

BUMPER GUARDIAN

Summer 2019



1934 Packard 1107 Convertible Sedan

Owned by: James & Mary Harri

PNR CCCA & Regional Events

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

June 23rd - Picnic at the Dochnahls

PNR Contact: Denny & Bernie Dochnahl

July 4th - Parade at Yarrow Pt.

PNR Contact: Al McEwan

July 21st - Forest Grove Concours

Contact: Oregon Region

August 5th - Motoring Classic Kick-Off

PNR Contacts: Steve Larimer & Val Dickison

August 18th - Pebble Beach Concours

Contact: No PNR Manager

August 31st - Crescent Beach Concours

Contact: Colin & Laurel Gurnsey

September 8th- 17th - PNR CARavan

PNR Contact: McEwan's & Dickison's

November 6th - Annual Meeting

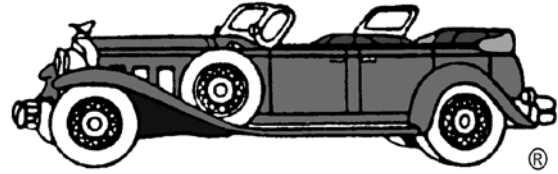
PNR Contact: Frank Daly

December 8th - Holiday Party

PNR Contact: Frank Daly

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CCCA National Events



Grand Classics®

July 11-14, 2019 Chesapeake Bay Region

Nov 9, 2019 SoCal Region

September 14, 2019 Cobble Beach, Canada

CARavans

September 8-17 2019. Canadian Adventure



Director's Message

Greetings, fellow Classic enthusiast!

Here in the Pacific Northwest, summer keeps 'trying' to appear, but just as soon as we make driving plans, the weather gods break our heart with a bit of rain. However, the season has started

and we've had some fun. The one day event during which we coordinated with the Horseless Carriage Club of American and had breakfast in Puyallup and then journeyed to the LeMay collection at Marymount was picture perfect and a lot of fun (see story on page 14.) If you think that you've 'been to' the LeMay family collection and you've been there, done that, think again. The family has really cleaned things up and many of the cars are displayed in a more logical and attractive manner. It's worth a visit when you have a chance!

A number of CCCA Members joined the Pierce Arrow Society for their "P-Car Tour" (see story on page 11) which went up to British Columbia, then over Rogers pass to Penticton, and finally down into Omak. Packards, Pierces and a Cord made up the contingent

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Pacific Northwest Region Classic Car Club of America

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

Officers and Appointed Posts:

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Terry McMichael, Treasurer	206-790-5012
Stan Dickison, Activities	206-949-1115
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Val Dickison	2019	206-546-3306
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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.

On the Front Cover

1934 Packard

Owned by James & Mary Harri

Centerfold

1934 Packard

Owned by Ron & Margie Danz



**JAMES HARRI WITH HIS
1934 PACKARD 1107 CONVERTIBLE SEDAN**

Packard is considered to have produced some of the finest American automobiles of the Classic Car era. The pinnacle of this achievement is thought by many to be the 1934 Packard Twelve.

This factory 1107 Convertible Sedan custom by Dietrich, was sold new in Philadelphia on March 27, 1934 to a Mark Fairfield. I have been unsuccessful in reaching out to the original owner or his descendants. The ownership is unknown until 1953 when a young lawyer saw the Packard in an Alabama junkyard and traded a newly-purchased Studebaker for the Packard. Story has it the Studebaker was purchased by William Rohr's father as a gift for entering law school.

The "Judge Rohr Packard", as it became known, was driven regularly until mid to late 1960s. At that time, the car was parked, partially disassembled, and the heads removed in anticipation of a valve-job that never ensued. The car was purchased by a California collector in 1979 and remained hidden from public view until 2005, when I purchased the car. The car remained in my shop while undergoing detailed research. It was determined the status of the car required restoration rather than preservation.

The authenticity of the car was verified by the original registration from Pennsylvania, original cowl data tag #743-25, original Dietrich custom

body brass plate on the passenger's floorboard #6558, and Packard Proving Ground test sticker on the passenger's glove box. The car is a numbers-matching vehicle.

Glenn Vaughn Restoration (GVRS) in Post Falls, Idaho, was chosen to do the restoration. The late Ken Vaughn (a partner in the well-respected Hill & Vaughn restoration facility of the 60's and 70's) chose the current color combination. Upon seeing the triple-black color scheme, he exclaimed, "a car of this distinction needs more vibrant colors". The 2-toned gray and silver combination with burgundy interior, wheels and striping were chosen for "understated elegance".

Approximately thirty 1107 Convertible Sedans (base price \$5,180) were made by Packard in 1934. Three of the thirty underwent modifications by the Dietrich-Murray factory in Detroit. As referenced by Ed Blend's book, "The Magnificent Packard of 1934", the factory custom bodies by Dietrich are remarkable for custom interiors and custom accessories as ordered by the customer. This adds "considerable value" to these vehicles. Two of the three custom bodies are known today, and approximately six of the thirty convertible sedans survived (one being owned by PNR-CCCA members Ron and Margie Danz).

The 1934 Packard 1107 series rides on a 142" wheel base. The power is provided

by the legendary Packard 12 engine; 445 cubic inches providing 160 horsepower and 360 foot-pounds of torque. Fuel is provided by a Stromberg downdraft EE3 carburetor. The power is transferred through a 3-speed transmission and hypoid rear-end, 4:41 ratio.

Handling was improved with vacuum-assisted brakes. Ride was controlled by driver-controlled variable suspension settings. 1934 was the last year of the Bijur automatic chassis lubrication system.

The unique features of this Dietrich factory custom include: Convertible coupe wind wings, aluminum doors with custom hinges (slightly larger and chromed), lights placed in the back top bow, rear window frame hidden by the top material, and a factory-approved, dealer-installed amber shift-knob.

Since being meticulously restored, the car has been shown at Pebble Beach. The Packard completed the 70-mile Rolex Pebble Beach Tour d'Elegance. Thanks to the massive torque of the whisper-quiet V-12, the car handled the hills of the California coastline with ease. The car recently received a perfect 100-point score at the CCCA National Meet in Scottsdale.

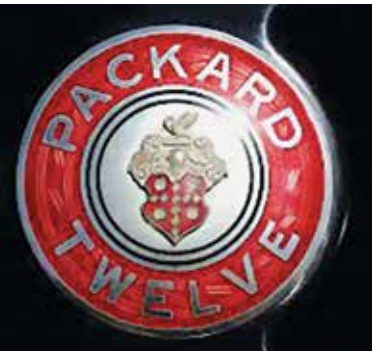
Future plans include showing the Packard at the upcoming National PAC meet this summer and future CCCA events. The car will also be shown at as many local meets as possible as I enjoy letting the public see a "true classic" car.





An Abbreviated History of the Packard Motor Car Company

By Raymond Loe



With over a quarter of the 300+ cars listed in the current PNR being Packards, most of our readers know a lot about the history of that very popular car and therefore I will only concentrate here on the period when our featured cars were produced along with a few relevant statistics and other bits of information that I thought you'd find interesting.

Packard was an American luxury automobile built by the Packard Motor Car Company in Detroit, Michigan from 1899 through 1956. Facing a serious future financial outlook, in desperation, Packard actually bought Studebaker in 1953 forming the Studebaker-Packard Corp. of South Bend, Indiana. Studebaker proved to be financially worse-off than Packard making this an ill-advised move to gain market share and better compete in the marketplace. Packard production was moved to South Bend and the final two years (1957 and 1958) of "Packards" produced were actually badge-engineered Studebakers. On July 2nd of 1962 by decree of the Studebaker - Packard Board of Directors the name Packard officially died because, in the words of a company spokesman, "it no longer held magic."

From the beginning and thru the 1930s, Packard-built vehicles were perceived as highly competitive among high-priced luxury American automobiles. The company was commonly referred to as being one of the "Three Ps" of American

"motordom" royalty, along with Pierce-Arrow of Buffalo and Peerless of Cleveland, Ohio.

Entering the 1930s, Packard attempted to beat the stock market crash and subsequent Great Depression by manufacturing ever more opulent and expensive cars than it had prior to October 1929. While the Packard Eight five-seater sedan had been the company's top-seller for years, Packard introduced a new "Twin Six" model for 1932 to further promote high end sales. One year later, this twelve cylinder engine model was renamed the "Packard Twelve" a name retained through the end of its run in 1939.

Rather than introducing new models annually, Packard began early-on using its own "Series" formula for differentiating new model changeovers which did not debut on a strictly annual basis. Some of the "Series" lasted nearly two years and others lasted as short a time as seven months. In the long run, though, Packard averaged around one new series per year.

It is commonly felt amongst Packard owners and fans that the proud name of Packard reached its peak in the mid thirties, particularly favoring the Eleventh Series, introduced in August 1933, which includes both of our featured cars. The standard production lines saw a continuation of the Tenth Series bodies, with the addition of a new instrument board, and a new rear bumper, however, the big news came in the custom

body offerings which were available with pontoon front fenders, a new tall radiator and a "de Sakhnoffsky false hood." Introduction of this styling pacesetter came at the January 1934 New York Automobile Show concurrent with debut off the 500K Mercedes at the 1934 Berlin show. The Eleventh Series custom catalog included five models by Dietrich, four by LeBaron and the "Sport Coupe by Packard."

The mid thirties began an era of profit decline at Packard that was interrupted by the onset of WWII. Early in 1942 the Packard Motor Car Company converted to 100% war production first by returning to building airplane engines. They took a license from Rolls-Royce to build the Merlin V-1650 engine for the P-51 Mustang fighter as well as building their own V-12 marine engines for American and British PT boats. By the end of the War in Europe, Packard had produced over 55,000 combat engines and was ranked 18th among United States corporations in the value of wartime contracts.

In May of 1945 Packard had a backlog on war orders of \$568,000,000 thus ending the war period in excellent financial shape. However, management mistakes in choosing to concentrate postwar selling on volume middle-class models resulted in all Packards looking virtually alike and being less profitable than previous more expensive models. The idea was to gain volume for the years ahead, but that target was missed. Packard simply was not big enough

to offer a real challenge to the Big Three, lacking the sheltering deep pockets of a parent company and a wide model lineup over which to spread costs and pricing. As a result Packard's image as a luxury brand eroded and the company began to lose money.

Although Packard was in solid financial condition as the war ended, they did not sell enough cars to pay the cost of retooling for a new design until 1951. They therefore updated by adding sheet metal to the existing prewar body resulting in models that were controversial and polarizing. All that being said, there were over 200,000 1948-49 Packards sold, (even outselling Cadillac) before a completely redesigned Packard finally came to market in 1951. Since 1951 was a quiet year with little new from the other competing manufacturers Packard's redesigned lineup sold over 100,000 cars.

While American independents like Packard did well during the early postwar period, supply finally caught up with demand and by the early 1950s they were increasingly challenged as the "Big Three" battled intensely for sales. Independents were merging right and left during that time leaving Packard and Studebaker alone to face increasingly ruinous competition. Their resulting "merger" in 1953 was the beginning of a long road to the end of all independent auto manufacturing in the USA .

Over its lifetime of almost 60 years, Packard was the source of many new developments that left a lasting imprint on the automotive industry. Two of Packard's most notable inventions were: Air Conditioning (AC) and Torsion-Level Suspension (TLS). Where AC became well entrenched early-on and continues to be present in virtually every car produced today worldwide, TLS only had a two year exposure in the mid-1950s and has never been seen in any car before or since. As this development came about after the official "Classic Car "era you'll have to look elsewhere to learn about the fascinating Packard TLS story.

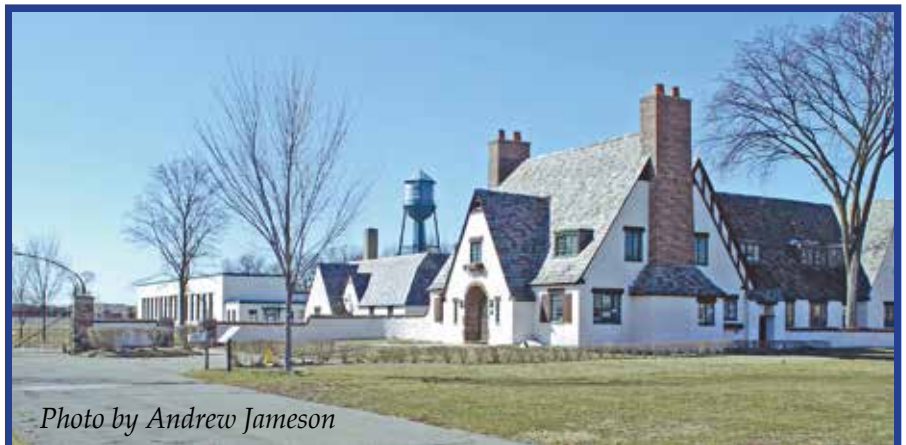


Photo by Andrew Jameson

PACKARD PROVING GROUNDS

In the the early 1920s, Packard was one of the most respected automakers in the world. To maintain and advance their product position, Packard's general manager, Henry Bourne Joy, sought to establish a dedicated testing facility - the Packard Proving Plant. Testing on local streets and roads was risky due to traffic, and could potentially expose Packard's future product developments to curious competitors.

It took eight years before a 560-acre site in Charter Township of Shelby, Michigan, about 20 miles due north of the Packard factory, was procured for the project. Noted architect Albert Kahn, who designed the buildings at the Packard Plant complex in Detroit, was retained to design the buildings of the facility, which was opened in 1928. At that time, it cost over a million dollars to construct.

The Packard Proving Grounds consisted of a 2.5-mile high-speed concrete oval track with timing tower, miles of test roads of various conditions, an airplane hangar (Packard was also involved in developing aircraft engines, and used the track's infield as a landing strip), a repair garage, and a gate house /lodge that housed the Proving Grounds manager and his family. The Tudor Revival lodge building also had garage space for eight cars, dormitory rooms for visiting engineers and experimental and engineering laboratories for testing of engines, chassis, electrical components, fuels, and lubricants under a variety of conditions. The facility was also used for demonstrations for the automotive press, publicity and marketing.

Double Feature – How Packard Proves a Packard

A two-part film was made in 1929 "How Packard Proves a Packard" Part I & Part II, where you can witness the details of the impressive facilities at the Proving Grounds.

The March 29, 2016 issue of internet magazine "The Old Motor" includes wonderful coverage of the history of the Packard Proving Grounds including links to the two-part film.

<http://theoldmotor.com/?p=156498>

or try googling Packard Proving Grounds for additional coverage.

Ice Cream Social at Fog Rose

By Val Dickison



PNR Attendees

Scott & Karen Anderson

Stan & Val Dickison

Kenny Heng

Al & Sandi McEwan

Terry & Barbara McMichael

Brian & Randy Pollock



"Fog Rose" might seem like a bit of an odd name for an ice cream boutique. So upon our April 28th visit to PNR member Kenny Heng's ice cream shop of that name, located in the Soma Building of downtown Bellevue, we posed the question to Kenny "Why Fog Rose?" He explained that the process by which his ice cream is concocted using liquid nitrogen which freezes the fresh, raw ingredients, quickly and most efficiently. Only the freshest of the fresh is used to create this hand-crafted treat. A bit of fog develops in the process. Okay; we have answered that part of the name. But what about the rose? Kenny smiled and said, "It is like the compass rose; follow your bliss." Not being terribly familiar with nautical terms I had to wait till I got home to Google "compass rose." Wikipedia says the "compass rose" is the marker on a compass or a map, orienting north, south, east and west. When you combine that fact with the observation that the serving cups have "Follow your bliss" written on the side, it all falls into place.

There are roughly a dozen different varieties of ice cream on any given day and a monthly special. This month the special was "April Fools" which consisted of salted pretzels, marshmallows, chocolate and caramel. It was appreciated around the table. Scott Anderson's choice of blueberry lavender arrived with a piece of honeycomb dripping sweetness over the sides of a beautiful purplish sphere of yummy delight, topped with fresh flowers.

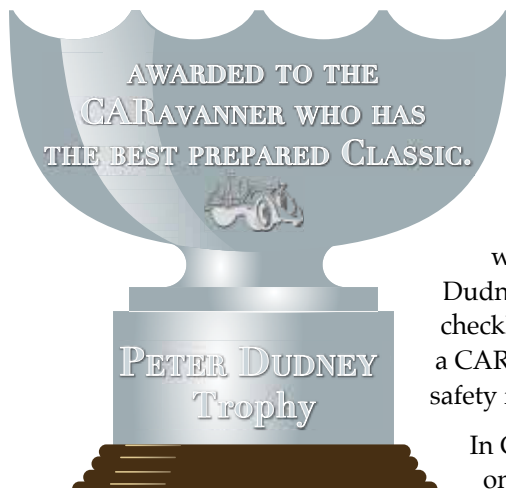
On June 28th, "Fog Rose" will have a companion venue, just around the corner, also located on the ground level of the Soma Building. The new venue will be a full service restaurant including adult beverages. By the time this goes to print, the grand opening will have taken place and hopefully via separate invitation PNR will have visited the restaurant. If not, please consider going on your own.

After about an hour of fine conversation and delightful samplings of ice cream some of us adjourned to Duke's Restaurant at Lincoln Center South, just a few blocks away. We enjoyed a no-host dinner for nearly two hours; girls at one end of the table and guys at the other. Who says PNR folks don't like to swap stories?

You may think that "Fog Rose" is an unusual name for an ice cream boutique. But it is obvious the place has caught-on with the public. When we left, the line waiting to purchase was ten-deep. Shakespeare wrote in his play "Romeo & Juliet" that "a rose by any other name would smell as sweet". The meaning of this is: The importance of a thing is the way it is, not what you call it. Kenny's ice cream may be Fog Rose, but to coin an old expression, I think it is the "bee's knees", or possibly the "cat's meow." In any event, it is very good and PNR thanks board of managers member Kenny Heng for his hospitality.



GARY JOHNSON'S COMPLETE LIST OF CARAVAN TOOLS, EQUIPMENT, PARTS AND SUPPLIES



** Dixie Region Director and veteran CARAvanner who's mechanical genius helped many CARAvanners finish the tour. Instituted in 1984 by the friends of Peter Dudney.*

The late Gary Johnson was a long-time PNR member and experienced CARAvanner who followed the Boy Scout motto "Be Prepared" and was awarded the CCCA's Peter Dudney Trophy on the 2005 CARAvan "North to Alaska." Gary graciously provided his checklist for publication in the Bumper Guardian (Summer 2008). It is hard to imagine a CARAvan without Gary's wit and wisdom. Hopefully, he will be watching out for our safety from above.

In Gary's honor, this issue carries a reprise of his work. At that time, I asked Gary how on earth one fits all this gear in their Classic. His reply is worth reprinting: "If you can't fit all of this in your car, consider dressing in layers and putting a toothbrush in your pocket so you can leave your luggage at home. If it still doesn't fit, see if your spouse wouldn't mind riding in the open air tied to the luggage rack."

Glove Compartment Tools

- Infrared heat sensor
- Side cutters for wire
- Tire gauge

Special Tools

- Lug wrench
- Side-mount hub cap removal tool
- Special transmission tools
- Water pump wrench
- Wheel-cover puller
- Wheel wrench

General Tools*

Wrenches

- Adjustable (s,m,l)
- Allen (asst.)
- Open end / box
- Four-point lug
- Socket
- Torque

Screw Drivers

- Flat Head
- Phillips
- Flat Head / Phillips small ratchet type

Pliers

- Standard
- Needle nose
- "Water pump" type
- Vise grips (s,m,l)

Other

- Hammer(s)

- Rear wheel puller / sledge hammer
- Scissors
- Box cutters / single edge razor blades
- Wire stripper / crimping tool
- Pipe cutter / Flaring tool
- Brake tools (springs / adjustment)
- Pickle fork
- Ice pick
- Battery strap
- Feeler gauges (flat & wire)
- Hacksaw
- Pick-ups, magnetic & fingers
- Magnifying glass
- Mirror on telescoping handle

Testing Tools

- Test light - extra wire & alligator clips
- Vacuum gauge & fittings
- Compression gauge & fittings
- Engine analyzer
- Volt-Ohm meter
- Timing light
- Engine stethoscope

Equipment

- 3 Amp Converter 6-volt to 12-volt w/ cigarette lighter plug & alligator clip battery adapter
- Emergency CB radio with cigarette lighter plug
- Tire inflator (12-volt) or tire pump
- Canned tire inflator / repair
- Optima battery
- Battery charger with extension cord
- Battery jumper cables

- Mechanical screw jack or jack stand (short enough to get under axle with tire flat)
- Portable floor jack
- Mini grease gun w/ cartridges (water pump, etc.)
- Oil can with thin spout
- Funnel for gas/oil/water, etc.
- Tow rope
- Chock block
- Fire extinguisher
- Flares & reflector(s)
- Owner's manual & parts manual
- Shop manual or MoTors manual
- Wiring diagram with color codes

Spare Keys (secured & hidden on outside of car)

- Ignition
- Trunk
- Glove box
- Doors
- Spare tire locks

Spare Parts

- Tire
- Inner tube
- Gaskets (head, manifold)
- Windshield wiper blades
- Fan belt/generator belt
- Radiator hose
- Radiator clamps
- Fuel pump or rebuild kit
- Water pump
- Ignition coil
- Voltage regulator
- Spark plugs (pre-gapped)
- Plug wire with ends
- Points, condenser, rotor & cap
- Thermostat(s)
- Electrical wire 14 & 16 gauge
- Wire terminals (asst.)
- Fuses (2 for each size in your car)
- Bulbs (1 for each C.P. in your car)
- Headlight (bulb or sealed beam)
- Transmission parts
- Radiator cap to replace decorative one as needed
- Front wheel bearings, seals and grease
- Nuts, bolts and washers to fit your car
- 3 feet of rubber fuel line and clamps
- Stoplight switch
- Brake shoe return springs
- Gas line filter

- Brass washers
- Clutch disk
- Whatever is the "Achilles Heel" on your car.

Supplies

- Gas drier (Iso-Heat)
- Motor oil
- Starting fluid
- Transmission fluid
- Water or water bag
- Windshield cleaning fluid
- Rain-X
- Stop-Leak compound
- Tire valve core repair kit
- Water-pump packing
- Gasket material (asst. thicknesses)
- Silicone Form-a-Gasket
- Gasket cement Permatex #3
- Electrical tape
- Duct tape
- Silicone thread-tape
- Baling wire or equivalent
- WD 40
- JB Weld
- Penetrating oil
- Super glue
- Fender and ground covers
- Go-Jo/Go-Jo Handiwipes
- Paper towels
- Shop coat or coveralls
- Work gloves
- Rubber gloves
- Chemical hand warmers
- First Aid kit
- Flashlight with fresh batteries
- Mosquito repellent
- Bounce fabric softener
- 100% DEET mosquito repellent
- Toilet paper
- Sanitary disinfectant wipes
- Bottled drinking water
- Large black garbage bags
- Blanket and/or Space Blanket
- Other _____

*(SAE, Whitworth, metric based on vehicle and sufficient sizes to handle smallest to largest fittings on car)



PNR-CCCA Attendees

Lou & Bunny Berquest
1935 Pierce-Arrow Convertible Coupe

Tom Crook & Randy Small
1941 Packard LeBaron Sport Brougham

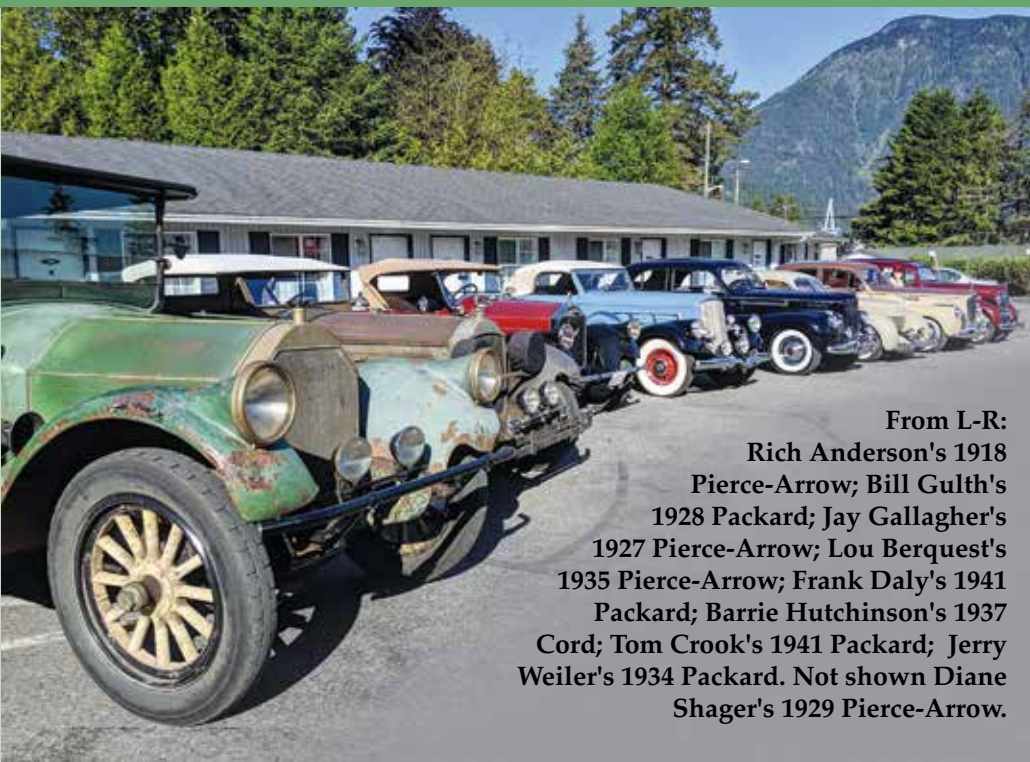
Frank Daly w/passenger
Kai Neilsen
1941 Packard LeBaron Sport Brougham

Bill & Bettye Gluth
1928 Packard Roadster

Barrie & Karen Hutchinson
1937 Cord Beverly

Paul & Diane Shager
1929 Pierce-Arrow 7-passenger Sedan

Bob & Diane Koch
n/c



From L-R:
Rich Anderson's 1918
Pierce-Arrow; Bill Gulth's
1928 Packard; Jay Gallagher's
1927 Pierce-Arrow; Lou Berquest's
1935 Pierce-Arrow; Frank Daly's 1941
Packard; Barrie Hutchinson's 1937
Cord; Tom Crook's 1941 Packard; Jerry
Weiler's 1934 Packard. Not shown Diane
Shager's 1929 Pierce-Arrow.

2019 Pierce-Arrow Society & Friends Tour Highlights

Day 1 - Burlington, WA to Hope, BC

- 9 Classics and 18 enthusiastic owners and passengers drove from Burlington, WA to Hope, Canada where they were joined by Canadians Jay Gallagher & Sue Adams and their lovely 1927 Packard Roadster (the first casualty of the trip with a blown head-gasket). Jay & Sue continued the trip in good spirits in a rented SUV and provided much-appreciated taxi service to the group!

Day 2 - Hope, BC to Penticton, BC

- A stunning drive along the Crowsnest Highway (Hwy 3) which runs from Hope at the east end of the Fraser Valley all the way east to the British Columbia-Alberta border in the Rockies. Penticton is situated nicely between Skaha Lake and Okanagan Lake.
- Tom & Vivian Profit join the tour in time for dinner at Salty's on Okanagan Beach.
- The Berquest's Pierce-Arrow arrived on a flat-bed due to fuel issues.

Day 3 - Penticton, BC to Omak, WA

- An easy drive along the lower Similkameen River in British Columbia to the remote Nighthawk Border Crossing and on to the town of Omak.
- Sunshine and 80 degree weather
- A celebratory pizza party sponsored by the Pierce-Arrow Society.

Day 4/5 - Omak to Home (with an optional night in Mazama)

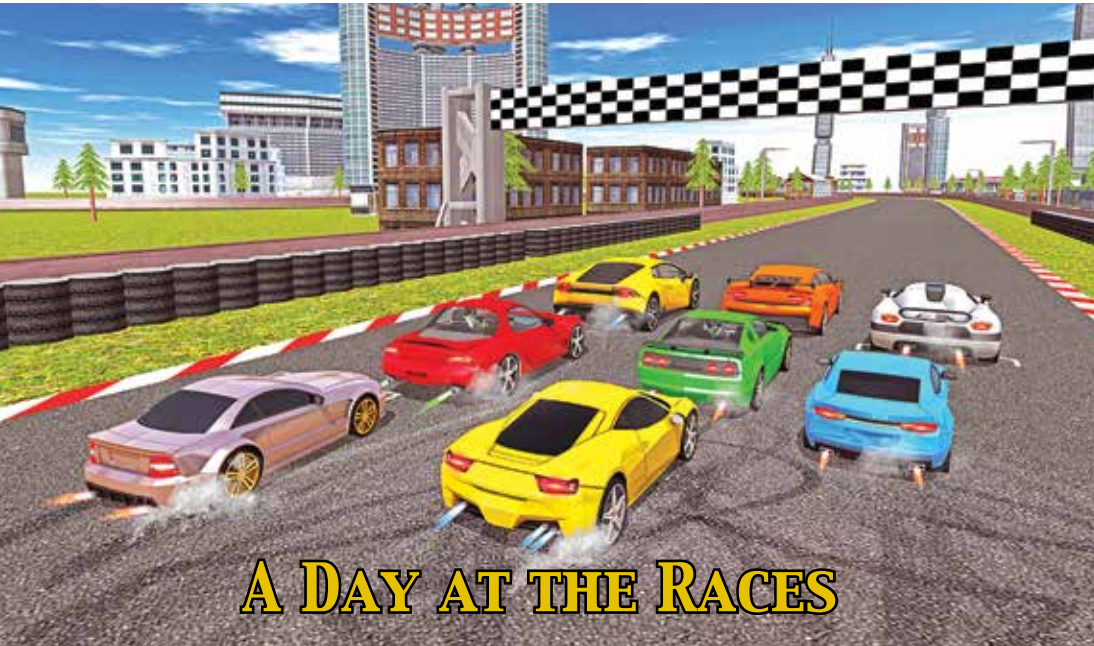
- Annual Friendly OK Car Show in the Park with 19 classes and lots of custom street rods. Our group participated as "display only."
- Hot weather and crossing three mountain passes on Highway 20 (Loup Loup, Washington and Rainy). Several cars overheat but all make it to their final destination!
- A relaxing stop-over in Mazama at the lovely Freestone Inn.



Frank Daly with his 1941 Packard & Barrie Hutchinson with his 1937 Cord

Bill & Bettye Gluth's
1928 Packard





A DAY AT THE RACES

Attendees driving Classics:
 Bill and Lucy Allard
 1948 *Chrysler, 8, T&C Convertible*
 Adrian Taylor
 1932 *Lincoln KA, 8, Roadster*
 Lou Berquest
 1935 *Auburn, 8, Phaeton 851*
 Gerald Greenfield
 1941 *Cadillac Series 62 Deluxe Coupe*

Also attending:
 Michael and Ildi Bradley
 Stan and Val Dickison
 Brian and Jeffrey Rohrback
 Rick Sherman- new member
 1941 *Buick Special Convertible N/C*

March 30th was the date selected for the PNW CCCA Region to spend the morning visiting The LeMay-America's Car Museum in Tacoma, WA. Considering the cold and snowy February the region had experienced this Saturday seemed like the perfect time to enjoy a warm inside event. The date however turned out to be a glorious sunny spring day. This fabulous sunny day likely kept attendance down however twelve members enjoyed the new displays and a few ventured to participate in the Speed Zone Race Car Simulator Challenge. Those attending finished the event with lunch in the Pacific Grill's Café overlooking the main floor exhibits. The winner of the Race Car Challenge was Adrian Taylor who was awarded a beautiful LeMay Museum Custom Car Blanket.

Watch for the opening in May of the Museum's new main floor exhibit featuring the History of Cadillac. There will be a number of Full Classics on display.



Adrian Taylor
 Speed Zone Race "Winner"



Lou Berquest
 1935 *Auburn Phaeton 851*



Adrian Taylor
 1932 *Lincoln KA Roadster*



America's Car Museum



Gerald Greenfield
 1941 *Cadillac Series 62 Deluxe Coupe*



Bill and Lucy Allard
 1948 *Chrysler T&C Convertible*



Race Simulator



FOREST GROVE CONCOEURS d'ELEGANCE



July 21st, 2019
Pacific University
in Forest Grove, Oregon

Attend the longest running Concoeurs event in the Pacific Northwest! The 47th Forest Grove Concoeurs d'Elegance will feature over 300 sports and classics on the tree-shaded campus of Pacific University in Forest Grove, Oregon. Join us as we celebrate Packard Motor Cars and over 70 Years of the Porsche 356. Plus, meet emcees Keith Martin and Donald Osborne!

2019 Featured Marque: Packard
Also celebrating the 356 Porsche

Schedule:

- Concoeurs d'Elegance: Sunday July 21st, 8:30AM to 4:30PM
- Vineyard Driving Tour: Saturday, July 20th 9AM-2PM
- Evening of Elegance Dinner: Saturday, July 20th 7:00PM

www.forestgroveconcoeurs.org



Rotary Club of Forest Grove

All proceeds benefit Rotary Club Community Service Projects and Student Scholarships

2019 Featured Marque Packard

The Forest Grove Concoeurs is often well-attended by PNR members and with Packard as the featured marque, this year promises to hold true to form.

This year there are 7 classes for restored Full Classic automobiles as well as a class for Preservation cars that will undoubtedly contain a Classic or two.

- Closed Classic Cars 1915-1935
- Closed Classic Cars 1936-1948
- Open Classic Cars 1915-1935
- Open Classic Cars 1936-1948
- Full Classic Packards 1915-1924
- Full Classic Packards 1925-1936
- Full Classic Packards 1937-1947

Make plans now to join your fellow car enthusiasts for an enjoyable weekend jam-packed with Classics and many other automobiles of note.

Congratulations to PNR member Gerald Greenfield for being named Senior Judge for the 2019 Forest Grove Concoeurs d'Elegance. Jerry has an extensive judging resume including Honorary Chief Judge at the Hilton Head Island Concoeurs d' Elegance (2003 - present) and this year he was selected as Honorary Chief Judge at the new Las Vegas Concoeurs. Jerry is a Life Member of the Classic Car Club of America. He is also a multi-decade member of the Lincoln Owners Club, the Horseless Carriage Club, the Model A Ford Club of America, the Early V8 Ford Club, the Vintage Chevrolet Club and the National Woodie Club.



Elks Club Breakfast, Drive & Tour of Marymount



Pictured at left:
Stan & Val Dickison's
1935 Packard Victoria
Adrian Taylor's
1932 Lincoln Roadster
Jon Schoenfeld's
1937 Cadillac Coupe



A perfect morning at the annual Puyallup Elks Club pancake breakfast with 27 PNR members driving 11 Full Classics®. The parking lot was filled with dozens of collector cars from members of the HCCA and other local car clubs. After a delicious breakfast, the group caravanned on backroads to the LeMay Family Collection at the Marymount Events Center.

Driving Full Classics®

Bill & Lucy Allard
1948 Chrysler T&C Convertible Coupe

Marty Anderson & Lynn Gabriel
1937 Packard 1507 Club Sedan

Lou Berquest
1935 Pierce-Arrow 845 Convertible Coupe

Tom Crook & Randy Small
1932 Cadillac Convertible

Frank Daly w/ Steve Larimer
1935 Chrysler Airflow C2 Coupe

Stan & Val Dickison
w/ Darrin & Suki Wong
1935 Packard 1207 Convertible Victoria

Jerry & Keenon Greenfield
1941 Cadillac 62 Deluxe Coupe

Barrie & Karen Hutchinson
1937 Cord 812 Beverly

Ron Leventon
1934 Packard 1105 Sedan

Jon Schoenfeld
1937 Cadillac 70 Coupe

Adrian Taylor
1932 Lincoln KA Roadster

Without Classic cars:

Fred Bonin, Craig & Whitney DeVine,
Ron & Gayle Doss, Jim & Irene Tait

THE LEMAY FAMILY COLLECTION

The LeMay Family Collection grew out of the automotive obsession of one man, Harold LeMay. He grew up as a humble farm boy, served in World War II, then returned to Tacoma to start what became one of the largest privately-owned rubbish hauling companies in the country. When his collection topped 3,000 vehicles, it was listed in the Guinness Book of Records as the world's "Largest Antique and Vintage Vehicle Collection." The museum sprawls across the former home of the Marymount Military Academy, with cars and memorabilia tucked into every possible corner, including the former showers and indoor rifle range.

Tours of several of the buildings are led by knowledgeable volunteers who are passionate about cars. One of the things that makes the LeMay Family Collection unique is its wide range of vehicles on display. Tucked in between the showstoppers are ordinary cars from yesteryear; it's almost like walking across a supermarket parking lot around the year 1972. The collection doesn't stop at cars; there are also fire trucks, wreckers, tractors, and buses on display. The 1936 Cord Beverly, 1936 Auburn Supercharged 852, and 1937 Packard Model 1508 shown at right are just a few of the Full Classics® included in the collection. The 1983 Duesenberg II SJ LA Grande is a tribute to the best of the Classic Era. It is a reproduction of an earlier model 1930 Duesenberg J Dual Cowl Phaeton. The car was made by the Elite Heritage Company and only 42 of this particular model were made. Built by hand with custom-made components to match that of the original Duesenberg, it also had some modern conveniences, such as, power brakes, power windows, power seats and air conditioning.

Over the years, the collection has been reduced in size. Some prize cars are now the ACM in Tacoma and some of the lesser cars have been sold. But the collection is still so large that in some buildings vehicles are stacked on three-tiered racks. With some frequency, cars on display are rotated with hundreds of cars in off-site storage so those can be seen, too.

At this event, many PNR members were treated to a private tour by Jerry Greenfield. Jerry is a longtime PNR member and a staunch supporter of both the LeMay Family Collection and the America's Car Museum (ACM).

Source: www.lemaymarymount.com







Ron & Margie Danz'
1934 Packard 1107 Convertible Sedan
(See Page 18 for Story)



1934 Packard 1107

Written by Margie Danz

The featured centerfold car was one of 29 Packard-12 Model 1107 Convertible Sedans produced in 1934 and is now among the approximately six known to survive today. It is described as having a “twin six” in-line 12-cylinder engine displacing 446 cu. in. on a 142” chassis. The Packard Company produced the body and doors. Made of sheet metal, they are stretched over wood frames with Carpathian elm and burl trim. The dashboard is burl mahogany with mother of pearl inlays.

Ron and I had owned our first Classic Car, a 1948 Rolls-Royce Silver Wraith, early in our marriage, however, while raising our family, that took priority and we let the car get away. By 2012, we had rekindled our interest in owning another Classic Car and, after much research, we

decided that this time it should be a Packard. Our good friend Peter Hageman put us in touch with Classic Car enthusiast Mark Hyman of Hyman Motors in St. Louis and we subsequently flew there to see and drive one of his cars. The test drive went well and we purchased our Packard in March, 2012.

The car originally sold for approximately \$5,000 and was delivered to an unknown business man living in Peconis, Long Island, New York. The second owner, Sterling Eugene Walsh, purchased the car sometime in the late 1950s or early 1960s. Next in ownership line was Walter Cummings of Genoa, Ill. who, at the time, was President of Toro Lawn Mower Co. We don’t know just when Cummings bought the car but do understand the he did a frame-

off restoration sometime during the 1970s. We have no record of who the fourth owner was, but do know we are the fifth.

Aside from the few minor “touch-ups” done by Mark Hyman before we purchased this car, nothing has been done but routine maintenance and installing new tires since our acquisition.

Although we have never toured with our Packard we have shown it twice. In June of 2013, it won Best of Show at the car show celebration of the opening of the new parking structure at the Bellevue,WA Public Library. The event was co-sponsored by the LeMay Museum. In September 2012, the car was shown at the Kirkland Concours d'Elegance held at America's Car Museum (LeMay Museum) in Tacoma, WA. We have enjoyed owning this car and appreciate having this opportunity to tell you about it.



PNR MEMBERSHIP UPDATES

New Members:

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Donna Koziol
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Karen Hutchinson
karen.htchnsn@gmail.com

Glenn Mounger
delete work phone #

Adrian Taylor
Adrian@bfranklincrafts.com
1932 Lincoln 8, K2 convertible

Conrad Wouters
(C) 206-422-9197 (delete work #)
Glenna retires in July!



1931 Bugatti Type 41 Royale Cabriolet by Weinberger

STEVE LARIMER

Hi Karen,

I read the splendid recent issue of the Bumper Guardian featuring much very interesting Bugatti information. One thing that I would like to point out is another connection to our local Club of the famous Bugatti that was mentioned as rescued from a "New York scrap yard" in the piece on the Bugatti Type 41 "Royale."

PNR/CCCA member Nancy Martin's father, Charles Chayne, is the one who bought the car from that scrap yard, re-stored it, and donated it to the Ford Museum.

Here's a BMW article featured in the BMW Roundel (the national bmw club magazine) that one of our PNR/CCCA members, David Lightfoot wrote a number of years ago about Nancy Martin and her BMW. Paragraph number six explains her father's rescue of the "Fuchs" Bugatti Royale from the junkyard on Long Island, his restoration of the car and donation to the Ford museum where it still resides:

Here's some more information that I found on the internet on the six big Bugattis. See Cabriolet Weinberger in this piece: https://en.m.wikipedia.org/wiki/Bugatti_Royale

Steve

Editor's Note:
The BMW Roundel article mentioned in Steve Larimer's letter to the editor can be found on the PNR website (<https://home.ccca-pnr.org/>). The sidebar at the right contains the excerpt from wikipedia.
Photo by Stephen J. Brown
sjb4photos@sbcglobal.net



1931 Bugatti Type 41 Royale Cabriolet by Weinberger

Bugatti Type 41 Royale 'Weinberger Cabriolet' 1931 Chassis no.41121

- Sold in 1932 to German obstetrician Josef Fuchs, who specified coach builder Ludwig Weinberger of Munich to build him an open cabriolet. Painted black with yellow, the car was delivered to Dr Fuchs in May, 1932.
- As political tensions rose in pre-war Germany, Fuchs, relocated to Italy, then Japan; before permanently relocating to New York around 1937, bringing the Royale with him.
- Admired in Dr Fuchs ownership by Charles Chayne, vice-president of Corporate Engineering at General Motors. Chayne later found the car in a scrap yard in New York, buying it in 1946 for US \$400. Chayne would amass an impressive collection of classic cars in the 1940s and 1950s.
- Chayne first had the car running again, then he modified the car to make it more road usable and is said to have spent over US\$10,000 doing so, with the completed car featuring from 1947 onwards: a brand-new intake manifold with four carburetors, instead of the original single carb setup; a new paint scheme of oyster white with a dark green trim and convertible roof.
- In 1957, after running the car for ten years, Chayne donated the car to the Henry Ford Museum, located in Dearborn, Michigan, US where it is still located. The associated placard, in its entirety, reads: "1931 Bugatti Royale Type 41 Cabriolet, Ettore Bugatti, Molsheim, France, Body by Weinberger, OHC, in-line 8 cylinder, 300 horsepower, 779 cu.in. displacement, 7,035 lb (3,191 kg). Original price: \$43,000, Gift of Charles and Esther Chayne."



New York Legends CARavan

Historic Hudson Valley to Cooperstown

Article by Val Dickison

Photo by Daniel Case

(<https://creativecommons.org/licenses/by-sa/3.0>)

Quoting the CARavan committee from their tour book: "Man O-War, Secretariat, The Babe, The Mick, Jimi, Janis, IKE, Patton and FDR are names we all know and ones we recall with vivid memories of the past. These legendary names and others are going to be explored when we travel to the places that honored them in beautiful New York State." And, I add to that, they certainly were explored!

At the beginning of our adventure we visited the Northeast Classic Car Museum in Norwich, New York. Executive director Robert Jeffrey stated they are not that well known, so I'm putting in my plug for the museum now. If you are in upstate New York, visit them. Their website is: www.classiccarmuseum.org.

Many of our days were unfortunately rainy with 40 degree weather, but we lucked-out the day of our boat cruise on Lake George. The shores were lined with summer mansions of wealthy industrialists of the past. Later that day we visited the National Museum of Racing and Hall of Fame. We are talking horse racing here, folks; not automotive! In the museum I noticed a painting of Andrew Jackson who enjoyed his horses and the "sport of kings". As the family genealogist, I reminded Stan that before Jackson became president of the United States he was involved in a duel that killed one of the Dickison ancestors. Upon closer examination I noticed the painting of Jackson was done by another

Dickison ancestor on the Dodge side of our family. Small world, huh?

Part of one day was spent at the Jim Taylor automotive collection in Gloversville, New York and on another day we toured the collection of Alan Rosenblum in New Hartford, New York. Both were wonderful.

Time was spent in Cooperstown visiting the Baseball Hall of Fame. The village of Cooperstown consists of 1,800 people. It is basically one main street, with

one stop light, and the museum in the middle of Main Street. When a

baseball hall of fame inductee

ceremony takes place out at

the sports arena, the town swells to 80,000 people

with every inn, B&B and private home filled to

capacity. Time was spent

one morning at Woodstock,

which is celebrating its 50th anniversary. The museum was

extremely informative and our

document had worked the event 50 years

ago as a lighting crew member, which added

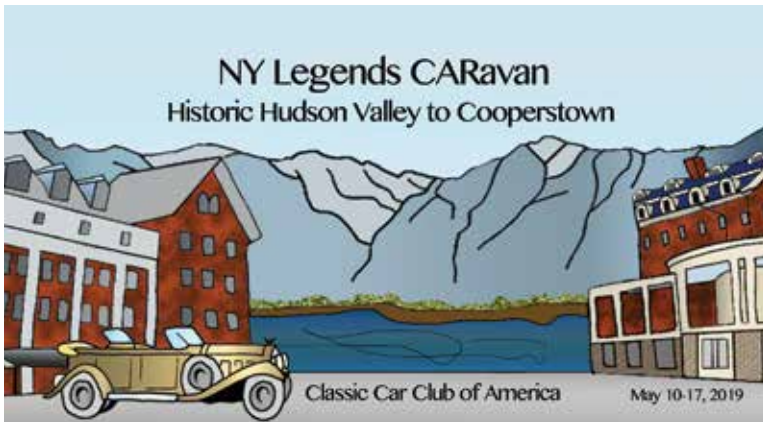
to the authenticity of his lecture. Should you wish information on the museum, go to: BethelWoodsCenter.org. During the CARavan we toured the U.S. Military Academy at West Point, FDR's home, "Springwood" in Hyde Park, and dined at the Culinary Institute of America for one dinner. These were all stellar locations and perhaps some of our members have visited them.

Many readers who know my style are aware I look for the unusual street sign or funny comment made during

*All that is within me
cries out to go back to
my home on the
Hudson River ~FDR*

an event. While riding in Denny Dochnahl's 1941 Cadillac, through the rain drops, I noted a café sign "Eat Here or We Will Both Starve". Another at a beauty shop read "True Colors Salon – Hair Dying & Tanning Beds." They have a regional bank chain named "M&T Bank" (empty bank). The final sign I spotted at a church read "Adam & Eve did not read the Apple Terms and Conditions".

We traveled country back roads to our destinations which were dotted with 200-year old farm houses and the occasional leaning barn that had seen better days. Amish horse-drawn carts shared the country lanes as well. This well conducted CARavan, lead by Skip and Susan Tetz, focused on the many museums of the area. Not having been to New York before, Stan and I were well-informed by the end of the tour and have memories for a lifetime.



PNR MEMBERS ON THE TOUR WERE:

**DENNY & BERNIE DOCHNAHL
W/ PASSENGERS STAN & VAL DICKISON
1941 CADILLAC 62
CONVERTIBLE COUPE**

**MONTY HOLMES, JR. & KATIE NOLAN
1941 PACKARD 160
CONVERTIBLE COUPE**

The New York Legends CARavan logo was designed by Mindy Rohrback.

FDR'S 1932 PACKARD



Purchased toward the end of Roosevelt's second term as Governor of the State of New York for use as a staff car, the Full Classic® one-of-three phaeton (body style 570) features Packard's Twin Six V-12, dual sidemounts, and leather interior. Rather than a winged goddess hood ornament, the 905 features a special New York Governor's fleet insignia.



Introduced at the Roosevelt Hotel in New York City, the Ninth Series Packards resurrected the Twin Six name, though this time attached to a Cornelius Van Ranst-designed 67-degree V-12 good for 160 horsepower. The Twin Six-powered cars assumed the position of flagship, aimed toward buyers of the Cadillac V-12 and V-16 models and, despite the ongoing Depression, continued to power Packards through 1939.

Roosevelt didn't use his Packard for long; after his election to President in 1932, the Packard went into New York State's fleet.

The vintage car was featured on an episode of "Chasing Classic Cars," on Discovery's Velocity network.

Source: *Hemmings.com*



Recently, I have been the caretaker of a very special Hispano-Suiza J-12 with body by Saoutchik. This car was the first production J-12 and featured at the 1931 Paris Auto Show. It was also shown at the '31 London show and the early '32 Geneva show. The car was purchased by the Shah of Persia and before delivery Saoutchik incorporated some specific changes for the Shah. The car was delivered in October of 1932.

In 1963 an Israeli broker purchased the car (with 10,000 km on the odometer) from the Shah of Iran for an American buyer. In 1979 the car was sold to a New Zealand collector and remained there until August 2017.

The current owners, Mark & Sonia Richter, purchased the car (with 20,000 km on the odometer) in 2011 and extensively toured the car in New Zealand before shipping it to Seattle. Upon arrival, they completed the 2017 Motoring Classic and showed the car at the Pebble Beach Concours in the European Classic Class – Early. It was awarded first in Class. The Richters then drove the car back to Seattle and left it with me, planning to participate in the 2018 Motoring Classic. I was encouraged to drive the car as often as I wanted.

Last fall when I drove the car I noticed that when cold, it seemed to take longer to get started than one would expect. Once it was running there were no problems and, at the time, I thought it was the operator's unfamiliarity with the car. On the road the experience is special. I have never driven a car of this vintage as comfortably at freeway speeds in traffic. The brakes are just like

a modern car with power brakes and take very little effort.

The car wasn't driven during the winter and this past spring I felt it was time to exercise it. We signed up for the May 19, 2018 CCCA and RROC tour to the Sommerville's home in Arlington. Roy Magnuson had a planned 60 mile tour that would take us there on some very nice, back roads. I got the Hispano started at home and we met the group



in Mill Creek. All went well until we were in downtown Monroe waiting for a traffic light to change. It was a bit of an uphill and I stalled the car when our turn came to move ahead. Several attempts to start the car got us nowhere. It just wouldn't catch. At the time Frank Daly, with passengers John Koziol and Steve Larimer, stopped to assist. Frank was driving his lovely '37 Packard 12 Conv. Sedan. Then Jack Goffette and Barb stopped. They were driving Jack's modern Bentley. A few moments later a Monroe police cruiser pulled up behind the Hispano. One of the officers walked up to the driver's window and said

"Guess we had better call a tow truck and have him take it to my house." Both of the cops were very pleasant and supportive while they directed traffic around the Hispano.

After several minutes of praying and trying to start the car, (see photo of Frank praying) Jack Goffette suggested that if the police cruiser backed up that I might be able to jump start the car in reverse. This I tried and the car caught instantly. From then on I kept the idle speed up higher and also gave quite a bit more throttle each time I accelerated from a stop. The bright spot in all of this was the fact that the tour group had moved ahead and the two lane roads were uncluttered by the slow moving group. This allowed Sandi and me to really enjoy the power of the Hispano's 9.4 liter engine and the incredible brakes. Frank was following (trying to keep up) in the Packard. It was a wonderful,

sunny, morning with two, big, Classic 12-cylinder cars and their drivers were having a ball.

Following our visit at the Somerville's we all headed home. I was concerned about keeping the engine speed up, as I really did not know why the car would not restart when hot. As we traveled in a group, there was safety in the fact that a short tow would get the Hispano running, if the problem developed again.

Getting near home everyone headed off in their own direction.

We were about 4 miles from our house when I slowed for a traffic light and a line of cars. I was still coasting and when the light turned green I applied the gas. The engine stalled. An immediate attempt to jump start the car was unsuccessful; we were just going too slow. Using the starter I was able to pull into the middle of the road leaving enough room for traffic to get by. Nothing I did convinced the car to restart. Pushing was out of the question, as the car is heavy and the road was flat. About 45 minutes later, son Kirk, came with a tow strap and



a very short pull got the car running again. We made it home.

I really did not know the cause of the Hispano's starting problem when warm and talked with the owner in New Zealand who suggested replacing the spark plugs. I did look at the spark plugs, there are 24 of them, and they looked too good to be the cause of the problem. A little bit of oil on the outboard plugs, but the inboard plugs looked perfect. (The car has Champion D16 plugs on the inlet side of each block and NKG AD-6 plugs on the exhaust side of each block. This was a deliberate choice following some testing in New Zealand). At this point I was getting suspicious about the magnetos and talked to the mechanic in New Zealand who had done extensive work on the car over the years. (The Hispano J12 is fired by two magnetos. One for the 12 inside spark plugs and one for the 12 outside plugs. There is not a coil ignition.) I was told that the magnetos had been rebuilt in 2005 by a competent magneto guy and it was felt that my problem was probably something else or, possibly, the condensers in the magnetos.

After the car sat in the garage a few days I was able to start it and do a bit of testing. The ignition switch on the dashboard has four settings, "O," "D,"

"G" & "2." I was told that the switch needed to be in the "2" position for the car to start, meaning both magnetos. With the engine running at a slow idle I turned the switch back to the "G" position, which fires just the outside plugs on each bank. The idle slowed a bit, which is to be expected, but the car continued to run. When I turned the switch to the "D" position, which fires the inside plugs on each bank, the car stalled. I restarted the engine and at a bit faster idle ran the same test again. The same result was noted for the outside plugs, but when the switch was turned to the "D" position the idle dropped off further, but the car still ran. This was a clue that one of the magnetos was not operating as well as the other. But, the car seemed to run fine and the decision was made that as long as I kept the idle up a bit, we should be OK.

Being the brave (foolish?) souls we are when it comes to vintage cars, I decided to give the Hispano another chance and take it to the CCCA picnic at the Dochnahls on June 24. However, in case something went bad, (misery loves company) we invited my son and his wife to join us. The drive down was uneventful and I continued to keep the idle speed higher than normal and gave the car more gas than normal each time

we started up from a stop. On the way home, however, in a very busy part of Issaquah near I-90, the engine quit just as we were pulling away from a stop light. While we were coasting a little bit, Sandi, my son and his wife jumped out and all started pushing. Fortunately they were able to get me around the corner onto a much less busy street.

All attempts to start the car, including being pushed and trying to jump start it, failed. The first call was to my daughter, but we could only leave a voice mail. The second call was to AAA for a ramp truck. We were told that the wait was as long as two hours and that the tow truck could only take two passengers. Plan C involved calling Uber and sending Sandi and Kirk home to get a tow strap and vehicle. When my daughter called saying she was on her way, we were back to Plan A. We hooked-up her Explorer to the tow strap and I was able to jump start the Hispano again, but this time it took more speed than on the previous jump starts. With my daughter tailing the Hispano, we resumed our journey. Two blocks from home while turning a corner, the Hispano died again. Of course it wouldn't start.

Continued on Page 27

Flower Power & Classic Cars



By Laurel Gurnsey

While researching the connection of flowers to the Classic Car world, I was fascinated to read that Egyptians in 2,500 B.C. used flowers much as we do... at funerals, as gifts and tributes, decorations and more. They often used the lotus flower or water lily, considered sacred to Isis. They also used roses, anemones and delphiniums.

The Greeks and Romans liked wreaths and garlands. The first Olympics gave laurel leaf crowns to winning athletes. Military victors and winners of poetry competitions would be honored the same way. The Greeks and Romans also liked hyacinths, roses and lilies.

Cut flowers have been used in altar offerings by religious groups all over the world, with the peony being revered by Buddhists. In Japan, the chrysanthemum is still hugely popular in art and in real-life arrangements and often used in Ikebana arrangements.

Flowers appear in works of art by almost every world-renowned artist, from Monet's 'Water Lilies' to Vincent Van Gogh's 'Irises'.

There is a whole language of flowers, from wearing a flower behind the correct ear in Hawaii to flower colors that please or offend some cultures. A book called 'A Victorian Flower Dictionary' by Mandy Kirkby is an interesting read. Flowers are not appropriate at a Jewish funeral. Red flowers are in bad taste for a Buddhist funeral. Bringing white flowers to any occasion but a funeral can be the end of a business deal in a Muslim country.

And then there are car connections. Remember flower power? Putting daisy stickers on a VW Beetle? Cars loaded with roses in the Pasadena Rose Parade? John Lennon's Yellow R.R.? Our friend Marny has a Toyota painted with flowers.

There are flowers everywhere at the Pebble Beach Concours. Colin and I remember the flowers on the winner's platform as Colin collected the award for the Lagonda. At the 2010 Louisville Concours there were rose garlands around the necks of winning racehorses and banks of flowers behind the Rolls-Royce parked outside the track.

Every May in Vancouver, B.C. there is a huge judged event at Van Dusen Gardens called the 'All British' for all makes and models of British cars. Being in the middle of a world-class garden gives a photographer hundreds of floral backdrops for the cars. At the Crescent Beach Concours there are always flowers by the red carpet and in the reception area.



John Peirson with his Rolls-Royce brocade door interior



Wedding Lagonda



Colin & Laurel Gurnsey in "Winner's Circle"
1999 Pebble Beach Concours d'Elegance
1936 Lagonda Drophead Coupe



Flowers & Classics at the Crescent Beach Concours d'Elegance

The website 'Classic Dream Cars' talks about crystal bud vases often seen in Classic Cars. They were first used in funeral coaches but soon started showing up in personal cars, with vases created by companies like Steuben and Lalique. You can find vintage crystal Rolls-Royce or Packard bud vases from on-line companies like '2040 Parts' or on e-bay.

Colin and I attended a Lagonda event last fall and soon after, one of the Lagondas was used in a wedding. Check out the bride's bouquet. And we have a friend with a pre-Classic Rolls-Royce Silver Ghost that has the most beautiful floral fabric on the inside door panels.

And finally...a line not about a Classic Car but from a Classic movie. A line about another vehicle of sorts. A childhood sled immortalized in the final words of the main character of 1941's mystery drama 'Citizen Kane'... "Rosebud"



The crystal flower vase is often seen as the symbol of ultimate luxury in the very high-end Classic Cars.

(Thank you to Marny Peirson for the idea for this article and her husband John for showing his R.-R.'s floral door.)

Classic Bud Vases

In June of 2014, Smithsonian Gardens (part of the Smithsonian in Washington, D.C.) published an article called 'Auto Vases: an Accessory Born from Necessity.' The article begins by putting us in a hot car with no air conditioning, temperatures in the high 90s. Sweaty passengers, car-related odors of gasoline, motor oil, etc.

Air conditioning units might have filtered out those odors and were first offered by a company in New York in 1933. But Packard was the first car manufacturer to make it an option in 1939. It is fair to assume our pre-1939 Classic coupes would have needed something more than open windows to mask the odors.

So, as early as 1895, car manufacturers started to install what Henry Ford later called 'auto vases'. They would be mounted on the dashboard or by a passenger window and contained one or two sweet-smelling flowers to freshen the air. Roses or sweet peas worked well.

The vases came in a variety of styles, prices and materials (porcelain, ceramics, glass, cut crystal, metal, wood, silver or even gold plate.) You could find one in a jewelry store, auto parts store, Sears and more.

Are you curious about finding one for your own Classic car? Ebay.com has them in prices ranging from \$49.99 for one of cut, frosted glass. Uranium cut glass will cost you \$199.99. A Rosenthal car vase with bracket included is on for \$745 and you can get a matching car ashtray for \$259. You could even go Swarovski cut glass to match your hood ornament.

PNR member Sharon Briskman has a lovely collection of Classic Auto Vases, three of which are shown below.





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Continued from Page 23 - The Case of the Hispano Suiza

We again hooked-up the tow strap and I got enough of a pull to get the car running. Once I got it home it went straight into the garage.

I was now convinced that the magnetos, when warm, were the problem. Further talks with the New Zealand mechanic pretty much got an agreement with my diagnosis.

In early July I removed both magnetos and shipped them back to Mark's Magneto Service in Connecticut. I hoped that the magnetos would be back in time for the Hispano to be used on the 2018 Pebble Beach Motoring Classic. Early in August I learned that each magneto was undergoing a total rebuild and they would not be back in time. (Fortunately the Hispano owners had purchased another car which they did use on the Motoring Classic.)

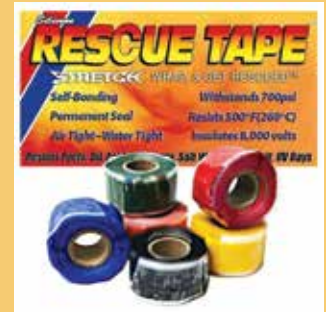
The magnetos returned mid September and I reinstalled them in the car based on markings made during the removal process. The car would not start. Not even close. Obviously, the timing had changed and we were going to have to retime the engine. This resulted in a few more conversations with the mechanic in New Zealand, as I have no specifications. After several attempts to get the car running by repositioning each magneto, it suddenly started but was running very rough on just one magneto. By making further minor adjustments with the operating magneto, the engine ran quite smoothly. There is only a small opening in the crankcase forward of the firewall where a little bit of the flywheel can be seen. It is marked with letters (I have no idea what the letters mean in French) and the markings are very difficult to read with a timing light. As I 'tweaked' the magneto rotation while listening to the engine, I discovered a white paint dot on the flywheel. This was not factory made, but someone's marker to help in timing the magnetos. Using the timing light I set the operating magneto to fire at the white dot. I then set the second magneto so that it, too, fired at the white dot. Tada! The engine was running beautifully and at a very low idle.

Two road tests since the above exercise was completed seem to verify that the timing is very, very close, if not right on. A talk with the mechanic in New Zealand didn't help identify the white dot. He did not remember it from when he worked on the car. However, after my report on my driving experience, etc., he agreed that the engine is running as intended. I am able to idle the car at an even lower speed than before and the car will start when warm on either magneto alone. That is something it would never do before. Once the car is shut down for a few minutes and while still warm, my finger barely touches the start button and the car is instantly running. Currently, my confidence is such that I would feel comfortable heading across country with the car tomorrow.



Microtip: Rescue Tape

Rescue Tape, silicone tape or self-fusing tape is one of those products regularly seen at boat and RV shows but seems to be unknown to many Classic Car owners (and... it does not appear on Gary Johnson's comprehensive list.)



So, what is it, can it really fix almost anything and should you buy it?

Rescue Tape is the most common name for the self-fusing silicone tape with a thousand uses. It's claimed to fix everything from radiator hoses to space shuttle components. It can stop leaks in your garden hose and even stem the flow of a bleeding finger.

Stretched and wrapped, it will seal a leaking radiator hose, gas line, water pipe or air hose... and pretty much anything else that leaks! It can insulate electrical wiring and is claimed to withstand temperatures beyond 200°C with a tensile strength up to 950psi. Rescue Tape will bond fully in under a minute by stretching the tape while you wrap it around a repair. And that is just a start of a list of potential uses!

While generally used for short-term fixes, it does seem to stay in place indefinitely and is easily cut away leaving no sticky residue.

Editor's Note: It is so useful that I suggest you consider adding it to your tool-kit. Don't leave home without it!

<http://unsealed4x4.com.au/5-cool-uses-rescue-tape/>

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Director's Message Continued from page 2

and the weather was beautiful (story on page 11). At nearly the same time, other Members of our group enjoyed the CCCA New York CARavan (story on page 20). I understand that the weather was not nearly so cooperative, but that a great time was nonetheless had by all.

There are a few spaces open on the famous McEwan CARavan in September – "A Canadian Adventure" so sign up now before it's too late! The McEwans and the Dickisons guarantee a top-notch event. This issue contains a useful checklist for CARavan preparation on page 9.)

I recently acquired a 1941 Packard 180 LeBaron Sport Brougham, and have been sorting it out. I'm not quite 'there' yet, but it did well on the "P-Car" tour. It's happy to be back in the Northwest (it was once owned by Tom Crook – what Packard hasn't?). I'm sure that 'Pierpont' would like to meet YOUR Classic – so let them get acquainted at an upcoming CCCA event. Near term events include the Dochnahl picnic on June 23rd, and the McEwan annual 4th of July parade on (of course) the 4th of July! And let's not forget the Forest Grove Concours d'Elegance on July 21st featuring three Classic Era Packard Classes.

Happy summer motoring, and I look forward to seeing many of you during the touring season!

Frank



Editor's Message

It is hard to imagine that Summer 2013 was the last time we featured a Packard on the cover of the *Bumper Guardian*. We are delighted to have the opportunity to bring you two stunning and quite rare 1934 Packard 12-cylinder 1107 Convertible Sedans in this issue. Approximately thirty were made with six known survivors. James Harri's 100-point car featured on the front cover is one of three (of the original thirty) that underwent modifications by the Dietrich-Murray factory in Detroit. Only two of these special cars remain. Our thanks to both the Harri and Danz families for sharing their stories.

So, what other cars have graced the cover in the intervening six years? The list is quite impressive including: Pierce-Arrow, Bentley, Hispano-Suiza, Alfa, Chrysler Airflow, Alvis, Studebaker, Stutz, Nash, Cadillac, Rolls-Royce, LaSalle, Mercedes, Lincoln, Isotta Fraschini, Jaguar, Buick, and Bugatti. (And that list doesn't include cars featured at the bi-annual Coming-Out Party or at regional Grand Classics.)

What will we feature next? We need your help in identifying Classics belonging PNR members that you would like to know about. Please read Ray Loe's message below and call or email him your ideas. We look forward to your input.

Karen Hutchinson, BG Editor-in-Chief



BG Feature Car Selection Policy

In selecting a car to be featured in the *Bumper Guardian* I try to avoid repeating the exact same make, year and model of car more than once every decade or so and, since being in this position for the last 10+ years, I have mostly kept to that rule. Since 1987 there have been 29 different makes of cars featured in the *Bumper Guardian* which covers all but six of the Classic Car makes currently listed by PNR members.

In striving to keep our publication interesting, we now often feature more than one car in any given BG issue and, when doing so, confine those cars featured to a single make. Of the 268 total member cars found in our 2019 club directory 75 are Packards, the next most prevalent are Cadillacs (37) with the balance (156) divided amongst the other 30 makes of Classic Cars listed.

Knowing that not all Classic Cars owned by PNR members show up in our current directory, if you have a car in your collection that is not listed and you'd like to see featured in the *Bumper Guardian*, please bring it to my attention for future consideration.

Raymond Loe, BG Feature Editor





R E S T

You leave your office at the end of the day, wearied by a hard day's work.

- Ahead of you wait the responsibilities of the evening. If only there could be a little relaxation sandwiched in between!
- There is – for the man who owns a Packard. He steps from his office into his car, and instantly he

is cradled in quiet and comfort. The worries of the day are forgotten in the pleasure of driving a car that almost drives itself. He enjoys a bodily peace, a mental solace. He arrives home refreshed.

- For of all the cars man has ever designed, the most restful, we believe is the new Packard. There's not a sound from its body, barely a whisper from its motor. The cushions, contoured by experts, make you relax. The brakes that stop you so quickly work with such a velvety softness you scarcely know you're stopping. Shock absorbers and spring action are so perfected that

ruts and bumps go unnoticed. Instead of riding, you float! You rest!

- We believe that you, as a business man, deserve the restfulness that a new Packard can bring you. We believe you want and need this car. Why not buy it – now? See the new Packards at your Packard dealer's. Or simply phone him – he will arrange for you to ride home from your office in one of these new cars. Very soon after that, we feel confident, you will be making the homeward trip each evening in your own Packard.

PACKARD

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