

BUMPER GUARDIAN

Winter 2010



1928 Bugatti Type 44 Roadster
Owned by Steve and Annie Norman



Pacific Northwest Region -- CCCA

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.

February 12

St. Valentine's Day Massacre Jazz Party

Jon Schoenfeld PNR Event Manager 775-848-7842

March -- Griot's Garage Tour in Tacoma

Michael Bradley PNR Contact 206-225-6491

May -- HCCA Tour

Jerry Greenfield PNR Contact 253-653-5060

July 4th -- Parade at Yarrow Point

Al McEwan PNR Contact 206-999-4485

August -- Pebble Beach Kick off

Army Barer PNR Contact

September 11 -- Kirkland Concours d'Elegance

Tom Armstrong PNR Contact 425.747.0241

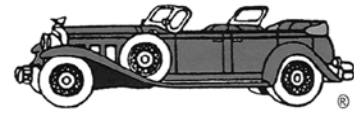
November -- Annual Meeting

December -- Holiday Party

Front Cover photograph courtesy of Brad Zemcik,
photographer and fellow CCCA member.
www.bzemcik.smugmug.com

Other Bentley photographs
provided by Steve Norman

CCCA National Events



Grand Classics®

June 12, 2011 Southern California Region
July 9, 2011. Michigan Region
July 9, 2011. Chesapeake Bay Region
August 13, 2011. Northern California Region
September 10, 2011. Indiana Region
September 17, 2011. Ohio Region
2012. Pacific Northwest Region

CARavans

March 5-11, 2011 Southern Spring
June 8-18, 2011 Some Enchanted
Jun 25 - Jul 9, 2011 Cruisin on the Rock
May 13-20, 2012 Colonial Region
July, 2012 Upper Midwest Region
September 7-18, 2012 Oregon Region

Annual Meetings

Jan. 5-9 2011. Palm Beach, FL
Jan. 4-7 2012. Dallas/Ft. Worth, TX

PNR-CCCA Member Information

Please contact Val Dickison, PNR Membership Chair if you have member news you would like to share.

New Members

Eric & Barbara Mann
19817 - SE 23rd St.
Sammamish, WA 98075
425-313-8890

Thomas Nault
14150 NE 20th #317
Bellevue, WA 98007
425-881-6393

Contact Information Changes

Monty Holmes, Jr.
817-Republican St.
Seattle 98109

Jack Goffette
22033 99th Pl West
Edmonds, WA 98020
Home: 425-582-8822
Cell: 206-979-7358

Duane Storkel
7580 W Lake Sammamish
Pkwy NE #218
Redmond, WA 98052.
Home: 425-698-8707

Duane Ruud
Cell: 206-200-0796

Member News

Members who would enjoy caring
thoughts, cards and/or emails.

Ted Barber
14423 11th Ave. SW
Burien, WA 98166-1407
cell: 206-459-3215

Pat Dennis
jpdennis1@msn.com

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:

Brian Rohrback, Director	425-836-8138
Army Barer, Secretary	425-454-0296
John Campbell, Treasurer	425-885-5472
Stan Dickison, Activities	206-949-1115
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:

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
Val Dickison	2013	206-546-3306
Roy Dunbar	2013	206-915-7667
John McGary	2013	206-909-4499

Bumper Guardian Staff:

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



My favorite car growing up: a 1947 Jaguar drophead coupe(nc) I saw in the Northgate Mall while visiting grandparents (I was about ten at the time). Two-toned green, it was arrayed in a public display of an eclectic mix of interesting automobiles as part of some sort of celebration, the details

are fuzzy. At the time, the car was only fifteen years old, but it clearly hearkened to a time when the art and science were really coming together into a diversity of style, technical innovation and just plain overall excellence.

Continues on page 30



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1928 BUGATTI TYPE 44 ROADSTER

Article and Photography by Steve Norman



**Steve and Anne Norman's
1928 Bugatti Type 44 Roadster**

Ownership History: Sandy Leith, Registrar for the American Bugatti Club and publisher of the Bugatti Registrar, tells us there are no records of this car's ownership prior to 1954. Our first clue comes from an advertisement by Peter Sager of Cambridge, Mass. in the January 1954 Motor Trend Magazine. Peter was offering to sell a 1928 Bugatti Type 44, three-litre, straight-eight, ohc, custom "Swiss Sports Body Roadster," although no price was quoted. Bugatti Club records confirm this was indeed our feature car and that it was sold to Ed Banta of Ossining, New York in October 1954.

Early in 1955, Mr. Banta resold the Bugatti, to William Payne of Chappaqua, New York. Records indicate that sometime in the ensuing nine years, John D. Kiner bought the Type 44 and, in 1964, sold it to Richard Egan. After that, the car's ownership history is again unknown for another 25 years, until PNR member Jack Goffette bought it in November 1989 from a used car broker in Everett, Washington.

According to Jack, after acquiring his 1928 Bugatti, he entered into a bet with some fellow CCCA members that, in six months time, he could get the roadster rebuilt, restored, painted and accepted for display at Pebble Beach. In order to meet his self-imposed deadline, Jack engaged John Kane for body restoration and painting and also Tom Sumner to complete the necessary mechanical work. Both completed their work in time for the car to be presented at the February 1991 PNR Coming-out-Party and later in the year at the Pebble Beach Concourse d'Elegance. I have seen pictures taken at that event and our car still looks as it did then.

Before taking the car to Pebble Beach, Jack asked me to take pictures of his car using our hedge for background. Of those pictures, my favorite had Jack's dog, Orie, sitting in the seat looking at my camera. Later, Jack took me on my first ride because Orie could not yet drive!

I did not see the car again for almost ten years. However, I could still clearly recall how the transmission did not like to be shifted without grinding.

In 2000, Jack asked if I would like to buy the car. I had already bought a 1929 Bentley Speed Six Martin Walter

Opposite page clockwise: Steve and Bugatti in front of the Bugatti Castle in Molsheim, France; Bugatti on tour in Chianti, Italy, Beautiful and powerful Bugatti engine; Bugatti cockpit

Coupe from Jack and he thought I needed another car. I didn't spend a lot of time thinking about buying the Bugatti, because it still looked so beautiful. I just said YES!

Annie and Steve Norman Ownership:

The Bugatti came to us with this two-line engraved plaque in the center of the instrument panel.

*A. Pulver
Basel*

Jack recalled that the car had been custom-built for a wealthy gentleman who gifted it to a young actress. When visiting Basel in 2008, we asked about Mr. Pulver and were told by the locals that many years ago, there had been an old fellow of that name doing body-work locally. They did not know where he lived or even if he was alive. Some of the Basel CCCA members offered to learn what they could about Mr. Pulver; however, I have never heard anything more.

Steve Drives the Bugatti Type 44: Wanting to drive our new acquisition, I immediately took it to our BMW shop in Seattle where a technician went over the car to ensure it would be safe and reliable. My first attempt to get the car to the shop turned out to be an exasperating adventure.

I made it less than four miles from our home in Edmonds before the engine sputtered to a stop. My investigation uncovered that the fuel filter was doing its job so well that nothing, including fuel, was getting through. I cleaned the filter and started-off again, traveling about ten more miles on I-5 when the car again sputtered to a stop. I cleaned the filter and continued south. Again the car started to sputter. I then left the freeway, stopped, cleaned the filter once more and traveled on surface streets to my destination in Seattle.

Our tech found that the fuel tank was full of KRUD. We sent it to a fuel tank shop in West Seattle to be cleaned. Unfortunately, during that time the original drain plug, inscribed with the EB initials, was lost. Since the drain plug and Bugatti spark plugs have exactly the same thread, we screwed an old spark plug into the tank and moved on.

Our BMW technicians needed to focus on customer work, so I asked Ray Segale, who had his auto shop behind our storage lot, if he could do the work. Ray took the car in, working long and hard. I didn't keep close track of Ray's time but I recall it took him several weeks before he was ready to try it on the road. Every time we took it out the engine would overheat and we'd take the car back to Ray's shop. We ended up sending

Pacific Northwest Region - CCCA

1928 Bugatti cont. from page 5

the radiator to England. There it was rebuilt and modified to permit installation of an auxiliary electric fan to help cool the engine. That set-up finally solved the overheating.

The First Caravan: I was feeling so confident about the Bugatti's road-worthiness, we signed-up for a CCCA CARavan in Oregon. (This trip would confirm that there was still much work to be done.)

We met Connie Schwartz and Carl Bomstead (driving her 1939 Packard 12 Model 1708 Touring Cabriolet Brunn) for the short drive to Eugene. The Bugatti was running well and we were having a great time driving it down the freeway until the engine quit near Kalama. I pulled to the side of the road and started looking for problems - fuel, oil, spark plugs, and anything else I could think of. Not having found anything significant, I tried to restart the car and to my surprise - it started! Meanwhile, aware of our troubles, Ray Segale suggested that we try changing the oil??? Not having any better ideas, we drove into Kalama, bought 12 quarts of oil, found a parking lot and changed the oil. The engine started perfectly, so we went on our way. We crossed the bridges in Portland and drove about thirty miles; then the car died again. I continued having the engine quit, looking for problems, not finding any, restarting the engine and driving twenty or thirty miles before it died again. Connie and Carl stayed with us most of the way, but we didn't want them to miss dinner so we sent them on ahead. Anne and I continued the trek taking fourteen hours to drive from South Center to our hotel in Eugene.

The next morning I opened my tool-roll and started to investigate the engine. Carl Bomstead was also there working on Connie's car. Carl was able to fix her car but together we couldn't find the problem with the Bugatti. When I pulled the cam box off the engine and discovered the box was filled with a creamy yellow water and oil mixture, it was obviously time to give-up and send her home.

I called Ray Segale, again, and he arranged to have a truck go to our home, pick up our BMW Z8, haul it to Eugene and bring the Bugatti back to Seattle. We then drove the Z8 on the CARavan.

Meanwhile, Ray started working on the Bugatti to determine what was wrong and although he did his best, we continued to have problems. Many people offered suggestions on what to do. Fellow Bugatti owners Brian Pollock and Bill Roberts recommended that we send it to

Phil Reilly's shop in Corte Madera, California. Bill gave us great advice based on experience with his own Type 44 including suggesting that we consider installing a ceramic clutch, electronic ignition and overdrive.

The Solution: Following their recommendation, I shipped the Bugatti to Reilly's shop where Ivan Zeremba worked on our car until it was running better than ever. Their work included replacing both engine blocks, installing a new crankshaft, cams, pistons and connecting rods. Agreeing with Bill's suggestions, I had them put in an electronic ignition system, install a ceramic clutch and overdrive, plus change the brake shoes to the correct Bugatti GREEN lining. All of the parts and work were of highest quality. Since our Bugatti came out of Phil's shop, she has frequently been on the road. Our car was finally reliable and fun to drive with significantly improved performance, brakes, steering and shocks. Anne and I shipped her to Europe to participate in The CCCA European CARavan. We have also driven her twice in each of the Copperstate and Colorado Grand tours, plus two Canadian CARavans, one Pebble Beach Motoring Classic, several BMW Seattle Vintage Rallies and many unnamed drives.

The wonderful performance of the rebuilt running gear has continued to this day. We enjoyed driving our little roadster at the Bugatti International Rally last summer and found it easy to keep-up with the bigger, high-performance models.

We now have her back in Phil Reilly's shop to check everything out since we have not had it done for 4 years. Keeping any Classic Car running-well requires periodic maintenance and it was now time again to give this one some well-deserved loving care.

I hope you have enjoyed reading about our interesting experiences in owning what has turned out to be a really great Classic Car.



Steve and Annie Norman in San Francisco with their Bugatti

BUGATTI

Article by Raymond Loe



Ettore Bugatti was born in 1881 to a family of artistic Italians in Milan who had hoped he would follow the family traditions and pursue a career in sculpture. Instead of producing art to embellish Italian palazzi, he became a master sculptor in metal for motor-car chassis.

Ettore started his automotive career in 1902 as a designer for the French firm De Dietrich and continued developing his talent by working for several other car builders until founding his Kingdom (factory) at Molsheim, Alsace, France in 1909. There he was absolute monarch, where no one bore a title and he made virtually every decision. The factory itself was of surgical cleanliness. Much of the machinery was designed by "Le Patron" himself and even the bench vices bore the same red oval name plate as his cars.

From 1909 until 1939, Bugatti turned out fewer than 10,000 cars, divided amongst thirty-six different models, averaging less than 300 cars each. Of these, many were pure racing machines, some of the most successful ever built. In 1925 and 1926 alone, Bugatti won over 1,000 sanctioned races.

Expensive maintenance never bothered Bugatti – he assumed you were rich. Our featured Type 44 was one of the few models where Ettore conceded to build a relatively quiet, smother-riding car that later became known as "the Molsheim Buick."

The last production model conceived by Le Patron was Type 57 in 1934. Bugatti continued producing variations of that model until production was halted in 1939 by WW II. After the war ended, Ettore had

trouble regaining control of his factory since he was still an Italian citizen and, therefore, technically an enemy alien. That struggle continued until Ettore Bugatti died in 1947.

The most famous Bugatti ever produced was the Type 41 La Royale of which only seven were built and six survive. To upstage Rolls Royce the "Golden Bug" was designed as a "vulture de grande luxe" for use by kings and princes. Its chassis alone cost \$30,000 in 1927, the year it first appeared. The initial example had a 180-inch wheel base and a gargantuan 14.7 liter (900 cu. in.) engine, which developed over 300 bhp. While personally testing Number One, Ettore wrecked the car and nearly lost his life. The succeeding six production chassis and engines were slightly smaller but still massive at 170" and 800 cu. in. respectively.

Each Royale was capable of reaching 125 mph, yet, because of its great torque, could be throttled back to 3

mph and then accelerated smoothly without shifting from high gear. At 72 mph the engine was turning only 1,000 rpm. The Royale was guaranteed and maintained free of charge at the factory for the life of its original owner, each of whom Ettore Bugatti personally presented with a special white elephant radiator-cap ornament.

There have been many extraordinary makes of cars, but none has been more remarkable than the Bugatti Royale made by an Italian who found his opportunity in France.



1930 Bugatti Royale Coupe Napoleon



STEAMWORKS CONCOURS 2010

Article and Photography by Laurel Gurnsey



1907 Peugeot
NAACC Award for Preservation

This year's eighth Steamworks Concours d'Elegance, September 4th, had a unique addition in the form of a Military Class of twelve vehicles from the Canadian Military Education Centre in Chilliwack, B.C. (www.cmedcentre.ca)

The Centre features interactive displays allowing people to experience Canada's military history and their goal is to help bring an understanding of sacrifices made by Canadian soldiers and peacekeepers. The Military Class was dedicated to fallen and serving Canadian troops in Afghanistan and other wars.

A 1994 Chenoweth Fast Attack Vehicle reminiscent of the Outback chases in "Mad Max" sat next to a huge 1963 T55A Czech tank, a 1953 military ambulance and a 1942 Harley Davidson courier bike, among others.

Down the street a large crowd lingered all day at the 2001 Illingworth rear engine dragster in the race-car class, its team decked-out in red uniforms.

There was a connection this year to Vancouver's Children's Hospital and a couple of 'Superheroes' were on hand with a Sunbeam Imp to collect donations for expansions to the hospital and other special Hospital projects.

We had an awesome class of twelve visiting Woodies, just wrapping-up a tour. They spanned the 1930s, 40s and 50s and made a welcome addition.

There wasn't a dry eye in the house during the awards ceremony when Charles R. Nelson from Walla Walla, Washington accepted the 'NAACC Award for

Preservation' for his stunning 1907 Peugeot Labourdette Victoria Top entry. Not only a beautiful car (and gleaming matching vintage bike) but also a beautiful speech from Charles.

Lee and Julianna Noble took home 'first-in-class' for their '57 Ford Thunderbird in this year's special 55/56/57 Thunderbird Class. They joined another set of Nobles (Mike and Val Noble), whose '56 T-bird took second.

Other classes represented were the American 50s, American 60-73, European 46-67 (won by David Cohen's '51 Bentley MK6 Facel), Classics European & Domestic 25-48 (won by Bill Holt's '38 Lagonda V-12 Rapide, just back from Pebble Beach. Second place went to a



Bill Holt's Prize Winning
1938 Lagonda V-12 Rapide



The Street Scene

beautiful '33 Talbot, also just returned from Pebble Beach). This year's Motorcycle Class represented 100 years of BSA bikes.

Steve McQueen's famous 'Bullitt' car was honoured by a very special Muscle Car display (a '68 Dodge Charger and a '68 Mustang) and life-size cardboard image of Steve himself. Six other Muscle Cars joined them in the class.

A '66 Volkswagen Bus participated with eight Hot Rods.....coupes, convertibles, pickups and roadsters.

Two tiny Messerschmitts, an Autobianchi Bianchina and a Trabant autographed by the entire 2010 German Winter Olympics team joined five other Micro Cars.

There was special mention this year of Doreen Greenfield, who was sadly missed. This was a difficult year for several other Steamworks families, as we also lost a judge, Alfred Opp, and two long-time entrants, Liz Blake and John Reilly.

The bonding together of the car community in times like these is palpable and heart-warming.



Laurel Gurnsey Joins-Up



John and Koko Carlson with Fast Track Military Vehicle



*The Judges
Dave Meronuk and Gerald Greenfield*

PNR CCC Members

Organizing Team:

Colin and Laurel Gurnsey
John and Koko Carlson

Judges:

Gerald Greenfield
David Meronuk (and Dana)
Fred Bonin (and Brenda)
John Carlson (and Koko)
Colin Gurnsey (and Laurel)

Entrants:

David and Adele Cohen
Bill Holt and Liz Haan
Lee and Julianna Noble

Guest:

Arnold Barer

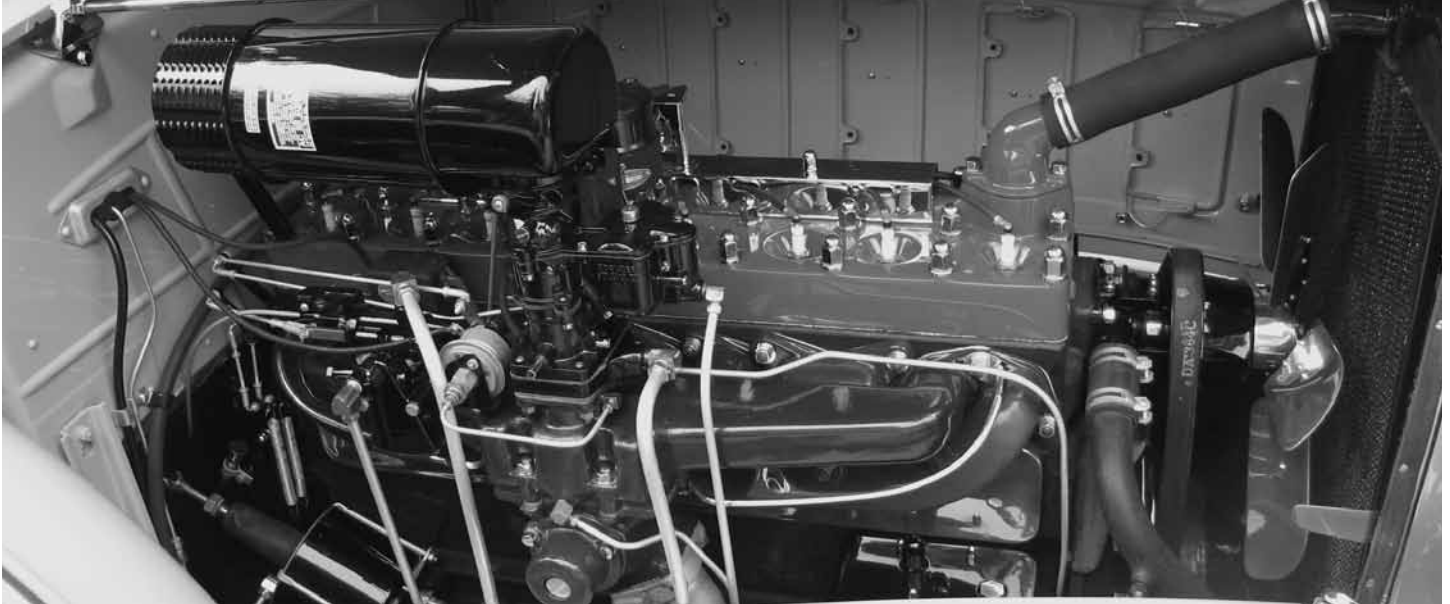


*Julianna Noble, Colin Gurnsey, Lee Noble and friends
enjoying the Canadian Military Vehicle display.*

PREPARING FOR THE 2012 GRAND CLASSIC

The Engine Room - Part I

Article by Brian Harding



Ed Rittenhouse's beautiful Chrysler Signature "Red Head" straight-eight engine

One of the more complex areas for judges is the engine room. Here, you are concerned with a variety of attributes that spill over into many judging categories. Included in the engine room are the cooling system, wiring, some of the braking system, and some of the undercarriage. While you may find point deductions appropriate in these other categories, you may want to hold that thought until you have inspected the components in the entirety, so that any deductions can reflect the whole of the category. In this article, we will begin with some general conditions and look at the engine itself. In part two, we'll look at the rest of the compartment.

In approaching the engine compartment, you should look for two things that would disqualify the car from competition. Is the engine correct? It is not a frequent occurrence, but you need to determine if the engine is the same vintage as the car. It does not have to be the original engine, but should be consistent with what the car was originally equipped with. A Packard engine should be in a Packard and if it is a V-12, the factory likely never installed a straight-eight. If it has a modern engine, the car should not be judged. If you have a question about authenticity, be sure to not ask the owner,

but do ask your team leader. They are the only ones who should converse with the presenter.

A car can also be disqualified if the brakes are non-authentic. In this area however, there is room for some adaptations. If the brakes are mechanical, there should be no sign of hydraulics. Some early classics had two wheel brakes, but in the interest of safety, owners can add brakes to the front, provided they are consistent with the car and installed in a safe, workman-like manner. You may want to make a deduction for authenticity, but this is one of those areas where you could wait until seeing the rest of the system. If you feel strongly, any points taken are at your discretion.

On hydraulic systems, some owners retrofit a booster to enhance drivability and safety. Although, non-authentic, this is permissible, but any deduction for the booster itself should be taken, once again, under Authenticity. If the booster leaks, has defects, or looks poorly installed, those deductions come under Operation and Appearance. If you see disc brakes, not of the era, the car is disqualified. You should also look at the master cylinder and the fluid reservoir.

If the car is driven and enjoyed, there will be road grime. Signs of use should not cause hardship in judging, unless

there is an adverse affect or excessive wear and tear. The engine room should be well cared for. It should be fairly clean with no signs of large fluid leaks. Minor oil leaks are common, but should not show signs of build-up. If something doesn't look right, please take it up with your team leader and no one else. Judges on the field should not discuss the car among themselves until after the score card has been turned in.

In this article, we will look at the engine and its attachments. When first approaching an open hood, have a general look at the area. Everything should be consistent with the way it was manufactured. Being mechanical creatures, it is hard to resist the urge to dress up the engine compartment. In the earlier years, the factory often did this as well, but as the depression ground-on, there was less attention to this kind of detail. Look for excessive use of chrome. You can still dress up an engine a bit with shiny bits, but it should not be out of character.

The team leader should ask the presenter to start the car. Look for quiet operation with no leaks. Listen and observe the exhaust. Look at the manifolds to see that they are without cracks and correctly finished. Porcelain can show minor crazing and flaking, but must not be excessive. Look at the fan belts and ancillaries. They, too should be operating correctly and appear balanced. The same holds true for the fan. The belt should not be worn. In many classics, the generator and water pump may be shaft-driven. Be sure to inspect the connectors. They should be in good order and turn smoothly. These connectors are mostly mechanical, but on some makes, this was accomplished with a section of rubber hose clamped to the joints. Be sure that is in good shape, free of chatter, and without signs of twisting on the hose. Is the distributor and wiring correct? If you can see the starter, make sure that it is in good condition and the wiring is safe. The fuel intake system must be free of leaks. Look around the carburetor, pump, fuel lines, and connections. Look at the intake manifold and air cleaner, if the car came with one. If there is a fuel pump, be sure to notice this, as well. Many fuel pumps look very similar.

Determining what is correct can be very tricky. Many updates were issued during production and other refinements were retrofitted by the factory or dealership as they came along. Remember, if you are not sure, ask your team leader. If there is any sense of doubt, give the benefit to the car.



Brian Harding's Musings

I've always been into old cars. The first toys I can remember were tin cars: a '05 REO Roadster and an '07 Cadillac Town Car. Later, when I was fifteen, my best friend's father bought a Model A and presented it to his two sons to restore. They'd do the work; he'd pay the bills and at the end, the car was theirs. I participated whole-heartedly. My parents were not supportive of my new adventure, and even though I maintained a 4pt. grade average, thought my efforts shouldn't be wasted on junk. When I was eighteen, a 1927 Buick sedan followed me home. My father was angry, but conceded. My mother said something I will never forget: "Well, at least he isn't into drugs." Addictive, none-the-less.

I was at Carillon Point this year, enthusiastically enjoying vehicles from every era. For a long time, I had been thinking about our hobby and what draws us to it. Men have always pursued hobbies and the reasons are much the same: relaxation, creativity, and a fondness for the thing itself. The hobby often provides a detachment from our daily work pressures and offers the chance to recharge and do something tangible. In our case, we take something once beautiful and return it. But, I think that it is much more than that.

Each of us develops a relationship to the car, either in appreciation for the car we have or in the labor of bringing one back. In the handling of tools; the manipulation of metal, wood and components, we learn about methods past, but we also learn about ourselves. Many of us have worked in environments more abstract and less precise than restoring a car. Here, the world is less theoretical, more concise, immediate and at your finger tips. The work you do has no vagueness and the result is right before you, right now. It is right, or it is wrong and it offers no excuses.

We function in this antiquarian world where we can find a sense of peace and centering. Here is a sensory world, where we see, feel, hear, smell and occasionally taste. Nothing pleases us more than the sound of a well-tuned engine, a clean line, the softness of a quality finish or the smell of the shop- that aged vintage of oils and crud having a bouquet all its own: irresistible to men; reviled by women. The shop is a time to escape and separate ourselves from the rest of the world, like every good hobby should. I have never found a venue better-suited than my shop. While there is, of course, a very long-term goal, there are short-term gratifications along the way. We slog through the cleaning and repairs

Continues on page 14

2010 KIRKLAND CONCOURS D'ELEGANCE CARAVAN - "A TOUCH OF ELEGANCE"

Article by Valerie Dickison

Photography by Brown Maloney



Concours festivities kicked-off on Thursday, September 9th with a group of approximately eighteen special interest cars touring Sun Mountain near Winthrop and charming Leavenworth, both in Washington state. Hosted by the Kirkland Concours d'Elegance, this is the second year in the caravan's four-year history that our Pacific Northwest Region of the Classic Car Club has been invited to participate.

Members from our region who drove various Classic and non-Classic special-interest cars included the Buckingham, Dickison, Hageman, Heffron, Tim Johnson, Magnuson, Maloney and McEwan.

We lucked-out on weather and all vehicles functioned properly. There was not much for Roy Magnuson and the trouble truck to do but enjoy the vistas. Saturday afternoon brought us back to Woodinville where we participated in the Woodinville wineries event by parking our tour vehicles in front of various tasting rooms, adding to the attraction of the consuming public.

Saturday evening brought us back to the Woodmark Hotel in Kirkland for the Gala Party with this year's theme "A Night in Venice". After dancing our feet off, Sunday kept most of the CCCA members busy on their various committee assignments for the Concours.

Tour leader Al McEwan, with the assistance of Stan Dickison, invite our members to participate in 2011 when the group will visit new locations during this fun mini-caravan.



Stan Dickison, Sharon Clark and Val Dickison enjoying a reception party.



Leavenworth brings out the Barbarian in Sandi and Al McEwan



Al McEwan, Jeff Clark (general chairman Kirkland Concours d'elegance) Marc Nowak and Peter Hageman.

VIN D'ELEGANCE A New Concours Event

Articles and Photography by Brian Rorhback

The Kirkland Concours d'Elegance kicked-off for the 8th year as one of the most successful and well-regarded automobile displays in the world. This year, the organizers sought to bring a distinctively Northwest flair to the festivities and decided to augment the Sunday Concours with a coordinated complement of wine. What more native and convenient than to add an enological event in neighboring Woodinville, home to more than 50 wineries plus a handful of auxiliary tasting rooms.

As with the Kirkland Concours, this partnership with Woodinville Wine Country generated contributions for the Evergreen Hospital and Seattle Children's Hospital as the wineries donated 50% of the proceeds from all tasting fees and 5% of the day's sales. In addition, coupons were passed-out that allowed the wine seekers to get \$5 off admission to the Concours the next day. How could we miss?

In all, eighteen wineries participated in the event and were graced by over 30 fine automobiles. The Classic Car Club of the Pacific Northwest was well-represented and the Porsche and Jaguar clubs also turned-out in force. Thirty-three cars graced the entry to the wineries, with most of the cars settling into position in the large parking areas at two of the venues, Chateau Saint Michelle and the Columbia Winery.

The Classics on display from our region included a quintet of Bentleys ranging from Roy and Terry Magnuson's WO to the Derby cars from Al and Sandi McEwan (1934), Noel and Janet Cook (1935), Conrad and Gail Wouters (1937), and Brian and Lisa Rohrbach (1939). Kicking-in a 1934 Nash were Terry and Cherry Jarvis. Plus, Don and Carole Reddaway, who apparently couldn't find a place to park their 1930 Franklin, positioned the car in the courtyard immediately in front of the Ste. Michelle entrance.

I encourage everyone to continue the support of these wineries, alphabetically: Anton Ville Winery, Brian Carter Cellars, Challenger Ridge, Chateau Ste. Michelle, Columbia Winery, DiStefano Winery, Dusted Valley, Edmonds Winery, Elevation Cellars, Hestia Cellars, Hollywood Hill Vineyards, J. Bookwalter Tasting Studio, Matthews Estate, Novelty Hill/Januik, Otis Kenyon Wine, Silver Lake Winery, Tefft Cellars and William Church Winery. They went out of their way to make sure this was an extraordinary event.



Glenna Olsen, Terry Jarvis, & Conrad Wouters enjoying a bite of lunch.



Don & Carole Reddaway's 1930 Franklin Convertible Speedster



I was fortunate to be placed at the Matthews Winery on 140th Place close to the main drag in Woodinville. I had heard of the Winery only recently at a dinner where two of the Matthews wines were featured. I arrived, placed my car by the entrance, went inside and received a personalized tour prior to opening time. My guide, Warren Ball, was very concise and very informative. Unlike some of the larger wineries, Matthews focuses on three or four wines and produces between 3,000 and 4,000 cases per year.

Founded in 1992, the business changed hands slightly in 2008 when the name-sake founder sold-out to his two partners. Now owned by Jim and Dawn Rubstello and Cliff and Diane Otis, the facility has a distinctly family-feel: a very comfortable place to sample the wines and experience the Woodinville distinction. With winemaker Aryn Morell (he drives an Audi – I like Audis), it is clear they are willing to experiment and the results are first-rate.

The grapes are drawn from 8-12 vineyards in Washington and Oregon, with frequent suppliers being Hedges, Royal Slope (North of Yakima) and Horse Heaven Hills (South of Yakima). One interesting aspects of their wine wizardry is the concrete eggs from France. These serve as casks for the white wines and have the characteristic of allowing the wine to breathe a bit due to porosity of the walls (and in stark contrast to stainless steel). The shape also forces a convective flow of the wine, insuring uniform temperature throughout the batch. Such is the craft that makes the Sauvignon Blanc crisp when very cold and adds the fruity touches (melon and pineapple) as it approaches room temperature. Leave it to the French.

Note too that Matthews produces a charity wine each year. A case of the Blackboard Red would do nicely as a Christmas gift. I will supply my address upon request.

PNR CCCA SPONSORED AWARDS AT THE 2010 KIRKLAND CONCOURS

Article and Photography by Stan Dickison

From the inception of the Kirkland Concours the Pacific Northwest Region has sponsored an award for the Most Elegant Open Classic. Recently the Most Elegant Closed Classic award has been added.

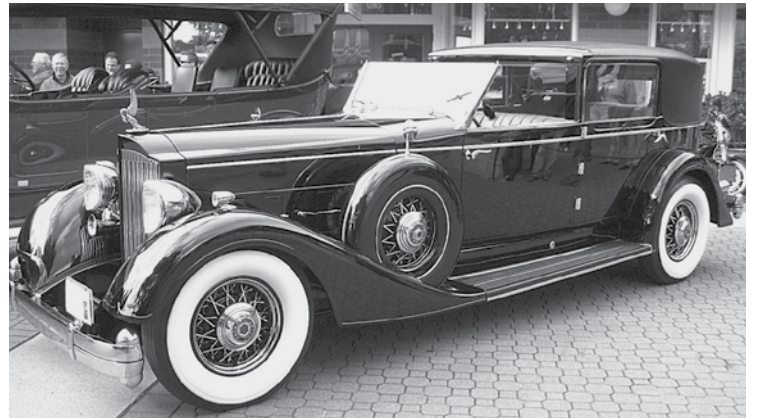
Over the past eight years many of our own member's cars have been awarded the sponsored trophies. They include: 1939 Cadillac Series 90, Touring Sedan, Gordon Cochran; 1931 Delage D8SS Tourer, Charlie Morse; 1946 Alfa Romeo 6C2500SS David Smith; 1932 Packard Victoria, Dietrich, Ken McBride.

On September 12, 2010 the Most Elegant Open Classic award went to the 1939 Lagonda V-12 Rapide owned by PNR members Bill and Liz Holt. The Most Elegant Closed Classic award went to the 1934 Packard 1107 Town Car owned by John Mozart.

The members of our region have been very generous in supporting these awards. Overlake Hospital in Bellevue and Children's Hospital in Seattle directly benefit from your contributions. As a committee of one soliciting your funds annually, I would like to thank you personally for answering my letters with open hearts and checkbooks. Please remember to put September 11, 2011 on your calendars for the 9th Annual Kirkland Concours.



*Most Elegant Open Classic award
Bill and Liz Holt's 1939 Lagonda V-12 Rapide*



*Most Elegant Closed Classic award
John Mozart's 1934 Packard 1107 Town Car*



Brian's Musings continued from page 11

towards a day when the car starts to go back together. Past the tipping-point, enthusiasm, excitement and satisfaction accelerate until the goal is achieved. We may not have created the original craftsmanship of the car, but we have lent our own brand to the recovery.

I recently read a book called Shop Class as Soulcraft by Matthew Crawford. The book speaks at length about the relationship of a more abstract world to the need for things more defined. The book is sort of an extrapolation to Zen and the Art of Motorcycle Maintenance from the seventies. 'Soulcraft' is a good treatise on men and why they need these diversions and, what the French call 'passions'. (You know I got that from Fran). Mr. Crawford describes our effort as a 'practical activity in the company of others', and so it is.

At the LeMay show in August, I listened to a man who had done a wonderful job on his car. He was talking, almost begrudgingly, about the amount of time he had invested. I thought, "How odd, the time would have passed anyway". I was jealous of having that kind of time. I have had the honor of working on many cars for many years. I look forward to a time when I have the time to do even more. I am enchanted by the Classics.

Editor's Note: If reading Brian's musings doesn't send you out to the shop to prepare your Classic for the 2012 Pacific Northwest Grand Classic, I don't believe I know what will.



Klassic Korner for Kids Yo-Yos

In 1928, the same year our cover car was produced, Pedro Flores (age 29) started the Yo-Yo Manufacturing Company in Santa Barbara, CA. The first month he made twelve yo-yos by hand and began selling them to neighborhood children. (These hand-carved yo-yos had an important innovation, the string was looped around the axle allowing the yo-yo to spin freely, opening a world of possibilities.) By November of the same year, the Yo-Yo Manufacturing Company had created over 2,000 yo-yos and Flores was able to attract the attention of two American financiers, James and Daniel Stone of Los Angeles. With the financing and ability to manufacture yo-yos with machines, his company produced over 100,000 yo-yos in just four months. A year later, in November 1929, the company had expanded to three factories (Flores and Stone, Los Angeles; The Flores Yo-Yo Corporation, Hollywood; and the Yo-Yo Manufacturing Company, Santa Barbara), employing 600 people and making in excess of 300,000 yo-yos a day. Because of Flores, a yo-yo craze was sweeping California.

Donald F. Duncan Sr. (1892 - 1971), founder of the Duncan Company immediately recognized the yo-yo's vast potential. An astute entrepreneur, marketer and manufacturer of, among other things, wooden novelty items and toys, Duncan bought the Yo-Yo Company in 1932. Early-on, Duncan worked out a deal with newspaper tycoon William Randolph Hearst to get free advertising in Hearst's newspapers. In exchange, Duncan held competitions and the entrants were required to bring a quantity of new subscriptions for the newspaper as their entry fee. During one thirty-day contest, Duncan sold more than three million yo-yos.

The first Duncan Yo-Yo was the O-Boy Yo-Yo Top. Duncan was also well-known for their Gold Seal tournament models, but over the decades they produced a variety of specialty yo-yos. The '30s were best known for their whistling metal yo-yos. Light-up yo-yos were introduced in 1950. The mid '50s and early '60s were Duncan's biggest era for producing what are now considered some of their most collectible yo-yos - names like Litening, Rainbow, Chief, Suede, Day-Glo, Satellite, Champion, Luck-E-JADO, and Super Practice are highly-coveted by collectors. In 1958 the "Butterfly" was released, although the design was patented over five decades earlier.

Duncan's business went far beyond the yo-yo. He was the co-patent holder for a four-wheel hydraulic automobile brake, the genius behind the ice cream truck, the Good Humor bar (ice cream on a stick), and the concept marketers call "premium incentive" — asking customers to collect proof of purchase (box tops) and redeem them for prizes.

Duncan was also the king of parking meters. The world's first parking meter was installed in Oklahoma City, in 1935. Just a year later, in a small corner of Duncan Toy Co., Duncan Industries was established to compete in the parking meter trade. Soon, the meter business monopolized the entire plant and the toy business was moved elsewhere. The success of the parking meter business and bankruptcy of the yo-yo business (largely from a lawsuit over the yo-yo trademark) made it easier for Duncan to finally cut the strings and sell his interest in the yo-yo. In 1968, the Flambeau Plastic Company bought the name "Duncan" and all the company's trademarks and to this day produces plastic yo-yos.

The yo-yo has had its up and downs, but it is a Classic that has survived the test of time.



2010 AUTUMN LEAF TOUR

Article by Terry Jarvis

Photography by Michael Bradley and Terry Jarvis

This year's Autumn Leaf Tour took us east from Woodinville towards Duvall, then north on the West Snoqualmie Valley Rd. towards Monroe, east to Sultan, and then back west to Monroe, where we visited two outstanding automobile specialty businesses. After lunch, we headed west to Snohomish, "the antique capital of the northwest," for some judicious shopping. The tour covered 45 miles on easy-driving back-country roads with spectacular scenery, foliage turning colors, and sunshine.

The day was made for touring! Temperature in the mid-sixties, sky clearing with the sun just breaking-out, and no chance of rain. This tour brought out almost thirty cars and over sixty people to visit the countryside and to enjoy each other's company.

The winding country roads were graced by many Full Classics® including multiple Bentleys, Cadillacs, Chryslers, and Packards and one each Auburn, Cord, and Nash. Several cars on the tour had not been seen for a long time, and even the cars that do not like to get wet (Chrysler T&Cs), or do not have tops (Bentleys) were out on this perfect fall day. This tour also brought out long time members that we have not seen for some time: Barry and Sharon Briskman, Ernie Crutcher, Carl Bomstead (and others); new members who were warmly welcomed: Frank Daly, Kim and Norma Pierce (and others); and several potential members. In addition, the day brought out an interesting array of non-Classic (nc), and some "modern classic" cars that are always welcome and that everyone enjoyed seeing and talking about.

The drive up the Snoqualmie Valley and then east to Sultan was on back-roads that were just trails at the turn of the century, then were made into roadways during the twenties, thirties and forties, and were perfect for

our cars. Speed limits were 35-40 mph, with a couple of "second gear" hills for interest, and the roads had many twists and turns around the hillsides. We went across the rich valley floor, past the former Monroe Prison Farm, crossed the Snoqualmie River and on to the west side of Sultan. These were roads that most of us had never seen or traveled upon.

From Sultan, we headed east to Monroe, through more spectacular scenery of antique barns, old and new houses, fields of flowers for the cut-markets, several dairies, tree-lined roadways and interesting farms. Then we toured through the "old town" portion of Monroe where many of the buildings that were built at the turn of the century appear to have frozen in time.

Our first stop was Jim Green's Performance Center, a shop that has been in business since 1955, specializing in performance engines, parts and cars. Our host was the proprietor, Jim Green. Many of our Club members knew Jim from earlier racing events and enjoyed getting re-acquainted. Inside Jim's shop we viewed his "vintage" dragsters, race-cars, hot-rods, and show-cars. He also showed us his tractor with three overhead cam NASCAR engines, an original 1934 Bowrus trailer (predecessor to the Airstream), 1934 Ford Phaeton with a "tilt-up" body, and many other race cars and hot-rods of the past. We also toured his newly-completed 1940-1950 vintage Shell gas station with all of the contemporary equipment, signs, and facilities complete with a Classic 1940 Cadillac.

Our second stop was Murray Motor Car, hosted by long-time PNR-CCCA member Paul Murray and his son, apprentice, and helper, Matthew, age five, driving his Murray Pedal Car. Paul and his brother, Al, have been restoring, maintaining, repairing and servicing our Classic



Fr. L-R: Carl Bomstead's 1947 Cadillac Conv. Coupe, Barry Briskman's 1947 Packard Touring Sedan, Bob Newlands' 1937 Packard Conv. Coupe, Barrie Hutchinson's 1937 Cord Beverly, John Campbell's 1931 P-II Rolls-Royce, Denny Aker's 1932 Auburn Conv. Sedan

cars for over forty years. Murray Motor Car has produced many Pebble Beach-winning cars, and is one of the leading restoration shops in the country.

Paul took us on a tour of their current work in progress: 1902 Murray (no relation to the Murray brothers), 1910 Whiting (which evolved into the Little, and then the Chevrolet), 1917 Pierce-Arrow 6-cylinder model "66" (which has the largest passenger car engine ever made to this date at 825 cubic inches), 1919 McFarlan (6-cylinder with only a 572 cu in engine), 1940 Lincoln Continental (that Bob Reverman was lusting-over), 1951 Lincoln (barn-fresh with only 74,000 original miles and still owned by the original family), a Packard Convertible, a Jaguar, a couple of Model "A"s, and many parts and tools.

Lunch at Sockeye's restaurant was the next stop where we filled the entire banquet room.

The roadway from Monroe to Snohomish covered different terrain. We traveled high, above the valley floor, and had long views of the low-lying farms, the mountains, and some terrific views of the Skykomish River, as we jig-sawed through the back country. We saw some spectacular farms and some new and old houses, as we drove through sections of heavily tree-canopied roads where most of the trees were now turning their autumn colors and the roadway was covered in many places with colorful autumn leaves.

We arrived at the historic town of Snohomish where we had a parking lot reserved for the protection of our tour cars. Historic Snohomish is another town where time stood still, and is known as the antique store capitol of the Northwest. Several stores were featuring assortments of old signs and automotive memorabilia as well as furniture and other antique items of more interest to the ladies. It would not be appropriate for the list of purchases to be disclosed by this reporter. At this point the formal tour ended, and it was only a short drive south along Highway 9 back to Woodinville.



PNR members Josh and Abigail Seber and Matthew Murray cruising around on the Murray pedal car



Bill Deibel, Bob Reverman, Barry Briskman, Jan Taylor, Tom Armstrong, and Lee Noble



*Three hot engines, two hot chicks
Sharon Briskman and Gail Doss*



*"I wonder if this would fit in my MG?"
Barry Briskman and Ron Doss*



PEBBLE IN THE RAIN

Article by Army Barer

Introduction: Beginning with Al McEwan's wonderful Tour d' Elegance and continuing in modern cars or by plane, each year many of our members travel to the Monterey Peninsula during the middle of August to show, race, officiate or simply enjoy the collective auto madness known as "Pebble." The Concours masthead of officials and judges has long featured a "Seattle Mafia" including Past Chairman Glen Mounger (this year's Honorary Chief Judge), Al McEwan, Peter Hageman, John Carlson, Richard Adatto, Sig Linke, Brian Pollock and others. The Historics' program usually lists at least Tom and Susan Armstrong, Jack Goffette, Pete Lovely and our friends Bruce McCaw, John Shirley and Greg Whitten.

Over the years our members and Seattle friends have brought home a lot of Concours trophies. This year perhaps the pickings were a little bit leaner. Our only members receiving an award were Bill Holt and Liz Haan who won a second-place in class J-3, European Classics 1937-

1939 with their magnificent 1939 Lagonda V-12 Rapide Convertible. However, Paul Hageman won the Nethercutt Most Elegant Closed Car Award with his 1928 Rolls Royce Phantom I "Riviera" Brewster Town Car (pretty good for a "kid") and our friends Greg Witten and Bruce and Joleen McCaw respectively took home a second in M-2 Ferrari Competition and a third in V. Open Wheel Race Cars (1927 Bugatti 35C). David Smith wowed the crowd with his prize-winning 1948 Alfa Romeo 6C 2500 SS Competizione. And of course Seattle locals could take pride that the Tony Hulman Trophy went to Ole Bardahl's famed 1953 Kurtis Kraft Special (NC) crashed so many times by our own Jack Turner even though it now resides out of the area.

I wrote this article in 2006 for another magazine but did not get it in by the deadline. The subject should bring back memories for most of us - the Ken Miles Special long-resided in the Hart Collection as did a wonderful painting of it racing in the 1955 Pebble that we saw at many Club functions. My

bitter-sweet memory is the fact that on the 2006 plane down we sat across from and had a pleasant conversation with Ken (and Patty) McBride (I think they won a trophy that year)—Ken's participation in the hobby will be greatly missed.

Standing "on the grass" at Pebble Beach among the thousands viewing this year's [2006] Concours my attention drifted away from the beautiful entrants to the giant TV screen displaying scenes from the 1955 "Year of the Rain" Pebble Beach Road Race. I thought how different "Pebble"—that colloquial collective for

an auto enthusiast's long weekend on the Monterey Peninsula — is today from those earlier times. I had been there that year and could make comparisons.

Pebble always starred the combination of road racing and the Concours. Before Laguna Seca, racing was held on a 2.1-mile course over cypress-lined streets. It may

come as a surprise that the Concours was a free extra for those who attended those races. Close attention to the 1955 event poster will bring a smile at the \$2.00 admission price for the races and the free admission to the Concours (now a \$235 combination). After the races you just walked over to the Lodge and viewed the cars on the lawn. You didn't have to traverse a gauntlet of auto manufacturers' and other commercial displays or pass through the Retro Auto souks—This year I did buy a \$28.00 cap but I choked on the \$40 tee shirt.

In 1955 I was a sports-car crazy sophomore at Berkeley. A buddy and I stayed at the home of a frat brother who lived in Monterey—cheaper than the current \$380 per night motel and his mother served a better breakfast. Following our usual practice we signed-on with SCCA to be pit marshals. They gave us colored pith helmets and arm bands and we could chase other people out of



Bill Holt and Liz Haan's 1939 Lagonda V-12 Rapide Convertible won a second place in Class J-3, European Classics 1937-1939

Photo courtesy of Brad Zemicik www.bzemicik.smugmug.com

the pits who like us wanted to see the cars but didn't have pit passes.

Viewing the racecars was like new love. They were so bright, shiny and so exotic. Phil Hill's Ferrari Monza, John Von Neuman's Porsche 550, John Barneson's Allard, Ken Miles' MG special, Jim and Marian Lowe's his and hers Frazier-Nashes. Now if I see them at Laguna Seca or on the grass it's like meeting your old friends. It's like a school reunion— it evokes a great warm feeling but not that young passion.

And the driving — Phil Hill and Ken Miles in the rain --The on-the-edge 10/10ths performances of those two brilliant rainmasters! However, even then it should have been apparent that the cars were getting too fast for the course. Barneson lost his Allard on the last turn and it skidded into two cars parked at the start/finish line. Lou Fageol who had wiped out his twin engine Porsche the day before and was nursing his injuries was sitting in one. The next year was to see Ernie McAfee's death, which also killed the venue.

Pebble Beach was always social; there were good parties at the homes of the locals, elegant tailgaters around the course and picnics on the grass. There was a lot of noise coming from open room doors at the Casa Munrus or the Lodge (anybody with the room cost could stay there then). But I sincerely doubt if there was even one corporate reception or hospitality tent.

On Saturday night there was an SCCA party where they showed racing films and served keg beer-- included in the nominal admission (and they didn't check ID). I stood with a beer in my hand amid drivers and celebrities listening to Phil Hill compare the Monza to his earlier Ferraris. Then, you didn't have to have a special red-backed pass to get in.

The Concours was almost an after thought. The cars on the grass were mostly new imported sports cars or sedans. I do remember a spectacular new special-bodied Alfa, but most of the cars were just ultra-clean production cars driven to the Concours.

In keeping with the philosophy of founders like Lucius Bebee, there were some great Classics – mostly Rolls as I remember. Phil Hill did win with his beautifully-restored Pierce. It was a triumph to win both the feature race and the Concours.

The jostling of the crowd and the gleam of the spectacular Concours entrants bring me back to the

present. Today Pebble is a "Death March" of additional events: Quail Lodge; Concorso Italiano; Christie's; Gooding's; Blackhawk; RM's; Kruse's; Russo & Steel; Automobilia, Retro Auto; The Tour and Pacific Grove Rally. The rampant commercialism boggles the mind. Hundreds of millions are spent to target the dream demographic. It's big dollars in search of big dollars without subtlety.

Nevertheless, while I remember and yearn for simpler times -I'll still try to be back for next year.



**PNR-CCCA
2010 Pebble Beach Participants**

Entrants:

David & Jody Smith (Alfa Romeo Centennial)
1948 Alfa Romeo 6C 2500 SS Competizione Berlinetta

Peter & Paul Hageman (Rolls-Royce)
1928 Rolls-Royce P-I Brewster Riviera

Brian & Randy Pollock (European Classic 1932- 1936)
1935 Bugatti Type 57 James Young Drophead Coupe

Bill & Liz Holt (European Classic 1937 - 1939)
1939 Lagonda V-12 Rapide Drophead Coupe

Tom & Susan Armstrong (Post War Preservation)
1964 Cobra 289 Roadster

Judges:

Richard Adatto, Gordon Apker, Carl Bomstead,
Barry Briskman, John Carlson, Peter Hageman,
Malcolm Harris, Siegfried Linke, Al McEwan,
Brian Pollock, David Smith.

Pebble Beach Motoring Classic Participants:

Neil & Patricia DeAtley, Stan & Val Dickison,
Peter Hageman & Kristy Gomez,
Roy & Terry Magnuson, Al & Sandi McEwan,
Steve & Annie Norman.



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FIXING PESKY OIL LEAKS

Article by Bill Allard

Tired of oil drippings left on the garage floor by your favorite Classic? Not all leaks are easy to stop, but those that originate from a machine screw or bolt that has been tapped into an area containing oil or grease can often be addressed.

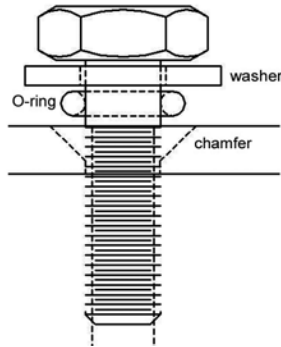
Examples of affected areas would include oil pans, fuel pumps, differentials etc. Although manufacturers usually designed attaching fasteners in such situations to thread into a blind hole, some holes either through design or fault penetrated into the oil-filled area.

In this situation, lubricant, especially when warmed, will work its way down the threads of the fastener and eventually drip to the floor.

I've used the following technique numerous times to quell this type of leak. The approach requires three "components": One, a fastener that does not have full length threads; second, machining a small chamfer on the base metal beneath the fastener; and third, selecting an appropriately-sized O-ring that fits snugly around the non-threaded portion of the fastener and fills the chamfered area on the base metal.

The idea is to compress the O-ring under the head of the fastener (or washer) such that the O-ring expands between the non-threaded portion of the fastener, and the edges of the chamfer. Thus the compressed O-ring provides a seal that blocks the passage of oil. The challenge is to size the chamfer and the cross-section area of the O-ring such that the O-ring fills the void in the chamfer. If the O-ring is too large, or the chamfer too small, excess O-ring material will be squeezed-out as the fastener is tightened, and interfere with proper tightening. Too large a chamfer, or too small an O-ring and the chamfer-void will not be filled, allowing oil to continue leaking.

The drawing shows a cross-section of a typical "repair." When the fastener is fully-tightened, the O-ring is compressed enough to expand into the surrounding voids and form a leak-proof seal.



JOHN CUDAHY DENNIS

A tribute to a man with a passion for Classics

By Brian Harding



While I had known John and Pat through the Horseless Carriage Club for some time, after Fran and I were married, we became closer with them as a couple. Even though John had a stroke and was physically incapacitated and had limited communication, it became clear that there was nothing wrong with his mind.

It was not at all unusual to find him reading when we came over. I discovered that you could have a conversation with John by asking yes or no questions. He could only say a few words. It is interesting that one of the words that stuck with him was 'Cord'. Fran and I enjoyed their company and going on tour events with them. John really liked riding in my Cadillac and I will miss having him there.

At his funeral, I spoke about John and Pat's strength of character. It would have been easy for John to have given-up years ago. Instead, he maintained his interests and desire to participate in the hobby, even working toward the future acquisition of a Stanley Steamer. He often worked in his shop, doing what he could with various parts. Through her strength of determination, Pat saw to it that he was able to do so. With Pat's love and sheer will, John was able to enjoy life. I guess I wouldn't expect anything else. After all, "He drives a Duesenberg".

Editor's Note: Barrie and I had the privilege of driving John's beloved Cord to the service. It seemed fitting, since it was our Cord that first brought us to meet John & Pat. I have many fond memories of sharing Cord experiences - the ACD Reunions in Auburn, IN, mini-ACD meets closer to home, and CCCA gatherings. At the services, Brian Harding stepped forward to share his thoughts and memories - and it was clear that he captured the love John had for the hobby and the love Pat had for John. I am grateful to Brian for putting his words on paper so they could be printed in the Bumper Guardian. We will all miss John.

Correction: Regrettably, a transcription error resulted in an unintended and incorrect birth and death date line appearing in the fall B/G memorial for Doreen Greenfield. We apologize for error.

NEW PNR BOARD MEMBERS



John McGary has been a member of the PNR since 1983 when he purchased "Reggie", his 1937 Rolls Royce 2530 Hooper Saloon. He served as Manager for two prior three-year terms and as Director in 2003 and 2004. As Director he attended the 2004 Annual National Meeting in Detroit that included tours featuring over 500 cars. Also on John's watch, the Region hosted a National Grand Classic in 2004. In 2008, John was Manager for the National Annual Meeting Awards Banquet held in Bellevue. Most recently, he volunteered to manage the 2010 PNR Annual Meeting at the Museum of Flight.

Val Dickison is a Seattle native who started her insurance career in 1966. She and husband Stan, married since 1969, have resided in the same Shoreline home for over 35 years. Val retired in January 2010 allowing more time for volunteerism and hobbies. She enjoys traveling with the Classic Car group, jewelry crafting, gardening, cooking and creative writing. She is about to launch her first humorous novel on Amazon's E-books site ("Lydia of Grayfields, the tale of a cat that chose to speak"). Val is the PNR membership chair and looks forward to lots of fun PNR activities in 2011.

Roy Dunbar began his apprenticeship in 1957 and started his own business in 1969. He has worked the trade ever since; first building wooden boats and now doing maintenance, repair and restoration of old classic custom yachts.

He always wanted a Classic Car from the year of his birth but never quite got around to it until Monty Holmes Sr. brought him an ad. Monty Sr. said "I know it's not the year your birth, but it will do -- a 1929 Pierce Arrow does not sell at this price." It turns out Roy knew the owner from sailboat racing. Roy eventually got the car because his friend knew he "would take the best care of it -- just like he took care of his boat." Roy still keeps his car "the best he can" and wants to help new people that come to the club to find the best ways to take care of their cars. Ask Roy about the "rest of the story."



WESTSOUND WEEKEND

Bill Deibel, after reading the last issue, asked me why the *Bumper Guardian* didn't include pictures taken at the Steinmans' considering all the effort and expense they went to for the club in hosting the group at the Westsound Weekend event." And especially considering what a fine time was had by PNR members in this beautiful lake-side setting.

As it turned out Bill had never sent the pictures to this Editor. So belatedly, with apologies to Gary & Merrisue, here they are....



Top: Gracious hosts Gary & Merrisue Steinman

Middle: Gary's grand garage

Bottom: Ray and Georgia Loe enjoying the party.

HELP OUR NEW MEMBERS!

**Always wear your Club badge to events.
If you have not been around for awhile or if you are a new member it will help us get acquainted!**

**Should you be missing your badge
please let me know at valeried@dickison.com**

**Happy Motoring,
Val Dickison, Membership Chair**

2010 ANNUAL MEETING

Article by John McGary

Photography by Michael Bradley

The PNR – CCCA Annual Meeting was held on November 7, 2010 and the occasion brought out three Classics on a Sunday morning that looked troublesome but turned out to be a very nice fall day. The following cars were in attendance: John McGary, 1937 Rolls Royce 2530 Hooper Saloon; Lou Berquest, 1935 Super Charged Auburn 851 Phaeton; and Jon Schoenfeld, 1937 Cadillac Fleetwood Sports Coupe.

The meeting was held in the Skyline Room at the Museum of Flight, which features a sweeping view of Boeing Field. The business meeting began with the usual introductions, including, as guests, a contingency from Haggerty Insurance. Director Barrie Hutchinson opened the general meeting at 11:30 AM, following a board meeting that had been held in the adjacent Barn Stormer lounge. After the introductions, the first order of business was an appeal from Secretary Arnold Barer for approval of the Minutes of the 2009 Annual Meeting. The membership was next provided with a very rosy report from Treasurer John Campbell. Our Director next announced that both Army and John would both like to retire after many years of service and therefore, the Board was seeking individuals who were willing to serve as either Secretary or Treasurer of the club. Director Hutchinson then thanked and bid farewell (using the secret club handshake) to the three departing members of the Board: Michael Bradley, Terry Jarvis and Raymond Loe. It was next announced that a new threesome had been elected and they were introduced to serve three-year terms; Valerie Dickison, Roy Dunbar and John McGary. It should be noted that some years ago, the region cleverly arranged the terms of the Board of Managers so that only three board members need be replaced each year.

Director Hutchinson's announcement that Brian Rohrback had been nominated and unanimously elected as Director for 2011 was greeted with a hearty round of applause. It was then announced that Stan Dickison had agreed to act as Activity Chair for 2011, Valerie Dickison as Membership Chair, Arnold Barer as Secretary and John Campbell as Treasurer (until replacements can be found.). Stan Dickison was called forward to present the "Car of the Day"



2010 PNR-CCCA Participation Award presented to Val & Stan Dickison by 2010 Director Barrie Hutchinson



The region thanks Sandi & Al McEwan and Val & Stan Dickison for their extraordinary work on the 2010 CARavan

awards in the form of a new indestructible, limited edition, stainless steel wine goblets with the PNR logo (see sidebar for the complete list of Car of the Day recipients).

Director Hutchinson next asked Stan and Valerie Dickison to come back to the podium at which time they were presented the "Participation Award" for the fact that they were able to identify and recall that they attended more Club events while driving a Classic during the course of 2010 than any other member of the Region. He also recognized

Al & Sandi McEwan and Stan & Val Dickison for their excellent work on the 2010 Pacific Northwest CARavan.

The luncheon was a buffet affair featuring wine poached salmon, cilantro & garlic free-range chicken and a variety of salads, fruits and bread. The 67 members and guests also consumed an amazing seven gallons of coffee. Dessert, meanwhile, was cleverly disguised by Valerie Dickison in the table centerpiece arrangements.

The aircraft program of the day was presented by Bill McCullough, a retired Certified Public Accountant and Museum of Flight Docent. His talk and Power Point presentation covered the pre-WWII history of barnstorming, airmail service and the infancy of passenger air service. The time period covered, of course, coincided with the Classic era represented by our automobiles. Following the program, Club members were free to tour the entire Museum of Flight and view the incredible collection of aircraft and artifacts that we are fortunate to have here in Seattle.



2010 Car of the Day Recipients

2009 Annual Meeting (November)

1937 Cord 812 Conv. Coupe, Don Wohlwend
selected by Manager Raymond Loe

2009 Holiday Party (December)

1932 Franklin 163, Dietrich, Bill Deibel
selected by Manager Julianna Noble

Judging Seminar (February)

1939 Bentley All Weather, Brian Rohrback
selected by Co-Manager Brian Harding

Visit to Payne Field (March)

1932 Rolls-Royce PII Sports Saloon, Al McEwan
selected by Manager Brian Rohrback

South Prairie Fly-In (May)

1937 Cadillac Sport Coupe, Jon Schoenfeld
selected by Manager Bill Allard

Bellevue Garden Tour (June)

1947 Bentley Mark IV Coupe, Terry McMichael
selected by Manager Brian Pollock

Mt. Baker Tour (July)

1937 Cord 812 Beverly, Barrie Hutchinson
selected by Manager Roy Magnuson

West Sound Overnight (August)

1935 Auburn Phaeton &
1935 Pierce-Arrow Conv. Coupe, Lou Berquest
selected by Manager Bill Deibel

Fall Tour (September)

1935 Packard 1201 Sedan, Frank Daly
selected by Manager Terry Jarvis

Meet 2011 Director Brian Rohrback



Brian might have been born and raised in Southern California, but his parents both hailed from Seattle before moving to the LA basin after WWII. His life-long passion for cars was stimulated mostly by his uncle, and PNR-CCCA member, Duane Storkel.

Brian is a Ph.D. chemist who abandoned California for Oklahoma and Texas where he worked in the oil industry. In 1983 Brian headed to Seattle to become an entrepreneur (and get an MBA). He is currently the President and CEO of Infometrix, a small scientific software firm located in Bothell.

As an undergraduate, Brian met the "love of his life", Lisa, the oldest daughter of Joseph and Barbara Carman III. Joe Carman was one of the founding members of this Pacific Northwest Region and Brian is proud to carry-on with Joe's car (the frequently-seen 1939 Derby Bentley), now a family member since 1966. Lisa and Brian have been married 32 years and are constantly entertained by four children, ranging from 17 to 27.

Brian has been a PNR Manager since 2008 and looks forward to the opportunity to serve the region as its newly-elected Director. Congratulations Brian.



Fr L to R: Car of the Day Winners, Lou Berquist, Jon Schoenfeld, Barrie Hutchinson, Bill Deibel, Terry McMichael, Brian Rohrback, and Al McEwan. Not pictured Don Wohlwend and Frank Daly

2010 HOLIDAY PARTY

*Event Manager Darlene Linke
Photography by Michael Bradley*

Ninety-six very festive PNR members, family members and guests thoroughly enjoyed our 2010 Holiday Brunch at the Broadmoor Golf Club. The venue was decorated for the season with beautiful wreaths, garlands and Christmas trees. Rita Harris and Co., in their beautiful Victorian costumes, greeted us at the front door with traditional carols.

The event included a full program. Throughout the morning cheerful holiday music was interspersed with a special performance by Natalie Kohlwes, Darlene and Siegfried Linke's daughter-in-law. Some fun awards and prizes were also offered.

Introductions were the first order of business. Darlene recognized the new members and with the help of Conrad Wouters and his judging team, provided them with a gift of special "garage-art" posters of interesting old cars. Luckily there were enough posters since the Judging Team seemed intent on hanging onto some of the posters. Darlene then walked the room welcoming guests.

Darlene was full of surprises. She had a lovely assortment of men's and women's fragrances with names such as "Truth", "Champagne", and "Declaration". Jerry Greenfield's granddaughter, Ava, Nisreen Azar, and Sherry Raisbeck won the TRUTH award (and the Truth perfume) for proclaiming that they always told the Truth. The lady guests received velvet Tiffany jewelry bags, and a few lucky folks were awarded Classic Car Library Clocks. Many thanks to Darlene for her creativity and generosity.

Natalie Kohlwes joined us from Hayden Lake, Idaho and entertained the group with her impression of Ernestine the Telephone Operator. Since most of us are old enough to remember the show Laugh-In (who could forget "one ringy-dingy, two ringy-dingy"), we know how true-to-form her imitation was! As Ernestine, Natalie rebuked James Raisbeck for not paying and not wanting to pay his phone bill. In the end, Ma Bell prevailed. Ernestine also facilitated our eavesdropping on a "private" call Steve Norman was making to Korea, where we learned he might have once left something/someone behind. In the end, both James and Steve received special recognition for being good sports and a round of applause was given to Natalie for her terrific performance.

We want to extend our sincere thanks to all the people who contributed to making the event a success. The list below



Natalie Kohlwes as Ernestine the Telephone Operator

highlights some of the many "jobs" that were performed by our members.

- ◆ Siegfried Linke, wearing his 1930s German outfit, served as the official doorman.
- ◆ Carole Reddaway ably staffed the Toys-for-Tots and Northwest Harvest donation tables. (Many thanks to PNR members for their generosity.)
- ◆ Michael Bradley again served as "staff" photographer and provided the photos seen in this issue.
- ◆ Head Judge Conrad Wouters with the assistance of Steve Norman and Gary Johnson carefully evaluated the Full Classic cars parked in the "Circle of Honor" in front of the Broadmoor Golf Club for "Car of the Day" honors.
- ◆ Al McEwan was brilliant, talented, and marvelous at the grand piano, and with the assistance of his wife, Sandi, provided lovely background entertainment while brunch was being served. Darlene thoughtfully provided Al with a miniature gold piano to serve as a tip jar (and even seeded the audience with tip money.)
- ◆ The CCCA Singers (including but not limited to Sandi McEwan, Sherry Raisbeck, Joyce Johnson, Bob Reverman, and David Williams entertained us with additional Christmas carols.
- ◆ Annie Norman aided by Val Dickison, Karen Hutchinson, Joyce Johnson, Joan Royal Meden, Judy Mote, Sherry Raisbeck, Martha Stanton, Mary Williams (and no doubt several more), handed-out name tags and vintage hats and fur-coats to members who wanted to add a "Classic" touch to their attire.

Continues on page 28

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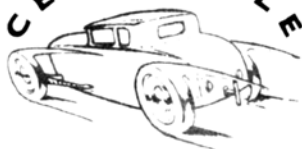
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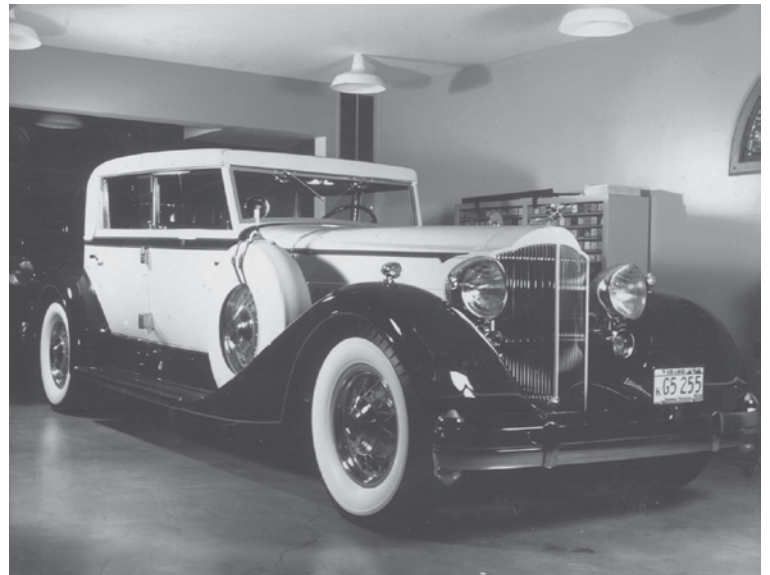
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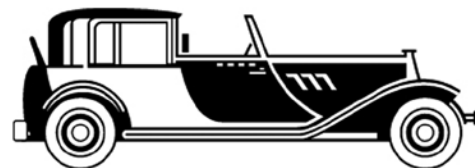
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before, during and after the Classic Era*

Henri Perrot was born in Paris in 1883. His father, François Perrot, was a mechanic for Brasier, a famous early French automobile manufacturer. After finishing high school in 1902, Henri also went to work for Brasier participating in the design of a car that won the Gordon Bennett Cup in 1904 and 1905. For this Henri was awarded a bronze medal by the Chambre Syndicale de l'Automobile in France, for his "service rendered to the French automobile industry in contributing in large part to the construction of the car that won us the Gordon Bennett Cup."

In 1908, Henri Perrot left Brasier to work for Argyll in Alexandria, Scotland. There, he received his first patent for front wheel brakes. At Olympia Hall in London in 1910, a 12 CV Argyll car was exhibited with front wheel disk brakes controlled by pedal and rear wheel disc brakes controlled by lever. At Olympia Hall in 1912 Argyll presented their 15 CV model, equipped with four-wheel brakes which could be controlled by pedal or by lever at the driver's discretion. Henri was granted U. S. patent 1076311 for this system in 1913. In 1912 and 1913, while at Argyll, Henri Perrot designed a car with a sleeve-valve engine which broke world records for both time and distance -- 7, 8, 9, 10, 11, 12, 13, and 14 hours and 600, 700, 800, 900 and 1,000 miles. When WWI broke out in 1914 there were 1,500 Argyll cars in use throughout the U. K. equipped with the Perrot four-wheel brake system.

In 1919, Delage adopted this brake system on its six-cylinder chassis, just as Hispano-Suiza installed a similar system in a car designed by Marc Birkigt using servo-mechanical brakes. In the same year Talbot obtained a license for Perrot's braking system. After failing to negotiate a license with Renault, Perrot discovered a Renault on display at the 1920 (Paris?) Motor Show that appeared to be equipped with his system and he had the car withdrawn. A lawsuit followed and Renault was compelled to obtain a license from Perrot to use his

Continues on page 30

Holiday Party cont. from page 24

- ◆ Karel Deibel provided colorful "Holiday Poppers" for each table. Poppers containing playful toys are often part of a traditional Scottish celebration. Many included paper crowns that were proudly worn by our more-daring members.
- ◆ Outgoing Director Barrie Hutchinson, dressed in his Scottish Kilt, lent a hand to Event Manager Darlene Linke, dressed as a Canadian Mountie, with the disbursement of the many awards and prizes.
- ◆ Monty Holmes, Jr. and Athletic Awards provided the custom engraving services.

Members driving Classics in the December COLD:

Lou & Bunny Berquest
1935 Pierce Arrow Convertible Coupe

Denny & Bernadene Dochnahl
1934 Packard Sedan

Bill & Karel Deibel
1940 Packard 1803 Club Coupe

Gary & Joyce Johnson
1941 Cadillac Convertible Coupe

Al & Sandi McEwan
1932 Rolls Royce P-II

Bob & Yoshi Reverman
1940 Lincoln Continental Cabriolet

Brian & Lisa Rohrback
1939 Bentley 4 1/4 Allweather VDP

Jon Schoenfeld
1937 Cadillac Sport Coupe

Tom Sumner
1941 Lincoln Continental Cabriolet

Conrad Wouters & Glenna Olsen
1937 Bentley 4 3/4 Sports Saloon



Opposite Page (L to R) 1st Row: Sandi & Al McEwan at the Grand Piano; Pete Dahlquist; James & Sherry Raisbeck.

2nd Row: Rita Harris & Co. in Victorian Outfits; Grandpa Jerry Greenfield with baby Ava Doreen.

3rd Row: Noel & Jan Cook and Karel & Bill Deibel in front of the Christmas Trees, Bob Reverman, our Mistress of Ceremonies Darlene Linke, Joyce Johnson & Sandi McEwan caroling.

4th Row: Beautiful Broadmoor banquet; Jon Schoenfeld's bedecked 1937 Sport Coupe Cadillac; Sig Linke in his 1930s German attire in front of Lou Berquist's 1935 Pierce-Arrow.

Holiday Party 2010



Editor's Message

My undying gratitude goes to the PNR members who turned-to and provided so many interesting articles for this edition of the BG.

Steve and Annie Norman went above and beyond the call of duty to provide historical data and photographs for a fabulous cover story on their 1928 Bugatti (I think we have enough information for a book!). Ray Loe provided another fascinating article on the history of automobile manufacturers; this time Bugatti. PNR Managers Terry Jarvis, John McGary and Darlene Linke came-through with great coverage of their events. Arny Barer, Stan Dickison, Val Dickison, Laurel Gurnsey, Al McEwan, and Brian Rohrback each provided or significantly contributed to a story involving members of our region and Classic Cars. Technical articles from Bill Allard and Brian Harding helped round-out this issue.

And let's not forget the technical assistance from Bill Deibel on the Yo-Yo article. In researching the story, I discovered that Donald Duncan was quite an inventor and was surprised to learn that he was a co-patent holder on four-wheel hydraulic brakes. Curious to find out more and frustrated by my fruitless Internet search, I turned to Bill. I knew that Bill loves a challenge and that his career included automotive brake engineering. I can only imagine the hours Bill has spent researching, and while he has not yet unearthed the Duncan patent, what he has discovered is quite amazing. (see Henri Perrot page 28)

Karen Hutchinson
Co-Editor Bumper Guardian

Director's Message

Continued from Page 3

I have enjoyed my time as a member of the PNR and my time on the Board of Managers. This is a club that is not just about the cars. It is the people who are members, participants, and most of all friends, that make this group special. I am amazed at the quality of organization, and the diversity of venues that allows us to gather, talk about the cars, and most of all drive these mainstays of (thanks to us) a still-here era. I look forward to my time as Director of the Club and encourage anyone to get in touch with me with questions about or ideas for our Club.

Brian Rohrback
brian_rohrback@infometrix.com

Herni Perrot cont. from page 26

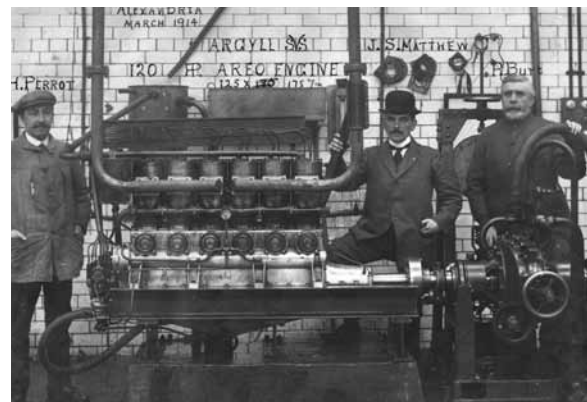
system. In June of 1922 Albert Champion introduced Henri Perrot to General Motors and a prototype Cadillac was equipped and tested with the Perrot brake system. A licensing agreement was signed on September 23, 1922 and in 1923 Buicks were built with the Perrot brake system. In 1924, at the Grand Prix d' Endurance Race at Le Mans, the first, second and third place automobiles (1st place Bentley, 2nd and 3rd place Lorraine-Dietrich) were all fitted with Perrot's brake system and by 1925 more than 50 automobile marques worldwide were using it.

In 1924, Henri Perrot, began an association with Vincent Bendix which included a joint venture in France and cross licensing of patents. Following this Vincent Bendix negotiated a new agreement with General Motors. Ford became the last American company to adopt the Henri Perrot brake system.

Henri Perrot retired in 1949 from Perrot and became a consulting engineer for several European brake companies. He was Knighted in the order of the French Legion of Honor on February 13, 1949 and made a Commander of Spanish Civil Merit in October 1952. Henri Perrot died at Monte Carlo in 1961.

Translated from: http://fr.wikipedia.org/wiki/Henri_Perrot by Fran Harding and Elspeth Walker then edited and abridged by Bill Deibel

[Perrot Bremsen (now part of WABCO) remains a German brake company.]



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