

# BUMPER GUARDIAN

Summer 2012



## 1928 Auburn 8-88 Boattail Speedster

*Owned by Karen & Barrie Hutchinson*



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.

July 4: Yarrow Point Parade  
PNR Contact Al McEwan 206-999-4485

**July 6: PNR Coming-Out Party**  
PNR Manager Gary Johnson

**July 7: PNR Grand Classic**  
PNR Committees

**July 24: Tour A Trident Submarine**  
Arranged by Bruce Harlow  
PNR Contact Bettye Shifrin-Gluth 360-697-1129

**August 6: Motoring Classic Tour Kick-Off**  
PNR Manager Army Barer 425-454-0296

**August 25th "Flying Horse Ranch"**  
Garage Tour in Ellensburg  
PNR Contact: Stan Dickison 206-949-1115

September 1: 2nd Annual Crescent Beach  
Invitational Car Show  
PNR Contact Colin Gurnsey 604-788-7429

September 6-8: Kirkland Tour d'Elegance  
Contacts Stan Dickison 206-949-1115  
& Al McEwan 206-999-4485

September 9: Kirkland Concours d'Elegance  
at the LeMay

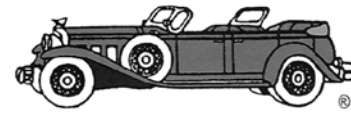
Sept 28-30: Canadian Fall Tour  
w/ Jellybean AutoCrafters  
Contact Ewald Penner 604-594-6800

**October TBD: Fall Driving Tour**  
PNR Contact Roy Magnuson 206-713-2348

**November TBD: Annual Meeting**

**December 2: Holiday Party**

**2012 CCCA National Events**



**Grand Classics®**

July 7 . . . . . Pacific Northwest Region  
July 14 . . . . Michigan & New England Regions  
September 22. . . . . Indiana Region

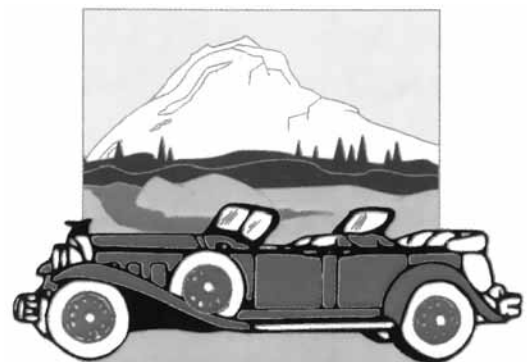
**CARavans**

July 19-26. . . . . Upper Midwest Region  
September 7-16 . . . . . Oregon Region

**Annual Meetings**

Jan. 2013. . . . . Los Angeles, CA

**Pacific Northwest's  
Grand Classic**



**July 7, 2012**

**LeMay Showfield in Tacoma**

Watch for a Special Issue of the Bumper Guardian

Missing Photo Credit for Spring 2012 Cover:  
Army Barer's 1929 Franklin 130 Convertible Coupe  
was photographed by [jboyerphotography.com](http://jboyerphotography.com)

# BUMPER GUARDIAN

## Pacific Northwest Region Classic Car Club of America

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

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Army Barer, Secretary	425-454-0296
John Campbell, Treasurer	425-885-5472
Stan Dickison, Activities	206-949-1115
Val Dickison, Membership	206-546-3306
Karen Hutchinson, BG Co-editor	360-678-5453
Raymond Loe, BG Co-editor	360-678-9366
Colin Gurnsey, BC Liaison	604-980-7429

### Board of Managers:

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### Bumper Guardian Staff:

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

### Board of Managers' Meetings:

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

Open to members

Minutes on the web and available upon request.

### Membership:

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

### Advertising Policy/Rates:

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

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### Director's Message

Wow! With the Coming Out Party and the Grand Classic now in our rearview mirror, we can indulge ourselves with fond remembrances, but only for a short while. After all, there is always a new motoring experience just around the bend:

cars to see and see again, stories to tell and tell again, garages to tour, alcohol in gasoline to curse.

The 2012 Coming Out Party is a masterpiece again due to the tireless efforts of Gary Johnson and Bill Deibel in acquiring the eye candy. I have to admit that this is my favorite event for mingling with

*Continues on page 30*

Celebrating America's love affair with the automobile

**JOIN US!**  
**THE RIDE OF A LIFETIME IS JUST GETTING STARTED.**



**CARS... WHAT'S NOT TO LOVE?** They expand our horizons... and help get the groceries. The vision of LeMay- AMERICA'S CAR MUSEUM is to bring people like us together. Our members are active, outgoing and they know how to have a good time—just like the Museum itself—and you. **Opening June 2012, join us!**



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**1928 AUBURN 8-88  
BOATTAIL SPEEDSTER**





Debuting in 1928, the Auburn Speedster was a head-turner featuring performance, styling and affordability. Over a nine-year span the Auburn Automobile Company produced three distinctive generations of the Speedster, each with more power and longer lines, but I have always been drawn to its earliest and certainly simplest incarnation -- the 1928/29 Boattail Speedster.

Built by the Auburn Automobile Company and patterned after the 1927 Duesenberg Model X, the 1928 Speedster was designed by Alan Leamy to draw customers into the showroom. In 1928, customers could choose from two Speedster models – the 8-88 with a 125-inch wheelbase and the 8-115 with a 130-inch wheelbase. Both had eight-cylinder Lycoming engines capable of producing 88 and 115 horsepower respectively. In 1929, the Speedster was modestly updated and renamed 8-90 and 8-120. Production quantities were small, with just 551 first-generation Speedsters coming-off the production line.

When E. L. Cord took the reins of the Auburn Automobile Company in 1924 the company was foundering. Cord set-out to create a new corporate image and the 1928 Auburn Speedster was the perfect “poster-child.” The car was innovative and dashing handsome, featuring a louvered hood, raked vee-windshield, twin side-mounted spares, golf-club doors, and an iconic boattail rear-end.

The Speedster design might have been a bit impractical, with just enough room for two to sit cozily and almost no luggage space, but it was beautiful and fast! The car was powered by a 247 cubic-inch Lycoming inline eight-cylinder engine with a top-speed of 85 mph, at a time when the speed limit on most highways was just 45. The car also featured advanced engineering including Lockheed four-wheel hydraulic brakes and a Bijur one-shot chassis lubrication system – features generally found only on the much more expensive marques. Other features included a wide-ratio, three-speed gearbox and 18-inch wheels – giving the car an unusually low-profile.

The early history of our Speedster is a bit of a mystery. It is believed that the car was first titled in Idaho but records were destroyed when forest fires swept through Idaho’s repository in the 1930s.

In 1956, Basil Harris rescued the car from a field near the Nez Perce hills in Central Idaho. Thirty years later, Basil’s son, Ron, acquired the Speedster planning to “upgrade” it with a more powerful 12-cylinder engine. Luckily, Ron lost interest in the project before making too many modifications to the frame and body. Unfortunately, somewhere in the process, the original engine was lost. Around this time, much of the bright-work was also sold-off. In 1995, Dave Baker, a Union Pacific engineer from Walla Walla, WA, purchased the car and went to work finding many of the missing parts.

While attending a swap meet in Spokane in 1999, Dave Ellis learned the car was for sale. Stopping in Walla Walla on his way home to Seattle, Ellis bought the car on the spot and made arrangements to return the next week with a trailer. Dave

continued the search for missing pieces, eventually purchasing two additional 1928 Auburns for parts. Under Dave Ellis’ supervision, the engine and transmission were rebuilt by John Forsythe in Freemont, OH. Bodywork, including replacing the wooden-body frame and repairing the sheet metal, was completed by Dennis Francis in Cushing, OK, and the restored body was painted in Abbotsford, Canada. While in Cushing, OK, the car was certified by experts in the Auburn Cord Duesenberg Club as an authentic 8-88 Speedster.

Dave was still working on the car in 2006, when we started looking to acquire an early Speedster.

Throughout the search, my husband, Barrie, would call Dave Ellis with questions about cars that were as far away as Virginia until, finally, one day, Dave said to Barrie – “If you really want a Speedster, you may not have to go that far.”

In 2007, Barrie bought the car as a birthday present for me. Barrie picked-up the restoration where Dave left-off, gathering or fabricating the remaining missing parts and tending to myriad remaining projects. Ward Crutcher completed the upholstery, Monty Holmes, Jr’s shop brought out the shine in the paint, Roy Magnuson worked his magic on the wire-wheels, Randy Ema came to rescue with parts and patterns and the list of people who lent either a hand or moral support goes on.

Now, sixty years after the car was found in an Idaho field, it is back in showroom condition. We are pleased to present our 1928 Auburn 8-88 Speedster and we thank the many people who have had a hand in returning the car to her original glory.



# AUBURN

## FROM 1925 - 1928

By Raymond Loe

Those of you who regularly read this publication have doubtless been exposed to voluminous material about Auburn, Cord and Duesenberg automobiles. Therefore, this article will be limited to only the late '20s-period of the Auburn Automobile Company history during which our feature 1928 Auburn 8-88 Boattail Speedster was produced.

Having officially joined Auburn as Vice President/General Manager only the previous September, E. L. Cord introduced the Auburn 8-88 series in mid 1925 as the first car the company built totally under his influence. A 1926 Auburn 8-88 touring car, touted as "America's Fastest Stock Car," reportedly covered over 400,000 miles in an around-the-world tour – an amazing feat for the period. This big sedan was also advertised as the longest stock car built in America, with a wheelbase of 147 inches, and was priced to sell from \$2,245 to \$2,695.

Early evidence that Cord intended to use Auburn as a nucleus around which to build an empire focusing on producing impressive cars was his purchase of the Duesenberg Motors Company in October 1926. Reorganized as Duesenberg, Inc., Cord kept that company separate from Auburn and charged it with a goal to develop "the world's finest motor car." Twenty-seven months

later the now famous Duesenberg Model J was first introduced to the public in February 1928.

To attract Auburn buyers in a highly competitive market, Cord also focused on racing and setting high-speed records with his cars. In March of 1927 three Auburns, two roadsters and a sedan shattered all American stock-car records for fully equipped cars. The cars were each powered by a straight-eight Lycoming engine officially rated 88 horsepower at 3200 rpm, though Auburn claimed 90 was the actual output.

Designed to promote speed, Auburn's most acclaimed body style, the Boattail Speedster, arrived on the scene in 1928. The 8-88 Series was first offered on a 125-inch wheelbase using the now familiar Lycoming 90 hp straight-eight engine. A more powerful 115 Series Speedster came out later in 1928 on a 130-inch chassis featuring a Lycoming straight-eight engine rated at 115 horsepower. The Model 115 Speedster's engine was well suited to further Auburn's reputation for high-performance, displacing 299 cubic inches, sporting a dual-throat carburetor and a 6.25 to 1 compression ratio. Auburn wasted no time in demonstrating the performance capabilities of the larger-series Speedster setting a new top speed stock car record on the sands of Daytona Beach in February of 1928: 108.460 for the flying mile. Since the Duesenberg

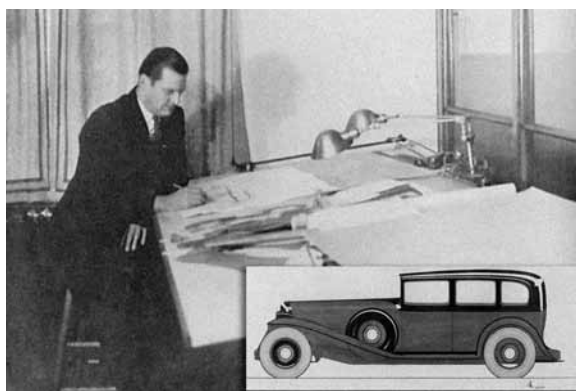


E. L. Cord

Model J was not yet in production, Auburn claimed at the time that no other American production car was so powerful.

With these cars, Auburn could demonstrate high speeds in stock-car speed trials and competition racing. The company shipped a number of Speedsters to Europe and South America for racing, where they captured first place trophies in several important events. Cord's promotional plans were beginning to pay off big with Auburn enjoying robust sales across its complete line of cars in 1928.

Auburn's Lycoming subsidiary was also doing well, using 80% of its overall capacity for production of a large variety of gasoline-powered engines. 1928 cars using Lycoming power were Auburn Elcar, Gardner, Locomobile, McFarland, Paige, Roamer, Velie and the British Crossley. There were also many commercial users and the first aircraft engine was ready



*Alan Leamy at his drawing table*

for production at midyear, but introduction was delayed until 1929.

An avid airman who piloted his own Stinson plane, E.L. Cord joined the executive committee of the Aviation Securities Corp., newly formed to facilitate investment in aviation and aid in its manufacturing development. Also in 1928, development of a new Cord automobile (Model L-29) was moving ahead at a brisk pace with chassis engineering completed by mid-year and styling exploration progressing by newly hired designer Alan Leamy. His work on the Cord car placed Leamy handily available to the ongoing Duesenberg Model J project now in its finalizing stages. With no cars being built for market in 1928, Duesenberg was concentrating all effort on getting the new model into production

for the 1929 model year and Leamy was delighted to help characterize the design.

1929 was to be a banner year for E. L. Cord. In June he established the Cord Corporation as a holding company for concentrating his now extensive holdings including controlling interests in the Auburn

Automobile Co., Duesenberg Inc., Lycoming Mfg. Co.; Spencer Heater Co.; Expando Body Co.; Saf-T-Cab Corp.; Limousine Body Co. and Central Mfg. Co. Cord was made president of the corporation bearing his name. Expansion of the new corporation began almost immediately in July when the Corman Aircraft Corp. was incorporated to produce the Corman airplane. In November, Corman was merged with the Stinson Company which in turn fell under control of the Cord Corporation through a stock exchange plan. Meanwhile, in August of 1929, Cord Corporation purchased a 50% share of the Columbia Axle Co., which stated at the time that this percentage would be increased at a later date.

By late 1929 there had been five years of significant growth at

Auburn since E.L.Cord joined the Company. The workforce had expanded from 200 to 12,000 and sales had climbed from a total of \$2-million in 1924 to a projected \$80-million for all of 1929. Auburn car shipments were going out at a record pace, with 1928's output surpassed by mid-June 1929. This would be the final year for production of their 8-88 series.

Now listed on the New York Stock Exchange, stock of the Auburn Automobile Co. had risen 100 points since the start of the year. However, NYSE records of November 13<sup>th</sup>, about two weeks after the crash, showed that Auburn stock had fallen over 75% from its year-high of 544 points to 130 – a stunning drop of 414 points. Thus ended the “Roaring Twenties” at Auburn.

Entering the 1930s, the Auburn Automobile Company faced a more somber, but a no less exciting period, during which they would produce many wonderful cars until ceasing production in 1937. All Classic Era eight and twelve cylinder Auburns, all Cords and all Duesenberg cars have been awarded Full Classic® status and continue to be highly sought-after by collectors.



MEMBER PROFILE ON PAUL & DIANE SHAGER

## "THE MAN IN THE WHITE OVERALLS"

*By Val Dickison, PNR Membership Chair*

"PNR member Jack Goffette is a great one for "connecting the dots." While chatting over the Christmas holidays, I mentioned to Jack that my Dad, Bert Larkin, worked as the machine shop foreman at Bryant's Marina on Lake Union in the 1950s. Jack said to me "You should talk to Paul Shager. He worked at Bryant's about the same time. He probably knew your dad." A few days slipped by but I finally sent an e-mail to Paul who quickly replied. Yes, he knew my Dad and had fond memories that flooded back to him as his e-mail reply grew to several pages. It occurred to me I had no idea that this interesting history existed with one of our PNR members and that several other PNR members are included in "connecting the dots" with Paul, who's story of wearing the white overalls goes like this:

"I went to work part time at Bryant's Marina the summer of 1951 mowing the parking strip lawns and machine-polishing the showroom cement floors. I was 13 years old. At 17, I went full time. I advanced to clean-up work in the Jacobson lawn mower shop, the shipping department and then to purchasing in the Evinrude parts department. I was assistant parts manager at 21 and then parts & service manager at 23. After the big Alaska earthquake in 1962 I was promoted to sales rep and traveled the Alaska territory. In two years time I completely rebuilt our Alaska dealership network and tripled the gross sales. I was handsomely rewarded with a sizeable bonus for my efforts. I acted for several years as crew chief for George Babcock's 7-litre hydroplane "Challenger" and rebuilt engines for him. He was a very successful hydro driver. In the February 1968 issue of Argosy Magazine there is an article about how I was involved with George Babcock in the reopening of the Alaskan famous trails, entitled "Iron Dogs of the Fort Yukon Trail." In 1969 when Bryant's sold-off the retail business, I captured the Chris Craft parts and engine distribution, which I owned and ran until 1984. I sold my building at 9th & Republican in Seattle to my pal, Monty Holmes, Sr. (another PNR member, whose son, Monty Jr., another PNR member, continues to run a business at that address today.) From age 15, I was a hot-rodder; always '34 Fords with flatheads. My nickname was "Dillinger". Connie Hope was Bryant's employee, treasurer and historian. She married my cousin Max Whitcomb (another PNR member). Connie passed away in 2011 at age 90. I have known Jack Goffette since elementary school and he usually drove me around when I didn't have a license "for various reasons." My wife Diane and I have known each other since I was eight and she was three. Diane has written whimsical stories with drawings of animals, for the children in our extended family, including one son, five grandchildren and one great



*"Blackie" Fresh Out of 37-Year Storage -- 1974*

granddaughter. Diane is an artist at heart, creating quilts, and in the past creating characters in clay. Today we gardenscape together in blazing colors of vegetables and flowers."

Author, Val Dickison's footnote: These days on tours, you will see Paul as a passenger in the Shagers' 1929 Pierce Arrow seven-passenger sedan, known as "Boston Blackie". Paul is the one with the white overalls. Diane is at the wheel and often sports a big hat. They make their home in Sequim and still find much to laugh about while enjoying life. For years I asked my widowed Mother and sister if they recalled when Dad invited the "little person" (referred to as a dwarf in the 1950s) home for dinner. They said no, and thought I had a wild imagination. I recalled the dinner in vivid detail. Paul confirmed a "little person" did work at Bryant's. His name was Frank Chandler. And, it would have been just like my Dad, Bert Larkin, to invite Frank home for dinner.



*"Blackie" on Temucla Tour 2009*





Practice Judging Team Leader  
Bill Mote in action



Class members: Forward - Monty Holmes,  
Katie Nolan, Jerry Greenfield,  
Rear - Al McEwan, & Barrie Hutchinson

**In attendance:**

Bill Allard, Scott Anderson, Army Barer,  
Lou Berquest, John Carlson,  
Drew Cornish\*, Stan Dickison,  
Al and Marilyn Fenstermaker,  
David Fluke, Peter Gleeson,  
Jerry Greenfield, Phil Grisham,  
Colin Gurnsey, Brian Harding,  
Bruce Harlow, Jim Harri, Pat Heffron,  
Monty Holmes, Barrie Hutchinson,  
Gary Johnson, Erin Kimm, Carl King,  
Siegfried Linke, Raymond Loe,  
Warren Lubow, Robert McCune\*,  
Phil McCurdy, Al McEwan,  
Terry McMichael, Bill Mote,  
Paul Murray, Lee Noble, Katie Nolan,  
Kim Pierce, Don Reddaway,  
Brian Rohrback, William Smallwood,  
and Gary and Merrisue Steinman.

\*New members since the Judging Seminar.

## JUDGING SEMINAR

By Brian Harding, Grand Classic Head Judge

LeMay's Club Auto in Kirkland is always a great venue for judging seminars and this year was no exception. Forty registrants and several guests arrived the morning of March 24<sup>th</sup> for this year's event, which was designed both to educate potential judges and also provide car owners with tips in preparing their vehicles for the Grand Classic. Attendees were greeted with coffee and doughnuts and some time to enjoy the great collection. Warren Lubow and Drew Cornish from the LeMay Museum were on hand to look after our every need. Among the many cars on display were three cars brought down from the Murray Motor Car: a 1940 Lincoln Continental; a '33 Auburn sedan and a '29 Pierce Arrow 133 Coupe; three fabulous and impressive cars. Peter Hageman provided a '36 Packard-eight for the practice sessions as well. The Packard offered an excellent opportunity to look at an older restoration.

Don Reddaway and I called the meeting to order with appreciations offered to Warren and Drew for hosting the event. Following guest introductions we got to the business of the day. The initial discussion centered on the etiquette, protocols and courtesies of judging under CCCA rules. Participants were offered reference materials including copies of the roster judging manual and copies of the Bumper Guardian articles written over the previous year. Before turning to the judging video from the National CCCA, a couple of rules-changes were announced. First was a ruling on manually-operated tops stating they no longer have to be lowered or raised but they just need to show that they can be moved, but

remain in closed position for judging. Second, is a more controversial decision regarding radial tires on Classics. The national guidelines have changed from the mandatory three-point deduction to one that simply states that radial tires are a "suggested" one-point deduction. We then turned to the video that provided step-by-step guidance, following the scorecard as it went.

After the video, the discussion picked-up again regarding radial tires. The National Club's position is that since radial tires are now available that are consistent with the Classic Era, including white wall and tread design, they've re-evaluated the rules about deductions. It was suggested that the PNR might want to rule on this in order to provide consistent judging at the upcoming Grand Classic. After reviewing the subject with the judging committee, we are of the opinion that radial tires appearing identical to original should not receive a deduction, but that radials that do not appear as original, such as the ones on my Cadillac should take the strike for authenticity.

Following discussion and questions, we broke into four groups to evaluate the four cars provided to us. Phil McCurdy led a team to judge the meticulous Auburn. Jerry Greenfield took his folks to look at the very elegant Pierce. Phil Grisham's group looked at the Lincoln, while Bill Mote and company examined the '36 Packard. We then reconvened for each group to report-out and discuss the outcome.



LE MAY  
CLUB Auto

## GREENFIELD GARAGE TOUR & SOUTH PRAIRIE FLY-IN

*By Bill Allard*



Hot coffee, warm sun and cool air greeted PNR members and guests at the 8:30 a.m. Sat. May 12th garage tour of PNR member Jerry Greenfield's Lake Tapps waterfront home. Participants enjoyed the vehicles and memorabilia displayed in both the home and detached garage. Jerry's current stable of collector cars (subject to change at any moment) includes: 1934 Lincoln-12 Dietrich Convertible Sedan; 2011 Mercedes SLS-AMG Supercar; 1931 Ford slant-window Deluxe Fordor; 1951 Chevrolet sedan; 1933 Ford 3-window coupe and 1940 Ford woodie wagon.

Imagine enjoying morning breakfast while gazing through a large sliding glass door into an adjoining, carpeted display room, to view the Mercedes and the Lincoln!

After an hour of ample tire-kicking, the group caravanned several miles to the South Prairie Fly-In.

This free event is held at a spectacular, privately-owned grass field, lined with homes sporting attached airplane hangers. While many of the homeowner's planes and hangers were on display, other airplanes, many vintage, flew-in from distant locations. During the event, many of the planes did high-speed fly-overs or flew "touch-and-go" to entertain the audience.

In addition to the airplanes, many local antique car clubs also participated, offering people the chance to view multiple rows of collector cars.

While many attendees brought lunch to the Fly-In, the PNR group re-mustered for a short drive into nearby Puyallup for a hearty lunch at Mama Stortini's Ristorante.

Our thanks to Jerry Greenfield for his gracious hospitality in sharing his home and collection plus providing doughnuts, and to Jon Schoenfeld for bringing coffee. Let's not forget the weatherman too for providing beautiful weather with a 75-degree temperature!



*Photos clockwise:*

*PNR members and guests mingle in Jerry's driveway.*

*Brian Rohrback surveying Jerry's carpeted "display room"*

*Jerry Greenfield (ctr.), Tom Armstrong and Kai Nielsen converse "on the green" at the South Prairie field.*

*Brian Pollock and Michael Bradley enjoying the Fly-In.*

*Planes and cars on the field at the show.*



## Greenfield Garage Tour & Fly-In

### Members driving Classic vehicles:

Brian Rohrbach

1939 Bentley All Weather Vanden Plas

Lou Berquest (guest: Bill Zesbaugh)

1935 Pierce-Arrow Convertible Coupe

Jon Schoenfeld - 1937 Cadillac Fleetwood Sport Coupe

Willie Spann - 1948 Lincoln Continental Club Coupe

Tom Armstrong - 1937 Cord Berline

Frank Daly (guest: Kai Nielsen) - 1935 Packard-8 Club Sedan

Bill & Lucy Allard - 1948 Chrysler T & C Convertible Coupe

### Members driving non-Classic vehicles:

Jerry Greenfield (guests: Bob and Pat Leach),

Michael and Ildi Bradley, Wayne Herstad (guest: Joe Boyle),

Al and Marilyn Fenstermaker, Brian & Randy Pollock,

Adrian Taylor, Jon Voigt (guest: Tom Richards),

Ed Rittenhouse and family.

## Membership Updates

### New Members

Andrew (Drew) Cornish  
3306 - 36th Ave West  
Seattle, WA 98199  
Home & Cell: 425-922-0833  
drewcornish@gmail.com

Ashley Reitman &  
Liz Holdeman  
c/o: Hagerty Insurance  
11200-Kirkland Way, Suite 200  
Kirkland, WA 98033  
Ashley (c) 425-736-7777  
areitman@hagerty.com  
lholdeman@hagerty.com

Robert & Mary Ann McCune  
4609 - 79th Ave Court West  
University Place, WA 98466  
Home: 253-564-3093  
(no e-mail)

Cars:  
1929 Packard Model 426 Sedan  
1930 Packard Model 733 Coupe  
1930 LaSalle Model 340  
(7 Passenger Sedan)

Hilary Barr & John Parker  
16790 Agate Point Rd NE  
Bainbridge Isl, WA 98110  
Home: 206-842-8549  
Cell: 206-778-7784  
FAX: 206842-8368  
hijobapa@yahoo.com

Todd Humphrey  
5600 71st Ave NE,  
Marysville, WA 98270  
206-669-0366  
humphreytodd@comcast.net  
1940 Lincoln Cont. Cabriolet  
1935 Lincoln Convert. Sedan

**Corrections**  
Monty Holmes  
817 Republican St.  
Seattle, WA. 98109  
206-624-3995  
206-617-4611  
monty@athleticawards.com

Conrad Wouters  
cwouters@aol.com

Noel & Janet Cook  
noelnjan@gmail.com

## MICROTIPS FROM MEMBERS

Written by Don Reddaway

### Need to remove some rust?

A good (but slow) rust remover is made by mixing water and molasses: 4:1 (four parts water to one part molasses) in a plastic container. Place rusty parts in container and leave four to five days, or longer. Use a wire brush to remove debris. Repeat the process if necessary. This works well on small springs and carburetor parts. This mixture leaves a nice gun metal-gray finish (smells good, too). Someone also told me about using white vinegar. I am not sure about using it on rust, but it works well on cleaning brass parts. If you have a need to clean many items, a tumbler will work and can be purchased at a gun store for about \$100. This system uses corn cob as a medium and does a great job on brass as well as steel or nickel parts.

### Need to repair pot metal parts?

DuroGlass is a body filler with chopped fiberglass added. It comes in fine, medium and coarse. I use the medium in most cases. Several times I have needed to repair pot metal parts. This product works great. The last job was for my son's 1930 Franklin. The ignition switch housing had a broken-off mounting ear. The ears on each side of the housing are used to bolt the housing into the dash. I mounted the housing to a piece of 1x4 wood and using cardboard made a mold for the missing part.

I molded the mixture of DuroGlass into my new mold and left it for several days. Using a medium file, I was able to clean-up the repair and painted it light gray to match the pot metal. It works like new!

### Editor's Note:

Do you have a helpful hint that you are willing to share with your fellow Classic Car aficionados? Be like Don Reddaway and take a minute to save someone hours of frustration! E-mail your helpful hints to the *Bumper Guardian Hint Department*

(karen.htchnsn@gmail.com).





## LE MAY MUSEUM GRAND OPENING "THE GREAT GATSBY PARTY"

*By Jerry Greenfield*

After twelve years of hopes, dreams and a lot of hard work by many devoted collector car enthusiasts, the second- largest car museum in the world opened its doors to the public the weekend of June 1<sup>st</sup>-3<sup>rd</sup>, 2012. The 165,000 sq. ft. four- level facility honors the dream of Harold LeMay and his vision to share his collecting passion. Harold never saw a car he didn't like and the main gallery showcases a wide variety of his cars from brass era phaetons to muscle cars of the 1970s. But it is the special displays on the six ramps between floors that really highlight the Museum. Members of the PNR-CCCA have provided ten custom-bodied Classics to help showcase the history of custom coach builders. Special displays and cars will continue to rotate every six months to keep the Museum fresh and enticing.

The festivities kicked-off on Friday, June 1st at 5:00 PM with an invitational champagne reception for Board of Directors, Steering Committee Members and Concours Club Members. A surprise appearance by Jay Leno, who did a hilarious monologue, set the tone for the evening.

At 7:00 PM the festivities began for one thousand people attending three different parties within the Museum. The Main Gallery featured a glitzy Great Gatsby-themed party catered by El Gaucho Restaurant. Most men were dressed in formal tux attire while the women were spectacularly dressed for the evening. Many women wore period costumes featuring elaborate beaded flapper dresses. A number of men also dressed in 1920s-1930s clothing. The second level of the Museum featured a Race Car-themed party, while the lower level of the Museum featured a 1950s sock hop. At 9:30 PM the three parties combined so all attending could admire the entire Museum and all of the displays. The Puyallup Tribe donated a spectacular fireworks display at 10:30 PM to cap-off the evening, and it is rumored that the festivities continued past midnight.

Following a brief shower on Saturday morning, an hour-long opening ceremony commenced under the canopy of the show stage and then was capped-off with the ribbon cutting by Nancy LeMay and David Madeira. Nancy was presented with the Key to the Museum. The sun was shining by now and the show field was filled with cars. Over ten thousand people were in attendance throughout the weekend. This was a wonderful beginning for the world-class LeMay Museum and a stunning new venue for automotive events in the Pacific Northwest.



### Great Gatsby Party Attendees

Bill & Lucy Allard  
Tom & Susan Armstrong  
Najib & Diane Azar  
Lou & Benita Berquest  
Stan & Valerie Dickison  
Denny & Bernadene Dochnahl  
Gerald Greenfield & Keenon Kennedy  
Peter & Jennifer Gleeson  
Peter & Julie Hageman & Kristi Gomex  
Monty Holmes Jr. & Katie Nolan  
Doug & Nancy LeMay  
Al & Sandi McEwan  
Terry & Barbara McMichael  
Glenn & Mary Lynn Mounger  
Dave & Lydia Murray  
Steve & Annie Norman  
Brian & Randy Pollock  
James & Sherry Raisbeck  
Lynn & Kathy Sommers  
Adrian Taylor & Guest  
James & Dian Tallman  
Joan Watjen

### Race Car Party Attendees

Brown & Sara Maloney

### Saturday Only Attendees

John Campbell, John & Koko Carlson,  
Daryl Hedman, Wayne Herstad,  
Bob & Devree LeCoque,  
Sig & Darlene Linke, John Schoenfeld,  
David & Dana Meronuk  
Willie Spann

*If I missed anyone, please forgive me.  
All in all, it was a huge success with  
thousands of happy people milling  
about 4 floors.*



**Photo Credits:**

Top row: Gerald Greenfield & Keenon Kennedy; Lucy & Bill Allard;  
Lucy & Bill Allard, Sherry Raisbeck, Najib Azar; Peter and Jennifer Gleeson  
2nd row: Bernadene Dochnahl, Stan & Val Dickison; Lance Lambert  
interviewing Dickison's; Al & Sandi McEwan  
3rd row: Glenn Mounger's Rolls-Royce on display; Najib & Diane Azar;  
Steve & Annie Norman  
4th row: Lou Berquist studying a very small non-Classic  
5th row: Mercedes collection in parking lot



# Covered Wagons & Classic Car CARavans



By Laurel Gurnsey

When I was 12, the big television hit was a western, "Wagon Train". It highlighted Oregon Trail travelers encountering weekly adventures like dust storms and Indian raids. The real reason I watched was because Robert Horton played the scout, Flint McCullough. He made my teenaged heart beat faster.

In May, Colin and I drove part of the Oregon Trail. A highlight was sitting in a covered wagon at the Interpretive Trails Center in Casper, Wyoming and experiencing a digital river crossing. Casper was the confluence of the Oregon, California and Mormon Trails, the Union Pacific Railway and the Pony Express. Near Guernsey, Wyoming we found original wagon ruts and Register Rock, where pioneers carved their names. Scott's Bluff and the amazing Chimney Rock (Nebraska) were visual memories of westward migration.

Colin's great-great grandparents traveled west by wagon train and Colin found their graves on this trip, in Kent, Nebraska, near the town of Taylor. (A tornado touched down five miles from Taylor the day before we arrived!)

Classic cars ended-up being another trip-focus and we found several in the huge warehouses of "Pioneer Auto" in Murdo, South Dakota. The collection includes Tom Mix's 1931 Packard, a 1934 Auburn Phaeton, a 1929 Franklin and others.

I thought it might be interesting to compare travelers on a wagon train crossing the Great Plains with our own

experiences on CCC Caravans (like Al McEwan's in 2004) and our 2009 Bentley Alaska Tour.

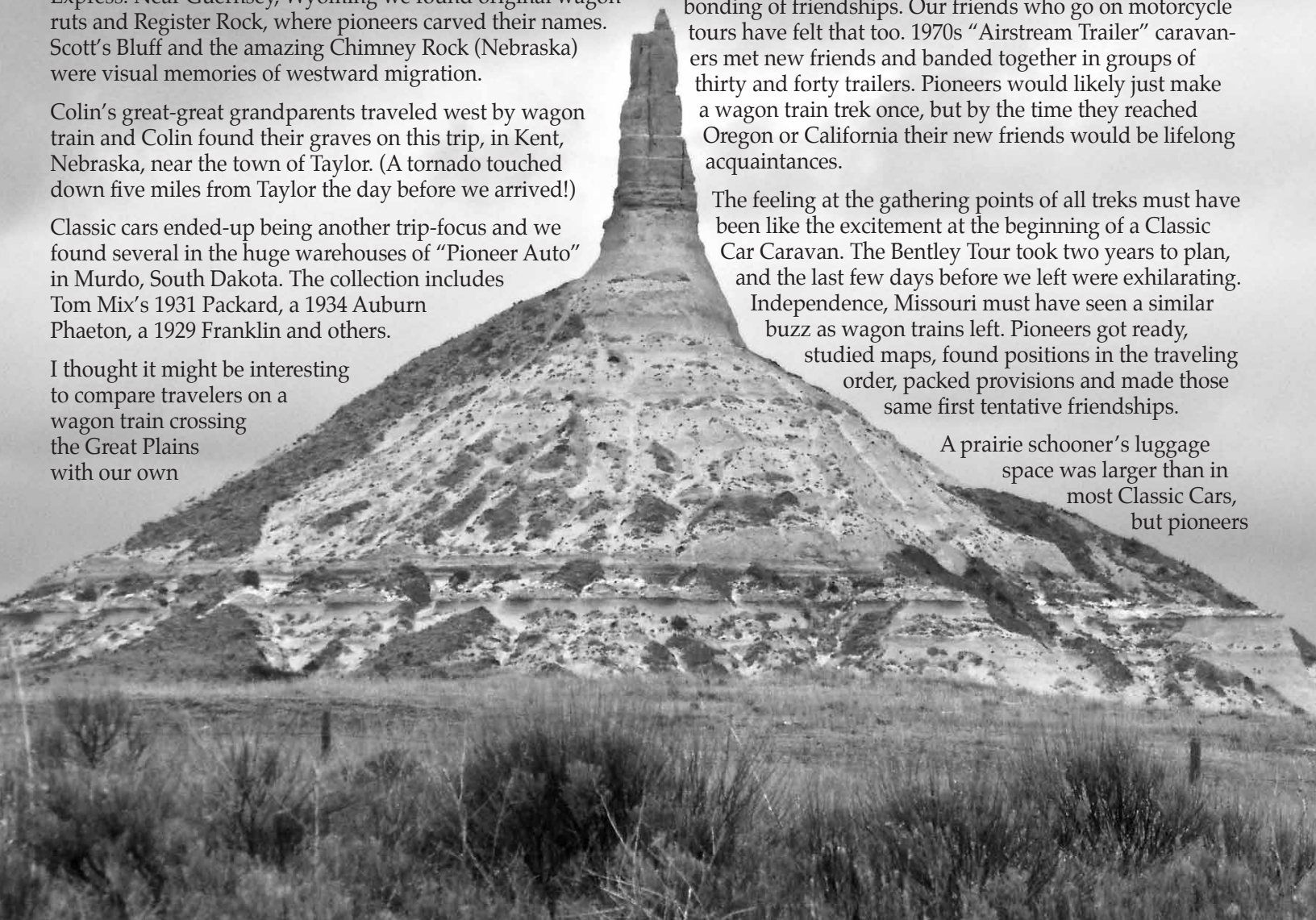
Pioneers have made vast treks all through history. In Canada, they traveled in oxcarts on the Red River Trails (1820s to '70s). Boer trekkers crossed South Africa (1830s to '40s.) Polynesians traveled in canoe caravans. The purposes of historic caravans (to find new homes) and car caravans (just sheer fun) are vastly different, but they share the same basic premise: companionship during an adventure.

The commonality we found on modern tours has been the bonding of friendships. Our friends who go on motorcycle tours have felt that too. 1970s "Airstream Trailer" caravaners met new friends and banded together in groups of thirty and forty trailers. Pioneers would likely just make a wagon train trek once, but by the time they reached Oregon or California their new friends would be lifelong acquaintances.

The feeling at the gathering points of all treks must have been like the excitement at the beginning of a Classic Car Caravan. The Bentley Tour took two years to plan, and the last few days before we left were exhilarating.

Independence, Missouri must have seen a similar buzz as wagon trains left. Pioneers got ready, studied maps, found positions in the traveling order, packed provisions and made those same first tentative friendships.

A prairie schooner's luggage space was larger than in most Classic Cars, but pioneers





*The Wide Open Road*



*A "Train" of CARAvan Classics*



*Tom Mix's 1931 Packard in Murdo South Dakota*



*Colin & Laurel Gurnsey on their Journey in the West*

were leaving home for good, with everything they owned, from good china to linens and sometimes even a piano! Today, we just need to pack extra clothes, car tools, a spare tire and a Visa card for picking-up whatever we've forgotten.

Tuning-up a covered wagon included checking the spokes, wheels and brakes, as well as making sure the ox or horse team was healthy. Classic cars have more parts to go wrong but running out of fuel is not as big a problem as crossing a drought-ravaged prairie and not having enough grass, feed and water for your team. Having your horse or ox break a leg was disastrous. Having a flat tire today....not so much.

Today's Classic Car Club "CARAvaner" is as close to family or help as a cellphone, web mail or local airport. Most wagon train pioneers experienced the heartbreak of leaving friends and family behind, often forever. "Life and Death on the Oregon Trail" (The Oregon-California Trails Association website) has this quote:

*"When Grandmother learned. . . that they were on their way, she kneeled-down and prayed that God would guard and protect them on their perilous journey. She would never see them again."*

Campfire cookouts were a hit on the Bentley Alaska Tour, but a curiosity, not a necessity. Great sacks of flour and salt and tins of hardtack and beef jerky loaded on the wagons must have provided basic biscuits and enough calories to keep walking. But even supplemented with fresh game, the pioneers would have thought today's CARAvans with restaurant buffet dinners and salad bars would be Heaven.

"Life and Death" also talks about perils on the Oregon Trail. Today's flat tires or "failure to proceed" can't compare to the cholera that swept through pioneer trains. River crossings were dangerous. Women died in childbirth. People were killed winching wagons down the sides of cliffs or shot themselves with unfamiliar guns brought to kill game. People died from snakebites and Indian attacks (fewer of these though, than from avoidable accidents.)

There is potential danger on a modern run (car accidents, radiator burns or emergency illness.) But walk-in clinics and 911 give us a better chance than being in the wilderness. Colin and I did experience wilderness on the Bentley Tour. Our group was sometimes out of satellite phone range, with hours of open country and no houses or other cars in sight.

Early westerns showed campfire songs and hoe-down dancing when the wagons circled at night. Today's CARAvans have singing and dancing too. Our Bentley Tour had Scottish dancing and our own fiddler. There was dancing and an Elvis singer on Al's Tour. Card games of all kinds span the centuries and all types of treks.

The sense of adventure, comradeship and wonderment at the natural landscape hasn't changed. There isn't the same element of facing the unknown. But today's engines revving up to start-off give us a hint of the thrill of that long-ago wagonmaster's shout of "Westward Ho the wagons!!"



# Chateau Ste. Michelle Memorial Day Stay-cation

Woodinville, WA  
May 27, 2012



*Campbells'  
1931 Rolls Royce*



*Fenstermakers*



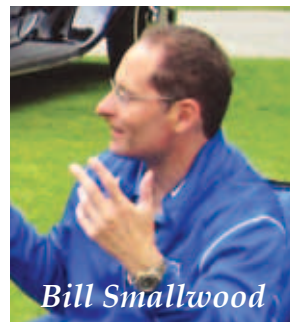
*Normans' 1928 Bugatti*



*Dickisons' 1935 Packard*



*Andersons'  
1941 Cadillac*



*Bill Smallwood*



*Old and New*



*Classic Ladies Val Dickison and Randy Pollock*



*Stan Dickison*





*Kim Pierce looking at a peacock looking at Azars' 1933 Packard 12*



*Pierces' 1932 Packard Coupe Roadster*



*Pollocks' 1935 Bugatti*



*Terry & Roy Magnuson*



*Magnusons' 1925 Bentley*



*J. Goffette's Custom Bentley*



*Rorhbacks' 1939 Bentley*

## **Attendees w/Classics**

*Diane & Najib Azar*

*1933 Packard 12 Victoria Coupe*

*Scott Anderson*

*1941 Cadillac Convert. Coupe*

*John & Mary Campbell*

*1931 Rolls-Royce Phaeton*

*Stan & Val Dickison*

*1935 Packard Convertible Victoria*

*Jack Goffette*

*Custom Bentley (nc)*

*Roy & Terry Magnuson*

*1925 Bentley Tourer*

*Steve & Annie Norman*

*1928 Bugatti Roadster*

*Kim & Norma Pierce*

*1932 Packard Coupe Roadster*

*Brian & Randy Pollock*

*1935 Bugatti Drophead Coupe*

*Brian Rohrback*

*1939 Bentley All Weather*

*Jon Schoenfeld*

*1937 Cadillac Sport Coupe*

*Attendees w/o Classics*

*Al & Marilyn Fenstermaker*

*Erin Kimm*

*Bill Smallwood*

## HCCA MAY 6<sup>TH</sup> BREAKFAST TOUR Puyallup, WA.

*By Jerry Greenfield*

The Pacific Northwest Region of the CCCA participated in the Horseless Carriage Club of America (HCCA) May Breakfast Tour. This has been a traditional event for the SeaTac Region for nearly 60 years. Gerald Greenfield has planned and led this tour for 28 years. Since he is a member of both the HCCA and CCCA, the PNR of the CCCA has always been invited to participate and to add it to the Club Calendar as a May Event. Gerald announced that this will be his last year planning this event and the HCCA presented him with a thank you gift for his many years of service.

The forecast for Sunday, May 6<sup>th</sup>, predicted a beautiful sunny spring day bringing-out cars from at least 25 different NW Car Clubs. The Tour started at the Puyallup Elks with a fabulous breakfast buffet that was enjoyed by over 125 people. About fifty antique, Classic and collectors cars participated in the Tour.

Following breakfast, the gathering departed at 10:45 AM for a tour of east Pierce County and southeast King County. The Tour passed along the main streets of Puyallup, Sumner, Alderton, McMillan, Orting, South Prairie, Buckley, Enumclaw and Auburn. Following an hour of scenic touring the Tour took a 30-minute rest stop at the Muckleshoot Casino in Auburn. Complimentary coffee and soft drinks are available there, as well as clean restrooms.

The final leg of the Tour continued through Auburn over to the West Valley Highway. A short 20-minute drive through Kent ended at the Hydroplane Museum. The PNR region of the CCCA toured this fabulous facility a few years ago. Nevertheless, it was as exciting as ever. The HCCA provided refreshments for all attendees and the docents were extremely friendly and knowledgeable about the history of hydroplane racing. Many of the most famous hydroplanes were available for viewing along with a wide variety of memorabilia related to hydroplanes and Seafair. All attending had a most enjoyable day.



*Attending with Non-Classics*

*Gerald Greenfield - 1940 Ford Woodie (Top Photo - NC),  
Adrian Taylor, Tom Armstrong, and Wayne and  
Carol Herstad*



*Bill Allard - 1948 Chrysler T&C Convertible*



*Monty Holmes and guest Katie - 1930 Packard 740 Phaeton*



*Marty and Lynn Anderson - 1930 740 Roadster*



*Randy Small and Tom Crook - 1937 Packard Coupe Roadster*



*Jon Schoenfeld - 1937 Cadillac Series 70 Sport Coupe,  
Ron and Gayle Doss - 1936 Packard Super 8 Phaeton*

# Classic Colours

By Colin Gurnsey

Shortly after I had acquired the basket case that became my 1936 Lagonda LG 45, I found myself in the UK inquiring about the correct paint color for the car. I visited with Captain Ivan Forshaw, one of the elderly stalwarts of the Lagonda Club and asked about the correct colors for the car, then under restoration. "My good man," he replied to my question, "when you're spending that much money on a motorcar you can have any color you want."

I learned that Classics as defined by the CCCA often were finished differently than mass produced vehicles of the same era, with a wider range of colors in their finish.

Prior to the Classic era, the process of finishing a car followed the air-dry varnish systems with hand painting using a brush. This was a tedious brush application of multiple coats and days of drying time. Finish quality was often mediocre and there were few colors in the predominant earth tone palette. Most of us are familiar with the Henry Ford statement, "You can have any color you want, providing its black." Apparently, this was not because Henry was against color, but he preferred productivity because black had a faster drying time than other colors. Another negative is that the high luster finish would fade rather quickly, often before the owner was finished with the car.

Fortunately, in 1923, chemists at E.I DuPont De Nemours accidentally discovered nitro-cellulose, a by-product of smokeless gunpowder. The introduction of nitro-cellulose lacquers ushered-in the era of spray application, thus reducing painting time from weeks to hours. The color palette available was also significantly expanded.



By the early 1930s "alkyd" enamel paints became available which also expanded the palette of colors and further reduced coating time.

DuPont launched its alkyd enamel line with improved color and durability in 1929 as their Dulux paint brand.

By 1932, a limited palette of Metallic paints also became available in the United States. "They succeeded, as they were a cheap means of reproducing something hitherto possible only by expensive admixtures of fish scales." (Cars of the 1930s and 40s by Michael Sedgwick pg. 90) I recollect a Lagonda Automobile Company brochure for the 1930s offering a pearlescent type metallic color, which I understood to mean an alkyd enamel with fish scales, added.

The durability of enamel finishes was greatly improved by the introduction of acrylic enamels in the late 1950s.

Further improvements in durability and appearance came about in the late 1970s when a new type of finish known as base coat / clear coat was developed and introduced. This comprised a pigmented enamel base coat followed by a clear enamel finish. Also known as a two-pack finish.

Color choices when restoring Classics are easiest if the original color is still apparent and to the liking of the present owner. Often the variables include new color choices as well as a variety of application technologies. One of my competitors at Pebble Beach chose a modern dark metallic type finish. I later learned that the judges marked the car down for having a two-pack finish. I also had used a two-pack paint process but chose a base color more appropriate to a mid 1930s finish.



## 2012 CRESCENT BEACH INVITATIONAL

CONCOURS D'ELEGANCE

SATURDAY, SEPTEMBER 1ST,  
BLACKIE SPIT PARK  
AT CRESCENT BEACH BC  
CANADA

PNR CONTACT: COLIN GURNSEY  
604-788-7429  
<http://crescentbeachinvitational.com/>



1937 Mercedes

### Covered Wagon Resources from page 14

Photos:

*Google Images, Bentley Alaska Tour site and/or L. & C. Gurnsey*

Websites:

*[www.octa-trails.org/](http://www.octa-trails.org/)  
[www.Idahopto.org/](http://www.Idahopto.org/)  
[www.historicoregoncity.org](http://www.historicoregoncity.org)  
[en.wikipedia.org/wiki/Oregon\\_Trail](http://en.wikipedia.org/wiki/Oregon_Trail)  
[www.southafrica-travel.net/history](http://www.southafrica-travel.net/history)  
[www.westmanitoba.co/things/trails.htm](http://www.westmanitoba.co/things/trails.htm)  
[www.eyewitnesshistory.com/plains.htm](http://www.eyewitnesshistory.com/plains.htm)  
[www.vistech.net/users/rsturge/notes.html](http://www.vistech.net/users/rsturge/notes.html)  
[www.bcaa.com/](http://www.bcaa.com/) - Oregon Trail planning materials*

Interviews:

*Margaret Campbell in New Zealand re:*

*Maori/Polynesian trek history*

*Laurie Morrison re:*

*Modern motorcycle tours*

*Adele Cohen re:*

*Boer Trekkers in South African history*

Personal experiences:

*PNR-CCCA CARavan 2004*

*Bentley Alaska Tour, 2009*

# Glenn Vaughn

RESTORATION SERVICES, INC.



*Glenn Vaughn* MEd LPC

**208.773.3525**

F 208.773.3526

550 N. Greenferry

Post Falls, ID 83854

GlennVaughn.com

vaughnrestoration@gmail.com





1928 Boeing 40 C  
Owned by Addison Pemberton



Piper Tripacer and Morgan (nc)



Barrie Hutchinson's 1937 Cord Beverly  
and Custom Ford Woodie (nc)



1938 Packard with Kiwanis's placard

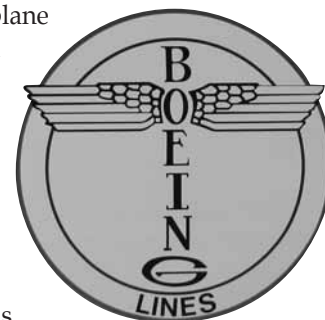


Anacortes Antique Fire Engine

## 2012 ANACORTES FLY-IN

At the urging of his friend and PNR-CCCA member Loren Knutsen, Addison Pemberton of Spokane brought his 1928 Boeing 40C (#5339) to the Anacortes Fly-in. "He has flown it to many other fly-ins and airshows and that is something he loves to do," Knutsen said. "It is expensive as aviation fuel is about twice the price of car gas but he readily agreed to do this when I asked him."

In 1928, Pacific Air Transport, owned by Boeing Airplane Co. and under contract to the Post Office for air-mail service, flew Boeing 40C aircraft on its routes up and down the West Coast. The Boeing 40C was part of the line of Model 40 aircraft built between 1925 and 1931, with a total of 54 Model 40C aircraft built in 1928-1929. The 40Cs were flown by a single pilot sitting in an open cockpit positioned behind and above two cabins with two seats each. In addition to passengers, the plane was able to carry 500 pounds of mail. At the time, mail was the primary cargo and passengers were considered added revenue.



On Tuesday morning October 2, 1928, Pemberton's B40C flown by H.G. Donaldson crashed on the summit of Canyon Mountain, 9 miles south of Canyonville, Oregon. Inclement weather, difficult visibility from the cockpit and lack of navigational devices other than a compass made flying treacherous. According to the American Institute of Aeronautics and Astronautics, 32 of the original 40 pilots flying the Boeing 40 planes for the Post Office had fatal accidents. Donaldson was seriously injured in the crash, his passenger, B.P. Donovan, did not survive.

An eight-year restoration project has given the B40C a second life. Pemberton, assisted by his wife, Wendy, sons, Ryan and Jay, and 62 volunteers spent over 18,000 hours on the project. He used parts from a 40C that had crashed in Alaska, and fabricated missing pieces using copies of original Boeing drawings. Since completing the restoration in 2008, Pemberton has flown the 40C to many airshows and along the original 1920s airmail routes.

The Anacortes fly-in, sponsored by the Washington Pilot's Association and Port of Anacortes, is held every other year. While our "January" weather, kept some aircraft from flying, there was plenty to see on the ground. A special area was set-up for the display of Classic and special interest cars including an antique fire engine. Many private airplane hangers were open to the public with fabulous displays of antique, modern and experimental aircraft, helicopters, aeronautical memorabilia and even automobiles! Commercial carrier, San Juan Airlines, opened their maintenance hanger and provided live music and refreshments. Many aviation-related organizations such as the US Experimental Aircraft Association (EAA) Young Eagles, the Civil Air Patrol, Naval Air Station Whidbey Island and a Radio-Controlled Airplane Club also had booths.

Thanks Loren for inviting the PNR-CCCA to such a great event. We look forward to a repeat performance in 2014.

PS If you get a chance, ask Loren about his flight in the B40C!





1939 Cadillac 60S Sedan  
Al Scholes, Coquitlam, BC



1929 Stutz  
Doug & Melinda Lott, Powell River, BC



1933 Pierce-Arrow Convertible Coupe  
Terry Johnson, Aldergrove, BC



Bill & Karel Deibel with their  
Chrysler 300E Hardtop (nc)

## Full Classics<sup>®</sup> at the Beach...

### Qualicum Beach That Is

Gary & Joyce Johnson, Fred & Brenda Bonin, Max & Carol Shields and Karel & I participated in the Vintage Car Club of Canada May tour which was held at Qualicum Beach on Vancouver Island north of Nanaimo. Our John Carlson, as always, served as Head Judge. I took snapshots of six Full Classics<sup>®</sup>. Unfortunately I failed to get a shot of a lovely 1927 Pierce-Arrow Runabout owned by Glenn & Peggy Gallagher from Kamloops, BC that was judged Most Elegant Pre War car or Max & Carol Shields' 1935 Packard Convertible Sedan which received two Special Awards. Fred & Brenda Bonin won a Preservation Award for their 1979 Clenet Roadster (nc) and the Johnsons won 10 awards for their 1936 Ford DeLuxe Roadster in Bambalina Blue (nc). Karel and I drove Karel's 1959 Chrysler 300E Hardtop (nc) and did not enter for judging.

Bill Deibel



Gary & Joyce Johnson with their  
many awards



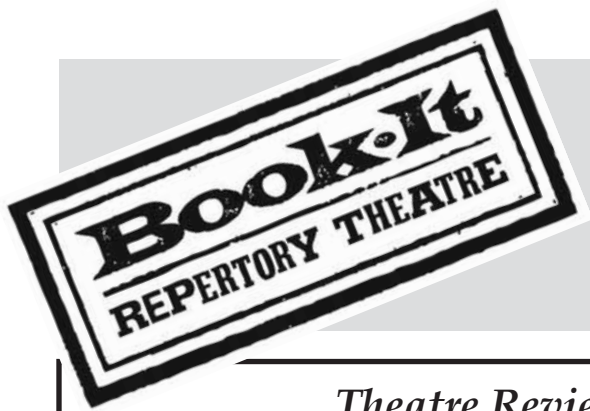
1928 Packard Convertible Coupe  
Stan & Jan Gisborne, Powell River, BC



1940 Cadillac 60S Sedan  
Dave & Rosemary Proctor, Campbell River BC



1947 Lincoln Continental Coupe  
Iain McClymont, Campbell River, BC



# PNR Night at the Theater

By Val Dickison



## Theatre Review: *The Art of Racing in the Rain*

April 29, 2012 · by Bret Dodson

Seattle's Book-it Repertory Theatre has adapted for the stage Garth Stein's book "The Art of Racing in the Rain". This book is close to the hearts of racers and dog lovers for its truthful description of what the life of the average racing driver is like narrated eloquently and knowledgeably by a dog named Enzo. This production has successfully captured the intensity and emotion of the book and added a colorful and humorous personification of Enzo in the form of David S. Hogan. Mr. Hogan is a man who is clearly part dog for his ability to capture the movement, attitude and elegance of a dog with touching eloquence and humor.

One would normally think staging a play with a canine narrator would prove problematic. This has proven to not be the case, as this adaptation by Myra Platt has split narration duties among the members of the cast. Enzo the dog remains the primary storyteller describing the tale of his human, Denny Swift's journey through marriage and fatherhood and the heartbreaking crises of life amid a backdrop of the ups and downs of a racing career. This play had the audience laughing, crying and cheering for Enzo and Denny. A great book has been made into a great play.

<http://startinggrid.org/2012/04/29/theatre-review-the-art-of-racing-in-the-rain/>

Many of our members have read and loved Garth Stein's novel "The Art of Racing in the Rain", which is about a Seattle family as told by Enzo, the beloved family mutt. The story is poignant, funny and at times very sad, but always a good read. The book has been made into a play.

Twenty-five PNR/CCCA members and guests ventured-forth on April 28th to witness the reenactment of the book at the Seattle Center House Theater, which is a theater in-the-round. Beforehand, the group dined at Sports Restaurant and Bar across from the Space Needle.

I think many of us wondered how the actor playing Enzo would run on all fours. Fortunately he had knee pads and managed just fine. There were favorable reviews concerning the production and it is always fun to get out and mingle with other club members.



**In attendance were members:**  
Conrad Wouters & Glenna Olson,  
John & Mary Campbell,  
Jon Schoenfeld,  
Brian & Lisa Rohrback & guest,  
Stan & Val Dickison,  
Karen & Barrie Hutchinson,  
Judy & Dick Buckingham,  
Brian & Randy Pollock,  
Ashley Reitman & guest  
Kim Pierce &  
Norma Sola-Pierce & guests,  
Lorene Greenfield Stappenbeck  
& Alfred Stappenbeck.



*Clockwise: John & Mary Campbell; Val Dickison & Karen Hutchinson; Conrad Wouters & Randy Pollock; Kim Pierce & Norma Sola-Pierce.*



Our featured 1928 Auburn was essentially designed for a Classic golf outing, with small golf club doors providing the only access to the boattail. It is quite easy to imagine a wealthy owner driving this fine motor-car to the renowned Longue Vue Club in Verona, PA. Founded in 1920, by several of Pittsburgh's wealthiest and most prominent businessmen, the Club is situated on 370 acres 200 feet above the Allegheny River.

The first official round of golf was played at Longue Vue in May of 1923. Although very little information is known regarding the teams, scores, or winners, the players were a very famous and interesting bunch.

The first of these players was **Glenna Collett Vare**. Mrs. Vare was a six time U.S. Women's Amateur Champion winning for the first time in 1922 at the age of 19. Glenna Collett won both the U.S. Women's Amateur and the French Amateur in 1925, and then reeled off three straight U.S. Women's Amateur titles between 1928 and 1930. At the same time, she was the runner-up in the 1929 and 1930 British Ladies Amateurs. She also won the North and South six times, the Eastern Amateur seven times and was a player and player-captain in the Curtis Cup, an event she helped originate.

She was known for her strength with drives measured to be over 300 yards long and for her sportsmanship. Known as "Queen of American Golf," she played with style and dignity, raising the awareness of women's golf in this country long



before the advent of the LPGA. **Edith Cummings** was also a player in the Club's Inaugural Round. In the 1922 U.S. Amateur Championships, Edith Cummings lost on the final hole in match-play against Glenna Collett. Her win the following year, brought her national fame. On August 25, 1924, less than one year after winning the 1923 U.S. Women's Amateur Championships, Ms. Cummings became the first woman to be featured on the cover of TIME Magazine.

Edith Cummings was born into a wealthy Chicago family in 1899. A fascinating fact is that the character Jordan Baker, in F. Scott Fitzgerald's "The Great Gatsby," was based solely on Edith. Fitzgerald wrote that Baker "wore all her dresses like sports clothes -- there was a jauntiness about her movements as if she had first learned to walk upon golf courses on clean, crisp mornings."

The third player in the match was **Mr. Jack Fowler "Jock" Hutchison**. Born in St Andrews, Fife, Scotland but later moving to the United States, Hutchison became a U.S. citizen in 1920. He won two major championships, the 1920 PGA Championship and the 1921 Open Championship at St Andrews. His 1921 victory was the first by a U.S.-based player; the following year Walter Hagen became the first U.S.-born winner. Jock went on to win many tournaments including the Florida West Coast Open in 1928. Hutchison stayed sharp, winning the first-ever Senior PGA Championship



in 1937. He won it again in 1947, and he continued to play in majors through 1963.

When the Masters began its tradition of an honorary starter in 1963, Hutchison and Fred McLeod, also a native Scot, were on the tee.

Jock Hutchison pioneered the use of grooved clubs and so began one of the biggest controversies in the sport. His self-built clubs were designed with large striations, or grooves, cut into the face of his mashie-niblick, mashie and niblick irons. The Royal and Ancient Golf Club of St. Andrews banned his grooved club design one week after Jock won the 1921 Claret Jug.

The fourth and final player to play in the inaugural round at Longue Vue was **Mr. Joseph Kirkwood**, who put Australian golf on the world map. As a ten-year-old, he left his home in Sydney to work on a sheep ranch in the Australian Outback where his boss introduced him to the game of golf. In 1920 he won the Australian Open and in that year's New Zealand Open he astounded the golfing world with a victory that surpassed the previous tournament record score by twelve strokes. In 1924, he was one of the top ranked golfers on the PGA Tour, scoring five victories, three of which were consecutive. He remains co-holder of the record for the widest winning stroke margin in PGA Tour history, set at the 1924 Corpus Christi Open in Texas. In 1927 he tied for 4<sup>th</sup> place in the British Open and in 1928 he tied for 41<sup>st</sup> place in the U.S. Open.

Kirkwood teamed up with Walter Hagen and began traveling around the globe putting on golf and trick-shot exhibitions, newsreels of which were sent back home to be shown in movie theaters around the U.S. He is credited with being the first-ever golfer to tee-off from the howdah atop a domesticated elephant, which he first did at Royal Calcutta Golf Club in Calcutta in 1937.





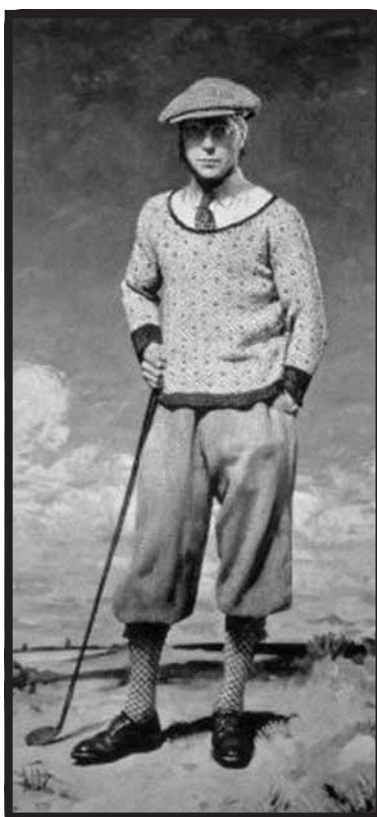
## Great Scot!

A Scots-born man who would make his mark in golf as an American citizen, Jock Hutchison arrived in the United States in the early 1900s, settling in the Pittsburgh area and serving at Allegheny Country Club in Sewickley, Pa. During this time, Jock and his brother, Tom, became friends with another Scotsman: industrialist Andrew Carnegie.

Carnegie had hired Tom as his personal professional, but Tom later met a tragic death when he was thrown from a horse. Jock succeeded his brother in serving Carnegie's golf needs, including winter trips to secluded Fernandina Beach near Amelia Island, Fla.

Jock's ability to connect with people added to his natural talent as a golfer. From 1918 to 1953, Jock was in charge of golf operations at the Glen View Club, outside of Chicago, doing what he knew best: teaching lessons and competing professionally. Illinois Golf Hall of Fame member, Ed Oldfield Sr., recalls that "Jock was always impeccably dressed, wearing a big smile, a kerchief around his neck..... I can still hear Jock call out, 'Come here, laddie. I've got something to show you.' He was forever showing me a new golf tip."

Jock's son, John "Jock" Jr., was a PGA golf pro at the Skokie Country Club and won the Illinois Open in 1957. Barrie Hutchinson, yet another Scot and more of a Classic Car guy than a golfer, went to high school in Illinois with Jock Jr's son, Dryke. Barrie says it was a real privilege to play the grand game of golf with three generations of Hutchison men, including one of the greatest players of the Classic Era. And it was an even greater privilege to be invited by Dryke to Jock Sr.'s induction into the Golf World Hall of Fame in 2011.



Prince of Wales (Edward VIII)  
by Sir William Orpen (1878-1931)

## 1928 MEN'S GOLFING ATTIRE

With the advent of the Jazz Age, golfing attire reflected the mood of the country and became much less formal. In 1922, the Royal & Ancient Golf Club decided to honour their twenty-eight year old Captain, the Prince of Wales, by commissioning a portrait of him. Sir William Orpen (1878-1931), an Irish born artist, agreed to undertake the commission. There were several delays in completing the portrait. Finally, completed in September 1927, this famous portrait shows Prince of Wales (Edward VIII) in casual sporting attire, a significant departure from earlier royal portraits. While the Club had requested that the Prince pose in the traditional Captain's red coat, the prince's own preference "was to be shown wearing a knitted sweater and

plus fours, fashionable attire that greatly influenced styles in golfing clothing." ("The Art of Golf" Jordan Mearns, contributor.)

By the 1920s, "plus fours," long knickers with four inches to the length, were considered the height of fashion for male golfers. On the bottom, plus fours were usually paired with argyle stockings and spectator-style golf shoes. On the top, men wore button-down shirts with ties (long, or bow-ties), and a pullover sweater, a long cardigan or a jacket when cold weather required. Jackets were often tweed and had many practical features such as inverted pleats and vents in the back to facilitate movement. Newsboy caps, fedoras, and "Panama hats" completed the look.

Just like in music and ladies' fashion, the Roaring '20s signaled the end of elegance and propriety in men's golf fashion. By the 1930s, knickers were being abandoned for long, lightweight pants, the jackets were getting shorter, and ties became fewer and far between.



Jock Hutchison



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## 2012 FATHER'S DAY AT THE BALLARD LOCKS

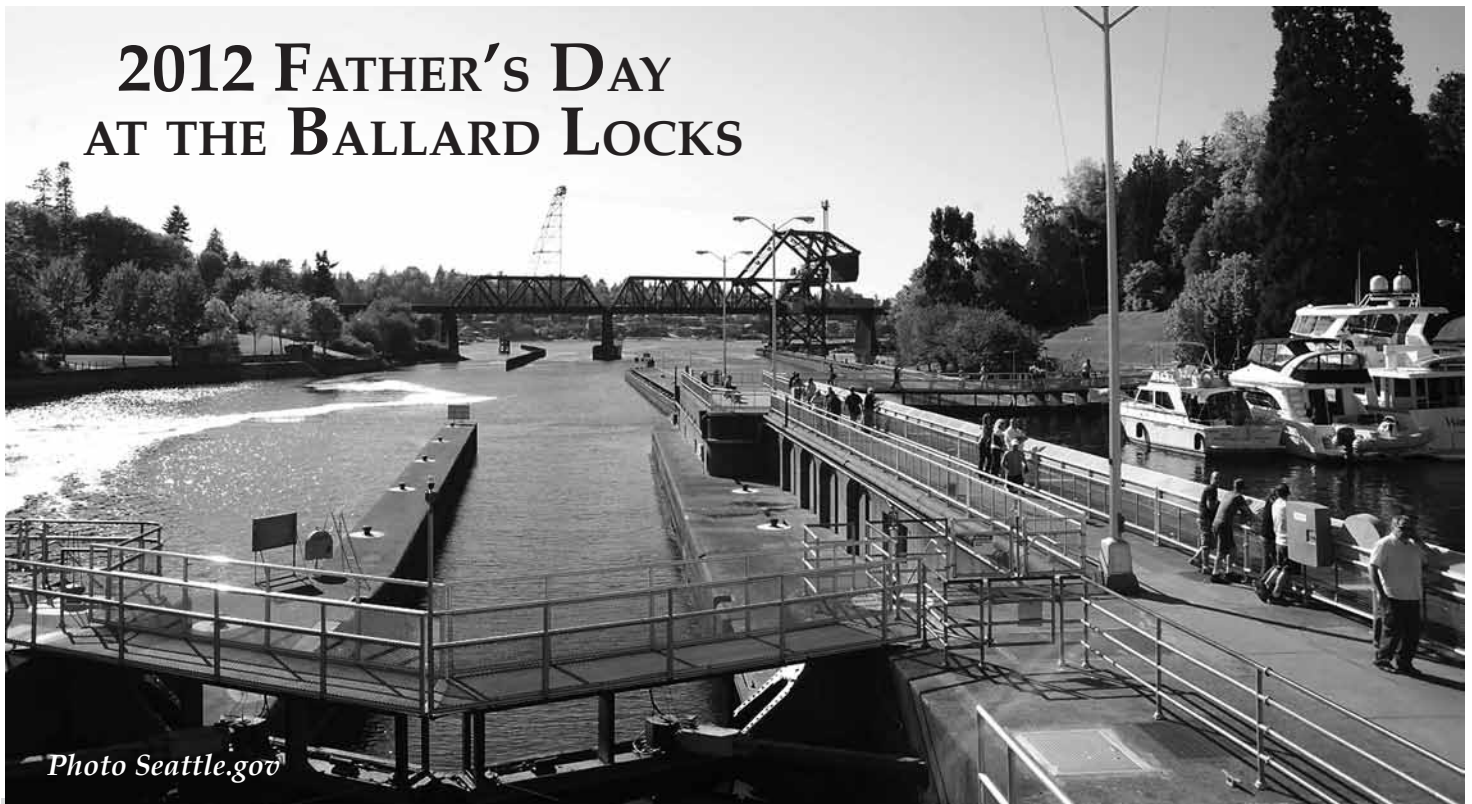


Photo Seattle.gov

### Attendees with Full Classics®

(pg 29 counter-clockwise)

Bill & Karel Deibel

1942 Cadillac Town Brougham

Scott & Karen Anderson & guests

1941 Cadillac Conv. Coupe

Brian, Lisa & Jeffrey Rohrback

1939 Bentley All Weather

Stan & Val Dickison

1935 Packard V-12 Victoria

Convertible Sedan

Roy, Roanne & Heidi Dunbar

1929 Pierce-Arrow Club Brougham

Bill & Janis Clark

1937 Rolls-Royce Drophead Coupe

### Attendees with Non-Classics

Tom Sumner

1954 Kaiser Darrin Convertible

w/ 1900 Thomson

Lee Noble

1948 Bentley - rebodied

(not pictured)

The Hiram M. Chittenden Locks, locally referred to as the Ballard Locks, were begun in November 1911. The first vessels passed through the locks on Aug. 3, 1916, and the new facility was dedicated formally on July 4, 1917.

Designed by U.S. Army Major Hiram Martin Chittenden, the Seattle District Engineer for the Corps of Engineers from April 1906 to September 1908, the locks were an engineering masterpiece. At the time, they were the largest set of oceangoing locks in the U.S. The larger of the two locks is 80 feet wide by 825 long, allowing ships as long as 760 feet to make the transition from Puget Sound to Lake Union. The smaller lock is 150 feet long by just 28 wide. It takes less than 15 minutes for the water to rise as much as 20 feet!

The locks were added to the National Register of Historic Places in 1978. The grounds are a wonderful place to spend a sunny day watching boat traffic, visiting the salmon ladder or exploring the botanical garden. There are plenty of open spaces for playing games or enjoying a picnic lunch. A stop at the visitor's center provides a wealth of interesting history.

For the second year in a row, the PNR-CCCA provided the Classic Car Show for the Ballard Locks Father's Day program. At 2 p.m. the Elliott Bay Pipe Band, in full Scottish regalia, performed a wonderful concert on the lawn. The weather held and there was a big crowd – a great opportunity to share our Classic cars with the public. Plenty of pleasure boat traffic was going through the locks, which made it interesting, and the salmon were beginning to migrate through the fish ladders.

Thank you to Roy Dunbar for managing the event!





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Director's Message Cont. from Page 3

friends and getting the chance to carefully examine a baker's dozen cars and talk with the members who cared enough for these marques to bring them way past the up-to-snuff category. Somehow, the event strikes me as just-right. Not too many cars such that I feel overwhelmed, enough history to see them as friends, great food, even better club members, a chance to see if I have forgotten how to tie a tie.

As you read this, you have likely already have been seen strolling through the fabulous LeMay grounds, either before or after enjoying the Pacific Northwest Region's Grand Classic. If not, stop reading right now and GO! The LeMay facility is truly a treasure for the automotively-inclined. As I write this, America's Car Museum is in its second month of full operation; there is no other museum and display field like it in the world. It is truly something to be proud of and a venue that will serve all the car clubs in the region for decades to come. We were happy to have our 2012 Grand Classic as the first judged car show in LeMay's history.

Speaking of the Grand Classic, that is the ultimate means for displaying our cars. With the LeMay facility in our back yard, it is possibly to get every Classic in our region in one place at one time. Well, we did not get quite that far in our turnout, but with all the time and preparation that was involved both in the cars positioned to be judged and in the display portions of the field, this show was a phenomenal sight to see. All that gleaming paint and chrome, a little nickel here and there makes for a pretty impressive display of rolling stock. This year we open the event to the public after the judging is done to spread the word about the pleasures of the car hobby and Classics in particular.

We are now well past the half-way mark in our club activities for 2012 and it has been a jam-packed year so far. But there is still a lot to come. Remember to check out our activities on our web site ([home.ccca-pnr.org](http://home.ccca-pnr.org)) and on Facebook ([www.facebook.com/CCCA.PNR](http://www.facebook.com/CCCA.PNR)). Remember, there are still tours to do, garages to visit, culinary experiences in which to partake, tires to kick (I have new radials!), cars to oogle, and fun to have.

Don't forget to place the Annual Meeting and the Holiday Party on your calendar now. And, deploy, degrease, drive, display, dote, demonstrate, debrief and domiciliate.

May your failures-to-proceed be few and your continued enjoyment of the hobby be great!

Brian Rohrback,  
PNR-CCCA Director

## Editor's Message

Some kids get a car for their 16<sup>th</sup> birthday, most don't. I fell into the majority. When I turned 16, I got my license and the right to fight my sister for the keys to the family station wagon. As is often the case, cars in our family were, of necessity, pretty utilitarian. Still, my dad's, (Ray Loe) love of old cars resulted in lots of childhood visits to car shows and museums, and clearly, some of his passion for cars ultimately rubbed-off.

Two pivotal events in 1986 started me down the road to receiving a very special car for my 50<sup>th</sup> birthday. That was the year my job caused me to relocate from San Francisco to Kansas City, there is more to that story but for now, let's leave it at that. Under the circumstances, I decided it was time to treat myself to a car that was I actually loved. I end-up buying a 1971 Alfa GTV and while the car was not a Classic, it turned a few heads, including Barrie's, and was a blast to drive on the back-roads of Missouri. Ultimately, I married Barrie and sold the Alfa. Also, as it turned out, the 1986 Auburn Cord Duesenberg (ACD) Festival held in Auburn, Indiana featured the 1934 Auburn. Dad had recently purchased his 1934 Auburn Cabriolet (in serious need of restoration) and so, I found myself at my first ACD Festival admiring the stunning array of cars, but perhaps most enamored by the early Auburn Boattail Speedsters.

In 1998, Barrie was closing-in on the restoration of a different Alfa and contemplating his next project. His short-list included a 1936 Cord Phaeton, which, when asked, I heartily endorsed. I had seen Cords at the 1986 ACD Festival and was very taken by their art deco design. Many times over the next decade, our path took us back to the ACD Festival and each time as I walked through the show-field, I would stop to admire and comment on how much I liked the rakish design of the 1928-29 Auburn Speedster.

With my "big" birthday in mind, Barrie began to search the country for a Speedster and in 2007, I became the proud owner of this issue's cover-story car. My love goes to Barrie for this wonderful gift and also my gratitude for his incredibly beautiful work and the many, many hours he has invested in completing the restoration. Thanks, honey!

Karen Hutchinson,  
BG Editor

*PS Thanks to my dad (and BG co-editor of six-years) for his fine cover car selection and his interesting article.*

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