

BUMPER GUARDIAN

Spring 2011



1932 Pierce-Arrow Model 52 Twelve-Cylinder Custom Club Berline Close-Coupled Sedan

Owned by Gerald and Grace Schimke



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.

May 1

HCCA Tour, Puyallup Elks
Jerry Greenfield PNR Contact 253-653-5060

May 7

South Prairie Fly-In, Buckley
Bill Allard PNR Event Manager 253-565-2545

July 4

Parade at Yarrow Point
Al McEwan PNR Contact 206-999-4485

June 19

Ballard Locks Picnic
Roy Dunbar PNR Event Manager 206-915-7667

July 23

Picnic at Jerry McAuliffe's
San Dickison PNR Event Manager 206-949-1115

August 6

LeMay Collector Car Show
Jerry Greenfield PNR Contact 253-653-5060

August 8

Motoring Classic Tour Kick-Off
Army Barer PNR Manager 425-454-0296

August 13

Picnic at Dave Holserland's, Monroe
John Campbell PNR Manager TBD

September 8

Kirkland Concours Tour d'Elegance
Al McEwan 206-999-4485 & Stan Dickison 206-949-1115

September 10

Kirkland Concours Vin d'Elegance
Brian Rohrback PNR Contact 425-836-8138

September 11

Kirkland Concours d'Elegance
Tom Armstrong PNR Contact 425.747.0241

October TBD

Tour to Bellingham/Mt. Vernon
Bill Deibel PNR Event Manager 206-522-7167

November 6

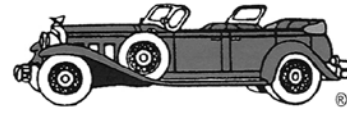
Annual Meeting
John McGary PNR Event Manager 206-909-4499

November 10-14

Participation in Seattle Auto Show
Bill Smallwood PNR Event Manager 425-381-4243

December TBD – Holiday Party

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. 4-7 2012. Dallas/Ft. Worth, TX

**Duncan Brake Patent Update
from Bill Deibel**

"I just learned that Google has a patent search engine which will search by inventor going all the way back. From the results it doesn't look like Donald F. Duncan (or Donald Duncan) ever got a patent on brakes. He was of course a self-promotor and might have invented a resume item. Looks like his son invented some toy things however. B,"
<http://www.google.com/patents?q=Donald+F.+Duncan&lr=&sa=N&start=0>

Editor's Note: I wonder how many of our PNR members have patents of their own. Bill Deibel and Don Wohlwend showed-up in my limited search but I expect there are several more!

BUMPER  GUARDIAN

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

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

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Board of Managers' Meetings:

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

Minutes on the web and available upon request.

Membership:

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

Advertising Policy/Rates:

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

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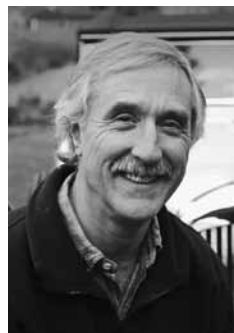
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Director's Message



I note the spring freshness to the air which means it is time to leave the oil spots in the garage behind and take to the road in pursuit of pure motoring bliss. Leaving the winter of 2010/2011 behind, the Club has a great set of drives and destinations planned for this year. In fact, we have already gotten the year off with a bang (was that gunfire?) with a terrific Valentine's Day Massacre party. Thanks to Jon Schoenfeld and Valerie Dickison for organizing such a unique and fun event.

Continues on page 30



Celebrating America's love

affair with the automobile

Guided by one very clear objective—
*to be the world's foremost
automotive museum!*

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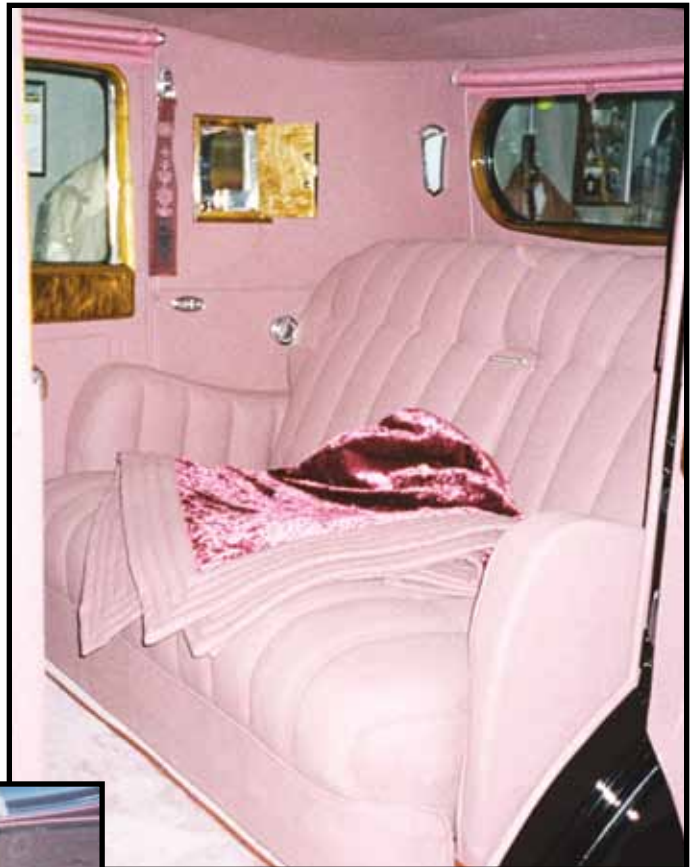
AMERICA'S CAR MUSEUM®

Phone: 253.779.8490 Toll Free: 877.902.8490 Website: www.lemaymuseum.org

1932 PIERCE-ARROW CUSTOM CLUB BERLINE

Article and Photography by G. E. Schimke

After having been owned by RKO/Hughes, et. al. for nearly forty years (see accompanying story) this great car had been damaged, completely dismantled and the pieces long-stored in a Central California "barn" until being discovered in 1989. Jerry spent three years searching specifically for a Pierce-Arrow with a Berline body-style, similar to one a great grandparent had owned during the early 1930s. The task was more difficult since he wanted to own a later model with the new V12 engine because of its importance in Pierce-Arrow's



history. Unknown to him at the time, Jerry found the only post-1929 Pierce-Arrow factory-bodied Berline car known to exist and it had the coveted big V-12 engine. This four-door sedan was designed to be used as a chauffeur driven two-passenger or an owner driven five-passenger car.

Pierce-Arrow produced fewer than 200 of the 1932 Model 52 in-house Custom line models of which about half, including our feature car, were “close-coupled”, meaning they were built on the 142-inch chassis. Out of that total, only eleven Model 52s are known to still exist: two Custom Club sedans, two Custom seven-passenger sedans, five Custom five-passenger sedans, one Custom Limousine, and our featured Custom Club Berline. Three of these have been fully restored.

Coachwork Clarification

Berline (burr linn'), n. a dual purpose 4-door automobile, typically with blind rear quarters, (5- or 7-passenger) trimmed and appointed similarly in front and back with a partition and roll-up divider window behind the driver's seat for use with or without a chauffeur (often called an “Imperial Sedan”)—in contrast to “Limousine” having a Spartan leather front compartment dedicated to use by a chauffeur, and with “Sedan” having no partition and divider window.

Jerry and Grace's Berline had required more than 5000 hours of direct labor plus additional work subcontracted for plating and remanufacturing special parts, etc. They had quite a time selecting paint and fabrics close to the original colors. Whereas the predominant black areas were fairly straight forward, the correct original maroon was only found on the back of one of the side vent doors. Even so, the whole car appears to be black in mid day-light, with the true maroon color showing-up early morning and mid-afternoon. In order to obtain the correct upholstery colors the fabrics had to be matched to the “root” of the wool fibers. The two-year restoration was completed in 1991.

Photos Opposite Page (clockwise): Trunk with RKO logo (see story page 6); Luscious wool broadcloth interior with armchair seat; Powerful V-12 Pierce-Arrow engine and side-mount spare tire; famous Pierce-Arrow archer hood ornament and distinctive Pierce headlights

The finished car was first shown at Pebble Beach in August 1991 and, afterward Jerry had the RKO corporate symbol medallion reattached to the trunk lid of the car.

The following summer the Berline was entered in the Meadow Brook Concours d'Elegance. And it was then that executives of one of the show sponsors, General Tire Co., discovered the historical connection between their company and the Schimke Pierce-Arrow. There was extended discussion about the car being involved in the sale of RKO to General Teleradio. They related that Howard Hughes and Thomas O'Neil had participated by negotiating that sale directly with one another at the hotel where both were staying.

The Berline has been shown at a number of events in the West, the Midwest, and the East, including, in addition to those mentioned above: The Pierce-Arrow Society's 100th Anniversary of Pierce-Arrow held in the car's place of manufacture; Buffalo, New York, Eastern United States Burn Foundation Concours d'Elegance (2001), Classic Car Club of America Museum Experience (2001) and the Kirkland Concours d'Elegance. For the Kirkland Concours' inaugural event (September 2003) our featured car served as a publicity car with pictures and accompanying article displayed on nearly the full front page of one of the sections of the Seattle Times.

After having been awarded “Best of Show” or “First in Class” in every event where his car was entered over four years, by 1995 Jerry decided he was done competing for trophies but would continue to treat the car like a “trailer queen”. Since then his P-A Berline has been “on display only” at numerous events, the last being at the 2009 Concours in Kirkland from where he “drove” it home.



RKO AND THE 1932 PIERCE-ARROW

Article by Gerald Schimke



Founded in 1882, the Radio-Keith-Orpheum Corporation (RKO) became a movie-making and theater-owning company in the late 1920s when Joseph Kennedy (father of future President of the U.S. Jack Kennedy) teamed with David Sarnoff to merge stock in his movie distributing company, Film Booking Office of America, into the largest theater chain in the world at the time, the Keith-Albee-Orpheum. Joe touted widely the expected success of this merger and, after only a short time, sold much of his holdings for several times his investment. During its early years RKO was anything but financially stable. RKO Radio Pictures Studio did become one of the big five movie companies of the 1930s/'40s. About the same time, Howard Hughes began to dabble in movies. He produced five movies for United Artists, including "Hell's Angels" (1930), which he directed, "The Front Page" (1931), and "Scarface" (1932). In 1931 RKO produced Edna Ferber's best seller "Cimarron" which earned an Academy Award for best picture, grossed a huge \$2.5 million and established Richard Dix and Irene Dunne as two of the most popular stars of the era.

RKO purchased one of the Pierce-Arrow Company's new V-12 automobiles, a Model 52 Custom Club Berline built in late February 1932. This body style was designed as a chauffeur driven 2-passenger or an owner driven 5-person close-coupled sedan. It was most likely used for executives and star actors. RKO attached a medallion of the company symbol on the trunk lid of the car. This corporate logo was also used in the introduction of the studio's films. RKO movies of that year included: "A Bill of Divorcement" (Kathryn Hepburn and John Barrymore); "What Price Hollywood" (with Constance

Bennett this was the "first" version of "A Star Is Born"); and "Westward Passage" (Ann Harding and Laurence Olivier).

The RKO block-buster movie "King Kong" was filmed in 1933; but when first suggested by producer Merian C. Cooper, the RKO executives were dismayed by the estimated cost of the film. Though based upon a story by the then hugely popular Edgar Wallace, it seemed too big a risk. Cooper enlisted the help of David O. Selznick, production head at the studio from November 1931 to December 1932. A test reel won the execs over. Though over-budget at \$650,000 it earned RKO over \$4 million.

Movie-makers were soon showing an interest in the new TV industry. In 1938 Paramount purchased a sizable share of DuPont, which had a TV equipment manufacturing line with an application for experimental TV licenses in New York City. Meanwhile, movie making continued to soar. Orson Welles directed RKO's "Citizen Kane" in 1941, for years considered the greatest film ever. RKO's golden period peaked in 1946 with substantial profits and an Oscar for "The Best Years of Our Lives".

In 1948 Floyd Odlum's Atlas Corp. sold a majority ownership of RKO shares to Howard Hughes. Soon RKO released his envelope-pushing movie "The Outlaw" with its new to be star, Jane Russell. RKO also distributed Disney's "Snow White and the Seven Dwarfs". The RKO Pierce-Arrow would have been of little value other than as a piece of history or possibly a movie prop.

Hughes started laying off employees and cutting in-house movie production. In 1950 RKO produced only thirteen movies, by 1953, they were down to five. The 1940s decade had been an ongoing antitrust battle between the Big Five movie producers and the U.S. Government. The majors were guilty of restraint of trade and ordered divorcement of their theater holdings. By the end of 1950 RKO completed the split of the "production" and the "theater showings" parts of its operations.

In 1953 the Academy Awards were televised for the first time.

In 1954 Hughes was able to buy out most of the minority shareholders and then in 1955 he sold RKO Radio Pictures for \$25 million to Thomas F. O'Neil's General Teleradio, Inc. a subsidiary of General Tire and Rubber Co. It was

THE PIERCE-ARROW COMPANY

Article by Raymond Loe

The Pierce-Arrow Motor Car Company began producing automobiles in 1901 and during their first twenty years became famous for meticulous craftsmanship and refined luxury. However, staunch conservatism led to stagnation, and by the mid 1920s their cars were technically passé and the firm was awash in red ink. That Pierce survived to build cars at all in the 30s was greatly due to being acquired by Studebaker in 1928. Pierce remained ostensibly independent as a separate operating unit under the new arrangement and introduction of its first eight-cylinder engine in 1929 did much to restore the make's flagging reputation. Despite the stock market crash, Pierce enjoyed its best sales year ever, some 9700 cars in 1929, more than double the 1928 tally. Though demand began slowing in the second quarter there was no immediate concern, for 1930 would be the firm's second best year despite much reduced sales of only 6795 cars.

Viewing a worsening market with arrogance and some naiveté, Pierce forged ahead with an even broader product line of cars. In late 1930 they expanded custom-builder models by ordering 120 LeBaron-bodied cars to



be included in their Series 41 for model year 1931. Only a little over half were sold and the balance were completed "in-the-white" and held in inventory. Reflecting on that, the company changed their marketing strategy in 1932, identifying bodies produced outside by custom-builders as Model 51 and those built in their own factory as Model 52. Marketing emphasis was focused on selling the

flagship "Custom" Model 52 line, offering five body types on either a 142- or 147-inch chassis.

Determined to improve sales and prove its mettle Pierce chose this time to cut back on "Eights" and introduce two new big V-12 in-house built engines. All Model 52 cars carried the bigger 150-bhp, 429-cid V-12. A smaller bore 398-cid version with 140-bhp fostered a new Model 53, offering the prospective buyer more choices by selling for some \$500 less than the Model 52.

After losing a million dollars in 1933, Pierce-Arrow fortunes declined steadily over the next five years. Although they went through many innovative but desperate maneuvers to survive, the company declared bankruptcy for the second and last time in December 1937 and the assets were liquidated in May 1938. A sad ending for a once-great marque!



RKO Continued

the first example of a film company becoming a subsidiary of a non-theatrical conglomerate, a company which owned, among other things, six TV stations and many radio stations. Before closing the sale transaction Hughes transferred the 1932 Pierce-Arrow Custom Club Berline to one of his attorneys. In the meantime the value of the RKO car was most likely gaining renewed stature. That same year Phil Hill's 1931 Pierce-Arrow LeBaron became the first ever older and restored car to be awarded Best of Show at the Pebble Beach Concours d'Elegance. Also in 1955 RKO leased in perpetuity the TV rights of its entire library of 740 features for \$15.2 million to the newly formed C. & C. Television Corp., a subsidiary of the parent C. & C. Super Corp., which controlled various businesses. General Teleradio, Inc., RKO's new owner, held the TV rights to the pictures in the six cities where it owned TV stations. Unsuccessful lawsuits were filed against Hughes by the ex-minority shareholders.

What might have appeared to be the salvation of the car from the otherwise expectable eventual corporate ownership wrecking yard only led to new drama. According to handed-down tales from succeeding owners, the Hughes attorney-RKO P-A owner was disbarred for striking someone in a courtroom. He then formed a company and engaged a business manager/ chief executive to whom the RKO car was transferred sometime in the early 1960s. Later that decade, the car was damaged and, by the early 1970s, had been partially dismantled. Found stored in a central California barn, it was purchased by Jerry and Grace in 1989.



THE Prestige of Pierce-Arrow has a *Mechanical* as well as a *Social* Basis . . .

BESIDES its enviable social acceptance, Pierce-Arrow has always had the basic appeal of mechanical excellence. Beyond its characteristic beauty of design and coloring, and the rare charm of its luxurious interiors, Pierce-Arrow performance is the inevitable premise for its preference.

From the time it is pure molten metal until it takes final shape as a great power plant, the engine of a Pierce-Arrow is built with the precision accorded an observatory telescope. Instruments as sensitive as the seismograph attest the balance of many of its parts. Bearings are shaved with diamond edges to achieve split thousandths accuracy.

Even when it is running with whisper-silence on the dynamometer, Pierce-Arrow experts may dismantle and reconstruct it to correct some microscopical irregularity. And the superb appearance and performance of the new Pierce-Arrow Twelves and Eights brilliantly justify this singular lavishness of skill and time and care.

TWO NEW TWELVES from \$3650

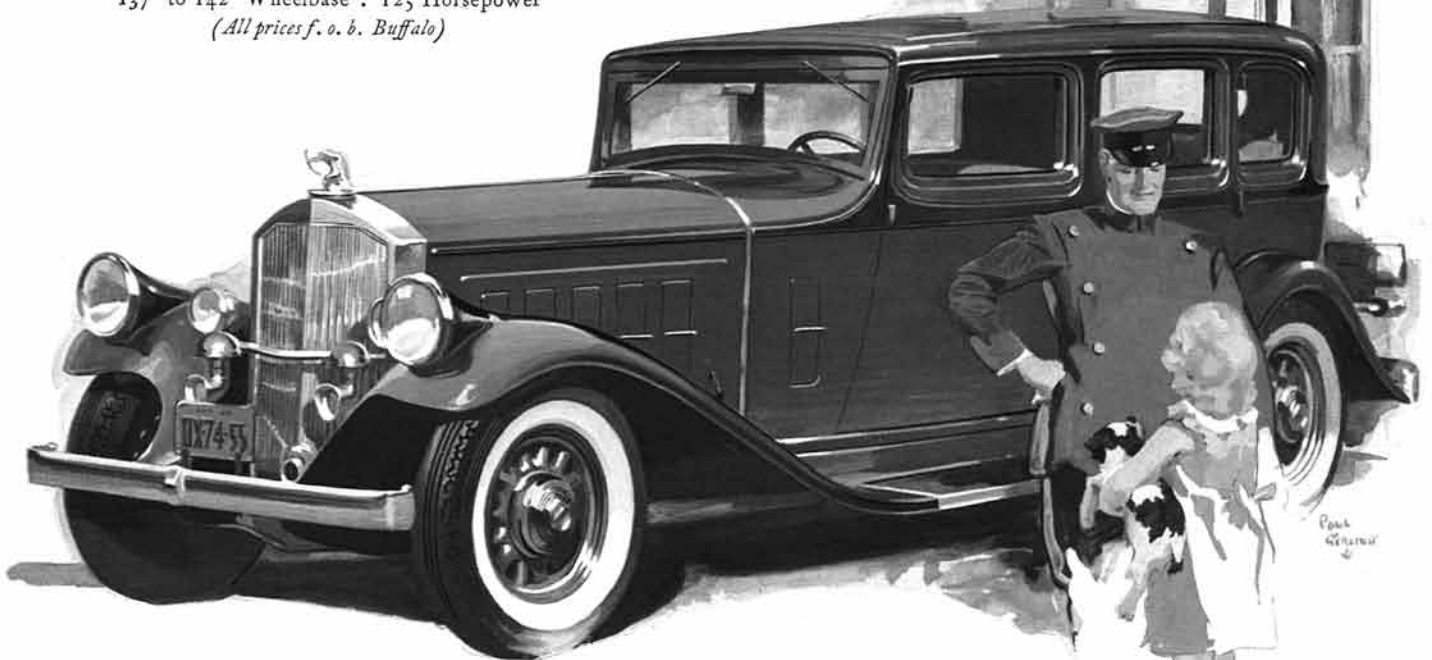
142" to 147" Wheelbase . . . 150 Horsepower
137" to 142" Wheelbase . . . 140 Horsepower

NEW EIGHTS from \$2850

137" to 142" Wheelbase . 125 Horsepower
(All prices f. o. b. Buffalo)



THE Pierce-Arrow gallery of portraits is an envied institution. It evidences a finer, longer lineage than that of any other motor car in America. Here are shown models of 1915 and 1932.



PIERCE-ARROW

CCCA NATIONAL ANNUAL MEETING

January 2011

Article by Val Dickison

Photography by Stan Dickison

Leaving the chilly northern reaches of America on a cold winter morning bound for Florida, we are filled with hope and expectation of warm weather, fun and outdoor activity. Co-mingle that with attending a Classic Car event and it's bound to include some great tire-kicking and fellowship with Club members from other regions we don't see that often. The Breakers Hotel in West Palm Beach was a world-class destination for this year's Annual National Meeting held January 5th through 9th. Over 240 members and guests were in attendance and forty cars participated in the judging or "display only". Stan & Val Dickison, Al & Sandi McEwan, Pete & Karen Dalquist, and Bob & Yoshi Reverman represented the Pacific Northwest Region. We visited briefly with Paul Hageman who was at the event representing his employer Gooding & Company; an event sponsor. No Classic vehicles from our region were shown or judged.

In the Regional Awards, our region faired quite well. There are 33 regions represented in the National

organization. Of the 11 possible award categories our Club placed in the top twelve in five of those eleven categories. We received second place status in the "Activities & Performance" category and fourth in "Membership Stability & Growth." Our "Bumper Guardian" publication received a fourth place. We received fourth in "Technical & Maintenance" contributions and twelfth in percentage of members attending the Annual National Meeting. Comparing us to our thirty-two other peers validates the strength and vitality of the Pacific Northwest Region.

Besides wonderful weather, the allure of fabulous Florida car collections was a major attraction for all attendees. Buses carried us out each day to see the likes of the Munder Collection consisting of an eclectic mix of outstanding cars of all types including racing and sports cars. We toured the John Staluppi's "Cars of Dreams" Museum in the heart of Palm Beach, which consisted

Continues on Page 10



The Street Scene

Pacific Northwest Region - CCCA

primarily of 1950s & 1960s and the largest known collection of Chrysler 300 convertibles. The Milhous Museum in Boca Raton was not to be missed. It is the culmination of the two brothers' work over many years. Not only does it include fine Classic and other vehicles, but an operating merry-go-round in the middle of the showroom floor which many of us rode during our visit. The balcony above holds countless working music boxes and pipe organs from all over the world. Their music curator played a number of the devices for us, including the "Mighty Wurlitzer" which brought tears to many eyes with its powerful reverberations. Saturday was judging day for our Classics followed by the evening awards, which will be summarized in the next National publication. Tours concluded on Sunday with a visit to The Dauer Museum featuring quality GM cars from the 1950s and 1960s and Dr. Dauer's red 1930 Cadillac model 452 V-16 convertible. Our final tour was at the Fort Lauderdale Antique Car Museum (aka The Packard Museum) which is a non-profit foundation consisting of 22 Packards ranging from 1920s to the 1940s. All are in full working order and shown in a recreation of a Packard showroom.



PNR CCCA Attendees

Stan & Val Dickison, Al & Sandi McEwan,
Pete & Karen Dalquist, and Bob & Yoshi Reverman



Milhous Collection



Staluppi Collection

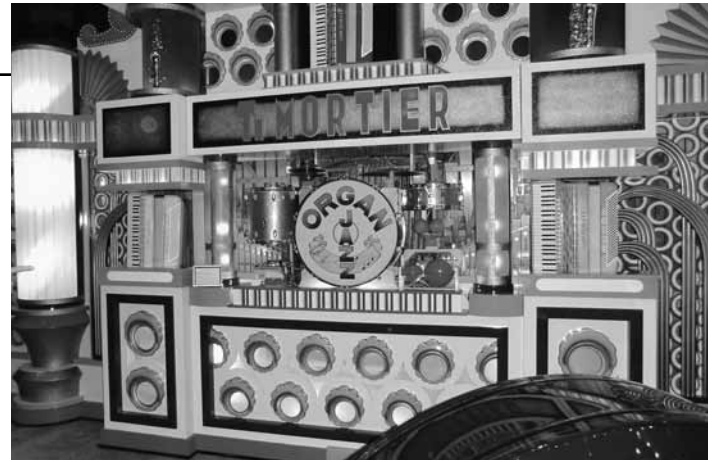


1931 Packard Model 845 Convertible Sedan (body by Dietrich)



Lots of Packards

Opposite page top to bottom, left to right: 1) 1932 La Salle 345B Sport Phaeton owned by Steve Babinsky (This is the only '32 La Salle Sport Phaeton built and is a totally original car.); 2) One of several incredible orchestrons at Milhous Museum; 3) 1930 Jordan Model Z Speedway Ace owned by Edmund J. Stecker; 4) 1928 Packard 443 Phaeton owned by Gordon Logan; 5) 1930 Cadillac 452 Sport Phaeton, Fleetwood owned by George Holman; 6) Valerie Dickison riding a merry-go-round at Milhous Museum; 7) Peugeot Darl' Mat, one of two in the Munder Collection (NC); 8) 1924 Packard 136 Sport touring owned by Gene Grengs; 9) 1934 Packard 1108 Conv. Sedan, Dietrich owned by Paul Andrews



Al McEwan's Photojournal – 2011 CCCA National Annual Convention



PREPARING FOR THE 2010 GRAND CLASSIC

The Engine Room - Part II

Article by Brian Harding

In the last article, we had a good look at the engine. In this edition, we'll look at the rest of the compartment. Before we start, you should remember that these two articles go into some detail, perhaps more than you will have time for when you're on the field. But they are things to keep in mind as you go through the judging process.

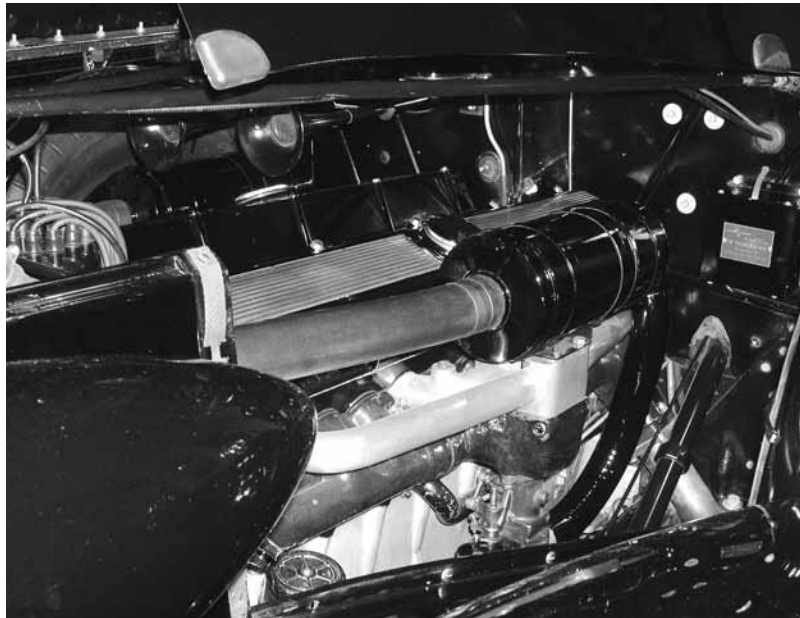
Let's start with the firewall. Here are mounted a wide variety of components. The wall itself should be free of unused holes. Anything that penetrates the wall should have a grommet or other treatment to keep the item from rubbing. The wall may be made from wood, steel, or cast metals like aluminum. It should appear as originally installed. Check the wiring for type and condition. It should be

attached properly and free from damage. Wiring is now made with a plastic coating, but Classic looms should be fabric-sheathed and appear as original. Connectors should be of the original type with no crimp fittings. Also, check the voltage regulator, circuit box, and fuses. Not all of these items may be present, depending on year and make, but take note of what is there. The battery may also be located in the engine room. Judging has to acknowledge that original batteries may not be available, but replacements should be of the same vintage. Many owners choose to run modern batteries like Optima, and enjoy the greater dependability these types offer. Cut-off switches are perfectly acceptable. Again, safe and proper installation is necessary, but you may want to add this to the list of items to consider for an authenticity deduction.

In some cases, you can see elements of the wiper system. Check the motors, connectors, and fluid reservoir, if

present. All should be correct for the car and in good appearance and operation.

On some cars, you may find a fuel reservoir or expansion tank. The treatment of this tank may have a number of variations from when it was built. Engine compartments are very warm, and there was trouble with vapor lock.



Early Cadillac V-16 Engine Compartment

Occasionally, the tank itself was the culprit. Sometimes, these tanks were painted, but may have been altered by the factory, dealer, or the owner. To mitigate this, the tank may have been painted with a reflective color like silver. Sometimes, tanks would be nickel plated or chromed. These measures usually solved the problem and made the car more drivable. This is perfectly acceptable if performed in a workmanlike manner.

Authenticity is the only concern, and provides another piece of data to keep in your pocket.

Many Classics had an automatic, or semi-automatic oiling system. Usually the oiling tank can be found on the firewall. Make sure that there are no leaks. Most of the time, the manufacturer's emblem will be on the tank. Also look for the plumbing lines.

Some marques, especially English, mounted tools, spark plugs, or oil cans on the firewall. These items should be in place.

Look toward the bottom of the firewall. Here you can observe the master cylinder, pedals, and portions of the undercarriage, steering, and splash pans. If the starter is visible, be sure it is safely wired. If the engine was started, you already know if it works well.

Turn your attention to the cooling system. The radiator should be correct to the car and free from leaks or signs of deterioration. Once again, it may be a little dirty from use, but this should not be docked, unless excessive. Many cars had automatic shutters to control engine temps. You may not be able to see that these are working, but make sure all the components are there, including the bellows and all connectors. The fan, once again, should be balanced and the blades should be all on the same plane. Hoses are very important. Look to see that they are not soft and worn. There should be no leaks at either the hoses or water pump. Owners, who drive their cars, often add recovery tanks. Again, these improve drivability but are usually non-authentic.

Finally, look at the underside of the hood. This too should be fairly clean. Horns may be mounted here and need to conform to the same requirements as any other electrical devices. Now that we've covered the engine room in detail, this knowledge will enhance the credibility of your scores. You may find many areas tempting you to make point deductions, but try to keep them in mind with an eye toward the whole. Always remember to err on the side of the car, and check all authenticity questions with your team leader. Most of the cars that you will be judging will be well-presented and are truly a pleasure to judge. Good luck and I hope you enjoy the experience.



WHERE DID THAT COME FROM?

Article by Don Reddaway

Several months ago, I acquired a spare Detroit Four-Speed Transmission for our 1930 Franklin. The Detroit Transmission was used in 1929 Auburns, 1929 Franklin Series 137, 1930 Franklin Series 147 and, by special order, Series 145 Franklins could also be equipped with a Detroit Transmission.

This transmission must have sat outside for many years. It was so caked with mud and rust that it was hard to tell where the bolts were located. Years ago I built a Detroit Transmission out of two transmissions, as my car had no transmission at all. One unit had a cracked case and the second transmission was missing the complete second gear assembly.

The newly acquired transmission looked compete, but the old 600-weight oil had turned to tar, making it impossible to turn the transmission over to check its condition. I removed the top plate and poured paint thinner over the gears. After several days of soaking, the oil thinned-out enough so I could rotate the transmission. After pouring-out the solution, I could inspect the gear teeth. Four teeth were missing from the cluster shaft for low gear. Also, several teeth were missing from the opposite end of cluster shaft. From my spare parts bin, I found a complete cluster assembly. Further disassembly showed no additional damage, but I did find a Levi jeans button in the two inches of muck in the bottom case.

I am not sure if the button caused the problem, but I did find a lot of bits and pieces in the sludge. A trip to the auto parts machine shop for a hot tank dip cleaned everything like new.

With the new cluster shaft installed and all the other parts cleaned, the Detroit Four-Speed is good as new. The Hyatt bearings were replaced with better units.

The moral of this story: "You will never know what you will find mixed up with the old car parts."



DETERMINING TIRE DATE CODES

How old are the tires on your vehicle? The date of manufacture is indicated by the last group of digits in the DOT manufacture code on the sidewall of the tire. The number is often stamped in a recessed rectangle. The DOT code tells who manufactured the tire, where it was made and when. The last group of digits in the code is the date code that tells when the tire was made.

Before 2000, the date code had three digits. Since 2000, it has had four. The first two digits are the week of the year (01 = the first week of January). The third digit (for tires made before 2000) is the year (1 = 1991). For most tires made after 2000, the third and fourth digits are the year (04 = 2004).

The date of manufacture is essential information for car owners and tire buyers because tires deteriorate even if they are not used. European automobile manufacturers recommend replacing ANY tire that is more than six (6) years old, including the spare tire.

Submitted by Bill Deibel



AUTOMOBILIA FIELD TRIP

Article and Photography by Brian Rohrback



Roy Magnuson's "Old Number 10"

PNR-CCCA member, Roy Magnuson, moonlighting as a tour-guide par excellence, organized a field trip for the Rolls Royce and Bentley Clubs. As we have more than a little

crossover, many PNR-CCCA members were glad to go along for the drive. The event started out in Club Auto with coffee and donuts, allowing attendees to browse through the LeMay Museum and private cars on display.

Eschewing even-numbered years, Noel and Janet Cook, Tommy Crompton, Brian Rohrback and Duane Storkel all showed up for the event in three Derby Bentleys (1935, 1937 and 1939). Roy Magnuson blasted- in driving his 1928 WO Bentley (old number 10). Lee Nobel came with Julianna in a more-current German yuppie car, but quickly hitched a ride with Jack Goffette in his 1951 Bentley Special (nc). Members Terry McMichael and John McGary also showed up driving modern machinery.

With PNR member Peter Hageman bidding us adieu, the group caravanned to PNR members Denny and Sue Aker's house and spectacular garage. Denny and Sue have amassed a beautiful collection that includes more '50s and '60s Porsches than I could count. All (but one) were beautifully restored by Denny, who has an amazing talent for renewing Teutonic things. The one left unrestored was a fine example of when to leave well enough alone. Of course, Denny's



A small sampling of Denny Aker's Porsche (nc) Collection

talent is not restricted to things German, several Cords were in evidence, including one deep in restoration. For classics, a 1932 Auburn and a 1930 Rolls Royce were also proudly on display. And many more great cars fit into a dream garage.

While enjoying the Akers' hospitality, sometime member, Jim McAuliffe, was on hand to dish out his world-famous lasagna. It was truly the best I have ever tasted. Of course, the noon repast was elegantly transported on site in Jim's 1928 Springfield Rolls Royce.

Filled with a little wine from the Mark Ryan Winery and a ton of pasta, the group continued out to Maltby to one of the best-kept secrets of Automobilia. Assembled over the years on a several-acre piece of property, Ron and Nana Nardone have built a small town complete with several gas stations, a church, a general store and several other buildings, all in full vintage regalia and stuffed with artifacts. Ron, who has not missed a Bothell High School football game (maybe any game) since sometime before he was born, was a perfect tour guide. School busses from the 1950s were fully restored and there were a large number of autos, all restored, scattered about. When Bothell High renovated the old Pop Keeney Stadium, Ron managed to acquire the scoreboard and goal posts to add to his town.

It was a great day with sunshine, good food, terrific hosts and spectacular cars.



Ron and Nana Nardone's Vintage Shell Station with a Rolls-Royce (nc) ready for a fill-up.

COLONIAL DAMES 100TH ANNIVERSARY

Article and Photography by Brian Rohrback



Barbara Carman & Lisa Rohrback

The National Society of The Colonial Dames is an organization that fosters appreciation of our national heritage through a raft of projects designed to promote historic preservation, related education and patriotic service. The organization was founded in 1891, with the Washington State Society coming along in 1910. In celebration of the 100th anniversary of the Washington chapter, a light luncheon and reception was held

at the Seattle Golf Club. As there is some overlap with the PNR-CCCA, two classics were present, gracing the entrance to the club.

John and Mary Campbell brought their 1931 Rolls Royce P-II Continental Phaeton. A second car completed the bookends as Brian and Lisa Rohrback supplied their 1939 Derby Bentley All Weather. Both cars were bodied by Vanden Plas family coachbuilders: the Bentley by Vanden Plas of London (English spelling) and the Rolls-Royce by Carrosserie van den Plas, SA of Brussels. Long-time PNR-CCCA member (and mother of Lisa), Barbara Carman came along for the ride. Mary, Lisa and Barbara are all members of the Colonial Dames. John and Brian were there for the food. No one commented on the irony that a colonial heritage group that later split from England was confronted by only English cars; it was a very polite group.

The Society has organizations in 44 states spanning nearly 16,000 members nationwide. The Washington State member roll numbers about 200 members. If you are interested in finding out more about the Society, you can contact one of the joint PNR-CCCA/NSCDA members listed above or, for the computer-enthralled, go to www.nscda.org for the National Society or www.coldameswa.org for the local chapter.



Brian Rohrback's 1939 Bentley



CCCA Logo Close-up



John Campbell's 1931 Rolls-Royce

PORTLAND MUSEUM

THE ALLURE OF THE AUTOMOBILE

JUN 11, 2011 -
SEP 11, 2011

Opening in June 2011, *The Allure of the Automobile* will showcase 16 of the world's most luxurious, rare, and brilliantly conceived automobiles designed between 1930 and the mid-1960s. From the avant garde 1937 Hispano-Suiza owned by French apéritif baron André Dubonnet to the ultra-cool convertible 1957 Jaguar XK-SS Roadster once owned by Hollywood legend Steve McQueen, the exhibition traces the evolution of the motorcar, showcasing developments in automotive design and engineering.

The Allure of the Automobile is the first exhibition to consider the stylistic development of cars in the context of prominent design movements such as Art Moderne and Postwar Modernity. Visitors will learn about the contrasts between European and American design, the influence of decorative arts, and the significant changes in automotive styling and engineering before and after World War II.

The exhibition will be accompanied by an array of programs and opportunities to learn more about these remarkable automobiles, the technology behind them, and their historical and cultural context.

Organized by the High Museum of Art in Atlanta, the exhibition will be guest curated by Ken Gross, the former director of the Petersen Automotive Museum in Los Angeles.

1219 SW Park Avenue, Portland,
Oregon 97205
503.226.2811
info@pam.org

VALENTINE'S DAY MASSACRE

Article by Val Dickison & Jon Schoenfeld

The joint was jumpin' Saturday night, February 12th at LeMay's Club Auto in Kirkland. PNR members and their many guests dined and danced to the 1920s sounds of Dixieland jazz provided by the New Orleans Jazz Quintet from the famous Seattle landmark New Orleans Café of Pioneer Square.

A Roaring Twenties theme set in an automotive garage put everyone in the mood for flapper dresses, feather boas, black fedora hats, Chicago pizza and bootleg hooch! There was no shortage of appropriate costuming on the part of our CCCA members. Many a lady strutted her stuff in sequin and glitter flapper gowns complete with feather boas and fluffy head-gear. There were lots of long strings of twirling pearls with many giggles from admirers. New member Bill Smallwood

sported a bright yellow Zoot Suit complete with purple hat and accessories. All he needed was Jim Carey's mask, from the movie "The Mask". Bill just looked like he just stepped out of a Hollywood movie scene. Bill and Lucy Allard were meticulously dressed for the era. One must wonder how Bill keeps those spats so dashingly white. Guest Eric Breidenbach from the Porsche Club brought his own Tommy gun in a case. Fortunately it was not loaded for bear or stray hoodlums so it was not necessary for him to check it at the door.

Event managers Jon Schoenfeld and Valerie Dickison were thrilled with the attendance of over ninety people, making this first major club event of 2011, a resounding financial success. Jon was in charge of the menu and

made many of the hors d'oeuvres himself. He said it was reminiscent of the big barbecues he prepared years ago at his home in Santa Barbara. Valerie provided colorful and imaginative decorations with, as she put it "a guns and roses theme." It's amazing what can be done with a package of red paper, water pistols (spray painted black) and a hot glue gun.



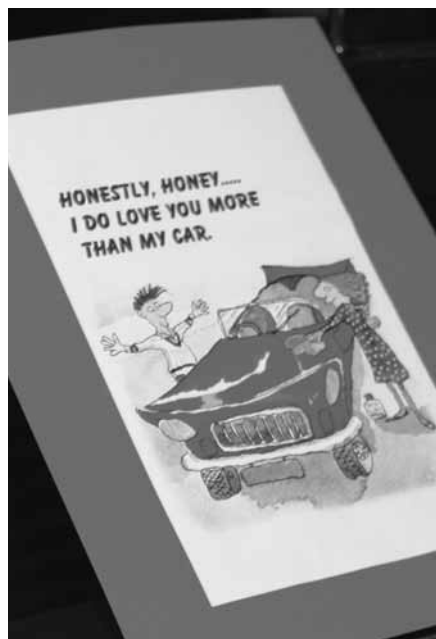
Max and Carol Shields dressed to the nines for the Valentine's Day Massacre Party

No party is complete without door prizes! A brief game was played while the band was on break, consisting of "guess the hoodlum" from clues hidden in the table decoration. Fourteen prizes were issued in all.

The PNR region was most honored to have partial event sponsorship by the Hagerty Insurance Company (hosting space rental fees); Hedges Cellars (event wines); and the LeMay Museum (staffing and support services).

Being a winter evening event members did not bring out their classic cars. However the LeMay collection at Club Auto is world-class and enjoyed by all who attended.

Attendees, other than those who must remain anonymous or those in the Federal Witness Protection Program, are listed on page 17.



GUEST LIST

Denny & Sue Aker

Bill & Lucy Allard

Lou & Bunny Berquest w/ guests
Bob & Dian Koch

Dave & Lynda Murray

Fred & Brenda Bonin w/guests
Eric & Sheryl Breidenbach

John & Mary Campbell w/ guest
Marsha Stanton

Bill & Karel Diebel

Stan & Valerie Dickison

Roy Dunbar

Alan & Janie Forsythe w/guests

Mike & Penney O'Brian, & Christine Whalen

Gerry Greenfield w/guest Sandy Gardner

Jack Goffette

Colin & Laurel Gurnsey

Peter Hageman w/guest Kristie

Wayne & Carol Herstad

Todd Humphrey

Gary & Mary Johnson

Al McEwan

Terry & Barbara McMichael

Phil & Cheryl McCurdy w/ 2 guests

Bill & Judy Mote

Lee & Julianna Noble

Steven & Annie Norman

Brian & Randy Pollock

James & Sherry Raisbeck

Bob & Yoshi Reverman

Brian, Lisa, Mindy & Jeffrey Rohrback

Jon Schoenfeld

Diane & Paul Shager w/ guest Arlene Lasse

Carole & Max Shields

Bill Smallwood w/ guest Erin Lewis

Conrad Wouters & Glenna Olson

& 12 Hagarty guests



*Laurel Gurnsey, Brenda Bonin, Julianna Noble
and Carol Shields*



Lisa & Brian Rorhback



Annie and Steve Norman

GRIOT'S GARAGE

Article and Photography by Michael Bradley



On March 19, 2011, twenty PNR-CCCA members braved the sunny, balmy weather to attend the last winter event of the year. The event started at Griot's Garage in Tacoma. Many members have never seen this magnificent facility which was formerly a Coca Cola bottling plant. Not only does it house Griot's car care retail store but has a display area for many of Richard Griot's collector cars. In addition, there is a well-equipped garage area for demonstrating their products. Griot's technicians used Arne Barer's BMW as a demonstration vehicle, with impressive results. As an added unexpected bonus, several military vehicles were on display courtesy of the Puget Sound Military Vehicle Collectors Club.

Classics attending included:

Willie Spann's 1948 Lincoln Continental

Jon Schoenfeld's 1937 Cadillac

Brian Rohrback's 1939 Bentley

Bill Allard's 1948 Chrysler T&C (afternoon)



*Morning coffee for the guys –
Stan Dickison, Steve Norman, and Terry Jarvis*



*Morning coffee for the girls –
Annie Norman, Cherry Jarvis and Ildy Bradley*



Doesn't everyone's garage look this good?



Terry and Cherry Jarvis look like buyers!



Brian Rohrback's 1939 Bentley All Weather, Vanden Plas, Willie Spanns' 1948 Lincoln Continental Club Coupe, Jon Schoenfeld's 1937 Cadillac Sport Coupe

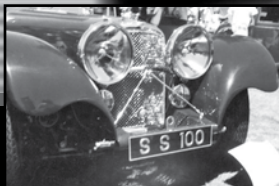
After a short drive, the group had lunch at the Adriatic Grill which specializes in fine Italian Cuisine.

After lunch the group continued on the LeMay Museum's Fife facility to see the latest additions to the collection. Renee Crist, the LeMay collections manager, was there to open the facility and show us around. The Club owes LeMay and Renee a big thanks.



Brian Rohrback holding back his daughter - What was he afraid she might do?

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A bit of tire kicking on a Saturday morning....



THE CAR THAT WENT DOWN WITH THE TITANIC

Article by Laurel Gurnsey

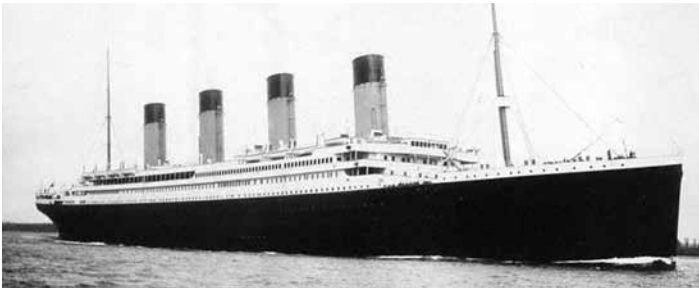


Photo from Wikipedia

When the RMS 'Titanic' set out from Southampton, England in April of 1912 and headed to its rendezvous with a rather large iceberg, it put into motion an exhaustive search for survivors, a mystery about the mechanics of the tragedy, a search for the sunken vessel itself and years of books, plays and later on, movies.

What, you might ask, is a story about the Titanic doing in the 'Bumper Guardian'? The 'Titanic' was a ship, not a car. And the date is before the era of Classic Cars anyway.

For years I had wondered if there were cars on the ship that night. A book called 'Titanic: Triumph and Tragedy' lists everything on the 'Titanic' and there it was: '1 case... auto... Mr. W.E. Carter... Renault'. Tucked away in the cargo hold was a Renault 35HP, owned by William E. Carter, of Philadelphia. Years later, his son, William Thornton Carter II, was interviewed about the car for 'Encyclopedia Titanica' and confirmed that his father's Renault was 'brought aboard crated, having been taken apart prior to boarding.'

For a BCE (before Classic Era), Renault to belong in the 'Bumper Guardian', there needs to be a connection to the Classics...and Karen Hutchinson and Colin Gurnsey provide that connection that gave me the green light for this article.

Sometimes one idea makes you dive right in to a whole other intrigue. The Renault opened up another story. Its owner, Carter, was on board with his wife Lucille, two

children, maid, manservant, chauffeur, two dogs and the car. (A White Star Line list indicates the maid, chauffeur and manservant did not survive. Apparently the dogs also perished).

I discovered a bio of William that mentioned he was a polo player and brother-in-law of the president of the American Locomotive Company. It also mentioned that his wife divorced him very soon after the sinking.



Lucille Carter
Encyclopedia Titanica

What??? Why???? Now I was suddenly more intrigued about this 'why?' than the car.

In a special to the 'New York Times' on Thursday, 21 March, 1940, Carter's obituary mentions he had been a member of one of Philadelphia's oldest families. It was also a society run by rigid rules of etiquette. And the night the 'Titanic' sank, etiquette deemed it far nobler for the men to go down with the ship than to actually survive.

Carter's mistake, on the night of the sinking, was that he didn't drown. He was separated from his wife as the lifeboats were filled and made his way to the other side of the ship, finding a seat in a boat that was lowered and away before his family also escaped.

According to 'Encyclopedia Titanica', when the Carters reunited in New York City and returned

The Classic Connection

"Renault did indeed build cars that CCCA deems to be Classic and apparently they share much with the car that went down....the approved list includes Renault 45 HP 40CV through 1928 and several others." Karen Hutchinson

"The front nose characteristic of Renault, such as the 1912 35 HP one on the Titanic, was little changed until 1929 and shared that commonality with the era of the Classic Renaults. In 1929 the center placed radiator was abandoned for a more conventional front placed unit. The F1 (Titanic one) evolved into the mighty 40 CV known as the Renault 45, a huge two-ton, 9.1-litre car capable of 100 miles per hour. In 1926 a 6-cylinder 40 CV held the world 24 hour record at Monthlery racing track at an average speed of 176.6 km/hr. A Renault is currently listed in the 2010 CCCA Handbook. These cars carried the best of French coach-building but as they became more opulent they also gradually became heavy and ungainly to drive." Colin Gurnsey

home, Philadelphia and Newport society was aghast and proceeded to snub Mrs. Carter. She filed for divorce, claiming her husband had abandoned her on the ship. For the rest of her life she avoided any discussion of the sinking. The divorce split up not only the parents but also the children, as the son sided with his dad and the daughter with her mother. Carter lost his Renault but also his reputation and family.

Several car-related websites (see list below) have photos/information about a 1912 Renault Type CB Coupe DeVille that is the twin of the one that sank. The car's new owner started researching its history, getting help from 20th Century Fox, which was making a replica of Carter's car for the movie 'Titanic'. Historic documents allowed Fox to accurately recreate their movie-prop Renault and to confirm that William Carter's Renault went down with the ship. After the sinking, Carter filed an insurance claim for \$5,000. (Lloyds of London records). In 2008, the twin was valued at between \$250,000 and \$350,000 by RM Auctions (verified when I e-mailed Vintage Motor Cars in Ohio).

The 1912 Renault twin below is identical to the car purchased by Carter in Billancourt, France in 1911. 'Now a deep, rich red ...it is an exact duplicate of the car sitting on the bottom of the Atlantic.'



1912 Renault Type CB Coupe DeVille (nc)
vintagemotorcars.com

Website References

- www.vintagemotorcarsohio.com
- http://classiccars.com/listing-173952/1912-renault
- http://blog.hemmings.com & www.conceptcarz.com

PNR MEMBER PROFILE

Susan Armstrong

Interview By Val Dickison



Where were you and Tom born and raised?

Tom was born in Gainesville, TX because that was the nearest hospital. He grew up in Marietta, OK. I was born in Cincinnati, OH and lived in Lawrenceburg, IN until my sophomore year in high school when my family moved to San Antonio, Texas. Tom and I met at Southern Methodist University and celebrated our 50th wedding Anniversary

last June. We joined the CCCA in the early sixties with the purchase of a 1948 Lincoln Continental and a 1937 Cord. Both are still in our collection almost fifty years later.

How long have you lived in the Pacific Northwest?

We moved to Bellevue in 1969 and lived there for one year and then were transferred to the Philadelphia area. We moved back to Bellevue in Aug. of 1972.

Can you give us some background on Tom's box business?

In 1972 Tom, with his partner George Sedlock, bought Ridgeway Packaging Corp., a folding carton company. In 1982 Tom bought his partner out. The company expanded to become the largest independently owned carton company on the west coast. The company grew to have plants in Redmond, WA; Portland, OR; Los Angeles, CA and Rupert, ID. Tom sold the company to the James River Corp. in 1989.

Describe your involvement in the racecar hobby

High-powered cars have always been an important part of our lives. Tom, as a teenager growing up in the '50s in a small town in Oklahoma, was known to have been involved in a few drag races. His dad could not understand how the tires on his new Oldsmobile were worn out after 500 miles. Of course Tom had been rotating them after each Saturday night's fun.

Sport cars have also been a part of our family and our two children were always involved. It became a tradition to go to what now is Pacific Raceways the Friday after Thanksgiving

Continues on Page 22

Member Profile continued from page 21

and drive the course in our Corvettes, Porsche and Ferrari. There were also some quick runs for Pizza on Sunday night. It was a test to see who would get there first.

Tom started racing vintage racecars about 1983 with a Webster Sports racer and I became the truck driver and crew chief. I would take the cars to the race, Tom would fly in, race, then fly home. I drove the truck by myself up and down the coast for ten years. Through these years our son and son-in-law started racing and the truck and trailers got bigger.

By January 1991 Tom had totally retired. We could take two rigs, so it was my chance to go to driving school. In January of 1993, the day after I finished the Bondurant School in AZ, our son passed away. He was my greatest supporter. I inherited his racecars and chose his 1963 split window Corvette to race.

Our racing experiences have been numerous and varied. Being part owners of an Indy Car Team and becoming friends with their drivers and some of the greatest names in racing was certainly a highlight. We took a racecar to New Zealand and also were invited to take our Corvette Grand Sport to England for the Goodwood Hill Climb on two different occasions. If you ask us our favorite racecourse the answer would be, "We've never met a race course we did not like".

I know you hold special drivers licenses (comment on type and what you are qualified to drive). I think that is significant and highly unusual for a lady.

I hold a SCCA Competitive License and a Washington State Class A Commercial License. This means that I am licensed to drive a racecar as well as any large truck. I received the 2010 Sonoma Classic award for the "Best Presentation and Performance" in my race group.

What Classic Cars you have owned or currently own?

We have 4 classics: 1931 Duesenberg, 1936 Cord, 1948 Lincoln Continental Cabriolet, 1948 Chrysler Town and Country Sedan. Three have been awarded Senior status in CCCA National meets. We also have 7 racecars, with an assortment of sports-cars, truck and trailers and one very large Peterbilt motor-home/transporter.

Involvement in the Kirkland Concour d' Elegance

Tom has been highly involved in the Kirkland Concours since its founding...as Chairman for the first three years and on the Advisory Board since. He was recently awarded the Kirkland Concours Richard Hooper Award.

Any other facets of your lives, or thoughts, you want to share with the membership?

The CCCA has been an important and integral part of our family life. The cars have been a major investment, the club has been an important part of our social life, and of course a great hobby.



Arny Barer's QUIZ

Right about the time the last Bumper Guardian locked-up I pulled from the shelf an old high school annual and found in it (probably by my late mother) a picture I had taken at the 1955 Pebble Beach Road Races --chronicled by my BG article "Pebble in the Rain." I hadn't seen any of those pictures for well over fifty years. I originally thought the car shown was a Siata similar to one owned by David Smith. However a little research (at <http://ferrariexperts.com/SCCA%20results%201955.htm#PEB>) discloses a Road & Track picture by Bob Rolafson and a caption indicating it was a "special". Which of you old timers can identify the car?



I sure wish I still had the rest of the pictures several of which included those of Pete Lovely in the old VW-Porsche Special and Al Kleinberg in his Alfa 1900 among other local people.

Klassic Korner for Kids

Comics before the turn of the last century, such as Rudolph Dirks' "The Katzenjammer Kids" and Richard F. Outcault's "The Yellow Kid" were thought by many to be low-class, violent and even crude. A new air of respectability was brought to the comic industry when Frederick Burr Opper, a highly regarded cartoonist and illustrator, joined the Randolph Hearst newspapers as a staff cartoonist in 1899.

It is a bit ironic that Opper's Happy Hooligan, debuting in Heart's Sunday comics sections in San Francisco and New York on March 11, 1900, became one of America's most popular and influential early comic strips. Initially called "The Doings of Happy Hooligan", the strip would eventually appear under several running titles during its thirty-two year history.

Happy Hooligan told the adventures of a well-meaning hobo who encountered a lot of misfortune and bad luck, partly because of his looks and his low position in society, but who did not lose his smile over it. Happy Hooligan was always dressed in rags and wore a tin can for a hat. His cheerful demeanor was only temporarily dimmed by the repeated, often outrageous ill consequences visited upon him for his attempted good deeds. He was a victim of his position in Society, always misunderstood by his alleged "betters," who judged his actions according to his ragged exterior — but this was only part of his misfortune. He also had uncommonly bad luck, so that mayhem would result no matter what his intentions.

He was contrasted by his two brothers, the sour Gloomy Gus (whose name, is still used as a slang term for a

sourpuss) and the snobbish Montmorency, a would-be aristocrat, who wore a top hat and monocle but was otherwise as ragged and poor as his siblings.

Like the other major comics by Opper, "And Her Name Was Maud" and "Alphonse and Gaston," "Happy Hooligan" initially did not run on a regular schedule, skipping Sundays from time to time, while some other

weeks two pages appeared at once. Happy Hooligan also played a role in some of Opper's daily strips. After a few years though, "Happy Hooligan" became a regular feature with both daily strips and Sunday pages.

Opper was one of the few newspaper cartoonists who didn't use an assistant. As a result, when his eyesight began to fail in 1932, no one was positioned to succeed him. The strip ended on August 14, 1932 (the year of our Pierce-Arrow cover car) and Opper died in 1937

at the age of eighty.

The "Happy Hooligan" strip is not well-known to the public today, but it influenced quite a few later cartoonists. Rube Goldberg's "Boob McNutt," and Charlie Chaplin's "The Little Tramp" were at least partly derivative of the character. Happy Hooligan's over-the-top punishments were echoed a generation later in Al Capp's "Li'l Abner," and later yet in Carl Barks version of "Donald Duck." And it was easy to see Jules Feiffer's inspiration for his political comics depicting President Gerald Ford with a tin can on top of his head.

Source information from Wikipedia

Happy Hooligan



FLAGLER MUSEUM TOUR

2011 CCCA Annual Meeting in Palm Beach Florida

Article and Photography submitted by Pete & Karen Dahlquist

Wednesday events started with lunch at Testa's Restaurant, featuring fresh Florida seafood, as well as delicious burgers, pasta and salad. The Tropical Garden Room had a retractable roof and we enjoyed Florida sunshine!

A bus trip to Florida's first museum, the Flagler Museum, followed lunch. Henry Flagler (1830-1913) was a founding partner of Standard Oil, the most profitable corporation in history. He was the earliest and most important developer of Florida. Flagler's Florida East Coast Railway linked the entire east coast of Florida from Jacksonville to Key West. He built a series of luxury hotels along Florida's east coast, helping to establish agriculture and tourism as the foundation of Florida's economy during the last 100 years. When asked about all the money he spent on hotels and railroads, he stated, "Gee, if it hadn't been for Florida, I would have been a very, very rich man."

Mr. Flagler lived in The Gilded Age, a period between the Civil War and the Panic (Depression) of 1893. This period gave rise to super rich industrialists, such as Rockefeller, Mellon, Carnegie, Flagler, J.P. Morgan, and Vanderbilt.

It was fashionable to build lavish homes as a tribute to great success and wealth. Mr. Flagler commissioned architects John Carrere and Thomas Hastings to design Whitehall as a winter retreat in Palm Beach, a wedding present for his wife, and Florida's first museum. Whitehall is an enormous 60,000 square foot, 55-room estate, completed in 1902. The paintings in the domed ceilings were first painted on canvas on the floor, and then lifted into the dome. Rooms reflect period styles such as Louis XIV, Louis XV and Italian Renaissance.

The Grand Hall is 4400 square feet, protected by lion's heads and designed to impress people. During the Gilded Age, men guests to Whitehall were directed to the huge library, and women guests went to a drawing room to be met by the hostess.

The music room held an organ with over 1,000 pipes and was furnished by Flagler's third wife, Mary Lily. The ballroom had many windows on each side, because the formal attire was heavy and hot, and the dancers needed fresh air from opened windows.

Meals during "high season" were formal. And dinner guests did not speak to people on the opposite side of the table; they spoke to the persons seated next to them. Therefore the centerpieces could be very tall and elaborate.

In the humid summertime, the owners left Florida; servants remained to ensure that the house was sufficiently heated to prevent mold.

Whitehall was completed in 18 months – technology developed during the Gilded Age made possible the rapid constructions of this elaborate estate, the frame of which was steel from friend Andrew Carnegie.

Source Material - Flagler Museum Brochure 2009



Bust of Caesar Augustus in the Grand Entryway



The Library Fireplace



The Music Room



Mural painted on canvas before being installed in ceiling inset

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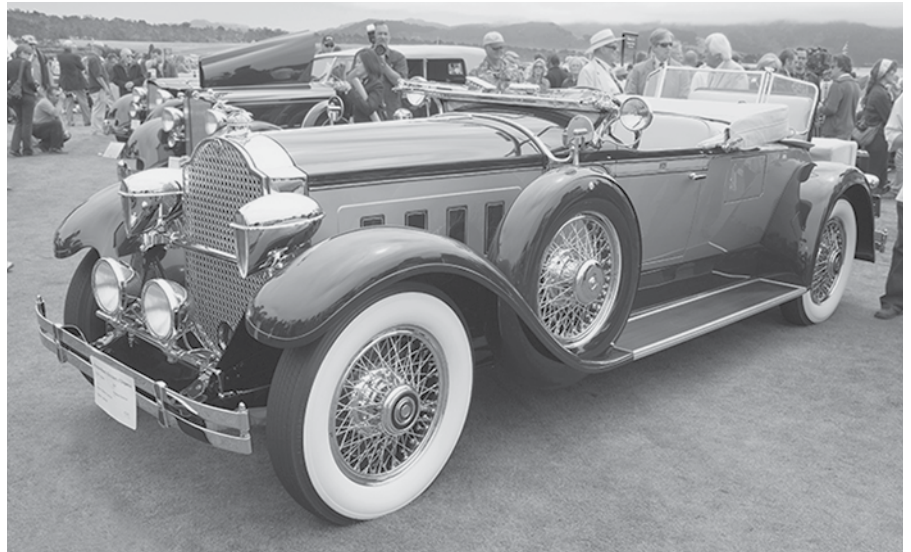
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I call it my tribute to Richard and Trish Comstock. Long after I've forgotten all the details going into the restoration of this Packard, I'll remember the interaction with these folks.



*1929 PACKARD
FIRE SALVAGE
1981*

Most vividly I recall the long road taken to come up with exactly the right colors. Each selection had to be made in concert with all the other shades going into the final product. My father, Ken Vaughn, taught me to make the fabrics and leather choices first because paint shades can be moved around while materials cannot.

Maybe that's why Richard spent most of the day answering questions about the colors. Bold color choices are often times polarizing. But, not in this case. Universally it was a crowd pleaser.

1981. It was a long journey from a burned out hulk to Pebble Beach. Next stop. Meadow Brook.

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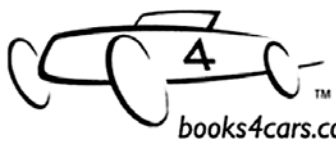
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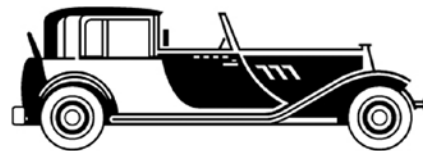
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PNR-CCCA Member Information Updates

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

New Members	Contact Information Changes	Late 2011 Renewals
<p>Paul & Janet Lewis 5701 South Hawthorn Rd. Seattle, WA 98118 Phone: 206-722-5265 Cell: 206-914-5624 Email: plandjl@q.com</p> <p>Todd & Mimi Menenberg 4957 Lakemont Blvd SE, #C4-22 Bellevue, WA 98006 Home: 425-785-4796 Work: 206-292-2381 Email: tmenenberg@navigantconsulting.com</p>	<p>Carl & Chris Bomstead Home: 760-469-2275 Cell: 206-390-2886</p> <p>Duane Storkel 7580 W Lake Sammamish Pkwy NE #218 Redmond 98052 Home: 425-698-8707</p>	<p>Ted & Beth Barber 4231 - So 148th St. Tukwila, WA 98168 Home: 206-431-1441 Cell: 206-459-3215</p> <p>Robert LeCoque (Jr) Paul Murray</p>

2010 Bumper Guardian Score Card

TURNQUIST AWARD AND PUB. INCENTIVE AWARD <i>Pacific Northwest</i> REGION <u>Northwest</u> Year <u>2010</u>		JUDGES NUMBER			
Category Points		1	2	3	4
Frequency of Publications	15	9	9	9	9
Format (paper, Layout, type)	10	8	10	10	10
Photographs Artwork	10	8	10	9	10
Technical Articles	10	6	6	6	4
Originality of Material	10	9	9	5	10
Cover Design Only Doesn't mean color	5	5	5	5	5
Total number of Pages and/or words	6	6	6	6	5
Directory of Members & Classics	9	9	9	9	9
Classic Car Related Material	10	5	8	10	8
Coverage of Regional Meets	10	8	9	8	10
Timeliness of Material	5	5	5	5	3
Judges Total Score		78	86	82	83

CCCA regional publications are submitted each year for judging. Overall, the National scoring system ranked the PNR *Bumper Guardian* (BG) in a tie with Indiana for 4th place in the Primary division.

Glance through this issue and you will see that the BG is really the collected works of our members with submissions from Susan Armstrong, Arny Barer, Michael Bradley, Pete & Karen Dahlquist, Bill Deibel, Val Dickison, Laurel Gurnsey, Brian Harding, Raymond Loe, Al McEwan, Don Reddaway, Brian Rohrback, and Jerry Schimke. Kuddos to all our contributors. The magazine wouldn't exist without you!

The BG is your magazine and we encourage you to participate by submitting articles (especially technical ones) highlighting Full Classics® and the Classic Era. We also encourage you to let us know what you would like to see covered in future issues.

Notes on National Judging:

Frequency of Publication - Scored as follows: 10-12 issues = 15 pts; 6-9 issues = 12 pts; 4-5 issues = 9 pts; 2-3 issues = 6 pts; 1 issue = 4 pts.

Technical - Original articles on technical topics are rated highest. Reproduction of pre-published material scores fewer points.



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Photos Opposite Page:

- 1) Lou & Bunny Berquist,
- 2) Brian Rohrback & Al McEwan, 3) Bob Reverman,
- 4) Bill Smallwood (in his Zoot Suit) & Erin Lewis,
- 5) Jeffery Rohrback, 6) Stan & Val Dickison,
- 7) Jon Schoenfeld, 8) The Band, 9) Bill & Lucy Allard.



Happy Valentine's Day to all!



Director's Message

Continued from Page 3

I have one primary goal for the upcoming year. This is to encourage a higher level of participation in the club events and car events in general, both for current members and prospective addicts. To that end, I would like to work to get the word out to our members more effectively. I also see our club coordinating more with other car organizations. Participation in the Kirkland Concours and the newly established (2010) Vin d'Elegance gives us the opportunity to see and be seen in support of the community and a great cause. Our historical presence in combination with the Antique Auto Association and the South Prairie Fly-In are notable examples thanks to the combined efforts of Jerry Greenfield and Bill Allard. This year, LeMay is slated to open the first phase of its namesake Museum in Tacoma, which will afford a huge and versatile meeting place for all. Griot,s Garage assists LeMay in trying to re-center the car-collecting world southward of Seattle; is there a conspiracy here? Trying not to be outdone, the east-siders sport a number of automotive draws featuring Al McEwan,s famed 4th of July parade at Yarrow Point, the Issaquah,s XXX-Drive-In events nearly every summer Saturday, and the Redmond Towne Center informal car show on the first Saturday of the month. And, of course the Greenwood (Seattle) and Steamworks (Vancouver, B.C.) are wonderful and popular eclectic assemblies of notable vehicles.

Following in the footsteps of a pair of great directors, Stan Dickison and Barrie Hutchinson, I find myself humbled. Their organization and just plain class served the club well and I hope I can continue this path with their guidance. I want to take particular note of two other important individuals. Arne Barer is the long-standing secretary for the Board meetings and, despite the fact that he is noted for the occasionally innovative name spelling, he accurately accounts for the discussions and decisions of the Board. I also cannot say enough good things about John Campbell. His financial stewardship as the club treasurer is thorough and precise. As a result, we enter the new decade in great financial position.

If you have the chance, please join us for our monthly Board meeting; we meet at the Rock Salt Restaurant on the west side of Lake Union. To long-time Seattleites, it is the location of the old Latitude 47. The mustering begins in the bar at 5:00 pm (to avoid the traffic or so we say). Our business meeting begins precisely at 6:00 with dinner, car talk, keeping abreast of activities and plans, and impacting the agenda. You have a standing invitation to join us if you can.

Brian Rohrback
PNR-CCCA Director



Editor's Message

I will echo Karen's comment in our last issue giving thanks to those of you who have so faithfully provides articles helping our Bumper Guardian continue to be so interesting and fun to read. With out question our publication is now a cut above those from most other regions and I particularly enjoy receiving it in hard cover form. It is nice to be able to glance at it, lay it down and pick it up to read more later without having to go back and open it on my computer screen.

This convenience does come at a price, however, as printing costs continue to rise despite your editors efforts to contain them. With due diligence on that matter by Karen, our BG out-of-pocket publishing and mailing costs in FY 2010 were only marginally higher than those incurred five years earlier when our magazine averaged far fewer pages. I think that is a remarkable achievement.

Meanwhile, current advertising income covers less than half of the publication's total cost leading me to encourage those of you who can benefit by running an ad in our Bumper Guardian to do so. Being that each issue is read and reread by all of our members and others on distribution your ad will get great exposure for a minimal investment. Think about it and contact Noel Cook at (206) 232-6414 to place your ad. It is a great way to support our club.

Raymond Loe
Bumper Guardian Co-Editor



Ed's Note: "Regarding Brian's reference to Steamworks...the committee is intact and searching for a new sponsor as Eli Gershkovitch and the Steamworks Brewpub has called it a day and moved on to other things. The car community wants the event to continue and the committee is busy searching for other options. Stay tuned.

J.C. Taylor Antique Auto Insurance Information Sheet

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with offices and claim facilities in principal U.S. cities.

1 (800) 345-8290 (610) 853-1300

Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

1. Operator License Number _____ Number of Antique Autos owned _____

2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) _____

3. Total Annual Mileage: Club Functions _____ Other Purposes _____

4. Name of antique or car club to which you belong _____

5. List modern cars used for daily transportation (owned _____ or company cars _____?) _____

6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____

7. Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

- Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00
- Uninsured/Underinsured Motorist—Rates as required by your State. \$ _____ Car 1 \$ _____ Car 2 \$ _____ Car 3
- Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00
- Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

Physical Damage

- Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
- Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
(Note—Collision is not written as a singular coverage but is available with Comprehensive.)
- Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.
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9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

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3.	_____	_____	_____	_____
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