

BUMPER GUARDIAN

Winter 2014



*1929 Pierce-Arrow
Club Brougham
Owned by Roy Dunbar*



PNR CCCA Region Events

Details can be obtained by contacting the Event Manager. In no event manager is listed, contact the sponsoring organization.

January 19th -- PNR Patio Party - Scottsdale

PNR Contact: Pierce/Dickison

February 21st -- Visit to Vulcan's Backyard

PNR Contact: Bill Deibel

May 9th -- South Prairie Fly-In - Buckley

PNR Contact: Bill Allard

May 24th -- Staycation at Ste. Michelle

PNR Contact: Bill Smallwood

June 21st -- Fathers' Day at the Locks - Seattle

PNR Contact: Don Reddaway

July 4th -- Yarrow Point Parade - Medina

PNR Contact: Al McEwan

July 11th -- Picnic At Dochnahl's Vineyard

PNR Contact: Al McEwan

July 17th - 20th -- Driving Tour to Forrest Grove

PNR Contact: Bob Newlands & Jan Taylor

August 3rd -- Motoring Classic Kick-Off Party

PNR Contact: TBD

September 5th -- Crescent Beach Concours

PNR Contact: Colin Gurnsey

September 11th -- Tour du Jour (ACM)

Sept. 13th -- Pacific Northwest Concours (ACM)

October 2nd - 4th -- Mahogany & Merlot

PNR Contact: Kim Pierce

November 4th -- PNR Annual Meeting

PNR Contact: Brian Rohrback

December TBD -- PNR Holiday Party

PNR Contact: Brian Rohrback

2015 CCCA National Events

Annual Meeting 2015

March 7 - 11 Savannah, GA

Grand Classics®

June 6-7..... CCCA Museum Experience

July 19..... Oregon Region

CARavans

June 10-18..... Pacific Northwest Region

Director's Message

So, we bid adieu to 2014 – great events, mingling with even greater people – and welcome in the new year – full of the promise of another fine



mix of motoring excellence. Winter is the time to reflect on what we have done and where the road ahead leads.

First off, we need to recognize the contributions of the Managers who have served the club over the last three years.

- **Bill Smallwood** signed up and managed the coming of age of the Chateau Ste. Michelle Staycation for all three years of his tenure. This event is one of the most popular venues (is it the 30% discount on wine?) for our club and we have been honored with the prime position (near the donuts) for display of our Classics. And Erin Smallwood is the force behind the PNR-CCCA's Facebook presence.

- **Denny Dochnahl** defies definition and does so with imitable style and class. One of the most active members of our Region, the Dochnahls are our CARavan champions, even supplying a logistical support for the National event that crossed the USA. Denny and Bernadene are staying in the mix and will host a picnic at their estate later this year. Thank you for everything you did this last 3 years (and for how you did it!).

Continues on page 30

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

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

Officers and Appointed Posts:

Brian Rohrback, Director	425-836-8138
Val Dickison, Secretary	206-546-3306
Terry McMichael, Treasurer	206-790-5012
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:

Don Reddaway	2015	206-719-3370
Brian Rohrback	2015	425-836-8138
Jon Schoenfeld	2015	775-848-7842
Jeff Clark	2016	425-985-6308
Val Dickison	2016	206-546-3306
Ashley Shoemaker	2016	425-736-7777
Frank Daley	2017	425-210-1804
Kim Pierce	2017	425-330-2665
Marty Ellison	2017	425-941-9451

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
Todd's Crab Cracker Restaurant, Kirkland
5:30 Social Gathering, 6:00 Dinner/Meeting.
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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Disclaimer

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1929 PIERCE-ARROW CLUB BROUGHAM

Owned by Roy Dunbar



I've always wanted an old "Classic" car and thought I'd prefer a 1939 model (my birth year). After years of looking, in 2002 Monte Holmes Senior walked into my office and showed me an ad for a 1929 Pierce Arrow. Monte knew of my preference for a 1939 model, however, he said "no one sells any Pierce Arrow for just \$27,000" and I should check it out. So, I called the number and got to talking to a Mr. Neil (regretfully, at the time I never learned his first name). Then I realized we knew each other from sailboat racing in San Francisco. I had even stayed at his home. However, since I was there for the world sailing ships competition the subject of old cars never came up during my visit.

When I finally got around to asking Mr. Neil about the advertised price he said that in the ad the "2" was supposed to be a "4" and \$47,000 was his asking price. When I told him that I could not afford it and he needed to find another buyer, he told me I was going to buy it; while I insisted I could not afford it.



Mr. Neil told me he purchased the car 25 years ago from a couple in Carnation, Washington. He had taken another '29 Pierce completely apart and didn't know how to get it back together. He needed this PA to use as a guide to help him put his first '29 PA together. His plans to enter it in the Pebble Beach Concours were carried-out after his death by his sons and the car received first in Class.

Mr. Neil then said he knew I would take good care of his car because we had brought our sailboat to San Francisco 5 times and each time took the trophy for the best presented boat. On our the last time there, one of his fellow club members had also presented a beautifully restored boat in the same competition so, I asked the committee to give the trophy to him instead. They did as I asked then and now, many years later; Mr. Neil said he wanted to sell me his car for the same \$27,000 that he paid for it 25 years ago.

Getting my newly acquired treasure home to Seattle was my next challenge. I began looking at auto transport and was sorting through quotations from \$800 to \$1,000 when a customer stopped by my desk. His friend was soon bringing his auto-hauler back to Seattle from Southern California. Although he specialized in Mercedes, he was happy to move my old Pierce-Arrow. When I inquired about his price he said that he had just bought he wife a \$300 birthday present and if I would give him \$300 in cash we had a deal. I agreed and my Pierce was safely delivered to Seattle.

About a week and a half after the car was delivered to me I called to tell Mr. Neil, but his wife answered the phone. When I asked her if I could speak to him, she told me he had died from cancer. I told her that I had no idea he was so sick and I was

somewhat ashamed for calling. She told me the last legal thing he did was sign the pink slip transferring the title to me. Since Mr. Neil told me he knew I would keep his car in the best condition I could afford, I happily do so in his remembrance.

Remember this is a 1929 car and absolutely no maintenance had been done to it for a very long time. However, virtually all the parts were there and there were no dents or rust on the car.

Not long after the car arrived, Monty Holmes Sr. helped me get it running so I could get it home. We were pleasantly surprised that after installing a new battery and fresh gasoline it started right up.

Now, the work began and money started to fly-out the door. I should have known this would happen since I restore wooden yachts for a living. First we had get it running properly. During the first three road tests we became personal friends with AAA. Once they wouldn't take the car off the truck until their photographer could take pictures for advertising.

Now that we had the engine running well, it was decided that the steering system had to be rebuilt. Monty Holmes Jr. pitched in to help with the mechanical work. One thing led to another and before long we had the entire car apart. Once you take the steering column out to have new bearings put in then you might as well have the starter redone then came the generator you get the picture.

The interior was all there but badly worn and in need of replacement. Since I am in the boat repair business, I used my upholstery contacts to make a deal for the mohair materiel. Knowing we needed many yards of this very expensive materiel, I called the supplier and ended-up talking to

the president for whom we once restored a yacht. Remarkably, his grandfather had made upholstery fabric for Pierce-Arrow and their company was still making some of it. We had sold many of the yacht's mechanical systems to him at our cost and he returned the favor saving me \$100/yard. A friend then taught me how to do upholstery work, which I enjoyed and once again I was able to save money.

The car came with its original wooden-spoked (artillery) wheels also in need of restoration. Being comfortable with woodworking, I planned to re-spoke myself. However, another PNR friend, Glen Mounger, found a full set of authentic optional wire wheels which I acquired, had powder-coated and are now on the car.

Contrary to what is normally recognized as a standard Pierce Arrow feature, my car's headlights are not integrated into the top of the front fenders. This is because it was first delivered in the state of New York, which in 1929 had a law on their books prohibiting this feature. I think the car looks better with its optional drum-style headlights!

During our first competition at the LeMay, my PA garnered 97.5 points, placing third in class. We lost a point when the judges found the dash lights didn't work. I had overlooked a burned-out bulb. Another point was lost due to a loose hose on the windshield wipers. Not bad for the first competition. I'm sure we'll do much better next time.

All the work has finally paid off. My longest trip so far was over 130 miles to Canada for the Crescent Beach Concours (and 130 back!). Thanks to everyone's help, my Pierce-Arrow made the trip without a single issue. I'll see you down the road.



PIERCE-ARROW MOTOR CAR

EARLY YEARS

Written by Raymond Loe

Last year we featured a late model Pierce-Arrow in the Bumper Guardian at which time I also told you about the company's final years of struggle before declaring bankruptcy in 1938. In this issue, since we are featuring an earlier Pierce-Arrow, I will now take the opportunity to fill in the rest of that story by telling you about the early history of this once-great builder of fine automobiles.

Of all the great American Classic cars none is more famous for meticulous craftsmanship and refined luxury than the Pierce-Arrow. Along with Packard and Peerless, it became one of the "three P's" of US automobile royalty.

This line of cars began humbly enough with its first model, the 1901 Pierce Motorette powered by a 2 ¾ hp De Dion engine. Already well established as a builder of bicycles and bird cages, this was George N. Pierce's initial venture into automobiles. One could imagine George thought that putting bicycle wheels under an enlarged birdcage and adding a motor wouldn't be too difficult given his existing expertise.

That first car proved to be successful enough for George to continue his new enterprise into 1902, offering a similar car increased to 3 ½ hp. In 1903 the line was expanded and the name Arrow appeared on a 15hp 2-cylinder car alongside a smaller 6 ½ hp model. The Arrow became the Great-Arrow in 1904 and was now being offered with engines up to 28hp. By 1908 the Pierce Great-Arrow engines had doubled to 60hp.

At the January 1909 board of directors meeting, George Pierce asked to be relieved from active management and that Charles Clifton be elected president and chief operating officer of the newly named Pierce-Arrow Motor Car Company. (Pierce did elect to remain chairman of the separate Pierce Cycle Company.) The car name "Pierce-Arrow" was also introduced in 1909.

Sales in 1910 were now such that the supply seldom met the demand so, Clifton chose to solve that problem by reducing the number of models offered and discontinuing the 4-cylinder engine. This still left the buyer with 15 cars to choose from which to choose.

The big news in 1911 was the debut of the Pierce-Arrow 5-ton truck. This truck quickly gained the reputation as one of the finest being built. Approximately 2,200 cars and trucks were built and sold profitably in 1911. This was also the year that George N. Pierce died suddenly at 64 years of age.

In 1913 the first Pierce-Arrow's appeared with trumpet-shaped headlights integrated into the tops of the front fenders - a trademark that would identify and endure throughout the life of this marque. This hallmark became so sought after that the vast majority of Pierce-Arrow cars were delivered so equipped. However, the less popular detached drum style headlights continued to be available, at extra cost, until the early 1930s.

By 1914 Pierce-Arrow cars were getting big and pricey. The model 66 (reputedly the largest and most powerful stock car ever built in the U.S. until that time) was powered by a 6-cylinder 825 c.i. engine on a wheelbase of 147". Also offered that year was the 524 c.i. Model 48 with wheelbases up to 142" and a smaller Model 38. The 1914 Pierce-Arrow cars were available in three chassis forms, each in two wheelbase lengths and a potential buyer could choose from a total of 35 factory body types with prices ranging from \$4,300 to \$7,300.

Pierce-Arrow had by now sold a total of somewhere between 12 and 15 thousand cars and was considered as a top prestige car compared with anything in its price range or above. In frequent cases, Pierce-Arrows were sold with two bodies, one open and one closed, which could be alternated with the seasons. The enormous 66 was discontinued during 1917 and the 38 and 48 models were continued at prices ranging from \$4,800 for the cheapest 38 to \$7,500 for the most expensive 48, exclusive of custom bodies.

The final right-hand-drive Pierce-Arrows were produced in 1920, being one of the last American cars to switch over to left-hand steering. In a 1921 effort to drastically reign in costs a new model was introduced replacing all previous models. The Series 32 was offered on a single 132" wheelbase powered by a 38hp 6-cylinder dual valve engine.

Austerity now prevailed at Pierce-Arrow with the 1921 Series 32 designs becoming Series 33 for 1922, 1923 and 1924 including only very minor changes. During this period management became convinced that a single, expensive car line (\$6,250 to \$8,000) could not sustain the company. Thus, on July 31, 1924 the Pierce-Arrow Motor Car Company

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PIERCE - ARROW

Dual-Valve Six

Open Cars \$5250, Closed Cars \$7000, at Buffalo
Government Tax Additional

PNR-CCCA Annual Meeting - November 2014

For the last few years we have treated the annual meeting as a regular meeting with the only differences being reading of the minutes of the previous year's annual meeting and ratification of incoming board managers for the coming year. This seems to work out well as most of our members are not interested in attending two more expensive events back-to-back, the other being our December Holiday Party.

Our meeting venue has changed from Club Auto to Todd's Crab Cracker, also in Kirkland. The meeting was well-attended and there was a quorum for voting on Club business including ratifying the incoming board.

All members are invited to attend the Board of Managers meetings which are held the first Wednesday of each month with social time at 5PM and the dinner meeting at 6PM.

Val Dickison --Club Secretary

Pierce-Arrow Continued from page 6

announced a new, moderately priced car line, the Series 80. The more expensive Series 33 was continued through 1925 without change.

In late 1926 Pierce-Arrow introduced their new Series 36 to supersede the now venerable Series 33. The new car was considerably improved but prices for 1927 would be little changed ranging from \$5,250 to \$8,000. The Series 80 was continued into 1927 without change or price revision. Despite a 1927 automotive industry business downturn of 19% the Pierce-Arrow sold quite well increasing sales by 3% to 5,836 units. However, despite record sales, the company showed a deficit of \$783,000 for 1927.

For 1928 Pierce-Arrow introduced the new Series 81, superseding the Series 80. New body designs, improved performance and the first-known use of aluminum for the engine head were featured. This was purported to allow increased compression without detonation thereby providing better performance. The Series 36 was continued without change or price revision. Pierce-Arrow sold 5,736 cars in 1928, 100 less than sold in the previous year

Management concerns were mounting that their small number of dealers, lofty price structure and now-ancient six-cylinder engines would limit Pierce-Arrow sales potential. In June 1928, the directors of Pierce-Arrow met with Studebaker Corporation senior officials to discuss a merger of their two companies. On August 7, 1928 Pierce-Arrow became a subsidiary of The Studebaker Corporation.

(See your August 2013 Bumper Guardian for the rest of the story.)



John A. McGary,
Attorney at Law, PLLC
Providing Estate Planning
and Probate Services

7016 35th Ave NE,
Seattle, WA 98115

206-524-7040

John@mcgary.cc

New Members:

Mark Graber & Sharon Garrett

PO Box 2288

Palmer, Alaska 99645

(H) 907-745-8570

lazydogs@miaonline.net

John Kamp

25 Riverside Drive

Bozeman, Mt 59715

(W) 205-556-9690

(C) 205-394-3801

(H) 406-587-8074

email: kampville@aol.com

Bill & Dorine Ramsden

2838 Heybourne Road

Minden, Nevada 89423

(W) 775-721-0721

(H) 775-267-4816

email: rumleyman@gmail.com

Owns 8 Packards ranging from '32 to '38

Home region is Nevada.

New Again Members:

David Fluke

49 Cascade Key

Bellevue WA 98006

(H) 425-643-3960

(W) 425-453-4590

(C) 206-940-8553

davefluke@aol.com

Jim Smalley

PO Box 848

Wauna, WA 98298

(H) 253-851-5151

(C) 380-509-1753

(W) 800-714-7989

jimsmalley@comcast.net

J.W. Hutton

PO Box 1512 Spanish Ranch

Anaheim, CA 92815

(H) 714-772-7278

(W) 714-765-9679

Member Changes:

Fred Bonin

Fred.bonin@me.com

Wayne Herstad

PO Box 12009

Tacoma, WA 98412

NEWLY ELECTED MEMBERS OF THE PNR-CCCA BOARD OF MANAGERS



Frank Daly was born in upstate New York but grew up in Southern California. Early in his career he moved to the Puget Sound area and became very attached to the Pacific Northwest. Although work later took him to numerous international and America cities he always returned to the Seattle area.

He has received a bachelor's degree in physics and a master's in business. He worked for 28 years at AlliedSignal, Inc., which later became Honeywell, where he started as an engineer but later went into management. Ultimately, he served as Honeywell's President of Commercial Aerospace before retirement.

Frank has been afflicted with the "old car bug" since he was a kid and acquired his first "old car" at age 22. After 35 years of ownership he still enjoys driving "Gertrude", his 1950 Dodge Club Coupe, previously owned by a 91 "years young" neighbor lady. Currently, Frank has 11 collector cars in his collection, including five Classics. Many of our members enjoyed a catered lunch in his garage in August of 2014 and viewed his great collection.

Besides increasing CCCA involvement, Frank has been the President and newsletter editor of the Airflow Club of America for a number of years. He is honored to serve on the PNR board and notes our region is healthy, active and full of fun. His primary goal is to contribute to our team spirit, thereby maintaining the vitality our region enjoys.



Marty Ellison is a PNW native. He grew up in South Seattle, and attended Washington State University studying communications. He served five years in the US Navy as a carrier-based pilot making two deployments to Southeast Asia. He then completed a 30-year career as a pilot for Western and Delta Airlines.

During his flying career, Marty and his brother started a manufacturing business building fuel injection systems for aircraft. They also designed and built a prototype twin engine amphibian aircraft that is now being marketed as a kit aircraft.

Marty and wife Linda met soon after his retirement. It was through Linda that their interest in collector cars blossomed. While cruising Puget Sound on their boat, they dropped in on Glenn and MaryLynn Mounger on Manzanita Bay. Linda had worked for Glenn for many years and helped Glen with certain CCCA activities. After a tour of Glenn's barn, Marty was hooked. He and Linda started following various cars, watched every classic car auction they could find on TV and poured through copies of Hemmings and other magazines. Five years later, they bought a Full Classic® 1937 Packard 1506 Touring Sedan from Paul Shagar. In addition, they own a 1956 Cadillac Eldorado Biaritz, a 1962 Corvette, a 1966 Mustang Convertible, a 2011 Mercedes Benz SLS AMG, and a 2015 Mustang 50th Anniversary Edition.

In addition to the PNR/CCCA, Marty and Linda are members of the LeMay Museum, Club Auto, and they will be joining the 2015 Canadian Rockies CARavan in June.



Kim Pierce enjoyed his last 3 years on the board so much he asked to do it again. He says "It has been a great experience and Norma and I look forward to every event or gathering that is presented. We have made some great new friends along the way that share the passion for cars as we do. I am looking forward to serving another 3 years.

Thanks for the opportunity!"



2014 MAHOGANY & MERLOT

Event Manager: Kim Pierce

Article & Photography by: Norma Sola-Pierce

For the 5th year, Mahogany & Merlot is the event where vintage boats, Classic cars, non-classic cars, vintage hydroplanes and hydro races come together on the shores of Lake Chelan at the Don Morse Park and Marina. Monty Holmes, a PNR-CCCA member serves on the board of the Hydroplane and Raceboat Museum in Seattle. With his passion of classic and special interest cars as well as vintage wooden boats, he invited our club to participate again this year. Several cars, some of them Classics from PNR-CCCA, were showcased.

We left Thursday morning, a day early for the weekend. The drive over Highway 2/Stevens Pass was filled with beautiful autumn colored leaves. Along the way we stopped for lunch at Visconti's Italian Restaurant in Leavenworth and Tsillan (pronounced Chelan) Winery for a relaxed tasting in European elegance. Completing the day was a visit to the Riverwalk Open Farmers Market and dinner from Westside Pizza. Of course, we shared bottle of wine from Tsillan Winery to celebrate the successful journey.

Friday kicked off the weekend with no lack of activities. The vintage boat show, "Mahogany Row" was well attended with 39 restored Chris-Crafts, Century's, Gar Woods and other makes. Five unlimited hydroplanes and 15 limited Hydros raced on Saturday and Sunday. The Antique and Classic Boat Society offered boat rides. Options included all-day lake cruises to Stehekin, or half-day trips to closer ports. Al & Sandi McEwan offered a one-hour tour on "Jezebel". Partaking were Jack Goffette & Barbara Shain, and Scott & Karen Anderson.



Friday evening was an outdoor reception featuring an array of local wines and beer and a potluck dinner. Saturday was the boat show and boat parade, car show, hydroplane races, vendor booths and a swap meet. PNR-CCCA and Hagerty Insurance hosted a hospitality room Friday and Saturday nights. At the Awards event Saturday evening, everyone received a bottle of wine for bringing a Classic car. Congratulations to Al and Sandi McEwan, as "Jezebel" won "Ladies Choice" in favorite wooden boats.

We woke up to gorgeous sunny weather on Sunday morning. It was a perfect day for the return drive home. Watching the swirling and twirling of fall leaves that had turned red and gold since Thursday made the road trip magical. Pumpkins dotted the front entry of houses and some local residents had their homes and yards ready for Halloween.

Classics on display in the park, beautiful wooden boats gracing the waters of Lake Chelan, hydroplanes roaring by the city park shores, "crush" season in full swing, and sunny dry weather makes a perfect driving event. Mark your calendars for the 6th annual Mahogany & Merlot, October 2-4, 2015. Or plan to drive with us a day early next year!





Attendees Driving Full Classics

Kim Pierce & Norma Sola-Pierce
1932 Packard 900 Light 8 Coupe Roadster

Stan & Val Dickison
1935 Packard Victoria

Scott & Karen Anderson
1941 Cadillac Convertible Coupe

Attendees w/o Full Classics

Jack Goffette & Barbara Shain
Pat Heffron - 1950 Bentley

Monty Holmes & Katie Nolan - 1940 Mercury
Peter & Karen Dahlquist - 1940 Lincoln Zephyr

Wayne Farmer & Linda Stadig
1956 Studebaker Powerhawk

Al & Sandi McEwan
1955 Greavette 24ft. Streamliner on a trailer

Photos page 10

- ❖ Kim and Norma leading the caravan over Hwy 2 to Lake Chelan
- ❖ 1955 Greavette "Jezebel" won Ladies Choice at the awards banquet.

Photos page 11 (l-r, top to bottom)

- ❖ Lovely Campbell's Resort on Lake Chelan
- ❖ Miss Bardahl
- ❖ Vintage Boat Parade - Al McEwan driving "Jezebel" with Pete Dahlquish, Val & Stan Dickison, and Kim Pierce & Norma Sola-Pierce
- ❖ Kim & Norma with their 1932 Packard 900
- ❖ Thanks to Monty Holmes, Jr. and Katie Nolan for inviting the PNR to Mahogany & Merlot



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



Conrad Wouters
VP, Financial Institutions NMLS 105806
Direct 425.999.4142
Fax 855.745.2803
Email cwouters@evergreenhomeloans.com
9709 3rd Avenue NE, Suite 115 | Seattle, WA 98115
Branch NMLS 1120772



RHODES RIVER RANCH DRIVING TOUR

September 20th

Article & Photography by Ashley Shoemaker

PNR-CCCA board manager, Ashley Shoemaker organized a driving tour on Sept 20th with great help from club member, Roy Magnuson. The morning began with tire kicking and coffee sipping in the parking lot of Canyon Park in Bothell. The day tour day consisted of 20 cars, of which 16 were Classics and 42 participants total, including many family members and guests of members. After general announcements and passing out route directions, the tour departed a little after 10 a.m.

The overcast morning gave way the farther East the group traveled, and members enjoyed nothing but blue skies and sunshine when the tour arrived at Rhodes River Ranch (RRR) for lunch. The route consisted of back roads traveling through Snohomish, Lake Stevens, Granite Falls and Arlington, including beautiful country farmland and mountain views. Members and guests enjoyed a delicious buffet-style lunch in a private room overlooking the equestrian arena at RRR. The ranch décor at the facility and private room was enjoyed by all.

The optional planned post-lunch activity consisted of a visit to The Outback Kangaroo Farm on the way back to Bothell along Hwy 530, just a couple of miles West from RRR. At least 6 cars and approximately 13 members with guests participated on the tour at the Outback Farm, including members who had their cars filled with grandchildren. The farm staff made arrangements to add another time slot at 3 pm for a tour for our group, as well as others visiting the farm on the busy Saturday afternoon. On the tour, the group had the opportunity to feed and pet most of the animals, including kangaroos, wallabies, llamas and donkeys. The farm also consisted of many exotic birds, ostriches, monkeys and lemurs to view. Some other members who decided to forego visiting the Outback Farm, drove through Oso since the highway had recently reopened, while others departed after lunch to return home. All in all, it was a wonderful sunny day to enjoy driving in a Classic and a nice end to the summer season.



Photos page 14 (l-r; top - bottom): Terry Jarvis' 1934 Nash; Lee Nobel's Bentley Special (nc); Jon Schoenfeld's 1937 Cadillac & Monty Holmes 1954 Kaiser Darrin (nc); Ashley Shoemaker with Brian Rohrback; Jack Goffette's 1937 Bentley; Stan Dickison's 1935 Packard; the Tour Route; Brian Rohrback's 1939 Bentley; Roy Magnuson's "old #10" Bentley.

Photos page 15 (l-r; top - bottom): Brian Rohrback & Turtle; Alpaca; Roy Magnuson & Goat; Jack Goffette, Ashley Shoemaker & Brian Rohrback, Ashley Shoemaker, Roy Magnuson, Frank Daly, Paul Murray & Bob Newlands; Al & Sandi McEwan; Kangaroo and next-gen PNR member; Tour Guide & Shetland Pony; Stan & Val Dickison; Kids and Kangaroo; Jack Goffette & Ashley Shoemaker, Ashley & furry friend.

Attendees

Driving Full Classics®:

Scott & Karen Anderson
1941 Cadillac Convertible Coupe

Frank Daly
1935 Packard Club Sedan

Stan & Val Dickison
1935 Packard convertible Victoria

Jack Goffette (with PNR event manager Ashley Shoemaker)
1937 Bentley 4 ¼ L Park Ward

Brad & Hyang Cha Ipsen
1940 Cadillac Fleetwood Sedan

Terry Jarvis (w/ daughters Kristine Adams & Jennifer Seber & granddaughters Abigail & Hannah)
1934 Nash Sedan

Gary Johnson
1937 Packard Club Sedan

Lee Noble
(with guest Theresa Renico)
1948 Bentley Special

Roy & Terry Magnuson
1928 Bentley 4 1/2L Tourer

Paul Murray
1923 Pierce Arrow 7-passenger Sedan

Bob Newlands & Jan Taylor
1932 Packard Convertible Sedan

Kim & Norma Sola-Pierce
1932 Packard Coupe Roadster

Brian Rohrback (with member Steve Larimer as passenger)
1939 Bentley All Weather

Jon Schoenfeld (with family Bill & Heather Brown and grandchildren Austin & Carson)
1937 Cadillac Sport Coupe

Bill & Judy Mote
1936 41/4 L Bentley Sports Saloon

Don & Arlene Jensen
1937 Cord Custom Beverly Sedan

Driving non-Classics:

Jerry & Keenon Greenfield
Monty Holmes & Katie Nolan
1954 Kaiser Darrin

Al & Sandi McEwan

Steve & Annie Norman



RHODES RIVER RANCH DRIVING TOUR





2014
Holiday Party
PNR-CCCA & RROC





PNR-CCCA & RROC Holiday Party

Roy Magnuson, Manager

This year we did something a little different: we joined our friends from the Rolls Royce Owners Club and had a lively holiday gathering at the Hollywood School House in Woodinville. This old brick structure, once a rural school house, was boarded over, sitting derelict for many years and then given a fresh start under the care of Jim and Rosemary McAuliffe, current owners. Jim's son Dan had his beautiful newly restored 1931 Cadillac (nc), with a custom boattail body, on display in the main dining room and Jim had his 1931 Dual Cowl Phaeton, once owned by Greta Garbo, parked in front of the building. The venue is now considered a first class destination for weddings and other parties, in Woodinville's wine country.

Attendance was strong and the weather was great. A number of Classics were driven and parked directly outside the HSH doors. The combined efforts of the two clubs totaled roughly 140 party members and guests.

PNR/CCCA held a silent auction with all proceeds towards the 2015 CCCA CARavan. Val Dickison was the coordinator of the auction and nervously watched to make sure bidding was going smoothly, some of which was fast and furious. The bidding war over several items was fun to watch. Who would have thought a letter opener would garner over \$400? The club made a little over \$2,900 from the auction with 100% of the donated items finding new homes. RROC held their own live auction after lunch to support their own 2015 events, with

auctioneer Peter Hageman rousing the bidding action.

Our board conducted their December board meeting prior to the party with the induction of the board of managers and officers for 2015. New members of the Board of Managers include Marty Ellison and Frank Daly. Kim Pierce has returned to the board for a second three-year term. Denny Dochnahl and Bill Smallwood completed their term of service and retired from the board. The PNR-CCCA extends our sincere thanks to both new and retiring Managers. The officers from 2014 remain the same for the coming year: Brian Rohrback, Director; Val Dickison, Secretary Membership Chair; Terry McMichael, Treasurer; Stan Dickison, Activities Chair; Karen Hutchinson and Ray Loe, Bumper Guardian Co-chairs.

Everything went off smoothly without a hitch. We thank our hosts, the McAuliffes and their fine staff of friendly people and the delicious luncheon. The only regret is that Santa didn't arrive on his sleigh. Guess it was too sunny that day. But, we will all be watching the skies!



PNR Club Members Driving Full Classics®

John & Mary Campbell
1931 Rolls-Royce Phaeton

Frank Daly
1935 Packard Club Sedan

Denny & Bernadene Dochnahl &
Guests Tom McQuaid &
Muriel Van Housen
1934 Packard Sedan

Roy Dunbar
1929 Pierce-Arrow Club Brougham

Terry & Cherry Jarvis
1934 Nash Sedan

Sig Linke
1941 Cadillac 60 Special

John & Kay McGary
1937 Rolls-Royce 20/25

Bill & Judy Mote
1936 Bentley Sports Saloon

Brian & Randi Pollock
1935 Bugatti Drophead Coupe

Brian, Lisa & Jeffrey Rohrback
1939 Bentley All Weather

Jon Schoenfeld
1937 Cadillac Sport Coupe

Photo Captions

Page 16 (top - bottom; l-r): Hollywood Schoolhouse Grand Ballroom; John McGary's Rolls-Royce Radiator Wreath; Jim McAuliffe's 1931 Cadillac Dual Cowl Phaeton; Silent Auction benefiting 2015 PNR CARavan; Board of Managers member Jeff Clark; Roving musicians; Gilmore Gasoline sign; Brian Pollock's 1935 Bugatti Drophead Coupe

Page 17 (top - bottom; l-r): Event Manager Roy Magnuson; Event Hosts Jim & Rosemary McAuliffe; Stan Dickison & Sandi McEwan; Sig Linke's 1941 Cadillac 60 Special; Dan McAuliffe's 1931 Cadillac Boattail (nc); Board of Managers member Frank Daly; Ildi Bradley & Karen Hutchinson; Board of Managers member Val Dickison; Director Brian Rohrback; Classic Cars on display

More PNR Club Members

Marty Anderson & Lynn Gabriel
Scott & Karen Anderson
Tom & Susan Armstrong w/
granddaughter Susan
Najib & Diane Azar
Michael & Ildi Bradley
Jim & Joan Buckley w/ Guests
Tom & Sarma Davidson
John & Koko Carlson
Jeff & Sharon Clark
Ken & Joan Craig w/ Guests
Dale & Wendy Gilbertson
Noel & Janet Cook
Bill & Karel Deibel
Stan & Val Dickison
Marty & Linda Ellison
Peter & Jennifer Gleeson
Jack Goffette & Barbara Shain
Jerry & Keenon Greenfield
w/ Alfred, Laurene,
Ava & Fione Stappenbeck
Colin & Laurel Gurnsey
Pat & Cathy Heffrom
Barrie & Karen Hutchinson w/
Guests Suzanne Dobrin, Terry
Welch, Neil & Margaret Rixe
Brad & Hyang Cha Ipsen
Steve Larmier
Siegfried Linke
Ray & Georgia Loe
Roy & Terry Magnuson
Al & Sandi McEwan
John & Kay McGary
Terry & Barbara McMichael
Kim Pierce & Norma Sola-Pierce
Bruce Rice
Bill Smallwood
David & Jody Smith
Dennis Somerville
David & Mary Williams

2014 PNR-CCCA Car of the Day Winners

A Choo Choo Event Roy & Terry Magnuson 1928 Bentley 41/2 L Vanden Plas	Concours at the Wood Display Ed Barrett 1932 Packard Coupe Roadster
South Prairie Fly-In Tom & Susan Armstrong 1948 Chrysler T & C Sedan	Armstrong/Daly Garage Tour Ed & Pam Rittenhouse 1934 Packard Convertible Sedan
Ste. Michelle Staycation Don & Carole Reddaway 1930 Franklin Convertible Speedster	Steinman Picnic Lou Berquest 1935 Pierce-Arrow Conv. Coupe
Fathers' Day at the Locks Brian & Jeffrey Rohrback 1939 Bentley All-Weather	Rhodes River Ranch Tour Bob Newlands & Jan Taylor 1932 Packard Convertible Sedan
4th of July Parade Ron & Margie Danz 1937 Cord Phaeton	

2014 PNR-CCCA Participation Award Kim Pierce and Norma Sola-Pierce



A Technical Tip PACKARD BRAKE SHOE TO ANCHOR SPRING

Written by Frank Frisch for
The Packard Club for "The Sidemount"
Submitted by Bill Deibel



Introduction: Bill Deibel sent me an email several weeks ago with a copy of an article from the May-June 2014 issue of The Packard Club publication "The Sidemount" written by Frank Frisch from Packards of Chicagoland region of The Packard Club. In his email Bill said "I have been working on Full Classic car brakes including Bendix Duo-Servo ones at least since 1962 (three of them Packards with Bendix brakes), and I spent most of my career dealing with truck brakes (which were not of the Bendix Duo-Servo type) at three different companies. Despite this until this past weekend I did not know the info contained in this Packard Tech Tip." If Bill was not aware of this information, I am willing to bet that there are other PNR members who might find this article to be very useful. Sincere thanks to Frank Frisch for allowing us to us reprint his article and to Bill Deibel for providing value-added information. -Ed.

The purpose of this tech tip is to provide you with the correct information regarding the installation of the brake shoe to anchor springs also called return or retracting springs.

For proper brake performance brake shoe return springs should be replaced if they are distorted, stretched or subjected to excessive heat. If defective springs are not replaced, poor brake shoe release, erratic brake action and brake squeals can occur. This is definitely a safety issue.

Just as there are a primary and secondary brake shoes, there is associated primary and secondary brake shoe return springs. The primary brake shoe has a short lining and is installed toward front of the vehicle. Its associated return spring is colored red. The secondary brake shoe has a long lining and is installed toward the rear of the vehicle. Secondary return spring is colored yellow.

Again, for proper brake performance shoes and springs must be installed correctly. Additionally, on our Packards always install the primary brake shoe spring first then the secondary shoe spring.

Happy Packarding, Frank

Bill Deibel adds a footnote: "This information applies to 1935-36 Model 120s and all Packards 1937-54 except 6-cylinder cars. Some, but not all, other cars with Bendix Duo-Servo brakes use two different springs of different colors at each wheel."

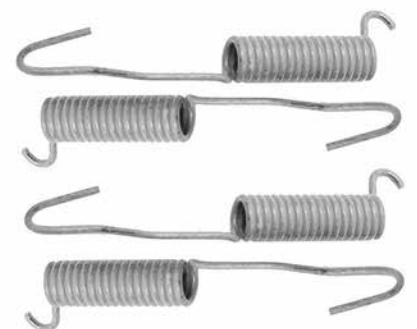


Front Brake Shoe/
Primary/Short
(part number 303837)

Use
RED/ORANGE
Spring

Rear Brake
Shoe/
Secondary/Long
(part number
303836)

Use
YELLOW
Spring



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Classic Cars and Classic Radios

By Colin Gurnsey

Cadillac Sales Brochure



The Classic Car era parallels the start of the radio era. Almost as soon as broadcast radio was available, radio receivers in automobiles became sought after. Initially these were portable radios, with their own power supply, but as cars became supplied with batteries for lights and generators to keep the battery topped up, installation in cars utilizing the car's own power supply soon followed.

The history of the car radio is somewhat murky as to the first manufactured car radio depending on the definition of "installed" radio. This began to change in 1929 when Delco-Remy produced a radio for the 1929 Cadillac-LaSalle. Another contributor was the development of radio tubes suitable for the harsh environment of a moving vehicle. While manufacturers in the U.S. began making suitable tubes for car radios in 1931, it wasn't until 1934 that Europe began to produce tubes configured to be heated by a car battery as well as a transformer.

My wife Laurel and I talked about our first car radios. Laurel's was in a 60s VW Beetle she drove to university and up the ski hill. The car had a heater that worked and a Blaupunkt radio. Her next car, a '72 MG Midget, had a push button British Leyland radio. (Colin Grant,

of the MG Car Club in the UK, said British Leyland used mostly Radio-mobiles or Motorolas. German Blaupunkt were fitted into a Studebaker in 1932 and among the most well-respected car radios in the world.) My own first car radio was in a 1953 Chevrolet. Chevrolets had Delco AM radios installed as an option, with Motorolas also supplying them.



The Brochure for my 1936 Lagonda, describes the three-space bulkhead/ fire wall area as being provided for the purpose of installing a Phillips 246B radio set. The black Bakelite control box was dashboard-mounted, with volume controls, and tuner-controlled by 2 Bowden cables. A built-in loudspeaker funneled sound into the passenger

compartment and the antennae were attached under the running boards. These radios were available for £18 with a £3 installation charge. The leaflet reads: '...the new Philips 246B set is carried in the compartment provided for this purpose under the bonnet; the loudspeaker is built into the foot-well in the rear of the car where it is free from possible damage — offers considerably improved acoustic qualities, and is, moreover, very accessible.'

Beverly Rae Kimes, author of 'The Classic Era' (CCCA) writes that in 1933, the Philco car radio was an option for Chrysler, Pierce-Arrow and Studebaker. It cost \$79.50 (dash-mounted) and \$84.50 (column-mounted). Kimes says by 1934 all Packards were wired for radio. A photo shows the speaker mounted between

sun visors on a 1937 Pierce-Arrow and a 1939 Packard Twelve 1708 Touring Limousine with a factory-installed radio. By 1941 Cadillac was offering a deluxe push-button radio with vacuum aerial for \$125.

The Philco Radio website traces Philco (Philadelphia Storage Battery Company) car radios back to 1926 and inventor William Heina, whose



Cord Radio

company was acquired by the Automobile Radio Corporation in 1927. Their original Transitone had two-dial tuning that took up too much dashboard space and cost over \$150. Philco bought ARC in mid 1930 and began building single dial units which cost less than \$100.

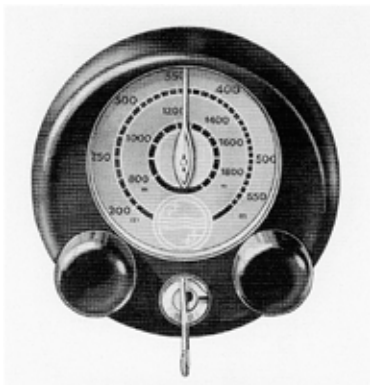
Inventor William Lear (connected with Lear Jets) came up with the Motorola car radio that was introduced in 1930. It was installed with a control head mounted on

the steering column and controls connected to the radio chassis with steel cables.

In England, Crosley offered a 'wireless' in certain cars starting in 1933. A tin box contained receiver, speaker and sometimes the power supply. A control element was connected to the radio by a flexible shaft. Sometimes the speaker would be mounted on the box itself. At the beginning, car batteries would heat the tube filaments. Later, generators

replaced dry cells and technology moved on to rectifiers, synchro-vibrators, transistors...and now we are into the modern age.

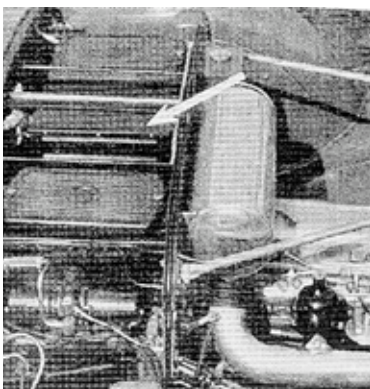
Platinum Classics.com has a 1937 Cord Supercharged Beverly Sedan that had been in the Auburn Cord Duesenberg Museum. It was outfitted with the original radio. Old Car Brochures.com has a brochure for a 1946 Series 62 Cadillac that shows the optional radio.



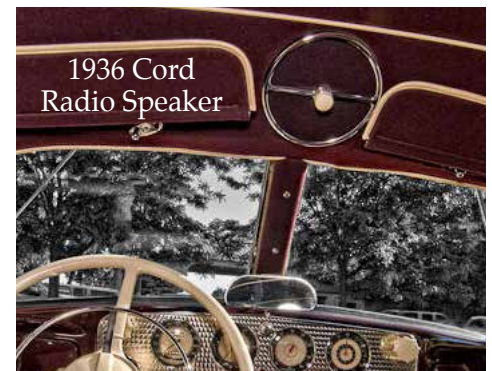
British Leyland



1934 Philco Transitone



Blaupunkt



1936 Cord Radio Speaker

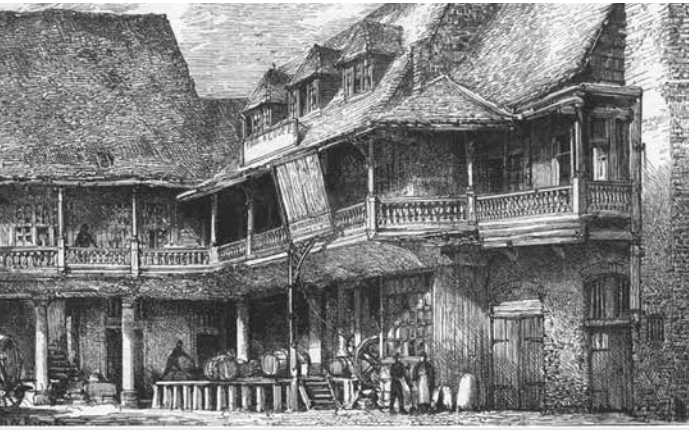
Ed's Note: My late friend Josh Malks hooked his ipod up to his Cord radio and played only "oldies and goodies" from the 1930s.

For a full bibliography email gurnsey@telus.net

Lagonda Radio (2 photos)

Inns, Chateaux and Classic Cars

Article and Photography by Laurel Gurnsey



The Tabard Inn

(Google Images)

Whether on a Classic Car Club CARavan or traveling for work or pleasure, most of us stay at a hotel, motel, lodge or B & B. An important thing to plan on any trip is where to lay your head at the end of the day. This has been a priority since Early Man needed a safe cave.

In Geoffrey Chaucer's 'Canterbury Tales' travelers gather at 'The Tabard Inn' on their way to Thomas Becket's shrine. Built in 1307, the 'Tabard's' chambers were large and travelers 'well-eased', which still meant lumpy beds, lice, a lack of fine linens and no en-suite toilet. Travelers faced danger on the roads, but inside, out of the weather, drinking ale in front of the fire, they could feel safe. Inns are still found all over England.

Literature and poetry are full of references to inns. In Shakespeare's 'Macbeth', murder is afoot and being out at night treacherous... 'Now spurs the lated traveler apace/To gain the timely inn.' In 'Henry 1V', 'The Boar's Head Inn' is a watering hole for Prince Hal and Falstaff. Alfred Noye's title character, 'The Highwayman', is in love with Bess, the innkeeper's daughter. Walter de La Mare's ghostly poem 'The Listeners' raises goosebumps as a traveler arrives at what is hinted as a chateau: 'Is there anybody there?' said the Traveller/Knocking on the moonlit door....'

Jane Austen's 'Sense and Sensibility' mentions coaching inns, where upper class travelers stayed. There were stables for horses and entryways between the road and inner courtyard for carriages. But whether rustic inns or coaching houses, staff began the day by changing sheets and cleaning rooms. At 'The Tabard', it was fresh rushes on the floor, a new log on the fire and maybe a fresh tunic for the serving staff. In Regency Days, staff polished silver and kitchens produced tastier fare. London coaches sported liveried grooms, called 'tigers', who leapt down to stable teams. No en-suites yet, but maids emptied chamber pots and filled freestanding bathtubs behind a private screen.

With the advent of cars, great hotels designed after European chateaux sprang up in North America and valets now 'stabled' Classic Cars. Those staying at New York's 'Plaza' (1907) got great food and wine, maid service, quality linens, elegant entertainment and...finally... an en-suite bathroom. (When Colin and I visited the war beaches in Normandy, we stayed at the Chateau Miromesnil, near Dieppe. Built in 1590, it is now a hotel.)



Red Lion Coaching Inn

(Google Images)



The Plaza



Chateau Lake Louise



Aldermaston Manor



Steve & Annie Norman at the Empress Hotel
1929 Bentley Martin Walter Speed 6 Coupe

The Canadian Pacific Railway built chateau hotels all across Canada. David and Adele Cohen and Colin and I organized 2009's Bentley Alaska Tour we used 'Chateau Lake Louise' and 'The Empress' for our Tour entrants bringing Bentleys from all over the world.

In Regency days, there were roadhouses every twelve miles (a day by carriage). In North America, as roads improved and cars travelled farther, 'Motoring Hotels' became known as 'motels' (everywhere by the '20s). Author Sinclair Lewis said: 'Somewhere in these states, there is a young man who is going to become rich. He is going to start a chain of small, clean, pleasant hotels... along every important motor route...with good coffee and durable mattresses....'

The Bentley Tour covered huge distances through tiny towns where luxury hotels didn't exist. We opted for security for the Classics, clean accommodation and a good, hot meal. Our 'place to lay your head' ranged from Campbell River's luxury resort 'Painter's Lodge', to Dawson City's gold-mining era hotel, Watson Lake's rustic cabins, chateaux hotels and B.C.'s Hat Creek Ranch (an 1860 roadhouse for goldfields travelers). As on the Classic Car Club CARavans, we added experiences...like wildlife talks, a bluegrass festival, cowboy line-dancing and a glacier tour.

Al and Sandi McEwan's CARavan in 2006 added an Elvis singer to their CARavan, took us up Mount St. Helen's and on a paddlewheeler. We stayed at the Bonneville Hot Springs Resort and Spa, the Alderbrook Inn on Hood Canal and Victoria's Laurel Point Inn, all glorious and affording luxurious stays the 'Tabard's' guest could not have imagined.

On our first Rolls-Royce Club Tour we stayed at 'Anne Hathaway's Cottage' in Victoria, a vintage Shakespearean hotel. At a Lagonda Club meet in England we stayed at Aldermaston Manor, an estate built in the 11th C. Wherever you lay your head, our Classic cars take us to amazing places and give us amazing experiences.



A Classic Era Wilderness Lodge



**The Raphael Hotel - Kansas City MO
Wohlwend, Hutchinson & Shaw Cords on Tour**

(Photo by Karen Hutchinson)

On their 2009 trip cross-country, PNR members Don & Arlene Wohlwend and Barrie & Karen Hutchinson (and friend Gail Shaw from California) stayed at the Raphael Hotel in Kansas City. The hotel was built just four years after our featured 1923 Pierce-Arrow 7-passenger sedan.

The Italian Renaissance Revival-style property was built in 1927 as an apartment building known as the Villa Serena. Alonzo Gentry, a noted architect of the early 1900s, designed the building in a Mediterranean style to complement the nascent Country Club Plaza. The nine-story brick structure opened as The Raphael Hotel in September 1975 after a complete restoration that preserved the building's vintage style and classic design while providing for the modern comforts expected by contemporary travelers. When it opened, The Raphael Hotel helped pioneer a "boutique hotel" trend. The concept, revolutionary at the time, was designed to create an individualistic hotel with European charm, character and intimacy, offering personalized service and exceptional value. The building's original brick exterior and wood-paneled ceilings in the hotel lobby were carefully preserved. The hotel retains the classical style rooted to the building's late-'20s origins, while seamlessly including modern amenities.

This hotel is most certainly worth adding to your travel itinerary - with or without a Classic.

Worth Reading:

- 'The Listeners' by Walter de la Mare
- 'The Highwayman' by Alfred Noyes
- 'Sense and Sensibility' by Jane Austen
- 'Canterbury Tales' by William Shakespeare
- the 'Eloise' books by Kay Thompson
(Eloise lives in the Plaza Hotel)

For literary source information contact Laurel Gurnsey at lgurnsey@telus.net



The West Baden Springs Hotel - French Lick, IN

John & Koko Carlson at French Lick Concours d'Elegance
(Photo wikimedia)

John Carlson (PNR member and French Lick Concours judge) says this is the most spectacular hotel he has ever seen.

A salt lick and mineral springs was discovered in 1778 and some form of inn and spa has been on the site ever since. Close to French Lick, John says the hotel was extensively used in the 20s by movie stars, presidents and businessmen like the Rockefellers. Falling into disrepair after the Depression, the hotel and spa reopened in 2006 and boasts a huge atrium over 200 feet wide, European architecture and four Moorish towers. It has been recognized by the American Automobile Association as one of the top 10 historic hotels of America and is now the home of the Concours at French Lick Resort.



The Prince of Wales Hotel - Waterton, Canada

Bill Deibel on 1996 Can-Am CARavan
(Photo courtesy of Bill Deibel)

PNR members Bill and Karel Deibel (driving their 1940 Packard Super 8 160 Club Coupe) visited the Prince of Wales Hotel on a Can-Am CARavan in 1996 organized by the Colorado Region. The Prince of Wales hotel was built between 1926 and 1927 by the American Great Northern Railway. Named after the Prince of Wales (to be King Edward VII), the hotel was patterned after French or Swiss chalets and certainly has the stunning mountain alpine scenery to match. There are 86 rooms on 7 stories complete with a 30-foot bell tower. High winds in the area made the construction a challenge and the hotel is anchored to the site with large cables installed from loft to the ground. It has been designated a National Historic Site of Canada.



Hotel Hershey - Hershey, PA

Colin & Laurel Gurnsey, Steve & Annie Norman - October 2014
(Photo wikimedia)

Hotel Hershey's formal gardens highlight the annual charity event 'The Elegance', featuring international collector cars. (ACA's National Fall Meet in Hershey attracted many CCCA members this year, including Director Jay Quail, Katie Robbins, Colin & Laurel Gurnsey and Steve & Annie Norman.)

Owned by chocolate empire magnate Milton S. Hershey, the hotel opened to the public in 1933 with a dinner and dance for 400 guests. Hershey wanted to build a grand hotel like the ones he had seen on his travels in Egypt and the Mediterranean and to give the town's construction workers a job during the Depression. Elegant fountains, manicured gardens, Spanish patios, bell towers and stunning views echo hotels in exotic places. Now a historic landmark, it overlooks the Hershey chocolate factory.

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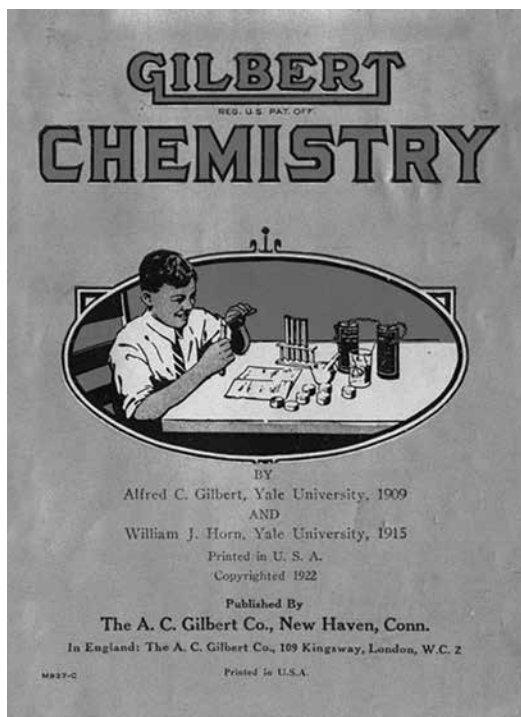
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Klassic Korner For Kids



This manual included many experiments including teaching kids how to create explosions with gunpowder — on the first page — and the safety warning included:

- Stand off at a suitable distance before dropping a lighted match
- Do not attempt to perform experiment on a larger scale

Do you remember a Christmas when you were young and the unbridled happiness you felt when you received that one special Christmas gift? For boys growing up in the Classic Era, the “toy” of their dreams was often a chemistry set.

A pioneer in educational toys, the A.C. (Alfred Carlton) Gilbert Co. released its Erector Sets in 1913 and its very popular Chemistry Set a decade later, in 1923. Chemistry sets, designed to teach basic chemistry skills, were marketed solely to boys. (Girls would have to wait until the 1950s when Gilbert’s Lab Technician Set for Girls was released in a reassuring pink package.) For generations of American boys, a chemistry set was what first opened the door to the magic of discovery and invention and ultimately inspired them to grow-up to be scientists. Intel founder Gordon Moore (b. 1929) credits a chemistry set with sparking his lifelong interest in science.

From Boy’s Life Magazine November 1922:

“Chemistry is one of the most fascinating of all the sciences. With Gilbert Chemistry Sets you can perform hundreds of interesting and valuable experiments. You can make ammonia or soap, plate silverware or change water into ink and back again into water and perform hundreds of other experiments that will both mystify and fascinate your friends. Gilbert Chemistry Sets open up the world for the boy experimenter without limit. There are test tubes, funnels, alcohol lamp, filter paper and chemicals of all kinds. These sets are packaged in big hardware cabinets. Prices range from \$1 to \$10.”

By today’s standards the chemistry sets were dangerous! They contained potassium permanganate for catching things on fire, and ammonium nitrate useful for making small bombs. The safety-conscious 1960s brought a quick end to the popularity of chemistry sets for children. Legislation including the Federal Hazardous Substances Labeling Act of 1960, The Toy Safety Act of 1969 and the creation of the Consumer Product Safety Commission in 1972 all took their toll. Add to that increasing fears of litigation and the issue of home-grown terrorism and it is little wonder that chemistry sets were first diluted (to the point that one kit actually stated on the box that it included no chemicals) and then disappeared from toy store shelves for many years. In the late 1980s, as public interest in science began to grow again, chemistry sets made a modest comeback and continue in simplified form to this day.

The Chemical Heritage Museum (CHM) in Philadelphia has an exhibit that opened in 2014 featuring heirloom chemistry sets. The museum has also released a free iPad app called ChemCrafter that *“...lets you build your own chemistry lab and mix stuff together. Sure, it’s safe for all ages—no safety goggles required. But the website promises it won’t be boring: ‘You’ll create surprising color changes, encounter fire and smoke, release various gases, and shatter equipment.’ Is it as educational and inspiring as blowing stuff up for real? That’s up to you to decide.”*

Perhaps with the help of a ChemCrafter’s virtual chemistry lab (www.chemheritage.org/ChemCrafter/index.html), we will all have the opportunity to rekindle our childhood dreams of becoming a scientist!



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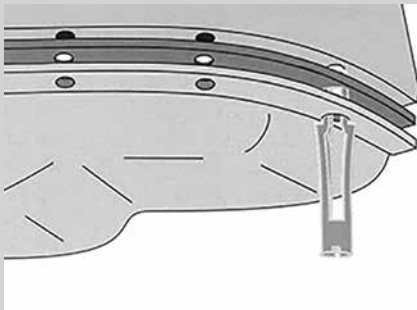
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One more hint from our Packard friend Frank. When you are working on your car and you need another hand - try these. They can be found at most auto parts stores. Cost is around \$5 (part number ES72863)

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Some repairs are inherently harder than others, such as oil pan gaskets. When replacing an oil pan gasket with the motor in the vehicle, it is difficult to align the gasket and the oil pan and then try to get a bolt started without a "third hand". It's also not uncommon to encounter clearance issues when counter clearance issues when removing/installing the oil pan, especially since there is little space to work with. **Adhesives or RTV to hold the gasket in place is another option, but risk being squeezed out from the sealing area and getting into the oil pan, potentially blocking the oil pickup or clogging oil passages. And in the case of most Fel-Pro oil pan gaskets, they are to be installed dry. (PermaDry and PermaDryPlus gaskets must be installed clean and dry).**



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- **Kim Pierce** is a steady, knowledgeable and enthusiastic collector who, with Norma Sola Pierce managed to start up a Concours d'Elegance from scratch and applying Herculean effort in accomplishing perfectly-presented eclectic and interesting groupings of automotive excellence. And through it all, the Pierces were a consistent presence at most all of the PNR events. Kim remains on the Board for another 3 years.

This year, we really are mixing it up. We have new Managers governing a collection of new and well-loved events. The upcoming activities for 2015 include a PNR CARavan starting in Idaho and cruising through some of the most beautiful countryside in Canada. We will also offer two overnight trips; the first to the Forest Grove/ Grand Classic hosted by the Oregon Region, the second a return trip to the Mahogany and Merlot event so well organized by member Monty Holmes, Jr. So, stay tuned and join us all for an event of your choice. And, if there is an idea for a car-related (or even just a party!) that you would like to suggest, give me a call or contact any of the Managers. You are also always welcome to join us in our new venue for Board meetings: Todd's Crab Cracker in Kirkland on the first Wednesday of every month.

Our club is a very strong force in the car hobby overall. We don't just sing a single note; our members have influence across the board in Classics, of course, but also in Brass, sports cars of all ilks, hot rods, you name it. We have a club of which we can all be proud.



Editor's Message

Another very active summer season for our club is winding down as we now winterize our Classic(s) and prepare to enjoy the holidays. Our able management team has already planed a full slate of activities for 2015 including another PNR CARavan which is already oversubscribed.

With so much going on, and a minimal staff to report on all these events, we will continue to rely on each of you to help us do so. Please email us event announcements, reports on the event including lists of participants and any thoughts about what was enjoyed the most. We also continue to thirst for technical articles and new advertisers to fill our pages. We really appreciate our involved contributors.

Each calendar year the CCCA's National Judges rate all regional publications against one another and in recent years the Bumper Guardian has consistently been rated very near the top. This is a big deal in the eyes of the National Board and we are making every effort to outshine our competition in the 28 member Large Region group.

Historically, our shortfall has been in the "Frequency of Publications" category (target is at least 10 issues per year) which is now being addressed with resurrection of our Bumper Bolts news letter. We will achieve our goal of 10 issues in 2014 (5 BG's & 5 BB's) thus removing that problem and giving us a good shot at the top.

We find bringing the Bumper Guardian into your hands both challenging and rewarding. I do hope that you find this issue fun and captivating to read.

Enjoy!!!!!! Raymond Loe.



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