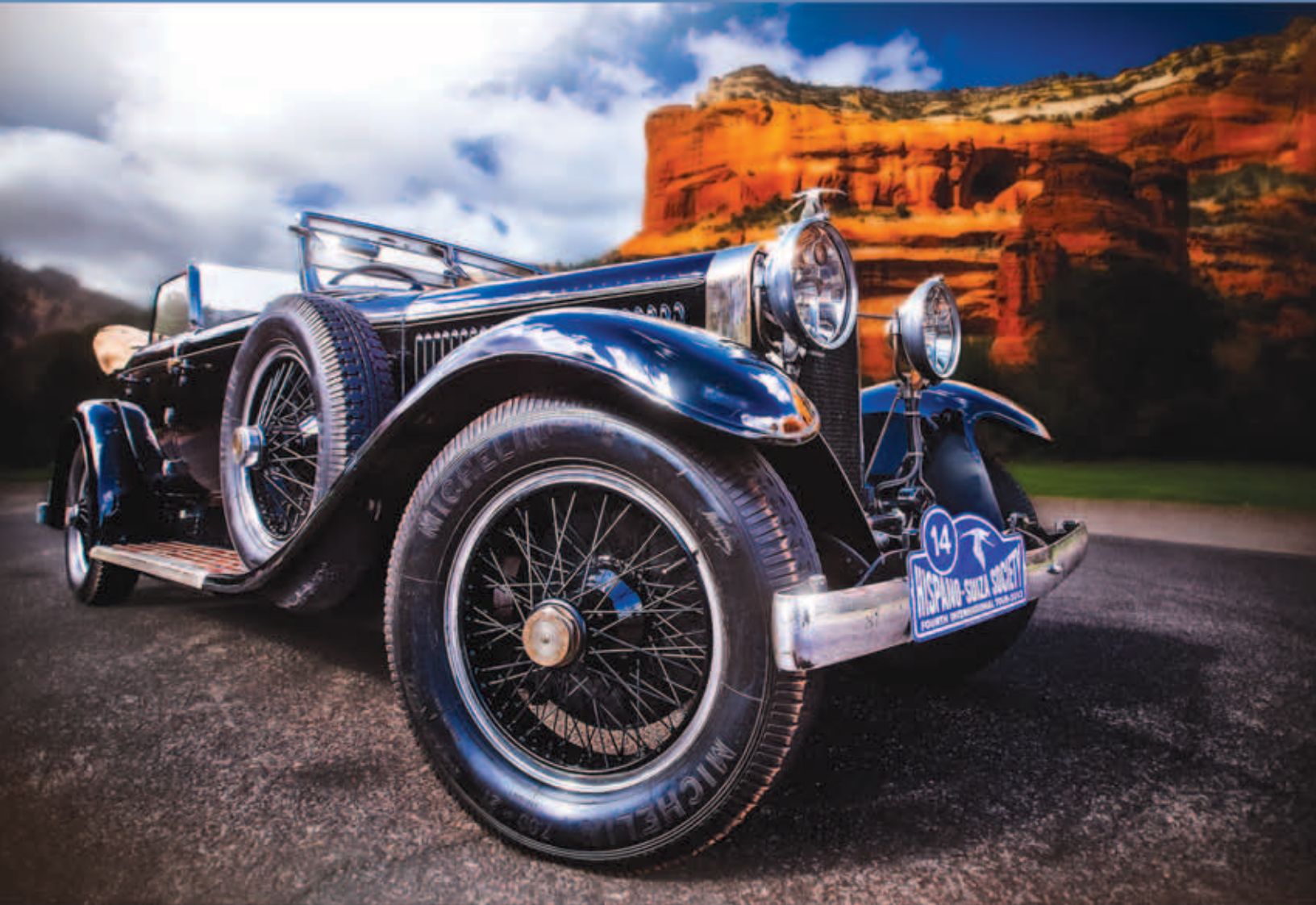


# BUMPER GUARDIAN

Spring 2014



*1930 Hispano-Suiza H6C  
Convertible Torpedo*  
Owned by Al & Sandi McEwan



## 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.

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PNR Contacts: Gary Johnson 425.503.4127  
Stan Dickison 206.949.1115

### **May 10<sup>th</sup>: South Prairie Fly-In**

PNR Contact: Bill Allard 253.565.2545

May 25<sup>th</sup>: Chateau Ste. Michelle Staycation

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### **June 7<sup>th</sup>: PNR Picnic**

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### **June 15<sup>th</sup>: Father's Day at Ballard Locks**

PNR Contact: Roy Dunbar 206.915.7667

### **July 4<sup>th</sup>: Yarrow Point Parade**

PNR Contact: Al McEwan 206.999.4485

### **July 11<sup>th</sup> - 12<sup>th</sup>: Concours at the Wood**

PNR Contact: Kim Pierce 425.330.2665

### **July 19<sup>th</sup>: Armstrong/Daly Garage Tour**

PNR Contact: Jeff Clark 425.985.6308

### **August 4<sup>th</sup>: Motoring Classic Kick-off**

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August 30<sup>th</sup>: Crescent Beach Concours

PNR Contacts: Colin & Laurel Gurnsey 604.788.7429

September 5<sup>th</sup>: Tour de Jour

Contact: LeMay Museum

September 7<sup>th</sup>: Pacific Northwest Concours d'Elegance

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### **September 20<sup>th</sup>: Tour to Rhodes River Ranch**

PNR Contact: Ashley Shoemaker 425.736.7777

**October 3<sup>rd</sup> - 5<sup>th</sup>: Mahogany & Merlot at Lake Chelan**

PNR Contact: Monty Holmes Jr. 206.617.4611

**November 7<sup>th</sup>: Regional Annual Business Meeting**

PNR Contact: Brian Rohrback 425.402.1450

**December 7<sup>th</sup>: Holiday Party at Hollywood  
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## 2014 CCCA National Events Annual Meeting 2014

Jan 8 - 12 . . . . . Naples, FL

### Grand Classics®

April 26. . . . . Metro Region

May 31 . . . . . National

June 1 . . . . . CCCA Museum Experience

July 12. . . . . Michigan Region

July 26. . . . . Indiana Region

August (TBD) . . . . . Upper Midwest Region

September 6 . . . . . Ohio Region

### CARavans

March 15-22, 2014 . . . . . South Florida Region

September 12-20, 2014 . . . . . Michigan Region

## Director's Message



Just as the sap is running again in the trees, this particular sap is running around making sure all systems are go on my Classic. The first part of the year was just plain dreary and cold. Now Spring is upon us, which means at least the pictures on my calendar are displaying livelier colors and are evocative of a warmer climate. Gray certainly in January and although cold, the weather cooperated enough to get me out and keep the inside of the engine coated with oil. All right, February was a bust with more rain than we normally get in two Februaries. But that is now in the rear view mirror. So, are you ready for the start of a new year of Classic activities and events? I certainly am.

The plan is to continue our active schedule with a few old favorites and some new events. Given the event hiatus in the first two months, March supplied a new activity for model railroad buffs (and which of us did not have a prized train set somewhere along the line?). A few of us even hooked up with the Rolls Royce contingent to learn a little more about the glassblowing art made so famous by Dale Chihuly. So the first quarter did provide a little social outlet and should serve to launch us into the busy months to come. Being regaled

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Classic Car Club of America**

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

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**Board of Managers' Meetings:**

1st Wednesday at the  
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5:30 Social Gathering, 6:00 Dinner/Meeting.  
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Minutes on the web and available upon request.

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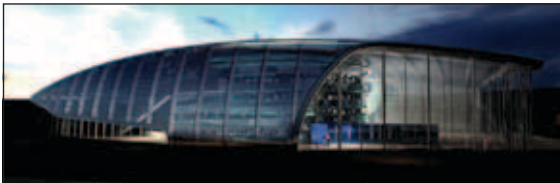
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# 1930 HISPANO-SUIZA H6C CONVERTIBLE TORPEDO

Owned By Al & Sandi McEwan





Seventeen-year-old James (Jim) Bingham bought this car in the Stamford, Connecticut area in 1946 when it came out of WW-II storage. Many years later, Jim and his mother, Marie Bingham, became my good friends. They called the car "Benny" since they believed Benedict Quinn was the original owner of the car. Remains of the professionally painted letter "B" can be seen on each rear door molding. One wonders why the letter "B" for the first name alone is on the car instead of two or three letters including "Q." The car was Jim's everyday "driver." In the late forties Jim was involved in an accident resulting in significant damage to the right side of the car, including both front and rear doors, the running board, valance panel and rear fender. As the car was still operable, it remained in the damaged condition and, in 1950 was driven across the country to California. During 1951 or 1952, the engine seized and the car was put-up on blocks. Some minor disassembly was started but never pursued.

Fast forward to 1968: A commercial Convoy car hauler truck was seen exiting I-90 onto Mercer Island with a single, large, old convertible car aboard. Except for delivering to a local residence, there was no logical reason for the transporter to be on Mercer Island. A close friend began 'searching' the Island in hopes of finding "a big, old convertible" with no idea of the make of the car. Several weeks later, he located the car and arranged a visit to the owner. I joined in for the initial visit and was stunned when I saw an 8-Liter Hispano-Suiza with spectacular coachwork. It was not for sale.

The owner, Jim Bingham had moved from the Sacramento area to Seattle to work for Boeing. Jim and his mother had purchased a home on Mercer Island and the Hispano was garaged there on blocks. I

immediately became friends with Jim, as no one else around seemed to know anything about Hispano-Suiza cars. Most of the local 'car guys' were into American Classics or Rolls-Royces. During the following several months I saw Jim every few weeks.

By 1970, Boeing was in the midst of a "perfect storm" that resulted in thousands of layoffs. The loss of the Supersonic transport program, inability to deliver the early 747s and an overall reduction in the Aerospace business were all culprits. Jim, as one of the more recently hired employees, did not survive as a company employee for long. He and his mother wanted to sell the Mercer Island house and move back to California but were faced with the old problem of too many houses for sale and too few buyers.

While Jim was on layoff he was a regular dinner guest at my house. We, of course, talked cars. Mostly, I heard about his Hispano-Suiza experiences around the New York City area in the late forties and the interesting people he met including Briggs Cunningham and Alec Ulmann. During this time there was no thought of selling the Hispano. Occasionally, I would mention that if he ever did think of selling the car, I would jump through hoops to be the new owner. Months later, Jim and his mother sold their home and returned to California with the Hispano following on another open Convoy car transporter. It was the summer of 1971 and I thought there was no way I was ever going to be able to acquire the car.

Later that summer, I received a note from Jim Stickley of Cedar Rapids, Iowa. He was offering me his 1928 H6B with Fernandez cabriolet deville coachwork. The car had come out of Potter Palmer's son's estate in 1968. The Palmers were the owners of Chicago's Palmer House Hotel. Jim had nearly completed rebuilding

the engine but now needed to make room for a recent purchase. I bought the H6B with plans to restore the entire car.

I knew Jim Bingham possessed both an original parts manual and an original owner's manual. In early fall, I wrote to Jim asking if it was possible to have reproductions made. Many weeks went by and there was no response. Frankly, I was very surprised, as we had become good friends during his time in Seattle. About Thanksgiving I finally received a note, but it was from Jim's mother. Jim had died and she found my unanswered letter in his personal effects. After a number of conversations with Mrs. Bingham, I purchased the car in early 1972.

During the late seventies, commitments to family and work plus the ongoing restoration of the ex-Stickley H6B and a Derby Bentley precluded any work being done on the H6C. However, I did manage to finish the Fernandez H6B in time for the 1981 Hispano-Suiza Meet in Monterey, hosted by J. Heumann, which preceded the Pebble Beach Concours. The H6B won first place at the Hispano Meet and then again First in Class at the Concours.

Finally, in 2002, we corrected the damage to the H6C that happened way back in the late-forties. I got serious about bringing the Hispano back to running condition in 2004. As previously noted, the engine had been semi-seized since 1951 or '52. Semi-seized means the engine could be turned over very slowly when standing on an extension to the crank handle. This was performed once or twice a year while the car was in storage and oil was squirted into the cylinders through the spark plug holes. All H6 series Hispano Suiza engines are an aluminum mono-block casting (head and block are one piece) with steel cylinder sleeves threaded in from the bottom

of the block. From 1919 to about 1929, the engines were "dry-sleeve" while the late H6 series engines were "wet-sleeve." On the wet-sleeve engines it was known that the upper seal that prevented combustion chamber leakage to the water jacket corroded over time resulting in the possibility of combustion gases leaking into the cooling water. As the sleeves were threaded in from the bottom of the block, it was necessary to have a sealing system there to prevent water from leaking into the crankcase.

Bill Mote disassembled the engine in 2004. It was determined that the engine had seized due to the lack of oil to the upper end, i.e. the camshaft and the vertical shaft up the front of the engine that drives the camshaft. These components were extremely tight in their bearings and, as a result, required the excessive pressure on the hand crank to turn over the engine. The areas of my block that could be examined by us did not show extensive corrosion and we prepared to run a pressure test on the block. To test the cylinder block we had a large metal container built so that the block could be mounted upside down in the tank and the tank filled with water. The water jacket was pressurized with air at about 15 psi and we were very pleased to note no bubbles emerging from anywhere. But, I knew from my readings that the same test had to be performed at engine operating temperatures. So we built a campfire under the tank. A few hours later when the water temperature reached 150 degrees, the first sign of bubbles appeared in one cylinder indicating some leakage past the upper seal.

By the time the temperature reached 170 to 180 degrees there were signs of bubbles from three cylinders. It is interesting to note that no bubbles were observed past the bottom seals.



As a result of this test I decided that the best thing to do was to send the block to Eric Limpalaer in France, who is recognized as the Hispano Suiza guru, to have the sleeves removed and new seals installed. At the time, Eric had just started casting and machining new 8-liter blocks. As I remember, in 2005 a new block would have cost about \$48K landed here. (Today, I believe they are about 40K Euros.)

The block was in France for two years. I visited Eric in October of 2005 and was able to examine the block with the sleeves removed. Removing the sleeves requires heating the block and, with special tooling, unscrewing the cylinder sleeves. As the sleeves are steel and the block is aluminum, the chance of successfully unscrewing a seventy-five plus year old joint without damaging the aluminum is slim. We were fortunate in that five of the sleeves came out without damaging the aluminum threads. The sixth sleeve brought about 1/3 of the aluminum threads with it.

After extensive consultation with Eric on potential fixes, Eric machined

new, oversize threads in the aluminum block, made a new sleeve to fit and installed a new oversize upper seal. The other five sleeves were cleaned and reinstalled with

new seals. Of course, it was necessary to fit new seals at the bottom of the sleeves to prevent cooling water from leaking into the oil. After two years my block was returned from France. All of the other engine work was done here including the re-bore of the cylinders. This task alone is a major effort as the

cylinder sleeves are nitrided and hard as a rock. The rule of thumb is that a new diamond hone is required for each sleeve. The crankshaft was inspected and polished, new rod and main bearings poured, an align bore, new pistons forged, all components balanced and the many other items such as the oil pump, water pump, etc. rebuilt. It should be pointed out that my goal was to have the car's mechanics and electrics bullet-proof so that the car could be driven successfully on the 1500 mile Pebble Beach Motoring Classic.

The engine was not the only item addressed. New bearings went in both the transmission and the wheels, the brakes were relined, the springs disassembled and re-arched, the generator and starter rebuilt, etc. Every single item of the chassis was examined and reworked as required. I wanted the car to perform as new in all respects.

When the redone block was first installed on the crankcase and the engine completely assembled with the intention of starting it for the first time, one last test was performed. Before putting oil into the crankcase, the cooling system was completely



filled with water. The drain plug was left out of the oil pan as a check to be sure that there wasn't any water leakage past the engine seals. Unfortunately, a fairly large amount of water did run out of the drain hole during the next several hours. Not only was this extremely disappointing, it was the beginning of a two-year, multiple engine- block removal, resealing and reinstallation effort before an acceptable solution was found. The details of these tasks are too long and involved for this article. However, an article on these details will be prepared for the HISPANO-SUIZA SOCIETY NEWSLETTER.

The first Hispano Suiza Society tour in the US since 2001 was scheduled for April 2013 in Sedona, Arizona. The final assembly of the engine with the sealing problem resolved occurred just a few days before the Sedona tour. I wanted to participate in the event with the car, but knew that there had been essentially no road miles accumulated since the final assembly of the engine. The first real drive was from Bill Mote's Arlington shop to our home in Redmond, a distance of 56 miles. Obviously, taking an untested car that had run only 56 miles after 61 years and a total mechanical and electrical disassembly to a tour more than 1400 miles away was foolhardy. Yet, it was important to me and I wanted to go. Also, I would undoubtedly learn something from the other participants. Still, this would not be a recommended adventure by anyone with common automotive sense. And, it was only a few days before the start of the event in Sedona, so it was too late to arrange commercial transportation of the car to Sedona.

Roy Magnuson and I trailered the car to Sedona and we participated in all events. The car ran every day and accumulated a total of about 700

miles. Yes, a few issues developed and those demanding immediate attention we successfully addressed in Sedona. After the Sedona tour I took the car back to Bill Mote's for further adjustments in preparation for the Pebble Beach Motoring Classic. One of the more nagging problems was the inability to shift from neutral into any gear without a horrific clashing of teeth. As long as the car was moving a little bit, I could downshift while approaching traffic lights, etc. But, if the car was idling in neutral, it was nearly impossible to get it into gear without turning off the engine, shifting and restarting it again. We did make further clutch adjustments hoping to alleviate the problem.

When the car was accepted for the 2013 Pebble Beach Concours d'Elegance in the Preservation Class, I knew I would finally achieve my dream of driving the Hispano on the MOTORING CLASSIC. The car performed very well and was a JOY to drive. It is exceptionally powerful for a car of the era and there were no mechanical issues experienced, although shifting from neutral into gear was still a problem. We also successfully completed the Thursday Tour d'Elegance at Pebble Beach.

On Sunday morning, the day of the Concours, we arrived early in the morning and found our parking spot on the lawn. That afternoon, we were told to be prepared to drive the car to the staging area for an award. At this point disaster struck. The car would not start. If a car is unable to cross the ramp under its own power the award is given to another car. Obviously, I was in panic mode. My wife, daughter, son-in-law, grandson, granddaughter and several friends started pushing the car across the lawn as I attempted to jump start it. Finally, it caught and I carefully started driving up the slight grade into the staging area.

Then, the car quit and would not start. The whole gang got behind me again but this time it was uphill and we just could not get enough speed to jumpstart the engine again. I was sure that this was it. Fifteen hundred trouble free miles and here we sit a couple hundred feet from the Awards ramp. Suddenly, the engine caught, a big cheer went up from the crowd and my family jumped back into the car. I raced the engine fearful of another stall. It was going to be several minutes before our class would be recognized, but I didn't dare shut the engine off. With the clutch pedal on the floor and the engine running at about 1000 rpm, I couldn't put the car in neutral. (Note earlier comments relative to shifting from neutral.) It seemed like forever, but finally the three cars that would place in the Preservation Class were motioned forward and placed side by side. Third place was announced and brought up the ramp to receive its award. Still holding our breath, the second place award was announced. Again, it wasn't us, which meant we had won the Class. Somehow I had to keep the car running long enough to get up on the ramp. The clutch had been depressed so long that it was hot and trying to engage even though I was nearly pushing the pedal through the floorboard. Finally, after a hold-up in the ceremony while something on the ramp was worked out, we were motioned up. I told the family it only had to run long enough to get up on the ramp as we could coast down the far side. Fortunately, it did keep running long enough for us to receive the award and to drive it back to a place in the winner's circle.

The Hispano was shipped home after the Concours and it has been back up at Bill Mote's shop while we pick at various little issues that develop once a car has been on the road for a while. Since I was not

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## HISPANO-SUIZA HISTORY

By Raymond Loe & Al McEwan

Few doubted Hispano-Suiza's self-serving claim that their cars were "Queens of the Road," but one could question the chosen gender. Hispano-Suiza's cars were, for the most part, masculine: robust, vigorous with clean lines and they were strong. Often more expensive than their counterpart Rolls-Royce, Bentley, Bugatti, Isotta-Fraschini and Mercedes Benz cars, they were usually swifter as well. Spanish King Alfonso XIII who helped launch Hispano-Suiza on its way to fame when he bought one in 1905. From then on the royal garages received the first production car of every model - Hispano-Suiza became, more truthfully the "Motor Car of Kings."

The Barcelona parent company was originally founded in 1898 to build electric vehicles under the name La Cuadra. In 1901 Marc Birkigt, a young Swiss engineer, became technical director and designed a brace of voitures powered by internal combustion engines. Due to general strikes that disrupted the Barcelona economy, La Cuadra was forced into bankruptcy after producing just a couple of cars. In 1902 new funding was acquired under the leadership of J. Castro and the new company "J. Castro s. en. c. Fabrica Hispano-Suiza de Automoviles" was founded and took over the La Cuadra premises. The Suiza part of the name recognized the technical abilities of Marc Birkigt. Birkigt designed two new models, a 10 HP and a 14 HP, which were

produced in 1903 and marketed as Castros with a six-month guarantee. The Castro company ran into financial difficulties in 1904 due to insufficient capital, strikes and external influences but the genius of Marc Birkight was recognized by some of the local, wealthy industrialists who believed in the future of the motor car. A new company was formed in late 1904 called "Hispano-Suiza Fabrica de Automoviles SA" with headquarters in Barcelona. This company was able to introduce four new engines during the next year and a half and went on to produce cars, trucks, buses, aero engines and weapons in Barcelona until 1946.

Early on, France proved to be much larger market for luxury cars than Spain and, in 1911, the company set-up a factory in the Paris suburb of Levallois-Perret. The cars were well-known in France based on their racing success and the relationship with King Alphonse. This turned out to be a successful operation and, in 1914, automobile production was moved to a larger factory at Bois-Colombes, France. So, there you have the answer if you've ever wondered about how the name Hispano-Suiza (Spanish-Swiss) came to identify an automobile built in France.

With the start of World War I, Hispano-Suiza (H-S) turned to the design and production of aircraft engines incorporating their unique patented design that was far ahead of its time. The key design element was that these V-8

engine blocks were cast in aluminum without removable heads and used wet steel liners threaded into the block. Manufacturing an engine this way simplified construction and resulted in it being lighter, yet stronger and more durable. They are commonly known today as "cast block" engines. The H-S cast block V-8 aircraft engine also was noteworthy for incorporating overhead camshafts, propeller reduction gearing and other desirable features that would not appear together on competitors' engines until the late 1920s.

Hispano-Suiza powered allied aircraft soon proved superior over their vaunted rivals in the German air force. The H-S engine had 500 fewer parts and weighed one-third less than the competing Mercedes engine. Hispano-Suiza's aero engines, produced at its own factories, and under license, became the most commonly used aero engines in the French and British air forces, powering over half the alliance's fighter aircraft.

After the war H-S returned to automobile manufacturing and in 1919 introduced the H6 series. The H6B became their most popular model using an inline 6-cylinder OHC engine of 6.6-liter capacity based on the features of the V-12 aircraft engine that was on the drawing board at the end of WW-I. However, the car engine was a dry sleeve version with the steel sleeves threaded in from the bottom just as they were in the aircraft engines. A similarly designed 8.0-liter engine became available in 1924 and was known as the H6C. The dry sleeve



blocks were used up until about 1929 when both the H6B and H6C engines became wet sleeve engines. The dry sleeve engines are known as 'large plate' engines and the wet sleeve engines are known as 'small plate' engines. These are the side plates on the block that allow access to the hold down bolts and to the water jacket. While many Hispano-Suizas were imported to the US during the twenties, the survival rate is not high. This is primarily due to the corrosion potential of the aluminum block. Without the coolant additives available today and/or without care through out the car's life, corrosion resulted in the destruction of many engine blocks. Many of the cars in this country that did survive the war scrap drives were found after the war to have engine corrosion issues and the cost of repair far exceeded the value of the car. In Europe, of course, many cars were lost during the war and those that did survive had the same problems as those in the US. In addition, in Europe attempting to run a large, expensive automobile shortly after the war did not make sense and many more were scrapped. It is estimated that less than fifty of the 8-Liter chassis remain in existence. Today, while very expensive, new engine blocks are available. Our featured car is the only H6C registered in the PNR 2013 Directory and only three more are listed in this year's CCCA National Handbook.

Luxury car production was increasingly concentrated in France while the Spanish operations moved into the production of mostly commercial vehicles. H-S continued producing H series cars until 1932 at which time the J-12 series was introduced. The J-12 offered an enormous aluminum push-rod engine of 9.2 liters capacity and, in at least two instances, H-S produced chassis with engines measuring 11.2 liters. The K-6 series with a pushrod inline six was brought out in 1934 and continued being offered along with the J-12 until H-S automobile production in France ceased and the company turned to the manufacture of aircraft components and engines for the military. The last few cars delivered are identified as 1937 models. In 1936 the French arm of Hispano-Suiza was ordered to stop making cars and turn its production solely to aircraft engines. Their recently introduced 12Y water-cooled engine was in huge demand for practically every French fighter aircraft and many of them were sitting on the ground complete waiting for engines.

During WWII, the Spanish government had conscripted all of the H-S Spanish operations into war production so, in 1946, H-S sold its Spanish automotive assets to ENASA, the maker of Pegaso trucks, other military vehicles and weapons while the French arm of Hispano-Suiza continued on, primarily as an aerospace products firm.

H-S France thrived in its new roll in aerospace turning mainly to aircraft turbine production. In 1968 it was taken over and became a division of international aircraft engine producer SNECMA. In 1999 Hispano-Suiza moved its turbine production to a new factory outside of Paris and in 2005 with its parent SNECMA was merged with SAGEM to form SAFRAN. (For those of you who want a definition of these acronyms you will need to look elsewhere.)

Occasionally, there have been rumors about someone wanting to revive Hispano-Suiza's automotive manufacturing operations. However, nothing concrete has surfaced to-date and it is now widely believed we have seen the end of this great automobile.



*Hispano-Suiza from page 7*

satisfied with the brakes, we pulled the servo apart and re-arc'd the linings to the servo drum then lined the servo drum with sand paper and rotated it on the linings to remove any high spots. (New linings were installed before the tour but an inspection of the lining showed that a relatively small percentage of the surface area contacted the drum.) We have not driven it yet, but I am hoping for good results. We were able to fix a leak in the gas tank that occurred when the tank was near full by taking it out and sending it to the radiator shop for repair. A major upgrade was resolving the cause of an annoying noise that was caused by the lower fan belt pulley. And finally, the malfunctioning speedometer was fixed by solving a mating problem of the cable to the rebuilt speedometer. We have picked at several other little small issues as I plan to drive the car again this year on the 10th anniversary Pebble Beach Motoring Classic, but I am pleased with the progress.

We know relatively little about the car's earlier history. D'Ieteren Freres records show that Body No. 4476 was built for delivery to the United States to a Mr. Iverson. Today, nothing is known about 'Mr. Iverson.' Did he actually take delivery? Was he the agent for someone else? Remember, the Bingham's thought that Benedict Quinn was the original owner.

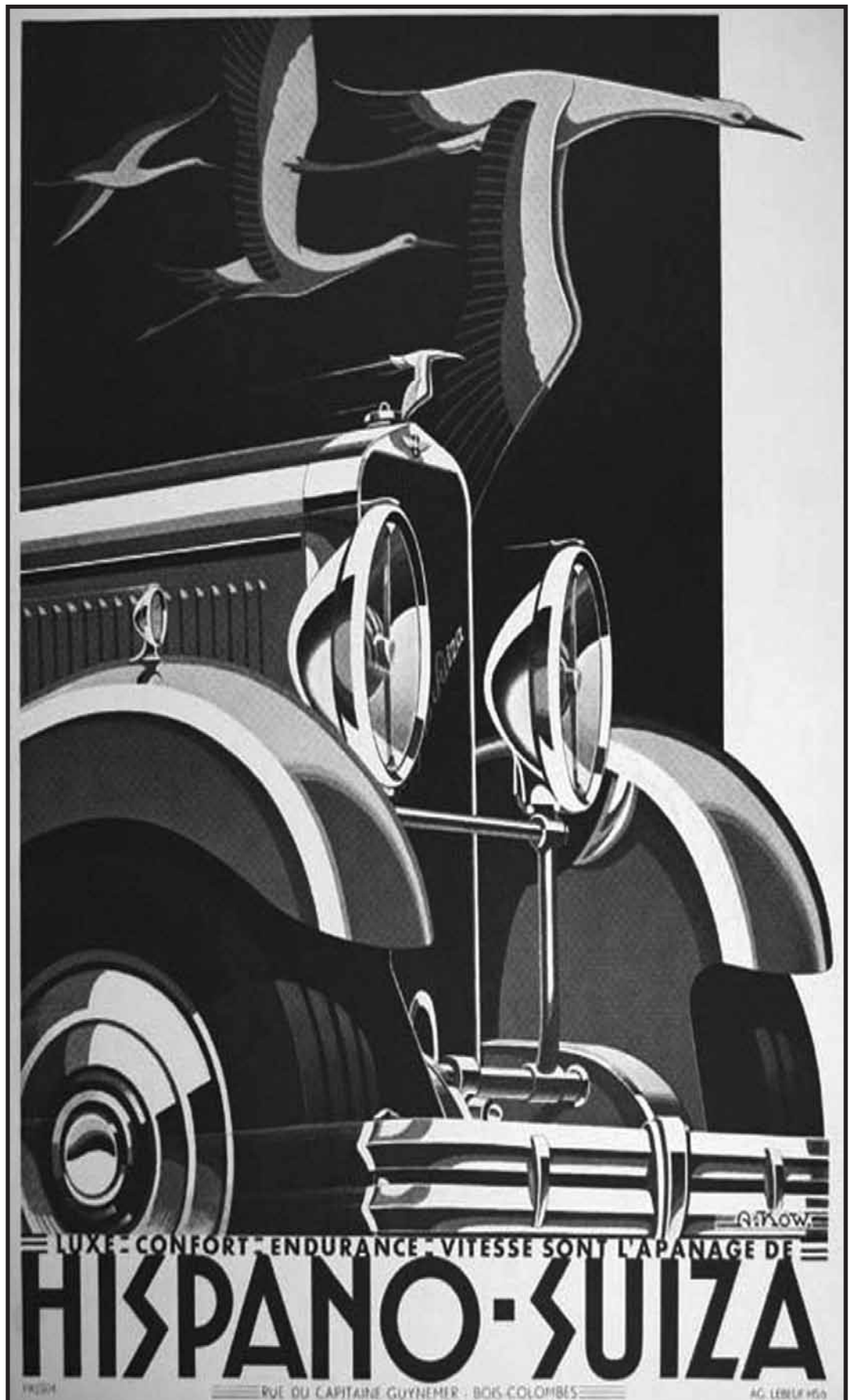
A very few years ago, Society member and friend, Todd Nagler, happened to meet Chuck Loper who was trying to trace the whereabouts of his grandparent's Hispano-Suizas. They owned at least two Hispano-Suizas purchased from Clarke D. Pease, the importer and US Hispano-Suiza representative. Chuck's grandparent's name was Quinn and they lived near Stamford, Connecticut. When Todd gave me this information I thought 'BINGO', we found the family that owned my H6C.

*Continued on page 28*

The war effort, in addition to enhancing Hispano Suiza's reputation through arms and engine production, made a contribution to Hispano styling.

French air hero Georges Guynemer not only drove a Hispano-Suiza car, but also amassed his fifty-three "kills" in Hispano-powered SPAD airplanes, before being lost in 1917. His squadron emblem, a flying stork, graced the radiator caps on hoods of all Hispano-Suizas from 1918 on.

[www.thoroughbred-cars.com](http://www.thoroughbred-cars.com)





**NATIONAL BOARD MEMBER  
AND PNR MEMBER  
CARL BOMSTEAD**

Carl has been a member of the Classic Car Club of America for over thirty years and has served as Director of the Pacific Northwest Region on three separate occasions. He also served as Editor for the PNW Region as well as for the New England Region. Carl and his wife Christine have participated in a dozen or more CARavans and were presented with the Deutsch Award. He served as Head Judge for the CCCA Annual Meeting that was held in Seattle as well as for several Grand Classics. Carl is a Master Judge with badge number thirty-four. He has owned numerous Full Classics including four Packards, an Auburn and a 1947 Cadillac 62 Series Convertible which currently resides in his garage.



He retired from the computer business having worked for Digital Equipment in New England and Seattle and currently writes for several automotive-related publications including Sports Car Market Magazine and Hagerty Insurance. Carl & Chris divide their time between Palm Desert, California and the Pacific Northwest. He has been a judge at the Pebble Beach Concours d'Elegance for the past eighteen years and also judge at the Concours at the Elegance at Hershey, Wheels and Keels and Boca Raton among others.

Carl strongly believes that the future of the CCCA requires the involvement of younger members and will proactively explore avenues for their participation without altering the basic values of the club. He is honored to having been elected to the National Board and look forward to working with Stan Dickison representing our region.



**CLASSIC CAR CLUB OF AMERICA  
2014 ANNUAL NATIONAL REGIONAL AWARDS**  
*Reported By Valerie Dickison, PNR Regional Secretary*

The results of the 2013 regional awards were announced at the National Meeting's Friday night dinner held at the Naples Yacht Club.

The Pacific Northwest Region walked away with two very prestigious awards: We achieved 2nd place in the publication award (aka/Turnquist Award), losing first place to Southern California by one-half point! And we won 1st place for the Technical Award for contributions of technical aspects of restoration and maintenance of Classics.

**Our ranking in all categories:**

Membership Growth & Stability - 8th place

Activities & Performance - 4th place

Overall Performance - 4th place

Publication - 2nd place

Website Award - 19th place

Tarnapole (percentage of member participation) - 10th place

Technical Award - 1st place

Judge & Tabulators - 13th place

*Note, we are competing against fifty regions for these various awards.*



*Val Dickison PNR Membership Chair and  
Carrol Jensen, CCCA Regional Relations Chair*

## TWO GREAT AUCTION PARTIES

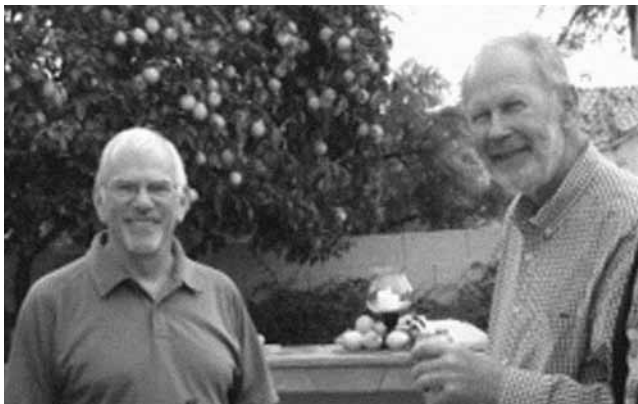
### Scottsdale, Arizona

The Official/Non-official PNR-CCCA  
 "Barrett-Jackson Auction Week"  
 Patio Party  
 Sunday January 19, 2014

Those Pacific NW Region members attending Barrett-Jackson Week in Scottsdale were treated to a Sunday patio party hosted by Stan & Val Dickison and Kim & Norma Sola-Pierce While noshing on wine, cheese and various hors d'oeuvres, our members watched the Sea Hawks take it to victory in their match-up that led them to the Super Bowl.

In attendance besides the Dickisons and Pierces were: Fred & Brenda Bonin (and guests); John & Koko Carlson ( and guests); Peter & Jennifer Gleeson; Al & Sandi McEwan; Terry & Cherry Jarvis; Guests Jay & Chris Moore of Hawaii; Abe Barnhart representing Hagerty Insurance; former Washington State Senator Gary and JoAnn Nelson, plus other snow-bird friends. Some PNR members signed up but "failed to appear" as they were undoubtedly glued to their own personal TVs for the big game. Meanwhile, a live feed of the auction was available for PNR members at Club Auto in Kirkland, hosted by LeMay America's Car Museum.

Hopes are the patio party will be an event at the next Barrett-Jackson auction week, January, 2015. Watch for your reminder in a future Bumper Bolt and let your membership chair (Val Dickison) know if you would like to join us.



Kim Pierce & Terry Jarvis at Patio Party



**GOODING & COMPANY**



RM AUCTIONS

### Kirkland, WA

This year there was an alternate venue for PNR Members that did not make the trek to Scottsdale for Auction Week. On Saturday January 19th, Club Auto Kirkland opened its doors and had the TVs all tuned into the final hours of auction action! Club Auto had beer, wine, soft drinks and snacks set-out (with a donation bucket nearby) and members were invited to bring (or order-in) dinner. Thanks to the staff at Club Auto for providing the opportunity to watch the auctions in comfort and close to home!

Amy Barer, Barrie & Karen Hutchinson, and Brian & Randy Pollock along with other PNR members and guests were at the event.



January 16, 2014  
 The World's Greatest Collector Car Auction & Spa  
 Scottsdale, Arizona

Bonhams

..... THE .....  
**SCOTTSDALE**  
 ☆  
 ..... Auction .....



According to Hagerty Insurance, buyers shelled-out a total of \$248.6 million with an average selling price: \$107,096. Top ten Full Classic® sales are listed below!

- 1930 Duesenberg J Conv. Coupe Murphy (\$2,200,000 RM)
- 1929 Duesenberg J dc Phaeton LeBaron (\$2,090,000 Gooding)
- 1929 Duesenberg J dc Phaeton LeBaron (\$1,430,000 Barrett-Jackson)
- 1929 Bentley 4-1/2 L Tourer Vanden Plas (\$1,150,000 RM)
- 1939 Alpha Romeo 6C2500 Coupe Touring (\$1,045,000 RM)
- 1935 Hispano-Suiza J 12 Conv. Sed. Rippon (\$1,045,000 RM)
- 1938 Bugatti Type 57 Cabriolet Gangloff (\$962,500 RM)
- 1938 Jaguar SS 100 Roadster (non custom) (\$852,500 RM)
- 1927 Mer. Benz 630 K Drophead T. Harrington (\$715,000 B-J)
- 1933 Marmon 16 Conv. Sed. (non custom) (\$660,000 B-J)





After we talk about Classic Cars,  
let's talk about real estate financing solutions.



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VP, Financial Institutions NMLS 105806  
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Fax 855.745.2803  
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BMO Private Bank  
**Concours d'Elegance  
 at The Wood**

A Classic, Sports and Muscle Car Show

7th Annual  
 Alderwood-Terrace Rotary Club

"Featuring Brass & Nickel Era Cars"

Two Fantastic Events

Gala Auction  
 Friday, July 11, 2014  
 Proceeds for Youth Organizations  
 6pm - 10pm  
 Edmonds Community College  
 Woodway Hall

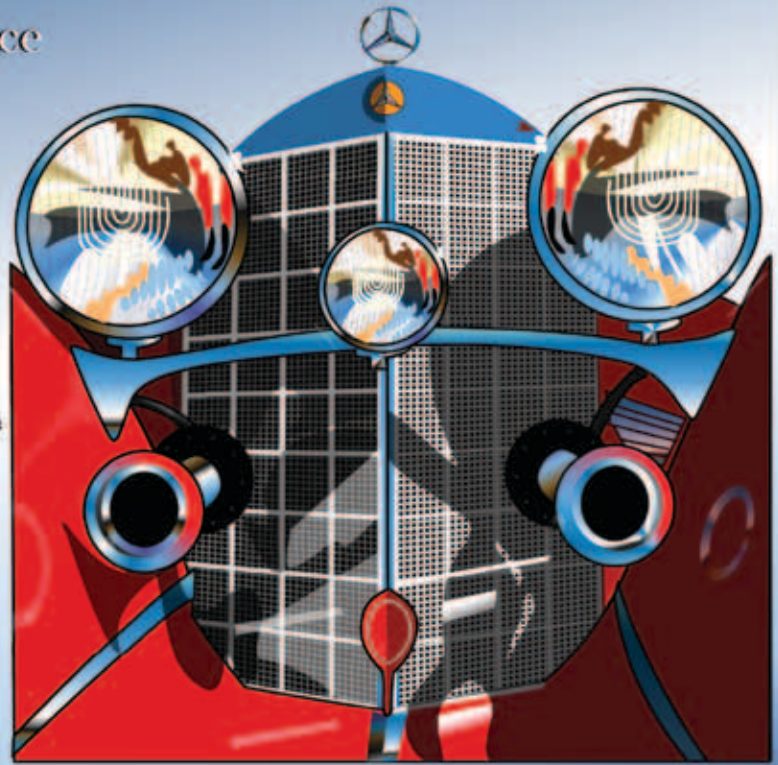
Concours  
 Saturday, July 12, 2014  
 Wine and Beer Tasting Tent  
 1pm - 5pm  
 Lynnwood Golf Course  
 Lynnwood, WA

206-546-2724

[www.concoursatthewood.com](http://www.concoursatthewood.com)  
[concoursatthewood@hotmail.com](mailto:concoursatthewood@hotmail.com)



ROTARY CLUB  
 of Alderwood-Terrace



# FOOD & WINE & CLASSIC CARS

June 7<sup>th</sup>, 2014

Renton Rotary Wine Tasting

Pacific NW Classic Car Club Picnic

4PM to 10PM

\$60.00 Per Person

*Enjoy great food, wines from Washington and other great places.*

*Classic cars, Blown Glass, Art Work, & Gifts.*

*Door Prizes! Everyone's Welcome!*

Location: Dochnahl's  
 13200 Lk. Kathleen SE.  
 Renton, Wa., 98059  
 Denny's Cell# (206)947-1120



Thanks to Denny and Bernadene Dochnahl for supporting the PNR by "adopting" this BG page!





## MEMBER PROFILE - RON & MARJORIE DANZ

*By Marjorie Danz and Val Dickison*



“Everything that is old is new again.” This phrase applies both to classic car enthusiasts Ron and Marjorie Danz as well as the 1948 Chrysler Town and Country woodie they recently acquired.

The first old car Ron owned was a 1960 Jaguar Mark IX Salon purchased in 1973. As a young couple, Ron and Marjorie owned a 1963 Jaguar XKE coupe. It was in such poor automotive shape that Marjorie had to push it to help get it started. They still laugh when they remember the neighbors staring out the windows watching her do that one snowy day. Several years later they acquired from Tom Armstrong a 1948 Silver Wraith Hooper body Rolls Royce. When they saw it at a drive through window at the Bellevue KFC, they knew they had to have it. It was in reasonable shape but the Danzes had neither the time nor resources to provide it the restoration it truly needed. Although they sold it, and family and business responsibilities took them out of the hobby for a number of years, they always hoped to get back into it when they had more time and resources to do so. In 2012 they renewed their interest and began building a collection once again. Their most recent purchase was the 1948 New Yorker Chrysler Town and Country convertible. Marjorie was particularly excited when the Sumac Red woodie presented itself. It seemed like the perfect compliment to their 1934 Packard V12 convertible, 1956 XK140 DHC, and 1965 LWB Silver Cloud III.



The original owner Jesse Yates, Jr. took delivery in North Carolina in 1948. When the car was 10 years old it was sold to Richard Taylor, also of North Carolina. Unfortunately the car received little care and deteriorated over time. Mr. John C. Mesloh, a noted woodie restoration specialist and owner of TMC Restoration in New York, purchased the car with intention of doing a complete overhaul. Other restoration projects occupied his time and the car continued to languish in disrepair in his warehouse. In 2004, retired Justice Blenux Wright in Ontario, Canada acquired the car. In 2005 he hired

*Continued on page 28*



# 2014 ANNUAL MEETING







**PNR Members at the  
2014 CCCA  
National Meeting**

Carl\* & Chris Bomsted

Noel & Janet Cook

Stan\* & Val Dickison

Howard\* & Evelyn Freedman

John\* & Barbara Anna Kefalonitis

John & Georgia Mitchell

\* CCCA Officer & PNR Member  
(voices from the west!)

**The 2014 CCCA Annual Meeting was held January 8-12  
in Naples, Florida at the Waldorf Astoria Hotel.**

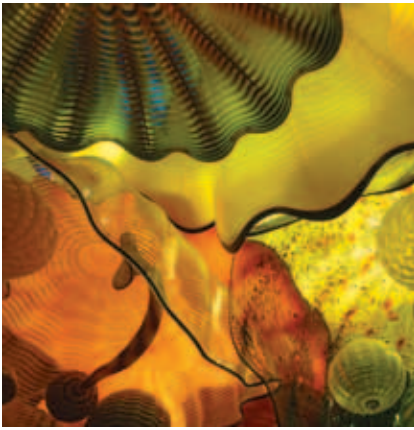
PNR member Noel Cook reports that in addition to the business meetings and Grand Classic, events included a dinner / murder mystery train ride, a tour of Muscle Car City, a visit to the Edison-Ford Winter Estate, a tour of the Collier Automobile Collection, a party with barbeque and dancing, a tour of Naples Botanical Garden with lunch at the Port Royal Club, and a sight-seeing cruise on Naples Bay. He was also able to fit in a visit with his brother who lives in the area.

Noel says that seeing the Collier Collection was worth the trip but he also exclaimed about the lovely botanical garden tour and, well, just about everything else! If you haven't been to an Annual National Meeting you might want to consider going. Next year the meeting will again be in a beautiful warm sunny city -- Savannah, Georgia.

*Photos Page 16 (l - r; top - bottom): Ritz Carlton Hotel; Iconic Florida Palm Trees; Cadillac V-16; 1935 Bentley 3 1/2 litre Sport Saloon Rippon Owned by Timothy Lynch of Naples Florida; 1929 Auburn 88-120 Speedster "Boattail" Owned by Jack Dunning of Cambridge Ohio.*

*Photos Page 17 (l - r; top - bottom): Janet Cook at the Naples Botanical Garden, Supercharged Duesenberg, Auburn Boattail, Lorraine Blackburn of Los Gatos, CA in front of 100% Original 1926 Packard.*





## Great Glass! (March 8, 2014)

By Brian Rohrback

Take a collection of silicon atoms and twice as many oxygen atoms and you get glass! Glass is pretty-darned common, but in the hands of an artist, this pretty common item can be transformed into uncommonly-beautiful art. And the Pacific Northwest is home to the most famous of all glass artisans, Dale Chihuly.

A few intrepid PNR members joined the Rolls Royce Owners Club to visit one of Dale Chihuly's hotshops, a place where the glass meets the furnace and a staff of artisans creates the oft-copied, never duplicated Chihuly designs. Our guide, Damien, walked us through both the procedure for creating great glass and the facility, which is often home to Dale and some of his close friends. Situated right on the ship canal between Lake Union and Lake Washington, this former racing skull factory is now part hotshop, part museum, part hoarder's paradise, and part living quarters. There is something new and unique to greet you at every turn.

First is the hotshop. This facility is one of 5 in the area employing a total of about 100 employees. Center to the manufacturing is a set of furnaces emanating welcome warmth on this chilly, rainy day. The furnaces are running 24/7 with the artwork effort consuming a third of that time. They hold about 1,000 pounds of clear glass with about 400 pounds restocked every day after the art shift. Color is added to the clear to create the effects and the piece is in constant motion to keep it from dropping on the floor. After color and shaping, the piece is annealed at 1000 degrees and left overnight to slowly come to room temperature. The creator is never really sure of the color quality until he looks at the cool piece the next day.

Wandering through the house/museum was fascinating. The Display Room had metal walls, glass pieces inspired by Native American blankets and a 1957 Alfa. Between rooms, a display case covers the entire ceiling and is filled with glass. We were told that cleaning and change of the artwork is a huge undertaking. In another room, an 85 foot long table was hewn from a single, Douglas fir which had to be delivered on a semi borrowed from Boeing and normally used to transport huge aircraft pieces.

Even though there was only one Classic (my 1939 Bentley), there was some reasonable modern RR eye candy. We even gained two new PNR members!

PNR-CCCA Members:

Terry and Barbara McMichael, Brian Rohrback, Dennis Somerville, Tommy Crompton (former member)

Soon-to-be New Members:

Photo bottom left: Burt & Mary Hunter

Photo bottom right: Terry & Barbara Saxe shown with Phil Bickeland

Photo top right: McMichaels & Somerville with Rohrback's 1939 Bentley





## Klassic Korner for Kids

Phryne Fisher, a beautiful fashion-savvy investigator with shiny black hair and wicked ways, offers private services in the tradition of Sherlock Holmes in 1920s Melbourne. Lovers of crime fiction may have first discovered Phryne (rhymes with briny) in a wonderful series of historical detective novels by Australian writer Kerry Greenwood. The first book "Cocaine Blues" was released in 1989 and there are now eighteen novels in the series – and counting. Greenwood once wrote. "I decided to try a female hero and made her as free as a male hero, to see what she would do." The result is a heroine you will fall in love with for her style, panache and determination.

Phryne is now also the star of an ambitious series "Miss Fisher's Murder Mysteries." Produced by ABC-TV (the Australian Broadcasting Corporation – not our ABC) and airing "down-under" in 2012, the series is currently in its second season. Season 1 is currently airing on PBS in the United States and on the Knowledge Network in Canada. You can also find it on Acorn Media

for streaming on ROKU or some other modern device.

Once you start to watch the series, you may find yourself hooked – certainly on the Classic Era costumes and cars but also on Miss Fisher's character who is played admirably by Australian actress Essie Davis. Phryne may be a twenty-eight-year-old wealthy aristocrat but she is not your ordinary aristocrat. Born into a poor working family in Melbourne, she has not forgotten her roots. After a number of family members are killed in WWI, her parents are elevated to the titles of lord and lady and the now "Honourable" Phryne finds herself living in England and the heir to a significant fortune. Frustrated with a life that emphasizes finishing-school manners over substance, Phryne joins an all-women ambulance brigade attached to the French army where she receives a reward for bravery and kindles her passion for adventure.



Eventually she returns to Melbourne to investigate a murder for a family friend and ends-up staying-on permanently and beginning her career as an investigator.

The Honourable Miss Fisher is a force to be reckoned with in her fight against crime – she carries a pearl-handled pistol and carries-on with male companions all the while proving to be adept at innumerable skills including cat burglary, knife throwing, piloting a plane and driving her own car – a Full-Classic®, red open-top 1924 46CV Hispano-Suiza that appears in many of the episodes. A later episode "Blood at the Wheel" features more great cars including a 1929 Alfa Romeo 6C 1750, a 1929 Minerva and a 1922 AC (nc).

Phryne's behavior is quite scandalous but also fitting for a self-assured independent woman in the Roaring '20s, but don't worry, the series is decorous in what is shown and you can always say you are watching the show for the Classic Cars!



# 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.

**DON'T FORGET THAT WE STILL HAVE VERY REASONABLE SHOP RATES. PICK UP AND DELIVERY IS ON US. THIS IS A GREAT PLACE TO HAVE A TOTAL RESTORATION OR PARTIAL UPGRADE. WHEN YOU CALL, YOU GET A REAL HUMAN BEING. ASK FOR GLENN.**

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## The Hill & Vaughn Partnership

By Glenn Vaughn

Often enough the question arises about how Phil Hill and Ken Vaughn got together in the early days. Equally curious is how such polar opposite personalities managed to stay together for ten years in business and wound-up in a friendship that spanned four decades.

At first it was cars and mechanical musical instruments. Anyone who has seen JB Nethercutt's collection in Sylmar is familiar with the big brothers of player pianos. Orchestrons were the early jukeboxes. A nickel a song sounds low until realizing it was the same price as a beer.

### **Phil Hill, Ken Vaughn, Hill and Vaughn. How did it grow into a legend?**

Both Phil and Ken had what is known as an Ampico expression grand, as in grand piano. Since it faithfully reproduces the nuances of the artist, you can sit on the bench and watch the keys respond to an invisible musician. It's mesmerizing to watch Rachmaninov play the C-sharp minor prelude or Gershwin the Rhapsody, very raw before it had been interpreted and re-interpreted.

Early on, Phil and Ken would trade time at each others' homes, Phil in the house where he grew up in Santa Monica and Ken in Bel Air. Phil was a phenomenal,

instinctive mechanic unafraid of tackling anything. Ken had an unsurpassed feel for colors and fabrics. This was the nut of an approach that startled the show car world; a wonderful restoration that could be driven. Both were old enough to know what every make and model should feel like. Phil had his mechanical passion and Ken had a feel for the era, having owned a used car lot in the 1930s.

In the mid-sixties, Ken and I had restored a 1934 Derham Packard-12, a true one of a kind. It was nice to look at but awful to drive. It ran OK and all, it was a Charlie Last engine, but even a dab to the brakes would send it into a sharp turn left. The steering was heavy, completely un-Packard-like because the



upper bearing in the steering gearbox had been left out during overhaul. Helping my father with that restoration was part of my internship. I had no intention of going into this as a business, but as John Lennon is famously quoted, "Life is what happens while you're making other plans." After taking Most Elegant (we drove from LA to Pebble!), Phil started getting it sorted out. He was appalled and characterized it as "... the nicest piece of &^%&^% I've ever driven." It didn't need all that much and Phil had it driving as well as it looked in short order. He couldn't turn loose of a project until it was right. That served Hill and Vaughn very well indeed.

Phil was retired from racing and Ken had sold his auto insurance company. They enjoyed working together and were developing the deep trust and friendship that carried them through the inevitable bumps of a partnership, a business arrangement The Wall Street Journal characterizes as a shotgun wedding.

Bob Mosier was involved with them well before H&V hatched and has some delightful stories from the perspective of knowing both on a deeply personal as well as professional level. He went on from H&V to the present where he owns a restoration facility that is arguably the finest in the world. I admire his operation greatly and learn something new during every visit. From my side of the fence, I have crossed

that line separating a business acquaintance and a friend.

The early days when H&V was in the larval stage is before my time. I have only vague memories because I was in Alaska being a hero bush pilot, flying around on wheels and floats while desperately trying to stay alive.

When a pair of collections of about fifty cars came on the market, Phil and Ken decided to buy them all. They needed a space to store/restore the

collection, and they found a dumpy building that suited their needs. I can't speak with authority because it was before my time. Bob Mosier knows that part of the story.

When I came into the business we were located next to a Pusycat Theatre. During breaks we would sit on the sidewalk and place bets on which pedestrian was going to dart into the doorway. The Pusycat is now a historical landmark and home to professional offices. There is still a tangible memory or two tucked away in that structure, but it and other landmarks are gone or vastly changed.

*Continued on page 22*

*Hill & Vaughn continued from page 21*

Word got around that Phil, the great racer and mechanic and Ken with the world-record-beater, home-restored Packard were teamed up, and client cars started to fall out of the sky. It was at the tail-end of the transition from collection sale to restoration facility that I came on board. My experiences as a pilot and FAA certified mechanic were a good calling card. I'll never know if Phil resented having his partner's son working for him. All I can say is I was treated fairly by both him and my father. If there were any questions asked they were never brought to my attention. I was a part of their staff and treated no better or worse than anyone else, and we were all treated well.

The Hill and Vaughn years have been well documented, and most of the readers who have age on them will remember that legendary association. Everyone I meet has a Phil story or two. The younger set asks the question, "Phil who?" Such is the flow of time.

It was a golden age, but only in hindsight. Like any other business there were ups and downs, cranky clients, moments of greatness and others not so great. But always, there was a drive for quality and a business ethic that is rarely seen in this age.

So, you already know about the cars and the shop.

This story isn't about cars; it's about relationship. It's my observation of a friendship that grew in intimacy and dedication. Think Watson and Holmes. Holmes the one fascinated by everything but fools, and Watson plodding along as the perfect foil. One needs the other, the whole greater than the sum of the parts. Such was Ken Vaughn and Phil Hill.

Hill and Vaughn eventually sold, and a hiccup in the economy did it in. The name is out there somewhere, both Ken and Phil are deceased, and life goes on.

Phil's wife was ALMA. Alma should be all caps because her personality has always

been larger than life. Ken and Alma had a great affection for each other. I could always tell Ken's level of joy by a sly smile that would cross his face, and it was never more present than when he was with Alma.

As the years went by and Ken's hearing got worse and Phil's speech got spotty as the Parkinson's took root. Yet when the two were together it didn't matter. They would hang out, sometimes just smiling at each other and Alma. Phil's 80th birthday was celebrated at Jay and Mavis Leno's Car Barn. I'll never forget how Mr. Leno characterized Phil. He said something like, "Even if Phil hadn't gotten the grand prize in 1961, we would still be honoring him tonight because he is a gentleman."

Phil's language was delightfully colorful. Here are some "Philisms":

If any of the staff made a mistake on a client's car: "Boy, you really farted in church."

If an engine was worn out and noisy: "That thing sounds like old iron and bricks falling down a tin chute."

Some interesting Phil moments:

Phil was once stopped by an officer because he was speeding. The cop said, "Who do you think you are, Phil Hill?" "As a matter of fact I am" he replied.

Phil and I walked the track at the inaugural Long Beach Grand Prix. As a car would go tearing around a corner and he would look back at me and remark, "Wasn't that a mess?" I sagely nodded. Shortly after another formula car went around the same turn. "That was well done, wasn't it?" I again agreed despite each looking absolutely identical to my untrained eye.

Phil was entertained at the Nixon White House and had a photograph with the president. Phil's Lithuanian mother-in-law was so very proud of the photo and she displayed it prominently in their house. As Watergate wore-on the photo migrated further and further back amongst the books and racing

memorabilia until all but invisible.

Never once did I ever hear Phil or Ken speak of another with disrespect. When they dealt with a crabby customer, a rare event, they would listen well and respectfully. After the emotional fire had spent itself, they would often all go to lunch together.

Ken was quite the gentleman, even Victorian at times. He was thoroughly in love with his wife, Ursula. I never saw him use alcohol, swear, or look at a woman as an object. Once he came over to my work bay, standing around announcing his anxiety with his body language. Here's why. My project was a 1929 Cunningham All Weather Cabriolet that within months was a Best of Show at Pebble.

What was bothering my father was the radiator ornament. Imagine the Packard goddess of speed, but with much more accurate anatomy. Finally Ken blurted, "Would you please remove the frontal detail?" and took off as if fired from a canon. Like any good son, I sanded off all evidence of frontal detail. God Bless him, he couldn't bring himself to say nipples. It sounds quaint, but it reflects the fundamental decency of the man. He managed to gracefully hold his ground in an increasingly profane world.

Ken appreciated Ferraris, which is why Phil came to his attention in the first place. We would watch him race at Riverside and follow his overseas racing in Road & Track. Ken always suspected that there were some feelings lurking deep inside Phil about his racing days and the chequered relationship he had with Enzo. Ken had a 275 GTB4 which he would often take to Phil's house when it was his turn to do some cosmetics. He noted that Phil never walked across the street to have a look. It was just another street-car.

Ken once got an unintentional belly laugh out of Phil when he told him about owning a Tour de France in the late fifties. Ken eventually sold it to the production company that made the



Elvis film "Viva Las Vegas". They bought two and mopped on some red paint. One was ratty, and they rolled it up on its side when the bad guy made the fatal mistake while Ken's was used for the close-ups. This was back in the days of bad guys getting their due.

It was decades before Ken and I learned it was even called a Tour de France. Neither of us remembered it having that name. When he owned it, he enjoyed it, long before an aluminum Ferrari with a race history was more than a worn-out race car. We called it the Scaglietti after the designer/coachbuilder. Ken slaughtered the name pronouncing it Skeg-lee-yet'-tea. Phil, who spoke Italian, had a booming laugh, and never did it boom louder than at that moment. He stated with emphasis, "There is no Skeg in Scaglietti," the first and second syllables blending into a sound more like scald without the d.

Similarly, we called the SWB (short wheelbase) Ferrari the "short chassis". Whenever I call it that now I am inevitably corrected (SWB doesn't stand for short chassis!), and not without reason by someone in the know...but that's what we called it. So there.

Ken's favorite sports car of all time was a Gullwing. He bought a steel one because it was \$500 less than one with an alloy body. That's how it was in those days. We weren't driving revered museum pieces, we were just having fun. It always hurts for me to see a wonderful, fun to drive Ferrari confined in a trailer.

Folks likely say the same thing about us Classic collectors. It all has to do with perspective and taste. Who am I to throw rocks?

As Phil lay dying in Monterey, there was a gathering of the faithful. This is deeply embedded in all of us who were there, and while it's inappropriate to speak of it per se, I will share some of Phil's musings about death.

He raced during a terribly dangerous era in history. Riveted aluminum gas

tanks ready to burst on impact, a polo shirt as a flame suit, no seat belts as drivers were much more frightened of burning than getting thrown out in a shunt. Helmets were laughable. None of us can read minds, but I got the impression that he was unusually comfortable with death and aware of its inevitability. He was almost amused as passenger cars began to incorporate a design philosophy geared toward crash worthiness. One time I remember him reflecting, "We're all in such denial. Cars could be 100% safe and you know what? We're all still going to die."

And those are the things I will remember forever. Much more than 500 points with five Hill and Vaughn entries at a Grand Classic. Best of Show at Pebble? My cherished memory will be of a triumphant Phil who terrified Alma racing back from Laguna Seca in a blower Bentley. He was one of the Best of Show judges and came back at breakneck speed so he could cast his ballot for Ken. Up on the ramp, he stuck his head in the window and with a wry smile asked Ken, "Guess who I voted for."

I feel the most pride when I think back to a show where both had cars, personal as well as client-owned. Otis Chandler had a Rolls-Royce entered, and his restorer was in a frenzy because a tail lamp wasn't working. Ken and Phil gave the restorer a pep talk and told him to relax and take his time with the problem. They would judge the rest of the car, move down the line, and then come back. Relieved of the pressure of the moment, the restorer found a simple fix and it ended up with 100 points.

Not a particularly earth-shattering story without the ending. Otis' car took its class and Best of Show, beating (if you want to call it that) all of the Hill and Vaughn cars. And that was what the partnership was about. Not a relentless, greedy lust to win at all costs. It was about integrity and fairness.

And that is what I will remember most fondly.



#### EDITOR'S NOTE:

When asked if he would be willing to write a "technical article" for the Bumper Guardian, PNR member and restoration-expert Glenn Vaughn said he would much prefer to write about people rather than processes.

The result is a wonderful back-story about Phil Hill and Ken Vaughn's partnership. An intimate look at two people that most of us have heard about but few of us had the opportunity to meet—until now.

But just as Glenn provided a window into the "real lives" of Phil and Ken, I would like to take this opportunity to tell you "the rest of the story." Glenn Vaughn has an outstanding reputation as a restorer of fine automobiles and while he knows he is good at working on cars, he also knows his true calling is working with people.

So, by day Glenn restores cars but at night he volunteers at a community health center. At the age of forty, Glenn went back to school to become a Licensed Clinical Professional Counselor. He did this not to change careers, but to serve his community.

Glenn is humble about his work, but over the past twenty years, he has worked with thousands of clients and changed countless lives. In 2011 Glenn was recognized by the Governor of Idaho as one of the State's "Brightest Stars" for "his dedicated and selfless acts of service and kindness to the poor, the depressed, and the wounded souls of this community."

My thanks to Glenn for sharing his father's story and for allowing me to share his story with you.



# Classic Era Hairstyles

By Laurel Gurnsey

I recently videotaped my cousin Shirley (born 1931) talking about her memories. The subject of hairstyle changes over the years came up. A recent newspaper article mentioned the resurgence of Old Hollywood moustaches and beards. Voila... a 'Bumper Guardian' piece about changing hairstyles, beards and moustaches during the Classic Car era, partially illustrated with some of our family photographs and some great Classic Cars.



**The 1920s:** Imagine Clara Bow, hair carefully finger-waved, driving her '27 La Salle. Those intricate finger waves were all the rage among both women and men in the '20s and my aunt Orlis had them too. A new style called 'The Bob' had women chopping off long hair that demanded hair twists and pins. There were variations called the 'French Bob', the 'Shingled Bob' and the 'Marcel'. A book, 'The Art of Finger Waving...Recreating Vintage 1920s and 1930s Hairstyles', by Paul Compan, explains how to make waves and you can watch it being done, to period music, on YouTube: '1920s Flapper Hairstyle Tutorial'. Torture devices were often



Orlis & Verne Chamberlin

used, including hot irons and sharp, pointy pins. A 'perm' could make the style last longer, but some women burned their hair right off with the strong chemicals.

For men, the Rudolph Valentino style needed Brylcreem. My father Verne and his friends used great gobs of Brylcreem at night, gluing their hair flat against their heads. They would 'borrow' their mothers' stockings to keep the mess in place, and by morning they had a perfect, shining 'bowling ball' that Dad said 'made the girls swoon.' The famous Brylcreem jingle talks about girls wanting to run their fingers through your hair. Does this remind us a bit of some of today's styling gels?

*"A little dab'll do ya  
The girls will all pursue ya..."*

*They love to get their fingers in your hair!"*

As to facial hair, my father's 1920s photos always showed him clean-shaven. The article 'A Moustache Timeline' has an interesting point about moustaches in World War 1 and the '20s:

'The First World War hastened the hairless look. Men who spent weeks in the ... trenches relished the chance to wash and shave in clean water, and after the war, the shaving trend continued.'

The article says this is when women started grabbing

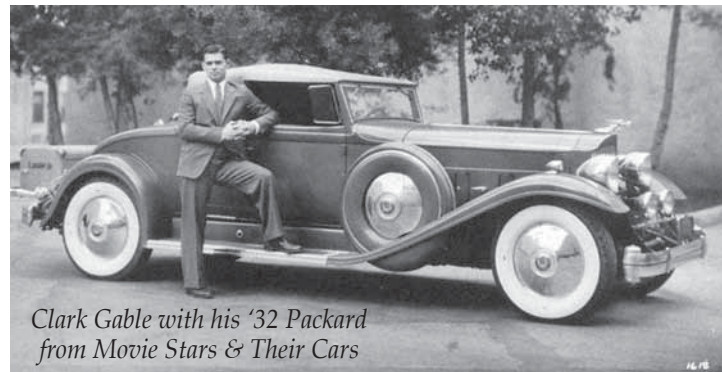
shavers too. With short dresses and sleeveless tops, shaving underarms and legs was part of the new fashion.

## The 1930s:

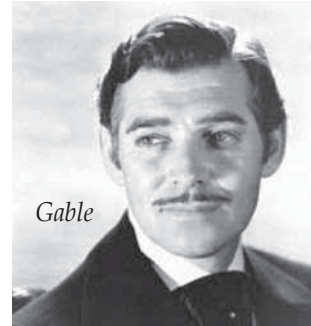
Tyrone Power epitomized the men's look of the '30s, with slicked-back hair and clean-shaven upper lip and jaw. There were exceptions for movie roles of course. Think about Clark Gable in 'Gone With The Wind'. The blog 'Moustache or No Moustache', runs a whole slew of '30s and '40s movie stars, with and without moustaches. Clark Gable, Errol Flynn, Henry Fonda, Gary Cooper, Robert Taylor. When they wore a moustache, it was a thin, neatly trimmed one and their hair was always visibly Brylcreemed, with the occasional finger wave.

John Peacock's book 'Fashion Sourcebooks, The Thirties' shows sixty pages of fashion sketches, with a dearth of moustaches. The few that appear are the thin, tidy ones.

The soft waves and curls of the '30s didn't really mean freedom at all. There was a whole new world of pin curls, rollers, clips and the dreaded hair net. And where men's moustaches, if present, were plucked and trimmed, women's eyebrows disappeared!! The thin, arched look



Clark Gable with his '32 Packard from Movie Stars & Their Cars

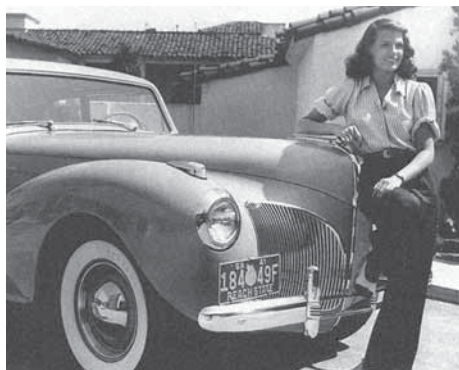


Gable





Jean Harlow



Rita Hayworth's '41 Lincoln Cont.



Leta Chamberlin & her 'Poof'



Tyrone Powers

was popular, as shown in the website 'Swing Fashionista'.

**The 1940s:**

My father kept his World War II Air Force

haircut (short on the sides) and moustache all through the war. 'The Moustache Timeline' talks about the 'discipline of military life' keeping upper lips smooth except for sailors and pilots, who were allowed to grow moustaches.



Snood

Women's hair was long again, with Veronica Lake and Rita Hayworth inspiring waves and the 'pageboy'. Women workers tied their hair in bandanas for safety and often wore snoods. My mother Leta had a

'poof' ... rolling the front of her hair and securing it with bobby pins. Women bought 'rats' (hair pads) to bulk up hair volume. Check websites 'Call Me Lucille..' 'How To Hair Rat' and 'The Hair And Makeup Artist Handbook'.

The '40s brought bangs, pompadours, braids, bobby pins, combs, hair ribbons, scarves and

turbans. You washed your hair in beer. It gave great shine and you could drink it while you waited for your pin curls to set! Longer hair leant itself to setting curls with rags, a throwback to the 'Gone With The Wind' pre-Civil War era.

'The Moustache Timeline', notes the Beatles and hippies brought back moustaches of every description in the '60s. 'The clean-shaven look stood for old-fashioned values and moustaches returned as men wore their rebellion as a fashion and lifestyle statement.'

Wikipedia says full beards almost disappeared by the twentieth century. Long linked to 'masculinity', from the '20s on they appeared mostly as goatees or Brad Pitt stubble, with the Gillette razor company revolutionizing the clean-shaven look. Beatniks brought the beard back in the '50s, followed by hippies, rock and folk musicians and today's 'Duck Dynasty' family. A note of interest: The last U.S.

President to wear any type of facial hair was William Howard Taft, in office from 1909 to 1913.



President Taft

**Sources for article on hairstyles:**

Book, 'The Art of Finger Waving....Recreating Vintage 1920s and 1930s Hairstyles' by Paul Compan ISBN -13: 9781934268346

Video by Lauren Reeser, <http://www.youtube.com/watch?v=WmgvEzHCW-8> '1920s Flapper Hairstyle Tutorial'

Website, Squidoo [www.squidoo.com/1920s-hairstyles](http://www.squidoo.com/1920s-hairstyles)

[http://local.aaca.org/illinois/movie\\_stars\\_and\\_their\\_cars.htm](http://local.aaca.org/illinois/movie_stars_and_their_cars.htm)

Robert Avrech (Seraphicpress.com) for photo of Rita Hayworth and her 41 Lincoln Continental

'Hairstyles of the 20s' article from Wenatchee High School site :

<http://whs.wsd.wednet.edu/Faculty/Mcphet/1920sand30ssites/MeganHairstyles1920's/hairstyles20s.htm>

'A Moustache Timeline' [www.nzhistory.net.nz/culture/men-and-their-moustaches/timeline](http://www.nzhistory.net.nz/culture/men-and-their-moustaches/timeline)

Tyrone Power photo #1 from Google Images

Tyrone Power and Duesenberg photo from 'Movie Stars and Their Cars'

<http://en.wikipedia.org/wiki/Beard>

<http://www.swingfashionista.com/2012/01/1930s-hair-styles/>

<http://theswingmood.blogspot.ca/2011/11/moustache-or-no-moustache-blogathon.html>

'Call Me Lucille'...'How To Hair Rat' <http://callmelucille.blogspot.ca/2011/04/how-to-hair-rat.html>

<http://hair-and-makeup-artist.com/period-hair-makeup/womens-1940s-hairstyles/>

Clara Bow and her 1927 LaSalle....thanks to 'carlylehold' at Flickr.com

Chamberlin family photos

Interviews with residents at Fleetwood Senior's home about hairstyles

Interview and videotape with Mrs. Shirley Beattie



## ONE PROBLEM: FOUR SOLUTIONS

By Bill Deibel

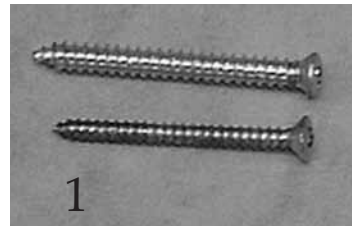
Anyone who spends much time with an older car will, sooner or later, encounter a sheet metal screw that cannot be tightened in its original hole because someone, often themselves, has gone too far trying to tighten it and striped or enlarged the hole. A very common place to encounter this situation is with an interior window molding. I have successfully employed each of the following procedures.

The easiest solution when conditions are correct is to use a hybrid screw that has the head of the original screw, but a one gauge larger thread diameter. These may not be available in every application. (Illustration 1)

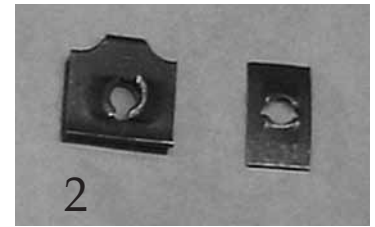
The next best solution is to use a speed nut -- a small spring-steel convex-stamping with a hole between two sheared lips that clinch the screw as it flattens the stamping as it is tightened. It will be necessary to hold this part in place as the screw is started in. If this cannot be done by hand the speed nut can be epoxied in place. In some instances a combination speed-nut / clip can be used where the pieces being held together do not come right together. (Illustration 2)

Another solution is to drill out the hole and install a plastic dry-wall insert. Like the speed nut, the pieces being joined must allow space between them for the flange on the plastic insert. This approach can be tricky. The insert must be the correct size for the screw and the hole must be drilled the right size for the insert. If either the insert or the hole is too small the screw will force the insert to slip in the hole before the screw tightens the parts together. If the hole is too large this will also happen. In this latter case your only choice left is the speed nut. Try lubricating the screw when using a plastic insert to minimize the likelihood of the insert turning in the hole. Remember these inserts are intended for use in a thick surrounding not just a piece of sheet metal. (Illustration 3)

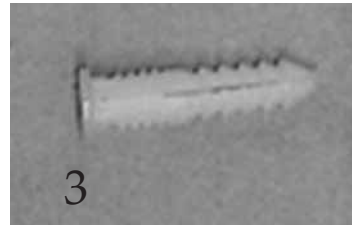
A final solution is to tightly wrap the original screw with a layer of electrical tape. I just thought of this recently in a case where an oversized screw had already been used and stripped and I was too lazy to take the door molding and panel apart to install a speed nut. It worked just fine. Of course there is limited ability in this case to rely on this screw to hold the two pieces together, but if the surrounding screws are doing the job this solution can satisfactorily keep a correct looking screw snugly in place. (Illustration 4)



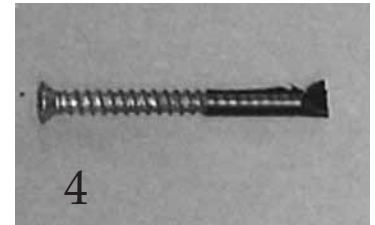
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2



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### In Memoriam Neil Tarte 1927-2014

Neil Tarte of Roche Harbor passed away on February 24. Neil joined the PNR in 1995 and only dropped out after suffering head and other injuries after being partially run over on the sidewalk in Friday Harbor by a runaway pickup truck that was left parked without the brakes being set about two years ago. I visited Neil last Fall at the Merrill Gardens senior housing center in Seattle to see if he was able and interested in coming to the PNR 50th Anniversary Party. Although Neil was optimistic that he would recover sufficiently to resume life at his home on San Juan Island he was clearly not up to attending our event. His mind was pretty good and we talked a bit about his 1937 Series 75 Cadillac Fleetwood Convertible Sedan which he had no interest in selling. Because of the remote location of their home Neil and his late wife Clara did not attend many PNR functions, but his interest in Classic Cars was strong dating back to growing up in the Classic Era.

Neil's father, Rueben Tarte, in 1956 bought the Roche Harbor Lime and Cement Co. at Roche Harbor on San Juan Island. Both families move there and as general manager of the resort for many years, Neil, assisted by many members of his extended family, guided the building and managing of the marina, airport, roads, pool, tennis courts, condominiums and other guest facilities that came to make up a complete resort.

During the 17 years that I was a GMC dealer in Seattle the dealership did business with Transport Storage Co. which off-loaded, sorted and parked all GM vehicles arriving by train in Seattle and subsequently delivered them out the dealers by truck. I cite this because Rueben Tarte while struggling to keep a small trucking company going at the depth of the Great Depression and height of the Classic Era conceived the business model that survives today. Prior to that time the distributor-dealers for each car make arranged for day labor to unload the cars and for the individual dealers to send drivers to Seattle to drive the cars to their dealerships. Rueben's company came to provide this service to other manufacturers which together provided the majority of cars involved. As a teen-ager Neil drove trucks for transport Storage and no doubt delivered some Full Classic Cadillacs.

Bill Deibel





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Danz; T & C from page 15

Doug Greer of Greer Restoration in Coburg, Ontario and began a four and one half year restoration project. Technical consultation was provided by Dennis Bickford of Vintage Woodworking. By the time Justice Wright took delivery, poor health and advancing age prevented him from driving the T & C but he did have the opportunity to present the woodie to the public by entering it in the 2010 Antique and Classic Car Club of Canada Concours d'Elegance where it received Best in Class and Peer Choice awards. It was judged to be a 98.6 point car and its only deduction came from having radial tires.

No expense was spared in the restoration process. Nearly 70% of the white ash and contrasting mahogany is original and over 400 man-hours were invested to bring it back to its original beauty. The woodwork was done by Terry Barker. The di-noc film was done

by Dennis Bickford of Vintage Woodworks in Wisconsin. Even the upholstery is the original Highlander Plaid. After an exhaustive search for this material, a never-been-unwrapped sixty-five-year old bolt of material was found in a Chrysler warehouse and saw the light of day for the first time in 2010. Once again, everything that is old is new again! Other original features include fog lights, swan neck mirrors, spot light, and original tube radio and gauges.

Every automobile is special for different reasons but what the Danzes enjoy most about the T & C is the smile it brings to the faces of all who see it. Its bright Sumac-red color, snappy plaid interior, beautiful rounded trunk lines, and magnificent woodwork never fail to draw attention. It was purchased with fun in mind and has certainly lived up to that expectation.



Hispano-Suiza from page 9

Follow-up with Chuck Loper revealed that the H6C purchased new by his grandmother was Chassis No. 12235 and Eng. No. 320292. Unfortunately, this was a different car from mine. It is interesting to note that the cost to Mrs. Quinn of the new car was \$17,250.00. It is also interesting to note that on the same day, March 1, 1930, Mrs. Quinn purchased a used Hispano-Suiza "phaeton" Chassis No. 10364 with Engine No. 300391 for \$4500, which, at the time, was probably about an eight-year-old car. In addition, Mrs. Quinn was loaned another Hispano-Suiza car by the Clarke D. Pease agency for the five months between March 1, 1930 and August 4, 1930 when the new H6C was delivered. This was Chassis No. 7919 and Motor No. 7919 which, I am assuming, was a Type 49 of about 1927 vintage.

None of these cars has led to a discovery of the history of my H6C, and Chuck Loper has not found anyone in the Quinn family by the name of Benedict. So that is where we are today. We still do not know whether "Mr. Iverson" was really the first owner and where Benedict Quinn fits in. One cannot help but wonder about the odds of two Quinn families living in or near Stamford, Connecticut, both purchasing Hispano-Suiza cars in 1930, and not having some association with each other.



## New Members:

### Ed Barrett

11153 Manitou Beach Drive NE  
Bainbridge Island, WA 98110  
(H) 206-451-4197  
(C) 360-362-6234  
bec4111@juno.com  
1932 Packard 8, series 900,  
Coupe Convertible

### Renee Crist

2214 - 68th Ave NW  
Gig Harbor, WA 98335  
(C) 253-677-6071  
rencrist@gmail.com

### Wendall M. Joost

PO Box 14,  
Guerneville, CA 95446-0014  
(H) 707-869-9507  
1925 Lincoln 8, Series L, 7 Pass. Sedan

### Robert Mallstrom

609 Eagle Cove Drive,  
Friday Harbor, WA 98250  
(C) 925-786-8889  
packard12@outlook.com.  
1939 Packard 12, 1707 Coupe  
1939 Packard 12, 1707 Convert. Victoria

### Wink Vogel

6950 King George Hwy  
Surrey, BC V3W4Z1  
Canada  
wvogel@cloverdalepaint.com  
(H) 604-263-6476  
(work) 605-596-6261  
1938 Packard 8, 1604 Coupe  
1938 Packard 8, 1604 Convert. Victoria

## New Again Members:

### Gerald Schimke

3720 Hillcrest Ave SW  
Seattle, WA 98116-3050  
(H) 206-932-8520  
geschimke@comcast.net  
1932 Pierce-Arrow 12, series 52,  
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## Member Changes:

### Corrected Email

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**A New Tradition Begins  
at the Arizona Biltmore....**

The inaugural Arizona Concours elegance was held Sunday, Jan. 12, 2014 on the lawn of the historic Arizona Biltmore Resort and Hotel. Packard and Maserati shared the spotlight as honored marques.

A stunning array of seventy-five magnificent automobiles was on display including two that belong to PNR members. Sharon Briskman's 1934 Packard 1104, Super-8 Coupe (Class Winner - Closed American Classics) and Gordon and Janet Apker's 1932 Packard 900 Light Eight Coupe Roadster.

*PNR member and concours judging veteran John Carlson served as chief judge. PNR members serving on the judging team included Gerald Greenfield, Gordon Apker, Carl Bomstead, Barry Briskman, Al McEwan and Conrad Wouters.*



1932 Packard 900 Light Eight Coupe Roadster



1934 Packard 1104 Super 8 Coupe



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Director's Message continued from page 2

by the incomparable Gary Johnson as he presides over my favorite event, the Coming Out Party, is fast approaching. We get to experience a new venue for old cars: the Lynnwood Convention Center. It makes for a shorter drive for our Canadian friends, so buy a drink for our intrepid visitors from Oregon.

Given that this is a very active, totally-volunteer organization, we take pride in both the quality and the variety of events on our calendar. The Board maintains a strong commitment to do things as well as we can and, if any member has a suggestion or comment, please feel free to contact me or any Board member. Coming to one of our provocative, introspective, dynamic, carb-loading Board meetings works too!

As the ultimate retread, I am now entrenched in my fourth year of a three year term as Director. I am sure everyone must feel that it has been even l-o-n-g-e-r. I have been enjoying all the activity, although I am reminded by my daughters that once everyone has heard my repertoire of jokes, my presence can be a bit tiring. I promise to be a bit more vigilant in recruiting my replacement for 2015 and beyond.

Enjoy your Classics! Drive them around town or to a club event! Attend a Board meeting (what could be better than a \$10 dinner at the Kirkland Club Auto)! Have some fun! Impress the neighbors! Connect with your fellow car aficionados (a synonym for car nuts)! We have the best hobby in the world!!



## Editor's Message

Recognizing that this issue is overflowing with already condensed information I will use just a little of our valuable space to confirm that we enjoy our job in bringing it to you.

As many of you know the *Bumper Guardian* continues to gain ground in the CCCA National's Turnquist Trophy and McManus Award publications competition and we are working hard to overcome the few hurdles remaining to be declared number one of all CCCA regional publications. One of those has been dealt with by resumption of our Bumper Bolts publication on a regular basis in order to reach maximum scoring in the frequency of publications category.

The only other category where the BG is vulnerable is in our technical articles."This is a highly subjective area where we are doing good but need your help to do even better. Technical articles do not need to be very "technical" but interesting to our readers and CCCA judges. In providing such be aware that reprinted (with permission) articles from other publications are acceptable for credit, however, our judges rate original articles higher.

Thanks for your help,  
Raymond Loe, BG Co-editor



### SAVE THE DATE Crescent Beach Concours d'Elegance



Saturday, August 30th, 2014  
10:00 A.M. - 3:00P.M.  
BLACKIE SPIT PARK at Crescent Beach  
Surrey, British Columbia, CANADA



**John A. McGary,  
Attorney at Law, PLLC**

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