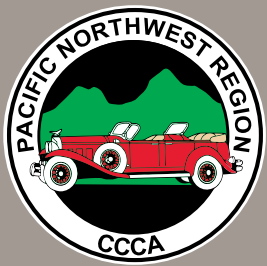


BUMPER GUARDIAN

Autumn 2016



Photo courtesy of Auto Angels Annual Benefit Car Show



1937 Cadillac Sport Coupe

Owned by: Jon Schoenfeld

PNR CCCA & Regional Events

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

September 9th -- Tour du Jour

Contact: America's Car Museum

October 2nd- 4th -- Mahogany & Merlot

PNR Contact: Kim Pierce

November TBD -- Annual Meeting

PNR Contact: Brian Rohrback

December 11th --Holiday Party

Seattle Yacht Club

Contact: Frank Daly

CCCA National Events

2017 Annual Meeting

March 29 - April 2 Reno, Nevada

Grand Classics®

September 10, 2016 Indiana Region

June 24-25, 2017. Pacific Northwest Region

CARavans

September 9-17, 2016 New England Region

May 12-21, 2017. New Orleans



Karen (Kay) McGary

Kay passed on from this life on earth on July 23rd from the complications of her 2½ year courageous fight with multiple myeloma. Her gracefulness, smile, humor and concern for others never diminished during her journey to the very end of her life. She refused to let the cancer take over her personality or her quality of life.

Kay was born Karen Lee Chermak on February 10, 1943 in Cedar Rapids, Iowa. When she was 5, the family moved to Park Rapids, Minnesota, where she graduated from Park Rapids High School class of 1961. The next year the entire Chermak family relocated to Edmonds, Washington, and Kay began her sophomore year at the U of W. During her junior year she pledged Sigma Kappa sorority where two of her sorority sisters became lifelong friends. That same year she met the love of her life John McGary. Together they each graduated with Bachelor of Arts degrees in Business and were married just a few days later on August 21, 1965. Kay was an extremely talented bookkeeper who never lost track of a penny. She worked for years, with many different businesses making lifelong friends of her clients along the way.

Kay was a charter member of the Laurelhurst Childhaven Guild for the past 45 years. For three years she served as the Secretary of the Fallen Fire Fighters Memorial, an organization that created the bronze memorial statues located near Pioneer Square. For the past 19 years Kay provided generous support to the Medic One

Continues on page 25



Director's Message

It has been a busy spring and summer! Prepping our cars for the summer fun and finding out how many more things that need to be done to them, is always fun. I would venture a guess that most everyone has a to-do list somewhere for their cars; (maybe in the glove box?)

Your board and membership have been busy organizing the different events that have been successfully completed or are about to take place. Check your Bumper Bolts news letter for up-to-date information concerning our PNR/ CCCA activities. There are a number of events that are in the planning stages, including the 2017 Grand Classic and a 2019 National CARavan. The Grand Classic is slated to be held at the estate of Brown and Sara Maloney in Sequim, June 24-25, 2017. The plans are still underway and everyone will be alerted as more information is available. For now, "save the date". The National CARavan has been scheduled for the fall of 2019. No exact dates have been set but National has been advised and they are in agreement.

Due to the cancellation of this year's Pacific Northwest Concours, a hole has been left in our activities calendar, that has not been filled. Although the potential for a 2017

Continues on page 35

**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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Kim Pierce, Director	425-330-2665
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Terry McMichael, Treasurer	206-790-5012
Stan Dickison, Activities	206-949-1115
Val Dickison, Membership	206-546-3306
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Marty Ellison	2017	425-941-9451
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	Steve Larimer	206-230-0623

Board of Managers' Meetings:

1st Wednesday at
The Danz Garage, Totem Lake, Kirkland
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.

Advertising Policy/Rates:

The *Bumper Guardian* will print classified advertising free of charge to members on a space available basis. Display advertising rates are available on a prepaid basis only.

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On the Front Cover
1937 Cadillac Fleetwood Sport Coupe

Centerfold
1938 Cadillac Fleetwood Town Sedan

On the Rear Cover
1937 Cadillac Fleetwood Touring Sedan

Correction: Photo Captions for Nancy Chayne Martin's BMW story in the Summer 2016 Bumper Guardian should have read:
Page 21 "328 then owned by John Ewell, later Martins";
Page 22 "Charles and Esther Chayne at Greenfield Village",
"Martin Family - John Sr., Nancy, John Jr."
Our apologies for the error.

1937 CADILLAC SPORT COUPE

OWNED BY JON & SCOTT SCHOENFELD



Photo courtesy of Auto Angels Annual Benefit Car Show

During the summer of 1969, I was introduced to this 1937 Cadillac 8, Sports Coupe stored in the back of a shop in El Cajon, California and owned by a gentleman I had just met. Lowell Scott had noticed I was driving a 1929 Cadillac Town sedan and wanted to show me his old Cadillac.

Although only the passenger side was fully visible amidst the clutter of boxes and debris, I could see the beautiful profile and it was love at first sight. The car had been equipped with every option the factory offered in 1937 including Dual Side Mounts (\$15 ea.), Deluxe Radio (\$80), Heater (\$60), Wide White Wall Tires (\$6 ea.), Trip Light, Bench Seat, etc.

I offered to buy the car as-is but "Scotty" said he wasn't interested in selling, so I told him if he ever decided to sell it, to please give me first shot. We became good friends and kept in touch even after I moved away to Palos Verdes, California.

In 1975 Scotty called me to inquire if I was planning to attend an upcoming regional Cadillac/LaSalle meet at Disneyland. I told him that indeed I'd be there and would be driving a 1950 Cadillac Sedan that I'd been working on. Knowing that he'd been restoring two early Cadillac V-12 convertible coupes, I was surprised to hear him say that he would be driving the 1937 Coupe that I had coveted some six years earlier. Scotty continued by saying he was planning to sell it there. I guessed he'd forgotten my earlier expressed interest in the car so, my immediate response was "the Hell you are - how much do you want for it?" He told me \$2,700 and I said "sold." I found him at the meet, handed over the cash and drove my "Classic Car" home.

This was the first time I had seen the entire car and although it looked in pretty bad shape it was complete, original and seemed to run well.



Son Scott in 1977 (age 4)

About three years later, I met a previous owner who told me he first saw it sitting in a backyard next to a freeway in Oakland, CA. He recognized the car as a rare model Cadillac and pulled off to have a closer look. Learning that the then-owner had begun dismantling the car in preparation to turning it into a street-rod he felt compelled to intervene and bought it on the spot. He had the car hauled to his shop where it had been reassembled back to the condition it was in when I bought it from Scotty.

The paint was checked and cracked, the leaded body seams were shrunken and the interior was tattered, but I drove it for a year in that condition, including trips to Kings Canyon National Park, Big Bear Lake and Pismo Beach. It was on the way back home from Pismo that the engine swallowed an exhaust valve seat and, although the engine still ran OK, I decided it was time to start the restoration process.

The car was completely disassembled by removing everything that could be unbolted. Parts that we could repair were done in-house and those that couldn't were sent out to be tanked, etched, straightened, re-chromed etc. However, the engine was simply given a valve job and then reassembled.

The body also was sent out to be stripped, re-leaded, and primed. The only area of major rust was found under the trunk/rumble seat which was replaced with new metal. The body frame work is all wood; this being the last year before Cadillac went to all-steel body construction.

There was a small amount of dry rot around a driver's door drain hole that was easily fixed, but beyond that all the wood framing is original.

When I bought a business in Santa Barbara, I had everything moved to my new home. Running the business became my first priority and so the Cadillac restoration project was dragged-out over the next seven years. During that period the body work was completed, sent out to be painted and brought back home for reassembly. The upholstery was redone using English broadcloth for the interior and leather for the rumble seat. All the rubber parts were replaced, the bright work was rechromed, and a new wiring harness was installed.

In 1999, I decided it was time to do a complete engine rebuild which I had done by a couple of retired diesel mechanics who had a small shop specializing in flat-head Cadillac V-8s. Most of the moving parts were replaced, the engine was "blue printed," balanced, and run on a test bed. During reinstallation all bolt-on parts were rebuilt as needed and the exhaust manifolds were re-porcelained.

This car has been driven frequently since being restored and has proven to be very reliable by showing up at most CCCA and Cadillac regional meets on time rain or shine. After more that 40 years of owning this car, it is still fun to drive although now showing its age and wear, albeit with dignity.

I am pleased to share the story about my 1937 Cadillac Sport Coupe in this Bumper Guardian.

Submitted by Jon Schoenfeld



1937 Cadillac Fleetwood Sport Coupe Series 70 Model 7057

Specifications:

Engine: Monoblock Flat Head V8, 348 C.I. 135 HP @3400 RPM. This engine was produced by GM from 1936 through 1948 and was used exclusively in all Cadillacs and LaSalles built during that period. Although CUI displacement stayed the same, rated horsepower was increased to 150 in 1941 and remained there until the end of production in 1948. During WWII GM produced this engine for extensive use in US military tanks, armored cars and amphibious vehicles.

Transmission: Floor shift three speed w/ synchromesh in second and third gears. Third gear is 1 to 1 direct drive. There was no overdrive option.

Frame: 131.0" wheelbase heavy duty X-Type channel steel box w/straight sides. Lighter duty I-beams were used on smaller series.

Body: Hand built composite (wood frame/ steel shell), turret top (w/o fabric insert), welded body seams (110 lbs. of lead were used in body restoration). Interior is same as the original, English broadcloth with burl walnut trim. This was the last year with large bullet headlights and wide running boards.

Production: There were 1001 units of the 1937 Series 70 Fleetwood Cadillacs built in four body styles - 5p touring sedan, 5p convertible sedan, 2p sports coupe & 2p convertible coupe. This followed 2,000 nearly identical Series 70 Fleetwood Cadillacs built in the previous year. An article in the June 2008 National Cadillac/ LaSalle Club magazine sited production of the 1937 Series 70 2p Sports Coupe at just 168 units of which only six were known to still exist at that time.

Price: The published base price for a 1937 Series 70 Sports Coupe was \$2,905. When optional equipment normally ordered with these cars (radio w/under running board antenna, heater, trip lite & side mounted spare tires) was added in the average selling price rose to about \$3,000. This was near double the cost of the lowest priced 60 Series Cadillac offered that year of which about 7,000 were built.

YARROW POINT 4TH OF JULY PARADE

A National Wake-up Call and Day of Remembrance

By Val Dickison

We all learned that George Washington crossed the Delaware during the Revolutionary War and that American Patriots (not the football team) fought the shackles of British tyranny to form a "new nation, under God, with liberty and justice for all." The words of our "Pledge of Allegiance" are branded into my brain the same as the "Lord's Prayer." It is just part of my life, as it is for many of you readers.

Recently I read "George Washington's Secret Six, the Spy Ring that Saved the American Revolution." It is recommended reading in my opinion. Historical facts, as taught to us in school, can be pretty dry and they go in one ear and out the other. Sometimes though, as we get older, the curiosity for what happened is rekindled by a new novel, film or non-fiction publication which catches our attention.

"We identify the flag with almost everything we hold dear on earth, peace, security, liberty, our family, our friends, our home. . . But when we look at our flag and behold it emblazoned with all our rights we must remember that it is equally a symbol of our duties. Every glory that we associate with it is the result of duty done." ~Calvin Coolidge

During the American Revolution, I did not remember that the British had control of New York City and the citizens of New York were living under the fearful tyranny of the British troops. Homes and businesses were seized and women dare not walk out their front door for fear of unnecessary attention or physical violation. In the meantime, Washington and the troops were off on the sidelines, trying to find ways to infiltrate New York and defeat the strong British defenses. It was a loyal citizenry spy ring that came to Washington's aid, providing daily information on troop movements,

supplies, ammo depots, and incoming shipping activity. The names of these individuals who served our nation well are not remembered, just as the names of countless soldiers who fought and died for our country in future wars, are often overlooked, ignored, pitied or shunned for having risked their lives for us.

I realize none of this is cheery talk and perhaps not my usual comedic self. Last year in my Fourth of July article for the Bumper Guardian I laughed about throwing candy to the kid who stood over the storm grate and the dog who would never enjoy the wrapped candy he gobbled up from the street. Yes, this year is different. I feel serious about honoring home and country. Regardless of economic strife, our disappointment in national leadership and the many other dramas that play out in our daily lives, I feel patriotism starts at home. It should be taught to our children; not through some dry textbook but by parents who set a good example for them. How many of you fly your American flag proudly and regularly?

Regardless of all the rhetoric and challenges we face, America is still a great place to live, work, play and raise a family. If it were not the case, why does much of the world want what we have?



PNR Attendees

Driving Dignitaries in Classics

John Campbell

1931 Rolls-Royce Continental Phaeton

Driving Yarrow Point

Mayor & Mrs. Dicker Cahill

Stan & Val Dickison

1935 Packard Convertible Victoria

Driving Hunts Point

Mayor and Mrs. Joe Sabey

Al & Sandi McEwan

1934 Bentley Tourer

Driving Sue Hunter (Lyle)

& Libby Reid

Driving Classics

Frank Daly, Steve Larimer

& Darrin Wong

1948 Chrysler Town & Country

The Danz family & guests

1934 Packard Convertible Sedan

1948 Chrysler Town & Country

and other non-Classics,
including a fire truck.

Don Jensen & guest

1937 Cord Beverly

The Greenfield family

1941 Packard Sports Brougham

John & Donna Koziol

1930 Nash Ambassador

Paul & Matthew Murray

1923 Pierce-Arrow 7-passenger Sedan

The Pollock family

1935 Bugatti Drophead Coupe

Adrian Taylor

1931 Franklin Sedan

Driving a non-Classic:

Marty & Linda Ellison and family

Gary & Joyce Johnson & guests

Mike Peck

Tom Sumner



*Val Dickison
& Darrin Wong*



Frank Daly & Steve Larimer



*"Uncle Sam"
(aka John Campbell)*



*Sandi
McEwan
& Stan
Dickison*



*The McEwan Family
with honored guests
in their 1934 Bentley*



*The Pollock Family
in their 1935 Bugatti*



The Danz Clan

The 2016 Maywood Picnic

May 14th had threatened rain, but the weather held up for the PNR-CCCA picnic at Dennis and Dalene Somerville's home in Arlington. Half of the attendees assembled in Bothell for a winding tour through beautiful valleys and peaks of mountain grandeur to arrive at noon at the Maywood estate, where we were met by the islanders and other folks of northern persuasion (plus the unrepentant few that opted for freeway travel). Fifteen Classics and two 1950s, a 1960s, and a 1970s Rolls-Royce, an Aston Martin, a BMW, and some less-distinguished iron rounded out the field: excellent for a Spring event.

And what a great event! The Somervilles are phenomenal hosts with prizes galore honoring all of the participants. The Feature Car was the Rohrback's 1939 Derby Bentley All-Weather which appeared on dash plaques and a custom watercolor painting by Dennis. The Maywood award went to the McEwan's Hispano-Suiza. Unfortunately, there is only room to highlight a few of the lucky winners in this article.

Dalene Somerville's Homemade Desserts

Apple Pie
Raspberry Cream Cheese Pie
Peach Apricot Pie
Banana Cream Pie
Tay Berry Pie
Sour Cream Lemon Pie
Macadamia Nut Pie
Sweet Pumpkin Pecan Pie
Coconut Cream Pie
Rhubarb Cream Cheese Pie
Creme Brulee
Cheesecake w/ Strawberries
Chocolate Caramel Pecan Cheesecake
Strawberry Custard Cream Cake
Orange Drop Cookies
Lemon Curd Cookies
Pineapple Drop Cookies
Assorted Rooskys
Apricot, Cinnamon-Nut, Pineapple, Lemon



Grey Nolan's Bentley (nc), Frank Daly's 1935 Packard,
Jon Schoenfeld's 1937 Cadillac, John Koziol's 1941 Packard

Members Attending:

Feature Classic Car

Brian, Lisa and Jeffrey Rohrback
1939 Bentley

Driving Classics

Frank Daly
1935 Packard

Stan and Val Dickson
1935 Packard

Jack Goffette and guest Barbara Shain
1929 Rolls-Royce

Barrie and Karen Hutchinson
with Jan Taylor
1937 Cord

John and Donna Koziol
1941 Packard

Roy and Terry Magnuson
1928 Bentley

Phil and Cheryl McCurdy
1937 Cord

Al and Sandi McEwan
1930 Hispano-Suiza

Bill and Judy Mote
1936 Bentley

Kim Pierce and Norma Sola-Pierce
1935 Bentley

Al and Nancy Rustad and
guests Ron and Janis Rustad
1929 Lincoln*

Jon Schoenfeld
1937 Cadillac

Dennis and Dalene Somerville
1934 Rolls-Royce
1957 Rolls-Royce (nc)

Tom Sumner and guest Elena Garella
1941 Packard

Driving Non-Classics

Terry and Barbara McMichael
Aston Martin

Greg Nolan, Lincoln Sarmanian
and Alan Meyer
Rolls-Royce

Lee Noble and guest
Rolls-Royce

Ashley Shoemaker
Steve Larimer

Other Guests:

Tommy and Joy Crompton
(former CCCA members)
1937 Bentley

Jim Huceba and Laurel Becker
1979 Rolls-Royce Cornish

Thane Somerville, Jennifer and Nathaniel
Dale Simpson

* The Rustad 1929 Lincoln suffered a failure to proceed en route to Maywood.

2016 Maywood Tour Plaque



Brian & Lisa Rohrback have been involved with the CCCA since 2005 & have been active in many club events. Brian has been a PNR Manager since 2008 & has also served as the region's Director from 2011 through 2015.

*The Rohrback's stylish 4 ¼ Litre, 1939 Bentley, Vanden Plas All-Weather B43MX is featured this year on the **Maywood Tour Plaque**. This year the car is celebrating 50 years with the family! Congratulations...Brian, Lisa & B43MX.*

Peoples' Choice Best of Maywood Award Plaque
Al and Sandi McEwan for their 1930 Hispano-Suiza

Peoples' Choice First Place Award Ribbon
Brian and Lisa Rohrback for their 1939 Bentley

Peoples' Choice Second Place Award Ribbon
Bill and Judy Mote for their 1936 Bentley

Peoples' Choice Third Place Award Ribbon
Jack Goffette for "Emily" his 1929 Rolls-Royce

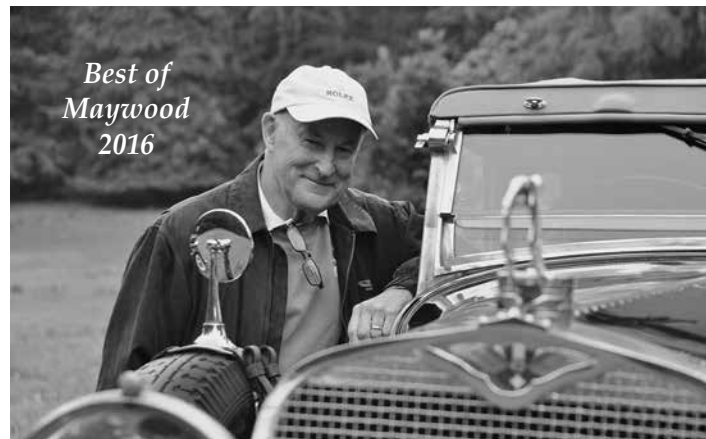
Best Picnic Basket Award



Maywood Pickle Award



The pickles went to Laurel Becker, Ashley Shoemaker, Karen Hutchinson, Steve Larimer, Jack Goffette, Kim Pierce and Roy Magnuson





KICK-OFF PARTY PETER HAGEMAN'S GARAGE

Kirkland, WA
August 8, 2016

The 2016 Motoring Classic Kick-off Party was held on Monday August 8th. The event was well-attended with over 70 PNR members arriving in both Classics and non-Classics to bid hail and farewell to the intrepid group of 18 beautiful cars (including 10 Full Classics) and 2 support vehicles making the annual scenic drive to Monterey for Pebble Beach.

Two of the Full Classics® were driven by PNR members. Al and Sandi McEwan are the founders of the event and the annual tour leaders. This year, they were driving their 1934 Bentley. Frank Daly is a first-timer on the trip and drove his 1935 Airflow Chrysler with Stan & Val Dickison along for the ride. The remaining Full Classics® car owners and their riders came from seven states (including AL, CA, CT, NV, OR, TX, & VT) and two foreign countries (Austria & Mexico). Unfortunately, the stunning two-tone blue 1922 Hispano-Suiza from Austria failed to proceed at the starting line. Ron & Marjorie Danz lent the Austrian team their 1948 Chrysler Town & Country so they were able to participate in the trip in style - albeit a slightly different type of style.

This annual event is not to be missed. Light appetizers and beverages were served in the main kitchen quarters of Peter Hageman's lovely fire station facility. Member Ashley Shoemaker took the lead of hosting this grand gathering, with gracious help from members Steve Larimer, Brian Rohrback, Bill Smallwood and Kim Pierce for their assistance with setup and clean up. Special thanks to Mike Milsom, the property resident, for opening up the doors and hosting the club for the afternoon. Sandi McEwan Barbara McMichael kindly handled registration and check in for the motoring participants, while Val Dickison assisted with compiling the attendee list. Michael Bradley and Steve Larimer handled photography. We thank Peter Hageman for opening up his space to the club to hold the annual kickoff party, and a big thanks to both Peter as well as Ron & Margie Danz for storing some of the motoring classic cars at their facilities. The weather held for the event with partially sunny skies and fun was had by all! Well wishes were given to the PBMC participants for a scenic and safe journey down the coast to California.



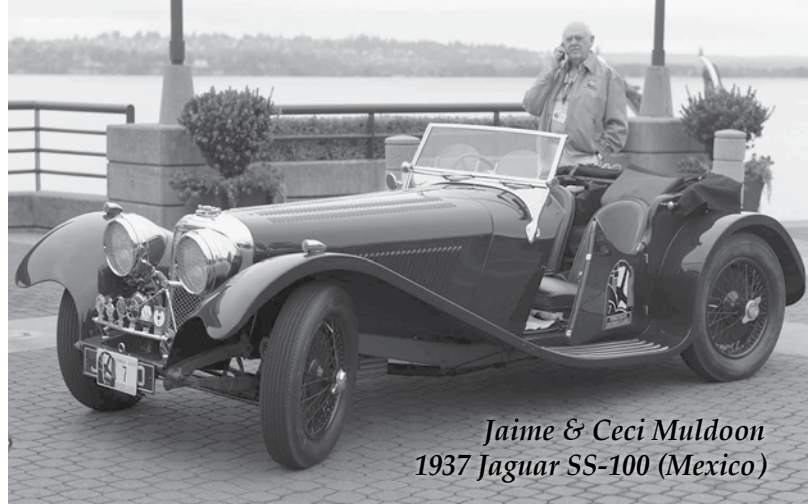
*Al & Sandi
McEwan's
1934 Bentley
3 1/2 L Tourer*



*Frank Daly's
1935 Airflow Chrysler
Imperial Coupe*



*Alexander Schaffler,
Esmeralda Borodi,
Thomas Aigner
1922 Hispano Suiza H6B
(Austria)*



*Jaime & Ceci Muldoon
1937 Jaguar SS-100 (Mexico)*



*Karra Canum &
Cecily Kerr Cullen 1935
BMW 315/1 Roadster*



*Jim Callahan, Charles Mallory & Asher
Schlusenberg 1919 Locomobile 48 Sportiff*



*Trevor & Jenny
Tomkins
1929 Bentley
4 1/2 L
Tourer*



*Jules Heumann, Barbara
Pastorello, Nelson Thorpe, Heather
Ripley 1925 Hispano Suiza H6B*



*Don Ghareeb
& Bill Allmon
1938 Packard
1607*



*Gordon B. Logan &
Gordon E. Logan
1936 Auburn 852 Speedster*



Photo Captions

Row 1: Bill Smallwood, John Koziol, Colin & Laurel Gurnsey, Carol Barer,

Row 2: Bill & Lucy Allard, Susan Armstrong, John Campbell & Kim Pierce, Al McEwan,

Row 3: Roy Magnuson, Keenon & Jerry Greenfield, Sandi McEwan & Marjorie Danz, Conrad Wouters,

Row 4: Kenny Heng & Brian Rohrbach, Cherry Jarvis and grandson Joshua Seber, Tom Armstrong, Bill Deibel,

Row 5: Brian & Randy Pollock, Arny Barer, Terry McMichael & Ashley Shoemaker, Lee Noble,

Row 6: Ron Danz "Scottie", Stan Dickison, Paul & Al Murray

PNR Members Participating in the PBMC

Driving Full Classics

Al & Sandi McEwan
1934 Bentley 3 1/2 Litre Tourer

Frank Daly w/ passengers
Stan & Val Dickison
1935 Airflow Chrysler Imperial

Driving Non Classics

Ron & Marjorie Danz
1956 Jaguar XK 140

Ray & Linda Russo
1956 Mercedes Benz 220

Jack Goffette & Barbara Shain
2016 Bentley Flying Spur

Membership Update

New Members

Charles and Debbie Bronson
13566 Andalusia Drive
Camarillo, CA 93012
805-523-3330 (h/b)
charles@blvdmc.com

Darrin Wong
6714 127th Pl SE
Bellevue, WA 98006
425-210-7558 (c)
durwoodw@gmail.com

Bill and Judy Valela
721 So. 234th Place
Des Moines, WA 98198
Phone 206-856-1245
bills.valela@gmail.com

Member Changes

America's Car Museum
2702 East D St
Tacoma, WA 98421
Attn: David Madeira

Motoring Classic Kick-Off Attendees

Bill & Lucy Allard, Tom & Susan Armstrong, Michael Bradley, Carol & Arny Barer, John Campbell, Ron & Margie Danz, Bill Diebel, Jack Goffette & Barbara Shain, Jerry & Keenon Greenfield, Colin & Laurel Gurnsey, Jason Harris, Kenny Heng, Karen & Barrie Hutchinson, Terry & Cherry Jarvis w/ grandson Joshua Seber, Don & Arlene Jensen, Tim Johnson, Donna & John Koziol, Steve Larimer, Warren Lubow w/ daughter Shelby, Roy Magnuson, John McGary w/ guests Barb & JR Rogers, Havana, Jameson, Sha, and son Jason, Terry & Barbara McMichael, Mike Milsom, Paul & Al Murray, Tom Nault, Lee Noble w/ guests Theresa & Joanna Renico, Kim Pierce, Brian & Randy Pollock, Brian Rohrbach, Ray & Linda Russo, Ashley Shoemaker, Bill Smallwood, David Smith, Dean Trener, Conrad Wouter, Darrin Wong (new member).

Klassic Korner for Kids

In 1933, Charles Bird Plimpton set up the firm of Plimpton Engineering Ltd in Liverpool, England to manufacture a new construction kit called Bayko. The majority of Bayko components were made from Bakelite, a new synthetic plastic developed in the early 1900s (and used for some Classic Car parts.) The construction kits included steel rods that were inserted into a perforated base to make houses and other buildings. The main advantage of Bayko over its rivals is generally regarded as the high standard of realism of the models constructed with it. By the late 1950s, Bayko came under great pressure from other construction toys that appeared on the market. In recent years, Lego has ascended to dominate the construction toy industry.



Hot Cakes and Hot Cars Medina Days 2016

On Sunday, August 14, as the finishing touch for their long weekend of summer celebration, the enclave of Medina hosted an event to cap off the Seafair season. The day was spectacular and an assortment of cars were on hand to form the draw for a perfect breakfast spread (or was it the other way around).

Let's talk about the day. The Pacific Northwest has been having a varied summer weather-wise with it getting too hot then too cold. The Hotcakes and Cars event fell solidly into the Goldilocks mode; it was just right. Blue skies, a light breeze and low 70s combined with the fabulous Overlake Country Club setting really enhanced the experience of all who attended. As for the food, the golf club organizers made sure that a fresh supply of perfectly prepared pancakes, scrambled eggs and bacon were on hand for the buffet. Of course coffee, tea and juice were in abundance; the first pair insuring that caffeine and gasoline would keep the place buzzing.

This is not to neglect the cars! In years past, the event was attended mostly by a sequence of modern exotics and

hot rods. This year, the organizers wanted to class-up the party and invited the Classic Car Club to participate.

Even though many of our group were en route to Pebble Beach, we wrangled 9 Full Classics for the day with 2 Cadillacs, 2 Cords, 2 Derby Bentleys, a Pierce-Arrow, a "Best Classic" Auburn, and the "Best of Show" Alfa Romeo! PNR Member Warren Lubow drove an XKE Jaguar: "modern iron" but still classy. All in all, the Overlake event was a terrific venue for Classics and generated a lot of interest in our Club. Thanks to all who attended.

We expect to be invited to next year's event and encourage our members to put it on their calendars.



PNR Members Attending

Scott and Karen Anderson
1941 Cadillac Convertible Coupe

Don Jensen
1937 Cord Custom Beverly

Paul Murray and son Matthew
1923 Pierce-Arrow Sedan

Kim Pierce
1935 Bentley Roadster

James Raisbeck
1937 Cord Cabriolet

Brian Rohrback
1939 Bentley All Weather

Jon Schoenfeld
1937 Cadillac Sport Coupe

David and Jody Smith
1938 Alfa Romeo

Warren Lubow
Jaguar XKE (nc)



Brian Rohrback's
1939 Bentley



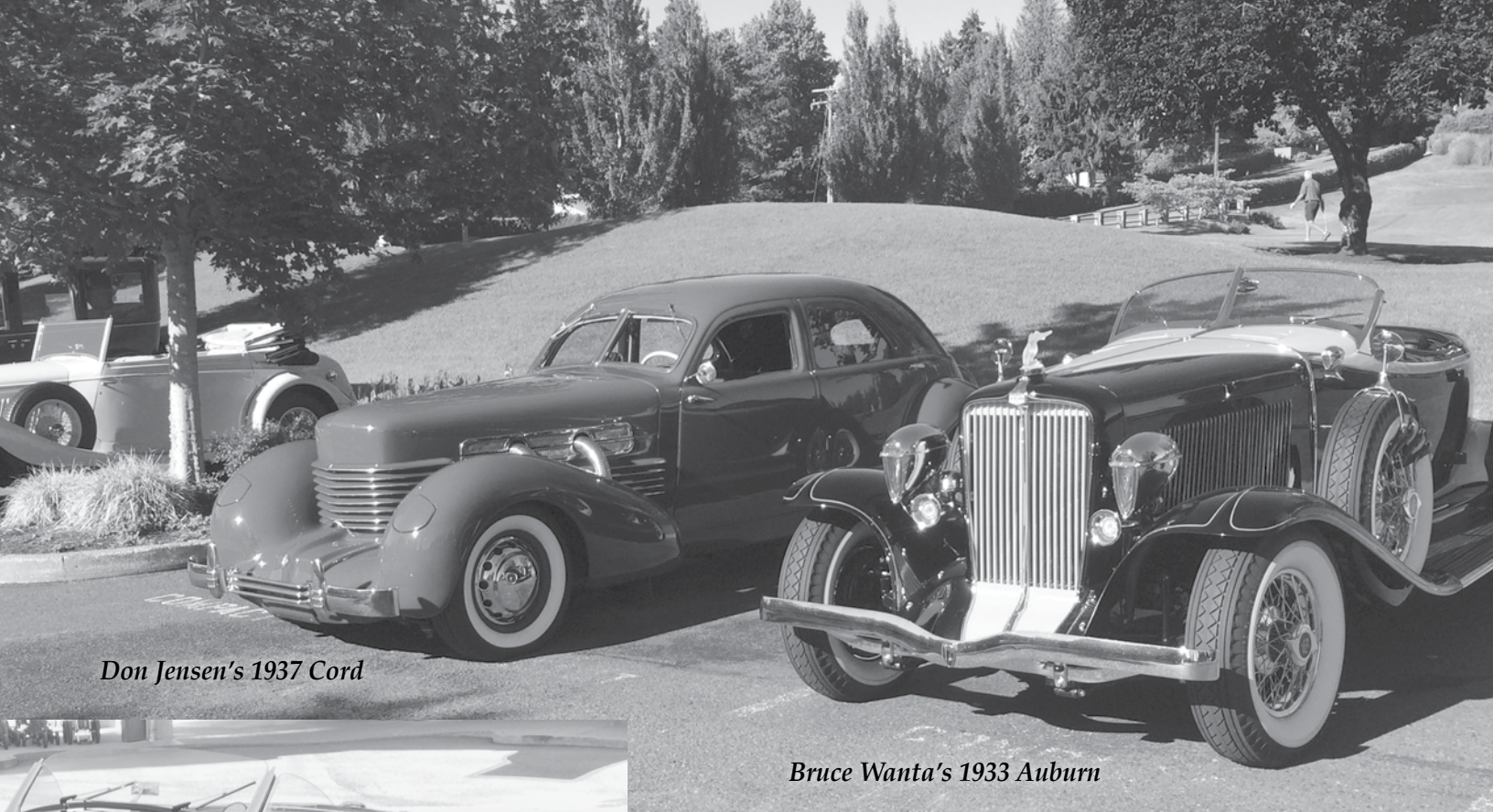
David Smith's
1938 Alfa Romeo 8 Corto
SII Touring Spyder



Paul Murray's 1923 Pierce-Arrow



Jon Schoenfeld's 1937 Cadillac



Don Jensen's 1937 Cord

Bruce Wanta's 1933 Auburn



Best of Show
David Smith
1938 Alfa Romeo

Best Classic
Bruce Wanta
1933 Auburn Speedster



Scott Anderson's 1941 Cadillac, Kim Pierce's 1935 Bentley



*Father's Day
2016
at the
Ballard Locks*

*Paul Murray's
1923 Pierce-Arrow*

Sunday June 19th was the PNR CCA's annual Father's Day at the Locks event. We had seven full Classics, a 1951 Chevy, three Ferraris, and a Maserati. The weather was absolutely perfect. Participants and spectators enjoyed both stately and fast cars in a beautiful setting with music, shade, and sun.

Thank you to PNR & Ferrari Club members and their guests for bringing their cars for fellow Club Members and the general public to enjoy. Also, a special thanks to Brian Carter of the U.S. Army Corp. of Engineers for hosting us, and to Roy Dunbar who ran this event in past years but was unable to participate this year.



PNR CCA Club

Bill Deibel
1948 Lincoln Continental

Stan & Val Dickison
1936 Packard

Kenny Heng
Ferrari (nc)

Don Jensen
1937 Cord

Paul Murray
1923 Pierce-Arrow

Michael Peck
Chevrolet (nc)

Kim Pierce &
Norma Sola-Pierce
1935 Bentley

Brian Rohrback
1939 Bentley

PNR Guest

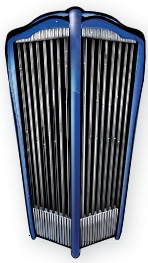
Michael Conrad
1931 Pierce-Arrow

Ferrari Club

Kerry Chesbro, Duy Le
& Ivan Olmedo



*Kim Pierce's
1935 Bentley*



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**1938 Cadillac V-16
Model 9039
Five passenger
Town Sedan
Specifications**

Engine:
Mono-block
Flathead V-16, 185
horsepower, 431 cu
displacement,
3-1/4" bore and
stroke (square),
Balanced crankshaft
w/nine main
bearings.

Transmission:
Three speed w/
column mounted
shift (first year).
Cadillac has never
offered an overdrive
option for any of its
cars.

Frame:
Steel channel rigid X
design with 3 cross-
members, Wheel
base - 141 inches,
Vehicle overall
length - 220 5/8
inches..

Body:
All steel construc-
tion with wood sill
plates, C pillars and
trunk lid framing.

Production:
Only 20 9039s were
produced and sold
in 1938. Of those
7, including Brad
Ipsen's (body #9)
still exist. The last
three built in 1939
& 1940 are missing.
Total Model 9039s
built over the three
year production
cycle was just 23
cars.

Price: Published list
price for the model
9039 was \$5,695
(\$97,000 in today's
dollars.)

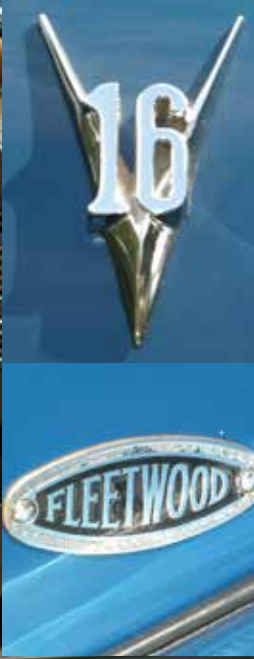
**1938 CADILLAC V-16 MODEL 9039
FLEETWOOD TOWN SEDAN**
Owned by Brad & Hyang Cha Ipsen



Top Photo:
The Ipsen's and their Grandchildren
*Madelyn Ipsen, Ethan Kishel, Breanna
Kishel, Brad & Hyang Cha, Kaitlyn Ipsen*

My story with this 1938 Cadillac begins in the spring of 1996 but it would have never happened except for another Cadillac V-16 - a 1939 that I got involved with in November of 1978. I had been involved with old car restoration since teenager years and drove a 1929 Hudson in high school. In 1978, a high school classmate introduced me to a business associate of his who had found a 1939 Cadillac V-16 Model 9033 in Montana that needed a complete restoration. He needed help restoring the car so we formed a partnership, however, this relationship didn't work out and I ended up owning the car. I really had to stretch financially to do this at that time but, since the car had found me and knowing that V-16s are just not that common I felt that someday it would be worth it for me to have this car. With the help of my wife, and Mom and Dad and many

Continued on page 29



CADILLAC'S V-8, V-12 AND V-16 ENGINE EVOLUTION

By Brad Ipsen & Raymond Loe

Cadillac was founded in 1902 by Henry Leland who had a passion for precision craftsmanship and standardized parts. Beginning in 1915 Cadillac offered a pioneering flat (L) head V-8 engine that set new standards for smoothness, power and reliability as its name became increasingly recognized as a luxury-make leader.

In 1930 Cadillac ventured further into the ultra-luxury market by offering the industry's first V-16 engine. Their "452" CID engine was a 45 degree, overhead valve (OHV), push-rod design with five main bearings that delivered 165 horsepower. Sixteen cylinders were chosen principally because of the inherent smoothness of this design.

The V-16 engine was essentially two straight-eight engines sharing a single crankcase and crankshaft. In a V-16 engine layout there are only two vee angles that give equal firing intervals, 45 deg. and 135 deg. Cars of the early 1930s were still relatively tall and narrow so the logical choice was the narrower 45 deg. design. With the narrower vee a flathead design would not allow both intake and exhaust manifolds to fit between the vee whereas an OHV layout would allow the intake manifolds to be placed on the outside of the engine and the exhaust manifold on top in the vee. The inherent problem with the OHV design was more frequent valve adjustment and more valve noise, which Cadillac dealt with by incorporating a hydraulic valve adjustment mechanism.

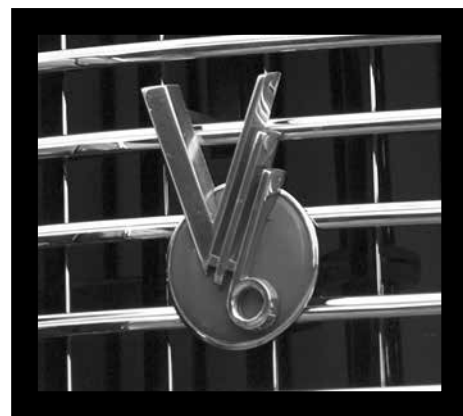
The first generation V-16 was one of the finest appearing production automotive power-plants ever built. When this engine was introduced,

automobile engines were very visible due to ventilation doors in the hood sides that opened with the hoods, so that an aesthetically pleasing engine was very desirable. Cadillac certainly achieved that. All of the manifolding was coated in black porcelain enamel, the rocker covers were black and polished aluminum, the black valley cover which also hid the ignition wiring was held down by knobs with cloisonné emblems and all exposed hardware was chrome plated.

The sixteen was only nine months old when Cadillac introduced another multi-cylinder engine, a 352 CID V-12. This engine was essentially their new V-16 with four fewer cylinders. The cars in which it was offered weren't quite as large, using the Cadillac Eight's 140" chassis versus the enormous 148" chassis only used for the Sixteen. Predictably, the Twelves weren't quite as fast as the Sixteen but every bit as smooth and quite ample for most drivers. And, the Twelve was priced much cheaper than the Sixteen, severely impacting future sales thereof.

Despite their refined performance and majestic proportions, the first generation Cadillac Twelves and Sixteens were anachronisms in the devastated Depression market and none sold in significant numbers. The peak was 1930-31 when 3,250 Sixteens and 5,725 Twelves were produced. The total volume of Twelves and Sixteens produced had dropped by more than 75% for 1932 and continued sharply declining after that until production of both those engines was terminated in 1937.

Over the seven years that 1st Series V-12 and V-16 Cadillacs were sold they



made a total of just under 14,700 cars of which less than 3,900 were V-16s.

There has been only one other American manufacturer ever to offer a production V-16 automobile to the public - "Marmon." Developing 200hp from 491 CID this amazing giant was guaranteed to do 100 mph. The Marmon engine employed state-of-the-art all-aluminum monoblock construction weighing in at 370 pounds less than Cadillac's slightly smaller V-16. The Marmon "Sixteen" debuted in 1931 advertised as "The World's Most Advanced Car," however, the Cadillac V-16 had already established a market foothold having been on the market for a year and outsold Marmon by a margin of 10-to-1. Marmon ceased automobile production altogether in 1932 after selling only 390 of their magnificent "Sixteens" over a two year production run.

There were two main reasons why these grand, top-of-the line, cars fared so poorly in the marketplace. First, staggeringly expensive cars with more than eight cylinders seemed socially inappropriate to many people in the early 1930s. These models were shunned by most potential customers for cheaper, less showy cars.

Second, when Marmon left the scene, the existing Cadillac V-16 engine was rapidly being outmoded by advancing technology. In 1936, Cadillac themselves introduced a completely redesigned 346 cid

flat (L) head V-8 delivering 135hp from a mono-block that was lighter, less expensive to build and had a power to weight ratio superior to both the Twelve and Sixteen. Though the flathead design had its limits, this new engine delivered excellent performance and reasonable economy. This respected power-plant was used extensively throughout WWII to power tanks and armored vehicles. With upgrades bringing this engine up to 150hp It would remain in production until Cadillac replaced it with a new short stroke OHV engine in 1949.

In late 1937, Cadillac stopped producing its venerable 452 engine and replaced it with an all new Sixteen Cylinder redesign. These cars, designated as the 90 Series, were built from 1938 through 1940 and would be the last production sixteen-cylinder "Supercars" ever built.

The most notable feature of this last V-16 series was the engine, an L-head of almost horizontal (135 degree) (vee) design. It has long been questioned why Cadillac would switch from the beautifully appointed and finished overhead valve engine used from 1930 through 1937 (along with its 1931 through 1937 companion V-12) to the plainer, much simplified L-head design. Also, Cadillac's wisdom is often questioned as to why they would introduce a new design V-16 in 1938 when the V-12s of the other competing prestige makes were all in their last days.

As to why Cadillac switched V-16 engines in 1938, their reasoning is fairly straight forward. In the 1935-1936 time period Cadillac was struggling to turn their Division around from its money losing days of the early thirties so, reducing the cost of the first generation Sixteen/Twelve engine was a big goal. During this time the new Cadillac mono-bloc V-8 had been introduced and had quickly become a performance success, even

to the point of besting not only their old separate block and crankcase V-8 but the overhead valve V-12 as well. Using current knowledge they wanted a new V-16 to be the evolution of Cadillac V-8, V-12 and V-16 engines.

By this time car design had evolved to where the engine was much more hidden due to the body using engine compartment sides that did not open with the hood. So engine appearance wasn't nearly as important as it had been. The updraft carburetor had been obsoleted by the downdraft design and the engine had evolved to a mono-block style wherein the cylinder blocks and crankcase are cast in one piece. The L-head design was chosen and 135 degrees between the cylinder banks was used to accommodate both the lower hood lines and enabled all the manifolding and downdraft carburetion to be positioned on top of the engine. Since high octane fuel was still some years in the future, use of the OHV configuration to allow higher compression ratios was deemed not necessary. Keep in mind that the main reason the original V-16 was designed with OHV's was to accommodate a side manifold layout required for updraft carburetors.

The results of this V-16 redesign program certainly achieved the Division's desires of reducing production cost. The resulting power-plant had a displacement of 431 cu. and developed 185 hp at 3600 RPM. This was the same hp developed by the last versions of the first generation V-16s at 3800 RPM with almost the same amount of torque. The greatest differences between the old and new engines were in the weight and number of parts. The new V-16 had less than half the parts (1627 vs 3273), was 250 pounds lighter, 6 inches shorter, 12 inches lower and 4 inches wider than the old one. This engine was much less costly to produce.

In keeping with their cost effectiveness goals Cadillac designed a completely new car for that new engine. For 1938 the largest V-8 (75 Series) and the V-16 (90 Series) used the same body and were mounted on the same 141 inch chassis (including the same mounting pads for both engines.) This was a departure from 1937 when the largest V-8 (75 Series) and the V-12 (85 series) were mounted on a 138 inch chassis and the V-16 (90 Series) was mounted on their 154 inch chassis, the longest ever used on an American production car. This common body and chassis usage was made possible because of the compactness of the new V-16 engine.

As to why Cadillac even produced the second generation V-16, their rationale is very difficult to defend. During the development period the economy was looking up and to make this commitment there must have been much optimism felt within Cadillac.

In spite of all the work and preparation that went into those new V-16s the sales were disappointing. Another economic slow-down occurred in 1938 knocking car sales down again. Only 311 V-16s were sold in 1938, 136 in 1939 and after selling only 61 cars in 1940 the V-16 series was discontinued after selling a grand total of 508 cars over the three year production run. A big deterrent to increased sales was the price. In 1940 a basic Cadillac sedan with a V-8 engine listed for \$1745, however with a V-16 the price jumped to \$5140, almost three times as much ((\$97,000 today.)

The Cadillac second generation V-16 series 90 was the end of the era, however, one could argue that by offering it Cadillac helped to solidify the company's reputation as a leader in producing fine motor cars that still claim to be "The Standard of the World."



CRESCENT BEACH

CONCOURS D'ELEGANCE

Submitted by Laurel Gurnsey

Sometimes keeping your fingers and toes crossed doesn't work. Every weather station for a week had forecast clouds with rain for our event and while the Friday night reception provided us with a glorious sunset and the 'red sky at night brings sailor's delight' saying, it all let us down and the proverbial cannonball at last hit dead center on event morning.

Saturday we woke up to silence (no rain on the roof), which was a good thing. There even seemed to be a light spot in the cloud cover. But by the time Colin and I headed off to the site for me to get ready for registration and Colin to attend the judges' meeting, it was pouring. The cars and motorcycles arriving were covered with raindrops and umbrellas and wiping cloths were out everywhere.

But everyone was in a good mood and Diane Azar brightened my morning with her company and hilarious array of 'good thinking' layers of coats, neck-wraps, hand-warmers, head gear, umbrellas and laughter. Mike and Diane Barrett brought a pop-up tent to cover their 1932 Lincoln but decided to tough it out. By the time the rain stopped about 11 am there were smiles everywhere.

This is the first time in the 14 years that Colin and I have been involved with this event, either in Gastown or now at Crescent, that I've had to do registration from the tailgate of our driver car because it was raining so hard in the morning that I couldn't get the boxes and goodie bags across the field to the Hospitality Tent and keep everything dry on the way over. I was so impressed with the high spirits and good-natured



Some people shine in moments in adversity. Our thanks to Diane Azar for brightening a wet, dreary start to the day.

grins as entrants came over to check in. That transferred to everyone on the field. We started registration at eight am and by ten I was so wet and cold I was shaking. So, when an entrant brought me a gift of a small package of 'Hot Chocolate' chocolates it warmed not just my stomach but also my heart.

Our organizing committee of Colin and myself, John and Koko Carlson, Jan, Brad and Jon Pelling (all PNR members) appreciated the outstanding support of our American team of entrants, judges and visitors. On the judging end of the Classic Car Club PNR were Jerry Greenfield and wife Keenon, Fred Bonin, Kim and Norma

Continued on page 34



Laurel Gurnsey

Photos Page 15

Row 1: 1933 Packard Coupe Roadster with Najib Azar

Row 2: Norma Sola-Pierce, Val Dickison, Keenon Greenfield, Diane Azar, Barbara McMichael; John Carlson & Mike Barrett, Craig DeVine

Row 3: 1929 Franklin Speedster, Laurel Gurnsey & Koko Carlson, Lee Noble

PNR Participants

Najib and Diane Azar
Edmonds, WA

1933 Packard 1005 Coupe Roadster
Third Place Classics Class

Craig and Whitney DeVine
Bellevue, WA
1929 Franklin Speedster

Kirk Stevenson
Surrey, BC
1933 Pierce Arrow 1242 Conv. Coupe





Ramsden Packard at Shawnigan Lake School

In the July CCCA Bulletin, the article "A Victoria from Victoria" is about new PNR members (and longtime CCCA members) Bill and Dorine Ramsden taking their 1932 Packard Super Eight Victoria Convertible to Canada in April, for the 100th anniversary of the Shawnigan Lake School, outside Victoria, B.C.

The school's founder C.W. Lonsdale purchased the car from its first owner in 1937 and proudly parked the car outside his office door for more than a dozen years. There were only four Packard Super Eight Victoria convertibles built and only one that was assembled in Canada, so you can imagine that the school's alumni remember it well!

The Ramsdens acquired the car in 2008 and when they learned of

the car's interesting connection with Shawnigan Lake School, they agreed to trailer it from their home in Reno, Nevada to Canada for the celebration.

Bob Newlands and I are the unnamed couple mentioned in that article. We were thrilled to be invited along on this adventure, and an adventure it was. Not only were we there for the exact 100th birthday of the school, watching the Victoria convertible parade onto the school grounds, lined with students, we got to meet the third owner of the car as well as his restorer. That owner, Austin Smith, bought the car from C.W. Lonsdale in 1950 and owned it for the next 35 years. (1950 – 1985). Ken Showers restored it in the '80s, and found the original paint color under the trunk rack.

He loved the color, a rich deep blue with black trim, so well that he painted his own 1934 Packard coupe roadster the same color, as well as one other he restored. It was his car that the Centennial Celebration planners saw and asked if it could be in the festivities. Ken knew the history of the car, including the Ramsdens as current owners, and said "Why would you want this when you can have the original?"

That's all it took. Almost two years of planning, and an invitation to us and Tom Crook and Randy Small a year ahead, and we were set for a fabulous 5 days celebrating a Packard's and C.W. Lonsdale's history together. Good times and good friends.

Submitted by Jan Taylor



Kay McGary Continued from Page 2

Foundation and staff including encouraging John to continue on as the 2016 President of the Board in spite of her health issues.

With John, Kay was a member of the Classic Car Club of America and the Rolls Royce Owner's Club, for 33 years. Her favorite event was the CCCA Holiday Party and she only missed one or two during her three decades of membership. She enjoyed spending time and making friends with members of both clubs. Her final driving event was the 2015 Pacific Northwest CARavan, a 1200 mile journey through Idaho and British Columbia. Her ride was Reggie; the family owned 1937 Rolls Royce 2530. She enjoyed every minute with the members and the 60 other Classic cars. She was very thankful that Al McEwan, Stan and

Valerie Dickison made it possible for Reggie to be car number 61 after the enrollment had closed. She made new friends and several members shared personal experiences regarding their own cancer battles. She was grateful for the encouragement with her own battle.

Kay is survived by and will be truly missed by her husband John, sons Mark (Annette) and Jason (Shá) McGary. In addition she is survived by her five grandchildren that were most dear to her: Jacob, Erik, Jenna, Havana and Jameson McGary. She truly enjoyed being their Gramma and attended as many ball games, band concerts, and swim meets as possible rain or shine. She was truly loved by her grandchildren in return and was also thought of as the best popcorn and apple sauce maker in the world.





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



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SO, YOU WANT TO PAINT YOUR CAR!

PART II *By Kim Pierce*



At the end of the last article "So, You Want To Paint Your Car" we left off with mentioning the next steps required, depending on how the paint laid down. No matter how good the painter is there are usually some issues to deal with after the paint cures. Most common are "dust particles," "orange peel" and the occasional "run." Identify areas around the entire car that will need attention and mark them with a piece of tape so you can keep track of where you are and what procedure you will use for each spot. The tools you will need for removing these conditions would be a razor blade, paint nib file and/or a pumice stone.

Let's talk about paint-runs first, it seems they are the most dreaded! A run is caused by wetter paint above paint that may be a thinner coat or may have dried a bit giving the wetter paint a spot to hang onto and run over the top (hope that makes sense to you). Depending on how big the run is would determine which tool to use first. You are removing the excess paint in the area (the run) and leveling it to the adjoining surface. If using a razor blade, you simply and very carefully shave off the excess paint to make it level with the adjoining area. The same technique would be used with a pumice stone. After removing the run you will need to block sand the area with 1000 grit wet sandpaper to remove any imperfections the first step left. Use a hard rubber sanding block for this step so as to keep the sandpaper flat and not put divots in the paint. It is important to use a new piece of sandpaper with sharp grit to quickly knock down the high spots and make it flat. Don't use your bare hand to sand, chances are you will leave ripples from your fingers. This will be noticeable at the time of buffing to a shine. To verify if the run is completely removed, use a small 3M squeegee to remove water and dry the area. If you see any untouched shiny paint directly under the run edge you will need to do more sanding. After this step I usually use 1500 or 2000 grit to remove the 1000 grit scratches.

Next we will talk about "dust or dirt particles" in the paint. When a small airborne particle lands in wet paint it almost looks like a piece of sand. No matter how well you prepare the car and the paint booth, a dust particle will usually blow out of the jambs or even fall off the

painter into the paint. It is nearly impossible to avoid all particulate in the completed paint job. This is why methods and tools have been created for removal of these imperfections. To eliminate a dirt spot the method is similar to removing a run. First you need to decide which tool to use depending on the size of the spot. Larger spots may need to be shaved off using a nib file, smaller ones can be sanded using a pumice stone and even smaller ones can be eliminated utilizing just sand paper on a block. You will have to make that decision. Whichever method you choose you will need to remove enough material until you can't see a shiny circle around where the spot was. After you have accomplished the removal, finish-sand the area graduating to a finer paper using the same method as in removing runs. The final sanding should be done with 2000 grit to remove all other more-coarse grit scratches.

Now we will talk about "orange peel." This condition comes in many degrees. Factory paint always has some "orange peel." Some show finishes have no "orange peel" at all. To remove all orange peel the entire car must be sanded flat. This is what gives a "flat-as-glass" appearance on a painted surface. I generally test a few spots to see what will give me the desired effect. If the paint is an older, two-part urethane and you want to make it flat, you will probably need to sand it a couple times, graduating to a finer paper each time. If it is fresh paint, less than a week old, you can probably use 1500 or 2000 grit one time and then buff the sand scratches out. Whichever grit you choose and throughout the sanding process, use a hard rubber sanding block or a paint stir-stick to wrap the paper around. The point is you always want the sandpaper flat with the surface.

Continued on page 28

AMERICA'S AUTOMOTIVE *Trust*

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Concours CLUB

An organization of those whose philanthropic support enables AAT and its member entities to fulfill our vision. Members are asked to encourage others of means and influence to join the movement to secure America's automotive heritage. Club events, gatherings, and 'summits' are designed to promote our mission.

Paint Your Car -- Continued from page 26

Use wet sandpaper only, frequently rinsing the sandpaper in a bucket of clean water to remove any particles that may get trapped between the paper and paint, thus causing a deeper scratch that will be need to be removed with more sanding. Never sand in the same spot as it will create a divot in the paint causing a wave in the paint when buffed. To verify if you have sanded all the orange peel out, dry the surface completely. If there is any peel left you will see shiny spots that the sandpaper hasn't yet touched. If so, redo that area and check again. You will want to check often to make sure you are sanding enough. You don't want to over-sand either, sanding through the paint creates a lot of work and will need to be resprayed.

Once the whole car is sanded with at least 2000 grit paper to the desired level of flatness, it is time to buff-out the sand scratches. Lately I have been using the 3M Perfect It three-step system. Using a heavy-duty variable speed buffer with a white foam pad and Perfect It #1 compound, buff all of the sanding marks out. Making sure to move the buffer back and forth and up and down to cover all of the areas. Do not pause in one spot for any length of time as you risk burning through the paint or causing a ripple. Watch for edges that might get caught with the buffer and also antennas, door handles and windshield wipers so as to not catch them and risk ripping them off. For purposes of this story I am assuming those items would be off the car. After buffing with #1, wash and dry the entire car. Inspect for any missed areas and re-buff as necessary. After you are satisfied with that step you will move to Perfect It #2 compound with a black 3M foam pad. Re-buff entire car, rinse dry and inspect. Depending if swirl marks are present, I may re-buff #2 with a dual action buffer. When satisfied with that step, I move to a dual action buffer (if I haven't already) for the final buffing step. Utilizing a 3M blue pad and #3 finish glaze, I re-buff again. After that step is complete you are ready for wax. I use Meguiar's NXT Generation Tech Wax 2.0 for the final touch. When completed, stand back and marvel at all the work you have just done. Your back will need several weeks to heal and your fingerprints should eventually grow back the same, but your car will have gorgeous paint!



Member Profile



PNR Membership Chair Val Dickison asked new member Kenny Heng to introduce himself. Kenny noted in his email "I decided to focus on the heritage of my interest in Classic motorcars as an appropriate way for my introduction." And

indeed, Kenny has told a wonderful story of how his interest in the hobby was kindled. The next chapter will likely prove very interesting. Stay tuned. -Ed.

As a wee lad walking to my classrooms, I would hear with regular frequency the unmistakable sounds of sixes, V8s and V12s purring down the two country roads running beside my school into the English countryside. I attended Ashville College boarding school in Harrogate, in the late 70s just a small spa town in North Yorkshire, not far from the Yorkshire Dales and the Lake District.

We were in farm country and none a better environment to be collecting fine motorcars sheltered under ample barns (hence the term "barn finds"). The finest from AC, Aston-Martin, Austin-Healey, Bentley, Bristol, Jaguar, Jensen, MG, Morgan, Rolls-Royce, Rover, Triumph, and TVR were seen making haste through the twisty cobblestone lined country roads. The colour of choice was of course British Racing Green, in an effort to be less conspicuous by blending with the countryside. On rare occasions, a bright-coloured Alfa-Romeo, Ferrari or Maserati could be seen and heard.

A career in technology with AT&T, Apple and Microsoft have reinforced my appreciation for the rarity and engineering of Classic motorcars from a bygone era. It has been my dream since childhood to pursue the beauty of hand built coach bodywork and the musical exhaust notes sung by engines going through their gears, and hope before too much longer to realise my dream.

Best Regards,
Kenny



Ipsen Cadillac -- Continued from page 18

others we finally got the 1939 V-16 restored in 1986.

Sometime after the restoration I purchased a 1940 Cadillac 60S needing restoration. I did not know it at the time but both that car and my 1939 V-16 had a connection to Monte Holmes Senior, a long time member of the CCCA PNR. As it turned out, the previous owner of my 1939 V-16 had sold a 1934 V-16 to Monte Sr. (restored by Jr.) in 1974 and the same 1940 Cadillac 60S that I bought had once been owned by Monte Sr. during the 1950s. To me an amazing coincidence.

One day a fellow V-16 owner phoned and asked if I had seen the ad for a 1938 Cadillac V-16 in Montreal, Canada. I said I had not but I just happened to be going to Montreal on a business trip. The owner spoke only French but most likely understood lots of English. The car was incomplete because he had used it as a donor car to another V-16, most likely a convertible. The hood side panels were V-8 ones instead of the V-16, welded fenders had been replaced with plain fenders and the matching numbers engine had been removed and another put in its place. Having done another V-16 I knew all of the problems I was looking at but this one was a very rare body style, a town sedan which in Cadillac model numbers is a 9039. In 1938 only 20 of these were built as V-16s and in the next two years only 3 more were built. The town sedan was produced in a very custom process that involved a lot of hand work at the factory. The rear doors are extended in length and the rear window is moved forward compared to the standard sedan or limousine body. With these changes (but retaining the total length and wheelbase) the trunk lid is completely different

and is constructed with metal nailed to wood framing like earlier cars. The hinge post for the rear door is also of wood construction. Much lead was used to correct the contours in the rear quarter panel due to the relocation of the door to the rear fender.

Not much is known of the history of this car. When it was new it was first shipped to Columbus, OH and then diverted to Milwaukee, WI. It was shipped on December 31, 1937 and had minimal extra equipment that included only a flexible steering wheel and license plate frames. Most cars of this type were special-ordered, however, to introduce their new V-16 series the company built a number of cars of each body style to be sent out to display in dealer showrooms. This was one of those cars.

A friend found a "for sale" ad from the Lazarus Motor Museum, Forreston, IL. for this car in the December 1976 issue of "Cars and Parts" magazine. It references the body number as #9 so I am sure it was ours. Beyond that and knowing the identity of the mostly French-speaking restorer who I bought it from, I know nothing more of the ownership history of this car.

The car was originally factory painted Fairhaven Blue, the color it has now been repainted. During the restoration it was discovered that exterior body surfaces had been stripped of original paint and repainted Antoinette Blue. The door jams and other such surfaces had not been stripped but had just been repainted. Other surfaces such as the back side of the cowl vent were still Fairhaven blue. The job was done so well that it must have been either when the car was new or very new. It is speculated that the repaint was necessary to sell the car.

On disassembly the engine was found to be really bad. The aluminum pistons had to be drilled out with a hole saw and broken apart to get them out, plus many parts were missing. To get the car on the road I was thinking of doing what Cadillac did in the early '50s to the two Presidential V-16s that were then still in use at the White House. They had first swapped out the V-16 for the flathead V-8 in the late '40s and then when the OHV V-8 became available they swapped that engine into both cars. I went as far as getting a 1950 OHV V-8 with the parts for a manual transmission but stopped before installing it in the 38 V-16.

In 1995 we started going on Caravans which led to our meeting several V-16 collectors, one being Allan Jones in Byron, CA. Allan had been collecting and restoring V-16s since 1958 and through the years he had collected many extra parts. He was older than I was and was done restoring V-16s. In 2000 I bought all his remaining parts which included a spare engine. I now had most of the parts to restore the car, so work proceeded faster. Again, with the help of my wife who stripped paint and glass beaded many parts and my Dad who did the metal work on the car, restoration proceeded. As these projects go it was slow as my business work often took me away from town interfering with progress. It was back on the road in 2013 and shown for the first time at the coming out party in 2014.

I am often asked if I restored the car myself and one answer could be I did, but when I start to list all the people who helped, it is easy to get a list of 50 people who did various items on the car. It is not a one person job no matter how you do it.



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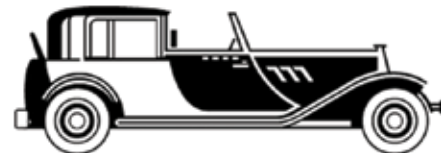
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MAINTENANCE ISSUES

Paint issues, dents, etc.

References available



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Weddings in the Classic Era

By Laurel Gurnsey

PNR member Bill Deibel has a wonderful collection of a 1920s and '30s society magazine called 'The Spur'. He loaned me several issues for article ideas and in February, 1927's copy there was a breathtaking picture of a recent bride, Mrs. Edward R. Stettinius Jr. Her photo spurred (meant to be a pun) the idea of doing an article on weddings and Classic Cars. When I looked up the bride in question, it wasn't a complete surprise to find a car connection. Edward R. Stettinius Jr. was vice president of General Motors for a time. He also served as United States Secretary of State under Presidents Franklin D. Roosevelt and Harry S. Truman and later on as a U.S. Ambassador to the United Nations and with the U.S. delegation to the Yalta Conference. His wife, Virginia Gordon Wallace, the bride in the photo, was the daughter of a prominent Richmond, Virginia family with early colonial history.

So....General Motors Classic cars and Classic Era brides. A perfect fit. Add to it the article in the last issue of the BG on 'The Cars of Downton Abbey' and the two photos of 1920s brides, Lady Mary and Lady Edith from that series and we have connections everywhere.

The bridal dresses of 1920s society were radically changing because of the Jazz Age. 'Waist lines and necklines dropped and more streamlined silhouettes took hold.' Beading and embroidery still used today in many gowns joined Juliet headpieces, pearls and beaded cloche hats. Most dresses were floor length, although the occasional bride was now daring to go for

flapper length. Virginia wore the forehead-skimming lace piece popular in the '20s. The war affected material choices in the lower and middle classes, but society brides like Virginia and the 'Downton' sisters could afford the acres of satin and lace that made for stunning gowns. And dresses were now much more comfortable! Fitted bodices were replaced with looser styles and the end of the corset. Wedding dresses designed by Coco Chanel, Jeanne Lanvin and Jean Patou hit the runways. I watched the Huffington Post video '100 Years of Wedding Dresses' with great enjoyment. Turn up the sound and watch a model as she rapidly changes her bridal style through the decades.

Also hitting the runways at the GM showrooms were the cars that might have driven brides like Virginia to their weddings. GM president in the '20s and '30s, Alfred P. Sloan and his team designated automotive divisions of GM that targeted specific socio-economic markets and the cars at the top were the Cadillacs (most of which appear on the Classic Car Club of America approved list.) A Hemmings Magazine article in 2008 on the Cadillac's silver anniversary calls the Cadillac Motor Car Division 'a builder of America's finest automobiles for the discerning few'.

In 1927, the year of Virginia's wedding photo, there were 18 Fisher-built bodies for Cadillacs, among them a Custom Sport Phaeton, a two-passenger Sport Coupe, a Sport Sedan and a Convertible Coupe. 'The Transformable Town Cabriolet, with a custom body handcrafted by the coachbuilders of Fleetwood, went for \$6,500.' Just as wedding dresses for the elite were changing but retaining elegance and style, there were new additions to the Cadillac's elegance...the 1927 editions included a new Cadillac crest on a black cloisonne background and the new instrument panel was walnut, inlaid with silver trim.

PNR member Carl Fielding contacted me from 2000 miles into a 5000 mile Cadillac & LaSalle Club G.N. trip with his '27 Cadillac. Still going strong, it is 'original and unrestored, save for the black fenders and aprons which were repainted. The wheels were made for the trip but the originals are still in good shape.' Carl says these old



Photo above: Mrs. Edward R. Stettinius Jr.

Cadillacs are 'extremely capable and durable' and his is making a good impression on the trip.

PNR member Judie Hansen has a Fisher-built 1927 Phaeton 7-passenger Cadillac, one of the group commissioned to carry tourists and VIPs in Glacier National Park. President Franklin D. Roosevelt was one of those VIPs and rode in a '27 Phaeton Cadillac now in the Museum of Flight in Tukwila, Washington.



Worth Reading:

- 'Weddings Through The Ages: From the 1900s to Today' by Kristen O'Gorman Klein
- Hemmings, March, 2008 (on the silver anniversary of Cadillac)

Worth Surfing:

- The General Motors website 'History & Heritage'
www.gm.com/company/history

Worth Watching:

- '100 Years of Wedding Dresses in 3 Minutes' Huffington Post video



*PBS Series Downton Abbey
Wedding Attire for Lady Edith and Lady Mary*



Judie Hansen's 1927 Cadillac Phaeton



Carl Fielding's 1927 Cadillac Sedan

In 1910, President Taft signed the bill establishing Glacier Park as the 10th National Park. In 1927, Howard Hays, Sr. organized and became president of the Glacier Park Transport Company, which operated a fleet of buses, cars and trucks at Glacier Park in conjunction with train service from Great Northern Railway. That same year, Hays ordered eight identical Cadillac Series 314-A touring phaetons. With the driver, a Cadillac touring phaeton could carry seven people. A 5.2-litre side valve V-8 engine that made 87 horsepower at 3,000 r.p.m. powered the open-top cars. With its solid-steel 21-inch wheels, it had good ground clearance and was capable of touring many of the initially unpaved park roads.


A vibrant red colour was chosen for all of the Glacier Park fleet of vehicles. Howard Hays is said to have selected the hue by picking ripe mountain ash berries, putting them in a jar, and having paint made up to match.

Crescent Beach Concours Continued from page 22

Sola-Pierce, Stan and Valerie Dickison, and chief judge John Carlson and his wife, judging tabulator Koko Carlson. Their son David Carlson was also on the judging team.

Terry and Barbara McMichael made a valiant effort to get the restoration of their 1947 Bentley MK V1 Coupe ready in time but everyone knows how last-minute snags stand in our way when there are deadlines and the car wasn't finished. So Terry and Barbara pulled out all the stops and came up anyway to lend their support and volunteer for everything that needed extra hands.

Also up from Washington State to keep us company was PNR member Lee Noble and friend Theresa Renico and Theresa's daughter Joanna who became my photography assistant and picked out her own favourite cars.



**LEE DURAN
MEMORIAL
TROPHY**

BILL HOLT
2016

*At left:
Bill Holt & Colin Gurnsey*

On Sunday, September 4th, 2016, CCCA, PNR member Bill Holt was presented with the prestigious Lee Duran Memorial Trophy, a lovely antique silver plaque given to members of the Lagonda Club of America, recognizing their long history of preservation of the Lagonda marque. Bill has a number of Lagondas, many of which have shown at Classic Car Club events.



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Director's Message Continued from page 2

Northwest Concours is in the making, it is not a CCCA event. Many members are involved in the effort attempting to reignite one. You'll be kept apprised of that situation as it develops. Events so far this season have been the Somerville picnic, Father's Day at The Locks, McEwans's Annual Parade, Crescent Beach Concours and a fall garage tour. At the Somerville's Maywood Picnic I was given a really cool Bentley Drivers' Club Badge from Dennis and Dalene. It was quite a story how she came by it. A big thank you for a great event enjoyed by all that attended!

An added event, on August 14th, that we received by special invitation, was the Overlake Golf and Country Club "Hot Cakes and Hot Cars", where the club treated the PNR to a breakfast for the members who brought a car.

Make plans now to attend the Annual Meeting and the Holiday Party. The dates are scheduled for early November and December 11th accordingly.

At our June Board Meeting it was voted unanimously to make a one time donation to the Hagerty/RPM Education Foundation, up to a cap of \$5,000, matching donations by individual members. After Diane Fitzgerald's presentation, members that were in attendance donated a total of \$5,000. The Hagerty/RPM Education left that evening with \$10,000 to provide educational opportunities to students on the Repair, Preservation and Mentorship of Classic cars. This shall help keep our hobby and the industry it encompasses alive and well.

Lastly, a round of applause goes out to Ron and Margie Danz for stepping-up and letting the PNR/CCCA use their facility in Kirkland to hold our monthly Board meetings. What a fantastic place to have our meetings, surrounded by an incredible collection complete with automobilia and a full kitchen. On behalf of the entire PNR/CCCA, a huge thank you!

In closing, thank you to all the Board and Club members who make this Club such an enjoyable experience.

Sincerely,
Kim Pierce

PNR/CCCA Regional Director



Photo shot at the locks by my son-in-law Kelly Earle. That's me with grand daughter Alexis Earle in front and grandson Stuart Earle in back. When Karel looked at it, she said "send that to Karen." - Bill Deibel

Editor's Message

Once again, the inspiration for the message came from the Deibel family. This photo is a wonderful reminder that we all need to work to inspire the next generation to learn to love Classic automobiles. Only by doing so can we be assured that these cars will have a good home "down the road."

As I started to think about the importance of involving children and grandchildren in the old car hobby, I was heartened that several of the articles in this issue included photos of PNR members and their families.

On page 4 there is a photo from 1977 showing Jon's young son, Scott, participating in the restoration process. Jon tells me that when he is no longer able to drive his car, Scott (now 43) will become the next owner. And on page 7 you will find the Pollock family piled into their Bugatti for the 4th of July parade and perhaps most impressive of all, the Danz clan all piled on their restored firetruck (nc) for the same parade. The Danz family brought six vehicles to the parade including two *Full Classics*®. How could you possibly be a member of that family and not catch at least a bit of the car fever that runs so deeply.

A photo on page 18 shows Brad & Hyang Cha Ipsen with four grandchildren posing in front of their stunning V-16. Surely, somewhere in that crowd is a Classic enthusiast who might become a future owner and caretaker. Just as I was finishing this piece, Brad sent me a note and two more photos.



"The kids are a great way to keep track of how long these cars take to do." - Brad Ipsen

So, here is my plea. Send me photos of your children and grandchildren at PNR events. Let's work to make our events intergenerational. And by doing so, we will help to insure the future of our beautiful Classics.

Karen Hutchinson - PNR-CCCA Editor



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