

# BUMPER GUARDIAN

Winter 2009



**1936 Packenber Coupe Roadster**  
*Owned by Brent and Connie McKinley*



Pacific Northwest Region -- CCCA

## 2010 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](http://www.ccca-pnr.org) or by  
contacting the Event Manager.

**February 27**

### **Judging Seminar**

*Don Reddaway PNR Event Manager 206.719.3370*

**March 20**

### **Airplanes in Everett**

*Brian Rohrback PNR Event Manager 425.836.8138*

**April 17**

### **Coming-Out Party**

*Gary Johnson PNR Event Manager 425.503.4127*

**May TBD**

### **South Prairie Fly-In**

*Bill Allard PNR Event Manager 253.565.2545*

**June TBD**

### **Garden Tour??**

*PNR Event Manager TBD*

**July TBD**

### **Picnic at Jerry McAuliffe's**

*Bill Deibel PNR Event Manager 206.522.7167*

**July 4**

### **Yarrow Point Parade**

*Al McEwan PNR Contact 425.454.3671*

**August TBD**

### **Driving Tour -- Yakima Valley**

*Roy Magnuson PNR Event Manager 206.713.2348*

**September 12**

### **Kirkland Concours**

*Tom Armstrong PNR Contact*

**October 2**

### **Fall Tour**

*Terry Jarvis PNR Event Manager 425.483.1138*

**November 7**

### **Annual Meeting (Museum of Flight)**

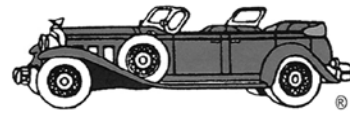
*John McGary PNR Event Manager 206.909.4499*

**December TBD**

### **Holiday Party**

*PNR Event Manager TBD*

## 2010 CCCA National Events



### **Annual Meeting**

Jan 6-10 . . . San Diego, CA (SoCal Region)

### **Grand Classics®**

April 17 . . . Delaware Valley Region

May 15 . . . New South Region

June 5 . . . Hickory Corners, MI

July 10 . . . Michigan Region

### **CARavans**

June 19-27 . . Northwest CARavan (PNR)

July 16 -23 . . Automotive Time Travel  
(Mich Reg.)

Sept 9-18 . . . Autumn in the Adirondacks (MTR)

## THE CARS ARE THE STARS

April 17, 2010

The red carpets are out! The searchlights scan  
the skies! Celebrities are taking their places!  
It's the Annual CCCA PNR Coming-Out Party  
at the Seattle Design Center,  
Saturday, April 17, 2010.

Don't miss it!

Featuring newly acquired, newly restored, and  
newly designated Classics you've not seen  
out before. All presented in new "Academy  
Awards" format that you'll not soon forget.  
Great food, great cars, and great entertainment!

Watch for your Reservation Card in the mail.  
Space is limited.



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

1st Wednesday at the  
Rock Salt Restaurant on South Lake Union  
5:30 Social Gathering, 6:00 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

Greetings of the New Year!

This issue of the  
"Bumper Guardian"  
closes-out 2009  
and begins 2010.

Features harkening  
back to the past year  
include coverage  
of the November

Annual Meeting and

December Holiday Party. Looking forward, a  
schedule of 2010 events is on page two of this issue.

The Region began the New Year with a successful  
membership renewal campaign. We can count  
on renewing friendships with most of the PNR  
members we have come to know over the years.  
If you are among the handful of people who have

*Continues on page 30*







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affair with the automobile

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*to be the world's foremost  
automotive museum!*

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## 1932 PACKENBERG COUPE ROADSTER

*Article by Raymond Loe*

*Photography by James Moore*

Our Feature Car is a unique hybrid Packard with a Duesenberg engine owned by Brent McKinley since 1985. Brent enjoys driving this very heavy but nimble car as well as showing it to fellow enthusiasts.

His "Packenberg" was honored as the feature car at the Chilliwack, B.C. Minter Gardens Show in 1992 and again featured at the Forest Grove, Oregon Rotary Club Concours d'Elegance in 1993.

It was sometime in the late '40s to early '50s that this 1932 Packard Model 903 Coupe Roadster was modified to receive the engine, transmission and dash-gages from a Duesenberg. The "transplant" was relatively straightforward, the biggest job required moving the front cross-member forward four inches and extending the hood the same amount. The entire project turned-out to be extremely professional and the casual observer would never know it wasn't a stock Packard.



*1936 Packenberg Coupe Roadster showcased on the McKinley lawn*

Other than being first sold in September 1931, very little is recorded about the early ownership history of this Packard before the transplant. Conversely, a good deal of information has been circulated about the engine-donor Duesenberg.



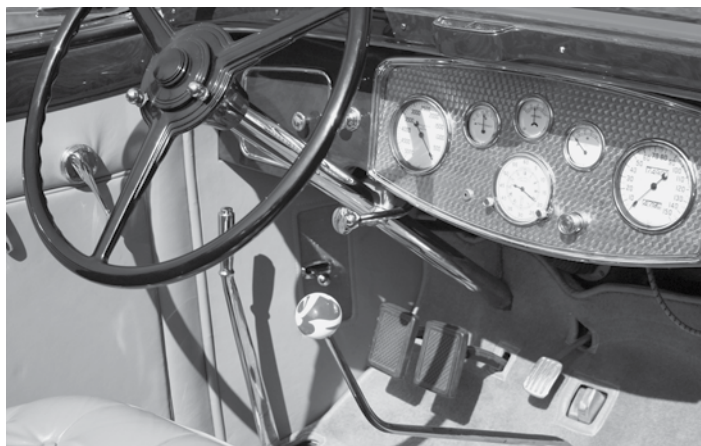
*Custom Packenberg sill plate, hub cap and mirror*

Historians agree that this Duesenberg engine began as number J411 and was placed in display chassis #2418 at the New York Duesenberg Factory Branch in 1930. While still factory-owned, this chassis/engine was renumbered J568/2581, most likely simply to update this four year old chassis and engine to the number series in current use. During this period, cash strapped Duesenberg had partnered with the Rollston Company in an unusual arrangement. Rollston agreed to underwrite fitting an opera brougham town car body on this factory-owned chassis for display at the November 1935 New York Auto Salon. However, Rollston would not be paid until the car was sold. On December 3, 1935 the Duesenberg was purchased as a new car by William R. Hearst, to be a Christmas present for Marion Davies. During the time that Miss Davies owned this car it was often used to ferry visitors back and forth between Hearst's San Simeon California coastal estate and a small nearby private airport. It is commonly believed that Miss Davies sold this Duesenberg in 1939 (she had two at the time) to Pacific Car Rental in L.A., who sawed the body in half for use as a camera rig. Pacific remounted the cab portion on the chassis with temporary fasteners for rental to motion picture studios. The studios could then shoot rolling scenes with the car intact and then lift off the cab and use each half of the body separately for close up interior scenes, a practice still being used today.

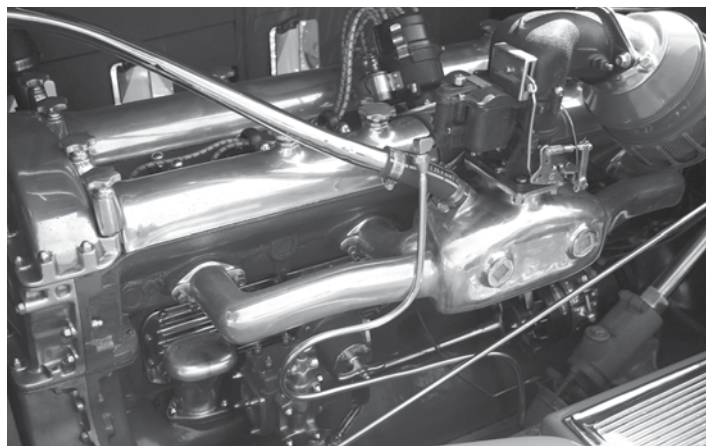
It is at this point that the lineage of this Duesenberg becomes somewhat cloudy.

A story, published by Old Cars Weekly in October 1995 has it that during WW II the Duesenberg was sold to Thomas Styx, a Cal Tech student, who removed and stored the rear portion of the body before turning the remainder of this Town Car into a camper. After graduation, having been tapped to work on the atomic bomb project, he took the car with him to White Sands, New Mexico where it was left outside in the weather for a very long time. In 1947 Styx sold the badly deteriorated car to a Don Lovelace for \$1,000. According to the article, Don collaborated with several others on a project to replace what was left of the original Rollston Town Car with a low slung Darrin-style roadster body. The group reputedly included Lester Wegenforth of San Diego and Al Johnson of Salt Lake City, who's family owned a sheet-metal fabrication business. At the time, Johnson also owned a 1932 Packard 903 convertible, which, in the course of events, became the host chassis and body that received the Duesenberg's engine, transmission and some of its dash panel instruments. The instrument panel is stock Packard, but is smaller than that of the Duesey, so space and symmetry dictated the deletion of one gauge. Since, oil pressure, ammeter, water temperature and speedometer were deemed essential, the Packenberg does without a fuel gauge. The work was completed in 1951 and the re-engined car was then sold to Wegenforth.

*Continues on page 6*



*Packenberg with engine-turned Duesenberg dash instrumentation.*



*Installation of the Duesenberg engine required moving the cross-member and extending the hood.*

### *1932 Packenberg Cont. from page 5*

Interesting as the above story is, following is a version with a slightly different twist.

In his October 21, 1985 letter to Brent, prior owner Glenn Mounger related a phone conversation he had with Lester Wegenforth who recalled that Styx sold his badly deteriorated Rollston-bodied Duesenberg in the late '40s to a Mr. P.M. Ingarham from whom he, Wegenforth, bought it shortly thereafter in the same condition. Wegenforth remembered that shortly after acquiring the Duesenberg, he junked or sold all but the engine, transmission and dashboard instruments which he then placed in his 903 Packard Coupe Roadster.

This story is confirmed in a letter that Marshall Merkes, owner of Imperial Manufacturing Company, the successor to Duesenberg Inc., wrote to Brent exactly 50 years later relating that "owner Lester P. Wegeforth (sic) of San Diego installed the engine and transmission in a Packard chassis and junked the other parts". Lester said he sold the fully restored Packenberg in early May 1957 to George Williams. Brent has a copy of a handwritten letter by George Williams which collaborates the story. Williams resold the Packenberg, after owning it less than a year, to long-time PNR member Harold Dahl of Puyallup, WA.

From existing records, we cannot be certain just who owned this vehicle when it underwent its transplant. The latter of the two stories related above seems to have the most credibility. However, it is probable that some combination of these events may be closer to what actually happened.

For those of you who were reading our BG in 1991, you may recall seeing in the July / August issue a story authored by Norm Herstein of how this hybrid car came together. Norm's story, involving E.L. Cord himself negotiating directly with Packard, was written as a humorous spoof for the entertainment of his fellow PNR members, many of whom were well-acquainted with the Packenberg.

Harold Dahl enjoyed driving and showing his Packenberg in the Pacific Northwest for almost 20 years before selling it in 1977 to Don Gerard, another former PNR member. Don had the car for five years, selling it to Glenn Mounger in 1982. Glenn had the Packenberg re-restored and had it accepted by the CCCA as a "Non-Authentic" Classic before selling it to Brent in 1985. During restoration, Glenn arranged for beautiful custom made door-plates and hub caps to be placed on the car. Mounger recalls the Packenberg as one of his favorite cars and when selling it, Glenn secured the "right-of-first-refusal" to repurchase the car should Brent ever decide to sell. After having happily-owned his Packenberg for almost 25 years, it appears that ever letting it go is one of the furthest thoughts from Brent's mind.



*Glenn Mounger, John Kane and Bill Mote all had a hand in restoring the Packenberg. Bonus points if you can determine the year this photo was taken.*



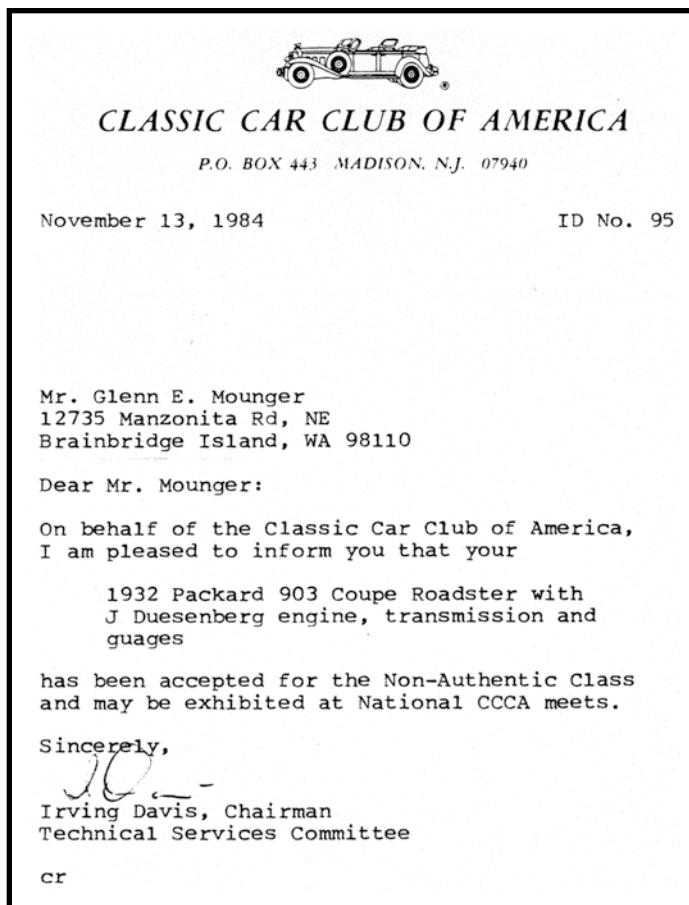


## NON-AUTHENTIC CLASS MODIFIED CLASSIC CLASS ALTERED CAR CLASS

Article by Bill Deibel

By the early '70s the demand for certain sought-after Full Classics®\* with highly prized open bodies -- particularly dual-cowl phaetons -- began to far exceed the supply. Consequently the value of these cars soared high above the value of mundane sedan-bodied cars of the same make and model to the extent that it became attractive to some collectors to spend what it took to manufacture new open bodies from scratch or using remnants of original bodies from other cars to replicate various glamorous real bodies from the past. These collectors would then take a Full Classic and discard an unwanted sedan body, restore the chassis and install a replica body. This sort of thing seems to have been quite popular with early Classic era Bentleys and especially Duesenbergs.

Based on the 450 or so Duesenbergs for which original body information was recorded there were probably no more than 50 of the sought after phaetons produced compared to about 150 sedans, berlines and limousines. Aside from the Murphy Beverlys, the Newport designed Rollston JN Berlines, and the fabulous one-off Buehrig-designed Torpedo Sedan commonly referred to as the "Twenty Grand" few of these latter cars were other than long black behemoths of limited esthetic appeal. (How many photos of these lonely hearts adorn the many pages devoted to Duesenbergs in modern publications?)



In any event, the CCCA National board on May 10, 1976 decided to create a "Class" for cars with reproduction bodies acceptable to the Classifications Committee on a "please apply" basis that could not be judged at Grand Classics, Annual Meetings and Regional events, but could be shown in a new Non-Authentic Class (not in the existing Exhibition Class). Without quoting the lengthy explanation leading up to the guidelines or even the full guideline paragraph itself the following excerpt pretty well says it all: "Cars qualifying for this (Non-Authentic) Class must be exact reproductions

of recognized coachwork created during the Classic era, and constructed of original materials placed on an original Classic chassis. Cars in this Class will not be recognized as true Classics and will not be eligible for judging at National or Regional events." Near the end of the guideline paragraph there is the following sentence with no further explanation: "Other applications, with special conditions, will be considered for the Non-Authentic Class by the Classifications Committee on an individual basis."

Our cover car was most likely accepted under this provision. The Directory was silent on the issue of Non-Authentic Class cars participating in CARavans® and Regional Tours.

Continues on page 20

## HYDROPLANE MUSEUM TOUR

*Article and Photography by Michael Bradley*



*Atlas Van Lines*



*Slo-mo-shun III*



*Miss Wahoo*

### Hydroplane Museum Boats

Miss Budweiser (1968)

Slo-mo-shun V

Slo-mo-shun IV

Slo-mo-shun III (225 class)

Miss Burien

1980 Miss Budweiser

Oboy Oberto

Atlas Van Lines

Hawaii Kai

What a great fall day. Perfect weather. Our group of seven cars gathered near South Center to tour the Kent Valley, enjoy lunch and then visit the Hydroplane Museum. In the Kent Valley there is enough left of the old farm days to appreciate how it once was with small farms, dairies, flower fields and pastures. Unfortunately the all too common condo and townhouse have intruded into parts of the valley, but it was, none the less, an enjoyable driving tour. There was only one casualty, when Bob LeCoque's '41 Cadillac decided it would rather have a new battery than proceed down the road.

The group had a generous lunch at the Newport Bay Restaurant and then we were off to the Museum.

What was the major spectator sport in Seattle in the '50s and '60s? There were no Sonics, no Mariners and no Seahawks. The big thing was hydroplane racing! And those who attended the PNR CCCA Hydroplane Museum tour had the opportunity to learn more about that racing history. The museum is the best in the Country. We were able to view the several boats on display close-up and also tour the restoration shop. Our own David Smith conducted the fabulous tour. A word about David Smith: David grew up with these boats. His father



*David Smith discussing the engines  
used in Hydroplanes*



*From L-R: Stan Dickison, Terry  
McMichael, Tom Crook, Barbara  
McMichael, Bill Allard, David Smith  
and Lee Noble*



*A captivated audience listening to  
David Smith discussing Hydroplane  
racing history*



was crew-chief for over twenty years and David and his brother Dixon crewed with these boats on races all over the United States. David probably knows as much about these boats as anybody today.

The boats on display covered the several decades from the 50s to the 80s. David explained each boat's history and their construction evolution over the years. With the exception of the Slo-mo-shun III, which was a 225-class boat powered by a flathead Mercury V-8, all were powered by V-12 engines built for World War II aircraft. The engines used were originally Allison's (which powered the P51 Mustang among others) and then later, the more popular Rolls Royce Merlin engines (the same engine that powered the Spitfire fighter). All have overhead cams and were 60-degree V-12s. The aircraft-based engines used dual-stage superchargers and displaced about 1700 cubic inches. They generated upwards of 3000 hp. They were available by the hundreds for about \$800 immediately after the war, which was so inexpensive that early on they were not rebuilt but merely discarded. Today, remaining examples command six figures. It was also interesting to note that during the War, Packard manufactured Rolls Royce engines.

Of particular interest was a replica of the *Miss Wahoo* which was recently completed by the restoration shop. It is absolutely magnificent in polished mahogany and aluminum. The craftsmanship is fantastic. It is fully-operational and has participated in several demonstration runs.

These boats are thirty feet long and weigh three tons. Early craft are apparently very difficult to drive. Not

only is the ride incredibly rough (and no seat belts), but turning is an art in itself. They simply don't turn like a car. While it has a steering wheel, you must anticipate the turn and start steering well before you need the boat to react. It will eventually negotiate the turn but it takes lots of luck and experience. The restoration shop gave us a glimpse into how these boats were built.

The *Atlas Van Lines* being restored was one of the first cab-over boats. Bill Muncey was killed in it in 1981 going almost 175 mph. Also near-ready was another Bill Muncey boat, the *Miss Thriftway*.

There were other stories told including the one about the brothers Smith introducing nitro to hydro racing in 1964 (the first motor sports application), or the invention of the tilt trailer that allowed the boats to be moved intact. But those are tales for another time.

For those who want more information, the Museum has an incredible online archive located at: [www.thunderboats.org/history/](http://www.thunderboats.org/history/)

A big thanks to David Smith!



## Attendees

Bill & Lucy Allard, Michael & Ildy Bradley,

Tom Crook & Randi Small

Stan Dickison, Jerry Greenfield

Terry & Barbara McMichael

Lee & Julianna Noble



*Jerry Greenfield's 1932 Lincoln, Stan Dickison's 1935 Packard Victoria, Lee Nobles' 1930 Chrysler (nc),  
Jon Shoenfeld's 1937 Cadillac Coupe, Bill Allard's 1950 Chrysler NY (nc)*

## CARNATION FARMS FALL TOUR

*Article by Terry Jarvis*

*Photography by Terry Jarvis & Michael Bradley*

The October 3<sup>rd</sup> tour and outstanding fall weather brought out 19 Full Classics®, three modern cars, and over 55 people, counting the Jarvis' grand kids and Paul Murray's son, Matthew, age 5.

All of the Fall Tour was on about 40 miles of back country and farm roads where we were treated to a fantastic autumn day with cool weather, full sun, and with the trees and foliage turning colors.

Tour leaders Terry and Cherry Jarvis and Stan and Valerie Dickson started the tour at 10:00 sharp from the Albertson's shopping center in Woodinville. The route took us east from Woodinville to Duvall, then south on the East Valley Road, through the sleepy town of Stillwater to the Carnation Farm Road, then west a couple of miles to Camp Korey, which is the original Carnation Farms.

Nestle (the world's largest food company) purchased the 818-acre farm from the Stuart family (the original owners of Carnation Farms), and some time later put it up for sale. Tim and Donna Rose, in turn, bought the farm to honor their son, Korey, who lost his battle with cancer at age 18, and dedicated it to helping other children who have life-threatening illnesses. Very recently, the farm became a member of Paul Newman's Association of Hole in the Wall Camps, a very prestigious designation signifying the exceptional quality of the camp.



*Vintage Milk Truck  
A Carnation "Classic"*

There were two museums that we toured that are not open to the public. One contained some of the original horse-drawn buggies and delivery wagons that were used by Carnation Farms. Showing these to us was Bob Kusters, a very knowledgeable historian from Carnation. The second museum was the Nestle museum which had on display all of their food products in vignettes of grocery stores, soda fountains, and corner markets. Most people

*Continues on page 24*



*Cherry Jarvis and her grandson relaxing on the running board of their 1934 Nash*



*A new garage for Terry Jarvis' cars and toys*



*Sig Linke ready to drive his convertible Mercedes on a cool and crisp October day*



*Bob Reverman's getting a hand putting up the top on his 1941 Cadillac convertible coupe*



*Terry Jarvis' Historic Race Car*



*Barrie Hutchinson, Ildy Bradley, Karen Hutchinson, Lucy Allard, Duane Storkel and Bob Reverman enjoying the museum tour*



*Bill Allard, Tom Crook, and Ron Doss standing by Bob Reverman's 1941 Cadillac Series 62 Convertible Sedan. Barrie Hutchinson in the background.*



*John Campbell's '31 Rolls-Royce, Jon Schoenfeld's '37 Cadillac Fleetwood, Bob Newlands '34 Packard Super Eight Coupe Roadster, Tom Crook's '40 Packard Darrin, Ron Doss' '36 Packard Super Eight Phaeton, Terry Jarvis' '34 Nash Ambassador Sedan*





## 7TH ANNUAL SEPTEMBER 13, 2009

PHOTOGRAPHY COURTESY OF  
HUMANATURE PHOTOGRAPHY

Each year the Kirkland Concours continues to gain in national stature and in its seventh year has become one of the premier West-Coast car shows.

Throughout the Concours' tenure, members of the PNR-CCCA have supported the event in numerous ways including (but certainly not limited to) showing their cars, sponsoring the Most Elegant Award for both open and closed cars, and volunteering their time as Event Staff, Judges and Class Hosts.

In 2009, thirteen PNR members showed Full Classics in four Concours classes (see sidebar). Eleven members showed in the two CCCA Classic Classes (early and late) with Monty Holmes taking First Place in the Early CCCA Classics Class with his 1934 Cadillac 452D v-16 Convertible Sedan. This stunning car also took 2nd in Class at the 2009 Pebble Beach Concours.

Highlighting the breadth and beauty of our members' collections, ten members showed non-Classic cars (and a vintage hydroplane) at this year's event. Bruce Armstrong's 1934 LaSalle Convertible Coupe, Lou Berquist's 1933 Hupmobile 321K Convertible Coupe, Gary Johnson's 1948 DeSoto Custom Club Coupe and Brent McKinley's 1953 Hudson Hornet Convertible were entered in the Orphan Automobile Class. Jerry Greenfield's 2005 Ford GT was entered in the Supercars Class, Peter Hageman's 1916 Pierce-Arrow 38 was entered in the Preservation Class, Ken McBride's 1958 Mercedes-Benz 220S Cabriolet was entered in the Special Display Class. Gordon Apker, Peter Hageman, Ken McBride, Glenn Mounger, Klaus Schultz and Jon Shirley all entered cars in the Mercedes-Benz 300 S.L. Class. The 2009 Concours also showcased six cars from the collection of PNR member James Raisbeck in their own class, "The Raisbeck Collection". And last but certainly not least, David Smith and his brother Dixon showed their 1962 U-40 Hydroplane Miss Bardahl in the Vintage Unlimited Hydroplane Class. Ken McBride was the recipient of two prestigious awards. His 1933 Mercedes Benz received the Evergreen Hospital Medical Center Award and he also received the Richard Hooper Award. Jerry McAuliffe's 1937 Cord was selected by the Junior Judges as their favorite car in the show. In total, there were over 30 cars (and one hydroplane) on display from the collections of PNR members.

*Continues on page 20*

### **CCCA CLASSIC CARS SHOWN BY PNR MEMBERS**

#### **MARTIN ANDERSON**

1930 PACKARD 740 ROADSTER

#### **TOM & SUSAN ARMSTONG**

1931 DUESENBERG S.J.  
CONVERTIBLE SEDAN, DERHAM

#### **NOEL & JAN COOK**

1935 BENTLEY 6-3 1/2L SEDANCA  
COUPE PACKWARD

#### **STAN & VALERIE DICKISON**

1935 PACKARD V-12 VICTORIA 1207

#### **RON & GAIL DOSS**

1937 PACKARD V-12 COUPE  
ROADSTER 1507

#### **MONTY & DARCY HOLMES**

1934 CADILLAC 452D V-16  
CONVERTIBLE SEDAN  
FIRST IN EARLY CCCA CLASS

#### **JAMES MCAULIFFE**

1937 CORD 812 S.C. PHAETON

#### **KEN & PATTI MCBRIDE**

1933 MERCEDES BENZ  
380 SS SPL ROADSTER  
(MERCEDES BENZ CLASSICS CLASS)

#### **AL & SANDI MCEWAN**

1932 ROLLS-ROYCE P-II  
CONTINENTAL

#### **JAMES & SHERRY RAISBECK**

1937 CORD 812 RHD S.C.  
CONVERTIBLE COUPE  
1939 ATALANTA DH CABRIOLET  
(RAISBECK COLLECTION CLASS)

#### **GERALD & GRACE SCHIMKE**

1932 PIERCE-ARROW 12, 52 CLUB  
BERLINE

#### **DAVID & JODY SMITH**

1948 ALFA ROMEO 6C COMPETIZIONE

#### **CRAIG & JOAN WATJEN**

1947 LINCOLN CONTINENTAL COUPE



*Martin Anderson's 1930 Packard 740*



*Noel & Jan Cook's 1935 Bentley 6-3 1/2L Sedan*



*Ron & Gail Doss' 1937 Packard V-12*



*Stan & Val Dickison's  
1935 Packard V-12*



*Tom & Susan Armstrong's 1931 Duesenberg S. J.*



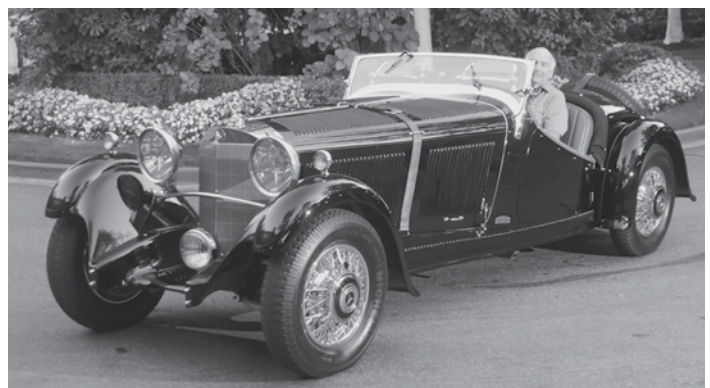
*Monty & Darcy Holmes' 1934 Cadillac V-16*



*Gerald Schimke's  
1932 Pierce-Arrow 12*



*Craig & Joan Watjen's  
1947 Lincoln Cont.*



*Ken & Patti McBride's 1933 Mercedes Benz 380 SS*



## The Raisbeck Collection

### "A Class of their Own"

James bought his first collector car - a Model T roadster - as a sophomore in high school, before he even had a driver's license. By the time he left for Purdue at age 17, he had already cycled through five different automobiles, which his father insisted be sold before James attended college.

After moving to Seattle in 1961, he bought a used 1957 DeSoto Adventurer Convertible (nc). He eventually traded it in on a new car but never forgot it. Many years later he located the car in a local junk-yard. He completed a ground-up restoration, and now it remains as one of the favorite cars.

James has a diverse collection of vehicles as evidenced by the display at the Concours (see sidebar for complete listing) and he continues to add to his collection. So, what kind of vehicles interest him? Fine original cars with low mileage, cars that mark some memorable time in his life, one-off and rare cars that may represent some particular design or engineering milestone, or ones that are just plain fun to drive.

And indeed, Raisbeck is a driver. He has driven his Classic cars on many of the CCCA CARavans. The Raisbecks have driven their 1937 Cord on four occasions to and from Auburn, Indiana, the former home of the Auburn Automobile Company and now the site of the Auburn Cord Duesenberg Museum. He prides himself in his several speeding "awards" in the car from small-town gendarmes along the route.

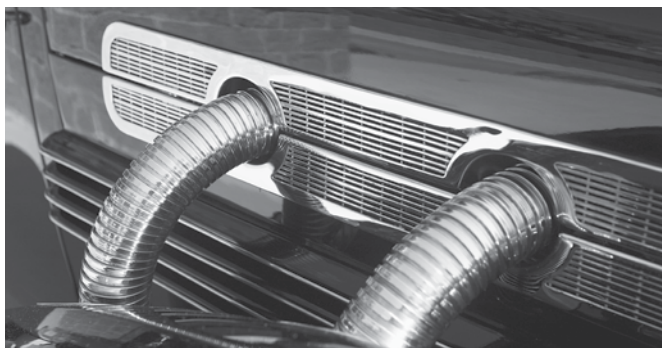
James has also shown many of his vehicles at the Pebble Beach Concours d'Elegance and at previous Kirkland Concours and has participated with his Chrysler Ghia on the Tour d'Elegance from Seattle to Pebble Beach.



## Cars Displayed at the 2009 Kirkland Concours

**1957 Desoto Adventurer Convertible (nc)** - James' first Seattle Car - with a 345 Cubic Inch Dual-Quad Hemi engine - one of only 300 Adventurer convertibles ever made.

**1937 Cord 812 RHD SC Convertible Coupe** - one of only six supercharged right-hand drive Cords to sell to the English market. Returned to the US in 1964 and purchased by James in 1976, full restoration by Hill & Vaughn, completed in 1980. Sherry and James have driven the car over 35,000 miles.



**1949 Mercury Custom Convertible (nc)**

**1939 Atalanta Drop Head Cabriolet**

Manufactured by Atalanta Motors, Ltd. in Staines, England, one of only 20 produced from 1937 to 1939, and the only surviving V-12 Cabriolet



**1953 Chrysler Special Concept Car (nc)**

- body by Carrozzeria Ghia in Turin Italy. Powered by Chrysler's 331 cid/180hp hemi V8.

**1955 Desoto Fireflite Convertible (nc)** - with 200 HP Hemi engine and Powerflite automatic transmission.



## CCCA JUDGING

*Article by Karen Hutchinson*



The PRN-CCCA Region is fortunate that Don Reddaway is back on the Board of Managers. Don has put together a great Judging Seminar that will be held on February 27<sup>th</sup> at Club Auto in Kirkland. Don, Master Judge (M-207), is happy to share his extensive experience with any Club members who want to learn more about judging

Classic Cars. Both novices and members with judging experience are encouraged to attend the seminar.

Each year the National CCCA organization hosts a Grand Classic at Hickory Corners, MI and three or four Regions host a Grand Classic. The CCCA Grand Classics are the premier National shows for Full Classic® cars and a CCCA National First is recognized throughout the hobby as the standard of excellence.

In 2012, the PNR will host a Grand Classic and we need to start now to develop a list people who would like to participate in the judging process. With over dozen PNR members certified as Master Judges, this is your opportunity to learn from the experts and start down the path to your own certification. Helping to judge a Grand Classic is a great opportunity to learn about what it takes to restore a car to a 100-point show-winner. And since CCCA judging standards are used by many of the major concours shows, the experience you gain here is easily transferable to shows put on by other car clubs.

There is lots of information on judging available on the National CCCA website ([http://www.classiccarclub.org/grand\\_classics.html](http://www.classiccarclub.org/grand_classics.html)). There you will find the official Judging Handbook covering the rules of Judging and even an article on the History of Judging Classic Cars by former Head Judge Jon Lee. This is a valuable resource and we encourage you to download some of this material before attending the seminar.

Entering a car in a Grand Classic offers you the chance to see how your car “stacks up” and what, if anything, you need to do to preserve it historically. In the seminar, you will learn that CCCA judging is not a “Beauty Contest” where one particular model is considered more desirable than another. The only car an entrant’s car “competes” with is itself, as it was on delivery day to the original owner.

The seminar will familiarize you with the CCCA Scoring Sheet, which lists the standards described in the Judging Manual. A 100-point car is a car that has been restored to the original showroom floor condition, remembering that it was not as perfect as today’s 100-point Pebble Beach car. The CCCA Judging Rules clearly state the Club’s goal is to judge a car for its historical accuracy and the Club is quite a “stickler” for authenticity.

Although, through the years, a few compromises have been made that recognize the realities of enjoying our cars in changing conditions. Safety glass is required, and a limited number of other modifications such as directional signals, if installed in a workmanlike manner, have been accepted as a necessity of safety. Radial tires are a somewhat controversial item but have not yet been accepted by the Club and their presence results in an automatic deduction. And did you know that Phillips-screws were not used until 1936 and their presence in a car manufactured before 1936 can result in a deduction. These judging items (and many others) are covered in the seminar.

After the “basics” of the judging process are covered, seminar attendees will be divided into small groups for some practical judging experience. The CCCA system uses Judging Teams composed of four independent judges headed by a Team Leader. The Team Leader plays a key role in the Judging process. The Team Leader is always the liaison with the owner of the car and the only judge who can speak with the owner. They are also the only one allowed to touch the car and then only with the permission of the owner. Each judge is expected to

*Continues on page 21*

## STEAMWORKS 2009

*Article by Brian Rohrback*

*Photography by Arny Barer*

Even though the weather was mostly drizzle with unseasonable cold, the 2009 Steamworks Concours d'Elegance was a hit. All told, there were 85 cars, trucks and motorcycles in eight classes plus four featured classes. Much of the impetus behind the Concourse is our own Laurel and Colin Gurnsey who, although were unable to attend the show due to family commitments, left an indelible mark on the assembly of fine cars and general festive air.

Five intrepid members of the Pacific Northwest region were on-hand to show cars, drink coffee and take in the sights. Arny Barer and his son Sam (we need to attract Sam as a member!) brought their show-pleasing 1929 Franklin, which was also the featured car in the Vancouver Sun's pre-meet coverage. Bill Holt and Liz Haan brought their newly restored 1939 burgundy red Lagonda: a beautiful car. Duane Storkel and Brian Rohrback cheated (*i.e.*, no classic) and arrived in a 1975 Jensen Healey to submit in the orphan car class.

The concours is held on the Saturday of Labor Day weekend, so this year the event was on September 5<sup>th</sup>. In order to enjoy what Vancouver had to offer, the Washingtonians left on Friday morning for what was a pleasant drive. The Healey is pictured prior to the drive, when it was still sunny and with a detour up the winding Chuckanut Drive, we made it across the border (very little delay going north) before the sunshine evaporated and some clouds started to issue their contents. Rain was in full display by the time

the hotel was reached. Spirits undampened, Duane and I connected with Arny and Sam (who took a more direct route) and enjoyed the check-in reception adjacent to the venue.

For those of you who have not attended the Steamworks Concours, it is a treat. A somewhat eclectic mix of cars from all eras is on display in a

four-block section of downtown. Cars are protected by cordoning them off, but the public has the opportunity to get up close and ask questions about each of the vehicles. The range is impressive, spanning almost 100 years from the 1910 International C Autowagon to a 2006 souped up Ford Mustang. It is a very casual and cordial affair

and the adjacent shops are filled with treats for the eyes and the epicure.

The Classic class, with 8 entrants, was dominated in numbers by Rolls Royces representing the 1930s. Arny's Franklin, Bill's Lagonda, plus a 1930 Pierce Arrow B, a 1939 Packard 1701 and a 1932 Auburn rounded out the class. And the winner is..... PNR members Bill Holt and Liz Haan for the Lagonda!

Way down the line Duane Storkel and yours truly won second prize in the orphan car class for the one-owner Jensen Healey (NC).

This was my second trip to Steamworks and I highly recommend it to all in the PNR (and other) region. The Canadian hospitality cannot be beat.



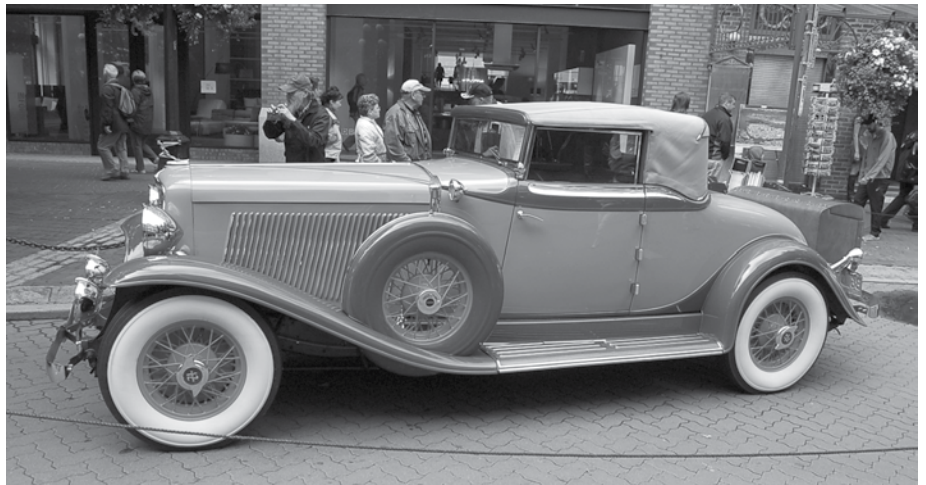
*First in Classics Class: Bill Holt's 1939 Lagonda*







*Left: Army Barer and Bill Holt with Army's 1932 Franklin  
Above: Army with his featured 1932 Franklin*



*Left: 1910 International C Autowagon  
Above: 1932 Auburn Boattail Speedster*



*Left: Steamworks street scene showing a 1930's Rolls Royce  
Above: Brian Rohrback's 2nd place, one-owner 1975 Jensen Healy*



## 2009 PEBBLE BEACH CONCOURS D'ELEGANCE

*Entries by PNR-CCCA Members*

*Photos copyright c 2009 Steve Burton & Ron Kimball. Used courtesy of Pebble Beach Concours d'Elegance. All rights reserved.*



*1934 Cadillac V-16 Fleetwood Conv. Sedan  
2nd Place, American Classic Open 1933 - 1941  
Monty Holmes*



*1934 Bentley 3 1/2 Liter Vanden Plas Tourer,  
1st Place, Derby Bentley Class  
Al McEwan*



*1928 Bentley 4 1/2 Liter Vanden Plas LeMans Sports,  
3 times LeMans entry, displayed with Bentley Team Cars,  
Peter Hageman*



*1933 Mercedes-Benz 380K Erdmann & Rossi Spl Roadster,  
2nd Place Mercedes-Benz PreWar Class,  
Ken & Patty McBride*



*L: 1953 Siata 208CS Stabilimenti Farina Spyder (nc), 1st Postwar Sports Class & Best of Show Candidate, David Smith;  
C: 1937 Morgan Sports 2-Seater Barrelback (nc), 1st in A Century of Morgan Motor Cars, Brian & Randy Pollock;  
R: Jon & Mary Shirley in their 1949 Ferrari 166 MM Touring Barchetta, one of the cars in a special display of  
166 MM Touring Barchettas.*

## A WOMAN'S PLACE

Story by Valerie Dickison

A guy's place in the car world is pretty well defined. He is a gear-head, a mechanic, a tinkerer, or at the very least he salivates when beautiful heavy metal comes his way. But what of his lady-fair? Most women are subjugated to enjoy the cars from afar and they sit quietly in the passenger seat trying not to annoy the driver with petty comments such as "You are grinding gears, dear" or "You should think about double-clutching". The second comment truly lets-on that the ladies know more about the cars than is obvious from the surface. But we try to blend in and not make waves.

Most of the ladies, me included, don't know how to repair the cars. Many of us, me included again, are not aware of the expenditures related to the repair of said cars. Some things are better left unsaid. Early-on in our car career, from time to time, I naively thought I would participate in the minor repairs and envisioned myself rolling underneath the car with my husband to aid in handing tools, wiping off oil spills, and bringing ice tea as needed to that hard-working husband-mechanic. My sugar plum vision of auto repair evaporated when I discovered my husband did not plan to do the mechanical work, other than to manually take out his pen and put it to paper. The paper being in the form of a check that was payable to the auto restorer. Lots of zeros involved.

So, plans changed and I designed in my mind what color scheme outfits might go with the car and those appropriate for the hour of the day or suitable for the occasion. Many a fun outing has included the display of well-thought-out flowing skirts and big-brimmed hats. A peacock couldn't have done better.

I do not mean to trivialize the place of a woman in this classic motoring sport. And the true point of my rambling is that we are not always just pretty faces with pretty clothes. I admire some of our Classic Car ladies like Susan Armstrong who has raced cars and driven semi-tractor & trailer rigs to take their racecars to the events. I admire Pat Goffette operating the car-crusher machine at Terry Jarvis' auto wrecking yard. What fun

it must be to be in control of such power and watch a car be squeezed down to a few inches in height; a great way to let out one's frustrations. Kaw-runch! I admire Sherry Raisbeck behind the wheel of one of James' open-air classics. And, I admire Karen Hutchinson out driving her Dad's pale blue Auburn while her husband Barrie is driving their Cord. How cool is that?

Frankly, I don't feel I have the physical strength to manipulate any of our Packards, and the lack of full-control could result in damage to life and limb. (Probably my life and limb after my husband saw the wrinkled fender.) I do recall once in the snow where I was relegated to pushing the every-day driver Mercedes, while my husband steered it. In hindsight, I am not quite sure why it worked out like that. Probably just dumb luck. Dumb being the operative word.

So, I will leave the driving to the car pros, the guys and the gals who have the moxie to do it. I salute you and just ask that you leave room in any available seat for me to come along for the ride. Now, I think I will go figure out what color ribbon and flowers will look best on my big-brimmed hat for our next big car event.



1930s Postcard

*Editor's Note: As Val noted, there are all kinds of ways for the ladies to become involved in the "old-car hobby". Find what works for you and join us at our next event!*





### Non-Authentic Class cont. from page 7

Sometime before 1995 the terms "Non-Authentic Class" and "Exhibition Class" were changed to "Non-Authentic Division" and "Exhibition Division" to be more consistent with the terminology used for the other show categories.

On March 11, 1997 the CCCA National Board affirmed a policy effective (retroactively) to 2/11/97 stating: "The phrase 'Classic Car' shall be construed to mean 'Full Classic™' and the phrase 'Non-Authentic' shall be construed to mean 'Modified Classic™'." Presumably at the same time or soon thereafter a set of five lengthy rules were set forth under the heading "Modified Classic Criteria." The first four of these rules dealt with different situations of mismatched chassis and body, or non-authentic aspects of the body. The fifth rule limited the use of non-original engines to engines of the same year and marque as the chassis, but without restriction of size or design. (The rule seems strangely silent as to the use of an engine of proper year and marque, but from a non-classic model.)

Effective February 22, 2004 the term "Modified Classic" was discontinued by the CCCA National Board in favor

of separate terms "New Coachwork" and "Altered Cars." The former describes "cars with bodies replaced since the close of the Classic era" and the latter describes "cars with body, engine or chassis alterations from original but components from Full Classics." This language would seem to eliminate future consideration of engines of proper year and marque, but from non-classic models. At this time the "Modified Division" became the "New Coachwork/Altered Car Division."

Our cover car was first accepted into the Non-Authentic Class in 1984 and based on the above became by definition a Modified Classic in 1997 (grandfathered as to its engine), and it has been properly described as an "Altered Car" since 2004.

\*In the paragraphs that follow I have used the term Classic Car as used by the Club when discussing matters occurring before March 11, 1997.



Al & Sandi McEwan's  
1932 Rolls-Royce P-II Cont.

## Kirkland Concours

### Continued from page 12

For the third year in a row, members of the PNR-CCCA collectively sponsored the Most Elegant Awards.

This year's trophy for the Most Elegant Open Car was awarded to Ray Scherr for his 1937 Mercedes-Benz 540K Roadster. The trophy for Most Elegant Closed Car was awarded to Jules Heumann for his 1937 Hispano-Suiza K-6, Coach, Chapron.

Mark your calendars now for the 8th annual Kirkland Concours that will be held on September 12, 2010.



David & Jody Smith's  
1948 Alfa Romeo 6C





## Judging Cont. from page 15

judge independently, speaking to no one about the score he/she should give any item or category. If a judge has a question, it must be taken to the Team Leader. As you can see, the Team Leader position requires significant experience. But for every Team Leader there are three less experienced judges and being one of these judges is a great opportunity to build a wealth of experience.

One of the first activities of judging is to review the entries and determine if a car is legitimate to be judged (or if it must be disqualified). Only CCCA approved Classics are allowed on the show field and the owner must be a member of our Club. You don't need to have a Show Car or Trailer Queen to participate, there is a Touring Class for cars that are more drivers than show-cars. The Touring Class is intended for older restorations and encourages more entrants that are "drivers", but if these cars score above 93 points, they are disqualified from that category. Primary Class is a good place to start if the owner is not sure about the appropriate class for their car. Many owners enter the show with the ultimate goal of rising through the Primary class to Senior, Premier and ultimately Senior Emeritus status.

The group will then have the opportunity to experience the judging process. Each team will familiarize itself with the cars to be judged and complete a quick walk-around prior to beginning the formal judging process. It is important to know how many cars you will be judging and to develop a plan that allows you to spend equal time on each car. (High-scoring cars should not be given more attention than other cars in the class.) Judging protocol will also be discussed. Owners have invested extensive amounts of time and money to bring their car to a judged event and it is important to treat them with respect and to remember to thank them after you have completed judging their car.

Becoming a CCCA judge is a great way to learn more about our beautiful Classic Cars and to become actively involved in the Club. We hope to see you at the Judging Seminar and to see you on the field judging the 2012 PNR-CCCA Grand Classic.



## Meet a CCCA Master Judge:

*Gerald (Jerry) Greenfield  
Lake Tapps, Washington*

*Gerald is a Life Member of the Classic Car Club of America. He is also a multi-decade member of the Lincoln Owners Club, the Horseless Carriage Club, the Model A Ford Club of America, the Early V-8 Ford Club, the National Woodie Club and Packards International.*

*Dr. Greenfield participates at numerous Concours d'Elegance events around the country. He first showed a 1935 Lincoln LeBaron Convertible Coupe at Pebble Beach in 1987. He again returned in 1995 with a 1934 Packard V12 Dietrich Convertible Victoria which was awarded Best-in-Class. He currently serves as a Chief Class Judge at several Concours d'Elegances around the country including the Steamworks Concours in Vancouver, Canada, the Hilton Head Island Concours in South Carolina, the Carmel By The Sea Concours in California, and the Louisville Concours in Kentucky. He is a Master Judge in the Classic Car Club of America and has served as Head Judge at a past National Annual Meeting.*

*Gerald's current Full Classic® is a 1934 Lincoln Model K, V-12 Custom Dietrich Convertible Sedan. His love and enthusiasm for collector automobiles does not stop with the Classics. His non-Classic personal collection also includes a 1931 Model A Ford Deluxe Fordor, a 1932 Model B400 Ford Convertible Sedan, a 1947 Ford Sportsman Woodie Convertible, a 1951 Chevrolet Deluxe 2 Door Sedan which he has driven since his days at West Seattle High School and a 2005 Ford GT Supercar.*

*Besides serving as Chief Judge for the Kirkland Concours d'Elegance, he also volunteers time to the LeMay Museum acting as Head Judge for the LeMay Car Show held in August. He has organized the Almost Spring Car Show for the Gallopin' Gerties Model A Club for many years, and he and his wife Doreen have organized and led the Sea Tac Region Horseless Carriage Club May Breakfast Tour for more than 25 years. Jerry and Doreen also participate in numerous tours and CARavans.*

*Dr. Greenfield is a retired dentist having practiced family dentistry for 35 years.*

## PNR CCCA ANNUAL MEETING

*Article by Raymond Loe  
Photography by Michael Bradley*

This year's Annual Meeting was held on November 8<sup>th</sup> at the Nile Country Club, with the Board of Managers being called to order by Director Barrie Hutchinson at 10:00A.M.

Barrie reported that new Board of Managers members elected for three-year terms are Roy Magnuson, Don Reddaway and Jon Schoenfeld replacing retiring members Stan Dickison, Lee Noble and Conrad Wouters. Also, Treasurer John Campbell and Secretary Army Barer agreed to continue their long-time service in these key positions; however, both asked that the Board start looking for qualified volunteers to replace them in the near term.

Stan Dickison volunteered for the open position of Activities Chair, however, there were no immediate volunteers for the position of Membership Chair. Meanwhile, Barrie agreed to continue wearing two hats until someone steps up to take over this important job.

As Membership Chair, Barrie reported that renewals are in and we need another 50 to reach last year's level. So, for those of you who haven't gotten around to sending in your membership renewal, please do so ASAP and encourage any of your friends who might find our club interesting to join as well.

Treasurer John Campbell, as usual, presented a very comprehensive spreadsheet outlining our Club's financial activity and results during the fiscal year ending October 31<sup>st</sup>. Since there were no big revenue generating events in our area, such as a CARavan®, Grand Classic® or National Meeting, as in the previous year, the PNR results from operations in FY 2009 experienced a deficit of \$5,319.00. John went on to point out that he feels we are being very fiscally responsible in our operations and the Club ended the year with over \$32,000.00 in cash and investments. Although not as

high as our record FY 2008, our club is in good financial shape going into FY 2010. John also reviewed our insurance policy provisions and cautioned managers to be aware of limitations therein.

During discussion of upcoming activities, member Gary Johnson moved that we host a Coming-Out Party again in 2010. (In earlier meetings it had been suggested, that due to a shortage of eligible cars, that we make the

COP a semi-annual event.) After considering that we suddenly have the Chrysler Town and Country Series of cars eligible for this event, a vote was taken and Gary's proposal passed. Anticipating approval, Gary has reserved the Seattle Design Center for April 17<sup>th</sup> and agreed to chair the event. Mark your calendars for what is always a great evening.

Another great event that should be on your list of "must do" in 2010 is another of Al McEwan's popular Pacific Northwest CARavans, this one starting in Kirkland on June 19<sup>th</sup>. Al and Stan Dickison have laid-out a

very interesting one-week tour starting from Kirkland, traveling to Eastern Washington, north into British Columbia, west to Whistler Mountain and ending in Victoria. This tour will be limited to only 80 cars, so if too many sign-up before the cut off a lottery will be held to determine who gets to go.

Next year's Annual Meeting will be held on November 7, 2010 at the Boeing Museum of Flight in Everett.

At 11:00 A.M. the Annual Meeting convened in the Potentate Lounge where members had time to "reconnect" before sitting down to a lovely buffet luncheon.

After the meal, Director Barrie Hutchinson began the formal portion of the Annual Meeting by recapping highlighted items from the earlier Board Meeting for



*1909 Maxwell DA Touring Car  
Driven by Emily Anderson*

the benefit of the rest of the members present. Barrie introduced the new Board Members and recognized guests in attendance before presenting the Club's annual awards.

The "Most Active Participation" traveling trophy went to Brian Rohrback and "Appreciation of Service" awards were presented to the retiring Board members. "Car of the Day" trophies were given to members whose cars were selected at each sanctioned event during the past year (see listing on page 24.)

Barrie then introduced our Holiday party chair, Julianna Noble who reported that this year's event will be held at Ken McBride's Magnolia facility on December 13<sup>th</sup>. Local celebrity Stan Boreson will be the featured performer.

At this point, Barrie called upon our featured guest speakers Emily and Rich Anderson to retell the story of their 100<sup>th</sup> anniversary recreation of Alice Ramsey's drive across the United States in their replica of her 1909 Maxwell DA Touring Car. Their talk and video presentation was very interesting and held the audience at rapt-attention for over an hour listening to Emily tell about the many "adventures" experienced during their 31-day transcontinental trip from New York to San Francisco. They received a standing ovation in appreciation for telling their story and displaying the Maxwell car at our meeting/luncheon. You can experience the Anderson's trip in more detail through their website <http://aliceramsey.org>

The meeting concluded at 2:00 PM.



*Barrie Hutchinson presenting Brian Rohrback with the traveling trophy for "2009 Most Active Participation"*



*Barrie Hutchinson presenting Terry Jarvis with a "Car of the Day Award while Bill Deibel described the event.*



*Rich Anderson talking about the Maxwell while Brian Pollock, Roy Magnuson, Duane Storkel and Army Barer listen.*

***Members who drove Classics to the Annual Meeting included:***

***Bill & Karel Deibel in their 1942 Cadillac 60S Town Brougham, Fleetwood/Durham,***

***Raymond & Georgia Loe in their 1934 Auburn 850Y Cabriolet,***

***John & Kay McGary in their 1937 Rolls-Royce 25/30 Saloon, Hooper and***

***Don & Arlene Wohlwend in their 1937 Cord 812 S/C Convertible Coupe***



## 2009 CAR OF THE DAY AWARD WINNERS

### **Annual Meeting (11/08)**

*Brian & Lisa Rohrback*

*1939 Bentley 4 1/4L All-Weather Tourer*

### **Holiday Party (12/08)**

*John & Kay McGary*

*1937 Rolls Royce 25/30 Hooper Bodied Saloon*

### **Park Place Garage Tour (2/09)**

*John Kane*

*1941 Lincoln Continental Cabriolet*

### **Whidbey Island NAS Tour (3/09)**

*Terry & Cherry Jarvis*

*1934 Nash Ambassador Sedan*

### **Art Redford Garage Tour (4/09)**

*Bill & Lucy Allard*

*1936 Packard Standard Eight Coupe Roadster*

### **South Prairie Fly-In (5/09)**

*Jon Schoenfeld*

*1937 Cadillac Fleetwood Series 70 Sport Coupe*

### **"Symphony of Gardens" Tour (6/09)**

*Noel & Jan Cook*

*1935 Bentley 3-1/2 L*

*Park Ward Sedan Coupe*

### **Lawn Party at Jerry McAuliffe's (7/09)**

*Ray & Georgia Loe*

*1934 Auburn 850Y Cabriolet*

### **Ice Cream Social at the McKinley's (8/09)**

*Peter & Frauke Townsend*

*1940 Packard Super Eight*

*160 Convertible Sedan*

### **Hydroplane Museum Tour (9/09)**

*Stan & Val Dickison*

*1935 Packard Twelve Victoria*

### **Carnation Fall Tour (10/09)**

*Bob Newlands & Jan Taylor*

*1937 Packard Super Eight Coupe Roadster*

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### **Carnation Cont. from page 10**

remember Bosco Syrup, Bit-O-Honey candy bars and the hundreds of other products that we all grew up with. Bridge Stuart who was our docent is the grandson of Carnation's founder. Bridge grew up at the farm, and had interesting stories to tell.

Camp Korey is now making their facilities available for conferences, weddings, reunions and auctions. Quite possibly this could also be a future venue for a Classic Car Club activity.

From Camp Korey, we traveled north, up the West Valley Road, over Novelty Hill, and on to Redhook Ale Brewery for lunch. After lunch, we went over to Terry and Cherry Jarvis' home and new (and almost completed) shop building for ice cream, coffee and home-made cookies.

Most of the women toured the plantings and the flowers, and most of the men looked over the shop

where Terry is now bringing in tools, equipment, memorabilia, signs and parts for his workshop and automotive office. Several people spotted his original race car which raced in the northwest during the thirties and forties on the second floor of the shop building and carefully examined its construction details. It has never been touched since it last raced in 1952. Others looked over his 1936 Ford hot-rod (which Terry bought in high school and claims that he "forgot to sell"), his 1934 Nash, and some other cars from his storage warehouse.

Afterwards, many people toured various Woodinville wineries on their own (there are over 52 wineries and three distilleries to taste and tour). Others toured Molbak's greenhouses and some other local Woodinville sites before going home.





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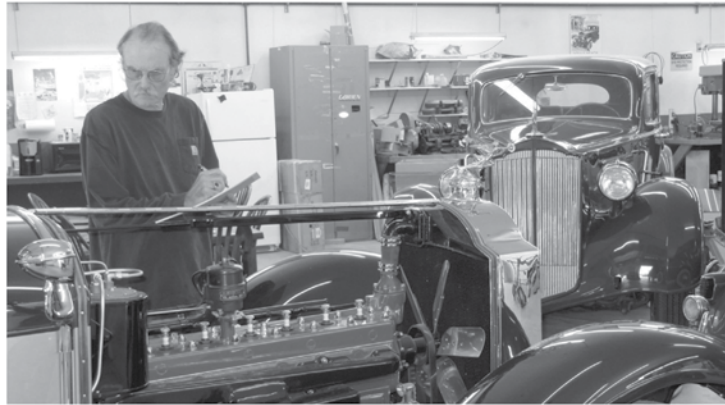


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1988- present: Glenn Vaughn Restoration Services, Inc. Twelve employees, ten thousand square feet under roof. My clientele's needs have mostly shifted from show to very nice drivers. We still do an occasional show quality project. We now have an eclectic clientele with projects ranging from the classics to special interest, sports cars and even some custom upholstery for street rods.

1985-1988: Hill and Vaughn sold. My wife, Karen and I decided to raise our children in a different environment than Los Angeles offered so we moved to Coeur d'Alene in Idaho. I swore I'd never work on another car. I did some construction and residential remodeling and lost my shirt. I bought a collection of cars and started preparing them for sale.

1976-1984: Hill and Vaughn. Ken Vaughn and Phil Hill had purchased a collection of about 40 cars and were prepping them for sale. Word got out that these two legends (Phil on the mechanical side and Ken was a master of color, texture and cosmetics) were collaborating and people came in and asked them to restore their cars. The business started itself. This was my apprenticeship as a restorer. Oversaw restoration work on approximately 200 automobiles. Roughly half were major show quality restorations which went on to score 100 points and place in class and or win at significant international shows including Pebble Beach. The remainder were high quality drivers, preservations, race and rally preparations.

1972-1976: Pilot and mechanic in the Alaska outback. Taught flying on wheels and floats in the Sitka area. Also taught private, commercial and instrument ground school and meteorology at Sheldon Jackson College.

1972: Northrop Institute of Technology. Federal Aviation Administration Airframe and Powerplant (A&P) rating. Earned Commercial, instructor and instrument instructor ratings so I could teach flying as well as service and repair aircraft.

1970: Bachelor of Arts, Westmont College, Santa Barbara, California

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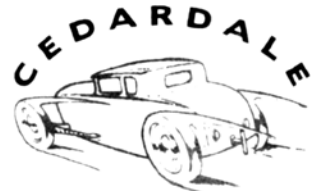


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## 2009 HOLIDAY PARTY

*Article by Julianna Noble*

*Photography by Michael Bradley*

On December 13th, a snowstorm loomed but didn't stop one of the best-attended PNW CCC Christmas brunches we have seen in quite awhile.

Held in the center of Ken McBride's gleaming collection of 48 mint-condition cars, over 90 members and guests scooped up a great meal, provided through the catering company "Upper Crust", directed by Jim Lustig.

Thanks go to Julianna Noble and Ken's able assistant, Maureen Sullivan, for the smoothly run event. Maureen had shining blue and sparkling decorations on the tables and huge bows scattered here and there on the cars and the eclectic groupings of posters and memorabilia.

Registration was handled by Laurel Gurnsey and Darlene Linke. Darlene was also in charge of the fundraisers for Northwest Harvest and Toys for Tots. Thank you to everyone who made a donation to these very worthwhile charities.

The cars took front stage and included a rare 1913/ original condition Napier (nc) and Ken's beautiful 1933 Mercedes Benz 380K (body by Erdmann & Rossi). Our favorites were Ken's 1939 Mercury Eight Phaeton and his 1956 Ferrari (nc). The attached photos will show there was a perfect flow between old and new body styles. The cars were surrounded by automobilia that included a stunning Michelin collection, autographed photos of racecar drivers, car signs and posters, etc. This really added to the ambience of the event. The garage itself is impeccable and includes a mezzanine level, offices, the

main car level and a lower level area which housed the two newest additions to the collection: a Ferrari Dino (nc) and a Maserati (nc).

Thanks to Bill Deibel for bringing his 1932 Franklin 163 Speedster and to Gary Johnson for bringing his 1948/12 Lincoln Continental Cabriolet. Apologies in advance if someone else braved the ominous weather and brought a Classic.

Roy Magnuson did the emceeing honors and presented Ken with a copy of the beautiful book "Peking to Paris" (the original car trek was in the early 1900's and has now been restaged twice). Many of the members in attendance had a chance to sign the book for Ken, who then graciously thanked us all for coming and shared his feelings about the overwhelming support he has received from the car community throughout his battle with cancer. He talked about what a huge part car tours and events and people have played in his life. With gentle good humor he made us all laugh when he discussed the relative merits of losing his hair and then proceeded to regale us with his own car stories.

The morning's laughter continued as we were entertained by Stan Boreson on the accordion. Hilarious Scandinavian jokes accompanied his songs. Congratulations to Conrad and Glenna Wouters, just back from their honeymoon and celebrating their first car event together as a married couple. Thanks also to Bill Cotter for opening up his own garage and collection for us to explore.



*Members and guests attending: Ken and Patty McBride, Maureen Sullivan, Terry & Barbara McMichael, Siegfried & Darlene Linke, Duane Ruud, Jeanne Arvidson, Gerald & Doreen Greenfield, Shirley Starr, Alfred & Laurene Stappenbeck, Barbara & Eric Mann, Brian & Fran Harding, Gary & Merrisue Steinman, Wayne & Carol Herstad, David & Dorothy Fluke, Barrie & Karen Hutchinson, James & Sherry Raisbeck, Gary & Joyce Johnson, Roy & Terry Magnuson, John & Kay McGary, Lee & Julianna Noble, Steve & Annie Norman, Julie Clarke, Brian Fairchild, Don & Carol Reddaway, Maria & Chuck Taylor, Brian Rohrbach, Duane Storkel, Ross Woods, Noel & Janet Cook, Bob & Yoshi Reverman, Paul & Diane Shager, Conrad & Glenna Wouters, Jay Stewart, Al & Sandi McEwan, David & Mary Williams, Eugene & Sue Jones, Eric Rangeloff, Georgie Pitron, Dennis Somerville, Bill & Debra Cotter, Denny & Sue Aker, Bill & Lucy Allard, Richard & Sam Adatto, Jim, Diane & Alex Emmie (guests of McBrides), Tom & Susan Armstrong, Najib & Diane Azar, Michael & Ildiko Bradley, Rodney & Cherie Booth, John Campbell, Nancy Wells, Talis & Charlene Jaundalderis, Sarma Davidson, Bill & Karel Deibel, Tommy Crompton, Dennis & Bernadene Dochnahl, Stan & Valerie Dickison, Marty &erson, Lynn Gabriel, Colin & Laurel Gurnsey, and Jack & Patricia Goffette*

# *Happy Holidays to One and All!*



Clockwise: 1) 1936 "Roosevelt" Packard Phaeton V-12;  
2) 1913 Unrestored Napier (nc); 3) A bird's eye view of Ken's magnificent collection; 4) A well-dressed Mercedes; 5) Darlene Linke heading up the Toys for Tots collection; 6) Julianna Noble, PNR Event Manager; 7) 1933 Mercedes Benz 380K





## Director's Message

Continued from page 3

not renewed, I invite you to do so and enjoy with us, not only the *Bumper Guardian*, but also the many tours and outings ahead.

If you know people who have an interest in Classic Cars, let's enroll them in CCCA and the PNR. In fact, **let me make this offer: free membership for the first five members new to CCCA and the PNR in 2010.** If you have a son, daughter, grandchild, niece, nephew or neighbor interested in Classics, enroll them this year. They'll enjoy receiving CCCA Publications, the *Bumper Guardian* and they'll have full access to CCCA and Regional events. Remember, ownership is not a prerequisite—only a genuine interest. CCCA membership forms are available on-line or call me (360) 678-5453 or e-mail me: barrie.hutchinson@gmail.com.

New Subject: Judging. In 2011 the Pacific Northwest Region will host a CCCA judged event—a Grand Classic. It is at the Grand Classics, held throughout the Country, that qualified Classics earn their awards. Many of our members will want to present their cars at this prestigious PNR event. The opportunity for regional members that accompanies a Grand Classic is a chance actively to judge the cars. Necessarily, a training program precedes participation as a judge. If you have an interest in learning more about judging the most beautiful of the Classics we cherish, begin by reading Karen Hutchinson's article on Judging—page 15 this issue. Next, set aside the date for Don Reddaway's judging clinic in February. The Pacific Northwest Region is blessed with a number of the finest judges in the CCCA. I guarantee you'll learn from the best.

Finally, CARavaners, consider being part of the 2010 Pacific Northwest CARavan June 22 through June 27, led perhaps for the last time, by Al McEwan, the acclaimed maestro of the CARavan. Participation is limited. Enroll early.

Barrie Hutchinson  
Director, CCCA-PNR  
(360) 678-5453  
barrie.hutchinson@gmail.com

## Editor's Message

What a year it has been for the *Bumper Guardian*! You've received four issues packed with features, event coverage, historical interest stories and technical articles. We have striven to present both stories and photos appealing to a variety of PNR member interests including those of associate and family members.

We've had the privilege of featuring four very special and unique cars on the cover of the magazine – Jon & Mary Shirley's award-winning 1934 Alfa Romeo 8C2900B Touring Coupe, Wayne & Carol Herstad's original 1923 Locomobile 48 Sportif, Don & Arlene Wohlwend's spectacular 1937 Cord 812 Supercharged Convertible Coupe and Brent & Connie McKinley's one-of-a-kind 1936 Packenberg Coupe Roadster. Our sincere thanks go to these PNR members for their generosity in opening their collections and their files to us.

My thanks also go to my father and co-editor Raymond Loe for expanding the coverage of the showcased cars to include the interesting histories of the companies that produced these beautiful Classics.

Event Managers have reported on an amazing array of CCCA activities beginning last January with the National Annual Meeting and continuing through the year with something for everyone – the elegant Coming-Out Party, great garage tours, fabulous garden parties, an overnight to Whidbey Island and a tour of the Naval Air Station, a Fly-In, the National CARavan and more. Our thanks to them and to Michael Bradley who has supplied many of the photographs that have accompanied event coverage.

Each issue has contained articles with a technical bent thanks to input from various members – and this is an area where we are always looking for new content. And we have enjoyed the opportunity to include articles on fashions of the era, children's toys and activities of our members.

The *Bumper Guardian* is *your* magazine. Ray and I, as co-editors, work to publish items that will have broad appeal. By all means, let us know how we are doing and if you want to see a different focus in the magazine. Even better, let us help you write an article for inclusion in the *Bumper Guardian*.

Karen Hutchinson  
Karen.htchnsn@gmail.com

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