

# BUMPER GUARDIAN

Autumn 2011



## 1927 Packard 343 Seven - Passenger Touring Car

*Owned by Bob Newlands and Jan Taylor*



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

**October 15 - 16**

#### **Overnight Tour(s) to Bellingham**

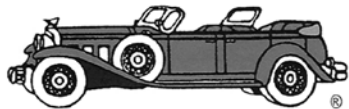
*PNR Contact Bill Deibel 206-522-7167*

*Stan Dickison 206-949-1115*

**November 6 -- Annual Meeting**

**December 4-- Holiday Party**

### **CCCA National Events**



#### **Grand Classics®**

September 10, 2011..... Indiana Region

September 17, 2011... Ohio & Metro Regions

June 1-2, 2012 ..... CCCA Museum

June 1-3, 2012 .. CCCA Museum Experience

July 6,7, 2012 ..... Pacific Northwest Region

July 6-7, 2012..... Michigan Region

#### **CARavans**

May 13-20, 2012 ..... Colonial Region

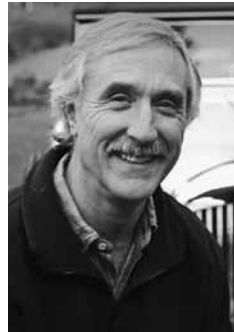
July, 2012 ..... Upper Midwest Region

September 7-16, 2012..... Oregon Region

#### **National Meeting**

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

### **Director's Message**



Thanks to La Niña, we had to forgo spring this year in the Pacific Northwest. Now that summer is in full swing, some serious driving and car events beckon. Finally getting the chance to soak up some sunshine makes me think about our favorite form of solar energy: gasoline. (This is where my wife, Lisa, does

her eye roll.) Hey, admit it! Most everyone age 16 or older thinks at least once a week about gasoline, if nothing else, the price attached to one of our favorite fluids.

As a scientist in general, a chemist specifically, and an oil man historically, I thought I would assemble some comments about the energy source behind our classics, explain a few things that are more mysterious than they need to be, and try not to be too big of a bore. If you think about it, gasoline is a form of solar energy. It is just that the sunshine that created it fell on the earth tens, even hundreds of millions of years ago.

Gasoline, of course, comes from crude oil which, in turn, is a freak accident in the interface between biological and geological processes (I even give a little diagram of oil generation courtesy of Dr. Ken Peters). If we were to play with averages, crude oil would never come into existence. You need to start with a bunch of little organisms (imagine phytoplankton swimming around in the near-shore ocean – and you thought it came from dinosaurs, at least if you remember the old Chevron commercials). All things alive must die; the trick for generating petroleum is that they need to die in a water column that runs out of oxygen as you drop in depth. If they accumulate in sufficient concentration in the sediments (we need a lack of oxygen to keep them from disappearing), we have a start.

Now we add heat, pressure and time. How? We bury those suckers under tons of more sediment. As we all know from TV coverage of miners stuck in mines, the earth heats up as you get farther away from the surface and toward that molten mantle

*Continues on page 30*



**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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***In Memorial.....***

**April 11, 2011**

**Paul Bonin**

**New Westminster, BC**

*Father of long-time PNR member Fred (Brenda) Bonin. The "Swap Meet King" enjoyed many miles and smiles with his many friends in the old car hobby throughout Canada and the United States.*

**May 8, 2011**

**Bob Larrabee**

**Clarkston, WA**

*Bob's love of cars, particularly antique and classic collector cars, was a huge part of his life. He enjoyed his participation in the Classic Car Club of America, the Packard Club, the Franklin Club and the Cranker's Club, which led to many memorable car tours with friends.*

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# 1927 Packard 343 Seven-Passenger Touring Car



Before photo  
1988



Research tells us that our Packard 343 was first sold by Lucia Brothers Packard Agency

in Greenbay, WI on October 2, 1926, however, we have not been able to identify the original owner. Prior owners we're aware of, in order, are Sherman Renard of Cleveland, OH, a car collector who bought the car unrestored, Gerald Lettiere of Rocky Hill, CT, then Gary Brinton of Redmond, OR. Gary had the 343 restored in the late 1980's and enjoyed owning/showing this car for over 10 years before selling it to Packard collector Dr. Dan Murphy in late 2000. Dan also enjoyed driving this car and displaying it in his personal museum for another decade before agreeing that we were qualified to own and properly care for it. We are pleased to have "Murphy" join our Packard collection.

We first saw this Packard 343 about 10 years ago at the Murphy Auto Museum in Ventura, California, where we fell in love with it. We drooled over it then, and every time we saw it in the intervening years. It was in the 2004 Rose Parade, several Hollywood Christmas parades, and the Packards International membership meet in Orange; always driven, never trailered. We followed it for years, and told owner Dr. Daniel Murphy if he ever wanted to sell it, please let us know. That finally happened last year. In honor of our friends, Dan and Kathy Murphy, we've named the car "Murphy".

Bob had heard for most of his life what a chore it is to drive a mid-to-late 20's Packard so he was not sure what to expect when he got the opportunity to drive one. "I had noticed that my friend Bill Burchett was always smiling while driving his 1928 Packard Model 443 phaeton and the same went for Dan Murphy while driving the 343. Concluding that these guys couldn't both be wrong, I bit the bullet, bought the car and now I too am smiling when driving our Murphy."

After making the deal we had our friend Mike McCready pick up the car, install new brakes, and generally check it out before taking it to Hillsboro, OR, where we took delivery in time to enter it in this year's Forest Grove Concours d'Elegance. Now, for those of you who weren't there, let us tell you it was a very rainy weekend. Our "new" car did have a top but it had not been up in over eight years and this was the moment to see what we had to deal with. We are happy to report that it went up easily and looked quite presentable. The top fits well and the large overhang kept us dryer than one might reasonably expect from an 80+ year old car with no roll-up side windows. We were pleased to win the Larry Douroux award.

The day after the concours, we immediately pressed our 343 into service. With the help of Lou Cluster, Bob's lifelong Packard friend, the three of us took turns driving Murphy on back roads to Whidbey Island, Wa. This was the best old car adventure we've had since we bought our 1932 Packard 903 convertible sedan from Tom Crook in 2002, and drove it to L.A. The following weekend we hopped in the car again, with Barrie & Karen Hutchinson as our passengers, to attend the annual PNR/CCCA picnic at Jerry McAuliff's lovely home in Seabeck on the Hood Canal. Our rides up and down the Olympic peninsula went great; we took turns driving and Jan took to double clutching with no problem. Murphy performed flawlessly the whole way and it was one of the best rides we two old Packard vets had taken for a long time.

We are delighted to have Murphy featured in the Bumper Guardian. We look to upcoming PNR events where you will get a chance to meet Murphy in person.



Article by Bob Newlands and Jan Taylor

Main Photo opposite page: Before (1988) and After (2011) McAuliffe Picnic) Photos. Small Photos (top-bottom): Ask the Man Who Owns One badge; Packard script; Wheel detail; Mascot and gauge; Dash instruments; Door handle.

## MEMBERSHIP PROFILE

### BOB NEWLANDS AND JAN TAYLOR

*as told to Val Dickison by Jan Taylor*

Bob was raised in Santa Monica, Ca, by his mother and grandparents. From the age of five, he was a "Packard Man." , He used to stand up in his grandfather's car and point out the window at 30s Packards. Never anything else. At age eleven, Bob's first trip on his new Schwinn bike was to the Packard agency (where Phil Hill got his first job as a lot-boy). By age sixteen he knew every mechanic in the shop, and every salesman on the lot. Bob's mom and grandmother both had early 50s Packards, and Bob's first car was a 1952 Packard 300, bought from the back row at the same dealership, of course, for \$100.

Bob graduated from Cal State L.A., then went to work for Sears, rising from parts counter to auto center manager. He retired in 1978, after nine years eleven months, to work for himself owning and managing real estate.

In the mid 60s, Dick King took Bob for a ride in a pristine, all original 1934 V-12 Dietrich coupe and introduced Bob to the CCCA. Ever since that day, Bob wanted a pre-war Packard. In 2002, we bought our first Classic®, a 1932 Packard eight deluxe convertible sedan from Tom Crook, and drove it home trouble-free to L.A. Two weeks of fun, going down the Oregon and Calif. coast, followed by our first CARavan - the 2003 Calif. Coastal. We've been hooked on CCCA and CARavans ever since. Of course, one Classic® is never enough. We now have five, all Packards. The 1927 343 7-passenger touring is our latest.

Jan was raised in Glendale, CA, graduating from U.C. Irvine. Her career business was in employee benefits then as a systems analyst. Jan met Bob at a friend's house and they were married two years later, on 9/9/90 in Big Sur, CA. After a month on honeymoon in England, Jan returned to a new job and Bob's familial home in Santa Monica. It didn't take too long to make a "Packard wife" out of her, since she was always interested in cars, insisted on stick shifts, did her own tune-ups and changed her own oil. Her every day car is a 1982 sports car, purchased new. Double clutching the new 343 has come naturally.

After ten years of living in Santa Monica, Bob took Jan back to Glendale. Packard friendships continued, and there was more time for travel, with Jan retiring in 2003. Bob has been on six CARavans while Jan has been on eight (twice traveling with CCCA friends).

We've always loved the Pacific Northwest; traveling often to Portland, Seattle, Whidbey and the San Juan Islands. In 2005, on our way to the Alaska CARavan, we met Barrie and Karen Hutchinson, along with Marshall and Jan Bronson. Soon after, we moved to Whidbey and joined the PNR. The Bronsons have a Packard, and we're trying to convert the Hutchinsons. A trio of Classics from Whidbey (including the Hutchinson's and Loe's) traveled to and from the Montana CARavan along backroads.

We like to show our cars, but mainly we like to drive them; Jan as much as Bob. As this is written, we're off on a two-Packard adventure in the afternoon.



# THE PACKARD COMPANY

## Highlights of the Packard Motor Car Company, 1920s Until the End of Production

Article by Raymond Loe

It is assumed that readers are familiar with Packard automobiles and most know they were in continuous production for over sixty years before the last car was manufactured in 1958. There are many sources that have recorded the early history of that great company, so this article will focus on the period during which our featured car was produced.

1927 began as the continuation of a dynamic period in United States history, with Calvin Coolidge still President, the Stock Market running wild and automobile production reaching record levels. However, "saturation point" was being voiced as a concern by industry insiders after four million cars were produced in the 1926 calendar year (only 2.5 million were scrapped) bringing the total vehicles on United States roads to over twenty-two million.

Packard had surpassed Cadillac in production for the first time in 1925, did it again in 1926 and, despite industry production dropping in 1927, Packard continued their record breaking streak, making almost 37,000 cars, and edging-out Cadillac by a slim margin. It appeared the introduction of their new line of "lower-priced" cars had been a wise tactical move in this uncertain period. With the exception of 1931, '32 & '34, Packard would continue to out-produce Cadillac every year until after WWII. (Some will argue that this comparison is not correct unless LaSalle production is included in Cadillac totals and Junior Series Packards are deducted, however, others will support Packard's claim based on the respective name plates.)

Although in 1926 its six-cylinder cars had been selling well, Packard did not treat their larger eights benignly. "Original Creations by Master Designers" now filled the sales catalog, offering a large range of custom models. Packard was riding high, and on August 2, 1926 they introduced the new Third Series 1927 eight-cylinder Model 343 on a 143" wheelbase. This new Packard Eight provided low speed torque such that the car could "walk along" at two miles per hour in high gear. The 343 remained in production for only eleven months during which about 3,240 units were built. It was said this was the first car to make coast-to-coast travel possible and the Packard Eight 343 was advertised as "Now the Boss of the Road."

It is interesting to note that at about this same time, across the Atlantic Ocean, Ettore Bugatti was building a

mammoth car he would call the Royale Type 41. Bugatti fitted his very first Royale chassis with a modified Packard Model 343 seven-passenger touring car body (same as our feature car). While personally testing Number One, Bugatti wrecked that car, was hospitalized and nearly lost his life. Only six more Royale chassis were produced and all of them were delivered with custom-built bodies from several independent coach-builders.

Packard regarded the necessity for annual model changes with some contempt, maintaining a policy of evolution, meaning that they never made many changes at one time. Yet, in the fall of 1926 the company offered numerous improvements that were greater and more noticeable

*Continued on page 19*

The supreme combination of all that is fine in motor cars.

What Packard means by "balance" in a motor car goes far beyond the mechanical balance of parts which assures silent, vibrationless operation. Packard's clientele takes that for granted.

The balance in which Packard takes pride is that perfect balance of desirable qualities which led one enthusiastic owner to write that his Packard was "the supreme combination of all that is fine in motor cars."

Packard's deliberate aim for 27 years has been to develop a car of all-around excellence—not a car famous merely for one outstanding trait but of ac-

**BALANCE** knowledge superiority in all. Those who own Packard cars know how well Packard has succeeded. Whatever you may expect from a motor car the Packard will provide to an unusual degree. Beauty, smartness and distinction recognized and imitated the world around. Speed unsurpassed by any but racing cars. Roominess and comfort which are proverbial. Low operating cost and long life which make Packard ownership a real economy.

It is the balanced excellence of the Packard which makes it so universally admired and desired.

**PACKARD**

ASK THE MAN WHO OWNS ONE



## THE 4TH OF JULY PARADE

By John Campbell, Ed Rittenhouse and Brian Rohrback

With many of our cars gracing the roadways in Yarrow Point, superbly organized as always by Al and Sandi McEwan, the

three of us sought to spread the wealth and took a more Northerly route in support of the Kirkland Concours.

As with nearly all of our communities, Kirkland holds a parade on the Fourth and the organizers wanted to deploy some Classic beauties (but all they could get was the three of us) to promote the Kirkland Concours in September. Our main role was to chauffeur six Junior Judges; kids selected from local schools and showing

trucks in the program as well (we were number 41 of 77 entrants.)

Snacks, water and organization was provided by the ever-capable and enthusiastic Ben Lindekugel, and we set off on the parade route delivering lots of candy to the masses. And masses there were; this is definitely one of the best-attended parades in the Seattle area. The sun was shining, the marching bands were playing, and a great time was had by all. The Junior Judges were the highlight though – it was wonderful to watch them experience the Parade and for many of them their first ride in a Classic Car!



a lot of interest in the car hobby. We met at Club Auto where the judges chose their rides and settled in pairs in the back seat of honor. Moving on down the road, we parked in a staging area where the creativity and panache of the younger set came to the fore and the cars were duly decorated.

- 1934 Packard Convertible Sedan, Dietrich – Ed Rittenhouse
- 1939 Bentley 4 ¼ All Weather, Vanden Plas – Brian and Jeffrey Rohrback
- 1931 Rolls-Royce Phaeton, A. Van den Plas et Fils, Brussels – John and Rob Campbell

We were able to watch the start of the Parade from our staging area and there were many hot rods and large

*Junior Judges for the Kirkland Concours (From L-R) pictured with PNR member Ed Rittenhouse -- Anne Lee, Nadia Popovici, Eric Newman, Monish Challa, Madelynn Rutherford, Molly McLeod*





## LE MAY CAR SHOW IN FIFE

The LeMay Show held in Fife on August 7th was well-attended by PNR-CCCA members showing cars and winning prizes!



*Entries (from l-r, top-bottom): Jon Shoenfeld's with his 1st in Class 1937 8-cylinder Cadillac Fleetwood Sport Coupe, Lou Berquest's 1933 Hupmobile (nc), Gary & Merrisue Steinman's 1st in Class 1933 12-cylinder Lincoln Town Sedan, Brian and Jeffrey Rohrback's 3rd in Class 1939 6-cylinder Bentley All Weather, Bill Allard's 3rd in Class 1936 Studebaker President Coupe (nc) and Stan & Val*



*Dickison's 1st in Class 1935 12-cylinder Packard Victoria, and Jerry Greenfield's 1934 12-cylinder Lincoln Dietrich Convertible Sedan.*

*Judges (from top-bottom): Brian Harding, Jerry Greenfield, Lee Noble, and Gary Steinman. Also judging were Bill Allard, Sam Barer, John Carlson and Stan Dickison.*



*Not shown: Arne Barer's 1961 Lotus (nc), Terry & Barbara McMichael's 2006 Aston Martin (nc), and Lee Noble's 1st in Class 1957 Thunderbird (nc). Michael & Ildiko Bradley also attended.*

*Photos courtesy of Brian Rohrback*





# 2011 VIN D'ELEGANCE

Article and Photography by Brian Rohrbach

For the second year, the wineries in Woodinville have participated in an event that rounded out the weekend of the Kirkland Concours. With the Concours on Sunday, the wineries threw open their parking lots to a collection of special cars from car clubs throughout the Puget Sound region. All told, 44 cars were placed in 20 of Woodinville's best wineries. Adding to that number were cars from the Exotics @ Redmond Town Center plus two dozen cars that participated in this year's Concours Tour. It was a perfect day for meeting people at the winery and explaining the car hobby in general and classics in particular. I even discovered a new Sauvignon Blanc!



**Full Classic Cars Displayed at Wineries (L-R):**

*Gary Johnson's 1941 Cadillac S 62 Convertible*

*Terry Jarvis' 1934 Nash Model 1290 Sedan*

*Steve Norman's 1928 Bugatti Type 44 Roadster*

*Denny Dochnahl's 1934 Packard 1100 Sedan*

**Not Pictured:**

*Brian Rohrbach's 1939 Bentley 4-1/4 L All-Weather  
and 1975 Jensen Healey (nc)*

*John Campbell's 1956 Austin-Healey 100M (nc)*



*Bernadene and Denny Dochnahl*



## PEBBLE BEACH TOUR GET-AWAY

Article Army Barer Photography by Army Barer & Michael Bradley

It's Monday, it's August, it's time for our annual get-away reception honoring those intrepid enthusiasts joining Tourmeister Al McEwan's Pebble Beach sojourn. If your dream mobile has "been on the grass" or would so qualify and you can afford the tariff, you're welcome. Participants get the enjoyment of a great tour; the excitement of participating in the whole Pebble "Thing". Our members show-up at the Get-Away to (figuratively) kick spectacular tires, eat shrimp, drink wine and swap tall stories with the participants and each other.

While people come from all over the world to follow Al and Sandi, our participating members don't have a long journey to bring them to the start. This year Bill Holt and Liz drove their '38 Lagonda V-12 Drophead and James and Sherry Raisbeck drove their 1953 Chrysler Ghia (NC). Denny & Bernie Dochnahl toured in their '34 Packard 1100 Sedan. Roy Magnuson fulfilled his usual function of piloting the trouble truck.

This year the tires you were not supposed to kick belonged to a king's ransom worth of beauties. Perhaps the most exotic was a '35 Hispano Suiza J-12 bodied with a Pillarless Coach body by Kellner driven by Buck Kamphausen & Josh Voss from Vallejo, CA. Having said that I will immediately be challenged by the advocates of several other entries. If you want to invade the Lowlands you couldn't do better than ride "erste klass" in the '28 Mercedes Benz 710 SS Tourenwagen by Sindelfingen brought from the Netherlands by



Frans van Haren and Roos van Os Druten. If your motto is "Prima al Roma e non prima al Brescia" your choice obviously would be the '33 Alfa Romeo 8C2300 Spyder by Touring normally garaged in the U.K. by Roland Duce.

If you just like Brescia's you will scream "bravo" for the wonderful '23 Bugatti T23 Brescia Modife, its way-bill showing a departure from Milano and Giuseppe Redaelli as the consignor. It was my personal favorite and provoked a lot of comment about *Il Patron's* famous dictum "I build my cars to go not to stop" because it is perhaps the last Brescia not to be retrofitted with front brakes. Shelby Meyers of Blenheim, Ontario drove another Bugatti. A type 57 Coupe with a body by James Young (gee, where have we in PNR-CCCA heard that Anglo-Alsace combination before?)

The *Trifosi* among us were awed by the beautiful '54 Ferrari 375 MM Berlinetta, Aerodinamica Speciale by Pininfarina (NC) owned by Graceira and Wayne Golumb of North Muskegon, Michigan. This car designed for the 1954 Paris Auto Show featured Corvette-style fender cut-outs and aerodynamic plastic headlight enclosures. The other Ferraris, a '63 250 GT/E, Pininfarina (NC), entered by Martin and Mollie Moore of Engelwood, CO and a '63 Ferrari 250 GTL Berlinetta (NC) weren't chopped liver either.

But we are all Classic Era buffs and there were plenty of good old American Iron to impress us. I guess it's hard to beat a '29 J Duesenberg, Murphy Dual Cowl Phaeton brought up from Texas by Chris and Erin Andrews. The '31 Model K Lincoln



Dual Cowl Phaeton brought by Steve Babinsky of Lebanon, NJ came close as did a '31 Cadillac V 16 Dual Cowl not listed in AI's participant list. If you wanted to be a chauffeur you would have wanted to drive Lee & Sandi Gurvey's '33 Rolls-Royce PII Newport, Brewster and enjoy the wind in your face while your passengers sat in the enclosed cabin. You could have also taken your pick of three other Packards, a Pierce and another Lincoln.



## PNR-CCCA Member Information Updates

Please contact Val Dickison,  
PNR Membership Chair

If you have member news  
you would like to share.

### MOVED!

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### NEW MEMBERS

Don and Arlene Jensen  
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Bothell, WA 98011  
Phone 425-483-5061  
1937 Cord Custom Beverly

By the way the shrimp were great, the wine passable  
and the conversation extraordinary.

*Photos (top-bottom):*

*1935 Hispano Suiza J-12*

*1928 Mercedes Benz 710 SS Tourenwagen*

*1933 Alfa Romeo 8C2300*

*1923 Bugatti T23 Brescia Modife*

*John Campbell explains how to start an Alfa*

*1929 Duesenberg J Phaeton*

*1933 Rolls Royce PII*

*1933 Pierce-Arrow Convertible 1236 owned by Aaron Weiss*

*1937 Packard 1507 Victoria owned by Jim McDowell*

*and of course shrimp and wine.....*

*Author's Note: apparently the Brescia Bugatti we all thought was  
so neat, after driving to Pebble won a special award.....*

*Chairman's Trophy*

*1923 Bugatti Type 23 Brescia Lavocat et Marsaud  
Giuseppe Redaelli, Varese, Italy*

“ ‘Character’ and ‘eccentricity’  
are often euphemisms for  
‘deadly’ and  
‘strand you by the side of the road  
in the middle of nowhere.’ ”

-- Walt Tomsic writing in  
Open Road of which he is  
Managing Editor.

Walt was writing specifically  
with respect to the  
\_\_\_\_\_ automobile.

Answer on page 30.

# DAVE HOLZERLAND'S 5TH ANNUAL PICNIC

Article and Photography Courtesy John Campbell

Aerial Photo of 2010 Holzerland Picnic



On the Wednesday before the picnic, Dave's team of volunteers (including our Club's event managers) marked out a magnificent grass field for 600 cars on the edge of a bluff overlooking Monroe and the Snohomish River Valley. The Saturday of the event was one of those perfect Northwest days when the marine layer kept the temperatures in the low 70s – slightly overcast with sun-breaks in the afternoon. That brought-out the cars and filled the huge yard – a great turn-out!

If one word could sum-up Dave's Picnic it is VARIETY! Thanks to Gigi and Paul Watson for getting there ahead of time and working with the field crew that spotted the cars. With their help and the support of Dave and his team, our club received a prime parking location near the entrance and main airplane hangar from which we watched the incoming hot rods, vintage motorcycles, special interest cars and unusual vehicles. You name it, there was something for everybody. We also enjoyed a terrific mix of 50s and 60s music, a hot dog and hamburger lunch, the semi-circular garage and the tour of Dave's 24,000 square-foot mansion.

Other highlights included the 1:45 PM light-off of "The Assassin" – a fully-restored 1967 nitro-methane dragster from Jim Green's Performance Center in Monroe that puts out 2800 horsepower– a real ground shaker that had everybody smiling. The twelve-bay semi-circular garage included a spectacular



collection of petroliana in addition to displays of restored and original-condition examples from the world's largest collection of four-cylinder Indian motorcycles.

Our Club had a small canopy from which Membership Chair Valerie Dickison provided fliers and copies of the Bumper Guardians - hopefully she recruited some new members.

This was the fifth year for Dave's Picnic. The friendly and gracious team of volunteers ran the operation like a Swiss watch – they certainly showed how to successfully organize a large collector-car event!



## PNR Members Driving Classics

Marty Anderson & Lynn Gabriel  
with guest Bill Loew  
1937 Packard 12 Club Sedan

Scott & Karen Anderson  
with guest Charlie Sandrige  
1941 Cadillac Convertible

John & Rob Campbell  
1931 Rolls Royce PII Continental  
1968 Jaguar XJ Series 1 (nc)

Ernie & Diane Crutcher,  
Tommy Crook & Randy Small  
with guest Carmen Olson  
1936 Packard V12 Club Sedan

Stan & Val Dickison  
with PNR member Nancy Finelli  
and guest Lisa Cerone  
1935 Packard Victoria

Ron & Gayle Doss  
1936 Packard Convertible

Fritz & Mariel Gechter  
1931 Horsch

Brad & Hyang Cha Ipsen  
and daughters  
1940 Cadillac Convertible

Terry Jarvis  
1934 Nash Sedan

Gary & Joyce Johnson  
1941 Cadillac Convertible

Paul, Matthew, and Al Murray  
Hillary Barr-Parker's  
1936 Lincoln V12 Convertible

Bob Newlands & Jan Taylor  
1936 Packard Club Sedan

Virgil & Deborah Parker  
1941 Cadillac Convertible

Brian Rohrbach  
with guests

Liz Holdeman (Hagerty Insurance)  
Derek House (Wells Fargo Private Bank)  
1939 Bentley Allweather

## PNR Members Driving "nc" Cars

Bill & Lucy Allard  
1936 Studebaker President

Jerry Greenfield & Sandy Gardner  
2011 Mercedes SLS Gullwing

Stan Murray  
1940 Ford Convertible

Kim & Norma Pierce  
1974 Porsche 914

Bill Smallwood & Erin Kimm  
1965 Mustang 2+2

Paul & Gigi Watson



*Photos (l-r; top-bottom)*

- Joyce and Gary Johnson in their 1941 Cadillac Convertible
- Marty Anderson & Lynn Gabriel's 1937 Packard 12
- Fritz Gechter shows Kim Pierce his 1931 Horch
- Tom Crook always arrives in style in Ernie Crutcher's 1936 Packard V12
- 1936 Lincoln V12 Convertible
- One of Dave's showcase garages
- Sometimes Bentleys need explaining . . .
- Ron & Gayle Doss' 1937 Packard 12 Convertible Coupe



# MALCOLM LOUGHEAD/LOCKHEED

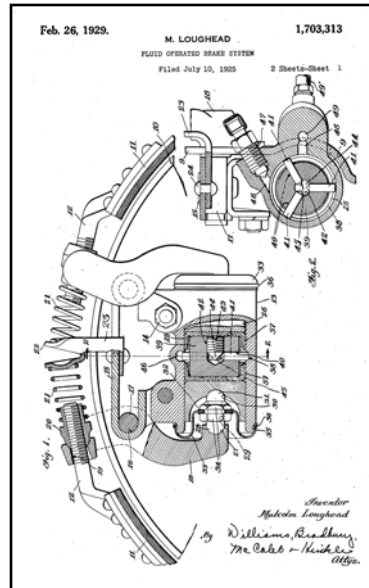
## Who he was – and wasn't      What he did – and didn't

Article by Bill Deibel

Malcolm Loughead was an American born in 1887 or 88 in Niles, California, now a district in the City of Fremont midway between Oakland and San Jose. His brother Allan was born in 1889. Malcolm's father John Loughead of Scottish ancestry had a son and daughter from a prior marriage. His mother Flora Haines Loughead had been a reporter with *The San Francisco Chronicle* prior to her marriage. Malcolm's parents divorced after a few years of marriage and his mother moved with her two boys to Santa Barbara. Subsequently, in 1903, she bought and moved to a 35-acre orchard-ranch named "Cathedral Oaks" near Alma, California, a mountain-resort stop on the railroad from San Jose to Santa Cruz. Flora Loughead supported herself and the boys growing fruit and writing as a freelance journalist. (The former village of Alma now lies below the water in the Lexington Reservoir above Los Gatos.) **Malcolm Loughead wasn't an Englishman.**

**Malcolm Loughead did many things in his life.** In 1904 after moving to San Francisco he took a job as a mechanic with the White Steam-Car dealer there. The brothers had an older half brother, Victor, who changed his name to Lougheed and wrote a book in 1909, *Vehicles of the Air*, about airplanes. (First editions of this book are readily available for up to \$300.) This book so interested Allan that he made his way to Chicago to visit Victor. In Chicago he got a job working for a bi-plane company, learned to fly, and returned to San Francisco in 1911. <sup>1</sup> There he and Malcolm formed the Alco Hydo-Aeroplane Company and, working nights in a garage at Pacific & Polk Street, they commenced to design and build the first successful American tractor<sup>2</sup>-seaplane. They both held regular day jobs and Allan made extra money on week-ends driving race cars, the means by which he worked his way to Chicago. Their first plane was the Model G which made its maiden flight for 15 minute on June 15, 1913. During the 1915 Panama-Pacific Exposition the Loughead brothers gave over 600 ten-minute airplane rides at \$10 each. Their six-cylinder plane would cruise at 50 MPH with a top speed of 63. In 1916 they moved to Santa Barbara and then or in 1917 formed the Loughead Aircraft Manufacturing Company. The Loughead F-1 flying boat made its maiden flight in 1918. They also built Curtiss HS-2L flying boats for the Navy.

During the time Malcolm was designing and building air planes he became interested in the concept of hydraulic-actuated brakes for automobiles which would solve the problem of erratic braking with mechanical brakes on steering axles and thereby facilitate the use of four-wheel brakes (and avoid the Perrot patent that all four-wheel mechanical brake manufactures were forced to license until



*Loughead patent drawing illustrating hydraulic actuating mechanism used by the production external-contracting Lockheed brakes supplied from 1924 through 1928.*

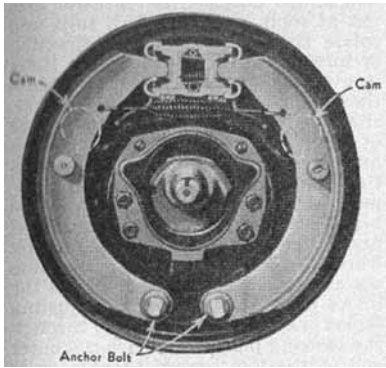
almost 1930). He filed for his first two patents on hydraulic brakes in 1917 mentioning, but not claiming as invention, intended four-wheel installation. These brakes were of the external contracting-band variety. In 1919, while retaining his investment in the aircraft business, Malcolm, with other investors, formed and devoted his full energies to "The Hydraulic Four-Wheel Brake Company" in Los Angeles. This name was soon shortened to just "The Hydraulic Brake Company" (THBC). From the start THBC selected "Lockheed" as its tradename which was spelled phonetically the way the Loughead family

pronounced their name. (Allan also changed the name of the aircraft company to "Lockheed.") By 1920 Malcolm Loughead had moved to Detroit along with his engineering staff and soon built a plant to manufacture brakes – the corporate office remained in Los Angeles.

Before getting its first OEM order for brakes THBC developed a very limited market for Lockheed brakes as an aftermarket retrofit for existing cars which was also a means to get test results in a variety of operating conditions. During this period Loughead updated his designs and by the time that the Chalmers Motor Company announced the adoption of four-wheel Lockheed hydraulic brakes in November 1923 Malcolm had filed 10 patent applications on hydraulic brakes and components that were later granted. The first Chryslers were six-cylinder cars equipped with the same system and they were introduced at the New York show in January 1924. About 10 other makes soon followed. Taken together these were the first cars using four-wheel hydraulic brakes aside from the low-volume Duesenberg car announced in late 1920 which came equipped with Duesenberg's own proprietary four-wheel brake system. All of the above Loughead brakes were of the external-contracting band type. (Loughead's first two patents were issued on December 4, 1917 and December 24, 1918 making them public information on those dates. Fred

Duesenberg did not file his first hydraulic brake patent application until November 1920. Fred was a very active member of SAE and well versed in the patent system. It is certainly possible that Loughead's patents planted a seed in Fred's head that led to his eclipsing Loughead in the market place with a design of his own.)

Back in July of 1922 Loughead filed for his first patent on an internal-expanding, rigid-shoe brake. Like the Duesenberg



Early example of the classic Lockheed internal-expanding brake supplied domestically from 1927 through 1955. .

brake this design anchored the two shoes on separate pins at their adjacent bottom ends. But, unlike the Duesenberg vertical, single-acting, wheel cylinder and toggle mechanism, this new Loughead design spread the shoes at their upper ends with a fixed double-acting wheel cylinder. Voila – conception of the classic Lockheed brake! It was used in the U. S. as late as the

1955 Dodge and Plymouth cars. (If Malcolm Loughead inspired Fred Duesenberg, did Fred Duesenberg later inspire Malcolm Loughead?) This new Lockheed brake was introduced in production on the Reo Flying Cloud. Reo made the announcement in January 1927. Soon a long list of other makes including many now identified as Full Classic® adopted these brakes. In 1928 the last production Lockheed external-contracting band brakes were going to five obscure makes soon to pass from the scene.

In December 1925 THBC licensed the Wagner Electric Company in St. Louis to manufacture service parts for hydraulic brakes under the Lockheed name and to service Lockheed brakes and sell parts for them through Wagner's national chain of auto-electric shops then selling and servicing Wagner automobile electric components. (These aftermarket Wagner dealers competed at that time with the United Motors Service shops established by General Motors to provide convenient local service across the country for Delco Remy components.) In 1928 THBC licensed Automotive Products, Ltd. in the U. K. to manufacture and sell Lockheed brake products in the British Isles and Continental Europe.

In March of 1930 Bendix Aviation Corporation, the manufacturer of Bendix brakes, acquired THBC from Malcolm Loughead and the other stockholders and made it a wholly owned subsidiary. Sometime prior to this Wagner had taken over all manufacturing of Lockheed brakes and brake components under license from THBC and THBC had become strictly a patent holding and licensing company. At this point or earlier these brakes and parts became labeled "Wagner Lockheed."

Malcomb Loughead filed for his last brake patent on August 19, 1931 after having moved back to Los Angeles. It finally issued on December 22, 1936 assigned to THBC. It would thus expire at the end of 1943. In all, Malcolm Loughead received at least forty brake related patents. (Some of his last patents seem rather strange including a triangular brake lining.) I have seen a reference to The Hydraulic Brake Company still being in existence in the late 1940s. (Bendix used THBC to hold patents covering a variety of products that were acquired from sources outside of the Bendix company such as the Bendix washing machine.)

Also in 1930, both Loughead brothers sold all their stock in the Lockheed Aircraft Company. It would seem that they had good foresight about the coming economic downturn. In 1934 both brothers legally changed their name to Lockheed. They said they were tired of being called "log head." In the mid 1930s Malcolm Lockheed acquired mining properties near Mokelumne, California where he thereafter made his home. Mokelumne is on State Route 49 about 40 miles southeast of Sacramento. He died there on August 13, 1958 at the age of seventy leaving a wife but no children.

**Malcolm Loughead *did* envision four-wheel hydraulic brakes first. He *did not* in the true sense of the word "invent" the concept. He *did not* in any sense invent the first hydraulic brake – Sir Frederick Royce did. He *did* invent the first hydraulic brakes to reach mass production in two successive varieties starting almost 10 years before the first Bendix hydraulic brake came out. He *did not* invent or produce the first hydraulic brakes used on a production car nor the first internal-expanding, rigid shoe hydraulic brake – Fred Duesenberg did both. Overall he *did* contribute more to the improvement of automotive brakes, in and before the Classic Era, than anyone else excepting Vincent Bendix whose Duo-Servo brake design is still in use today.**

<sup>1</sup> In 1911 Victor Loughead designed and had built a 140 c.i.d. V-8 aircraft engine with 6 valves per cylinder which produced 60 BHP at 3,500 RPM. The engine is on display in the Boeing Aviation Hanger at the Steven F. Udvar-Hazy Center of the Smithsonian National Air & Space Museum. In 1912 he wrote a book entitled *Aeroplane Designing for Amateurs*. He wrote three books related to automobiles: one each in 1900, 1905 and 1909.

<sup>2</sup> A tractor seaplane is one with the propeller in front of the motor as opposed to a pusher seaplane which has the propeller behind the engine which is itself located somewhat to the rear.

The author is indebted to the archives of *The Los Angeles Times*, *The New York Times* and *The Wall Street Journal* for much of this material.



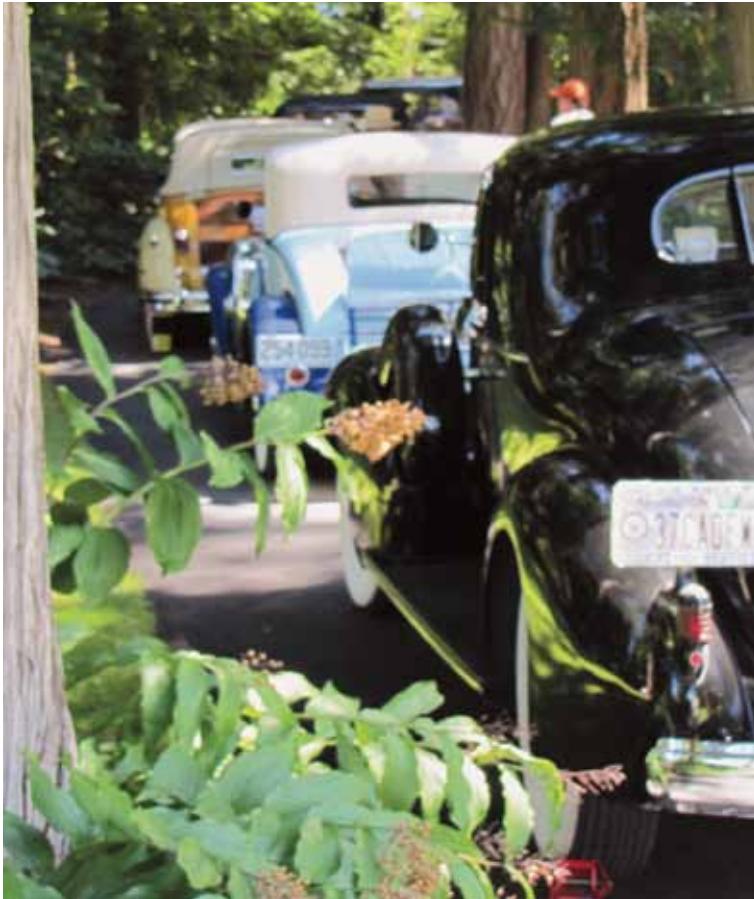


Peter & Frauke Townsend's  
1940 Packard 1803 Convertible Sedan



## SUMMER PICNIC AT

*Article by Val Dickison*



Bill & Lucy Allard's 1948 Chrysler Town & Country Convertible,  
Lou & Bunny Berquest's 1932 Packard 900 Convertible Coupe  
and Jon Schoenfeld's 1937 Cadillac Sport Coupe



Glenn & Mary Lynn Mounger's 1930 Packard Speedster Runabout model 745

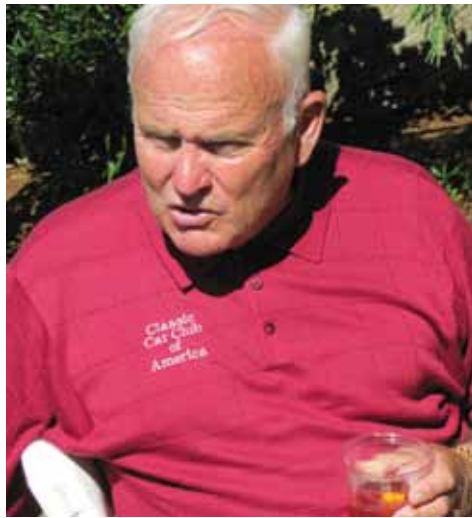
### PNR Members Driving Full-Classics®

- Bill & Lucy Allard  
1948 Chrysler Town & Country Convertible
- Scott & Karen Anderson  
1941 Cadillac 62 Convertible
- Lou & Bunny Berquest  
1932 Packard 900 Convertible Coupe
- Noel & Janet Cook  
1935 Bentley Sedan Coupe
- Tom Crook & Randy Small  
1931 Duesenberg Convertible Sedan
- Stan & Val Dickison  
with guests Duane Ruud & Jeanne Arvidson,  
1935 Packard 1207 Conv. Victoria
- Denny & Bernadene Dochnahl  
with guest Miuki from Japan  
1934 Packard 1100 Sedan
- Brad & Hyang Cha Ipsen  
1940 Cadillac 60S
- Phil & Cheryl McCurdy  
1937 Cord Custom Beverly
- Glenn & Mary Lynn Mounger  
1930 Packard Speedster Runabout model 745
- Bob Newlands & Jan Taylor  
with Barrie & Karen Hutchinson  
1927 Packard 343 7-passenger touring
- James & Sherry Raisbeck  
1939 Atalanta Drophead Coupe
- Brian Rohrback  
1939 Bentley Allweather
- Jon Schoenfeld  
1937 Cadillac Sport Coupe
- Peter & Frauke Townsend  
1940 Packard 1803 Convertible Sedan



**Followed by PNR Members in more "Modern" Iron:**  
Michael & Ildi Bradley (with "Kona"), Carl Bomstead with ("Sydney"), John & Koko Carlson, Craig Christy, Jerry Greenfield (with Adrian Taylor and guest Tom Harris), Bruce & Betty Harlow, Ray & Georgia Loe (with guests Gary & Carol Johannson), Al & Sandi McEwan (with niece Becky in their 1953 Hudson Hornet Sedan, nc), and Lee, Julianna & Ed Noble.





Glenn & Mary Lynn Mounger's 1930 Packard Speedster Runabout model 745

# SEABECK ESTATE

Photography by Michael Bradley



What a day! The weather was warm and there was a gentle breeze; light glistened off Hood Canal and Jerry's gardens gleamed with robust blossoms, rich turf and manicured lawns. The band played-on while we ate a delicious catered lunch, drank wine and laughed amongst ourselves. Across the street was Jerry's fantastic display of cars and related collectibles that have been gathered over many years. Towards the end of the afternoon, a hen party (yours truly included) sat in the sun and did our caterwauling rendition of an old Beatles tune, much to the humor of the band. Denny Dochnahl was sitting in a lawn chair across from me and quizzed, "Really, Val, isn't life great?" I had to answer, "Yes, Denny. It truly is."



Many thanks to Jerry, and his lovely lady Sherry, extended family and employees who meticulously planned every detail making the event a major highlight of our Club's year.



There was an excellent showing of members' grand cars parked in the circle and even a few visitors from the Packard Club who were on tour in the area. I hope this is a complete list of those attending. If you were overlooked, I apologize.



Denny & Bernadene Dochnahl's 1934 Packard 1100 Sedan



Tom Crook's 1931 Duesenberg Convertible Sedan

Center Photos: (top to bottom, L-R): Picnickers enjoying a catered lunch at the beautiful McAuliffe Estate; Jerry McAuliffe; James & Sherry Raisbeck's 1939 Atalanta Drophead Coupe, Julianna Noble, Betty and Bruce Harlow; Carl Bomstead and Barrie Hutchinson with Stan Dickison's 1935 Packard 12 Victoria Convertible and Bob Newlands' 1927 Packard 343 7-passenger touring



**Also attending -**  
Packard Club members and neighbors:  
Rick, Roger & Heather Brumpton, Bruce & Nancy Christopherson, Bill & Gail Dewey, Jim & Lorraine Linden, Bob Neal, Keith Nordquist, and Roy & Barb Wilson



# PREPARING FOR THE 2012 GRAND CLASSIC

## Functional Judging

Article by Brian Harding

At some point during the inspection, your team leader will ask the exhibitor to start the engine. While the engine is on, there are a number of things that you will be looking for. The motor should start readily and idle smoothly. More than likely, the engine will be warmed up before your team arrives, so be sure to listen for the idle speed. It should not be on fast idle. While looking at the engine, see if there are water or oil leaks. Look around tubes, radiator and hoses. Check the fuel system too. Supplemental, electric fuel pumps may appear in the engine room and are acceptable if it is installed in an inconspicuous location and in a workman-like manner. It should not be used during judging and is not used in place of the original pump or system. Most often, owners include these to give the car a little boost during starting so as to minimize load on the battery. Listen and smell. It is easy to smell a warm gas or cooling fluid leak. An exhaust leak can be both heard and smelled. It is hard to distinguish an exhaust leak from an engine tick, but listen and see if you can isolate the sound.

The operational inspection is one of the very few times you will have the opportunity to speak during judging. Your team leader will organize you at various points around the car to witness lights, signals, horns, clocks, radios, wipers, power antenna, heater, intercom and accessories. There will be the need to verbally confirm that these elements function correctly, but that is all. This is done to minimize the amount of time the car needs to run while on the crowded field. Remember that these are functional tests and there is no need for everyone to witness each step. You will have your opportunity to look more closely at all these items. You will also judge the individual parts for their authenticity and appearance while the engine is not running. Once again, you must keep your scoring confidential. Scoring should never be discussed during the event. Questions regarding the car, or judging procedure need to be addressed with your team leader and never with the exhibitor.

Lights include head, tail, signals, cowl, dome, reading, map, courtesy, and instruments. Owners will often add an extra taillight on the opposite side of the original for safety reasons. This is perfectly acceptable as long as it is of the original type, mounted consistent with the other and, once again done in a workmanlike

manner. If turn signals have been integrated into the existing lights, there should also be a turn signal controller in the driver's area. These can appear as an arm mounted on the steering column, or be mounted as a left/neutral/right switch on the instrument panel.

However a controller is installed, it should be consistent with the balance of the car. There were many ways this was accomplished in the day and presents a great learning opportunity. You will see after-market systems using their own set of lights.

The horn should be checked briefly. If they are multi-noted, listen carefully to hear if all the tone is present. If the horn is not loud enough to be safely heard, then you will want to score it appropriately. If there are accessory horns, these too must be checked.

One of your members should be stationed to view the interior while the car is running. This person will check for the proper function of instruments, interior lighting, clocks, radios, and power or vacuum antenna. There are areas of the car that may have functional items that you will not judge. Once the

engine has been turned off, this person should have a look under the dash to see that the wiring and fittings are correct to the car and appear in good condition.

Glove boxes and trunks are considered private spaces and are not judged.

*A further word about talking during judging: The basic philosophy behind Classic Car Club judging is that it is approached with a genteel and respectful demeanor. These are among the finest examples of the original craft and the art of restoration. Much time and treasure has been expended and the exhibitor is justly proud of their achievement. Please remember, again that all questions of authenticity are to be discussed only with your team leader. Each and every deduction must be explained in the space provided on the form and must be presented to the team leader, who will discuss the concern with the exhibitor and report back to you. You may then take the deduction if you feel that it is appropriate. Deductions should be made under authenticity in the appropriate category. To insure fairness, your team leader needs to initial any authenticity deductions. Even in the functional testing, you may think of various things that deserve minor criticism, but are not worth a whole point. As you approach the end of a section of judging, think about the presentation as a whole. Are there enough things put together that warrant a point? Once again, this is where your experience will blend into a general impression of the segment. With a little practice, you will gain confidence in knowing how to review a car fairly, with good cause and documentation.*



Tom Armstrong's  
1931 Duesenberg SJ  
Headlights & Horn



## POINTS ALERT

Article by Don Reddaway

A short time ago I decided it was time to change the ignition points in our Franklin. A trip was made to the local NAPA parts store where I purchased a new set of points.

During the installation I became concerned about the spring tension. Setting-up the proper gap using a feeler gauge, the spring was so soft that I had trouble feeling the point-drag. The car started-up okay, but at that time, I was unable to give it a test drive.

The next day a friend stopped by and we discussed my concern about the spring tension. He suggested I check the computer and see if there was any information on Google. Low and behold there was a complete story highlighting too light spring pressure on new replacement parts.

The story went on to tell of a collector and his mechanic who, after having a complete tune-up on his antique automobile, took it for a test drive. Just as they entered a major highway, the car started to backfire and stumble. However, when they slowed down, the car smoothed-out just fine. After returning to the shop and going through everything, they determined nothing was wrong. But, every time the car got up to speed, the engine problem returned. Eventually it was determined the fault was too light a spring, thus the points would bounce throwing the timing off. By replacing the new points with a new old type having very strong pressure, the auto ran great at all speeds! In my case, a trip to my parts bin resulted in finding a new old set of Blue Streak points. After installing them, filled with confidence, I went on a test drive.

Next I decided I would try to rebuild a very old set of Blue Streak points. The surface on the points was very pitted, and the material that points are made of is very very hard (tungsten carbide). In checking my Dremel tool case, I found an inch and a half diameter grinding stone. After several passes on each point surface, the set was good as new. Note: Be careful to keep the correct profile on each point surface.

Your car's replacement points may very well be manufactured to the original specs. I tried to find after-market points that had the correct spring tension. So far, no luck! As a result, I have cleaned-up several extra sets of old points, just in case!

Best of luck! -- Don



Packard History Cont. From page 6

than any of the past five years. One of the more significant of these was the newly-invented hypoid rear-axle gears. This design offered a smoother, quieter ride and lowered the car significantly due to its offset driveshaft. Packard was the first to put hypoid gears into automotive production, which in turn, became and remains, the industry standard for transmitting engine power to the driving wheels.

Derived in 1927 from Packard's first "Single Eight" of 1923, the new Third Series Eight had an increased bore from 3-3/8 to 3-1/2, raising its cid to 385 from 358. Other improvements included a stronger crankshaft, aluminum invar strut pistons, "Turbo-head" combustion chambers and a change in firing order to better-balance cylinder-induction. These improvements resulted in the BHP being increased from 86 to 105.

This was the biggest displacement in-line motor Packard would build and was offered through 1936 by which time with many improvements it provided 150 BHP. This large engine option was dropped from the lineup when, after a ten year absence, Packard reintroduced a low priced six-cylinder model trying to gain sales in a tough post-depression market. Packard kept the flat head design for all their engines until belatedly introducing their own new OHV V-8 engine in 1955.

By 1954, Packard's largest engine displaced 359 cu in., however, it now had a high compression (8.7) aluminum cylinder head and many other refinements bringing the horsepower up to an astonishing 212, with the aid of premium 100 octane fuel. This final year version was regarded as the ultimate development of the flat-head straight-eight engine.

In the twenties, there was great interest in large powerful engines and Packard wanted to ride the wave. After dropping their venerable Twin Six engine in favor of a new single eight in 1923, in 1928 Packard decided to add a sports model, powered by a new "Monobloc" inline 12-cylinder engine, to their product line. Using a 143" chassis, fitted with a handsome Dietrich convertible body, initial road tests were very encouraging, however, an all-night run at the Proving Grounds revealed an unsolvable vibration problem and the project was summarily cancelled. The rapid rise and fall of the Monobloc 12 was not Packard's only problem in 1929. All of their luxury market competitors (Cadillac, Duesenberg, Peerless, Pierce-Arrow and Stutz) were offering exciting new high-powered models and there was also the beginning of the Depression with which to deal.

While these challenges were not fatal to Packard, they did require them to share an increasing amount of the luxury market with their competitors. Packard would never again recapture the glory of its presence in the teens, twenties and early thirties when it was unquestionably the dominant luxury marque.



## PNR SPONSORED KIRKLAND CONCOURS AWARDS

*Article and Photos by Stan Dickison*

The Pacific Northwest Region has sponsored an award for the Most Elegant Open Classic since the inception of the Kirkland Concours nine years ago. As of three years ago the Most Elegant Closed Classic award has also been sponsored by the Region.

On Sunday, September 11, 2011, the Most Elegant Open Classic award went to the 1947 Delahaye 175S Cabriolet, Chapron owned by CCCA member Paul Emple of San Diego, California. The Most Elegant Closed Classic award went to the 1934 Voison Coupe Model 27 owned by CCCA member Peter Mullin of Los Angeles, California. The Voison is the "sister car" to the 1934 Voison C25 Aerodyne that garnered Best of Show at the 2011 Pebble Beach Concours d'Elegance.

Over the past nine years several of our own PNR member's cars have been awarded one of these sponsored trophies.

They include: 1931 Delage D8SS Tour, Charlie Morse; 1932 Packard Victoria Dietrich, Ken McBride; 1939 Cadillac Series 90 Touring Sedan, Gordon Cochran; 1939 Lagonda Rapide, Bill Holt and Liz Hahn; 1946 Alfa Romeo C2500SS, David Smith.

The members of our region have been most generous in supporting these awards. Evergreen Hospital Medical Center and Seattle Children's Hospital directly benefit from our contributions. With the permission and direction of the PNR Board of Managers I act as a committee of one soliciting your contributions annually. Please accept my thanks for answering my letters with open hearts and checkbooks. The 10th Annual Kirkland Concours will take place on September 9, 2012. Most assuredly I'll be in touch and definitely appreciate your continued support.



*Most Elegant Open Classic –  
1947 Delahaye 175S Cabriolet, Chapron*



*The Most Elegant Closed Classic –  
1934 Voisin Model 27 Coupe*

### *SPECIAL ANNOUNCEMENT*

At a special meeting of the Kirkland Concours d'Elegance Executive and Advisory Boards, Chairman Jeff Clark announced a agreement has been made to transfer the legal entity under the auspices of LeMay-- America's Car Museum and move the Concours to the Museum.

During the past nine years the Kirkland Concours ranks among the top four or five in the country when leadership, vehicles on display, judges and quality of event are considered. Not to mention the 1.2 million divided between Seattle Children's Hospital and Evergreen Hospital Medical Center. This has been accomplished largely by the same two boards spending countless hours to make the event the success it has become.

Tom Armstrong, one of the founders of the Concours, thanked the board members as well as the many PNR-CCCA members who have generously donated their time and resources to the development of this event.

Phil Smart will continue his sponsorship next year and Seattle Children's Hospital will continue to receive 50% of the proceeds; with 50% going to the Museum.

The Concours boards (with many PNR-CCCA members) are committed to remain through the transfer and continue to assist maintaining the Concours as a first class event. More details will be released soon.

## 2011 KIRKLAND CONCOURS TOUR D'ELEGANCE

Event Recap by Valerie Dickison

Twenty-five couples departed from Carillon Point in Kirkland early Thursday morning, September 8th. One car failed to proceed due to a brake problem and was quickly replaced by another of the owner's vehicles after a quick cab ride home. Fortunately all made it to the ferry on time after struggling through Seattle's unexpected road closures.. We were blessed with excellent weather during the entire trip; perhaps a bit too good, leaving us wishing for a cool breeze.

After a brief ride on the Seattle-to-Bainbridge ferry, we stopped at members Glenn and Mary Lynn Mounger's home to view their excellent collection of Full-Classics® and related memorabilia. A buffet lunch followed at the Clearwater Casino. After lunch we drove to Ed and Tanya Johnson's collection nearby, also on Hood Canal, which featured 1950s American vehicles in a unique retro setting with lots of great neon.

The Inn at Port Ludlow, sitting on a point of land adjacent to the yacht harbor, was our "hub" for the tour. The accommodations and meals were excellent.

A counter-clockwise driving tour around Hood Canal, hampered by smoke from a nearby forest fire at Brinnon and a flat tire on a tour member's vehicle, took place Friday morning. At least ten friendly tour members helped with the tire repair!

Lunch was at PNR member Jerry McAuliffe's estate at Seabeck. The gardens were at their finest and sunny weather prevailed. Jerry is always a gracious host and showed the group his fantastic collection. Friday night accommodations were again at the Inn and included easy-listening contemporary jazz performed by a local group and a slide show presented by tour member Eric Breidenbach featuring tour attendees, with additional photo offerings from PNR member Brenda Bonin. The group hurried back Saturday morning, via the Edmonds ferry, to participate in the Vin d'Elegance in Woodinville.

PNR members attending the Tour d'Elegance were tour leaders Al McEwan and Stan Dickison with wives Sandi and Val, respectively; Scott & Karen Anderson; Carl & Chris Bomstead; Fred & Brenda Bonin; Dick & Judy Buckingham; Jeff & Sharon Clark; Peter Hageman & Kristy Gomez; Pat & Cathy Heffron; Tim & Edie Johnson; Brown & Sara Maloney; Kim & Norma Pierce; Max & Carol Shields.



Al McEwan's 1931 Pierce-Arrow Dual Cowl Phaeton

### PNR Member Full-Classics® at the Concours

#### Early

Gordon Apker's 1932 Packard 900 Coupe Roadster  
Barry Briskman's 1934 Rolls-Royce 20/25 Brewster Towncar  
David Cohen's 1934 Bugatti Type 57 Roadster  
Carl King's 1932 Auburn 12-160 A Cabriolet  
Max Shields' 1935 Packard 1205 Dietrich Convertible Sedan

#### Late

Marty Anderson's 1937 Packard Club Sedan  
Jeff Clark's 1937 Cord 812 Beverly  
Tom Crompton's 1937 Bentley 4 liter Park Ward Coupe  
Frank Daly's 1937 Cord 812 S/C Westchester  
Steve Norman's 1938 BMW 327/28 Cabriolet

#### Pierce-Arrow

Al McEwan's 1931 Model 42 Dual Cowl Phaeton  
Dave Murray's 1935 1245 Coupe  
Paul Murray's 1923 Model 33 7-Passenger Sedan  
Jerry Schimke's 1932 Model 52 Club Berline

#### Special Display

Siegfried Linke's 1937 Mercedes-Benz 540K Special Roadster

### PNR Member Non-Classics at the Concours

#### Pierce-Arrow

Peter Hageman's 1920 Sport Touring Series 31  
Glenn Mounger's 1914 38 hp Roadster

#### Working Girls

Jerry Greenfield's 1932 Ford Delivery Sedan

#### 1953 to 1961 Vettes

Roy Magnuson's 1956 Corvette

#### Special Display

Malcom Harris' 1964 Lancia Flavia Vignale  
Brown Maloney's 1967 Toyota 2000 GT  
Patty McBride's 1955 Mercedes 300 SL Alloy Gullwing

#### Wooden Boats

Al McEwan's 1955 24-foot Greavette Streamliner  
named Jezebel and sporting a Chrysler V8  
(hah, so there is a tie to the cars!)

## THE OTHER CLASSIC CAR MASCOT

Article by Laurel Gurnsey



"Sydney"

Photo by Laurel Gurnsey

A "mascot" in the car world usually means a hood ornament. But check-out car events and you can't help but notice all the stuffed animals hanging-out in backseats. Some even travel the world with us. Reminding us of our childhood? Maybe. Making us smile? You bet.

'Sydney', is a koala who shares Bill Holt's and Liz Haan's Lagondas. When Bill & Liz, Lee & Julianna Noble and Colin & I (all PNR-CCCA) went to LeMans, France in 2005, Sydney & bear buddy TJ helped navigate.

A stuffed moose named 'Baby Murphy' was the official mascot of the 2009

Bentley Driver's Club Tour to Alaska, and every car on the tour had their own "Murphy". Murphys went home to countries all over the world. Mary Morelli, from New Zealand, introduced her Murphy to 'David the Sleuth Bear', the Morelli mascot. The Eastwoods took their Murphy back to Australia. Steve & Annie Norman (PNR) took their Murphy back to Edmonds and our Murphy has already been to France and goes next to Australia. Silly? Maybe. But that little moose was a bonding catalyst on our tour and appeared in everyone's photos and the official video.

Colin and I took four of our own bear family to Pebble Beach when Colin's 1936 Lagonda DHC debuted. The bears guarded the car, brought us luck (we took first in our class) and....made us smile.

I remembered a story about a well-loved lady connected with Pebble Beach who always carried a huge teddy bear with her on tours but couldn't remember the details. Liz Haan thought it was Sally Heumann, wife of Concours co-chair Jules Heumann. John Carlson suggested I contact Glenn Mounger to confirm and Glenn graciously helped by phoning Jules himself! All CCCA members, helping to solve a mystery! Each knowing about Sally and Ruggles, the bear! Glenn and Jules were wonderful in helping with information and photos.

Jules said '.....the large bear that we carried for many events was called Ruggles and there were ID cards from more than one event each of the CCCA, Candy Store, California Mille and Hispano Suiza Society...Ruggles was always registered as a participant.....He went on quite a few events in several cars....memories....j.'

Glenn also phoned Dolores Tryon (husband Lorin was Jules' Concours co-chair). Dolores confirmed the Tryons traveled in their Packard with a 'life-size Gorilla named Koko and a small turkey rode in their Hispano Suiza.'

On February 6, 2011, in London, England, Rolls Royce celebrated the 100<sup>th</sup> anniversary of the 'Flying Lady' hood ornament and sure enough there



Mary Morelli, "Murphy" & "David"

Photo by Laurel Gurnsey



Trevor and Judy Eastwood & "Murphy"

Photo by Laurel Gurnsey



Gurnsey Bears at Pebble Beach

Photo by Laurel Gurnsey



1936 Lagonda at Pebble Beach

Photo by Laurel Gurnsey

was a stuffed mascot along for the event. Liz Darby, a friend in England, recently spotted a traveling mascot on a Bentley run in the UK.

Colin Bugler, Membership Secretary of the Lagonda Club in England asked his committee for me, and brings this full circle back to hood ornaments:

“The mascots on the bonnets (hoods) are familiar and one of our Indian members fitted a wonderful Lalique Eagle’s head on his V12 radiator cap. But no one seems to carry good luck mascots in their cars. I attach a photograph. Best regards ... Colin”

P.S. Did you know Queen Elizabeth invited Winnie the Pooh to her 80<sup>th</sup> birthday party at Buckingham Palace? You have to wonder if he arrived in a Classic Car!

Thanks to everyone who enthusiastically helped with research:

**Pebble Beach Concours:** Glenn Mounger, Dolores Tryon, Jules Heumann

**Lagonda Club,UK:** Colin Bugler

**Classic Car Club PNW:** Brian Rohrback, Karen Hutchinson, Liz Haan,  
John Carlson, Colin Gurnsey

**Bentley Drivers Club, UK:** Liz Darby

**Lagonda Club, U.S.A.:** Rudy Wood-Muller



*1955 Lancia Aurelia B205  
Photo courtesy Jules Heumann*



*Sally Heumann & "Ruggles"  
Photo courtesy Jules Heumann*



*Lalique Eagle Head  
Photo by Colin Bugler, Lagonda Club, UK*



*Bentley Traveling Companion  
Photo by Liz Derby, UK*



*Rolls Royce Mascot  
Photo by Zimbio*



In Memory.....PNR-CCCA member, Duane Storkel, passed away on June 28, 2011 after battling an aggressive form of Alzheimer’s disease. He was 82. Although he never owned a Full Classic® himself, he loved the cars and told many stories about Packards, Pierce Arrows, Lincolns and Cadillacs from the 1930s and early 1940s. As my uncle, he took me to the car show every year, from the time I was about six years old, and built my love for cars in general and my appreciation of style in particular. I have written before of the trigger that made me a Classic Car guy - an event at the Northgate Mall with PNR classics on display. Duane took me to that show (I was about 10) and launched me down the path. He was able to do the

PNR CARavan last summer and talked about it with great pleasure and enthusiasm. Duane will live on through my involvement in the car hobby; he will be missed, but his presence will be always felt.

*Submitted by Brian Rohrback, PNR-CCCA Director 2011*

## Klassic Korner for Kids The Teddy Bear

It is hard to imagine a world without the teddy bear -- the loyal friend and confidant of young children worldwide. But the teddy bear has not always been with us. According to tradition, the teddy bear got its start in America with Clifford Berryman's cartoon "Drawing the Line in Mississippi," This famous caricature depicting President Theodore Roosevelt refusing to shoot a baby bear was published in the Washington Post in November 1902.

In honor of the president's actions, Morris and Rose Michtom of Brooklyn, New York, made "Teddy's Bear" and placed it in the window of their candy and stationery store. The Michtoms' bear looked sweet, innocent and was such a hit that they soon helped found the first teddy bear manufacturer in the United States, the Ideal Novelty and Toy Company.

At the same time, an ocean away in Germany, Richard Steiff was working for his aunt, Margarete Steiff, in her stuffed toy business. Richard, a former art student, often visited the Stuttgart Zoo to sketch animals, particularly the bear cubs. In 1902 the Steiff firm made a prototype of a toy bear that looked more like a real bear cub with a humped back and long snout. A few months later, in March 1903, at the Leipzig Toy Fair, Steiff introduced its first bear—Baer 55PB. The designation "55PB" was shorthand for 55 cm tall, sitting, P = plush, B = jointed ("beweglich" in German). The Steiff bear was made of a new material, Mohair plush. The European buyers showed little interest, but an American toy buyer, who was aware of the growing interest in "Teddy's bears" in the States, ordered 3000. Since "Teddy Bear" fever was just getting started in America, Steiff was in the right place at the right time.

Information from a 1996 Christie's catalog tells us that a lesser-known German company, The Liegnitz Doll Factory also produced teddy bears that are quite a bit rarer than

Steiff's bears and also highly-collectable. Moritz Pappé founded the company in 1869. Little appears to be known about the company's early years of production. Records from 1903 document the production of dolls but by the 1920s, it appears the company's specialty was bears. In 1911, Liegnitz produced a somersaulting bear using the same mechanism as the Steiff bear. After World War I, the company "Registered" their teddy bears for copyright. In 1921 they "Registered" special designs for moveable bears. Sadly, there is no visual evidence of such designs being manufactured. The only 1928 Moritz Pappé catalog known to remain illustrates the huge variety of bears produced. The newly introduced 'Baby Bär' was the main attraction in this catalogue. The same year Steiff launched their Teddy-Baby. Steiff immediately applied for the patent for all young bears but this was rejected. Moritz Pappé also applied and their application was accepted in December 1928.



Moritz Pappé Baby Bären circa 1928  
Lots 138 and 139 sold at the Christies'  
South Kensington Auction on December 9, 1996.

A pair of Moritz Pappé Baby Bären (circa 1928 - almost the same year as our cover car) caused quite a stir at the Christies South Kensington Auction at Old Brompton Road in London on December 9, 1996. Nicholas, the larger of the two was first up on the auction block. At

11 inches tall, with pale-blond, soft-mohair, amber and black glass eyes set in gray-felt, center seam, clipped-cut muzzle, black stitched nose and claws, orange stitched mouth, swivel head, jointed limbs, light brown velvet pads and card-lined feet, Nicholas quickly sold for the princely sum of \$1,895.

The sale of Nicholas apparently triggered a bidding war for the second similar but substantially smaller Moritz Pappé Baby Bär. The final auction price of \$4,547 for the 8 inch, Baby Bär was more than double that fetched by Nicholas!





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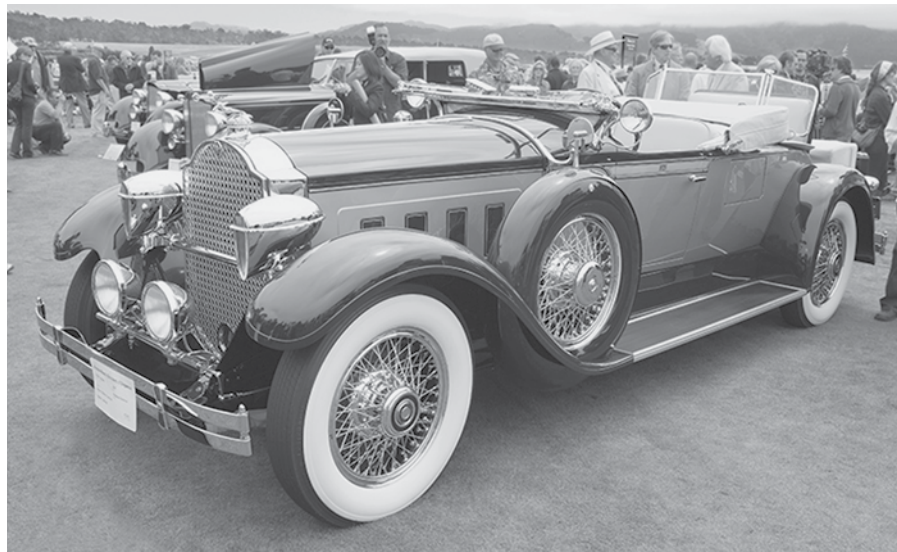
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# There is Only One Way to Do a Restoration. . . The Right Way.

Pebble Beach  
August 2010

**H**ERE WE ARE, with this recently restored 1929 Packard 640 Roadster. At the world's single most prestigious class car Concours – on "center stage," surrounded by photographers, admirers, and enthusiasts. This automobile is a perfect illustration of patience and good taste.

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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# CRESCENT BEACH INVITATIONAL COLLECTOR CAR AND MOTORCYCLE EVENT

*Article and Photography by Laurel Gurnsey*

On Saturday, September 3<sup>rd</sup>, the Crescent Beach Invitational Collector Car & Motorcycle event was born, under blue sky and brilliant sunshine. Eighty three collector cars and motorcycles were displayed on the lawn of Blackie Spit, a promontory jutting out into the Pacific Ocean at Crescent Beach, British Columbia. Entrants came from all over the province and Washington State.

The organizers (PNR members Colin & Laurel Gurnsey, John & Koko Carlson) and primary sponsor Pelling and Associates Insurance, representing The Silver Wheel Collector Car Insurance Program (Jan and Brad Pelling), wanted to maintain the spirit of the former Steamworks Concours d'Elegance, built on showcasing excellence and friendship within the collector car and bike community.

The Friday night reception was held at nearby Beecher Place, its wraparound balcony and huge windows giving us spectacular views of the ocean and a sunset and moon that took everyone's breath away. Jan Pelling created stunning elegance with white flowers, white and black linens and white candles in black lanterns. Red velvet ropes lined the marquee tent outside.

The Saturday event had the old-fashioned feel of a summer's end seaside picnic, with dozens and dozens of colorful beach umbrellas and folding chairs springing up beside the cars. Jan's black tablecloths and white flowers even lent an air of elegance to the picnic tables.

Entrants enjoyed a hosted salmon barbeque at the adjacent 'Swallow Hollow', one of the oldest properties in Crescent Beach, and could later hop a hosted shuttle bus to nearby White Rock, visit a local garden or nearby migratory bird conservation area. But most preferred to just relax, check out the cars, visit a local gelato or coffee shop, or walk along the seawall admiring the beautiful seaside homes.

A collection of car songs filled the air, ranging from Madonna singing 'American Pie' ('drive the Chevy to the levee'...), 'Little Deuce Coupe' by the Beach Boys and even 'See The USA' by Dinah Shore!

This 1<sup>st</sup> year there were no class awards but Chief Judge John Carlson (with Brad Pelling, Colin Gurnsey, Mike Taylor, Paul Martin and Murray Neibel) chose 4 major awards (Best Presented Motorcycle, Chairman's Award for Elegance and Style, Most Elegant Post and Pre War

Cars). John, on behalf of the National Association of Automobile Clubs of Canada, presented a Preservation Award. Also awarded: Public's Choice (presented by Judy Villeneuve, Acting Mayor of Surrey, B.C.) and Participant's Choice (presented by sponsor Brad Pelling and Tony Lant; Tony was visiting from Ontario and is the founder of The Silver Wheel Collector Car Insurance Program).

PNR entrants were Max & Carol Shields with their 35 Packard 1205 Dietrich (Public's Choice Award), Steve & Annie Norman with their 28 Bugatti Type 44 (Participant's Choice), Stan and Val Dickison with their 35 Packard Victoria Convertible, David and Adele Cohen with their 34 Bugatti Type 57 (Most Elegant Pre-War), Bill Holt & Liz Haan with their 39 Lagonda V-12 Rapide (Chairman's Award), Arnold & Sam Barer with Arnold's 64 Lotus Elan Series 1 (nc) and Brian and Lisa Rohrback with their 1939 Bentley 4 1/4 Overdrive. PNR member Robert Reeve, with his Stutz, withdrew because of family illness and we hope to see him at next year's event. Also up for the day were PNR members Fred and Brenda Bonin.

We had a stunning display of very special cars with PNR member Gerald Greenfield's 2011 Mercedes Benz SLS-AMG Gullwing, sitting nose to nose with Robin Hine's 1926 Bentley Red Label VDP 3 liter, just driven, cross-country from Halifax, Nova Scotia.

We had a great display of vintage motorcycles, among them two 1920s Brough Superiors, famous for being the type of motorcycle ridden by Lawrence of Arabia. Another entry, a 1971 Norton Commando, had just returned from a cross-country round trip, from New York City.

Donations at the event from participants and members of the public went to our charity, the British Columbia Children's Hospital Foundation.



***Photos Opposite Page ( T to B; L to R):***

*Jerry Greenfield, Sandy Gardner, Acting Mayor  
Judy Villeneuve of Surrey, BC, Wes Stinson;  
Max & Carol Shields; Steve & Annie Norman;  
Dave & Adele Cohen; Flowers by Jan Pelling;  
John Carlson; Gurnsey 1936 Lagonda;  
Bill Holt & Liz Hann; Arny Barer*



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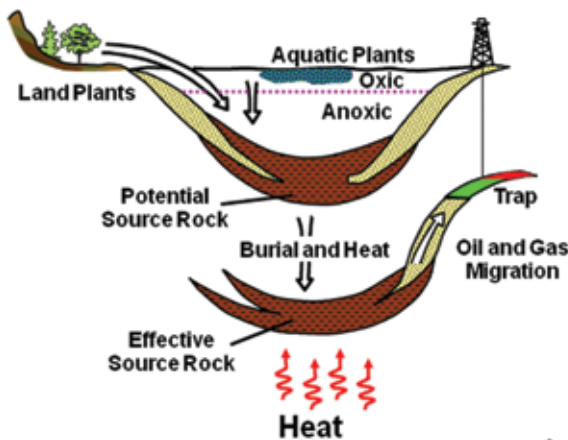
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## Director's Message

*Continued from Page 2*

that entertains us in the form of volcanic eruptions from time to time. So we heat these organic-rich sediments for say 50 to 250 million years, give or take a few, and the organic-rich sediments will separate into solids, liquids and gas.

The solids pretty much stay put, but the pressure forces the non-solids to squeeze out. The liquids and the gases are less-dense and will tend to rise toward the surface. Here we have to hope that they have a little room to move, but not all the way to the surface, where they would be wasted. We want them to find a nice, porous sandstone, which happens to sit concave-down, with a non-porous cap rock, and displace the water entrained there. Then we hope that some socially-hapless geologist works overtime to spot the anomaly and drill that baby, careful not to pull a Deepwater Horizon, and deliver the oil without spilling a drop to a refinery, which makes the gasoline and sends it down a distribution pipeline to a transfer station where it finds its way into a tanker for delivery to a neighborhood pump near you. Whew!



	<p><b>FOR SALE – PNR-CCCA Mascot Bags</b> Beautifully crafted embossed leather Great for CARavans, just \$30 Contact John McGary 206.909.4499</p>
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<p>Answer to question on page11: <b>The DeLorean DMC-12</b> (Hahm you all thought it was Cord didn't you?)</p>
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## Editor's Message

As our late and brief summer has now passed it is time to reflect on many fun PNR CCCA Region event opportunities that were made available to our club members and, as you can see in the forthcoming events column, we look forward to a busy slate for the rest of the year. Our very competent and involved Board of Directors continues to come up with creative ideas that appeal to a broad spectrum of our member interests. Keep up the good work, we all appreciate it very much.

Your Bumper Guardian is bucking a national trend of car clubs to lower magazine costs by reducing the number of pages, eliminating color or offering only online editions. I very much appreciate the PNR Board supporting our desire to continue printing and mailing the BG which features a recent 'expansion' in number of pages, color and content. We know it is more expensive this way; however, I think this issue is another that you will find "hard to put down" and when you do, you'll want to pick it up again and again.

Bob and Jan's story about their 1927 Packard 343 is a good one and being a nearby neighbor here on Whidbey Island afforded me a recent opportunity to ride in the car. I'm not sure the pictures convey how big this car is but be aware that even when sitting forward on the back seat cushion one cannot possibly reach the front seat back rest. The interior space is huge and even the jump seat passengers have plenty of room. Be sure to look for yourself when you see it at one of our upcoming events.

I want to especially thank Bill Deibel for his assistance in compiling my story about Packard Motor Car Company history. Having owned some twenty Packards over the years, the Deibel family interest in this Company has been long-term. In talking about the subject, we often get into far more detail than most of you care about or that we have room to print. Even trying to limit my article to just part of the long history proved difficult. However, perhaps the final version herein will provoke an interest in some of you to dig deeper. Should you wish to do so, I strongly recommend Beverly Rae Kimes book "Packard – A History of the Motor Car and the Company" It is a fascinating story.

Research is the beauty of this job – I love it!  
Raymond Loe, Co-editor



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- List modern cars used for daily transportation (owned \_\_\_\_\_ or company cars \_\_\_\_\_?) \_\_\_\_\_
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