

BUMPER GUARDIAN

Summer 2020



1931 Rolls-Royce Phantom II Continental

Owned by John & Mary Campbell

PNR CCCA & Regional Events

Black type events are sponsored by the PNR. Details can be obtained by contacting the Event Manager. If no event manager is listed, contact the sponsoring organization.

This space has been intentionally left blank.

All Events through September have been cancelled due to the Coronavirus.

We'll see you "down the road" and in the meantime stay safe and stay connected....

<https://www.facebook.com/CCCA.PNR/>



November 4th - Annual Meeting

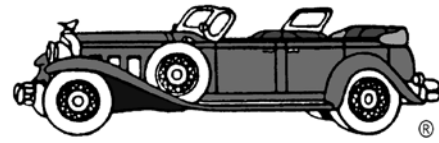
Location: Kirkland; PNR Contact: TBD

December 13th - Holiday Party & Awards

Location: Seattle; PNR Contact: Frank Daly

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CCCA National Events



2021 Annual Meeting

January 6-10. Palm Beach, Florida

Grand Classics®

September 12-15 Indiana Region

October 31 Hilton Head, SC

June 4-6, 2021. CCCA Museum Experience

CARavans

October 18-24 Lexington, Kentucky CARavan

May 26 - June 5, 2021 CanAM CARavan

Note: Events may be rescheduled or cancelled due to Caronavirus. Use <https://www.classiccarclub.org/events> for up-to-date information.



Director's Message

Greetings Fellow Classic Car Enthusiasts!

I hope that this message finds you healthy, happy and that the Cabin Fever which you might be enduring is not too oppressive! I remain 'self-stranded' in the Arizona desert, having extended my stay down here for now going

on three months. Those of you in the Northwest might be surprised to learn that I am actually craving the cool rains of the Puget Sound, and look forward to my return.

Current conditions bring to mind the saying "May you live in interesting times.", and online research finds those words attributed to an ancient Chinese curse, to George Bernard Shaw, and to everything in between, none of which, apparently, is verifiable. But whoever first uttered those words presciently described our world today. "Interesting" is perhaps the understatement of a generation! We are certainly in those times, are we not?

Nearly all of the events related to our hobby have been canceled or postponed, and it is likely not a surprise

Continues on page 31

Table of Contents

Calendar of Events.....2

Showcase Cars:

John & Mary Campbell's 1931 RR Phantom II4
 Jim & Irene Tait's 1938 RR Phantom III14

Articles:

Carrosserie Van den Plas11
 Rolls-Royce Phantom Series13
 The Phantom III Continental Experiment15
 Henry Byroade's Phantom III Ownership16
 Establishing Provenance 17
 1939 World's Fair17
 Trophies18
 Caronavirus Memories20
 Klassic Korner for Kids - Monogram Models24
 Spanish Flu25
 Remembering Valerie Dickison26

Columns:

Director's Message2
 Editor's Message31

PNR Events/ Regional/National Events

Corona Virtual Car Show22
 Amelia Island Concours23

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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Regional membership is available only to Classic Car Club of America National members.

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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

1931 Rolls-Royce

Phantom II Continental

Owned by: John & Mary Campbell

The Restoration of 43GX (1931 Rolls-Royce Phantom II Continental)

By John & Mary Campbell

In the summer of 2015 Mary and I compiled an article for the CCCA's Classic Car magazine that contained the original writings of Mary's Father, Hodge Boulware. In 1959 Hodge acquired 43GX from Captain William Frey, a TWA flight engineer, while both lived in Fair Haven, New Jersey. It also included notes about work performed and adventures with the Rolls after we became its custodian in 1983 while living in Salem, Oregon. The general background and facts about this 1931 Rolls-Royce Phantom II Continental are documented up to 2015 in that piece.

Here are some points from the 2015 article:

- *43GX was commissioned in 1930 by Baron Jean Empain, at the time one of the wealthiest men in Europe.*
- *Sometime after its completion in 1931 by Carrosserie A. van den Plas et fils of Brussels, Belgium it spent a number of years in Heliopolis, Cairo, Egypt and in 1956 was brought to the USA by Captain Frey.*
- *Following Hodge's personal restoration, 43GX made its debut in August of 1963 at the Rolls-Royce Owners' Club (RROC) National Meet in Jamestown, VA. In 1972 it earned 89 points at an RROC National Meet in Atlanta.*
- *In 1995 there was a complete overhaul of the engine including a Packard-style roller-lifter system to permanently fix the notorious PII worn cam-follower problem.*

Since 2015 we have enjoyed attending Club events and other activities in 43GX, until November 30, 2018 when it was trailered to RX Autoworks in North Vancouver, British Columbia to begin a full, first-class restoration, having begun the process to acquire "unobtainium parts" in 2016.

The process of selecting a restoration shop was straightforward using the following criteria: demonstrated success in producing the best, i.e. Pebble Beach winners of fine Classic Cars; reputation and referrals from trusted CCCA Members; and, location – within reasonable proximity to Seattle. With a bit of due diligence, we easily settled on RX Autoworks and asked to be added to their waiting list (about 1 1/2 years at that time.) Most important, the leadership team of Mike, Rob and Ian are just plain "nice guys" to work with – it's been a pleasure to visit and, before the Pandemic closed the border to non-essential traffic, it was an easy day-trip up and back.



Hodge's starting point -
43GX being towed home in December 1959

Researching the history of 43GX and its owners has been a real adventure! Our 2015 visit to the Rolls-Royce Enthusiasts Club (RREC) headquarters, Hunt House, located in Paulerspury, Northamptonshire, UK unearthed significant documentation. There has also been help from Nicolas Brondel, a gentleman and automobile historian in Paris, and many other people in the CCCA, RREC, RROC and automobile aficionados around the world. And, we would be remiss to omit Al McEwan from our Region, Bill Casey of the PII Society of the RROC and Colin Hughes, who moderates the RREC's Pre-War Technical forum.

The number one item from the 2015 RREC visit was a color scan of the original Sales Sheet (aka Chassis Card) and supporting file cards that were used by the factory to keep track of chassis details during production, as well as visits and service records following sale. From this we know certain things about 43GX that weren't apparent in 1983. Examples include a missing "Baby Boa" horn and a Butlers Atlantic FWB stop lamp that R-R supplied with the chassis.

Both Black finish Cobra windhorn #6092.
 with extension & bracket. SO. 436. } 7 26 ✓ 20/

Both Chromium Atlantic FWB Stoplamp, minus SO. 436.
 wiring [to Butler #13325] } 2 18 - ✓ 20/

Both 1 each in Motorist. SO. 437. } 7 7 ✓ ...



From the RREC's Hunt House archives came the Roll-Royce side-shot sales photo above, which was taken in front of the coachbuilder's premises in the late Spring of 1931. It is the original photo used by Lawrence Dalton on page 303 of *Those Elegant Rolls-Royce* published in 1967 (the backside includes his handwritten notes.) The original glossy analog hardcopy was scanned at 6,500 dpi to produce a TIF file with a size of 805 MBs. The scan enabled us to print 11 by 17 enlargements and to zoom-in to see such details as the European-style wheel discs, the edge treatment on the running boards, the through-the glass Bosch windscreen wiper system, the mounting point for the triangular Butlers Atlantic FWB stoplamp on the rear fender and many other fine, but critical points. We can even read "Dunlop" on the sides of the tyres! Note there appear to be two trumpet horns of different sizes mounted at the front . . .

Editor's note: A copy of the *Classic Car* article is available on the PNR website at www.home.ccca-pnr.org

"Period photos
provide a
treasure trove
of details
to a restorer."

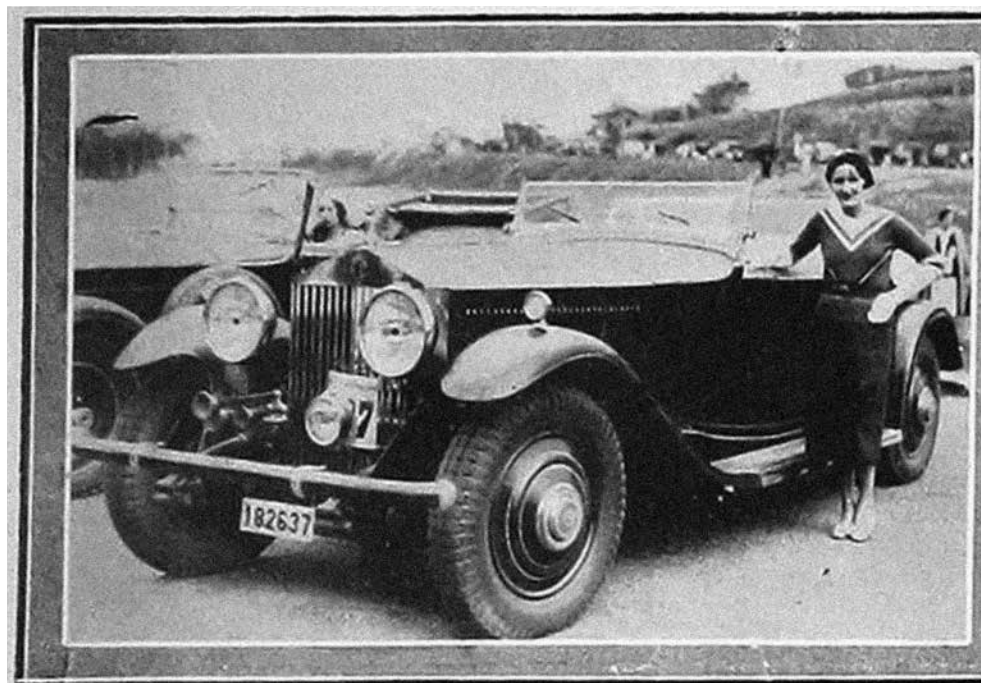


Photo Robertito

*Premier Prix 6^e catégorie et Premier Prix
d'Élégance Féminine. Mlle Knudsem sur
Rolls-Royce 40-50 C.V. Torpédo.*

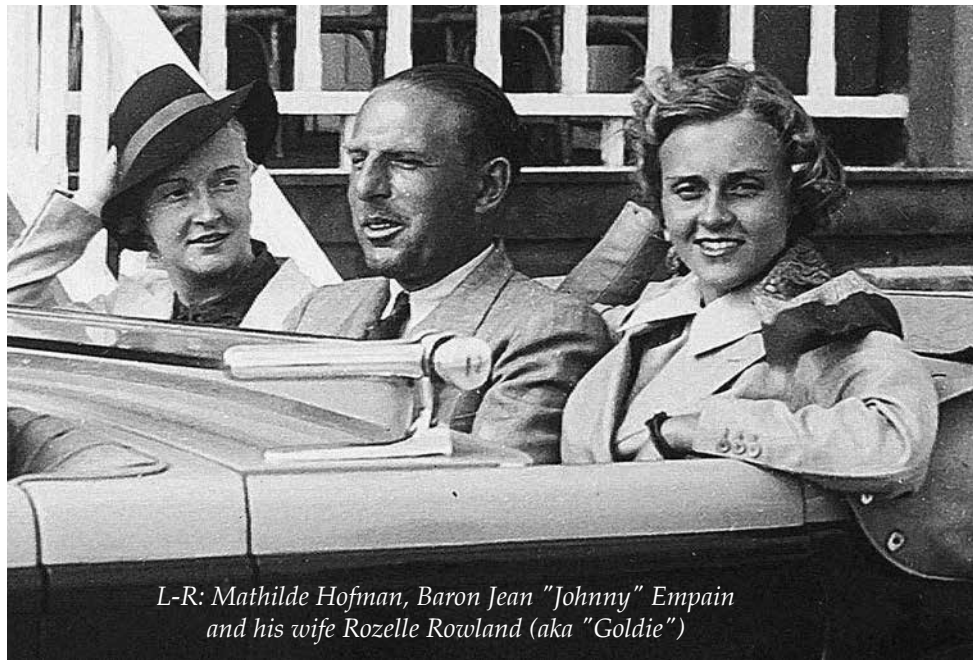
The above photo of 43GX is a gold mine of information – it was taken at the September 1931 Biarritz Concours d'Élégance and was scanned from page 14 of the September 1931 Biarritz-Illustre' magazine. It's the earliest photo we've found following the Rolls-Royce sales photo, and it was brought to our attention by Nicolas Brondel, who contacted us following a story on the Concours run on our behalf by PreWarCar.com. From this we learned that the "two" front horns were really a single Sparton Bugle horn with three trumpets, made by the Sparks-Withington Company in Jackson, Michigan. It also confirms that the model of the big Lucas P100 headlamps was not the then-prevalent DBs with the monacle. According to Al McEwan, "This would be the earliest use of the subsequent model P100 I have seen." Also, we've learned from expert Belgian license plate collector Alain Dupont, that the plates were early 1931 tags type 4A1 with detachable numbers on the front tag and a small Belgian seal on the rear.



The art-deco dash plaque that came with 43GX reads
"Grand Concours D'Élégance Automobile
Biarritz September 1931"



While researching the family history of Baron Jean Empain, Mary found on YouTube an excellent documentary by Andana Films called *The Empain Barons – The Forgotten Dynasty* in French with English subtitles. About a half-hour in from start is the photo from a family album to the right (screenshot sharpened), which provides a clear view of the missing windscreen on the second cowl. The hardware closely follows the front windscreen and when it is fabricated, we'll be able to position it exactly as it was originally.

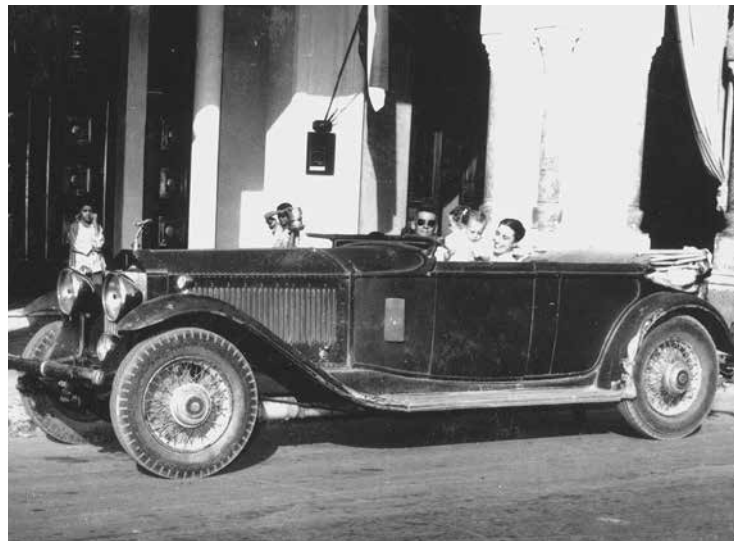
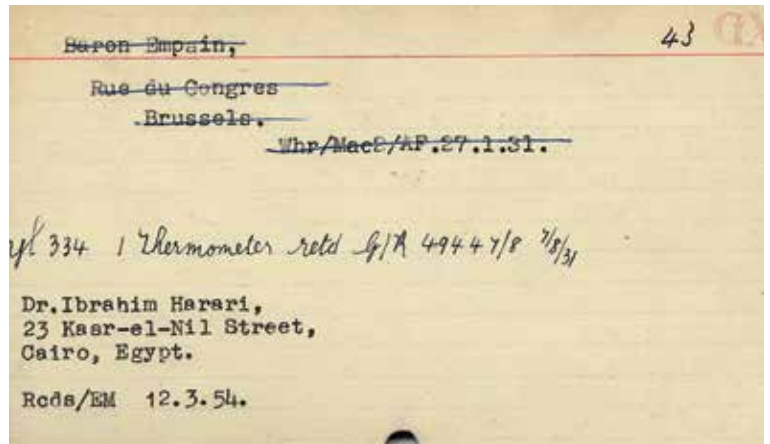


L-R: Mathilde Hofman, Baron Jean "Johnny" Empain and his wife Rozelle Rowland (aka "Goldie")

Other family photos from the Empain family c. 1939 show the third Baron Empain, Jean Edouard Empain or "Wado" as a toddler, climbing into the front seat on the driver's side. The open door allows us to confirm details of the upholstery and the treatment of the dove gray top paint on the outer door edge and strike jambs as well as the door latches. A photo of the young Baron leaning on the front bumper further confirms the style of the headlamps.

We are still researching the sale of 43GX between Doctor Ibrahim Harari of Cairo whom we believe sold the car to Captain Frey, and the sale from Baron Empain to Harari. Service record cards furnished by the RREC and the original Castrol oil sticker affixed to the passenger side door frame provide clues.

Below are wonderful photos from Captain Frey's daughter, Jill Duerig, of her family in 43GX taken in 1956 in the Heliopolis district of Cairo. We have that information from Jaroslaw Dobrowolski and his wife Agnieszka, architects, and co-authors of *Heliopolis: Rebirth of the City of The Sun*.



Finding the "Unobtainium Parts"

Vacuum Fuel System

At some point a Springfield Rolls-Royce PII Autovac had been installed with a wood flange to adapt the holes to the firewall. It worked well and looked OK, but was incorrect, with only a single on-off petcock at the top. The clue to what was needed was labeled on the control quadrant on the inside passenger compartment. The original Autovac was controlled by a shaft through the firewall with "Reserve" as well as "Off" and "Main" positions.

We made contact with Martin Hull who was carrying on the Autovac business and repairing existing systems. He had a correct unit which he refurbished and delivered, ready for finish painting. Later we were able to obtain the correct lever and shaft from Tim Jayne at Dennison-Jayne Motors in Pennsylvania. He was also able to fabricate a period-correct quadrant to replace the damaged original.



Note the holes drilled through the firewall plaque and the word "Reserve."



Wheel Discs

All we had of the original wheel discs were the two inside mounting plates for the front wheels, which are quite visible due to their forward

position and the high front fenders. At the time Mike Rabin at LmaRR Disk Ltd. in Dublin, CA was the preferred source, having been highly recommended by Al McEwan. The enlarged Sales Photo enabled us to take accurate measurements of the original "Continental-style" discs, which as it turned out, very closely resembled a set Mike had prepared for a Hispano-Suiza. He was able to modify the mold and working with his spinner was able to deliver a complete set of 5 with a spare outside disc. The set includes backplates and through-the-disc air valve extensions (a safety improvement not used on the originals.)



Windscreen Wipers, Stop Lamps & Baby Boa Horns

It has taken a world of people to source what's needed! The CCA section of the AACA, PreWarCar.com, eBay, and the RROC and RREC Pre-War Technical Forums have been excellent sources for parts and information. A "Wanted" advertisement in PreWarCar.com led to the correct Bosch through-the-glass windscreen wiper system from Les-Six-Troenes in the Netherlands. Another ad led to the triangular Butlers Atlantic FWB and Lucas S220 (divers' helmet) stop lamps from Ralph Dukes in the UK. That site also was the source for a correct restorable Patent Plaque

that came from Ireland. An e-mail exchange with André Blaize (author of the *Rolls-Royce PII Continental*) led to a source for the Baby Boa Horn from Old World Lamps & Tyres in Australia.

More Bits & Pieces

A PII Carb "Hot-Spot" gas preheater manifold "as scarce as hen's teeth" was provided by Pierce Reid of the Vintage Garage in Vermont. A



complete set of original tools came from Peter Charlton in Hartlepoole, UK. A very-rare exhaust cut-out came from Butch Murphy in Ohio, and he also rented original exhaust pipe laggings to use as patterns for fabrication. (Butch is the PII Society's Technical Chairman.) Replacement ignition wire tubes and a cover for the starter relay system were fabricated by Tim Jayne. They appear exactly as the original brown and fragile Bakelite, but are made of modern plastic. We obtained examples of the correct style vintage license plates from Alain Dupont in Belgium and have acquired several Sparton Bugle Horns and replacement diaphragms from persons around the US via eBay. Hopefully, we now have the necessary parts to make one horn that's viable. We even found a complete Sparton Bugle Horn maintenance manual from AACA Member Fred Weisberger who lived in Hawaii and had one installed on his 1930 Cadillac 353 Town Sedan (he played it for us over the phone.)

Restoration Work Proceeds....

Following disassembly, the RX team found that the wood frame was in reasonable condition with only a few sections that required significant work. The long lower-door sill pieces were one of those areas, and the repair process involved routing out the dry rot, overfilling with the appropriate hardwood and then shaping back to the original configuration. (Note: it's a complex shape with no straight lines.) Another discovery was that the system used to attach the top of the front cowl to the firewall and sides involved a long and very narrow trim piece with a lot of nails and lead filler. A better system was developed using modern welding techniques not available back in the day, resulting in a much stronger piece with better brackets to attach to the frame.



Two Sparton Bugle Horns





Decisions, Decisions, Decisions !

One invisible improvement we have been considering is the installation of an electric overdrive system. The standard gear ratio results in a comfortable ride at 50 to 55 MPH, and a taller gearing with lower RPMs would much improve freeway driving. There are two systems available that have been road tested with PII's and both have favorable reviews. Now's the time to decide, because it will be much easier to install while the body is on its subframe and can be easily removed from the chassis.



In our effort to restore the car to "original" having with no records or photographs to guide us other than black and white period photos, we will need to fine-tune the colors for the paint and leather upholstery. Mary absolutely remembers and Hodge mentioned in his writing an "Oyster Gray" interior. We were able to find a patch of original paint under a door hinge, confirming the "Claret" red color for the main body. It has been a fun process, and with RX's expert paint capability we are sure we'll find the right combination using their approach of testing samples of fingernail polish to achieve the right match.



Given our present state, and despite the COVID-19 Pandemic, we are still shooting for completion in the Spring of 2021. It's been a lot of fun and interesting work to pursue a proper restoration and we are so grateful for the Internet and all of the assistance we have received from friends in the CCCA!

John and Mary Campbell



RX AUTOWORKS

One of the top restoration facilities for Full Classics is RX Autoworks in North Vancouver, British Columbia. Founded in 1988, RX is dedicated to vintage and classic automotive restoration. Attention to quality and detail has earned the company numerous prestigious awards and accolades.

PNR members had the good fortune to tour the RX facility at the 2019 Gardens & Garages Tour arranged by Colin & Laurel Gurnsey.

The Campbell's 1931 Rolls-Royce Phantom II is currently undergoing restoration at RX. Other award-winning restorations for PNR-CCCA members include:

David Cohen

1933 Alfa Romeo Figoni & Falaschi 6-C Coupe

*Pebble Beach Concours
Forest Grove Concours
Italy Villa D'Este Concours*

1929 Stutz

Pebble Beach Concours

Colin Gurnsey

1936 Lagonda LG45 DHC

Pebble Beach Concours

Bill Holt (2)

1939 Lagonda V12 Rapide

*Pebble Beach Concours,
CCCA Grand Classic 100 Pts.
Kirkland Coucours
Crescent Beach Concours
All British Field Meet*

1939 Lagonda V12 DHC

*Pebble Beach Concours
Crescent Beach Concours
All British Field Meet*

Carrosserie Van den Plas of Belgium

by Raymond Loe, John Campbell, and Peter Hageman



Story on Page 12

The history of the Belgian design firm Van den Plas is not well-documented. There are parts of its story that are often repeated in magazine articles and auction literature, but some major gaps exist.

The exception is one of its branches, Vanden Plas, Ltd, which was established in England in 1913 to build bodies for Bentley and other British marques. Between 1924 and 1931 (when Bentley was purchased by Rolls-Royce) Vanden Plas had built the bodies for more than 700 Bentley chassis. It later became a separate business, and eventually a part of British Motor Cars (BMC) and British Leyland. Vanden Plas was the top model of Jaguar and Daimler. That business is well-documented in Brian Smith's *Vanden Plas Coachbuilders*, Dalton Watson, 1979.



In 1924, twenty-three-year-old Count Alexis de Sakhnoffsky was hired as a designer. Even though his prior work had mostly been in department stores ladies' fashions, his talent was obvious. During the next five years Van den Plas coachworks received many prizes in international design competitions. Count Sakhnoffsky not only worked for Van Den Plas in Belgium but also

for D'Ieteren Frères and Vesters & Neirinck of M. & Charles Snutsel. In 1929 Sakhnoffsky immigrated to the USA and worked with Hayes Manufacturing, which made coachwork for Chrysler, Marmon, Willys and Reo. Following Hayes, he worked directly with many other companies, including but not limited to Nash, Ford, LaSalle,

and Tucker. In Monaco, his work won Grand Prix medallions for five years straight including awards for a 1929 Packard and a 1930 Cord.

In the mid 1920s a third Van Den Plas company was formed in Paris by youngest son Willy who established a partnership with Solomon & Cie. When he bought out his partner in 1926, the name was changed to Carrosserie Willy Van den Plas. They also won major awards for design, including the "Coupe de la Body" and Grand Prix d'Honneur" in 1931 with an 8-cylinder Delage chassis. The Parisian company lasted until 1934 and the main Belgian company remained in business until 1949.

Editor's note: While Sakhnoffsky departed VDP just before the Campbell's 1931 Rolls-Royce II Continental was built, they see his influence in its phaeton design with small trunk. Terry and Cherry Jarvis' 1934 Nash Ambassador -8 Model 1290 was designed by the Count and is considered one of the most distinctive and unusual cars of the period. (See the Spring of 2016 BG for more on the Nash.)

Sources:

Vanden Plas Coachbuilders, Brian Smith 1979
FSA Historiar magazine December 2015
Coachbuilt.com, Alexis de Sakhnoffsky Part 1,
Mark Theobald 2012



Here's what's often repeated: The Belgian coachbuilder found its origins in Brussels when Guillaume van den Plas' uncle, his mentor-teacher, died in 1871. An apprentice blacksmith at the time, Guillaume inherited the uncle's wheel-building business, which he later expanded to the production of axles. In 1884 the company moved to a new location in Antwerp, where it began making entire horse-drawn carriages. In 1898, the name was changed to Carrosserie Van den Plas. Guillaume's second son, Henri, was leading the business and there were over 100 employees building horse-drawn carriages. About that time the father, the eldest son Antoine and youngest son Willy opened a branch in Brussels and in the next five years the company grew and won many awards.

In 1926 the operation totaled 400 workers. Just before WWI (1914-1918) the company totaled 845 workers, producing 750 coach bodies per year. Following WWI, the company recovered and by 1921 there were 860 employees producing 800 bodies for automobile and truck applications.

We believe in the 1920's Antoine assumed the leadership of the main company in Brussels. At some point the nameplate was changed to A. van den Plas et fils.



What's in a Name?

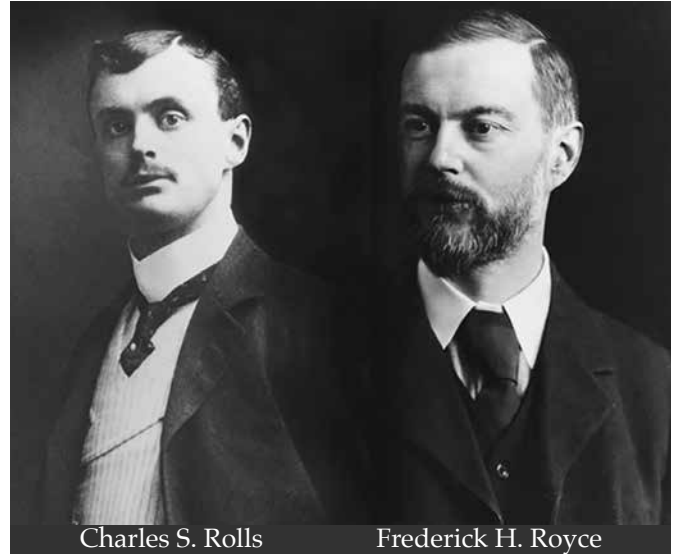
Van den Plas is Flemish, hailing from the Dutch-speaking part of Belgium. In plain Dutch it would have been spelled as van den Plas (and alphabetically sorted under 'P'). However, Flemish capitalizes the V (sorting it under 'V'), and also contracts 'Van den Plas' to 'Vanden Plas' and sometimes even to 'Vandenplas'. In his book 'Vanden Plas Coachbuilders', Brian Smith gives the literal translation as 'of the pond'. 'Plas' is indeed the Dutch for pond, but it should be noted that it is also used for any body of water from a puddle upwards. The correct pronunciation (both in Flemish and in plain Dutch) has a rather sharp 's' at the end, as in the English word 'kiss'. Phonetically we should say something like 'Vahnden Plahs'. Source: www.aronline.co.uk/marques/vanden-plas

ROLLS-ROYCE PHANTOM SERIES

Article by Raymond Loe & John Campbell

Orphaned at age 10 and a self-made man, Frederick Henry Royce apprenticed and studied at night. By 1884 had set up a successful Manchester electrical-mechanical manufacturing business. In 1903 he acquired a French-made 1901 Decauville car that did not run well. He deconstructed the car and determined ways to make improvements using the latest advances in metallurgy and automotive technology. In 1904-1905 he built the three original 10 HP Royce cars which attracted a great deal of attention.

The Hon. Charles S. Rolls, the son of a Baron, in 1894 became a pioneer motorist and took part in many early motor races. With his fame from racing, knowledge of fast automobiles and business networks he set up an automobile dealership in London. Rolls was introduced to Royce by Henry Edmunds, who owned the third Royce car. Rolls later described the encounter with Royce to others as having met "the greatest motor engineer in the world". They decided to join forces



Charles S. Rolls

Frederick H. Royce

“Small things make perfection but perfection is not a small thing.” - Henry Royce

and established an agreement in 1904 in which Royce would build and Rolls would sell motorcars under the name Rolls-Royce. The result of this strategy was, in 1906, to establish the renamed firm "Rolls-Royce" as not only a luxury car builder but of fast cars as well.

The series identifier "Silver", as in Silver Ghost, did not apply to the early 40/50 hp cars. It came about in 1907 when the 13th chassis, AX201 (the famous company car that still exists) was produced in a silver color with silver plating. It also bore a small plaque with the legend "Silver Ghost" on the scuttle below the windscreen. The name stuck and all of the 40/50 hp chassis before and after became known as Silver Ghosts. A partner with Rolls in his automobile agency and the original Commercial Managing Director of Rolls-Royce, Claude Johnson is quoted as once saying "I think that many people treated to their first ride in a well-preserved and enthusiastically driven Silver Ghost have been surprised to discover just how lively even a formal-bodied example can be, and with a light-weight tourer body it can be an outstanding car for fast touring on the Continent."

After producing the Silver Ghost model before and after World War I (1914-1918) that series was succeeded in 1925 by the New Phantom (retrospectively referred to as the Phantom I.) It was a marriage of a new 7.7 Liter OHV 6 cylinder engine and a chassis identical to that of a late series Silver Ghost. The 40/50hp Phantom I was said to provide thirty-three percent more power at the same engine speed than its predecessor, but the trend toward heavier coachwork frequently negated the power to weight advantage the new Phantom enjoyed in chassis form.

The Rolls-Royce Phantom II replaced the Phantom I in 1929. It used an improved version of the Phantom I engine in a completely new 150" chassis. All Phantom II's used a refinement of the Phantom I's 7.7 litre (468 cu. in.) pushrod-OHV straight-6 engine, however with the new chassis the engine was mounted lower than in previous models considerably improving the car's overall handling.

[At this point our reader is reminded that from the beginning only the chassis and mechanical parts were made by Rolls-Royce. R-R did NOT build bodies. All their bodies were made and fitted by a coachbuilder.]

Believing that a market existed for a car designed for fast touring abroad, in 1930 Royce asked his senior R-R Project Design Engineer, Ivan Evernden, to build a one-off Phantom II on a short-wheelbase chassis (144"). Known as "Ev," he was one of the handful of designers who worked with Royce on a permanent basis.

The car, Chassis 26EX, had a tuned engine, stiff five-leaf springs and a Barker- constructed four-seat lightweight close-coupled saloon body. It was finished in pale saxe-blue, topped by an iridescent coating made by Evernden's daughters, who mixed ground herring scales with a clear lacquer. 26EX was entered in the 1930 Biarritz Grand Concours d'Elegance where it created a sensation and won the Grand Prix d'Honneur.

Continued on page 14

R-R Phantom Series continued from page 13

This resulted in R-R offering a "Continental" version of the Phantom II featuring the short chassis and stiff springs. Out of total of 1,681 Phantom II's built, only 279 Continentals were produced. (Authors note - The Campbell R-R featured in this BG issue is the 9th P-II Continental chassis and was bodied by coach-builder A. van den Plas et fils of Brussels, Belgium.)

Numerous changes occurred during the later Phantom II years including smaller wheel/tire diameter, one shot lube system, and synchromesh gearing on third and fourth (from 1932) and on second (1935 models). Special Continental models are highly coveted by collectors to this day.

The Rolls-Royce Phantom III was the final large pre-war Rolls-Royce chassis. Introduced in the Fall of 1935, it replaced the Phantom II and it was the only V12 Rolls-Royce until the 1998 introduction of the Silver Seraph. A total of 727 Phantom III chassis were constructed from 1936 to 1939, and many have survived. Although chassis production ceased in 1939 (with one final chassis being built in 1940), it took seven more years before that last chassis was bodied and delivered to its new owner in 1947. The Phantom III was the last car that Henry Royce worked on - he died, age 70, a year into the Phantom III development.

Sources include: *Rolls-Royce Fact and*



Legend by C.S. Shoup

The Rolls-Royce Phantom II Continental by Raymond Gentile

Rolls-Royce Phantom II Continental by André Blaize



Rolls In A Box

Article by Jim & Irene Tait



While on our first wedding anniversary trip we received a call from a good friend Dave Osterman who owns storage units in Montana. He proceeded to tell us about a lady who needed him to cut the lock off her storage unit in which her father's car was stored for the past 14 years. Mrs. Anderson's father Del Lichtenberg had started restoration of the car just prior to his death at age 93. After retrieving the car from a local shop she had placed the car in storage. Upon opening the door Dave was surprised to find a partially disassembled 1938 Rolls-Royce Phantom III. Dave called and asked if I was interested in the car as Mrs. Anderson needed to find a home for it. I told him we would have to do some research. Dave gave us the serial number of the car 3DL 152. I then asked Al McEwen about the car as we are not familiar with Rolls-Royces. Al got back to us quickly informing us the car had quite a history. Since the car had been restored in the 1960s he thought it might be in good mechanical condition.

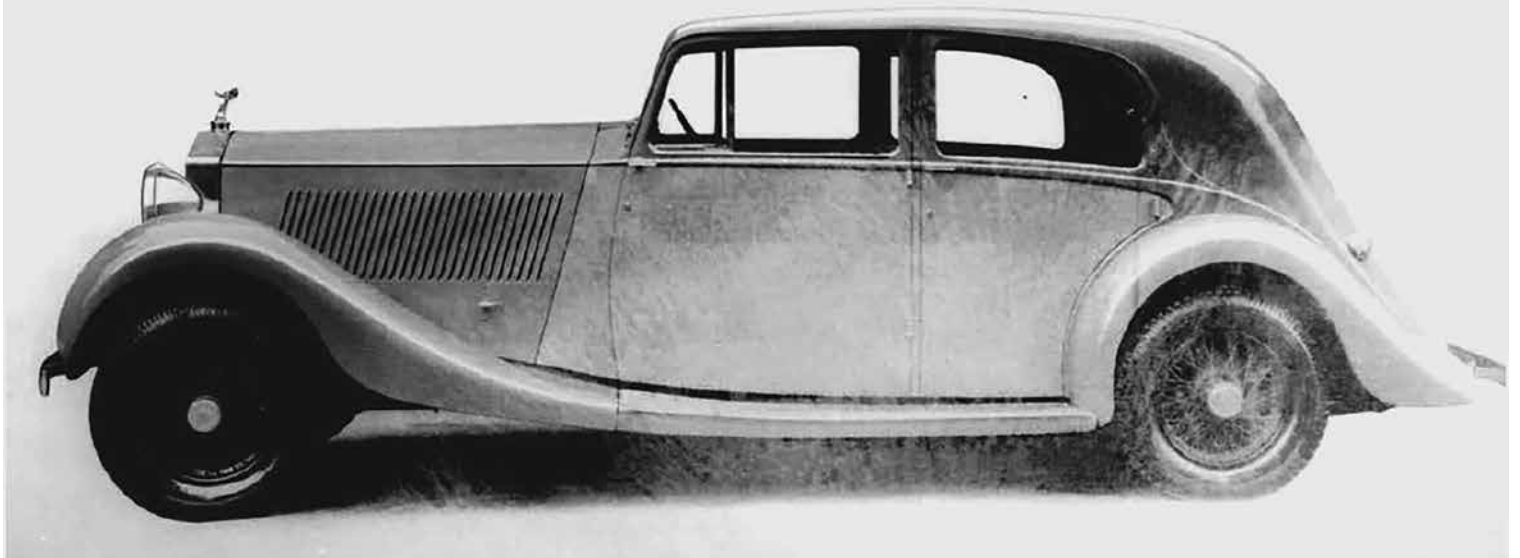
Al's research found that the body of the car had started out as an experimental car and was the only Continental Phantom III chassis ever built. Due to the war and low sales the idea of a Continental series was abandoned. The car was disassembled and the body was put into storage at the factory. In 1938, Roll-Royce decided to build a show car that was to be shown in Europe and then at the 1939 New York World's Fair. The experimental body was taken out of storage and a new standard chassis was built to create the desired show car. After completing the tour, the car was returned to the factory. In 1941 it was sold to the British government to be used as an embassy car first in Rio, then Cairo and finally in Rangoon, Burma. It had now traveled to 5 continents.

Ending its service as an embassy car it was sold to a local man. He found himself on the wrong side of the law and the car was abandoned after his arrest on a back alley of Rangoon. Henry Byroade, the American ambassador, found the car in poor condition and after obtaining the title proceeded to restore the car. His idea of restoration included some unique local materials. Using local materials he replaced some of the wood framing with teak and the original leather was replaced with vinyl and trimmed with python, tiger skin and zebra. It must have looked quite exotic. It was the '60s. After completing his duties in Burma he made a teak crate for the car and shipped it back to Washington DC.

He used the car for a short time and then sold it to a doctor in Florida. The car changed hands a few more times until it was bought at auction by Del Lichtenberg and shipped to Montana.

Early the next month we went to Montana to inspect the car. We found it complete but in need of restoration. Happily we discovered that even after 14 Montana winters, the motor would still turn over. After consulting with Al McEwan one more time a decision was made to make an offer on the car. Mrs. Anderson accepted our offer. She was happy the car her family called the "Rolls in a Box" had found a home where it would be returned to its original beauty.





The Phantom III Continental Experiment (39EX)

The Phantom III, built on Rolls-Royce's only 12-cylinder chassis, was the culmination of the Phantom series. The extremely complex design was the last Henry Royce had any involvement in before his death in 1933, and borrowed heavily from Rolls-Royce's experience building airplane engines. Approximately 725 of these great cars were built from 1935 until 1939, when production ceased due to World War II (there appears to be some question regarding the exact number but we will leave that to the RR experts).

Originally dubbed the Spectre, a total of ten experimental P-III chassis (30EX-39EX) were built by Rolls-Royce with eight of the first nine bodies provided by the well-known coachmaker Park Ward. Hooper supplied the body for 36EX and Barker supplied the body for 39EX, the last experimental Phantom III and the only Phantom III Continental chassis ever built.

Weight was a significant factor for Rolls-Royce in building the Phantom III and the experimental Continental was intended to address both the weight of the chassis (which was under the control of Rolls-Royce) and the weight of the coachwork (over which Rolls-Royce had considerably less control).

Note: In the 1930s in Great Britain, weights were calculated in hundredweights (cwt) which equaled 112 pounds and quarters of a hundredweight (qtr.) which equaled 28 pounds.

Unlike the Phantom II Continental which had a shorter frame than the standard P-II, the prototype Phantom III Continental used a standard length P-III chassis (11 ft. 10 in.) that had been specially lightened. Steve Stuckey's 2011 article "Weighty Matters, or how to Make a Continental Phantom III" for the NZ Rolls-Royce & Bentley Club, cites examples of weight-saving modifications including (but were not limited to) using lighter steel for the side members and front pan, deleting the frame stiffener, changing front suspension parts, and using magnesium castings. Other design differences between the standard P-III and the Continental P-III included increasing the rear axle ratio, raising the compression ratio in the engine, and modifying the cooling, braking and steering systems.

According to Wilton Oldham's book, *The Rolls-Royce 40/50 HP: Ghosts, Phantoms and Spectres*, the final configuration of the prototype Continental P-III was "48 cwt, against 54 cwt for the

standard model, the engine gave 20% more brake horsepower and the acceleration was 15% better."

The weight of the chassis on the experimental Spectres 30EX through 37EX ranged from 4,033 to 4,146 pounds while the weight of the coachwork for the same cars ranged from 1,437 to 1,776 pounds. So, it is easy to see that the weight of the body was also a major consideration in achieving the desired performance of the prototype Continental P-III.

In October of 1936, Rolls-Royce selected Barker to build the body for EX39. The touring limousine (Barker body #7241) used special all-steel construction and included a division window. The car was painted in two shades of gray. The completed coachwork weighed 12 cwt 1 qtr and 10 pounds (1,382 lbs.)

On March 18, 1937, 39EX was ready to begin road testing. The car went to Brooklands, England on June 25th for acceleration and speed tests. Although 39EX was 4 cwt lighter than 32EX (the comparison car), the test results showed only marginally higher speed (92.78 mph over the quarter mile compared to 85.7 mph in direct drive and 91.81 mph against 90.0 in overdrive.) 39EX did fare significantly better in the acceleration contest (0-70 mph in 22.4 sec compared to 27.5 sec.)

By the end of 1937, the looming war began to cast a shadow over Europe and sales of luxury cars declined dramatically with P-III sales dropping to about two per week. This situation, coupled with the extremely high cost of the research and development brought an end to the production of the P-III chassis in 1939 (one final chassis was completed in 1940.)

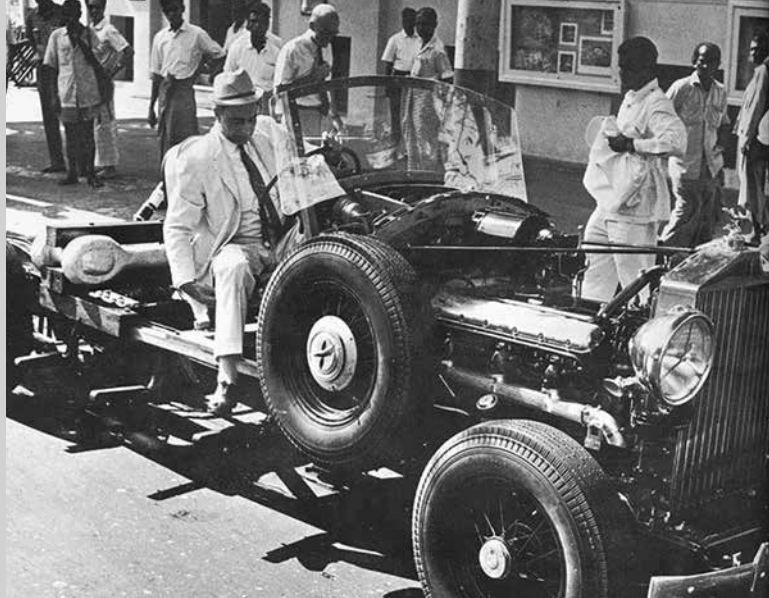
The decision to cease production ended the dream of a Continental P-III. By May of 1938 39EX had run just 4,627 miles and ultimately, it never left England for the planned extensive testing in France. By December, the final dispensation of 39EX had been determined. The car chassis was sent to Rolls-Royce's repair depot where it was dismantled. One month later, on January 21, 1939 the special Barker body was removed and put into storage. It was later mounted on Rolls-Royce chassis 3DL152 becoming first a demonstrator in the UK and at 1939 New York World's Fair, next as a diplomat's car in Brazil, Egypt and Burma and then changing hands several times before finding its way to the collection of PNR members Jim & Irene Tait.



Henry Byroade's

(and now Jim Tait's)

1938 Rolls-Royce Phantom III



The Association for Diplomatic Studies and Training (ADST Oral History Project interview with Edward C. Ingraham, Foreign Service Officer, contains a fascinating reference to the car. Following is an excerpt of that interview used with permission of ADST. <https://adst.org/oral-history/>

EDWARD C. INGRAHAM, Foreign Service Officer

Interviewed by: Charles Stuart Kennedy

Initial interview date: April 8, 1991

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Q: You had two rather hard-charging ambassadors while you were there--Henry Byroade and Art Hummel. How did they operate in this sort of benign atmosphere?

INGRAHAM: Ah. It wasn't quite benign at the beginning. I arrived shortly after Byroade. Now, back in the '50s we had briefly supported the KMT army that had been chased out of Western China and ended up in northern Burma. We had provided arms for them and encouraged them to go back in to China, which I think they did once or twice and got the hell beat out of them. Then they decided opium cultivating was easier. The Burmese were deeply suspicious of us because we had initially supported the KMT army. They didn't like it. They had a centuries-old distrust of China and suspected we were trying to force them into our orbit.

Then Byroade, a former military man and trouble-shooter, arrived. Tense situation. The Burmese were sure we were up to no good. Byroade's first move, oddly enough, was to... (sic) Ed Law Yone had been the editor of the local newspaper, had run afoul of the military and had been carted off to jail. Ed Law Yone had a Rolls Royce. He sold it to Byroade, who had it taken to the Embassy residence. Byroade himself took that car apart down to the last bearing and put it back together, adding leopard skin seats and teak paneling. He would spend most of the day at the residence working on the car. You would ask, "What the hell is

the Ambassador doing?" The answer was that Byroade knew exactly what he was doing. Hank figured out that the Burmese were suspicious of him and assumed he was engaged in all sorts of covert doings. Military background, all that kind of stuff, had been in Egypt and everywhere. They would be certain he was up to no good. So he showed them utter relaxation. He would come into the office about 10:00 in the morning (the Burmese would be following him) and leave early. The Burmese would wonder what nefarious activities he was engaged in, and then the word would get back to the Burmese security people that he was back under that car again. I thought it was a brilliant bit of psychological diplomacy.

The thing is, Byroade rather liked it that way too. Byroade was not one of the world's workaholics by any means. But in this case he was doing exactly what needed doing. It was done consciously. At the very beginning he disarmed the Burmese by showing he was not out there to take over their country. Then he began to work on Ne Win. He established a sort of a friendship with Kitty Ne Win, the wife. Byroade was known as quite a lady's man. We used to laugh in Rangoon and say, "When the British Ambassador or the Chinese Ambassador talked to Kitty Ne Win they were talking to the wife of the Head of State. When Byroade talked to her, he was talking to a woman and she knew it." She got to rather like him and then so did Ne Win. They would invite Byroade to the Palace and that sort of thing.

So he maintained as good relations as he could with the Burmese, despite their touchy, scrupulous neutrality. It was a rather pleasant three years.



ESTABLISHING PROVENANCE

Many Classic Car owners struggle to unearth the history of ownership of their cars, finding unexplained gaps in the "chain of title" with little hope of finding the answers. Fortunately for Rolls-Royce owners detailed factory records and dedicated owners have left a trail that is often quite complete.

In the case of the Tait's Phantom III, its unique early history is easily traceable from its beginning as an experimental Phantom III Continental (story page 15), to its use as a demonstration car at the 1939 New York World's Fair (sidebar) and ultimately to its use from 1941 to 1955 as a British diplomats car in Brazil, Egypt and Burma. The car was next sold to Edward Michael Law-Yone (a Burmese journalist who was 'detained' for 5 years following Ne Win's coupe in 1962.) After falling into a state of disrepair, the car was acquired by Henry Byroade US Ambassador to Burma (story page 16.) When Byroade retired from Service in 1969, he shipped the car to the United States where it has remained ever since.

After changing hands several times, it is now owned by PNR member Jim Tait who is restoring the car to its original glory. Jim rescued the car from a storage facility in Montana in 2019. Already, he has completed the bodywork and painted the car in the original two-tone gray color scheme. Next, it is headed to Las Vegas for a new period-correct blue leather interior. We look forward to featuring the completed car in an upcoming issue.



H.F. Symons of Rolls-Royce England was available to prospective buyers for drives of this car.

1939 New York World's Fair

In 1939, the political situation in Europe was dire and sales of luxury cars had plummeted. Rolls-Royce was keen to expand sales of cars in the U.S. At the British pavilion, three cars (3DL156, 3DL120, 3DH5) were on display. In addition, Jim Tait's car (3DL152) was shipped on the maiden voyage of the "Mauretania" to be available as a demonstrator at the Fair.





Trophies

Article by Laurel Gurnsey

Photo (left) courtesy RX Autoworks

When we drove across the awards ramp at Pebble Beach in 1999 and Colin collected his 'First In Class' trophy for our 1936 Lagonda DHC, the origin of trophies didn't cross our minds at the time.

The meaning of "trophy", from a number of sources, is from the Greek word 'tropaion', and refers to 'standards, other property, or human captives and body parts (e.g. headhunting) captured in battle.' We've all seen Tarzan movies with shrunken human heads on poles, or television series set in Medieval times with enemy heads (like Scotland's William Wallace) on the end of a pike. On a recent trip to Spain, Colin and I saw posters advertising bullfights and know a trophy often given to the matador is the ear of the poor bull.

The practice of "counting coup" by the Plains Indians of North America meant achieving prestige simply by touching an enemy with a coup stick, risking injury to complete the act. So that was, in essence, taking a trophy.

Looking into the history of trophies, the "arms" collected in battle were not always body parts like scalps, heads or ears. Often, they were far less gruesome...the shields of the defeated, or their banners. In the Civil War in the U.S., capturing the enemy flag was considered taking a trophy. I even remember a childhood game called *Capture the Flag*. "Arms" also means the capturing of armaments of all types, from rifles to tanks.

In naval battles, trophies, according to www.encyclopedia.com could "consist of entire ships or what remained of them." Coming from research after our visit to the Maritime Museum in Barcelona recently, Colin and I know that at Ireland's Streedagh beach, in County Sligo (where three Spanish Armada ships met their end in 1588), archaeological dive teams are still bringing up artifacts from ships like *La Lavia* and *La Julianna*. These include cannons, timbers, anchors and other relics.

Today's Olympics, other sporting events and our own car hobby employ a vast array of artistically beautiful symbols of victory and achievement. One of the sporting year's most recognized hockey trophy in both the U.S. and Canada is the Stanley Cup. Football uses the Vince Lombardi trophy in the U.S. and the Grey Cup in Canada. Lawn tennis has the Davis Cup, court tennis the Wimbledon Trophy (the oldest tennis tournament in the world). The yacht-racing world awards the



Theresa Renico w/ the Borg-Warner Trophy

America's Cup and the golf world has the U.S. Open Trophy. Baseball has the Commissioner's Trophy and the Kentucky Derby horse race winner nets a gold trophy and roses.

The soccer world has the FIFA World Cup, the WWE Championship belt goes to heavyweight wrestlers, prized buckles to rodeo champions and the Prime Minister's Cup to sumo wrestlers in Japan. A Ryder Cup golf trophy from 1997 made of silver-gilt just sold at auction for \$34,375!

In the car-racing world, a Borg-Warner Trophy miniature goes to the winner of the Indy 500. The actual trophy itself is 5 feet, 4 inches tall and was on display at this year's Amelia Island Concours. When Colin and I joined Lee Noble and Theresa Renico there (March, 2020), we got to see it and meet Roger Penske, who has won the trophy a record breaking 18 times. It was really windy the day of the Concours and a wind-blown Theresa posed in front of the trophy for me.

Many modern trophies are not necessarily made of gold or silver but produced first from plastic, then "hot-stamp metallic foils are pressed into the columnar shafts to impart to...give the figurine its metallic colour." Colin's 1999 Pebble Beach trophy, a very elegant car figure resting on a marble base, is stamped sterling silver.



Colin Gurnsey at Pebble Beach 1999



Kirkland Concours Trophies



Crescent Beach Concours Award

'A tangible, durable reminder of a specific achievement... serves as recognition or evidence of merit.'

An easily recognized trophy in the acting world, is the Oscar, or Academy Award...that golden, bald-headed fellow people in the motion picture world receive as acknowledgment of their success. Every year in the lead-up to the Awards, you can see clips on television or online showing the process of making them. They are still made of solid bronze and plated in 24-karat gold according to the official Oscar website.

The Romans and Greeks often used symbolic laurel leaf crowns, given to winners in sport centuries ago. Those laurel leaves became iconic all over the world. When we visited the Louvre, I took a photo of *Napoleon Crowning Josephine*, by Jacques-Louis David. What is Napoleon wearing as his crown? A symbol of victory? The ultimate trophy in king, or emperor-ship? Not a crown of metal but a crown of laurel leaves.

I've mentioned battle trophies for victors but even more valued emotionally are medals acknowledging acts of valor. These include medals like the Victoria Cross (England, Australia and Canada), Legion of Honour (France) and the Medal of Honor in the U.S.

So, whether for battle, a school spelling bee, sports, personal valor, or concours events, I like what good old Wikipedia says about trophies: "A tangible, durable reminder of a specific achievement...serves as recognition or evidence of merit." There are too many trophies and awards to mention but their value, large or small event, is the same to the recipient.



Worth Checking-Out:

The Native Heritage Project documentation of Native American ancestral practices in the U.S.
www.nativeheritageproject.com

Worth Reading:

The Book of Sports Trophies by Brian Wynne and Jerry Cotter Wynne (rare but available through Amazon.com)
A Simple Souvenir: Coins and Medals of the Olympic Games by Peter Van Alfen



Photo: Dept. of Defense



Photo: ClipArtKey

PNR Members and their Classics During the Coronavirus Lockdown



Scott & Karen Anderson's garage assistant Max is ready for a road trip as soon as the "lockdown" is over.

In the meantime, he is stuck supervising the mostly productive activities of his servants/chauffeurs as they tantalize him with the prospect of once more enjoying the carefree life with the wind in his face.



Brian & Lisa Rohrback participated in a Mothers' Day Parade organized by the retirement home where Brian's mother lives. Brian says even in the midst of the Coronavirus interference in our lives, there are still some bright spots. To raise spirits of residents who have been in near total "lockdown" families were invited to drive by on Mothers' Day to honk, waive but stay socially distanced. The event was fun to do and, of course, we had to drive our Classic. We made two passes through accompanied by another pre-war (1940 Chevrolet, nc).



Lee Noble has plenty of projects to choose from as he practices social distancing in his new (much larger) garage. Some of the projects he has been working on include perfecting his latest Classic acquired last year. Shown is a 1924 W.O. Bentley, bodied by Vanden Plas. Keeping the Bentley company is a pre-War Cadillac (pre WWI – 1909, nc, but maybe someday should be). A peak of the roofline of Lee's 1957 Thunderbird (nc) shows next to the Bentley and other denizens include a 1955 Rolls Royce (nc) just out of view. Off in a corner, representing modern iron, is a 1999 Porsche Carrera 4S cabriolet. Lee's is very much a working garage through the pandemic.



Barrie Hutchinson took advantage of his time at home to have Autosport Seattle rebuild the transmission for his 1948 Jaguar. It came as a surprise that he had to remove the transmission from the top -- taking out seats, floorboards and more! Imagine the pile of parts and pieces on the floor. Not a job for the faint of heart. Now if he can only get the car put back together in time for some summer driving.



In the spirit of moving Classics from dark garage spaces into the sun (well mottled sun, this is the Pacific Northwest after all), Jerry & Keenon Greenfield supplied this photo of their 1934 Packard V-12 Club Sedan ready to proceed.

The PNR-CCCA had planned on visiting the Greenfields for a morning donut stop en route to a visit to the Thunderdome Auto Museum in Enumclaw. Note that this museum is unique and is designed and run as a mechanism for local charities to host events based on a car theme (www.thunderdomecarmuseum.org). The club's plan was set for a tour of the museum in mid-April, but we were forced to postpone due to our least-favorite microscopic interloper.

The cars and their owners are ready to go, and the museum is set to reopen the second week of July. Raincheck please?

Ron Danz says his garage is currently one of the loneliest places in town. He and Margie lend both space and decor to a variety of events and meetings for several car clubs, most notably for the PNR-CCCA monthly Board meeting.

For the last several years, that big open spot in the middle is where we pushed tables into a large rectangle on the first Wednesday of every month to review past activities, prepare for upcoming events, trade lies, and absolutely enjoy each other's company. All this is not to mention the pizza and all sorts of companion culinary and liquid fare.

For the last three months, our group has been unable to meet in person (and a Zoom meeting is next up for June). We cannot visit the cars during the shutdown, but soon, hopefully very soon, we will again fill this empty club house, now patiently waiting for the CCCA meetings to return!





Corona Virtual Car Show

By Brian Rohrback

In the era of social distancing, minimizing time outdoors, and looking like a wild west bandito when you do venture out, it makes organizing a car event more than a little bit challenging. Coming to the rescue was the Gilmore Car Museum, a museum to which I belong but to which I have never ventured. The idea was to hold a Virtual Car Show on April 11th and I spent 2 hours browsing through a thousand cars that were featured through the combined wonders of photography and the Internet. I called my son, Jeffrey, and he and I (on our separate computers) walked through the show and discussed what we liked and did not like over the phone.

Two PNR members submitted vehicles for the show: Howard Freedman and I, although I will extend an honorary nod to Bruce Wanta and his 1936 Packard Mullholland Speedster.



1950 DeSoto (w/c)
 8 Passenger Sedambulance
 Howard Freedman
 Portland, Oregon



1936 Bentley
 All Weather
 Brian Rohrback
 Kirkland, Washington

GILMORE
CAR MUSEUM

The Gilmore Car Museum is
 TEMPORARILY CLOSED
 in accordance with
 Michigan Governor Whitmer's
 "STAY AT HOME" Order
 issued on 3/23/2020
 in support of the effort to
 contain the spread of COVID-19.

IN THE MEANTIME . . .
 Please stay tuned as we have exciting
 plans to bring the Museum to you
 during this time of closure. See us on:

GilmoreCarMuseum.org,
 FACEBOOK,
 INSTAGRAM
 YouTube Channel

Thank you for your continued support
 as we ALL do our part
 to help stop the spread of the
 Coronavirus COVID-19 outbreak.



Given the circumstances I haven't been able to talk to anyone about my experiences at the Amelia Island Concours. It was quite different than I experienced at Pebble Beach. Each concours seems to have its own personality. Equal emphasis was on racing cars and on interesting motor cars. The awards were also significantly different. No ramp at Amelia but you got to drive around a sort of bull pen. The noise was spectacular with the open exhaust of the race cars. Friday afternoon we attended a Goodings car auction, Saturday we attended a long presentation given by most of the greats in American auto racing talking about their experiences in the afternoon and a Gala Dinner in the evening. Sunday we had a breakfast, lunch and drinks all day concession right at the awards location. It was really something else... *Colin Gurnsey*

QUIZ

CARya Ready????

Eight Cars (six of them are English)

Two People (both of racing fame)

Send your answers to Colin Gurnsey
Gurnsey@Telus.net

Members submitting entries with 10 correct answers will earn a **Qwizard of Excellence Certificate**



Laurel and Colin Gurnsey were guests of Lee Noble and Theresa Renico at the 2020 Amelia Island Concours d'Elegance. Lee was the successful bidder for the package trip at a LeMay ACM auction.



Klassic Korner for Kids

Monogram Models

Reprinted from *Old Cars* - April 16-30, 1974
The Twice-Monthly Newspaper of the Hobby

Old Cars readers who spend many relaxing hours absorbed in building faithfully reproduced scale models of their favorite cars sometimes probably marvel at the detail and accuracy of the tiny replicas.

They didn't get that way by accident. The planning, tooling, and manufacturing of the little model you purchased at the local hobby shop for \$3.50 or so in some cases involves as much thought, accuracy, and time as their full-sized counterparts.

That's what we found out when we recently visited one of the nation's largest model manufacturers, Monogram, in Morton Grove, Ill.

Except for being locked into the styling of the car as it was produced, the production of a model takes on many of the overtones of an auto manufacturer planning a new car. In the case of a scale model classic or antique car, the vehicle is decided upon and the real article located to serve as a model for the model. Monogram design people are dispatched for an extensive photo session with the car, then return to the workshop where a prototype is hand-built.

Once the prototype is completed, there are discussions on the feasibility of marketing the model. If it gets the nod, three-view drawings of the car are carefully rendered and cost estimates for production are submitted. Then it's go or no-go, based on what total production costs will be. Like we said earlier, it has all the overtones of Detroit planning a new car.

Monogram, with its 1/24 scale, is somewhat of a maverick in the model-

making industry. Other companies use a 1/25 scale for their products, but Monogram's original models were done in 1/24, and the company simply chose to stay with this figure.

Detroit needs its dies and stampings to bring out a new model, and Monogram must have intricate molds to build the component parts of their cars. This is an internal operation, too, and a visitor sees skilled tool and die specialists



working carefully with micrometers and pantographs, adjusting to the thousandth of an inch, so that hubcaps all conform to the same size and shape, and the plastic tires carry symmetrical tread.

Instead of molding one piece at a time, though, the model company plans their mold-making so a number of similarly-colored pieces can be produced in one pressing. Complicating the mold-making is the need for adequate water passages, just as in an engine block, so the mold and the plastic won't distort, warp, or overheat during manufacturing.

Development from raw blocks of metal to finished mold takes from 16 to 18 weeks, Monogram officials said, and the final process of polishing the mold to a mirror-smooth surface is done with diamond dust. A set of molds for a single kit can cost more than \$50,000.

Sometimes they can cost even more. One of Monogram's latest models, the Mack Bulldog stake truck, required molds that cost nearly \$75,000 for the complete set. For the Duesenberg SJ town car Monogram recently introduced five molds were required:

a white model for the whitewall tire inserts, black and green styrene, a clear mold, plus a mold for the tires.

Depending on the size and intricacy of the parts to be pressed, the polystyrene plastic used in Monogram models may be subjected to as (*sic*).

Color chips used for molding the parts are very critical. Monogram custom-mixes some colors in their own small cement-style mixers to assure consistent color.

Just one off-color chip among thousands, a Monogram official said, will change the hue of the

entire color batch, with disastrous consequences to production of model kits using that color of plastic.

When the kit parts come out of the press, they are checked for consistency and quality, then passed on to the kit assembly line.

Situated in a large, clean, cheery room, the assembly line is nothing like those in Detroit. It's quiet, with an air of humming efficiency, rather than frantic activity, and the ladies who staff the line work smoothly and quietly at their tasks. But the pace is deceptive, for we were

told that an average of 2,000 kits per hour were packed, wrapped, and dispatched on each of the 3 production lines every working day.

That adds up to a potential of 50,000 to 75,000 completely-packaged kits per day when all the lines are in full operation.

Quality control is a personal watchword, too, and each packer acts as a check on the work of the employee preceding her on the line, making sure each kit contains the proper components when it reaches her station.

If it doesn't, the line stops, the missing part is put in the kit, and off the line goes again. Naturally, the responsibility for the completeness of a kit increases as the line nears the end, and humans being humans, mistakes and omissions sometimes will happen. That's why Monogram plucks a random sample of 10 kits off the line each hour to check and see that they are complete.

But what if a kit comes to a customer with a missing wheel, or tire, or bumper, despite all these precautions? No problem, says Monogram. The customer should simply write the factory and tell them what's missing. Monogram will send the missing part pronto, no questions asked.

Monogram will be celebrating its 30th year of model manufacturing in 1975. The company's first products were balsa-wood ship models. After their initial success with the ships, the company branched into airplanes, then cars, and has recently introduced a 1/32 scale World War II armor troop and vehicle series. The company has enjoyed an impressive number of "million-seller" models, with a sample of each on display at their home office but, strangely, none of their classic car series have yet reached the magic figure.

Scheduled for introduction in July is a variation on the Mack, a Bulldog AC Texaco gasoline tank truck. This particular model could possibly become a significant piece of Americana, reminding us of the days when gasoline was plentiful.

In June, Monogram will introduce their new Special Interest Car series. The first three models in this group will be the '58 Thunderbird convertible, a 1930 Ford cabriolet, and a 1930 Ford 5-window rumble-seat coupe. We've seen them, and they're authentic enough to pass muster at a national meet.

Model-builders have every right to marvel at the detail, intricacy and authenticity built into their economically-priced kits. There are some dedicated people in Morton Grove, Ill., who work very hard so you'll do just that.

Source: <http://thepastpresented.com/index.php/tag/monogram-models/>



The Classic Era Pandemic -- Spanish Flu

The 1918 influenza pandemic remains (as of today) the most severe pandemic in recent history. It was caused by an H1N1 virus with genes of avian origin. It is estimated that about 500 million people or one-third of the world's population became infected with this virus. The number of deaths was estimated to be at least 50 million worldwide with about 675,000 occurring in the United States.

Laurel Gurnsey provides an interesting glimpse into how people in the Classic Era dealt with the frightening situation. Her grandfather ("Jack") was a passenger conductor on the Canadian Pacific Railway, based in Calgary. Her dad (Vernon) said he remembered hearing about big ships found floating at sea with all the crew dead of the Spanish flu.

From her father Vernon Chamberlin's diary comes the following excerpt:



Vernon Chamberlin
(1919)



P. John Joseph & Ida
Chamberlin (1922)

John Joseph. Page 8

He was a kind man. Several times he found a small stow-away between the cars or on the tie rods. He would then bring them into the baggage car, and tell them a very embellished story, with all the gory details, of heads, legs and assorted bloody parts of young people, he had seen along the tracks. Then instead of turning the boy over to the CP police, he would arrange for him to get home on the return trip.

My mother, two sisters and myself caught the Flu. during the epidemic of 1918. Unable to hire a nurse, or even a helper of any kind, he took leave of the road to look after us himself.

He was the best cook, nurse and housekeeper we ever had, making soups, giving medications, changed sheets, brought bed pans, and washed clothes for the lot of us. To fight the 'flu' himself, he followed our old doctors' orders, and took a good slug of 'Irish' to ward off the miseries.

I was the first to recover, and following Doc. McKidds orders, I was encased in the pickest (sic) suit of red wool underwear I have ever worn, heavy pants and shirt. I was then put out to walk up and down the yard. To help give me energy, he made me a large mug of hot milk laced with a slug of 'Irish'. My recovery was staggeringly complete, and after a deep sleep, I was able to help with the housework the next day.

VALERIE DICKISON

Reflections on a Phenomenal Lady

Characterized by strong opinions, an organizer extraordinaire, never one to mince words, very positive outlook, always moving forward, an unsung force of nature, making a significant impact, loving a challenge, instantly knowing what to do – how to do it – then setting-off getting it done ...

No Club gathering or event will ever be the same without Val's presence but, at the same time, we will still see her reflection when we attend all our get-togethers, CARavans, Board meetings, parties, garage tours, and the myriad activities of the PNR-CCCA.

And such a versatile artist! Even with mundane scraps of supplies from diverse sources, Val could create a work of art for the centerpiece of a table. But she would not stop there, but rather repeat the task for a whole roomful of tables for a CCCA Holiday luncheon or our beloved Coming Out Party. And Val was a whiz at setting up silent auctions that helped to keep our Club solvent.

As a longtime Board officer, Val handled the Secretary Position as well as the Membership duties, while still finding time to be a Manager for several events. Our minutes got out on time plus we enjoyed a significant change in membership, moving from a steady decline to a healthy growth.

As a writer, she revived the Region's bi-monthly publication, the Bumper Bolts, to augment our primary publication, the Bumper Guardian. The Guardian was a retrospective of what had happened in the quarter, the Bolts looked ahead. Val was a frequent contributor to all publications.

She is missed by all but none more than Stan, her husband of 51 years. A celebration of life will be announced at a later date, when restrictions are lifted and allow for a large group gathering. Memorials may be sent to the Rotary Club of Edmonds Daybreakers Foundation, and/or the Classic Car Club of America Education Foundation.



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Tributes to Val Dickison

from her Classic Car Club family

Words cannot begin to express the loss that Keenon and I feel! Val was the Spark for the PNR-CCCA. She will be missed by the hundreds of friends involved with the Collector Car Hobby both locally and nationally. She made the roads that we all travelled as smooth as silk! - Gerald Greenfield



Valerie was a tireless worker, organized and had an attention to detail. If Valerie was involved, you knew everything would go smoothly. She was an accomplished businesswoman with a flair. She was a pioneer and no job was too big or complex for Valerie. She will be missed by all the people she has interacted with over the years. Goodbye my friend! - Vicki Zeiger



Peter and I would like to extend our deepest condolences to Stan. We are incredibly shocked and saddened by Val's passing. If there is anything we can ever do, please reach out. Our thoughts are with you always. - Kristy Gomez:



Such incredibly sad news. Val was an amazing person so full of life. Val you touched us all with your friendship, thoughtfulness, dedication, and humor. Val you will be so missed. Prayers, hugs and love being sent to you Stan.

- Irene Saari Tait



What a gift it was to have known you for almost 30 years.

- Cheryl McCurdy

OMG ! Heartbreaking - Peter Gleeson

Carol and I will miss her.

- Arny Barer



Such a beautifully full life Val lived. She certainly left her mark on this world. She will be dearly missed.

-Paula Morrier



Val's limitless generosity and her devotion to the PNR CCCA touched many of us in measureless ways. I have often referred to Stan and Val as the 'spark plugs' of our Club. Now we are running on one cylinder. - Frank Daly

We will miss you so much, Val! Your impact on the community will be remembered always.

- Jamei June



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



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Director's Message Continued from page 2

to inform you that the Grand Classic which our Club had proposed to host on July 26th has been postponed until further notice by your Board of Managers. We are discussing the possibility of a less formal gathering that weekend, but await further news as to the state of things and local regulations/recommendations before final plans are made. We'll let you know as soon as it is possible to do so.

The only local event of which I am aware which remains a "Go" is the Pacific Northwest Pierce Arrow Society Tour, to which all PNR CCA members have been invited. Some of us have joined the PAS tour for a number of years; it is a very relaxed, informal and enjoyable event. This year it will be a hub-and-spoke tour headquartered out of the Best Western Plus Hotel and Conference Center in Oak Harbor, WA. A group dinner the arrival day, San Juan Islands the second, Anacortes & LaConnor the third, and the final day will be a tour of Whidbey Island including Langley, Freeland and Coupeville with a garage tour included. If interested contacted Rich Anderson at rvanderson5@yahoo.com.

Hilton Head remains "on", although only time will tell. The Peterson Museum in Southern California is planning an alternative to the cancelled Pebble Beach week with a "Virtual Car Week" August 12 – 16. The press release indicates that they will offer "A mix of live new-vehicle debuts, online auctions and even more than one concours." The concours will apparently involve car owners 'displaying' their cars through video clips which they will submit for presentation during the event. Is this is a harbinger of our hobby's near-term future? If so, let's hope that it is very brief.

With the tragic passing of our Secretary and Membership Director Val Dickison, we need your help. We are looking to fill this position; if you would be willing to serve your fellow Members in this regard, please contact me.

Like so many other things, our hobby is somewhat in a state of hibernation. Your Club Managers and Officers are going to do their best to make this a temporary condition. We plan to resume our monthly meetings (first Wednesday of each month) commencing June 3rd via Zoom. If you are interested in participating, please let me know. Communications will be less frequent for the time being, and as mentioned, Club events are curtailed until further notice.

During this temporary lockdown, please reach out to me or any of your Managers or Officers to let us know if there is anything that you think we might do to keep the spirit alive. Our Club has always been as much about friendship and camaraderie as it is about the cars; let's all pitch in to keep it that way.

My best to you all in these 'interesting' times!
Frank



Editor's Note:

This is the first *Bumper Guardian* I have put together without the aid of Val Dickison. She was a not only a good friend, she was a behind-the-scenes force with which to be reckoned!



Karen Hutchinson & Valerie Dickison c. 2000

Val made certain that Event Managers made their submissions in a timely manner and also ensured that there was a photographer at each event. Since she and Stan were at nearly every event, she often provided written commentary that found its way into the *Bumper Guardian*. The Coronavirus seriously curtailed Club events so chasing submissions was not an issue in this issue. *But I wonder - who will do this going forward?*

Val was also part of my team of copyreaders and found details both large and small that were corrected before we sent the magazine to print. *Who will fill those shoes?*

And, she managed the database for the Club. She provided the membership updates that are included in each issue and the current mailing list that is used to send out this publication! *Where will this information come from?*

And then, there was our collaborative effort on the *Bumper Bolts*. You see, for the last several years, the PNR has won the Turnquist Award. This award is given by that National CCCA in recognition of "superior performance in communications through the medium of Regional publications." Last year we scored 93.3 points out a possible 100. One of the categories we are measured on is "frequency of publication" with a value of up to 15 points (10-12 issues = 15 pts; 6-9 issues = 12 pts; 4-5 issues = 9 pts.) The *Bumper Guardian* is a quarterly publication and to get our region in the running, Val offered to produce the *Bumper Bolts* semi-monthly. She would pull together all the content, I would format it and send Val a completed .pdf and she would send it via MailChimp to our membership and the National Judges. With Val's efforts, we added 6 points to our score and have taken 1st place for the past three years! Even better, the *Bumper Bolts* kept the membership up-to-date on upcoming events. *Will someone step-up to do this job?*

Let's honor Val's memory by keeping the Club vibrant. Please consider contributing your time and talent - I'd love to work with you.



