

BUMPER GUARDIAN

Summer 2013



*1932 Packard Deluxe Eight
Model 903 Convertible Sedan
Owned by Bob Newlands & Jan Taylor*



PNR CCCA Region Events

Events in **bold-type** sponsored by PNR-CCCA.
Other events are listed for your convenience.
Details can be found at www.ccca-pnr.org or by
contacting the Event Manager.

July 4th

Yarrow Point Fourth of July

PNR Contact: Al McEwan 425-999-4485

July 12th & 13th

Concours at the Wood

PNR Manager: Kim Pierce 425-330-2665

August 5th

Pebble Beach Motoring Classic Kick-Off Party

PNR Contact: Army Barer 206-785-2036

August 10th

Steinman's Summer Picnic

PNR Contact: Gary Steinman 206-999-7822

August 31st

Crescent Beach Concours d'Elegance

PNR Contacts: Colin Gurnsey 604-788-7429

John Carlson 604-307-6474

September 5th-7th

Kirkland Tour d'Elegance

PNR Contacts: Stan Dickison 206-949-1115

Al McEwan 425-999-4485

September 8th

Kirkland Concours at LeMay

PNR Contacts: Jerry Greenfield 253-653-5060

Bill Vadino 425-246-1212

October 4 & 5:

PNR Fall Tour to Mahogany & Merlot

PNR Contact Monty Holmes 206-624-3995

December 1st

50th Anniversary Party,

Annual Meeting & Holiday Event

PNR Contact TBD

2013 -14 CCCA National Events

Annual Meeting 2014

Jan 8 - 12 Naples, FL

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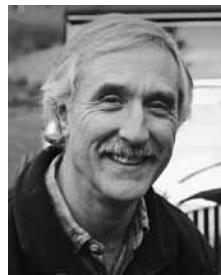
June 8, 2013 Southern California Region

July 20, 2013 Michigan Region

CARavans

Sept. 6-12, 2013 Sun Valley CARavan

Sept. 12-20, 2014 Michigan Region



Director's Message

Welcome to the sweet spot
of Summer.

The last month has proven that the Pacific Northwest does occasionally host weather patterns that do not inexorably involve water falling from the sky. Despite the meteorological challenges of Winter and Spring, we have already enjoyed garage tours, picnics, museum tours (complete with a responsible racing competition) and a chance to replenish our wine cellars. Now we get to transition into Prime Time!

I remind everyone again that this is the Pacific Northwest Region's 50th Anniversary year. We passed that May milestone and did a little celebration in combination with Exotics at Redmond Town Center. Good car people but who wants to celebrate at the mall? We tied into a gathering just to the North at Chateau Ste. Michelle. OK, OK, that was not an official celebration, but it was fun anyway! How those two cases of wine found their way into my back seat, I'm not telling. And there is more on our Anniversary celebration plans to come.

We all should be very proud of our club. We enjoy a strong National organization that, in turn, enjoys a dedicated Pacific Northwest member contingent in Stan Dickison, Howard Freedman and John Kefalonitis. And here you are enjoying the award-winning Bumper Guardian so skillfully edited by Karen Hutchinson and Ray Loe (note I said nothing about them cracking the whip to finally get me to write Director comments).

Continues on page 30

BUMPER  GUARDIAN

**Pacific Northwest Region
Classic Car Club of America**

The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was founded in 1963.

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Board of Managers' Meetings:

1st Wednesday at the
Rock Salt Restaurant on South Lake Union
5:30 Social Gathering, 6:00 Dinner/Meeting.
Open to members

Minutes on the web and available upon request.

Membership:

Regional membership is available only to Classic Car Club of America National members.

Advertising Policy/Rates:

The Bumper Guardian will print classified advertising free of charge to members on a space available basis. Display advertising rates are available on a prepaid basis only.

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Disclaimer

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1932 PACKARD DELUXE EIGHT MODEL 903 CONVERTIBLE SEDAN

Owned By Bob Newlands & Jan Taylor



Bob Newlands and Jan Taylor like Packards. (That may be one of the biggest understatements ever printed in this publication.) They have been collecting Packards and participating in Packard and Classic Car Club events for decades. When a car catches their eye they are "on it". Sometimes that involves patiently waiting for several years until the current owner can be convinced to part with his gem and other times, it means jumping quickly to seize the opportunity. The latter is the case for our beautiful "Showcase Car".

Eleven years ago, while they were still living in Southern California, Bob saw Tom Crook's ad in the the Packards International News Counselor – " '32 Packard 903 Convertible Sedan, restored with many upgrades, downdraft carburetion, great car to drive cross country." He immediately called Tom Crook, liked what he heard and booked a flight to Seattle just two days later. One test drive and he sealed the deal.

Bob and Jan were now the proud owners of "Luna", their first Full Classic Car and their first task was getting it home to Glendale. Tom Crook offered to arrange shipping but Jan insisted that it would be much more fun to drive the car home. On a rainy April day in 2002, Bob and Jan drove their Packard off Tom's showroom floor and started off on a grand adventure. They drove first to Snohomish, next took the ferry to Friday Harbor, drove down I-5 to Portland, and then followed the Oregon and California coastline for nearly one thousand miles before reaching home. Now that is courage of conviction! The Packard performed flawlessly, they never even opened the tool box on the inaugural trip.

Given Luna's beauty and reliability, you might think the car has been pampered and carefully garaged over the past 70+ years. Nothing could be further from the truth. Jan traced the car's history back to 1978, when Dick Clifford, from Oakdale, CA, found it in great disrepair. He brought the carcass home and spent the next eighteen years restoring the car. When he finished, it was a thing of great beauty and went on to win several first-place awards in Central California.

Dick sold the car to Don Saunders, of Bayliner Boats in Seattle, who found it perfect for his plans to drive the 1997 Peking to Paris road rally. Don immediately began making specific modifications to meet his

needs on the rally; two gas tanks with their own marine fuel pumps, an overdrive, a 12-volt system with alternator, an extra panel of gauges, heavy duty radiator, an oil cooler, and sealed beam headlights were all added. Mr. Saunders was a veteran worldwide tourer. He carried axles and spare parts mounted under the car, and added a water purification system on the trunk rack. Lore has it that he dropped the "tranny" in the middle of Siberia. (Maybe Mongolia, since the tour didn't go to Siberia that year.) He called Ernie Crutcher and told him to find another and drop-ship it to him!

The daily rally reports shown at endurorally.com, often mention who dropped-out and why, but there is no mention of our feature car until day-3 with the first set of results. Seventy-seven cars were "clean" but the remaining competitors all had garnered penalty points (accrued in days and hours), including #15/ Saunders (3 days 5 hr.), and #6/ Cohen* (3 days 9 hr). As the rally continued, Saunders fell further and further behind, running about three-quarters the way back. On day 20 he was 69th out of 75 with a 20 day penalty. On day 23 he was last – 73rd. On day 37 Saunders' "ailing Packard was reclassified in the touring class", which had easier routes and timing restrictions. On day 40 in Italy, the commentary says

"From the leading Jeep on just 17 minutes penalty, to the 1932 Packard bringing up the rear of the touring class with more than 19 days in black marks, the rally moves closer to the finish on Saturday. No fewer than 82 cars from 94 starters are recorded as still participating. And there are more besides. Herman Layher with the 1907 La France has unofficially rejoined the event, having recovered from his pneumonia and hypothermia contracted in Tibet. The Cohens, whose Stutz retired early have also returned, albeit in a Bentley instead!"

Clearly, a 70 year-old Packard that completed the Peking to Paris race deserves to be driven! Bob & Jan have taken Luna on many adventures -- 4 CARavans (including Alaska) and multiple parades (including the Pasadena Rose Parade). On the Alaska CARavan, they traveled 1,800 miles without incident and met Barrie and Karen Hutchinson who were on their first CARavan in their Cord. After that CARavan, Bob and Jan became serious about relocating to the Northwest.

Luna has been nearly trouble-free, for over a decade: two split rims, mechanical brakes adjusted twice, and issues from commercial hauling (no more of that – they drive themselves now). They've thought of putting things back to original, like Clifford had them, but Saunders' mechanicals are so good they don't want to "mess with success".

Luna still has plenty of rarely-used parts and tools squirreled away in all corners; things like a head gasket, torque wrench, wheel puller and, of course, bendix springs (several have been required on CARavans) can all be found aboard. If you have it, you won't need it! Bob & Luna even won the Dudley award on the 2006 PNR CARavan for being the most prepared. Katie Robbins said "it was the head gasket that did it".

Luna may have been the Newlands/ Taylor's first Classic but she certainly wasn't their last. Over the years, Bob and Jan have spent more and more time on Whidbey Island and have come to consider Coupeville their residence of choice. One by one, they continue to ferry their collection of Packards to Coupeville. When you see a Packard on the road, make sure to take a second look. It could easily be Bob or Jan driving!

(*PNR members David & Adele Cohen were also in the 1997 Peking to Paris Race – see page 19).



PACKARD'S EARLY YEARS

By Raymond Loe

"Ask the Man Who Owns One"

Packard's early history has been well documented for all to see so, here I will only provide a brief overview to highlight the company's earliest years and then focus on 1932, the year of our featured car.

In 1898, James Ward Packard purchased a 1898 Winton for \$1,000. After several unhappy confrontations with Alexander Winton, Packard publicly declared that he could build a better car. Following through on his promise, the first Packard Automobile emerged from the New York and Ohio Company in Warren Ohio on November 6, 1889. It had a single-cylinder 7hp four-stroke engine promising much greater reliability than any other car on the market at that time. That automobile was sold to George Weiss who shortly thereafter partnered with James Packard to produce automobiles.

After winning several early automobile races the "Packard" automobile went into production, offering a variety of single-cylinder models from a new Warren Ohio factory where, about 200 cars were produced over the next two years. In 1901 the Packard/ Weiss partnership was incorporated as the Ohio Automobile Company. This was the last year the founding partners controlled the company.

A group of investors led by Henry Joy took over the concern in late 1901 and in 1903, the renamed "Packard Motor Car Company" was moved to Detroit. It was during this time when the phrase "Ask the man who owns one" was coined, becoming the company slogan for the following 50+ years.

In 1904, a Detroit-built, four-cylinder Packard registered a mile straightaway run of 77.6 mph confirming public recognition as this being an automobile of quality and power. The car that moved Packard firmly into the fledgling auto industry's front rank was its 48-horsepower six of 1912. In 1919, Packard leapfrogged Cadillac's new V-8 with their first "twin-six" (V-12), which remained in production through 1923. It was then that Packard supplanted it with a new straight eight L-head engine to power all their high-end models.

Wanting to introduce model changes on their own schedule rather than being compelled to compete in annual fall upgrades, in 1923 Packard began using a "Series" number to designate future model lines, a practice it continued into the '50s. Nonetheless, historians have chosen to convert the series numbers to model years, for ease of comparison.

Big news for the Ninth Series (coincides with 1932) occurred at the top and bottom of the line. Leading the fleet was a new Twin Six (renamed Twelve after this one year.) It bore no resemblance to the 1916-23 original V-12 engine being a newly-designed 445.5-cid engine that had actually been planned for an aborted front-drive chassis. Like its predecessor, this second V-12 engine would also only be in production for seven years. Meanwhile, the venerable L-head straight-eight would continue as the basis for all senior Packard engines until it was finally replaced by a new OHV V-8 in 1954.

PACKARD STATS

Fittingly, we once again feature a Packard in the Bumper Guardian as it is the car most frequently listed in our club directory. There are 83 Packards in the current issue followed next in popularity by 42 Cadillacs. However, one should note that this 2 to 1 ratio can be a bit misleading as some members choose not to list any of their Classics and others list only some of those they own.

CCCA National also shows Packard as its member's most popular Classic Car - listing 1,731 Packards out of a total 6,362 Classic Cars in the 2013 directory. Cadillac/LaSalle came in second with 1,296 Classics listed by the members. (It is interesting to note that except for years 1931, '32 and '34 Packard produced more cars than Cadillac did in every year prior to WWII.)

Out of the the midst of Packards Ninth Series offerings came our feature car. Weighing in at almost 5,000 pounds this car is one of only five Model 903-533 Eight Deluxe Convertible Sedans out of the total 16,613 Ninth Series Packards produced. It was delivered with an up-dated straight-eight 384 cid engine coupled to a new, all synchromesh, three-speed transmission. Visually, the most notable change in the Ninth Series cars was the adoption of a gently vee-shaped radiator and a new bumper with harmonic stabilizers at the ends. Standard equipment now included a new 'Ride Control' unit with three-setting adjustments of the shock absorbers and built-in automatic chassis lubrication.





Where Packard and Nature fight it out

Here, in this desert at the Packard Proving Grounds, Packard engineers lay to rest any doubts that Packard is America's sturdiest automobile.

For here Packards are pitted against the cruellest enemy Nature ever created to torture a motor car. Here Packards plough for days, hub-deep in sand.

Every new mechanical development must survive this "third degree" before it is finally embodied in the Packard. For Packard knows that if there is any weakling part, this ordeal will bring it to light. Once revealed, Packard engineers can study the cause – and learn how to make the Packard still stronger.

In this desert, too, the strength of competitive cars is tested. And Packard must surpass their record every time.

Nor is this the only Packard test of strength. Before the present Packard transmission was incorporated in the car, it was run on a dynamometer under peak load for 350 hours – comparable to driving the car up a hill 2500 miles high and 10,000 miles long. Automotive engineers had said that if a transmission could stand 150 hours of such torture without flying to pieces, it would be a miracle. Yet at the end of 350 hours, the Packard transmission was still operating perfectly.

Such strength is to be found in every

part of today's Packards. They stand, we believe, as the greatest cars America has ever seen.

Does that sound like an exaggeration? Accept this offer and prove to yourself that it *isn't!* Go to your Packard showroom, drive one of the new Packards over roads you know by heart. Compare it with every other car you've ever known. Compare it with every other fine car 1933 can offer you. We know then there will be just one car you will really want to own . . . that car will be a Packard.

PACKARD

ASK THE MAN WHO OWNS ONE

The Packard Eight from \$2150 at Detroit
The Packard Super-Eight . from \$2750 at Detroit
The Packard Twelve. from \$3720 at Detroit

ANTIFREEZE

How Changes in Formulation Affect your Classic Car

The material below has been adapted from an article in a 2010 ACD Newsletter written by Josh Malks and we have his permission to reprint it here. Information for that article came from two Rolls-Royce Club sources: Part I comes from an article in the SGA Tourer written by Bill Kennedy (Technical VP of the Silver Ghost Association) and Part II from an article from *The Flying Lady*, (the magazine of the Rolls-Royce Owner's Club) by Derek J. Harris. Part III was added by Josh Malks. In April/May 2013 Bill Deibel updated Derek Harris' research on currently available products. I thank all the contributors for their work on this very important topic.

PART I. IMPORTANT WARNING REGARDING ANTIFREEZE

by Bill Kennedy

NO OATS!

1. Use only IAT inhibited antifreeze. That means "Inorganic Additive Technology".
2. You cannot tell by the color.
3. You cannot tell by the type. Both ethylene glycol and propylene glycol could have either technology.
4. IAT may be called 'conventionally inhibited', but you really should know for sure before you pour it in.
5. You cannot tell by statements on the container about suitability for 'older cars'.
6. You cannot tell by the service life stated (although it will generally be longer for OAT fluids – they may state 'extended service').
7. Similarly, do not use NOAT or HOAT technology fluids.

Why? OAT and its related fluids were designed to have a longer service life than that of IAT coolants. Unfortunately that came with a set of bad side effects. Read more below.

Remember, NO OATs!

PART II. DETAILS ABOUT ANTIFREEZE (WRITTEN IN 2010)

by Derek J. Harris

This note recently appeared on the website for Enthusiasts of Rolls-Royce and Bentley Motor Cars (www.rrbew.co.uk).

"This is a dire warning concerning the change of formulae in various antifreeze products. Manufacturers have quietly moved to the new Organic Acid Technology (OAT) from the old Inorganic Additive Technology (IAT). That's fine for modern-day cars but in most cases the antifreeze is totally unsuitable to our types of cars and their ages. Unless the antifreeze is specifically stated as IAT, you need to check with the manufacturer's technical department. Whilst manufacturers say that the new technology is suitable for old cars, their definition of old means ten years."

There was also the story from (RR) Phantom III expert Stephe Boddice in the UK. Wanting to replace his two-year-old fluid Stephe bought new antifreeze for his PH I. His usual brand was out of stock so he bought the new "advanced" formula. It came with no warning of danger, saying it was suitable for old cars. Four weeks later he found pools of antifreeze under his car. Five months later he had a meeting with the National Technical Manager of the "advanced" coolant manufacturer. He was categorical in his statement that this "technology" is inappropriate for use in any Rolls-Royce or Bentley engine other than the latest Bentley GT and Goodwood Phantoms; no "ifs" and/or "buts"!

It turns out that "advanced" and "long-life" coolants are manufactured using an Organic Acid Technology (OAT) corrosion-inhibitor pack. The previous antifreeze used an Inorganic Additive Technology (IAT). Evidence supplied to the retailer by the manufacturer admits that the OAT-inhibited coolant is known to cause leak problems even in engines that do not use wet liners. The major fault with the inhibitor is that it attacks, amongst other things, silicone compounds. The most commonly used base compound for gasket sealants is silicone. It also attacks lead-based products (solder, babbitt), some yellow metals (cam bearings, radiators) and conventional gaskets and packing materials.

The conclusion: do not use OAT-inhibited coolant in your 20th century engine!

Inorganic Additive Technology (IAT) is the chemical composition for the traditional antifreezes that are blue in color in the UK and green in the US. An IAT can be used with either ethylene glycol (EG) or propylene glycol (PG). The normal IAT service life is two years or 30,000 miles. In the USA antifreeze with IAT is often called 'conventionally-inhibited'.

Organic Acid Technology (OAT) was the first long-life/extended-life antifreeze. OAT can be either EG or PG but is mostly EG-based. It was introduced in an effort to reduce maintenance costs, downtime and environmental disposal costs and issues. With the introduction of this totally new concept, antifreeze manufacturers wanted to differentiate

this new product from existing antifreezes. To accomplish this, they introduced different colored dyes for their long-life/extended-life products. Orange and red dyes were used first. These dye colors are still used by GM and Caterpillar. Now it appears there may be virtually no limit to the different dye colors: green, pink and blue have been added to the list of available OAT antifreezes. It is recommended that OAT not be mixed with any other antifreeze technology. The normal OAT antifreeze service life is five years or 150,000 miles.

Hybrid Organic Acid Technology (HOAT) is a combination of IAT and OAT with nitrates added. This makes HOAT suitable for use in both light-duty and heavy-duty systems. Currently, two manufacturers are using HOAT for their vehicles. The Daimler-Benz version is dyed orange and contains 10% recycled antifreeze. Ford Motor Company's version is dyed yellow and does not contain any recycled antifreeze. Both of these HOAT antifreezes use the marketing designator GO-5. They are compatible with each other but mixing them with IAT or OAT is not recommended. The normal HOAT antifreeze service life is five years or 150,000 miles.

Nitrated Organic Acid Technology (NOAT) is an OAT with nitrates added. This makes NOAT suitable for use in both light- and heavy-duty systems. NOAT and HOAT are very similar in performance characteristics. The normal NOAT service life is five years or 150,000 miles.

The color of antifreeze is no longer an accurate indicator as to whether it is an IAT, OAT, HOAT or NOAT formulation. There are currently at least two oranges, two reds, green, dark green, yellow, blue, blue-green, clear and pink dye colors available. Further, some antifreeze manufacturers market "universal" antifreeze they say is compatible with all OAT, HOAT and

NOAT formulations. These "universal" formulas are not for use with IAT and they will not convert an IAT to a long-life or extended-life antifreeze.

Derek Harris' 2010 research on manufacturer's products has been removed from this article. Bill Deibel's 2013 research is summarized in the table below.

PART III. ADDITIONAL SUGGESTIONS

by Josh Malks

- If you live in an area where the temperature never drops below freezing don't put anti-freeze in your radiator. It is much safer to just add an anti-corrosion product (such as No-Rosion) to the water. If your tap water is soft, use that. If not, bottled drinking water from the supermarket is good. (Avoid "designer" waters; they have minerals added.)
- If freezing temperatures occur in your hometown, it is important to pay attention to the current state of anti-freeze technology. This article was researched in 2010 and the reader should recognize that Antifreeze products continue to evolve. Proceed with caution!

"Inorganic Additive Technology" (IAT) inhibited Antifreeze/Coolant Products By Bill Deibel as of May 1, 2013		
Recommended for	Cars	HD Trucks
Ethylene Glycol Based		
"ZEREX Original Green Antifreeze/Coolant"	X	
"ZEREX Heavy Duty Pre-Charged Antifreeze/Coolant"		X
"KOSTUSA DefendAL Universal Coolant/Antifreeze"	X	
"KOSTUSA DefendAL Heavy Duty Pre-Charged Coolant/Antifreeze"		X
"PEAK Antifreeze & Coolant GREEN"	X	
"FLEET CHARGE" (A Peak Product)		X
"Prestone Heavy Duty Antifreeze/Coolant" *		X
Propylene Glycol Based		
"Prestone LowTox Antifreeze/Coolant"	X	
"SIERRA Antifreeze & Coolant"	X	
* CAUTION: Do not confuse Prestone Heavy Duty Antifreeze/Coolant with Prestone Heavy Duty <u>Extended Life</u> Antifreeze/Coolant. The latter is OAT. NOTE: Ethylene Glycol is highly toxic to animals: human, pet and wild. Pets seem to enjoy drinking it and if they do it likely will be fatal. Propylene Glycol is pet friendly. There are other antifreeze products from the above brands -- only these are IAT. See disclaimer page 3.		



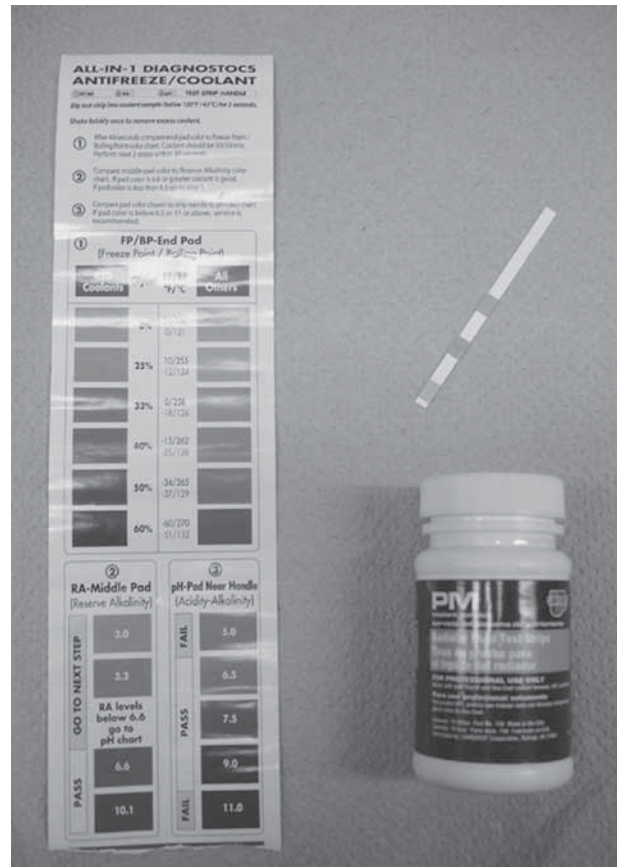
MicroTip: Antifreeze/Coolant

From Bill Deibel

It has been well known in the auto service trade that when antifreeze coolant has turned brown it has already lost its corrosion inhibitor and engine damage is taking place. To avoid reaching this point it became common for routine maintenance schedules to recommend changing the coolant every two years. This was a money maker for service stations and dealers.

Now test kits are used by many reputable service stations and dealers to determine the status of the corrosion inhibitor. These kits are available from most parts stores. An example from a CarQuest store is illustrated. It consists of a quantity of test strips for dipping in the coolant. These strips change colors to give three pieces of information: the freeze point/boiling point, the reserve alkalinity and the ph which will warn if the inhibitor is already insufficient.

I am now relying on the kit and finding that when my cars see little use the coolant remains good for a very long time.



New Members:

Chris Cord
PO Box 6199
Ketchum, ID 83340
chrisscord@gmail.com
Phone 208-726-8971
1937 Cord 812 S/C Cabriolet.

Jeff Lucas
27805 NE 49th St
Redmond, WA 98053
Phone 425-577-9284
JN4LUCAS@msn.com
1940 Cadillac 60S

Dr. Michael Mostrenko
5269 Coombe Lane
Belcarra, BC, Canada V3H4N6
Phone 604-219-5241

Roy A. Matson
611 E Street
Centralia, WA 96531-4647
Home: 360-807-0268
Cell: 206-679-7262
1930 Franklin 147 Sedan,
1935 Packard 1205 Sedan

Evan McMullen
808 Lenora Street
Seattle, WA 98121
Home 206-467-6532
Cell 206-660-0020
sales@cosmopolitanmotors.com

New-Again Members

Robert L. LeCoque
PO Box 3025
Renton, WA 98056
Home 425-226-7875
Work 206-622-4697
rlecoque@msn.com
1947 Cadillac 60S

Lee Noble
4629 Gay Ave West
Seattle, WA 98199-1138
Cell 206-226-6153
eleenoble@gmail.com
1928 Rolls Royce P1
1936 Rolls Royce
1936 Lagonda LG-45

Member Changes

Ron Leventon
(new email & car)
ronleventon@yahoo.com
1934 Packard 1105 Sedan

Ashley Reitman
(new address)
7464 4th Ave NE
Seattle, WA 98115

Barbara & Terry McMichael
(new address)
7720 Island View Court, #B
Mukilteo, WA 98275

Phillip Kennedy
(new email)
DonaldPKennedy@gmail.com

RROC OUTING

March 9th

Lake Washington Institute of Technology

PNR-CCCA member, Roy Magnuson organized a trip to visit an auto restoration facility that is home to a training center for students at the Lake Washington Institute of Technology.

Plentiful donuts and Starbuck coffee insured a great turnout of RROC members and the four Classics on display represented only three years. And, there was a lot of modern iron.

Photos at left - top to bottom:

- Jack Goffette and Roy Magnuson
- Roy's good old #10, his 1928 W.O. Bentley
- PNR Club members Jack Goffette's 1929 Rolls Royce "Emily".
- Long-time RROC stalwart Terry Saxe's Classic, a 1939 Rolls Royce saloon.
- Not shown - Brian and Jeffrey Rohrback's ever-present (and unseen) 1939 Derby Bentley.

The gathering was both educational and fun. A description of the school's capabilities along with some spectacular examples of their work were on display. With an extensive curriculum of body repair and paint processes, the program offers students choices in various areas depending on their interests. Aluminum and steel welding, painting and parts fabrication are all on the curriculum.

This is also one of a very few college programs that includes a specialty in the restoration of vintage automobiles. It takes dedication, an understanding of history and special skills to become a world-class restorer of Classic automobiles. We are fortunate to have a program of this caliber in the Pacific Northwest.

If you want more information or want to make a contribution, please contact the Lake Washington host of the event, Dennis Depue dennis.depue@lwtech.edu



FATHER'S DAY AT THE BALLARD LOCKS

Event Manager Roy Dunbar

The Hiram M. Chittenden Locks, built in 1911 are known locally as the Ballard Locks. It is a wonderful place to spend a sunny day enjoying a picnic and listening to the Elliot Bay Pipe Band.

There are many things to do at the Locks -- exploring the botanical garden, boat watching, visiting the salmon ladder and once a year enjoying a show of CCCA Classic Cars parked along the adjoining drive.

The annual Father's Day event always draws a crowd and this year the beautiful weather helped swell the numbers. What is perhaps most amazing is that the Classics draw a continuous stream of curious visitors, many of whom have never seen these cars in person. The viewers (who range in all ages - from toddlers to senior citizens) are captivated by the cars and ask many pointed questions.

Event manager, Roy Dunbar, set-out a table of club literature that was greatly appreciated by the visitors. Mike Peck brought a large supply of old-fashioned Dad's Root Beer to share with the CCCA exhibitors in celebration of Dads!



All who attended agreed it was a lovely day and an event to mark on your calendar for Sunday June 15, 2014.



PNR Member Participation

Driving a Classic

(Page 13 – top to bottom: left to right)

Don Jensen

1937 Cord Custom Beverly

Bill Deibel

1948 Lincoln Continental
Cabriolet

John McGary

1937 Rolls Royce Saloon

Mike Peck

1946 Cadillac Sedanet

Barrie & Karen Hutchinson

1937 Cord Beverly

Don Reddaway & Guest

Bob Wickham

1930 Franklin Speedster

(at left)

Roy Dunbar & daughter Heidi

1929 Pierce-Arrow

Club Brougham

Attending

Jack Goffette

Roy Magnuson

Kim & Norma Pierce

Tom Sumner

Citreon (nc)

Alan Farmery

1973 VW 181 Thing (nc)





ACROSS AMERICA CARAVAN

By Gary Johnson



Warren Martin's 1928 Franklin was the oldest Classic to complete the journey.

This was some trip!! Five thousand eight hundred fifty miles (5,850) from Manhattan, New York to Yosemite, California, back to Salt Lake City, Utah and finally to Bellevue, Washington.** All in a 1941 Cadillac Convertible Coupe which means no air conditioning, power steering, power brakes, or automatic transmission. You don't realize how tired it can make you in three weeks at distances up to 300 miles a day with the windows and/or the top down and the wind beating a tattoo on your face. That air vent on the cowl just adds to the wind coming up from below. Add some intermittent terrific windstorms and driving rain complicated by a leaking windshield to complete the picture. And don't forget the multiple mountain passes with one summit after another up to 9,000 feet! Also, we didn't stay in one place more than a night but twice. This is what they call "Masochism" with a capital 'M'; or is it "Idiocy" with a capital 'I'.

But, however you spell it, it was a wonderful trip! We had a great time with some fantastic people! We saw some wonderful scenery, magnificent car collections, ate in some terrific restaurants. The car ran perfectly with no problems and we got lost only occasionally and kept arguments to a minimum.

However, I think it was one of those things you do once in your life (if you can survive it). And, we did!

We had a particularly great time because our grandson, Zachary Johnson, flew in from North Carolina to Rapid City, Iowa to join us. It changes the perspective on everything when you have the wonder of an eleven year old with you. We just got a letter from Zachary, some of which I'll share with you:

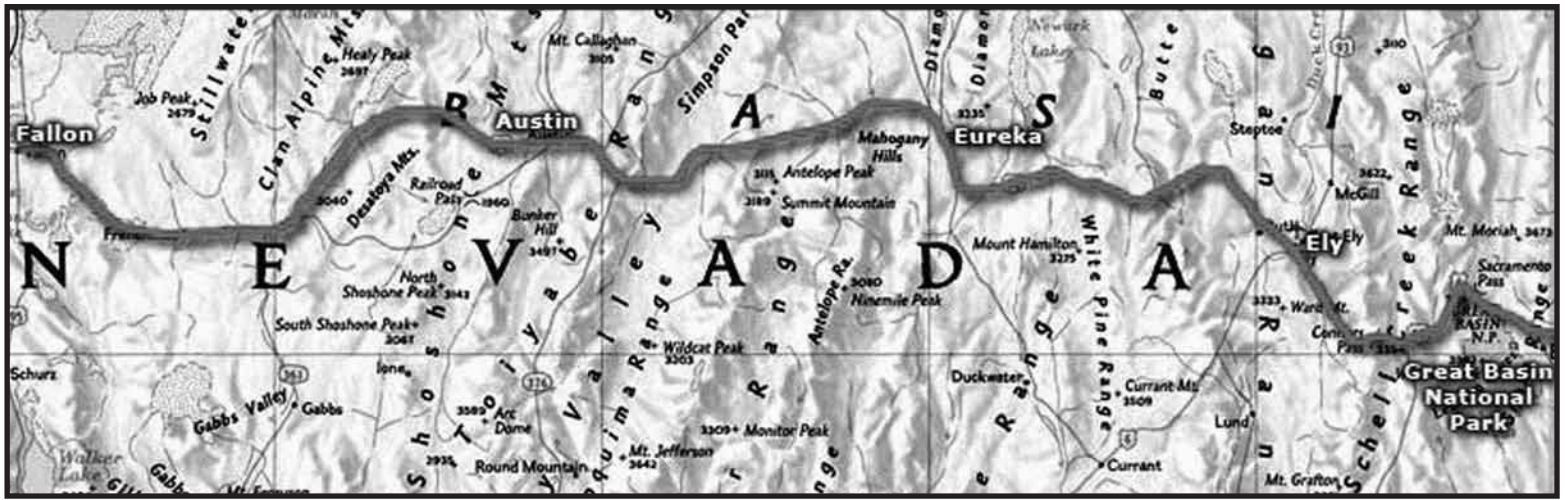
"Thank you for a wonderful CARAVAN you let me go on with you. I enjoyed staying at different hotels, swimming in the pools and playing "keep-away" with the

elderly folk. I made some friends that are 60 years older than me. My favorite thing about this entire journey was spending time with Grandma and Grandpa."

Now, if that isn't worth it all I don't know what is.

Zachary had to take tests in school early and get special permission to get out of school to go on the trip. He made email reports on his adventures to his class on a daily basis. When the trip was about over his teacher set up a two-way telephone conversation with the class so they could ask him questions. He answered in a very mature, composed fashion, proving that all learning isn't in the classroom. By the way, his fellow students were captivated with the adventure provided by the "old cars". The hobby isn't dead if we'll quit showing the kids the cars and take them on a trip in them!

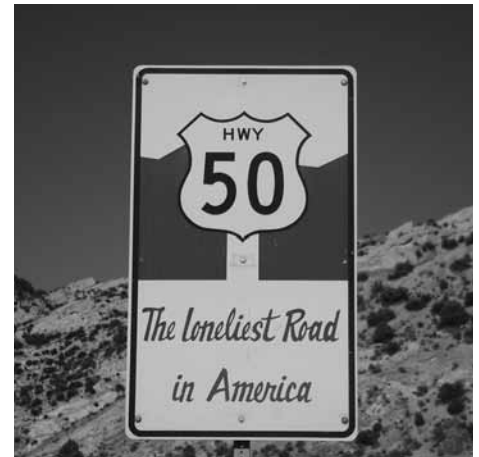
Other members of the PNR that traveled all of the way were Denny



Dochnahl in his 1934 Packard 8, 1100 Sedan (joined by Bernadine for part of the trip) and his brother Dick who drove Denny's truck and trailer transporting the group's luggage. (Thanks Denny and Dick, we don't know what we would have done without you!) Bob Newlands and Jan Taylor joined us in Park City, Utah in their 1935 Packard 8, Convertible Coupe for the journey to San Francisco.

Thanks to everyone who made this a great adventure. I'll let you read "The Rest of the Story" in the National Magazine.

** We did not complete the trip to San Francisco because we had to get to a relatives wedding in Utah. This meant backtracking through Nevada on a desolate, no services road by ourselves.



Johnson's 1941 Patriotic Cadillac



Grandson Zachary



Intrepid Travelers Joyce & Gary Johnson



"You think it might snow?"



Dochnahl's 1934 Packard



Newland's / Taylor's 1935 Packard



THE ANNUAL FLY-IN

Event Committee:

Bill Allard - Tour Master;

Jon Schoenfeld - Chef;

and Jerry Greenfield - Venue Host.



This year's May 11th "Fly-In" event to the private South Prairie airstrip was raised a notch with the Club's BBQ afterwards at Jerry Greenfield's Lake Tapps waterfront home. This year seems to be a year of excellent membership attendance with over 40 people attending the event.

Classics and modern iron alike motored from Adrian Taylor's Ben Franklin Store at Bonney Lake to the Fly-In site. After about two hours of viewing a wide variety of collector cars, motorcycles and vintage airplanes; many of which were doing "touch-and-goes," the motorists toured to Jerry's for lunch.

Often when we speak hopefully of early May sunshine in Seattle, it is said "when pigs fly". Well, the pigs flew over Jerry's house as we had lots of sunshine and Jon Schoenfeld's masterful cooking of a dish he likes to call his "Three-bean BBQ"; the recipe is included on page 30. Try it, it's masterful!

Jerry has recently added a new Classic to his collection; a 1934 Lincoln-12 rumble seat coupe. This car looks like a '32 Ford on steroids and is believed to be the only surviving example of it's kind.

If you missed this year's event, consider putting it on your calendar for 2014!

Top - Bottom (l-r): Brian Rohrback's 1939 Bentley,
Ron Leventon's 1934 Packard, Lou Berquest's 1932 Packard,
Kim Pierce's 1932 Packard





In attendance driving a Full Classic®:

Bill & Lucy Allard
 1948 Chrysler Town & Country Convertible

Lou Berquest
 1932 Packard 900 Coupe

Bill Deibel
 1948 Lincoln Continental Cabriolet

Ron Leventon (new member)
 1934 Packard Super Eight Sedan

Kim & Norma Pierce
 1932 Packard 900 Coupe Roadster

Brian & Lisa Rohrback and guests
 1939 Bentley 4-¼ L All Weather

Also in attendance:
 Army Barer, Michael & Ildi Bradley,
 Stan & Val Dickison , Colin & Laurel
 Gurnsey, Jerry Greenfield & Keenon
 Kennedy, Bill Holt & Liz Haan, Terry
 & Barbara McMichael, Steve & Annie
 Norman, Don Reddaway and guests,
 Jon Schoenfeld (with son-in-law Bill
 helping BBQ), Willie Spann and guest.

*Top - Bottom (l-r):
 PNR Members & Guests,
 Bill Allard's 1948 Chrysler,
 Picnicking on the Lawn,
 Jerry Greenfield's Garage, The Repast*

INTERNATIONAL MOTOR RACING

By Raymond Loe

The world's first ever international motor rally took place in the summer of 1907 in response to a Paris newspaper challenge:

"What needs to be proved today is that as long as a man has a car, he can do anything and go anywhere. Is there anyone who will undertake to travel this summer from Peking to Paris by automobile?"

Initially there were forty entrants in the race, however only five teams actually shipped their cars to Peking. Although the race was then officially canceled, all five cars departed on June 10th seeking only peer recognition and a magnum of Mumm French Champagne for the winner.

The entrants started without any organized outside assistance save a squadron of camels carrying fuel that preceded them through countries offering no automotive services, maps nor designated roads. Their route was only defined by the telegraph wires connecting each of the cities, towns and villages through which the participants planned to drive. Each car carried a journalist who would provide progress reports from the telegraph stations located throughout the race route.

Although this event was held at a time when cars were fairly new and had to travel through remote areas of Asia unaccustomed to motor travel, four of the five cars made it all the way to Paris. Each car had to traverse thousands of miles of barren land without roads, climb mountain passes, cross deserts, plow through mud and quicksand and had to cross rivers and ravines on bridges not designed for vehicles. The one car

that did not finish, bogged down in the Gobi desert and was not recovered. The crew was lucky to be found alive. The planned route covered 9,300 miles from Peking through Outer Mongolia and Ulan Bator, past Lake Baikai to Moscow continuing across Russia, Poland, Germany and Belgium to Paris. The winner made the entire trip in exactly two months time, arriving in Paris on August 10, 1907.

The 1907 race inspired an even bolder test of these new machines. The New York to Paris Race which began February 12, 1908 followed a westerly route from NYC through Albany, Chicago, San Francisco and Valdez Alaska. Then, by boat to Japan, land across Japan, and another boat to Vladivostok, Siberia. From there on to Omsk, Moscow, St. Petersburg, Berlin and finally Paris. Only six cars from four nations entered what would become a 169-day ordeal. The competitors found very few paved roads, and in many places teams resorted to riding on the rail tracks with their cars when there were no roads at all. Only three cars made it to Paris led by a German team driving a Protos, on July 26th followed four days later by the American team driving a 1907 Thomas Flyer. (The last car, an Italian Züst finally arrived some two months later.) The Germans were penalized a total of 30 days for skipping Alaska and shipping their car part way by rail, thus the win went to the American Flyer team.

About this time, increasing upheaval in Russia followed by establishment

of the USSR in 1917 precluded planning re-enactments of the Peking to Paris race, using the original route, until after "glasnost" took place in the mid 1990s.

Our featured car, then owned and driven by Don Saunders, Financial VP of Seattle based Bayliner Boats, was entered in "The Peking to Paris Motor Challenge 1997", which was the last such race that had been planned to avoid crossing the Soviet Union. Ninety-four vintage cars left on a southern route through Tibet, India, Pakistan, Iran, Turkey, Greece and Italy on their way to Paris. Saunders finished last. Also, participating were fellow PNR members David and Adele Cohen starting in their 1930 Stutz. Stories about both cars experiences in this event appear elsewhere in this issue.

Eight years later, in May 2005, five cars departed Peking (Beijing) for Paris retracing the 1907 route in cars that closely replicated those used in the original race. Although there were many problems along the way, all five cars traveled the entire 9,300 miles and arrived in Paris on the 60th day - exactly the same as the winner of the 1907 race.

Two years after that, the Endurance Rally Association 2007 event was held to celebrate the centenary of the 1907 race. This event also closely followed the 1907 route from Beijing heading north to the Mongolian border at Zamyn Uud, continuing north to Ulaan Bataar, then west across Mongolia, crossing the Russian border at Tsagaannuur and finally through Siberia to Moscow. The route continued west to St. Petersburg and on through the Baltic States to finish in Paris. The Rally covered 10,000 miles with the first of 106 cars crossing the finish line after being en-route for 36 days. As in the first race, the major challenges for

this event proved to be in Mongolia and the Gobi desert where there were still no conventional roads, merely rutted tracks at best.

When the planned "Great Race 2008" was canceled as approvals and permits to travel through China were denied, it was replaced by "The World Race 2011." This race left from Times Square on April 14, 2011 to retrace the route taken in 1908 from New York to Paris. Four of the starting vehicles made it to the Eiffel Tower on July 21st. One of the participants was the great-grandson of George Schuster who won the earlier race.

Before you read this issue, the 2013 Peking (Beijing) to Paris Motor Challenge will have started on May 28th. This will be followed by a similar rally scheduled to happen in 2016. Both of these contests will follow much the same route as in 1997, requiring a drive over the highest mountain roads in the world. The course includes; crossing Tibet, stopping at the foot of Mount Everest on the way to Friendship Bridge and then driving through Nepal to Katmandu and on across the foothills of the Himalayas. Ascending mountain passes over 16,000 feet in height will offer unprecedented beauty and challenges for all who participate. The 2016 tour has a limit of 90 cars with priority given to pre-war "Vintagents". Interested readers can learn more from the Endurance Rally Association Office at +44 (0) 1235 831221 or by e-mail at admin@endurorally.com. We'll be very interested in hearing from any of you who participate in either tour so we can provide our readers with a follow-up story in a future issue of the Bumper Guardian.



David & Adele Cohen's Peking to Paris Experience

Permission had finally been granted for foreign vehicles to drive across China and Tibet and so, on September 6, 1997 the Peking to Paris Rally was revived and run for the second time in 90 years. For David and Adele Cohen, this is the culmination of almost a year of non-stop work to get ready. They started by filling out mountains of paperwork, dealing with plenty of red tape and arranging to have a car (that was yet to be purchased) shipped halfway across the world. At the same time, Dave was searching for an appropriate car and in late 1996, purchased a 1929 Stutz at an auction in Vermont. Although renovations were begun immediately, the effort took longer than expected, leaving time for just one one-hour test drive before the car was shipped to Xingang, China. (The first time Adele sat in the passenger seat was at the start of the race in Beijing!)

David was keen to do the rally as close to the original one as possible. Navigating required even more than the usual amount of attention since they were operating without benefit of modern rally equipment (many participants ignored the rules and added modern equipment). Time controls demanded accuracy to the minute but converting miles to kilometers with 18% instrumentation inaccuracy and unknown fuel consumption due to the untested Stutz renovation made it nearly impossible for the Cohens to be that precise.

Starting from the Great Wall of China, the rally participants would cover 10,000 miles before finally reaching Paris. Under the eye of 5,000 Chinese policemen, the 96 rallyers first drove for two grueling days in a convoy through industrialized Eastern China. After reaching the countryside, the police escort was reduced (but still very much present) and the group began to spread out. Roads varied from new highways (some with tolls) to treacherous tracks and were shared with thousands of trucks, government 4x4 vehicles, animal-drawn carts, bicycles, and pedestrians.

Gradually, the industrialized areas gave way to agricultural lands and then the semi-arid terrain on the edge of the Gobi desert. Traveling through Inner Mongolia brought the participants through villages consisting of mud houses with caves above them in the nearby mountains, which provided shelter for the villagers when the plains flooded. Well-dressed local children enthusiastically greeted the cars -- a sight they had never previously seen!

Breakdowns were nerve-racking but provided for "interesting" interchanges when hundreds of locals would suddenly appear from what looked to be a sparsely populated area. Valuable tools (all tools are valuable in the middle of nowhere) would disappear in seconds and sometimes the available "help" only served to exacerbate the problem. The Cohen's first "repair shop" experience was in China when both the car's batteries died. With the local policeman's sister, Hannah-Lily, helping with necessary translations, the issue was identified and the proposed fix agreed upon. By the time the projected two-hour fix was finally completed eight-hours later, Adele had made friends with locals who had never seen a foreigner (they were fascinated by her eye color) and the Cohens were completely on their own to return to the rally route.

Aware that the route book was inaccurate and that police placed roadblocks at will, Adele devised with a new strategy for navigating -- relying on locals! She would wave at bystanders and if she received a positive response, they would continue on their current track. They were driving late at night trying

Continues on Page 21

Our Restorations Aren't Done Until They Drive as Good as They Look.



You've seen this car before. Recent experience has brought it to my attention again. I was interviewed for the CCCA publication along with Gene O'Hara and Bob Mosier; all of us alumni of Hill & Vaughn. The interviewers were excellent and the chat brought up some memories that had been buried deep for years.

Ken and I had spent six years finishing off the project. We really didn't know what we had and were stunned when it got Most Elegant at Pebble and several 100 point showings at CCCA events. Ken drove the Packard to all the events,

even to Pebble from LA. The problem was that it was almost undrivable. Charlie Last had left the top bearing out of the steering gearbox, so it was light going one way and almost impossible the other. The brakes were only fair; not balanced. When my father and Phil started trading time, Phil's memorable comment was, "That was the nicest piece of **** I've ever driven."

The lesson we carried forward to Hill & Vaughn was the restoration isn't done until it drives as good as it looks. At GVRS all of our engine rebuilds are tested on the dynamometer before installation. It doesn't go out the door until it can run up The Demon Hill (Fourth of July Pass) and not overheat. It has to pass an eighty-six item safety and function check list. As part of becoming an educated consumer call GVRS and I will be happy to spend as much time as necessary to familiarize you with every aspect of this company.



This was one of my father's favorite cars. It was a nice original (now called a survivor) and he loved to drive it. The worst mistake he made was to let it be used in the film WC Fields and Me. Despite a cast which included Rod Steiger, it was a stinker of a movie. You Tube has a clip which starts out with the Packard. A wide shot of the interior was needed, so some twit cut the door strap and let the door smack into the coachwork. To add insult to injury, the cigar lighters were stolen.

DON'T FORGET THAT WE STILL HAVE VERY REASONABLE SHOP RATES. PICK UP AND DELIVERY IS ON US. THIS IS A GREAT PLACE TO HAVE A TOTAL RESTORATION OR PARTIAL UPGRADE. WHEN YOU CALL, YOU GET A REAL HUMAN BEING. ASK FOR GLENN.

Glenn Vaughn Restoration Services, Inc.

550 North Greenferry Road • Post Falls, ID 83854

www.glennvaughn.com • vaughnrestoration@gmail.com

Phone 208.773.3525 • Text 208.659.3931

to make-up for lost time, when their lights failed. They boldly continued on for 100 miles, first following a truck and later connecting with four local men who agreed to guide them to their night's destination. Adele describes the experience as nightmare-ish with a good ending.

"The men took-off at break-neck speeds and like most Chinese drivers, they appeared totally untutored in the road rules as known to us. We followed Chinese style, honking and overtaking all visible objects. All of a sudden, our car stopped in the middle of nowhere and our "guides" crowded around the car; we thought they were demanding payment. With the useful script that Hannah-Lily had written in Chinese characters indicating our destination, we were once again able to make them understand where we were heading. All four men jumped back in their vehicle and our night-chase continued. What a wonderful feeling to finally arrive at the town of destination and hotel. Although we offered them payment, they only wanted the privilege of gaining entrance to the international hotel complex where the driver (our "guide") greeted us with "Welcome to China" and they all proudly posed for a photo with our car."

The following day the car performed well and they drove through more interesting landscape. This was followed by a rest day. Dave took the opportunity to convoy to a designated "repair shop". He arrived back at the hotel absolutely livid. The local auto-electrician had broken some of the car's instruments and made the problem significantly worse. (And for this, Dave got to pay in dollars!) With the help of some of the rally's participants, Dave worked late into the night to try to rectify the newly created problems.

When the generator/voltage regulator stopped working entirely on the Tibetan Plateau, the Cohens were officially out of the rally – with the caveat that if they could get the problem fixed on their own, they could rejoin the event. The support team insisted they return nearly four hours back down the mountain to

Xining. Adele describes their second nightmare in four days.

"We were left in the hands of the Quighai Mountaineering Assn. since the Chinese organization that was meant to assist had their own drama – one of their vehicles had crashed over the side of the mountain and their only other vehicle was sent to rescue them! Thus a random truck driver coming down the mountain was stopped and ordered to tow us to Xining. Imagine being towed down the mountain by a driver – who had probably never towed a car before – in the rain and dark (remember our car had no lights), through potholes, overtaking other vehicles on bends and stopping suddenly whenever the driver had to off-load goods."

The Mountaineering Assn. was of little help and seemed to be intent on having the Cohens return to Beijing. Unfortunately, at this juncture, the Cohens were confronted with insurmountable problems. Assuming they could somehow get the car running and keep it running for the four days required to reach Lhasa, they would have to cross the high mountain passes without medical support. And since the Tibet/Nepalese border was to open for the first time in 20 years for the Rally group, if the Cohens were unable to catch-up in time, they were likely to find the border closed! They finally conceded and flew back to Beijing where they met-up with several teams who had also retired from the race.

From Beijing, they flew to London for a few days of rest before they would return home to Vancouver B.C. While booking the flight for the final leg home, Adele formulated the plan to rejoin the rally, driving Dave's 1931 Bentley 8-Litre Corsica Tourer that was already being stored in London. By this time, nearly every rule in the book was being broken with participants trucking their broken cars forward along the route until help could arrive from distant sources. So, when the Cohens asked to reconnect with the rally in Turkey, they received permission from the organisers to do so.

They quickly prepared the Bentley for the trip – checking the oil, inflating the tyres, tightening a couple loose bolts, and purchasing necessary tools and maps. They also had a duplicate copy of the Route Book couriered from Vancouver. They then drove the Bentley from London to Venice, caught the ferry to Izmir, Turkey, and drove north 375 miles, arriving in Istanbul a day ahead of the Rally.

They were warmly-welcomed back into the fold and ready to begin the mad dash to Paris. Challenging roads (the old Acropolis Rally route), spectacular scenery (monasteries on mountain tops), varied architecture (Greek temples and Gothic churches), changing climates (sunny Mediterranean lakes and snowy mountain passes), and fabulous cuisine were all highlights of the last days of the rally. Adele concludes their experience as follows.

"We were fortunate to participate in the second ever running of the Peking to Paris Motor Challenge. On the one hand, we really regret missing-out on the memorable day when the group crossed the very challenging four-mile strip of no-man's land and Friendship Bridge (closed for 20 years) to the overwhelming welcome of a "million" Nepalese school children all dressed in uniform. On the other hand, we were fortunate to miss-out on the tragic day when a German father and son team were killed in a car accident in Pakistan – and the fear participants felt for their personal safety. In parts of both Pakistan and Iran, cars were stoned and those in open cars were subjected to punches as they passed hostile crowds. Not surprisingly, and without exception, all the women vowed never to set foot in Iran again under the existing regime."

We are grateful that Chinese authorities returned our Stutz in good condition and were delighted to learn in a letter from Hannah-Lily that we had brought great excitement to the people of her hometown."





BLUEBIRD

By New Member Lance Lambert

Most people have a fantasy about finding a dusty item at a garage sale that turns out

to be worth thousands of dollars. We all want to be that person on Antiques Roadshow that is told the vase purchased for \$10 is actually worth \$10,000.

A few days ago I was with my friend Gary when he found out that an art print he had purchased 20 years ago for \$30 had sold that day for \$91,200.

I host and produce television's Vintage Vehicle Show and for the past 20 years we have produced over 430 episodes about car shows, automobile museums, private collections and celebrity owners. Everyone from unknown backyard mechanics to automotive icons have appeared on the show. Jay Leno recently made his second appearance and even a few hosts of other automotive television shows have made appearances on the Vintage Vehicle Show.

A few days ago I returned from taping six new episodes in California and Nevada. One of the episodes was at the home of Gary Wales, noted collector of everything from 700 year old weapons to anything automotive. His eclectic collection includes J.P. Morgan's first driver's license, and huge double doors that once provided entry to a Spanish castle. His car collection includes a few ancient Bentleys, Rolls Royces, and LaFrance fire trucks that have been converted into whimsical vehicles resembling the star car from the movie Chitty Chitty Bang Bang.

On the day we were taping Gary mentioned that he was waiting for

the results of the Bonhams auction in London. Gary's print of the "Bluebird" by Cyril Edward Power was up for auction. Sir Malcolm Campbell's "Bluebird" race car set the world's land speed record in 1935 by reaching 276 miles per hour.

The print had hung on Gary's garage wall for 20 years and had once been offered to a collector in France for \$100. The collector's response to Gary's offer was "Why do you show me this junk. Take it away!" I suspect that this collector has recently worn out a pair of shoes from repeatedly kicking himself in the rear.

We were in Gary's memorabilia filled garage taping his interview when he received the email informing him of the auction result. He and his chief mechanic looked at the computer screen, looked at each other, looked back at the screen and then began "high fiving" each other. His \$30 purchase 20 years earlier had turned into one of the best decisions that he's ever made.

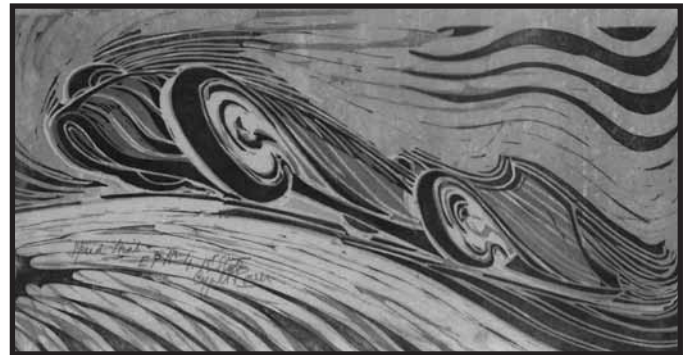
Gary quickly calmed down and we continued taping the interview.

Was this the only time he had such luck? No, it was not. Gary has the ability to successfully do what the rest of us dream of doing.

Many years ago he was enthusiastically admiring an ancient race car owned by legendary race car designer, builder and driver Briggs Cunningham. Briggs noted Gary's interest in this particular car and asked if he wanted to purchase

it. Gary responded "I don't have anywhere near the money needed to buy this car." Briggs replied "Go home, gather as much money as you can, put it in a paper bag and bring it back to me." Gary spent two days trying to raise enough money to buy the car but was only able to come up with a small fraction of what the car was actually worth. As instructed he put the cash into a paper bag and went back to Briggs Cunningham's home. "I was not able to raise anywhere near what that car is worth" to which Briggs responded "I'll be the judge of that." He then took the bag, glanced in and proclaimed "That is exactly what I want for the car!" He didn't even bother to count the money in the bag.

When I asked Gary how he had accumulated his vast collection he



"Bluebird" by Cyril Edward Power

replied "A lot of this stuff just seems to find me. It seems that I have good karma." Good things happen to good people, and Gary is the epitome of the cliché "The nicest guy that you will ever meet." He deserves bus loads of good karma.

We finished taping, thanked Gary for his hospitality and again congratulated him on his windfall. Fantasies of finding \$30 items worth \$91,200 filled our minds as we drove away.

Before returning to Seattle I stopped in an antique mall and purchased two paintings for \$18 each.





Carriages & Coach-Built Cars

By Laurel Gurnsey

When Colin and his '36 Lagonda introduced me to Classic Cars, I had never heard the term 'Coach-built' car. Carriages and coaches belonged in period movies or as stagecoaches in westerns. 'Horseless carriages' had crossed my radar, but I had never before made the connection between carriages and car body design.

Colin thoughtfully piled coach-building books on my desk, but I was first curious about carriage origins. Colin and I had been to horse carriage collections, including London's Royal Mews and my brother and I had visited Versailles' Carriage Museum. I remember being surprised at how high the Louis 15th and 16th carriages were! We were told it kept assassins out (steps helped nobility get in.)

The Merriam-Webster dictionary says a carriage is a 'wheeled vehicle, especially a four-wheeled horse-drawn passenger vehicle.' Romans and Egyptians used chariots, as did people in ancient China and 3000 BC Mesopotamia. Cart-remains in ancient Celtic graves showed 'construction techniques that survived until the motorcar age.' Medieval carriages ranged from farm wagons to carriages used by nobility.

Beau Brummel, an elegant figure in London (1778-1840) used coaches equally elegant, with silk upholstery, padded seats and specially-trained

carriage horses bred from Arabian and

English studs. 1500s Hungary produced a faster, lighter carriage and the town of 'Koc' gave it a new name....'coach'. In the 17th and 18th centuries, huge axle improvements made carriages easier to pull and turn and less likely to overturn during a directional change or on road ruts.

According to 'Cars and Coach-building' (George Oliver), the 1800s brought changes spelling the end of horse-drawn carriages. Railways

competed for long distance travel. Mail and stagecoaches disappeared from the roads. Medium distance railways replaced gigs and phaetons. Private carriages like broughams remained, but skilled coachbuilders, switching to the automobile, offered style and elegance based on familiar carriage designs and an industry based on the horse began to disappear. 'The sight and sound of splendidly harnessed horses became reserved for events like royal weddings, PBS movies and special occasions.

Four Horse Drawn Carriage Styles and Car-Body Designs

1. **PHAETON** |'fā-itn|: lightly sprung, sporty open carriages; often dangerous; pulled by a single horse or pair. The carriage had a folding half-top. Queen Elizabeth uses Queen Victoria's 1842 phaeton. Originally, Phaeton cars had open bodies without wind-up windows. Side curtains and a removable top were often added in bad weather. Phaetons fell from favour when closed cars and convertibles became widely available in the 1930s. Many Classic Car makers then used the term phaeton for convertibles and pillarless hardtops.

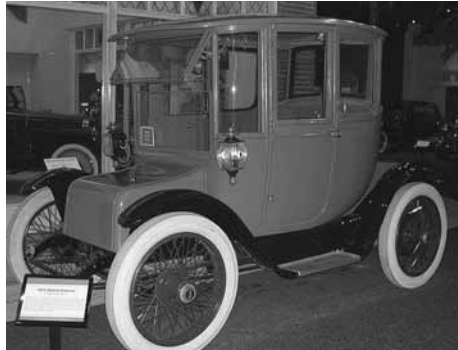


From Bernard Cornwell's novel 'Fallen Angels': "The bays were her joy, harnessed to a carriage she had chosen for herself, a carriage...her father considered flighty, dangerous, and welcome evidence that his beautiful daughter was not entirely a sensible, practical and dutiful girl. She had bought herself a phaeton."

2. **LANDAU** |'lan□dou| : light, 4-wheeled, 4-passenger (2 facing 2), convertible carriages suspended on springs for comfort. Drawn by 4 horses. In the car world, a landau has forward-facing seats and a top that opens over the rear seats but not the driver. In the 20s and 30s a top was fixed in place. Landau irons gave the car a convertible look. (Note Bill Holt's & Liz Hann's Laganda below.) Society of Automobile Engineers definition: ' a landaulet is a closed car with folding top, seats for three or more and driver's seat outside.'



3. **BROUGHAM** |'br□□□m, 'brō□m| : light, four-wheeled, horse-drawn carriages seating two people. Broughams often became hackney carriages, or cabs. A brougham car had a non-collapsible roof over the passenger area. A brougham-landaulet had a collapsible roof. The brougham is also known as a Town car.



4. **CABRIOLET** |'kabrē□'lā| : two wheels and a single horse; often used as cabs. Folding soft tops covered the passengers. In cars, the cabriolet can be an open two-seater or roadster; a soft-top convertible or hard-top convertible (coupe cabriolet). A Drophead Coupe, in England, is a two-door, four-seat sports car with a folding soft-top and roll-up windows.



Six Coachbuilders

In the 1880s, coachbuilders, using traditional skills and experience, began making 'bespoke' bodies for the 'nobles and wealthy who wanted the distinction of choosing a style of body to suit their personal tastes.' ('The A-Z of British Coachbuilders')

FREESTONE & WEBB: No horse-drawn carriage origins, but Colin said staff would have trained on carriages earlier in their careers. (see story next page).

HJ MULLINER: HJ's relatives set up business in 1760, building mail coaches. HJ worked on Rolls, Bentley, Lagonda, Humbers and Daimler, fashioning drophead coupes, limousine-landaulets and sedancas.

HOOPER: Respected for elegance and workmanship. Founded in 1805 to build high-class carriages, it was coachbuilder to Queen Victoria and King Edward V11. It built airplanes in World War 1 (Sopwith Camel) and turned out limousines, landaulets, broughams and sedancas on mostly Rolls-Royce/Bentley/Daimler.

JAMES YOUNG: Goes back to 1863. Known for Bromley Brougham carriages. It began car bodies in 1908, working on Hispano-Suiza, Bentley, Bugatti and others. Best-known design was the drophead coupe. The company survived a direct hit with a V1 bomb in the blitz.

RIPPON: Walter Rippon made a State Coach for Queen Elizabeth 1 in 1563. They started car coachwork in 1905, working with Rolls-Royce, Bentley, Daimler & Delage.

VANDEN PLAS: Originated in 1800s Belgium, ...well-respected for horse-drawn carriages. Vanden Plas began car design on Bentleys, then Alvis, Lagonda, Talbot and others.

PNR Member Car Examples**Body Style****Phaetons:** 20 members.*Aker ('37 Cord Phaeton)***Landaus/Landaulets:** 1 member:*Noble ('28 Rolls-Royce Landaulet)***Broughams:** 4 members.*Berquest ('35 Pierce-Arrow Brougham)***Cabriolets:** 14 members.

Several others have Drophead

Coupes. *Loe ('34 Auburn Cabriolet),**Gurnsey ('36 Lagonda Drop-head Coupe)***Coach-Builder****James Young***Pollack ('35 Bugatti James Young),**McMichael ('47 Bentley James Young)***Hooper***McGary ('37 Rolls-Royce)***Freestone & Webb***Mote ('36 Bentley)***Mulliner***Cohen ('39 Bentley Coupe),**Goffette ('29 Rolls-Royce)***Vanden Plas***Rohrback ('39 Bentley),**Campbell ('31 RR Continental Phaeton)*

Editor's Note: Laurel started her research with British Coachbuilders (could it be the Lagonda that influenced her?) -- but said it was so much fun that next issue she will expand her research to cover American and others that strike her fancy!



Our English friend Phil Erhardt tells the story of his father picking up a chassis for his 1934 M45 Lagonda, putting a soapbox in as a seat and driving the car to Freestone and Webb where a custom Drophead Coupe body was installed. He drove the finished car to the 1936 German Winter Olympics, top down to carry his skis where he participated as part of the British hockey team and brought home a gold medal.

SOURCES FOR THE ARTICLE ON COACHBUILDING AND CARRIAGES:

1. 'A-Z of British Coachbuilders 1919-1960' by Nick Walker
2. Bernard Cornwell, novel 'Fallen Angels', 1983
3. 'Cars and Coachbuilding' by George Oliver
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5. Merriam-Webster Dictionary for definition of 'carriage'
6. Brummel: www.georgianindex.net/transportationLondon/coach_private.html
7. 'Carriage Horses, Past & Present' by Angel S. Gnaou found at www.delcaminoequestrian.com/acrobat_files/f1_carriage_horses_-_jul_08.pdf
8. www.buggy.com/phaetondisplay.html 'Justin Carriage Works'
9. Candice Hern's 'Glossary of Regency Terms': www.candicehern.com/bookshelf/glossary.htm
10. 'Your Carriage Awaits': www.yourcarriageawaits.co.uk/carriages.html
11. People.com for photo of royal landau used in Prince William's wedding
12. 'Cars' by Lou Phillips: www.scribd.com/doc/52905908/Cars
13. 'A Primer On Body Styles': <http://imperialclub.org/registry/body.htm>
14. Pacific Northwest Region CCCA 2012 Directory
15. 'Those Elegant Rolls-Royce' by Lawrence Dalton
16. Family information from Philip Erhardt in England

**A Special Thank You to Two Great Friends — By Brian Rohrback**

There are a great number of tasks to perform in order to keep a club running smoothly. The underlayment of all is the careful and responsible management of money. We have been honored over the last decade (give or take) to have the services and expertise of my friend, John Campbell, as the steward of our club's funds. Throughout all of the events, large and small, John has been the steady hand to provide guidance, not only on the dollar side, but also in matters of insurance, club bylaws, and just general all-around good sense. As a fellow British car nut (oh, wait, the word nut is largely redundant), we have also flown in information to quite a few car events, making my participation that much more enjoyable.

This summer, John decided to step down from his position of Treasurer, but he leaves our club in much stronger financial position than it was at the beginning of his tenure. John also recruited his replacement (another British car guy – where do they all come from?), Terry McMichael, another friend, confidant, and classy Classic car aficionado. I appreciate your willingness to take the financial helm and keep all the club Managers in line. I figure if you can keep Boeing developments flying straight, you are the perfect man for the job.

Thank you, John, for your services marked by the highest standards. You are a gentleman and an asset with no liabilities.

Welcome, Terry, we appreciate your interest in the club and the skills you bring to your new position.

The PNR-CCCA is strong because of the dedication of people like you.



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Port Orchard, WA



Chateau Ste. Michelle Staycation

Date: Sunday, May 26, 2013

Time: 12 noon - 4 pm

Location: .14111 NE 145th Street, Woodinville, WA 98072

Just three years old, Chateau Ste. Michelle's Staycation has become a Memorial weekend favorite in the Seattle area. The event showcases a collection of rare Classic and exotic automobiles on the beautiful winery grounds. For the second year in a row, PNK members were invited to display their cars on the lawn next to the Manor House. We planned to have picnic baskets spread-out on blankets for this special event -- but this year the rain umbrellas were out and the picnic blankets were more likely used for warmth.

We had great participation with seventeen members either showing their Classic or helping with the event. There was plenty of award-winning wine to be tasted and great food available from ten of Seattle's hottest food trucks. Even with the less than stellar weather, the crowd was larger than last year. Word has definitely spread that this is a wonderful way to spend an afternoon close to home.

Plan to join us next year at "Staycation 2014"!



ATTENDEES with CLASSIC CARS

Roy Dunbar

1929 Pierce-Arrow Club Brogham

Jack Goffette

1929 Rolls-Royce Convertible Sedan

Terry & Cherry Jarvis

1934 Nash Sedan

Roy & Terry Magnuson

1928 Bentley 4-1/4 L Tourer

Steve & Annie Norman

1928 Bugatti Roadster

Brian & Randy Pollock

1935 Bugatti Drophead Coupe

Brian & Jeffery Rohrback

1938 Bentley All Weather

Jon Schoenfeld

1937 Cadillac Sport Coupe

ATTENDEES with Non-Classics

Tom Sumner

1946 Packard Darrin

ATTENDEES with Modern Iron

Michael & Ildy Bradley

Bill Smallwood

Pacific Northwest Region - CCCA



Terry Jarvis' 1934 Nash



Tom Sumner's 1946 Packard Darrin (nc)



Steve & Annie Norman's 1928 Bugatti



Ildy Bradley & Annie Norman



Terry Jarvis and his Nash



Roy Magnuson



Tom Sumner & Brian Rohrback



Roy Magnuson's 1928 Bentley



Roy Dunbar's 1929 Pierce-Arrow



Brian Pollock's 1935 Bugatti



Brian Rohrback's 1939 Bentley



Jon Schoenfeld's 1937 Cadillac



Jack Goffette's 1929 Rolls-Royce

Continued from page 2

The content is engaging, educational and fun thanks to the many contributions of our members. I add my thanks to those providing technical, historical, event and experiential pieces. This is a great publication.

So, on to the events of the Summer! We have two Concours d'Elegance to bracket the heart of our good weather. The Concours at the Wood is a great event combining interesting cars, participation by local wineries, a gala party and all going for a great cause. Of course, the Kirkland Concours d'Elegance will close out the Summer activities with another fabulous collection gathered from near and far, set on the best automotive display showfield, adjacent to the best car museum in the world. But that is not all, take a look at the listing of events that fall between these marquis spectaculars and choose a few to attend and enjoy (you cannot do the latter without the former). I will get back to you in promotion of the events that will close out the year.

On a personal level, I get to reflect as I am winding down my three-year tenure as Director. I have experienced a CARavan, a National Annual Meeting, a Grand Classic, two Coming Out Parties, and myriad club events. I cannot think of a better use of time.



Jon Schoenfeld's Beans

- ½ lb. bacon,
- 1 lb. lean hamburger,
- 1 diced onion,
- 1 15 oz. can of kidney beans (drained),
- 1 15 oz. can of black beans (drained),
- 2 16 oz. cans pork & beans,
- 3 T molasses or maple syrup,
- ½ c dark brown sugar,
- ½ c Sweet Baby Ray's BBQ sauce,
- ¼ c Ketchup,
- 1 T chili seasoning or powder,
- 1 T mustard,
- ½ T salt (can use garlic salt),
- ¼ T pepper,

Slice bacon into 1" slices & brown (drain), brown hamburger (drain) and onion. Mash everything together, put in 9x13 buttered pan (cover with foil) and bake at 350 for about 1 hour or slow cook in large pot or crock. Serve in crockpot. Best eaten with beer or red wine in well-ventilated area!

Editor's Message

Now into my sixth year of writing Editor's messages, I sometimes wonder how best to use this space, but not this time.

When I learned that Gary & Joyce Johnson were going "all the way" on the National Coast-to-Coast CARavan, I just knew he would be taking along one of his grandkids (they always do!). I asked Gary to write an article for the BG, hoping that he would include his experience of traveling in an "old car" with a "young person" -- and he didn't disappoint me. Take a minute to re-read his article and then take a moment to consider his comment...

"The hobby isn't dead if we'll quit showing the kids the cars and take them on a trip in them!"

I couldn't agree more! Kids really do connect with Classic Cars if we give them a real opportunity. There are several kid-friendly events coming up this summer. Kite-flying at Fort Worden and the 4th of July Parade at Yarrow Point both cry-out for multi-generational participation. Another opportunity is the Junior Judges program that has been an integral part of the Kirkland Concours d'Elegance, since its inception. This is an incredible opportunity for young people to learn about cars and history from pre 1900 to modern day but most certainly including the Classic Era.

Go to the events, get your grandkids involved, take photos and ask them to write about their experiences. I would love to be able to highlight youth participation in future editions of the Bumper Guardian.

The preservation of our cars and the hobby depend on getting and keeping the next generation involved.

My thanks to Joyce and Gary Johnson for showing us the way.

And my thanks to Jon Schoenfeld for his Bean recipe that was enjoyed by so many at the fly-in. I'll bet even your grandkids will love it!!

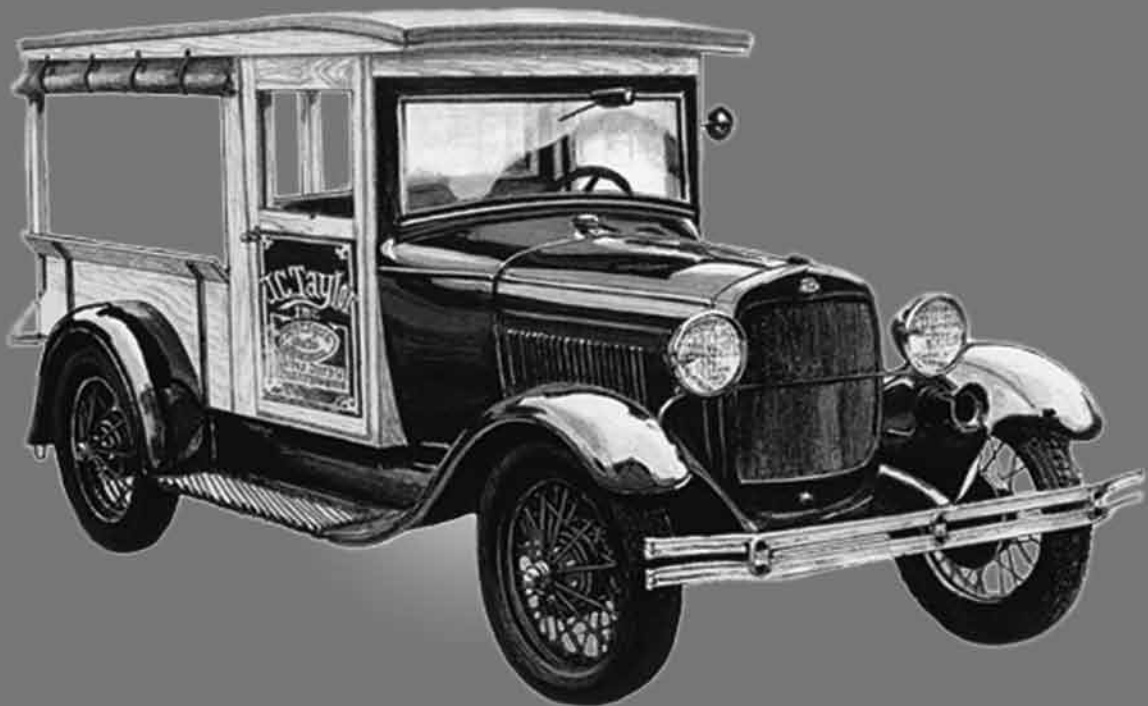


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