

# BUMPER GUARDIAN

Spring 2010



**1939 Bentley 4-1/4 Litre All Weather by Vanden Plas**  
*Owned by Brian and Lisa Rohrback*



Pacific Northwest Region -- CCCA

### 2010 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](http://www.ccca-pnr.org) or by  
contacting the Event Manager.

**April 17**

#### **Coming-Out Party**

Gary Johnson PNR Event Manager 425.503.4127

**May 2**

#### **HCAA Annual Breakfast Tour**

Jerry Greenfield PNR Event Manager 253.653.5060

**May 8**

#### **South Prairie Fly-In**

Bill Allard PNR Event Manager 253.565.2545

**July 4**

#### **Yarrow Point Parade**

Al McEwan PNR Contact 425.454.3671

**July TBD**

#### **Olympic Peninsula Tour**

Bill Deibel PNR Event Manager 206.522.7167

**August 10**

#### **Driving Tour & Picnic-- Mount Baker**

Roy Magnuson PNR Event Manager 206.713.2348

**September 4**

#### **Steamworks Concours d'Elegance**

Colin & Laurel Gurnsey PNR Contacts 604.980.7429

**September 10-12**

#### **Cascade Loop Driving Tour**

Al McEwan PNR Contact 425.454.3671

**September 12**

#### **Kirkland Concours d'Elegance**

Tom Armstrong PNR Contact 425.747.0241

**October 2**

#### **Fall Tour**

Terry Jarvis PNR Event Manager 425.483.1138

**November 7**

#### **Annual Meeting - Museum of Flight**

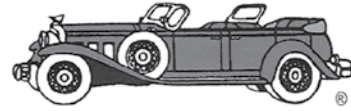
John McGary PNR Event Manager 206.909.4499

**December 5**

#### **Holiday Party- Broadmoor Country Club**

Darlene Linke - PNR Event Manager 360.652.9080

### 2010 CCCA National Events



#### **Grand Classics®**

April 17..... Delaware Valley Region  
May 15..... New South Region  
June 5..... Hickory Corners, MI  
July 10..... Michigan Region

#### **CARavans**

June 19-27..... Northwest CARavan (PNR)  
July 16 -23.... Automotive Time Travel (Mich Reg.)  
Sept 9-18..... Autumn in the Adirondacks (MTR)

### 2010 PNR-CCA Directory Changes

#### **ADDITIONS:**

##### **NEW MEMBERS**

##### **Frank Daly**

1651 209th Pl. N.E.  
Sammamish, WA 98074  
H: 425-868-7448,  
Cell: 425-210-1804  
FAX: 425-868-2745,  
fwd9@hotmail.com  
1948 Chrysler 8,  
T & C Convertible

##### **LATE RENEWALS**

##### **Marshall & Jan Bronson**

508 Main Street  
Coupeville, WA 98239  
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1933 Packard 8,  
1004 Club Sedan

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B: 206-329-6533  
Cell: 206-355-8541,  
gregnolan@yahoo.com

#### **CHANGES:**

##### **J. Patrick Heffron**

1545 Kirkland Ave.  
Kirkland, WA 98033-5329  
(Address Change)

BG Correction -- The Winter 2009 Issue article on the Holiday Party attributed to Julianna Noble was written by Laurel Gurnsey.

# 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.

### Officers and Appointed Posts:

|                                |              |
|--------------------------------|--------------|
| Barrie Hutchinson, Director    | 360-678-5453 |
| Arny Barer, Secretary          | 425-454-0296 |
| John Campbell, Treasurer       | 425-885-5472 |
| Val Dickison, Membership       | 206-546-3306 |
| Karen Hutchinson, BG Co-editor | 360-678-5453 |
| Raymond Loe, BG Co-editor      | 360-678-9366 |

### Board of Managers:

|                 |      |              |
|-----------------|------|--------------|
| Michael Bradley | 2010 | 253-514-8787 |
| Terry Jarvis    | 2010 | 425-483-1138 |
| Raymond Loe     | 2010 | 360-678-9366 |
| Bill Allard     | 2011 | 253-565-2545 |
| Brian Pollock   | 2011 | 206-236-2354 |
| Brian Rohrback  | 2011 | 425-836-8138 |
| Roy Magnuson    | 2012 | 206-713-2348 |
| Don Reddaway    | 2012 | 206-719-3370 |
| Jon Schoenfeld  | 2012 | 775-848-7842 |

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|                |             |              |
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| Advertising    | Noel Cook   | 206-232-6413 |
| Caption Editor | Bill Deibel | 206-522-7167 |
| Copy Editor    | Bill Allard | 253-565-2545 |
| Cover Story    | Raymond Loe | 360-678-9366 |

### 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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## Director's Message



It must be a sign of spring. Renewed excitement in the old car hobby. I am speaking of the turnout at a recent PNR Board of Managers meeting. **Twenty-five** people attended—quite a turnout considering

only seven were Board Members! If you can, please join us at a dinner Board meeting the first Wednesday of the month at Rock Salt restaurant on Lake Union.

Little wonder excitement is rising. Motoring season is upon us, and the Board has put together a spectacular schedule of events that includes something for everyone who enjoys the hobby. A calendar of events is listed on the opposing page in this *Bumper Guardian* issue.

*Continues on page 30*



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## 1939 BENTLEY 4-1/4 LITRE ALL WEATHER BY VANDEN PLAS

*Article by Brian Rohrback*

*Photography by Mindy Rohrback and Jules Heumann*



This Bentley came to our fair state about the time our Pacific Northwest Region of the Classic Car Club was being formed, winning both blue ribbon and trophy for owner Jules Herman at the Mercer Island Concours D'Elegance held on August 3-4, 1963 (see photo above). It was at this event that the Bentley caught the eye of my future father-in-law, and one of the PNR founding members, Joseph Carman III. After lengthy negotiations a trade ensued resulting in B43MX joining our club as part of Joe's collection in 1966. Beginning its 44th year in the PNR, our featured car is one of its earliest members.

It was great to have the opportunity to sift through the reams of paper that were preserved with this car. Both Joe and the previous owner, Jules Heumann, reconstructed much of the car's history by exchanging letters with the coachbuilder, Vanden Plas, and all of its prior owners. One such letter (from owner number 5) is reproduced in part in the sidebar. I try to capture the impressions of the caretaking lineage along with my

own pleasure in owning and driving an absolutely great car. To set the stage, I will review a bit of the corporate background.

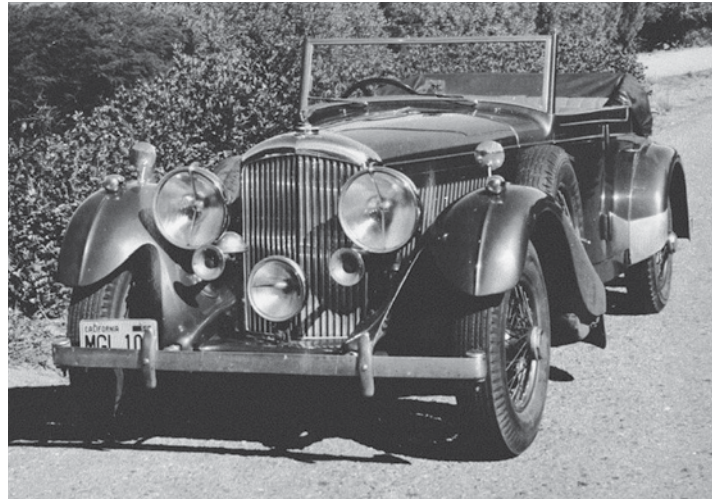
With the sale of the remains of the Bentley Company to Rolls-Royce in November of 1931, the original factory in Crickelwood was abandoned and production was restarted in Derby, England. It took two years to crank-up production starting with a 3.0 liter motorcar. This new design was culled from other work in progress by marrying the chassis from a stillborn 18 hp RR of 1930 (known by the code name Peregrine) with a modified version of a 1923 vintage 20 hp RR engine. A shorter chassis, higher engine compression, better carburetion and valve timing, distinguishes this Bentley from the Rolls-Royce cars of the same decade.

A total of 2,421 Bentleys were produced from 1933 to 1939 at the Derby Works in five series. Their advertising slogan was "The Silent Sports Car", continuing the Bentley racing tradition.

From their first advertisements, the Derby Bentley mission was clear; they wanted to augment the Rolls-Royce line with a more sporting car that would convey driver and passengers quietly and at speed. To quote from the first catalog:

“There is at the present time an ever increasing demand for a car of moderate size which can carry in comfort up to four passengers and, at the same time, maintain a high average speed. Such a car must combine the seemingly incompatible qualities of high engine-power and low chassis weight with silence and good riding qualities.”

From a driveability standpoint, the most significant changes were made for the fourth (M) series of these cars. The accumulation of improvements over the



*B43MX photographed just prior to its restoration in 1960*



*B43MX and J. Heumann (right) receiving the Best of Class trophy at Pebble Beach, 1963*

first five years of production was further enhanced with a modified camshaft, a “deturbulated” cylinder head and an overdrive gearbox. The combination allowed an increase in top speed nearly to 100 mph to take advantage of the new, fast roads on the European continent. Two hundred M series motorcars were built, with 70% being closed bodied saloons, coupes and limousines. Forty-eight of the total M series production were fully-opening bodies and of that six were a style called Allweather, featuring four doors, roll-up windows and a disappearing B pillar.

The key specifications were:

- 6-cyl push rod overhead valve engine, 4257cc
- 129 HP (29.4 Treasury rated HP)
- 126 inch wheelbase

The B43MX body was designed and built by Vanden Plas, a London-based coach builder which bought the name from the Belgian coach builder Van den Plas in 1923. VP leased space to Bentley for use as a London-based repair center, maintaining their connection with the new owners by continuing to supply bodies for the Derby cars. Vanden Plas built three of six Allweather Derby Bentleys produced, of which only two overdrive models survive.

From the Vanden Plas catalog published on October 13, 1937, they describe their Allweather model as follows: “The special Bentley cabriolet is of the four-door type. The windows are in chromium-plated frames, with interlocking frame guides, making the interior absolutely draught-proof when the hood is closed. The open sports-car line is also preserved, owing to the hood being semi-recessed and all windows winding down flush so that the waist line is clean. The hood is very nicely curved, doubly lined to prevent wind noises and to present a saloon car appearance when closed. It is operated by a single control attachment to the screen.”

Custom built for Ben Jacobson, Bentley B43MX was delivered through Jack Barkley, Ltd. on May 10, 1939.

*continued on page 6*

*Continued from page 5*

It was painted in a two-tone black color scheme with rubber running boards, no external mirrors and solid wheel covers. The gentlemen who preceded me in having the honor of owning this car drove it about 180,000 total miles. First in the UK, then the European Continent, possibly then taken to Bermuda by the Governor-General, Julian Gascolgne and finally the United States. It has been a strictly West Coast ride after being imported in 1956.

Painted several times during its formative years, after starting out in two-tone black it was repainted silver around 1950, then back to black in the mid 1950s. No photographs survive from the silver years, but several show the car in its 1958 state with the running boards removed, an unconventional hood and a large, plastic rear window. This was the look of B43MX when it was purchased with an eye to a full restoration by Jules Heumann. Photos showing the before and after state show that Mr. Heumann took great care in returning the car to near factory showroom condition. I am honored to think that this car was restored by the man so tied to the success of the Pebble Beach Concours. In fact this car was the very first one Jules restored. It was my pleasure to meet him at the most-recent Kirkland Concours; I wish we had been able to spend more time telling stories of great automotive prowess.

After competing restoration, B43MX has been entered a series of concours, winning first-in-class in 7 of 8 and the top trophy in several of the meets. One very fruitful outing resulted its winning a first in Pre-War European Cars open and closed in the 13th annual Concourse d'Elegance at Pebble Beach in 1963. More significant to me, however, was the trophy awarded at the afore mentioned Mercer Island Concours, as I believe it was at this meet the Bentley caught Joe Carman's eye, bringing it into the PNR fold.

Joe wanted to drive this Bentley on CCCA CARavans; trading his R-type Bentley Continental to get B43MX. Joe used his expertise in electrical systems to rewire most

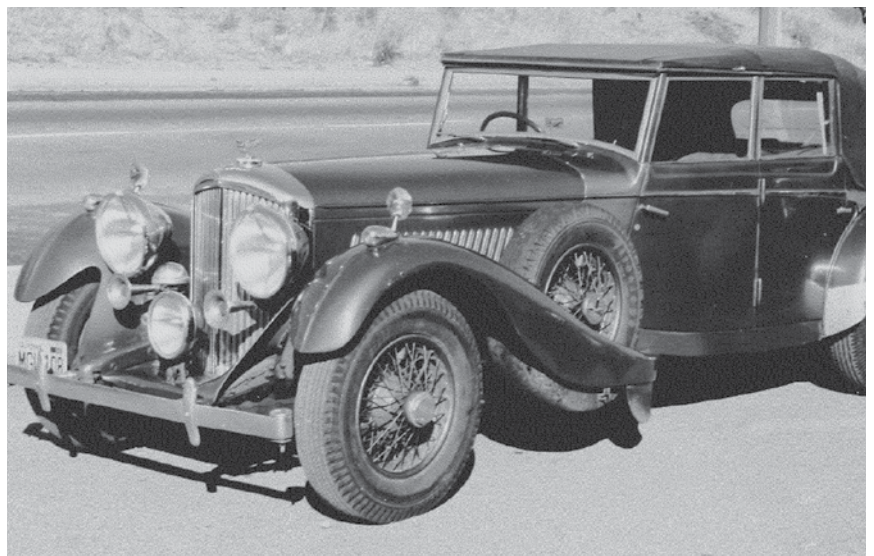
of the car and add dual-function to the existing running lights (turn indicators) to compliment the existing hard-to-see trafficators. For his efforts he was rewarded with 30,000 miles of trouble-free driving pleasure.

My Bentley has had an amazing history. It has over 182,000 miles on the odometer and still runs perfectly, supporting the moniker of "The Silent Sports Car".



## **Bentley Ownership History**

Ben Jacobson (London) 1939  
Lt. John Clements Ansell (Essex)  
Lord Rothschild (Cambridge)  
Richard Beesly (Hersleyon-Thems)  
Peter Kroyer (London) 1950-1954  
Julian Gascolgne (London) 1955  
William MacColl, Jr. (S.F., CA) 1956-1958  
Captain Erwin Richter (San Anselmo, CA) 1958  
Socrates Nicholson (Daly City, CA) 1958-1959  
Jules Heumann (San Francisco, CA) 1959-1966  
Joseph Carman III (Tacoma, WA) 1966-2004  
Brian Rohrback (Redmond, WA) 2004 - present



# PACIFIC NORTHWEST CCCA CARAVAN

June 19 - 27, 2010

Article by Stan Dickison



The CARavan begins at the Woodmark Hotel. Check-in is officially Sat., June 19<sup>th</sup> with a special opening event that evening.

The CARavan departs Kirkland on Sunday morning traveling north, crossing the North

Cascades on the incredibly scenic North Cascades Highway. We will have lunch at a most unusual place before arriving at Sun Mountain Lodge.

Sun Mountain Lodge is a remote, first-class resort located high above the surrounding valley. We will spend Sunday and Monday nights there enjoying the extensive resort facilities and/or visiting the nearby town of Winthrop. Sun Mountain Lodge has many available activities including hiking, golf, horseback riding and fly fishing. Or just relax in this great setting.



Tuesday morning, June 22<sup>nd</sup>, the CARavan heads north into British Columbia, Canada. We will travel on scenic country roads and cross the border (passports required) at an obscure portal where the CARavan will constitute more crossings than they see in a month. Once in Canada

the route takes us to Penticton for lunch and then on to Kelowna, BC., both located on the shores of beautiful Lake Okanagan. This is also the Canadian wine country. Our home for Tuesday and Wednesday nights will be at the water's edge in the elegant Delta Grand Okanagan Resort. This is the first CARavan to visit this area.

We depart the Delta Grand Resort on Thursday morning heading west over the Coquihalla Highway on the longest, but probably the most interesting, driving day of the tour. The destination is Whistler, BC, the home of the 2010 Winter Olympics. The last time a CARavan visited Whistler was 1998. Those who return this year will not recognize the place. Numerous facilities were added for the Olympics and many of these are planned as year around attractions including, for example, the bobsled run. We will have a mountain top event including an optional ride on the new Peak-to-Peak tram. As there is so much to do and see at Whistler, we have planned a three-night stay at the Westin Resort & Spa.



On Sunday morning the CARavan leaves Whistler taking the very scenic drive south along Howe Sound to the ferry at Horseshoe Bay for a crossing to Nanimo on Vancouver Island. From Nanimo we drive south to Victoria for our last two nights together. Our hotel is the



Laurel Point Inn where everyone gets a water-view room. On Monday evening we will have the wrap-up dinner party

and a departing breakfast on Tuesday morning. All in all we have never been more excited about a CARavan route, the scenery and the activities.

Editors Note: Don't miss this amazing opportunity to travel through some of the most beautiful country on earth with your fellow CCCA members. Contact Al McEwan or Stan Dickison for more information.



## A BENTLEY OWNER'S RECOLLECTIONS

PENSION RIGATTI  
LUNGARNO DIAZ, 2,  
FIRENZE.

Saturday, 28 November 1959)

Dear Mr. Heumann,

1939 4 1/4 Litre Bentley, B-43-MX

For the past five years I have been living in FLORENCE and in PARIS. In consequence your letter of November 4 has only now reached me, after being forwarded twice.

In 1952 after an excellent lunch at a restaurant by Lake Garda, in northern Italy, I found a peasant boy gazing in wonder at B-43-MX, whose coach-work even then seemed to Italian eyes old-fashioned. At that time the car had English number plates and, like all English cars abroad, it had Britain's "G.B.". I had had a good lunch; I was feeling rather gay; and when the boy asked politely what the "G.B." stood for, I replied "Garibaldi". He looked rather surprised; but he was young, younger perhaps than the car; and probably he did not know exactly when Garibaldi had died. He therefore called his father, who was working in a field nearby; "Papa, vieni qua! C'e la macchina di Garibaldi!" So the father too examined the car. He could see it was old; he thought that perhaps it had indeed belonged to Garibaldi; and so he asked me whether I was related to Garibaldi's family and so had inherited the car. From that time on, to me and to my friends B-43-MX was always known as "Garibaldi".

Garibaldi and I got to know each other through the Personal Column in "The Times". Her owner, whose name began with B. and who lived in Worcestershire, had sent her to Bentley's at WILLESDEN, on the outskirts of LONDON, for a complete overhaul: one of Bentley's L750 efforts. Bentley's in those days were maddeningly unpunctual (they probably still are). They had promised the car for a certain date; they postponed that date twice; and eventually Mr. B of Worcestershire, fed up, bought a new Bentley and advertised Garibaldi in "The Times". When the advertisement appeared, however, Garibaldi was still not ready; and as Bentley's refuse absolutely to allow strangers to enter their workshops, Mr. B. was unable to show her to any prospective buyers. That was very lucky for me, however; for I knew Pip Messerby, daughter of the head of Bentley's at WILLESDEN, and through her I managed to get into the workshop and inspect Garibaldi, who was still in pieces. I then sent Mr. B. a telegram saying that of course it would be madness for me to buy a car I had not even seen, but that I would do so, and at once, provided he reduced his price. Like that I bought Garibaldi, as they say, dirt-cheap. (Dirt at that time cost L2,000.)



Garibaldi thus started living with me in LONDON; but most of our time together was in FLORENCE. When I was a student here she took me daily to the University; she took me daily to my singing lessons; and in summer, she often took me and a well-chosen friend or two to the sea. By chance, your letter arrived here one evening when two of these friends were dining with me. Without a word I merely showed them your photographs. We all nearly burst into tears.

From the photographs, for which very many thanks, I see that subsequent owners have added to Garibaldi the following: -

- (1) Winged-B radiator cap. (An abomination. I could never understand why Bentley's produced this. In my day, Garibaldi had a perfectly plain radiator cap with a flat top.)
- (2) Wing mirrors (These too I find ugly, and not very useful.)
- (3) Fog lamp.
- (4) Twin trumpets for horns.
- (5) Cover for heed when this is open.

But who am I to cast the first stone? For when I bought Garibaldi, she had running boards; and it was I who removed them.

The running boards had become deformed with use and held rainwater instead of shedding it. I therefore went to a coach-builder: T.F. FORD & SON, of Shepherd s Bush, LONDON, who removed the boards, and, if I remember rightly, slightly reshaped the rear end of the front wing. Probably it would be an act of piety to replace the boards.

Her colour was silver; her upholstery dark grey leather; her hood black, of synthetic hide called, I believe vaumoil.

Very few of these 4-door convertibles were built. Four doors is a difficult solution owing to the problem of anchoring the pillar on which the doors are hung. The usual Vanden Plas convertible had two doors. But in LONDON in the early 1950s I knew of two other 4-door convertibles like mine, both however on 1937 Bentley's. (One of these belonged to a friend, Hugh Rose, who at that time lived opposite to me in Down Street.) I have also seen in LONDON one or two 4-door convertible bodies on pre-war Rolls-Royces; but these too are very rare.

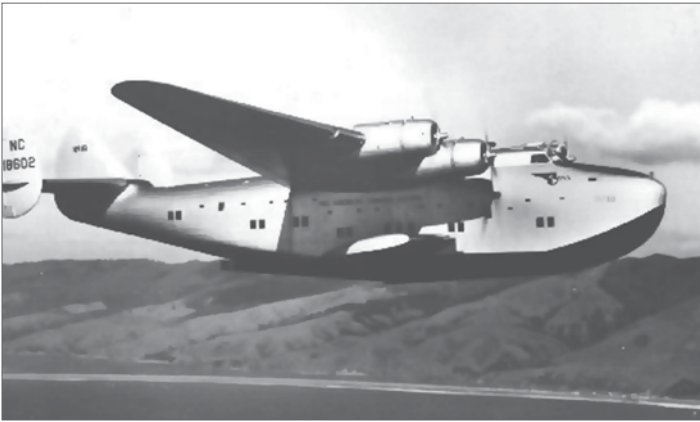
I send my love to Garibaldi, my greetings to SAN FRANCISCO, and my best wishes to yourself.

Yours sincerely,



## FASHION ON THE WINGS OF A CLIPPER

Article by Laurel Gurnsey

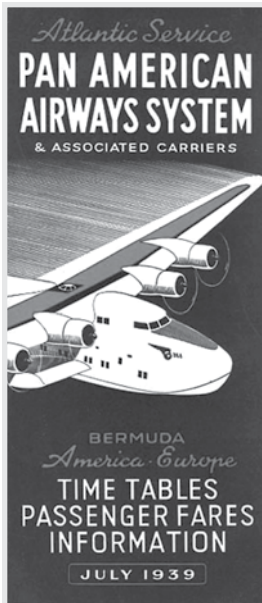


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*"Everyone called it the Clipper. Pan American commissioned Boeing to build a plane capable of carrying passengers across the Atlantic Ocean in total luxury, and this was the result: enormous, majestic, unbelievably powerful, an airborne palace. Instead of seat rows, the passenger deck had a series of lounges with davenport couches. At mealtimes the main lounge became the dining room, and at night the couches were converted into beds. Everything was done to insulate the passengers from the world."*

*Ken Follet "Night Over Water"*

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This "Bumper Guardian" features a 1939 Bentley and Karen Hutchinson likes to include articles relating to the cover car's era.

She e-mailed me about the June, 1939 delivery to Pan Am of six Boeing 314 flying boats to begin a passenger service between the United States and Britain.

The single 1939 fare was \$375. Karen said today's equivalent is \$5,300! Colin and I just booked tickets to London this summer and suddenly the price doesn't seem expensive after all.

Karen and I wondered who the passengers were on those 1939 Clippers. Any Classic Car owners on board? Bentleys at home?

What would fashionably-dressed Bentley owners wear in those days to board a plane that promised 'total luxury'?

People used to dress up to go on a plane trip. Remember? You had to look stylish and not arrive looking wrinkled and desperate. Not long ago, flying was an adventure and a big part of that was what everyone wore.

Today most people dress for a comfortable flight with jeans and fleece jackets the norm. Colin and I were at the airport today for our Nexus interview and scanned the terminal crowds. "2010 Casual" is the word.

When Karen asked me to look into 1939 fashions I remembered Colin bringing home his 1936 Lagonda. I wanted to know what the first owners might have worn so I bought a book called "The Fashion Sourcebook (The 1930s)" by John Peacock.

My heart loves 1920s flapper styles and I found '30s fashions disappointing. But I couldn't tell Colin he had to trade in his Lagonda for a car that would better suit my clothing dreams.

Having a further look at that book and now 1939, I concentrated on daywear.

Typical female, upper class, Clipper passengers might have boarded wearing mid-calf wool-tweed coats, belted at the waist. They likely had real fur collars and matching cuffs (politically incorrect today in many circles.)

Clothing shapes were still long and sleek but skirt lengths were rising from the 'ankle plunge' of the early '30s. Ladies' hats, often soft felt, could have been pillboxes, turbans, berets or mini-versions of the man's fedora. I still prefer 20s cloche hats, but the detailing of the '30s was often spectacular.

Purses (“handbags” in those days) would have matched the leather gloves and leather shoes.

And I love the shoes! Spectator shoes! Ribbon-laced shoes, high vamp shoes, ankle-strap shoes, slingbacks and peep-toe shoes. Shoes most often had medium high, thicker heels compared to today’s stilettos.



The men on-board might have worn single-breasted wool-tweed overcoats (much of the earlier '30s had been double-breasted) with wide lapels and cuffed raglan sleeves.

Peeking out below very wide wool trousers might have been Florsheim shoes or the male version of the spectators. Starched shirts, wide tweed ties, felt Fedora hats and brown leather gloves would have completed the look.

Under the coats, ladies might have worn silk, calf-length dresses, with gathers, pleats and puffy sleeves, or possibly two-piece wool tweed suits with hip-length belted jackets.

1920s flapper dresses tended to be waistless or drop-waisted, and flat-chested, but '30s waistlines returned to the waist, with fuller skirts. Tucks and seams emphasized breasts again. ‘Yoke’ detailing appeared on bodices and by '39, styling included padded shoulders, side zippers and even some use of nylon instead of silk for stockings.

British designer Norman Hartnell (Royal Family designer) said he “made soft, pretty dresses with fluttering or puffed sleeves and flowing calf-length skirts suited to a feminine figure.”

Men not dressed for business might have worn single-breasted, three-button, wool tweed sports jackets under their overcoats; their trousers possibly flannel in a tan or light brown. If they were casually dressed, they might have worn v-necked sweaters over lighter cotton shirts. There still would have been a tie.

Transatlantic flights on the Clippers of Ken Follet’s book lasted up to 40 hours. That and screened sleeping areas might have allowed for any number of clothing changes! But satin evening gowns, jewels and smoking jackets need a longer article.

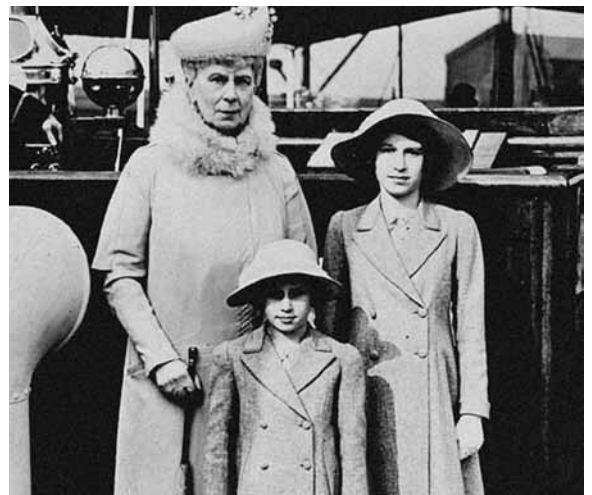
*Note: Public Domain Photography researched by Laurel Gurnsey & Karen Hutchinson*



*A Classic 1939 photo of Walt Disney*



*Elizabeth Arden dressed for traveling*



*The Queen and Princesses attired in coats and hats for travel*

## CCCA NATIONAL ANNUAL MEETING

January 6-10, 2010 San Diego

Article by Pete & Karen Dahlquist

The Kick-Off Party for the 2010 CCCA Annual Meeting was held at Evans garage on Wednesday evening. Hanging from the ceiling was an 80% scale replica of a DeHavilland airplane with a nose-mounted machinegun. The engine was behind the cockpit. It was on loan to Bill Evans. Classic cars, collectible vehicles including a fire engine, amphibian car and antique furniture were displayed throughout this family-owned museum. Abundant hors d'oeuvres and drinks were provided for the opening event.



Thursday began with a trip to the San Diego Zoo for A to Z (anteaters to zebras) exhibits. Multiple trails outlined on the map let us follow our own schedule, and there is far more than can be seen in one trip. The overhead tram was a welcome way to get an overview of the zoo. We

stopped wherever we wanted on the walk downhill. The panda is the icon of the zoo, but we did not see the baby panda that was on exhibit for the first time. The zoo also has had a successful breeding program for California condors. What a wonderful display of gazelles, polar bears, elephants, camels, rhinos, flamingos, giraffes, and koalas.

Thursday evening we toured the USS Midway. Docents led groups through the ship, up onto the flight deck where many types of aircraft were displayed. We were served dinner on the Midway after the tour.



Friday we went to see Chuck Swimmer's collection of cars, and also enjoyed lunch. He has a GMC motor home outside and collector bikes displayed inside, surrounding the beautiful cars. We then departed for Chuck Spielman's "Only Yesterday" immaculate collection of cars, including Chevrolet series 1955, '56, '57, '58 and '59. Docents led tours of the facility, and military personnel signed a banner that will be displayed when the banner is filled with signatures. Chuck had a world-class collection of military memorabilia and a wall displaying interesting posters.



*Only Yesterday Museum (1935 LaSalle nc)*

An evening dinner cruise aboard the Lord Hornblower yacht offered a nighttime view of San Diego and the Bay. Reflections of white, orange, green, red and blue lights shone on the calm water.

Saturday's car show was held at the Marina Embarcadero North of Seaport Village, and it was a beautiful day for the show. The Full-Classics® were well-displayed on a grassy waterfront, with ample space between the vehicles. The hit of the show was a 1928 Daimler Type P.1.50 Double Vee-Front Limousine owned and restored by Bob and Barbara Lorkowski of Wisconsin. It featured a V-12 Knight sleeve-valve engine. It was a magnificent piece of machinery, perhaps more handsome than beautiful, with flawless coachwork. The Daimler was one of several cars that received 100 points in the Classic judging on Saturday. More than 40 Classics were displayed at San Diego's beautiful Seaside Park.

Many CCCA members also went to Balboa Park via bus to see the attractions.



The cocktail party and dinner were held at the Omni Hotel, where new board members were announced and awards were given for the car show. Outgoing CCCA-President Sally Perkins of Indiana was recognized by incoming President Al Kroemer of Texas for her contribution to the club. *(Editor's note: The current issue of The Classic Car provides detailed information on National Board members and a complete list of prizewinners.)*

Sunday's events included a Concours d'Elegance at La Jolla, CA where we saw Full-Classics®, concept design cars, motorcycles, sports cars, a 1938 Studebaker Coupe Express, and antique Model As and Ts. Some of our members also displayed their cars at the event. Again, it was held on the grass at the Oceanside, a beautiful setting.

To finish the tour, we went to Symbolic Motors and learned about their restoration and repair facility. Big bucks here; Lotus (a happy looking car), Lamborghinis, Bentleys, and Ferraris were on site. These automobiles are expensive to repair, and as they are hand-built replacement parts do not always fit, and some must be rebuilt. It is hard for insurance companies to understand this problem. Annual inspections and service on some of these autos can exceed \$20,000.

This trip was the end of a great Annual Meeting. See you next year in Florida.

Pete & Karen Dalhquist



*1928 Daimler Double Six 50, Model P Limousine owned by Bob and Barbara Lorkowski*



*1933 Marmon Sixteen Convertible Sedan  
What could be a more perfect car for San Diego?*



*1934 Lincoln Dietrich Convertible Sedan  
with the 1933 Marmon in the background.  
Yet another car just perfect for San Diego weather.*

## **1933 Rolls-Royce Phantom II Continental, Gurney-Nutting Sedan Coupe**

*Story by Al McEwan*

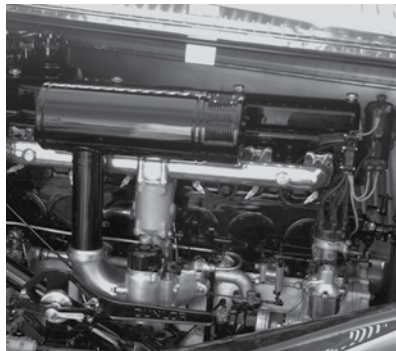
Jay and Chris Moore, the current owners of the Rolls-Royce that Al McEwan owned for 46 years was shown at the CCCA Annual Meeting in San Diego. The car deservedly earned 100 points. The Moores acquired the car from Al in 2008 and sent the car to Jeff McDonald in Canby, Oregon for a complete restoration. Jeff McDonald has done a number of Pebble Beach winning restorations and completed this restoration in time for the 2009 Pebble Beach Concours where the car won first in the Rolls-Royce Class and The Most Elegant Convertible award (one of the most significant Pebble Beach awards). The car was shown at the 2009 Kirkland Concours where it again won a major award. On Sunday following the San Diego Annual meeting the car won Best of Show at the La Jolla Concours.

This Rolls-Royce was originally delivered to the 6<sup>th</sup> Earl of Rosebery. The second owner of the car was Sir John Reynolds and the third owner the Hon. John Skeffington. John Skeffington became the 14<sup>th</sup> Viscount of Massereene & Farrard in 1956. The Rolls-Royce was imported to the US in 1956 by Wes Hartman of Green Bay, Wisconsin who later moved to Scottsdale, Arizona. Al purchased the car from Wes Hartman in 1962.

The car is restored exactly how it was built including the dark green body color and the green leather with light gray/green piping. The carpets are tan with the dark green leather binding. Prior to 1943 the car was painted black and remained black throughout Al's ownership. The original green paint showed though in several spots and it was matched exactly during the restoration.



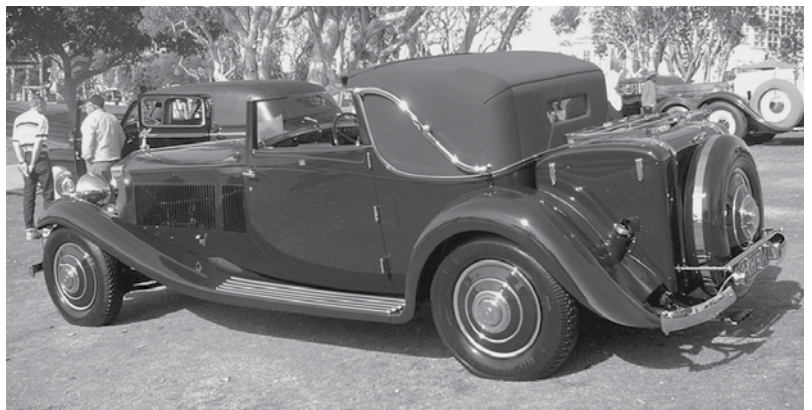
*1930 Rolls Royce Phantom II Sedan Coupe*



*Beautifully restored engine*



*Perfect Tool Kit*



*A beautiful sight coming and going*



*Burled Instrument Panel*



## JUDGING SEMINAR

*Article by Brian Harding*

*Photos by Michael Bradley & John Campbell*

Saturday, February 27<sup>th</sup> brought out 44 registrants and many guests for the judging seminar. Club Auto and Peter Hageman hosted the event at the Kirkland facilities. Rain held off most of the day with two members braving winter to bring their classics. Lou Berquest brought his fabulous '35 Pierce Arrow convertible coupe and Brian Rohrback ventured forth with the '39 Bentley Vanden Plas convertible sedan.

Club Auto is an extension of the LeMay Museum and a fabulous venue for this event. Peter Hageman's collection is adjoining and provides an ample display of fine classics. Marques such as Bentley, Bugatti, Cadillac, Duesenberg, Packard, Pierce Arrow, Rolls Royce, Stutz and Talbot Lago graced the carpeted floors along with special interest vehicles ranging from Ford to the 1997 Mercedes Indy racer known as "The Hollywood". LeMay representatives Carrie Barker and Megan Riley were there to greet us and look after our every need. We were all treated to some serious eye candy as well as refreshments and goodies. Upon entering Club Auto, we were met by a brace of XK 120 and XK 140 Jaguars in red white and blue. The three Jag body styles, roadster, drop-head and coupe, were there for our viewing pleasure.

Following browsing and coffee, Don Reddaway and I called the group into session and the business of the day began. Don offered appreciation to Peter and

Carrie for hosting the event and allowing the PNWR the privilege of using the collections as the foundation of this educational program. We welcomed members and guests and invited non-members to pick up application forms. Don and I began with a discussion of Club rules and protocols for judging. Don let the group know that, following the training, we would break out into three groups for the judging exercise using three cars from the collections.

Don and I covered a number of topics by following along with the scorecard and offering advice on how to interact within a judging team and how the team should work with a car's presenter. We spent some time talking about the basic philosophy of how scoring is approached under the CCCA rules. A lively discussion ensued with many members joining in with additional points and further information. Following the discussion, we viewed a training video from the national that walked us through the process. At the conclusion of the video, we separated into three judging groups.

Group one, led by Stan Dickison. Had the enviable task of evaluating a spectacular 1930 Duesenberg Model J. The bright red convertible coupe by Murphy sparkled under the spotlights for a great teaching tool. Bill Deibel and Tom Armstrong lent their expertise about the nuances of the mighty J to the enjoyment of team members.

*Continued on page 16*



*Over 50 PNR-CCCA members and guests attended the Judging Seminar at Club Auto in Kirkland.*

*Continued from page 15*

I led group two to the side of the wonderful '30 Rolls Royce Phantom I. The Brewster town car is aptly painted in two-tone brown having originally been commissioned by an executive of a major tobacco company. The substantially original car brought a unique opportunity to look well into the past with this very authentic American Rolls. The New Phantom is one of the finest of its kind and a true treasure.

The next car to be judged is housed in Peter Hageman's collection. Jerry Greenfield headed up group three to investigate the details of the splendid '29 Bentley 6 liter Coupe' by Carbodies. The car is dressed in green and black and is an exciting edition of Bentley muscle. The car shows the patina of careful use and provided a fine example of this class.

Over fifty members and guests participated in the event. Howard Freedman, Bob Douglas and Phil Grisham drove up from Oregon. Jim Harry drove all the way from Walla Walla to be with us. He is interested in membership and along with several others, picked up applications. We look forward to seeing, not only Jim, but also all of the others at future events.

Again, Don and I would like to thank Peter Hageman and the folks from LeMay for hosting the event. It was a lot of fun for us and we hope that you enjoyed the occasion as well.

See event photos on Page 17



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The VINTAGE VEHICLE show host, Lance Lambert attended our Saturday morning judging seminar.

The VINTAGE VEHICLE is broadcast on 74 stations across the US and on TV networks in 27 foreign countries. In the Seattle area you can find it on Comcast VOD.



*Master Judge # M-207*

Don Reddaway was born and raised in Seattle. For over 42, he was employed at the Applied Physics Lab, University of Washington (an off-campus research lab). As a Senior Field Engineer, he worked as a member of a team to solve underwater problems for the Navy. For

ten plus years he was involved in the development and installation of underwater Three Dimensional Tracking Ranges around the world. During the last years of employment, Don was part of a team developing and installing global warming monitor equipment, which included ninety-day at sea data gathering cruises. Don is still a part of the lab on a consulting basis.

For 50 plus years, Don has been interested in the car-collecting hobby and has been a member of the Classic Car Club for 21 years. He purchased two Franklin automobiles and became an active member of the Franklin Car Club. Both cars required total restoration having been purchased as parts cars. He has re-wooded six different classic car bodies. During the restorations and body rebuilds, his garage has been equipped as a complete machine and wood shop. This has allowed him to do 80 percent of his own restorations, as well as, helping other members with their car problems.

Don served as a board member of the Classic Car Club, serving currently his second term. Over the years, he has been an event chairman. Three years ago, Don was awarded a Master Judge status. As such, he has served as both Head Judge and Assistant Head judge on several events. Don also serves as National Technical Advisor to the Franklin auto.

Don and Carole lived in Ballard for 45 years and will be married 52 years this March.





*Team Leader  
Stan Dickison*



*Team members observe as Bill Deibel points out the Duesenberg mechanical computer that operates the automatic chassis lubricator as well as four large maintenance indicator lights on the instrument panel.*



*Team Leader  
Brian Harding*



*Al McEwan declaiming on a finer point about Rolls-Royce cars to Dennis Somerville, Willie Spann, Brian Harding, and Bill Allard*



*Team Leader  
Jerry Greenfield*



*Peter Hageman raising the hood on the Bentley with (l-r) Dick Morris (Model A Ford Club of America Member), Brian Pollock, Ralph McCarty, and Sam Barer*

NOTE: The Derby Bentleys (such as our feature car) were a style truncated by a war marked in the UK by danger from above, tight rationing of fuel, and a desire to keep generally a lower profile. As a result, a great many cars were mothballed by their owners for the duration of the war, trusting that Churchill would deliver them from Teutonic evils. With the end of WWII, everyone wanted to get back out on the road. Even though the Bentley marque was not as common a site as, say, a Toyota is today, the demand for restoring roadworthiness was clearly going to overwhelm the Bentley Motors Limited staff. As a result, a series of Service Instruction Leaflets were issued starting in September 1945, the first of which deals with the resurrection of Derbys to full service. Brian Rohrback kindly offered this interesting and still useful historical document for inclusion in the Bumper Guardian. Here is the copy that was offered to car owners.

## SERVICE INSTRUCTION LEAFLET

ISSUED BY

BENTLEY MOTORS (1931) LTD.



BM.1.

Subject: **Recommissioning of Cars after Period of Storage**  
3½ and 4¼ Litre Bentley.

Date  
of  
Issue

24th Sept. 45.

Conditions have arisen now where many cars are being brought into use again after a period of storage, and recognizing the fact that the demand for service or assistance will, during the present phase far exceed that which Bentley Motors Ltd. are able to offer, this leaflet has been compiled to afford guidance in preparing and recommissioning cars for the road, and to ensure that attention is directed to the essential points which affect the reliability and roadworthiness of the car. Obviously, a number of additional matters may require attention depending on the mechanical condition of the car before storage, and the work described herein represents the minimum attention necessary to ensure satisfactory operation.

It is assumed that at the time of storage, the car was treated in accordance with the recommended procedure issued by Bentley Motors Ltd., but it is recognized that the actual conditions of storage in regard to heating and ventilation etc., and the amount of attention subsequently received by the car during storage will have varied considerably with individual cars. Hence it may be useful first to indicate briefly the disabilities which may result from unsuitable conditions of storage.

- (a) Cylinder Bores. Inadequate initial protection or failure to turn the engine at intervals during storage will result in corrosion in varying degrees. A small amount of corrosion, provided the engine can be turned fairly easily by hand, is not usually serious and will probably wear off very quickly. ON the other hand, if the corrosion has been allowed to proceed to the extent that the engine can be turned only with great effort, the condition is serious and a rebore is usually necessary.
- (b) Carburettors and Petrol System. Without doubt, the most likely cause of trouble and unreliability is the presence of a gummy residue resulting from evaporation of any petrol which may have been left in the system. This sets solid and prevents the working of the fuel valves or other mechanism. Even if the engine has been made to run satisfactorily, there is a danger that portions of the deposit will subsequently become dislodged and cause stoppage of the car through choking of the petrol passages; therefore, very careful attention must be paid to cleaning out the entire petrol system. Failure to do so may lead to trouble later. A further difficulty arises due to the presence of water, which may have been left in with the petrol, and this causes corrosion and perforation of the petrol tank.
- (c) Gearbox and Axle Gears. If the transmission has not been turned over at intervals during storage, it is possible that those portions of the gears or ball bearing which are exposed above the oil level will have suffered some corrosion due to condensation of moisture on the polished and case-hardened steel, which is more susceptible to corrosion than unhardened materials. The extent of any such corrosion is very indeterminate and, in the event of any appreciable corrosion having taken place, it is questionable whether any corrective treatment short of dismantling the unit and replacing the parts concerned is of any value. It is probable, however, that in many cases the effects of slight corrosion will wear off, and having regard to the shortage of spares at the present time and in the immediate future, it is not recommended that any action should be taken to anticipate trouble from this source. Therefore, no instructions are

included in this leaflet in respect of examination of gearbox or axle gears. If the gears or ball bearings have suffered to the extent of requiring replacement, there will be ample warning by way of noise when the car is put into commission.

- (d) Clutches. Failure to have jacked out the clutch before storage, may have resulted in the fabrics adhering to the pressure plates, and it may be found impossible to disengage the clutch. This condition if severe may render necessary the complete dismantling of the clutch, but before this action is taken, certain procedures suggested later in this leaflet should be observed.



**With the foregoing points in mind, it is probable that most cars will respond satisfactorily to the following recommended procedure and will give a reliable period of service before further attention becomes necessary.**

- 1. Tyres. Before taking the car off the blocks the tyres should be inflated to the correct pressures. Recommended pressures are:

5.50 x 18 Tyres front 30 lb/sq.in., rear— 30 lb/sq.in.

6.50 x 17 Tyres front 23 lb/sq.in., rear 26 lb/sq.in.

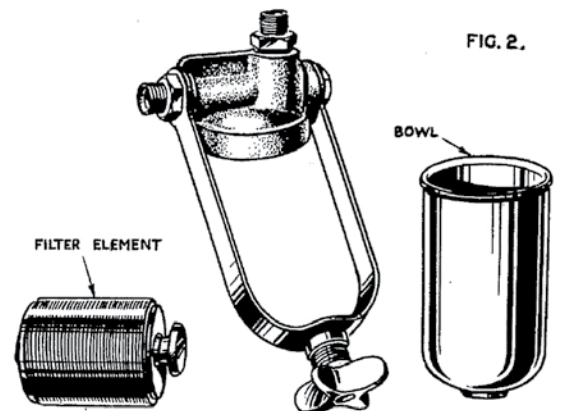
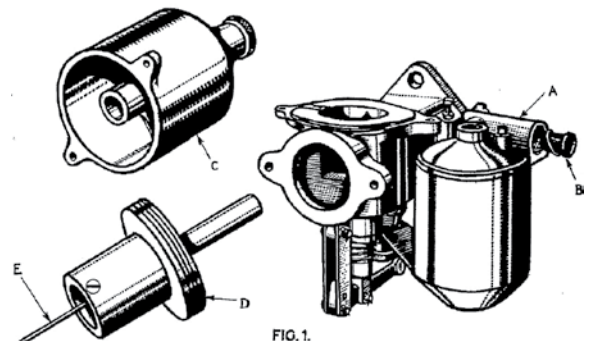
These pressures may differ from those quoted in the Instruction Book, but they have been found to give better results

- 2. Battery. Unless the battery has been correctly stored, and received a refreshing charge, at least every two months, it will be useless and a replacement must be obtained. If it has received the proper treatment during storage a thorough charge should be all that is necessary. The battery clamps should be cleaned with a wire brush and smeared with Vaseline.
- 3. Cylinder Bores. Where any doubt exists as to the condition of the cylinder bores through lack of attention during storage, remove the sparking plugs and into each cylinder inject two eggcupfuls of a mixture comprising 5 parts engine oil, and 1 part colloidal graphite. This mixture should be allowed to stand in the bores several hours, or overnight, after turning the engine by hand to distribute the mixture.
- 4. Valve Mechanism. Remove rocker cover and inspect valve mechanism for sweating and rust marks. Thoroughly clean mechanism and pour a liberal quantity of fresh oil over all the parts. Remove tappet covers and see that tappets are well lubricated by oil running down push rods.

**No further work on the internal parts of the engine is necessary at this stage.**

- 5. Petrol System.

- (a) Disconnect petrol pipes at float chambers and unscrew union from each float chamber cover. A.Fig.1. Take out the small filter gauze, B. clean and replace.
- (b) Remove float chamber covers, lift out the floats and carefully clean out the bottom of the float chambers. Note whether there is any sign of gummy deposit. If so, pay particular attention to the remainder of the petrol system.
- (c) Remove the air valve cylinder (dashpot) C.; from each carburettor and lift out the piston, D., taking great care not to bend or damage the needle valve, E., attached to the bottom of the piston. Carefully clean the piston with paraffin, or if the piston or its guide has suffered corrosion during storage, metal polish may be used to remove stains. (DIAGRAM)
- (d) Remove petrol filter elements, and thoroughly clean by washing in petrol (see later note if gummed up). In the case of the 3 1/2 Litre Bentley, the filter is on the dashboard, and is of the type shown in Fig.2. In the case fo the 4 1/4 Litre Bentley, dual filters of this type will be found on the rear cross member.
- (e) Remove the drain plug from the petrol tank, and inspect for signs of gum deposit. Replace the plug, and make sure it is tight. In the unhappy event of petrol having been left in the



Continued on Page 20

tank, with the result that the system is gummed up, special care must be taken to clean out the system. Suitable solvents are:

1. Methanol (Methyl Alcohol)
2. Cellulose thinners
3. Gresylic Acid (Gresol)

Any of the above are effective in dissolving gum where this is present in accessible places, but the petrol tank will take longer and agitation is necessary to bring fresh solvent into contact with the gum. If the tank is badly gummed up, it will probably be necessary to dismantle it from the car, in which case hot caustic soda may be used more effectively than the solvents mentioned above. The tank must be thoroughly washed out afterwards to remove all traces of caustic soda and corrosion deposit. Examine carefully for signs of perforation caused by corrosion.

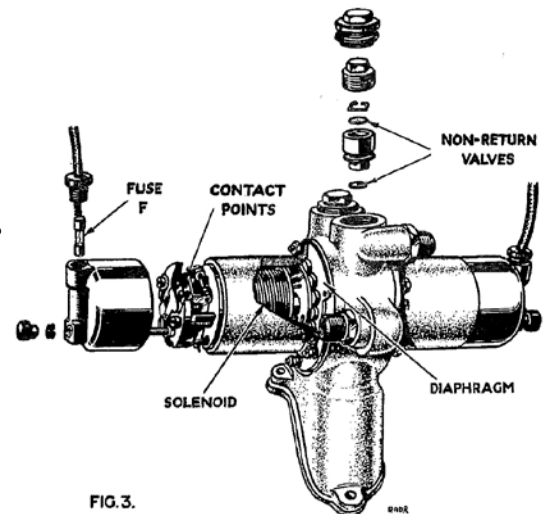


FIG. 3.

- (f) Switch on ignition and the petrol pumps should start to purr. If they do not, make sure current is getting to pumps by checking with 12 volt bulb connected between the brass bush inside the pump and covers (removed) and earth. The bulb should light; if not, examine small fuse F. in each cover (Fig.3.).

Should these be correct, then examine No. 3 fuse in main fuse box on dashboard. Having ascertained that current is getting to the pumps, and they are still not working, then they are stuck up. Fit the covers on the pump upside down so as to leave the contact points exposed. With the point of a pencil (ignition still switched on) keep gently opening the points. It may take a little time to get the pumps to work again, but if there is no response it will be advisable to fit a pair of reconditioned pumps. Alternatively, new diaphragms may be fitted, but we do not advise this in the absence of expert knowledge.

## 6. Electrical Equipment.

- (a) Dynamo. Cleanliness of the commutator and freedom of the brushes in their holders should be checked on this unit. Remove the end cover, A. Fig.4 by releasing the pawl, A1., and rotating the cover a third of a turn away from the engine. This will expose the commutator, B. and the brushes C. Remove the brushes from their holders after lifting the spring clips, D. Brushes, holders and commutator should then be cleaned with a petrol soaked rag and replaced. On the 4 1/4 Litre model, the cover is removed by unscrewing the knurled screws.

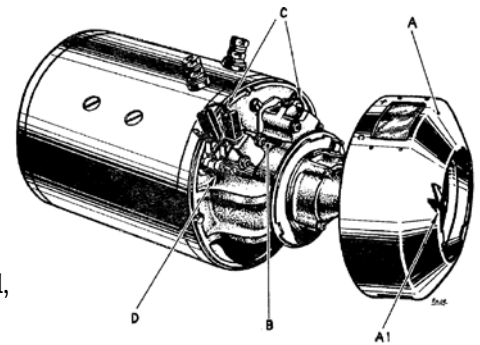
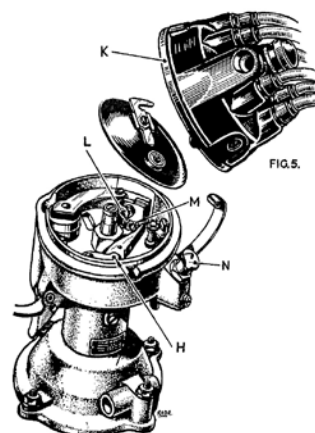


FIG. 4.

- (b) Distributor. Remove the high tension distributor cover, K. Fig.5 and clean contact breaker points with a carborundum strip. Reset the gap to .015in.-.018in. Adjustment is effected by releasing the locknut, L., and turning the contact screw M.
- (c) Plugs. Clean and set gaps to .018in. - .022in. Replace in engine and connect high tension leads.

- (d) Ballast Resistance and Coils. Remove the coil cover and clean top of coil with dry rag. Check and clean all connections to coil and ballast resistance.

- (e) Starting Motor. No attention should be necessary apart from removing the plug in the side of the reduction gear casing and filling with engine oil until the level reaches the mouth of the plug orifice. On the earlier models a small oil cup is fitted for lubrication. Two or three drops of engine oil should be injected. Should the started motor prove sluggish in operation, the end cover should be removed and the brushes cleaned.



Clean the cam and smear with a small quantity of grease. The pivot pin, H. of the rocker arm should be lubricated by moving aside the retaining spring and putting a drop of oil on the exposed end. A few drops of engine should be injected into lubricator, N. Wipe the interior of the distributor cover with a clean, dry rag before replacing.

7. Water Cooling System.

- (a) Screw down the greaser on the water pump gland three turns and tighten the gland nut, if necessary. The radiator can now be filled with clean, preferably soft water to about 2 1/2 inches from the top of the filler spout. Carefully examine all the rubber connections and Jubilee hose clips, and replace if unsound.
- (b) Adjust the fan belt by slackening off the hexagon locknut with a spanner and screwing down the knurled nut with the fingers until one side of the belt can be moved transversely with the fingers about 3/4 in. at a point equidistant from the pulleys. Afterwards securely re-locking the hexagon locknut.

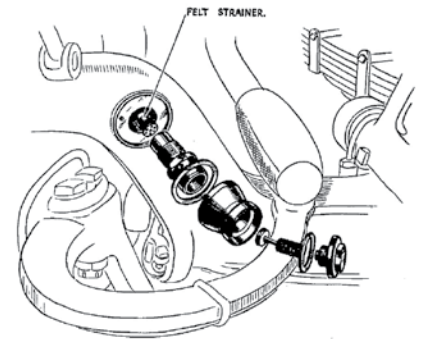
**The petrol, water and electrical systems having been checked, preparations may now be made to start the engine.**

8. Engine.

- (a) Drain the sump. Remove the oil strainer and thoroughly clean in paraffin. If a pressure filter is fitted a new element should be obtained. Refill the sump with any of the recommended oils.
- (b) Remove the rocker cover. Set the tappet clearances at .004 in. for both inlet and exhaust valves when cold by releasing the locknut and turning the adjusting screw until the feeler gauge, provided in the tool kit, is just free to move between the rocker and valve stem. In the case of the 3 1/2 Litre the two tappet covers beneath the exhaust manifold should be removed in order to expose the adjusting screws. Check each compression pressure by turning the engine with the starting handle. They should be equal; if one is weaker a sticking, or burnt valve is indicated.
- (c) Start the engine and note the oil pressure and charging rate. Run the engine at the fast idling speed, i.e. 1,000 – 1,500 r.p.m. until the thermometer registers 70 deg. C. approx. when the radiator shutters should begin to open. When 90 deg. C is reached they should be fully open. Check the freedom of the shutters by lifting the spring-loaded pin, releasing the lever and working the shutters by hand. If stiff lubricate the joints of the mechanism with an oil can.

**Having got the engine running and checked that there are no leaks in the oil and petrol systems, the following instructions should be carried out before taking the car on the road.**

9. Centralised Chassis Lubricating System. Check the oil reservoir located on the front of the dash and fill with engine oil to not less than an inch from the top of the filler cover. Give the foot-operated pump a few strokes, and check that oil is reaching the various lubrication points. Clean, and if necessary renew the felt strainers in the non-return valve on the front axle, Fig.6.



10. Gearbox and Transmission.

- (a) Gearbox. Remove the two plugs and drain off the oil. Refill with engine oil to the correct level.
- (b) Propellor Shaft. Turn the shaft until the plug on the front universal joint is at the top and the lubricator at the bottom. Remove the plug and inject grease through the lubricator until it commences to flow from the plug hole. Replace the plug and repeat for rear universal.
- (c) Back Axle Drain off oil and refill to overflow plug with Wakefield's Hi-Press oil.

- (d) Wheel Hubs. Jack up each wheel and remove in turn. Clean and grease the serrations and screw threads of the hub, wheel and cap. Replace wheel and tighten cap.

11. Steering. Remove plug on steering box and refill with engine oil to mouth of plug orifice. Check all bolts and nuts on the steering linkage for tightness.

12. Shock Damper System. Remove plug on top of each damper casting and fill with either Wakefield Castrolite, or vacuum Mobiloil Artio. Use the same type of oil to fill the pump and governor casing mounted on the gearbox.

13. Brakes.

- (a) Lubrication. The centralized chassis lubrication system deals with most of the brake mechanism. A spring-lid lubricator is provided for the outer bearings of the servo. Two or three drops of engine oil should be injected. In addition there is a number of joints and links of the rods and levers, which should be lubricated with engine oil.

Continued on Page 22

The New  
3½ Litre  
**BENTLEY**

Bentley Motors (1931) Ltd announce that they are now in a position to demonstrate and accept orders for the new 3½ litre Bentley car


The 3½ litre Bentley has been produced to meet the demand for a car capable of carrying in comfort four passengers, at a high average speed. In the performance of this chassis rapid acceleration, high maximum speed and excellent road holding qualities have been combined with an absence of fuss under all conditions hitherto considered to be unobtainable in a car of the sporting type

The Chassis is equipped with a six-cylinder engine, capacity 3669 c.c. Tax £26  
A comprehensive three years' Guarantee is given with each chassis

CHASSIS PRICE

|   |       |   |
|---|-------|---|
| FOUR-DOOR SALOON<br>with ample luggage accommodation<br>£1460 | £1100 | DROP-HEAD COUPE<br>with flush folding head<br>£1485 |
| FOUR-SEATER OPEN TOURER<br>£1380                              |       |   |

Cars of a similar type to those announced above will be on view at  
Olympia—Stand No. 117 and at 16 Conduit Street W1  
Orders will be executed in strict rotation



Bentley Motors (1931) Ltd 16 Conduit St W1 Tel Mayfair 4412 Tel Bensport Piccy London

- (b) Foot Brakes (front and rear). Screw down the wing nuts with the fingers only. Each wing nut is self-locking at every half turn. If the wheel is jacked up it will be easier to feel when the shoes make contact with the drum. The nut should be screwed down until the cam action of the wing nut prevents further rotation with the fingers owing to the shoes being in contact with the drum. The setting will then be correct and the adjustment locked if the nut is turned back one quarter of a turn.
- (c) Hand Brake. With the hand brake right off, the adjustment should be tested by pulling the inside brake rope situated beneath the rear axle. The travel necessary to apply the brake should not be less than 5/6 in.

14. Clutch. Remove the clutch housing inspection plate and lubricate the trunnion with an oil can, also the clutch pedal and linkage. Test for correct freeing of the clutch by starting the engine and attempting to engage first gear.

In the unhappy event of the clutch having seized due to the pedal not having been jacked out during storage, it may require relining. Before carrying this out, however, the following method of freeing the clutch should be tried.

Remove the inspection cover. Start up the engine and run long enough to warm the clutch. Stop the engine and inject a small quantity of acetone into the clutch housing, so that it gains access to the clutch liners. Altogether as much as two eggcupfuls may be used. Allow a reasonable amount of time for it to soak in. Jack up the rear wheels, engage second gear and start the engine. Depress the clutch pedal and firmly apply the brakes keeping the engine running. If not effective repeat at intervals of a few days.

**If the clutch frees by this method, the car may be road tested and all controls checked.**



The PNR-CCCA has lost a good friend and long-time member.

Arnie Taub passed away on Friday, February 26th. His enthusiasm for cars (particularly of the British persuasion) ran deep and he gladly shared his vast knowledge with others. He will be truly missed. You can contact the family via email [ataub@att.net](mailto:ataub@att.net).



FOR SALE - PNR-CCCA Mascot Bags  
Beautifully crafted embossed leather  
Great for CARavans, just \$30  
Contact John McGary for details  
206.909.4499

# Klassic Korner for Kids

## Pedal Cars

*Editor's Intro: People who collect cars usually find other things to augment their collection by accumulating service station signs, license plates, oil cans and the like. One of the more interesting items some of our members like to include is pedal cars. Below is a brief history of this childhood staple.*

No matter what point in history you are looking at, you will find that kids love to play. More often than not, their favorite activities involve imitating the adults around them. It's not a surprise when a child wants to bake a cake or do laundry, or pick up a briefcase and go to work, but there is nothing more charming than seeing a small child get into a tiny car and pedal away! The pedal car has been a staple as a toy for young children for ages, but where did they get their beginning and how did they become so popular?

As early as the late nineteenth century, wheeled toys came in vogue for children. Bicycles were popularly used as a method to keep children healthy, and though they were considered an adult utility, many children from many different places started enjoying the mobility that the bicycles provided. In 1914, Henry Ford and his assembly line started making cars more affordable and more universal, and it was easy to see how children would be enchanted by these powerful and attractive machines.

Several toy companies were up to the challenge and they began outfitting small metal automobiles that were powered completely via leg-power. The "bodies" of these cars were hammered out of sheet metal, and wood was used for the chassis, while the wheels consisted of wooden rounds that were covered with hard rubber tires. Though most of these cars were made to look like generic automobiles, some lucky children could play with cars that were made to look like specific brands or models.

These toys also came with accessories that enhanced

the play experience. Oil cans and tool boxes, complete with small tools that were made in imitation of real ones, were perfect for children who had a mechanical bent. They could even flip up the hood and find a lightweight radiator to fiddle with. The cars themselves could be sophisticated enough to have working turn signals and real leather upholstery.

With the advent of the second World War, many children became patriotically inclined and the cars morphed into tractors, jeeps and airplanes, allowing the children to once again imitate the actions of their elders. These were still high ticket items in some ways; a pedal car could be quite expensive for a family on the budget. By the fifties, with the war over and the veterans returned home, combined with the economic boom, pedal cars became a selling point for many new families, especially for ones that had felt the lean pinch of the war years.

The pedal car, much like the automobile itself has made itself at home in American history, and as you can see there are many reasons for this! Today, pedal cars come in plastic as well as metal, and they might as easily have a toy cell phone as a toy oil can, but as you can see, the fun remains the same.

*Editor's Closing Note: As some of our members know, restoring an old Pedal Car can present some unique challenges, which is part of the "FUN". If you have an interesting restoration story you would like to share please let us know. On your next PNR garage tour be sure to look to see if the collection includes a Pedal Car.*

Editor's Comments: Raymond Loe

Author: LaZinnia Manley Dec. 06, 2007

[http://EzineArticles.com/?erpert=LaZinnia\\_Manley](http://EzineArticles.com/?erpert=LaZinnia_Manley)

Photo Source: Flickr



*A 1930s souvenir photograph of Jack and Ernie, taken at Lees studios, 23 Bath Street, Portobello*



## AIRPLANES IN EVERETT

Article by Brian Rohrback

Photography by Michael and Bradley Brian Rohrback

March 20 this year was the first day of spring and a perfect day to launch the PNR-CCCA Let's shake off the cobwebs and go for a drive attitude. The destination? Everett's Paine Field, home of the world-famous Museum of Flight's restoration facility and Paul Allen's Flying Heritage Museum.

The event gathered a real crowd! Over fifty PNR-CCCA members and their guests participated. Seven of our Canadian members braved the border crossing to join in the tour. (We did make a deal with Canadians Colin Gurnsey, Liz Haan and Bill Holt that we would tolerate their pronunciation of the English language if they would refrain from mentioning a certain hockey game.) We also invited the Bentley Drivers' Club (BDC) to join us bringing the total number of participants to 65. Fifteen Full Classics® and a handful of more modern, but still significant motor vehicles were driven to the event. A listing of the Classics (at least the ones that signed in) is shown in the sidebar.

The starting point was the Museum of Flight's restoration facility. Through prior arrangement, the museum opened the gate to the tarmac, allowing the club Classics (and selected NC cars) to park amongst the various aerial modes of transport. A meeting room was set aside for us to enjoy donuts and coffee. One small hitch, while there was plenty of coffee, the responsibility for delivering 5 dozen donuts was delegated to a local youth, who may in fact still be wandering the world in search of a gaggle of eager eaters of fried sugared dough.

Our guides Barry Horner and Greg Lamb, both long-time aficionados of the aircraft restoration trade, broke us into two groups for the tour. Barry and Greg and all the people working in the restoration shop are volunteers who give their time, their expertise and their love to the history of aviation.

The shop has an amazing array of unique aircraft and has nearly 40 project planes under supervision at any given time. Everything from a de Havilland DH.106 4C

Comet to the first-ever corporate jet gets the service of a dedicated group with restorations requiring years to complete. Approximately 50 volunteers are on tap, but it looks like there is a dedicated core of about a dozen volunteers restoring aircraft to museum quality. It is just a big, working garage with hammers and power tools punctuating the tour.

Trying to atone for the lack of carbs with our coffee, we arranged to have pizza delivered for lunch. Being unable to count attendees efficiently on the "fly", I threw caution to the wind and placed an order with the local pizzeria for 25 extra-large pies. That's a lot of pizza! Even with sharing the repast with the restoration team, it was clear that we were not up to the challenge (even though we tried mightily). A small group of cub scouts came to our rescue. They were also touring the facility and found our funny-old cars quite fascinating.

After lunch, we pointed our hood ornaments in the direction of stop #2 on the South side of the airfield. This transition dictates that I offer a mea culpa, something that being married 32 years and raising 4 kids through the teenage years gives me reasonable familiarity. Our drive proved to be an under-coordinated caravan. As deep background, the last event I managed involved a caravan for which I printed 25 detailed maps and sold only 5. Being a good Northwesterner, I felt that this minor damage to a tree was unacceptable. Of course, this time I printed 5 maps (figuring I could organize subset caravans (minivans?) but, not accounting for fierce driver independence, I could have used 25 sets of direction. Oh well, with a few cell phone calls and a double round trip back to the restoration facility, we reunited at one of the most unique collections in the world.

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*Designed by Glenn Curtis, this "Jenny" was manufactured in 1918. The Jenny was the first mass-produced American aircraft.*

*Continued on page 28*





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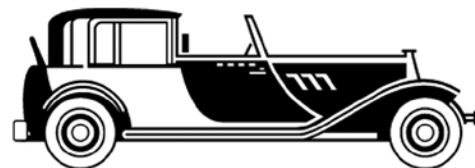
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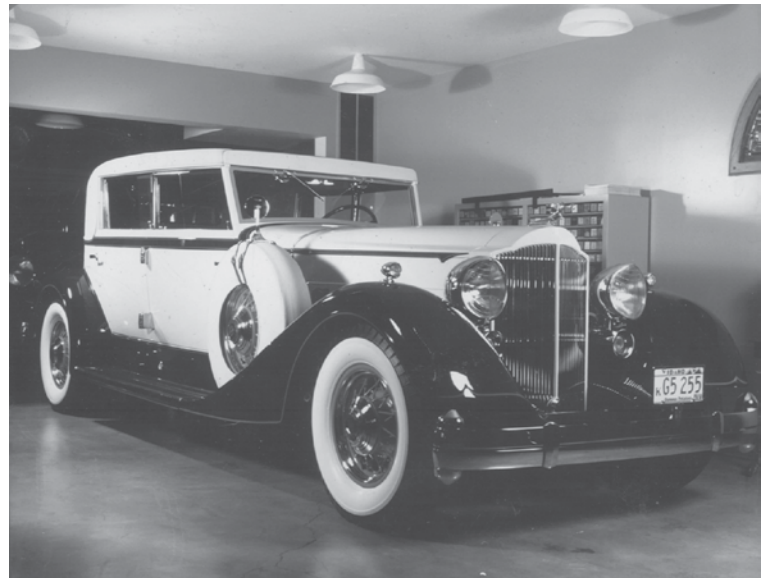
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**Airplanes from Everett**

*Continued from page 24*

of the planes on display span the sweet-spot of the Classic Car Era, 1935-1945. Just as our favorite cars were pushing technology to new heights, the innovation integrated into these masters-of-the-sky ushered in the transition for airplanes from novelty to practical use. Unlike most museum pieces, all aircraft on display have been restored in an historically-accurate manner and nearly all either do or will fly on a regular basis. In fact, the planes fly twice a month on Saturdays starting on May 15 and extending to September 25. Flights start at noon, if you want to check it out.

Again, club members were split into two groups and the FHC supplied us with a duo of top-notch docents to weave the facts, the stories and the legends around the mostly-military machines on display. Art Unruh led the first group and, as a decorated 50-mission veteran of the WWII air war, he had a very detailed picture of the use and the people who lived and died in the course of history. Roger Hagen came from an extensive background at Boeing and integrated his deep understanding of the design features into the same historical context. A more passionate pair could not have been found!

The FHC's retrospective spans war planes of various vintages and on all sides of WWII, from the American

Curtiss Jenny, through the British Spitfire, to Germany's Messerschmitt Emil (marrying a huge engine to a tiny airframe), to the Mitsubishi Zero of Japan's Kamikaze fame. As a nod to the future, there was even a SpaceShipOne, the first privately-built spacecraft (also underwritten by Mr. Allen). In case any of the aircraft got out of line, there was a German antiaircraft cannon to help restore order (I didn't ask if it was fully functional).

Although understandably not in full flight form, there was a pointy-end of a B24 bomber on display where we could get up-close and personal. Art noted that building such an aircraft required 384,000 rivets! As an interesting Club note, it turns out that Board Manager Roy Magnuson's mother was one of the first pair of women to be assigned to riveting the Boeing B17 version of this aircraft.

All in all, the combination of a beautiful day in the Pacific Northwest, a pair of one-of-a-kind museums, and the camaraderie of a terrific Club, proved to be irresistible. If it were not for Jon Schoenfeld's flat tire and the aforementioned mishaps on donuts and driving directions, and absolutely perfect outing would have been ours.

A special thanks needs to go out to Val Dickison, for helping coordinate the troops, and to the Noble's who graciously spirited away the last of the pizza to donate to a local homeless shelter.

See event photos on Page 29



| <b>PNR Members Driving Classics</b>  | <b>PNR Members w/o Classics</b>  |
|--|--|
| Tom & Susan Armstrong - 1948 Lincoln Convertible Cabriolet<br>Karen & Barrie Hutchinson - 1937 Cord Beverly<br>Brad & Michael Ipsen - 1940 Cadillac<br>Gary & Joyce Johnson - 1948 Lincoln Continental<br>Ray & Georgia Loe- 1934 Auburn<br>Roy & Terry Magnuson (also BDC) - 1928 Bentley 4 - liter<br>Al & Sandi McEwan – 1932 P-II Rolls Royce<br>Terry & Barbara McMichael (also BDC) 1947 Bentley MK6 Coupe<br>Bob Newlands & Jan Taylor – 1937 Packard 1501 Convertible<br>Ed Rittenhouse – 1934 Packard 1101 Convertible Coupe<br>Brian Rohrback (also BDC) – 1939 Bentley All-weather<br>Jon Schoenfeld – 1937 Cadillac Coupe<br>Dennis Somerville – 1934 Rolls Royce GRC12<br>Don & Arlene Wohlwend – 1937 Cord Cabriolet | Bill Allard<br>Arny Barer<br>Fred & Aston Bonin<br>Michael & Ildi Bradley<br>Gordon Cochran & guest<br>Tommy Crompton<br>Tom & Satina Davidson<br>(1960 Mercedes Benz 190SL nc)<br>Bill Deibel & granddaughter Alexis Earle<br>Stan & Val Dickison (1965C Porsche 356 - nc)<br>Colin Gurnsey<br>Brian & Fran Harding<br>Liz Haan & Bill Holt<br>Lee & Julianna Noble<br>Steve & Annie Norman (also BDC)<br>Bob Reverman (1950 Packard Custom - nc)<br>John Voight – (AC Cobra - nc)<br>Paul Watson |
| <p style="text-align: center;"><b>Bentley Driver's Club Members</b></p> Walt & Dee Carrel (BDC) – 1926 Bentley 6 - liter<br>Burt and Mary Hunter (BDC) – 1963 Morgan Supersport S (NC)   |  |
| <p style="text-align: center;">Guests: Billie &amp; Cliff Adams , Bob Allen, Matt Hackney (Oregon Region),<br/>                     Steve Holser, Jeff Miles, Harold Ross and Jim Smith</p>  |  |



Colin Gurnsey and Julianna Noble posing in front of the P-51D Mustang



Is the donut for which Brian Rohrback is still searching?



Above: The back-ends of Dennis Somerville's 1934 Rolls Royce, Roy and Terry Magnuson's 1928 4 1/4 Liter Bentley and a Comet 4-engined, trans-continental, jet liner.

Left: Don Wohlwend's 1937 Cord and the #1 Boeing 727.



On the tarmac, Gary Johnson's 1948 Lincoln Continental, Bob Newlands' 1937 Packard, Brad Ipsen's 1940 Cadillac Sedan, Jon Schoenfeld's 1937 Cadillac Coupe.



Stan Dickison's new 1965 Porsche 356 (nc), Brian Rohrback's 1939 Bentley All-weather, Al McEwan's 1932 Rolls-Royce P-II



Our fearless leader (Brian Rohrback) and group with a Russian Antonov An-2, a single-engine biplane utility aircraft designed built from 1946 to 1991 (45 yrs).



Flying Heritage Museum docent Art Unruh with Walt Carrel (BDC), Georgia Loe and Tom Armstrong.



A group photo by a Navy plane that is undergoing restoration.



Part of the Paul Allen Flying Heritage Collection

## **Director's Message**

*Continued from page 3*

The main event for 2010 is the Pacific Northwest CARavan directed by CARavan maestro, Al McEwan who has been planning and directing CARavans since 1970 and enjoys a nationwide reputation for "delivering the goods." This year's CARavan promises scenic routes, grand accommodations, fine dining and time to enjoy the journey and enhance friendships.

The leisurely pace of the planned CARavan is something that will appeal to all participants. Two- and three-night stays at CARavan resorts afford a chance to get to know and enjoy the surrounding areas. If one likes hiking, photography, flowers, golf, fishing, horseback riding, wildlife, sightseeing, boating, working on one's car or simply relaxing with a book, the opportunities await.

The CARavan route will forge into new territory as well as respond to requests to revisit some favorite locales. Most of the scenic roads enroute will be new to CARavaners. Also new to CARavaners is a two-night stay at the Delta Grand Okanogan Resort in Kelowna, B.C. The location is in the heart of the Okanogan wine country, and the resort site is alongside the beautiful Okanogan Lake. A stop at Whistler is back by popular demand. Everyone knows Whistler as a major venue for the 2010 Winter Olympic Games hosted by Canada, and there are many new and interesting sights to see. Victoria, B.C.'s "veddy British" capital city, is the last stop on the CARavan and affords excellent shopping, browsing, high tea, dining, sightseeing and harbor tours. Who doesn't really enjoy Victoria!

There is room on the CARavan for a few more cars and guest participants, but time has nearly run out. Please call Al McEwan **NOW** at 206-999-4485 or e-mail him at [almcewan@msn.com](mailto:almcewan@msn.com) for the current availability status of the Pacific Northwest 2010 CARavan.

Barrie Hutchinson

[barrie.hutchinson@gmail.com](mailto:barrie.hutchinson@gmail.com)

## **Editor's Message**

With this issue Karen and I begin our third year co-editing your Bumper Guardian and we look forward to filling each one with interesting stories and reports on the many interesting Club events coming-up in 2010. Your Board of Managers has planned a number of great outings for you and your car this season and we hope you'll take advantage of them. We will cover them all and try to report on everyone who participates. Always fun!

Now that the Spring BG is in your hands, we are already planning the next issue featuring our annual Coming-Out Party. I won't preempt what else we expect to present in the Summer issue, however, you can look forward to several articles from Club members that will continue to help make our magazine one of the best.

Although we do our best to make every Bumper Guardian an outstanding publication, it is an on-going challenge to obtain fresh material for each issue. Therefore, it is very important and helpful that we hear from those of you who may have something to offer about your own special interest or talent that can be made into a story or article. Just an idea and a few facts from you is all we need to create a piece that will be of interest to our readers. Think about it and give one of us a call or an e-mail to get started .

Raymond Loe

BG Co-Editor

### **The Classic Car TRIVIA CONTEST**

provided by Bill Diebel

What was the first issue of The Classic Car (TCC)?

Who was the Editor, the Publications Committee Chair, the CCCA President?

Which was the issue of TCC with a color cover?

Who was the Editor then, the Publications Committee Chair, the CCCA President?

Which issue of TCC was the first edited by Beverly Rae Kimes?

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