Bera Carman

# BUMPER GUARDIAN Spring 2009



1934 Alfa Romeo 8C2900B Touring Coupe Owned by Jon & Mary Shirley



Pacific Northwest Region -- CCCA

#### 2009 PNR CCCA Region Events

Events in bold-type sponsored by PNR-CCCA. Other events are listed for your convenience. Details can be found at www.ccca-pnr.org or by contacting the Event Manager.

April 24-26th

Oregon Region Tour of Puget Sound and Petroliana & Vintage Motorcyles, Gig Harbor, WA

Bill Allard, PNR Event Manager • 235-565-2545

May 3rd

HCCA Breakfast & Tour, Puyallup, WA *Jerry Greenfield*, PNR Contact • 253-862-2630

May 9th
South Prairie Fly-In, Buckley, WA
Bill Allard, PNR Event Manager • 235-565-2545

June 28th "Symphony of Gardens" Tour, Bellevue, WA

Barrie Hutchinson, PNR Event Manager • 360-678-5453

July 4th Yarrow Point 4th of July Parade Al McEwan, PNR Contact • 206-999-4485

August 3rd
PNR Motoring Classic Send-off Party

Arny Barer, PNR Event Manager • 425-454-0296

August 4th – 16th

Pebble Beach Motoring Classic & Concours

Al McEwan, PNR Contact • 206-999-4485

August (Date TBD)
Ice Cream Social at Brent McKinley's
Brian Rohrback, PNR Event Manager • 425-836-8138

September 5th

Steamworks Concours d'Elegance, Vancouver, BC

Colin & Laurel Gurnsey, Contact • 604-980-7429

September 9th − 13th Kirkland Tour & Concours d'Elegance Lee Zuker, Contact • 360-426-4388

September 26th

**Hydoplane Museum & Driving Tour** *Michael Bradley PNR Event Manager* • 253-514-8787

October 3rd Fall Tour, Carnation, WA

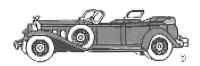
Terry Jarvis, PNR Event Manager • 425-483-1138

November (Date TBD)
PNR CCCA Annual Meeting, Seattle, WA
PNR Event Manager - Open

December 13th

Holiday Party - Ken McBride's Showroom *Julianna Noble, PNR Event Manager* • 206-226-6153

### 2009/10 CCCA National Events



#### Annual Meetings 2010

Jan TBD . . . . . . . . San Diego, CA (SoCal Region)

#### Grand Classics®

2009

Apr 4 Arizona Region
Apr 17-19 Metro Region
Jun 6-7 CCCA Experience
Jul 11 Michigan, Indiana, & SoCal Regions

#### CARavans 2009

Jun 12-20 ..... Far Out West (NCR) Sept 18-26 .... Rivers, Roads and Rhythms (SLR)

2010

July Date TBD.....Northwest CARavan (PNR) Sept 9-18 ... Autumn in the Adirondacks (MTR)

#### PNR-CCCA & the Bellevue Garden Club "Symphony of Gardens" Tour June 28, 2009

As a June driving experience, the PNR has teamed with the Bellevue Garden Club which will provide free admission for two arriving in their Classic car at The Bellevue Philharmonic "Symphony of Gardens" Tour. Five east-side gardens will be open for viewing. Owners must agree to put their cars on static display for two hours at one of the showcase gardens. Look for further information on the web: WWW.CCCA-PNR.ORG.

Correction Winter 2008 page 29: Woman in red jacket singing Christmas carols next to Stan Dickison is Bernadene (Bernie) Dochnahl.

# BUMPER GUARDIAN

#### 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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Arny Barer, Secretary	425-454-0296
John Campbell, Treasurer	425-885-5472
Open, Membership	
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Raymond Loe, BG Co-editor	360-678-9366

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Board of Managers:		
Stan Dickison	2009	206-546-3306
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Cover Story	Raymond Loe	360-678-9366

#### **Board of Managers' Meetings:**

1st Wednesday at the Rock Salt Restaurant on South Lake Union 6:30 Social Gathering, 7:00 Dinner/Meeting. Open to members Minutes on the web and available upon request.

#### Membership:

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

#### Advertising Policy/Rates:

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

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#### Director's Message:



We may have pushed the season. So some would say about the thirty-eight PNR members and associates who in March braved snow, ice and cold temperatures to tour Whidbey Island and the Whidbey Island Naval Air Station. Despite the cold temperatures, half a dozen

Classics participated and we received a number of very positive e-mails from participants—some asking if we could plan a similar event soon.

While we may have jumped the gun on driving our Classics, it is not too early for members to remove the car cover, check the fluids, refresh the gas tank, tune the engine, check brakes and lights and prepare for the driving-season. Driving a well-tended Classic is a joy. Being stranded on the side of the road is not a joy. Be cautious. Be safe. Enjoy (and take your AAA card just in case).

Continues on page 30



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# 1938 ALFA ROMEO 8C 2900B Berlinetta Coupe #412035

Article by Jon Shirley, Edited by Raymond Loe Photography Courtesy of Jon Shirley



Jon & Mary Shirley's Best of Show Alfa on the lawn at the 2009 Pebble Beach Concours d'Elegance

Between 1935 and 1939 Alfa Romeo made approximately 40 of the straight 8, 2.9 liter cars known first at the 8C 2900A and then the 8C 2900B. Some were race cars, some were Spyders and six were closed cars "Berlinettas".

Of the six Berlinettas, #412035 was unique in its styling in several subtle but very visible ways. The hood louvers extend backwards into the scuttle, the rear wheel spats are not circular and the front wings extend further back than the other Berlinettas. Although this car was displayed in *The Motor* magazine issue covering the 1938 London Automobile Show and in coachmaker Touring's advertising for the Paris Automobile show, the car in fact was not shown at either show.

This car was first registered in Milano on July 25, 1938 with a license plate MI64518 and a certificate of origin dated July 18. Research says the car was originally blue.



Elegant Instrumentation in the Driver's Compartment

In December of 1946 the car was sold to Richard Eberhard. Italian records show that it was then sold to Giuseppe Grassi of Milano in February 1950. This last sale was clearly a false declaration since the car had been in America more than two years by then! Italy had strict exchange control in the late 1940s and such transactions were not uncommon at that time. In fact the car was imported into Switzerland on March 26, 1947 where, after going through three more owners in

just six months, it was sold to Frank Griswold of the United States and exported to him on September 28, 1947.

Griswold, the **US** importer for both Alfa Romeo and Weber Carburettors, had other Alfas at the time including a Tipo B and an 8C2300. After winning a race at Langhorne



The pristine and powerful 8C 2900B engine

PA on July 11, 1948, he entered the Berlinetta in the first Watkins Glen race held on the streets of the town and the surrounding countryside on October 23. Despite serious competition from Briggs Cunningham with his Bu-Merc, Frank managed to win the race in the now 10 year old Alfa.

Not long after the Watkins Glen race Griswold repainted the car red and offered it for sale at \$12,000. Frank sold the car to his lawyer David Felix, who in turn sold it to David Park of Philadelphia. Park advertised the car for sale in the March 1956 Road and Track for \$3,500 but sold it for \$1,300. It then went through a series of owners ending up with a Mr. Fred Schreiter of Boston. By then the Berlinetta had gained

side mirrors and lights beneath the main headlights. In the October 1968 issue of Road and Track Jonathan Thompson wrote a history of the 2900's and included two pages showing 412035 in its new red paint. After that article the car was sold several more times before bought and shipped to South Africa in 1980 by David Cohen.

By this time the Berlinetta clearly needed work and Cohen sent it to Tony Merrick in the UK for a

mechanical and cosmetic redo. When the work was completed in late 1983, the car was returned to South Africa sporting new blue paint.

In 1990 David relocated to Vancouver Canada and the Alfa went with him. He drove the car a great deal and showed it at a number of events including Pebble Beach in 1993. He took it

back to Watkins Glen for the 2005 reunion featuring Alfa Romeo. David was a regular on the streets of Vancouver with the car and drove it down to Seattle on several occasions.

David sold the car to me in May of 2005 and while I knew the tired car needed to be restored, I still did the Mille Miglia Historica in it in 2006 with no problems of any kind. We also participated in the 8C reunion of 2005 at Jackson Hole. After the Mille Miglia the car went to Dennison International for restoration.



Edward Herrmann, the show's master of ceremonies for the past ten years, announced: 'Here is Sandra KaskyButton, chairman of the Pebble Beach Concours d'Elegance, with the information we have been awaiting!'

At 5.05pm on that overcast Sunday by the flat Pacific, the car kingdom drama peaked in front of the stately Lodge at Pebble Beach. The Alfa won. Inside the 2.9's tan leather cabin, Mary Shirley, in pre-war couture and holding the couple's Coton de Tuléar puppy 'Alfa' for 'just a bit of extra good luck', sat beside her husband as he drove their winning car through the confetti storm and onto the awards ramp to accept the most coveted prize in our car hobby world – Pebble Beach Best of Show.

This 70-year-old automobile later prompted Pebble's chief judge Ed Gilbertson to tell me: 'The Alfa Romeo 8C-2900B that won Best of Show represents all of those things we seek in selecting the top car at Pebble Beach. In addition to meeting the elegance criteria purity in the design, styling and presentation of an object – it is a very authentic and correctly restored car that serves as an accurate barometer of a great

# **2008 AWARDS**

# PEBBLE BEACH

Best of Show Trophy **Elegance** in Motion Trophy J.B. and Dorothy Nethercutt Most Elegant Closed Car Trophy



# KIRKLAND **CONCOURS**

Best of Show Trophy First Place European Classics Trophy

period in automotive history.' In a nutshell, the judges' choice was a landslide.

#### ~ On the Road Again ~

After winning at Pebble Beach, Jon drove his 2900 in the 2008 tour for Alpha 8C's in Santa Fe, New Mexico. He said "It was beautiful weather the entire time and except for some issues with the clutch, it was great fun to drive. It is always hard after a few hours to realize that you are driving a 70-year old car that is so smooth and powerful".

When you ask Jon Shirley what he thinks of his, you get, 'It's a dream to drive.' And drive it he will.

Article excerpted with permission from Octane Magazine Article, November 2008 Pebble Beach winning Alfa 8C Winning Streak by William Edgar



#### THE ONE THAT GOT AWAY

Recollected by Al McEwan

I met Hal Mueller (longtime PNR member) in 1966 when the CCCA National brought all Regional Directors to New York because of a problem with an upstart group and a publication called "THE HOLE IN THE WINDSHIELD." Hal was the Director of the Oil Belt Region. We sat next to each other during dinner and talked about cars. What else?

At the time he had an original 8C 2900 Alfa Spyder that I really wanted. He had some interest in my Rolls-Royce and asked if I wanted to trade. My problem was that I wanted both and could not afford to buy the Alfa. That was one of the very biggest, maybe the biggest, mistake of my life. The guy that did buy the Alfa from Hal, Judge John North of Easton, MD, sold the car a couple of years ago. It was still an all-original car, just the way it was in '66. I cry every time I think of it.

Do you have a story of a car that got away? We'd like to hear about it. Email your submission to karen.htchnsn@gmail.com

# CCCA National Annual Meeting January 6th - 10th, 2009 Cincinnati, Ohio

Reported by Bill Deibel Photography from flickr.com



The opulent French art deco Hilton Netherland Plaza built in 1931 and designed by the same architect who designed the Empire State Building (which was commenced just four months following completion of this hotel and its adjoining Carew Office Tower still the tallest building in Cincinnati) was the host

hotel for the meeting. (I am a devotee of the art deco style and have seen many art deco buildings but none that compare with this hotel.) Visiting the hotel was alone worth the trip for me.

The program lists registrations for 158 people including spouses and partners, however my observation was that attendance was less. There were 17 cars entered for judging and three for exhibition but only nine cars altogether showed up.



Netherland Plaza Hall of Mirrors

Temperatures were in the 20s and 30s with snow on the 7th which may have been a factor in reduced attendance of both people and cars. Although I did not take note at the Thursday Regional Awards Banquet, many table places set on the Friday dinner cruise went empty and a great many--possibly a third--of the table settings were empty at the Judging Awards Banquet on Saturday in the hotel's spectacular Hall of Mirrors ballroom.

The contentious Chrysler Town & Country issue which was on everybody's lips prior to the Thursday Membership Meeting turned out quite anticlimatically in the meeting itself and was essentially a non-starter. Bob Joynt, Classifications Committee Chair, gave a full account of the history of this matter noting that implementation of the September motion to grant Full Classic® status to these cars was on hold and that at the following Board Meeting a motion would be proposed to change the "policy" regarding acceptance of specific body styles within a series would be made which if passed would permit the Classifications Committee to consider the Town & Countrys which it has been prohibited from doing under current policies. If this measure is passed the Town & Country cars will be resubmitted to the Classification Committee and if approved will be recommended to the Board and if it approves they will be brought before the membership for comment prior to a concluding decision on the matter. At the end of Bob's presentation there was NO immediate response from the members, but just before the next speaker was introduced a hand went up and there were then about a half dozen minor question and/ or comments raised from around the room--none of a confrontational nature. After another pause George

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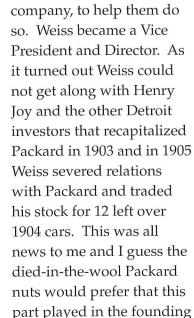
Holman rose for a final moderate comment which I think was intended to express his disagreement with the acceptance of these cars and/or the way

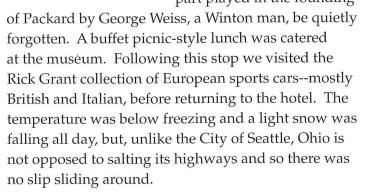
in which the matter was handled although his exact viewpoint remained somewhat obtuse to me.

The all-day, car-oriented bus tour on Wednesday stopped first at D & D Classic in Covington, Ohio out in the boonies 20 miles north of Dayton which is itself 50 miles north of Cincinnati. This place restores cars and can design and then build custom bodies from scratch. The work is done

in about five buildings based on the type of work being performed. The metal working equipment is very extensive. There were about 50 cars being worked on and the staff is about 22 people which suggests that a full restoration would take quite a long time measured in years not months. They said typically three years or more. A virtual tour can be found on the website (www.ddclassic.com). Heading back south we visited America's Packard Museum in Dayton which was founded by and is operated by Robert E. Signom, II in the old Citizen's Motorcar Company Packard agency building in downtown Dayton (www.americaspackardmuseum.org). I would guess there are about 50 cars there--brass era to the 50s--that vary from very interesting to not very interesting--some restored, but most not. There is a variety of other Packard related artifacts on display including the original articles of incorporation-not just a copy. I was astonished to note that of the original 100 shares of stock each Packard brother held 33 and a George Weiss held 32. Who was George Weiss??? Well we have all heard the story that after J. Ward Packard was brushed off by Alexander Winton when he complained about his Winton car and was admonished by Winton to build his own car if he thought he could do better whereupon Ward and his

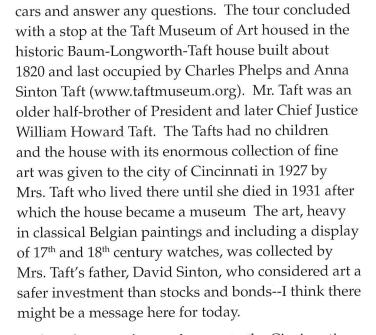
brother William D. Packard did just that. BUT, first they hired George Weiss, who had been instrumental in helping Alexander Winton start the Winton





Historic Cincinnati Union Station built 1929-1933

The Thursday afternoon tour started at the Zakira's Garage Inc., an astonishing restoration and maintenance facility devoted to pre WWII high-end sports and race cars most particularly, Miller cars and engines. In process was a Miller V-16 engine for which they had just received a new cylinder block casting to finish machine--the engine uses four of these. They had also been doing some work on the last Duesenberg to show up at Indy. Fred Frame tried unsuccessfully to qualify it in 1937, if I remember correctly. I found this place the most interesting of all the tour stops. After this we went to a magnificent private museum owned by Harry Yeaggy which displayed two Duesenbergs, four custom-bodied, Full-Classic Packards and many exotic sports cars-all meticulously restored. Along with two assistants Mr. Yeaggy was on hand to graciously describe the



Friday afternoon featured a tour to the Cincinnati Union Terminal built between August 1929 and March 1933 to serve passengers for the seven railroads serving Cincinnati which had heretofore used five different stations. It is an Art Moderne masterpiece and it was the last grand railroad terminal built in the U.S. and possibly the world. It fell into disuse in 1972 and came close to being torn down, however the citizens of Hamilton County in 1986 approved a bond levy that along with \$8M from the State of Ohio resulted in much of the station being restored and turned into a multi-plex called Cincinnati Museum Center at Union Terminal which houses the Cincinnati History Museum, the Cincinnati Historical Society Library, the Cincinnati Museum of Natural History, the Cinergy Children's Museum and the Robert D. Lindner Family OMNIMAX Theater (www.cincymuseum.org). It is quite an edifice. From there we visited the Behrenger-Crawford Museum located in the 19th century Devou House atop a hill in Covington Kentucky just across the Ohio River from Cincinnati. This folksy museum is largely devoted to transportation history (www.bcmuseum.org).

Following this last tour Mark Kennison one of the owners of D & D Classic gave a very interesting presentation on how a custom body can be designed today with the use of computer technology versus how it was done during the classic era. And on

Saturday afternoon Alexey Stiop, Director of R & D at D-A Lubricant presented a Tech Session entitled: "Why Use Special Motor Oil in Our Classics?"

There was a shuttle van on Saturday to take members to the car show and judging held in the Northern Kentucky Convention Center in Covington. Unfortunately I left my camera at the hotel when I made the trip over there and therefore readers must await *The Classic Car* account of the meeting for pictures of the cars displayed. For the other tour stops I defer to the better photography found on the various websites.

Bob Reverman and I along with the ever-present Bobbiedine Rodda were the only PNR members who attended and we were disappointed that the PNR scored lower than fourth in all 11 regional competitions.

Editor's note: The Classic Car will have a complete listing of award winners in its coverage of the 2009 Annual Meeting -- but it is interesting to note that the granddaddy of the Car Awards went to David Kane for his beautifully restored 1934 Cadillac V-16 Convertible Sedan by Fleetwood. Monty and Darcy Holmes showed their equally stunning, newly restored 1934 Cadillac V-16 Convertible Sedan at the PNR-CCCA Coming-Out Party (see photo below).



# RESTORATION EQUIPMENT The Body Rotator

Article & Photography by Phil McCurdy

When I started out as a restorer, my first three frame-off restorations were accomplished without the benefit of a rotator. This required the body to be hoisted from the frame and suspended on a scaffold type affair to allow cleaning and repair of the under-body and inner fenders, rocker panels, etc. This method proved very hard on the back, neck, arms and shoulders, even for a relatively young (late 30s) restorer. My Thunderbird parts supplier (Classic Auto Supply Co. Inc.) included plans in his catalogue for a "BODY ROTATOR". This sounded like a good idea to me, so I purchased the plans and the required materials to produce a body rotator. At that time the materials were about \$400, of which nearly half the cost was the four 6-inch composite castors.

The size of the thing and the fact that it was to hold an entire body (Thunderbirds do not have removable front sheet metal), made me nervous, so I was extremely attentive to the instructions. My cautious approach took me some 48 hours to build the rotator. Once the car body was installed on the rotator and then balanced I felt the rotator had justified the investment on the first restoration. A couple years later I needed a second rotator and that one only took about 12 hours to build.

What the rotator does is permit the restorer to tilt the body to any position desired to carry out any of the desired restoration processes. It is adjustable to permit balancing the body so that it can be turned by hand. It does have a brake on each pivot that can be locked; however, I seldom find it necessary to lock the rotator. Occasionally a car, (the Cord being the case in point) will not balance in all positions and has to be locked in place in some positions.

In my shop all of the following operations are greatly facilitated when accomplished with the body on the

- ✓ Stripping off undercoat and dirt
- ✓ Sand blasting the under-body, door jams, floor-boards, and engine compartment
- ✓ Stripping paint on the outer body panels
- ✓ Rust repairs
- ✓ Dent removals
- ✓ Fitting of panels
- ✓ Body filler or lead work
- ✓ Priming, blocking and painting
- ✓ Color-sanding and buffing/polishing the body
- ✓ Preliminary reassembly prior to remounting the body on the frame

The body rotator is a tremendous labor saving device. Almost any portion of the car can be put at a workbench level to facilitate repairs and restoration work. (You never have to weld overhead.) I have had a number of cars on them including '55-'57 Thunderbirds, '53 Ford, '53 Mercury, '48 Chrysler T/C, Cord convertibles and sedans and a '30 Chrysler. My rotators have been in use for nearly 20 years and are nearly always occupied. The design utilized in my shop is detailed on page 14.

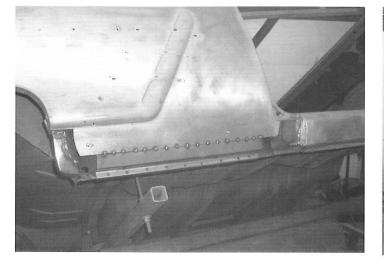


Photo #1: A 1953 Mercury body is mounted on ½" threaded rod (all-thread) using some of the cars body mount points. This is the typical installation for a car that has a frame. Note the stabilizing bar (upper right) used to add stiffness to the convertible body. The bar was welded in before the body was unbolted from the frame. It helps retain the door fit and remains in place until after the body is reinstalled and bolted back onto the frame. In this picture the body has been tilted to a position to facilitate replacement of portions of the lower fender.



*Photo #3: The 1953 Mercury body has had the* rear cross bar loosened and moved forward out of the way to permit total removal of a rustedout trunk floor. The body has been prepared for installation of the replacement floor-board section. *The body is adequately supported to do this major* repair by just four ½-inch all-thread attachments.

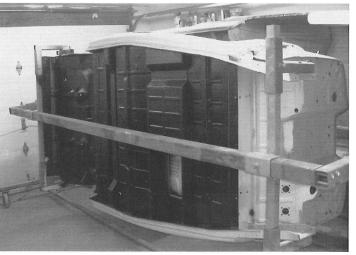


Photo #2: A 1937 Cord body turned on its side to complete the undercoating, the final step in the under-body restoration. Since the Cord is a unitized body, it has no attachments to a frame so special brackets were made to attach to the rear bumper bracket mounting holes and the sub-frame mounting stubs at the front. These attachments slip over the ends of the rotator cross members and lock in place using a set-screw. This particular car had been converted to rear drive and all cross members of the body had been cut out and had to be replaced, as well as most of the toe board, the front floor board and portions of the battery tray, rear floor and trunk floor. These operations were greatly eased by positioning the work areas to a convenient work position, especially for welding.

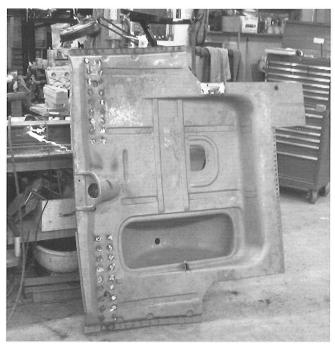


Photo #4: This is the trunk floor section to replace that removed (shown in photo #3).

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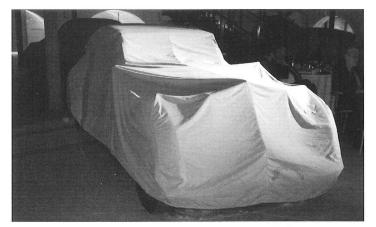
#### Footnote:

The body rotator has proves such a labor saver, that I have also have a frame rotator. It's design is much simpler, being merely two very large engine stands. Brackets are custom made to bolt into the front and rear bumper bracket holes in the frame. As with the body rotator all operations from disassembly to complete restoration and reassembly of the frame including all components (except engine and transmission) can be accomplished before removing the unit from the rotator. It's like having the chassis on a work bench.

# PNR-CCCA COMING-OUT PARTY A Debutante Ball for Full Classics®

Article compiled from Owner Submissions, Edited by Karen Hutchinson Photography by Michael Bradley & James Moore

The debutante tradition, as we know it in the United States, has its roots in early 18th century England. Historically, the daughters of the landed aristocracy, the lords and ladies of England, needed to find husbands of suitable and similar social standing and married within a very small circle. Debutante balls, still in existence around the world, have become the traditional way of introducing a young woman into society. Modern debutantes may no longer be itching to get down the aisle following their debut, but the principal goals of the ball remain the same: to formally introduce the next generation of community leaders to each other and to those currently in power.



All Dressed-Up and Ready to Party

After a one-year hiatus, PNR-CCCA's Debutante Ball for Full-Classics® – The 2009 Coming-Out Party returned on March 21<sup>st</sup> to great acclaim. This year the event was once again held at the Seattle Design Center's atrium location where eleven Classics were formally debuted. In keeping with tradition, Classics that are either new to the Region or newly restored are showcased over the course of the evening. The popular event drew a crowd of 140 partygoers including 42 guests.

The evening began with a no-host cocktail hour, providing attendees with the opportunity to socialize while strolling around the beautifully draped cars, each carefully prepared for its public unveiling. Schwartz Bros catered the delicious sit-down dinner, which concluded with dessert and coffee service. As guests were relaxing

over dessert, the lights were dimmed and Ron Doss, our emcee for the evening, began the program. One by one, Ron announced the owner of each car to be presented. Spotlights then illuminated the car and a hush fell across the room as the drape was removed and the owner presented his/her car. The stories were each unique, yet each told of the owner's infatuation with the sheer beauty of their car and its glorious role in history, the determination to preserve these important icons for future generation, an undying dedication to getting the details correct, and great pride in debuting their car to the Region.

#### 1941 Cadillac Model 6269 Convertible Coupe

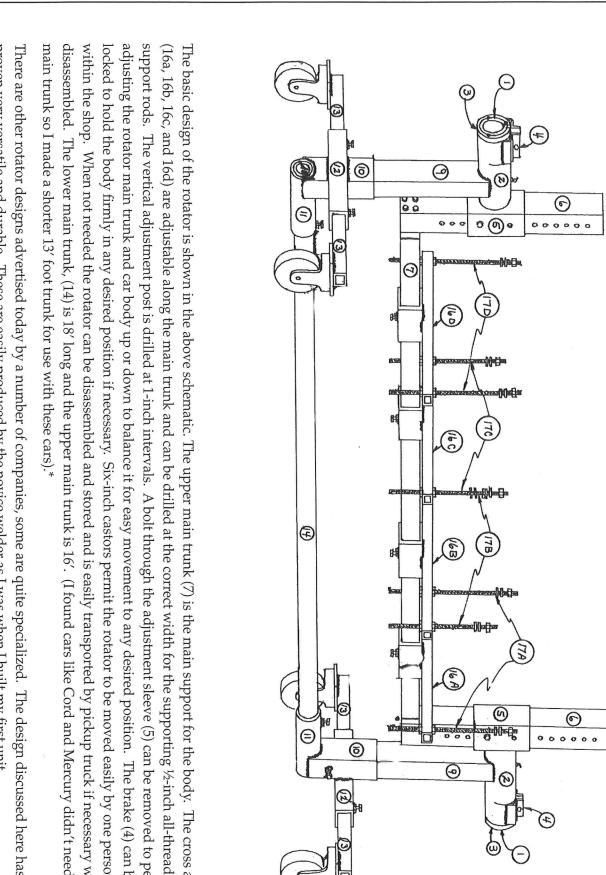
The first car under the spotlights belonged to Gary and Joyce Johnson. This gleaming black convertible was purchased by Gary as a potential driver for the 2005 Alaska CARavan, and thanks to the help of friends Bill Deibel and Bob Reverman, was located on the lot of a local hotrod dealer. Test-driving the "ugly-gray" car evidenced some initial problems, but you know what happens when a CCCA member has already fallen in love!

Driving home offered the next hint of things to come; the car sputtered and died before reaching the Johnson's driveway. The next year was spent getting the car ready for the CARavan. Gary indicated the radiator cap was jacked-up, and almost everything underneath was repaired or replaced. Despite the efforts, the car continued its established pattern while on the CARavan, requiring Gary to spend ample time with his head and tools under the hood.

Continues on page 18



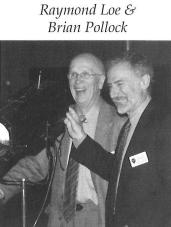
The Johnson's Completely Transformed 1941 Cadillac



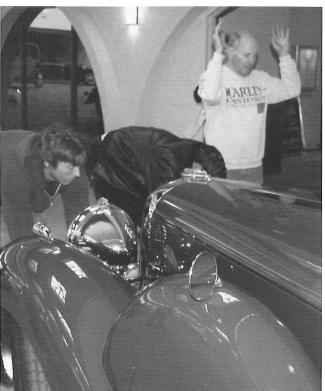
for \$9.95 from CASCO 795 High St, Coshocton, Ohio 43812, Phone (800) 374-0914. by the novice welder as I was when I built my first unit. The design discussed here has Plans (11 pages) are available (5) can be removed to permit easily by one person The brake (4) can be



Bill & Judy Mote



Bob Reverman & Noel Cook







The Set-Up Team Placing the 1939 V-12 Lagonda Far left: Matt Meadows, Ben Holmes & Al McEwan Above: Monty Holmes Jr. & son Ben Middle: Cord Mechanic Hutchinson Below: Carol Sheilds & Brenda Bonin



Najid Azar, Julianna Noble, Diane & Nisreen Azar





Fritz & Mariel Gechter The Take-Down Team pushing the 1932 Rolls Royce Phantom II Continental hour of the Design Center. Below (l-r): Monty Holmes, Jr., James Moore & Lee Noble



Left: Sherry Raisbeck

Above: Brian Rohrbach Below: Lisa Rohrbach









Above: John Kane Left: Colin Gurnsey Below: Dorothy Fluke



Monty & Darcy Holmes



16 Bumper Guardian Spring 2009 17

Bill Holt

Upon returning from Alaska, the overall unsatisfactory condition of the Cadillac forced the meticulous owners to finally undertake a full-scale restoration through Lundy Adkins of Port Orchard and Ward Crutcher of Bellingham. Additionally, Gary was able to locate a number or rare accessories, such as radio suppressers, a NOS mirror and even radio call-letters for the dial from his home town.

#### 1934 Aston Martin Sport Saloon Prototype

Colin and Laurel Gurnsey's rare 1934 Aston Martin Sport Saloon Prototype was the second car of the evening to be presented. Shortly after the car arrived in Vancouver B.C. from Germany, Colin had an opportunity to sit in the car and while looking around commented that he liked the feel of it and would be interested in owning it -- if it were ever surplus to the owners collection. A week

later the Gurnseys owned the car. Colin never thought to ask the owner if he knew anything about the car's history before buying it.

The car was in rough shape mechanically with the first item of business to replace a badly-worn ring gear on the flywheel. When starting the task, Colin noticed how the gearbox was joined to the bell housing with metal bolton straps that didn't look correct. Little did he know that this was a factory modification, because the first owner thought the gearbox too noisy in a closed-car.

Gordon Sutherland, the owner of Aston Martin, commissioned the car for his personal use. Aston Martin liked the design so well that it became one of three 1934/35 body-styles. In all, twenty-four cars were made to this design. Enrico Bertelli, the brother of Aston's co-Managing Director, Gus Bertelli, was the designer/coachbuilder.

The car is one of the smaller Full Classics® with a 1.5-litre overhead cam engine. It has dry sump lubrication and carries its oil in a tank between the dumb irons ahead of the radiator. The car has quite large brake drums, with excellent braking characteristics. This car's brake-backing plates are a magnesium alloy, probably for weight reduction. The car sits on a ten-foot wheelbase with its four-seat body sitting on the back half. All windows in the car open, and there is a large sunroof. It is thought that the Marchal head-lamps on the car were installed in 1935 to satisfy continental driving

requirements when Gus Bertelli drove the car to Italy for the Targa Floria. Originally maroon with black upholstery when owned by Gordon Sutherland, the car was painted black at the factory in 1943. The present blue colour was put on the car in the late 1970s.

The drive down to the Coming-Out Party was the car's first outing since rebuilding the power train and refurbishing the interior and also represents its first-ever trip to the U.S.



The Gurnsey's Aston Martin driven from Canada

#### 1932 Rolls-Royce Phantom-II Continental

The next car to receive its debut was Peter Hageman's 1932 Rolls-Royce Phantom-II Continental with sports saloon coachwork by Hooper. The more sporting Continental chassis was produced primarily for owner-driven cars, as opposed to the more formal limousine-type cars. As the name implies, the car was

built for the higher-speed roads on the Continent. The Continental was the "short chassis" P-II model with a 144" WB. There were 281 Continental chassis built between 1931 and 1935. All English-built Phantom IIs were right-hand drive except for 125 standard chassis (150" WB) with left-hand drive, primarily built for the American market and most-often bodied by Brewster. There were no left-hand drive Continental chassis built.

In English terminology a sports saloon is a four-door car with bucket seats up front, no division window and room for two or a tight three people in the backseat. Several body styles were made for the Continental chassis (drop-heads, coupes, etc.), but the sports saloon was certainly the most common and Hooper was considered to be among the best English coach-builders.

Elizabeth Crawford Wilkins, an American woman married to a British officer, ordered this car. At the time, her husband was posted in India and the car was delivered through the Rolls-Royce agency in Bombay. Prior to WW-II, Mrs. Wilkins brought the car back to the States and settled in New Hampshire, where the car was stored throughout the war. In 1958, she authored <u>Delkho!</u> <u>The India that Was</u> a account of her life and travels in 1930s India (the car mentioned in the book is this Rolls Royce).

After a full chassis-up restoration by Jeff McDonald, the Rolls was shown at the 2002 Pebble Beach Concours. It

has also completed several tours including the 1550-mile 2007 Pebble Beach Motoring Classic.

#### 1932 Delage D.8.SS Four Seat Tourer by Chapron

The fourth car to be presented was Charlie & Alex Morse's extremely rare sporting D.8.SS with a stunning Chapron touring four-seater body, a true reflection of Henri Chapron's consummate design talent. The French coachbuilders' skills of the early 30s produced some of the best-looking grand touring automobiles of the era and perhaps the most handsome, best-performing cars of all times. The famous actor Peter Ustinov, a Delage addict, is reported to have said: "One drives of course, an Alfa Romeo, one is driven in a Rolls, but one gives only a Delage to one's favorite mistress."

The Delage D.8 Series was introduced in France in late 1929. Reliable, luxurious and fast, these touring-cars had faultless road manners. Delages were known for their impressive performance with guaranteed maximum speeds substantially over 100 MPH for the D.8.S and D.8.SS models. In Great Britain the car was known as a Type D.8.SS.100. William Stobbs in his book *Les Grandes Routiers* states; "There is one feature in particular that places the D.8 among the great cars of all time, and this is the overall high standard of engineering — there are no faults at all."

This 4-litre straight-8 car was fitted in England with a four-port intake manifold mounting four S.U. carburetors, which increased engine power to more than 145 BHP. Along with the change to a 3.6-axle, the car's designation changed from D.8.S to D.8.SS. The car has been a sporting tour car on the Pebble Beach Motoring Classic and a Concours winner at both Pebble Beach and Kirkland.

#### 1939 V-12 Lagonda Drophead Coupe

Bill Holt's stunning 1939 V-12 Lagonda Drophead Coupe was making its second appearance at the PNR-CCCA Coming-Out Party. The car was purchased from Bob Crane, North American representative for the Lagonda Club, over twenty-years ago. It underwent a ground up restoration over many, many years. Several years ago the finished chassis was shown here. Bill finally finished the car just in time for Pebble Beach this past August. It scored 100 points and earned third place in the Pre-war European Open class (congratulations Bill & Liz).

The V-12 Lagonda was designed and developed by W.O. Bentley. It was his last complete car. It has a 5.2 litre V-12 engine with overhead camshafts and is capable of speeds of 120 mph. Two race-cars based on this platform came in 3<sup>rd</sup> and 4<sup>th</sup> in the 1939 Le Mans race. Coachwork was designed by Frank Feeley and built in the Lagonda

factory. World War II ended the car's production so only 185 cars, of all lengths and body styles, were built.

#### 1936 Packard Model 1404 Super Eight 2-4 Pass. Coupé

As the spotlight moved to the next car (with it's curvaceous-styling hidden under a rather imposing carcover), Stan Dickison commented that there didn't seem to be much to say about Packards that hadn't already been said. Still, he can't help but be fascinated with the marque. In the early 1930s, Stan's father sold Packards for Earl C. Anthony, the Packard distributor for all of California from 1915 to 1958. (One out of every seven Packards ever sold were sold through the Anthony organization.) While his dad drove cars from General Motors, he never let Stan forget that Packards were the most magnificent motorcars ever-built.

Although Stan didn't have the exact figures, production numbers for coupés appear to be very low; consequently you don't often see them. For example in 1936 the total



Val relaxing in the Dickison's 1936 Cream-colored Packard Coupe

production of all Super-Eight models was approximately 1330, and Stan suspects that the coupé would have accounted for the lowest number produced. The car sold new for \$3,820 and weighed 5,495 lbs.

If this particular Packard has a pedigree or history, it remains largely unknown. This car was delivered to McCormick Brothers Motor Car Co. of Birmingham, Alabama on February 28, 1936. Tom Crook recalls loaning the car to someone for the 1990 Pacific Northwest Caravan, so we know it has spent time in the region, but other local history seems to have faded away. At one time, the car was in the collection of Vince Geraci. Vince Garaci was part of Dick Teague's design team that designed the Rambler Marlin.

Stan has always liked the style and lines of the Classic coupe and thinks this is one of the better designs for a

Continues on page 26

# **ALMOST SPRING OUTING** Park Place Ltd. & VRM

*Article by Ron Doss* Photography by Michael Bradley & James Moore

The "Almost Spring Outing" held February 21st enjoyed the best weather we have had all winter. Two Classics put their tops down in the warm sun. We were all treated like royalty by Butch Bockmier and David Bingham at their sprawling "Park Place Ltd." auto emporium in Bellevue. We enjoyed coffee, juice and pastries while taking in 200 very special cars. There was something for everyone from the new Austin Martin showroom building to the also new hand car wash on premises. We were all given a free car wash and a bottle of Griot's Speed Shine. Griots were on hand providing demonstrations of new products, concentrating on buffing a car with no worries. Members enjoyed three large Virtual GT Racing simulators again for free and saw new offerings from Lotus, Superformance, Shelby, Spyker and CRC corvettes. That was just the new cars, there were lots of special interest and exotic vehicles represented as well.



Once you try the simulator, it is hard to stop. The racing experience is truly addictive.

Many of us had our lunch next door at the "Nooner" sandwich shop before driving four miles to Vintage Racing Motors in Redmond. VRM was again over the top thanks to our hosts Thor Thorson and the crew who gave up a day off to entertain us. The first car we saw was a 1948 Steyr Allard (nc) hill-climber with a polished alloy body and dual rear tires. If you take Sports Car

Market you will find a feature article on this car this month penned by Thor. Next was a 1914 Stutz Bearcat (nc) in yellow, of course. Then thru many cars until we found the 1967 Porsche 910 (nc) racecar that was built for the big Grand Prix circuits, one of 30 examples produced, this one in American racing white with red scallops.

There were classics too, like a 3 1/2 litre Bentley Tourer that is the Prince Bira car in French blue. Prince Bira is apparently a well know enthusiast from Thailand. It was a very nice example and I continue to learn things all the time.

Attendees included John Kane and Katie Nolan in their 1941 Lincoln Continental Cabriolet, John and Mary Campbell driving a 1931



1948 Steyr Allard (nc) hill-climber with dual rear tires.



*Gayle Doss & Monty Holmes* discussing the 1914 Stutz Bearcat speedster (nc)



Jim Buckley & Tom Davidson with the Prince Bira 3 1/2 litre Bentley

Rolls Royce P11 Continental Dual Cowl Tourer by Van Den Plas, Arny Barer and guest arriving in a red 1929 Franklin Convertible Coupe, Stan Dickison driving a gray 1934 Packard 8 Sedan, Bob Reverman bringing a guest in his light green 1948 Lincoln Continental Cabriolet, Ron and Gayle

Doss driving their light yellow 1937 Packard 12-Coupe Roadster with guests Joe and Cindi Strain, Jim Buckley and Tom Davidson driving an open green Bentley and lending it to our host David to take for a spin, and Todd Humphrey in a Peacock blue 1956 Thunderbird (nc).

Other members attending were; Monty and Darcy

Holmes, Jerry Greenfield and guest, Al McEwan, Barrie and Karen Hutchinson and guests James Moore and Sue Symons, Sigfreid Linke, Bob Wescott and Shirley Starr.

If you get a chance to do this again don't miss it, we











Clockwise from top left: Ron & Gayle Doss' 1937 Packard 12 Coupe Roadster, Bob Reverman's 1948 Lincoln Continental Cabriolet, John Kane's 1941 Lincoln Continental Cabriolet, John & Mary Campbell's 1931 Rolls Royce P-II Continental Dual Cowl Tourer.

#### Saturday Morning's at Redmond Town Center

Since last summer a group of true enthusiasts have been staging a drop in "Coffee and Exotic Car" event each Saturday from 8:30 AM until 10:30 AM. The group meets at the Southeast Parking lot at Redmond Town Center (south of Border's Books) with the alternate use of one of the parking garages for inclement weather.

Each Saturday usually sees 40-50 exotic cars including several king's ransoms in Ferrari, Lamborghini, Aston and high end Porsche. There are always a few "elderly exotics" including Brian Pollock's Bugatti 57 (as well as his Morgan Trike), Arny Barer's Franklin 130, David Smith's magnificent Alfas and John Campbell's Rolls. The "kids", a number of whom own multiple exotics, have been fascinated by our members' cars. Come join us.



# WHIDBEY ISLAND An Overnight in Langley

Article by Cherry Jarvis

Photography by James Moore

They say "March comes in like a lion!" and the quote fit perfectly for the Whidbey Naval Air Station Tour held March 9th and 10th. Classic Car attendees (both with their "Classics" and without!) headed to Mukilteo for a short ferry ride to Whidbey Island. Snow was coming down everywhere and a large storm deposited over 5" in Mukilteo as the intrepid car group steered the course to the ferry. Those with "newer" cars had the advantage of electric windshield wipers and heaters – those with older ones suffered with vacuum wipers (going slowly in the snow there is never enough wiper action) and no heaters! It was freezing cold.

After leaving the Clinton dock the group headed to Langley where the Mayor (Paul Samuelson) had cordoned-off one side of the main street for the "Classics" After everyone found a place to park – donned their warm jackets and mittens – we headed to "Mike's Place" (once the site of the town gas station) for lunch. There the mayor greeted us and introduced us to Bob Waterman, the "Town Historian" and a member of the Chamber of Commerce who gave "goodie bags" to all who drove

Classics with the hope we would shop and enjoy the beautiful town of Langley. Bob Waterman led us on a walking tour of town and regaled us with stories about how Langley had changed over the years. We ended up at City Hall where we saw many pictures of Langley in earlier days!

Some of the group headed to Jim Simpson's shop five miles down the road in Clinton – he designs and develops custom-bodied sports cars and accessories and some headed to the local coffee shop to warm-up! Brrr.

A wine and cheese reception was held at the Saratoga Inn – a lovely New England-style bed and breakfast. It was a great place to stay – warm and welcoming! Later we enjoyed a leisurely dinner at the Primo Bistro in downtown Langley – wonderful food and wine and a long table for our group of twenty!

A brisk walk back to the Saratoga Inn - a hot cup of tea and a good night's sleep. We're ready for the tour of Whidbey Island and the Naval Air Station tomorrow. Let's hope the snow has stopped!





PNR members braving the cold, snowy weather to arrive in Langley in their Classics included (from 1 to r);
Don & Arlene Wohlwend (1937 Cord S/C 812 Convertible Coupe), Bill & Karel Deibel (1942 Cadillac 60S Town
Brougham), Barrie & Karen Hutchinson (1937 Cord 812 Beverly), Ray & Georgia Loe (1934 Auburn 850Y Cabriolet),
Terry & Cherry Jarvis (1934 Nash Ambassador). Also in attendance without a Classic, Michael & Ildi Bradley, Stan &
Valerie Dickison, Jerry & Doreen Greenfield, Lee & Julianna Noble, Steve & Annie Norman, and Brian & Randy Pollock.

# WHIDBEY ISLAND Naval Air Station Tour

Article by Don Wohlwend

The Saratoga Inn where we overnighted provides an easterly view looking over Saratoga Passage, the south end of Camano Island and the Everett skyline. The sunrise we witnessed over the Cascade Range was beautiful and promised a clear but cold day—great for a tour with no possibility of the dreaded vapor-lock. Our hosts provided a fantastic full-breakfast in the Inn's home-like dining room. After breakfast our Classics and several more ordinary modern cars were assembled in front of the Inn, ready for Karen's "let's roll 'em" time of 9:30. As soon as Langley Mayor, Paul Samuelson, bade

us farewell, we were off with Barrie in the lead.

Our route on the Island took us south, then west until we got to Useless Bay, then north through the town of Freeland. Beyond Freeland we drove back-roads along the west shore of Holmes Harbor, then on to Highway 525 north through Barrie's and Karen's town of Greenbank, a cluster of three or four buildings. We continued on 525 until it joins Highway 20; after a few miles we were on a side road heading toward Penn Cove's southern shoreline. This route took us right down the main drag of Coupeville, one of the oldest towns in the State, and right past Toby's Tavern. The structure was built in the 1880s, and it's one of my favorite spots. We drove the southern shore of Penn Cove, then a short distance across the Island to the west side. We motored north along the shore overlooking the Strait of Iuan De Fuca until we reached the south end of Ault Field Naval Reservation. Because of excellent flying conditions prevailing at Whidbey, Ault Field was commissioned and remains a part of a permanent United Stated Naval Air Station—NAS Whidbey Island.

We gathered just outside of the reservation where the Navy took some group photos of us and our Classics. A Navy bus took us through the NAS gates and toured some of the base where several thousand men and women live and work. Interestingly, on our way to lunch at the Officer's Club (one of only a few self-supporting clubs in the United States) we passed both

Photography by Michael Bradley



Four-place Prowler being replaced by new two-place Growler

a McDonald's and a Subway serving the Air Station population.

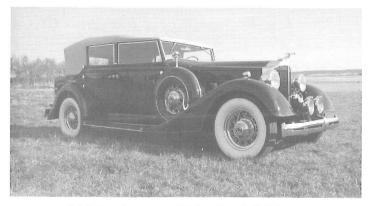
As a bonus to a delicious lunch at the "O-Club," we were included at the once-a-month Veterans' meeting and received an interesting technical presentation on the new electronic attack aircraft, the EA-18G Growler. The aircraft first flew in August, 2006 and is now entering the fleet. This is a two man aircraft which will replace the older four-man EA-6B Prowler that dates back to Viet Nam days.

After leaving the O-Club, we were guests on the flight line where we stepped aboard a P-3 Orion airplane, a four-engine, turboprop. It is a modification of the old Lockheed Electra with shorter fuselage and longer wings, giving it capability to stay over a target for extended periods. The primary mission of the P-3 is to locate submarines and let the Navy Commanders know where they are. What surprised me is they also let the sub know that they know where the sub is, which removes some of the sub's stealth advantages.

The P-3 is an old airplane; the one we toured was built was built in 1971 and predates all of its crew members. We were told 100 hours of maintenance are required to fly the plane one hour. Makes you think about the old Classic, right?

Continues on page 27

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Ed Rittenhouse and Brian Goodell driving Ed's 1934 Packard Convertible Sedan



Barrie & Karen Hutchinson's 1937 Cord Beverly on 1st Street in Langley, WA



Don & Arlene Wohlwend drove their 1937 Cord 812 Sportsman through the snow from Camano Island



Terry & Cherry Jarvis were nearly frozen by the time they arrived in their unheated 1934 Nash Ambassador



Ray & Georgia Loe's 1934 Auburn Cabriolet was driven by Ray's daughter Karen Hutchinson.



Bill & Karel Deibel arrived in Karel's trusty 1942 Cadillac Town Brougham



Barrie Hutchinson, Bill Deibel, Brian Pollock, Karen Hutchinson, Cherry Jarvis, Arlene Wohlwend, Randy Pollock, Terry Jarvis, Annie Norman, Langley Historian Bob Waterman, Jerry Greenfield and Steve Norman



PNR-CCCA members & guests gathered by the Wohlwend's 1937 812 Cord and Jarvis' 1934 Nash Ambassador ready to baord the bus for a private tour of Naval Air Station Whidbey Island





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#### Pacific Northwest Region - CCCA

#### Coming-Out Party from page 19

closed car. Still, he has to admit that the design is a bit impractical since any passengers more than one must enjoy outdoor seating. Oh, the romance of the rumbleseat. Imagine the stories this car could tell.

#### 1938 4 1/4 Litre Derby Bentley Drophead Coupe

This next car to be shown was a one-off custom built to a design specified by Miss Florence Pickles. Miss Pickles had previously owned two Bentleys and knew what she wanted in her new car.

Miss Pickles went all-out on her new 4 1/4 litre Barkerbodied Derby Bentley. She designed a suicide-door car without running boards and with a stouter than usual bumper. She also specifically asked for a tachometer to be added to the instrument panel. Her fine taste in accoutrements is clearly shown in her choice of European hardwood for the veneer and the special builtin vanities designed for the windowless rear quarters.

The 4 1/4-litre engine has dual carburetors and has been retrofitted with overdrive. Internal directional turn-signals have also been added. The car has a great design with lovely proportions and beautiful lines. It was shown at Kensington Gardens near London where it took first place.

Jack and Pat Goffette have owned their beautiful black Bentley Coupe for a little over two-years and say that the car is perfect for the Northwest. The car is quite comfortable to drive and the Coupe design provides shelter from inclement weather.



Miss Pickles' 1938 Bentley Drophead Coupe

#### 1934 Lincoln Model KB Dietrich Convertible Sedan

The next car to be unveiled was Jerry & Doreen 1932 introduced the Model KB V-12 producing 150hp. The new KB Series rode on a 145-inch wheel-base chassis and utilized numerous semi-custom body styles offered by designers as LeBaron, Waterhouse, Murphy, Judkins, Willoughby and Brunn.

This beautiful Lincoln is a semi-custom Classic utilizing the attractive split-windshield made famous by the renowned designer Ray Dietrich. First offered in 1932, this semi-custom body style ran through 1934 with only minor styling changes. The interior of this customordered car was finished in fine hand-buffed leather and fitted with smoking sets and hassocks. The division window allowed the car to be either owner or chauffeur driven. In 1932, this special order car was priced at \$5,600, a price reduction of \$800 from 1932 due to the worsening conditions of the Great Depression. Despite a price that would have purchased ten new Fords, twenty-five custom orders were placed for this attractive Lincoln.

In 1990, a southern California collector acquired the Lincoln from Doug Shinstine. Mosier Restorations completed a "concours" quality restoration in time for the car to be driven round-trip from Los Angeles to The Gilmore Museum in Hickory Corners, MI. to participate in the 1996 Lincoln Experience celebrating the 75th Anniversary of the Lincoln Motor Car. Since then, the car has been driven over 10,000 miles and garnered numerous awards. Jerry and Doreen acquired the car in 2008. The car is finished in an original color scheme of Cordova Gray/Washington Blue with Tacoma Cream Stripe.

#### 1940 Cadillac Sedan Convertible Sedan model 6229D

Bob Reverman's 1940 Cadillac Sedan Convertible Sedan model 6229D was next. This beautiful four-door fivepassenger convertible in burgundy with a tan top and red leather interior was one of just 400 built, of which only a handful survives today. This rare model was first introduced in September 1940. Cadillac Series 62 was the only Convertible Sedan produced in 1941 and the last such body style offered by Cadillac. It has a 126.0" wheelbase, weighs 4230 pounds, is powered by a 150 BHP flat head V-8 engine and sold new at a list price of \$1,965.

#### 1948 Alfa Romeo 6C2500 Competizione

The penultimate car of the evening to receive its debut was David and Jody Smith's extremely rare 1948 Alfa Romeo 6C2500 Competizione. This car was one of only three ever built, and is the only survivor. Due to the shortages right after the War, it took until 1948 before the Greenfield's 1934 Lincoln Convertible Sedan. Lincoln for 6C 2500 Competizione made its racing debut. In the few races organized, notable results were achieved. David's Alfa was originally purchased by Italian Franco Rol who drove it in the Mille Miglia four times, finishing third in 1949 after leading most of the way from Rome. The car also took part in the Targa Florio and Dolomite Cup and

won at Pescara.

Following the war, Alfa Romeo's product line-up favored affordable mass-produced cars that soon overshadowed the famous competition program cars. The 6C 2500 Competizione fills a special spot in history, being the final product of Alfa Romeo's racing era.

The Rol 6C2500 then spent almost 40 years stored under a lean-to in the Sleeping Beauties Collection. David Smith found the car in the back of an Alfa dealership in Belgium and has lovingly restored the historic icon presented this evening.

#### 1934 Cadillac V-16 Convertible Sedan

Monty and Darcy Holmes' gleaming 1934 Cadillac V-16 Convertible Sedan, body by Fleetwood was the last car to be debuted. Thomas H.W. Stonborough ordered this expensive, elegant car (retail price \$8,150) from the New York City Cadillac dealership on February 3, 1934 and took delivery on April 25, 1934. The car was special ordered with a Victoria black leather top.

Mr. Stonborough was the son of Jerome H. Stonborough, an American scientist, and Gretl Wittgenstein, daughter of Earl Wittgenstein, philanthropist and founder of the Austro-Hungarian steel industry and a Vienna

secession art movement patron and heir to their steel and engineering fortune from the mid-1800s. The family lived between homes in Austria, England and their apartment on Park Avenue in New York City.

Thomas attended the Imperial Theresian Academy in Vienna and Trinity College in Cambridge. He met his wife Helen Engelhardt at Columbia University in the late 1920s. He was awarded admittance to the New York Stock Exchange for the stock brokerage firm Shields & Company on December 16, 1931. Thomas and Helen were married in Vienna on January 9, 1932 and they returned to New York City and resided at 935 Park Avenue. They owned this car for many years, as did others until it was purchased in 1950 by Archie Marcott of Dickison, North Dakota.

The car was purchased by Monty Holmes Sr. in 1974, and then given to Monty Homes Jr. to restore. After many years of gathering parts, it was decided in 1999 to start restoring the car. The car was displayed at Pebble Beach in the "Chassis Class" in 2002, after which they continued to restore the car and are proud to finally have it completed in 2009.

More photos on page 29



# Whidbey NAS Tour -- Continued from Page 23

The P-3 will be eventually replaced by a modified Boeing 737 aircraft. It will be interesting how their relative fuel economies will compare.

So there you have it, a beautiful Island tour with Passage views to the right, Strait views to the left, Bay views to the south, Cove views to the north, and where all roads are back roads. All topped-off with a high-tech visit to NAS Whidbey Island where the staff was very informative and made us feel very welcome. Nice tour!

A total of 38 people participated in the Whidbey NAS tour. Members & guests in addition to those who participated in the Langley Overnight included Dave Ellis, Brad Ipsen, Gary & Joyce Johnson, Loren Knutsen & guest John Gruenewald, Roy Magnuson, Phil & Cheryl McCurdy, Virgil & Deborah Parker, Ed Rittenhouse & new member Brian Goodell (in Ed's 1934 Packard 1101 Convertible Sedan), and Willie Spann & guest Phil Simons.



Roy Magnuson "flying" the P-3



Bill & Karel Deibel climbing aboard the P-3

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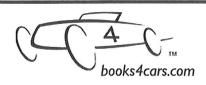
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Monty & Darcy Holmes' 1934 Cadillac V-16 Convertible Sedan

Bob & Yoshi Reverman's

1940 Cadillac Sedan Convertible Model 6229D



Bill Holt's & Lix Hann's 1939 Legonda Drophead Coupe



Charlie & Alex Morse's 1932 Delage D.8.ss Tourer, Chapron

#### 2009 PNR-CCCA COMING-OUT PARTY

Continued from page 27



Jerry & Doreen Greenfield's 1934 Lincoln Model KB Dietrich Convertible Sedan



Peter Hageman's 1932 Rolls-Royce Phantom II Continental



David & Jody Smith's 1948 Alfa Romeo 6C2500 Competisione

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#### Director's Message

Continued from page 3

You have received this issue of the *Bumper Guardian* on the heels of the PNR 2009 Coming Out Party arguably the most prestigious PNR event of the year. If you missed the event you may be able to experience a hint of the glamour that accompanies the Coming Out Party through the article and photos in this issue. It amazes me that the elves who produce the BG are able so quickly to publish coverage of such an event. It is evidence that the Bumper Guardian is a premier benefit of PNR membership. If you know someone who would like to receive a free copy of the Bumper Guardian as an inducement to membership in the Classic Car Club of America and our own Pacific Northwest Region, please contact me. My contact information is in the front of this issue and in the Directory.

For the first time in a long time the Region will be teaming up with the Oregon Region on a tour of the south reaches of Puget Sound April 24-26. Bill Allard is managing the event and promises we will see some old friends, meet some new car guys, see some Classics we haven't seen for a while and enjoy poking around some amazing auto-related spaces.

Bill Allard keeps up the pace in May by managing the South Prairie Fly-In event scheduled for May 9. At a small airport (again in the south-sound region) old airplanes will be landing and taking off throughout the day as owners strut their stuff.

Our June event is designed to encourage members to drive their Classics. We have coordinated with the Bellevue Garden Club to offer discount admittance to those driving Classics to the Garden Club's June 28th "Symphony of Gardens" benefit garden tour of east-side homes. Of course, the tour is open to all, but only those driving their Classics will be awarded the special offer.

There in a nutshell is the layout of second quarter activities. Keep an eye out for further information by way of our revamped website www.ccca-pnr.org, flyers and e-mail. As a reminder the location of Board meetings is once again the Rock Salt Grill. Dinner meetings are scheduled for the first Wednesday of each month at 6:00 P.M.

Get those cars up and running—we'll see you down the road.



### Editor's Message

Although we are still early in 2009, PNR Club activity is already going strong with several very successful events already under our belt and a full slate of many more coming up.

You will see as you leaf through this issue that much of it is devoted to coverage of our recent Coming out Party. As event chairman, I am most grateful to all who helped make this year's COP a great affair. Special thanks go to:

Bill Deibel & Gary Johnson for scouting-out venues and negotiating to bring us back to the beautiful Design Center.

Ron Doss for serving as Master of Ceremonies and for his hands-on work with Daniel's Catering. Ron makes handling a million small details look effortless (and I know better).

Al McEwan for finding all those great cars on a very tight schedule. His tireless work with the owners to have the cars looking their best and in place resulted in a magical evening watching the unveiling of cars and learning their histories.

**Val Dickison** for graciously providing the beautiful centerpieces on the tables.

Michael Bradley & James Moore for taking photographs of the event. Together, Michael & James serve as "Staff Photographers" for the Bumper Guardian and we couldn't get by without them.

Thanks also go to all the PNR members who brought cars and to those who graciously helped with the set-up and take-down of the affair. We couldn't have done it without you!

As Karen and I are well into our second year as "co-editors" I want you to know that she deserves most of the credit for the wonderful publication the BG has become. Transparent to most of you, she has reduced costs while improving and enlarging this magazine, creating even more opportunity for member submissions.

Let us hear from you! Raymond Loe Co-Editor



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