

BUMPER GUARDIAN

Spring 2012



1929 Franklin 130 Convertible Coupe

Owned by Amy & Carol Barer



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.

April 28: Theater Night "The Art of Racing in the Rain"

PNR Manager Conrad Wouters 206-325-8400

May 6: HCCA Annual Breakfast Tour

PNR Contact Jerry Greenfield 253-653-5060

May 12: South Prairie Fly-In

PNR Contact Bill Allard 253-565-2545

May 19: Paine Field Fly-In

PNR Contact Scott Anderson 425-293-2755

May 27: Ste. Michelle "Staycation"

PNR Contact Bill Smallwood 425-773-0130

June 2 & 3: LeMay Museum Grand Opening

PNR Contact Jerry Greenfield 253-653-5060

June 16: Anacortes Fly-In

PNR Contact Loren Knutsen 360-770-5297

June 17: Father's Day Classic Cars at the Ballard Locks

PNR Manager Roy Dunbar 206-915-7667

June 23: PNR CCCA Concours d'Elegance at The Wood

PNR Chair Kim Pierce 425-330-2665

July 4: Yarrow Point Parade

PNR Contact Al McEwan 206-999-4485

July 6: PNR Coming-Out Party

PNR Manager TBD

July 7: PNR Grand Classic

PNR Committees

July 24: Tour A Trident Submarine

Arranged by Bruce Harlow

PNR Contact Bettye Shifrin-Gluth 360-697-1129

August 6: Motoring Classic Tour Kick-Off

PNR Manager Army Barer 425-454-0296

September 1: 2nd Annual Crescent Beach Invitational Car Show

PNR Contact Colin Gurnsey 604-788-7429

September 6-8: Kirkland Tour d'Elegance

Contacts Stan Dickson 206-949-1115 & Al McEwan 206-999-4485

September 9: Kirkland Concours d'Elegance at the LeMay

Sept 28-30: Canadian Fall Tour w/ Jellybean AutoCrafters

Contact Ewald Penner 604-594-6800

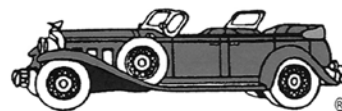
October TBD: Fall Driving Tour

PNR Contact Roy Magnuson 206-713-2348

November TBD: Annual Meeting

December 2: Holiday Party

2012 CCCA National Events



Grand Classics®

April 21 San Diego / Palm Springs Region

June 1-3 CCCA Grand Classic & Museum Experience

July 7 Pacific Northwest Region

July 14 Michigan & New England Regions

September 22 Indiana Region

CARavans

May 13-20 Colonial Region

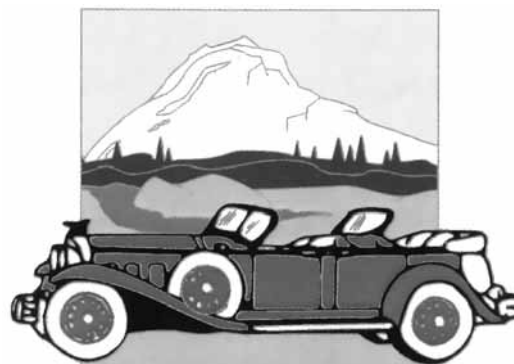
July 19-26 Upper Midwest Region

September 7-16 Oregon Region

Annual Meetings

Jan. 2013 TBA

SAVE THE DATE



**Pacific Northwest's Grand Classic
July 7, 2012
at the LeMay showfield in Tacoma**



**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:

Brian Rohrback, Director	425-836-8138
Army Barer, Secretary	425-454-0296
John Campbell, Treasurer	425-885-5472
Stan Dickison, Activities	206-949-1115
Val Dickison, Membership	206-546-3306
Karen Hutchinson, BG Co-editor	360-678-5453
Raymond Loe, BG Co-editor	360-678-9366

Board of Managers:

Roy Magnuson	2012	206-713-2348
Don Reddaway	2012	206-719-3370
Jon Schoenfeld	2012	775-848-7842
Val Dickison	2013	206-546-3306
Roy Dunbar	2013	206-915-7667
John McGary	2013	206-909-4499
Denny Dochnahl	2014	425-271-1153
Kim Pierce	2014	425-330-2665
Bill Smallwood III	2014	425-773-0130

Bumper Guardian Staff:

Advertising	Noel Cook	206-232-6413
Caption Editor	Bill Deibel	206-522-7167
Copy Editor	Bill Allard	253-565-2545
Cover Story	Raymond Loe	360-678-9366

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.

Table of Contents

Calendar of Events2

LeMay Museum Showcase Car:

1929 Franklin 130 Convertible Coupe4

Articles:

H.H. Franklin M'F'G Co	6
Franklin Hood Ornament History	7
For the Love of Valentine	9
Klassic Korner for Kids	14
Royal Scottish Automobile Club	23
Crocodiles and Cloches	28

Technical Topics:

Gasoline By The Numbers	10
Microtips from Members	11
Judging the Exterior	18
Tech Tip - Wire Insulation	22
Bleak Outlook for Aftermarket Parts	24

Columns:

Director's Message	3
PNR Member Profile	8
Membership Update	9
Editor's Message	30

CCCA Events

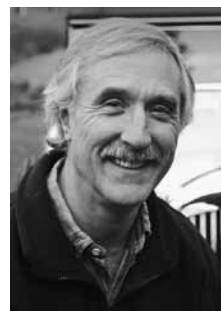
PNR Grand Classic	2
Bumper Guardian National CCCA Ranking	23

PNR-CCCA Events:

LeMay - America's Car Museum Tour	12
Grand Classic / Coming Out Party	21

Regional Events:

Classics Down Under	15
Hilton Head Motoring Festival	16



Director's Message

We have a lot of great functions to look forward to in 2012. I know I keep waxing poetic about our Club's many activities – both big events and specialized small gatherings. Of course, our premier events, set for July 6th and 7th, are nearly upon us. The 2012 Coming Out Party will be held in the City of Destiny (Tacoma for those who are hopelessly Seattle-centric) and Gary Johnson will be reprising his role as the Master

Continues on page 30

Celebrating America's love affair with the automobile

JOIN US!
THE RIDE OF A
LIFETIME IS JUST
GETTING STARTED.



CARS... WHAT'S NOT TO LOVE? They expand our horizons... and help get the groceries. The vision of LeMay- AMERICA'S CAR MUSEUM is to bring people like us together. Our members are active, outgoing and they know how to have a good time—just like the Museum itself—and you. **Opening June 2012, join us!**



AMERICA'S CAR MUSEUM®

253.779.8490

TollFree: 877.902.8490

www.lemaymuseum.org

The lines of the 1929 Franklin 130 Convertible Coupe were downright breathtaking.. Released after his death, Franklin credited [Frank] DeCausse with designing the aluminum body, but Ray Dietrich had supervised its construction and final design.

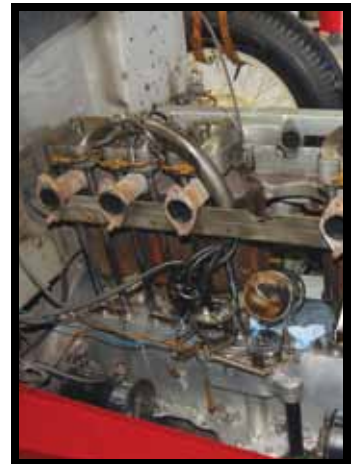
- Mark Theobald - Coachbuilt.com

I grew up reading Ken Purdy and Ralph Stein. I bought my first Road and Track in April, 1951 and thereafter was fascinated by John Bond's Classic Car features. My first rides as an infant were in my grandfather's 1935 Auburn and my dream car was the Murphy-bodied Duesenberg I couldn't afford when I saw it for sale at the Burbank Classic used car lot in 1954. As I grew older Duseys were still out of sight but I did still want a "King of the Road".

In 1995 my law practice was flourishing and my kids had completed college when I noticed an ad for a '29 Franklin 130 convertible. The price seemed rather low for a Classic convertible so I assumed it was a project car. I didn't follow-up on the ad and several weeks later I went to the Greenwood Auto Show where I actually saw a Franklin of roughly the same vintage and was impressed by its beauty. Then I didn't know that Frank DeCausse had been a design consultant for Murphy. When the ad reappeared at a slightly lower price I called Jack Shannon, the former chair of the Port Gardner Concours, who was representing Fred Redfern, the seller, and set up an appointment to see the car. I asked Roy Matson, who had been doing work on my 1955 Packard to join me in evaluating the car. We viewed the car at a detailing

1929 FRANKLIN 130 CONVERTIBLE COUPE

Article & Photography by Army and Sam Barer



shop in Everett where it had been completely detailed. While it needed some brake work because it had been in storage, it was anything but a project. After a cursory inspection Roy commented –in Jack’s presence- “You gotta buy this car!” That pretty much killed any further substantial price negotiation.

I did check the car out with the late Harold Royce who owned a similar '29 130 Convertible. Harold, a fellow Walla Wallan, knew the car well. He began his almost ten minute evaluation with a laundry list of all of the things that were not original and that had been added in the various restorations. When he began to slow down I asked if he felt that I should not buy the car. He immediately fired back, “Hell no, it’s a great car and the price is great. If I had the dough I would buy it in a minute.” I bought the car and joined both the Franklin Club and PNR CCCA. Club members were able to assist me in reconstructing the provenance on my purchase. Most helpful were Don Reddaway and the late Harold Hansen.

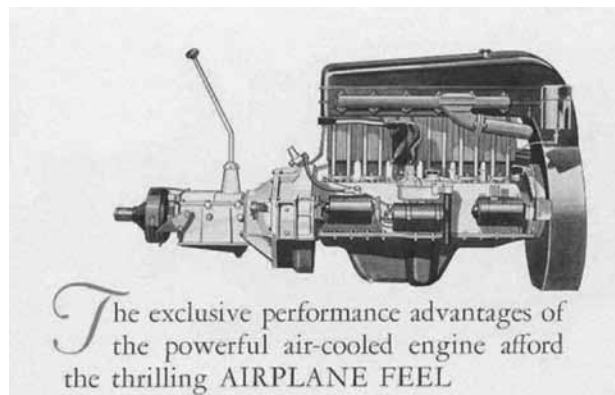
The original restoration had commenced in the 60s by a machinist in Renton by the name of Behr. He had a substantial collection of parts and another Franklin as well. When he died his son took over the project. The son was somewhat eccentric. He was obsessed by safety considerations. He installed extra heavy bumper supports, a roll-bar and further reinforced the top by welding the convertible frame together precluding its opening. He added a number of extra gauges. However before the project was completed he committed suicide. His estate was settled by an auction. Don Reddaway and Harold Hansen wanted some of the parts and Burt Labourette wanted the cars and some parts. It was agreed that Burt would buy the lot and split the parts with them. Burt decided he didn’t want to keep the convertible so he sold it to his friend Fred Redfern.

Redfern spent a lot of time removing “additions” from the car. He took off gauges and replaced the front seat that had an armrest which precluded comfortable steering and shifting. When the car was in shape he extensively toured it. Don Reddaway drove with him to Santa Rosa, California for a Franklin event and the car was driven to Reno and to Southern California for other events. It became a fixture in Franklin West Treks and HCCA events. In 1974 it was the pictured in full color on the cover of the Everett Herald’s Rotogravure section. To this day people stop me and reminisce about seeing the car around Everett.

After I bought the car I drove it for a number of years and put on close to 10,000 miles. I generally tried to stick around the Seattle-Tacoma-Everett area but I took it to Leavenworth twice and it was frequently on the Kitsap Peninsula. It would cruise comfortably around 60 MPH but the Franklin fully elliptic springs coupled with narrow bias tires meant you had to work to keep it in the lane and even though its hydraulic brakes were advanced for 1929 they are no match for modern disks.

While the car has been pretty bullet-proof, shortly after I bought it the transmission blew and had to be replaced. Several years later the clutch went. About five years ago the rear end exploded on a tour to Anacortes. At that time we fixed a main bearing. Three years ago the thirty+ year old lacquer was beginning to crack and flake off. My son Sam supervised an extensive refurbishing. We re-chromed the bumpers and wheel rings, re-painted, replaced a valve and cylinder sleeve as well as two broken leaf springs. We also took the opportunity to refabricate the folding mechanism and redo the top and luggage trunk cover. Surprisingly, we have always been able to find or fabricate parts.

We have frequently exhibited the car and it has won many awards. It was the subject of a full page color rendering in the Vancouver BC paper when it was shown at Steamworks. It is not judged at CCCA events. As noted, there are a number of parts on the car that did not originate at the Syracuse, NY factory. Over the years there has always been a question of whether we wanted to remove and replace them. We have always decided to keep the car in its 1970s re-incarnation. Generally, Franklin owners are not purists and the club does not judge at its events. Additionally, this car is well-known and cherished for some of its modifications and many believe far more beautiful because of them. As those knowledgeable about the modifications often comment, “In a few years no one will know the difference.”



Article by Raymond Loe

Arguably the world's most successful air-cooled automobile of its era, Franklin has special distinction in being one of the few manufacturers to long prosper in this very specialized field. Air-cooling was featured on their very first car in 1902 earning a reputation for high quality and innovation that would carry on right to the end of production in 1934.

Herbert H. Franklin had developed a process he called metal die-casting and in 1893 he founded the H.H. Franklin Manufacturing Co. to make thin-wall aluminum machine parts. The weight-savings offered by Franklin's die-cast parts was very important in an age when cast iron was the standard stuff used by the emerging auto industry.

In 1901 Herb Franklin teamed-up with engineer John Wilkinson to develop a light-weight, air-cooled automobile. Wilkinson had already designed and had built several prototype vehicles before he met Franklin, however, he had been having difficulty getting financial backing to start production. Therefore, John agreed to join the H.H. Franklin Company as Chief Engineer, a position in which he would also have control over manufacturing.

In 1902 the first "Franklin" car was introduced featuring a transversely mounted air-cooled, 108cid, 4-cylinder, air-cooled OHV, engine. These Wilkinson-designed cars came with a two-speed planetary transmission, full-elliptic springs and wooden frames. Sales rose from 13 in 1902 and to 184 in 1903. In 1904 a Franklin broke the San Francisco – New York record and sales more than tripled. Although wooden frames remained standard on Franklin autos until 1928, from 1905 onward Franklins came with conventionally located, in-line engines, shaft drive, three-speed transmissions and a few four-speed units that were sold as an option in later years.

Franklin began providing a new six-cylinder engine in addition to the two fours in 1906, however, after 1913 the fours were discontinued and beginning in 1914 only a six-cylinder model, the '6-30' was offered. At that time Franklin fell into line with the rest of the American industry by going over to left-hand drive and central shift. In 1916 a stunt drive from Walla Walla to San Francisco in bottom gear demonstrated the car's ability



to keep cool under extreme circumstances.

That six-cylinder-engine (albeit with continuing improvements) remained the Franklin buyers' only power choice for the following seventeen years.

By 1920 a 6-cylinder Franklin could be purchased for \$2,000.00 and 8,648 were sold that year. Late in 1922 the car was redesigned with a 'horse-collar' hood (allegedly modeled on the Fiat replacing the Renault style) and sales rose to 11,000 with sedans

now selling at \$2,850.00. During 1925 the frontal design was changed once again upon introduction of the new Frank De Causse-styled Series 11 bodies. Responding to dealer demands that the Franklin look more like conventional cars, the appearance was entirely changed with a vertical-barred faux 'radiator', a move so appalling to John Wilkinson that he resigned from the company. The new design paid-off, however, with over 13,000 Series 11s sold between mid-1925 and the end of 1926.

Among those who favored the Franklin facelift was Colonel Charles Lindbergh. Franklin's commitment to air-cooling got a big boost when Lindbergh made his 1927 historic transatlantic flight in the "Spirit of St. Louis" powered by an air-cooled engine. Franklin advertising picked-up that parallel and the company began using the name "Airman" on some 1928 and later models in honor of the "Lone Eagle". Aviation pioneers Amelia Earhart and Frank Hawkes also chose Franklins as their personal cars and this was the year when a 6-cylinder Franklin engine actually took to the air in a Waco biplane.

All 1928 Franklins came with four-wheel hydraulic brakes and in 1929 the pressed-steel frame introduced the year before became standard in lieu of the long cherished wooden frame. With interest in both aviation and air-cooling at an all time high the company cranked-up production by 50% in 1929 to a record 14,000 units. Then a problem developed when dealers took only 9,000 cars and the rest had to go into factory storage. Warning signs began to appear that the company was headed into financial trouble as their 1929 profit dropped by 50% from that of the previous year. 1930 sales dropped to 6,000 cars and the company reported a deficit of over four million dollars.

By 1932 the company was offering only the Supercharged* Airman Series when Franklin's new

bank-imposed management decided to bring out a new line, using an in-house developed, supercharged, air-cooled V-12 engine. The "Twelve"-- 398 cid developing 150 bhp -- mounted on a 144" wheelbase resembled previous Franklins only in being air cooled. LeBaron was responsible for the body and its styling, distinguished by a sharply vee'd grille and a cowl-covering hood extending back to a jaunty-angled windshield. By standards of 1932 the Franklin twelve was truly exotic and magnificent to the eye. The V-12 had been developed to be installed in a lightweight chassis, but the car became a 6,000-pound behemoth when Franklin engineers were overruled by management seeking a solution to the company's financial woes. Although attractive, the Twelve did not have the ride and handling characteristics of its forebears. Dubbed "The Bankers Car" it sold poorly and only 200 were produced.

Sales of the Airman series peaked at about 1,700 units in 1932 dropping to only 171 in 1933 when the company, now in desperate financial shape, brought out another new series, the "Olympic." This last new Franklin was an inexpensive line featuring a 6-cylinder engine along, with a Franklin hood and grille, wedded to a Reo chassis and body. The Olympic was a good car but too late to save Franklin. Just 1,218 were built for 1933 and 109 for swansong 1934.

"The Franklin company did not survive past April in 1934, but following the shutdown two former employees along with some outside investors tried in vain to successfully use Franklin's technology and name to produce truck engines and in one case a radical small car. Finally in 1937 this organization changed its name to Air Cooled Motors still trying to sell truck engines for retrofit before developing a line of horizontally-opposed air-cooled engines for small private airplanes. The new company manufactured light-aircraft and helicopter engines on through WWII after which it was purchased by Preston Tucker. The infamous Tucker Torpedo was powered by a "Franklin" aircraft engine converted to water-cooling. Air Cooled Motors, the last company to manufacture air-cooled engines under the Franklin name, declared bankruptcy in 1975 and its designs were sold to the Polish government.

The disappearance of high-quality, low-volume producers from the American motor car scene left a gap not filled in the many years since. The fine air-cooled-vehicle builder known as the H.H. Franklin Manufacturing company, played an important role in our automotive history and we are pleased to bring you this story.

** You can learn more about Franklin's unique "Supercharged" engines in the 2007 Bumper Guardian Winter issue.*



Franklin Hood Ornaments



Standard Franklin lion was used between 1925 and 1928. No ornament was offered for 1929 models. (Some owners, however, did add either the standard lion or airplane used in 1928.) The standard ornament used on 1930 and 1931 was a very plain bump. This bump was used to hold the top hinge on the hood.

Used between 1933 and 1934 on Franklin 16-B and Franklin 19-B series and also on the Olympic series.



Used only on the 1928 Franklin. It was a special addition ornament in honor of Lindbergh's flight across the Atlantic Ocean, and was a \$20 option. The prop spins at about 20 MPH. (A very similar ornament was also offered in 1930 and 1931.)

A special ornament used on 1931 Franklins and as a standard ornament on 1932 models.

Note: The V-12s did not use any ornament at all, nor are there provisions to add one.



MEMBERSHIP PROFILE: **ARNY BARER**

Written by Sam Barer

To say that the Barer name is synonymous with Classic Cars would be on the level of hyperbole akin to claims that either of the last two American Presidents have been the best (or worst) ever. Still, with years of service to the PNR-CCCA, it is apparent that there is a sincere appreciation for automobiles running deep in the Barer family.

The first Barer to own a Full Classic® was Barrel Barer, grandfather to PNR Secretary Arny. Barrel (a Yiddish diminutive for "young bear"), who once apprenticed as a barrel maker in Russia, came to Walla Walla to run a trading and scrap business in the years before WWI. By the 1930s he was quite successful, and in 1935 decided to upgrade from his luxurious senior Dodge sedan to a new 150-horsepower Auburn 851 Supercharged Sedan. In 1941, his wife convinced him to sell the Auburn and buy a Dodge truck, since getting the beautiful car muddy during his frequent fishing trips made no sense.

Barrel's son and daughter-in-law, Israel and Esther, might have been predominantly Buick and post-Classic Cadillac owners, but their son, Arny, was enamored by sports car racing. Despite driving a '56 Buick Special Riviera, Arny was motorsports editor for Northwest Sportscar News, where he covered racing throughout Washington and British Columbia. He even served as a track announcer at Shelton and for some of the first races at Pacific Raceways.

Saddled with family responsibilities, Arny's car passion went dormant. In 1986, the gift of a 1955 Packard Patrician from his older brother, reignited the flame for Classic marques. A decade later he jumped on the opportunity to buy the 1929 Franklin and join the CCCA.


Arny's dedication to PNR-CCCA has been unwavering. Despite typing slower than an arthritic two-fingered farmer with a case of



Arny Barer and his granddaughters Jessica, Naomi, Rebecca, and Ali

the hippy-hippy shakes, he has served for countless terms as the region's Secretary. Along with his self-admitted non-car-person wife, Carol, they have planned the Pebble Beach Tour Send-Off party for many years. His younger son, Sam, a professional collector car journalist, also served as the Editor of Bumper Guardian for one term in 2004. Arny and Sam can often be seen at car shows with the Franklin, Arny's 1964 Lotus Elan or one of Sam's collector sports cars.





Concours d'Elegance at The Wood

A Classic, Sports and Muscle Car Show

Saturday, June 23, 2012 1pm - 5pm

Lynnwood Golf Course
20200 68th Avenue West 98036

FEATURING HISTORIC RACERS

A 356 Porsche, PNR-CCCA & Sovren Historic Race Car Calendar Event

VIP Food & Wine Tents

Fashion show by local designers

*Enjoy the spectacular setting of a lush green fairway with sparkling
water features for the invited selection of fine cars*

For event information and vehicle registration,
contact Kim Pierce at 425-330-2665 or kimapierce@comcast.net

www.alderwoodterrace.com





For the Love of Valentine

by Fran Harding

My love of cars began, as a small girl growing up in Paris, with my grandfather's black Mercedes. If I had been a good girl, which usually entailed me eating all my vegetables, I would get to sit on his knees and "pretend to drive" in the garage. The shiny black car that smelled of new leather transported me to magic kingdoms.

After coming to America and settling in the San Francisco Bay area, I sure missed that car and my grandparents. But, soon father's gray and tan Studebaker represented the freedom of this new land and showed me the "open road." My father was a sales representative for several cosmetic and perfume companies and consequently traveled a great deal. If I had been a good girl during the year, which this time meant getting decent grades in school, I got to accompany my Dad on a buying trip during the summer break. We had such grand adventures in that Studebaker packed with samples of his products and camping gear! My life-long love for the Southwest desert and its native culture and people was born on those road trips.

In high school, a white and silver '57 Chevrolet Bel Aire was passed down to me. This time, my car-adventures revolved around friends and yes, boys. That car could go like a streak of lightening and, many times, I used it to full advantage to get home in time for curfew! That's when I discovered my love of speed, and I still drive with a "lead foot", I'm afraid to say.

As a college student, my budget required a car that got good gas mileage. Thus, entered a teal-green VW Beetle into my life. It was fun and scary at the same time. I say scary because if anybody has ever driven in San Francisco, you know about the steep hills and the cable car tracks, right? Well, combine that with an eighteen-year-old who was just learning to drive a stick shift, and I think you can imagine the rest. I also have to give credit to a couple of nice guys I went out with who were kind enough to let me drive their sports cars! One of them was a bronze and cream '63 Corvette and the other was a sky blue Sunbeam Alpine.

After marrying, and losing my first husband to cancer, I became a struggling single parent who was rescued by a man in a silver '54 Jaguar drop-head coupe. Whenever that car pulled up to our tiny house, I felt like Cinderella when the pumpkin-coach came to pick her up for the ball. That man, of course, is my husband Brian with whom I share the latest in this series of car stories. It is a Full Classic® black 1940 Cadillac 60 special that we rescued from a California developer down on his luck. We call her "Valentine" because she was delivered on Valentine's day. Riding in her, I am transported back to the feeling I had as a little girl so long ago in my grandfather's car.

Today we share Valentine with our grandchildren, hoping that she will light the spark that one-day will bring them to love these cars as much as we do. Make 2012 the year you bring your children and grandchildren along to a PNR event.



Membership News

By Val Dickison, Membership Chair

New Members

Peter Gleeson

12738 - 7th Ave NW, Seattle, WA 98177
206-235-9464

petergleeson@comcast.net

1937 Rolls-Royce P111 Sports Limosine Body
by Hooper

Mark Hyman

2310 - Chaffee Drive
St Louis, Missouri 63146-3307
314-524-6000
mark@hymanltd.com

Robert Junell

PO Box 75662, Seattle, WA 98175
(c)206-351-5888
junellnow@yahoo.com

Bruce McCaw,

PO box 1717, Bellevue, WA 98009-1717
425-688-8100
brmoffice@pistolcreek.com

Jack A. Yale

3600 So Garfield St, Kennewick, WA 99337
509-586-4933
onlyauburn@charter.net

Returning Members

Richard Adatto

1314 Denny Way.#103
Seattle, WA 98109-5444
(w)206-652-5300 (h)206-963-1541
richard@adattoconstruction.com

Daryl F. Hedman

PO Box 467, Gig Harbor, WA 98335
(h) 253-606-5455
Vehicle: 1931 Auburn Phaeton

Correction

Glenn Mounger

1933 Packard 1004 Phaeton
(was listed in error as 1930)



GASOLINE BY THE NUMBERS

Article and Photography by Brian Rohrback

Every time we go to our favorite filling station, we have a choice to make. Sometimes the choices come with their own separate nozzles, sometimes there is but one nozzle; almost invariably with three buttons from which to choose. Our guide in this selection is the octane rating, most often a choice among three grades: 87, 89 and 91. So, what does

this rating mean and from where does it come? There is a bit of misleading nomenclature in play here, so it may be worth a quick read to straighten it all out.

The first thing that is misleading is the word itself. Octane comes from the Latin word for eight - think octagon (eight-sided) or Octomom (possibly clinically insane). Octane is employed by chemists to denote a hydrocarbon containing eight carbon atoms, eighteen hydrogen atoms and nothing else. There are even several structural configurations of these eight carbon atoms yielding 12 different compounds, all octane. Make no mistake, gasoline has some octane in it, but it is by no means the dominant molecule present in this complex mixture. The gasoline we pump has everything from roughly butane (four carbon atoms) to decane (ten carbon atoms) in the mix. I say "roughly" because the mixture is generated through the recombination of fractions separated when crude oil is refined, basically through a distillation process. Octane is not even the most energy-rich molecule on hand, so it is not obvious why we employ this term at all. But, oh well, there it is – the choice was not up to me.

There used to be another term used to define gasoline grade. This term, now archaic, is the "knock rating". Actually knock and gasoline octane ratings are the same numbers, so they are interchangeable terms. But try to use the latter around anyone younger than 50 and they will look at you askew. The origin of this earlier term is closer to the basis for those numbers on the pump.

The procedure was to take a sample of gasoline and pour it into a custom-made internal combustion engine, known unsurprisingly as a knock engine or an octane engine. These fairly-ugly instruments cost about \$500,000, in case you want one for your petroliana collection. It is probably better just to look at the photograph. This single-cylinder engine was then run using the gasoline being tested and the compression ratio adjusted until the engine started to ping. The test is done twice, under different loads to give two numbers: the Research Octane Number (RON) is a lower-load test and the Motor Octane Number (MON) comes from the higher-load test. The calibration standards are made by mixing two compounds, iso-octane and n-heptane (a hydrocarbon with seven carbon atoms in a straight chain); iso-octane has a higher energy value, which is how the octane name stuck to grading gasoline.



If you look carefully at the gas pump, you see the message that they calculated the octane rating based on the $R+M/2$ method, the average of RON and MON. Now you know what that means! Unfortunately, although that is how it was done 20 years ago, in the vast majority of cases, that pump label is false today.

SEGUE: Let there be light... I know, this is going to seem like it has nothing to do with octane; bear with me.

As you know, light has a whole bunch of wavelengths giving us colors moving into the ultraviolet in the blue direction (the part that causes sunburns) and the

infrared beyond the color red (the radiation we feel as heat). We are going to consider the hot side of the spectral continuum. The reason we feel heat is that certain frequencies of the spectrum excite bends and stretches of molecules, causing them to move with more

vigor. Analytical chemists can look at the pattern certain collections of molecules make in the infrared and use that data to identify physical properties.



About 20 years ago, an oil company (BP) decided to put a theory to practical test. They used a portion of the infrared spectrum (called the near infrared because it is close to the visible part of the spectrum) to assess various properties of gasoline and other petroleum products. Way oversimplifying the business-side of this project, an instrument was employed to determine the octane rating of gasoline using the pattern in the near-infrared. Essentially, we shine light through the fuel and interpret the pattern or fingerprint we see to give it a grade. As it turns out, this approach, because it is not operator-dependent, is far more precise than using that single-cylinder knock engine. I particularly enjoyed this project as I had the opportunity of working with BP on the pattern recognition side.

So, the next time you go to the gas station for a fill up, take a minute to find that R+M/2 marking and be smug in your knowledge that it just ain't so.

Just as a note, if you go to Europe, you may note that the octane ratings listed are higher than in the US. It turns out that the Euros were either smarter or lazier than we are. Historically, they simply would take the RON measurement (which likely more-closely simulates road conditions and is higher anyway) and run with it: no averaging here. I say lazier in that they didn't have to whip out their calculators and they only ran half of the tests! I use past tense because they are now on the light standard as well.



MICROTIPS FROM MEMBERS

Written by Don Reddaway

Need a special small tool?

Ask your dentist for broken or worn-out dental picks. (You'll be amazed at the variety of shapes and sizes!) My dentist was glad to empty-out his junk drawer. I went home with about twelve to fifteen picks. These picks are good for cleaning-out small crevasses, removing those pesky small clips used in carburetors and cleaning threads in very small screws.

Dismantling a Carburetor?

When taking carburetors and/or fuel pumps apart, make a box about two feet square with an opening on one side for access. The box is very helpful in keeping small check-valves and springs from flying around the garage during the disassembly process. A cardboard box can be used, but should be lined with white paper so the parts are easily visible. If plywood is used, paint the inside white.

Need a gasket?

New gaskets can easily be made by using a ball peen hammer and a sheet of new gasket material. Using the hammer, tap around the edge of the unit for which you are making the gasket. As you tap around the edge, the gasket will be cut into the proper pattern. Screw holes can be punched-out using a paper punch. This hint works great on either transmissions or carburetors. If you are unable to find thin gasket material, use a brown paper shopping bag. Local auto stores no longer supply thin gasket material. These thin gaskets are often used to shim end bearing caps on some transmission cluster gear assemblies.

Editor's Note:

Do you have a helpful hint that you are willing to share with your fellow Classic Car aficionados? Be like Don Reddaway and take a minute to save someone hours of frustration! Email your helpful hints to the *Bumper Guardian Hint Department* (karen.htchnsn@gmail.com).



PRIVATE TOUR LEMAY MUSEUM

Article & Photography by Jerry Greenfield

On Saturday, February 11th, 2012 the PNWR- CCCA was privileged to get a sneak preview of the new LeMay Museum which will open on June 2nd, 2012. Due to the efforts of Gerald Greenfield and Stan Dickison, who are working with the Museum Staff scheduling the July Grand Classic, the PNWR – CCCA was able to be the last group to tour the new facility prior to the doors opening to the public in June.

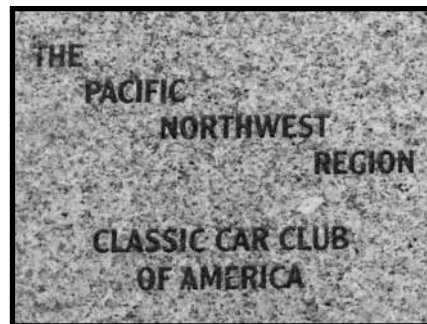
February is a great time to have an indoor activity and this year was no exception. Saturday dawned somewhat cool and rainy so only two Classics were driven to the event. Jon Schoenfeld drove his 1937 Cadillac Sport Coupe by Fleetwood and Brian Rohrback drove his 1939 Bentley All Weather Convertible Sedan. Despite a cool start to the day, the excitement heated-up once the 100-plus members and guests stepped into the lobby of the museum and gazed upon the Museum's bright red Duesenberg Murphy Convertible Coupe.

Scott Keller conducted our tour of the magnificent 165,000 square foot facility. This museum will be the second largest car museum in the world. The first floor will contain cars that belonged to Harold and Nancy LeMay and Harold's Story will be the main feature of this display. A glass wall looking north showcases the Tacoma skyline and Commencement Bay. The building contains four floors which will be used for displays as well as storage. The four floors are connected by ramps which will also be used for displays. There will be a Theater-in-the-Round, a Club Auto Garage, a cafeteria, a souvenir shop and a NAPA service facility. Our members were very interested in seeing the 3.5 acre grass showfield where our Grand Classic will take place this coming July 7th. Our region will host the very first national judging event to occur at the museum!

Following an hour tour and presentation, many members continued on to the Tacoma Waterfront located along Ruston Way to enjoy lunch at a variety of restaurants including Harborlights, Dukes, the Ram and the Lobster Shop. A few members also headed to the Puyallup Fairgrounds to visit the annual Corvette and High Performance Swap Meet.

Photo Captions Page 13 (left to right, top to bottom)

- Brian Rohrback's 1939 Bentley 4 1/4 Litre All Weather in front of new LeMay Museum
- LeMay 1951 Studebaker (nc)
- Tom Armstrong looking at something with someone
- The famous Mobilgas Flying Horse
- Steve Norman and Stan Dickison
- Lee Noble and Bill Mote
- LeMay Tour Guide Scott Keller
- New Member Bob Junell
- Colin Gurnsey in the cafeteria
- A beautiful setting for old cars
- Jerry Greenfield
- Norma Pierce and a Messerschmidt (nc)
- LeMay Museum entrance
- Intrepid members Jon Schoenfeld with his 1937 Cadillac Sport Coupe and Brian Rohrback drove with his 1939 Bentley All Weather



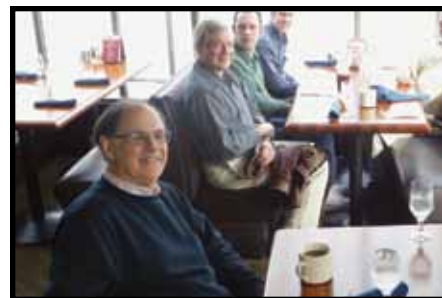
PNR-CCCA Museum Brick

LeMay Museum Vision

LeMay - America's Car Museum (ACM) spotlights America's love affair with the automobile. Featuring a nine-acre campus - with a four-story museum as the centerpiece - ACM, situated atop Tacoma, Wash., 30 minutes south of Seattle and in the shadow of Mt. Rainier, will be one of the world's largest auto museums and attractions when it opens in June 2012.

ACM is designed to preserve history and celebrate the world's automotive culture. The spacious facility will house up to 500 cars, trucks and motorcycles from private owners, corporations and the LeMay collection, which amassed a Guinness Book record of more than 3,500 vehicles in the mid-'90s.

"Everybody remembers their first car, family driving vacations, a sports car they fell in love with as a teenager," says ACM CEO David Madeira. "Personal experiences with cars are at the heart of the American experience, and we're going to showcase more than a century of automotive lifestyle and history as well as the future of transportation."



Klassic Korner for Kids

Radio Orphan Annie



Back in the good ol' days, kids wouldn't watch TV when they came home from school. They listened to their favorite radio adventure shows instead. The first children's shows were heard only on local radio stations. The best known host was Uncle Don Carney, who became a radio institution with his show from New York's WOR. His ad-libbed program of nonsense songs began in 1928.

Network radio programs geared especially for young listeners began at the WABC studio in New York City, the flagship station for CBS. On October 27, 1928, a Saturday morning children's program titled

"Aunt Jymmie and Her Tots in Tottytville" premiered, offering whimsical tales of fantasy and fairy tales. On March 2, 1929, after eighteen episodes, the show gave way to "The Children's Club Hour", this time featuring fairy tales performed by juvenile cast members. After just seventeen broadcasts, the reins were handed over to Estelle Levy and Patricia Ryan who created the very successful program, "The Adventures of Helen and Mary." Debuting in September 1929, The Adventures of Helen and Mary lasted 229 broadcasts. In 1934, Nila Mack took over as director and changed the title to "Let's Pretend" which ran for two decades before the final show aired on October 23, 1954.

Late-afternoon serial adventures for youngsters began with *Radio Orphan Annie*, first broadcast over WGN radio in Chicago in 1930. The radio series graduated to NBC-Blue in April of 1931. The show's format set the standard for children's adventure serials, running for 15 minutes each weekday afternoon (and on Saturdays until 1936), with an open-ended story line that featured the female protagonist Annie. The old-time radio show was based on the 1924 Chicago Tribune comic strip written by Harold Gray. When Gray first came up with the concept of the strip, he had a boy (named Little Orphan Otto!) in the main role. Recognizing that other comic strips were almost exclusively of boys solving mysteries, Gray decided

to change the name to Little Orphan Annie. Interestingly, the radio program didn't have a single late-afternoon competitor for more than a year-- when male protagonist Bobby Benson finally arrived in 1932.

On the show, with the help of Daddy Warbuck, a war profiteer and Annie's father figure, and her faithful dog, Sandy, Annie fought crime and solved mysteries, all before dinner and bedtime. *Radio Orphan Annie's* long-time radio sponsor was The Wander Company, which manufactured Ovaltine, a malt-based milk flavoring.

Ovaltine was one of the biggest purveyors of the mail-in premiums. At various times, the company offered badges, pins, decoders, rings, mugs, secret maps, masks, bracelets, manuals, comics, memberships, pictures of the stars of the shows, sheet music, games, magic transfer pictures, puzzles, and much more. Ovaltine struck premium gold with *Annie*. Soon *Annie* was offering all sorts of wondrous things, but the most popular was the decoder badge for Annie's Secret Society. The first bronze Secret Society pin was offered in 1934, followed by the first round decoder pin in 1935, and then the first secret compartment decoder badge in 1936 which continued through-out the program's run. (To print out your own decoder go to: http://www.radioarchives.com/Little_Orphan_Annie_p/ra005.htm)

The Radio Orphan Annie show rang down the final curtain on April 26, 1942 and was inducted into the Radio Hall of Fame in 1990.

1930's Marx Tin Wind-Up Toy featuring Annie's dog Sandy.



CLASSICS DOWN-UNDER

By Colin Gurnsey



Peter Morelli's 1929 4.5 Litre at Duffey Lake

Laurel and I have been to Australia several times to visit with Laurel's high-school pen-pal and husband, and they have come to Canada to see us. In the past, we have flown directly to Adelaide but this year our adventure began in Darwin, Northern Territories where we had an up-close experience with saltwater crocodiles (ah, but that is another story).

Pen-pal Robin Lawrie and her husband Tom met us at the Perth airport where our car-adventures began. Judy and Trevor Eastwood (2009 Bentley Alaska Tour) arranged for us to visit fellow tour-members and see their collections. First-up was Trevor's workshop containing mostly British cars. I would have been happy to take home any of his eight or so vintage race-cars. My favorite was his 1930, 8-litre, W.O. Bentley with a Corsica drop-head coupe body. Trevor uses this car for touring! Most recently, he completed the 2010 "Over the Top Tour to Darwin," about 2,400 miles each way.

The afternoon began with a barbecue at the country home of Ian and Maxine Holdaway. Prior to our departure, Ian offered me a loan of his 1927 3-litre Bentley "Cornelius" to participate in a tour he had organized. (Unfortunately, we already had plans to visit Rottsnest Island in the Indian Ocean -- the only place in the world that Quokkas; kangaroos the size of rabbits, live.) Ian is President of the BDC Western Australia

Section and maintains a small collection of Bentleys. He is not afraid to get his hands dirty. One long Alaska night, I watched him take the overdrive out of his 3-litre and bypass it with a spare driveshaft. To create room to work, he placed the front end of the car on a trailer. Next day he motored-on with the rest of them. Amazing!

Peter Graham's workshop was our next stop. Peter and his partner Jenny Lebens also believe in driving their Classics. Peter drove his 1927 4-litre Bentley 2400 miles to Darwin for the 'Over the Top' tour and then he drove back to Perth by way of Sydney, another 4,800 miles. Here we saw Peter's Bentley Mark VI Special and also a brand new V-8 engine from Bentley Crewe for his 1962 Bentley S2. None of us had been aware that one could still get new replacement engines from Bentley.

The next morning we headed off to Albany, in the southern part of Western Australia. We visited the oldest house in Western Australia, which belonged to Robin's great, great, great grandfather Sir Richard Spencer in 1830. Next, before heading back to Perth, we stopped in York to see the Briggs Car Museum. The collection has deteriorated over the years and was a bit of a disappointment. There were three important early cars but no Classics.

After several more days of touring, we arrived at the home of Peter and Mary Morelli (Bentley Alaska Tour 2009) in Auckland, NZ. Both of Peter's W.O. Bentleys were away. His 1929 4.5 litre had been taken to Christchurch the day before the big earthquake and his 1931 8-litre was enroute back from the U.K. We were, however, able to see his collection of vintage racing motorbikes.

A "ripper" of a time was had by all.



*Trevor Eastwood's
Alvis Speed 20*



1930 8 Litre W.O. Bentley with Corsica Drop Head Coupe Body



*Ian Holdaway's
Partial Collection*



*Peter Graham's New V-8
Engine from Bentley Crewe*

Hilton Head Island Motoring Festival and Concours d'Elegance

October 28 – November 6, 2011

Article by Steve Norman



Annie and I have heard of The Hilton Head Island Concours d' Elegance but never really considered going to a car show in South Carolina.

Our lack of interest in attending Hilton Head was rectified when our 1938 BMW 327/28 was shown in Vancouver during the summer of 2011. The car was nearing the end of a total restoration by Jellybean Autocrafters of Surrey, BC. The Jellybean team took our car to the show in Vancouver and handed-out a large file of photos and posters. As a result, we were contacted by several Vancouver auto enthusiasts asking us to take the car to the Hilton Head Island Motoring Festival.

We had planned to take the car on the 2011 BMW British Columbia & Alberta Canada Expedition, sponsored by BMW Vintage & CCCA. But, as we approached the beginning of the Expedition, we learned the '38 engine had a problem and instead drove our 2000 Z8 BMW.

Upon completing the Canadian Expedition, we submitted the application and photos for the Hilton Head Concours. We kept the work going on the engine and hoped it would be ready in time. We also decided to book our flight and attend the Concours even if the car was not ready. Fortunately, the BMW was completed the day before the Jellybean Team put the car in a trailer and drove to Hilton Head.

Arriving at the hotel, we found Jerry Greenfield, who was an Honorary Judge for the Concours. Jerry was accompanied by his friend Sandy, his daughter Laurene, her husband Alfred and Jerry's granddaughter Ava.

While we waited for access to the hotel, the Greenfield Clan asked if we would join them on their regular tour of the town of Hilton Head Island. We got to see the town, the beaches, the boat docks and most of all the great eateries. Since we hadn't slept for about thirty-five hours, we went to bed eagerly awaiting the first day of the event.

We arose to a sunny morning, and after breakfast, were able to get a ride with Jerry and Paul Ianuario, who is Chief Judge for the Concours.



We rode in Paul's BMW X5 5.0 to the field where there were several hundred vehicles including new cars, old cars, motorcycles new and old, boats large and small and even horse-drawn wagons.

The Saturday field was filled with various auto-club cars, new cars displayed by new car dealers, trucks, hotrods, wooden boats, plastic boats, some eighty year-old racing boats that were still operable and several buggies from earlier times. One BMW motorcycle dealer rode his very rare BMW motorcycles during the driving displays while wearing old-fashioned German motorcycle clothing.

We went to an early party at Paul Ianuario's room in the Westin Hotel and were surprised to see

people we already knew. We saw Nigel Mathews of Hagerty Insurance, who was an early supporter of our joining the Concours. John and Koko Carlson of BC were also in attendance. John had been a judge at the Kirkland Concours and was also an Honorary Judge here at Hilton Head.

I got up very early Sunday, and took a cab to the Honey Horn Plantation, the Concours location. I arrived earlier than expected, but the Jellybean Autocrafters Team Leader Ewald Penner was driving the BMW 327/28 to where I stood.

Ewald began to dust the car for the judging that was to take place in two hours, but the problem was that the field was near a ground-oyster

Hilton Head cont. on page 25

PNR Members Attending

Steve & Annie Norman
1938 BMW 327/28 Cabriolet

Honorary Judge
Jerry Greenfield
& Sandi Gardner,
Alfred, Laurene & Ava Strapenbeck

Honorary Judge John
& Koko Carlson

.....
Photography
By Diana Lavender
Lavender Ink Creative, LLC
706.220.4545

(page 16 & lower left page 17)

&
Steve Norman

JUDGING THE EXTERIOR

Article by Brian Harding

Before we get into details, I want to talk about original manufacturing techniques. Some Classics had stamped panels and others were hand-crafted. Some bodies had some standardization, while others were one-of-a-kind. Today, we place great value on the precision of the coachwork, which may not have been practiced to the same degree during construction. Like all of us, I have seen period photographs where there were fairly obvious flaws, like a door misalignment or uneven gaps around trunk lids. I remember an Auburn photo where you could have put a broomstick between the back of the sedan body and the gas tank valance. Many years ago, I was setting-up and truing the body on a Jaguar SS100. I was confounded by the uneven door openings, until I measured the doors. You'd never notice the difference from one side to the other, but it was significant. I've worked on some other hand-built cars and that's just the way it was; metal workers using English wheels and panel beaters forming metal over a buck form. In restoration, we try to compensate for these little indiscretions, but not all can be avoided. You will want to remember that when you come onto the field.

Let's start at the top. Steel tops should be inspected for condition and paint. Are the compound curves consistent and smooth? Does the edge trim fit well? Look at how the roof meets the windshield or visor. These areas should be free of cracks for best scores. On sedans, like my Cadillac, you may witness this problem with the center pillar, where both the front door latches are housed as well as the rear door hinges. The weight and movement of the doors places quite a bit of torque on the B-pillar where it joins the roof. Through the mid '30s the center of the roof was usually made of soft materials like leather, leatherette or fabric. You will want to see if this material is correct. This can be a bit of a challenge, as many synthetic products like leatherette came in a variety of patterns and grains. If you have questions remember to ask your team leader.

Convertible tops should be in the raised position for a full inspection. If the owner does not raise the top you'll need to mark it as unsatisfactory. Electric tops should be operated just enough to see movement, but do not need to be run through the cycle. The driver's portion of towncar tops should be available for inspection. It does not need to be erected, but if it isn't displayed, then that too is unsatisfactory. Look at condition. It should be free of tears or holes, but some wear and wrinkling is to be expected.

Once again, glass should be safety glass with the exceptions of beveled rear windows and wind wings. Body glass like markers and lenses do not need to be safety. As mentioned in an earlier article, original glass is acceptable in survivors as originally equipped. Some cars such as Pierce and many European marques, used colored glass visors which are also acceptable.

When looking at the paintwork, you need to make a careful distinction between the actual paint and the condition of the panel underneath. It can be difficult to determine the difference between a slight wow in the panel and overloaded paint, such as a curtain run. In this section, you must be concerned with the quality and condition of the paint alone. It should be consistent and well polished. Because paints, like lacquers and early synthetics, were prone to cracking, crazing and alligatoring, you will seldom see them used in recent restorations. Modern paints provide outstanding finishes and are fully accepted. While we do not want to encourage wild color schemes that are not in keeping with the classic era, color choice is a matter of personal preference and cannot receive deductions under paint or authenticity. Please remember that metallic paints became available after November of 1927. In the beginning, most of these products gave a luminescent quality without using heavy amounts of metal flake. While metallics were not widely used in the classic era, many companies made them available by special order.

The condition of body panels is important. You should be concerned that body panels are free of dents, pitting and rust. Look for waves and staggered or flawed edges in panel alignment and edges, particularly around fenders and wheel openings. Body lines should flow through from panel to panel, but please remember my comments about hand built cars. There were hundreds of coach-builders and quality depended on the shop standards. You may want to crouch down a bit when looking at the front. Is the bumper straight and are the distances to the ground equal and is the radiator plumb? If equipped with fender mounted spares, are they equal? When looking from the side, see if the moldings and beltlines follow smoothly. How well do the wheels fit in their openings? Does the car lean to one side? This can be from suspension wear, misalignment, or like some sports models the car is sprung slightly higher on the driver's side to compensate for his or her weight. From the back, see how well panels fit together. How is the fit of the trunk lid? Look at accessory trunks. Look at the taillights. An offside light is permissible, if not equipped, but it must match and be installed in a workman like manner.

The use of chrome varies widely among classics. In the earliest period brightwork was in nickel. Over the years, the substitution of chrome has been accepted, but this changed effective January 1, 2005. Restorations begun since that date must use nickel where originally furnished. Most chrome was brightly polished, but there were other options. A satin or 'butler finish' was used to compliment or enhance the brightness of chrome. You can often see this on the inside of bumpers, or as

judged with the rest of the car. If they aren't period, then any deduction should be under authenticity. Otherwise, these are part of the exhibit.

These articles have been aimed at increasing your knowledge and providing some guidance in how to judge a car under the CCCA rules, and, hopefully useful to exhibitors in preparing for a Grand Classic, or any other judged event. Here, cars are not judged

one against the other, but exclusively by the scorecard. Multiple first place awards are common. I have intentionally avoided advice regarding what you should be taking for point deductions. This is a matter for you to decide. Many judges could note the same flaw and score it differently, depending on their knowledge and experience. There is a long way between excellent, (no deduction) and a minus five. The important part is to make sure that you score fairly and consistently from car to car. The score sheet is on a two hundred point scale with a maximum deduction of five points for each category. The tabulators will turn

your totals into a one hundred point scale.

Even though points can be serious business, please remember that this is a hobby. We judge to educate and assist owners in making their cars better. Without our members and their willingness to participate, these events would not be possible. Without their commitment of time and treasure, many of these fabulous cars would have been lost to history. Judging is a time to honor our automotive heritage and pay respect to everyone's efforts to renew and preserve these cars. Good luck and see you on the show field.



Photo by Brian Rohrback: 1937 Dubonnet Hispano-Suiza

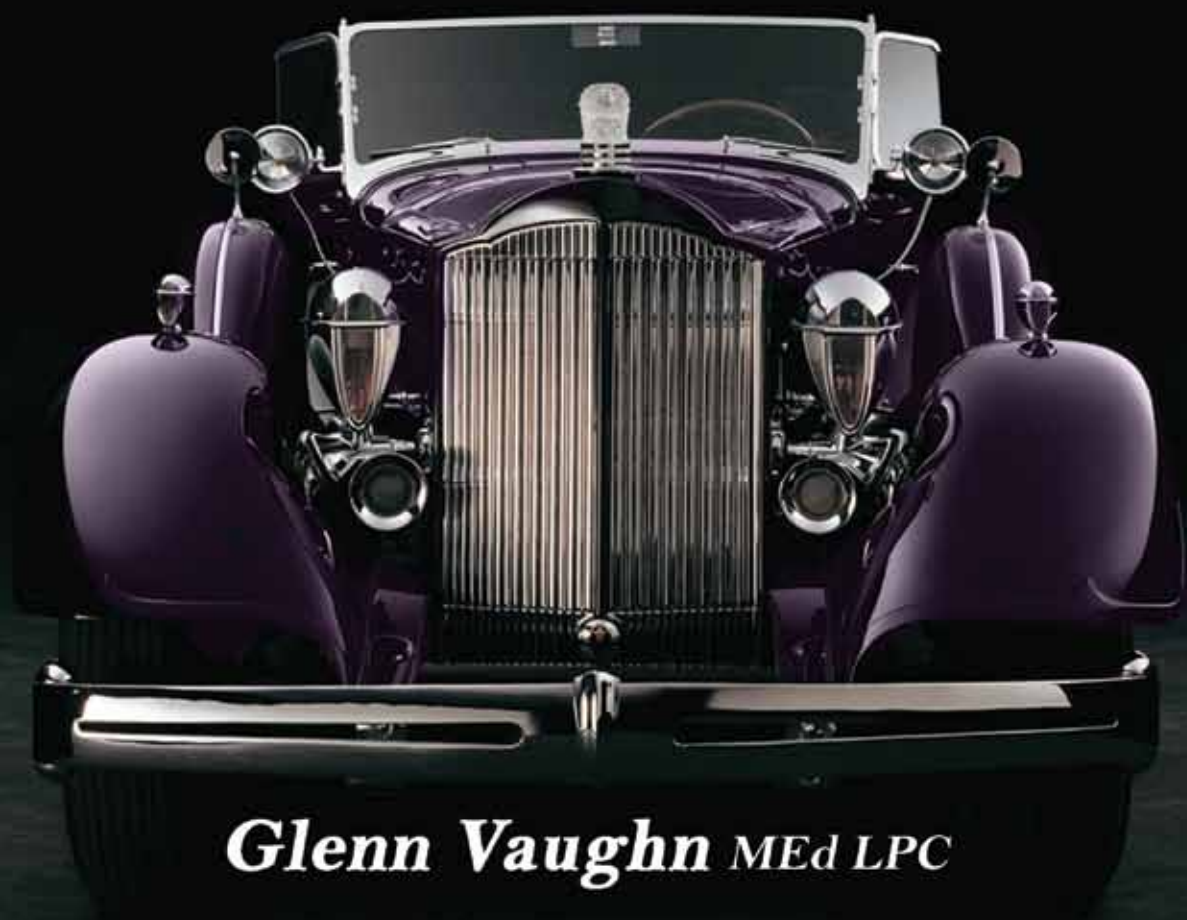
background in a badge, or used in the interior. Not all chrome glistens, so make sure you consult with your team leader before taking a deduction. Polished stainless and aluminum were frequently used in the Classic years. Regardless of the execution of the brightwork, look for the quality of the finish. The color should be even. In chrome there should not be any hint of yellow from the nickel plating that lies beneath. Remember that metal imperfections are scored under condition. If there is crazing, scratches or dull parts, this is where you would take points.

Let's talk briefly about accessories. There were tons of them in the day and as long as they correspond to the period of the car and are well installed, these should be



Glenn Vaughn

RESTORATION SERVICES, INC.



Glenn Vaughn MEd LPC

208.773.3525

F 208.773.3526

550 N. Greenferry

Post Falls, ID 83854

GlennVaughn.com

vaughnrestoration@gmail.com





CCCA GRAND CLASSIC & PNR Coming-Out Party TACOMA, WASHINGTON July 6-7, 2012

Schedule:

Fri., July 6, 2012

3:30 - 5:30 PM Registration: Murano Hotel
6:00 - 7:00 PM No Host Reception: Pavilion Foyer
7:00 - 9:30 PM Coming-Out Party: Pavilion A, D, G
Hospitality Room

Sat., July 7, 2012

7:30 - 9:30 AM Registration: LeMay Museum
8:00 - 9:00 AM Cars to Show field: LeMay Museum
8:00 - 10:00 AM Judges Breakfast: LeMay Museum
9:30 AM Gates Open to the Public
10:00 Judging Begins: LeMay Museum
Noon Lunch (pre-pay): LeMay Museum
6:00 - 7:00 PM Host Reception: Pavilion Foyer
7:00 - 9:00 PM Awards Banquet: Pavilion A
Hospitality Room

Pavilion is adjacent to the Hotel

Registration Deadline, June 29, 2012

Registration (Per Person) No. ____@ \$35 = \$_____

Friday Coming-Out Party No. ____@ \$49 = \$_____

Fish _____ Meat _____ Veggie _____

LeMay Museum

Admission No. ____@ \$12 = \$_____

Saturday Lunch/Showfield No. ____@ \$25 = \$_____

Saturday Awards Banquet No. ____@ \$49 = \$_____

Chicken _____ Meat _____ Veggie _____

Total Enclosed = \$ _____

Make Check Payable to Pacific Northwest Region, CCCA
Mail to John Campbell, Treasurer 3654 172nd Ave
N.E.Redmond, WA 98052425-885-5472

Hotel: Hotel Murano
1320 Broadway
Tacoma, WA 98402

Rooms: 866-986-8083 or 253-238-8000
Mention Classic Car Club for
special rate of \$149

Coordinator: Stan Dickison
P.O. Box 160
Edmonds, WA 98020
206-546-3306 or 206-949-1115

Judging: Head Judge: Brian Harding
Judging Field at LeMay Museum

Special Events Friday PM: At the Hotel
Murano, Reception Banquet -
"Coming-Out" Party
unveiling new Classics to the PNR.

Saturday: **Grand Classic** at world-
class LeMay Museum. Buffet lunch
available. Free Shuttle, hotel to
judging field. Discount admission
to Museum. Self guided Tours
featuring Chihuly Art Glass, Art
& History. Downtown shopping
in Tacoma. Reception & Awards
banquet at The Murano.

Name: _____

Address: _____

City, ST, Zip: _____

Phone(s): _____

E-mail: _____

Names for Name Tags: _____

I am available to judge, Yes _____ No _____

Separate Form for Classic Car Registration
must be sent to National CCCA

1645 Des Plaines River Road, Suite 7 Des Plaines, IL 60018

TECH TIP From Bill Deibel

Symptom: Engine with vacuum spark advance cuts out randomly while driving. Problem may get worse and eventually make the car stall and/or become impossible to start after being shut off.

This problem can occur when the insulation deteriorates on the ignition-terminal-to--breaker-plate lead 'A' in the illustration below. With the car in motion this wire continuously flexes as the breaker-plate oscillates and with deteriorated insulation it can intermittently ground the circuit from the coil. For this reason these leads during the classic era consisted of a finely-woven, fatigue-resistant, copper cable enclosed in a loose fitting woven insulating sleeve. They should never be replaced with an ordinary piece of wire. Over time the insulating sleeve begins to fray exposing the bare wire and in some cases the wire will fray at its connector and start to break loose causing the same symptom.

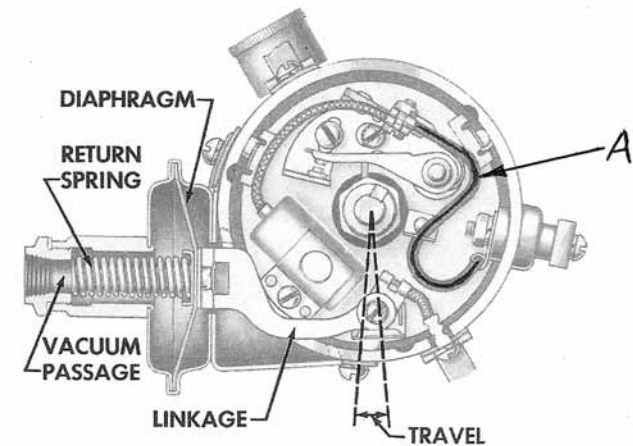
It is a good practice to inspect this wire soon after acquiring an older car, repairing it as may be indicated. Then you should check it any time you work on the distributor such as changing points etc.

I have personally experienced this problem on two different cars and in those cases I repaired the insulation with tape which is not as flexible as it should be. The wire fraying at the connector usually will present a bigger problem since almost always the connectors are special and not readily available.

Quite recently I was most pleasantly surprised to learn that a number of these leads are still available in the aftermarket – how long this will last is a big question, but the chart and the illustrations reveal a surprising number of possible replacements. You probably will have to order these and maybe buy a box of five and you

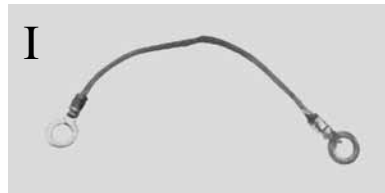
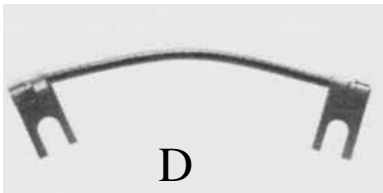
may need to use a little longer lead than original. (Some distributors have an uninsulated ground lead as well as a hot lead. The leads in Figures B and J are ground leads.)

Replacing these wires with off the shelf wire is undesirable. Due to both the wire itself and the modern insulation the lead will be undesirably stiff and subject to early fatigue, and, finding the correct connectors will be problematic. The wire used today in the aftermarket leads is a special 19 gage cable consisting of 15 strands of copper and three of steel. If none of these off-the-shelf leads are suitable, the best suggestion I have is to buy a set of 18 gage test-instrument leads from Radio Shack or elsewhere and sacrifice one, improvising the connectors or reusing the old ones as best you can. This lead wire will be as flexible as anything I think you will find.



What to look for -- worn out insulation on the wire.

Fig.	OEM	Length	Standard	BWD	Length	Echlin	Length	Wells
A	Autolite	3-1/4	ADL-17	DL-81	3-1/4	LW-76		
B	Autolite	2-1/16	ADL-18	DL-76	2-1/16	LW-43	2-1/2	F810
C*	Delco	3-3/4	DDL-7	DL-69	3-7/8	LW-60	4	F816
D	Delco	2-1/2	DDL-21	DL-77			2-1/2	F815
E	Delco				4-1/4	LW-42		
F	Ford	4-1/4	FDL-9					
G	Ford	3-5/8	FDL-23	DL-18	3-3/8	LW-33	3-1/2	F817
H	Ford	2-1/8	FDL-24	DL-68	2	LW-34		
I	Ford	4-1/8	FDL-10	DL-17	4-1/8	LW-32		
J	Ford	2-3/16	FDL-32	DL-62	2	LW-35		



** This lead is a direct replacement for Delco Remy part # 1865978 used on all Buicks from 1937 and all Cadillacs from 1940, through at least 1949. These distributors also have a 2" ground lead that might satisfactorily be replaced by the part depicted in Figure J. (Many non-classic Oldsmobiles, Pontiacs, Packards and Nashes also used these parts.)*

Where to purchase by brand in the Seattle area:

Echlin: NAPA stores

Standard: Action Auto Parts, Blanchard Auto Electric, Parts Plus stores, some independents

BWD (Formerly Borg Warner): O'Reilly Auto Parts, some independents

Wells: Car Quest stores



The renovation of the Royal Scottish Automobile Club (RSAC) clubhouse, Blythswood Square, into Glasgow's newest five-star hotel is now complete. On their recent trip to Scotland, Bill & Karel Deibel visited the posh establishment that still has hints of its more colourful history. Vintage motoring memorabilia – photographic murals from the early 20th century, framed advertisements and trophies – have been tastefully incorporated into the decor.

Blythswood Square, consisting of four identical classical terraces facing a central garden, was originally completed circa 1823. Intended by the Georgian architects to be the "new" centre of the city, the townhouse terraces were built for wealthy merchants and Clydeside shipping magnates. Much later the square became known as a base for the city's sex trade.

The RSAC was established in 1899 to promote 'automobilism' in Scotland. By 1910, Blythswood Square became the organization's "clubhouse." The club then bought-up the adjoining houses on both sides of Blythswood Square, thus owning the whole row. James Miller was commissioned to remodel the entire terrace as the club headquarters. The rebuilding work was finished in 1926. The elegant RSAC venue served as a meeting place for Glasgow's business community and as the official British starting point for many Monte Carlo Rallies.

Unfortunately, by 2001 club membership had dropped from a high of 8,000 members to only 1,200 and financial difficulties were looming. The RSAC sold the property in 2002.

www.otel.com/BlythswoodSquareGlasgow



BLEAK OUTLOOK FOR AFTERMARKET PARTS

By Bill Deibel

In shopping several years ago for a new distributor cap for my 1953 Packard Caribbean (nc) I was disheartened to be told that NAPA's venerable Echlin line of auto electric parts was being discontinued and replaced by "Standard" brand pieces manufactured by Standard Motor Products, Inc. (SMP) since I have always considered Standard brand parts of lesser quality than Echlin. This prompted me to research the demise of my much loved Echlin, Inc., a company with which I had business dealings back in the 1960s and here is what I found.

SMP is an old Long Island based company listed on the NYSE headed by the founder's grandson. Going way back they have sold auto electric parts under the Blue Streak brand – as a more premium product—in addition to the Standard brand. In January 1997 they bought the Filko Automotive Division of F & B Manufacturing Company a direct competitor and since then have discontinued the Filko brand.

Back around 1980 BWD Automotive Corp. (BWD) came into existence as a licensee to produce similar parts under the Borg Warner brand as well as the Niehoff brand. Then sometime before 1996 BWD was acquired by major auto and truck component manufacturer Dana Corporation.

On July 9, 1998 Dana purchased Echlin, Inc. and combined its products with those of BWD and Dana's engine hard parts business.

Then on June 30, 2003 SMP bought what was by now being called the Dana Engine Management Operations including those facilities manufacturing Echlin, Niehoff and Borg Warner parts. Soon thereafter these facilities were consolidated with those of SMP. It was then planned that the Echlin branded product, sold exclusively by NAPA, would be discontinued and NAPA supplied thereafter with Standard branded parts. After a short-time, the Echlin brand was reintroduced. Subsequently, SMP discontinued both the Borg Warner and Niehoff brands and established BWD as a separate marketing arm distributing parts under the "BWD" brand.

This brings me to Delco. Until recently Delco was very good at being able to supply parts for their own components going way back since there was a good deal of commonality and many of these parts were

used in industrial applications where engines were kept in service for many years. But with GM's spin-off of Delco Remy as part of Delphi Corporation the supply of these older items has abruptly ended. Indeed around 20 years ago Delco went to using aluminum terminals in distributor caps to save money with disastrous results in medium duty trucks. At our GMC dealership we stopped stocking and selling Delco distributor caps using thereafter nothing but Echlin even for warranty replacement -- this with GMC's blessing which saved them money and grief as well.

And finally there is Wells. Wells, founded as Wells Manufacturing Company "at the dawn of the automotive age," is another old-line company that until 1956 was exclusively a supplier to the OEMS. In just the last year, however, it has stepped up its presence in the aftermarket as the supplier to the Car Quest organization. I think Wells saw an opportunity, as SMP was becoming a monopoly.

Presently here is what some major distributors are offering by manufacturer and brand:

NAPA	SMP (Echlin; Mileage Plus)
Parts Plus	SMP (Blue Streak; Std. T-Series)
O-Reilly's	SMP (BWD; Tru-Tech Red)
Advance Auto . . .	SMP (BWD; Tru-Tech Red)
Car Quest	Wells (Car Quest)

The brands are in parenthesis in order of premium brand and price leader brand. For many items only one option is available, but if a store only stocks one you may not be told the other is available so you should check accordingly. In at least the case of stoplight switches both items appear to be identical but packaged in different boxes and sold at different prices.

AutoZone sells these parts with its private label "Duralast" but items for Full Classics seem limited. I suspect they are made offshore from a source that has not tooled up for the older items.

As of this writing some Echlin brand and Blue Streak brand parts such as ignition contact points are of unique design from each other as well as from the other brands -- both being clearly superior to the rest in my opinion.

A piece of advice when shopping for your parts: whenever possible have a part number, OEM or aftermarket brand, to search using the cross reference charts in the print or computer catalog. MANY of these older car parts, that are in fact available, will either not show up when searching by make and year of car or sometimes will show as no longer available.

If you wonder where I am going with this it is to give a heads up to the fact that the availability of ignition parts, switches, voltage regulators, etc., is likely to dwindle markedly in the next few years as the demand and sources for these parts steadily shrinks.

It's not hard to see that the market for these items for newer cars is shrinking fast due to electronic ignition systems. This also impacts the older cars since many of the parts are made using the same factory equipment. The trend is the same with other segments of the aftermarket: mechanical fuel pumps and carburetors replaced by electronic injection, engine hard parts as the service life of rings, bearings and valves is greatly extended with better materials and lubrication. Also, many parts today are too complex and changing too fast in design to be economically duplicated by will-fitters.



Hilton Head cont. from page 17

covered road that generates more dust than you can erase.

The judging began at 9:30 and the judges included Klaus Kutscher, of BMW Classic, Alfred Stappenbeck, the son-in-law of Jerry Greenfield and Rob Ianuario, the son of the Head Judge, Paul Ianuario.

The Judging was interesting, and I watched as the judges walked around the car, looking here and there, getting

down low to look at the smoothness of the body. Even looked inside at the instruments and under the dash. One judge knelt down to look under the car. Soon the Judges put a green sticker on the sign in front of our car and walked away to some other function.

At the middle of the lunch feast I got a text message from Ewald, telling me that we had received the Palmetto Award for Best Restoration. We hurried back to the BMW and noted the Judges had put a green ribbon on the windshield for the Best Restoration Award. Annie and I then walked around the showfield, taking pictures and talking to people. Again we ran into people we knew from Bentley, Classic Car and Copperstate events.

Now it was time for awards, and the controllers told us to follow one of the cars heading to the award table. We followed not knowing what was happening. We got to the award table and the Chairman for the event gave us a Ribbon for the Chairman's Award. Our BMW was the car that the Chairman would most want to own. How about that!!

After driving back to our parking location, we were put in line again. We drove to the award table and were given another gift for our car. This was a beautiful crystal for being a PALMETTO AWARD WINNER for Best Bodywork.

Both Annie and I thoroughly enjoyed the entire Hilton Head Motoring Festival and Concours d'Elegance, and would highly recommend it to other enthusiasts.





ROAR FOR GILMORE! Remember that slogan and Gilmore's Red Lion gasoline? "This sales agent, seen with my uncle Pete Jaspersen, was promoting Gilmore oil products around the Seattle, Washington area in style, with his mascot on the car and the cub 'Little Gilmore' on a leash," writes Leila Kristiansen from Cle Elum, Washington. "The picture (left) was taken around 1930 at Uncle Pete's gas and service station, located on 65th Street in Ballard. You can see the old Ballard High School in the background."

From Reminisce Magazine Oct/Nov 2008

Here's a challenge from Michael Bradley for all you car-nuts that went to Ballard High School -- Name that car!

ENTHUSIASTIC INSURANCE GUY SEEKS ATTRACTIVE, CLASSIC BEAUTIES.



Collector Car Insurance Specialist ■ Auto ■ Home ■ Business ■ Motorcycle ■ Boat



AMERICAN MUTUAL
INSURANCE SERVICES, LLC

William Smallwood III
425.984.6130 | 888.657.4925
bills@amisllc.com

Restoration of Classics
Maintenance•Repairs
Detailing
Since 1973

Don Vogelsang
2220 N. Pacific St.
Seattle, WA 98103

206 790 6012
206 633 4037

B & J RESTORATIONS, LTD.
24725 119TH AVE. NE
ARLINGTON, WA 98223

TEL: (206) 226-3918

B & J Restoration Ltd.

MECHANICAL & ELECTRICAL
AUTO RESTORATION & SERVICE
ANTIQUE & CLASSIC
FOREIGN & EXOTIC

BILL MOTE

Murray Motor Car

#1 for Restoration and Service

In Our Fourth Decade of Restoring
Antique, Classic and Special Interest Cars

AL MURRAY PAUL MURRAY
(425) 487-1902 (360) 794-1902

17476 D 147th St. S.E., Monroe, WA 98272

Email: oldcarsmmc@aol.com Fax: (360) 805-1342



Your NW Source for Books and Manuals

4850 37th Ave S. Seattle WA 98118
Tel: 206.721.3077 Free: 888.380.9277

PLACE YOUR ADVERTISEMENT HERE

Contact

Noel Cook 206-232-6413

www.athleticawards.com

1.800.679.1990 ★ 206.624.3995



Trophies & Plaques ★ Promotional Products

Acknowledging
Performance and
Achievement for Over

60
Years

OWNER: MONTY HOLMES



•Top and Interior Specialists•

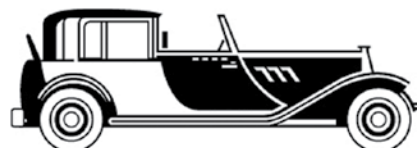
780 Roy Street
Seattle, WA 98109
206•282•5603

By Appointment
Bellevue, WA
425•455•0770

office@convertiblesonly.com • www.convertiblesonly.com

Classic Interior Restorations

Award Winning Upholstery



1153 NW 51st
Seattle, WA 98107

Steve & Judi Shepp
(206) 625-9398

QUALITY RESTORATIONS

Lundy Adkins

Award Winning Metal & Paint

'41 Cadillac Convertible/Gary Johnson

'49 Buick Roadmaster Convertible/Jim Smalley

Medal Winner

'33 Chrysler Custom Convertible/Ed Rittenhouse

Current Projects

'32 Cadillac V-16 Roadster//Gordon Cochran

See our website for other project information

www.qrsr.com 360-871-2165
Port Orchard, WA



FOR SALE – PNR-CCCA Mascot Bags

Beautifully crafted
embossed leather

Great for CARavans, just \$30

Contact John McGary

206.909.4499

CROCODILES & CLOCHES

Article by Laurel Gurnsey

On our recent trip to Australia, Colin and I took a river cruise south of Darwin, to observe the crocodiles. At one point, the wind blew my hat into the water. Surprisingly, no one volunteered to stick their hand in to get it back for me, as the crocodiles were all likely smiling in anticipation. Someone finally retrieved it by using a pole to fish it out. How many people own a hat that was personally sniffed by a crocodile?

We just happened to be in Perth at the same time as Queen Elizabeth, who was there for a Commonwealth Meeting. The resulting social excitement reminded us of the recent Royal wedding in London, where hats and 'fascinators' were a big fashion draw. 'Fascinators', an alternative to a lady's formal event hat, come in all colors and styles... some feathered, some with ribbons, some on hair clips and some just basically headbands. They were currently available everywhere we went because the Melbourne Cup Horse Race was about to occur. The Cup is one of the highlights of the social season in Australia and everyone appears, even in tiny towns in the Outback, in some sort of special hat.

Another hat, around for over a century, has been appearing on television shows like 'Gossip Girl', in the PBS mini-series 'Downton Abbey', in the new movie 'The Artist' and will be in the upcoming movie 'The Great Gatsby'. That hat is the cloche, (some people pronounce it 'claw-sh' and some 'cl-oh-sh'). The cloche has been around since 1908 and takes its name from the French word for 'bell', which describes its shape. Meant to conform to the shape of a woman's head and be worn low on the forehead, it was perfect for the sleek, boyish hairstyles of the 20s and early 30s and would appear with regularity during many Classic Car drives. Cloches were often made of felt but there were also summer styles made of straw. Embroidery, ribbons,

jewels or feathers could be added. Lace or beaded cloches could appear as part of a wedding dress outfit or at a Roaring 20s gala. The cloche remained until the mid-'30s; reappearing in the 2000s on the runways at international fashion houses. Turned-up brims gave a new look to the original cloche.

A Summer 2006 article by the Arizona Region Classic Car Club shows a 1927 Peerless Model 69 Roadster driven by two ladies wearing cloche hats. You can find the article by 'Googling' 'Arizona Classic Car Club + ladies in cloche hats'. There were six Peerless Full-Classics® listed as owned by CCCA members as of that date.

Since the styles of the Twenties are going to make a huge splash with the upcoming 'Great Gatsby', you could pull out a cloche and pair it with one of the great Twenties dresses now out on runways all over the fashion capitals of the world. Marc Jacobs is offering a simple little

metallic lame and mesh-striped dress for only \$2,900.00!!! Perfect for a summer drive in your Classic Car, you could add Gatsby shoes and a pair of fingerless lace gloves. Men could wear a Gatsby cap, chinos, deck shoes, button-up shirt and a silk tie.



Photos Page 28: Crocodile photos by C. Gurnsey, Roadster from Arizona Region CCCA.

Photos Page 29: Girls in Fascinators by L. Gurnsey; Annie Norman in a Cloche by L. Gurnsey; Angelina Jolie in Cloche (public domain), John Campbell in flat cap; Fergie Gatsby Shoes from 6PM.com; Marc Jacobs Dress from Net-A-Porter.com; Gloves from Lovelyish.com; Tweed Cap from Village-Hat-Shop.com; Yellow Cloche from Hats in the Belfry.com



Real estate loans done the old-fashioned way. **With trust.**



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

Conrad Wouters
Seattle Market Sales Manager
www.legacyg.com/ConradW
206.720.3870

2371 Eastlake Ave East
Seattle, WA 98102

Licensed in WA, OR & ID. Lic# MLO-105806

All loans subject to full underwriting approval and satisfactory appraisal. Individual listed is an employee of Legacy Group Lending, Inc., NMLS ID #4458. Affiliated companies: Legacy Group Capital, LLC NMLS #999415, Legacy Group Escrow, LLC License # 540-EA-40580. For state specific licensing information visit www.nmlsconsumeraccess.org/EntityDetails.aspx?COMPANY/4455_12/11.



CRESCENT BEACH INVITATIONAL

CONCOURS D'ELEGANCE

SATURDAY, SEPTEMBER 1ST, 2012

BLACKIE SPIT PARK
AT CRESCENT BEACH BC CANADA

- | | |
|---------|---|
| CLASS 1 | CLASSICS – EUROPEAN & DOMESTIC (1925-1948) |
| CLASS 2 | ITALIAN 1950-1973 |
| CLASS 3 | GERMAN 1950-196 |
| CLASS 4 | FRENCH TO 1975 |
| CLASS 5 | MUSCLE CARS |
| CLASS 6 | HOT RODS |
| CLASS 7 | PICKUP TRUCKS 1946-1964 |
| CLASS 8 | EARLY POST WAR GM (E.G. CADILLAC, OLDSMOBILE, BUICK, PONTIAC) 1946-1955 |
| CLASS 9 | COLLECTOR MOTORCYCLES |

[HTTP://CRESCENTBEACHINVITATIONAL.COM/](http://CRESCENTBEACHINVITATIONAL.COM/)

Director's Message Cont. from Page 3

Emcee. Hot on the heels of the debutantes, our Pacific Northwest Grand Classic will provide a full-day of open-air enjoyment for car-owners, judges and fans of the car-hobby. These back-to-back events, take maximum advantage of the weather (it is supposed to be nice, isn't it?) and we will be the first showfield event for the new LeMay Museum. If you missed the private tour Jerry Greenfield arranged in February, you will be amazed at the quality of the facility.

This year, we are going to open the Grand Classic showfield to the public. The judging and the car events are, of course, strictly Club affairs. This is an opportunity to connect with those who may have an interest in Classic Cars. It is also an incentive to visit the LeMay Museum and spark additional community buzz. Whether for judging, display or just for moral support, it would be fantastic to fill the field with Classics.

Between now and then, there is *The Art of Racing in the Rain* Theater Night in April. We have already had one judging seminar focusing on the car-owner and soon our second seminar focusing on preparing the judges (I understand there is more to judging than just looking good in a straw hat) will take place. In June, we can enjoy the Concours d'Elegance in the Wood, promoted for the first-time as a PNR-CCCA event. Of course the HCCA tour, the South Prairie Fly-In, the Ste. Michelle Staycation (lead into Memorial Day with a glass of wine and plenty of Classics and exotics!) and our return visit to the Ballard Locks on Fathers' Day (think boats, bands, cars, fish and chips) round-out our activities for the first six-months.

I will try to keep you apprised of activities in our surrounds. The September Oregon CARavan sounds fabulous and there always seems to be something happening in B.C. Let me know if there are activities or events you would like to see. Most of all, have fun driving that Classic.

So, remember the Grand Classic and don't drive modern! Let's make this an event to remember!!

Brian Rohrback,
PNR-CCCA Director

Editor's Message

When you set Army, Bill and Don loose to talk about Franklins, "stand back" because one can quickly get caught-up in their enthusiasm and soon have enough material to more than fill the space available for our featured car and related articles. I do hope you like reading this issue because I found my Franklin related research very interesting and I enjoyed putting it all together. It does beg one to wonder if Henry Ford had put his chips on air cooled, electric or even steam automobile engines where we'd be today.

This is a fun job, however, there are times when it is made easier by those of you who contribute articles, photos and other items that are of interest to our readers. Technical tips are the hardest for us to procure and therefore are most welcome. One reason we keep asking is that in the annual judging of our publication by National, part of our grade depends on the presence of technical articles. Just tell us about something you've done or even just heard about that makes restoring/preserving our cars easier and we'll find a spot for it.

Enjoy,

Raymond Loe, BG Co-editor

ANNOUNCEMENT

Bumper Guardian earns 3rd Place 2011 National Award in Large Region Primary Division

The Bumper Guardian achieved a score of 84.5 points out of a possible 94. (Note: To score the maximum 100 points, we would have to publish 10 - 12 issues/year).

Scores for 10 point categories: Format - 9.5; Photographs/Artwork - 10; Technical Articles - 7.5 (up 2 points from 2010); Originality - 9; Classic Car related Material - 9; Coverage of Regional Meets - 7.3.

Other categories: Cover 5 out of 5; No. of Pages/Words 5.3 out of 6; Timeliness of Material 4.8 out of 5; and Directory 9 out of 9.

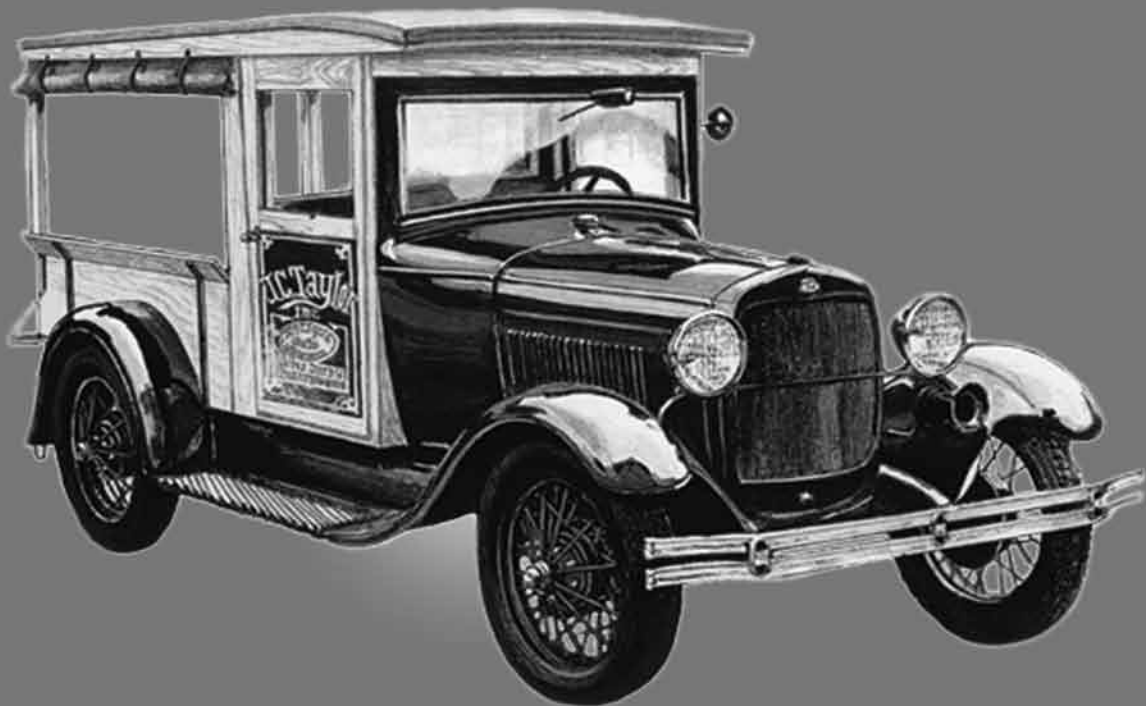
Many thanks from your editors for your contributions! Please keep up the good work!!

INSURING YOUR VEHICLES FOR OVER 50 YEARS

UNPARALLELED CLAIMS SERVICE

AGREED VALUE COVERAGE

PROUD SUPPORTER OF
CCCA - PACIFIC NW REGION

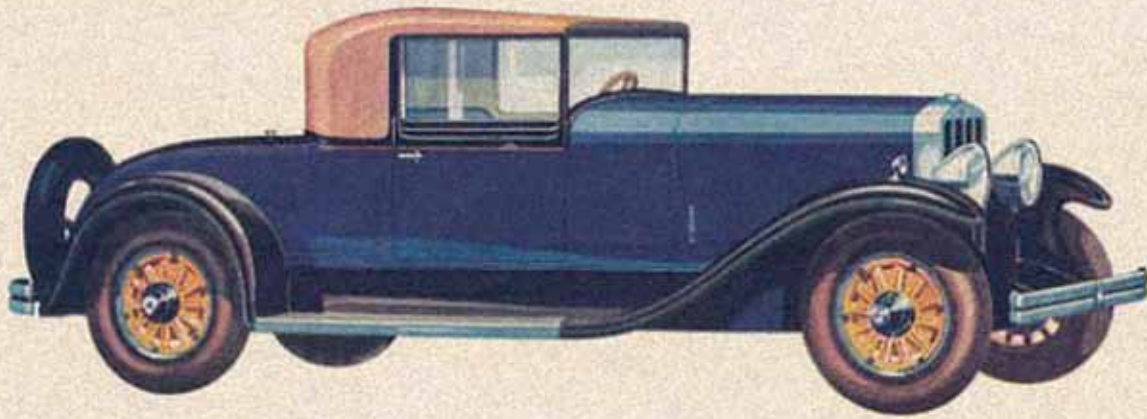


DRIVE THROUGH TIME WITH PEACE OF MIND

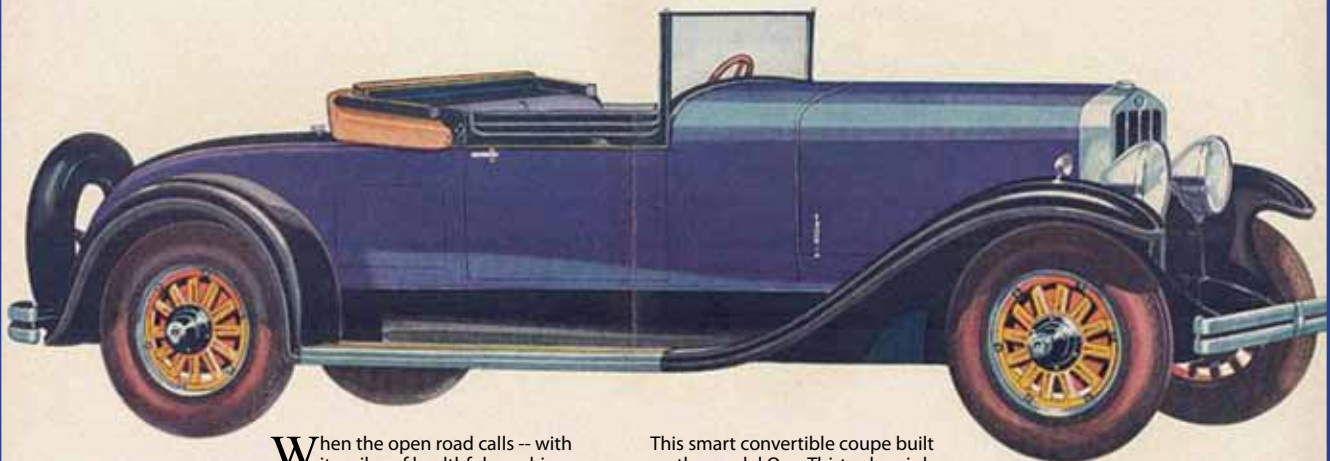


JCTAYLOR.COM

1-888-ANTIQUE



a Smart
 CONVERTIBLE COUPE
by FRANKLIN



When the open road calls -- with its miles of healthful sunshine, refreshing breezes and natural beauty -- you seek the joys and thrills of the Franklin convertible coupe with top down. Truly here is a car for youth - and as thoroughly adaptable as youth. For on a cool evening or at the black sign of a thunder shower, the top is up in a second. You are comfortable and completely protected.

This smart convertible coupe built on the model One-Thirty chassis has traditional Franklin comfort and famous air-cooled performance. Smoothly, quietly, quickly Franklin carries you over any road, up any hill, through any weather. You thrill at its power -- you marvel at its daring pick-up -- easily you pass other cars at 50. Franklin performance is youthful performance.