

BUMPER GUARDIAN

Autumn 2013



*1936 Pierce-Arrow V-12 Model 1602
Salon Convertible Coupe*

Owned by Monte Sr. & Shirlee Holmes



PNR CCCA Region Events

Events in **bold-type** sponsored by PNR-CCCA. Other events are listed for your convenience. Details can be found at www.ccca-pnr.org or by contacting the Event Manager.

August 31st

Crescent Beach Concours d'Elegance

PNR Contacts: Colin Gurnsey 604-788-7429

John Carlson 604-307-6474

Sept 5th-7th

Kirkland Tour d'Elegance

PNR Contacts: Stan Dickison 206-949-1115

Al McEwan 425-999-4485

September 8th

Kirkland Concours at LeMay

PNR Contacts: Jerry Greenfield 253-653-5060

Bill Vadino 425-246-1212

October 4th & 5th

PNR Fall Tour to Mahogany & Merlot

PNR Contact Brian Rohrback 425-836-8138

December 1st

50th Anniversary Party,

Annual Meeting & Holiday Event

PNR Contact TBD

2013 -14 CCCA National Events

Annual Meeting 2014

Jan 8 - 12 Naples, FL

Grand Classics®

June 8. Southern California Region

July 20 Michigan Region

CARavans

Sept. 6-12, 2013 Sun Valley CARavan

Sept. 12-20, 2014 Michigan Region



Director's Message

The cooler weather is upon us with the promise of cold and wet to come. There are happily nice days still in store until we settle into winter's consistent shades of gray; we just don't get all that much prior

notice of a persistent sun. We still have a lot of events to look forward to as we close out the year and planning is starting to take place for 2014. As always, if you have ideas about places to go, people to see, events of the past that would be nice to resurrect, ties to other clubs in the region, let me or any of the Managers know of your interests. This is your club! Come to events, enjoy the camaraderie, drive your cars – that is what we do!

There are many activities still in store that will lead up to our combined Holiday Party / Annual Meeting set for December 1st of this year. Our meeting will be held at the Seattle Golf Club and we have arranged for a larger space in anticipation of an exceptional turnout for this event. In the spirit of combining (possibly way too) much into a single event, we will conduct our yearly members' business meeting, give out awards, usher in new Managers and officers of the club, and provide a little historical perspective to capture the nature of this Pacific Northwest Region over our 50 years (and 197 days) of official status in the CCCA. We are trying to contact as many of the early members to get them to attend this meeting as a spanning of the years we have

Continues on page 30



From Army Barer: "Loved the last BG issue. Attached is a picture taken in June in Paris of the end of 2013 Peking to Paris Rally."

BUMPER GUARDIAN

Pacific Northwest Region Classic Car Club of America

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

Officers and Appointed Posts:

Brian Rohrback, Director	425-836-8138
Val Dickison, Secretary	206-546-3306
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:

Val Dickison	2013	206-546-3306
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Brian Rohrback	2015	425-836-8138
Jon Schoenfeld	2015	775-848-7842

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
Staff Photographer	Michael Bradley	206-225-6491

Board of Managers' Meetings:

1st Wednesday at the
Club Auto Kirkland
5:00 Social Gathering - Hosted Refreshments
6:00 Meeting/Pizza Dinner.
Open to all members. Cost \$10/person.
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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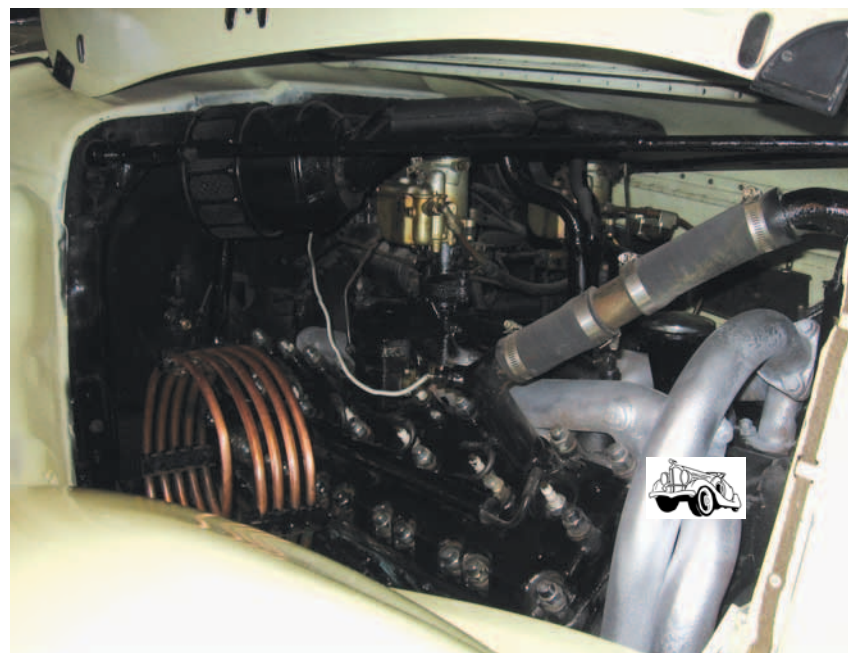


AMERICA'S CAR MUSEUM®

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1936 PIERCE-ARROW V-12 SALON CONVERTIBLE COUPE

Owned By Monte Holmes, Sr.



1936 Pierce-Arrow
Salon Convertible Coupe
V-12
Model 1602
WB 139
Chassis # 3130055
Engine # 406124

There were only three of these 1936 V-12 Salon Convertible Coupes made in 1936 and even fewer in 1937 & 1938.

Of the three 1936 V-12 Salon Convertible Coupes made, only two are left. My car is different from the other one. My car was custom-ordered by Preston Tucker, famous for the Tucker car he produced at a later date. Preston Tucker had been a manager for the Pierce-Arrow Agency in New York. He ordered changes to the roadster eliminating the rumble seat, side tire mounts (no fenderwells) and parking lights. This car is pictured in the *Automobile Quarterly*, Volume 6, No. 8. The caption is "1936 Salon Twelve, formerly Preston Tucker's and modified." The picture was included in the article written by the well-known automobile authority, Maurice D. Hendry, of Auckland, New Zealand. The article was titled "Pierce-Arrow, An American Aristocrat." Prior to that time, in 1973, Mr. Hendry had visited us here in Seattle to see my 1934 Cadillac V-16s. He gave us a signed copy of his recent book, just published, "Cadillac, Standard of the World; Complete History"

The 1936, 1937, & 1938 Pierce-Arrows alone have automatic overdrive. It cuts in silently and automatically at speeds between 40 – 45 miles per

hour. Safe, positive control without road shock has been attained by mounting the steering arm and sector ahead of the front axle. Pierce-Arrow cars steer as easily as light cars and are inherently stable under all road conditions. V-12 cylinders generate 185 HP with double downdraft carburetors. Suspension springs are long and mounted far apart. They are French-point, semi-elliptic, and made of silico-manganese alloy steel. Ball-bearing spring shackles are pre-lubricated for extended service. Valve adjustment is automatically maintained by oil under pressure; valves are always quiet, eliminating periodic settings. The transmission is synchromesh type, silent in all gears.

I purchased the Pierce-Arrow from Norton Shafer in Seattle in 1979. It had 42,000 miles on the speedometer and was in good original condition. In 1988 I restored it with new paint, new convertible top, new chrome, new upholstery, new running boards, new tires, did the engine work, new water jackets & valves, and new wiring brackets.

I was able to find out from Bernard J. Weis, Editor Emeritus of "The Arrow" magazine for The Pierce-Arrow Society, that the car had been formerly owned by Tom Waters of Grand Rapids, Michigan who sold it in 1961 to Mills B. Lane, Jr. of Atlanta, Georgia. In a copy of a letter from him to Mr. Lane, he states that this particular car "was especially built for Preston Tucker and that Tucker set some speed records on the Bonneville Salt flats with the car."

Before I owned the 1936 Pierce-Arrow, I had collected four other antique Pierce-Arrows.

One was a rare 1915 66 HP and a 1917 66 HP Touring, both 824 cubic

inches, also a 1918 48 HP 7 Passenger Touring and a 1911 48 HP Roadster.

I started working on old cars when I was in high school in Ballard in 1946. In my second year, I got tired of riding my bike to school, about three miles, so I was able to buy our family's old 1928 Nash Advanced 6, from my dad for a dollar. It wasn't running at the time. I ground the valves, pulled the pistons and put new rings on and hand filed the rod caps tighter. I couldn't afford to do the new babbitt. The mains had removable shims, so I took out .002". I painted the Nash red and black, the Ballard H.S. colors and it became the mascot for the 1947 City League Champions Football Team. Since that time, I've collected many antique and classic cars and have restored them myself, except for the upholstery. The Pierce-Arrow has been shown at many local car shows and in the May 17 Ballard Parade. The car won Car of the Day Award on a CCCA Event in 1989 and we also drove to Mount Hood, Oregon on the National Pierce-Arrow Tour in 1987. Our family has had many enjoyable years with the old cars.



PIERCE-ARROW'S FINAL YEARS

By Raymond Loe

As most of our readers are familiar with the Pierce-Arrow automobile produced in Buffalo NY from 1908 through 1938, I will jump right into what was happening with the company around the time our featured car was built when Pierce was winding down its legacy as a member of the Three "Ps" known for producing luxury automobiles.

After first declaring bankruptcy and subsequently being acquired by Studebaker in 1928, Pierce soldiered-on into the Depression as an independent division without sacrificing quality nor the broad mix of models and engines in its offerings. In 1932 they produced two new in-house-built V-12s followed in January 1933 with the debut of their revolutionary Silver Arrow. This futuristic V-12 four door sedan bore a handsome vee'd radiator flanked by Pierce's trademark faired-in headlamps now fully integrated with flush-sided fenders. Running boards were absent and pronounced pontoon rear fenders set-off a radically-tapered "beetle back" with a narrow vee'd slit for a rear window. Despite 5700 pounds of heft, the 175 hp Silver Arrow was claimed capable of 115 mph – fast enough to be chosen pace car for the 1933 Indy 500. However, at an announced \$10,000 price, this dream car would remain just that, and only five were ever built.

Parent-company Studebaker declared bankruptcy in the spring of 1933 and the receivers ordered Pierce to be sold. In August, ownership passed to a group of Buffalo-area businessmen who paid \$ 1 million for a chance

to turn things around. This made Pierce-Arrow independent again and ironically healthier than Studebaker. With debts cancelled, the new owners hoped to make back their investment with production of just 4,000 cars.

Somehow Pierce managed a total restyle for 1934 adopting a more streamlined look. Offerings were trimmed somewhat, however, a notable newcomer to the lineup was the 144 inch-wheelbase two-door fastback coupe in the image of the Silver Arrow.

Yet for all this, sales continued to slide, and failing merger efforts with Reo and Auburn, Pierce-Arrow declared bankruptcy for the second time in July 1934. After slashing the workforce 70%, there emerged in May 1935 a reorganized and leaner new company – Pierce-Arrow Motor Corporation.

Despite a threadbare budget, Pierce managed an attractive redesign for 1936. Advertised as "The Worlds Safest Car" it boasted over thirty significant improvements including: more fashionably-rounded lines with built-in trunks on sedans; standard vacuum brake booster; added cruciform frame member; engines and radiators moved forward and the steering box mounted ahead of the front axle with a trailing drag link. Pierces had always been easy to drive, but improved steering, brakes, suspension, and weight distribution gave the 1936s outstanding road-ability despite the near three-ton bulk of some models.

Registrations climbed 25% in the first four months of 1936, suggesting that



Pierce had finally turned the corner but calendar year sales ended below the meager 1935 level: just 787. Pierce bravely carried-on with little-changed 1937 models, but sold only 166 before closing out that model year. Although new financing was simply unavailable at that time, the company announced their almost identical 1938 models in October '37, but built fewer than forty before shutting production down for good.

Seeing the alarming dive in their own sales and noting the recent success of medium priced cars at Packard and Lincoln, prompted the "never-say-die" Pierce management to go for another reorganization attempt. In August 1937 Pierce announced a \$10.7 million stock issue to build 25,000 medium priced cars, 1,200 luxury models and 4,800 trailers. None of this came to pass.

Thus, Pierce again filed for bankruptcy in December 1937 after losing nearly \$250,000 over the past seventeen months. The firm was declared insolvent the following April and a month later it was summarily liquidated.

It was a sad end for this once-great American Marque.



Klassic Korner for Kids

"Go Fly a Kite"

In the 1920s, '30s and '40s children had simple, battery-free toys. They would make a ring in the dirt and shoot marbles or on windy days, they would fill the skies with paper kites. Many of those kites were made by the Alox Manufacturing Company, including diamond-kites like the American Eagle, Rocket Ship, and Western Ranger, box-kites and barn-door kites. Interestingly, Alox did not start-out manufacturing kites.

In 1919, John Friar started the Alox Manufacturing Company to make shoelaces. He was tired of having the ends of his shoelaces unravel and invented the aiglet, that thin piece of metal around the end of a shoelace. He soon found that when the braiding machines were not being used to make laces, they could be put it to work making toys such as whips and lassos. His toy manufacturing business grew quickly and included (but certainly not limited to) jack sets, carnival canes, jump-ropes and marble-based board games like Chinese checkers and Tic-Tac-Toe.



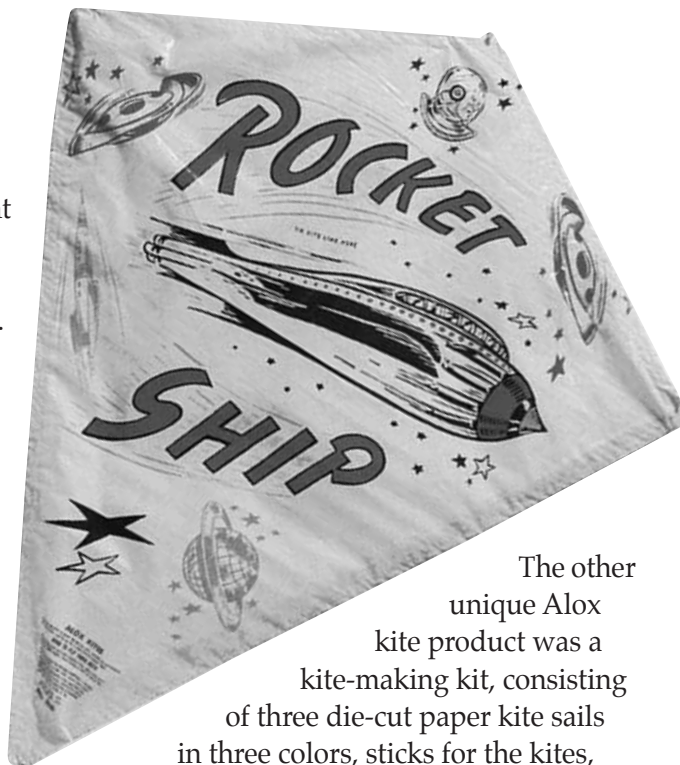
Originally, Friar bought the marbles used in the board games Alox manufactured. However, when the company ran into a problem with their marble supplier, Friar decided to make his own. He bought seven

production levels allowed Alox to also sell marbles in sets in small mesh bags. According to www.joemarbles.com, "Alox made opaques, clearies, opaque swirls, translucent swirls and striped or brush patches. They used both new and scrap glass. Green could come from 7-Up bottles, brown from beer bottles, blue from Milk of Magnesia bottles; white from cold cream jars, etc." Marble production ceased around 1949 but the remaining inventory continued to be sold for several more years.

While marbles were an interesting aspect of Alox Manufacturing, kites were their big seller. Almost all the kite production was done in-house at the small factory building located at 6160-80 Maple Avenue in St. Louis including printing and trimming the sails, cutting and notching the sticks, and stringing the edges of the sails. Alox also sold kite accessories and kits. Early on, Alox sold ordinary cotton twine in three lengths for kite-string. Later, they sold a much stronger, waxed string made of some sort of synthetic fiber. They were likely the only company to sell kite tail supplies. The Alox Kite Tails product was a package of cotton cloth strips in various colors, each strip about 10" long. The

marble making machines and ran them 24 hours a day, six days a week. High

actual kite tail was made by gang-tying a series of the kite tail strips to a length of string, which was then tied to the bottom of the long stick on a diamond kite, or to a loop hanging between the two bottom sticks ends of a barn-door kite.



The other unique Alox kite product was a kite-making kit, consisting of three die-cut paper kite sails in three colors, sticks for the kites, some string, some powdered glue mix, and instructions. The kites were identical in size to the corresponding printed kites in the Alox catalog, and included a diamond bow kite, a barn-door kite, and a star kite.

I was surprised to find in my research of kite history that the World Kite Museum is located in Long Beach Washington. The museum is dedicated to the history of kites, kitemakers and famous kite fliers and examples of Alox kites can be seen there.





PNR-CCA SUMMER PICNIC

A Fine Day At the Steinmans

Pacific Northwest Region members Gary and Merrisue Steinman hosted their ninth annual summer picnic at their beautiful Mason Lake home on August 10th. Approximately 100 people attended from several car clubs including the Pacific Northwest Region of CCCA. It appeared the entire Steinman/Barer family was in residence and a number of young children added to the festivity of the day. The weather started out a bit iffy so many of us drove modern iron but a few stalwarts drove Full-Classics® for all to enjoy.

Thank you to Bill and Lucy Allard for hosting coffee at their Tacoma home and leading the caravan to Mason Lake. The sun came through as guests relaxed on the Steinman's

lawn while enjoying the hosted picnic lunch and guitarist who offered country western tunes.

In attendance from our club with Classics® were: Jon Schoenfeld with his 1937 Cadillac Fleetwood; Arny & Carol Barer and their 1929 Franklin; Ron Leventon with his 1934 Packard Sedan; Phil & Cheryl McCurdy sporting their 1937 Cord, that has not been out since the Grand Classic some years back at Port Gamble and new member John Glomstad with his family in their red 1941 Packard 180 Sedan. John states he has probably owned 100 special interest cars over the years but this is his first Classic, which he is enjoying very much.

Members driving non-Classics were: Stan & Val Dickison, Kim & Norma

Pierce, Scott & Karen Anderson with guests Bruce & Melanie Rice, Bill & Lucy Allard, Jack Goffette & Barbara Shain, John Voight, Steve & Annie Norman, and Bruce Harlow. Canadian/Oregon region member Bhagwan Mayer was visiting in the area and partook of the picnic as well. We hope to see more of him; he travels from Ladysmith, B.C. to participate in Oregon regional events. I pointed out to him, while giving him a membership application, that Seattle is closer and we have great driving events as well!

All in all, another fine event and thank you to the entire Steinman family for their generosity.

Written by Val Dickison



2013 CONCOURS AT THE WOOD

Written by Kim Pierce; Photos by John Campbell

The 6th annual Concours at the Wood was held July 12 & 13 2013. The weather was gorgeous and the cars on display stunning. The Concours is an Alderwood-Terrace Rotary Club Rotary project.

The Friday night Gala Auction was added for the first time this year. This provided a great opportunity to learn more how the event supports carefully-chosen local, national and international charities that support youth. Recipients in past years have been; Clothes for Kids, Pathways for Women, The Homework Center, Kids Around the World, and Crista Ministries to name just a few.

On Saturday, over 60 cars were on the greens at the Lynwood Golf Course. The featured marque was "All Things Italian," including some of the most exotic Italian cars and motorcycles in the Pacific Northwest. Many of these cars are of Pebble Beach Concours quality.



Congratulations to this year's:

2013 Classic Class Winners

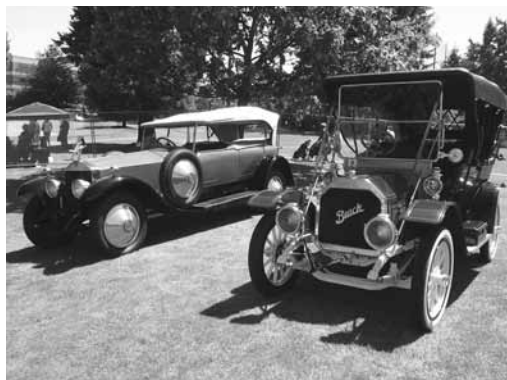
1st Colin Gurnsey

2nd Hilary Barr/John Parker

3rd Al McEwan

Thanks to PNR Member Judges

Scott Anderson	Steve Norman
Stan Dickison	Don Reddaway
Jerry Greenfield	Bill Smallwood
Roy Magnuson	



These cars are representative of what will be seen at next years Concours. Peter Hageman's "Nickel Era" 1923 Rolls-Royce Silver Ghost and Mike Yeakel's "Brass Era" 1910 Buick model 19.



Two of the show-stopping Italian cars

Top: 1938 Alfa Romeo S11 Corto Spyder owned by PNR Member David Smith.

Bottom: 1942 Alfa Romeo 6 C 2500 SS Berlinetta owned by Richard Mattei of Arizona.

More photos from event on pages 10-11

PNR Members w/ Full Classics

Hilary Barr-Parker & John Parker
1940 Lincoln Zephyr Continental V-12

Lou & Bunny Berquest
1935 Pierce-Arrow 845-A Convertible Coupe

Barry & Sharon Briskman
1947 Packard Custom Super Clipper Touring Sedan

Jack Goffette
1929 Rolls-Royce 20 Doctor's Convertible

Colin & Laurel Gurnsey
1936 Lagonda LG-45 Drophead Coupe

Don Jensen
1937 Cord 812 S/C Beverly

Ron Leventon
1934 Packard 1105 Sedan

Raymond & Georgia Loe
1934 Auburn 850Y Cabriolet

Al McEwan
1934 Bentley 3.5 Litre Vanden Plas Tourer

Bruce McCaw
1934 Bentley 3.5 Litre Vanden Plas

John & Kay McGary
1937 Rolls-Royce 25/30 Saloon

Michael Peck
1946 Cadillac 62 Sedanette

Kim Pierce & Norma Sola Pierce
1932 Packard 900 Coupe Roadster

David Smith
1938 Alfa Romeo S11 Corto Open Touring Spider

Dennis & Darlene Sommerville
1934 Rolls-Royce 20/25 Sedanca DeVille

PNR Members w/ Non-Classics

Arny Barer
1964 Lotus Type 26 Elan 1600 series 1

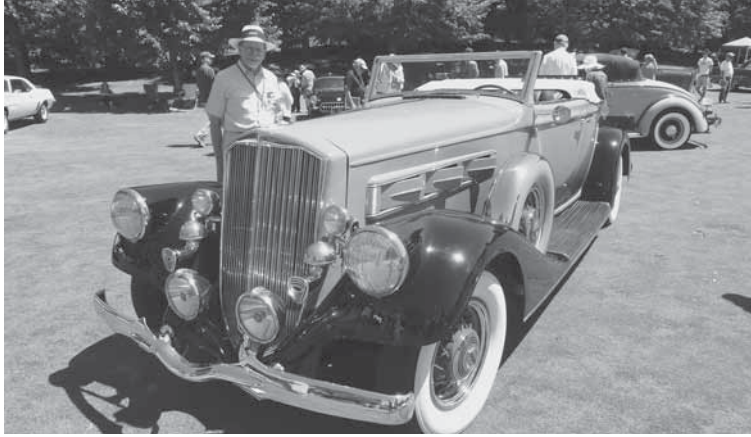
John & Mary Campbell
1958 Austin-Healey 100M

Karel Deibel
1950 Chrysler 300E Hardtop Coupe

Peter & Jennifer Gleeson
1979 BMW M1 Procar
1970 Plymouth Hemi Superbird

Kim Pierce & Norma Sola Pierce
1962 Porsche 356B

Tom Sumner
1973 Citroen Sport Maserati Tudor



This 1935 Pierce-Arrow 845-A is an older restoration that has been driven extensively on Pierce-Arrow tours in Alaska, Southern California, Nevada, and Canada. It is powered by a 400 c.i. eight-cylinder engine producing 140 hp, and has a three speed transmission. A Pierce-Arrow was featured in the movie "The Sting." A similar Pierce-Arrow recently sold at auction for \$46,000.



Introduced on November 2, 1935 as a 1936 model, the Lincoln Zephyr was extremely modern with a low raked windscreen, integrated fenders, and aerodynamic design. Noted for being one of the first successful streamlined cars after Chrysler's Airflow market failure, the car had a lower coefficient of drag than the Airflow, due in part to its prow-like front-end. The Lincoln Zephyr succeeded in reigniting sales at Lincoln dealerships in the late 1930s.



The Rolls-Royce 25/30 built between 1936 and 1938 is an updated version of the 20/25 with larger engine to provide more power. The earlier model was often fitted with over-large bodies, leading to the need for increased horsepower. Only the chassis and mechanical parts were made by Rolls-Royce. The body was made and fitted by a coachbuilder selected by the owner. This car retains its original Hooper Sports Saloon body.



This 1936 Lagonda LG-45 is powered by a 4467 cc ohv 6-cylinder Meadows engine. Of the 278 produced, only 25 were Drop Head Coupe (DHC), one of which you see here. Lagonda was founded in 1906 in Staines, Middlesex, by an American, Wilbur Gunn, a former opera singer of Scottish ancestry. During World War I, Lagonda also made artillery shells. This car won Best in Class at the Pebble Beach Concours.



In 1932, Packard manufactured one-thousand 900 Light Eight Coupe Roadsters. The Roadster had an eight-cylinder engine that generated 110 horsepower, and sold for \$1,795. Research shows there are only fifty still in existence.



This Auburn 850Y Cabriolet has been fully-restored to original specifications. It has been certified by the Auburn, Cord, Duesenberg Club. The original 1934 base price was \$1,045. The car is driven regularly.

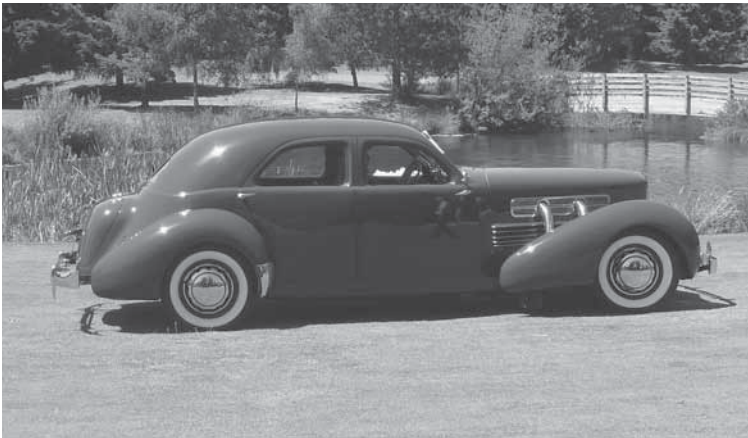


The Rolls-Royce 20 was built from 1929 to 1936. Intended to appeal to owner-drivers, many were sold to customers with chauffeurs. Only the chassis and mechanical parts were made by Rolls-Royce. As was the case with many high-end sedans of that era, the coachbuilder was selected by the owner. Rolls-Royces have been featured in many movies such as Indiana Jones, the Last Crusade (1989) and The Remains of the Day (1993).



3rd Place

This Bentley retains its original coach-built Vanden Plas body. The present owner purchased this car in 1964. It was awarded 1st in Class at the 2009 Pebble Beach Concours d'Elegance. Since restoration, the McEwan's have driven this car over 15,000 miles on tours. The '34 Bentley you are seeing is among the earliest of the Derby-built Bentleys.



The 1937 Cord 812 was manufactured in Indiana by the Auburn Automobile Company. Cord was the first American front-wheel drive car with independent front suspension. Many 1937 812 models were supercharged and were distinguished from the normally-aspirated 812s by the brilliant, chrome plated external exhaust pipes mounted on each side of the hood and grille. With supercharging, the horsepower was raised from 125 to 170.



This automobile is a 1947 Packard Custom Super Clipper Eight. It has mostly original paint, original interior and has scored as high as 93 points at other Concours events. Production was limited after World War II, primarily the result of a series of pay-related strikes by factory workers. These superb luxury cars were built for the classes, not the masses. This car is considered a Full-Classic® by the Classic Car Club of America.



The fast-back styling of the Cadillac Sedanette characterizes this car. This car has received excellent work in an off-frame restoration and is considered a very good driver. It has a 346 cubic inch engine and usually comes with a hydra-matic transmission.



This 1934 Rolls-Royce 20/25 Sedan de Ville, with a special long hood, has a custom Hooper body. The chassis and mechanical parts were made by Rolls-Royce. The car is powered by a 3699 cc engine coupled to a four-speed transmission.



This particular car has had only four documented owners from new. It is a mostly all-original car with 41,000 actual miles. It has never had a total restoration. The accessory trunk and luggage, are original and came with the car. There are only five of this model Packard left in existence.

PNR Member Volunteers

Kim Pierce
Concours Board, Car Selection Committee Chair

Norma Sola-Pierce
Concours Board, Program & Marketing

Selection Committee members:
Scott Anderson, Jack Goffette,
Roy Magnuson & Bill Smallwood

Karen Anderson - Event Support
Val Dickison - Gala

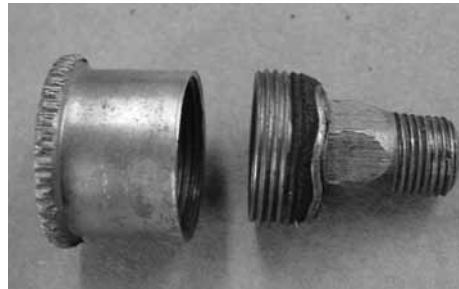
Grease Cup Re-Sealing

By Bill Allard

Grease cups were a common method of lubricating parts such as distributor and water pump shafts on vehicles from the Classic era. However with time and use, the seals within the grease cup itself may have become worn to the point that grease leaks from the bottom of the cup.

Originally, the units had a leather seal that was "crimped" in-place after the seal was installed. Because of that "crimp," the leather cannot be replaced.

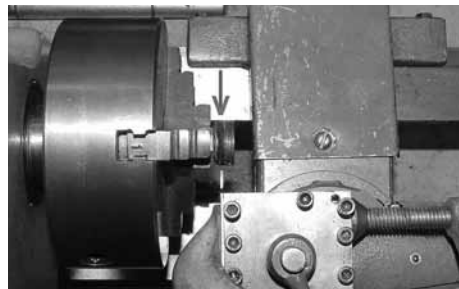
But I have found a solution that appears to solve the problem. This solution involves removing the old leather seal by cutting, scraping or grinding. In its place, a modern "O" ring can be installed, if it will stretch enough to pass over the "crimp" and drop into place.



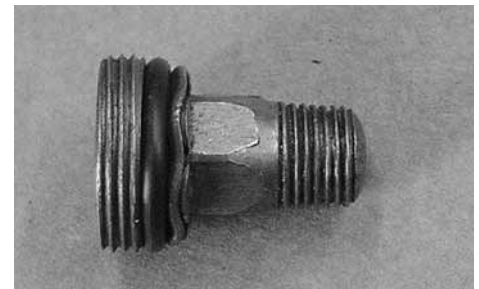
1. Grease cup with worn leather seal.



4. "O" ring ready to slip onto fitting.



2. Old leather being removed using a lathe. Remove any grease that remains in groove.



5. "O" ring in-place. Apply grease to edge of "O" ring to allow threads on cup to pass.



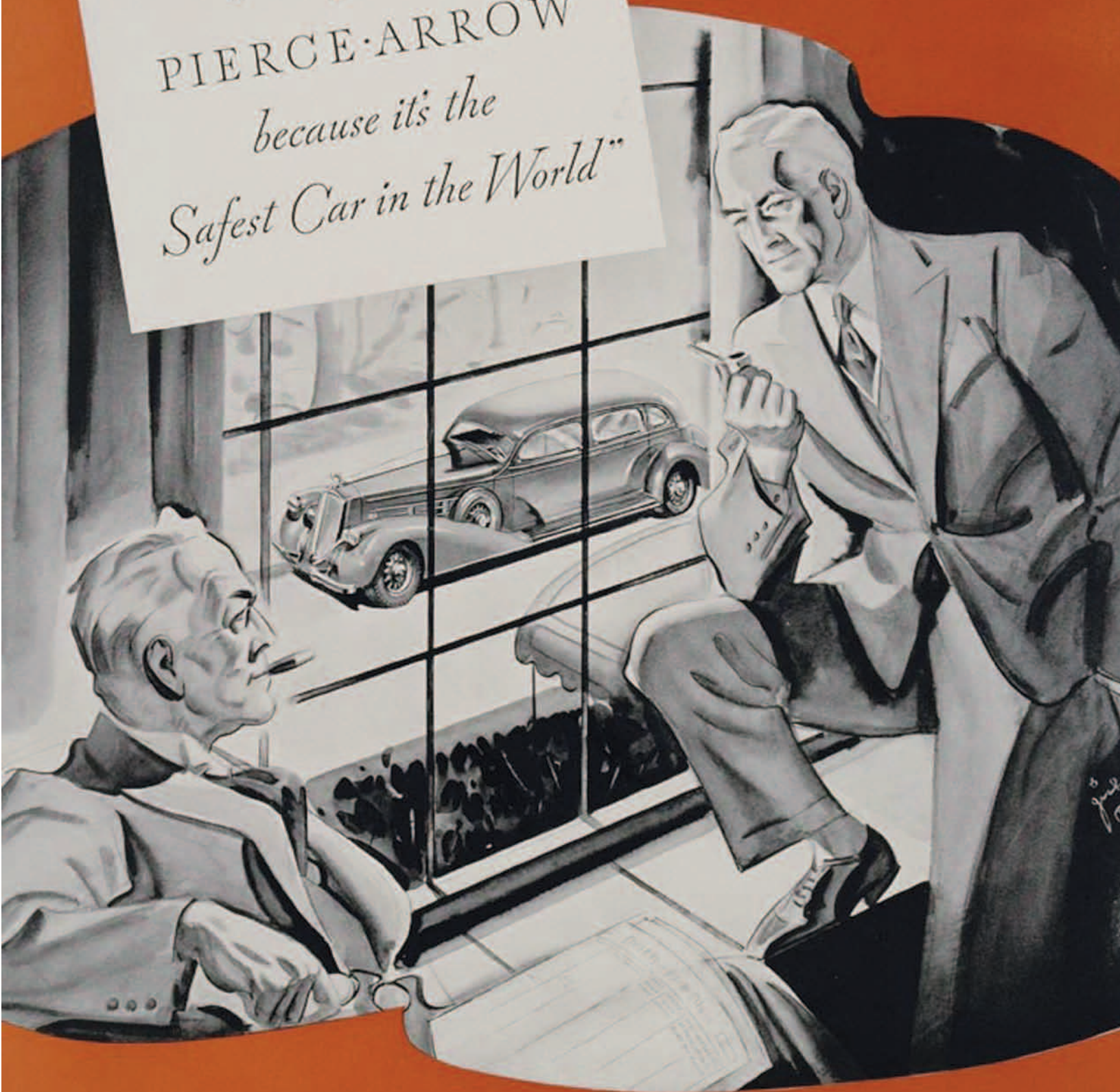
3. Select "O" ring of workable I.D. and O.D. "O" ring needs to be tight enough so it doesn't rotate in groove. O.D. of "O" ring must allow cup threads to pass without being too loose or too tight. If necessary, you could grind/sand away a bit of "extra" O.D.



6. Reassembled grease cup. "O" ring is not visible once installed.



"I bought that
PIERCE-ARROW
*because it's the
Safest Car in the World*"



- Yes. It *is* true. You feel safer, you ARE safe in a Pierce-Arrow.
- The price you pay for this finest of all motor cars brings many rewards, but none so priceless as the protection which it affords you and your family
- The 1936 Pierce-Arrow Twelves and

Eights are not just *new* cars, not just more luxurious cars. From frame up, they are an answer to the nation-wide cry for safer and saner motoring.

- See these distinguished new Pierce-Arrows and learn *why* they are the safest of all cars to ride in – and to drive.

PIERCE
ARROW



KITES AT FORT WORDEN

By John McGary

This was a double-throwback driving event. First it was a joint event with PNR-RROC after a long absence and it was a revival of the Kite Fly Picnic that was last held at least 25 years ago. The weather was perfect with temperature in the 80s. An entire parking lot adjacent to a large grass field across from the beach was reserved for us. The wind out of the North was steady and allowed for kite flying right from the picnic tables out over the grass field. The line-up of cars both Full Classics and NC was handy to our activities. It was reported that there was no ferry line at Edmonds for the 8:30AM boat. That early ferry ride gave club members plenty of time to arrive at Port Townsend and enjoy the Farmers Market before driving on to Fort Worden and the Kite Fly Picnic.

Several attendees spent Friday night in Port Townsend and enjoying fine dining that evening. The town has maintained the Maritime theme that accounts for its early history as the checkpoint for sailing vessels with sick sailors who would be quarantined at the Harbor until their ships returned from Puget Sound. Fort Worden is one of the series of three Forts built in the late 1800s and equipped with 12-inch guns to defend Puget Sound from invaders. Most of the guns were removed from all three Forts and shipped to Europe during WWI. All of the Forts were dismantled at the end of WWII.

Not counting cross-over members as such it appears that PNR-RROC

members equaled the number of CCCA members in attendance. Two cross-over members driving Bentleys could not make up their minds as to which Club to declare allegiance to at the event so they are listed as CCCA members when declaring the nose count equal. A Port Townsend resident who owned a Franklin Sport Coupe saw two of our members headed to the Fort and jumped in his car and followed along. Mr. Hanson introduced himself and let folks take a look at his Franklin. Where are the CCCA membership forms when I need one?

As added merriment to the activities co-chair Terry and Barb Saxe announced awards provided by the PNR-RROC of very nice Starbucks gift cards. Phil and Jean Birkeland, RROC, actually brought a picnic basket making them the hands-down winner of the Picnic Basket Award. Our Editor Karen Hutchinson demonstrated that she has a steady hand both as Editor and as a kite flyer. The completion with Anna Johnson daughter of Mark Johnson, RROC, was spirited, but youth could not overcome craftiness. A tie was declared for this award. As to the Charlie Brown Award presented to John McGary, it was well-deserved but in defense of McGary he was just trying to fly too many kites. McGary, his son Mark and his grandson Jacob did demonstrate stunt kite flying for the crowd. Special note was given to Jack Goffette who did his best to fly a Cow Kite over the parking lot

with limited success, despite help from his friend Barbara. "When cows Fly" is very similar to the expression "When pigs fly" as neither seem to get too far off the ground.



Brian, Lisa & Mindy Rohrback's
1939 Bentley All Weather



Roy & Terry Magnuson's
1925 Bentley Tourer



Brian & Fran Harding's
1940 Cadillac Sedan

MEMBER PROFILE

Written by Val Dickison



*Charlie Hanson's
Franklin Speedster*



A British Non-Classical Car



Another British Non-Classical Car



Brian Harding Ace Kite Flyer

Recently our director Brian Rohrback visited Michael Green and Ann Jensen's home in Carnation to view their collection of Classics and other special interest cars. As CCCA members since 1983, Michael's Classics collection consists of four Senior cars: 1941 Cadillac model 62 (senior #9185); 1938 Packard model 1608, V-12 convertible sedan (senior #9329); 1940 Packard model 1807 (senior #12573) and a 1946 Cadillac model 62 (senior #12574). He also has a vast collection of non-Classics. I understand from both Brian and Ann that some of these are for sale now and they welcome your telephone calls or emails. Refer to your club roster for contact information.

Although not active in club activities for the last few years, Michael and Ann very much enjoyed our local CCCA tours, especially those with Al McEwan as tour master. They also went on one of the Colorado tours but said it didn't hold a candle to Al's.

Michael was born in the Pacific Northwest, did his service in the Army and upon returning from active duty, became a second generation funeral director, following in his father's footsteps. The family owned the multiple-location business of Green Funeral Homes and the Sunset Hills Cemetery. The business was sold in 1996.

Ann was born in Portland, Oregon. She attended medical school and became an OBGYN physician. She moved to Seattle in 1973 to do her residency at the University of Washington Hospital, where she was one of only two female physicians providing OBGYN treatment. Ann proudly states she helped pave the

way for future female physicians in a male-dominated career path. She has since retired but loved the time she spent helping others.

Michael and Ann feel it is time to reduce the size of their collection of fine cars. Michael states "he just wants to see them go to a good home."



Michael Green



1940 Packard 180 Darrin Victoria



1938 Packard Twelve Convert. Sedan

4TH OF JULY PARADE

Yarrow Point, WA

Stan Dickison,
Brian & Jeffrey
Rohrback



Jack Goffette's
1929 Rolls-Royce



John
Campbell



Sandi
McEwan



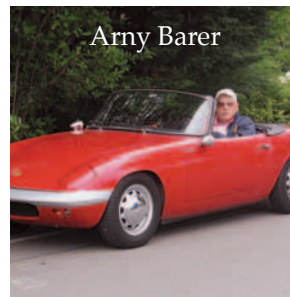
Roy & Terry Magnuson
4th of July Red Corvette (nc)



John Kozial
1930 Nash Sedan



Army Barer



Tom Sumner
1941 Lincoln Continental



Brian Rohrback
1939 Bentley

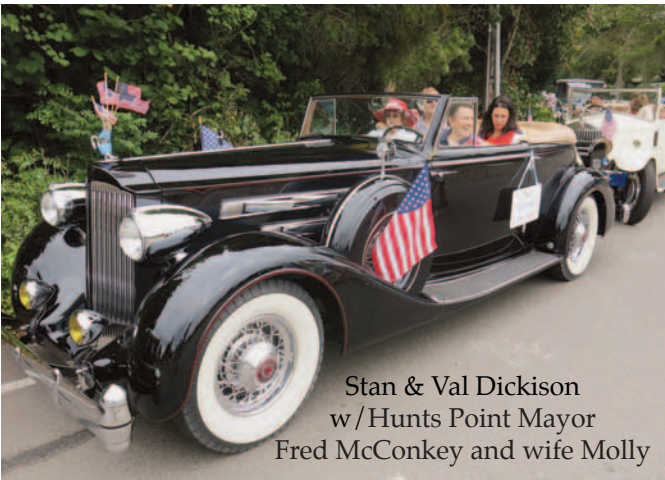




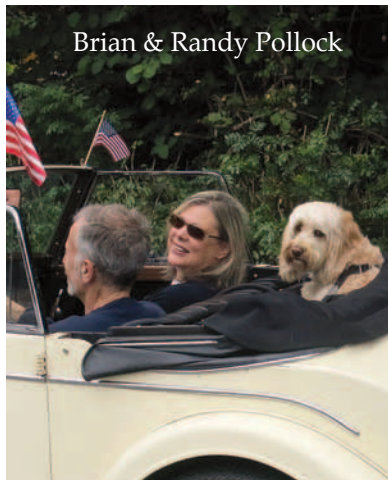
Paul & Matthew Murray
1923 Pierce-Arrow



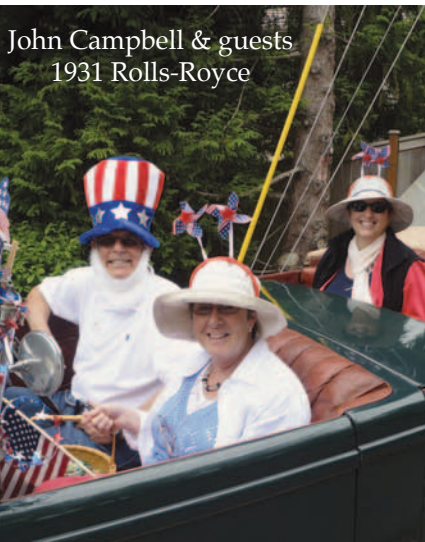
Al & Sandi McEwan
1930 Hispano-Suiza



Stan & Val Dickison
w/Hunts Point Mayor
Fred McConkey and wife Molly



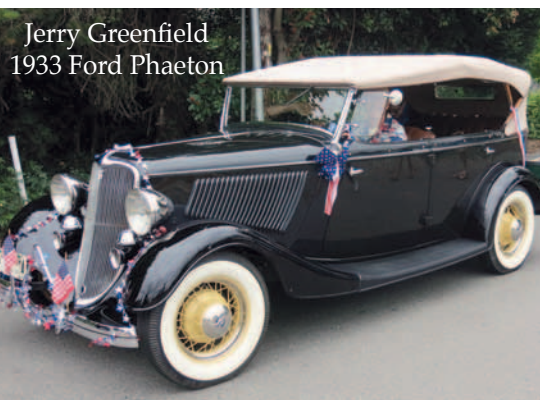
Brian & Randy Pollock



John Campbell & guests
1931 Rolls-Royce



Roy & Terry Magnuson



Jerry Greenfield
1933 Ford Phaeton



Ron Danz & Family 1934 Packard

In attendance
DRIVING A FULL CLASSIC®:

John Campbell & guests
1931 Rolls-Royce

Ron Danz & family
1934 Packard

Stan & Val Dickison
1935 Packard

John Koziol
1930 Nash

Al & Sandi McEwan
1930 Hispano-Suiza

Paul, Tracy, Otto & Anna Gibbons
1934 Bentley

Jack Goffette & Barbara Shai
1929 Rolls-Royce "Emily"

Paul & Matthew Murray
1923 Pierce-Arrow

Brian & Jeffrey Rohrback
1939 Bentley

Tom Sumner & guests
1941 Lincoln Continental

CHAUFFEURED IN CLASSICS

Hunts Point Mayor
Fred McConkey and wife Molly

Yarrow Point Mayor
David Cooper and wife Victoria

Driving NON-CLASSICS

Arny Barer
Michael & Ildi Bradley
Peter, Jennifer & Meagan Gleeson
Jerry Greenfield & Keenon Kennedy
Roy & Terry Magnuson
Brian & Randy Pollock



Verne Chamberlin

CLASSICS AND BI-PLANES

By Laurel Gurnsey

Verne in the cockpit at Van Hoffman



When my father, Verne Chamberlin, was a boy, he wanted to learn to fly, to be up in the clouds. One of his favorite poems was 'High Flight' by John Gillespie Magee, Jr.

'I have slipped the surly bonds of earth/ And danced the skies on laughter-silvered wings...'

Dad's wish came true in the mid-1920s, at Von Hoffman Flying School, in St. Louis, Missouri. He got an office job there to pay for flying lessons and became good friends with his flying instructor, George Lea Lambert. George's father was Major Albert Lambert, (1904 Olympics silver medal U.S. golf team.) Albert got his first plane from the Wright Brothers and bought an old balloon field near St. Louis, adding runways and hangars. He later sold the field to the city of St. Louis and its name today is Lambert-St. Louis International Airport.

My brother John and I grew up hearing stories about George and flying. Dad got to meet Charles Lindbergh, who was flying airmail out of Lambert Field. Whenever 'Lindy' would visit the field, people would swarm the plane, trying to grab bits of fuselage as souvenirs. Dad and George would help Lindbergh push the plane into a hangar and they would wait-out the crowds, while playing cards with him.

George died in a training accident in 1929 and our father lost a great friend. Dad went on to join the Canadian Air Force in World War II. John took flying lessons. John's son David flies CF-18 fighter jets for the Canadian Air Force. John's daughter, Julie, got her glider license before she learned to drive a car. All of them have 'danced the skies'.

This October, Colin and I are flying to St. Louis. We have located George's grave and will say "Hi" to him for Dad. We also found Bill Macon, whose family bought Von Hoffman Flying School. Bill runs an aviation company and will meet us to talk about the Lamberts. He and his wife know George's grandniece, and we will meet her too.

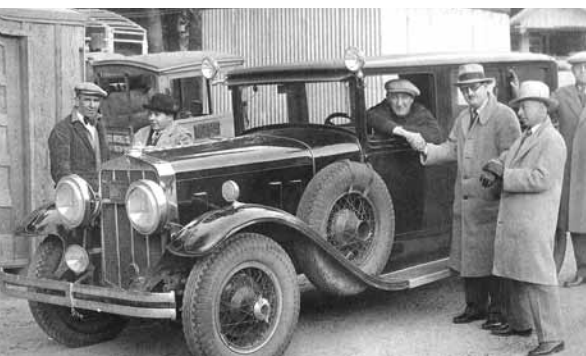
There is a Classic Car connection. Charles Lindbergh drove a Franklin, as did Amelia Earhart and Orville Wright. When Lindbergh completed his famous 1927 flight, the Franklin Company offered him a free car; the idea being that Lindbergh had used an air-cooled engine for his flight, so would naturally choose an air-cooled car.

'Franklin's popularity inspired other automakers to try their hands at air-cooled cars, butFranklin remained the most well-known air-cooled automobile until Volkswagen's famous Beetle.' (Frick Pittsburgh website.)



PNR member Don Reddaway e-mailed me, saying his convertible Franklin speedster is the same model as Lindbergh's and the Franklin factory produced fewer than forty of the Dietrich Convertible Speedster at a cost of about \$4,500 each. Don adds that only three Dietrich Speedster convertibles are known to exist today, two on the West Coast and the third in upper New York state. Don has some fascinating information about William Leininger, salesman at the Franklin factory, whose responsibility was to make sure Lindbergh was always provided the use of a Franklin Speedster while in New York City.





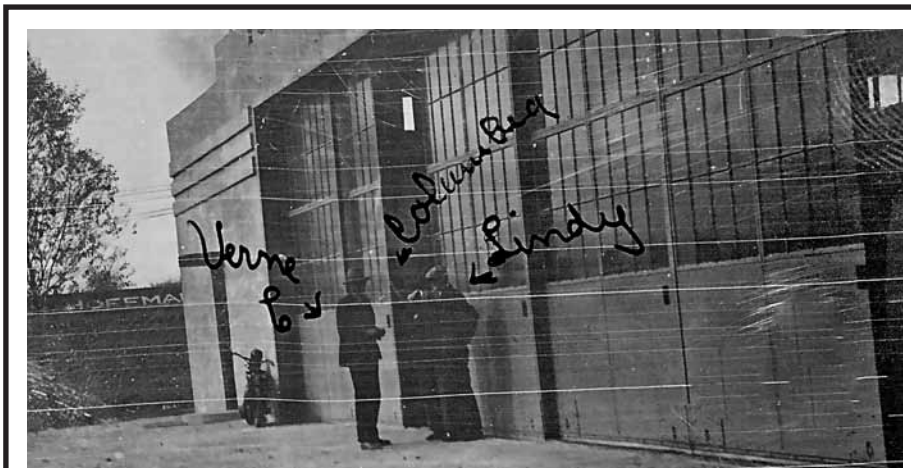
Photos above:

Lindbergh's 1928 Franklin by permission of H.H. Franklin Club

Lindbergh's Franklin. Courtesy of Don Reddaway

Cannonball Baker on his San Francisco to Los Angeles run April 23, 1929. Completed the trip in 7 hours and 32 minutes for a new record.

Courtesy of Army Barer



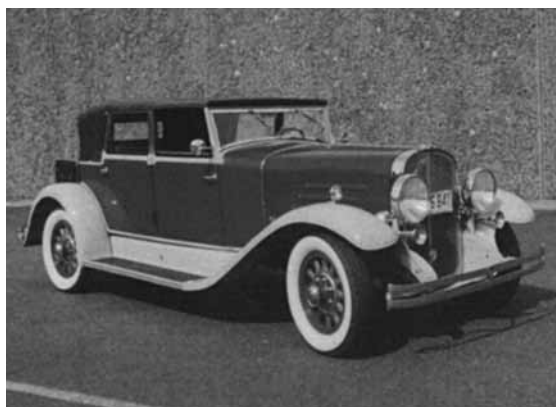
There is a motorcycle connection to the photo of 'Lindy' and my dad Verne at the hangar. If you squint you can see a bike. Our friend Mark, a huge Ducati fan, says:

'The angle from the rear makes it impossible to make a definitive identification but it is either a Harley Davidson or an Indian. The pullback buckhorn handlebars and high mount head light are typical of these motorcycles but by 1920 Harley Davidson was the largest motorcycle manufacturer in the world. This plus the fact that Indians were made in Massachusetts while Harleys were made in Milwaukee.... and thus the regional dealer network would have been stronger, would lead to suggest that the bike is probably a Harley.'

Franklin owners from the 2013 PNR directory:

- Army & Carol Barer (1929 Franklin)
- Bill & Bettye Gluth (1927 Franklin),
- Renee Larrabee (1931 Franklin),
- Tom Rasmussen (1930 Franklin),
- Don & Carole Reddaway (1930 & 1931 Franklins)

Bibliography on page 23

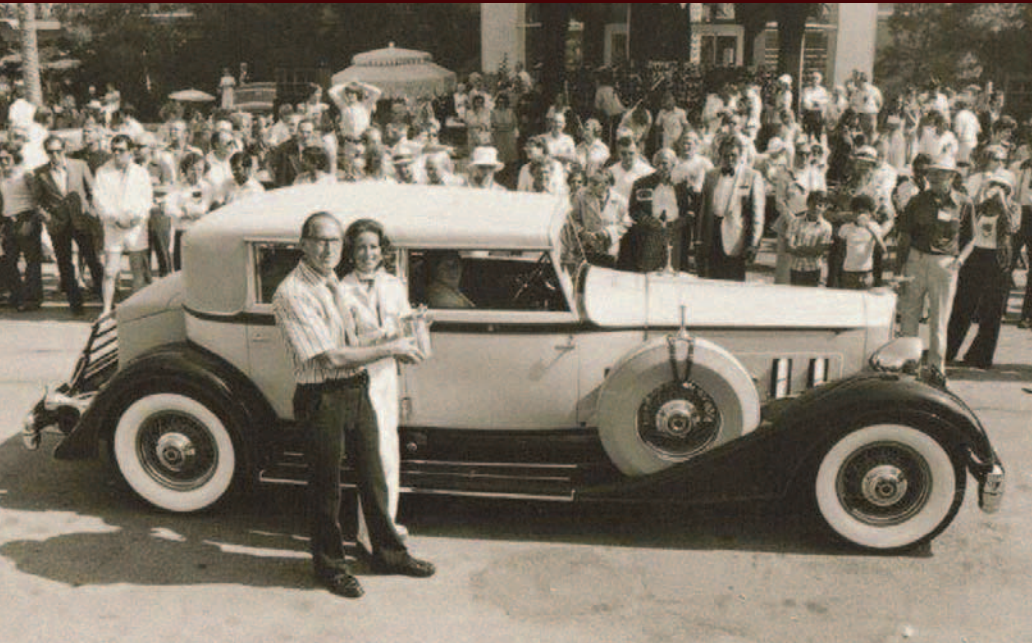


PNR members Army Barer and Don Reddaway have been great sources for the information in this article. My thanks to both!

Photos from L- R:

- Army and Carol Barer's 1929 Franklin
- Don and Carole Reddaway's 1930 Franklin

Our Restorations Aren't Done Until They Drive as Good as They Look.



You've seen this car before. Recent experience has brought it to my attention again. I was interviewed for the CCCA publication along with Gene O'Hara and Bob Mosier; all of us alumni of Hill & Vaughn. The interviewers were excellent and the chat brought up some memories that had been buried deep for years.

Ken and I had spent six years finishing off the project. We really didn't know what we had and were stunned when it got Most Elegant at Pebble and several 100 point showings at CCCA events. Ken drove the Packard to all the events,

even to Pebble from LA. The problem was that it was almost undrivable. Charlie Last had left the top bearing out of the steering gearbox, so it was light going one way and almost impossible the other. The brakes were only fair; not balanced. When my father and Phil started trading time, Phil's memorable comment was, "That was the nicest piece of **** I've ever driven."

The lesson we carried forward to Hill & Vaughn was the restoration isn't done until it drives as good as it looks. At GVRS all of our engine rebuilds are tested on the dynamometer before installation. It doesn't go out the door until it can run up The Demon Hill (Fourth of July Pass) and not overheat. It has to pass an eighty-six item safety and function check list. As part of becoming an educated consumer call GVRS and I will be happy to spend as much time as necessary to familiarize you with every aspect of this company.



This was one of my father's favorite cars. It was a nice original (now called a survivor) and he loved to drive it. The worst mistake he made was to let it be used in the film WC Fields and Me. Despite a cast which included Rod Steiger, it was a stinker of a movie. You Tube has a clip which starts out with the Packard. A wide shot of the interior was needed, so some twit cut the door strap and let the door smack into the coachwork. To add insult to injury, the cigar lighters were stolen.

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THINGS WERE NEVER AS GOOD AS THEY USED TO BE

Written by Army Barer

The other day I reached into the mailbox and pulled out the day's mail. It being close to the first of the month included were three of the approximately twelve motor magazines I subscribed to. When I pitched them onto the kitchen table I only glanced at the cover of the top one, Road & Track. I then settled down in my usual couch potato venue—probable to get my Chris Mathews fix so I could drive my angry old white car guy buddies crazy.

Many hours later I took the magazines upstairs and put them on the pile located on our bedroom dresser—you guys know the one. It's the one that drives my compulsive order freaked wife batxxxx. I later reflected on the fact that I could throw a new Road & Track on a dresser without immediately looking at the contents.

As a kid I would have immediately read the issue cover to cover. In those days I haunted the magazine racks waiting for each new issue of Road & Track to appear. When it did I would pay my 25¢ or later 35¢ for "The Copy" and voraciously speed read John Bond's Miscellaneous Rambling column, look at the glorious pictures in the Salon and absorb the road tests and race coverage. Often I would have all of the few pages of the tiny issue fully-read before I got it home. However, that didn't stop me from later re-reading every article and constantly lusting over the used cars in the Marketplace, even though the 1100 pounds sterling for a Le Mans Bentley (FAS Liverpool) or \$3250 for that type 57 Bugatti was far more than I could afford out of my allowance and part time earnings.

I first purchased a Road and Track dated April 1951. I bought it off the magazine rack at Shep's lunch counter and pool hall in my home town of Walla Walla, WA. I liked to hang around after school to occasionally play pool, but more frequently to watch the pool hustlers clean-out the local migratory cannery and harvest workers. Can you believe that those workers could make a buck and a quarter an hour plus overtime after ten hours for the 12-14 shifts they pulled during the season and were thus fat pigeons .

Shep's magazine rack contained the usual brace of men's magazines: True, Argosy and a bunch of others that generally had advertisements for Charles Atlas' Dynamic Tension on the back cover. Since I had been about thirteen years old I had either bought or simply stood there and read Tom McCahill's column in Mechanix Illustrated. My prime question in those days was whether the permanent possession of such prose as

"It went into a corner like a porpoise with heartburn and steered like an eight day clock with a broken main spring" worth 15 cents. After all, you could buy 14 oz. of delicious chocolate malt soft-serve next door at Green & Jackson's Drug Store for a dime. I did forgo a few of those treats to buy several 75¢ Fawcett anthologies featuring Ken Purdy's Kings of The Road or Uncle Tom's writings about sports cars.

It had been my experiences with a friend's MG that had pushed me to buy my first R&T. He had bought the MG in Vancouver B.C. because at that time there were no dealers around. The car had prematurely blown its

engine and the U.S. importers, anxious to protect the marque's image, had immediately shipped a new crate engine which I helped install.

The venue for the repair was Maroney & Nealy's garage located a block from my house. Maroney was a dirty-handed mechanic who drove a new Hudson Hornet and did hop-up work mostly on the pre-war Ford flat heads that were the choice of most all of the younger drivers. He also didn't mind guys who wanted to hang around and work on their own cars as long as they gassed up and bought parts from him. The place thus became a center for the few sports car enthusiasts in town most of whom were Whitman College guys. It was from hanging around and participating in this tight circle that I was infected with the automotive insanity that was to partially dominate my life.

Well, there have been almost 150 issues of Road & Track since that first one I bought. They no longer put "The Issue" price on the cover. John Bond has been dead for thirteen years and I miss the quality and intimacy of his writing. The magazine was sold ultimately to Hearst. Notwithstanding the "Retro" cover, when I pick it up I don't find the beautiful Salon section. While there are good articles about new sports and racing cars there is a void for Classics and auto history. So I don't rush to read it any more.

I read an article in the New York Times a few days ago that contrasted the declining number of kids who immediately got their driver's license today with the number of kids who did it in the past. The point was that America's love and fascination with the auto is fading. Maybe it's the loss from not reading great auto authors like John Bond , Uncle Tom and Ken Purdy and the fact that all of the local service stations have replaced their grease Racks with pseudo-7-11s. But, upon reflection--- maybe, it's just that things were never as good as they used to be.



UPDATE

From Laurel Gurnsey

Thank you to people who have suggested additions to articles I've written. I'm choosing topics I'm curious about and short articles can't include everything, so I am delighted the articles are whetting people's interest.

WOMEN DRIVERS: Bill Deibel adds: 'Free Air' by Sinclair Lewis (1919 Harcourt, Brace & Howe, Inc.) a novel about Miss Claire Boltwood driving her ailing father from NYC to the West Coast in his Gomez-Dep roadster. David Cohen adds more.

CARS IN LITERATURE AND MOVIES: Tom Sumner has

wonderful additions. Among them: 'Midnight' '39 Claudette Colbert (Pii Rolls Royce Limo). 'Young At Heart' '38, Janet Gaynor (Phantom Corsair). 'You're Telling Me' '34. W.C. Fields (V16 Cadillac Open Tonneau.) 'Valentino', '51. Anthony Dexter (early 30s Mercedes Roadster). 'Super Sleuth', '37. Jack Oakie. (810 Cord Phaeton.) 'Dead Men Don't Wear Plaid' '89. Steve Martin. (Packard Darrin Victoria). And many more!!!

COACHBUILDERS: space didn't allow for the adding of some prestigious American coachbuilders, among them: (criteria was horses first, then cars.)

1. Brewster Carriage Company. Opened in 1810. Brewster won design awards at the Paris Exposition.

Moved into cars in 1905. By 1914, was building bodies for Rolls-Royce. Ray Dietrich trained at Brewster.

There is another instance here of many threads coming together. In working on the Franklin article (page 18) I learned that 'Ray Dietrich was also Franklin's styling consultant and that he was responsible for some of the most handsome coachwork to be fitted to this marque.'

2. Fisher Body. Opened in the late 1800s to build horse-drawn carriages. Moved into cars, becoming a major body supplier for Cadillac, Chalmers, Studebaker, among others.

I enjoy writing for the Bumper Guardian and look forward to your continued feedback.



New Members:

Evan McMullen
808 Lenora Street
Seattle, WA 98121
(H): 206-467-6532
(M): 206-660-0020

email: sales@cosmopolitanmotors.com

Mark Gascon
PO Box 1067

Ferndale, WA 98248

email: mark@health-mart.com

(H) 360-384-4254 (ex 8)
(M) 360-319-6304
(W) 360-384-4254 (ex 2)
(F) 360-384-2472

John Glomstad

545 NW Heritage Lane
Bremerton, WA 98310
jglomstad@gmail.com

(H) 208-726-8971
(M) 360-620-6538

1941 Packard 1904 Touring Sedan

Bob & Diane Koch

1328 Worrall Drive
Bremerton, WA 98310

(H): 360-551-2350

email: bskoch@comcast.net

1937 Pierce-Arrow 12, model 1703

Robert LeCoque, Jr.

PO Box 3025,
Renton, WA 98056.
(H) 425-226-7875
(W) 206-622-4697

Email: rlecoque@msn.com

Roy Matson

611 East Street

Centralia, WA 96531-4647

(H) 360-807-02678
(M) 206-679-7262

John Mitchell & Georgia Cacy

PO Box 2289

Lake Oswego, Oregon 97035-0074

email: jhmitch@frontier.com

(H) 503-638-9444
(W) 503-638-6720
(M) 503-913-1300

1929 Amilcar Roadster

1929 Packard model 640, Touring,
1942 Lincoln Continental, Cabriolet

Member Changes:

New Address

Edwin Noble
606 Elm Place,
Edmonds, WA 98020

Name Change

Ashley R. Shoemaker
7464 4th Ave NE
Seattle, WA 98115
(M) 425-736-7777

ashoemaker@hagerty.com

In Memory

*Longtime CCCA member
Maurine Leander Noble
died peacefully July 31, 2013
in Edmonds, Washington.*

*She was a renowned machine-quilter,
a published author, and
a great supporter of Ed & Lee's
passion for the old-car hobby.*





The Legends Car Club and the Kirkland Downtown Association celebrated their 11th annual Car Show with almost 500 cars heading to the Kirkland waterfront area. Admission, as always, was free and proceeds from the registrations all go to local charities. Many thanks go to PNR-CCCA members Gayle and Ron Doss who (although they arrived in some sort of hot rod) put in many hours into the organization and judging of this event. Ron even suffered nobly when forced to wear what looked to this observer as a Legends-logged bowling shirt from the 1950s. Two members brought Classics: Don Jensen displayed his 1937 Cord Beverly near the food trucks and Brian Rohrback had his 1939 Bentley parked at the Starbucks. New CCCA Members Burt and Mary Hunter were on hand with their unrestored Morgan, parked in front of a pho/teriyaki restaurant (anyone note a trend here?). Great food, super people and a wonderfully-eclectic collection of motorcraft made for a perfect Sunday.



Information Sources from "Lindy" / Franklin article (from page 18)

1. Diaries and photos from collection of Verne Chamberlin; 2. <http://www.thefrickpittsburgh.org> + 'Riding and Gliding with the Aircooled Franklin'; 3 Pacific Northwest Region CCCA 2013 Directory; 4. website for Concept Carz + Franklin;
5. 'Official Blog of Metro Transit-Saint Louis' article about Bill Macon/Ideal Aviation/St. Louis; 6. 'Find A Grave.com + George Lea Lambert'; 7. Telephone conversation and e-mails with Connie Nisinger of Belfontaine Cemetery, St. Louis, Missouri, where George Lea is buried.; 8. E-mails from Bill Macon/Ideal Aviation/St. Louis; 9. Wikipedia articles on Major Lambert and Charles Lindbergh; 10. Franklin photos, archival photo and poster from Army Barer (PNR);
11. H.H. Franklin Club (re Lindbergh car + Amelia Earhart and permission to use photo); 12. Google Images for photo of Charles Lindbergh; 13. Mark Haapalainen for comments about the mystery motorcycle; 14. Photos and information from Don Reddaway (PNR); 15. 'Early Aeronautics In St. Louis' by Wilbur Tackaberry; 16. http://ucapusa.com/lost_marques_franklin.htm for article: Franklin Automobiles The Choice of the Early Aviators'.

PEBBLE BEACH MOTORING CLASSIC KICK-OFF PARTY

by Army Barer

CLASSICS ON THE MOTORING TOUR

Page 24 (top - bottom)

**1930 Hispano-Suiza H6C d'Ieteren Freres
Al & Sandi McEwan*** (Washington)**

1931 Lincoln K Dual Cowl Phaeton Murphy*
Steve & Susan Babinsky (New Jersey)

Bugatti T-57 Ventoux*
Herbert Jr., & John Brumder
(Wisconsin/Colorado)

Page 25 (L - R; top - bottom)

1933 Rolls-Royce P-II Barker Tourer*
Bill Davis (West Virginia)

**1939 Packard Super 8 Convertible Coupe*
LeMay America's Car Museum
Driven by Dominic Dobson (Washington)**

1930 Mercedes-Benz SSK Roadster*
Frans van Haren & Roos van Os
(The Netherlands)

1928 Packard 443 Phaeton*
Gordon B & Gordon E. Logan (Texas)

**1934 Packard 1100 Sedan*
Denny & Bernadene Dochnahl (Washington)**

1934 Packard 1107 Coupe*
David Kane (New Jersey)

1934 Packard 1107 Phaeton
Jay & Christina Moore (Hawaii)

1940 Lincoln Zephyr Convertible Coupe ** (nc)
Larry Tribble & Larry Phillips (Connecticut)

Bold typeface indicates PNR-CCCA Member

*Photo curtesy of brewsphoto.com

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*** Tour Leaders

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2013 Pebble Beach PNR Entrants

This year was the 65th year of the spectacular Pebble Beach Concours. This long-running international gathering of the world's finest motorcars on the beautiful 18th fairway of the Pebble Beach golf course is truly a sight to behold. Held on Sunday the 18th of August, the show featured marques including Lincoln, Aston Martin, BMW 507s, Lamborghini, Porsche 911 and French motorcycles. It also featured a wonderful array of both American and European Classics

From before the sun rises, when the cars begin the parade onto the showfield to the late afternoon when the confetti flies over the "Best of Show" car, the day is filled with opportunity to drink in the stunning beauty and power of the cars on display and also to meet and greet car-afficiandos from all corners of the world.

Imagine that out of the vast array of cars on the field -- it was a 1934 Packard 1108 Twelve Dietrich Convertible Victoria that won Best of Show. Though Packard built over 35,000 Twelves from 1933 to 1939, this is a "one-off" model with custom bodywork by coachbuilder Raymond Dietrich. It is the first time an American car won this award since a Duesenberg claimed the title in 2007.

For us, being selected to participate in this prestigious event was our prize. We have memories to last a lifetime.

Karen Hutchinson



European Classics Late 1938 BMW 327/8 Cabriolet
Steve & Annie Norman, Edmonds, WA



Lincoln Custom Coachwork V-12
1937 Lincoln K Willoughby 7-Passenger Touring
John Q. Graham, Trout Creek, MT

PNR Members Serving as Pebble Beach Judges

Richard Adatto
Gordon (& Janet) Apker
Carl (& Chris) Bomstead
Barry (& Sharon) Briskman
John (& Koko) Carlson
Malcolm Harris
Sig Linke
Al (& Sandi) McEwan
Glenn (& Mary Lynn) Mounger
(Head Honorary Judge)
Brian (& Randy) Pollock
Paul Risinger
David Smith

More PNR Members Attending the Show

Marty Anderson &
Lynn Gabriel
Bob Craves
Ron & Margie Danz
Denny & Bernie Dochnahl
Dave Fluke
Jack Goffette
Jerry Greenfield
Brown Maloney
Paul Murray
Conrad Wouters
and perhaps others.....

Winner: First in Class



PreWar Preservation
1930 Hispano-Suiza H6C d'Ieteren Freres Transformable
Al & Sandi McEwan, Redmond WA



American Classic Open Packard
1932 Packard 900 Light Eight Coupe Roadster
Gordon & Janet Apker, Des Moines, WA



Open American Classics 1928 Auburn 88 Speedster
Barrie & Karen Hutchinson, Whidbey Island, WA



**Honorary Chief Judge
PNR Member
Glenn Mounger**

Glenn Mounger retired in 2005 from his position as Co-Chairman of the Pebble Beach Concours d'Elegance, but he continues to participate in and officiate at this and other automotive events around the world. Throughout much of the 1980s and 1990s, Mr. Mounger served as a Class Judge. He joined the Concours Executive Committee in the spring of 1999, and he stepped into the role of Chairman that fall.

Mr. Mounger has also served as a Regional Director of the Classic Car Club of America and a member of the steering committees of the LeMay Museum, the National Automobile Museum and the Kirkland Concours d'Elegance.

A highly-regarded expert on American Classics, particularly Duesenbergs, Mr. Mounger is a fan of everything from Brass Era vehicles to Hot Rods. He is also passionate about the importance of using – driving – and preserving cars. In fact, he brought the first Preservation Classes to this Concours.



Continued from page 2

been an active and viable club. If you maintain contact with former members, please reach out and see if they would like to come for the show.

As part of this look back into our history, we have assembled all of the regional publications since inception and are busy – well, not too busy – scanning them so they will provide a computer-based resource for all club members. There have been a few hiatuses but, for the most part, we have been publishing club activities and member profiles continuously for the last 50 years. These accounts also include technical information that is becoming harder and harder to uncover in other sources. Of course, as I review the works of years-gone-by, I am reminded about the impressive quality of the current Bumper Guardian, so ably nurtured by our Editors Karen Hutchinson and Ray Loe. Even when Karen bugs me about an impending deadline, I am taken by the organization and execution of this great magazine. And, unlike electronic publications, I can read this in the bathtub.

As I write this, the Kirkland Concours is still in front of us; for readers of this message, it is in the rear-view mirror. I encourage our members to continue to support this event as an activity with world-wide reach. Much of what we do is and should be club- and Region-focused. But there are times when going a bit beyond our borders is in order. We support the CCCA, but we are also part of the community. LeMay is a world-class museum and we are proud to have it in our midst and should strive to keep it strong.

So, give the surfaces of your Classic the once-over, head out to a club event before the year expires, and connect with some great friends. I look forward to seeing you.



Editor's Message

Echoing Karen's message in the last BG issue, after six plus years of co-editing this publication one does sometimes wonder just what more do you want to hear from us. As a now long-retired person, having periodic goals and deadlines to deal with provide continuing stability in my lifestyle particularly when such obligations are fun to deal with.

Since my main task for each issue involves selecting the feature car and prompting the owners to recall the details about their experiences finding and owning it gives me the opportunity to become much better acquainted with them in the process of writing an interesting story for you to read about their car.

Once we have that underway, I then like to delve into the history of the company that produced our featured car to provide you with that story as well. Since a great number of our Classic cars came from companies that no longer exist, as a history buff I find their biographies very interesting to research and write about in a companion article.

Although some of our members have several very interesting cars, we try not to feature any given owner's car more than once every few years. With very few exceptions we have succeeded thus covering a wide spectrum and keeping reader interest as high as possible. However, if you haven't had a car featured for a while (or ever) and have one you'd like considered for a future BG issue please drop me a note about your car and I will be glad to look it over .

So, there you have it. I continue to enjoy what I'm doing for the Bumper Guardian and, since there are still a lot of fascinating cars in our club that have not yet been featured, I see no end of new materiel in sight.

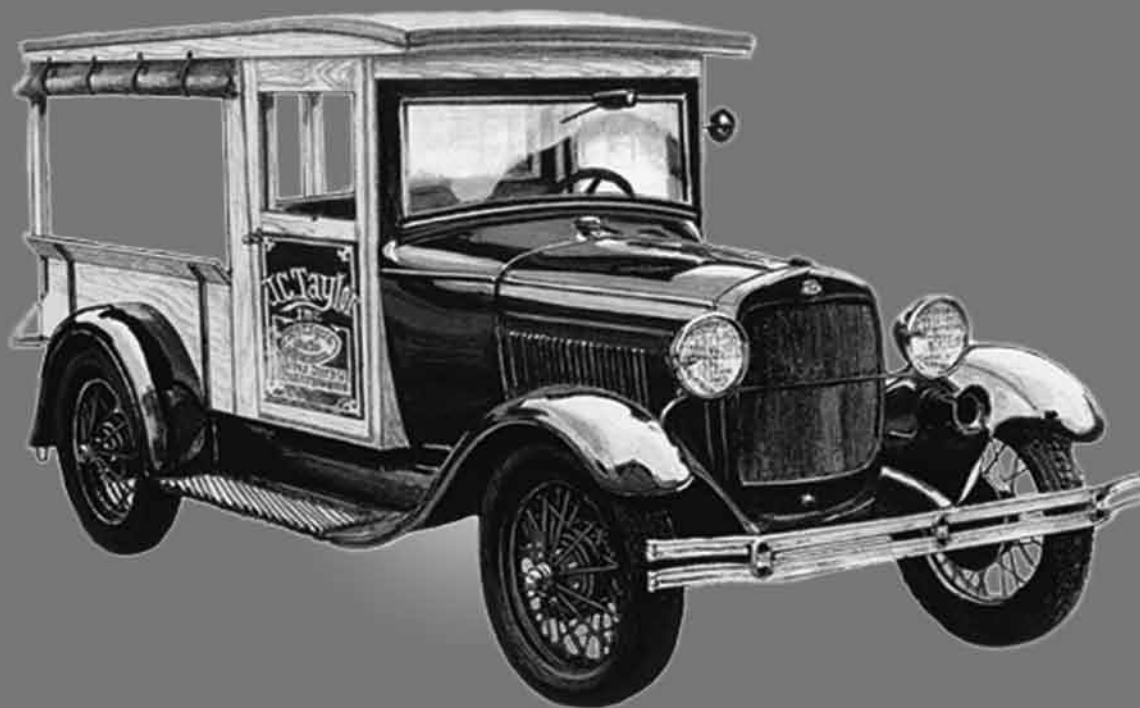


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