty to highway 126 where we traveled south to Bel Knap Hot Springs for lunch and to meet two more of our intrepid travelers, Sylvia and George Potter in their 1932 Lincoln V8 KA Victoria. By this time the weather had begun to clear with sunshine and blue skies making an appearance. After a great lunch overlooking the beautiful McKenzie River and walking through the beautiful gardens at the resort it was time to head out over the historic McKenzie Pass Highway. The road had just



Enjoying lunch at Bel Knap Hot Springs beside the McKenzie River. (L to R) George Potter, Larry and Pat Cox, Mona Marsh and Orville.

been repaved and was as smooth as glass. The scenery, like the rest of the trip so far was spectacular. So of course the convertibles put down their tops to really appreciate all of the beauty! The old pass road is narrow and steep, climbing from one thousand to over five thousand feet in a matter of just a few miles with lots of switchback turns, many posted at fifteen miles per hour and they mean it! There were several places where if you were quick and looked back at the switch back you could see your own rear bumper coming around the turn! By the time you made it to the top the oil in the steering box had been totally circulated. At the base of the climb the trees were mainly Douglas fir, Hemlock and Western Red Cedar but as the climb proceeded there were more and more Lodge pole pines and high altitude Noble firs with less and less under growth. Then we came out into the lava flows where the road was blasted out of the rock and in places giant lava rocks were right next to the road. When we came out into the lava fields the trees became very sparse and their beauty was replaced with spectacular views of the Cascade peaks, the Three Sisters, Mt. Washington, Mt. Jefferson, Bel Knap Crater and Black Butte to name a few.



The Dee Wright Observatory with the Cascade Mountains in the back Ground.
Photo courtesy of ODOT.

Upon reaching about the half waypoint between Bel Knap Hot Springs and Sisters, OR we stopped at the Dee Wright Observatory. The Civilian Conservation Corps built this unusual structure in 1935. From the parking lot it is a short walk on a nicely paved trail up to the observatory and from inside there are windows through which you can view all of the central Cascade peaks. Each window is like a small telescope aimed at individual peaks with the name of the peak carved in stone at each window. You can then climb the stairs to the top of the structure and see a bronze plaque with arrows pointing to all of the peaks as well. From there it was on into Sisters and Bend to check in for our nights lodging and then out to dinner at the Deschutes Brewery and Public House.



Some of our travelers on the roof of the Dee Wright Observatory; (L to R) Frankie and Robert Douglas, Bob Earls, Julian Blankenship, Jon and Gayle Gaddis with Pat and Larry Cox behind the camera.



Mona's 1941 Cadillac V 8 62 Coupe at the summit of McKenzie Pass and the Dee Wright Observatory.



Sylvia's view from the Lincoln as Mona's Cadillac heads north out of Bend on Saturday morning on our way to the McKenzie Pass and on to Eugene.



George Potter and Bob Earls talk over how well the Potter's Lincoln is performing over the McKenzie Pass. The Douglas' 1935 Glenn Pray Auburn Speedster (NC) in the fore ground



Winding over the mountain passes and through the beautiful scenery of the West Cascades Scenic Byway.

The meal was excellent and afterward we went down to River Bend Park to watch the hot air balloons as they were inflated, then back to the motel for a good nights rest.

Saturday morning after breakfast and filling up on gas our group was headed back over the McKenzie Pass to Eugene. The day was bright and clear so we again stopped at the Dee Wright Observatory for another spectacular view of the Cascade Mountains from this unique vantage point.

Then it was off to Eugene for lunch at the North Bank McMenamins and then out to the Conger Street Clock Shop and Museum. Mona Marsh had made the suggestion to go there on the tour and we were all glad that she did. What an amazing facility. It is a large warehouse building in west Eugene that is not only a museum but they do clock repair as well. The oldest clocks they had were water clocks from the 14th century and the 16th century; the newest clocks of course were quartz clocks and they had everything in between, camel back clocks, grandfather clocks, wall clocks, cuckoo clocks and all running!

Needless to say when it was time to strike the hour there was quite the symphony. From there it was back to our motel, a one story, brick and wood paneled motor lodge right down town, modest but very clean and you could park your car right in front of your room. A big plus compared to parking in an ocean of asphalt out by the freeway!



Above is a fully operational water clock from the early 1500's, just one of the many antique clocks on display at the Conger Street Clock Museum.

Photo courtesy of Conger Street Clock Museum.

On Sunday we headed out of Eugene on old Highway 99 to Junction City then switched over to 99E so we could avoid Dundee and the traffic madness coming back from Lincoln City. The highway took us right through the town of Brooks so we stopped at Antique Power Land and spent some time looking at their fine exhibits of antique, cars, trucks, street cars and other power equipment. If you have not paid a visit to this facility I highly recommend it. After the museum we went across the road to The Chalet Restaurant for lunch and then headed up 99E to Portland and home.

Through out the trip there were no mechanical problems along the way and no one ran out of gas so in the estimation of your tour director it was a successful tour! Like the old saying about flying; “any landing you can walk away from is a good landing!”

Correction

Here is Richard Gross, an Oregon region organizer years ago, who was featured in our previous newsletter. A correction is that Richard's Packard 1508 was bodied by LeBaron, not Brunn as stated.



Larry Pumphrey's 1937 Packard 1508 All-Weather Town Car, LeBaron



That model did not have "suicide" doors that year. By chance, Richard's former car was shown on page 18 of the CCCA July 2012 Bulletin. The Packard is now owned by Larry Pumphrey, and was shown at the 2011 Indiana Grand Classic.

Cottage Grove in August

By Victoria Wilson



We couldn't have asked for a nicer weekend: The weather beautiful—sunny and dry—the venue lovely—a restored vintage inn and gardens—and the people friendly and generous.

The 2nd annual Cottage Grove Concours d'Elegance on August 22, 2012 was an enjoyable end-of-summer event for a few CCCA Oregon Region members able to participate. A benefit car show sponsored by the KIT's (Kids in Transition) Project and hosted at the Village Green Resort and Gardens, the show felt intimate and low-key yet interesting and fun.

The Village Green Resort and Gardens is a Cottage Grove landmark dating from the 1930s. Under restoration, the resort's extensive and varied gardens surround blocks of comfortable rooms and accessible open meadows enclosed by yet more gardens and walking paths. The setting was one of the most charming and beautiful venues we'd seen: two large, interconnected green meadows surrounded by stately old trees and massed flower plantings. It was on these "greens" that the many fine examples of automotive history were on display.





The show's theme was "Celebrating Packards." Monte Glud's yellow Packard 120B Convertible sedan was parked next to Robert and Frankie Douglas' 1938 silver Packard 120. Adjacent were the Cox's 1931 Packard 8 four-door sedan, Howard and Evelyn Freedman's blue 1953 Executive sedan, and George and Sylvia Potter's 1934 Packard Victoria Coupe. Jeremy and Victoria Wilson's 1946 blue Custom Super Clipper 8 completed the club's lineup, parked in the shade of a big oak tree.





The CCCA Oregon Region acquitted itself with style and distinction at the Concours. Many were the interested spectators and other car owners asking questions, photographing and expressing appreciation and admiration of these elegant vehicles. And one of the club's vehicles took the honor of "Best in Class" by day's end.

As you can see, the entire club cohort was a "winner" in that these beautiful, mobile works of art were once again seen, experienced and enjoyed by enthusiasts and passers-by alike. This was evident at the show itself and also along the gorgeous Oregon back roads three member cars traveled en route home.

For me, this impromptu "tour" was the highlight of the weekend. Led alternately by Robert Douglas and Monte Glud, Jeremy and I brought up the rear of the little caravan choosing the scenic route instead of the interstate. Riding through the rolling countryside, past farmland, orchards, berry fields, old farmhouses and small college towns, windows open to the breeze, life seemed very good. And the responses to the classic vehicles from people along the way always make me smile—the complete opposite of "road rage"! It is pure appreciation; a thumbs-up affirmation of the enjoyment these cars bring to others as well as to us. Isn't that the best reason for owning them? Anyway, I think so.

1930 Lincoln Model L Dual Cowl Phaeton by Locke

Restoration – Part I

By Jeremy Wilson



The dual cowl phaetons were the most glamorous cars of the nineteen teens, 20s, and 30s. Their stylized custom bodies and luxurious appointments left observers to wonder, “Who was that riding in the back? A Hollywood actor? An heiress? A millionaire?”

Paradoxically, these automobiles offered little in the way of creature comforts for their revered passengers. The rear seat could be difficult to enter, heaters were often omitted, and there were usually only side curtains for weather protection. But style often gets the upper hand on function and these drawbacks seem to have little effect on the desirability of the dual cowl phaetons—at least judging from their current values. The *NADA Guide for Classic Vehicles* places the value of a 1930 Lincoln Model L-176B substantially above all of the 21 Lincoln models sold that year. That includes custom-bodied convertible coupes, landaulets, seven passenger sedans, and roadsters by Brunn, Dietrich, Lebaron, Derham, and Judkins.

The Lincoln dual cowl phaeton featured here was a one-owner New York car until 1956. The world-famous Harrah’s Automobile Collection acquired it in 1977 from its second owner and assigned it an equipment number, 298, which is engraved on the back of the Harrah’s placard, shown on the following page.

<h1>LINCOLN</h1>	
<h2>MODEL L-176B SPORT PHAETON</h2>	
<hr/>	
<h3>1930</h3>	<h3>\$4,400</h3>
<hr/>	
LINCOLN MOTOR COMPANY DIVISION OF FORD MOTOR COMPANY DETROIT, MICHIGAN	ENGINE TYPE: L-HEAD V-8 CYLINDER, 90 H.P. BORE: 3-1/2" STROKE: 5" 384.8 CU. IN. (88.9 mm.) (127.0 mm.) (6.307.4 c.c.)

A year later, in 1978, William Fisk Harrah died and the majority of his 1400 automobiles eventually went to auction. Dr. Barbara Atwood purchased this Lincoln in 1984. The Atwood estate was auctioned off in 2009 and the car subsequently was acquired by CCCA (Oregon Region) member Bill Jabs.

“I purchased the Lincoln in 2009,” said Jabs. “There is a Harrah's tag on the cowl and I have the drawings from a Reno upholstery shop to put a new top on it. It has the original leather door panels and original carpeting in the rear. But the seats were reupholstered and the top was refinished by Harrah. It was sold in 1984 to a lady doctor by the name of Barbara Atwood who, I believe, toured with it until just before I bought it.



“Over the years it had been neglected. Some of the tires were recaps and I'll bet a few were over 50 years old. The car had its issues and I knew it when I bought it. The seller very accurately described but I felt the price was right and it was original enough.

“It is a good solid car with a custom aluminum body by Locke. There are some features on it that are interesting. The running boards are Brazilian Rosewood and I thought someone had replaced them but they are original--I have since seen some other Locke body cars and they are the same.

“My intention is to make this an occasional driver—a fun local tour car. I don’t plan to do anything to the upholstery or the body to speak of. I want to try to keep it just as original as possible. The paint on the body is reasonable. It can be brought back—might have to spot it in a place or two but it is going to look decent. But the paint on the fenders was nothing but spider webs everywhere, there was some rust out in a wheel well, and the battery box was just literally gone. So, because it was a repaint anyway we straightened and refinished the fenders and kick aprons. They are all done now and ready to go back on the car.



“Also, we powder coated the wheels, which are straw with whitewalls. I’m going with the whitewalls mainly because I already had them, but I may have gone with black walls had I bought them new.

“As far as the mechanics of the car, we pulled the gas tank and had that redone, the radiator has been all gone through, and we pulled the engine down.”

Restoration mechanic Bob Earls has a lot of respect for the 1930 Lincoln engine in spite of some difficulties with the disassembly.

“It has an aluminum crankcase and separate cast iron cylinders,” say Earls. “Originally we did not have the intention of pulling the cylinders off but we pulled the manifolds because they needed to be surfaced and ceramic coated. Then we decided to pull the head off because I could see that the valve guides were worn out. There are studs with nuts fastening the head to the cylinders and I couldn’t for the life of me, no matter how big a hammer and wedge I used, get the head to pop. So we just pulled the head and cylinders off with the pistons inside and took them to Portland Engine Rebuilders. They tried putting the cylinders

History Note

The first dual cowl phaeton was designed by Frank de Causse, for Locomobile, according to the Locomobile Society of America. De Causse began his career at the Paris-based coachbuilder, Kellner & Ses Fils but was recruited by Locomobile in 1914. His dual cowl phaeton design was implemented on a 1916 M-48 chassis for department store magnate Rodman Wanamake. Incidentally de Causse was recruited by Franklin in 1923 to design a more conventional radiator design for their air-cooled cars and ended up reshaping the entire line of bodies for the 1925 Series 11 Franklins. Furthermore, de Causse took on Locke coachbuilders as a client in 1926 and made up all of their full-sides body drafts.

The last dual cowl phaeton produced by an American automobile manufacturer may be the 1997 Chrysler concept car pictured below. Do you know of any that were produced by an auto manufacturer after this?



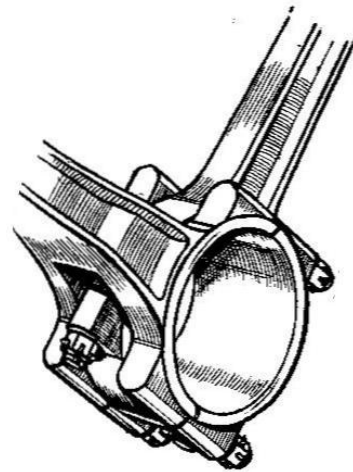
upside down in a hydraulic press with a 2x4 down the center of the bore, pushing on the head with 20 tons of pressure and it still wouldn't come loose. So they mounted them on a mill and milled out every stud that was holding the head on. They just milled the out all the way down to the block and the head came off. From there they just bored out the old studs and installed Time Serts and new studs. They honed the cylinders. The rings were difficult because they were an odd size because we wanted to use the original pistons again. But they finally found a set for a later Lincoln but the top rings were just a little bit thicker so machined those down to the right size.



“The engine miked out virtually perfect,” said Earls. “There was one rod bearing that was questionable so we sent that out to be redone. But it is just a work of art! They are fabulous cars. After working on them I have so much respect for that era of Lincoln.”

The connecting rods in this V8 work together as pairs. Termed “fork and blade”, the base of one rod sits inside the other rod and they use a common bearing and crankshaft journal.

“As far as finishing,” said Jabs, “we will have gone through the fuel system, the water system, a major engine rebuild (although not everything on the engine is brand new), the brake system, and we are going to go through the transmission, although it won't need much. I drove it a few miles before buying it and it shifted okay. We re-nickled the radiator shell but I haven't decided if we are going to do the bumpers or not.”



“When we did the transmission on the 1928 Cadillac,” said Earls, “we took it to the transmission shop and they had to leave it in the jet blast for three days because it had the original grease in it. They had to chip it out because it had dried up. And I went through a case of brake cleaner to clean out the differential, which also had the original grease in it.”

“Hopefully Harrah took care of that, which wasn't the case with the Cadillac,” replied Jabs.

Fashions in Closed Auto Bodies

From *The Automobile* November 16, 1905

Work is going forward with a rush in several of the carriage and auto body building shops of New York at the present time on bodies for new cars that are to be exhibited at the automobile shows in January. There are in the city two shops devoted solely to the building of auto bodies and half a dozen coach-making companies that have taken up the work, some on their own initiative, but most of them reluctantly to satisfy their best customers in fine carriages whose demands forced the old conservative houses into the new, and, as it is proving, very profitable line.

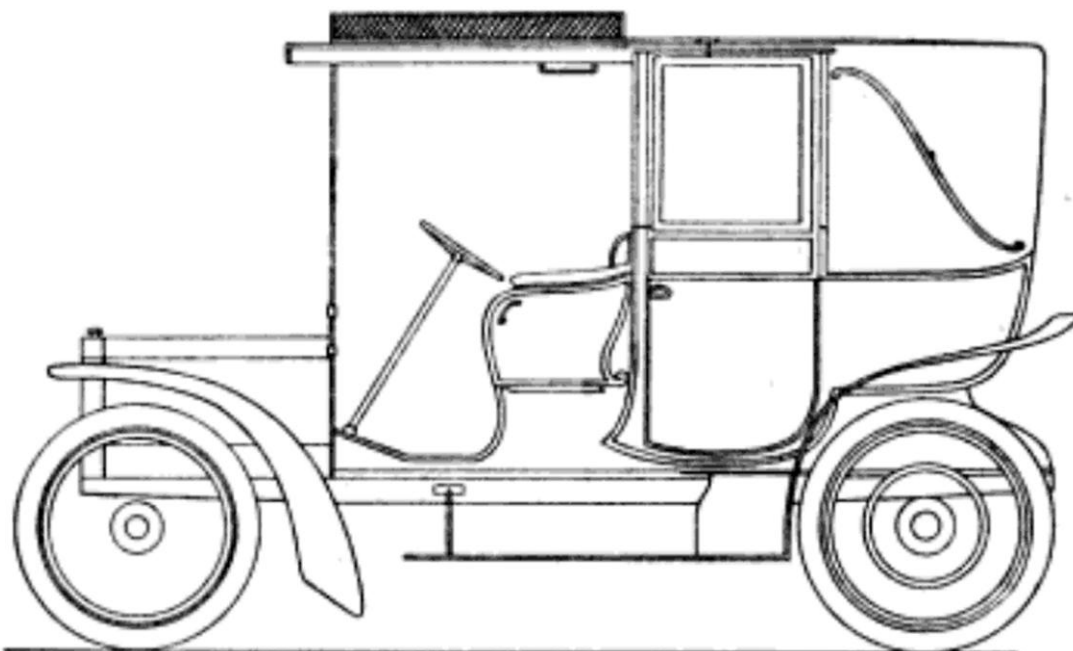


FIG. 1.—LANDAULET BODY BY LOCKE & COMPANY—Top Folds Down, Making an Open Vehicle in Fair Weather.

The body-building business in New York may be divided into two classes of work—building for the trade in quantity and building special bodies for individual owners. The second class greatly predominates, as the large coach-building companies do no building for the trade; nearly all of that branch of the work is carried on in other parts of the country, principally in the Middle West, where the factories are close to the supplies of ash, oak and white wood. All of the metropolitan shops build bodies to special order to fit chassis brought to them by their customers. Such customers nearly always have ideas of their own which they want incorporated in the finished product, so that they will have exclusive designs possessing something unique in style or fittings. As most such orders are placed by persons of wealth and prominence, such as the Vanderbilts, Goulds, Goelets, Mackays, Billings, Gates, Harriman, Black and others, it is natural that most of the bodies are built to fit the most expensive foreign chassis, such as the Panhard, Mercedes, Renault, Bollée and Fiat. In many cases these are new chassis, imported, as is the custom, without the body; but in the fall season many cars that have been used with open phaeton body during the summer are brought to the shops to have closed bodies fitted for town use through the winter.

A few cars of 1904 model, designed with short wheelbase to take rear entrance tonneau bodies, are brought to the body makers to have winter bodies fitted, and in such cases it becomes necessary to lengthen the chassis, in order to provide for the ample side doors required. There are two ways of doing this; one is to forge new spring horns of increased length to replace the old spring hangers riveted to the ends of the side frame members, moving the axles further apart and increasing the length of the side chains, and the other is to cut the side frames at the middle, insert new pressed steel sections to lengthen them from fourteen to twenty inches and put in a new and longer driving shaft from clutch to gear-box or from gear-box to counter shaft, leaving spring hangers, axles and side chains unaltered.

Just now the season for building closed bodies for winter use is drawing to an end, and a little later work will begin on the lighter open bodies for touring purposes. The time required for the proper building of a first-class closed body ranges from six weeks to three months, and customers, of course, want their cars for winter use before the first of the New Year. Much work, however, is being finished on bodies that will be seen on I906 cars exhibited at the January shows. These include all styles, as exhibitors wish to present a full line, embracing closed and open bodies and special semi-racing or cross-country bodies.

Two styles of closed bodies will predominate this winter almost to the exclusion of all others. These are the landaulet and the limousine. The limousine is favored because of its roominess and the perfect protection it affords against cold, wind, rain and snow. The landaulet commends itself because of its luxuriousness, and the fact that in mild, pleasant weather the top can be folded back, making an open car. The landaulet is a little less cumbersome than the limousine and is a closer approach to the carriage type. The tendency is to get auto bodies nearer and nearer to the accepted styles in horse-drawn vehicles, and better taste now prevails in the matter of colors, the brilliant, gaudily-striped finish of two or three years ago having been succeeded by rich, dark, quiet maroon, royal blue and green, with narrow striping usually in lighter shades of the same colors. The wheels have the same color scheme as the body, and the upholstery is either in leather and cloth of the same color or the leather black and the cloth of the same color as the exterior paint of the body.

While several Renault cars of 10 horsepower have recently been brought to the builders to have winter bodies for town use fitted to the chassis, nearly all of the bodies turned out this fall or now under construction are for high-powered cars, in several instances as high as 50 and 60 horsepower in the foreign cars, but more commonly for powers ranging from 35 to 45 horsepower.

There is a notable difference in methods and materials in use in the different shops, the old-established carriage houses using white wood as much as possible for the panels, while the shops that make a specialty of auto body building employ sheet aluminum almost exclusively for this purpose. The chief advantage possessed by the metal is its ductility, which permits it to be curved and beaten to any desired curve or swell. Curves in directions at angles to one another are easy to obtain in aluminum, but are impossible in wood. Sharp curves also are preferably made in metal, as wood cracks and checks when bent too much.

Of four landaulet bodies, built after the same design (Fig. 1), that were in various stages of completion in the shop of Locke & Company, on Eighty-Fourth Street, New York, last week, one is to be finished in royal blue, another in maroon and a third in dark green. The framing of all is of ash, which is especially suitable for the purpose because of its flexibility and toughness. Each piece of framing is shaped from a single piece of timber, sawed to the required curves and rabbeted, beveled, dovetailed and recessed to fit together, to receive the glazing, the hinges and the upholstery. The panels, of white wood bent to shape, fit snugly against shoulders left on the framing and the hinges are sunk in sockets, where they are concealed from view, except the door hinges, which necessarily protrude.

English long-grained leather, proof against rain, is used for the folding top, which folds back on two bows hinged in the angle just back of the middle of the door and extending to the upper right corner of the top and to a point farther to the left. The dividing line across the top is above the doors. The extension top covering the driver's seat is removable, the stanchions at the front being socketed in brackets on the dash. The window of the door drops down entirely out of sight within the lower half of the door, and the framing for the upper half of the door to the right is hinged to fold backward with the top and lie flat on the side of the car body. The frame for the upper front half of the door is similarly hinged to fold inward and lie flat on the body just back of the driver's seat.

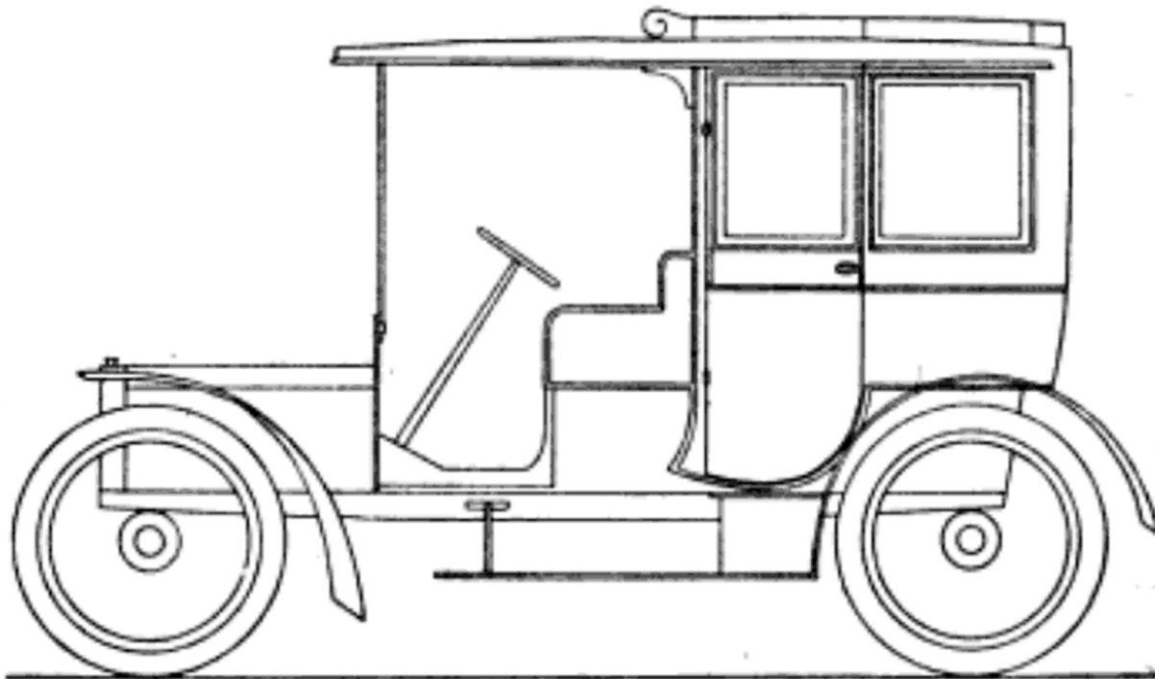


FIG. 2.—EXTENSION FRONT COUPE BY LOCKE & COMPANY—Top Is Permanent, but All Windows Drop Down Out of Sight.

Thus is provided a very luxurious open car for pleasant weather, excellently suited for town use in fall, winter and spring. The tendency is to make the front seat with a low back after the style of footmen's seats in horse vehicles. Just behind the driver's seat is a large, bevel-glass window that lets down out of sight in a recess in the back of the front seat. The rear seat is wide enough to accommodate three passengers, if necessary, and, in addition, there are two individual seats attached with stop hinges to the cross portion of the body back of the front seat. These, of course, are tête-à-tête with the rear seat and fold up out of the way when not occupied. Under the rear seat is a compartment for tools, spares, and similar articles that opens from the outside rear of the car.

French morocco leather of the softest and most pliable nature and the finest grain is used for upholstering the cushions and seat backs. This leather is tufted with its underlying layers of curled hair and other material upon boards and sewed together, after which it is tacked into place on the seat back or cushion.

Wolffing cloth—a kind of broadcloth—is used for the interior lining, a light weight being employed for the folding top and a heavier weight for the sides of the body where there is more wear. Both in the cloth and leather the color is of the same shade as the exterior finish of the car.

Auto leather is used as covering for the front seat, as it is painted and will stand the weather and severe service, whereas the morocco is very absorbent of moisture and is more easily torn.

Elaborate interior furnishings are discountenanced by the builders as being unnecessary in a car for town use, and there is no attempt to provide storage space, as in touring cars. Small pockets for card cases, a dressing case and a watch case are provided in the upholstery, but these are made as small and inconspicuous as possible, the main purpose being to provide as much room as possible for the passengers and to have nothing in their way.

The doors of these Locke landaulets are made of generous width, measuring 22 and 23 inches in the clear. Some are made 24 inches wide.

The cost of a landaulet body like the foregoing ranges from \$1,450 to \$2,500. Some special bodies recently built have cost \$2,700, \$2,800 and even \$3,000, but they had special furnishings, interior electric light clusters and more than ordinarily superior finish. The cost of a limousine body is just about the same as that of a landaulet, the material and workmanship in all cases being the best possible.

Fig. 2 shows a special coupé body with permanent top extended to reach forward beyond the line of the dash. This is more freely glazed than the landaulet body, since there is no folding top to prevent the insertion of windows in the rear portion. It will be noticed that a peculiarity of this design is the hinging of the door to swing toward the front. All windows let down, within the sides of the body, making the vehicle quite open.

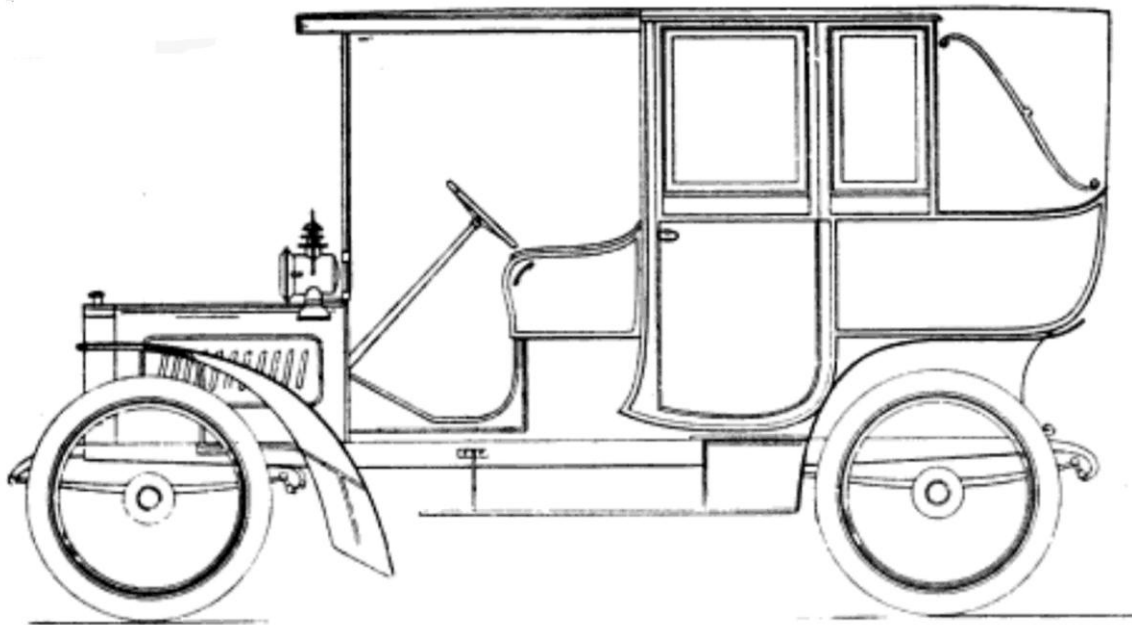
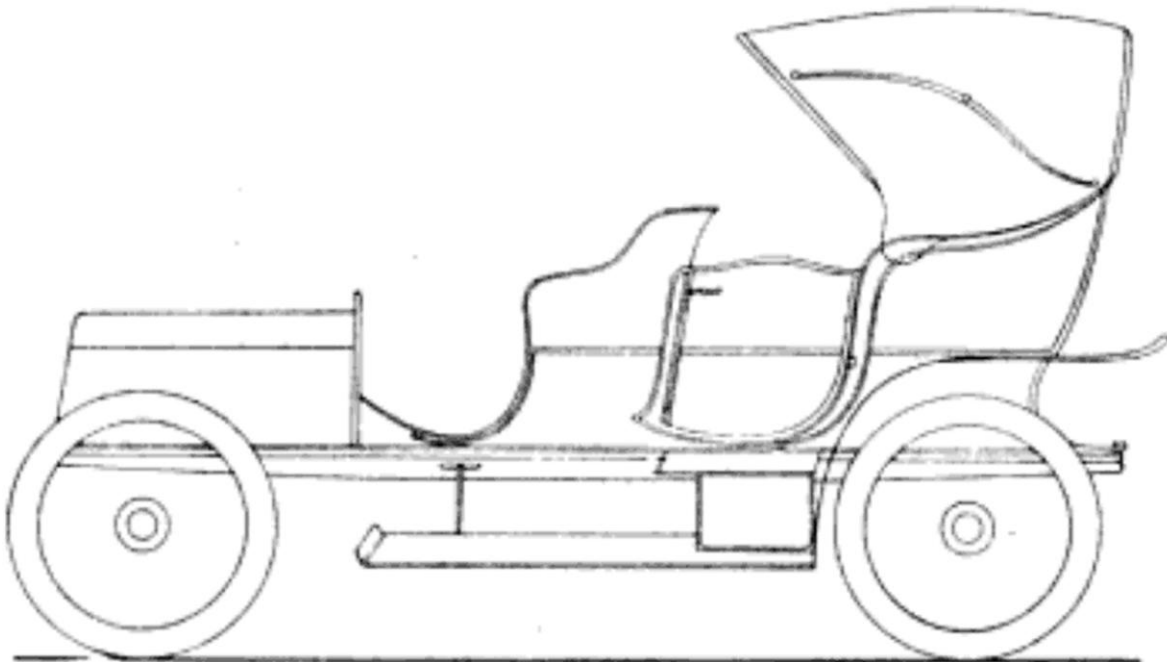


FIG. 3.—LANDAULET-LIMOUSINE BODY BY LOCKE & COMPANY—Rear Part of Top Folds Back, but Door and Window Frames Are Permanent, Making Semi-open Vehicle.

Between the limousine, with its permanent extension roof, curved corners and stationary window framing, and the landaulet with its folding top and removable extension, there is a body design called the "limousine landaulet," which possesses features of both styles. The rear portion of the top, from a point above the smaller side window, folds back and down, as the top of a landaulet does, but the door and window framing is stationary and the extension top with its stanchions is intended to remain in place. The effect in pleasant weather is that of a semi-open carriage. Such a body is especially adapted for a chassis with very long wheelbase, and is usually made roomy enough to carry five persons inside in the greatest

comfort—three on the wide rear seat and two on individual folding seats hinged to the front. In a pinch two more can be crowded in on camp stools.



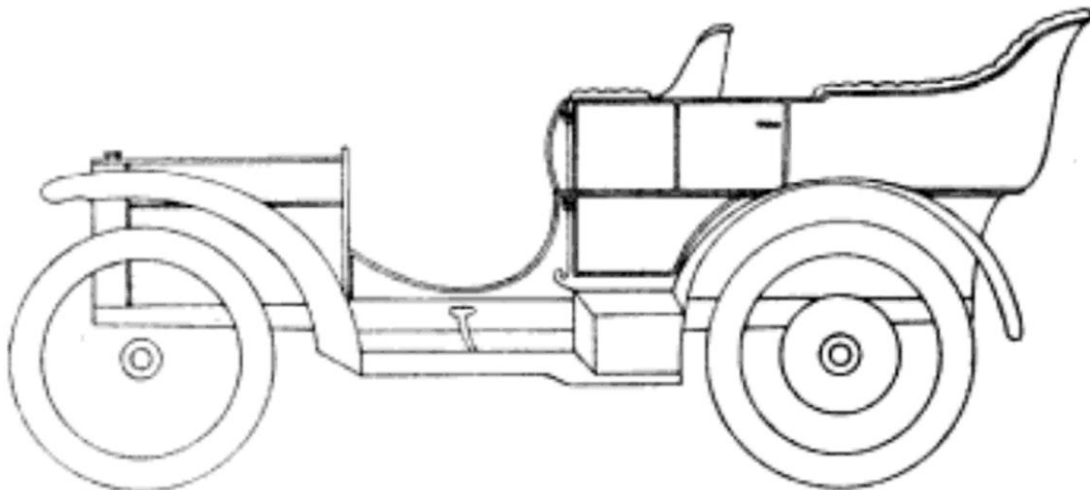
**FIG. 4.—DESIGN FOR DOUBLE PHAETON WITH VICTORIA TOP,
BY COLE & WOOP**

The popularity of the limousine, which was much in vogue in New York last winter, continues undiminished. Nearly all the work that is being done on closed bodies at the present time by Cole & Woop, on Sixty-Seventh Street, New York, is in bodies of this style, although work is being pushed energetically on many touring bodies for show cars. While there is nothing radically new in general form in the limousine, there is a harmonizing of lines and an avoidance of obtrusive curves and angles that make for better taste—a tendency that is strengthened by the use of quiet colors in finish and upholstery. There are, however, a number of new ideas in interior finish and furnishing. Notably, two limousine bodies in the framing department of this shop last week were being finished, one in bird's-eye maple and one in mahogany, in the natural wood, varnished above the seats. There is to be no upholstery above the bottoms of the windows. The tops are roofed from rear end to front end with a single sheet of veneer, full width, screwed down to cross pieces of maple or mahogany to correspond with the veneer, and the paneling between the windows is veneered in the same wood, all finished in the natural wood.

There is avoidance of cloth for interior lining also in a limousine which Locke & Company are lining all through with leather. It is explained that the leather or the varnished wood will not collect as much dust as the cloth and that any dust that does stick to it can easily be wiped off with a soft cloth. The wood, moreover, does not become damp and sag down in wet weather, and of course never becomes musty.

Another idea introduced in the new limousines is the use of pivoted seats to supplement the wide rear seat. The extra seats are pivoted one on either side just back of the side doors and can be swung to face in any direction. When not in use the backs and seats can be folded up out of the way against the side of the body. One of these limousines is being built for Musical Director Conreid, of the Metropolitan Opera House. Prices demanded for a body of this style range from \$2,000 to \$2,500.

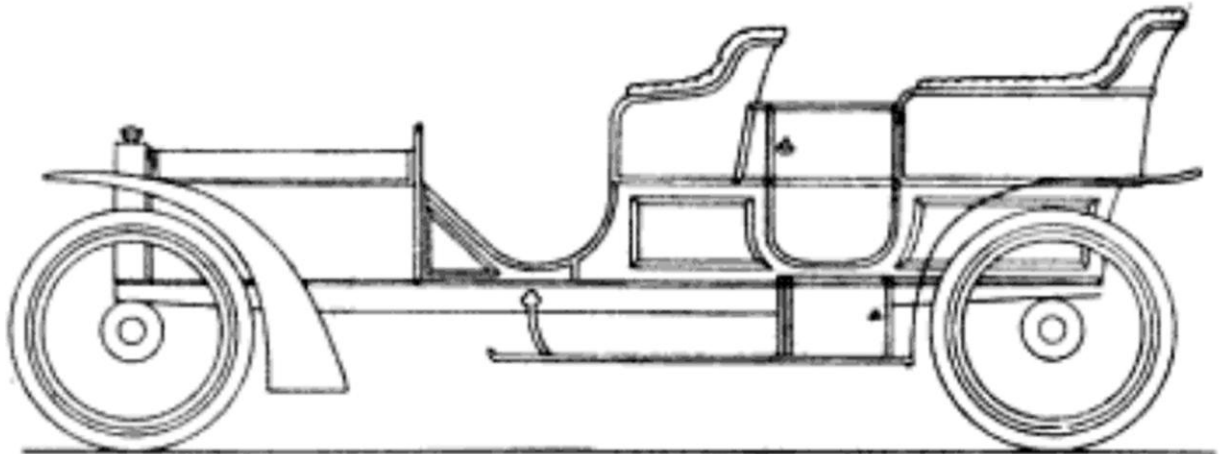
A good many double phaeton bodies with extension tops closed at the back are being built. These have the half-door side entrance and stationary top, with curved panels and a large window at the rear reaching from the back of the seat to the top. This prevents the entrance of dust from behind the car. In fair weather the sides are entirely open, but in foul weather storm curtains can be buttoned into place all along both sides, to protect not only the passengers in the rear seat but the operator and other occupant of the front seat as well. Yet another style of body coming into vogue is the large double phaeton with Victoria top. One of the handsomest of these was just completed last week by A. T. Demarest & Company, of Fifth avenue, New York, for a huge 50-horsepower Panhard recently imported by one of their customers. So powerful an engine, it was held, would drive a car at a speed that would rack a heavy limousine or landaulet body very badly. When raised, the folding Victoria top extends well forward and down in front, giving a large degree of protection to the occupants of the rear seat. (See special design for a similar body by Cole & Woop. Fig. 4.) The wheelbase of the car is 120 inches, allowing ample room for a generously wide door and full, sweeping lines. The body is painted a bright automobile red, and the upholstery is in red leather, while the top is of heavy black leather.



**'FIG. 5.—SIDE ENTRANCE BODY FOR SHORT WHEELBASE.
Half of Front Seat Is Attached to Door and Swings with It on Hinges at the Front**

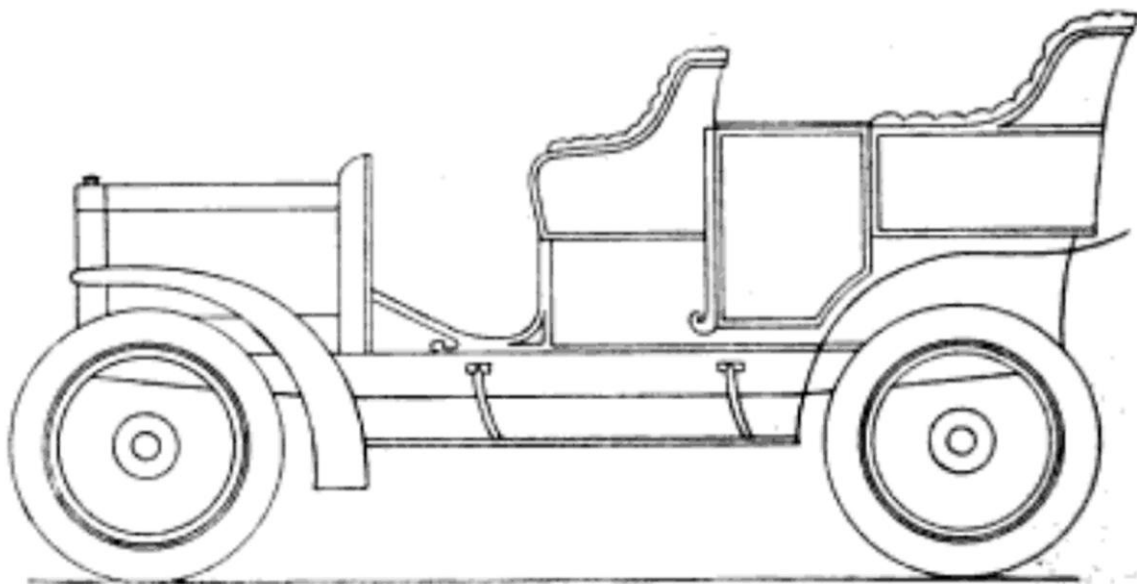
Besides the foregoing regular styles of bodies, there are a large number of special bodies. Coach builders will in many cases adapt a closed body or an open side-entrance body to a chassis with short wheelbase. Interesting examples of this are two Cole & Woop bodies under construction for two 40-horsepower Mercedes cars owned by E. H. Harriman and Ernest Truslow. Instead of a rear entrance tonneau, these bodies have a wide phaeton seat. As there is not room back of the front seat for a wide door, the individual front seats are hinged at the sides to swing backward and outward. The side of the seat and a section of the side of the body combine to form the side door, which opens forward, the seat swinging with it. (See Fig. 5.)

These bodies are fitted with four-bow cape cart tops having a dust protector and celluloid window at the rear. Another interesting special job that is being done by Locke & Company is the building of a half-body designed to be bolted to the existing double phaeton body on a 50-horsepower Panhard to convert it into a limousine for winter use. The old body is not being altered or damaged in any way, the new top and sides with their windows and doors being made in two sections to be bolted on by the canopy top sockets and stanchion brackets.



**FIG. 6.—DESIGN BY COLE & WOOP FOR DOUBLE PHAETON BODY
FOR 1906 S. & M. SIMPLEX CARS.**

There is cause for some wonder in the fact that no attempt is being made to provide for warming the interior of winter cars with waste heat from the engine. The body builders apparently see no reason why this could not be done by piping exhaust from the muffler under the floor, providing a cutout for diverting the heat when not wanted, or by piping hot water from the circulation system in the same way. The only provision for heating the cars is the old foot warmers that burn smoldering briquettes. These lie on the floor and are used as foot rests. Sometimes they are covered with the same material with which the floor of the vehicle is carpeted.



**FIG. 7.—DOUBLE PHAETON BODY DESIGN FOR RAINIER
30-35 HORSEPOWER CARS.**

Among new open touring bodies of interest that are now under construction, and which will be seen at the shows, are those illustrated in Figs. 6 and 7. Twenty of the former are being built after an exclusive design for the 1906 S. & M. Simplex cars, and the other is an exclusive design for the 30-35-horsepower Rainier cars. Particularly noticeable in these is the simplicity and angularity of the lines, offering a great contrast from the full, sweeping curves of the King of the Belgians style that became popular about two years ago.



1929 Chrysler Imperial L80 Convertible Coupé by Locke

Locke & Company, 1902-1937

Reprinted from Coachbuilt.com

Justus Vinton Locke was born in Massachusetts in 1864. After a stint in the Navy, he enrolled in Central New York's Hamilton College to study engineering, as did a future competitor, Edward Willoughby. Locke started as an apprentice with the New York City carriage building firm of Healey & Company and eventually found employment with Demarest & Company of New Haven, Connecticut as their New York City branch's superintendent.

While working for Demarest, Locke became friends the Fleischmann family (of Fleischmann's yeast, vinegar and gin fame) whose headquarters were located on the West side of the city. In 1903 they provided the finances for him to open his own carriage and auto body works. Early business must have been good as in 1910 he married the former Elizabeth Doty and purchased a lovely new stucco mansion in the exclusive Kensington subdivision of Great Neck, Long Island.

The company prospered after World War I, bought a much larger building at 453 E. 56th Street and York Avenue (1st Ave.) near New York City's new Queensboro Bridge, and became the New York distributor for Hotchkiss automobiles. George Tasman, a stern old-school draftsman, was Locke's chief body engineer and plant manager from the teens through the firm's demise. Some early custom body drawings were purchased from New York City's independent designers like Frank deCausse, Paul Ostruk and LeBaron Carrossiers. Roland Stickney also contributed designs to Locke when LeBaron moved to Detroit.



1930 Lincoln Model L Dual Cowl Phaeton by Locke

Through the teens and early twenties Locke built custom bodies on most prestigious chassis available in the Metro New York area. Known examples included Cadillac, Duesenberg, Hol-Tan, Hotchkiss, Locomobile, Marmon, Mercedes, Packard, Pierce-Arrow, Renault, Rolls-Royce, Singer, and Stutz.

Locke craftsmen were also masters in the art of faux canework, which they had used since their early days making formal carriages. Although real canework panels called shamcane were commercially available, they had a habit of yellowing, falling off and fraying, so many years earlier, French craftsmen developed the art of applied paint canework using small pastry tubes. Using an extremely thick paint applied from the tip of a purpose-built force-fed tube the paint was applied over a chaulked-on pattern that followed the line of woven canework. Once dry, the thick paint had a similar texture to real shamcane and held up much better to the frequent washings a chauffeur-driven car was exposed to.

In 1924 George Tasman hired Richard Koblitz, an experienced draftsman who also worked part-time at Brewster and a young draftsman's helper named Rudy Creteur. Hired for the nominal sum of \$15.00 per week, Creteur traced Tasman's 1/12th scale body designs in order to make copies for prospective customers to take home. Once a design was approved, he assisted Tasman with the full size body draft.

Tasman suggested to Creteur that he should enroll in the Andrew L. Johnson School to hone his skills, but as Creteur had already taken a different course at Cooper Union, he felt Johnson's course unnecessary. The decision proved to be a mistake, as Tasman treated Creteur poorly for the remainder of his employment at the firm. (Creteur went on to become a great designer across town at Rollston/Rollson.)

After his unexpected death in 1925, Locke, an active member of the New York National Guard's famous Seventh Regiment on Park Avenue, was given a soldier's funeral at All Angels Church on West End Ave. & 80th St., with his widow Elizabeth and all of his employees in attendance. As Locke had no children, the Fleischmann Co., still a majority owner of the firm, appointed one of their own – attorney Charles M.



1928 Lincoln Model L Sport Phaeton by Locke

Fleischmann - to oversee the firm's finances and Tasman remained chief engineer and in complete charge of the production end of the factory.

With Locke gone, orders began to fall off and Fleischmann laid off some of the staff and rent-ed out the second floor - formerly the drafting, trimming and final assembly areas - to a Ford and Lincoln dealer for storage. The firm's operations were now consolidated on a single floor and as so often happens, business began to pick up again. As soon as a contract was completed for the design of some factory bodies for Durant, contracts were secured from Franklin, Chrysler and Lincoln to design and produce a series of factory customs.

Both Chrysler and Lincoln wanted Locke to produce the production bodies as well, but with space already at a premium, Fleischmann began to look outside of Manhattan for a small factory that had room for expansion. A large factory was soon located in Rochester, New York adjacent to New York Central's eastside rail yards. Fleischmann purchased the plant, located on Greenleaf St and Leighton Ave from Rochester's Symington Arms Company in January 1926. Locke's Rochester mailing address was 40 Greenleaf Street.

George Tasman was assigned the task of setting up the plant and hiring the workmen. As luck would have it, Rochester's James R. Cunningham & Sons was on its last legs, so there were plenty of skilled body craftsmen looking for work.

California designers W. Everett Miller and John Tjaarda were hired from Walter M. Murphy to design bodies in Rochester. (Tjaarda and Tasman later worked together at the Briggs' LeBaron Studios in Detroit) and Rudy Creteur was promoted to body designer in New York City as a few individual bodies were still being built. Subsequently, the Manhattan shop devoted itself mostly to storing and installing winter and summer bodies for long-established customers and refinishing their cars, while the Rochester

plant built new bodies. Locke also set up a satellite sales office in Detroit, and promoted their Detroit address on national advertisements from 1926 on. No mention was ever made of their main plant in Rochester.

The exceptionally talented Creteur was soon scouted by Rollston's Charles Novak and left to work for Harry Lonschein in July of 1927.

From about 1925 forward, Edsel Ford adopted a greatly enlarged custom and semi-custom body-building program that included Locke starting in 1925. Economies of scale made production runs of 25 to 100 bodies cheaper to produce and the savings were passed along to the consumer in the form of lower-priced factory custom bodies. Although considered custom bodies by their owners, they were actually high quality production bodies, albeit designed by the top designers of the day.

Between 1925 and 1932, the Rochester plant specialized in open bodies, and produced a large number of beautiful, series-built cabriolets, phaeton's, dual-cowl phaetons, convertible sedans, convertible Victorias, roadsters and sport tourings for Chrysler, Duesenberg, Franklin, Graham, Lincoln, Marmon, Packard, Pierce-Arrow, Ruxton and Stutz, most of which were advertised as customs or factory, although they built regular production bodies as well. A few closed bodies were produced, mostly for show cars, (for example a beautiful black 1930 Ruxton five-passenger sedan shown at the 1929 Chicago Salon) but none in any significant numbers.

The most famous of the factory customs was a two-door phaeton offered by Chrysler on their Imperial chassis in 1927-1928. Called the Touralette by designer John Tjaarda, he originally designed the body for his personal car. Chrysler representatives loved it and Locke eventually built over 20 examples for mounting on Chrysler's L-80 chassis. The most striking feature of the Touralette is the gorgeous faux canework which covers the entire rear portion of the body. It also has a spacious built-in trunk with a two-piece clamshell opening and auxiliary luggage rack.

On rumble seat equipped roadsters, Locke offered a nifty little side door that allowed entry and exit without having to crawl over the body. Other roadsters were built with a completely disappearing top which folded into a purpose-built cavity covered by a hinged deck panel.

Some Locke convertible Victorias featured a right front seat that slid forward - rather than tipped forward as was the standard practice of the time. Bodies built for long wheelbase chassis could also be equipped with a rumble seat, an option normally found only on roadster bodies. So equipped, the manufacturer could boast a true 7-passenger seating capacity in a two-door convertible.

For their dual-cowl phaeton bodies, sometimes marketed as convertible touring sedans, Locke developed an ingenious counterbalanced rear cowl that raised automatically whenever either rear door was opened.

However ingenious Locke's open bodies were, they had no effect on the power of the Depression. When the flow of new factory orders evaporated in 1932, Fleischmann closed Locke's Rochester plant and their Manhattan facility soon followed. Fleischmann sold the E. 56th Street property to a real-estate developer and moved across the street to rented space where the firm painted and refurbished cars for 5 more years, finally closing their doors in 1937.

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Four Score and Seven Years Ago

The following was a closing oratory at the Tacoma Grand Classic on July 7. It was written and delivered by Brian Harding.

Four score and seven years ago, our fathers brought forth upon their highways a new era, conceived in beauty and dedicated to the proposition that all not all cars are created equal.

Now we are engaged in a great Grand Classic, demonstrating that this era will long endure. We are met on a great show field for that era as an exhibition place for those here who gave their time and fortune so that these cars might live. It is altogether fitting and proper that we should do this.

But, in a larger sense, while we can celebrate; we can honor this era, the brave men and women, mostly dead now, who created these cars, celebrated it beyond our poor powers to add or detract.

The world will little note, nor long remember what we say here, but cannot forget what they did then. It is for us the living, rather, to be dedicated to the unfinished work that lies before us—that from these honored relics we take increased devotion to that cause for which they gave full measure- that we here highly resolve that these designers shall not have died in vain, and that preservation of the classics, for the classics, and simply because of the classics shall not perish from the roads.



A Pair of Roamers

By Jeremy Wilson

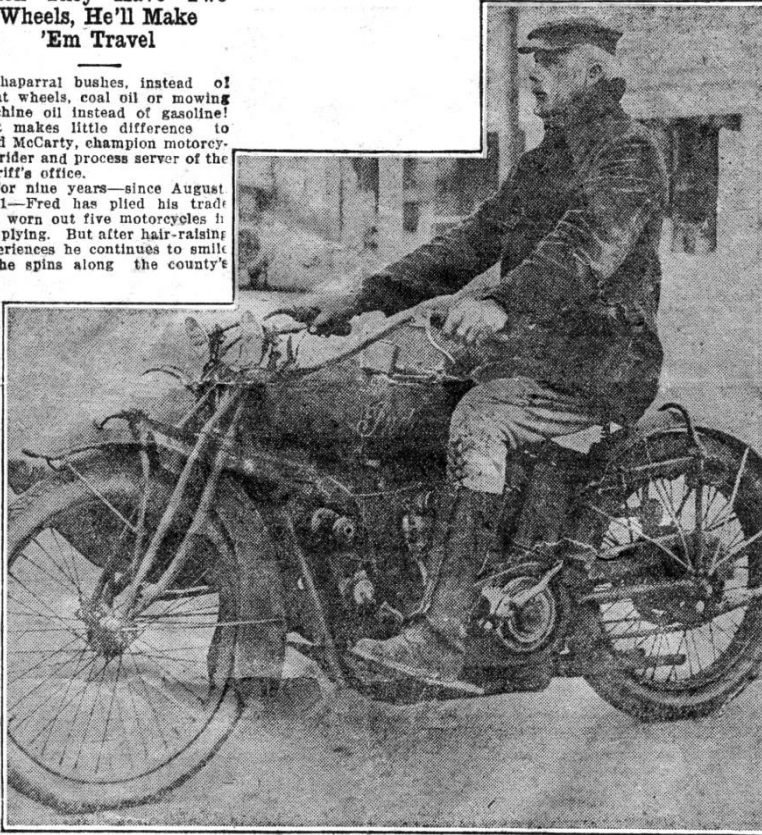
THE SAN DIEGO SUN: SATURDAY, FEBRUARY 26, 1921

MCCARTY BREAKS BRONCHO MOTORCYCLES HAS RIDDEN 89,000 MILES IN THIS COUNTRY

**When They Have Two
Wheels, He'll Make
'Em Travel**

Chaparral bushes, instead of front wheels, coal oil or mowing machine oil instead of gasoline! It makes little difference to Fred McCarty, champion motorcycle rider and process server of the sheriff's office.

For nine years—since August 1911—Fred has piled his trade and worn out five motorcycles in the plying. But after hair-raising experiences he continues to smile as he spins along the county's



DEPUTY SHERIFF FRED MCCARTY, CHAMP MOTORCYCLIST

highways, ready again to make the best of any circumstance. And during the war, while no gasoline was sold after dark, he tried filling his tank with coal oil. "I didn't notice any difference," he declared.

THE SAN DIEGO SUN: SATURDAY, FEBRUARY 26, 1921

Roundabout 89,000 miles has he traveled in San Diego county. During the time it has required for him to travel that long distance he has encountered difficulties an ordinary man would balk at. But Fred's solutions were different.

RODE ON BUSHES

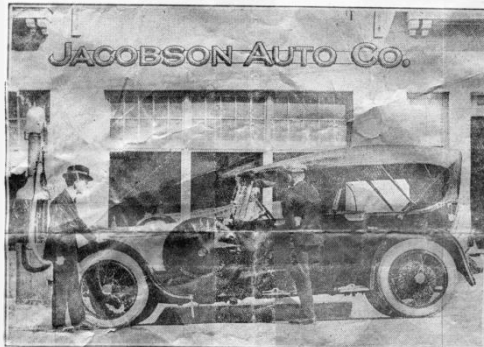
"Quite a time ago," he said, "I was riding out Poway country. I broke the front wheel of my motorcycle and had prospects of a long walk. But I washed a couple of chaparral bushes to the front forks and made 15 miles an hour into town. Yes, it rode a little hard, but that didn't matter."

Another time Deputy Fred was riding his motorcycle between Otay Mesa and Otay. He ran out of gasoline, so he procured the only oil available—mowing machine oil—and filled the tank.

"That darned stuff was so powerful," said he, "that I almost ran

off a bank before I could stop."

ROAMER PURCHASED BY RETIRED CAPITALIST
HERMAN R. ASCHER BUYS THE LATEST MODEL



My great grandfather, Frederick McCarty, was a process server for the Sheriff's Department in San Diego. Over the late teens and early 1920s he wore out five Indian motorcycles in his travels about the county.

My mother, who was raised by McCarty and his wife (her grandparents), gave this article to me years ago. I recently ran across it while creating some family history books for my son. I figure with a job like that, McCarty must have liked to travel...a "roamer" of sorts.

Imagine my surprise when I put the article in the scanner. There on the back was an article featuring another kind of Roamer: An auto marque that appears in the CCCA Approved Classics list. Although the Roamer in the ad is too old (1921) to be a Full Classic®, it piqued my curiosity about Roamers in general. From what I see in our CCCA Members Roster, no members currently have Roamers listed, but I did find out a bit about them.

Roamers were sold from 1916 until 1929 by the Barley Motor Car Company in Streator, Illinois and then Kalamazoo, Michigan. They were marketed as "America's Smartest Car". When a stock Roamer with a four cylinder Rochester-Duesenberg engine set a number of records at Daytona Beach in 1921, the advertisements became "America's Smartest Car Makes America's Fastest Mile!"

The retired capitalist featured in the newspaper article bought his way into good company...other Roamer owners included Buster Keaton and Mary Pickford.

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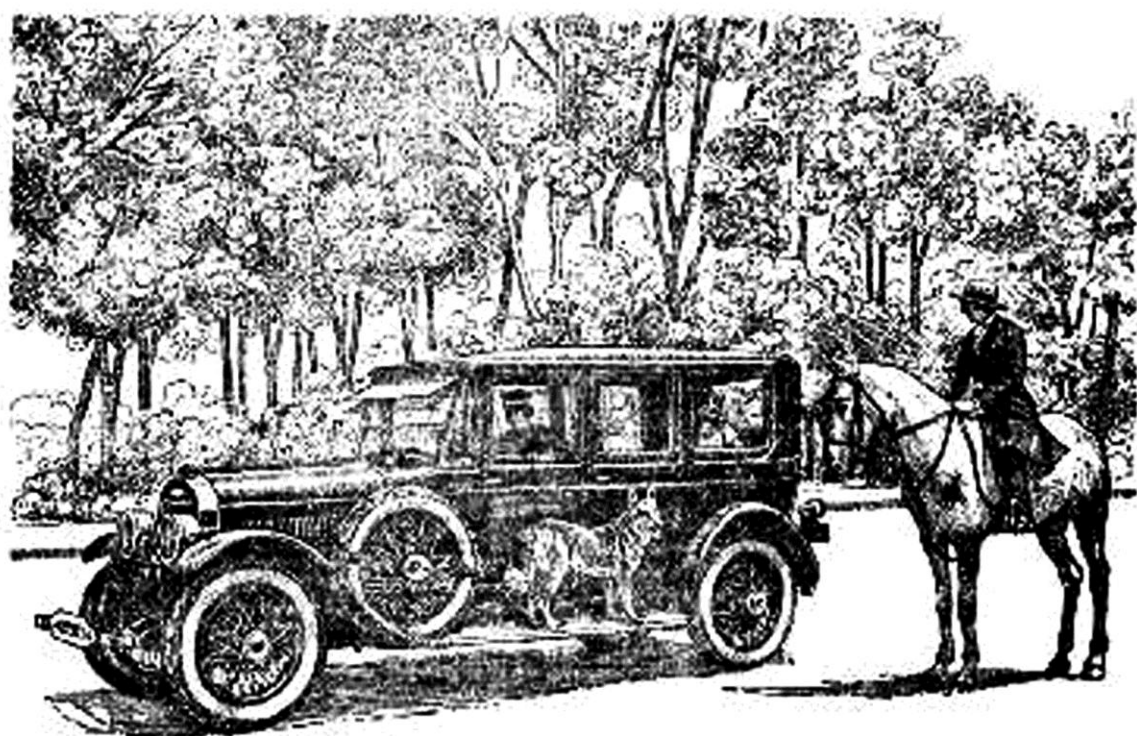
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