

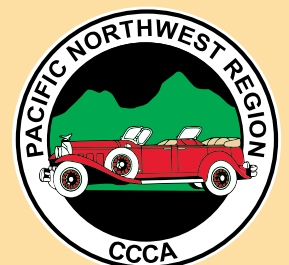
BUMPER GUARDIAN

Autumn 2015



1930 Studebaker President FH Convertible Cabriolet

Owned by John Deshaye



PNR CCCA Region Events

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

October 2nd - 4th -- Mahogany & Merlot

PNR Contact: Kim Pierce

November 4th -- PNR Annual Meeting

PNR Contact: Brian Rohrback

December 6th -- PNR Holiday Party

PNR Contact: Roy Magnuson & Ashley Shoemaker

2016 CCCA National Events

Annual Meeting

January 13-16 Novi, MI

Grand Classics®

February 21 Southern Florida Region

March 12..... San Diego/Palm Springs

CARavans

April 23 - May 1North Texas Region

September 9-17 New England Region



Duly elected at the May 2015 Board of Managers meeting of PNR/CCCA, and filling in for the vacated term of Jon Schoenfeld, is Steve Larimer. Steve is a native of the historic East Seattle neighborhood of

Mercer Island. He studied accounting and finance in college and was a licensed Certified Public Accountant. These days he enjoys the car hobby as well as collecting and using various cameras and optical tools. He has provided his car event photos several times to our Bumper Guardian and has written at least one article for our publication. Steve is a fixture at car gatherings throughout the area and frequently drives to shows, collections, museums and other beautiful places up and down the West Coast. The Board welcomes Steve into our ranks.

Director's Message

Well, we definitely turned-up the heat this summer. The weather seemed to have matched our Pacific Northwest Region's pace of activities – we're hot! Even as the weatherman turned



down the thermostat for the Fall, we continue apace with activities in 2015 and planning for 2016.

So, what do we get inside this issue of the Bumper Guardian? With the Pacific Northwest Concours in Tacoma, the Crescent Beach Concours in British Columbia, and a touch of Pebble Beach Concours thrown in, this issue is filled with elegant cars displaying all of their grandeur in perfect settings, shepherded by some of the best and most interesting people on the planet.

Another very special event is the Mahogany and Merlot party in Lake Chelan. Here is a weekend fest timed to tie in much of the wine-focused activities in Eastern Washington. Lovingly organized and promoted in part by PNR stalwart, Monty Holmes, Jr., the October days feature a beautiful array of wooden boats, hydroplanes, and both Classic and other collectible cars.

And, there are a lot of smaller venues with a mix of Classics and other vehicles of note. Be sure to support these activities as well. One of the pleasures of owning

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Pacific Northwest Region Classic Car Club of America

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

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Board of Managers' Meetings:

1st Wednesday at the
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5:00 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.

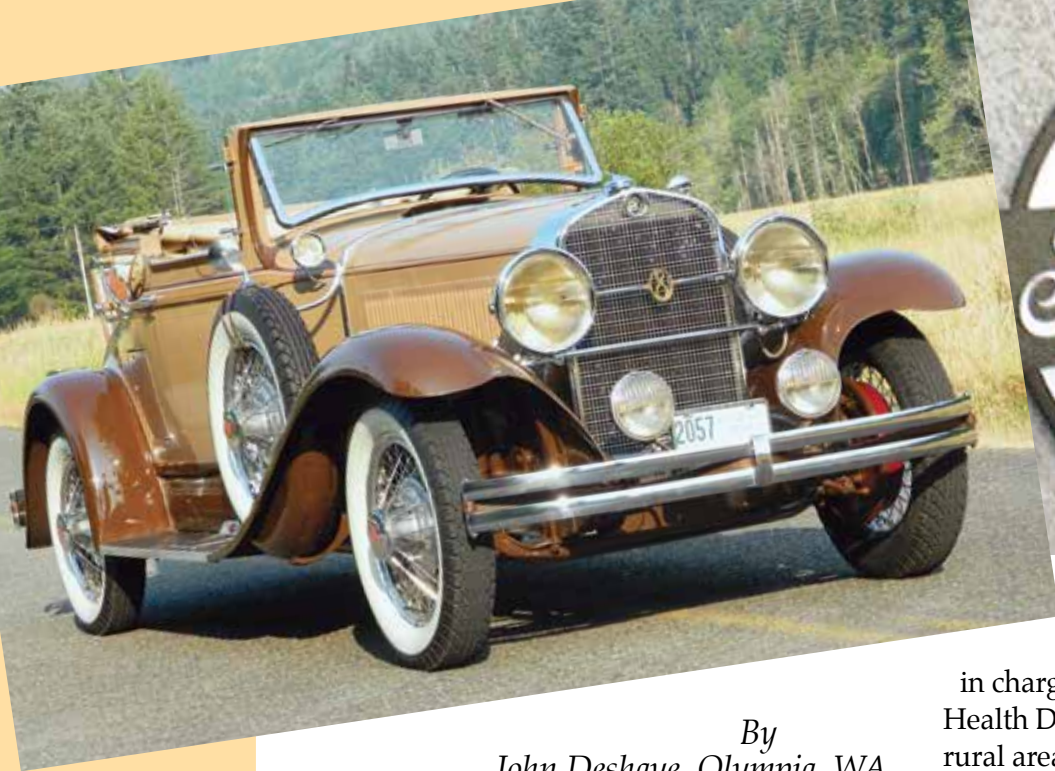
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1930 STUDEBAKER PRESIDENT FH CONVERTIBLE CABRIOLET



By
John Deshaye, Olympia, WA

My first memories, other than of my immediate family, are of old cars. My father collected cars from before I was born, and I truly believe the gene is firmly implanted. I grew-up around great cars – I learned to drive at 10 in an Alfa 6C 2500 and from that time took every opportunity to drive and work on dad’s excellent cars (he had many including Delage, Delahaye, Rolls-Royce, Packard, Alvis, Lincoln and many more). My favorite cars have always been the Classics of the 20s and 30s, and the Studebaker President is high on my personal list (yes, self-serving). I really have no idea what my Studebaker did for its first forty or so years – it probably smoked, drank and ran around – but I don’t care! I was about 10 years old when my relationship with the President began:

It was circa 1973 and my father, Vic Deshaye, was the physician in charge of the two-county Thurston-Mason Health District (Olympia, WA along with more rural areas including Hood Canal and Shelton). Dad was a public figure as well as an active early collector who owned several prize-winning Classic and vintage autos, so many people were aware and regularly told him about local hidden treasures. I recall one Saturday morning that started like many others with my dad – early,



and off to breakfast at the Spar Café in downtown Olympia. After the very large serving of bacon, eggs, hash browns and toast, in a food-coma we drove the 20 or so miles west of Olympia to Shelton. The car was a Studebaker President Convertible, and he was kind of excited to see it. He had pretty good directions and we went straight to the place with no trouble. The car was in an old, dusty garage just off Highway 3 in Shelton. I remember very clearly my dad lifting me up to look in the windows as we waited for the owner to come to the garage, and his muttering..."that's a good one; that's a President." A man I barely remember let us in and showed us the car in condition you would expect after 40 years of at least part-time use; boxes, junk, dust and more dust covered the car making essentially a monochromatic scene with dirt as its base color. All the tires were of course flat, and though he said it had been a few years, he claimed it drove in the garage. Realistically, it had probably been in that spot for at least 15 and maybe 25 years – which is great as that is likely the reason the President is around today! I didn't catch the dollar figure my dad and the man were discussing – indeed it couldn't have been much given the look and the year – and we left the garage with no deal but the usual promise to get back in touch. I remember asking about it a couple weeks later, and dad telling me, "Chuck bought it."

In his usual way, he had jokingly threatened his friend Chuck Jones (another Olympia collector with many prized autos) that, "if you don't buy it, I will!" Well, Mr. Jones did buy it and kept it for more than 40 years!

Mr. Jones had a stockpile of over 25 nice cars that started with him purchasing two cars at once from my dad – a 1927 Lincoln Model L (Sedan) and a 1930 Packard 740 (Convertible Coupe). He also had the 1931 Pierce-Arrow Roadster Model 43 previously owned by Merle Holmgren. When he got older, he sold most of his cars, but kept only his favorites – the Pierce and the President. Harold LeMay bought several of Mr. Jones' cars including the Packard mentioned above; he wanted the Studebaker and Pierce as well, but Mr. Jones would not sell them, keeping them until he passed away.

Mr. Jones was very proud of the Studebaker. He said that he had it running right away after getting it home and that it always ran perfectly. It was given a quick restoration as a fun car and used often in the 70s, 80s, and into the 90s. He was a good friend. Although my dad had good cars which I drove most of the time, Mr. Jones often asked if I would drive one of his cars on local tours, to shows and the like. So what a treat for a high school kid – I actually "test drove" my car 35 years removed! Wonderful cars all, but to me the Studebaker was the most surprising and the most fun to drive; it had a truly great growl, and probably due to the combination of its shorter wheelbase, lighter

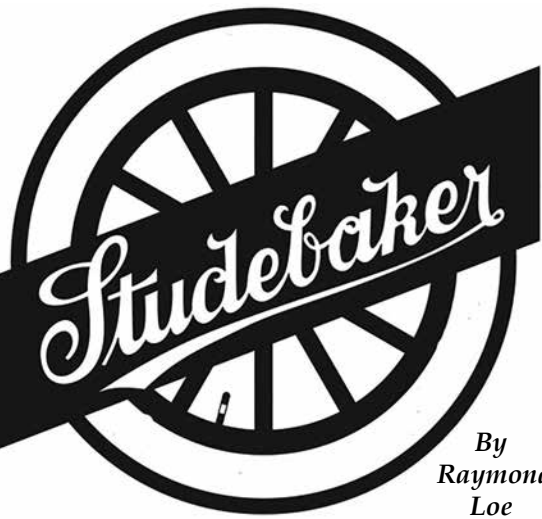


weight and most powerful engine, it performed amazingly well. The speed and refinement of this 1930 Studebaker was truly remarkable and made a lasting impression on me.

I remained a family friend and spent a good bit of time with Mr. Jones over the last several years. At 85, his health was failing, but he always had great stories. He passed in late 2012 and I still miss him very much. As I'm a friend and a car guy, Mr. Jones' son asked me to help when the cars needed to be moved. They wound up at my shop for storage and we soon made a deal; in early 2014, I became the owner of the President.

When I purchased the President, it hadn't moved under its own power in several years. I could see

Continued on Page 10



By
Raymond
Loe

Brothers Henry and Clement established H & C Studebaker on February 15, 1852 to build covered wagons. Another brother, John, joined later and had become president when they began building automobiles in 1902. By the time the Studebaker Corporation ceased automobile production in 1966 it had recorded the longest run (114 years) by any single named US company continuously building wheeled transportation vehicles.

The first Studebaker automobiles were electric-powered runabouts and delivery vehicles. In 1904 they began building gasoline-engine powered vehicles and by 1911 had produced almost 2,500 cars and trucks with internal combustion engines. During this period the Studebaker Corporation purchased the E-M-F company which had produced over 23,000 cars by the time of the merger.

By now brother Clement had died, John had moved up to Chairman, Clemment Jr. was First VP, Company lawyer Fred Fisk was President and Albert R. Erskine has joined the Company as Treasurer. In 1915 John retired, Fred Fisk became Chairman and in 1919 Albert Erskine was elected President of the rapidly expanding Studebaker Corp.

After presiding over a nine year run of post war prosperity Albert Erskine made a series of serious mistakes, starting with the ill-timed acquisition of Pierce-Arrow in 1928. His next blunder was introducing a low priced car in 1930 named after himself. The 70-horsepower "Erskine" was a weak performer and sold just over 22,000 units before it was discontinued after just one year. Having failed with his namesake car did not deter A. R. Erskine who, in 1932, replaced it with the "Rockne", another underpowered, low priced model that sold just 36,000 units before it too was withdrawn for lackluster sales.

Excluding the Erskine, Studebaker's 1930 line encompassed no fewer than six engines and seven series. Low priced 114-inch wheelbase Standard series anchored the lineup. A six and eight, both 221-cubic-inch inline units of similar power, were featured in that year's 115-inch-wheelbase Dictator and 120-inch Commander series. At the top were magnificent President Eights (including our feature car), offered in both a 125-inch-wheelbase and a special 135-inch platform. These were the finest automobiles that South Bend produced during this decade, perhaps the best ever!

Overall sales of Studebaker automobiles plummeted from 123,000 for 1930 to under 26,000 for '32 resulting in the first ever loss recorded by the Studebaker Corporation.

Studebaker planned to acquire a 95% interest in White Motors in late 1932, however, the merger never took place as the corporation went into receivership in March 1933. Albert Erskine immediately resigned from the Board of Directors and, taking responsibility for the gigantic loss suffered by the company in 1932, he committed suicide on July 1, 1933.

Studebaker's new management quickly got rid of Pierce-Arrow (see more about that in your Autumn 2013 issue) and took steps to get salable production rolling again. As a result, Studebaker made a small profit in 1934, secured a line of credit and got out of receivership. Part of this success was reflected by a reversal of Erskine's "full line" market approach by limiting Studebaker's 1934-35 product line to just three series.

From this point things only got better for Studebaker until reaching its 98th and "best ever car year" in 1950 when production peaked at 320,884 units. However, by now, increasing competition was seriously impacting sales that were needed to offset their very high production costs. Plagued by antiquated facilities and high-cost union labor, by 1954 the company was again losing money.

Mergers between smaller American auto manufactures were becoming attractive as a means to survive. Earlier, Nash's George Mason had negotiated a merger between Nash, Hudson, Packard and Studebaker to make up American Motors (AMC). However, due to Mason's untimely death, just Nash and Hudson came together leaving Packard and Studebaker as the only remaining American independent automobile producers.

That same year (1954) Studebaker negotiated a strategic takeover by smaller but less financially troubled Packard. However Studebaker's cash position was much worse than it had led Packard to believe and, by 1956, the company [renamed Studebaker-Packard Corporation (S-P)] was nearly bankrupt though it continued to make and market both Studebaker and Packard-named cars until 1958.

In 1956 S-P negotiated a three year management contract with

aircraft parts maker Curtis-Wright (C-W) with the goal of improving Studebaker's ruinously financial practices and lax employment policies. Under C-W's guidance S-P sold the old Detroit Packard plant and returned the then-new facility to its lessor, Chrysler, resulting in moving Packard's continuing production to South Bend. After 1958, production of the nick named "Packabaker" was discontinued leaving only the redesigned compact Lark (1959) and the Avanti sports car (1962), both based on old chassis and engine designs, to carry on until Studebaker automobile production ceased for good in 1966.

In retrospect, Studebaker's death was a classic case of the deadly downward fiscal spiral claiming many here-to-fore great makes during and after the great Depression. So, losing Studebaker was a shame but inevitable.

After the South Bend breakup, Avanti, lived on as the Avanti II when the Avanti name, tooling and plant space were sold to two South Bend, Indiana Studebaker dealers. They were the first of a succession of entrepreneurs to manufacture small numbers of Avanti replica and new design cars through 2006 thereby extending the Studebaker legacy 40 more years - a remarkable record.



Studebaker Racing Facts

- In 1928, three Presidents circled the Atlantic City board track for 25,000 miles, averaging 68mph.
- In 1931, a modified President won the Pike's Peak hill-climb.
- In 1931 Russ Snowberger drove a Studebaker powered car to eighth place at the Indy 500, the highest finishing stock block car, in the field.

In the words of the CCCA: "A Full-Classic® is a "fine" or "distinctive" automobile, either American or foreign built, produced between 1915 and 1948. Generally, a Classic was high-priced when new and was built in limited quantities. Other factors, including engine displacement, custom coachwork and luxury accessories, such as power brakes, power clutch, and "one-shot" or automatic lubrication systems, help determine whether a car is considered to be a Classic."

The 1928-1932 Studebaker President is a CCCA Full-Classic®. Studebaker automobiles earned a reputation as rugged, conservative and affordable cars that were high in value to the motoring population. Possibly due to influences resulting from Studebaker's acquisition of Pierce Arrow in 1928, the excellent eight-cylinder President Series enjoys a rightful place with CCCA recognition.



Designed by Henry Cobb and built in 1889 by local craftsmen, Tippecanoe Place in South Bend, IN was the residence of Clement Studebaker, a cofounder of the Studebaker vehicle manufacturing firm. The 26,000 square-foot mansion includes 40 rooms and 20 fireplaces on four levels. Massive walls are made of local granite fieldstone, and the many broad porches are paved with tile and supported by stone pillars. The interior of the home emphasizes high quality wood work throughout with expert carving skills. The total cost of construction was estimated at \$250,000, with an additional \$100,000 dedicated to furnishings and art collection. At the time, the typical monthly rental for a good house in South Bend was \$12.



Studebaker lived in the house from 1889 until his death in 1901. His son George lived there until 1933 when he lost the structure due to bankruptcy. Later, the house was a school for handicapped children, Red Cross headquarters in WWII and now the Tippecanoe restaurant.

While they are famous for steaks and Sunday brunch, if you don't have time for a full-meal at least take time to walk around the home and have a drink at the bar. You will not be sorry to spend time in this amazing mansion. And while you are in South Bend, the Studebaker museum is also worth a visit. I speak from experience.

- BG Editor

FATHER'S DAY AT THE BALLARD LOCKS

PNR Manager - Don Reddaway

PNR Full Classics®

1929 Franklin Speedster
Craig DeVine

1929 Lincoln Sedan
Allan Rustad

1930 Franklin Convertible Speedster
Don Reddaway

1931 Rolls-Royce Continental Phaeton
John Campbell

1932 Packard Coupe-Roadster
Ed Barrett

1939 Bentley All Weather
Brian Rohrback

Mustang Club

1965 Mustang 2+2
Lois Robinson

1966 Mustang Convertible
Al Sholt

1969 Mustang Mach 1 Sportsroof
Scott Robinson

1979 Mustang Indi 500 Pace Car
Rob Ogden

1989 Saleen Mustang Hatchback
Bill Smallwood

1989 Mustang LX Hatchback
Michael Koehnen

2008 Shelby GT Coupe
Anthony Jeglum

2010 Mustang GT Convertible
Kirk and Amy Myhre

Additional Non-Classics

1941 Chevrolet Convertible Coupe
Jim Lesniak

1954 Kaiser Darrin
Tom Sumner

1964 Jaguar E-Type
Peter Gleeson

You could not ask for a more beautiful day; Seattle was really showing off its finest. On Fathers' Day, we continued a tradition that now spans 6 years, gathering some of the finest motor cars for display at the Hiram M. Chittendon Locks (a.k.a., the Ballard Locks – the third largest capacity locks in the world after Panama and Suez). For those who have not visited the grounds, there is an arboretum-style grassy hill on the West with a motoring promenade encircling the grass and trees. There is also a formal garden area (the Carl S. English Gardens) plus the locks and a viewer-friendly fish ladder. The salmon were spawning (Coho, I believe, although I did not taste one to see), the sun was shining, the birds were singing; one could not ask for more. But, there was more; our informal car show and a bagpipe and drum group complete with Highland dancers.

This year, we invited the Mustang Club through CCCAer Bill Smallwood giving us 17 cars on the field. Several members brought transition cars, but who could turn down a perfect Jaguar XKE or a Kaiser Darren? We met at a parking lot, lined the cars up in age order and paraded around the drive at 10 am, positioning the cars at a rakish slant near the men in kilts. Picnic lunch or a stop for the ubiquitous fish and chips kept all happy and it was one of the best venues for a meet-and-greet to tell folks about our cars. All was done at 3:30 and we paraded out!

If you have not been to this event, consider joining us. There is still plenty of time for a nice family barbeque to cap off a celebration of dads.



Elliot Bay Pipe Band



1929 Lincoln Sedan
Allan Rustad



1930 Franklin Convertible Speedster
Don Reddaway



2015 SOUTH PRAIRIE FLY-IN

by Bill Allard

Nine PNR members plus spouses and guests assembled Saturday morning, May 9th in front of Adrian Taylor's Bonney Lake Ben Franklin store in preparation for the short drive to the Fly-In site.

This year's event featured bright sunshine and temperatures in the upper 70s; ideal weather for attracting conveyances that traveled on land or through the air. As such, there was a large variety of vintage cars, motorcycles and airplanes available for review. As the event attracts many different clubs and groups, the offerings on display change year-to-year. There's always something new!

Noontime meant an excursion to Stortini's Ristorante in Puyallup for a casual wrap-up to this always-enjoyable annual event. If you missed-out this year, good weather is forecast for next year, so mark your calendar!



Viewing Adrian Taylor's Franklin at the Ben Franklin store.

Members Driving Full-Classics®:

Lou & Bunny Berquest
1935 Pierce-Arrow Convertible Coupe.

Frank Daly (Guest Kai Nielsen)
1935 Chrysler Coupe

Jerry & Keenon Greenfield
(Guests Marty Gavin & Susan)
1933 Lincoln Convertible Victoria

Adrian Taylor (Guests Greg & Kim Brandt)
1931 Franklin Sedan

Ron Leventon
(Guests Gene, Ron, Linda, Dallas, Analisa)
1934 Packard Sedan

Attending without Classics:

Bill & Lucy Allard,
Michael & Ildi Bradley,
Steve Larimer,
Willie Spann (Guest Phil Simons)



*Classics in a Row:
Greenfield's Lincoln,
Taylor's Franklin, Daly's Chrysler,
Berquest's Pierce-Arrow,
Leventon's Packard.*

Studebaker continued from Page 5

clearly that it needed attention in most every way. First was to get it running, which began with removing everything around and on the engine so it could be cleaned and fixed. I removed the radiator for flushing, all manifolds (every one needed some form of repair), etc. and etc. I picked up gaskets from Sandy Olson, somehow found points online, and got some period correct wires for the dual coil ignition. The gas tank was drained and flushed, the oil pan was removed and the crude in the bottom cleaned. I had the cylinders soaking in Marvel Mystery and made sure the valves were adjusted to spec. I had the coil wires crossed on my first attempt to start the car; it coughed once and boy did

I have a fire for a few seconds! (Note: those yellow towels REALLY burn! Don't use them to smother a fire!). I drove it to several events in 2014 and actually came home with trophies – it's a very imperfect car, but people really seem to like it...I know I sure do.

After the season of "shaking it down," I had a list of things that needed repair. I put it on jack stands this winter and removed all the wheels and brakes. It took me about a week each for the rear drums; lots of pulling, penetrating fluid, pounding, heat and repeat. I went to a truck center and had the drums turned. I bought 360 new spokes (6 X 60 per wheel) and cut the old ones out – a scary proposition. It was fun assembling them and trying to true them,

and I think I came pretty close. It really gave the car a better look in my opinion. I also bought six new Denman tires to go with the wheels. I still have many things to do in continuing to improve it...it could certainly use paint as it is over 40 years old and was never done to a very high level...that being said, it is also what I think makes it so charming – the imperfections. I know I've brainwashed myself into believing that!

I am very happy to be the President's caretaker. I've always felt a connection to this car based on that trip to Shelton with my dad, and then my closeness to its owner of over 40 years, Mr. Jones. I look forward to touring with the PNR CCCA in the years to come.



Starbucks Reserve® Roastery & Tasting Room 1124 Pike Street

Historic Seattle, a nonprofit dedicated to preserving the city's architectural legacy, awarded Starbucks its Best Adaptive Reuse Award for 2015 for outstanding achievement in bringing the 1920s Packard showroom at the corner of Pike Street and Melrose Avenue back to life. The aging building on Capitol Hill was once the crown jewel of Seattle's auto row. The grand dealership, closed during the Depression, was home to an auto parts dealer during the 1940s-60s, and reverted back to a dealership again in the 1970s. By the 2000s it became a quirky retail space with layers of dated finishes.

Starbucks maintained the original look of the exterior by restoring the ornate brick masonry and



white terra cotta cladding – adding a nod to Starbucks heritage by replacing the blue mosaic tile inset into the arch above the entrance with a sculpted siren figure. The showroom's large window bays fill the space with light and connect customers to the hustle and bustle of the neighborhood outside. A more than 15-foot version of the Starbucks Reserve® logo stands high on the rooftop where the Packard neon once glowed.

Thousands of visitors each week walk across the original terrazzo and concrete floor. Original heavy wood timbers soar to the 18 to 20-foot ceilings in the open floor plan that now houses coffee roasters, retail areas, a spacious café and a restaurant.



Ed's Note: Thanks to Bill Deibel for suggesting this topic.
<https://news.starbucks.com/news/roastery-historic-preservation-award>

MAYWOOD PICNIC

Submitted by Brian Rohrback

It was a gem of a day at the beginning of May as Darlene and Dennis Somerville opened their home in Arlington to a Rolls-Royce Owners' Club picnic. Not to miss out on a good thing (but please note there is a lot of cross-over), there were 9 Full Classics in attendance along with our members driving modern iron plus some really nice post-WWII Rolls-Royces and Bentleys.

PNR members Terry and Barbara McMichael, Roy and Terry Magnuson, and Brian and Jeffrey Rohrback all walked away with awards masterminded by our host and hostess. But the most special of all was the custom award given to the featured example of automotive (and owner) excellence; this honor was a custom painting (by Dennis) and an original dash plaque for Walt and Dee Carrel's 1926 Bentley LeMans 6.5 litre, Vanden Plas.

Please note that the Somerville home will be the site of a PNR event in 2016 so all Classic marques can attend and wallow in a cornucopia of phenomenal desserts prepared from scratch by our wonderful hosts.



Current and Former CCCA Members

- Dick and Ann Tilden
1924 Bentley 3 litre Tourer, Vanden Plas
- Roy and Terry Magnuson
1929 Bentley 4.25 litre Tourer, Vanden Plas
- Dennis and Darlene Somerville
1934 Rolls-Royce Sedan deVille 20/25, Hooper
- Bill and Judy Mote
1936 Bentley Sports Saloon, Freestone & Webb
- Tom and Joy Crompton
1937 Bentley Coupe, Park Ward
- Jack Goffette and Barbara Shain
1939 Bentley Coupe
- Brian and Jeffrey Rohrback
1939 Bentley 4.25 litre All-Weather, Vanden Plas
- Terry and Barbara McMichael
1947 Bentley Coupe, James Young
- Val and Stan Dickison - Porsche 911 (nc)
- Al and Sandi McEwan - BMW Z3 (nc)
- Tom Sumner - Kaiser Darrin (nc)



LEGENDS KIRKLAND CAR SHOW

The Legends is a Pacific Northwest car club founded in 2000 that puts on three charity car shows each year. The shows feature a wide variety of cars from antiques to Classics to sports cars to muscle and rods. Profits from running these shows are mostly devoted to children's needs.

PNR-CCCA members Ron and Gayle Doss are on the organizing committee and, two PNR members entered cars in the Kirkland Legends show. Don and Arlene Jensen won their class with their 1937 Cord 812 Custom Beverly; Brian and Lisa Rohrback won the Kirkland Trophy for their 1939 Bentley 4.25 L Convertible Sedan.



Dochnahl Picnic



**Friends, Food,
Wine & Cars**

All who attended can certainly attest to the fact that Denny and Bernadene know how to throw a great party. Their lovely home on beautiful manicured acreage in Renton provided the perfect venue for the PNR-CCCA and the Ferrari Club to create a world-class private car show. With both people and cars coming and going all afternoon, it is difficult to have a complete list of PNR attendees (we apologize for omissions on the list of attendees). Approximately 50 PNR members and their guests arriving in a combination of Classic Cars and modern iron enjoyed a perfect afternoon strolling through the Dochnahl vineyards and relaxing on the patio with a glass of wine. And since this was a picnic, there was no shortage of food including a cauldron of chioppino and large planks of salmon roasted on alder.

The PNR thanks Denny and Bernadene for hosting a wonderful picnic and for all the many things they do to support our Club.



Partial List of Attendees

(Driving Classics - Bold Type):

*Bill and Lucy Allard,
Scott & Karen Anderson,
Michael & Ildiko Bradley,
Craig Christy,
Noel Cook,
Renee & Pat Crist,
Ron & Margie Danz,
John Deshaye,
Stan & Valerie Dickison,
Denny & Bernadene Dochnahl,
Marty & Linda Ellison,
Jerry & Keenon Greenfield (w/Laurene,
Alfred, Fiona and Eva Stappenbeck),
Barrie and Karen Hutchinson,
Terry & Cherry Jarvis,
Steve Larimer,
Bob LeCoque, Jr.,
Phil and Cheryl McCurdy,
Al McEwan,
Terry & Barbara McMichael,
Lee Noble,
Kim Pierce & Norma Sola-Pierce,
Brian & Randi Pollock,
Brian and Lisa Rohrback
(w/ Lynn & Paul Bailey),
Al & Ron Rustad,
Jon Schoenfeld,
Conrad Wouters & Glenna Olson*



*Photos Top: Terry Jarvis, Linda & Marty Ellison; Ron Danz' 1948 Chrysler T & C,
Photo Bottom: John Deshaye's 1927 Lincoln, Brian Rohrback's 1939 Bentley, Brian Pollock's 1935 Bugatti, Terry Jarvis' 1934 Nash, Bernie Dochnahl's new Maserati (nc)*



John Deshaye, Jerry Greenfield, Bob LeCoque and Al Rustad admiring the blue Lincoln



Steve Larimer, Bernie Dochnahl & Karen Hutchinson



Denny Dochnahl's Famous Cioppino



PNR members Conrad Wouters, Denny Dochnahl, Lisa Rohrback w/ guest Paul Bailey, Val & Stan Dickison and Ferrari Club members on the patio



Brian Pollack's Bugatti



Bill Allard's Chrysler, Jon Schoenfeld's Cadillac & Terry McMichael's Bentley



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



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Caledon 2015

Roy Magnuson again arranged a visit on June 28th to the fabled Caledon location in the rolling hills near Arlington. It is a beautiful venue with a private lodge and golf course and plenty of room to wander about. In this case, only Bentleys were invited (a Bentley Drivers' Club event), but we had a great group of Classics and our members fit right in the mix.

PNR Attendees

Jack Goffette & Barbara Shain

Roy & Terry Magnuson

Lee Noble

Kim Pierce & Norma Sola-Pierce

Brian & Jeffrey Rohrback



Double Jeopardy

By John Campbell

It was an interesting week – 43GX lost her fan belt on the way to Father’s Day at the Locks, and six days later her battery exploded. While we know that our 1931 Rolls-Royce PII Continental has dodged few bullets in her time that was just a bit too exciting! There were lessons learned and good luck played a part in both cases . . .

On the lost fan belt, the good news was that it happened in the cool of Sunday morning as we were on the way to the Ballard Locks. There was very little traffic and we think that it happened when there were just a few traffic lights left to go before the destination. Although my son Rob was following in another car, we hadn’t realized that the belt had been lost until we arrived at the staging lot.

All gauges read normal because the belt drives only the fan – the dynamo and magneto are driven by gears and shafts. Also, because the car was moving there still was quite a bit of air moving through the radiator, and there was plenty of coolant in the 7.8 litre engine – so we were able to make it to the assigned spot at the Locks without overheating. The big worry was getting home in the late afternoon city traffic, with temperatures expected to climb to the high 80s.

Lesson learned: Always carry a spare fan belt – it might not be possible to find a replacement on short notice. In the case of the Rolls, an early PII, a modern belt can only be fitted when the radiator is off the car; otherwise a link belt is the only option. Rob found a solution on the Internet: use the leg of a long pair of pantyhose (that’s a size D) to fashion a temporary belt. He was quite thoughtful and obtained two sets in black, and I’ll keep the leftovers in the toolkit, which gives us 3 spares as the use of only one leg was necessary. It tied on quite easily with a simple square knot, and we were able to leave promptly and not create a logjam (being an older Classic, we were stationed near the front of the line.) We drove home around 4:30 PM in the heat of the day in a mix of stop and go city street traffic and freeway driving – no problems with overheating.

Days later, as I was walking into the left bay of our three car garage, I heard and felt a loud BOOM! My first thought was early 4th of July fireworks or a telephone pole transformer explosion, until I noticed some acrid smoke coming from the back of the Rolls which was in the far right bay. It was a hot day – about 90° in the shade, and I had been experiencing starting problems, measuring 11 volts at the starting solenoid instead of 12. Fortunately there was no fire and I immediately unplugged the now-unconnected battery charger/maintainer and pushed the car into the driveway.

I was lucky to be nearby and very lucky that I wasn’t working on it when it happened! The battery is contained in a large steel box under the floorboards below the rear seat and even though the access was open the blast was fairly well contained. Quick use of a solution of baking soda to neutralize the acid and repeated flushing with a garden hose, saved the interior and running gear from damage. Lesson learned: When a 7-year-old plus no-maintenance battery starts to die, don’t wait - get a replacement!

This time we installed a more expensive, but safer AGM (Absorption Glass Mat) battery. In AGM sealed batteries, the acid is immobilized by a very fine fiberglass mat. The glass mat absorbs the acid while still keeping the acid available to the plates allowing for a fast reaction between acid and plate material, while doing away with the free liquid present in conventional batteries.

All’s well that ends well. About the same time that the new battery was installed the new GripLink Fan Belt arrived from The Vintage Garage in Stow, VT. There was a little learning curve involved, but with their good advice and a close substitute for the special tool, the belt was successfully installed and we were able to participate in the Fourth of July Parade at Yarrow Point. Shortly thereafter we acquired a second fan belt for the toolkit.

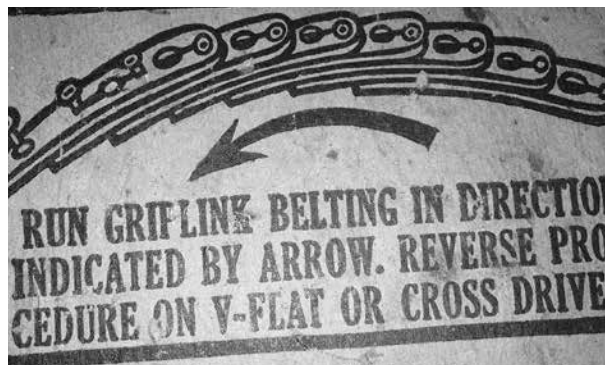
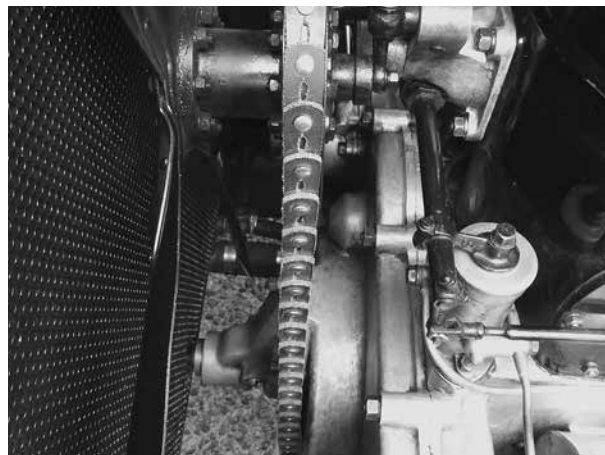




Photo Captions Page 18

43GX at the Locks

Temporary Fan Belt w/ Primary Purpose Packaging

Grip Link Fan Belt Installed

Without Instructions - 50/50 Chance Of Getting It Wrong

PhotoCaptions Page 19

Hosing Out the Battery Box

Shrapnel from Explosion

Battery Remnants

New Members

Robert and Joyce Deshaye
6401 Wildflower Street SE
Olympia, WA 98501
(H) 360-754-6340
bdeshaye@comcast.net
1948 Chrysler T & C Convertible

Eric Hawley
1521 - 2nd Ave, #3502
Seattle, WA 98101
360-317-6546;
eric@brokenpoint.net

Burt Hunter & Mary Leong
2048 - 213th Ave NE
Sammamish, WA 98074-6321
(H) 425-868-5616
(C) 425-922-5765
cazadors@aol.com

Marty Kulina
7025 - 116th Ave SE
Newcastle, WA 98056
206-972-9704
kulina@aol.com

Art Redford
88 Point Fosdick Drive NW,
Gig Harbor, WA 98335
(H) 253-853-5343;
(C) 253-381-0381
redford@nwrain.com

Tim Reed
2448 SW Commonwealth Ave
Portland, Or 97201
(C) 503-702-5115
treed@eescoc.com

New Again Members:

Craig Christy
PO Box 5369
Kent, WA 98065
(H) 253-854-2274
(W) 206-662-9818
(C) 253-350-6139
craig.f.christy@boeing.com

Jim & Rosemary McAuliffe
17617 - 88th Ave NE
Bothell, WA 98011
(H) 425-486-8397
(W) 425-788-1219

info@hollywoodschoolhouse.com
1928 Rolls Royce PI

Member Changes:

Ron Danz
117 E Louisa St #185
Seattle, WA 98102

Roy Dunbar
288 East Spyglass Drive
Freeland, WA 98249

Jason Harris
19119 SE 62nd Place,
Issaquah, WA 98027

Hilary Barr Parker
hijobapa@gmail.com

It is almost time for
Mahogany & Merlot
2015!

Mark your calendar for
October
2nd, 3rd, and 4th!

4th of July at Yarrow Point

Article by Val Dickison,
Photography by Steve Larimer

Attendees

Driving Full Classics®:

Scott & Karen Anderson
1941 Cadillac Convertible Coupe

John Campbell & family
1931 Rolls-Royce Continental Phaeton

Ron & Marge Danz, family & guests
1934 Packard Convertible Sedan,
1948 Chrysler Town & Country
(& 4 more nc cars & a fire truck!)

Stan & Val Dickison escorting
Hunts Point Mayor & Mrs. Joe Sabey
1935 Packard Convertible Victoria

Jerry & Keenon Greenfield
1933 Lincoln Convertible Victoria

Al McEwan escorting
Yarrow Point Mayor & Mrs. Dicker Cahill
1934 Bentley Tourer

Paul & Matthew Murray
1923 Pierce-Arrow 7-passenger Sedan

Brian Pollock & family
1935 Bugatti Drophead Coupe

Brian & Jeffrey Rohrback
with Steve Larimer
1939 Bentley All Weather

Adrian Taylor
1931 Franklin Sedan

Driving non-Classics:

Marty & Linda Ellison and family
Peter & Jennifer Gleeson, family & guests
Roy & Terry Magnuson

Photos page 17: Ron Danz' Fire Truck (nc);
Parade Route, Brian & Jeffrey
Rohrback; Jerry & Keenon Greenfield,
Ron Danz' 1934 Packard Convertible Sedan

The "Al McEwan Fourth of July Parade at Yarrow Point" has been going on for what seems like forever, perhaps since Noah was a pup. You can set your clock to it: July 4th, line up at 10AM, at same place, same street, and coast down the hill at 11AM. At the end of the parade route – the same hot dogs and beer. 2015 was not much different but there were a few new faces in the line up of cars, which is always exciting. I thought I might take the opportunity this year to look at the parade from a different perspective: not so much the traditional side of it, which is bunting-festooned Classics rolling down a strip of asphalt while people dressed in red, white and blue laugh and throw candy to the crowd. But perhaps the observations that made it unique and different this year. The parade itself is not new but this year I broke from continually throwing candy to write down some observations that I wanted to preserve.

#1: First, if you are a kid in the crowd and you know candy is going to be thrown at you, don't stand over a storm drain. Chances are highly likely the candy will disappear under your feet before you can grab it.

#2: Note to candy-throwers (ie. me) throw to the little shy geeky kid who is too embarrassed to jump up and down yelling, "Candy! Candy! Candy!" Only problem is, like the kid to whom I threw, the candy lands on his shoe and he can't find it.

#3: Then there was the "future scientist of America" who was perhaps eight years old wearing horn-rimmed glasses, sitting glumly on grandma's yellow lawn, with legs folded Indian style. He was too woeful to look up or even ask for candy. I threw a gob of candy to his lap. He looked up and smiled in appreciation, which made my day.

#4: Teen-age girls were too cool to look at us as we drove by. Okay.

#5: Parents and grandparents waved and smiled. I had to chuckle for when we threw candy at them and they made the same excited noises we all make when we are watching fireworks. They were full of "Oooh's and Awwwh's." It is a Fourth of July thing, isn't it?

#6: Do not throw to the couple with the big fat dog. Plastic-wrapped candy comes out of a dog the same way it went in.

As we coasted down the hill and I peeked out between the houses at a newly cleared residential lot, I viewed Lake Washington. I had to smile and think how lucky we are to live in such a beautiful area and how blessed we are to be free. The band played "Yankee Doodle Dandy" and "She's a Grand Old Flag". Two hundred and thirty-nine years of history were played out today. Let us not forget what it all means to us. We broke free of England to bring new meaning to America those 239 years ago.

Often our Classic Car Club folks bring English friends to partake of our Fourth of July holiday; I guess to show them we are managing just fine without them. Such was the case with John Campbell and Peter Gleeson's friends from the UK this year. Peter reported that a relative of his emailed him apologizing for what England did to Peter's adoptive country of America. "I'm sorry we enslaved you," the relative wrote. Peter wrote back "It is better to have possessed and lost than to have never possessed at all". The same holds true with the ownership of Classic cars. So many cars, so little time.





PNR Driving Tour to Forest Grove Concours and Oregon Region Grand Classic



Lead by tour masters Bob Newlands and Jan Taylor, a group of Pacific Northwest Region CCCA members headed south to Portland on the morning of Thursday, July 16th. We departed from LeMay America's Car Museum around 9:30AM, after donuts and coffee furnished by Hagerty Insurance. Taking back roads east of I-5, we stopped at Napavine for a group lunch at Jack's Ribeye. Afterwards some of us opted to take I-5 to "hurry up and get there" while others rolled down the slower and more scenic route of Hwy 30. Our headquarters' hotel was the Red Lion on the River at Jantzen Beach.

The Oregon Region had two days of activities planned for us on Friday and Saturday. We relaxed on the air conditioned bus while viewing the sites that northern Oregon has to offer. Highlights included the alfresco lunch at the Ken Wright Winery, Multnomah Falls and the new World of Speed Museum at Wilsonville.

Leaving Jantzen Beach for the Forest Grove Concours early on Sunday morning, many of us opted to spend Sunday night after the concours and awards banquet at McMenamins' Grand Lodge Hotel at Forest Grove.

It was an interesting experience in that some rooms had no bathrooms, closets, coffee, TVs and what we needed most of all: air-conditioning! Being experienced operators of often hot and cranky Classic cars, we toughed it out. The fellowship of our members made up for any inconveniences suffered.



Attendees Driving Full Classics

(* denotes trailered)

Scott & Karen Anderson
Ed Barrett & Terry Gustafson
Barry & Sharon Briskman *
Frank Daly w/ Phil McCurdy
Stan & Val Dickison
Denny & Bernie Dochnahl *
Brad & Hyang Cha Ipsen
Terry & Cherry Jarvis
Gary & Joyce Johnson
John & Donna Koziol
Al McEwan *
Bob Newlands & JanTaylor
Glenn & Mary Lynn Mounger *
Kim Pierce & Norma Sola-Pierce *
Brian Rohrback

Attendees Driving Non-Classics

Michael & Ildi Bradley
Renee Crist
Jerry & Keenon Greenfield
Steve Larimer
Terry & Barbara McMichael
Paul Murray & son, Matthew

Results for the 43rd Annual Forest Grove Concours d'Elegance and 2015 Oregon Region Grand Classic

Oregon Region CCCA Grand Classic

☆First Place☆

Primary Production 1930-32

Ken Krolikowski - 1932 Packard Coupe-Roadster

Primary Production 1933-36

Denny Dochnahl - 1934 Packard Sedan
Frank Daly - 1935 Chrysler Airflow Imperial Coupe

Primary Production 1940-42

Brad Ipsen - 1940 Cadillac Convertible Coupe

Primary Production 1946-48

Al McEwan - 1947 Chrysler Town & Country

Primary Custom 1930-32

Barry Briskman - 1931 LaSalle 7-Passenger Touring

Primary Custom 1933-36

Kim Pierce - 1936 Alvis Sport Touring

Premier

Terry Jarvis - 1934 Nash Sedan

Senior Emeritus (Judged & Non-Judged)

Scott Anderson 1941 Cadillac Convertible Coupe
Gary Johnson - 1941 Cadillac Convertible Coupe
Brian Rohrback - 1939 Bentley All Weather
Newlands/Taylor - 1935 Packard Coupe-Roadster

☆Exhibition☆

Stan Dickison - 1935 Packard Convertible Victoria
John Koziol - 1941 Packard Sedan
Glenn Mounger - 1933 Packard DC Phaeton
Ed Barrett - 1932 Packard Coupe-Roadster
Ron Leventon - 1934 Packard Sedan

Forest Grove Concours

Allen C. Stevens Elegance Award

Stan & Val Dickison - 1935 Packard Conv. Victoria

Verne Howell Elegance in Motion Award

Denny & Bernie Dochnahl - 1934 Packard Sedan

Art on Wheels & Best Original (2 awards)

Terry & Cherry Jarvis - 1934 Nash Sedan

Spirit of the Car Hobby Award

Barry & Sharon Briskman - 1931 LaSalle 7-P Touring

Class Awards:

Closed Classics 1933-39

1st Place - Denny Dochnahl
1934 Packard Sedan

Closed Classics 1940-48

1st place & Best Closed Classic - Al McEwan
1947 Chrysler Town & Country

Open Classics: 1933 - 39

3rd Place - Newlands/Taylor
1935 Packard Coupe-Roadster

Open Classics: 1940-78

1st place - Brad Ipsen
1940 Cadillac Convertible Coupe
2nd place - Gary Johnson
1941 Cadillac Convertible coupe

European Classics:

1st Place - Kim Pierce
1936 Alvis Sport Touring
2nd Place - Brian Rohrback
1939 Bentley All Weather

Tour conducted by Bob Newlands and Jan Taylor. Article by Val Dickison

Photo page 20 from l-r: Brian Rohrback, Phil McCurdy, Val Dickison, Stan Dickison, Frank Daly, Jan Taylor, Bob Newlands, Sharon Briskman, Joyce Johnson, Barry Briskman, Gary Johnson, Norma Sola-Pierce, Kim Pierce, Terry Jarvis, Hyang Cha Ipsen, Brad Ipsen, Cherry Jarvis, Karen Anderson, Ashley Shoemaker, and Steve Larimer



Forest Grove Concours and ORR-CCCA Grand Classic Entries

Row 1: Kim Pierce's 1936 Alvis, Ron Leventon's 1934 Packard, Stan Dickison's 1935 Packard

Row 2: Bob Newlands/Jan Taylor's 1935 Packard, Ken Krolkowski's 1932 Packard, Al McEwan's 1947 Chrysler

Row 3: Brad Ipsen's 1940 Cadillac, Terry Jarvis' 1934 Nash, Barry Briskman's 1931 LaSalle

Row 4: Denny Dochnahl's 1934 Packard, Frank Daly's 1935 Chrysler Airflow,
Ed Barrett's 1932 Packard



Photo by: MichaelCraftPhotography.com©2012



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2 Lincolns, 2 Cadillacs,
and 1 each Alvis and Lagonda.

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PNR-CCCA Participants

Driving Full Classics

Denny & Bernadene Dochnahl
1934 Packard 1100 Sedan

Monty Holmes & Katie Nolan
1941 Packard 160 Conv. Coupe

Al & Sandi McEwan
1930 Hispano-Suiza DC Phaeton

Glenn & Mary Lynn Mounger
1933 Packard 1004 Sport Phaeton

Driving Non Classics

Ron & Margie Danz
1956 Jaguar XK 140 Drophead

Peter Gleeson
1955 Mercedes-Benz 300 SL

Pat & Cathy Heffron
1950 Bentley Mark VI Sedan

James & Sherry Raisbeck
1953 Chrysler Ghia Special

Support

Roy & Terry Magnuson
Trouble Truck

Pat & Renee Crist
Luggage Truck



*McEwan's
1930 Hispano-Suiza*



*L: Mounger's
1933 Packard
R: Glenn Mounger*



Holmes' 1941 Packard



*Dochnahl's
1934 Packard*



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CRESCENT BEACH CONCOURS D'ELEGANCE

By Laurel Gurnsey

This year the skies co-operated and we had a glorious blue background for the show field at Blackie Spit, in Crescent Beach, Surrey, British Columbia. The Classic Car Club of America, PNR was well represented, both in entries and judges and we welcomed our neighbours to the South with both the Canadian and American flags flying. Local singer Catherine St. Germain sang both anthems. Catherine has performed with both Ray Charles and Natalie Cole. Her boyfriend is Mike Reno, lead singer for the group Loverboy, a Canadian band starting in the 80s and still going strong today.

Thank you to Stan Dickison for helping to hoist the American flag and to Stan and Val for bringing their 1935 Packard Victoria Convertible 12, which won Third in Class in the Classics Class. Also in that class was Frank Daly, with his 1935 Airflow C-2, Kim and Norma Sola-Pierce with their 1932 Packard 900 Coupe Roadster and James and Sherry Raisbeck with their 1940 Lincoln Convertible.

Kim and Norma's car was the hit of the show, with everyone knowing exactly which car the 'bear car' was. They had a sign and a stuffed teddy bear in front of the damaged fender from the CARavan's wildlife incident and Kim said there were at least 3 people at a time reading the information all day and admiring the car.

PNR members John and Koko Carlson led the judging team.

John is Chief Judge and Koko our tabulation expert. Other PNR member judges were Fred Bonin David Cohen, Jerry Greenfield, and Colin Gurnsey. Also attending were Brenda Bonin, Adele Cohen, Keenon Greenfield, Laurel Gurnsey and Steve Larimer. Visiting CCCA judge was Paul Ianaurio from South Carolina (and wife Dinky.)

We had a 'fascinating' Friday night reception. The gorgeous view from Beecher Place, right on the beach, was complimented by the ladies who accepted Laurel Gurnsey and Norma Sola-Pierce's invitation to wear the Ascot headwear made popular by the Duchess of Cambridge (Kate Middleton) in England. We had a great assortment of 'fascinators'.

Other American non-car club attendees were Larry and Jan Pfitzenmaier from Tucson, Arizona, who brought their 1959 Watson Indy Racer. Also attending were Mark Hovander and Maria, from Seattle, who brought Mark's 1965 Ford Shelby GT 350, Carol Shelby's first street Shelby.

Special thanks go out once again to Brenda Bonin, who with Fred, hosted their annual BBQ Saturday afternoon at their summer home in Birch Bay for American entrants and some of the judging team, heading home after the event.

The event, in its fifth year, seamlessly continued after the Steamworks Concours (2003 to 2010 in Vancouver) ended its run. Colin and Laurel Gurnsey and John



and Koko Carlson have been on the organizing team for both concours since 2004. The Crescent Beach Concours is sponsored by Brad and Jan Pelling, of Pelling Collector Car Insurance and Pellings have made this a very classy event. If you have not yet entered a car, we would love to see you next year for the 2016 Crescent Beach Concours. (www.crescentbeachconcours.com)

Photo Above:

Stan Dickison and a volunteer hoist the flags

Photos Page 29

Kim Pierce's Packard with bear display

David and Adele Cohen with the poster of their car

Brad Pelling with Koko and John Carlson

James and Sherry Raisbeck enjoying the great venue in their Lincoln

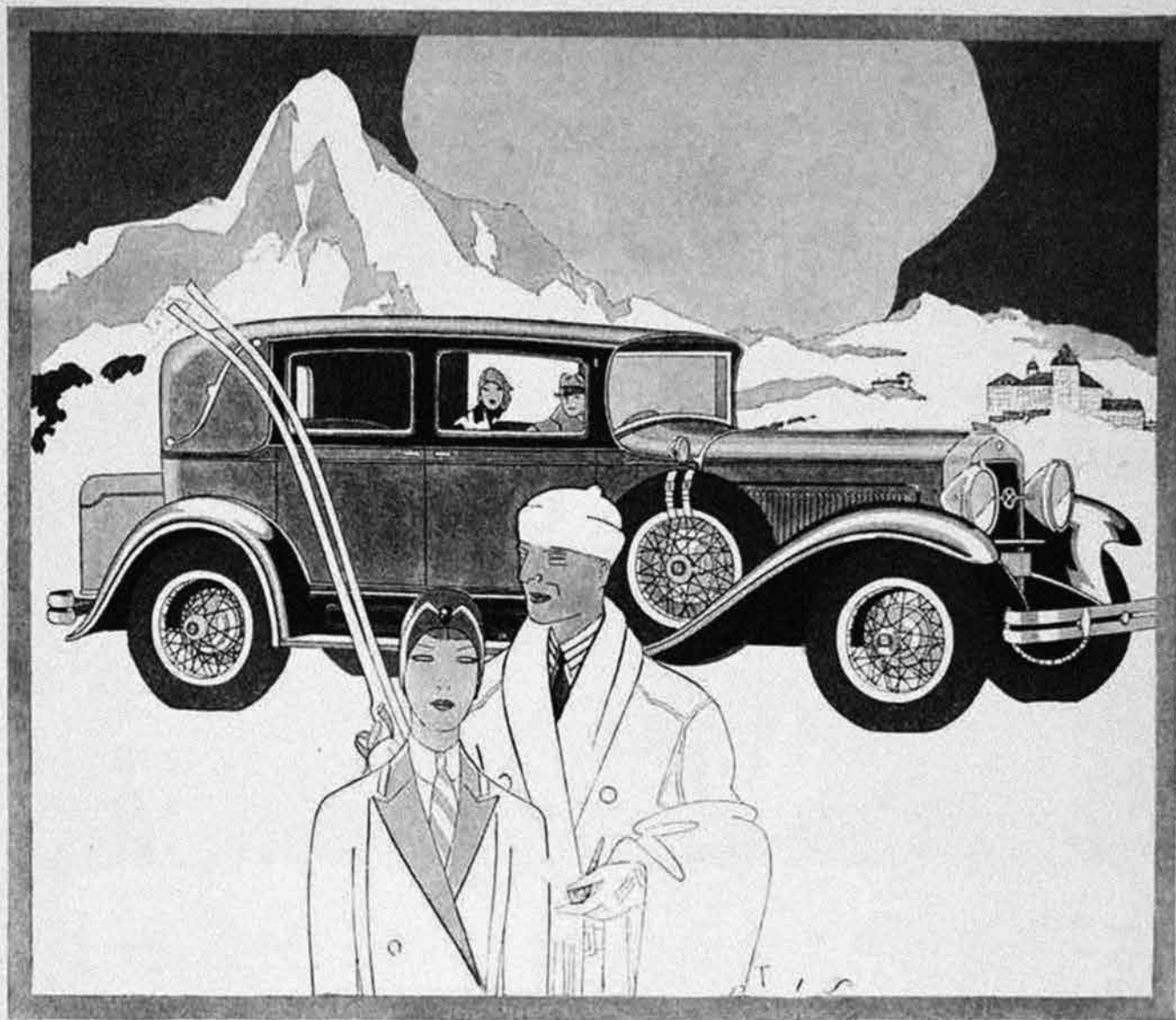
Stan & Val Dickison's Packard

Frank Daly's Airflow

Colin Gurnsey with Paul Ianaurio

Ladies in fascinators: Koko Carlson, Laurel Gurnsey, Sherry Raisbeck and Keenon Greenfield





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Island Odyssey Tour

(Packards & Pierce-Arrows Unite)

PNR members joined the Pierce-Arrow Society and Packards on the "Island Odyssey Tour" around Whidbey Island, with Bill and Bettye Gluth as our tour directors. The group stayed at the Auld Holland Inn in Oak Harbor, and toured each day to a different setting; Anacortes the first day, Langley the second, and two local garage tours on Sat., followed by final dinner at Ebey's Landing in the heart of Whidbey.

The group was thrilled with the special tours which included the Whidbey Island Naval Air Station, Deception Pass boat ride, and Nichols Brothers Boat Builders. They visited the Newlands/Taylor collection on Saturday, and there was a waiting line to go for a ride in the 1927 Packard 7-passenger touring car. Bob went around 3 times, one of which he let Carl King drive, and he, expertly, gave Bob a lesson in downshifting. After lunch at Greenbank Farm, the group visited Rich and Margaret Anderson's collection of early brass cars, including an all original, 1904 one cylinder Rambler, in which Rich gave rides around the grounds. Other cars included a 1909 Pierce-Arrow under restoration, and a 1904 Pope Hartford, one of only two extant, its twin going on the London to Brighton tour in 2014 with Rich at the wheel. There were also 2 Maxwells and a Stanley Steamer. Not Classics, but fascinating indeed.



PNR-CCCA Participants

Tom Crook & Randy Small
1929 Pierce Arrow 8, 133 roadster

Frank Daly (w/guests Barrie & Karen Hutchinson)
1935 Packard 8, 1201 club sedan

Roy Dunbar (w/guest Suzanne Dobrin)
1929 Pierce Arrow 8, 133 club brougham

Bill & Bettye Gluth
1928 Packard 8, 443 roadster

Bruce & Betty Harlow
1937 Packard 120 convertible coupe (nc)

Carl & Karen King
1930 Packard 8, 740 roadster

Bob & Diane Koch

Phil McCurdy
1937 Cord 8, 812 custom Beverly sedan

Paul & Matthew Murray
1923 Pierce Arrow 6, 33 7-pass. sedan

Bob Newlands & Jan Taylor
1937 Packard 8, 1501 convertible coupe (tour)
1927 Packard 8, 343 7-pass. touring (gave rides in this)
1932 Packard 8, 903 convertible sedan (display)
1935 Packard 8, 1204 convertible coupe (display)
1936 Packard 8, 1401 club sedan, all on (display)



Paul Murray's
Pierce-Arrow



Carl King's Packard



Packards & Pierce-Arrows
in Coupeville



Pacific Northwest Concours d'Elegance

at AMERICA'S CAR MUSEUM

PNR-CCCA Members Showing Full Classics®

CCCA Classics

Barry Briskman
1931 LaSalle, Touring

Adrian Taylor
1931 Franklin, Sedan

Carl King
1930 Packard, 740 Roadster

Kim Pierce
1932 Packard, 900 Coupe Roadster

Glenn Mounger
1932 Packard, 903 Coupe Roadster

Brent McKinley
1932 Packard, 903 Coupe Roadster

Gerald Greenfield
1933 Lincoln, KB Victoria Coupe

Noel Cook
1935 Bentley, Sedan Coupe

☆☆ Frank Daly • 3rd in Class ☆☆☆
1935 Chrysler, Imperial Airflow

Stan Dickison
1935 Packard, Victoria Convertible

Marty Ellison
1937 Packard, Sedan

Elegance of Rolls-Royce

John & Mary Campbell
1931 Rolls-Royce, PII Continental

Jim McAuliffe
1928 Rolls-Royce, PI Springfield

☆☆ Bruce McCaw • 1st in Class ☆☆☆
☆☆ Most Elegant Open Car ☆☆☆
1937 Rolls-Royce, P-III Tourer

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

Cars of E.L. Cord

Dave Murray
1931 Auburn, 898 Phaeton

☆☆ Brent McKinley • 2nd in Class ☆☆☆
1932 Auburn, Speedster

Carl King
1932 Auburn, Cabriolet, 160A

☆☆ Hilary Barr Parker • 3rd in Class ☆☆☆
1933 Auburn, 8105 Convertible Sedan

Raymond Loe
1934 Auburn, 850Y Convertible Coupe

Lou Berquest
1935 Auburn, SC Phaeton

☆☆ Pat Hart • 2nd in Class ☆☆☆
1936 Cord, 810 Phaeton

Tom Armstrong
1937 Cord, 812 Custom Berline

Don Jensen
1937 Cord, 812 Custom Beverly

☆☆ Chris Cord • Founder's Award ☆☆☆
1937 Cord, 812 Cabriolet

LeMay Museum / Renee Crist
1930 Duesenberg, Murphy Conv. Coupe

☆☆ Tom Armstrong • 1st in Class ☆☆☆
1931 Duesenberg, SJ Conv. Sedan

Non-Classics Winners

Bill Allard • 1936 Studebaker
(2nd in Hwy. Elegance Class)

Ron Danz • 1965 Silver Cloud III
(2nd in Rolls-Royce Class)

Marty Ellison • 2011 Mercedes Benz
(2nd in Super Cars Class)

Dennis Sommerville • 1957 Silver Cloud I
(3rd in Rolls-Royce Class)

Other non-Classic Entries

Jim McAuliffe, Lou Berquest, Marty
Ellison, Al Fenstermaker, Peter Gleeson,
Cheryl McCurdy, Paul Murray

The 13th Annual Pacific Northwest Concours d'Elegance took place on Sunday, September 13, on the grounds of the LeMay—America's Car Museum in Tacoma, Washington. Rolls-Royce is the featured marque and includes two Full Classics. As in years past, CCCA Classics had a class of their own while the cars of E. L. Cord were given a class of their own. PNR members were well-represented in both of these classes (see inset).

Other classes for 2015 included Antiques up to 1925, Highway Elegance, Super Cars, Lead Sleds & Custom Cars, Ducati Motorcycles, Trucks - Working Guys, Packard Non-Classics 1935-1958, Special Display and Collector.

The Collector Class of 2015 featured the cars of Peter & Jennifer Gleeson. Peter is a member of the PNR-CCCA and has an iconic, diverse and changing collection of automobiles. While this wonderful grouping of cars did not include a Full Classic, it provided fascinating look into Peter's wide-ranging collection.

Collector's Class

"The Cars of Peter & Jennifer Gleeson"

1956 BMW 502, Cabriolet

1964 Jaguar, E-Type Series 1

1969 Aston Martin, DB6 Volante

1970 Plymouth, Superbird

1975 BMW CSL, Batmobile

1978 BMW M-1, Art Car

1986 BMW 635i, John Player Special

2003 Aston Martin, DB AR1



FOUNDER'S AWARD

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Chris & Katrina Cord
1937 Cord 812 SC Cabriolet



ED HERRMANN AWARD

Sponsored by Steve & Annie Norman

Keith Martin

*Writer, Publisher, Commentator and Car Enthusiast for over 30 years
Interviewing Chris Cord*

PNR-CCCA Event Contributors

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David Madeira, Chairman
Tom Armstrong
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Jerry Greenfield
Barbara Mann
Al McEwan

Judges

CCCA Classics

Sig Linke
John Campbell
Malcolm Harris

Cars of E. L. Cord

Auburn: Ed Rittenhouse
Lee Zuker
Allan McCrary

Cord: Brian Harding
Fred Bonin
Brown Maloney

Elegance of Rolls Royce

Bill Mote
John Koziol
Terry McMichael

Highway Elegance

1946-1956
Steve Larimer

Packard Non Classic

1935-1958
Bill Allard
Adrian Taylor
Kim Pierce

Antiques up to 1925

Barry Briskman

Super Cars

Dave Meronuk

Special Display

Roy Magnuson

Ducati Motorcycle

JJ Carlson

Information Tent

Val Dickison
Brian Rohrback

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Al McEwan
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Ed Rittenhouse

Award Sponsors

Ed Herrmann Award
Steve & Annie Norman

Most Elegant Open Car
PNR-CCCA Members

Most Elegant Closed Car
Eric & Barbara Mann

Cars of E. L. Cord
Brown & Sarah Maloney

Judges/Hospitality

Gerald & Keenon Greenfield

Dinner d'Elegance - Bronze
Stan & Val Dickison

Participants Lounge

Hagerty Insurance
(Ashley Shoemaker - PNR)

Class Hosts

Rene Crist, Chairwoman
Pat Crist
Jim Tait

Registration

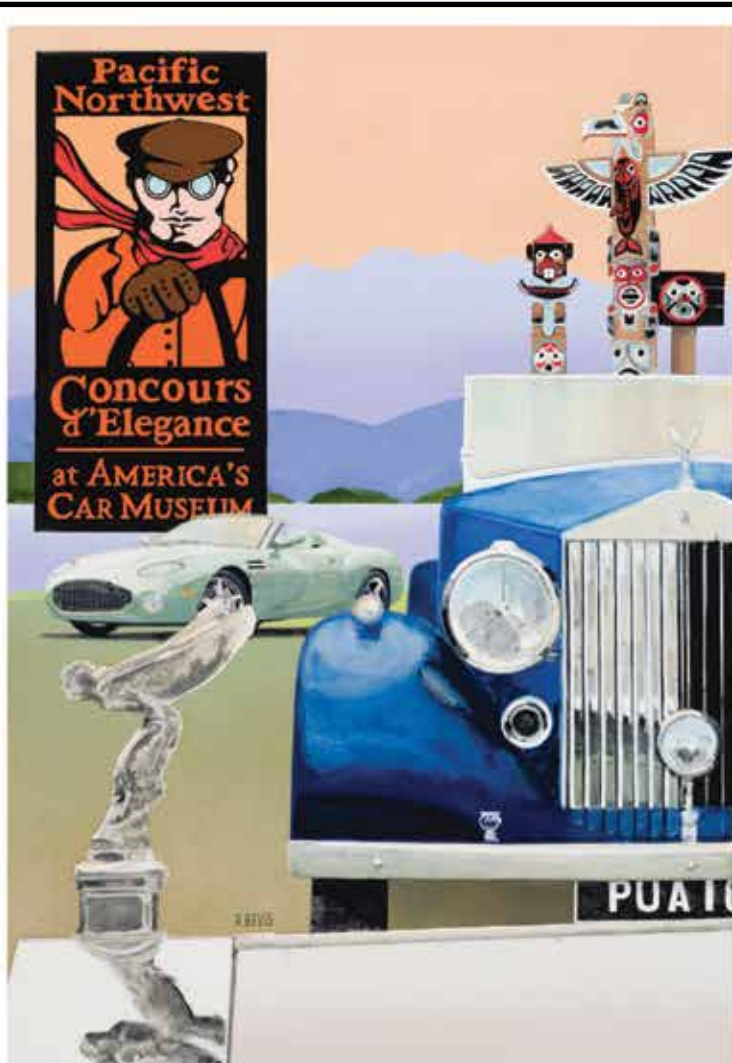
Barbara Mann

Tabulators

Eric Mann, Chief Tabulator
Barbara Mann

Photographers

Michael Bradley
Steve Larimer



THANK YOU



from Lemay – America's Car Museum &
The PNWC Advisory Board to all the
CCCA members who volunteered and
participated in the 2015 Pacific Northwest
Concours d'Elegance.

Your support contributed to the continued
success of the Concours.

Photos (left - right):

Row 1: LeMay Show Field; Carl King's 1932 Auburn Cabriolet; John McGary's 1937 Rolls-Royce Saloon;

Row 2: CCCA Classics Judges John Campbell, Malcolm Harris & Sigfried Linke; Jerry Greenfield's 1933 Lincoln KB Victoria Coupe; Pat Hart's 1936 Cord Phaeton;

Row 3: Frank Daly's 1935 Chrysler Imperial Airflow; John Campbell's 1931 Rolls-Royce PII Continental, Dave Murray's 1931 Auburn Phaeton; Judges Ed Rittenhouse & Lee Zuker; Noel Cook's 1935 Bentley Sedan Coupe; Lou Berquist's 1935 Auburn Phaeton;

Row 4: Barry Briskman's 1931 LaSalle Touring; Tom Armstrong's 1931 Duesenberg Convertible Coupe



The Importance of Being Properly Shod

by Laurel Gunsey



Years ago when I decided to take English riding lessons; I had images of myself wearing fancy leather riding boots. I was a bit taken aback when my instructor suggested I get a pair of rubber Romika boots instead. Later, leading my horse through mud and manure in the riding ring I was profoundly grateful for the advice.

The Romika Company, founded in Germany in 1922, went through rough times during World War Two, when bombing destroyed the factory. Today they produce almost 25,000 pairs of boots and shoes a day, both in leather and rubber, including runners and hiking boots.

I hadn't realized until I read one of Colin's 'Octane' magazines that the riding boot style invented by the Duke of Wellington in the early 1800s would eventually be connected with the car tires on our Classics. A car, as well as a horse and its rider, has to be properly shod.

The Duke adapted the Hessian style of leather boot used by the cavalry and brought the front of the boot up higher on the leg to protect the cavalry rider's knees in battle. This new boot was all the rage and Wellington became known as a fashion leader.

In 1852, Hiram Hutchinson took Wellington's boot design from leather to rubber after a meeting with Charles Goodyear. Goodyear had invented the vulcanization of rubber in 1844 and patented

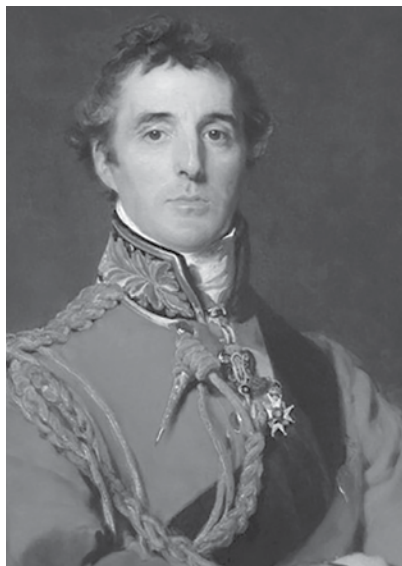
the process of heating sulfur and lead-fortified rubber at low temperatures, finding this made it melt-proof and reliable.

Hiram bought a patent from Charles and rubber 'Wellies' (for Wellington) were born. Farmers and other workers who deal with muddy ground benefitted and even the Queen wears them. The Hunter Boot Company made Wellies for British soldiers in World War One trenches and today there are even steel-toed Wellingtons for construction workers.

Goodyear experimented for years before succeeding with his process. 'Years after his death, when the age of automobiles dawned, two brothers from Ohio named their company after the man who made their product possible'. Goodyear Tires was born in 1898, making bicycle and carriage tires and pads for horseshoes. John Dunlop invented pneumatic bicycle tires and in 1895 Andre Michelin was the first to use them on a car. In 1903, Litchfield patented a tubeless tire. In 1904 a mountable rim appeared and drivers could fix their own flats. Grooved tires with better traction showed up in 1908. Goodrich made longer life tires with carbon added to the rubber in 1910. Balloon tires appeared in 1923. The Classic Era saw the popularity of whitewalls increase in the 30s, the first use of synthetic rubber tires (1937) and Michelin's new radials in 1946.

So, horses wear rubber boots over their hooves. Our Classic Cars run smoothly over any surface with their rubber tires. The Royal Family and construction workers alike owe their comfort and style to the Duke of Wellington, Hiram Hutchinson and Goodyear. The passengers in the 'pre-rubber tire' horse-drawn carriages would have given their rattled eye-teeth to be in any of our properly rubber-tire shod Classics.

Source material available on request. Bill Deibel's 1925 magazine, the 'Spur' has been invaluable. Also important - the magazine 'Octane' (for the Wellington connection.)



Duke of Wellington



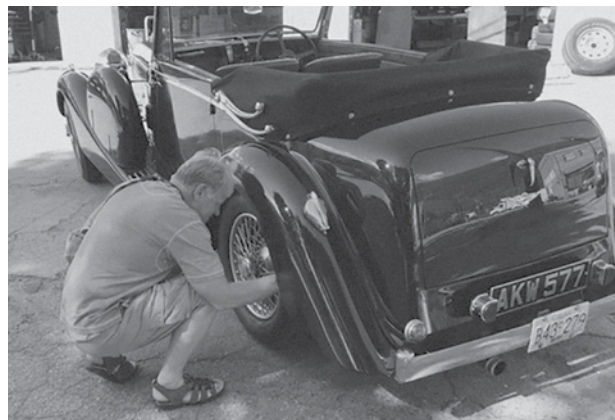
'The Spur' 1927 Advertisement



HRH Queen Elizabeth

Automotive Tires in the Classic Era

by Colin Gurnsey



Lee Noble changing tire on Colin Gurnsey's Lagonda

On the recent Northwest CARavan I experienced three tire failures. Surprisingly, all due to valve stem delamination. The first two failures were one day apart with the third three days later. These three tubes were all acquired at the same time and, I suspect, had the same manufacturing batch numbers. Fortunately I had brought two tubes on the caravan and was able to acquire a third from Roy Magnuson. This experience made me wonder about the forces at play with tube design and tire manufacturing during the Classic Era.

By 1924, there were more than 300 companies in the United States manufacturing tires and components. Tire standardization was unknown as new products and manufacturing methodologies were in a constant state of evolution.

The Classic era began with a new patent in 1923 for "balloon" tires with bias-ply sidewalls and ended with radial tires being patented in 1946 by Michelin. By the Classic Era most tires were black, due to the introduction of carbon black to the tire's rubber compound starting in the early 1900s.

Continued on Page 36

Pacific Northwest Region - CCCA

Continued from Page 27

By the early 1930s car tires became much more reliable and had fewer flats, again due to the ongoing improvements in design and compound composition. An interesting video, available on the net, shows experiments by the Fisk Tire Company using a 1938 Ford as a test vehicle and an earlier Duesenberg as a control vehicle to demonstrate their latest non-skid tire. This tire utilized welts on the bias of the tire for the first time. Something we're quite used to today.

The work that tires had to perform was also changing. The Classic Era cars were heavier and faster than earlier cars. They could be driven longer distances, often out of built-up areas where roads were paved into areas with poorer roads and more difficult conditions. One can see in some of the Le Mans race pictures of the late 20s flying gravel from the tires on curves. Tires were often lumpy, due to poor tread design, and noisy at speed once one got onto paved roads. Companies like Dunlop in the UK, and Fisk in the United States spent a great deal of effort making their tires safer and quieter. Excerpted below is a partial table of principal changes in tire design during the 1930's.

**taken from a 1958 lecture by Mr. L.J. Lambourn, chief tire designer at Dunlop.



Year	Tire Size	Pressure lbs sq/in	Rim Width	Section Width	Section Height
1929	6.00x20	35	3.12	6.0	6.1
1933	6.00x18	34	3.62	6.2	6.3
1935	6.00x17	32	4.00	6.7	6.8
1936	6.00x16	26	4.50	7.1	7.1

"There could be many articles written on just tire company advertisements and their promises of safety and smooth rides."

Laurel Gurnsey



When you draw up at the curb before Pierre's on Park Avenue, or find yourself idling at the wheel before The Breakers at Palm Beach . . . even the most insolent appraisal of your new car must soften to a look of admiration if the tires are Royal Masters. Their unstudied smartness . . . their faultless traction . . . their superb endurance, all bespeak the patrician. And among those who can afford to be extravagant . . . or not, as fancy dictates . . . it is rumored (and truly so) that the Royal Master is likewise a surprisingly economical purchase on a miles-per-dollar basis. Which is only logical, for the Royal Master is the world's finest tire, built by the world's largest producer of rubber.

UNITED STATES RUBBER COMPANY 

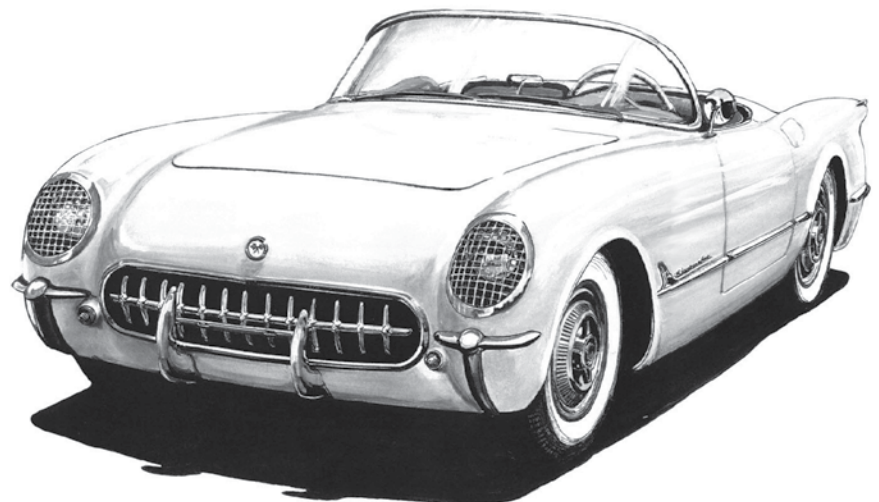


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MAINTENANCE ISSUES

Paint issues, dents, etc.

References available



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Director's Msg continued from page 2

a Classic is to be able to introduce our take on the car hobby to other motoring enthusiasts. Lending our automotive works of art to display at charity events is a particular pleasure; if you have not done so recently, give it another try!

Now we get to celebrate autumn; it is my favorite time of the year. True there is a bit of a bite to the air and the days seem quite short (and getting shorter) as I drive my NC to work when it is dark and then drive home when it is dark. But at least vapor lock is never a problem (I am thinking of the Packards, not the Bentleys here). We can start to plan out what repairs or refurbishing we intend to do this winter, even if, as in my case, I never seem to get around to executing those plans.

As always, the invitation is open to come to a planning session at the monthly Board meeting; NO, it is not spelled "Bored". The Hollywood Bistro is a terrific venue as the food is always fresh, diverse and interesting and the chef and wait staff treat us very, very well. We meet at 5 PM for a social hour, and then enjoy dinner interspersed with discussion of car events past and future. I say this, but please note that the Board meetings for November and December will be in different locations. November ties in our Annual Meeting with a family-friendly lecture on the space program from one of the prime participants. Our November gathering will be at the Brightwater Plant at the intersection of Highway 9 and 522 and will involve pizza! Of course, December will feature our annual celebration of the holidays and will return this year to the Hollywood Schoolhouse in Woodinville for a buffet again joined by the Rolls Royce Owners Club.

As 2015 starts to idle down and 2016 is revving up, grab one of those sporadic beautiful days in the Pacific Northwest and drive your Classic to remind yourself of why we love this hobby.

Happy Motoring,
Brian Rohrback



Editor's Message

This issue of the Bumper Guardian is jam-packed with coverage of so many Classic Car events involving PNR members that we expanded the magazine to 40 pages! Every issue is a collaborative effort and this issue is no exception.

My thanks to John Deshayes and Ray Loe for a great cover story on a car that many are surprised to learn is a Full Classic -- the Studebaker President. John Campbell provided an important story on a battery mishap that could have resulted in a disaster - but didn't. His outline of lessons-learned should be taken to heart to protect your car and your family. Once again, Laurel Gurnsey has taken inspiration from vintage magazines and created a fascinating look at the history of rubber tires. Colin Gurnsey added a technical look at tire design in the Classic Era.

PNR Managers and members organized and reported on events ranging from picnics and parades to driving tours and concours. Thanks to Bill Allard, Val Dickison, Don Reddaway, Brian Rohrback, and Jan Taylor for contributing articles and to Michael Bradley and Steve Larimer providing the photography.

Both Bill Allard and Bill Deibel have held key supporting roles for years. Since I became editor in 2007, Bill Allard has been the primary copy editor and Bill Deibel has been the caption editor.

Bill Allard has done an admirable job under sometimes challenging circumstances (of my making not his). Bill Allard's keen appreciation for an individual's writing style coupled with his strong grammar skills has been the perfect combination for ensuring our Club's magazine stays true to the membership. Over the years, Bill Deibel has checked thousands of captions. Each issue contains dozens of photos of cars and people that need to be correctly identified. Thanks to Bill Deibel's efforts, I continue to learn the difference between Makes, Models, Body-styles and Coachbuilders of a myriad of Classic Cars!

Finally my thanks to the Board of Managers for approving this expanded edition.

Happy Reading,
Karen Hutchinson



