

# BUMPER GUARDIAN

Spring 2016



**1930 Nash Ambassador  
Series 490**

**Owned by: John & Donna Koziol**



## PNR CCCA & Regional Events

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

### April 9th -- Coming-Out Party

PNR Contacts: Gary Johnson, Bill Deibel, Stan Dickison

### May 1st -- HCCA Tour

### May 7th -- South Prairie Fly-In

PNR Contact: Bill Allard

### May 14th -- Picnic at Somerville's

PNR Contact: Dennis Somerville

### June 19th -- Father's Day Classics at the Locks

PNR Contact: Roy Dunbar

### July 4th -- Yarrow Point 4th of July Parade

PNR Contact: Al McEwan

### August 8th -- Motoring Classic Kick-Off at Peter Hageman's Firehouse

PNR Contact: Ashley Shoemaker

### September 3rd -- Crescent Beach Concours

PNR Contacts: Laurel & Colin Gurnsey

### September TBD -- Tour du Jour

Contact: America's Car Museum

### September 11th -- Pacific Northwest Concours

Contact: America's Car Museum

### October 2nd- 4th -- Mahogany & Merlot

PNR Contact: Kim Pierce

### November TBD -- Annual Meeting

PNR Contact: Brian Rohrback

### December TBD --Holiday Party

Contact: TBD

## 2016 CCCA National Events

### 2017 Annual Meeting

TBD ..... TBD

### Grand Classics®

June 3 - 5 ..... CCCA Museum Experience

July 9 ..... Ohio Region

September 10 ..... Indiana Region

### CARavans

July 6-10 ..... Ohio Region

September 9-17 ..... New England Region



## Director's Message

Here we go! The beginning of a two-year stint as your Director. It will be a tough act to follow after Brian Rohrback's five-year reign. With the experience of the current Board of Managers, Officers, appointed posts and our members, I expect our region

will continue to shine. Our outstanding performance was evidenced at the Annual National Meeting of the CCCA in Detroit. The PNR-CCCA received three 1st place awards and two 2nd place awards with 6 awards total in the top-ten. I had the privilege of accepting those awards with Val Dickison at the awards banquet, held at the GM Heritage Center. The most prestigious publications award given by the CCCA is the Turnquist Award. Thank you to Karen Hutchinson and Raymond Loe for making the *Bumper Guardian* shine through the competition and to Val Dickison for the Bumper Bolts. Contributions by PNR members resulted in our First Place Technical Service Award. We also received the Bigelow Award, for the most distinguished record of overall performance. Our Second Place award was for Regional Activities and Performance. Stan Dickison's efforts in managing our activities helped push us into the Bigelow Award. Thank-you to everyone who participated to make these awards possible. With everyone's continued efforts, 2016 is on its way to be another award winning year for the PNR-CCCA.

Leading up to the awards, the group visited the Packard Proving Grounds, The Ted Stahl Collection and Terry

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

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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.

**On the Front Cover: 1930 NASH**  
 Owned by John & Donna Koziol

**On the Back Cover: 1934 NASH**  
 Owned by Terry & Cherry Jarvis

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## 1930 NASH Twin-Ignition Eight Ambassador Sedan

Owned by John and Donna Koziol • Woodinville, WA

In 1930, Nash built 54,605 cars in its main factory in Kenosha, WI, and branch factory in Milwaukee. This production number placed Nash Motors in twelfth place nationally for the year. This same year, after three years of intensive research and experimentation, the company introduced its deluxe Nash Twin-Ignition Eight Ambassador series, which featured the largest and most luxurious cars it had built up until that time.

These Ambassador models were noted as the "flagships" in the Nash line. Their wheelbase measured a whopping 133 inches, and the cars were powered by twin-ignition eight-cylinder engines, the first eights that Nash had ever offered. They carried a price of \$2,095 f.o.b. and weighed in excess of two tons.

Nash's new straight-eight engine was coupled with a counter-balanced crankshaft with aluminum pistons and connecting rods. It boasted a new twin-ignition with 16 spark plugs and two sets of points, condensers, and coils that operate from a single distributor. Twin-ignition became a feature of the larger Nashes, the idea being that greater combustive efficiency (22%) could be achieved with two spark plugs for each cylinder. Nash boasted

A TALE OF TWO NASHES  
Owned By John & Donna Koziol



that of all the world's cars, only Rolls Royce and Nash offered this particular feature.

With overhead valves and 9 main bearings, the 298 cubic engine developed 100 horsepower at 3200 rpm. Billboards across the country advertised that Nash's new eights could do "80 miles an hour in 3 blocks." In fact, during the first two years of the Depression, the Nash Ambassador Twin-Ignition Eight was clocked at better than 85 mph at Le Mans. It also won a gold medal in the Tour de France in 1931, and a one-two finish in the classic Athens Hill Climb in Greece (ahead of a Fiat, a supercharged Mercedes, and several Bugatti racers).

Our 1930 Nash Ambassador is a five-passenger, close coupled sedan, Model 497. Only a handful of these Nash Eights are known to still exist, with several registered to owners overseas.

While the full history of our car is not known, we do know it was first registered in the State of Washington on March 10, 1935, and is believed to have come from Oregon. What we know most about the car begins in 1963 when our longtime friend, Les Culver, purchased the car in West Seattle from a high school student who had dreams of rebuilding it but didn't have the expertise to do so. The Nash was complete at that time except for a missing radiator cap. The engine had been removed but was accessible.

Upon purchasing the car, Les began an exacting restoration that he completed ten years later in 1973. This frame-off restoration involved replacing all the wood in the car (except the doors) and completing a full mechanical rebuild. For upholstery work, Les drove the Nash to Portland where Stan Jones installed new, original-style mohair throughout the interior. The car was painted in Seattle by Louis Cohn and the paint remains in good condition to this day.

Some of the exterior features of our Nash include a body built by the Seaman Company,

which was recognized as being among the most advanced body builders in the industry; six wire wheels, including twin side mounts; a built-in rear trunk; thermostatically-controlled radiator shutters; large chrome-plated headlights and cowl lights with Nash logo; 4-wheel internal expanding brakes; Duplate shatter-proof glass throughout; twin windshield wipers and cowl vent; and "the world's easiest steering."

In addition to its twin-ignition eight-cylinder motor with aluminum connecting rods, the engine compartment features a Bijur centralized chassis lubricating system, multiple-jet Marvel carburetor, and dual manifolds.

The interior includes a full set of illuminated gauges grouped in an art nouveau-style silver instrument panel; deluxe mohair upholstery throughout, an adjustable driver's seat; three rear seat arm rests; shirred pockets in rear doors; dome light; foot rest, robe rail; assist straps; and vanity smoking sets.

Shortly after completing its restoration, Les drove the car on numerous tours including a drive to Santa Clara, CA, in 1978 to participate in the Nash Car Club's annual "Grand NASHional" car show. The Nash won first place....a fitting tribute to a great restorer and long-time Nash enthusiast.

I purchased the Nash from Les in 1998 and have maintained it in good working order ever since. Donna and I have driven it on many tours in the Pacific Northwest and have shown it at many, many car shows throughout the area. It is a wonderful and very reliable touring automobile. We enjoy it immensely and are looking forward to many fun years ahead in our Classic Nash.

The Nash 8-cylinder Ambassador models from 1930-1934 have been designated as Full-Classics® by the Classic Car Club of America, a tribute to their uniqueness and high quality engineering.



# 1934 NASH AMBASSADOR-8

Owned by Terry & Cherry Jarvis



## Owner's Story

While looking to buy a Full Classic® I learned about a very unusual, low production, 1934 Nash 1290 Series Ambassador Eight four-door sedan being offered for sale after spending 30 years in storage. We found that this particular car had very original low mileage (55,000) and was reportedly one of only seven other 1934 Ambassador-8 cars left in the USA.

In 2000, my wife and I flew to Walnut Creek, California where we bought the car and shipped it home. I am the fifth owner of this car. The original owner kept this car for sixteen years before selling it in 1950 to owner number two who promptly removed the engine and installed it in a Studebaker hot rod he was building. He then sold the remains of the Nash to owner number three who planned to restore the car. Over the next ten years owner number three was

looking for a replacement engine along with other needed parts when he finally located, and was able to purchase, the original engine from this car. Alas, as he was about to start the long delayed restoration his wife divorced him and the car was sold "as is" to owner number four. That owner also planned to restore the car but "never got around to it" so, it remained unassembled until I bought it.

As I received the car it was remarkably complete even though mostly in pieces. The fellow I bought it from had carefully accounted for almost every part which I found stuffed into the trunk, backseat and the many boxes that came with the car. For those parts that need to be replaced, I had the worn-out item to copy along with an original Nash factory parts book full of illustrations that proved to be invaluable during the restoration.

Since I wanted the car to drive and enjoy, I very wisely decided that the best way to get that done was to NOT do it myself. I engaged Murray Motor Car of Monroe, WA. (owned by fellow PNR members Al and Paul Murray) for a complete frame-off restoration. The entire process took 14 months and now the car looks and runs better than when it was brand new.

When the restoration was near completion, I received an invitation to apply for acceptance to the Pebble Beach Concours d'Elegance. We entered it in the 2002 Pebble Beach Concours, and received a Second-in-Class trophy. The car was next entered in the first Kirkland Concours d'Elegance, the 2003 Forest Grove (Oregon) Concours d'Elegance where it received First in its class and runner-up for "Best of

Show", and the 2003 Nash Club of America's National Show where it received the "Best of Show" award.

We have since entered this car in several CCCA Grand Classics (receiving premier status) and other regional events. We have participated in three CARavans® (2003, 2006, 2009), weddings, parades, community and political events, and the car has performed flawlessly.

## Design & Engineering

For the 1934 model year, Nash commissioned the premier designer of the time, Count Alexis de Sakhnoffsky, to design a special one-year only car that would embody the elements of Art Deco design. As a result, the 1934 Nash is perhaps one of the most distinctive and unusually designed cars of the period. The Ambassador-8 Model 1290 was only available as a four-door sedan, in 133" or 142" wheel bases.

This "Ambassador-8" was Nash's final entry into the super-deluxe market to compete with the likes of Cadillac and Packard. Commonly referred to as "The Kenosha Duesenberg" (Kenosha Wisconsin being the site of the Nash factory), prices for this model were just over \$2,000. Additional available options included radio, rear fender skirts, wire wheels in either paint or chrome, as well as double side-mount spare tires.

All of the body hardware and fittings on this car are very distinctively detailed, as are the fenders, the hood and the head lamps and tail lamps with de Sakhnoffsky's very stylistic "speed lines" that Nash marketed as "Speed Stream Styling." De Sakhnoffsky also shortened the cowl and added

that length on to the hood, to give the car a longer and more elegant look. And, to accentuate the long and low streamlined look, Nash used a Timken worm drive rear end and a "dropped" I-beam front axle to allow the body to be set even lower to the ground. Also, the windshield is substantially lower than other competitors to give the car a very low-slung look.

The Ambassador model for this year also had the largest displacement straight-8 overhead valve engine that Nash had ever produced, Bijur automatic lubrication, Stromberg UUR-2 (double throat) updraft carburetor, dual ignition (sixteen spark plugs), unique cables and pulleys to operate the throttle, choke and engine controls, windshield wipers driven by a cable from the engine camshaft, a worm-drive differential with a 4.73 to 1 ratio, dashboard with unique oversize gauges, a very deluxe interior, and many other features found only on much more expensive cars.

*Feature Editor's note:*

*The Jarvis Nash was first featured in the January - March 2003 **Bumper Guardian**, wherein then and now owner Terry Jarvis provided the full story about his car up until that time.*

*For those of you who have never read or (worse) can't remember reading his article from 12 years ago I have excerpted parts of Terry's original article (Design & Engineering section) to fill out his tale and to accompany the stories about John and Donna Koziol's Nash cars you will find elsewhere in this issue.*

*The 1934 is the last Nash built that is currently recognized by the CCCA as a "Full Classic®" car. ~Ed.*





## **History of Charles W. Nash and Nash Motors**

*By Raymond Loe*

In 1890, Charles Nash went to work for William C. Durant at the Durant-Dort Carriage Company. Together with Durant and David Buick, he helped co-found the Buick Motor Company and in 1908 became president of the company. That same year, General Motors (GM) was founded by Durant and Charles S. Mott as a holding company for Buick. GM immediately began expanding by acquiring Oldsmobile, Cadillac and the Reliance Motor Truck Company.

By 1910, GM was debt-ridden and suffering losses when Charlie Nash took over as General Manager. Nash turned the company around and by 1914, GM was profitable. Now, as president, Nash was reluctant to pay out their newly achieved positive cash position in stock dividends so soon after becoming profitable but, that was what was being demanded by GM's major shareholders, including Billy

Durant. This dispute led Nash to quit the company in 1915.

A year later, wanting to build a car bearing his own name, Nash bought the Thomas B. Jeffery Motor Company of Kenosha, Wisconsin. Jeffery's best-known automobile was the Rambler which had been built there since 1902. The 1917 Nash model 671 was the first vehicle produced to bear the name of the new company's founder. However, the most important product for the newly renamed Nash Motors was the Jeffery four-wheel drive Quad truck. With a reputation of being the best four-wheel drive truck in the country, the Quad truck made Nash the largest producer of four-wheel drives in the nation and during World War I was the leading producer of military trucks.

About this time Charlie Nash convinced Nils Wahlberg, then chief engineer of GM's Oakland Division to join his new company to design, develop and produce their first engine. A very interesting feature of Wahlberg's work was his "Twin Ignition" system. As the name implied, these engines employed two sets of spark plugs, and points plus dual condensers and coils all operating from a single distributor. Only Rolls-Royce also employed this aircraft engine feature in their automobiles at that time. The Nash Twin Ignition Six arrived in 1928 and was displaced by an eight cylinder version in 1930. From then on only Twin Ignition Eights were offered in various engine displacements through 1940.

Nash cars bristled with innovations, leading other manufacturers by offering a premium model with a straight-eight engine having overhead valves, twin spark plugs and nine crankshaft bearings. Later, they offered synchronized transmissions (with a vacuum shift dashboard selector), free-wheeling,

automatic chassis lubrication, worm drive rear ends, dash board starter button, ignition/steering wheel lock and a driver adjustable suspension system. Nash's advertising slogan beginning in the late '20s was "Give the customer more than he has paid for" and their cars indeed lived up to it.

In 1924, Nash absorbed Lafayette Motors, an existing producer of poor selling large, powerful cars, and converted their plant to produce the Ajax, a new, entry level six-cylinder car. Still suffering from the economic malaise following the 1929 Wall Street crash, Nash was looking to capture needed sales in the lower priced field. When sales of the Ajax proved to be quite disappointing Nash reintroduced the Lafayette name in 1934 as a lower priced companion to the Nash. In 1935, Nash introduced their "Bed-In-A-Car" feature which allowed their car's interior to be converted into a sleeping compartment. This exclusive Nash option was offered for the next fifteen years.

The period during which our three featured cars were built (1927, '30 & '34) were very turbulent for Nash Motors. Though regularly building more than 100,000 cars a year in the 1920s, Nash hit bottom in 1933 building less than 15,000 cars. (It took until the boom post war year of 1946 for Nash to again build more than 100,000 units.) A planned 1934 restyle for Nash-brand cars was postponed while the company pinned its hopes - and resources - on their new Lafayette line. This strategy did not pan out either, and both the Ajax and Lafayette brands were gone by 1941.

Before retiring, Charlie chose Kelvinator Corporation head George W. Mason to succeed him. Mason accepted on the condition that Nash would acquire controlling interest in Kelvinator, which at that



time was the leading manufacturer of high-end refrigerators and kitchen appliances in the United States. The resulting company, as of January 4, 1937, was the Nash-Kelvinator Corporation.

A total 1939 restyle ushered in all the best elements of late art deco design and production soared to nearly double the previous year total. One significant contributor to the improved sales was Nash introducing their "Weather Eye," a new optional conditioned air heating/ventilating system, for their automobiles. This was the first hot-water car heater to draw air from outside the car, and is the basis of all modern car heaters in use today.

For 1941 Nash came out with a new "single unit construction" aerodynamic body for their 600 series along with a new six cylinder engine leading *Time* magazine to call it "the only completely new car" that year. Production increased to over 84,000 cars - a 35% increase over 1939. Looking beyond the war years Nash came back early and strong producing 94,000 cars in 1946, 101,000 in 1947 and 110,000 in 1948. These were very good years for Nash, generating strong profits.

George Mason, one of the postwar industry's most visionary leaders, believing that the independents would have to merge to survive against the three Detroit giants began working to put Nash together with Hudson, Studebaker and Packard. More immediately, he presided over development of a radical all new Nash for 1949. The "Nash Airflyte" was very slick aerodynamically and, though it looks rather strange now, in its day it was one of the most advanced cars on the road. It was unquestionably the boldest Nash ever. Over 130,000 Nashes were built in 1949 jumping to over 160,000 in 1950, a new company record that did not

include the new compact, Rambler, introduced that year.

Small cars fascinated George Mason who believed the independents couldn't survive in the post-war market if they offered the same type cars as the big-three. The Rambler arrived just as the sell-anything era was ending and would keep Nash's head above water through its 1954 merger with Hudson. Soon after the merger, forming American Motors Company (AMC), CEO George Mason died and with him his dream of bringing Packard and Studebaker into the company. Mason's successor, George W. Romney, pinned the future of AMC on an expanded line of Rambler compact-sized cars and began phasing-out the Nash and Hudson nameplates by the end of the 1957 model year.

With Mason's passing in 1954, his short venture into offering Nash-Healy sports cars was terminated after only 506 were built over the three preceding years. The Nash Metropolitan, also created by Mason, hung on a little longer ending production in 1962.

From 1962 to 1965, Rambler was the only marque sold by AMC until new CEO Roy Abernethy began phasing it out and discontinued the brand in 1969. In 1970 American Motors acquired Jeep (the descendant of Willys-Overland Motors) and only built derivatives of that nameplate for the next ten years. In early 1980 American Motors entered into a partnership with Renault which lasted until AMC was acquired by the Chrysler Corporation in 1987, becoming its Jeep-Eagle division. Since then, in the topsy-turvy world of automotive business, Chrysler is now a division of Fiat. Go figure!

Sources: Wikipedia, *Encyclopedia of American Cars* 2001, Owner-provided literature.



### Count Alexis de Sakhnoffsky (1901 Ukraine - 1964 USA)

*Sakhnoffsky was an industrial designer, known principally for his Streamline-style automotive designs. Born in Kiev, now Ukraine (then the Russian Empire) in 1901, Alexis came from a wealthy aristocratic family. His father, Prince Vladimir Sakhnovsky, was the new commandant of the station port in the First World War, the port manager in the Petrograd's Customs and Chairman of the acceptance of vehicles supplied by Russia's allies, committed suicide in 1917. His Mother M. I. Tereshchenko's, was a millionaire and sugar industrialist. The family had a "Mercedes" car, which led to a creative future fate for the artist. After his father's death, Alexis joined the army of General Wrangel. In early 1920 after the Bolshevik revolution he emigrated to Paris, where his mother's aunt lived. He next emigrated to Switzerland in 1919 and by the 1920s had become a well-known designer of European sports cars. He relocated to North America in 1929 and was employed by the Hayes Body Corporation where he did design work for several Hayes customers like Auburn, Cord, and American Austin automobiles. The 1929 Cord L-29 he designed for himself (and which was built at Hayes) won the Grand Prize at the 1929 Monaco Concours d'Elegance and the Grand Prix d'Honneur at the 1929 Beaulieu Concours. He went to Packard in the early 1930s, and later did work for Nash, White trucks and others.*

*In the early 1950s Sakhnoffsky teamed up with Preston Tucker (after Tucker's acquittal from an SEC trial over the Tucker '48). Funded by investors from Brazil, they began initial designs to build a sports car called the Tucker Carioca. But Tucker's travels to Brazil were plagued by fatigue and upon his return to the United States he was diagnosed with lung cancer. Tucker died from pneumonia as a complication of lung cancer. The Tucker Carioca was never developed.*

*Sakhnoffsky also completed numerous other design projects including bicycles, kitchen items, and furniture. He served as a technical editor for Esquire magazine from 1934 until the 1960s.*

## AUXILIARY ELECTRIC FUEL PUMPS

By Frank Daly

With a properly rebuilt fuel pump using a diaphragm made of material which is compatible with ethanol, a mechanical fuel pump should be all that is needed to keep your Classic rolling down the road. After all, these cars were driven for tens of thousands of miles 'in the day' with just the mechanical pump.

However, there are a couple of reasons to consider an auxiliary electric fuel pump.

I use an electric fuel pump on most of my vintage vehicles, primarily to prime the carburetor after the car has been sitting for a while. If I plan to drive a particular car every day (such as when on a tour) or even every two or three days, I don't use the electric pump at all. However, after my cars have been sitting for four or five days or more, the fuel in the carburetor bowl and perhaps even part of the line has evaporated. It takes a great deal of cranking before there is sufficient fuel to start the car.

I use a small momentary switch (installed out-of-sight) under the dash. I hold it in for about 30 seconds before starting my cars, and it always works like a charm.

Another, perhaps more important, reason to consider an auxiliary pump is the dreaded vapor lock. Modern fuels are formulated to run under a great deal of pressure – I've been told 30 psi. At atmospheric pressure, today's gas boils relatively easily. At higher altitudes and, of course, higher ambient temperatures, fuel boils/vaporizes even more readily. More importantly, fuel can boil in the mechanical fuel pump or in the lines, and until things cool down, no fuel will flow.

Mechanical pumps suck gas from the tank and cannot suck vapor. Electric fuel pumps create pressure in the line. I am sure that there are conditions under which no fuel pump can overcome severe vapor lock, but in multiple cars over many years, in the rare circumstances (usually hot, high speed, going up a long grade) under which I've experienced vapor lock, switching on the electric pump has instantly cured the problem.

Be sure that any electric pump is wired through the ignition switch; i.e. power is available only when the ignition switch is "on". I once witnessed a vintage vehicle burn beyond repair as a result of wiring a switched fuel pump to an 'always on' power source. An engine fire caused by a melted plastic fuel filter (also a no-no) might have been extinguishable, but when the owner exited the vehicle, while he switched off the ignition, in his haste/panic he failed to switch off the fuel pump. Fuel continued to feed the fire until the battery was destroyed by the fire.

It is a good idea to bypass the mechanical pump if you are going to run the electric fuel pump all the time. If the diaphragm in the mechanical pump fails, pressurized fuel delivered by the electric pump could flow past the diaphragm and into the crankcase, with potentially exciting results.

If you are going to use your electric fuel pump only to prime the carburetor and possibly overcome occasional vapor lock, you need to use the right kind of fuel pump.

There are two common types of electric fuel pumps. The first is the so-called gear pump. Carter calls them "Carotor Style". According to the Carter literature this pump utilizes "...a unique gear and rotor eccentric mechanism that squeezes the fuel within the pump...".

This pump is fine, and recommended, if you are going to run the electric fuel pump continuously. The advantages of this pump are small size, light weight, and quiet operation. It runs on six or twelve volts; at six volts it puts out 20 GPH at 4-6 PSI. The Carter



number is P60430. This pump is not recommended for priming the carburetor or other intermittent use. The reason is that the gear/rotor mechanism restricts fuel flow when the pump is not running, and if the gear and rotor end up in just the right (actually, wrong) position when the pump is switched off, the pump can block fuel flow completely.

If you want to use your mechanical fuel pump as your primary pump, but wish to have an auxiliary electric fuel pump for priming the carburetor or for 'emergency' operation, a piston type electric fuel pump is appropriate. When this pump is switched off, it does not restrict flow through the pump, and the mechanical pump can 'pull' fuel through this pump without additional effort. One appropriate fuel pump for this use is the Airtex E8902. (see below)



This pump runs on 6 volts. It puts out 25 – 30 GPH at 2.5 – 4.5 PSI, more than enough flow at an appropriate

*Continued on Page 15*



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## 1927 NASH SPORT TOURING (NC)

*Owned by John and Donna Koziol*



According to the records of the Nash Car Club of America, our 1927 Nash Sport Touring Advanced Six four-door Phaeton is the only one known to survive. This car has been in my family since it was new. The original owner, my uncle Horace Caffi, purchased it in 1927 from Wallace Motors in Washington D.C. at a cost of \$1,750.00. Horace drove this car for the next forty years as his only means of transportation.

In 1967, my uncle gave the car to his son, who passed it on to me a year later. When I got the car, it had cleared Washington DC's mechanical inspection and was still quite road-worthy. While the car was really in need of restoration and its odometer had already passed the 100,000 mile mark, it amazingly still ran quite well. After acquiring it, I often drove it to nearby antique car shows, where it got a lot of attention, and around the Maryland countryside where I lived at the time.

In the mid 1970s, after I had moved to Seattle, I towed the car

across the country and placed it in storage until I could begin the restoration process. I finally was able to begin in 1982 by completely disassembling the car under the watchful eye of my longtime friend Les Culver. Les, a retired mechanic with a special affection for Nash automobiles, assisted and encouraged me throughout the entire 12-year project.

Restoration of the Seaman body proved to be the most difficult task. Many of the wood sections of the body, which contained compound curves, had dry rot and needed to be replaced. The steel panels had survived in much better shape and largely needed only minor restoration. We rebuilt all of the mechanical equipment, located many hard to find original parts and reassembled the car to its original factory specifications. Recognizing the limits of my talents, I farmed out the upholstery, top and painting to local craftsmen with expertise in those professions.

Nash built 122,632 cars for the 1927 model year ... a 10% reduction from their record setting 1926 period. There were a total of 26 models available from the three Nash six-cylinder series offered in 1927 - Standard Six, Special Six and Advanced Six. It is not known how many Nash Advanced Six Sport Touring cars were produced, only that the number was extremely limited mainly due to the high cost of the car and the surging demand for enclosed cars. Nash did rebound in 1928, when they turned out 138,170 cars, a company record the would stand until 1950.



This award-winning Sport Touring Nash is no trailer queen. It is regularly driven to participate in shows and on tours in the Pacific Northwest. It has plenty of power and is very road-worthy. Donna and I have enjoyed many years of driving this big luxury Nash and gotten much satisfaction out of knowing it's a family car that I personally restored.

*Editor's Note:*

*Although there are no six cylinder Nash cars, including this one, recognized by the CCCA as "Full Classics<sup>®</sup>," since this car is so rare and interesting, I thought you'd enjoy learning about it along with the two "Classic" Nashes being featured in this issue. ~ Ed.*





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



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of the Classic Car Club of America

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and seven o'clock for dinner

Lynnwood Convention Center  
3711 196th Street SW  
Lynnwood, Washington

Black tie optional  
Period dress encouraged

*Auxillary Electric Fuel Pumps continued from Page 10*

pressure for vintage vehicles. They are about \$70.00 through NAPA and half that from Amazon. This style of pump works just fine in continuous operation as well as intermittent operation. Whichever pump you choose, mount it as close to your fuel tank as possible. These pumps are much better at pushing fuel than they are at pulling it, and it is cooler back there (not near the muffler). Neither pump uses the body as an electrical connection, so there is no issue with positive ground cars. Simply connect the (+) terminal to a good, clean ground and wire the (-) terminal from your ignition switch and through your off/on switch – intermittent or continuous, depending on your chosen mode of operation.



## A Tribute to Gordon Apker

Written by Al McEwan

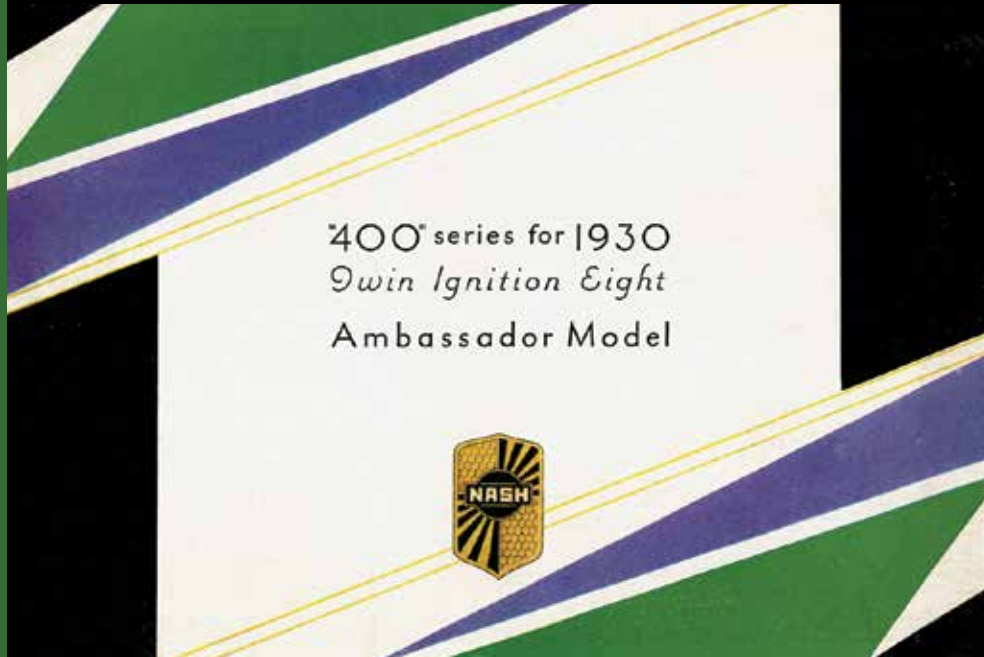
Gordon Apker, a lifetime member of the Classic Car Club of America, passed away February 3, 2016 at the age of 71. Gordon became active in the Classic Car Club in the middle seventies and, while he already was involved with cars, his and Claudia's first CCCA event was the 1978 Pacific Northwest CARavan®. That year they drove a 1936 Auburn sedan and were back again for the 1982, 1986, and 1990 Pacific Northwest CARavans each time driving a different, desirable Full Classic® including a 1929 Duesenberg Murphy roadster, a 1934 Auburn 12 Salon Speedster and a 1933 Cadillac Sport Phaeton. The Apker estate on Puget Sound, south of Seattle, included a 'barn' that had to grow in size to accommodate the cars. Many cars and much automobilia were on display in the 'barn,' part of which was a restoration area often referred to as the 'Chicken Coop.' The restorations that came out of Gordon's 'Chicken Coop' helped set a standard of excellence that was admired everywhere.

Throughout these years, Gordon hosted the annual 'Apker Affair d'Elegance' at the lovely estate. This was an event for all car hobbyists and every kind of collector car. The event grew in size until there were 200 to 300 cars and 500 to 700 people in attendance. As Gordon owned several Shakey's pizza parlors during these years, all of the food was donated so that the registration fees could benefit Children's Hospital.

Gordon served as a National CCCA Board Member from 1984 to 1988 and was the CCCA National Head Judge. He also judged at other events throughout the country, particularly at Pebble Beach, where he was the Chief Class Judge for Duesenbergs for more than three decades.

Gordon and Janet were married in 2000 and built a home in Scottsdale, AZ. He and Janet split their time between the Seattle area home and Scottsdale, eventually spending more and more of their time in Arizona. Gordon continued to accumulate cars, many of them from the fifties and early sixties. His last CARavan in 2002 was with Janet in a very rare 1936 Packard 12 Sport Phaeton. While Gordon enjoyed showing his cars, his greatest joy was in touring and driving them. In more recent years, he participated in many other automotive events such as the Colorado Grand and Copper State 1000.

Gordon was well known throughout the car hobby world, had a great deal of experience with many different collector cars and was a 'go-to' guy for information. We all miss Gordon and wish Janet our very best. We also hope that she will continue to be involved in the car hobby.



**"400" SERIES FOR 1930**  
Twin-Ignition Eight Specifications

-- PARTIAL LIST --

**MOTOR** - 8 Cylinders in line; valve-in; high compression; 4-point suspension; mounted in rubber. 3 1/4" bore, 4 1/2" stroke.

**IGNITION** - Twin, 16 Aircraft type spark plugs.

**PISTONS** - Aluminum Alloy with slotted skirts, fitted with Invar struts; 2 compression and 2 oil regulating rings.

**CONNECTING RODS** - Drop forged aluminum alloy with steel caps.

**MAIN BEARINGS** - Bronze backed, babbitt lined, 9 in number. Doweled in cylinder block.

**CRANKSHAFT** - Forged steel, 9 bearings; integrally counterweighted; hollow crankpins; fitted with torsional vibration damper.

**MOTOR LUBRICANT** - Forced feed to main, connecting rod, camshaft bearings, and valve rocker arm shaft. Positive feed to timing chain. Oil filter.

**COOLING SYSTEM** - Fin and tube radiator. Automatic radiator shutters with thermostatic control. 4-blade steel fan, belt driven. Water circulated by centrifugal pump.

**CHASSIS LUBRICATION** - All points requiring frequent attention are lubricated by the Bijur centralized system.

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Two new Ambassadors — one formal in coachcraft — the other more informal in its appearance and dress — now grace the highways.

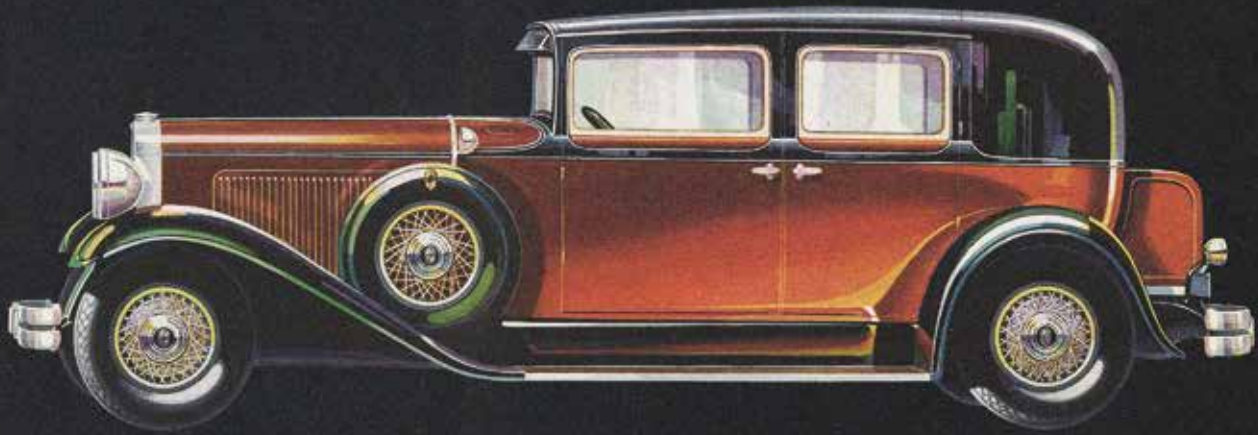
☞ Motoring is raised to a new level of luxury by these new Nash Twin - Ignition Eights — by the innumerable refinements new to motor car design and the striking individuality of style and appearance. ☞ Three years and more of intensive work in design and experiment have produced for these cars a Straight Eight motor remarkable for its efficient power delivery.

The Twin-Ignition high compression, valve in-head motor with the 9-bearing integrally counterweighted, hollow-crankpin crank-shaft, aluminum alloy Invar Strut pistons and aluminum alloy connecting rods, which powers the Ambassador and other models of the Twin-Ignition Eight Series is a marvel of efficiency, smoothness and fluid, flexible power. ☞ This new Nash achievement brings to the Nash clientele the most modern and the most efficient type of power so far developed for any motor car, regardless of price.

## THE FINEST IN PERFORMANCE

This great new motor is, however, only one element of many in the ensemble of structural and performance superiorities introduced to motoring by the Twin-Ignition Eight. ☞ The steering system has been refined to make the "World's easiest steering", easier still. A new shock eliminator is designed into the left front spring rear hanger to insulate the steering wheel from all road vibration. ☞ Duplate non-shatterable plate glass is used in all of the doors, windows, and windshields. ☞ The Bijur System lubricated the chasis. ☞ Silent, cable-actuated, self-energizing, fully enclosed 4-wheel brakes now use the car momentum to tighten the pressure and make deceleration smoother, and more effortless. Lifetime-lubricated, steel-jacketed springs increase the comfort and silence of Twin-Ignition Eight travel. Smart, built-in automatic radiator shutters add to the pleasure of winter driving. ☞ The experienced motorist will decide immediately that these cars unquestionably originate new necessities and niceties of motoring.



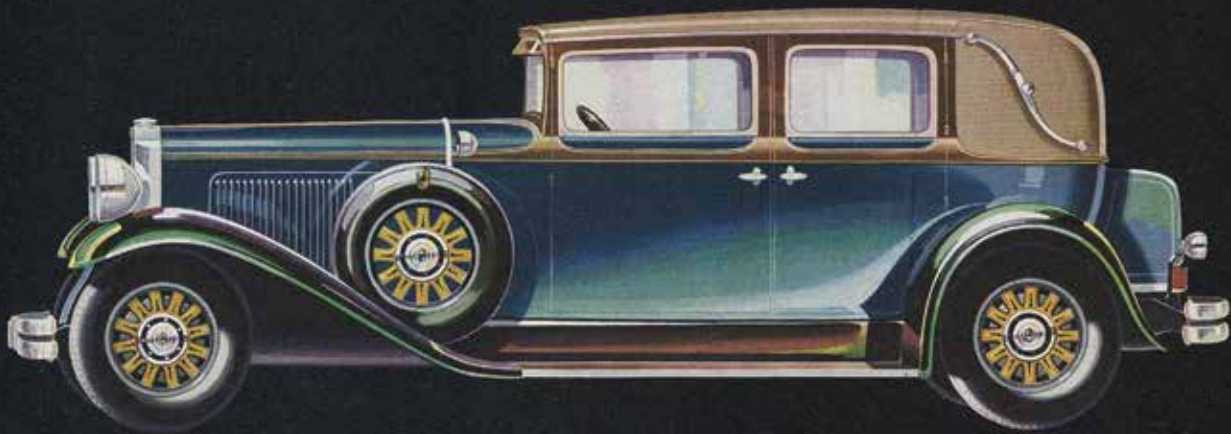


THE TWIN-IGNITION EIGHT AMBASSADOR  
WITH METAL REAR QUARTER

Furnished with Regal Equipment as illustrated above  
at slight additional cost

THE TWIN-IGNITION EIGHT AMBASSADOR  
WITH TAN FABRIC REAR QUARTER AND ROOF

Furnished with Regal Equipment as illustrated below  
at slight additional cost



## 2016 CCCA NATIONAL MEETING

*Novi, Michigan*

Your new director Kim Pierce, Stan and I flew back to the Annual National Meeting this year. Year-to-year is much the same, as you have meetings, reports, an election of officers and the typical hotel banquet meals. There are always flyers on the dining tables. The CCCA Museum's flyer reminds us of their June 3-5 "Experience" which will include Don Williams' "1947 Lincoln Congenial 12 Cabriolet." (Don't trust spell check!) The astute region which hosts the event, wisely plans garage tours of local collections. There were several great ones in Detroit: the Ted Stahl and Terry Adderley Collections were festooned with big-dollar ACDs, Packards and the like. Stahl's included a pristine 1948 mossy-green Tucker and many automatons, including a 1926 Mortimer that was nearly two stories tall and shook one to the very core with old-fashioned tunes. The GM Heritage Collection was the site of the Regional Awards banquet; it is a facility not open to the public, so it was quite a coup to be allowed entry. (Sorry no photos allowed for social media. Follow your National CCCA publication for allowable photos.) We also toured the Packard Proving Ground, where in its 1930's hay-day, Packards were test-driven on a mile-long track, to "work out the bugs." Abandoned for many years, it is now a non-profit museum. The land has been largely sold off, the track gone and is down to buildings on four acres. Let us not forget our visit to the North American International Auto Show (aka/Detroit Auto Show) which was full of bright lights, loud music, and beautiful cars including some amazing concept cars. Jaguar, Rolls & Bentley were not represented; not sure why.

I always take notes at the meeting. First and foremost awards: PNR received 9 of the 12 available regional awards, placing first with our publication, receiving the "Turnquist Award." We also took First for quantity & quality of our 2015 technical articles. PNR garnered the "Bigelow Award" for overall excellence. See sidebar for all our award standings. My comments from the meeting are as follows: readership of the national CCCA website is 65% from the age group of 18-55; 166 people look at the website daily; page views are up to over 7



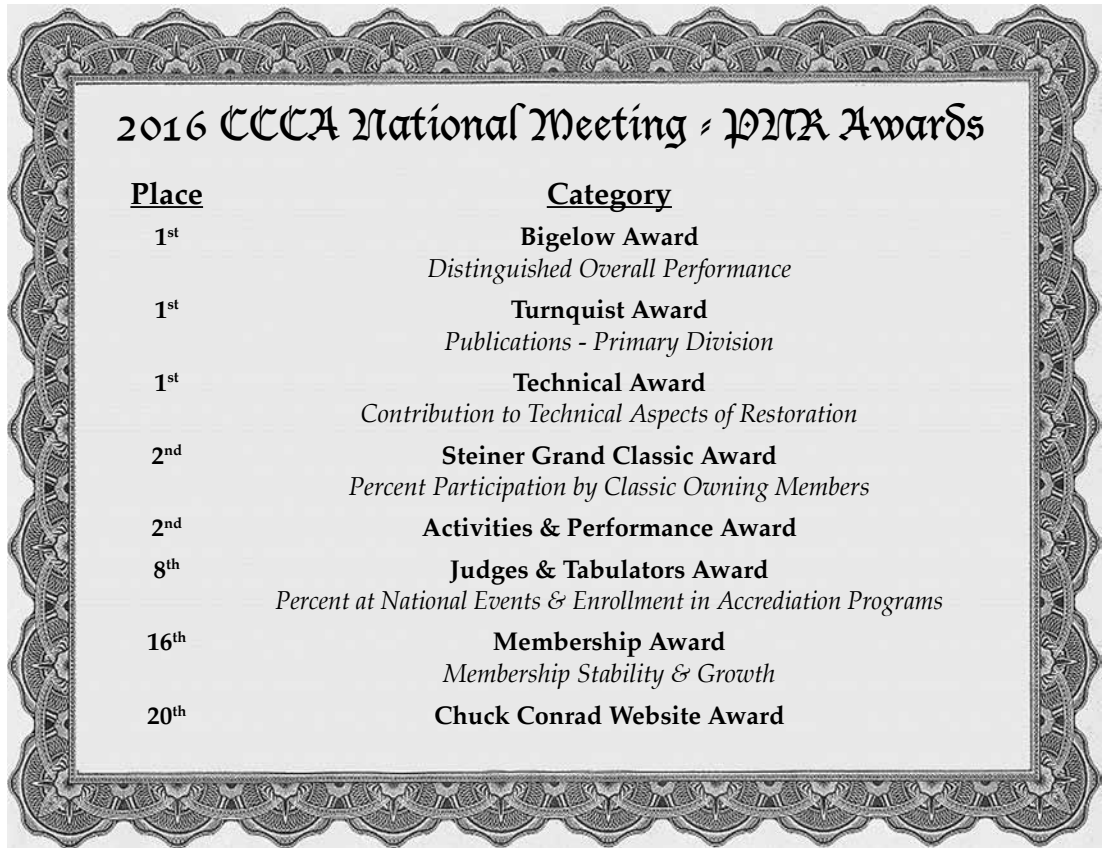
pages per reader. National is changing from a cash-basis accounting to accrual this year. The 501c3 Education Foundation has been established so donations may be made of cash, estates and Classic cars.

But you know me by now. I like to observe the quirkier things that many dismiss. Here are a few of my Detroit observations: (1) A group of local bicycle riders started a "slow rider" club about five years ago, traveling from downtown through the residential areas on any given Sunday. The leader has a basket on the front of his bike, big enough to hold a case of beer. By the end of the ride, the beer is gone and bikes appear to go slower than when they started. (2) It is okay to text or talk on one's hand-held cell phone, while driving. It annoys the bus drivers who tried to maneuver around motorists plodding along at 45 mph on the freeways, because their phone conversation is more important than traffic. Heaven help them if they come to Washington where the infraction is a prima-facie violation. (3) South American Fernando Palazuelo, who bought the old Packard Plant for \$400,000 in 2013, is being indicted on drug charges. It seems the Detroit Police found 325 marijuana plants in a "grow operation" in the abandoned Packard building. Palazuelo's attorney was interviewed on Detroit TV News, claiming it was a set-up and added "My client is NOT a crook!" In the meantime, Palazuelo has had to relinquish his passport and gun. (4) The problem of gun control is severe in Detroit. The standing joke is that terrorists leave Detroiters alone because everyone there is armed and ready to shoot. But optimistic residents often turn a phrase on public signs to help us feel good about the situation. At the largely unguarded, downtown Center for Creative Studies, which was formerly GM's design offices, the emergency call button for campus police

reads "Campus Safety." On the actual phone it says "Security". Harley Earle's former office was in this building and we viewed it briefly; nice corner office but all the original trapping are gone. (5) Next door to the CCS building is the former headquarters of GM's corporate offices. It is now a state government building. We viewed the lovely coved-ceiling lobby and as I walked out, I noticed a large door-sign reading "Problem Resolution Office." Beneath that was a small typed note reading "Unemployment Office." (6) One should note these buildings are a few blocks from Barry Gordy's old recording studio, "Motown." During the riots some thirty years ago, black musicians in the house band, known as "The Funk Brothers", helped their two white guitar players, sneak out of the building's "Snake Pit" recording studio, to a waiting car and whisked them home to safety in the white suburb. (7) The tap water in nearby Flint, Michigan has gotten so bad, there are reports of Legionnaires disease. Detroit TV News asked the public to bring cases of water to the TV station for delivery to Flint. (8) After the GM & CCS building tour, we ate lunch at a good Italian restaurant, "Mario's." The area is a mix of old buildings, some vacant and some re-purposed. One generally does not walk alone. Mario's catering van parked across the street had a sign "We Feed the Whole Mob."

Our "convention site" for the CCCA meeting, was 40 miles outside downtown Detroit, at Novi, Michigan. Like so many big cities, the population has shifted to the suburbs. In the case of Detroit, a

condos and creating new software start-up companies. One can look at all this with profound sadness or realize that the new growth is like the American Western Frontier of the 1800s: an opportunity to



primary reason for migration is for "safety of life & limb." The inner-city core of vacant houses, several derelict and abandoned high-rises, plus many spotty neighborhoods remains. Of a former population of over two million, only about 600,000 souls remain. There are reportedly 3,000 homeless children of young age and education is a problem. The local newscasters reported, teachers are not allowed to strike by state law, but many inner-city educators called in sick, demanding rat-free class rooms. Detroit has just come out of bankruptcy. There is a light resurgence in downtown as "the millenniums" move in, buying cheap property, converting them to

reinvent one's self and capitalize on their surroundings. The long-time stalwarts smile and say "You know, we are still "The Motor City." It will be interesting to see how they come out of this.

Like so many other annual CCCA meetings old friendships were reconnected and a few new acquaintances made. The Michigan Region is to be truly commended for showing us the finer points of the area and entertaining us well. We wish them continued success in their endeavors to serve the car hobby and their community.

Contributed by Val Dickison



## SO, YOU WANT TO PAINT YOUR CAR!

By Kim Pierce

Just go down to America's quick-paint body shop, drop your car off in the morning, plunk \$300 dollars down and pick it up in the evening, or maybe even after lunch. Oh and it comes with a guarantee...up to 60 mph the paint is guaranteed to stay on: after that you are on your own. It looks great at 100 feet (hundred-footer). Get close and you will find that everything was masked-off instead of being removed to duplicate factory procedure. Chip removal and ding removal is optional as is choice of color. Sanding could be optional also (not sure).

Sorry for the introduction, just couldn't pass up the opportunity. After being involved in the auto body industry for more than 40 years one tends to be a little cynical about shops like that. I will attempt to share the complexities of the paint process as it relates to restoration and show quality refinish jobs. This is written assuming the car is disassembled and all moldings and trim are off the car. This process also applies to any door jambs, underside surfaces, engine hoods and trunk lids. The degree of perfection will need to be decided by you on those hidden items. These items would significantly impact the amount of time and material utilized. If you read the summer 2015 *Bumper Guardian* article on Bondo, I will start at the point I left-off. You may want to re-read it first. So, we left off at the application of a high-build primer. After that step you should apply a guide coat. There are several products for that, either powder form or contrasting color to the primer from a spray can. Then comes the sanding, a lot of sanding! Always an enjoyable experience! Get ready to lose all of your fingerprints as they will be removed by the sandpaper. I start with 220-grit on a sanding board or block. Never use just sandpaper by hand, except for in hard-to-reach areas, as it will leave waves from your fingers that will be seen after the paint is applied. Make sure any body lines are protected, by taping, as not to flatten them and ruin any contour. The entire sanding process is to remove imperfections, refine body lines and gaps, and make the panel as flat as possible as you proceed. At times you may have to step down to a more coarse paper to achieve the desired



shape in a certain area. Make sure you finish that area with the same grit as the other areas as not to have rough spots. The next step, after many hours of block sanding and shaping is to apply the next layer(s) of high build primer, again applying a guide coat after priming. The next choice of sandpaper will depend on preference and panel condition. I typically use 400-grit wet on a sanding block or board. Water isn't dusty and any grit is washed away preventing particles from getting trapped between the sandpaper and body that may cause deeper scratches. Utilize the same process for block sanding, as above. After the entire surface has been sanded I then go back over the 400-grit sanded area with 600-grit wet to knock down the 400-edges. Some painters will prefer different grits depending on the paint they will be using or if it is a metallic color. At this point, after many hours of tedious sanding and shaping, the car is ready for paint. I apply a sealer coat first, usually DP. Then apply the color coats. If you are using single-stage paint (non-clearcoat) make sure there is enough material applied to be able to color sand and polish. If using two-stage paint (base paint with a clearcoat), just apply enough color to get coverage then apply the clearcoat, applying enough to be able to sand and polish. The car is now painted and the work is done...WRONG. More sanding coming your way. Depending on the how the paint laid down i.e. orange peel, dry spots, sags, drips, runs, dust particles in topcoats that will look like rocks, those will dictate the choice of sandpaper. I know "good painters" don't get any of those happening in their paint jobs...yea right! It happens to the best.

*Continued in the next issue.*





This year things were a bit catty-wampus. Auto Auction week and the 3rd Annual Arizona Concours d'Elegance were later than their historical norm due to conflicting major sporting events in the Phoenix/Scottsdale area. Concours and auction planners feared all available hotel rooms would be gobbled up so dates were changed to later in January. In 2017 things go back to their normal schedule and will be earlier in the month. Follow the Barrett Jackson websites for details. Even with the 2016 revisions, we fought for hotel room space because of a national dairyman's association that filled three major hotels, including the Arizona Biltmore. Concours judges were housed at the Embassy Suites instead and shuttled a mile away to the Biltmore. But it is hard to keep a good car guy or gal down; we rallied and still had a wonderful time in the Arizona sunshine.

The concours committee held lovely receptions before and after the concours for judges and spouses, where we were treated to an informal presentation from famed designers Andrea Zagato and Jay Mays on the "beauty of design and functionality of the automobile". Andrea traveled all the way from Italy to join us and Zagato was a featured marque on the concours field. Parties abound, including Hagerty's sponsored event at the Penske Museum of Auto Racing. A few of us visited PNR member and former race car driver Lyn St. James, at her home for a reception sponsored by the Hagerty Education Program. Lyn has the shell of one of her former race cars on the wall of her living room. It is quite a site: the first thing you see when you enter the front door. There was some stellar shopping and the ladies surely helped the local economy; I did. Conveniently, the Gooding Auction was next door to the Fashion Mall! If you have never visited Frank Lloyd Wright's Taliesin West it is well worth a look-see; buy tickets on line in advance, as only prepaid group tours are allowed. Having thought this historical landmark was a sterile museum, I discovered the site is an accredited school of architecture, focusing on free thought and designs that blend with the environment. Students live there in the shelters they built with their own hands and imagination. The environment is very much alive. I think it is safe to say, there is something for everyone during Auto Auction Week.

My only regrets are there is so much to see and do, with so little time, one cannot do it justice in the allotted days. I have included a list of the PNR members I believe to have been in attendance. If your name is overlooked it is only because I didn't see you there!

Contributed by Val Dickison



**2016 Auto Week  
in Scottsdale, Arizona  
Concours d'Elegance**

A dozen PNR members judged at the 2016 Arizona Concours d'Elegance, where event proceeds go to the Make-A-Wish Foundation. Our very own PNR member John Carlson was Chief Judge.

PNR Judges of the various sixteen classes included:

- Gordon Apker
- Carl Bomstead
- Fred Bonin
- Barry Briskman
- Stan Dickison
- Gerald Greenfield
- John Kefalonitis
- Barbara Anna Kefalonitis
- Al McEwan
- Kim Pierce
- Conrad Wouters

**PNR Auction Week Attendees:**

- Gordon & Janet Apker
- Fred & Brenda Bonin
- Barry & Sharon Briskman
- John & Koko Carlson
- Frank Daly
- Bill & Karel Deibel
- Stan & Val Dickison
- Denny & Bernadene Dochnahl
- Marty & Linda Ellison
- Peter & Jennifer Gleeson
- Jerry & Keenon Greenfield
- Terry & Cherry Jarvis
- Paul & Jan Lewis
- Siegfried Linke
- Terry & Barbara McMichael
- Brown Maloney
- Kim & Norma (Sola) Pierce
- Conrad Wouters & Glenna Olson

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**MAINTENANCE ISSUES**

*Paint issues, dents, etc.*

References available



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### History of the Duesenberg Brothers

February 2nd @ 11:30 am - 12:30 pm

On February 2nd Greg Camp presented a very informative slide show dealing with the history of the Duesenberg brothers and "The Little Engine That Could", better known as the "Walking Beam Engine". Many people, if they have heard of Duesenberg, think of the fast flashy Model A and Model J Duesenbergs of the 1920s and 1930s. However, the Duesenberg brothers had a long history of design and development of high performance engines and vehicles used with considerable success on the track, including multiple wins at the Indy 500. Greg chronologically presented the brothers' early automotive history beginning with Rambler in 1903, Mason in 1906, their first Mason entry in the Indy 500 in 1912, and the brothers' first independent Duesenberg Race Team in 1914. The Duesenbergs also designed and built high performance marine and aviation engines for use during WW1. Believe me, the lunch hour went by very quickly due to Greg's very well organized presentation.

*Submitted by Gerald Greenfield*

Ed's Note: Jerry has presented two programs dealing with the history of the Lincoln Motor Car Company and Stovebolt Chevrolets.



FRED & AUGGIE DUESENBERG  
AS BICYCLE RACERS



### The Cars of Downton Abbey

March 1 @ 11:30 am - 12:30 pm

America's Car Museum Collection Manager and PNR member Renee Crist discussed the automobile "characters" we see on the PBS series Downton Abbey. Like the cast, Renee says "the cars span the range of classes: opulent limousines, and racy sports models representing the nobility and upper-class; touring and professional cars (including buses, taxis and ambulances) for the middle-class; and a wide-variety of American Ford Model T cars and trucks representing the working class."

Many of the vehicles seen in series date from 1915 (the start of the Classic Era) to 1928 (the end of season 8). Marques with Full Classics® in the show include Bentley, Bugatti, Cadillac, Rolls-Royce, and Sunbeam."

The museum has over 40 vehicles on display from the era of Downton Abbey including a 1926 Rolls Royce Silver Ghost [Springfield, MA] Tilbury Body style Coachworks by Willoughby and Co and Roy Magnuson's 1928 Bentley 4.5 ltr Vanden Plas LaMans style Tourer.

PNR members attending the event included Jerry Greenfield, and Renee Crist.



## The Wind In Our Hair Classics and Convertibles

By Laurel Gurnsey

Lorraine Sommerfeld's delightful photo ('Driving' section of our local paper) triggered this article. Who could not smile, looking at the little girl's huge grin and wildly blowing hair?

Last May, Colin and I drove our '75 R.R. Corniche (nc) to the rolling breakers of Vancouver Island's West Coast, on a B.C. Roll-Royce Owner's Club Tour. The convertibles (from a '26 Bentley 3 L to a '33 Talbot) had their tops down. At dinner we talked about 'wind in our hair moments' and all remembered childhood bicycle adventures. We'd peddle as fast as we could (wind blowing the girls' pony tails), stretch out our legs and arms... and coast.... pure joy. If a fly blew into our mouths we'd just spit it out. Canadian author Farley Mowat wrote a children's book, "The Dog Who Wouldn't Be", about Mutt, a dog who rode in the open rumble seat of the family's Model A Ford (nc), wearing goggles....ears flapping in the wind.

Colin and I talked to a surfer carrying her board to that West Coast beach and asked if she experienced 'wind in her hair moments' up on the waves. She did, adding 'It's about being in the moment, letting go, being quiet, aware, connected.' This January,

Colin and I saw 30-foot waves crash onto another beach... Waimea Bay on Oahu's North Shore. Being aware and connected in waves that high can save your life.

You can't exactly let go while driving a convertible but you can certainly be in the moment, quiet, aware, connected; perhaps more than in a closed car. David Cohen (PNR CCCA) has several Classic convertibles and appreciates a convertible's better visibility. Unlimited headroom. Maximum ventilation. Increased awareness of sounds around you. (Note from Autoblog's 'Top 10 Reasons to Drive a Convertible': 'you can suntan while commuting/ you will never lock your keys in your car again....') And you can feel the wind in your hair.

'A convertible refers to a convertible coupe, a two-door car with a back seat and fabric retractable top...a four-door sedan with a retractable fabric top is a phaeton... a two-door coupe with back seat and a fold-down top can be called a cabriolet, and a two-door two-seater (with no back seat) and drop top is a roadster. You could add cars with removable roof sections and partially retractable roofs....' (Autoblog.com).

'The first motorcar as we know it, an 1886 Benz, was an open car.' (Carsguide.com).

Years ago, I traded in my V.W. Beetle for a '74 MG Midget (nc). I was teaching Grade 4 and when I brought it to school the first time my class poured into the school parking lot at recess to watch me put the top down. For a while I was the coolest teacher at school and everyone wanted to go in MY car for field trips. When Colin bought our '36 Lagonda LG45 DHC, a yachting friend told him how to keep his hat on in an open car. (Crews in Australia's Great Southern Ocean Yacht Race use lanyards, tying one end to their hat and the other to their jacket.) The 19 W.O. Bentleys on '09's Bentley Alaska Tour had an unspoken rule never to put their tops up. Wind in their hair and ears, bugs on their goggles and occasionally in their teeth. Freezing, raining...didn't matter.

There are convertible downsides: poor break-in protection, safety concerns like flipping over with little protection. A 'Globe and Mail' newspaper article mentions 'cutting the top off a car compromises structure and reduces strength.' Bloomberg Business Week' says 'convertibles are rare in China because buyers prefer to shut out dirty air'. Although modern convertibles have roll bars, stability controls, airbags and ABS brakes, our Classics still have to depend heavily on good driver skills.

But there is sheer joy in a convertible Classic. There are too many in our club to list. But among them, our Lagonda, Fred & Brenda Bonin's '30 Packard 740 Roadster, Kim & Norma Sola-Pierce's '32 Packard and Brian & Lisa Rohrback's '39 Bentley 4 1/4 Bentley Overdrive.

I'll end with a verse from 'Surfing' by Sasha Walker/Mills: 'It's not the waves you catch/How hard or how strong/It's the wind in your hair/The ocean's song.'



## Worth Reading:

'The Dog Who Wouldn't Be' by Farley Mowat  
(a wonderful book, even for adults.)

'Surfing', a poem by Sasha Walker/Mills

'Why Convertibles Are a Bad Idea and  
Why I Love Them Anyway'  
Peter Cheyney,

('Globe & Mail' newspaper), July 24, 2013

'What Happened to Driving For Fun?'

Lorraine Sommerfeld

('Vancouver Province' newspaper), Aug. 14, 2014



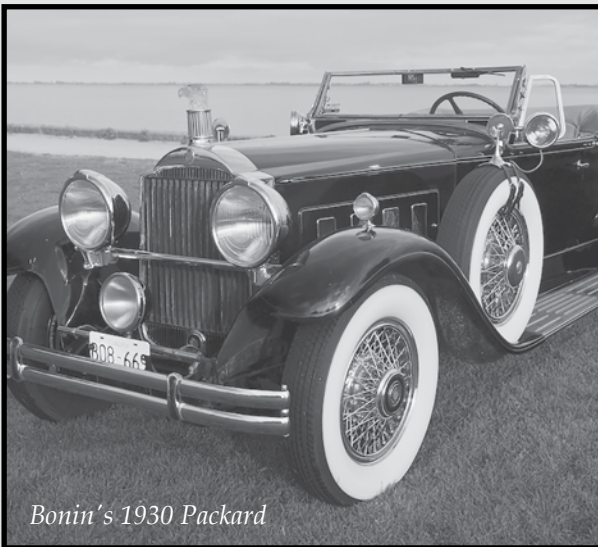
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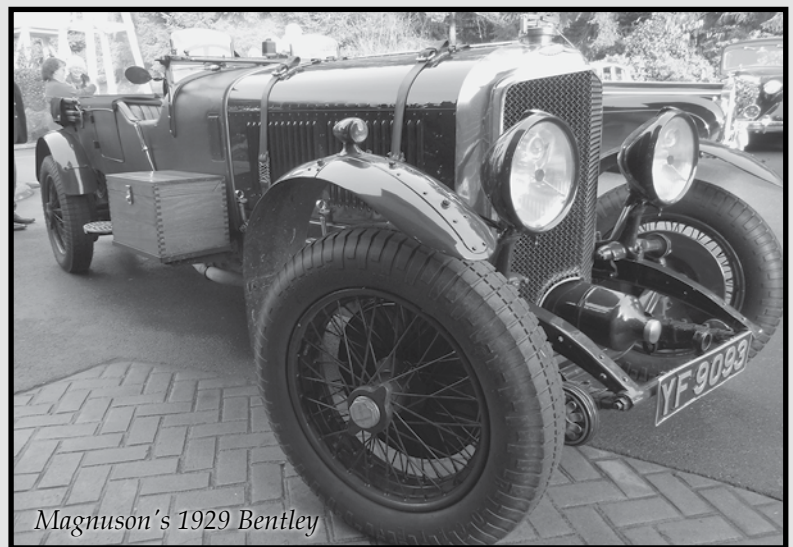
Rohrback's 1939 Bentley



Pierce's 1932 Packard



Bonin's 1930 Packard



Magnuson's 1929 Bentley



## MEMBER PROFILE

by Val Dickison

But always wanting to expand his talents, he left Microsoft to help Ida Cole restore the Paramount Theater. His work there focused on the technology aspects of the facility. He also spent time working for SONY; living out of a suitcase with over one million travel miles in one year; Tokyo was often home base.

Warren's mother always quipped that he specializes in the "Three C's": Cars, Cooking and Computers. So we have talked about interests in two of the C's, let's move on to cars.

Wikipedia defines a Renaissance Man as one who is good at many things. I tend to like the definition given by a girl named Mina in an internet blog: "They are very hard to find; they are like unicorns. They can walk into a math class and get an A and then go home and build a bookshelf or curl up and read "Great Expectations". Often quiet and unassuming, these guys are like a multi-layers onion: always more layers to discover.

Warren Lubow was born in Englewood, New Jersey but moved with his family at a young age to Albuquerque, New Mexico. At age fourteen he entered military school which was a simultaneous enlistment program for the United States Army. As Warren puts it, he did the usual things: jumping out of airplanes and helicopters, driving tanks, rappelling down cliffs, trudging through swamps and experiencing the deprivations of wilderness survival training. The army also trained Warren how to cook which would later become a passion and one of his many career paths.

When Desert Storm came about, Warren resigned his Army commission. He was already working at Microsoft, but more of that later. After relocating to Washington State, his father discovered a great little restaurant and the owner would become a family friend. His name was Walter Walcher, who was a top culinary chef and second-father figure to Warren. Walter gleaned the young man's cooking talents, making him into an excellent sous-chef and Warren would spend the next four years in the restaurant's kitchen honing those talents.

Warren recalls in the late 1970's his sisters and he would sit on the floor of the family den stuffing Microsoft MS-DOS marketing flyers into envelopes. This would be the result of his mother answering a small ad in the Albuquerque Journal newspaper, where computer pioneers Bill Gates and Paul Allen were seeking an office assistant. She was hired by Microsoft. Warren's job description was difficult to write as he could do anything that needed to be done. They finally just put a sign over his office door that read "Jack-of-All-Trades". He has the sign as a fond souvenir of those days. Through various venues, he has over thirty years in the computer technology arena.

His automotive training came early from friends in the hobby but also from one of his father's friends who ran the University of New Mexico Mechanics Program. Achieving his Master Mechanics certification as a teenager, he has experienced many levels of the car hobby including combining tech-knowledge with auto systems for "cutting edge- innovative stuff" as Warren puts it. He has been involved in drag racing, track racing and the like; getting involved where more can be learned.

I asked Warren what was your first car? As with many of the CCCA men (and a few ladies) the "bug bit at an early age". His first car was a 1967 Mustang Coupe, straight six. But Shelys were his dream cars and he has owned several. Warren's sixteen-year-old daughter, who recently got her driver's license, is named Shelby; this is a serious passion! It should be noted daughter Shelby has participated in the Junior Judging Program, so it appears we have another autophile in the future. She is a Go-Karter and a talented artist. A wall-sized mural of her creation is on the wall of Warren's business: Wild About Cars Garage (formerly Suite 200/Club Auto, in Kirkland.)

Wild About Cars Garage is the metamorphosis of a relationship with LeMay America's Museum. Originally running the location as a Club Auto, it is now "Warren's baby", providing auto restoration, consignment and a car club. It is the monthly meeting place of at least eleven local car clubs and serves as a meeting place for some LeMay activities.

Later in 2016, famed Porsche customizer, Akira Nakai San, from Tokyo, will create a one-off custom Porsche at Wild About Cars Garage. A time-lapse video will take the sports car through the various steps of creation. Akira has achieved "god-like" status and is legendary, having over ten million followers. We shall hope we can feature this event in a later issue of the BG. For more info about Akira, follow him at: [www.needforspeed.com/5-ways-to-play/build](http://www.needforspeed.com/5-ways-to-play/build)

On a personal note, Warren jokingly refers to his lovely wife Alla, who was born in Moscow, Russia, as his "mail-order bride". Alla holds an engineering degree and was a fashion

model. Coming to America, her accent was still quite thick. He called her his "James Bond Girl". Actually they met at Match.com! Although not bitten by the car bug, Alla's engineering mind does appreciate the aesthetics of the more artfully crafted automobiles and is always supportive of Warren's endeavors.

I could tell from past conversations with Warren, there was more than met the eye. He doesn't say a lot but I picked up clues in our conversations that he as well worth a story for the *Bumper Guardian*. Stay tuned for more as it develops!

Warren Lubow  
Warren@WildAboutCarsGarage.com  
Cell: 425-246-5222  
www.WildAboutCarsGarage.com



## Wild About Cars Garage

Wild About Cars Garage is owned and operated by highly experienced industry professionals with many years of automotive expertise, car industry experience, and a deep knowledge of classic cars. We understand the various facets of the automotive industry, including collections management, restorations, sales, service, and the car enthusiast culture.

Whatever your interests and needs may be, Wild About Cars is a place you can go to find people who will happily assist in helping fuel your automotive passions.

Are you seeking car storage or searching to find your dream car or that special high-quality daily driver? Maybe you wish to sell a car and don't want to work with one of the usual high-pressure consignment outlets. Or perhaps you'd like to get some insights into the local car scene or just satisfy your need for "car talk."

Our location also offers a wonderful opportunity to hold events in a fantastic car-themed facility which surrounds guests with some amazing cars that add a flair to all occasions. To investigate any of these offerings, we encourage you to call or drop by and get acquainted.

## CRESCENT BEACH CONCOURS D'ELEGANCE 2016

The organizing committee is pleased to announce that the Crescent Beach Concours d'Elegance will once more be held at Blackie Spit in Crescent Beach, Surrey, British Columbia, Canada. This is the 6th year at this site, following 8 years at the Steamworks site. There will be a Friday night reception on September 2nd and the actual event will be held on September 3rd. There is no entry fee.

We would be delighted to once again have entrants from PNR CCCA's members. If you have never been up to the event it is easily accessible from the border as I-5 crosses over into Canada. Entry forms are online at: [www.crescentbeachconcours.com](http://www.crescentbeachconcours.com)

The Classics Class this year acknowledges the new dates for approved Classics (from 1915 to 1948). Other classes include a Post-War Bentley Class to 1965, Supercars to 1989, Collector Motorcycles, Muscle Cars, an MG class of 'T' series 1936 to 1954, Post-War American Production to 1970 and a feature class of 1932 Fords (this one is not judged.)

If you have questions contact Colin or Laurel Gurnsey at 604-980-7429 or [lgurnsey@telus.net](mailto:lgurnsey@telus.net)



PORSCHE



### New Members

**Joel Diamond**  
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206-284-3100  
joel@diamondparking.com

**Bill Jabs**  
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**Matthias Hackney**  
1440-SE Imlay Ave  
Hillsboro, OR 97123-7640  
(h) 503-356-2280 (c) 503-201-6589  
mattandkar@att.net. cars  
1938 Packard 8, 1604 RS Coupe  
1947 Packard 8, 2126 7-pass. limo

**Ronald & Jo Hjaltalin**  
4520 W. Wernett Rd  
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(h) 509-545-6194  
(c) 509-521-4988  
jhjaltalin@charter.net  
1947 Cadillac 8, model 62 coupe

**David Lightfoot**  
3631 - 125th Pl SE  
Everett, WA 98208  
#206-660-6190  
david@lightfootcfo.com

**Richard Petrosino**  
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(W)310-540-4522  
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**Kirk Stevenson**  
1399 - 194th Street  
Surrey, BC, Canada V3Z9R9  
Phone: 604-538-8842  
Business: Vintage Rod Shop, Ltd.  
Email: kirk@vintagerodshop.com  
1930 Cord L-29; 1930 Ruxton Sedan; 1931  
Cadillac 452; 1931 Packard 845; 1931 Pierce  
Arrow Phaeton; 1932 Auburn 87-100A  
Speedster; 1932 Packard conv coupe; 1931  
Reo Royale; 1932 Auburn 12-160A Convrt;  
1932 Stutz Convert; 1933 Pierce-Arrow Conv  
coupe; 1935 Deussenberg Torpedo Phaeton;  
1947 Lincoln Continental convrt; 1933 Stutz  
Boat tail speedster; 1937 Horch Cabriolet.

### Members Changes

**Janet Apker**  
8115 E. Granite Pass Rd  
Scottsdale, AZ 85266-1606

**Ron & Margie Danz**  
margie0088@gmail.com

**Patrick Hart**  
sagehouse4000@msn.com

**Wendell Joost**  
(associate member - Linita Kegel)  
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**Renee Larrabee**  
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**Paul Lewis**  
pland jl@q.com

**Bloor Redding**  
(h) 360-921-8625  
bloorr@gmail.com.

**Conrad Wouters**  
(c) 206-422-9197



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Director's Msg continued from page 2

Adderley's collection where you can see six pre-war Rolls-Royce's sitting across from seven Duesenbergs. This collection includes Bugattis, Ferraris, race-cars, wooden-boats, a stage-coach and a collection of pedal cars. All in amazing show condition. Quite impressive! Mixed in with all of this, there was a Grand Classic featuring Sweet 16 cars, possibly the largest assembly of 16 cylinder cars under one roof for a show. I was fortunate to be one of the judges for these impressive automobiles.

Immediately upon arriving home from Detroit, Norma and I headed-off to Scottsdale for all the car-related activities, beginning with the Arizona Concours d'Elegance, on the beautiful grounds of the Arizona Biltmore Hotel, and ending with a week's worth of auctions in six different locations in the Scottsdale/Phoenix area. Again this year there was a list of panel discussions and parties to attend. It was a difficult job to figure out which to attend, tough duty as your Director! It was non-stop fun!

Gordon Apker was not able to be with us at the event due to his ongoing illness. After all of the week's festivities were over, Gordon lost his battle with cancer. According to Glenn Mounger, "Gordon passed away peacefully on February 3rd, his wife Janet, daughter Leisha and close friends Ken and Sami Waldrip were with him." Our condolences to the Apker family.

There have been a number of stories written regarding auction results. While the main focus has seemingly turned to Ferraris and Porsches, the Classics still have an audience. In my opinion, the three auction houses that do the best job of presenting the cars up for bid are Bonhams, Gooding and RM/Sothebys. They are the only houses that also present an estimated sales range. Here are the numbers: RM/Sothebys had the most Classics (20) followed by Bonhams (14) and then Gooding (8). RM had the best sell-through at 85%, 50% sold at Gooding and 57% sold at Bonhams. The numbers everyone seems to look at is the sell-through rate. With that in mind 69% sold in total, 23% sold in the estimated range, 15% sold higher than estimated and 34% below estimated. Boiled down (not over) 29 Classics went to new owners. Looking at the participation by our PNR-CCCA members in the festivities of Car Week in Scottsdale, one might hope some of these cars went to the Northwest. If that is the case, our Coming Out Party should be quite impressive. How will Gary Johnson fit all of them in? Keep a lookout for more information on this event and make sure you reserve a place for your family and friends at this great event.

Kim Pierce - Director



## Editor's Message

While I was pondering the approach to writing this column, Bill Deibel unwittingly provided me with the much-needed inspiration. After we finished discussing his proof-reading comments on this issue's photo captions, Bill informed me that an email was headed my way. A few minutes later, I found this wonderful old photo (caption included) in my inbox.

I asked Bill if this was a Full Classic® Nash and his reply was perfect — *"The girl is, the car is not."* And that was reason enough for me to include the photo in this issue.

In a way, that is also why I included a story about John Koziol's 1927 Nash (nc) in this issue. John Koziol is a "Classic" gentleman and this car provided the spark that kindled John's interest in Nash



Circa 1960 – Karel in my 1924 Nash Series 690 Model 696 Roadster

automobiles and ultimately led to his 1998 purchase of a 1930 Full Classic® Nash. But John's story didn't start with a Full Classic®. It started with John's uncle purchasing the 1927 Nash new (John still has the original key fob from the Wallace Motor Company in Washington D.C.), and with John inheriting this rare, maybe one-of-a-kind, Sport Touring Advanced Six. Every story needs a beginning, middle and end and the middle of this story is John having the passion to spend twelve years restoring his uncle's car and then finding great joy in driving the car in parades and on tours. The beautiful Full Classic® 1930 Nash Ambassador featured on the cover started a new chapter in John's ongoing love for the marque. I can't help but wonder if the story is complete or if there are additional chapters ahead.

The point of my rambling is that while the *Bumper Guardian* is a magazine about Classic cars, it is also about the Classic people who own them. I find it fascinating to understand what draws us to certain cars and how the way we experience a specific automobile has the ability to impact our lives for years to come.

My great thanks to both John Koziol and Terry Jarvis for sharing their cars and a bit of their life story with our readers. And my thanks to Ray Loe for his interesting in-depth look into the history of Charles W. Nash and the Nash Motor company. And as always, sincere thanks to all who contributed to this issue of your PNR Club's AWARD-WINNING magazine.

Karen Hutchinson - Editor





**1934 Nash Ambassador  
Series 1290**

**Owned by: Terry & Cherry Jarvis**