

BUMPER GUARDIAN

Summer 2011



1939 Lagonda V-12 Rapide

Owned by Bill Holt and Liz Haan



Pacific Northwest Region -- CCCA

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.

July 23

Picnic at Jerry McAuliff's, Seabeck

PNR Manager Stan Dickison 206-949-1115

August 7

LeMay Fife Collector Car Show

PNR Contact Jerry Greenfield 253-653-5060

August 8

Motoring Classic Tour Kick-Off

PNR Manager Army Barer 425-454-0296

August 13

Picnic at Dave Holzerland's, Monroe

PNR Manager John Campbell 425-885-5472

August 27

LeMay Marymount Car Show

PNR Contact Jerry Greenfield 253-653-5060

September 3

Crescent Beach Invitational Car Show

PNR Contact Colin Gurnsey 604-788-7429

September 8

Kirkland Concours Tour d'Elegance

Al McEwan 206-999-4485 & Stan Dickison 206-949-1115

September 9

Kirkland Tour d'Jour

September 10

Kirkland Concours Vin d'Elegance

PNR Contact Brian Rohrback 425-836-8138

September 11

Kirkland Concours d'Elegance

PNR Contact Tom Armstrong 425-747-0241

October 15 - 16

Overnight Tour(s) to Bellingham

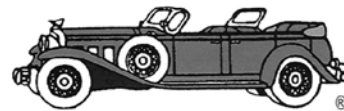
PNR Contact Bill Deibel 206-522-7167

November 6 – Annual Meeting

November 10-14 – Seattle Auto Show Event

December 4 – Holiday Party

CCCA National Events



Grand Classics®

July 9, 2011..... Michigan Region

July 9, 2011..... Chesapeake Bay Region

August 13, 2011..... Northern California Region

September 10, 2011..... Indiana Region

September 17, 2011..... Ohio Region

July, 2012 Pacific Northwest Region

CARavans

Jun 25 - Jul 9, 2011 Cruisin on the Rock

May 13-20, 2012 Colonial Region

July, 2012 Upper Midwest Region

September 7-18, 2012 Oregon Region

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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.

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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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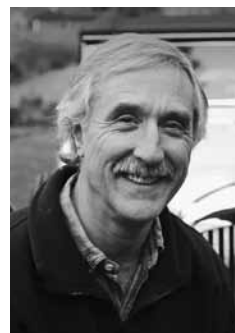
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Director's Message



Prime Time! And I am not referring to the fare currently gracing our television sets. After all, it is mostly reruns. From the cultural standpoint, how much do we really care if another football player, politician or entertainer from yesteryear can learn to dance like a star? OK, maybe the latter activity is not so much of a waste; there are some great costumes (or lack thereof).

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1939 LAGONDA V-12 RAPIDE

Article and Photography by Bill Holt

The early history of our Lagonda Rapide is unknown other than it had been in California for a very long time, while owned by Lagonda collector George Chilberg and later by John Melillo. Some time ago we approached John about selling it to us and, after many years of patiently waiting, he finally agreed to part with it in 2008. By that time John had become very involved in collecting Art Deco antiques and was no longer interested in owning Classic Cars.

The car was very tired,
but still mobile,
so our



first move was to transport it home to Vancouver B. C. and immediately place it in the very capable hands of Mike Taylor and Ian Davey, owners of RX Autoworks (RX) in North Vancouver. We had determined that this rare car was well-deserving of a full frame-off

restoration and this was the company that would do it right.

While Mike and Ian tackled the woodwork, metalwork and painting, Robert Fram took on the mechanical work. The only task subcontracted was the upholstery, which was entrusted to Phoenix Upholstery, conveniently located just upstairs over the RX Shop. This restoration was an intense effort targeted for completion in time for our car to be entered in the 2010





Pebble Beach Concours d'Elegance.

Bear in mind that this car is one of only twelve (12) Frank Feeley-designed Rapide models out of a total of just 190 total Lagonda's produced during model years

1938/39, all of which were equipped with their new SOHC V-12 engine. Seventy-plus years after the last V-12 Rapide was produced, NOS and even used replacement parts are virtually impossible to find. RX had to make, or have made, everything that couldn't be salvaged including pistons, connecting rods and even the crankshaft. It took all of their extraordinary resourcefulness, ingenuity and a dedicated effort to complete the restoration in only 18 months.

We are very pleased with the results, both the cosmetics and the more-important mechanicals. The car is a dream to drive and we intend to do just that now that all the big shows are over and done with. At Pebble in 2010 we came second in our class - late pre war European - which is always a tough-one! The following month, at the Kirkland Concours d'Elegance, we came "Second in Class" to the "Best in Show" car - and were also voted the "Most Elegant" car. Then we took our Rapide home and showed her at the Steamworks show in Vancouver where we won both "Best in Show" for our class and "Most Elegant Pre-War" car.

Liz and I are delighted with our Lagonda Rapide and will enjoy the pleasure of carefully driving it for a long time. It has been my pleasure to bring it to you as the featured car in this issue of our PNR-CCCA Bumper Guardian.



Membership Profile

BILL HOLT & LIZ HANN

by Val Dickison

Bill Holt and Liz Haan are a fun down-to-earth couple that share a passion for a wonderful example of automotive art – their 1939 Lagonda V-12 Rapide. Among their other interests are travel, gardening and model railroading.

Dr. Bill Holt was born and raised in Vancouver, BC, Canada and ran all the mental health facilities for the Burnaby Municipality until his retirement. Under Bill's tutelage were hospitals, outpatient facilities, halfway houses and other related programs for the Burnaby psychiatric community needs.

Liz Haan was born and raised in eastern Canada, living primarily in Montreal. IBM transferred her to Vancouver, where via a mutual friend, she and Bill met on a blind date as dinner guests, in that mutual friend's home. The friend also happened to be a "car guy" so it was apparently a match that was meant to be. Being the extra female and male at the table, or the "third wheel" at the dinner party, Bill and Liz found common interests and have driven down the road of life together ever since.

Liz retired a few years back from her IBM career and went on to attain the scholastic ranking of "Master Gardener". For the last thirty years she has planted, transplanted, manicured and tended to her extensive gardens at their shared home in southern Vancouver, British Columbia. The gardens are a treat for any visitor, I shall attest. Liz also maintains two community gardens near their home for the City of Vancouver. She is a volunteer at the University of British Columbia Botanical Gardens, as well.

Although Bill does not have an operating model train layout, he maintains a "static display" and has been a "train-nut" since boyhood. He has an extensive collection of various gauges, including HO, O and On3.

The couple enjoys travel and has spent time on botanical tours observing native habitats in various countries, including China. Trips nowadays may be closer to home, but future plans do include venturing east to Newfoundland. Car tours or CARavans are always in the mix. If you see them on a tour, their infectious down-to-earth sense of humor will always captivate you and welcome you warmly.





THE LAGONDA MOTOR CAR COMPANY

Article by Raymond Loe

The Lagonda automobile has always been recognizably British; surprisingly however, its founder was an American. The name Walter Gunn chose for his English company was based upon the Shawnee Indian word for "smooth running waters", which was the name of a small river near his hometown in up-state Ohio, USA.

Trained as an engineer and, after being groomed to enter his family's sheep-shearing machinery business, young Walter decided to emigrate to England in pursuit of becoming an opera singer. Instead, around 1898 he started making motorcycles and powered tricycles on a small scale at his home. After establishing a reputation for producing fast high quality bikes, in 1905 Gunn set-up a factory in Stains Bridge, Middlesex to begin producing 4-cylinder 20-hp automobiles. In 1907 he launched his first car, the "Torpedo" which was used to win the Moscow - St. Petersburg race of 1910. This success resulted in a big order for exports to Russia. Most of the early Lagondas went there -- an apparent reason that none produced before 1913 seemed to have survived.

In 1913, a newly designed Lagonda powered by a 1.1 liter, 4-cylinder F-head engine mounted on a 93" wheelbase went on sale in England. This car had ultra-quick steering and good performance. However, production was interrupted after little more than a year due to the outbreak of WWI at which time the entire factory was converted to produce artillery shells. As with many small companies founded at the turn of the 20th century, Lagonda existed on a financial knife-edge. When Gunn became ill and died in 1920, at the age of 61 years, three of his existing directors headed by Colin Parbury took charge of the company.

In 1920, despite the tragic death of founder Gunn, Parbury was able to resume production of the Lagonda 1.1 liter 4-cylinder car using the original chassis along with a new 108" wheelbase version. This lineup remained in place until 1926 when two larger fours were introduced, a 1.4 liter and a 2.0 liter on 108" and 120" chassis respectively. One year later the "Speed Model", a 4-seat sports car on the longer chassis was made

available. Smooth running but heavy, these cars were guaranteed to hit 80 MPH.

In 1928 Lagonda touring cars became more sporting, offering a new 2.7-liter 6-cylinder model on a 129" wheelbase chassis followed in 1929 with an even longer 132" version. In 1932 the firm began buying engines on the outside including a "Meadows" 6-cylinder 4.5 liter. Using this engine, a Lagonda BPK202 broke Alpha Romeo's four years of domination, winning the prestigious 1935 Le Mans Grand Prix by 8.5 km.

Meanwhile, Lagonda's on-going financial problems worsened under Parbury's watch and in 1935 it declared itself bankrupt. In due course, the company was put up for auction and bought by Alan Good when he outbid Rolls Royce. Good was then able to convince William Owen "W O" Bentley (who had been footloose since his own firm had been bought-out by Rolls Royce) to join Lagonda as Chief Engineer and bring with him many of his former R-R engineering staff.

W O immediately started work on a new V-12 engine and at the same time focused on making a luxury sports car out of their existing M45 Rapide. By reducing the wheelbase to 123", making substantial improvements to the Meadows 6-cylinder OHV engine and reducing its weight, the resulting 1936 LG45R Rapide was guaranteed to hit 100 MPH and sold as fast as they could be built. With 150-hp and independent front torsion-bar suspension this next generation "Rapide" had indeed become a sports car for the connoisseur. The lineup was soon expanded to include 4.5-liter Meadows-powered passenger models, some with wheelbases as long as 135", built to carry coach-built bodies.

In late 1937 Lagonda introduced W.O.'s magnificent, new, cast-iron, single-overhead camshaft V-12 engine with four downdraft SU carburetors. It delivered over 180hp and was said to be capable of smoothly accelerating any of their cars from 7 to 105 MPH in top gear. Lagonda stated at the time "After two years active experiment, the 12-cylinder Lagonda has obtained full 'statuyre'. Figures, which cause even its designers to pause and marvel, are available to show this new

motor is designed to eclipse anything of its type so far produced. We built, indeed, even better than we knew. The car is no mere recapitulation of a good – but tired – design in terms of 1937. It is a new-born car unrelated to any yet on the road – here or on the Continent. Such is the 12-cylinder Lagonda – a car designed to rank, from now on, amongst the greater names in motoring history.”

With the shadow of WWII looming, Lagonda was only able to produce 190 cars on the new V-12 chassis’ during the 1938 & 1939 model years and just twelve of those were the Frank Feeley designed, factory-bodied “Rapides”. Remarkably, all twelve of those Rapides are known to still survive.

The onset of WWII stunted developmental activity as Lagonda, in late 1939, once again converted over to war production, this time becoming one of the largest British gun production plants. Remarkably, during that period, W.O. and his team were able to continue their own mission by designing a completely new Lagonda with a smaller 2.6-liter twin overhead camshaft six-cylinder engine and four-wheel independent suspension. This very successful engine grew to 3.0 liters and was available until 1958.

In 1947 Alan Good’s Lagonda fell into serious financial difficulty. The company was taken over by David Brown and moved to Feltham, Middlesex where it was merged with Aston Martin (AM), which he had also bought. Lagonda production, including the new Lagonda model that had been designed during the war, was finally restarted in 1948 at AM.

During his ownership, David Brown founded the famous Aston Martin DB series that cemented by the DB4, established a good racing pedigree for the firm. By this time, many thought that the name Rapide was gone forever. However, during the four years following 1961, AM built 55 units of a revived Rapide. This time it was in the form of an aluminum-bodied 4-litre luxury saloon capable of reaching 125 MPH.

Sir David Brown’s last Lagonda was, in effect, an AM V8-powered four-door saloon of which a few replicas were made under the new management after Brown sold-out in 1972. There were several more interim owners of this often financially-troubled company until two North American businessmen took it out of bankruptcy in 1975.

Production was slow to restart while the new owners pushed the company into modernizing its line. There were only seven AM-built Lagonda saloons produced between 1974 and 1976 all powered by the venerable AM

single-overhead-camshaft V8. These were followed by the Aston Martin Vantage in 1977 and Aston Martin’s Volante series in 1978 all using the same V8 engine.

Alas, the AM-L company was now badly hit by the economic contraction of the early 1980s resulting in Pace Petroleum and CH Industrials taking over as joint 50/50 owners at the beginning of 1981. After some development and a lot of publicity they were able to successfully sell the Aston Martin-built Lagonda as the “worlds fastest 4-seater production car” into the Persian Gulf States, particularly Oman, Kuwait and Qatar. Also, during the 1980s, AM built one Lagonda concept car displayed at the 1984 British Motor Car Show. It was a long-wheelbase fully-equipped limousine which was planned to be priced in excess of 100,000 pounds sterling. By the end of that decade they had produced 675 more V8-powered Lagonda saloons after which the engine was retired. [In 2001 the company introduced their “new V12 Vanquish” engine (could this have been W.O.’s 1937 engine resurrected?) and, in 2005, AM brought back their “retired” V8 when the new Vantage sports car began production.]

Aston Martin-Lagonda continued having financial problems, bringing in several more “owner/partners” including Ford Europe which first took a share holding in September 1987. Facing a revived economy along with recently improved sales, Ford agreed to take full control of AM-L in 1991. (A review of costs and realizable value on their investment led Ford to sell most of its ownership in the company during 2007.)

After a Lagonda production hiatus, AM-L built another concept car called the “AM-Lagonda Vignale” for display at the 1993 Geneva show. Then, in 1998, a handful of AM-Lagonda 4-door saloons were built on the chassis of the AM-Virage. Lastly, to commemorate the 100th anniversary of the Lagonda name, a 4-Wheel Drive 4-seat Sports Utility Vehicle, powered by a “V12 Vanquish” engine and fitted with 22 inch wheels was displayed at the 2009 Geneva Motor Show. Announced “production could start in 2012.”

Aston Martin claims to still value their Lagonda brand name and has said “it will be used to develop cars that can have a different character than a sports car. The AM-Lagonda will have its own niche with luxurious and versatile products suitable for both existing and emerging markets.”

It will be interesting to see in what form and just when the next “Lagonda” will appear.



COLLECTOR CAR AND BIKE INVITATIONAL

Saturday September 3, 2011 Crescent Beach, BC

By Laurel Gurnsey

After eight years of hosting the Steamworks Concours in Gastown, the City of Vancouver substantially increased the cost of using the area, making the event unsustainable. Borrowing upon our experience organizing the Steamworks Concours we would like to continue its tradition of celebrating excellence and friendship within the collector car and motorcycle community.

Colin Gurnsey, Brad Pelling, John Carlson and Laurel Gurnsey are pleased to announce that on Labor Day Saturday, September 3rd, 2011, a new car event will be born, maintaining the spirit of the former Steamworks Concours, but taking place on the grassy lawn of spectacular Blackie Spit in Crescent Beach, British Columbia. For those participants coming from Washington on I-5/Hwy 99, the turnoff to White Rock/Crescent Beach is just minutes north of the border.

A 'by invitation' event, there will be cars and motorcycles coming from all over the Lower Mainland

and Washington State, covering a broad spectrum of makes and years. The new venue has ample parking for car trailers.

A judging team will choose five main awards for the day. Class awards will not be given this first year, but every entrant will receive a special memento.

There will be a Friday night social in Crescent Beach.

Blackie Spit is a well-known wildlife conservation area for many species of shorebirds. Harbor Seals rest on nearby sandbars. Our event will have a 'by the ocean' setting and is in walking-distance proximity to restaurants. We are providing shuttle buses on a regular basis into White Rock to visit shops and restaurants there. White Rock also has good hotels and we will be recommending a host hotel when we send out confirmation letters.

For more information, please contact Colin Gurnsey at 604-980-7429 or e-mail lgurnsey@telus.net



Crescent Beach Collector Car and Bike Invitational Entry Form

Please return the entry form with a reproducible picture to:

Crescent Beach Collector Car and Bike Invitational
c/o Colin Gurnsey, Chairman
658 East 5th Street • North Vancouver, BC V7L 1M7
(604-980-7429) or e-mail to lgurnsey@telus.net

Please Print or Type

Date: _____

Owner's Name: _____

Mailing Address: _____

City, Prov./State, Zip: _____

Telephone: _____ Fax _____

Bus. Telephone _____ Bus. Fax _____

E-Mail _____

Class Entered: (Please check one class below)

<input type="checkbox"/>	Class 1 Classics –European and Domestic	<input type="checkbox"/>	Class 2 55-57 GM	<input type="checkbox"/>	Class 3 Early Ford V-8 , 1932- 1954
<input type="checkbox"/>	Class 4 Ford Mustang	<input type="checkbox"/>	Class 5 Corvette	<input type="checkbox"/>	Class 6 1948-1965 Pickups
<input type="checkbox"/>	Class 7 1950-1965 European	<input type="checkbox"/>	Class 8 Muscle Cars	<input type="checkbox"/>	Class 9 Motorbikes

Make _____ Model _____

Year _____ Colour _____

Unique Features: _____

Is this the original chassis? Yes () No () If no, please explain. _____

Is this the original engine? Yes () No () If no, please explain. _____

Is this the original body? Yes () No () If no, please explain. _____

Additional Description: (History and Interesting facts for the event) please place on a separate sheet.



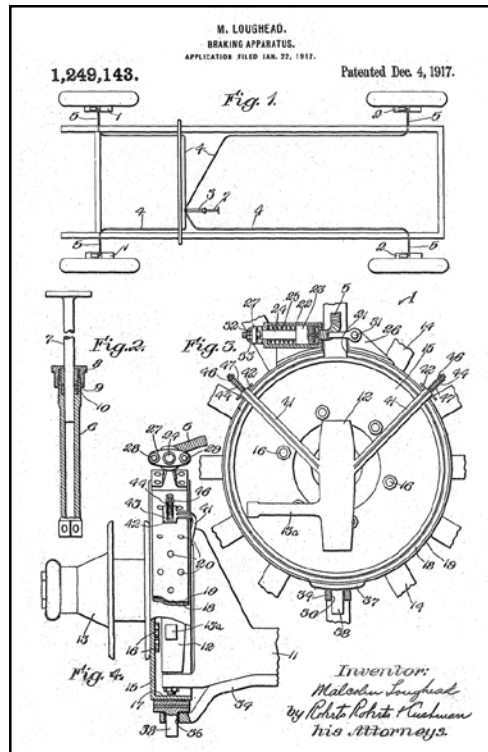
*FOOTNOTE TO AUTOMOTIVE HISTORY

Bert A. Linderman, Stutz and the Timken HydroSTATIC BRAKE

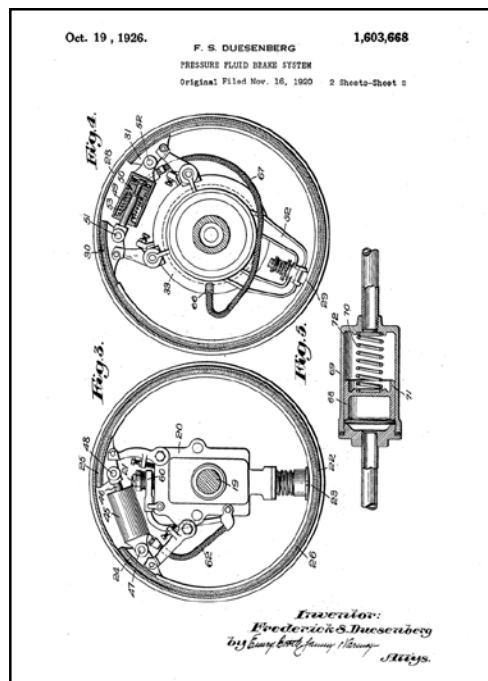
By Bill Deibel

By chance I happened to sit next to Paul Shager for dinner in Kelowna, BC on the 2010 Pacific Northwest CARavan® and knowing that he was from Sequim I chanced to ask him about a rumored Stutz in that vicinity suggesting there might be a potential new member in such case. Paul allowed that there was such a car—a '26 Model AA with a homemade speedster body. He said he didn't think there was much chance the owner would be interested in joining the CCCA and that the car was not drivable because of its deteriorated "bladder brakes." What a way to get the ol' brake engineer to sit up straight and stop stuffing his mouth. "Bladder brakes" I exclaimed. I'd never heard of such a thing and couldn't believe there was a Classic Era brake with which I wasn't familiar. Well, Paul related that Stutz introduced this brake as standard equipment on the 1926 Model AA, that it was never satisfactory and was all but impossible to maintain in working order today. He said it employed an inner-tube-like, water-filled bladder that expanded the shoes from a master cylinder. Learning about this curiosity was, for me, a challenge I could not possibly resist.

Background: The names of two men are commonly associated with the advent of hydraulic brakes. They are Californian Malcolm Loughead and Frederick S. Duesenberg of Indianapolis. Loughead filed for his first of many hydraulic brake patents on January 22, 1917. His filing illustrates an external-contracting-band brake actuated by a single-acting wheel cylinder mounted on one end of the band and in turn yoked to the opposite end. The band is anchored to the axle at its midpoint. The claims are, however, broader and would include a structure with the wheel cylinder mounted inside the



Malcolm Loughead's first brake patent drawing



Fred Duesenberg's first brake patent drawing

drum as was done in production. In his abstract, Loughead makes clear that he intends this brake to be used at all four wheels although nothing is claimed in this regard.¹ This patent was issued December 4 of the same year. Duesenberg filed his first two hydraulic brake patent applications on November 16, 1920. In these he illustrates, with related claims, an internal-expanding-band brake with a single-acting wheel cylinder mounted at one end of the band and its piston rod pushing against the opposite end. Like Loughead, he anchors his band at its midpoint describing it as equivalent to two independent shoes. Duesenberg goes even further than Loughead in describing the means of mounting brakes to front steering axles but, like Loughead, makes no claim of invention in this regard.¹ These patents were not granted until 1926 and 1929 indicating that the original claims must have been much broader than were finally allowed. On November 2, 1921 Duesenberg filed for a patent covering a single-acting, vertical, wheel-cylinder actuating a pair of rigid shoes via a force multiplying toggle mechanism. In the case of the front brakes the wheel cylinder is integral with the kingpin and was fed with fluid through the front axle. The first Duesenberg cars were introduced with four-wheel hydraulic brakes at the time of the New York show in late October 1920 as 1921 model cars. (Before Lockheed brake fluid appeared Duesenbergs used a mixture of water and alcohol.) It is unknown to the writer which brake design was used on these very first Duesenbergs, but it is likely they were of the internal-band type. However by 1923 or so all Duesenbergs were using an updated version of the rigid shoe design which did not materially change thereafter through the end of production in 1937. All Duesenberg brakes were internal-expanding type. Unlike the simplistic master cylinder

Continued on page 19

STAN'S TALE OF THE GOOSE

Article and Photography Courtesy Stan & Val Dickison

At a youthful age of thirteen, Stan Dickison stood on a barge in Long Beach Harbor along with his parents and other employees' families of the Hughes Aircraft Company. The date was November 11, 1947. On that chilly November morning, Howard Hughes was at the controls of his H-4 Hercules, dubbed the "Spruce Goose". This momentous day would become the one and only flight of the brainchild of Henry J. Kaiser and designer Glenn Odekirk. The plane boasted a 319 ft. – 11 in. wingspan, which is the largest in aviation history. It housed eight Pratt & Whitney R4360 engines at 4,000 hp each. Carrying 750 soldiers, 3 crew and 1 M4 Sherman tank, the H-4 Hercules' loaded weight was 400,000 lbs.

The "Spruce Goose" was only supposed to taxi around the harbor but Hughes, in his defiant manner, took the airship up 70 feet above the water at 135 mph for about a mile, much to the thrill of spectators on the barge and the twenty-nine crew members aboard the "Spruce Goose".

Unfortunately the completion of the H-4 was a bit late in the game. No longer needed for the war effort, it was immediately mothballed and remained at Long Beach Harbor under various ownership until 1993, when it came to the world-class Evergreen International Aviation Museum at McMinnville, Oregon for permanent public display.

During the 1940s Stan's Dad worked at Hughes Aircraft as a tool & die maker and remained there until his retirement in the late 1950s. Each Hughes employee was given a beautiful set of black & white photos to commemorate the one and only flight for this mammoth example of aviation history.



ROTARY CLUB CAR SHOW

Article by Kim Pierce

Photography by Bill Deibel and Kim Pierce

June 24th marked the 4th Annual Classic, Sports and Muscle Rotary Club car show. A new venue along with trophies for each Class, Peoples Choice and Best Jaguar added to the drama and enhanced the show. The Lynnwood Golf Course, our new venue, was a fabulous setting and provided an excellent photo-op for the cars. All participants were presented a plaque with a photo of their car. Thanks go to Erik Pierce our event photographer.

Everything, for the most part, was on schedule. The show squeaked-by without having anything fall from the sky until the awards presentation. There was one car owner who was having a problem with something else falling from the sky...three times on the same car. In the end though, perseverance paid-off for Steve Bishop as he won first-in-class for the muscle car division with his '65 Mustang GT Fastback. In the sports car division, Ron and Dianne Layton's one-owner 1960 Austin Healey 3000 took the honors for first in their class. The featured marque, which had one award for best Jaguar, went to Gerald Purkhiser's black 1953 XK 120 FHC.

At the end of the day, it was the Classics that took away the heavy hardware. With many votes cast across all classes, Don & Carole Reddaway's 1930 Franklin Convertible Speedster Dietrich took Peoples' Choice Award. Jack Goffette's 1937 Bentley Custom Parkward Coupe was awarded first-in-class. Second place went to Don and Arlene Wohlwend in their blue 1937 Cord 812 S/C Convertible Coupe with third place honors going to Bob Newlands and Jan Taylor in their 1936 Packard Standard 8 Club Sedan, 1401.

A special thanks goes to Mercedes Benz of Lynnwood for being our Title Sponsor for the second year. Our team of judges did a great job under the leadership of Chief Judge Tom Bryant (editor emeritus of Road and Track Magazine). Thanks to the rest of the team: Jim Sola, Bob Morrow, Bill Smallwood, Don Reddaway, Bill Deibel, Zane Ware, Roy Magnuson, Lee Noble, Peter Hageman and Malcolm Harris. Many thanks go out to all who participated in this year's event. Nearly three times as large as last year's, with proceeds mainly going to local youth programs supported by Alderwood-Terrace Rotary.



*Peoples Choice Award – Don & Carole Reddaway's
1930 Franklin Convertible Speedster by Dietrich*



*1st in class – Jack Goffette's
1937 Bentley Custom Parkward Coupe*



*2nd in Class – Don and Arlene Wohlwend's
1937 Cord 812 S/C Convertible Coupe*



*3rd in Class – Bob Newlands and Jan Taylor
1936 Packard Standard 8 Club Sedan*

SOUTH PRAIRIE FLY-IN

Article and Photography by Bill Allard



At the airfield from L to R: Brian Rohrback's 1939 Bentley, Jack Goffette's 1937 Bentley, Jon Schoenfeld's 1937 Cadillac Sport Coupe, & Denny Dochnahls 1934 Packard Model 1100 Sedan

Although surrounding skies threatened a potential drenching, the robust group of a dozen CCCA PNR members and guests enjoying the South Prairie Fly-In received rain-free hospitality during their Saturday May 7th gathering at the event. Unfortunately, the chance of inclement weather kept most visiting airplanes at home. Even the number of collector cars driven to the show was reduced in numbers from what has traditionally been seen.

By noon, the group was ready for lunch, and motored to Mama Stortini's Ristorante in Puyallup where we were offered reserved seating in a private dining room. During the meal, the skies opened with a vengeance, but upon seeing that Club members had finished their dining, reverted back to the same rain-free status granted us earlier at the airfield!



Members participating with Classic® Cars:

Denny Dochnahl and Roy Olson,
with Denny's 1934 Packard 1100 sedan

Jack Goffette and Roy Magnuson,
with Jack's 1937 Bentley Coupe, Park Ward

Brian and Jeffrey Rohrback,
with Brian's '39 Bentley All Weather, Vanden Plas
Jon Schoenfeld; '37 Cadillac Sport Coupe, Fleetwood
Willie Spann; '48 Lincoln Continental Club Coupe

Members attending, but driving something less than a Full-Classic®:

Bill Allard, Scott and Karen Anderson, Stan and Valerie
Dickison, Jerry Greenfield (1951 Chevrolet n/c)

Also attending was Liz Holdeman, a representative
from Hagerty Insurance

Rotary Club Car Show (continued from page 11) – CCCA Members and their Classics

1939 Bentley 4 1/4L All Weather Vanden
Plas. Owned by Brian & Lisa Rohrback,
driven by Lee & Juliana Noble

1937 Bentley Custom Parkward Coupe,
owned by Jack Goffette

1929 Bentley 4.5 L Tourer Vanden Plas,
owned by Roy & Terry Magnuson

1937 Cord 812 S/C Convertible Coupe,
owned by Don & Arlene Wohlwend

1937 Cadillac 8 Sport Coupe Fleetwood,
owned by Jon Schoenfeld

1929 Pierce Arrow Club Brougham,
owned by Roy & Roanne Dunbar

1930 Franklin Convertible Speedster
Dietrich, owned by Don & Carole Reddaway

1942 Cadillac Custom Town Car Fleetwood/
Derham, owned by Bill & Karel Deibel

1933 Packard Rumble Seat Coupe,
driven by Stan Shkuratoff & Renee Hickam

1936 Packard 8 Club Sedan,
owned by Bob Newlands & Jan Taylor

1937 Packard 8 Convertible Coupe,
owned by Bob Newlands & Jan Taylor,
driven by Barrie & Karen Hutchinson.

Najib & Diane Azar were scheduled to drive a
1933 Packard, but came without it.

In other classes, CCCA members:

Lee & Juliana Noble with a 1957 T-Bird

Brian & Randy Pollock with a
Dino Ferrari

Sue & Denny Aker with a 1959 Porsche,
and a 1958 Chevy

Tom Sumner, with a 1954 Kaiser Darrin

John & Mary Campbell with a
1968 Jaguar

Also seen on the fairway was
Peter Hageman



- ★ ★ Top to Bottom, Left to Right ★ ★
- ★ Brian and Jeffrey Rohrback with Jerry Greenfield
 - ★ Jon Schoenfeld discussing the fine points of Cadillac engineering
 - ★ The bunch doing lunch at Mama Stortini's Ristorante in Puyallup
 - ★ The Rohrbacks again, with Denny Dochnahl and friend Roy Olson
 - ★ Haggerty Insurance rep Liz Holdeman with Roy Magnuson and Jack Goffette
 - ★ Another view of the lunch-bunch
 - ★ Other vehicles visiting the Fly-In



CLASSICS AND PICNIC BASKETS

Article by Laurel Gurnsey

When Colin entered our Lagonda at Pebble Beach in 1999, we received, as a bonus, a beautiful Mercedes Benz wicker picnic basket. It has been to many Classic Car picnics since, bringing its own classiness to summer outings.

If a picnic is defined as a meal eaten outdoors, then people have had picnics since cave times. Old Master paintings show royal garden parties, Marie Antoinette picnicking outdoors, and medieval hunting feasts. I had fun researching picnics in the Classic Car era decades ('25-'48) and seeing how the concept of picnicking changed over the decades.



1920s English Picnic Suitcase with Silver Teapot
Photo from Classicaccessories.org

In the 1920s . . .

Victorian picnic etiquette followed a seemingly delightful set of rules.

"There comes a time in the life of members of "society" when they weary of the ceaseless round of teas, balls and dinners, and for such I would not hesitate to recommend a picnic. A day spent in the open, with blue sky over one's head, is indeed splendid tonic for jaded nerves. But one should not make the mistake of thinking that because he (or she) is "roughing it" for a day, he (or she) can leave behind his (or her) "manners," for such is not the case. There is a distinct etiquette for picnics." Correct Behavior on a Picnic by Donald Ogden Stewart (Victoriana Magazine):

Stewart says family picnics usually had: a Buick, a father, mother, daughter, small son, beef loaf, lettuce sandwiches, lemonade, young suitor, one spare tire, and Aunt Florence. Everyone dressed for the occasion and in the car were blankets, baskets and parasols in case it rained. A well-mannered suitor kept conversation going, found a spot for the blanket and helped replace blown tires or spark plugs. (note: Buick 90 Series are

considered Classics....end of the 20s, into the '30s.) 'Tea Thyme Rituals - Victorian Picnic Etiquette', stresses following rules whether you 'dine under a tree or under the chandelier'. Gentlemen had to engage ladies in games like croquet, tag or blind-man's bluff and gather flowers for them if necessary.

In the 1920s Classic owners used baskets from companies such as Asprey, Coracle, Vickery or Drew & Sons. Baskets could be suitcase style, wicker or a trunk that folded from the front. (The 'Lot Pro Blog' shows a Roll-Royce 2006 bespoke basket full of cutlery, chopping boards, etc. The price, a refreshingly breezy £15,000!)



1930s style wicker Basket at Fortnum & Mason's in London
Photo by Laurel Gurnsey

In the 1930s . . .

The Depression was changing many peoples' lives, but picnics continued.....fancy in society levels that still had money and great cars, or simple if money was scarce. The song 'Teddy Bear's Picnic' got its lyrics in 1932. In 1937, new Sears' jugs came out that kept liquids cold or hot and these expanded the picnic menus. 'The Food Timeline' website shows a 1932 picnic with 'cold ham sandwiches, potato salad, pickles and ice-cold Coca-Cola.' It then says 'if the weather is not too warm for a little activity, the picnic can be enlivened with races

for the younger members.' A fancier menu included 'salmon sandwiches, hard cooked eggs filled with cheese, pickles, individual fruit pies and coffee.'



*1940s Redmond Wood & Metal Woven Picnic Hamper
Photo from etsy.com*

In the 1940s . . .

Thermos bottles joined a basket filled with knives, forks, spoons, paper cups, plates, napkins, pepper, salt and condiments. Into the car went a vacuum freezer of ice cream, a roaster, casserole dish, broiler, camp grate, popcorn popper, folding grill, frying pan, kettle and a coffee pot. Makes you wistful for the simplicity of '20s lettuce sandwiches and lemonade. But picnics now included steaks, roasted potatoes and hot casseroles as well as the stuffed olive sandwiches.

Today, in the 21st century, our picnics are still graced with the wicker picnic basket and the Thermos. We still enjoy picnics under bright blue skies. Our Classic cars, lovingly restored, still span those three decades and we sometimes dress the part for period picnics. Check out the Food Timeline website for great picnic menu ideas. Wishing all of you a very happy 2011 picnicking season!!



Laurel Gurnsey and her friend Laurie ready for a picnic in the Gurnsey's 1936 Lagonda DHC

Classic Car Club of America CARavan "An Oregon Adventure" September 7 - 15, 2012

Friday - September 7 (Portland)

Begin your adventure in Portland. Early birds will be treated to lunch and a wander through Evelyn and Howard Freedman's garage.

Saturday - September 8 (Portland to Hood River)

Visit Bill & Wendy Jabs car collection and home over-looking the Clackamas River. Drive the Historic Columbia River Gorge Highway including a stop at easily accessed Multnomah Falls. Enjoy lunch aboard the Portland Spirit Sternwheeler. Finish the day with a leisurely drive on back roads to Hood River.

Sunday - September 9 (Hood River to Bend)

Visit the Western Antique Air and Car Museum in Hood River. Enjoy lunch at Mt. Hood's majestic Timberline Lodge, built in 1937 by the WPA. An easy afternoon drive through farmlands and the Warm Springs Indian Reservation will take you to Bend.

Monday - September 10 (Bend)

A free day. Visit the historic western town Sisters and the Metolius River at Camp Sherman, drive to Mount Bachelor or just relax.

Tuesday - September 11 (Bend to Klamath Falls)

Stop at the High Desert Museum near Bend, then take a leisurely drive to Crater Lake which was created by the eruption of Mount Mazama 7,700 years ago. A drive through the Klamath Basin takes you to the Running Y Resort.

Wednesday - September 12 (Klamath Falls to Grants Pass)

Drive through the Rogue Valley on scenic Hwy 66 to the town of Ashland, famous for its Shakespeare Festival. After lunch, more back roads take you to Grants Pass and a jet boat down the Rogue River to Hells Canyon for a catered dinner at the OK Corral.

Thursday - September 13 (Grants Pass to Bandon)

Visit Jedediah State Park and a stroll among the giant old growth coast redwoods, some over 2000 years old. After lunch in Gold Beach a short drive north on the scenic Oregon coast brings you to Bandon for the evening.

Friday - September 14 (Bandon to Newport)

Visit Shore Acres and the Simpson Gardens, both created by a local Coos Bay lumber baron. See (and hear) the sea lions at nearby Simpson Reef Overlook. Drive the rugged and dramatic Oregon Coast to Newport for dinner at the world-class aquarium.

Saturday - September 15 (Newport to McMinnville)

A short drive with plenty of time to explore the shops and antique stores in Newport and Lincoln City or visit the wineries in the McMinnville area. Dine under the wings of the Spruce Goose at the Evergreen Air Museum where the awards ceremony will take place.

Sunday - September 16 (McMinnville to Portland)

The final leg of the Oregon Adventure with memories to last a lifetime.



Editor's Note: Now is the time to mark your calendars for the 2012 CCCA CARavan hosted by the Oregon region. More information can be found at <http://www.oregonccca.com>



Roy Dunbar led the parade in his rare 1929 Piece Arrow Club Brougham. Due to a unique state law, cars delivered in New York could not have headlights integrated into the front fenders, Roy believes his is the only remaining running PA s equipped with free-standing headlights.



Jon Schoenfeld was second in line in his 1937 Cadillac Sports Coupe. Jon's daughter Heather, son-in-law Bill and grandsons Austin and Carson drove separately. The family picnicked on the lawn while the boys enjoyed the concert from the comfort of Jon's rumble seat - maybe the best seat in the park!



Ray and Georgia Loe drove third in their 1934 Auburn 850Y Cabriolet. Ray's daughter Karen hitched a ride with Bob Newlands while his other daughter Cindy along with Georgia's son Eric and his wife Kristy used their own wheels to bring a lovely picnic lunch for the family to enjoy while celebrating Father's Day at the Locks.



FATHER'S DAY CONCERT

Article by Raymond Loe

As has been all too often the case this "Spring", Sunday June 19th dawned cool, cloudy and drizzly. However, life goes on and it was off in our Classics for a day at the Ballard Locks. Thanks to event manager Roy Dunbar's efforts, the gates would be open for only our Classic Cars to be parked for display near the center of entertainment planned for the afternoon.

By the time we gathered in the old Hiram's Restaurant parking lot shortly before 10:00 am, the weather had improved and settled-in to be a cool and cloudy but dry day. Thanks to Brian Rohrbach and his son Jeffery, we were greeted with a big box of donuts and other goodies to enjoy before parading our cars to the Lock's inner circle

Considering the questionable weather, we had a good turnout of seven Full Classics® joining the day's activities. Other club members filled-out the group: Lee and Julianna Noble and Paul and Gigi Watson arrived on foot, while Kim and Norma Pierce along with their sons arrived by modern car.





Don Reddaway in his 1931 Franklin Sports Sedan was followed by Bill Deibel driving his 1932 Franklin Speedster (Karel drove separately.) These two Franklin experts conferred much of the afternoon over how to properly install the crank-hole cover in Bill's car. Much filing, fitting and discussion took place before the job was complete and approved by all parties.

AT THE BALLARD LOCKS

Photography by Bill Deibel & Karen Hutchinson

Sundays are busy tourist days at the Locks and this was no exception. They are the third largest Locks in the world, surpassed only by Panama and Suez. Hundreds of happy people came to stroll through the beautiful Carl S. English gardens, observe the many boats passing through both Locks and almost everyone paused to look carefully at our Classic cars. The day's activities were capped by a mid-afternoon bagpipe concert.

The Elliott Bay Pipe Band led by founder Rod Weeks has been performing since 1992. Over a dozen members playing bagpipes and drums entertained us, performing Celtic favorites. This group keeps very busy locally and has twice traveled to Scotland for international competitions. Their hour-long concert was attended by a large, enthusiastic crowd.

Many thanks to Roy Dunbar for organizing another great PNR outing enjoyed by us all.



Bob Newlands and Jan Taylor were next in line in their 1936 Packard Model 1401 Club Sedan. This is a big car so Karen Hutchinson rode/napped in the soft luxury of their spacious back seat while being chauffeured to Ballard and back to Whidbey Island.



Brian and Jeffery Rohrback brought up the rear of the parade driving the family 1939 Bentley, All Weather, Vanden Plas. This lovely car came down through Lisa's family, her father having driven and showed it for many years. Jeffery was a great co-host greeting and entertaining the group.

PREPARING FOR THE 2012 GRAND CLASSIC

Judging running gear and chassis components

Article by Brian Harding

In this article, we'll have a look at the rest of the car's running gear and chassis components. While you won't have the luxury of a chassis-cam like the auction houses, we need to pay attention to the business-end of the car. Make reasonable efforts to look underneath. You should be able to determine the general condition and appearance. Look for excessive dirt, grease or rust. Keep in mind that these cars were meant to be driven and road grime is to be expected and should not be judged critically unless it is excessive. Very often the front and back ends of the frame are readily visible. Note any bends, dents, gouges or other imperfections. Have a look at the front and rear horns where you will be able to see some of the springs and shackles. The paint should be in good condition, but don't expect it to be as perfect as the bodywork. On high-point cars, the underside may have as much attention to detail and quality as the rest of the car. Again, signs of modest use should not cause hardship for the car or the exhibitor. You should be able to see the bottom of the engine and transmission as well as the propeller shaft, differential, axles and suspension. These should all be in good mechanical condition and appear orderly.

There can be quite a number of things attached to the chassis. Fuel lines and hydraulic brake lines should be of the correct material. To prevent vapor lock, fuel lines were often insulated in a covering that looks a lot like a wiring harness. The use of an electrical fuel-pump is permissible as long as it is installed in a workmanlike manner. They are not usually original but keep that in mind when you score under authenticity. As in all questions regarding authenticity, remember to direct your questions to your team leader who is the only team member who should be interacting with the owner. If the car has mechanical brakes, be sure to have a look at the yokes, levers and rods, struts and adjusters. All should be in good condition without excessive slack.

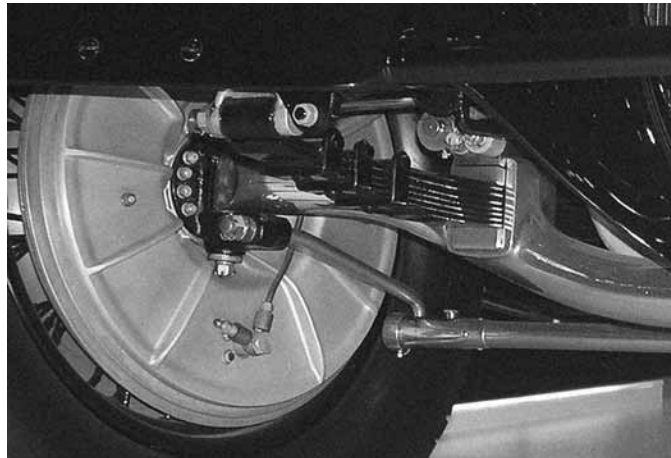
Along the frame rails you may encounter the tubing and meters of a chassis lubrication system. Many classics used these as an alternative to grease. The original thinking was that oil was a better lubricant than grease, which has less ability to flow. Oil has more efficiency in getting into all areas

of a joint, but it can flow out just as easily. Some leakage is normal, but look for build up.

The wiring harness is also on the frame. Just like the engine compartment or under the instrument panel, this should be or the original type and in good condition. Look for fraying and droopy installation.

Be sure to have a quick look at the steering-gear, pitman-arm, tie-rods and front-axle to see that everything is in order with little slack.

Note the exhaust system. This too should be free of excessive wear and corrosion and be consistent with the original design. Stainless is perfectly acceptable.



*1937 Bugatti Type 57SC Gangloff Drop Head Coupe
Brakes and Suspension*

Let's look at the suspension. This can be a difficult proposition as they were so many ways of springing a car. Many manufactures used a variety of methods, depending on the year and model. Everything from full-ecliptics, cantilever and even struts, (i.e. Lancia) were used during the Classic Era. The springs should be free from the wear marks left by years of use and each spring leaf should move. Many makers covered springs with gators. These are usually leather with

a grease nipple. This was done to lubricate the leaves and prevent squeaks. Take note of the shock absorbers which should be of the original type. Watch the joints and shackles for signs of excessive wear.

Don't be surprised if you find a radio antenna under the car as many brands used these. They are easily subject to damage so note if they are in good shape. You'll have the opportunity to see how well they work when looking at the interior of the car.

Next, check out the brakes. They should be of the original type to the car and, obviously in good, clean working order. For safety's sake many owners are choosing to add four wheel brakes where the car originally came with only two wheel brakes. This is allowed as long as they are of the same type and vintage as the others and done in a workman like manner. The same is true of a brake booster. These add to the safe operation of the auto, but are non-authentic. You are not likely to encounter disc brakes in the classic years, but there may be exceptions. Be sure to check with your team leader if you do not know.

Wheels can often be a source of confusion.

Whether they were artillery, disks, wire or pressed steel, many companies offered choices. At one time or another, Packard used them all. All wheels should be stout, free from cracks and appear as they originally did. Chrome wheels were not widely used originally, but are a popular way to dress up your car. Chrome wires were seldom used in England, but may have been offered through the coachbuilder. You will have to be careful about this, but if you take a deduction, it should be under authenticity.

There is quite a bit of discussion regarding tires. Bias-ply was the technology of the day. As we all know, these tires tended to meander down the road. In my experience, I have referred to herding the car down the road. If you are using your classic primarily for show, you will want to use a bias-ply as close as possible to the original. Many who drive a lot are using radials. While they are not always a good reproduction of tread and sidewalls, they often maintain the flavor of the original. I use them on my Cadillac, fully expecting the point deduction, but have been impressed with the improved handling. When driving on radials, we all have to remember that they place different stresses and loads on a classic wheel. Over driving the wheels will cause cracks and other damage, so take it easy. The discussion regarding safety and authenticity continues, but you will have to decide for yourself whether to take an authenticity deduction and how much.

In general, tires must be in safe, drivable condition without excessive tread wear. They should all match and be free of cracks, blisters, cuts cupping or uneven wear. They need to be of the original size all the way around. We do not distinguish between white walls and black as this has always been a matter of owner's choice. All exposed tires should be judged, including spares if they are not covered or in the trunk. All stems and caps may be rubber or metal as long as they match on all tires.

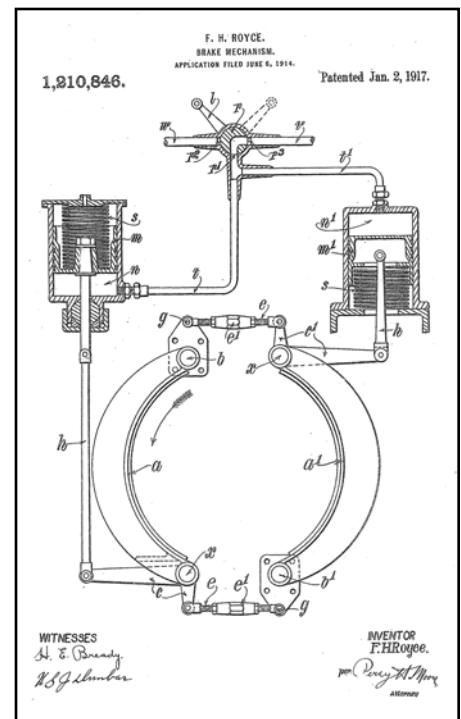
This is a lot of information to absorb for an area we don't see that much. As you gain practice, you will be able to take in all these components very quickly. The cars that you will examine have most likely had a great deal of attention to these details. With more exposure, these elements will blend together to give you an impression taking only a few moments. The more you learn and observe, the easier the inspections become. You will have the chance to look carefully at a variety of spectacular cars. You will learn much about the developing technology and art of the automobile.



Automotive History continued from page 9

depicted in the first Loughead patent (see illustration), both Loughead and Duesenberg patented numerous hydraulic master cylinder designs some, in both cases, extremely complicated. Which, if any, of these were actually produced and when I don't know, but all Series J Duesenbergs were equipped with Lockheed box-style master cylinders invented by Loughead in 1926. In 1919 Loughead formed "The Four-Wheel Hydraulic Brake Company" in Los Angeles and began offering his brakes as an aftermarket retrofit using the tradename Lockheed to better convey the correct pronunciation of his name.² (The compound word "Four-Wheel" was soon dropped from the company name.) However the first announced use of Lockheed hydraulic brakes in production was by Chalmers On November 11, 1923. (The Hydraulic Brake Company placed a full page ad in the Sunday November 18 *Los Angeles Times* noting the Chalmers announcement and stating that "10 more major companies will follow soon.") In so doing Chalmers upstaged Chrysler which as planned made its announcement January 5, 1924 coincident with the introduction of the six-cylinder, all-new Chrysler automobile. This seems strange since Walter P. Chrysler controlled Chalmers at the time and going back many years Chrysler has claimed in print to have built the first cars with four-wheel hydraulic brakes.³ These brakes were Lockheed external-contracting band type with the wheel cylinders inside the drums.

There are, however, two other men who also deserve recognition in regard to early hydraulic brakes for automobiles. In particular, Sir Frederick Henry Royce of Rolls-Royce, who applied for a U. S. patent on June 6, 1914¹ disclosing a rigid shoe external-contracting brake having two trailing shoes and two, somewhat remote, fluid-operated, wheel-cylinders. A brake of this type would be very stabile with maximum fade resistance, but would require great application force and indeed the illustration shows gigantic wheel cylinders. It seems evident that Royce did not contemplate the use of this brake at the front wheels. The patent was issued (and made public) on January 2, 1917. (Is it more than coincidence that Malcomb Loughead filled his first application less than three weeks later?) I find no evidence of this brake ever having been produced and in fact the first use of hydraulic brakes by Rolls-Royce was not until 1946 and then on the front only. These were Girling brakes with two rigid, floating shoes and a single, double-acting wheel-cylinder.



Frederick Royce's
1914 hydraulic brake patent drawing
(1st US hydraulic brake patent?)

Continued on page 22

55TH ANNUAL HCCA BREAKFAST TOUR

Article and Photography by Gerald Greenfield



*LeMay-America's Car Museum
temporary headquarters*



*Wayne and Carol Hersted's
1932 Chevrolet Sport Coupe (nc)*



*Jerry Greenfield's 1934 Lincoln, a 1939 Ford (nc),
Ron Doss's 1937 Packard*



*Arny Barer's Lotus (nc) and
Brian Rohrback's 1939 Bentley All Weather Tourer*



*Donna and John Koziol's
1941 Packard 160 Touring Sedan*



Randy Small and Gayle Doss



Lake Tapps and Mt. Rainier



Gayle & Ron Doss, Tom Crook, Randy Small

Spring unofficially finally arrived on Sunday May, 1st, 2011. Yes, it is supposed to arrive on March 20th but apparently spring forgot about its commitment to the N.W. Right up until the end of April it felt like winter still had its grip on the state of Washington. Knowing that the SeaTac Region of the HCCA had its 55th Annual May Breakfast Tour scheduled for May 1st, spring was finally shamed into making a sunny and warm appearance. Gerald Greenfield has planned the tour for the past 26 years and since he is a member of both the HCCA and the CCCA, the Pacific NW Region of the CCCA is always invited to participate and as usual was well represented with some fabulous Classics.



*John and Donna Koziol with their granddaughters
Susanna and Kathryn McIntyre*

It is always difficult to get a final tabulation of the number of clubs, cars and people attending but by the time the tour was ready to depart the Puyallup Elks following another great buffet breakfast, the group had grown to about 150 people, fifty collector cars and too many car clubs to identify. Additional cars and people joined the tour finale at the LeMay- America's Car Museum for refreshments and lots of "tire kicking."



Lisa & Brian Rohrback and Jon Schoenfeld

The first half of the tour meandered toward the plateau area east of Puyallup-Sumner, where the back-country farmland roads offer spectacular views of Mt. Rainier. The weather was picture-perfect and Mt. Rainier displayed all her glory. After circling Lake Tapps the tour stopped at the Lake Tapps-Pierce County Park for a short break. The temperature by then was in the mid 60s and the views of the lake and Mt. Rainier were inspiring.

The second half of the tour proceeded across the Auburn Valley, through Milton and then followed old Highway 99 through Fife. The destination was the construction site of the new LeMay-America's Car Museum located next to the Tacoma Dome along I-5. The tour cruised slowly past the construction site giving participants a chance to view the progress of the museum building under construction. The building is expected to be completed by September, 2011 with a grand opening scheduled for spring of 2012.

The final stop for the tour was the temporary location for America's Car Museum in Fife, WA. Sandy Scott, the Event Coordinator for the Museum graciously opened the facility for the Breakfast Tour. The SeaTac Region of the HCCA provided refreshments and the tour participants spent more than an hour inspecting the more than one hundred cars currently on display. Besides the Classics pictured, Bill and Lucy Allard drove their 1948 Chrysler Town and Country Convertible, Tom Crook and Randy Small drove Tom's 1937 Packard Convertible Coupe and Jon Schoenfeld drove his 1937 Cadillac Sport Coupe. This was a perfect way to start our N.W. touring season.



Automotive History continued from page 19

Adjustment was by wedge and plungers in the anchor block. And, then there is Bert A. Linderman the inventor of the Timken Hydrostatic Brake.

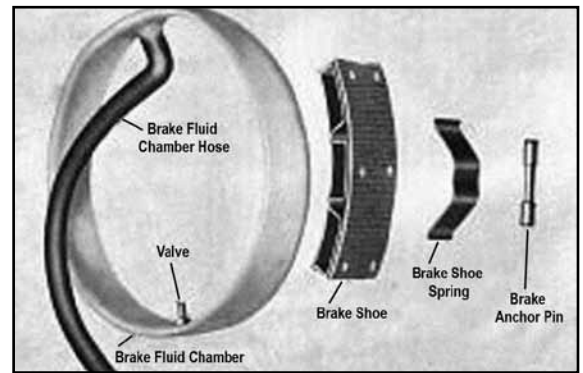
(On July 10, 1922 Loughead filed for a patent disclosing what would become the classic Lockheed brake -- two rigid internal shoes individually anchored on pins at their lower adjacent ends and actuated at their upper adjacent ends by a fixed double-acting wheel cylinder. On January 31, 1924 Loughead filed for a patent on brake fluid consisting of a mixture of castor oil and alcohol. In January 1927 Reo became the first to introduce Lockheed internal-expanding rigid-shoe brakes with their new 1927 Reo Flying Cloud model. The last external band Lockheed brakes were used by Kissel, McFarlan, Moon, Paige and Peerless in 1928 by which time Lockheed internal-expanding brakes were used on many cars. Bendix hydraulic brakes were introduced on the new 1932 Auburn 12. These were based on the Bendix mechanical "Duo-Servo" design using a Lockheed-style, double-acting wheel cylinder in place of the cam. For this reason I have not included Vincent Bendix, a prolific inventor of brakes and brake features, among the above pioneer hydraulic brake inventors. Interestingly in 1930 Bendix Aviation Corporation, maker of Bendix mechanical brakes, bought The Hydraulic Brake Company from Malcomb Loughead and other investors. By then all Lockheed brakes were being manufactured under license by the Wagner Electric Company in St. Louis. Bendix continued to use The Hydraulic Brake Company as a patent holding and licensing company for many years not only for brakes, but for such things as varied as the Bendix washing machine.)

All of the material herein is based on domestic U. S. patents and historical evolution however I am not aware of any concurrent European hydraulic brake development during the period covered.

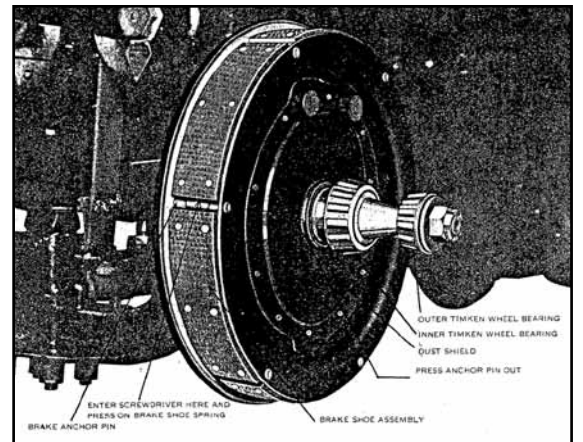
The Footnote: In its October 11, 1938 edition, *The New York Times* stated in a formal obituary "Bert Arthur Linderman, industrial engineer and inventor, died Sunday in the New York Hospital at age 67. He lived in Homestead, Florida. Mr. Linderman was President of the Linderman Devices, Inc., manufacturers of brakes for automobiles, with offices at 55 Liberty Street; the Canadian Linderman Company of Woodstock, Ont.; the Linderman Devices, Ltd., of Woodstock, Ont., and chairman of the board of the Muskegon Machine Company, Inc., of Newburgh, N. Y."

Bert Linderman was probably the son of Albert T. Linderman an inventor who held at least 16 patents most or all of which dealt with finish-milling machinery for wood. In particular he invented a machine for cutting, gluing and joining dovetails simultaneously and a machine to cut, glue and join double dovetails that came to be known as a "Linderman Joiner." These were manufactured by the Muskegon Machine Company at Muskegon, MI which appears to have been founded by Albert Linderman.

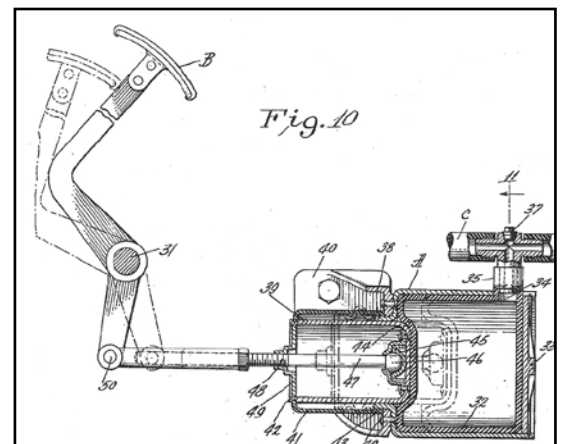
Bert Linderman was literally a "chip off the old block." Bert racked up at least 26 patents: 8 relating to wood milling machinery, 7 relating to brakes, 4 to clutches (1 of these for a locomotive) and 11 to other things ranging from electric panels to a machine to compact the snow in a snow removal truck. All of his brake patents relate to the concept of an internal expanding arrangement of usually six, identical, individually-anchored shoes placed end-to-end in a full circle inside a drum. These were actuated radially by an inflatable inner-tube-like bladder that is collapsed flat until inflated by air or hydraulic fluid composed of 50% water, 50% alcohol.



Principal components of the Timken Hydrostatic Brake used by Stutz



Timken Hydrostatic brake on Stutz front axle with drum off



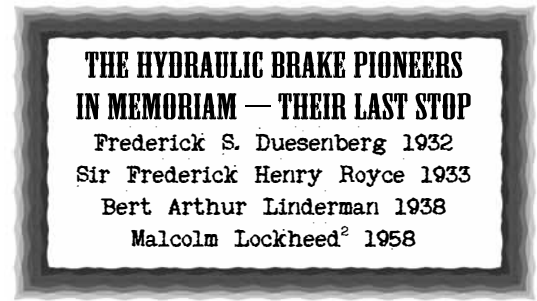
Bert Linderman patent drawing of rolling diaphragm master cylinder for Hydrostatic brake

(If it hadn't been for prohibition 100 proof gin might have worked great.) In the case of Linderman's automotive brake a copious amount of fluid is needed, but seemingly at a low pressure compared with a traditional hydraulic brake. To this end a large volume master cylinder is employed using a rolling diaphragm and plunger rather than a piston with seals (see illustration).

Bert's first brake patent was filed on July 14, 1924. At this time Linderman would presumably have been familiar with both the Duesenberg and external-contracting Lockheed brakes. In his first brake patent Linderman cites only two principal or important objectives that are said to be advantages over other hydraulic brakes available: "...a brake which will not require adjustment to compensate for wear..." and "...a pneumatic or other fluid pressure brake (hydraulic if desired) wherein the air or other fluid pressure will be applied to and felt at the surfaces brought in contact for braking as contradistinguished from pneumatic and other fluid pressure braking organizations wherein the fluid pressure is employed merely for the actuation of bands, shoes and the like." This latter so-called advantage is quite a mouthful for which I find no evidence suggesting it would be of any advantage whatsoever. (The 1927 "Stutz Series AA Information Book" -- owner's manual -- provides a page of alleged advantages.)

In any event, Bert was able to sell the idea to the Timken Detroit Axle Company (Timken) a major supplier of both front and rear axles (the latter then including mechanical brakes) to many individual automobile manufacturers. (This company should not be confused with the Timken Roller Bearing Company.) Linderman's brake offered Timken the potential of becoming an early supplier of front as well as rear brakes, not only to its current customer Stutz, but to the industry at large. This led to Timken taking a license to manufacture and sell Bert Linderman's brake from "Linderman & Company" (later to become Linderman Devices, Inc.) an entity Bert Linderman established as a patent holding and licensing company. In the end, however, Stutz became the only customer for this brake. Timken sold it as the Timken Hydrostatic Brake and Stutz referred to it as merely a Hydrostatic brake. Who coined the term Hydrostatic and what it was based on is a mystery to me. In any event this brake was introduced on the first Stutz eight-cylinder car, the 1926 Model AA. It was still shown in the 1927 Stutz Model AA owner's manual, but there is evidence that Stutz made a mid-year change to the then new internal-shoe Lockheed brake before the end of 1927 Model AA production. I have heard comments that Stutz offered a conversion kit of some kind for unsatisfied owners, but have seen no proof of this. It is obvious that today there would be problems replacing the rubber bladders and rolling diaphragms, but just what the operational problems were back when the cars were nearly new is not known to me. I would guess that the bladders would be subject to failure if overheated and there may have been difficulty maintaining uniform and consistent torque output from brake to brake on the vehicle. (Timken and its successors have long since exited the passenger car axle business, but have at the same time for many years dominated the market for heavy duty truck axles and brakes. Currently the name is Meritor Corporation—when I worked for them in the 70s it was Rockwell International Automotive Operations. At the time I was a neighbor and friend of a retired Timken engineer, Nelson Brownier, who would have been around when the Hydrostatic

Brake was introduced. I wish I had known about this brake then and could have gotten a firsthand report.)



I wish to acknowledge the great help of both Steve Pugh, CCCA member from Manhattan Beach, CA who lists no less than four Model AA Stutz cars including two 1926s and two 1927s, and Larry Fickeisen of Camano Island, WA who owns a beautiful 1928 Model BB Stutz roadster, but has resisted joining our club. I also want to acknowledge the invaluable help of the archive files of the New York Times, Wall Street Journal and particularly the Los Angeles Times.

¹ Henri Perrot has the honor of inventing the first successful means for operating mechanical brakes on a steering axle that eliminated variation in the braking effort as the steering was turned and the axle moved relative to the frame going down the road. His patent was filed in January 1912. This enabled the first successful four-wheel brake system. Still, it cannot be said that Perrot invented the concept of "four-wheel brakes." Any patent examiner would have considered it obvious that four brakes would give better stopping ability than two. Hence no novelty arises in regard to the basic idea. All invention having to do with four-wheel as opposed to two-wheel brakes lies in design details that permit achieving this objective in a practical manner. Since hydraulic brakes are connected to the frame with a flexible hose either individually or via the axle, like Duesenberg, they are readily adaptable to front wheels. Bottom line: neither Loughhead nor Duesenberg can be said to have invented "four-wheel brakes" nor "four-wheel hydraulic brakes," and Frederick Royce has the honor of having invented "hydraulic brakes." Fred Duesenberg does have the honor of having designed and introduced, on his own automobile, the first successful four-wheel hydraulic brake system. However, Malcomb Loughhead established the first and eventually most commercially successful hydraulic brake-system business producing brakes of his own design.

² In 1934 Malcolm Loughhead formally changed his last name to Lockheed. He said he was tired of being called "log head."

³ In *The Birth of Chrysler Corporation and Its Engineering Legacy*, written by Carl Breer about 1960 and edited by Anthony J. Yanik and published by SAE in 1995, Breer relates that Walter P. Chrysler told his engineering group working on the new Chrysler car in 1923 that Chalmers would soon be going into production with Lockheed hydraulic brakes. Seemingly at the time this was of no great concern to him since he could have stopped or held it up. Could this revelation on Chrysler's part have led his engineering group to follow suit?



LeMay Museum's Wine & Wheel Tour

Article and Photography by Val Dickison



The Summer 2011 season kicked off with a group of roughly twelve couples on the June 24th LeMay tour bound for Oregon's wine country in Willamette Valley. Convoying from LeMay's new Tacoma museum, which is still under construction, the group meandered along back roads to the Allison Inn & Spa in Newberg, Oregon. This Pacific

Northwest style retreat of stone and wood, boasts panoramic views dotted with vineyards along the surrounding lush hills and provided a delightful base for the weekend tour.



Friday evening's event was an exclusive dinner at the Rex Hill Winery. Originally a fruit and nut drying facility in the 1920s, it became a communal farm in the 1960s and then started its life as one of the premier growers of Pinot Noir in 1982. It has reigned supreme ever since with scores of ninety and higher with *Wine Enthusiast* and *Wine Spectator* publications.

Saturday's offerings included self guided tours to wineries, the 240 acres of Oregon Gardens in Silverton and the nearby Gordon House, which is a Frank Lloyd Wright house done in the Usonian style where structure works in harmony with its natural surroundings.

Domaine Margelle Winery, run by the Taylor Family, was our venue on Saturday evening. At a slightly higher elevation than most Willamette vineyards, Domaine Margelle translated in English to "stonewall estate" which is indicative of the winery's dry stacked stone walls surrounding the entry. Featuring Pinot Gris and Pinot Noir, the vines are fifteen plus years old plus and were planted at the winery in 2007.

Leaving the Allison Inn & Spa, Sunday morning, our group stopped for brunch at the Evergreen Aviation and Space Museum, a few miles south at McMinnville, Oregon. This is a destination for the entire family and is located about one hour away from Portland. Howard Hughes' "flying boat" dubbed "The Spruce Goose" is on display within the mammoth glass and steel building. You may recall the plane was built as a World War II troop and supply carrier but never saw action as the war ended around the time of the plane's completion. It was immediately mothballed. (related story on next page)

The 2011 Le May tour concluded with a leisurely drive home, at one's own pace.

PNR-CCCA Tour Participants Driving a Classic

Terry & Cherry Jarvis in their
1934 Nash Ambassador

More PNR-CCCA Tour Participants in Non-Classics

Stan & Val Dickison
Gerald Greenfield & Sandy Gardner
David & Lynda Maderia
Steve & Annie Norman



*Stan & Val Dickison at the controls of the Spruce Goose
Evergreen Aviation and Space Museum, McMinnville, OR*



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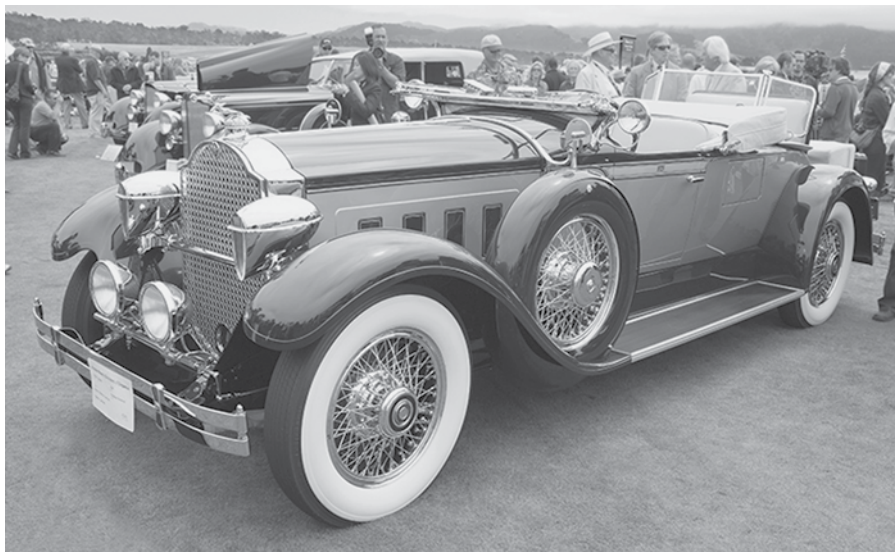
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1929 PACKARD
FIRE SALVAGE
1981

Most vividly I recall the long road taken to come up with exactly the right colors. Each selection had to be made in concert with all the other shades going into the final product. My father, Ken Vaughn, taught me to make the fabrics and leather choices first because paint shades can be moved around while materials cannot.

Maybe that's why Richard spent most of the day answering questions about the colors. Bold color choices are often times polarizing. But, not in this case. Universally it was a crowd pleaser.

1981. It was a long journey from a burned out hulk to Pebble Beach. Next stop. Meadow Brook.

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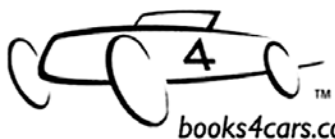
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CHATEAU STAY-CATION

Article by Val Dickison Photography by John Campbell & Scott Anderson

It has been a cold and damp spring, 2011. With guarded anticipation of sunshine, a number of PNR/CCCA members headed over to Chateau Ste. Michelle in Woodinville for their "Chateau Stay-Cation" on May 29th. Staying home this year on a Memorial Day Weekend was our protest of \$4 per gallon price-at-the-pump. We added 16 gallons to the tank of the 1998 Porsche before venturing out. \$70 later we were on the road. The 1935 Packard had a fuel pump problem so she stayed home. Perhaps that was the Packard's way of showing protest to gas prices, by refusing to go.

PNR member Tom Nault and his committee at "Exotics at Redmond Town Center" invited the PNR to join in the non-judged car display. Nearly fifty vehicles parked on the grass adjacent to the old Stimson mansion and amphitheater, while guests enjoyed light food, Ste. Michelle wines and conversation. The field was dominated by the exotics ranging from the Ferrari to Maserati, but a few wonderful Classics were included in the field of beautiful cars.

We lucked out. It did not rain! For more information about the Exotics at Redmond Town Center (E@RTC) and lots of photos for the event visit <http://www.facebook.com/pages/ExoticsRTC/201202160220?sk=wal> and <http://www.exoticsatredmondtowncenter.com>

Members driving Classics

Scott and Karen Anderson with Max & Monty
1941 Cadillac Convertible

Arny Barer

1929 Franklin Convertible Coupe

John Campbell

1931 Rolls -Royce PII Continental

Steve and Anne Norman

1928 Bugatti Type 44 Roadster

Don Reddaway

1930 Franklin 147 Convertible Speedster

Bob and Yoshi Reverman

1947 Lincoln Continental Cabriolet

Brian Rohrback

1939 Bentley All Weather

Other participating members include

Denny & Bernadine Dochnahl - 1928 Graham-Paige hot rod,

Al & Sandi McEwan - Hudson Hornet,

Terry and Barbara McMichael - 2000 Aston Martin DB7,

Valerie and Stan Dickison, Peter Hageman and Kristy Gomez,

Brian and Randy Pollock & Paul and Gigi Watson



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Photos Opposite Page (T to B; L to R):

- 1) John Campbell's 1931 Rolls-Royce & Arny Barer's 1929 Franklin
- 2) Denny Dochnal's 1928 Grahm-Paige (nc)
- 3) PNR Attendees
- 4) Scott Anderson's 1941 Cadillac
- 5) Steve Norman's 1928 Bugatti

PNR-CCCA Member Information Updates

Please contact Val Dickison, PNR Membership Chair if you have member news you would like to share.

New Member

Jeff and Sharon Clark
9516 130th Ave NE, Kirkland,
WA 98033
c: 425-985-6308
h: 425-828-4592
b: 425-823-2244
LJeffClark@msn.com
1937 Cord Beverly 812

Jeff is president of Architectural Werks specializing in architectural and planning services for the health care and veterinary fields. Outside of the office Jeff currently serves on the Board of Trustees for the Evergreen Healthcare Foundation and is Chairman of the Kirkland Concours d' Elegance, a non-profit 501-c-3, organization that raises funds for the uncompensated healthcare of children at two of the region's most prestigious hospitals.

Jeff's wife Sharon is active in all Jeff's endeavors, forever supportive and a lot of fun to know.



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Director's Message *Cont. from Page 3*

It is prime time for driving that fine Classic and the current weather is being far more cooperative than it has for the first half of this year. That is not to say that we have been resting on last year's laurels. We have enjoyed a multitude of combinations that skirted our ever-present cold fronts. We have had the fun of:

Antiques and Classics – our annual sojourn connecting through Jerry Greenfield and the HCCA for a fine Elks breakfast (well, we didn't actually eat elk, maybe next time) and tour winding up at the temporary digs for the LeMay Museum.

Airplanes and Classics – again gracing the south side with an intrepid crew of weather ignorers, heading over to a grass airstrip for the South Prairie Fly In, where cars came out in droves (pun intended) but the flying machines largely chickened out. Bill Allard's great organizing, Lucy's treats and a fine Italian midday repast gave us perfect bookends to the event.

Wine and Classics – a first-of-its-kind event paired the Exotics@RedmondTownCenter group with the Chateau Ste. Michelle Memorial weekend "Staycation" generating the largest non-concert crowd ever at the winery. Two to three thousand were on hand for this little get-together. The Classics were well represented, even if we were not the featured class. I now know that my car can easily handle three cases of wine and I have scheduled a planned obsolescence over the next few months.

Locks and Classics – Not to be mistaken for a Rapunzel turn or what we sometimes do with salmon when cream cheese is involved, the Ballard Locks was host for a summer festival two days before summer began. This Fathers' Day, we staged our own mini public car show. Although there were fewer Classics than the 70-car limit within the gates of the park, the day was enjoyable and the jazzy music was a perfect complement. Thanks go to Roy Dunbar.

Golf and Classics – We relied on the local Rotary to confiscate balls and clubs (too hard on the metal work) and gathered for a charity event on the Lynnwood Golf Club grounds. Kim and ??? Norma Pierce were the perfect organizers and hosts.

The thread you see connecting these events is that there was significant public access to enable our cars to be seen. That is one of my missions and it has been absolutely great. If we are to foster continued interest in our cars, the club will grow stronger. We are now into the second half of our year and I encourage you to grab your Classic and meet me at one of our events. I guarantee a good time and the hobby will thank you.

Editor's Message

As I put the finishing touches on the Summer 2011 edition of the Bumper Guardian, it is clear that the PNR-CCCA is a cut-above many car clubs. Our stunning feature car – a jaw-dropping 1939 Lagonda V-12 Rapide belonging to Bill Holt and Liz Hann, is a great way to start the issue. Many thanks to Bill and Liz for their work restoring this masterpiece and for sharing their story with our membership. Also, thanks to Ray Loe for bringing us another chapter of automotive history – the Lagonda Motor Car Company story.

The array of activities covered in the magazine is also quite impressive. PNR-CCCA Manager Roy Dunbar organized an amazing Father's Day outing to the Ballard Locks. For the 3rd year in a row, Bill Allard led a die-hard group (the weather was not cooperating) to take-in both vintage cars and vintage planes at the South Prairie Fly-In. For the 55th time, Jerry Greenfield led car enthusiasts from many northwest car clubs on the annual HCCA tour. And new member Bill Smallwood invited the club to participate in the newly-expanded Rotary Club car show. Val Dickison and John Campbell reported on the Chateau Ste. Michelle "stay-cation" that featured both "Exotics" and Full Classics®. And Val also reported on the LeMay Museum Wine and Wheels Tour. Truly something for everyone!

And speaking of contributions – Bill Deibel's original article on hydrostatic brakes is most certainly a definitive work on the subject. Also, Brian Harding brings us the 4th in a series of articles all designed to help you prepare your car for judging at a CCCA Grand Classic. Finally Laurel Gurnsey brings you the evolution of picnicking in the Classic Era and Stan Dickison shares an interesting tidbit about Howard Hughes' Spruce Goose, which ties-in nicely with our Spring 2011 cover story.

Finally, a note of thanks to the Board of Mangers for their support of the Bumper Guardian. This is our first issue ever to contain eight pages of COLOR! Your feedback is important – please let us know how we can better serve you.

Karen Hutchinson
Bumper Guardian Co-Editor
karen.htchnsn@gmail.com

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