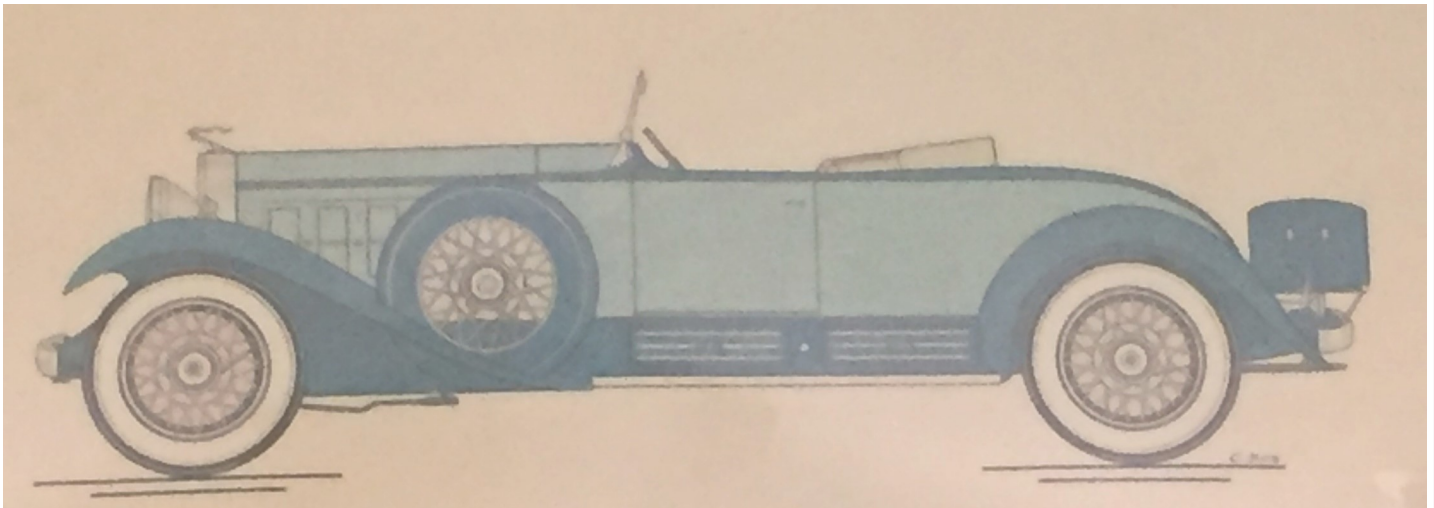


Classic Touring

July, August, September 2018

**A quarterly publication of the San Diego/Palm Springs Region
CLASSIC CAR CLUB of AMERICA®**

Family Treasure Undergoes Restoration



Charles Patey drew this concept of a restored 1931 Cadillac V-16 Roadster for Jack Wade Jr. Jack bought his restoration dream in Lake Charles, LA, but he never realized his plan. Jack's daughter, local CCCA member Barbara Daigle, and her brother Jack Wade III have recently undertaken the restoration of their dad's car and the story begins on the back page.

**Join the Zeigers at Pebble Beach
Concours d'Elegance p.6**

**Autumn Schedule
of SD/PS Events
See p.2**

FALL CALENDAR

SD/PS Classic Car Club



NEW DATE for Annual Meeting

SAN DIEGO/PALM SPRINGS REGION

MARK YOUR CALENDARS

October 13, 2018, Saturday, Meet at Only Yesterday Museum at Noon for a private tour for Members & Associates only. Chuck & Amy Spielman have created an outstanding museum and Military Memorial that is beautiful and inspirational.

Lunch will follow at Rockin Baja Lobster, 8223 Mira Mesa Blvd. San Diego about 2:30.PM. The restaurant will rope off parking for Classic Cars in their parking lot.

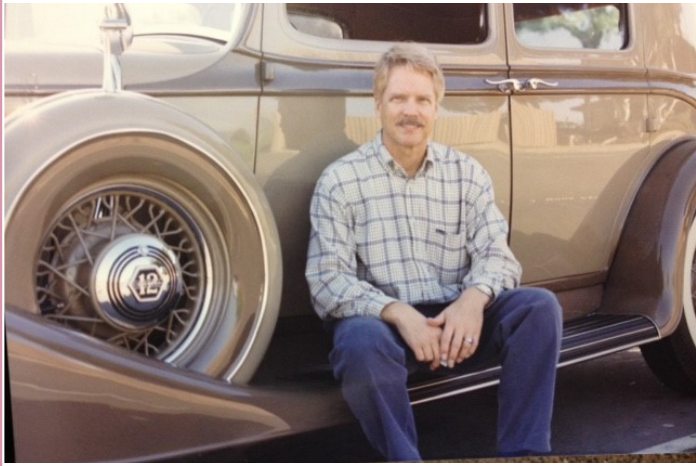
RSVP to Mike Adams at mikesadams4@gmail.com

**Rescheduling the date for our Annual meeting from Sunday,
October 28, to November 17 as described below.**

November 17, 2018, Saturday, Annual Meeting & Tour.

Meet at 9:30 AM for start of tour before annual meeting and lunch. Meet at the Lake in Fairbanks Ranch. Use 16401 Circa Del Norte, Rancho Santa Fe for GPS purposes. Once you are through the gate, drive to the lake at the Clubhouse to start our tour. Lunch and our meeting will follow tour at the Zeiger's. Ballots and RSVP will be e-mailed in September.

December 9, 2018, Sunday. Holiday luncheon. Meet at 11:00 AM at the newly renovated Bali Hai for a holiday lunch and photo opportunity by the Bay. Public parking available, so drive your Classic. Flyer & RSVP to be mailed in October.



A Message from Don Williams

*San Diego/Palm Springs
Regional Director*

I have, over the past few months, undertaken an experiment with unexpected consequences. I have been taking my 1933 Pierce-Arrow to multi-make car events in the San Diego area. I thought it would be interesting to try to generate some interest from someone who is admiring a 1953 Buick or a 1969 Oldsmobile 442, in my car. Or, more to the point, in a car of my car's era. I did not expect much interest to be shown in my 85 year old car from a group who is used to power steering and power brakes and dashboard CD players, and going fast on freeways.

At its very first outing the car generated interest that astonished me. Young people, in their 20's and 30's, approach the car with awe, puzzlement, fascination, and even bewilderment. They are as intrigued as we might be the first time we see something that is clearly remarkable, but entirely unknown to us.

To my amazement, I spend the entire show talking to people who ask question after question. Where I thought there would be little to no interest in this relic out of the past, a misfit in a sea of cars all made after 1960. Like, what are these funny round things that look like they have tires in them on the front fender for? (Side mount tires.) Or why is there a chrome guy holding a bow and arrow sitting on the front of the hood? (The archer hood ornament / radiator cap.) Or what are these rubber platforms sticking out of the sides of the car under the doors for? (Running boards.) Or, does it have power-steering? They are fascinated by the extraordinarily comfortable appearing seats. The car has whitewall tires, and I heard an eight-ish year old male ask his father: "Daddy, why are the tires white on one side?" Someone asks why are there four little doors on each side of the hood?

Twice, at two different shows, a nine year old male has hurried up to the car. The first time he dragged his grandmother away from a resale-red hot-rodded 1970 Ford Torino to bring her over to look at the Pierce. She assumed, incorrectly (just as I would) that he would not be interested in my ancient old car. He made it very clear that he was NOT interest-

ed in the Torino.

While this all sounds like just plain fun, which it really is, it is also a conscious effort on my part to generate interest in our cars in a younger group of people. Someday, we will want someone to want to buy our own classic cars. As people's life-time interests are formed in their youth, I think it is important to try to plant the seed of interest in a Classic Car, a seed which might grow over time. Most of us in the Classic Car Club would see an occasional pre-World War-II car on the road while we were growing up when they were just old cars, not costing a fortune. Even as an impoverished high-school kid I owned my first Classic Car, a 1947 Cadillac sedan. It cost me \$200. (Before that, I had a very handsome black 1947 Buick convertible that cost me \$200.) In my neighborhood there was a 1934 Packard sedan that periodically appeared with its happy owner driving around on weekends. My best friend in high school had a 1941 Series 62 Cadillac Sedan. It cost him \$200. One weekend in a neighborhood grocery store parking lot there was a local Cadillac club meet, with several cars from the early 1930's. It was fun, and no big deal.

I have an April 1955 Motor Trend magazine that advertises a 1938 Packard 12 Cabriolet by Brunn, a prize winner, with only 39,000 miles, for "best offer over \$2,000." In the July issue, the same magazine advertises a 1936 Packard V-12 Phaeton for \$1,600. And a 1931 Chrysler Waterhouse for etc, etc.

I think it is safe to say that when we were younger, more people could afford to live in houses, rather than condos or apartments, and they could afford more easily an "old" car, and even have a place to store it, without breaking the bank. Or, since it likely wasn't worth much anyway, it could be parked on the street. No need for a garage.

Today I think we need to go the extra mile to get younger people interested in something they don't even know about, and something they likely cannot afford now. When I go to these multi-make car events, I don't generally even get to look at the other

Cont. next page

Director's Message cont.

more modern cars, because I am so busy showing fascinated people the Pierce-Arrow. They have fun, I have fun, and there may even be long-term benefit in creating interest in a new person, which can grow.

I suggest to our readers that they give this idea a

spin. Even our National Club is now combining its meets with other car clubs in order to generate a larger audience of people who might not otherwise attend a "Classic Car Club" meet that was exclusively our definition of "Classic Cars."

Don Williams



Four-passenger Sport Phaeton of Group A . . . \$3750 at Buffalo

ENDLESS ARE THE EXAMPLES OF PIERCE-ARROW SURVIVAL VALUE

A sidelight on Pierce-Arrow character is the almost affectionate regard in which this car is held by so many of America's most representative families. Some of the most enviable Pierce-Arrow service records have been made within these distinguished circles. . . . Neither great dependability, nor exceptional performance, could alone win preference for the same Pierce-Arrow year after year. But both qualities combined, and enhanced by real patri-

cian character, have won a great unchanging loyalty to America's finest motor car . . . To the graceful beauty, the loveliness of appointment and courtly conveyance which have always been Pierce-Arrow, is now added the new luxury of Free Wheeling—the most important automotive development of the past decade.

TWENTY-NINE NEW MODELS . . . WITH FREE WHEELING from \$2685 to \$6400 at Buffalo. (Custom-built Models up to \$10,000)

MR. JOSEPH E. WIDENER, nationally-known financier and sportsman, has owned the Pierce-Arrow shown in the photograph since 1920.



PIERCE-ARROW

One of the last Lincoln Classics is now part of the CCCA collection

by Tom St. Martin

This 1948 Lincoln Continental Cabriolet, VIN 8H181906 was assembled at the Lincoln Plant in Detroit, Michigan on Friday, February 6, 1948. Even though the new 1949 Lincolns were in production starting in January of 1948 Continentals were still being produced.

In the month of January, 90 Cabriolets and 92 Coupes were assembled. In February 357 Cabriolets and 252 Coupes were assembled. While in March only 5 Cabriolets were assembled and 503 Coupes. That was the end of the Twelve Cylinder Lincoln Continental. This car having been built in February was one of those very last. It was shipped on Monday, February 16, 1948 to Strickland Motors Inc in Atlanta, Georgia.

From Atlanta, Georgia the next known owner was an MD in St. Louis, Missouri. It was subsequently purchased by David Walsh of Duluth, Minnesota. In 1972 the car was bought by Robert Egan of Eagan, Minnesota as a Wedding Anniversary gift for his wife Betty. They were married in 1948 so he wanted a car to commemorate the date. One of the first things Bob did was to have a new top installed by Ed Linamen owner of Bob's Top Shop. Cost, \$295.00.

In 1990 Bob decided the Continental needed renewal. It was taken to a body shop in Shakopee, Minnesota where it was stripped of all paint and redone in the original Grotto Blue. The chrome was redone and the red leather upholstery was replaced. This would actually be the third interior for the car. The factory had originally installed red leather with tan whipcord.

On June 12, 1996 Tom St. Martin purchased the car. Bob Egan remarked that day that he 'just wasn't feeling well.' On July 12, 1996 a phone call was received stating that Bob had died. A few days later the Continental followed the funeral hearse to Fort Snelling National Cemetery.

When Tom took delivery it was obvious that although the car looked beautiful and ran quiet the engine and transmission needed help. The overdrive didn't work and the smoking engine used a quart of oil every 100 miles.

The engine, transmission and differential were all removed in November 1996. The differential was fine,



This beautifully restored Lincoln Continental Cabriolet was one of the last 1948 models built at the Lincoln plant in Detroit. Production on the '49 models had already begun when it rolled off the assembly line. In 2010, Tom St. Martin donated the classic to the CCCA Museum.

but all new bearings were installed anyway. The transmission had dust where the overdrive's gears used to be. So all new gears and bearings were installed. The gaskets just don't seem to be adequate in the transmissions and to this day still drip fluid. The engine was pretty well worn. The speedometer showed about 84,000 miles. The cylinders were out of round. Tom Porter of Adelman Engines did the rebuild. The block was overbored .030. Every hydraulic lifter was soaked and scrubbed spotless. The original split valve guides were replaced with the later flathead solid valve guides and modern stainless steel valves fitted. A new high volume oil pump was also installed.

The engine now has about 11,000 miles and runs beautifully. Always starts whether hot or cold. The points are good for about 10,000 miles and the battery is now a Lincoln script case with an Optima Battery hidden inside. Expensive to replace, but it is long lived and requires no maintenance. It uses no oil and always has 50 pounds of oil pressure. Top speed is about 80-85 mph. Most of those 11,000 miles have been on CARavans in the US and Canada.

In 2005 Ed Linamen installed a new top on the car in a tan as close to the original color and fabric as could be determined along with the correct rear window. This top cost more than \$295.

On September 1, 2010 Lincoln Continental 8H181906 was donated to the Classic Car Club of America Museum.

Pebble Beach Concours Draws SD/PS Classic Owners

by Vicki Zeiger

Carl and I planned early to be in Carmel for the Pebble Beach Concours d'Elegance this year. We have been three times before: once, with Dianne and John Kernan (former SD/PS members), when their 1937 Cord won third in its class; once with the late David France when his Packard Darrin won third in its class and; once when we were just getting into "the hobby". In the past, we have gone up for the weekend but this year we were there longer and participated in more of the events, which I will describe later in this article.

Most people would agree that this Concours is the top collector car competition in the world. The cars, of course, are all outstanding and the events leading up to the main attraction are all fun, but what makes it really fun and exciting is to see and talk to all the many friends we have met through the Classic Car Club of America over the years. You hear people say, "it's not the cars, it's the people you meet" and this is so true.

FEATURED CARS Each year features different cars. This year the featured cars were cars of the Raj with an India connection, Rollston Coachwork, Eisenhower Era convertibles and more. I did a rough count of the Classics on the field and counted more than 70 outstanding entries from all over the world.

PEOPLE What made this Concours great were the many friends we ran into all week long! Like old home week, including SD/PS Region members, Michael & Ellise Coit, who placed first in their class at a sports car event on Friday at The Quail Lodge

in Carmel. Aaron & Valerie Weiss, members of SoCal and SD/PS were at the Sunday Concours with their beautiful 1931 Duesenberg J LeBaron Convertible Sedan as was Steve Snyder showing his 1934 Duesenberg J Rollston Berline. Catherine & Jim Woolsey, Tim Pestotnik, Steve Ross were also there for the weekend also from our region along with Carl and me. David Kane, CCCA National Board Member, who had his 1937 Packard 1508 Twelve, Rollston Convertible Victoria on the field. And, Lou & Kathy Ficco, from the Colorado Region whose 1935 Auburn 851 Supercharged Speedster placed second in its American Classic Open class, behind first place winner Jim Patterson's 1937 Cadillac Series 90 Hartmann Cabriolet. Larry & Carol Pumphrey from Indiana with their 1937 Packard 1508 Twelve Convertible Sedan which placed third in the Packard class.

Many other CCCA members from across the country attended including Gene & Sally Perkins, Ralph & Adeline Marano, Bill Parfet and Head Pebble Beach Judge and CCCA National Board Member, Chris Bock.

Carl Bomstead, National CCCA Board member and SD/PS member was on a panel at the Pebble Beach Forum, Saturday morning and who was a most engaging and funny panelist.

JUDGING Automobiles are judged for their style and technical merit, as well as their history, originality and the accuracy of their preservation or restoration. The best part is that the top three winners in each class are tapped and asked to drive on the path in front of the iconic Pebble Beach Lodge, to be awarded their prize and be heralded and cheered on, by the adoring fans. We were invited by Gary Carr and Mike Porto, Southern California Re-

members and our friends to sit on their blanket right in front of the winners path for the award ceremony, so that we had a stunning view of the winners as they rolled by. Mike and Gary have been coming to the event for years and each year get to the hotel at dawn to “reserve their plot of grass.” It was wonderful and we met some of their friends and spent time there with another long-time friend, Morgan Von Rueden.

Of course, I have to mention this. Everyone gets quite a fashion show on the field, the day of the Concours. Men are sporting ties and jackets and women don their hats.

Many events and parties lead up to the actual day of the show. Highlights include:

Pebble Beach Motoring Classic

This is a ten-day tour, led by Al McEwan, Pacific Northwest Region, open to Pebble Beach entrants, on a 1500-mile journey from outside Seattle to Pebble Beach. This event navigates through the coastal curves and backroads through Washington, Oregon and Northern California. Several friends have gone on this trip over the years and rave about it.

Thursday Pebble Beach Tour d' Elegance

Entrants arrived beginning at 6:00 AM for the 9:00 AM rally departure along the iconic 17 Mile Drive into Carmel by the Sea. This event is open to the public and is quite a kick! Once into Carmel by the Sea, the cars are parked along Ocean Avenue (which is closed for the day to traffic.)

Auctions There were many auctions to attend and the two we attended were a lot of fun. We attended Gooding and RM Sotheby's and ran into Tim, Catherine and Jim at the RM Sotheby's.

Stand Outs There is no higher honor than landing the Best of Show, and for 2018, the winning car

was the 1937 Alfa Romeo 8C 2900B Touring Berlina. All the cars were standouts and too numerous to mention in this article. But, I'd like to provide some details on a couple of winners:

1937 Cadillac Series 90 Hartmann Cabriolet, owned by Jim Patterson, Louisville, Kentucky

In 1937 Cadillac built fifty of their most expensive Series 90 V-16 chassis, and all but two were bodied in house by Fleetwood. This chassis was delivered to Switzerland to be bodied by Philippe Barraud a wealthy 1930's playboy. The car stretched 22 feet in length and was designed in the Delahaye style. The car upon completion suffered several accidents possibly because of its size and was found to be unsuitable for the narrow European roads! It was permanently parked in 1939 and was abandoned until 1968 when it was acquired by its second owner for \$925. It was owned by many people over the next 50 years, but was recently meticulously restored to its original off-white paint work, and of course, still sports those great fender skirts.

This car won first in the American Classic Open Class Pebble Beach 2018. (See next page.)

1935 Auburn 851 Supercharged Speedster owned by Lou & Kathy Ficco, Colorado

Lou and Cathy own many beautiful cars but this is truly a standout. Alan Leamy began work as a designer at Auburn Automobile Company in 1928. This car was fresh from its frame-off restoration and is shown exactly as it was when it was new, painted in its original colors and with its correct interior trim. Interestingly, this exact car was originally owned by one of the Auburn test drivers.

The Auburn won second place in the American Open Class Pebble Beach 2018.

(See next page.)



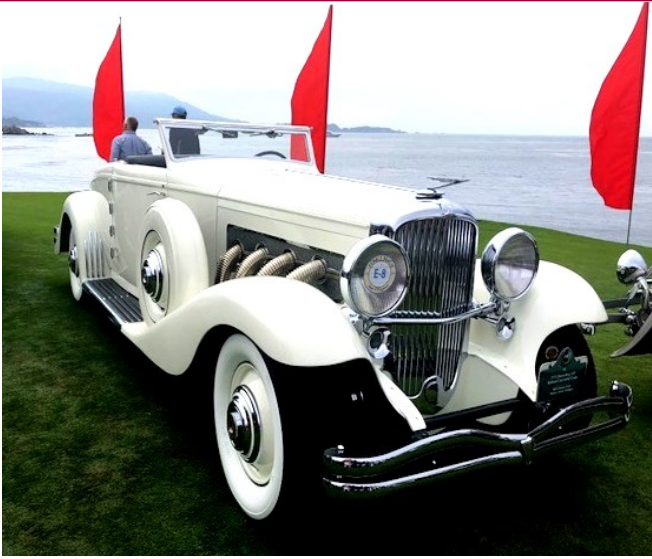
American Classic Open Class Winner 1937 Cadillac Series 90 Hartmann Cabriolet owned by Jim Patterson of Louisville, Kentucky.



On the Friday Tour, Lou and Kathy Ficco of Colorado drove their 1935 Auburn Super charged Speedster.



Vicki and Carl Zeiger were among the crowd gathered on the lawn in front of the Pebble Beach Inn to get a look at the winners as they rolled by. SoCal members Mike Porto and Gary Carr saved them a patch of grass with a stunning view.



1935 Duesenburg JN Bohmann and Schwartz Convertible Coupe owned by Sam and Emily Mann of New Jersey



1930 Cadillac Rolston owned by Anne Brockington of Reno, Nevada.

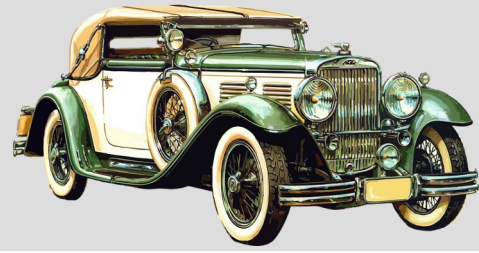


(Left) Lou Ficco and Vickie Zeiger enjoyed the spectacular cars and the convivial people they met at the 2018 Pebble Beach Concours d 'Elegance.

(Above) Johnny Crowell, Larry and Carol Pumphrey chatted next to the Pumphrey 's Packard. Johnny 's entry was a 1923 Packard.

TECH CORNER

by Carl Stewart



American Coachbuilders and Stylists

Browsing through the California section of the CCCA Handbook and Members Roster it's apparent that many marques include the coachbuilder or designer/stylist (from here on called CDs) name in the listings. I thought it might be interesting to list and provide a brief description of each one. In these listings there were 58 different CD names, but only the American CDs, which total 25, will be addressed here over time. Several CDs were listed on different marques, i.e. Brunn, Brewster, Brewster/Darrin, Murphy, et al.

Disclaimer- the accuracy of the count and listing is not guaranteed even though additional magnification was used, the type is small and still my octogenarian eyes did water at times. Various resources for accuracy of the descriptions were used but naturally had to be condensed. So, following in alphabetical order, are some American CDs. The remaining foreign designers, which include marques such as Hispano-Suiza, Rolls-Royce, Bugatti, et al may follow in a later issue.

Bohman and Schwartz: Pasadena, CA Christian Bowman and Maurice Schwartz started their coachbuilder firm in 1932 after working for the Walter Murphy Co. They built custom bodies for Brewster, Fisher, Willoughby, Cadillacs, Duesenberg and Packard chassis. Most famous was the 1938 Phantom Corsair. (Right)

Brunn, Hermann (and Henry): Buffalo, NY As our

region members may know, 2 issues of Classic Touring featured the Brunn family 2 years ago in our newsletter. They began coachbuilding in the 19th century and continued through the 20th mid-century. The many marques bearing their name include Lincoln, Duesenberg, Pierce-Arrow, Cadillac and Hispano-Suiza.

Buehrig, Gordon: Connersville, IN Cord automobile Chief Designer who gave the Cord 810/812 a dramatic new design in 1936/37. Cord made only 94 of the Custom Beverly. This version was also suitable to be chauffeur driven. (Below)



San Diego Auto Museum Celebrates 30th Anniversary

SAN DIEGO - The San Diego Automotive Museum in Balboa Park is proud to announce its annual fundraising gala, celebrating the 30th anniversary of the museum. The gala, the only annual fundraiser for the museum, will be held at the museum on October 20, 2018 to coincide with museum 's 30th Anniversary Retrospective exhibit running from October 12, 2018 through January 27, 2019. The exhibit will include vehicles that have been on display over the years since the museum opened in December of 1988.

“ We 're truly excited to invite the public to our beautiful museum to see our amazing vehicles,” said Herb Johnson, newly-named Executive Director of the San Diego Automotive Museum. “ Automotive enthusiasts and all visitors alike will relish our exhibits, including such wonderful automobiles as our 1909 International Harvester, a 1929 L-29 Cord Brougham, a 1947 Cadillac (Louie Mat-tar 's Fabulous Car), a 1966 Bizzarrini, a 1974 Lamborghini Countach, a 1981 Delorean DMC-12, and so many more. ”

All funds from the gala go to the museum 's Educational Outreach programs for underserved youth and senior citizen communities. Throughout the gala, the museum will offer delicious food provided by five local caterers and bar service including a signature 30th Anniversary Gala Cocktail. Festivities include a gift basket raffle, a silent auction, and an exciting live auction for a car from the museum 's collection. Gala chairpersons are Richard & Gerry Rovsek and Dr. Steve and Lynne Wheeler. For tick-

ets, please visit our [website](http://sdautomuseum.org/event/30th-anniversary-gala-and-fundraiser) a <http://sdautomuseum.org/event/30th-anniversary-gala-and-fundraiser> or call Sally Hansen 619.398.0301.

Regular hours for the San Diego Automotive Museum are 10:00 a.m. to 5:00 p.m. The last admission of the day is at 4:30 p.m.. Admission prices are as follows: \$10 for adults; \$6 for seniors (65 and over), military with ID, and students with ID; and \$4 for children ages 6 – 15. Children under the age of 6 are admitted free of charge. Balboa Park Explorer Passes are also accepted (and sold) at the museum.

The permanent side of the museum is free to all San Diego County residents and military with ID on the 4th Tuesday of each month, (a \$2 fee is charged for the special exhibit portion of the museum).

The museum is located at 2080 Pan American Plaza, Balboa Park. Phone: 619.231.2886. Website: <http://sdautomuseum.org>.

The San Diego Automotive Museum receives funding from the City of San Diego through the Commission for Arts and Culture and the County of San Diego 's Community Enhancement Program.

Patrick Heffernan

Operations Manager

San Diego Automotive Museum

2080 Pan American Plaza, San Diego, CA 92101

Desk: **619.398.0310** Mobile: 858.245.0613

www.sdautomuseum.org

Family Treasure To Be Restored

(Right) Jack Wade Jr. and his other treasure, a previously restored 1930 Cadillac V-16 Sedan.

by Denise Stewart



The elder Jack Wade (**Above**) already owned a 1930 Cadillac V-16 Sedan when he bought the 1931 V-16 Roadster without an engine in Lake Charles, Louisiana. He enjoyed driving that Classic Cadillac Sedan for many years. He taught his kids how to drive in it. Meanwhile, he kept his Roadster in his garage and his restoration dream alive for 40 years .

Jack, Jr. never got to realize his restoration dream before old age set in so his daughter and son are now working to make his dream come true.

(**Top Left**) Family members say farewell to the Roadster as it is prepared for being towed from Jack Jr. 's garage to his son Jack III 's garage for the start of the restoration project.

(**Middle**) Jack III checks the tires to make certain they will handle the trip.

(**Bottom**) After three days of disassembly work by Barbara and Jack III in his garage, the Roadster is further along in the dis-assembly process.

More to come on this restoration story in future editions of *Classic Touring*.

