



# *Mt. Hood Region Cadillac & LaSalle Club Portland, OR*



**May 2019 Newsletter**

Website: [www.mthoodclc.com](http://www.mthoodclc.com)

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**Director's Message:** Greetings to all.

Kathryn and I just returned from The CLC Grand National in Louisville KY. It was a great event with a diverse group of cars on display and many tours to choose from. I was pleased to see how many LaSalles were there with Cadillacs ranging from the old, to a new concept car furnished by Cadillac. Be sure to check out the next issue of The Self Starter for details of the event. More stories of our trip at our General Meeting.



Our Club, Mt Hood Region has many events scheduled for this summer. I encourage all to attend. For instance, the Mecum Auction this weekend 6/21-6/22, also, the June 28<sup>th</sup> Club Driving Tour directions were emailed out. See you at our General Meeting June 26<sup>th</sup> at 16087 SE 82nd Dr, Clackamas, OR 97015.

*Greg Duthie*  
*Director, Mt. Hood Region CLC*

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## 1960... The Bobby Darin "Dream Car"

*submitted by Roger Hull*

The 1960 DiDia 150 was a luxury, custom-designed iconic, handmade car also known as the "Dream Car" forever associated with its second owner, singer Bobby Darin. The car was designed by Andrew Di Dia, a clothing designer, who Bobby Darin had met whilst on tour in Detroit in 1957. Darin telling Di Dia at the time that he would purchase the car if he ever hit it big. For seven years, from 1953 to 1960 the DiDia 150 was hand-built by four workers, at a cost of \$93,647.29 but sold to Darin in 1961 at a cost of over \$150,000 (1.5 million today). At the time the car was

listed as most expensive 'custom-made' car in the world by the Guinness Book of Records. The body was hand-formed by Ron Clark and constructed by Bob Kaiser from Clark Kaiser Customs.



Go here for more pics: <http://www.bobbydarin.net/bdcar-article1960.html>

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## June Driving Tour

A new auto museum is opening in Vancouver on June 28th in conjunction with the Great Race stop over on its way from Riverside Ca. to the American Car Museum in Tacoma. The Great Race is an annual driving rally that has occurred in a different part of the country every year since 1992. It is a timed event, limited to 120 cars of various vintage, style, etc. The grand prize this year is \$50,000 with the total prize purse of \$150,000.

- The new museum in Vancouver is the home to nearly 40 antique and classic autos from the 20's through the early 70's. Activities at the museum will include food carts, as well as live music from 5:30 - 8PM. Car Club Cruise-ins will start at 2PM. Race cars will start arriving and be on display from 5- 8 PM. The museum will have dedicated parking available for car clubs.
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- **Our Club, MHRCLC driving tour will meet at 11:30 at the Jantzen Beach Red Lion parking lot, leave at noon for a no host lunch on the Vancouver waterfront. Depart lunch at 1:30PM and drive through Fort Vancouver's Officer Row and proceed through downtown Vancouver and Old Hwy 99 to the museum site in Hazel Dell arriving at approximately 2 PM.**
- **We will need to inform the museum 2 weeks prior to the event of the number of cars club so parking can be secured.**
- **Let Richard Fabbro (360)915-4689 know by June 14th if you plan to participate.**



## **Rolls Royce Phantom I 1928**

*article provided by your editor*

*Upon further investigation by your Editor, I have discovered more information..... regarding this article.* M. Allen Swift of West Hartford, age 102, died Tuesday on October 25, 2005. A private burial service will be held at Cedar Hill Cemetery in Hartford.

M. Allen Swift was a West Hartford, Connecticut native who was very fond of Springfield. A fifth-generation gold beater, Allen was given a choice to either go to school or help his father run the family gold leaf business. If he chose the family business, his parents promised to buy him any car he wanted. Allen picked a \$10,900, 1928 Springfield Phantom I, S273 FP Rolls-Royce. He owned that car 77 years, which put him on record as being the longest single owner of a British or Springfield-made Rolls Royce in the world. He only stopped driving it shortly before his death, but not before he made sure to preserve his beloved Phantom I roadster with 170,000 miles on it and an engine that still purrs like a sewing machine. Two months before he passed away, he gave the car and a million dollars to the Springfield Museums.

In late November the museum received wonderful news: an advance distribution of 25% of the total bequest from Allen Swift's last will and testament to be "used for the museum's general uses and purposes." Swift, a long-time member of the museum, generously remembered the museum in his will. Needless to say the museum was overwhelmed and honored by Mr. Swift's generosity and commitment.

Unfortunately, there was no institutional memory about Allen Swift and no record of his interest in the museum beyond a few small gifts in the early 90's. However, his son-in-law, Ernest Smith, a retired mechanical engineer and model maker, helped us unravel the mystery about Swift's attachment to the American Precision Museum.

Smith was very helpful in providing background on the company, M. Swift & Sons, founded by Swift's grandfather. The company's first product was gold leaf made by hand, a process known as gold beating. Gold leaf became the company's #1 sales product. When Swift and his brother took over the company, they refined the stamping foils process, and their foils were used by all the major greeting card companies.

But industry change came hard for Swift, who grew up in the business and preferred the old ways. Smith says, "I think my father-in-law liked the museum because he valued all things historic and old. He gave the museum line shafting that has been on display, and he liked to think that his gifts would be preserved and taken care of."

Smith recounted a favorite story about Allen Swift and his daughter Edith, who later became Ernest Smith's wife. When she was in high school in the early 50's, Allen Swift had a 1926 Rolls Royce, one of the last assembled in Springfield, MA. Proudly, Swift drove his daughter to school every day in this vintage car. However, She insisted that he let her off about a block from school so that none of her friends would see her in such an old car!

When he died on October 25, 2005 at the age of 102, he was still going into the office every day. While the family sold M. Swift & Sons after his death, Swift Textile Metalizing, one of the companies he started, is still run today by Ernest and Edith Smith's two sons.

This unrestricted bequest will provide support for the museum's general purposes for years to come, just as Mr. Swift intended.

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## WILLIAM S. KNUDSEN--- GENERAL MOTORS PRESIDENT AND AMERICAN PATRIOT

*This was part of a feature story I wrote for the Hood Release, a quarterly issue of the Oregon Region Classic Car Club of America, member Larry Schick*

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Born Signius Vilhelm Poul Knudsen in Copenhagen, Denmark on March 25, 18790, William S. Knudsen emigrated at the age of twenty to the United States. Shortly after changing



his name, he began working in the shipyards and railroad shops of industrial America in the early Twentieth Century. With the technical education he received and the experience he gained as a bicycle mechanic in his native Denmark, he soon found employment with the John R. Keim Company of Buffalo, New York, a manufacturer of bicycle and small stamped automotive parts. As the auto industry expanded, the company received an ever-increasing demand for its automobile parts, particularly driven by the popularity of the Ford Motor Company's Model T, prompting Henry Ford to acquire Keim in 1911. In 1913, he was summoned to Detroit to expand Ford's national network of assembly plants, enabling him to play a key role in the development of the modern assembly line and the principles of mass production.

After managing Ford Motor Company's World War I production of submarine chasers, Knudsen developed a strategy for Ford's international production following the war's end. Despite his remarkable success in becoming an expert on mass production and gaining experience as a skilled production line manager during his tenure at Ford, he found Henry Ford's dominating manner and constant interference intolerable, forcing him to resign from his position in 1921.

Hired by General Motors President Alfred P. Sloan in 1922, he was named President of the Chevrolet Division of General Motors in 1924, a position he held until 1937 when he was appointed General Motors President, succeeding Sloan, newly named Chairman of the Board. During his tenure as that division's president, Knudsen led Chevrolet to phenomenal gains in annual sales, surpassing Ford's industry-leading Model T for the year 1927-1928. After recapturing its position as sales leader for 1929-1930, likely the result of the new Model A's debut, Chevrolet once again regained the sales leadership from 1931 until the end of automobile production in February, 1942 in support of the war effort.

Anticipating the looming need to streamline the procurement of raw materials and the mass production of military equipment mandated by a world war, President Franklin D. Roosevelt asked Knudsen to join the advisory commission to the Council of National Defense in May, 1940. That soon led to his appointment as Chairman of the Office of Production Management and member of the National Defense Advisory Commission. Following his convictions as a devout Lutheran and his deep gratitude for the opportunity he attained as an American immigrant, Knudsen resigned from his position as President of General Motors with its \$300,000 annual salary and willingly accepted his new non-paid government position, angering Chairman Sloan and other General Motors board members.

In January, 1942, William Knudsen was commissioned as a U.S. Army Lieutenant General, becoming the only civilian to ever join the army at such a high rank. He ultimately rose to his highest governmental position during World War II as Director of War Production, Office of the Under Secretary of War. In these positions, Knudsen utilized his vast prior experience in the procurement of raw materials and assembly line organization he had acquired from his years as an automobile industry executive which enable him to direct the largest production effort in history, enabling America to win World War II by out-producing its enemies in every facet of military hardware.

Confident that war-time production was running efficiently and the war's end was within sight, William Knudsen resigned his army commission and returned to civilian life on June 1, 1945. Re-elected to the General Motors Board of Directors on July 2, 1945, Knudsen was assigned the inspection of the corporation's war-ravaged plants in Europe. He then suggested to Board Chairman Sloan that he be appointed to the position of "inspector general" for General Motors factories world-wide. With Sloan's formal excuse (although seemingly retaliatory), that he had reached the company's mandatory retirement age of 65 (Sloan was already 70 at the time), his request was denied, leaving him a broken-hearted man. He subsequently served in a minor role in the automotive industry in his position as Chairman of the Automotive Industry Golden Jubilee celebration in Detroit, and later briefly as chairman of the failing Detroit Hupp Corporation.

Apart from his professional accomplishments as one of the leading executives of the American Automobile Industry of the Twentieth Century who played a significant role in the development of industry giants Ford Motor Company and General Motors Corporation, William S. Knudsen secured a place in history with his vital contribution in mobilizing America's military production during World War II that was as crucial in securing ultimate victory as any decisive military engagement.

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## FOR SALE OR WANTS:

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For sale: 2 sets 1951 Cadillac 331 cylinder heads \$125.00/set, 2 sets 1951 Cadillac rocker arm L&R 1949 Cadillac exhaust manifolds \$100.00/ Pair. All parts should be considered cores. Call Greg Duthie @ 206 380 0123 or [wgd300@hotmail.com](mailto:wgd300@hotmail.com)

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Any mistakes in this newsletter were purposely put in to test if you are truly reading our publication.



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