

# THE CLASSIC CAR



Volume LXXV, Number 1, Spring 2017

# COME FOR THE AUCTION STAY FOR THE CONCOURS

ACCEPTING CONSIGNMENTS THROUGH TO MID-JUNE

OFFICIAL AUCTION OF THE CONCOURS D'ELEGANCE OF AMERICA

## MOTOR CITY

29-30 JULY 2017 • PLYMOUTH, MICHIGAN



Sotheby's

[www.rmsothebys.com](http://www.rmsothebys.com)

CORPORATE +1 519 352 4575

CALIFORNIA +1 310 559 4575

# THE CLASSIC CAR

RON VERSCHOOR

*Editor*

2322 Coldwater Canyon Drive  
Beverly Hills, CA 90210  
(310) 271-2798  
ronaldjverschoor@gmail.com

Michelle Herrera Cousineau  
*Art Direction and Production*  
(714) 357-7268  
mherrera.design@gmail.com

Published by the  
CLASSIC CAR CLUB OF AMERICA  
(847) 390-0443

Tom Jones  
*President*

Carrol Jensen  
*First Vice President*

Carl Bomstead  
*Vice President, Publications*

David Johnson  
*Vice President, Regions*

Howard Freedman  
*Treasurer*

## NATIONAL DIRECTORS

Stephen Babinsky  
*New Jersey*

Chris Bock  
*California*

Carl Bomstead  
*California*

Mike Fairbairn  
*Ontario, Canada*

Howard Freedman  
*Oregon*

Ray Giudice  
*Maryland*

Walt Gosden  
*New York*

Carrol Jensen  
*Wisconsin*

David Johnson  
*Ohio*

Tom Jones  
*Kentucky*

Dianne Kernan  
*Florida*

Greg Kosmatka  
*Michigan*

Larry Pumphrey  
*Indiana*

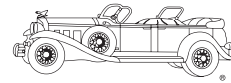
Skip Tetz  
*New York*

Vicki Zeiger  
*California*

## CLUB ADMINISTRATION

Jay Quail  
*Executive Director*

Katie Robbins  
*Executive Administrator*



The Classic Car Club of America is a non-profit organization incorporated under the laws of the State of New York. The Club seeks to further the restoration and preservation of distinctive motor cars produced in the period from 1915 to 1948, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these finest examples of automotive craftsmanship. The sole requirement for membership is a demonstrable interest in Classic cars. Application for membership should be forwarded to Club Headquarters.

## TABLE OF CONTENTS

Provenance Introduction.....	3
History of WHC43, Rolls-Royce Wraith Limousine, Windovers.....	4
J-500 and J-559 As They Should Be.....	14
1932 Packard 904 Deluxe Eight Stationary Coupe by Dietrich.....	22
1930 Lincoln L Coupe by Judkins.....	28
Classic Era Advertising Art.....	33
The History of a 1934 Packard Twelve 1108 Seven-Passenger Limousine.....	34
The Classic New England CARavan Redux.....	42
Coachwork Lines: Saf-De-Lites.....	44

## VOLUME LXV, NUMBER 1, Spring 2017

*The Classic Car* (ISSN: 0009-8310) is published quarterly by the Classic Car Club of America, Inc., 5100 River Road, Suite 175, Schiller Park, IL 60176. The magazine is printed by Kingery Printing, Henry, IL 61537, U.S.A. Periodical postage paid at Chicago, IL and at any additional mailing offices. Editorial office is 2322 Coldwater Canyon Drive, Beverly Hills, CA 90210. Annual subscription is \$70.00. Single copy is \$17.50. Copyright 2016 by *The Classic Car*. The opinions expressed by authors do not necessarily reflect Club policy or the editor's views. POSTMASTER: Send address change and direct queries to *The Classic Car*, 5100 River Road, Suite 175, Schiller Park, IL 60176. The telephone number at Club Headquarters is (847) 390-0443; fax to (847) 916-2674.



The Duesenberg JN berline featured on the cover has filled that space before. It first appeared there in June 1990 but has since undergone a major modification, and one for the better. J-559 appears here against a stark industrial background, fresh from its "surgery." Its history and provenance are recapped here. The Provenance theme runs throughout this issue covering two Packards, a Lincoln and a Rolls-Royce that enjoyed service in both England and Europe before coming stateside. And lastly, the "Coachwork Lines" column covers a little known accessory from the Classic Era: Saf-De-Lites. The back cover image comes from David Schultz and shows his handsome 1930 Lincoln L coupe by Judkins. *(Cover photo by Tim Purrier.)*

**CLASSIC CAR CLUB OF AMERICA · WWW.CLASSICCARCLUB.ORG · INFO@CLASSICCARCLUB.ORG**

**ARIZONA (1989)**

Gary Capra  
24163 N 91st St  
Scottsdale, AZ 85255  
480-860-1610  
Gary\_capra@yahoo.com

**FLORIDA (1964)**

Christine Snyder  
3565 Red Cloud Trail  
St. Augustine, FL 32086  
904-794-9870 (H)  
crissybaby@nordecinc.com

**NEW ENGLAND (1954)**

Chuck Niles  
885 Litchfield Road  
Bowdoin, ME 04287  
207-666-8111  
honeycombmf@comcast.net

**RIO GRANDE (1981)**

John Meade  
1401 Freeman NW  
Albuquerque, NM 87104

**CAROLINA (2012)**

John Boos  
3157 Laurel Ridge Rd. NW  
Hickory, NC 28601  
828-324-4403  
johnbee@aol.com

**SOUTHERN FLORIDA (1977)**

Bob Rohrer  
8557 Pepper Tree Way  
Naples, FL 34114  
239-293-5557 (C)  
mbrohrer@aol.com

**NEW SOUTH (2002)**

John Haulbrook  
570 Discovery Place  
Mableton, GA 30126  
770-944-7282  
Eloise@hec-us.com

**SAN DIEGO/PALM SPRINGS (1992)**

Donald J. Williams  
P.O. Box 9059  
San Diego, CA 92109  
619-222-0072  
cadlinepierce@aol.com

**CHESAPEAKE BAY (1957)**

Michael Sullivan  
213 Midhurst Road  
Baltimore, MD 21212  
410-598-6992 (C)  
mike.sullivan@cbre.com

**GREATER ILLINOIS (1953)**

Russ Rodriguez  
5 N 373 Fairway Lane  
Itasca, IL 60143  
630-767-9000 (B) · 630-775-0922 (H)  
russarod@gmail.com

**NORTHERN CALIFORNIA (1964)**

David Clover  
5640 Ocean View Drive  
Oakland, CA 94618  
510-652-3799  
Rollsroyceggm24@yahoo.com

**SOUTHERN CALIFORNIA (1953)**

John Milliken  
32603 Bowman Knoll Drive  
Westlake Village, CA 91361  
818-735-9588  
jmilliken95@gmail.com

**COLONIAL (2004)**

Allan R. Becker  
4 Rogers Lane  
Poquoson, VA 23662  
757-868-3713  
packrobb@verizon.net

**INDIANA (1959)**

Cliff Vogelsang  
9140 Cinnebas Drive  
Indianapolis, IN 46268  
317-847-4070  
crvogelsang@att.net

**OHIO (1953)**

Matt Harwood  
9852 Ravenna Rd.  
Twinsburg, OH 44087  
216-849-5263  
mattharwood8@gmail.com

**SPIRIT OF ST LOUIS (1984)**

Shannon Olson  
350 Afshari Drive  
Florissant, MO 63034  
314-837-8830  
Olsonrs98@sbcglobal.net

**COLORADO (1954)**

Lonnie Fallin  
7660 S Polo Ridge Drive  
Littleton, CO 80128  
303-904-8080  
l.fallin@comcast.net

**LONG ISLAND SOUND (2010)**

Edward Deutsch  
610 Orange St.  
Bellmore, L.I. NY 11710  
516-781-2262  
edjdeutsch@verizon.net

**OIL BELT (1960)**

Norman M Kressman  
1511 Fairview  
Raymore, MO 64083  
nmkressman@comcast.net

**DELAWARE VALLEY (1954)**

Cliff Woodbury  
445 S. Old Middletown Road  
Media, PA 19063  
610-566-2414  
cawoodbury3@verizon.net

**METRO (1979)**

Ralph Marano, Jr.  
6 Wychview Drive  
Westfield, NJ 07090  
908-789-0555  
maranojr71@aol.com

**OREGON (1988)**

William (Bill) Jabs  
27525 SE Starr Road  
Eagle Creek, OR 97022  
503-630-3323  
wjabs@cascadeaccess.com

**DIXIE (1976)**

Thomas R. Ashley  
2806 Woodlawn Drive  
Nashville, TN 37215  
615-297-7940  
tom.Ashley@att.net

**MICHIGAN (1956)**

Paul Wise  
38663 Wakefield Court  
Northville, MI 48167  
313-492-0284  
sandrwise@me.com

**PACIFIC NORTHWEST (1963)**

Kim Pierce  
17530 Talbot Road  
Edmonds, WA 98026  
425-330-2665  
kimapierce@comcast.net

**TEXAS (1973)**

Paul E. Ridley  
5100 Victor Street  
Dallas, TX 75214  
214-520-6897  
pridley@ridleypc.com

**UPPER MIDWEST (1953)**

Mark L. Desch  
9985 Arcola Ct. N.  
Stillwater, MN 55082  
651-439-9479  
markd@sas-mn.com

**WESTERN PENNSYLVANIA (1954)**

Jon Leimkuehler  
2451 Washington Road  
Upper St. Clair, PA 15241  
412-835-4593  
jonleim@yahoo.com

**WISCONSIN (1968)**

Richard L. Profio  
2421 Pasadena Blvd.  
Wauwatosa, WI 53226  
414-778-1896  
rprofio@wi.rr.com

Phone Numbers: business first, home second.

**CCCA NATIONAL COMMITTEE CHAIRS**

**AWARDS**

Carrol Jensen

**MEMBERSHIP**

Larry Pumphrey

**STRATEGIC PLANNING/TECHNICAL SERVICES**

Tom Jones

**CARavan**

Dianne Kernan

**PUBLIC RELATIONS/MARKETING/  
WEBSITE**

Vicki Zeiger

**EXECUTIVE ADMINISTRATION/ DIRECTORY**

Katie Robbins

**CLASSIFICATIONS/NOMINATING**

Chris Bock

**PUBLICATIONS**

Carl Bomstead

**FINANCE/ADMINISTRATION/PROJECTS**

Greg Kosmatka

**REGIONAL RELATIONS**

David Johnson

All correspondence to committee chairman should be directed to CCCA Headquarters, 5100 River Road, Suite 175, Schiller Park, IL 60176. Phone: 847-390-0443 • Fax: 847-916-2674

**HEAD JUDGE**

Steve Babinsky

**SECRETARY**

Carrol Jensen

Visit us on the Web at:

<http://www.classiccarclub.org/>

# Where Are They Now?, Revisited

By JOHN T. WHOLIHAN

The word Provenance, meaning the place of origin, is widely used to trace the ownership of various collectibles. Documenting a car's history has been a practice in place for many years as thousands of cars move through auctions, museum disposal sales, and private sales. Future owners look for a car's provenance as part of its value metrics. Knowledge of that history adds value to the car and provides clarity about a car's significance in the broader historical context.

But without careful documentation it is easy for a car to, in a sense, lose its identity. This is why, in part, the question, "Where Are They Now?" is being asked more often. The operative word is, documentation.

The purpose of a recent visit to the Detroit Public Library, Skillman Branch, was to examine the historical papers of one of the earliest collectors of antique, Classic and sports cars: those owned by D. Cameron Peck. Not only was his collection extensive, but it was also extensively documented. Mr. Peck, during the early years of collecting, set standards for establishing and maintaining the provenance of his collection. His collection was sold by private auctions in 1952 and the bidders and buyers had access to data about their purchases. Some of Peck's documentation has followed those cars.

Great collections have come and gone. Some still exist including the Smithsonian and Greenfield Village. Others evolved into new collections such as Harrah's Automobile Collection, which was mostly liquidated with the remainder repurposed as the National Automobile Museum. Likewise, the Collier collection's origins lie in the Briggs Cunningham collection. And Briggs Cunningham acquired a number of cars from D. Cameron Peck. A document shows that Briggs Cunningham purchased five cars from Mr. Peck for \$15,250 as follows:

1912 Hispano-Suiza, Alfonso Roadster	\$3,000
1913 Peugeot Racing Car	\$4,000
1914 Mercedes-Benz Grand Prix	\$3,750
1919 Ballot Racing	\$2,000
1919 Cunningham Roadster	\$2,500

The inventory of the Blackhawk Collection has documentation referencing a number of other owners:

Ballot 1924, 2-litre, 3-Seater Boattail Speedster, Ex-Harrah, Ex-Tony Bill  
Bignan 1923, Type 15000 Sport, Ex-Harrah  
Lagonda 1939, V-12 Convertible Coupe, Ex-Harrah  
Mercer 1910, Model 30 Speedster, Ex-Harrah  
Packard 1939, V-12 Presidential Parade Car Ex-Waterman  
Pierce-Arrow 1933, Silver Arrow, Ex-Harrah, Ex-Clark  
Renault 1907, A-1 Racing Runabout, Harry Payne Whitner, Ex-Waterman  
Rolls-Royce 1923, Piccadilly Springfield Roadster, Ex-Zimmerman  
Rolls-Royce 1932, Phantom II Henley, Brewster, Ex-Thomas Manville

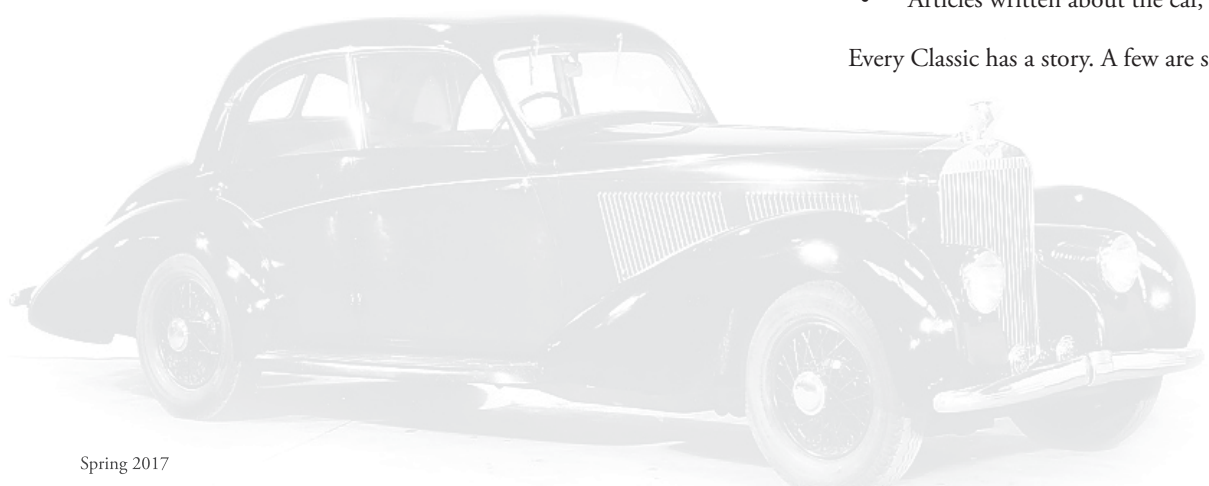
Other documentation in the Peck papers shows a 1911 Kelsey Motorette came from Mr. Hunting of Independence, Missouri and a 1913 Daimler Type 20 from Bill Norton of Berkeley, California. Where are they now?

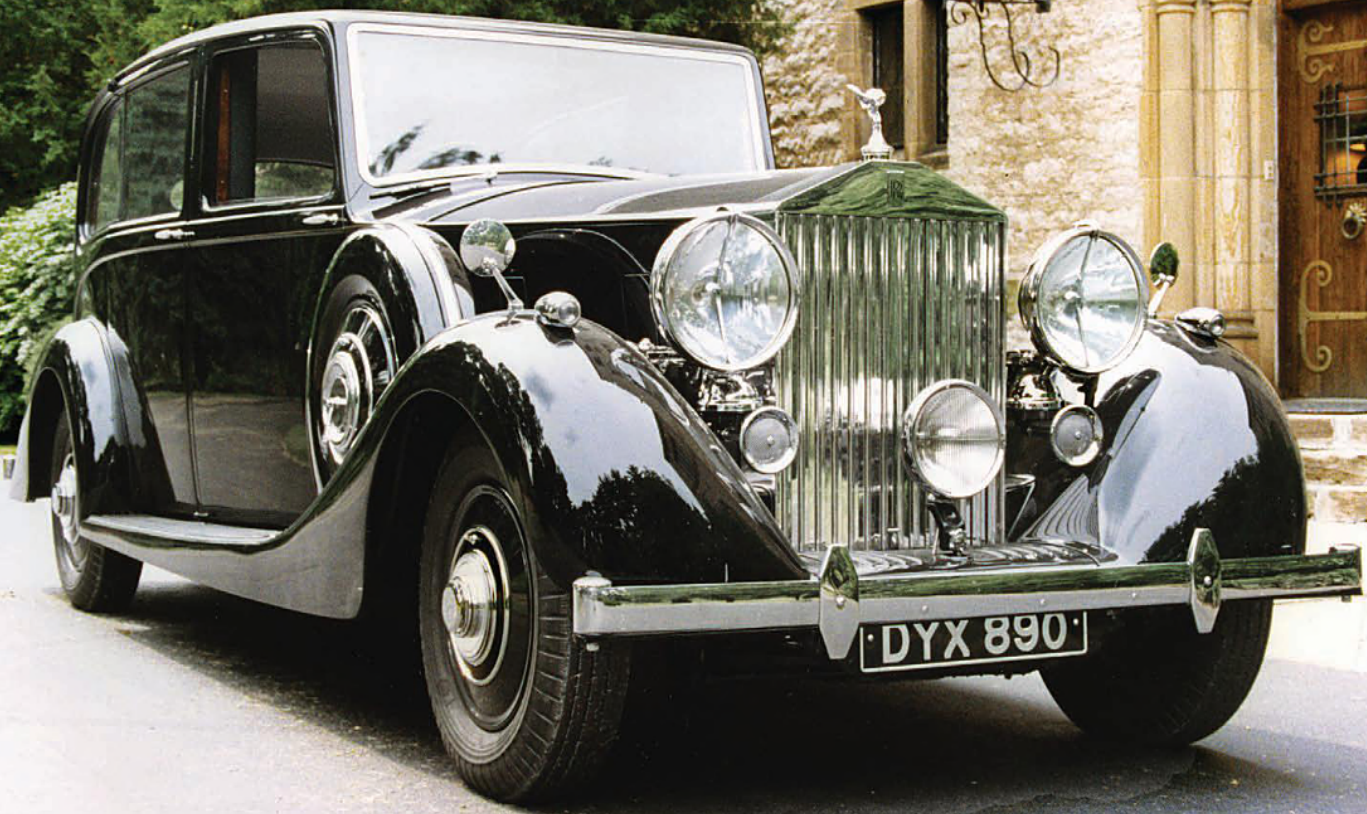
My father and I bought a 1902 Jamieson at the Peck auction. The only previous owner was the Jamieson Estate. We sold the car approximately 25 years later to the buyer for the Imperial Palace Museum in Las Vegas. When I tried to find out to whom the car was sold, the reply was "the records were lost." The car's provenance was in jeopardy. Subsequent research turned up a buyer in Ireland, then England, and most recently in Belgium. It also revealed that the car had been registered for the London to Brighton Run.

The Annual Directory of the Classic Car Club of America lists 6,033 cars. It would be interesting to survey the owners to see how many have some sort of a document clarifying the provenance of their cars. The day ultimately arrives when the ownership must change and full value is sought by the seller. One of the most comforting phrases to a prospective new owner is, "Known history from new." A few of the basics of a Provenance Chart would include:

- Ownership: Current and Prior
- Restoration: Dates and name of restorer; scope of restoration
- Concours: Participation
- Concours: Awards
- CCCA National/Regional Tours and Awards
- Articles written about the car, magazine names and dates

Every Classic has a story. A few are shared here.





## The History of WHC43, Rolls-Royce Wraith Limousine, Windovers

*Until now, there has been only one article published in The Classic Car about the Rolls-Royce Wraith. David Timmons owns WHC43, a Windovers limousine with a fascinating history. He begins with an overview of the Wraith model and concludes with his acquisition of the car and its subsequent restoration. In between are excerpts from The Roycean editor Tom Clarke's comprehensive article about General Montgomery's cars.*

--RJV

---

### Background of the Rolls-Royce Wraith

By David Timmons · Photographs provided by David Timmons

Sir Henry Royce died in 1933 yet his philosophy of engineering perfection with continuing improvement endured. This was exemplified the following year as a new design was proposed in the evolution of the small horsepower range of chassis which had been gaining increasing acceptance since its inception in the 1920s. The "Wraith", as it was to be known, was envisioned as a modernized successor to the popular 20/25 horsepower model introduced in 1929. This had sold well as demand for the large horsepower Phantoms declined. The Wraith would carry an ethereal name connoting silence as did the senior cars. It would incorporate technical and production advancements along with tradition, such as making almost all components in-house and an emphasis on

hand-built quality, cost being a secondary consideration. The average wage in the Rolls-Royce Derby works was £5 per week at the time.

A number of configurations were considered early on until a chassis of 136" wheelbase was finally arrived at in order to accommodate increasing coachwork demands. It would be powered by a 6-cylinder overhead valve engine displacing 4.25 litres which translates to a "Treasury" horsepower rating of 25/30. Concurrently the 12-cylinder 40/50 hp Phantom III was under development and many of its advancements were incorporated into the Wraith chassis, notably Rolls-Royce's first use of independent front suspension derived from a U.S. General Motors system. Other chassis firsts were an all-welded box-section cruciform frame, variable shock damping control, hydraulic central jacking system, duplex electric fuel pumps mounted in the frame, cam & roller steering gear, knock-off wheel hubs and under-bonnet radiator filler. Significant improvements were shown in the servo-assisted mechanical braking system and the silent synchronized gearbox permitting fingertip shifting with the right hand described as "a delightful mechanism." Wraith engine introductions included automatic spark advance, twin ignition coils, an oil filter, a cross-flow cylinder head with larger valves and suspended front engine mounting. The result was described as "one of the quietest and sweetest engines ever produced."

Similar accolades accompanied the Wraith's market appearance in mid-1938. Published tests cited its attributes

with enthusiastic statements such as “a feel of tautness with light and positive steering”, “a delightful motor car of great charm and refinement” and “its running is like floating along on a cloud.” Its rare combination of meticulous pre-war engineering along with modern advances was notable. In the late 1930s custom coachbuilders had reached their peak in design, styling and construction. Most of those did not survive World War II and the Wraith was among the last to carry the best of this passing art form. Costly complexities and maintenance challenges of the concurrent Phantom III focused more demand on the Wraith. With only 492 built before production was halted by war in September 1939, the Wraith had the smallest output of any Rolls-Royce chassis except the exclusive post-war royal Phantom IV. Nonetheless, to this day Wraith enjoys one of the highest survival rates of any model; a testament to its reliability.

Rolls-Royce had become primarily an aircraft engine manufacturer in the rearmament period just before World War II and was reorganized into separate aero and automotive divisions. In wartime military manufacturing a “rationalised range” of automotive design was developed for production efficiency using more proprietary components and incorporating economic measures. The result being that the post-war Silver Wraith built in the aero plant at Crewe differed in many respects from its pre-war Derby-built predecessor which remains a unique blend of the traditional and modern.

Excerpts below from:

**“Fit for a General: Montgomery’s Rolls-Royces in war”**

By Tom Clarke, From *The Roycean*, 2013

Monty, the name still resonates decades after the last war. Field-Marshal Bernard Law Montgomery (1887-1976) could be said to rank with the Dukes of Marlborough and Wellington as one of the greatest soldiers in British military history. His strategic thinking and forceful personality inspired his troops but disagreements with political and military leaders—later rehearsed in his controversial memoirs—inflicted damage on his reputation. Winston Churchill said of him (in a quotation that varies in some sources), ‘in defeat, unthinkable; in victory, insufferable’. He is best remembered for two great victories: in late 1942 over Erwin Rommel at the Battle of El Alamein in North Africa, which turned the tide of the war for the Allies and gave them a stunning victory; and for the momentous Normandy campaign in 1944. As Churchill also said, ‘Before Alamein we never had a victory. After Alamein we never had a defeat.’



- 1:** With a guard of honor and military band behind, King George VI’s car, Wraith WHC43, arrived at U.S. headquarters in mid June 1944. The Supreme Commander of Allied Forces, General Dwight D. Eisenhower, saluted and opened the car door himself before standing back.
- 2:** Another view of the King’s visit to General Eisenhower in mid June 1944 using WHC43.
- 3:** King George VI and U.S. Lt.-Gen. Courtney H. Hodges of the U.S. 1st Army salute U.S. troops during the King’s visit in mid June 1944. WHC43 forms the backdrop.
- 4:** The King (center), Monty (seen back to the camera in black beret, hands held behind), with Wraith WHC43 in Holland during June 1944 after arriving by air in a liberated zone to hold an Army medals ceremony.

With the coming of the D-Day invasion of Europe on 6 June 1944 Monty's official Rolls-Royce Wraiths, WHC43 and WMB40, were soon ferried across to his HQ. WHC43 was to remain there for the remainder of the campaign and beyond, whilst WMB40 was later returned to England. WHC43 was the only car actually purchased in Monty's name and was the car used most by Monty in all theatres of the European war. In doing so the part played by other Rolls-Royces elsewhere will also be outlined. WHC43 was restored by David Timmons some years ago and is today cherished by him in Ohio. His assiduous research made this article possible.

### Early life and career

Monty began his life in the Army at Sandhurst in 1906, joining the Royal Warwickshire Regiment in 1908, and was later stationed in India. During the Great War he served with distinction and showed considerable leadership qualities. He led troops at the bloody battles of the Somme, Arras, and Ypres. Gradually his military outlook changed in the face of these futile full-frontal assaults with heavy casualties, seeking instead to gain objectives with minimum loss. After the Armistice he stayed with the Army on the Rhine and in 1920 joined the Staff College. He was appointed Major-General in

1938. In the Second World War he was promoted to full General in 1942 and knighted after the victory at El Alamein. He led the Allied 'Operation Overlord' campaign in Normandy for the first three months from June 1944. After U.S. General Eisenhower took over as Supreme Commander of Allied forces, in response to the preponderance of U.S. forces and materiel, Monty was switched to the command of the main British and Commonwealth force, the 21st Army Group, for the northern Europe campaign. On 1 September 1944 Monty was promoted to Field-Marshal. He was raised to the peerage on 31 January 1946 as Viscount Montgomery of Alamein and became Chief of the Imperial General Staff (C.I.G.S.) on 26 June 1946, serving until November 1948 during his period with the British Army on the Rhine. He was next based in Paris as head of the Allied Powers' Western Union forces, latterly as deputy Supreme Commander to Eisenhower within the new North Atlantic Treaty Organization from 1951. He retired on 20 September 1958.

### Monty's Wraiths

It would be Monty's cars that became more instantly recognizable to troops and public alike. He was allocated two Wraiths. 1939 WMB40 already referred to was a standard Park Ward black



5



6



7



8



limousine owned new by a director of the Bowater Group, Donald F.S. Henderson. It suffered some bomb damage in 1940 and after repair remained registered as FLD99 throughout the war, even after being donated to the Army by Henderson. It was with Montgomery from February 1944, for use within the United Kingdom until the D-Day landings. The Army eventually gave their census number of M5109209 to it, and after the War it was recorded with the Army's registration plate 16-YF-67. No images have ever been found of the car bearing the Army's census number, unlike Monty's forthcoming second Wraith, WHC43. It must be likely that WMB40 was brought to Europe for significant occasions, such as carrying high-ranking visitors to operate alongside WHC43, and then returned so that it was at other times available in England for use there by others.

The main car in this story, 1939 WHC43 by Windovers, was one of three near-identical stock limousines (bodies 6592-94) held by Rolls-Royce in late 1939. WHC43 was the remaining unsold example. Interestingly, 6594 for WHC43 was marked by Rolls-Royce as a 'sale or return body'. Body 6592 was fitted to WMB28 and 6593 to WMB77. All three survive. Although WHC43, like WEC12, was eventually sold to the Maharaja of Gwalior on 16 February 1942,

through his U.K. agents Hendry Bros., this order was cancelled on 4 August 1942, probably because of wartime shipping risks. It would never have been an elaborate car, of the kind often seen with Indian potentates, because it was not a bespoke order. Its first registration was possibly DYX890; if so, this was a June 1937 number almost certainly taken from another car. It then remained in storage until sold to the Ministry of War Transport in February 1944, for the express use of Montgomery, and finally delivered to the Ministry on 26 May 1944—just in time for D-Day. The Rolls-Royce sales record note on 22 May that 'N [i.e. Derby factory] to carry out any work necessary prior to car going abroad & to supply a new battery', further indicating that the invasion was assumed and what part the car would be playing. Its Army census number was M5109233 and it eventually carried Army registration plate 116-FY-68 postwar. Crucially, given the harsh wartime conditions yet to come, the car was fitted with a heater!

The third of the cars associated with Monty, after the pair of Wraiths, was 1936 Phantom III 3AX79 (H.J. Mulliner saloon), the most distinctive of the cars ultimately in Monty's hands. It was owned new by Alan Samuel Butler (1898-1987) who was Chairman



**5:** The King leaving the medals ceremony in Holland during June 1944 in Wraith WHC43. This clearly shows its Army 'drab' paint scheme and road wheels now without discs.

**6:** Monty with other officers enjoying a picnic from the back of WHC43.

**7:** Wraith WHC43 struggled for traction in this situation. This is believed to be Monty with the 5th Infantry Division on December 5, 1945 near the Brunswick – Polish border. The rear bumper akimbo indicates earlier confrontations. The arc shape of the back window is another useful way to distinguish this car from Wraith WMB40.

**8:** Although only four stars are displayed for the five-star Field-Marshal Montgomery, WMB50 is shown on March 5, 1945 as the 'Priority' car

with WHC43 unmarked behind. Winston Churchill and Monty were in the lead car WMB40 and again during a visit to Citadel Julich in Germany after its capture.

**9:** Churchill was determined to see the key action and arrived for the crossing of the Rhine at Wesel by Monty's 21st Army Group on March 23-24, 1945. Naturally Wraith WHC43 was on hand to carry the Prime Minister.

**10:** Monty and Maj.-Gen. A.C. Gillem of the 13th Corps, 9th U.S. Army, study maps at Gillem's HQ on March 8, 1945. Wraith WHC43 forms a useful map rest. General Sir John Burnett-Stuart is at the rear in the beret.



11



12



13



14

**11:** Monty in Wraith WHC43 touring a displacement camp in Germany during 1945. The appreciative refugees were able to erect a simple welcome arch and event mounted a guard alongside.

**12:** Monty in his typical attire, and U.S. General Bradley, during the Masstricht commanders' conference December 7-9, 1944. The cars in the background say it all: Monty's Rolls-Royce proclaimed his presence, with no concessions to avoid snipers, while Bradley was limited to a jeep.

**13:** Churchill and Monty with Wraith WHC43 on March 25, 1945 in Germany, visiting the U.S. XVI Corps. General Eisenhower arrived in the American car seen at the top.

**14:** Probably taken in the summer of 1945, WHC43 is seen with just Monty and his driver. It is likely to be the meeting in Lübeck on July 10, 1945 with Major MacPherson of the 15th Scottish Division. Notice that the wheel discs have been refitted! One reason he might have chosen this car over WMB40 is that its pillarless rear door and side windows improved both his vision and that of the public when the car carried dignitaries. Views of Monty using just WMB40 in the war zones are rare, pointing to the car being intended for visitors.

of the De Havilland Aircraft Co. He commissioned H.J. Mulliner & Co. to build an extraordinary, aerodynamic, saloon body for it with an unusual forward-sloping V-screen.

### **At the front**

On 9 June 1944, just three days after the D-Day invasion, Monty's two Wraiths were offloaded at Juno Beach, one of several code-named beaches for the Normandy landings. Hamilton's biography record that 'Monty was in good heart. Lt-Colonel Dawnay had brought over the remaining portion of his Tac Headquarters—including two Rolls-Royce cars!' They were kept wherever his personal tactical headquarters (Tac) were situated; this comprised his Leyland caravan (Army census no. L4410754), Mack caravan (L1308619), Fordson caravan (H5829881), and Humber tourer staff car (M239485).

Soon after the D-Day landings the Prime Minister, Winston Churchill, could not be held back and visited Normandy on 12 June, just one and half days after the liberation of the immediate area. He came again on 21 July, the day after the complete liberation of Caen. When the Rhine was crossed by the 21st Army Group, leading to the crossing of the Siegfried Line, Churchill drove with Monty in WHC43 to the Line and to see the devastated city of Wesel during 3-5 March 1945. He was back in late March.

His Majesty King George VI travelled constantly to visit his forces overseas. These journeys included the British Army in France during 1939 and North Africa after El Alamein, and so naturally the King visited Monty in Normandy. This occurred ten days after the landings, on 16 June 1944. He was in Italy in August. From 11-16 October the King returned to inspect troops in Holland with Monty. The King's accommodation for the week was with Monty in his caravan based in Eindhoven—he was already familiar with the caravans from his North Africa visit.

Space does not permit a detailed account of Monty's campaign after D-Day or where and how his official cars were used but a few occasions can be outlined. On 5 November 1944 WMB40 was in use at Ghent in Belgium, without WHC43, when Monty inspected troops and awarded medals. This was one of the few instances supported by period images showing Monty using that car with his drivers but no other passengers. In essence, WHC43 was used more often, from his HQ for meeting with British, and U.S., Army and Air Force leaders at various fronts, as well as of ceremonies in liberated areas.

Monty excelled at communicating to troops, leaving them sure of victory. He was less good in his relationships with U.S. Generals George S. Patton (1885-1945) and Omar N Bradley (1893-1981) but when, by 20 December 1944, the Allies were stalled by a German counter-offensive, Eisenhower made the important decisions to give Monty command of the 1st and 9th U.S. Armies. Within days his leadership had begun to show results and the tide in the battle of Ardennes had turned by mid January 1945. The movements of WHC43 in this troubled period reflect the situation—2 December 1944 at Harde in Belgium for a meeting with U.S. Maj.-Gen. Matthew B. Ridgway at 18th Airborne Division HQ; then at the momentous Maastricht commanders' conference 7-9 December (just days before the German armies broke through—the Battle of

the Bulge in the Ardennes), fairly typical forays in these turbulent weeks. The initiative soon returned and before long the fighting was taken into Germany itself.

An interesting difference in personal security between Monty and his U.S. counterparts is revealed in extracts from Hamilton's biography. Fear of rear-guard sniper attacks by German sabotage troops in September 1944 led Generals Eisenhower and Bradley to lower their visibility, as described on page 208 (quoting Major Hansen)—'All this has led to increased security precautions in the headquarters. We have removed the (identification) plates from the General's jeep—he rides in nothing else, no more sedans'; Hamilton then continued, 'The Cadillac Eisenhower had given Bradley on the eve of the Maastricht conference was now locked away in a garage. Not only did Bradley now ride in an open jeep without any markings in sub-zero temperatures, but he was persuaded to surrender his helmet with its three stars also . . .' Meanwhile, Monty was often seen 'Travelling in his heated Rolls-Royce with outriders . . .' (page 245). When Monty was given command of the 1st and 9th U.S. armies during the critical days of the German Ardennes offensive in December 1944, he said to his A.D.C. Lt.-Col. Christopher 'Kit' Dawnay, 'Kit, I want the largest Union Jack that will go on the bonnet of the car. Also eight motor-cycle outriders' (page 210)—this was intended to raise Monty's visibility when he drove out to meet the two U.S. forces he now commanded. The change in personal security was clear at the Maastricht commanders' conference, two weeks earlier, where Bradley's jeep was seen incongruously behind Monty's imposing Rolls. Evidently Monty did not fear snipers and usually wore his beret, not a helmet. In such ways did he project his forceful personality and inspire troops with certain victory. But the War Office that same month, quoted in Montgomery's memoirs page 294, warned Monty about his security and that he 'can no longer afford to be casual in these matters.' It made no difference.

### **The war's end, victory parades**

With the final surrender on 8 May 1945 WHC43 became the sole formal car. WMB40 had probably been returned home after the March 1945 visit by Churchill. Now in peacetime mode in occupied Germany, on 3 June 1945 Monty's new HQ moved southwest from Lüneberg Heath, near Hamburg, to Schloss Ostenwalde just east of Osnabrück, about fifteen miles from the 21st Army Group's main HQ at Bad Oeynhausen farther east.

Monty had not attended Eisenhower's victory parade in Paris on 8 September 1944. But on 25 May 1945 it was Monty's turn—in Paris he used a Bentley 4-1/4-litre drophead coupe, chassis B112HK, to receive an honour from General De Gaulle, the Grand Cross of the Legion d'Honneur. Crowds thronged the Champs Elysees as Monty's car crawled forward. He still had this car in May 1946 although it is not understood whose it actually was. It had previously been used by Prince Bernhard of the Netherlands. For a victory parade in Brussels Monty was seen in an open Lagonda, with British registration number CNE600, clearly marked with a Field-Marshal's five-star plaque. (This was 1938 LG6 chassis 12341, owned from almost new by Joop Nieuwenhuis of Holland and the East Indies. It was lent for the victory parades and remained in family hands until 1977. The added CNE600 registration is thought to be unconnected to the car.) The same Lagonda was used by Monty in

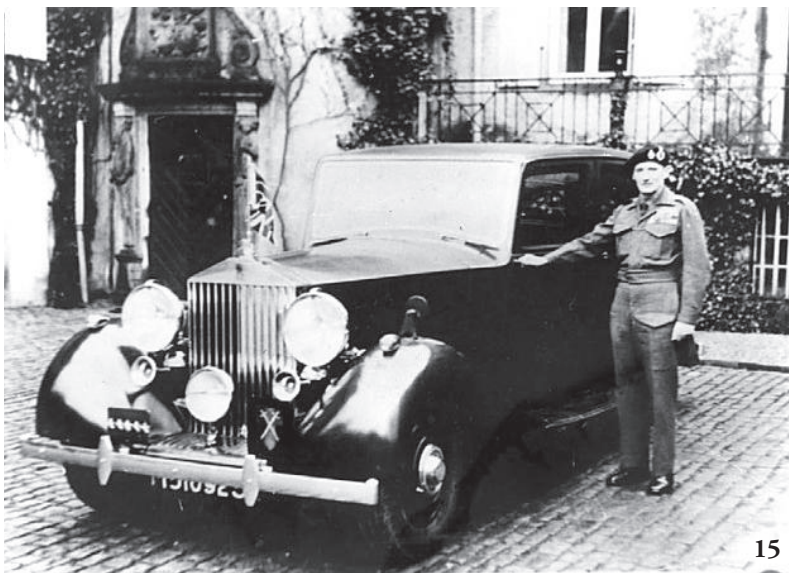
Amsterdam on 1 September 1945 but it was followed by another Bentley drophead coupe, a two-tone car with a 3-star plate (3-1/2 litre chassis B180AH, B181AH, and B23LE are likely candidates). In Copenhagen the parade after liberation saw Monty in a Danish royal open car provided by King Christian X.

### Later years

On 2 May 1946 Montgomery finally left his European command and returned to England. At a ceremony in Germany in late April 1946, in the traditional British manner of thanks and farewell, he stood in his Humber while troops pulled it along with ropes. WHC43, as the only Rolls-Royce remaining, was driven behind. When he arrived in England to meet his son WMB40 was used for the occasion. General Sir William Slim succeeded Monty as C.I.G.S. in 1948 and it is assumed one of the Rolls-Royce Wraiths was transferred to him. Monty was instead given the use of 3AX79 in the whole postwar period. Albert Leach was Monty's driver from 1949-58 and Sergeant Parker was another of his drivers for 3AX79. And so ended Monty's momentous times in northern Europe. Less than two years before, Hitler seemed to have full control of the Continent—victory seems too small a word for the Allied achievement.

WHC43 possibly continued briefly in Montgomery's use after his return to England, based at Regent's Park barracks in London (but with a formal address in South Kensington linked to Lt.-Col. Jeffers); and was next allocated to the new C.I.G.S., Field-Marshal Sir William Slim (1891-1970) from January 1949 until May 1953 when he left to become Governor-General of Australia. It is possible that the next C.I.G.S., Sir John Harding, could have used the car from November 1952. The car's usual driver in this period was Sergeant Leonard Dengate. It was sold by the Army on 17 November 1955 as 'beyond economic repair' and it was registered PNM891 in Bedfordshire, probably indicating its new owner's location. By June 1958 it was recorded with Associated Portland Cement Manufacturing Ltd. in Beddington Lane, Croydon. In September 1975 WHC43 found a new home in the United States with Jim Williams in Indiana.

The images of Monty with his three Rolls-Royces down the years stands out for us, not least because WHC43 above all, at various times conveyed a much-loved monarch—King George VI—as well as the very symbol of the war victory—Winston Churchill—and of course always the legendary Monty.



15



16

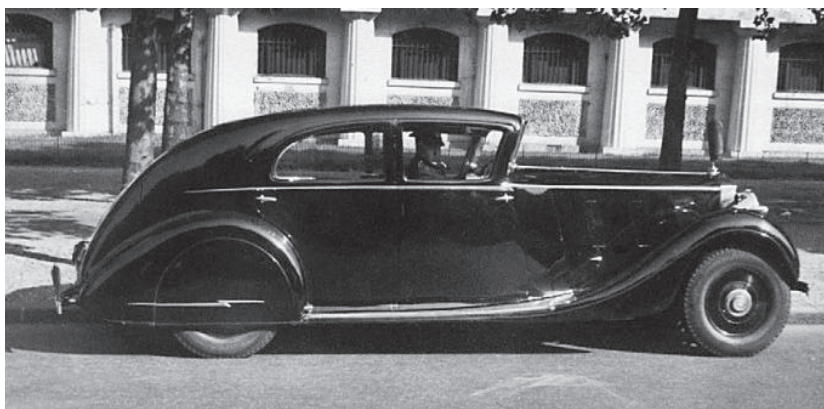
**15:** Wraith WHC43 was photographed at Monty's German HQ at Schloss Ostenwalde, near Osnabrück, on December 17, 1945 by Francis Nunan Howard (1905-ca 1983) of New York. He had arranged the photoshoot with Monty's aide-de-camp Capt. Noel W. Chavasse, explaining that the car was of interest to readers of *The Antique Automobile* magazine in the U.S. (Howard was a well-known classic car enthusiast postwar.) Although told by J.S. Inskip Inc. in New York City that the car was a Park Ward (another instance of Wraith WMB40 being assumed) Howard quickly saw that the body was Windovers, the other car. He also noted that the car was painted a 'dull Army brown' (sometimes called olive and possibly even green) while the other car was 'glossy black'. Monty agreed to stand with the car for the photograph. A rubbing strip on the side of the running board is a feature not seen on the car new or currently.

**16:** Sergeant Leonard Dengate is seen at Regent's Park barracks with Wraith WHC43 during its time as the official transport of the C.I.G.S. after 1946. This was probably in the time of Field-Marshal Sir William Slim 1949-53. By now the car had been refurbished back to glossy black paint and normal wing mirrors fitted in place of the military type. In addition, a further spotlamp had been fitted at the front nearside. The horn trumpets were no longer the original slightly longer type with wide mesh, corrected during its later restoration. A similar photograph with Dengate, but taken at the War Office, was published in *Soldier* magazine, May 1951, captioned 'Outside the War Office, Sergeant Leonard Dengate fixes Field-Marshal Sir William Slim's flag on his 5-star Rolls-Royce. This car carried the King when he visited 21 Army Group.'



done by Custom Chrome in Grafton, Ohio. I made several trips to the UK to obtain proper components. A visit to the Museum of Army Transport in Yorkshire produced rank and unit insignia exactly as displayed on the car in wartime photos. Authenticity was the guiding principle in the project. Chassis build sheets and drawings were available from both the US & UK Rolls-Royce clubs.

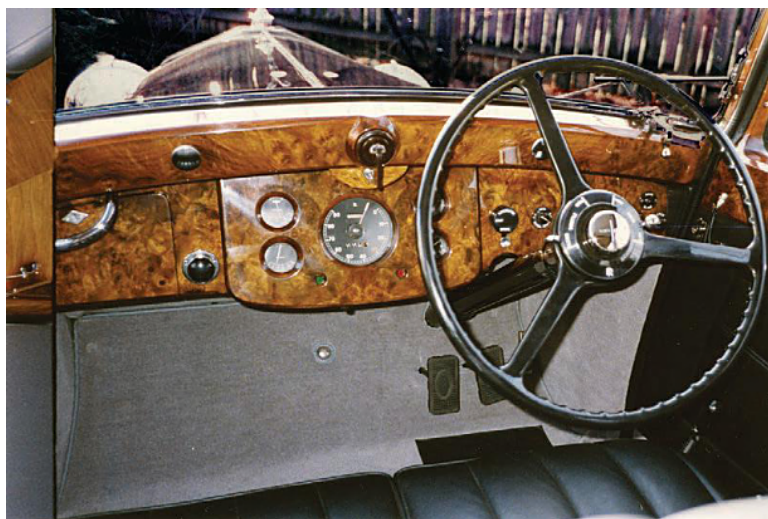
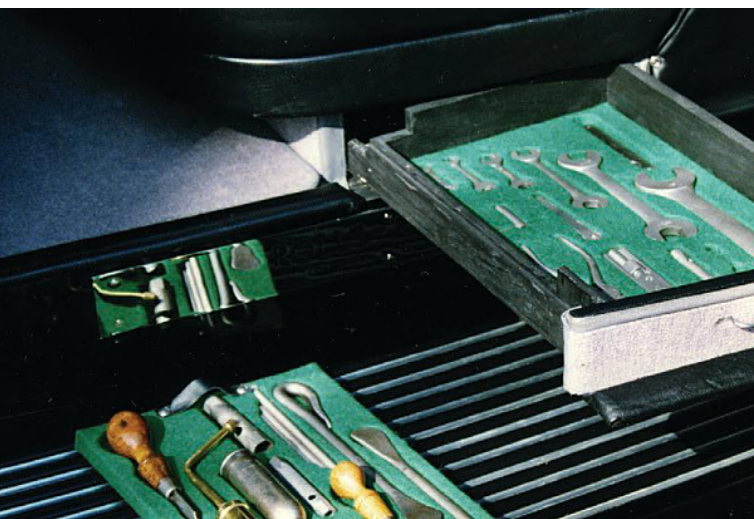
Windovers coachwork specifications were found. Original upholstery was underneath later layers and was duplicated. Even period Dunlop tyres are available. Another similar Windovers body is in a Canadian museum and was the source for details for replication of cabinetry which had been removed by the military. A complete set of tools was miraculously discovered.



The project was completed in 1991 and WHC43 began the rounds of Grand Classics, CARavans and Rolls-Royce Owners' Club events. It attained CCCA Premier status (badge #1767SP) early on and had earned the highest RROC awards by 2000. It has been driven on twelve CARavans and a number of RROC tours. More are planned this year. It has been featured and won at Amelia Island, Meadow Brook, Stan Hywet, Glenmoor, CCCA Museum Experiences and numerous other concours. It's an example of how a 78-year-old car that has been through the War can still be successfully exhibited and also extensively driven.

**Top:** 3AX79 is another car associated with General Montgomery. It is a Rolls-Royce Phantom III with usual H.J. Mulliner saloon coachwork. Originally owned by Alan Butler, Chairman of the DeHavilland Aircraft Company, it was donated to the British Government in 1940 for use by the Chief of the Imperial General Staff. Montgomery acquired the car in 1958 and kept it until 1963. Photo by Steve Stuckey.

**Below:** WHC43 in restored form as it appears today.



**FRIDAY AUGUST 18**  
Carmel, California

+1 (415) 391 4000, West Coast  
+1 (212) 461 6514, East Coast  
motors.us@bonhams.com

# QUAIL LODGE AUCTION

**CONSIGNMENTS NOW INVITED**



*The ex-Nanaline Holt Inman Duke*  
**1930 DUESENBERG MODEL J TOWN CABRIOLET**  
Sold for \$1,254,000

# Bonhams

International Auctioneers and Appraisers – [bonhams.com/quail](https://www.bonhams.com/quail)

© 2017 Bonhams & Butterfields Auctioneers Corp. All rights reserved. Bond No. 57BSBGL0808

## J-500 AND J-559 AS THEY SHOULD BE "HAPPILY EVER AFTER . . ."

PHOTOS PROVIDED BY BILL DEIBEL, DWIGHT SCHOOLING AND TIM PURRIER

*So goes the closing to many childhood stories, fairy tales and the like, but that phrase is equally appropriate here. Sixty-five years would pass before one dedicated CCCA member corrected modifications made to two Classics in 1952 and returned them to their proper configuration.*

*Another dedicated CCCA member, and the man who owned this car, the JN berline, longer than anyone else—more than half of its life—shared the background about it in the June 1990 issue of *The Classic Car*. Reprinted here is Bill Deibel's chronology from 1990 followed by the car's fascinating life since he parted with it.*

--RJV

From the June 1990 *The Classic Car*

**Excerpts from: "Copasetic Duesenberg: The Story of the First JN"**  
By Bill Deibel

My Duesenberg is a 1935 Model JN, long wheelbase, Serial No. 2587, Engine No. J-500 (**originally J-559**) with Rollston five-passenger division window berline sedan body, Style No. 424, Series No. 555. Herb Newport's JNs employed bodies integrated with the chassis and are distinguished by four features: doors that overlay the frame sills, bullet taillights, an extended rear overhang with apron over fuel tank and skirted fenders. (The last named were optional on late Js while all '35-'37 Duesenbergs had 17-inch wheels and chrome radiator shells as standard. Wheel covers, tire covers and Packard bullet headlamps were other options on late Js and JNs.) The Cadillac bullet headlamps, one-piece bumper and painted radiator

shell on my car were modifications made by Bohman & Schwartz for first owner Bill "Bojangles" Robinson.

Through the years I've been able to trace this Duesenberg not only back to its birth at the factory but through all owners who ever had possession.

The chronology is this:

**Sometime during 1934:** J. Herbert Newport, chief designer at Duesenberg, created what will be the last new Duesenberg model—the JN featuring stock berline, cabriolet and convertible sedan bodies integrated in design with the chassis.

**November 23rd, 1934:** Engine J-559 is assembled new.

**February 14th, 1935:** Rollston Body No. 555 shipped to Duesenberg, Inc. "in the white."

**March 4th, 1935:** Body received at Duesenberg.

**Spring of 1935:** Chassis assembled, body mounted and trimmed, and car shipped to New York as a stock unit.

**July 10th, 1935:** First JN delivery made to Bill "Bojangles" Robinson at the New York Duesenberg branch. Price \$17,500.00 (No doubt Bojangles never felt more "copasetic," the word he coined—according to the *New York Daily Mirror* that October—for "better than 'fine and dandy'.")





**Sometime during 1936:** Bohman & Schwartz of Pasadena, California restyles and repaints the car for Robinson to include—Cadillac bullet headlamps, Nash Ambassador parking lights on fenders, special plain one-piece bumpers, reworking of windshield not to open, painting of the radiator shell and headlamps except rims. Car's color is now dark brown with brown top. Although original color is uncertain, it is thought to have been blue. At some unspecified time thereafter, the Nash parking lights were replaced with those from a '41 Ford.

**November 25th, 1949:** Bill "Bojangles" Robinson is dead at the age of seventy-one. His funeral is the largest in New York City history; 13,000 people crowded the Regimental Armory. Mayor O'Dwyer delivered the eulogy and led the funeral procession to Brooklyn. Conspicuously absent was the Duesenberg which lay in Zumbach's, purportedly held for payment on a \$900 repair bill over a year outstanding.

**December 1949:** Nightclub entertainer Phil Regan, "New York's Singing Cop," buys a car from Bill Robinson's widow for the amount owed Zumbach's for "repairs." Possibly this was the aforementioned \$900. The odometer reads 78,112 miles.

**Sometime during the 1950s:** Phil Regan, now living in Pasadena, restyles the car. (Now it's called "customizing".) He does the following—removes sidemounts and fills fender wells; mounts a single spare tire at the rear; discards the wheel covers; installs a blue plexiglass sunroof; installs different inside visors; installs Cadillac "banjo" steering wheel; mounts spark control and light switch in dash; installs sealed-beam headlights; reupholsters seats only with different cloth; recovers top with off-white canvas; repaints the car dark blue.

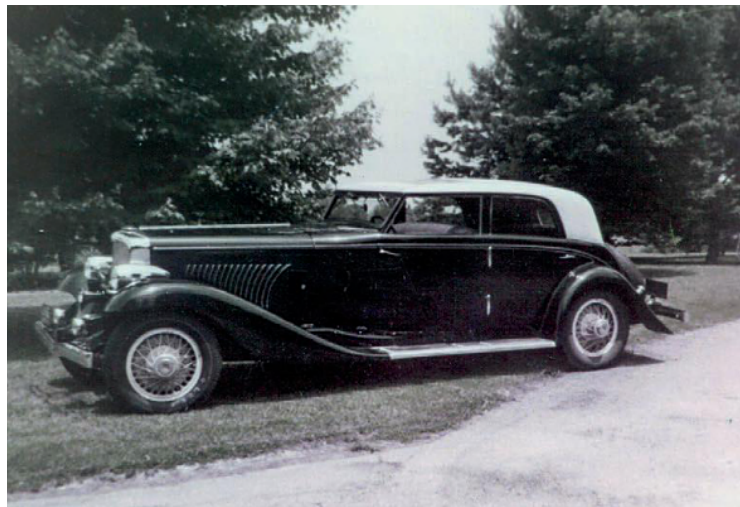
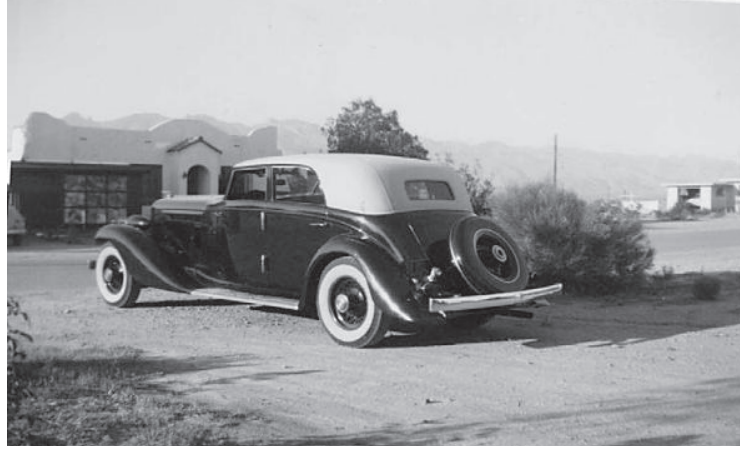
**March 1951:** On a Pepsi Cola tour in Tucson, Arizona, Phil Regan trades the car in on a Mercedes to collector car enthusiast William Graham Bell, owner of Worldwide Motors, the Tucson Jaguar dealership. The Duesenberg was for use by Mrs. Bell who finds it "too hard to stop."

**Spring 1951:** Bell sells the car to Jay "Bourbon" Bullen of Tucson for \$2,000.

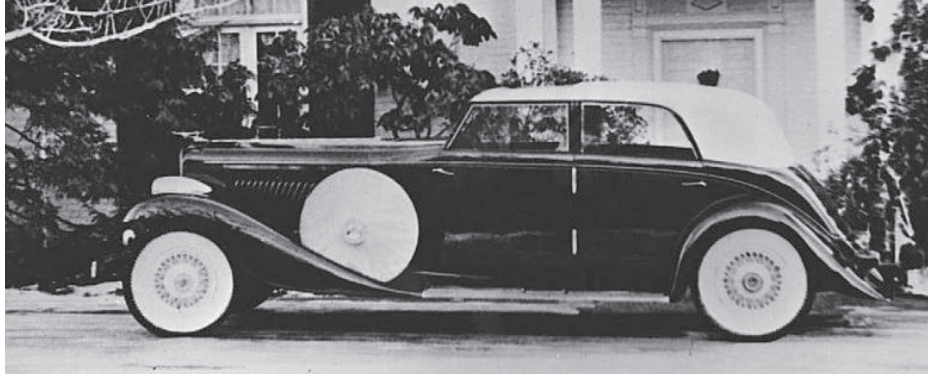
**October 1st, 1951:** Bullen sells the car to W.C. Wilkinson, also of Tucson.

**March 11th, 1952:** An Arizona title is issued to Wilkinson.

**April 4th, 1952:** Wilkinson sells the car to Lamont M. Cochran of Westport, Connecticut and New York City. Some time thereafter Cochran buys a Murphy convertible coupe (J-500) and uses the JN as a parts car. He exchanges engines, installing J-500 in the parts car; he exchanges wheels, putting 19-inch in place of 17-inch on this car; and he exchanges radiator shells, putting pitted chrome shell on this car and chroming the original shell for the other car. Cochran also switches entire instrument panels and leaves this car with several improper gauges, including speedometer. In order to make the JN



*From the top:* 1951 when owned by Jay Bullen of Tucson, Arizona; Notice the Plexiglas sunroof; 1955 in Ohio when purchased by Bill Deibel.



salable, Cochran has Jim Hoe overhaul J-500 to include a valve job, a rebore and new 7.01:1 compression ratio pistons. The bearings and other things are left as is, including the aluminum rods. The Duesenberg JN now has Packard headlights.

**January 24th, 1955:** Joe Hoe writes Cochran to report that Deibel has paid the balance due on the car and submits statement deducting for some repairs and commission and enclosing check for the remainder. In his letter, Jim states, “. . . this car was in the worst mechanical condition of any Duesenberg that has ever come here.”

**Later in the month of March 1955:** En route from Weston to Lakewood, Ohio, number seven connecting rod fails just above the big end at about 55 mph on the Pennsylvania Turnpike. Hoe graciously supplies parts needed for repair which is done in Ehrata, Pennsylvania for \$110.

**The years 1966 through 1970:** Deibel restores the dark brown paint, painted radiator shell, 17-inch wheels, side-mounted

spares, Duesenberg steering wheel and all original instruments. (A new sweep-hand speedometer is installed reading 00000.0) Coincidentally, Deibel overhauls the engine himself with installation of new steel connecting rods manufactured by Marshall Merkes to original tubular design except with stronger lower ends and solid aluminum insert bearings, new main bearings, new exhaust valves and replacing worn improper timing chain with a good used one. Taillamp shells are chrome plated to match the headlamps and chrome Packard-style fender lights are installed as cowl lights in place of the '41 Ford parking lights on the fenders.

**May 1978:** The interior is reupholstered with original material per factory photos.

**The years 1979 through 1983:** The car is on loan to the Auburn-Cord-Duesenberg Museum in Auburn, Indiana.

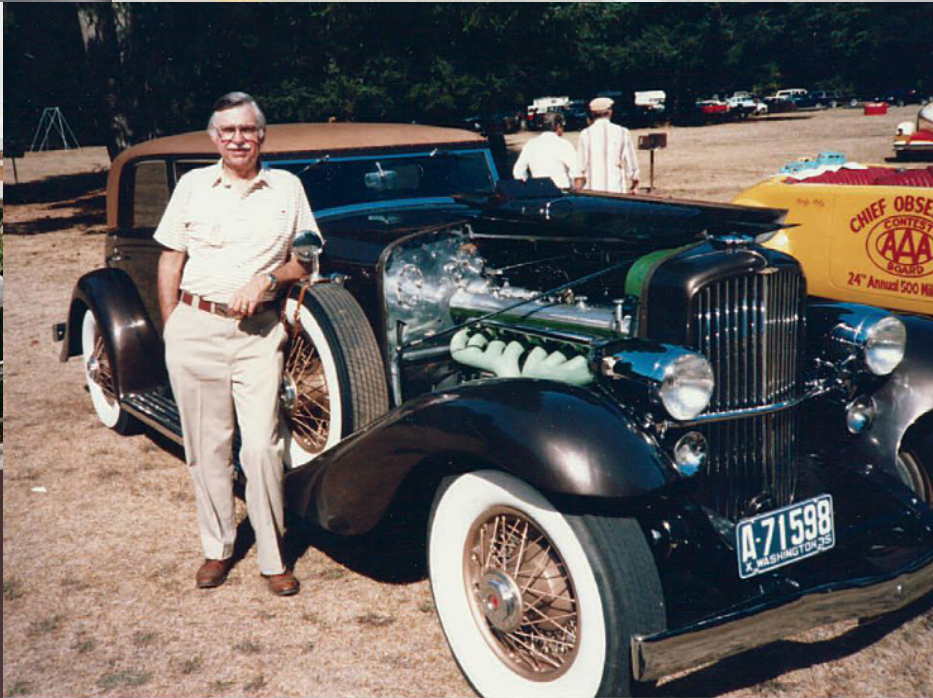
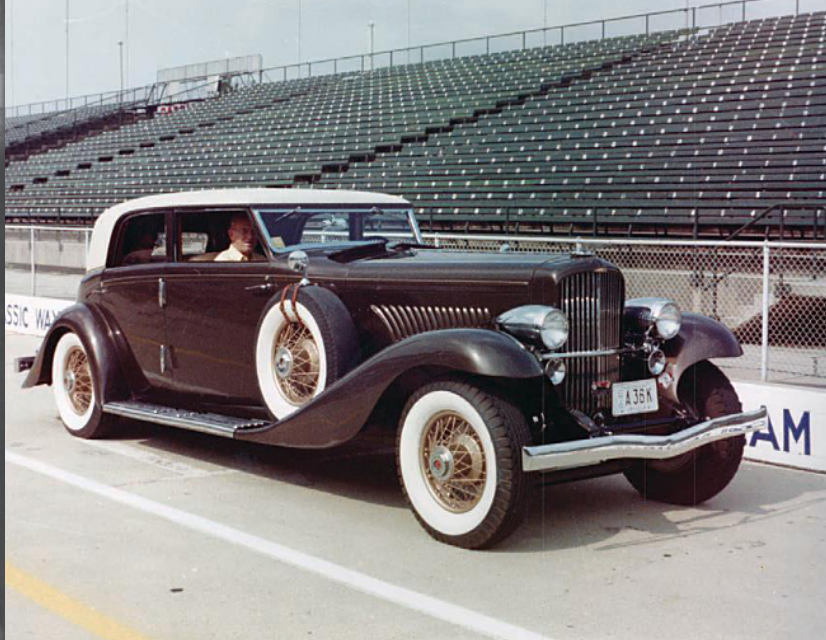
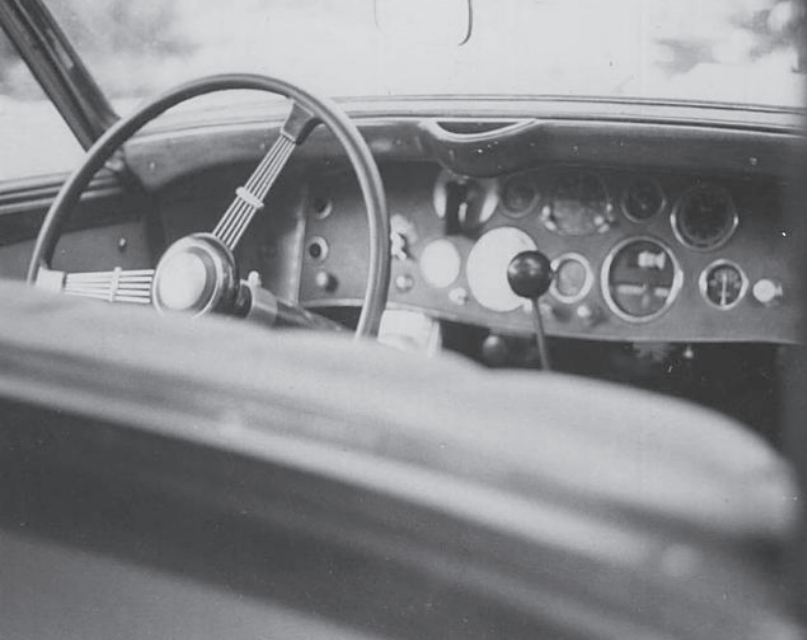
**April 1984:** Deibel and Joe Kaufman drive the car from Auburn to Kaufman's shop in Manitowoc, Wisconsin. Kaufman goes over it



**Top left and right:** The Murphy convertible coupe in the mid 1950s; The Rollston JN berline in Trumbell County, Ohio in 1963.

**Bottom:** Around 1957, James H. Cannon of Los Angeles owned the Murphy convertible coupe and briefly offered it for sale at the Mayfield Car Company in Burbank, California.

**Opposite page:** Photos of the JN berline during Bill Deibel's ownership.  
**Row 1, left and right:** From the 1960s: note the Bamjo steering wheel; at the Indianapolis Motor Speedway for a CCCA Grand Classic.  
**Row 2:** Late '80s: Bill and Karel Deibel at the Poodle Dog Restaurant; at an Auburn-Cord-Duesenberg meet at Rainbow Falls State Park  
**Row 3:** 1984: at the Martha Inn Café in George, Washington; Bill Deibel with Cliff Spohn in Montana.



and installs new 5.0:1 compression ratio pistons to lower stress on the aluminum bearings.

**November 11th, 1984:** Deibel, former CCCA member Bill Schlenker and Cliff Spohn leave Manitowoc and drive the car 2,087 miles to Seattle, Washington at speeds up to 85 mph, averaging 8.2 miles per gallon.

**December 1984:** The top is restored to the original brown leather, and the sunroof is removed.

**The years 1985 through 1987:** Tom Sumner thoroughly rebuilds the engine including manufacture and installation of babbitted bronze rod bearing inserts and grinding of the cams.

**April 1988:** Front end is rebuilt to cure hard steering, and high friction brake linings are installed to provide satisfactory stopping at long last!

**1990:** As of this writing, the estimated miles this Duesenberg has traveled close in on 100,000.

Several long trips in this car are the source of many fascinating memories for me. Who wouldn't like to remember throwing a rod on the Pennsylvania Turnpike in a Duesenberg, or sputtering over the Continental Divide on the shoulder of I-90 in Montana because a temporary electric fuel pump was mounted too far forward for the 153.5-inch wheelbase?

### A New Owner and Another J

In June of 2000 Bill Deibel parted with the Duesenberg, selling it to Robert Petersen of Los Angeles, California, the force behind Petersen Publications and the Petersen Automotive Museum. Petersen had a fondness for cars with a connection to the entertainment industry and this JN certainly fit the bill. It was frequently used in a display featuring Hollywood cars.

At this point, it's appropriate to catch up with another Model J that was mentioned earlier. J-500 originally carried Murphy convertible coupe coachwork and you will recall this was the other Model J owned by Lamont M. Cochran in 1952.

CCCA member Dwight Schooling provided this history of J-500:

1935 Disappearing Top Murphy convertible coupe, SWB  
Engine arrived: November 11, 1931  
Body No. 920  
Serial No. 2517  
Sold: February 2, 1935  
Color: Black

**Original owner:** This car was a demonstrator sold February 2, 1935 to Miss Margaret E. Tracy, Westover Road, Stamford, Connecticut.

**November 16, 1936:** D.T. Waterman, New York.

Charles Cohen, New York.

**September 2, 1948:** Everett L. Poorman, Scarsdale, New York

**April 4, 1952:** Lamont Cochran, 1000 Park Avenue, New York City, New York. Car is offered for sale in August 1956.

This Duesenberg was photographed on a used car lot (perhaps Classic Car lot is a more appropriate term) in Burbank, California around this time. That image appeared in the Spring 2010 issue of *The Classic Car* article, "The Mayfield Car Company."

**December 16, 1957:** James H. Cannon, 210 S. Lorraine Blvd., Los Angeles, California.

Here is the text of an ad for the car:

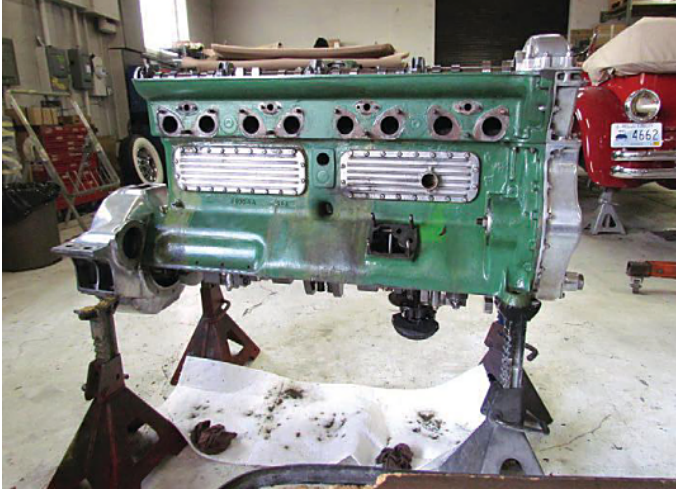
DUESENBERG: 1935 Model J, Murphy Roadster. Engine rebuilt by Hoe, body restored by Reuter. Has SJ type exhaust manifold. Will sell or consider trade for Aston Martin DB2-4 or A.C. Aceca. J.H. Cannon, 210 S. Lorraine Blvd., Los Angeles 4, California. WE. 5-4355.

The Duesenberg did not sell through this ad and was eventually donated to the Los Angeles County Museum of Natural History by Mr. Cannon in May 1961. Today, it is still in the Museum's possession.

The Petersen Automotive Museum opened in 1994 and during its early years, it enjoyed a working relationship with the Los Angeles County Museum of Natural History wherein the Natural History Museum would occasionally store some of its cars on the premises of the Petersen Automotive Museum. These two Duesenbergs, last together during the early 1950s, were now housed in the same building, each with the other's original engine. So near and yet so far!

Robert Petersen died in 2007 and the Petersen Automotive Museum sold the JN berline in March 2013. Over time, the Murphy convertible coupe was returned to a storage facility of the Los Angeles County Museum of Natural History.





*The Big Switch at Brian Joseph's restoration shop.*

CCCA member Rob Hilarides of Visalia, California is no stranger to Classic Cars, particularly Packards. Classic Packards he and wife Jeannie own range in age from a 1922 model 335 Touring to a 1942 model 2006 Darrin Convertible Victoria, with a number of notable examples between those, including the 2013 CCCA Best-of-Show-winning 1931 845 Dietrich Sport Sedan.

When Rob acquired the JN berline in 2013, he was aware that it was not equipped with its original engine. What he did not know at the time is that the correct engine was installed in another Duesenberg just a few hundred miles from his home. When he learned about the engine in the Murphy convertible coupe that was part of the Museum of Natural History, he had a new mission.

Trying to get a government entity to relinquish temporary control of one of its assets is not an easy proposition, let alone make a major modification to it. In 2014, Rob began to explore the possibility of an engine switch. Phone calls to the Los Angeles County Museum of

Natural History did little to further this cause. Rob then contacted Los Angeles County Supervisor, Don Knabe, and former Mayor of the city of Cerritos, Rob's hometown. The museum now showed some interest in this project and officials agreed to examine the JN berline to make certain its current engine was in fact J-500. Rob persevered, explaining that this engine swap was good for all parties involved and in April 2015 an agreement was reached. Speaking on behalf of the Los Angeles County Museum of Natural History, its president and director wrote, "I agree to the complete engine swap."

It was agreed that Brian Joseph would complete the work involved at his restoration facility in Troy, Michigan. Both cars were shipped there for the transplant and the 82-year-old patients were treated with the utmost care as witnessed by the images shown here. Upon hearing about the completed project, Supervisor Knabe wrote, "I love it when a plan comes together!"

In other words, "Happily Ever After."

### *About the Model JN*

Bill Deibel wrote another article for *The Classic Car* in March 2000, educating us about the Duesenberg Model JN. He reported that ten were built in the following three body configurations:

- Four cabriolets
- Three convertible sedans
- Three berlins

Bill notes that J-559 was the first JN sold. (Chart listing original serial #, engine #, body style, and original owner.)

From the March 2000 *The Classic Car*  
Compiled by Bill Deibel

Serial #	Model	Original Owner
Engine #	Body Style	Owner's Home Town
	2561 1936 JN	W.R. Burlingham
J-533	Cabriolet	New York City
	2585 1935 JN	Clark Gable
J-560	Cabriolet	Hollywood
	2587 1935 Jn	Bill "Bojangles" Robinson
J-559	Berline	Harlem & Los Angeles
	2589 1936 SJN	William S. & Mrs. Noble
J-564	Cabriolet	Houston
	2590 1936 JN	John J. Mitchell
J-565	Cabriolet	Chicago & Santa Barbara
	2593 1935 JN	H.N. Lape
J-566	Convertible Sedan	Cincinnati
	2598 1937 JN	Walter E. Swanson
J-569	Berline	Chicago
	2599 1936 JN	Merry Fahrney
J-575	Berline	New York City
	2600 1936 (S)JN	Col. R.B. Paddock
J-571	Convertible Sedan	Chicago
	2601 1937 JN	W.H. Dunning, Jr.
J-570	Convertible Sedan	Texas



1932 PACKARD 904 DELUXE EIGHT STATIONARY COUPE  
BY DIETRICH





To say that past CCCA President Gene Perkins is a Packard man is to state the obvious. He currently lists ten examples in the CCCA directory, but there are others. They range in age from a 1930 745 roadster to a 1942 2006 Darrin convertible victoria. More than half are custom-bodied, and his 1939 1708 sport sedan (featured in the Winter 2012 *Classic Car*) is a one-off by Bohman & Schwartz. There's probably an equal number of Packards he has parted with since joining the CCCA in 1963.

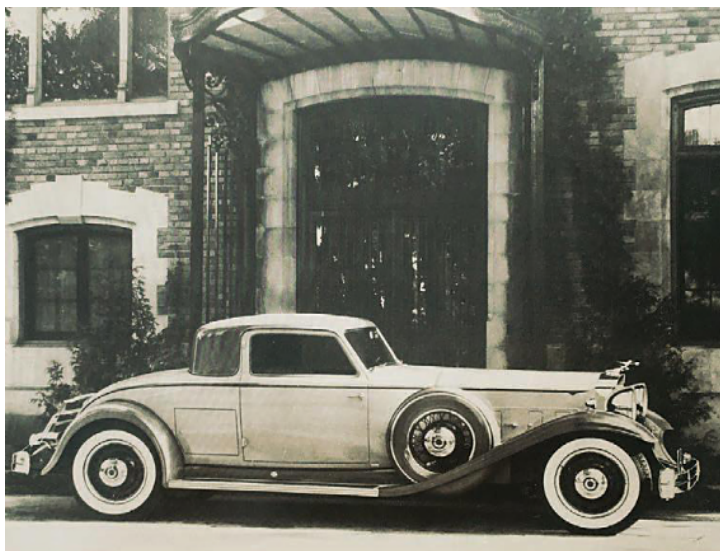
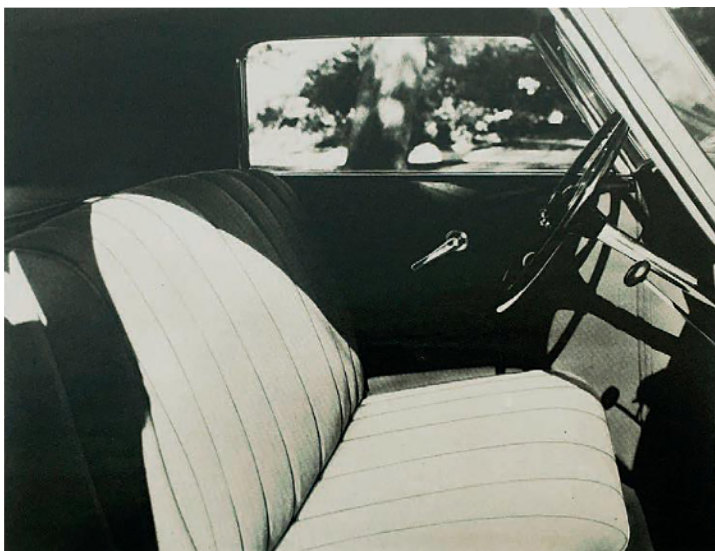
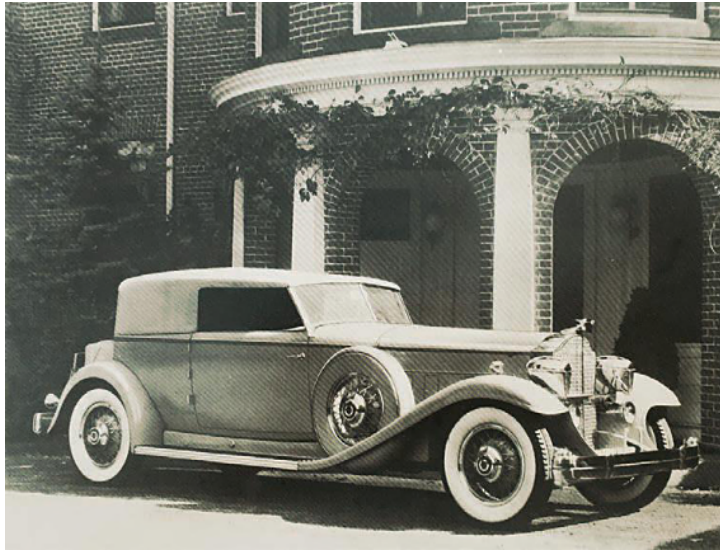
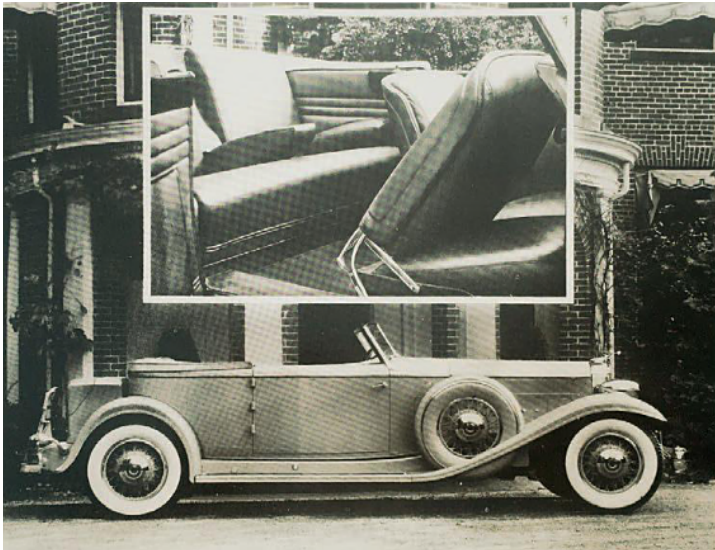
Shown here is his most recent restoration, a 1932 904 Deluxe Eight stationary coupe by Dietrich, one of two built. Dietrich V-windshield Packards from the 9th, 10th and 11th series are usually at the top of any Packard enthusiast's wish list. Introduced in June 1931 as part of the Individual Custom line, these stunning Dietrich designs first debuted on the Deluxe Eight chassis with

examples on the Twin-Six chassis following in January 1932. Five body styles were offered: sport phaeton, convertible sedan, convertible roadster, convertible victoria and the stationary coupe.

In case you hadn't noticed, coupes are in! There have been instances where coupes have been modified into convertibles or roadsters; thankfully, those days are over. This stationary coupe features an enclosed body built just for two (yes, there is a rumble seat) making for a most intimate driving experience. And there is cohesion in the fixed-roof design that is just not present in the convertible coupe.

Gene has owned this car for almost half a century, having acquired it in 1968. The former owner was an equally enthusiastic Packard man by the name of Harold S. Crosby who owned three V-windshield Dietrich Packards in the early 1960s. Harold Crosby

*Promotional illustrations for Dietrich's 1932 Packard designs. Shown here are the convertible victoria (top row) and the stationary coupe (bottom row).*



acquired the car from Frank Weeks of the Los Angeles area. Both of these former owners were CCCA members.

This coupe is pictured on page 395 of Bev Kimes' wonderful book, "The Classic Car" and it also appeared in the January 2012 Bulletin in an article about longtime Packard owners.

The 904 chassis enjoys the longest wheelbase dimensions of any Packard that year, stretching to 147 generous inches, five inches longer than the 903 Deluxe Eight wheelbase. That extra length is evident in the long cowl, giving the car truly elegant and commanding proportions.

This car carries serial number 193940 and the body design number for the Stationary Coupe was 2068. Its price new was an even \$5,900.

It was Sally Perkins who selected the color for this stunning conveyance. It's a dreamy, creamy off white, kind of like a vanilla latte on wheels. It speaks a quiet elegance and doesn't rely on a garish color scheme to make its presence known.

It carries senior badge #369 and it garnered that first-place win in 1967 at a Grand Classic in California. It earned a first-place

Senior win in 1992 at an Indiana Grand Classic, followed by a Premier first place in 2003 at another Indiana Grand Classic.

The Coupe is Gene's favorite car in the collection and Sally shares that sentiment.

Hats off to Gene for eschewing the trend to buy, restore, show and sell. Your 49 years of ownership loyalty is evident in every inch of this Classic.

Oh, and about that mention that not all of Gene's Classics are listed in the Directory (at least as of 2016). Last year, Gene acquired the perfect companion to this car: a 1932 Packard 904 Deluxe Eight convertible victoria by Dietrich. Gene had admired this car for a long time. It was in the same city (Indianapolis) and was owned by a good friend, the late Ike Brigham. Ownership of that car can be traced to artist Melbourne Brindle from 1948 to 1974.

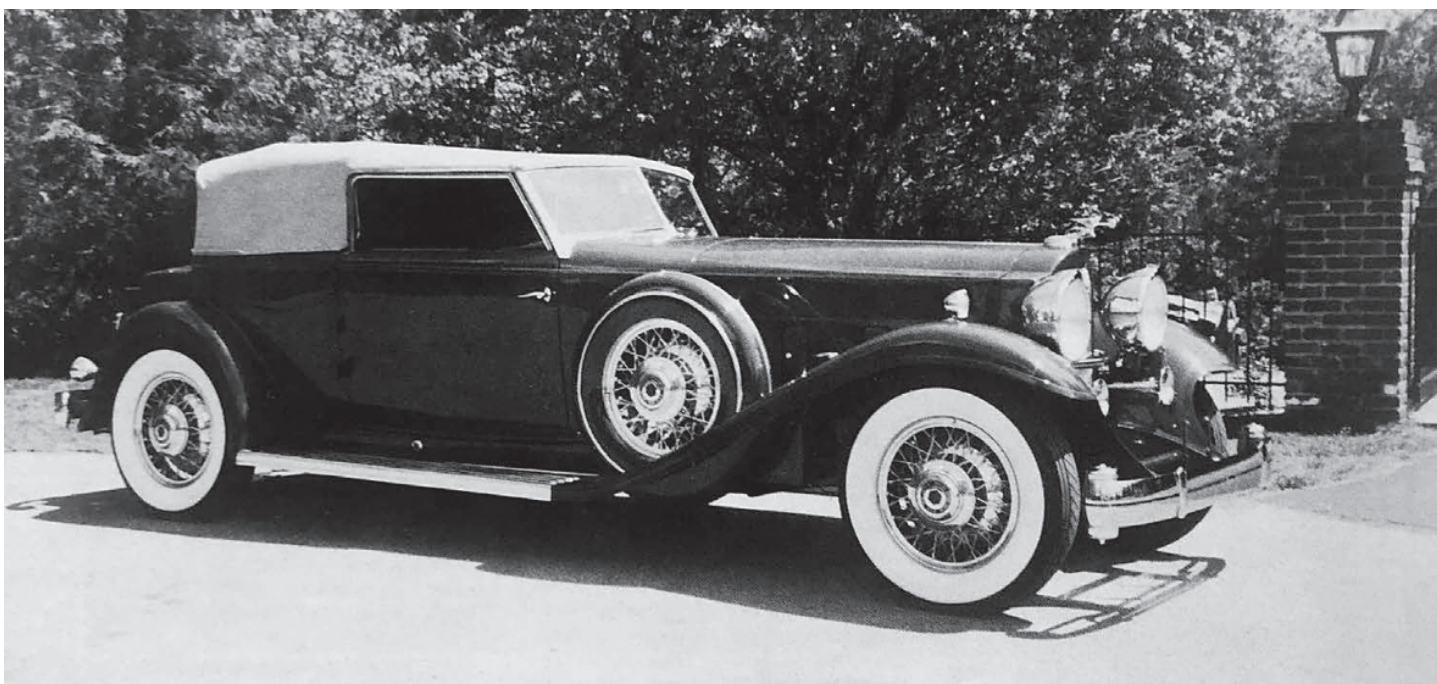
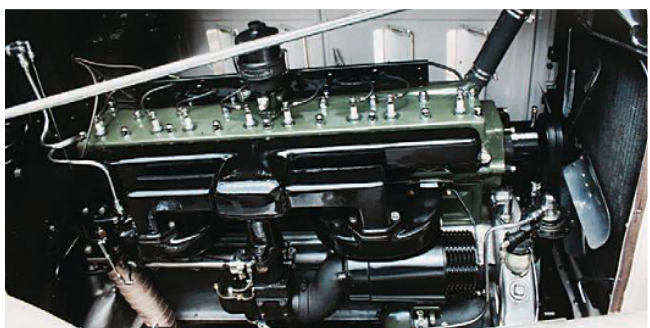
And coincidence or fate, that victoria is pictured on the facing page (page 394) of Bev Kimes' "Classic Car" book. All in the family now.

Methinks this latest acquisition will keep Gene busy with the Packards for the near future.





*The stationary coupe (photos by Georgy Maley)  
and the convertible victoria (bottom photo).*



PEBBLE BEACH  
SCOTTSDALE  
AMELIA ISLAND

RACING THROUGH 2017



**GOODING & COMPANY**

AUCTIONS & PRIVATE BROKERAGE

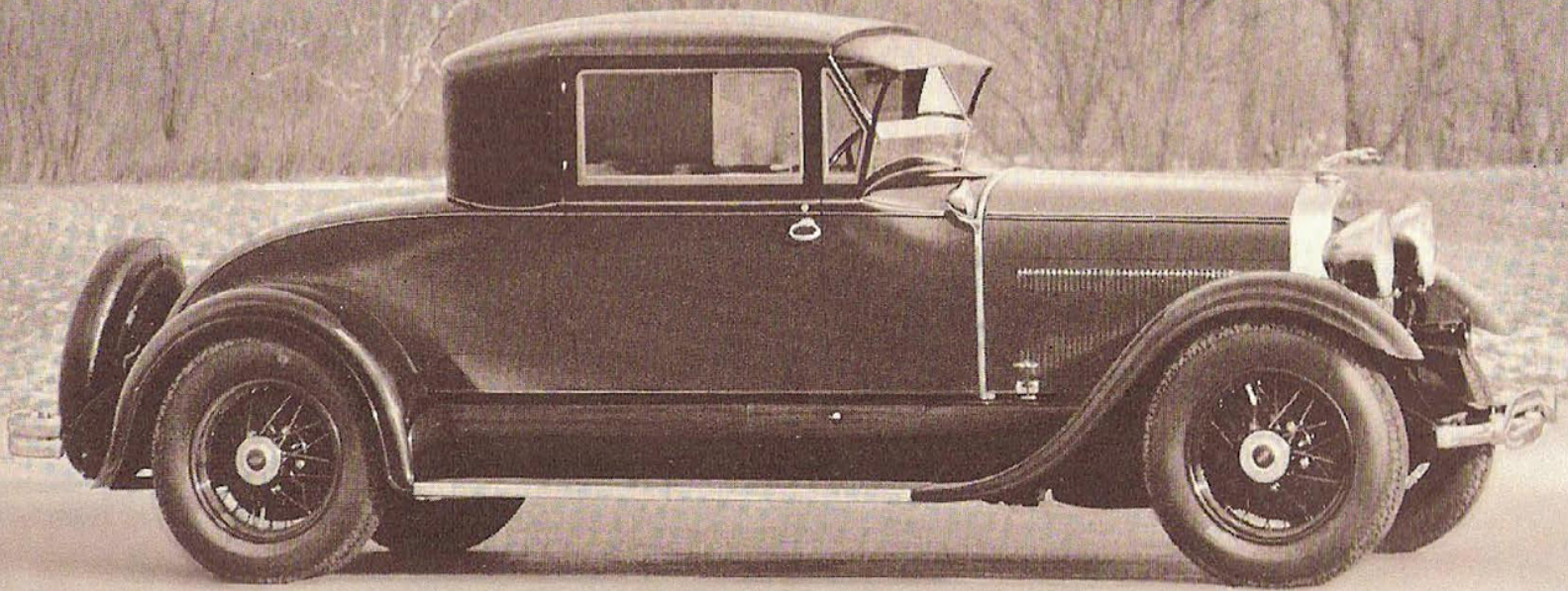
**1930 PACKARD 734 SPEEDSTER RUNABOUT | SOLD \$2,090,000**  
Pebble Beach Auctions 2016

INFO@GOODINGCO.COM 310.899.1960

**NOW INVITING CONSIGNMENTS**  
Pebble Beach Auctions through June 1  
Scottsdale Auctions through November 1  
Amelia Island Auction through January 2

## 1930 LINCOLN L COUPE BY JUDKINS

BY DAVID SCHULTZ



*Catalog photo*

A car show visitor once asked me the year of my Lincoln Judkins coupe. When I told him “1930” he replied, “Oh, that was before Ford bought Lincoln and screwed up everything.” I thought, “Where do I start with this guy—or do I even bother?”

Ford Motor Company acquired the Lincoln Motor Company in February 1922. Lincoln, which had built its first motorcars more than a year prior, had run into financial difficulties brought on by several factors.

Henry and Wilfred Leland and their engineering staff had created a superb motor and chassis but their body designs were typical of the late teens and early 1920s—in a word, “boxy”. That’s where the company’s new ownership made a significant contribution in the person of Edsel Ford, who was named president of Lincoln.



*The Lincoln L during Jack Passey’s ownership*

Edsel immediately began working with the America’s top coachbuilders, among them the J. B. Judkins Company of Massachusetts, which opened its doors in 1857 as a carriage builder. In 1897, the company designed and built its first automobile bodies, for electric cars. Within 20 years Judkins was building bodies for a host of automobile companies, including Stevens-Duryea, Locomobile and three Cleveland companies—Peerless, Winton and White.

By late 1922 Lincoln offered several new body styles from the top custom body houses, including a two-passenger coupe designed and built by Judkins. That body style was offered through 1933, with styling updates over the years.

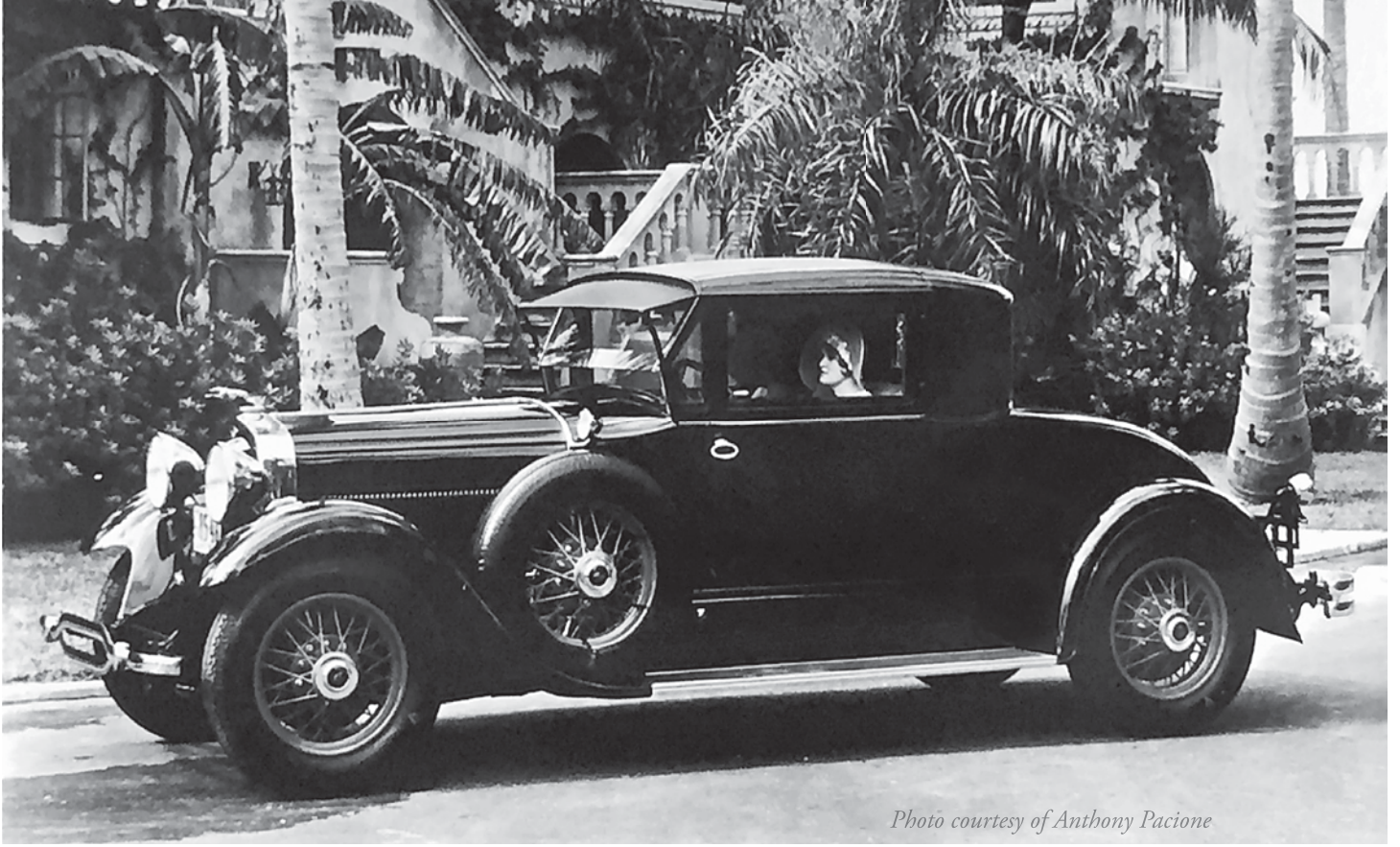
The Judkins coupes were regularly displayed at the annual automobile shows as well as at the exclusive automobile salons.

In 1930, the company offered 33 different body styles, most of them custom bodied offerings from Brunn, Derham, Dietrich, Judkins, Locke, LeBaron and Willoughby. A total of 3,212 Lincolns were produced that year.

Nineteen thirty was the last year for the venerable model L 136-inch wheelbase chassis. The motor was the Leland-designed “fork and blade” V-8, which develops 90 horsepower.

Total production of the type 170 Judkins coupe in 1930 was 40. The car was offered with both the “Brewster-type” windshield (favored by Judkins) as well as a vertical windshield. The rear body has a beautiful taper. There is no rumble seat, but there is a golf bag door. The cars were offered with a rear spare as well as side-mounted spares.

This Lincoln was saved—literally—by the late Jack Passey, a well-known California collector of Classic automobiles with



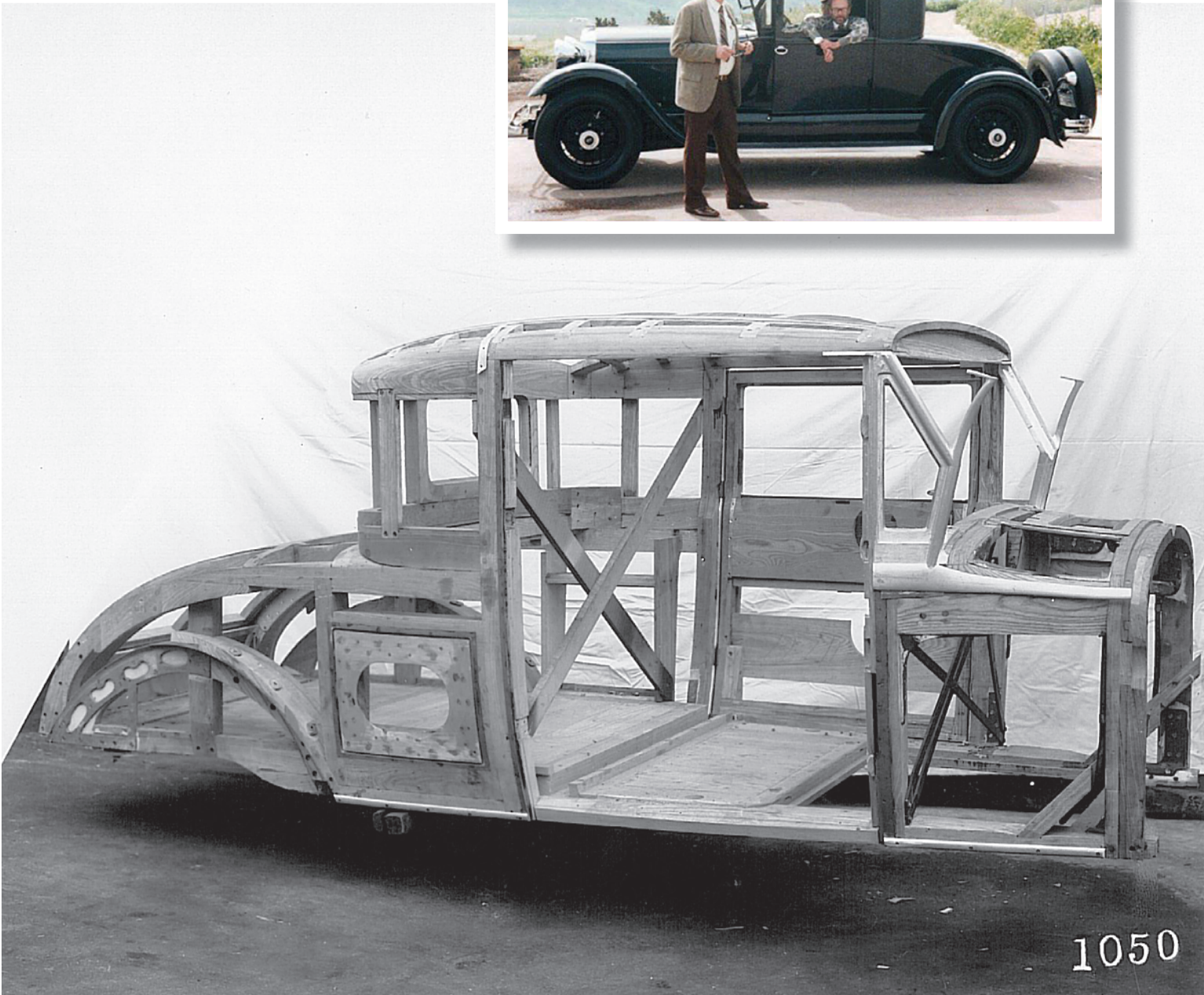
*Photo courtesy of Anthony Pacione*

*The Judkins coupe was available with side mounts as shown above, or rear spares as on David Schultz's Lincoln below.*





*Top to bottom: Jack Passey, David Schultz and the Lincoln in August 2013; Tom Powels (standing) and Tony Heinsbergen (at the wheel) during Tony's ownership; Wood frame of the Judkins coupe.*



1050



a decided preference for Lincolns. He began collecting Classic automobiles in the late 1940s and during his lifetime owned 90 Classic prewar Lincolns. He died in 2015.

This Lincoln spent its entire life in California. When I acquired it several years ago I immediately called Jack, who had become a good friend. As I was describing the car, Jack interrupted and said, "Oh, that's the coupe I bought in Santa Rosa in the early '50s. It belonged to a farmer who called me because he knew I was interested in buying old cars."

Jack recalled how he found the car parked under a plum tree. When he opened the hood he discovered that the manifold, heads and blocks were missing. He found the manifold and heads in the back of the car (no rumble seat). Jack asked the farmer about the blocks and the farmer pointed to a disc near his barn; the blocks were atop it to provide extra weight.

"The blocks don't go with the car" said the farmer. "It's \$30 as is, take it or leave it." Jack took it. He placed the Lincoln in storage with other cars he'd saved. As was his wont, he eventually sold it to another long-time Lincoln aficionado, the late Anthony Heinsbergen, who restored the car in the late 1960s to its current condition. Heinsbergen and the late Tom Powels, another early Lincoln authority, co-authored a series about the history of the Classic Lincoln for *The Classic Car* published between 1958 and 1960.

I bought the car sight unseen, based on its provenance. Tony Heinsbergen died a few years earlier and his cars were sold. The then-owner of my car had placed it in storage, where it suffered minor deterioration. However, as an old friend, Dave Brownell, used to say, it just needed a shave and a haircut, which meant a thorough cleaning and polishing as well as a complete mechanical sorting-out.

Once it was mechanically dialed in, it was time to drive it and the first long trip was to Greenfield Village in Dearborn, Michigan for the annual Old Car Festival. It drove wonderfully. The return trip was a bit more exciting. I got a late start and ended up driving the last one-and-a-half hours in the dark – and in a rainstorm. I learned what it was like to drive in those conditions in the 1930s!

I've always enjoyed researching the history of my cars. While examining the J. B. Judkins Co. files in the CCCA Museum I located the production details of my Judkins coupe body; it was custom built for a specific customer in the Judkins shops during the summer of 1929, then shipped to the Lincoln factory in Detroit for final assembly.

In 2013, the Pebble Beach Concours d'Elegance announced a coachbuilt Lincoln class and contacted me about bringing the Lincoln Judkins coupe. I reminded them that the restoration was more than 40 years old but they knew the car and wanted it. As nice as it was to be on the show field, the Thursday driving tour, which featured a scenic drive to Big Sur, was much more fun. I really enjoy driving my cars. An unexpected surprise was receiving a Best in Class award. Quite a weekend.

Now, we focus solely on driving the Lincoln. It's been on a CCCA CARavan and it's made trips to the Old Car Festival at Greenfield Village and to the CCCA Museum. If it appears at a Grand Classic or similar car event we prefer that it not be judged. My wife says it's her favorite Classic Lincoln. Our Labrador Retriever, Chester, who has a favorite spot on the ledge above the seat, would agree. Life is good.



*Top to bottom: Body tag; Chester's favorite car; the Judkins tag*



*Top: two views of the Class win at the 2013 Pebble Beach Concours d'Elegance.  
Bottom: The Lincoln as it appears today.*



*Automotive advertising from the Classic Era is automotive art today.  
Matt Sonfield shares images from his collection in this on-going feature for The Classic Car.*



## THE HISTORY OF A 1934 PACKARD TWELVE 1108 SEVEN-PASSENGER SEDAN-LIMOUSINE

BY DR. ANDREAS M. STRAUBE

I purchased this Packard June 6, 2014 and have thoroughly researched the car's history. This exercise has been a learning adventure and I was fortunate to communicate with many interesting and knowledgeable people. I encourage other Classic Car owners to do the same with their Classics. Even if you are not able to determine your car's complete history, you will learn much about it.

**Serial number** 735-49  
 Rear Axle No \*752 222\* 4 69  
**Front Axle No** \*901 785\*  
**Chassis No** \*901 786\*  
**Engine No.** \*901 787\*  
 Steering: \*901 797\*  
 Transmission: \*901 827\*

Packard produced just 190 Packard Twelve limousines with divider window (body style 735) for the 1934 model year. In 1977, Edward Blend published the book "The Magnificent Packard Twelve of Nineteen Thirty Four" in which he listed six of those cars with serial numbers ranging from 735-49 to 735-198, plus four cars only with owner information.

Several 1934 Packard Twelve limousines were used by notable figures including Franklin Delano Roosevelt (President of the United States from 1933 to 1945), Abdel Fattah Yahya Pasha (Prime Minister of Egypt from 1933 to 1934), Aisin Gioro Puyi (last Emperor of China) and King Alexander of Yugoslavia (who owned a record 48 Packards!).

### Production details for my car are as follows:

**August 15, 1933:** Oil pan is cast.  
**August 16, 1933:** Engine block is cast.  
**August 17, 1933:** Transmission is cast

**September 11, 1933:** This car is the 163rd Packard Twelve (tested at the Proving Ground with tag Af# 163) out of 960 Twelves produced in the 11th Series. [STR16a, STR16b].

**October 20, 1934:** Delivery Date from Packard Motor Car Company, 11th Ave. N.Y.C.

This was the Service Station at 787 11th Avenue, New York City.

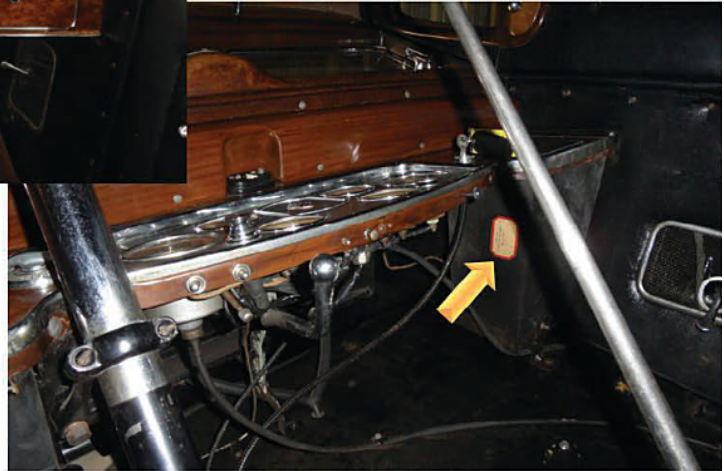
The car was sold 13 months after approval at the Proving Grounds -- an unusually long time. Furthermore, it is also unusual that the car was sold from the Service Station and not from one of the dealer offices in New York City. That late sale date was almost two month after the introduction of the 12th series (1935 model year) on August 31, 1934. It may have been used as a company car between its time at the Proving Grounds and the sale date. Packard Sales Information from 1934 [PAC33] states: "Production cars under test at the Packard Proving Grounds are watched constantly, and some fifty current cars belonging to Factory executives are kept in a special garage and daily reports are made out by the drivers."

The car has a Service Tag from "Earle C. Anthony Inc., KFI-KECA, California Distributor" on the left side covering behind the hand brake.

From 1915 to 1958, Earle C. Anthony Inc. was the Packard distributor for all of California, selling one out of every seven Packards. In 1923, he founded and owned a radio station that eventually became 50,000-watt KFI AM (640) radio. His radio empire expanded and between 1929 and 1944, he also owned KECA-AM 1430 (using his initials), which evolved into KABC. By 1944 FCC regulations prohibited any entity from owning more than one radio station in the same market area. KECA was sold in July 1944 for \$800,000. Since the Service Tag has "KECA" in the company name, it must have been applied before



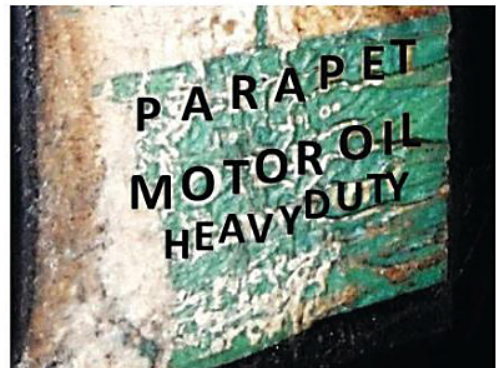
*Where to find  
the Twelve Glove Box Tag?*



Reconstruction



Reconstruction





## Old-Time Packard Still Good Car, Says La Grande Owner

Evolution of the Packard automobile was demonstrated with exhibition of three of these cars at the Union county fair last week. Near the rear of the Lions' concession booth were parked 1923, 1934 and 1952 models of this car.

## Party Rallies To Nixon's Aid, Raises TV Fund

WASHINGTON (U.P.) — National Republican leaders rallied to the defense of Sen. Richard M. Nixon Monday, purchasing more than \$75,000 of radio and TV time for GOP vice presidential nominee's explanation Tuesday night of his personal finances.

Republican national headquarters said Nixon's accounting will be carried over the NBC television network and the Columbia Broadcasting System and Mutual Broadcasting System radio networks.

Nixon's appearance will be sponsored by the Republican national committee and the GOP senatorial and congressional campaign committee. The time cost "will exceed \$75,000," headquarters said.

Meanwhile, GOP headquarters released a statement in which national chairman Arthur E. Summerfield attacked persons attempting to "smear" Nixon.

Summerfield's statement said: "Senator Nixon has devoted a great part of his life to fighting Communism and exposing traitors. In World War II, like millions of fine young American men, he served his country gloriously.

"Now a smear of him has been initiated by men who have promoted Communism, supported traitors and never fought as much as one day for their country.

"I think every man and woman in America who has read even so little as one word of this attempt to besmirch the reputation of a great American owes it to himself and his country to see and hear Senator Nixon tonight."

Summerfield said Sen. Everett M. Dirksen of Illinois and Rep. Leonard W. Hall of New York, chairmen respectively of the GOP senatorial and congressional committees, "joined the national party committee decision to sponsor the program."

The Oregon Tractor company in La Grande is the owner of the '23 and '52 models and Harold Woodruff Safeway manager, owns the '34.

Ed Evans, of the Oregon Tractor company, informs that the '23 Packard is a six-cylinder limousine which sold in 1922 for \$3,562. The 1952 sedan with a large motor now sells for \$3,515.

Other features of the '23 model: It has 33x4½ tires and spoked wheels; it has primer gas cups on each cylinder, a built-in air compressor on the transmission and has 27.34 horsepower; it has a glass that rolls up or down between the chauffeur's compartment and the passenger compartment; it has a one-way speaking system from rear to front.

The car has blinds for the rear and two rear-side windows. The rear compartment has one large seat and two small jumper seats. The car weighs 3,525 pounds, has a road clearance of 10 inches, and a wheelbase of 126 inches.

The car's cylinder size is 3¾.

Harold Woodruff's 1934 Packard is also a limousine, but has 12 cylinders and 160 horsepower. It weighs 6,350 pounds and cost him \$7,200. The car is seven-passenger. It has a 147-inch wheelbase.

Other features include vacuum-operated brakes, hydraulic valve lifters and automatic chassis oiler. The car also has a ride control, which is used to control the tension on the shock absorbers. The tension may differ in accordance with the type of road on which the car is running.

Woodruff's Packard has 39,000 actual miles on it today. It has been used mostly in funeral work and as a family car. He acquired it at Oregon City. He still drives it daily and remarks that it handles easily.

The modern 1952 deluxe sedan with a large motor is the latest Packard built. It has eight cylin-

## Perry Briefs

By Mrs. Alvah O'Neil

PERRY (Special)—Mrs. Bill Carson, (Twilla Rodig) was honored in Perry with a stork shower Wednesday evening, at the home of Mrs. Myrtle Fowler. Games were played with prizes going to Mrs. Mildred Cunningham, Mrs. Tillie Smith and Mrs. Harold Carson. One game of special interest was identifying baby pictures, of the guests attending.

The honoree was presented her many gifts in a baby basket, which was beautifully decorated with pink and white streamers and bows made of crepe paper. Mrs. Martin Gurrard, and Mrs. Bert O'Neil, assisted Mrs. Myrtle Fowler, in serving a delicious lunch.

Those not attending but sending gifts were Mrs. Alvah O'Neil, Mrs. Doris Threlkel, of Elgin, Mrs. Carl Wenzel, and Mrs. Ruby Clark. Out-of-town guests were Mrs. Norma Riggs, of Elgin, Mrs. Thelma Coffin, and Mrs. Mary Rodig, La Grande.

The Perry school closed Friday afternoon, so the children, who wanted to go to the county fair, could do so.

Mrs. William Hopkins, Everett, Wash., spent Wednesday with her cousin, Minetta O'Neil. Mrs. Hopkins was called to Salt Lake City by the illness of her sister, Mrs. Tilly Tillock.

Mrs. Richard Shenfield and children, La Grande, spent Sunday with friends at Perry.

Mr. and Mrs. Ted Mathson and children of Haines spent the weekend with his mother, Mrs. Rosie Mathson.

Mr. and Mrs. Carl McCullough were dinner guests at the Lewis Greenough home Sunday. Other guests were Mr. and Mrs. Walter Greenough, of Baker.

Alva Cunningham has had a street light installed in front of his home. It is a great improvement to Perry, as it lights the east street.

155 horsepower and a 122-inch wheel base. The inside front cushion is 63 inches wide and the rear cushion is 62 inches.



**July 1944.** That is very likely, because the Packard has never been restored and shows still other features from history as you will see in the following.

**October 21, 1934 – 1952?**

Sometime between 1934 and 1944 the Packard was sold by Earle C. Anthony in California.

Currently it is unknown how the Packard came from the east coast to the west coast. The car may have been owned by a funeral parlor in Oregon, because such formal cars were not common in that area. This was speculation from the son of the owner from 1958 and it was



mentioned by Harold Woodruff, the owner from 1952, in an article in the La Grande Observer.

**March 1952, Oregon City, Oregon**

The Packard was purchased by Harold Woodruff, charter member and Past President of the Historical Automobile Club of Oregon. He moved to La Grande in 1950 with his four-year-old daughter Susan, and his wife Lois. Woodruff worked as the manager of the local Safeway store. According to an article from the *La Grande Observer* dated Wednesday, September 24, 1952 on page 1, he bought the Packard for \$300 in March 1952 in Oregon City.

According to information from the Department of Motor Vehicles in La Grande the plate number was LF02544at that time, but it very difficult to obtain any information from DMV because of privacy laws.

The Packard has a service tag from Perkins Motor Co. of La Grande, Oregon on the driver's door. Perkins Motor Co. was located at Adams & 4th in La Grande, Oregon. That directed me to search in La Grande.

Perkins Motor Co. as Ford Dealership in 1934

According to the Motor Vehicle Registration books for Oregon from 1942 and 1946, only three Packard Twelves of 1934 were registered in Oregon. By comparison, there were 27 Packard Eights and ten Packard Super Eights (1934 models). 901787 (engine number for this car) was not registered in Oregon in those years.

**September 23, 1952**

From the *La Grande Observer*, Tuesday, September 23, 1952, page 2:

**“Old-Time Packard Still Good Car, Says La Grande Owner”**

*Evolution of the Packard automobile was demonstrated with exhibition of three of these cars at the Union county fair last week. Near the rear of the Lions' concession booth were parked 1923, 1934 and 1952 models of this car.*

*The Oregon Tractor Company in La Grande is the owner of the '23 and '52 models and Harold Woodruff, Safeway manager owns the '34.*

*Ed Evans, of the Oregon Tractor Company, informs that the '23 Packard is a six-cylinder limousine which sold in 1922 for \$3,562. The 1952 sedan with a large motor now sells for \$3,515.*

*Other features of the '23 model: It has 33 x 4-1/2 tires and spoked wheels, it has primer gas cups on each cylinder, a built-in air compressor on the transmission and has 54 horsepower, it has a glass that rolls up or down between the chauffeur's compartment and the passenger compartment, it has a one-way speaking system from rear to front. The car has blinds for the rear and two rear-side windows. The rear compartment has one large seat and two small jumper seats. The car weighs 3,525 pounds, has a road clearance of 10 inches, and a wheelbase of 126 inches. The car's cylinder size is 3 5/8.*

*Harold Woodruff's 1934 Packard is also a limousine. It has 12 cylinders and 160 horsepower. It weighs 6,350 pounds and cost him \$7,200. The car is seven-passenger. It has a 147-inch wheelbase. Other features include vacuum-operated brakes, hydraulic valve lifters and automatic chassis oiler. The car also has a ride control, which is used to control the tension on the shock absorbers. The tension may differ in accordance with the type of road on which the car is running.*

*Woodruff's Packard has 39,000 actual miles on it today. It has been used mostly in funeral work and as a family car. He acquired it at Oregon City. He still drives it daily and remarks that it handles easily.*

*The modern 1952 deluxe sedan with a large motor is the latest Packard built. It has eight cylinders, 155 horsepower and a 122-inch wheelbase. The inside front cushion is 63 inches wide and the rear cushion is 62 inches.*



September 24, 1952

From the *La Grande Observer*, Wednesday, September 24, 1952, Page 1:

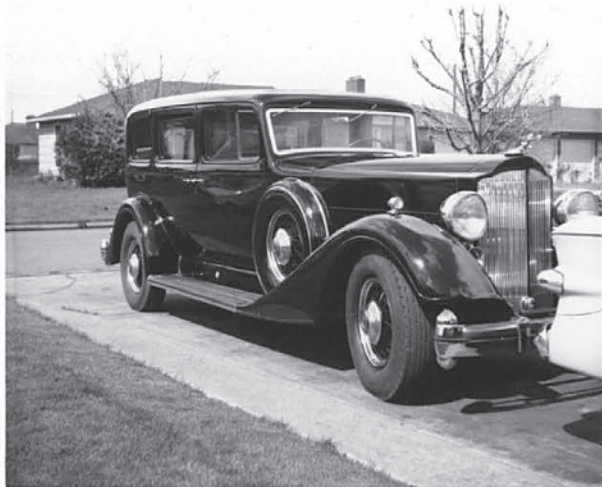
**"No. 'Woody' Hasn't Struck It Rich; Car Cost Much Less"**

*Harold Woodruff, Safeway manager, has not come into a vast fortune as some La Granders have come to believe. Nor has he made any veiled attempts to duck the internal revenue collector. The truth is that Woodruff just hasn't any hidden fortune. In fact, he had to win the jackpot at the Kiwanis Club last night in order to obtain enough dough to get home.*

*Rumor had it that "Woody" must have extra spending stuff, because he paid out \$7,200 for the Packard automobile which he has been driving recently. At least that's the impression many received after reading a story in the Evening Observer yesterday. However, the Observer reporter didn't know that Woodruff had recently acquired the car. He thought Woodruff had paid that price for it in 1934 which was its cost at that time. Actually, Woodruff purchased his 1934 Packard for about \$300 six months ago.*

After finding these articles I contacted the *La Grande Observer*, which is still in business. I told them about the Packard, my research and their articles. They liked the story so much that they published an interview about my research in July 2016.

**CLASSIC  
1934 PACKARD V-12, seven pas-  
senger limousine. Sell or trade.  
1268 6th Street, Springfield.**





Through that *La Grande Observer* interview, I got to know Kathryn Metcalf. She was the babysitter of Harold Woodruff's daughter, Susan. Kathryn is a wonderful person and has a great deal of experience in genealogy and she helped me locate Susan Woodruff. Susan remembers the Packard, especially the divider window and how she played in the Packard as a child while it was parked in the yard. She said, "After all, what child had her own limo?"

I also got to know Bob and Alice Finch through the interview. Bob's father was a good friend of Harold Woodruff and grew up with him in Portland.

### 1958: Hogan Hanson, Springfield Oregon

Hogan Hanson offered a 1934 Packard Twelve, seven-passengers limousine for sale in *The Eugene Guard* (Eugene, Oregon) on Saturday, May 10, 1958 (page 11). I know that the next owner Bill McCready bought the Packard around that time and he lived only about 100 miles away. It is very unlikely that a second 1934 Packard Twelve seven-passengers Limousine was in the area. According to the Motor Vehicle Registration books for Oregon from 1942 to 1946, only three 1934 Packard Twelves were registered in the state of Oregon.

### Around 1958: Bill McCready, Forest Grove, Oregon

Bill McCready bought the Packard most likely from Hogan Hanson and added it to his collection of about 30 antique cars. The Packard was one of the latest acquisitions and compared to the other cars in the collection it was a rather young car. Bill died in 1962 and his wife knew that she could not keep the collection. By 1963 or 1964 most of the cars had been sold. His son Dave remembers the Packard very well and it was one of the first cars being sold. When I called David McCready (the son of Bill McCready) in May 2015, he assumed that the Packard was used by a funeral parlor in the Portland area, because there were not many such formal cars around in the area.

### David P. McCready

President of the Historical Automobile Club of Oregon in 1970 and he still has a picture of that Packard Twelve in his house, which I hope to receive one day.

LICENSE PLATE NO. 1934		VALIDATION TAB NO. 329670		TAX YR. 81	TYPE MOTV
POWER AND USE CLASS GPAS	MOYR 34	VEHICLE MAKE PACK	SERIES & BODY TYPE 4D	TAX CODE AA27	INC UNINC X
VEHICLE IDENTIFICATION NUMBER 901787		FLEET NO.	EQUIPMENT NO.		
GROSS WEIGHT	SCALE WEIGHT	PURCHASE COST	PUR. YR.	NO. SEATS	
LICENSE FEE 3050	GROSS WEIGHT FEES NONE	EXCISE TAX 220	PAY THIS AMOUNT 3270		
NEW LICENSE EXPIRES DEC 31 1981		ASSIGNED RENEWAL MONTH DEC	MO. 12	DAY 12	YEAR 1980
PARKER JOHN D 1919 50TH AVE NW GIG HARBOR WA 98335			PAID MAR 19 1981 02-01-2		

### 1961: William F. Henderson, Eugene, Oregon

In 1961 the Packard was sold from an antique car collection in Forest Grove. William Henderson heard about that sale and offered \$1,100 for the 1934 Packard 1108 Limousine.

The son of the owner was not happy about the sale or the sale price. The odometer at purchase showed 41,000 miles (according to William F. Henderson).

Six months later Mr. Henderson took the Packard to a swap meet in Eugene, Oregon. He was curious about what the car was worth and offered it for sale for \$1,500. The son of the former owner came along and saw that the car was for sale. Still unhappy about the sale of the Packard, some unpleasant words were exchanged.

Mr. Henderson worked for Mr. John D. Parker and sold him the Packard in 1964.

In 1965 the son of John Parker's partner, Harry Sanford, took the Packard out for lunch. Harry Sanford Jr. was 21 years old at that time. He approached a stoplight where three cars were waiting. He did not realize the weight of the car or the brake effort needed to stop the car and he rear-ended one car; the other two cars were subsequently hit.

As Mr. Henderson remembered it, the fenders were dented but it did not harm the grille. The car was worked on by a body man from the local Ford-Mercury dealer in Eugene, Oregon. That man told Mr. Henderson that he should not bring back the Packard for bodywork because the metal was so hard. He compared it to straightening a German tank. That was the toughest metal that he ever put a hammer to.

The daughter of Mr. Henderson was five years old when he owned the Packard. She liked to sit in the back seat because the radio control is on the right armrest. She would turn the radio on and being a kid, she turned it up real loud. Mr. Henderson would ask her to turn down the radio. Her response was to roll up the divider window.

### 1964: John D. Parker, Eugene, Oregon

John Parker worked in the lumber industry selling logging machines. William Henderson worked for Mr. Parker at that time and he swapped the Packard for a piece of lumber machinery. The Packard was the best antique car the Parkers had.

### 1967: John D. Parker

Gig Harbor, Washington  
John and his wife Phyllis moved from Eugene, Oregon to Gig Harbor, Washington.

1977: The Packard is mentioned in Ed Blend's Book "The Magnificent Packard Twelve of Nineteen Thirty Four." [BLE77]

### 1981: Registration from John Parker

In 2014 the history research stalled in the year 1985 when the Packard was sold by Tom Crook. I knew the Packard belonged to John Parker from Washington in 1977 because of Ed Blend's book. I tried to locate John Parker from Washington. The White Pages list 112 results. In February 2015 I was working on the Packard installing traffic lights which are required in Germany. I took off the left side covering behind the hand brake to search for room for cables and I found the registration from 1981 in the name of John Parker, showing his full address. I went to Google maps to locate the house and then searched the White Pages again. I found Phyllis Parker and an address about 1.1 miles away from the address on the registration and there was a telephone number listed, as well. I called Phyllis Parker and told the story of the 1934 Packard.

Phyllis listened silently and then explained she was the wife of John Parker. Her husband died in 2014. She remembered the Packard very well and was willing to help me research its history. Her husband kept a diary and she was able to track down the sale of the Packard to 1964.

On March 18, 2015, Mrs. Parker traveled to Forest Grove which took her three hours by train. Her plan was to visit some friends and find out more about the history of the Packard and talk to David McCready in Forest Grove.

**1985: Tom Crook Classic Cars, Auburn, Washington**

**1985: Norman V. Herstein, Redmond, Washington**

Director of the Pacific Northwest Region of the Classic Car Club of America in 1976.

**July 1986:** Norman Herstein participated in the CCCA's Pacific Northwest CARavan V together with Thomas Kerr who bought the Packard afterwards. The tour took place in July and traveled to Victoria, British Columbia.

Does anyone have photographs from that CARavan which might show the Packard?

**July 31, 1987: Thomas R. Kerr, Bethlehem, Pennsylvania**

Odometer at purchase: 43,579 miles. The car was driven 1,558 miles during Kerr's ownership. Jim Cox took care of the car during the early years of Kerr ownership. In 2013, the Stone Barn of Vienna, New Jersey worked on car.

**October 15, 2013: Dragone Classic Motor Cars, Westport, Connecticut**

**June 6, 2014: Dr. Andreas M. Straube, Waging am See Germany**

From the east coast of the United States to the west coast, up into Canada on a driving tour and finally across the Atlantic to Germany, it's been quite a ride for this Packard. And for all of its owners.

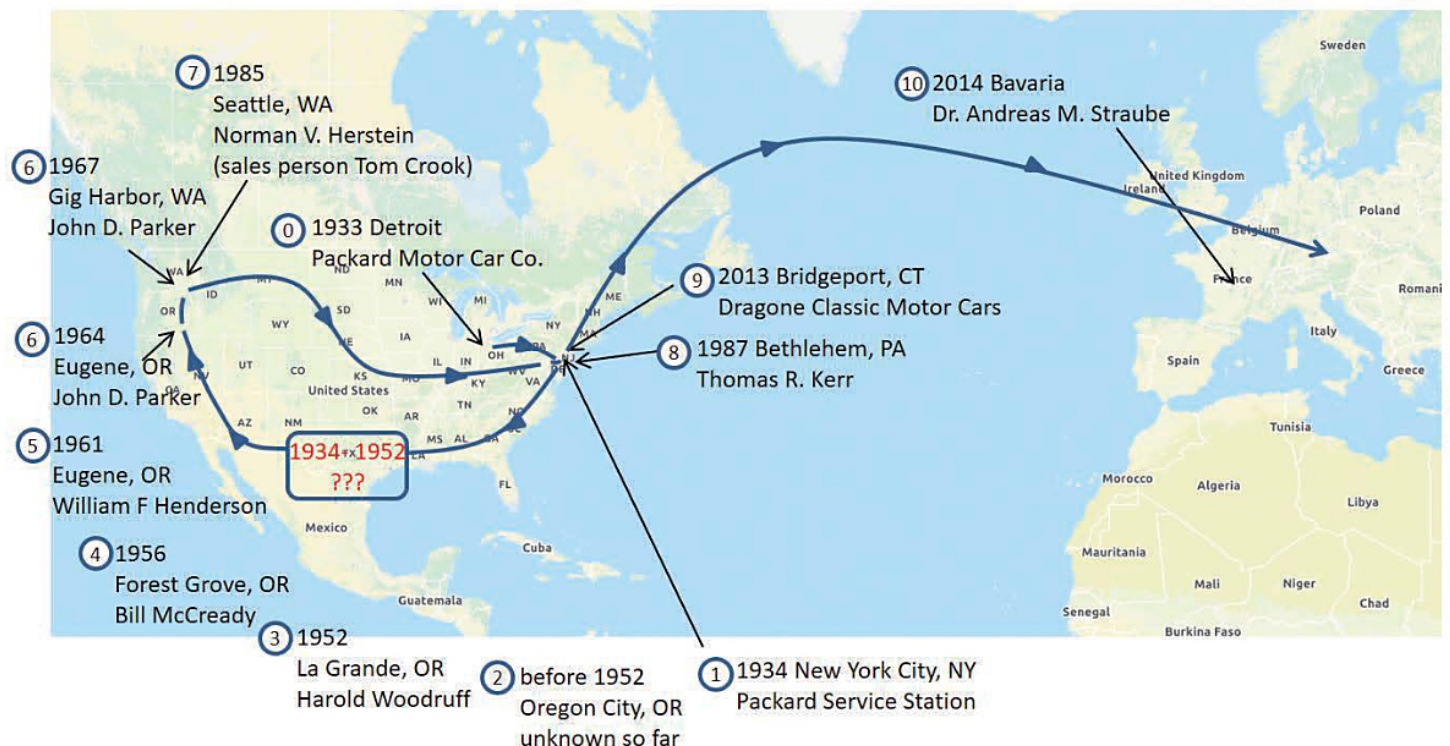
**Bibliography**

[BLE77] The Magnificent Packard Twelve of Nineteen Thirty Four, Edward J. Blend, 1977, printed in Irwin, PA U.S.A. by Rodgers Printing Co. Library of Congress 77-79665, Issue Number 87, p. 31.

[STR16a] The Secret of the Packard Proving Ground Tag, Part II, Andreas M. Straube, The Classic Car, Volume LXIV, Number 4, Winter 2016, p. 30-33, 40.

[STR16b] The Secret of the Packard Proving Ground Tag, Part I, Andreas M. Straube, The Classic Car, Volume LXIV, Number 3, Fall 2016, p. 30-32.

[PAC33] Packard Sales Information, Packard Motor Car Company, Detroit, Michigan, 1933, Service Section, VIII. Improving Cars-Quality Committee, p. 3.





***First and Still the Finest***

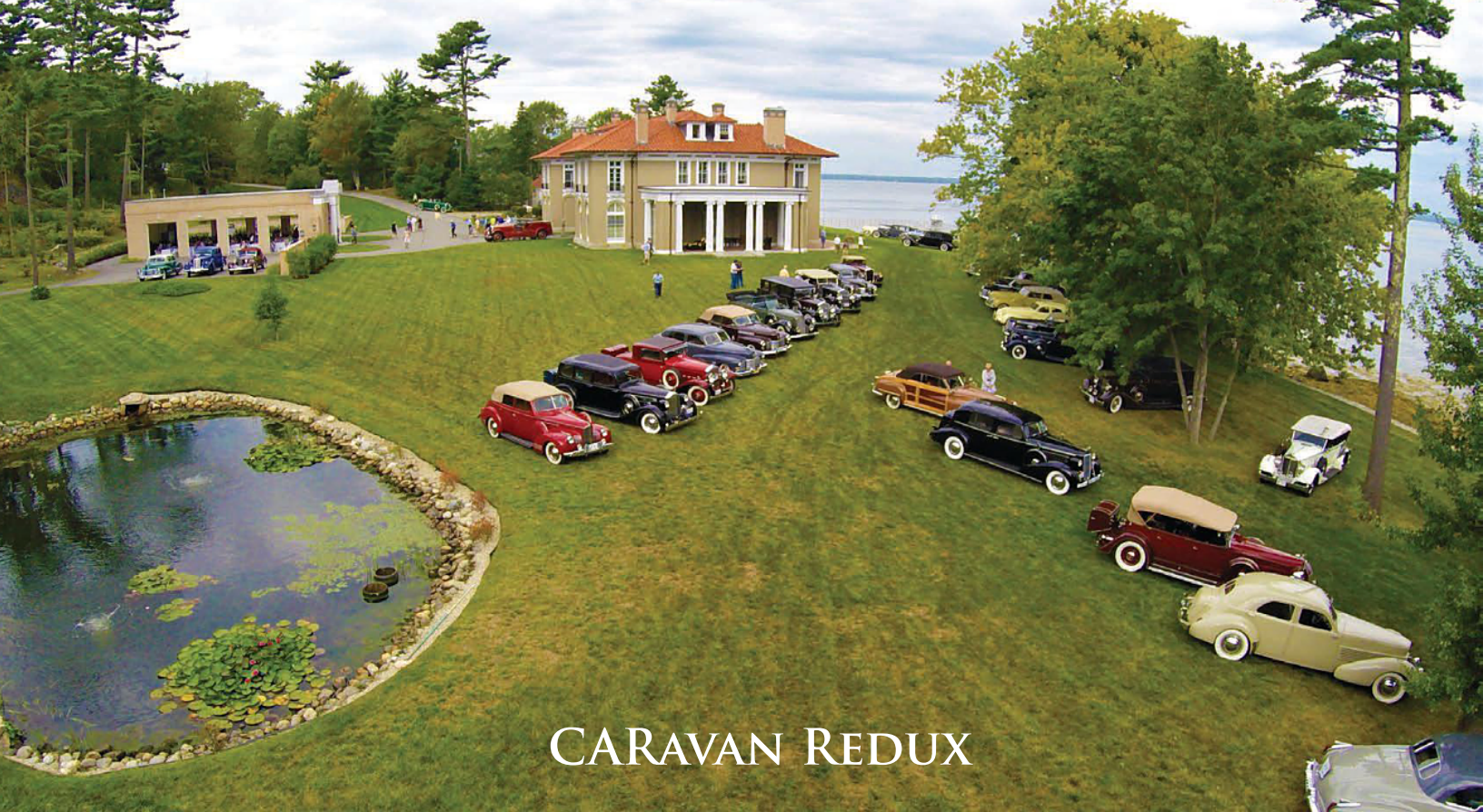


**Protecting Your Investment Since 1970**  
**Call for a free quote and see the difference**  
**1-800-325-4267**  
**[www.PassportTransport.com](http://www.PassportTransport.com)**

**At Passport Transport we realize you have a lot of choices when it comes to enclosed auto transport but we believe our drivers make the difference. They possess something we call "Passport Pride" and it's demonstrated in the personal attention they give every car they transport.**

- ~ Our Drivers Average 15 Years Experience ~**
- ~ Up To \$10 Million in Coverage ~**
- ~ Real Time Online GPS Tracking ~**
- ~ Competitive Pricing with Realistic Timing ~**
- ~ No Brokering, No Warehousing ~**





## CARAVAN REDUX

*The advent of drone photography yields amazing visuals. Christopher DeMarey shares these from the Classic New England CARavan, September 2016. Clockwise from top left: At Bill Ruger's Estate; at the Mt. Washington Resort; at the Boothbay Railway Village; at the Bahr's Estate.*







# COACHWORK LINES

by w.e. gosden

## SAF-DE-LITES: A LITTLE-KNOWN AUTHORIZED CLASSIC ACCESSORY

By WALT GOSDEN

Accessory driving lights were fairly popular during the Classic Era, primarily for practical purposes. Road conditions were for the most part fairly dismal and if traveling at night any extra illumination would make the driver aware of debris, ruts and holes in and on the road surface. Beyond that, this added lighting helped determine where, on the right side, the road ended and the shoulder (if there was one) began.

Today the most popular driving lights from the period that collector's fit to their cars were made by such companies as Pilot-Ray, Trippe and Unity. These are now used more for decoration than for nighttime driving illumination. There were other manufacturers of accessory lights: Owl lights, oval lights and one that Packard featured in its accessory catalogs from 1924 through 1930, the Saf - De - Lite.

Carroll H. Montague was a prominent, well-respected citizen of Richmond, Virginia. Together with his wife and son, he lived in the Monroe Terrace apartment building which was located in a fashionable residential area. Their 12-story apartment house at the corner of Laurel and Franklin Streets was one of the first all-steel frame high-rise apartment buildings to be built in Richmond. (Today it is part of Virginia Commonwealth University.) The Montague's would annually visit Pinehurst, North Carolina for vacation and Carroll Montague was on the advisory board of the Federal Fuel Administration of Virginia.

Mr. Montague was also an inventor. In the era just after World War I, he invented and patented (on January 6, 1920) a driving light he called the Saf-De-Lite. By 1921 production had begun and the quality of these lights was noticed by the Packard Motor Car Company.

The lights were made of brass and nickel-plated and the patent noted that the light rays directed downwardly to the right of the vehicle to illuminate the right

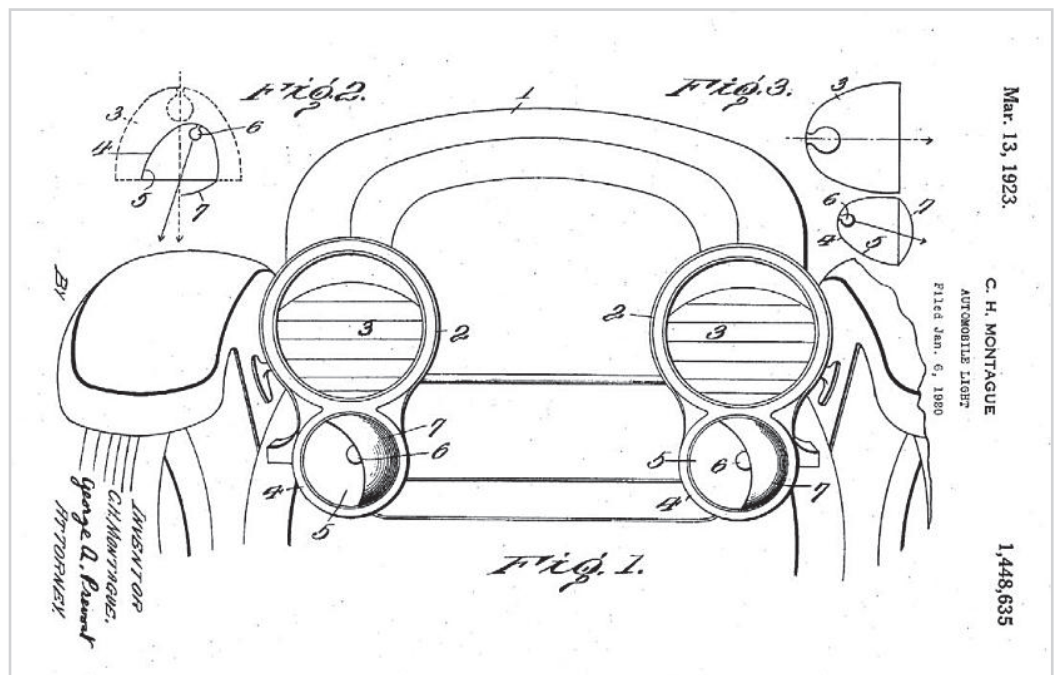
side of the road only and "will eliminate the objectionable glare from the eyes of the approaching driver." A curved shield is attached at the top left side of the front of the light to direct the illumination to the shoulder of the road.

Packard first listed these lights in the large accessory catalog issued in 1924. They were shown mounted to the front of the car and the catalog noted in its introduction:

"The accessories described and illustrated in this catalog have been selected with the utmost care as being fitting additions to America's finest car. We have drawn on the many accessory markets in order to present to the Packard owner accessories which we can unhesitatingly guarantee.

*Packard accessories on Packard cars give that finishing touch which cannot be procured through the attachment of a miscellaneous assortment of the ordinary accessories with which the market is cluttered."*

So Packard spelled it out pretty clearly they didn't want their cars all gobbled up with cheap trinkets that would make their fine automobiles look like it belonged in a carnival sideshow.



# A SPECIAL SERVICE FOR THE PACKARD OWNER

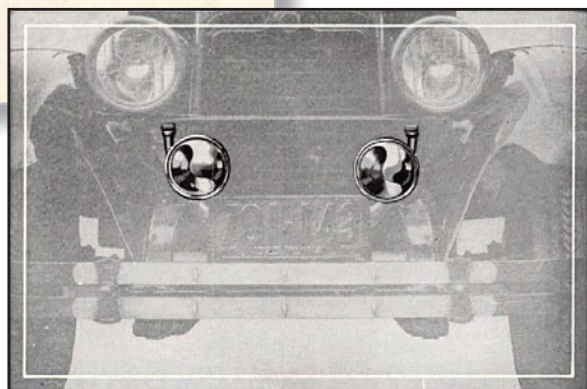
The Packard Motor Car Company believes it part of a complete service to aid Packard owners in selecting proper additional equipment for their cars. For this reason it operates an Accessory Division whose duty it is to choose a limited number of such items. These are illustrated and described in this catalog. All have been thoroughly tested and many especially designed for Packard owners. They are all approved by the Engineering Department and hence are the most logical ones for installation on Packard cars. Every Packard Approved Accessory can be purchased through any Packard Distributer or Dealer.

Catalog No. 600  
November 1st, 1929

*Saf-De-Lites, as illustrated in the Packard Accessory Catalog.*

The Saf-De-Lites were described in the 1924 catalog as "An accessory for night driving which throws the light to the right of the road where it is needed and entirely eliminates glare. Simple to attach and efficient in operation. May be had in black and nickel or plain black finish."

It is interesting to see the illustration they used. The lights were attached to the ends of the chassis where the bumper would mount. Even more interesting is that the Packard on which they are mounted has 1923 Virginia license plates and below the state license plate is another noting Richmond, the city where the inventor of the lights --Carroll Montague, resided. Is this just a coincidence? Or perhaps Mr. Montague was a Packard owner and placed a pair on his own car and showed these to the Packard Company to draw interest? One will never know for sure but it seems likely that was the scenario.



## Saf-De-Lites

A USEFUL accessory for night driving, which throws the light to the side of the road where it is needed most. It does not glare. Simple to attach and efficient in operation. Available in black and chromium or all chromium.

The lights went from being mounted near the bumper when first offered in 1924 to being hung from the headlamp bar as the years progressed. Nineteen thirty was the last year that the Saf - De - Lites were offered by Packard in their accessory catalog. In an accessory catalog dated November 1, 1929 and showing the new 7th Series Packards of 1930, the catalogs theme was "a special service for the Packard owner". Once again Packard made perfectly clear about what accessories they wanted mounted on their cars. By now the lights were available in black and chromium (rim) or all chromium. As mentioned, by this time the lamps were mounted off the headlamp bar inboard, from the large nut that held the headlamps in place. Prices for these lights in 1930 were \$24 per pair for the black and chrome version or \$30 for the all-chromium ones. By contrast an open car spot lamp was priced at \$16.50 and a single Pilot-Ray light was \$38.50. The accessory catalog price list noted the cost was an "attached price" - the lamps mounted on the car at the factory or by the dealer.







## ***EXPERIENCE THE FIRST EVER AUBURN SPRING TRIPLE CROWN!***

The first of two annual sales held at the historic Auburn Auction Park, Auburn Spring has quickly emerged as a spring tradition for collectors and enthusiasts alike. Soak up the auction excitement as hundreds of vehicles go under the gavel or uncover treasures in the swap meet and car corral. An exciting addition for 2017, for the first time in history, the Antique Automobile Club of America and the Classic Car Club of America will come together to host a joint meet for their members, making the Classic Car Capital of America, and more specifically, the Auburn Auction Park, a must-visit destination.

*visit [classiccarclub.org](http://classiccarclub.org) for more information and to register*

**CALL TO CONSIGN OR BID! • CALL 877.906.2437**

# AUCTIONS AMERICA



[auctionsamerica.com](http://auctionsamerica.com)    

Auction License: #AB1943 • Auctioneer: Brent Earlywine AU942

CLASSIC CAR CLUB  
OF AMERICA





## Where are *we* today?

By RON VERSCHOOR

**T**he articles in this issue came from members who were willing to share their experience and knowledge, as well as the histories of their Classics with the membership at large. These members exhibit an enthusiasm for their Classics and recognize the importance of documenting a car's history. Their efforts align with our mission statement which reads:

*The Club seeks to further the restoration and preservation of distinctive motor cars produced in the period from 1915 to 1948, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these finest examples of automotive craftsmanship. The sole requirement for membership is a demonstrable interest in Classic cars.*

Our Classic cars will survive, with or without us: they are tangible assets and have innate value. But will their histories survive? That question can only be answered by the members of the Classic Car Club of America.

As John Wholihan wrote in his introduction to this issue, provenance focuses on ownership history. Equally important are the experiences each Classic has enjoyed—tour participation, locations visited, awards garnered and restoration or preservation efforts they have received. That history may or may not travel with a car. It all depends on where *we* are today.

While we're on the subject of documenting history . . . I'm asking for help about a car of interest to me.

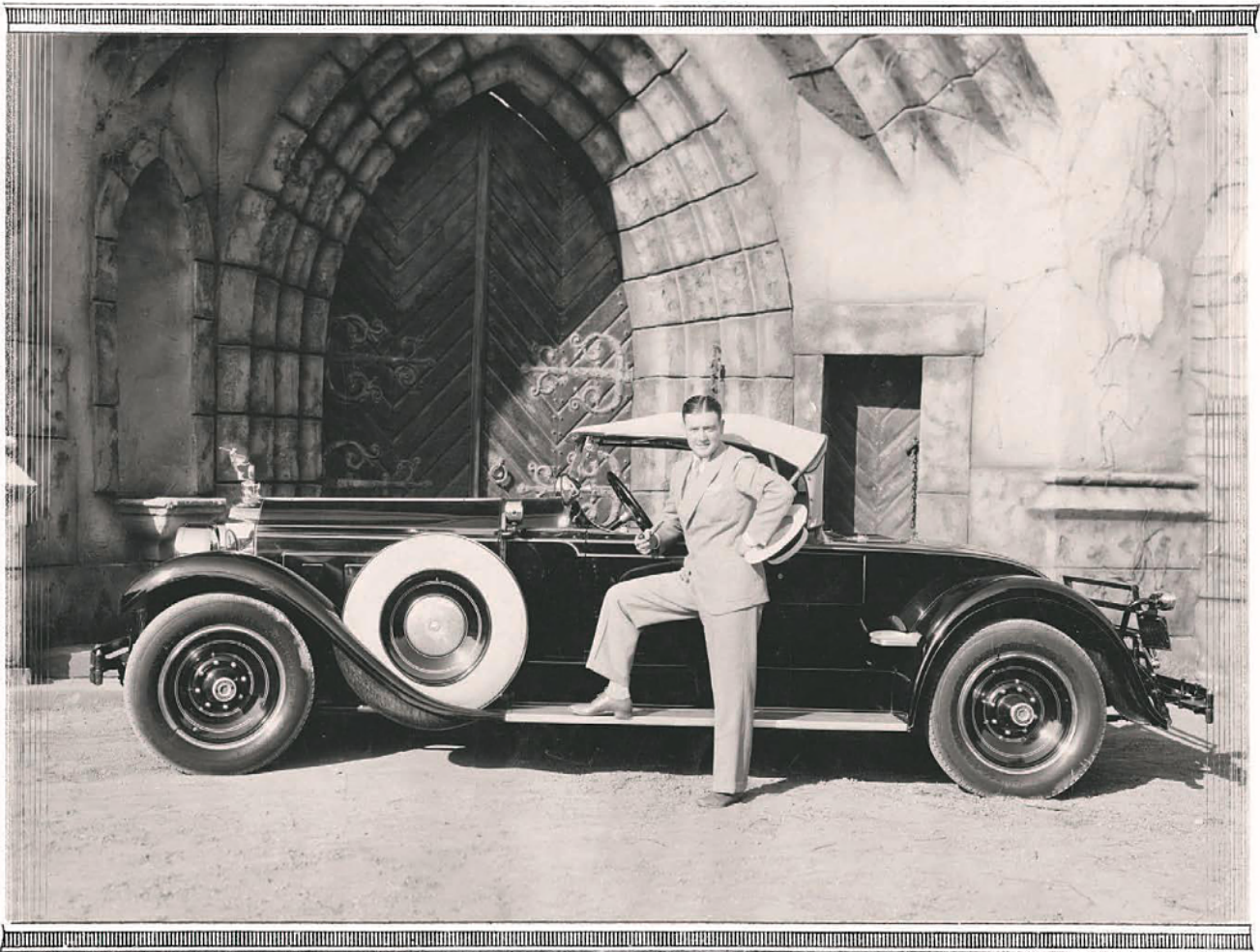
Pictured here is one of the many Classics owned by Marjorie Merriweather Post. She must have been fond of this body because she moved it to a new chassis. Twice.

Its Brewster body originally adorned a Springfield Rolls-Royce Phantom I chassis (S287RM), owned by her husband at the time, Edward Francis Hutton. The car, described as a "Landaulet de Ville" was sold December 17, 1927, priced at \$20,555. In January 1935 she purchased a Packard Twelve chassis (1208-211) and had the Brewster body moved from the Phantom I chassis to the Packard Twelve chassis. In July 1939 she purchased a new Packard Twelve chassis (1708-2023) and moved the Brewster body a second time, from the 1935 Packard chassis to the 1939 Packard chassis. (Details of her many Classics appeared in an article in the Spring 2012 *The Classic Car*.)

I don't know how long she kept this 1939 Packard, perhaps through the War, but she probably parted with it before 1948 when her automobile of choice was a 1948 Chrysler Imperial Derham Limousine. My spotty history of the 1939 Packard picks up years later at the Museum Auto, Petit Jean Mountain, Morrilton, Arkansas. I'm not sure when they acquired it but that museum reports the car was previously owned by "Mr. Rockefeller" who acquired it from the James Melton collection in 1961. I have not found anything to corroborate that part of the history.

In 1976 the car was purchased by the Harrah's Automobile Collection (image at that time shown here) and was then sold to Ralli Dimitrius, of Pasadena in 1986. Has anyone seen it lately?

# They don't always sell themselves.



**When it comes to selling a special car, there's only one call you need to make.**

If you're curious about the best place to sell your car - we'll tell you. We help collectors determine market value and prepare their cars for sale. Our international reach and expertise, simply put, gets cars sold. We're the nation's largest, full-service classic car facility.

**Before you consign your next car, call us.**

**25** YEARS **HYMAN LTD.**  
YOUR PASSION, OUR PROFESSION.

To find out what your car is worth go to [www.hymanltd.com](http://www.hymanltd.com) | 314-524-6000

