

# BUMPER



# GUARDIAN

2012 Coming-Out Party  
and Grand Classic

SPECIAL ISSUE





## 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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1st Wednesday at the  
Rock Salt Restaurant on South Lake Union  
5:30 Social Gathering, 6:00 Dinner/Meeting.  
Open to members  
Minutes on the web and available upon request.

#### Membership:

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

#### Advertising Policy/Rates:

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

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### Director's Message

We had to wait a long, long time for summer to show up, but we managed to put in our reservations for nice weather in time to provide a perfect weekend for our Coming Out Party and Grand Classic.

Please enjoy this special issue where the cars really are the stars. A huge amount of effort went into this pair of events and I thank the hyperactive club members for pulling it off so well, the participants for preparing such phenomenal entries, and both the LeMay Museum and the Murano Hotel for their grace and hospitality.

**Dictionary Entry: déb·u·tante**

**Pronunciation:** \de-byu'-tánt\

**PNR-CCCA Definition:** *An automobile of upper-class background that is presented to society, usually at a formal ball. Débutante Classics are recommended by a distinguished committee. Each beautifully prepared débutante is carefully draped before being individually introduced, unveiled and presented to the audience.*

*After all the cars have been presented, a receiving line is formed with the owners available to answer questions.*

The 2012 Coming-Out Party was a wonderful success with eleven "debutante" cars and approximately 185 members and guests in attendance. The venue at the Murano Hotel was perfect for the occasion with cocktails in the foyer and dinner in the spacious ballroom.

Dinner was a plated affair with salad and main course exquisitely served by the Murano's catering service. To enhance the evening, a roving band of troubadours serenaded us as we dined. The Andy Mirkovich trio was the perfect compliment to the evening playing a set of old favorites from the Classic Era on accordion, base and clarinet.

Our host for the evening's main event was the esteemed Gary Johnson who set the stage with pertinent examples (recognizing the H1 Hummer as fitting all the characteristics of a Classic Car), a lament on the lack of a fireworks show, and a video call-out to young drivers. With dessert, one of the finest mixed set of true Full Classics® was unveiled with a description of discovery and restorative care presented by the owner.

If you missed this party, clear your calendar for the next one; this is one very-special event. Thanks to the many PNR volunteers who made the event a reality.

*Administration - John Campbell*

*Audio/Visual - Mindy Rohrback*

*Car Selection & Emcee - Gary Johnson*

*Car Placement - Bill Deibel*

*Check-In: Valerie Dickison, Ashley Reitman*

*Decorations - Val Dickison*

*Spot Light - Denny Dochnahl*

*Pushers - Bill Allard, Denny Dochnahl, Gerald Greeneld, Barrie Hutchinson, Brian Rohrback and many of the owners of the cars on display who were also pressed into service.*

**PNR-CCCA Members Attending July 2012**

**Coming-Out Party & Grand Classic**

|  |   |
|--|---|
| Bill & Lucy Allard                             | John & Barbara Anna Kefalonitis           |
| Marty Anderson & Lynn Gabriel                  | Carl & Karen King                         |
| Scott & Karen Anderson                         | Siegfried & Darlene Linke                 |
| Tom & Susan Armstrong                          | w/ guest Ann Korop                        |
| Najib & Diane Azar                             | Raymond & Georgia Loe                     |
| Army & Carol Barer                             | w/ guests Gary & Carol Johansson,         |
| Lou & Bunny Berquest                           | Pat & Donna Mansfield, Don & Pat Telstad  |
| Michael & Ildi Bradley                         | Brown, Courtney, & Blaire Maloney         |
| Barry & Sharon Briskman                        | Nancy Chayne Martin                       |
| Dick & Judy Buckingham                         | w/ guests John Martin Jr.                 |
| John & Mary Campbell                           | James & Gaylee Duncan                     |
| w/ guest Martha Stanton                        | Robert & Mary McCune                      |
| John & Koko Carlson                            | Phil & Cheryl McCurdy                     |
| Larry & Wendy Carpenter                        | Al & Sandi McEwan                         |
| Noel & Janet Cook                              | John & Kay McGary                         |
| Drew Cornish                                   | Terry & Barbara McMichael                 |
| Pete & Karen Dalhquist                         | Joan Meden                                |
| Bill & Karel Deibel                            | John & Georgia Mitchell                   |
| Stan & Valerie Dickison                        | Dave & Lydia Murray                       |
| Denny & Bernadene Dochnahl                     | Bob Newlands & Jan Taylor                 |
| w/ guests Tom McQuaid & Muriel VanHousen       | Steve & Annie Norman                      |
| Roy & Roanne Dunbar                            | Hilary Barr & John Parker                 |
| Nancy Finelli                                  | w/ guests Richard Harbert, Lindsey Green, |
| w/ guests Jim & Ying Moore                     | Patrick Colgan, Al Murray, Marlene        |
| Howard & Evelyn Freedman                       | McCartney & Paul Murray                   |
| Jack Goffette                                  | Mike & Rose Peck                          |
| Gerald Greenfield                              | Kim Pierce & Norma Sola-Pierce            |
| w/ guest Keenon Kennedy                        | Brian & Randy Pollock                     |
| Colin & Laurel Gurnsey                         | George & Sylvia Potter                    |
| Bill & Bettye Gluth                            | Don & Carole Reddaway                     |
| Bruce & Betty Harlow                           | Bob & Leola Reeve                         |
| Brian & Fran Harding                           | Bob & Yoshi Reverman                      |
| Jim & Mary Harri                               | Ashley Rietman                            |
| Patrick Hart & Steven Briggs                   | Ed Rittenhouse                            |
| Wayne, Carol & Doug Herstad                    | Brian, Lisa & Mindy Rohrback              |
| Liz Holdeman                                   | Jon Schoenfeld                            |
| Monty Holmes                                   | Paul & Diane Shager                       |
| w/ guests Katie Nolan & Matt Meadows           | w/ guest Max Whitcomb                     |
| Bill Holt & Liz Haan                           | Bill Smallwood III & Erin Kimm            |
| w/ guests Rob Fram & Karen Long                | David & Jody Smith                        |
| Ed & Louise Hommel                             | Willie Spann                              |
| w/ guests Doug Farrar, Kent & Sharlyne Clawson | Gary & Merrisue Steinman                  |
| Barrie & Karen Hutchinson                      | Jim & Dian Tallman                        |
| w/ guests James Moore & Sue Symons,            | Peter & Frauke Townsend                   |
| Cindy Loe, Neal Gronlund & Margie Coles        | w/ guests Helen Townsend & Bill Carleton  |
| Brad & Hyang Cha Ipsen                         | Bill Vadino                               |
| Terry & Cherry Jarvis                          | Paul & Gigi Watson                        |
| w/ guests Tom & Sarma Davidson                 | Conrad Wouters & Glenna Olson             |
| Don Jensen                                     |   |
| Gary & Joyce Johnson                           |   |

**Page 4 Photos:**

Row 1 - Gary (our emcee) and Joyce Johnson, Karen Anderson & Mindy Rohrback.

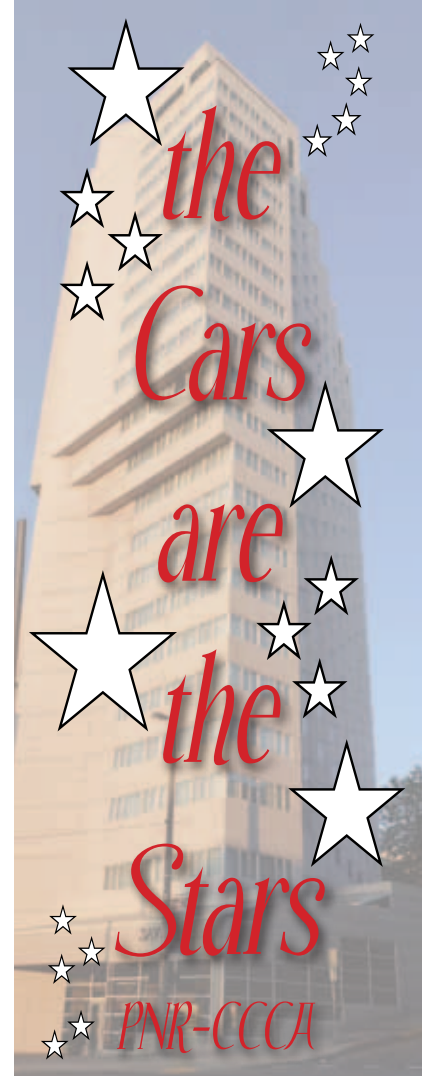
Row 2 - John Kefalonitis Nat'l Head Judge & Howard Freedman Nat'l Board Member, Bill Allard, Bill Holt, & Kim Pierce admiring Holt's 1939 Lagonda 12 Rapide Rapide.

Row 3 - Denny Dochnahl manning the spotlight, Tom Armstrong & Bill Vadino, Georgia & Ray Loe.

Row 4 - Entertainer Andy Mirkovich, Pete Dalhquist, Noel & Janet Cook, Dick & Judy Buckingham.



# 2012 Coming-Out Party at the Murano Hotel, Tacoma, WA





## Al McEwan's 1931 Pierce-Arrow 42 Dual-Cowl Phaeton

*Introductory remarks from our Emcee Gary Johnson -- Al McEwan is the longest-time member of the Region. I think he must have been 18 when he and some other Classic Car Enthusiasts decided to start a CCCA Region 49 years ago. 2013 is the 50th anniversary of our Region and I'm looking forward to the "Great Event" that I hope he and Sandi will put together. Al has been a key member of our Club all these years, and, over the past ten years, he and Sandi have earned the title of "International CARavan King and Queen".*



**W**e acquired this car one year ago in Massachusetts.

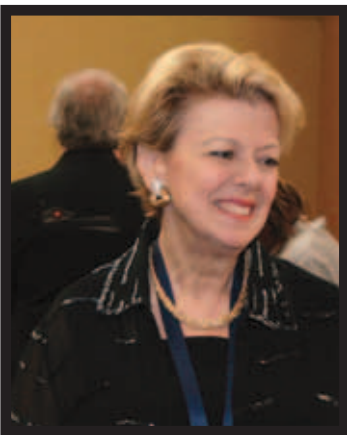
Only fourteen of these bodies were built that year...some Tourings and some Dual-Cowl. This is the last year that Pierce-Arrow offered a Dual-Cowl.

For 1931, Pierce-Arrow offered the Model 41, 42, and 43. The Model 41 had a 147-inch platform, while the Model 42 had a 142-inch wheelbase. The Model 43 came in two sizes, a 134- and 137-inch wheelbase. Both Model 41 and Model 42 used the same straight-8 385 cu-in engine, but Model 43 had a smaller straight-8 engine. The 4/5-passenger cars were on the 142" wheelbase and the 7-passenger cars on the 147" wheelbase.

There were also some custom bodies built on the 147" wheelbase.

The company offered five different wheels for the 1931 model year. The unique feature of this particular car is the stainless steel wheels. It is believed that there are only three sets of these wheels known to exist on the large chassis cars. While Models 41 & 42 used 18" wheels, the smaller chassis Model 43 used 19" wheels.

I am pleased to introduce our 1931 Pierce-Arrow Model 42, Dual-Cowl Phaeton.



*Prior to the difficult 1930s, Pierce-Arrow was renowned for having manufactured some of the greatest motorcars of the Brass and Classic Eras. By the mid 1920s, while the cars were still highly admired, stagnation had set-in and the company was hopelessly in debt. In 1928, Pierce-Arrow's acute need for cash resulted in a controversial merger with Studebaker, providing resources for the development of new models. In 1929, P/A introduced a new and highly-acclaimed eight-cylinder engine, replacing their traditional "big-sixes." With the new engine, annual production reached a high of 8,000 units in 1929 but by 1931 production had dropped to just 3,775 units. P/A's tradition of providing discerning customers with the best and the most desirable factory-built and custom coachwork automobiles continued to the end of production in 1938.*

## Karen Hutchinson's 1928 Auburn 8-88 Speedster

*Introductory remarks from our Emcee Gary Johnson -- Karen Hutchinson is the very talented co-editor of our "Award Winning" Regional Magazine, the "Bumper Guardian". Her husband and built-in "riding mechanic" is Past President of the PNR Region. He can remove a Cord transmission cover in the dark and manufacture a front drive hub at a back-woods shop in remotest Alaska. I've seen him do both! And he loves his wife enough to restore for her, her very own Classic! Note she created this beautiful dress and made it herself to match the car!!!*



The early history of my car is a bit of a mystery. Records were most likely destroyed when forest fires swept through the Idaho records repository in the 1930s. What we know is -- in 1956 the car was rescued from a field near the Nez Perce hills in Central Idaho. The car remained, un-restored, in the same family for nearly forty years. During that time many parts were sold-off and conversion to a hotrod was begun.

In 1995, the car finally changed hands and the new owner spent four years gathering missing pieces. In 1999, the car changed hands again (this time to a former PNR member) and the restoration process was finally

underway ... the mechanics were rebuilt, the bodywork completed and the car was painted

In 2007, Barrie bought the car, a project well along but still far from finished, as a birthday present for me. Barrie continued the restoration -- gathering or fabricating the remaining missing parts and tending to myriad remaining projects. You've heard about it taking a village to raise a child -- well it also takes a village to restore a Classic. Countless people assisted with their special talents, missing parts and patterns, and moral support.

Now, nearly sixty years after the car was found in a field in Idaho, she is once again ready to hit the road -- sleek, sporting, saucy and even a bit snarly. I am proud to introduce my 1928 Auburn 8-88 Speedster. I thank Barrie for his devotion to me and to my rakish "old" car. And WE thank the many people who have had a hand in returning this iconic car of the 1920s to her original glory. I wish Dave and Elaine Ellis (from whom we bought the car and who were so instrumental in the restoration) could have been here tonight to see the unveiling.





## Bill Holt & Liz Hann's 1939 Lagonda 4-1/2L Rapide

*Introductory remarks from our Emcee Gary Johnson -- Liz Haan and Bill Holt are from Vancouver, B.C. and have some very interesting hobbies and skills besides Classic Cars. Liz is a "Master Gardener" and has an outstanding garden of her own, but also volunteers to make her community more beautiful. Bill is a world renown "Model Railroader" with a rare collection that he is currently cataloging. Both of them have been long-time supporters of our Region.*



First owner of the car was the owner of the car company, "Alan Goode". After him it went through several hands in England before coming to America in the late 1950s.

We've known this car and visited it regularly since 1982. Finally, we wore the owner down and he agreed to sell it to us in 2006.

The car was tired, but still mobile, so our first move was to transport it home to Vancouver, Canada. We immediately placed it in the very capable hands of Mike Taylor and Ian Davey, owners of RX Autoworks in North Vancouver for a ground-up restoration.

This car was designed and developed by W.O. Bentley. It was his last complete car design. Coachwork for this car was designed by Frank Feeley and built in the Lagonda factory. World War II ended the car's production, so only 185 cars, of all lengths and body styles, were built and only twelve were Rapides.

We are delighted with our Lagonda Rapide and will enjoy the pleasure of carefully driving it for a very long time.



### Awards

**2010 Pebble Beach**  
2nd in Class -

Late Pre-War European

**2010 Kirkland Concours**

2nd in Class

Best in Show

"Most Elegant"

**2010 Steamworks**

Best in Class

"Most Elegant Pre-War"



## Carl King's 1932 Auburn 12-160A Cabriolet

*Introductory remarks from our Emcee Gary Johnson -- Carl King can do it all! He and his wife Karen are long-time Regional members who I first met when I gave them a ride in our Lincoln -a windy ride- on a CARavan. Carl is a former Boeing employee who can machine and manufacture just about any part he needs. He does his own restoration work to the very highest of standards. He is one meticulous man--as you'll soon see!*



Its restoration took me almost ten years so I will just touch on a few points. I cleaned and painted the frame and all of the running gear, installing new parts where needed. The radiator and fuel system were overhauled and all tubing was replaced with copper nickel alloy material. I overhauled the 393 cu. in. 45-degree V-12 engine, of 160 HP.

A former owner had cut the body in two, preparing to convert it to a speedster. I replaced the hardwood framing with white oak or ash. I welded-in steel patch panels and formed pieces to duplicate the fancy rolled moldings which had rusted away and been replaced with Bondo. I manufactured an upper hinge of alloy steel plate for the driver's door. The instrument panel has an engine-turned background created by Phil McCurdy.

I needed drawings or templates to fabricate the top framing and seat cushions. I contacted Jay Engler in Ohio who is restoring a similar car. Karen and I traveled to Ohio to visit Jay and his car. I made dimensioned sketches and received many suggestions. Jay and I worked together to solve the top-framing problem. Jay cast parts and sent them to me. I machined them and sent his set back. After assembling the convertible top frame, it was time for the upholstery and top material installation. I purchased five hides, dyed to Karen's color choice. I spent a lot of time on the instruments, making a new gear and other parts for the left hand window regulator, adjusting all internal door parts, installing the fold-down windshield, and finding the correct Trico windshield wiper (only one on the left side). I had commercial shops do the painting, upholstery and top. Karen selected the paint colors.

These cars usually sport a radiator mascot that consists of a man with wings (a flying man). Karen didn't like this look so she found the eagle mascot on the Internet.



It was made in France and sold in New York by the Nil Melior Co.

We think this car is a beauty and a great performer. Ergonomics are not so good (i.e., no adjustable seat; there is no place to put anything (no glove box, no golf door, etc.) However, actor James Cagney owned several of these cars and loved them. So do we. Alan Leamy designed this car and I've been told that Fred Duesenberg designed the Lycoming-built engine.

I am pleased to introduce our 1932 Auburn 12-160A Cabriolet.





## Robert Reeve's 1926 STuTZ AA Sedan

*Introductory remarks from our Emcee Gary Johnson -- Bob Reeve and his wife, Leola, are from Sequim. They're relatively new members of the Region, but long time CCCA members. Bob was Regional Director of the Colorado Region. He is a civil engineer working in the oil industry and is still self-employed in consulting. He says he likes antiques and "old things." He'll fit right-in around here!!*



**M**y Classic STuTZ was purchased new in December 1926, in Ohio.

My very limited knowledge of the car's history begins in 1952 after which records show that the car was sold several times and was even seized by the IRS for non-payment of taxes.

In 1986 the IRS offered it at auction via Hemmings Motor News and the son of the original owner thought it sounded a lot like his dad's old car. So, he went to take a look....and amazingly, it was!

The son was the successful bidder at the auction resulting in this Classic coming home after a 34-year absence. Ten years of inactivity followed. It was again offered for sale in the 1990s.

Bob Brown from Ohio purchased the vehicle and a full-scale restoration was started. In 2003, Bob's efforts resulted in a Senior Badge.

This was the elusive Classic I was looking for. Suddenly, Bob decided to sell his prize, and a deal was made. Finally my search was over.....

I am pleased to present my 1926 Model AA STuTZ.



*The front page of the Aug 10, 1922 issue of the New York Times proclaimed: "C.M. SCHWAB BUYS CONTROL OF STUTZ.." At the time, Charles M. Schwab was president of Bethlehem Steel. Schwab focused the STuTZ brand back into the luxury-performance field. Designed under the direction of Frederic Moskovics, the 1926 Model AA Vertical Eight had the performance that STuTZ was famous for, and with its Timken worm-drive axle and "double-drop" frame, it had a rakish look that made the competition look dated.*

*[http://www.drivingtoday.com/greatest\\_cars/stutzv8](http://www.drivingtoday.com/greatest_cars/stutzv8)*

## Steve Norman's 1938 BMW 327/28 Cabriolet

*Introductory remarks from our Emcee Gary Johnson -- Steve and Annie Norman are long-time members of our Region. Steve has served on the Board and has generously supported our Club with tours he's put together with other car clubs. Steve was a principal in Seattle BMW until he retired. You can see him and Annie out for their morning walk around Edmonds--rain or shine!*



**W**e purchased this BMW in 1996 from Fritz Gechter a member of CCCA. Ann and I had driven it for many years on Caravans in California, rallies in Washington, Oregon and Canada, local tours and just fun touring until the wooden frame began to collapse. This was the start of a long project and after some frustrating experiences we sought help from our friends at Jellybean of Vancouver B.C. who successfully worked long and hard on the car.

The project started with the wood frame that was no longer strong enough to support the driver's door. Our wood-maker had a tough time getting started and after a year working with him we gave Jellybean the responsibility of finishing the car.

They started by rebuilding the frame and replaced the hood and fenders. We first had contracted another shop in BC to do the engine rebuild, however, once given responsibility for the entire project, the folks at Jellybean decided that the engine too should be done in their shop.

Jellybean had control of the car from 2008 until June, 2012 when we drove it home. They worked with woodworkers, electric workers, BMW engine support, a local experienced engine worker, a carb specialist, and leather workers. The new leather is just like the original convertible roof and tonneau covers. When we bought the car it had two straps on the hood and it was a light yellow. (The color is now ivory and black.)

Our BMW has received many trophies including:

- Carrilon Point People's Choice
- Hilton Head People's Choice
- Woods in Lynnwood People's Choice

Several months ago the son of the first US owner noticed that our car had been shown at Hilton Head. He told me several things about it, proving that this was the same car. He said our BMW had been in possession of a German general officer at the end of WWII.

We are delighted with our restored BMW Cabriolet and will enjoy showing and driving it for a long time.





## Kim Pierce's 1932 Packard Light Eight Coupe Roadster

*Introductory remarks from our Emcee Gary Johnson -- Kim Pierce and his wife, Norma are new members of our Region who were first introduced to the Club by Azar's as guests at a "Coming Out Party". They were recruited as members by the Dickison's. Kim has been in the auto body business for many years and most recently in the "wheelchair accessible van business". He's been a long-time collector of muscle cars and Porches. He's a certified car nut!*



As most of us here tonight know, 1932 was a difficult year for the American automobile industry and the makers of luxury models were suffering most of all. Packard was desperately looking for a solution as their sales had fallen from a record high of almost 50,000 units in 1928 to just under 13,000 in 1931.

In an attempt to stem the slide in sales, in 1932 Packard came out with a less-expensive "Light Eight" using a smaller 110 hp engine offered at a base price of \$1,795. This was over twenty-five percent less than any of the other Packard Eights and ended-up by far their most popular, albeit slow-selling car that year. Out of only 9,010 cars sold by Packard in 1932 - seventy-five percent were "Light Eights" and of those about 1,000 were Coupe Roadsters.

While Packard created this car to lure buyers away from its rivals, the plan backfired. Due to the Depression, the typical buyer turned-out to be a

Packard devotee looking for a less-expensive model, resulting in lower profits for Packard. For this reason the "Light Eight 900" was discontinued in 1933 after selling just 128 units. Packard sales bottomed-out in 1934 at 6,265 units. In 1935, the "One Twenty" was introduced and sales began to rebound, with the new model accounting for more than 45,000 of 52,045 Packards sold.

We have traced the ownership of our car back to 1948, when it left Ohio to a new owner in Atlanta GA. From there it was taken to California where it received a frame-off restoration in 1997. Then it went to Arizona where it stayed fifteen years before I purchased it in January 2012. We brought the car here from our home in Edmonds and are pleased to introduce you to our 1932 Packard Light Eight 900 Coupe Roadster, one of only fifty-three remaining in the world.



## Siegfried Linke's 1937 Mercedes-Benz 540K Special Roadster

*Introductory remarks from our Emcee Gary Johnson -- Siegfried Linke has big dreams and the talent to make them happen. If I was compelled to fulfill his dream it would have become a nightmare. But, as you'll see and hear --he made magic come to life--and you will get to see it tonight. I first met Darlene, his wife, when she was a Director of the Mercedes Benz Club. When I was PNR Director I asked her to be on the Board of Managers. Both she and Siegfried have been great supporters of our Club --you can always count on them!!*



This car started life in Stuttgart Germany as a 1937 Mercedes-Benz 540K, Cabriolet B, Sindelfingen, and I acquired it in 1994 needing complete restoration. I searched all over the globe for two years looking for the necessary parts and craftsmen to start this project. Fortunately I had a lot of contacts and friends who provided help along with an understanding fiancée, Darlene, who became my wife during this time.

I made dozens of trips to Europe to secure many of the parts I needed. I also had the good fortune to have a friend, Horst Lautenshlager who owned at this time the "Baroness von Krueger" car, a 100% all original, unrestored Mercedes-Benz 540K Special Roadster. His car had been discovered where it had been hidden, forty years earlier, from the Nazis by being walled in a castle. His car, along with the factory blueprints, served as templates for all the castings, moldings, and measurements used to rebody my car into a Special Roadster. I was able to secure the services of Casimier Nawrocki of Moose Lake, Minnesota for all



the wood structure, all the metalwork and fabrication of the Body. Maxwell's Metalwork in Marysville did all the fitting, welding and brass work. I did all the mechanical, electrical, engine, suspension, chassis work and final assembly. The radiator was crafted by Michael Shoppe of Yamhill, Oregon who also did the paintwork. The interior, upholstery and top was done by Ken Dickmann in Boring, Oregon.

On June 4, 2012 the CCCA Classification Committee approved this car as a Rebodyed Classic Car. After eleven years of work I proudly present to you my recreation of the 1937 Mercedes-Benz 540 K SPECIAL ROADSTER.





## Lou Berquest's 1932 Packard Light Eight Sport Coupe

*Introductory remarks from our Emcee Gary Johnson -- Lou Berquest and Bunny live just down the road overlooking the water. Lou was a stockbroker for many years, retired, doesn't have a computer and now lives the "good life" among Bunny's antiques and his cars. They love to travel--in fact, we ran into them in Mazatlan, Mexico a few years ago!!*



**W**e bought this car from Daryl Hedman about 2 1/2 years ago. He had purchased it a few years earlier from the estate of Dr. Shields who had died in 1995. This car had been stored for over ten years in a poorly-ventilated, damp garage where it became home to generations of squirrels who chewed-out the upholstery.

After some minor mechanical repairs we found the car ran quite well. Color sanding and buffing brought back the shine on the 1970s repaint, so we simply installed a new interior and tires to restore this Packard to "driver-level status" as with all our other cars.

The Packard Light Eight used the same 110 hp engine as the standard models, however, is 400-500 pounds lighter thus offering better performance. It keeps up nicely with urban traffic and cruises at 55 to 60 MPH on the freeway. Packard quality and fun to drive.



### A few facts about the 1932 Packard 900 - Light Eight

- unique shovelnose grille (only on Light Eight)
- produced for only one year --1932
- selling price ranged from \$1,795 to \$1,940
- engine was a L-head in-line 8, iron block, aluminum crankcase
- rated at 319 cubic-inches, generating 110 horsepower
- three-speed transmission
- 3,990 lbs, 195 inches overall length
- parking and headlights have the Packard Yoke
- ride control
- windshield opens outward
- ventilators in cowl and both kick panels
- freewheeling vacuum clutch
- golf bag door
- rumble seat

## Pete Dahlquist's 1942 Lincoln Continental Cabriolet

*Introductory remarks from our Emcee Gary Johnson -- Pete and Karen Dahlquist are our very active Regional Members from across the mountains. Pete loves a particular brand of Classic Car, which I do too. Pete and Karen have made the journey across the pass many times to support our events and attended a number of CARavans. We had some great CARavan shirts made and Pete wouldn't buy one. He told me he doesn't wear shirts without breast pockets in them. So, Walla Walla is famous for more than onions and the state prison---It's the home of the Dahlquist's!! (Side note: Pete fell while pushing Siggie's car into the hall and got a mashed nose and two black eyes. No good deed goes unpunished.)*



Three score and ten years ago our forefathers brought forth a beautiful new auto that was the ultimate in beauty and grace, but not in speed or power. As a result of the coming world-wide conflict, the production of this beautiful auto ceased on February 12, 1942.

The order came down on December 15, 1941 to finish building this auto with parts on hand. However, gold was no longer to be used. Instead, gold lacquer would be used on all surfaces previously gold-plated.



My friend saw an ad for this auto and went to look at it. It sat in a pile of redwood needles with an off-breed engine installed, complete with dual exhausts. A correct engine was sitting in the owner's garage. Upon investigation of the serial number, it was found to have been special-ordered by a doctor from New Jersey and to be the only one of this model ever painted white to leave the factory. My friend purchased the

auto for \$4,850, removed the off-breed engine and restored the car to the condition of a premier winner in the CCCA. We purchased this car in May of 2011.

We present to you the 58th Lincoln Continental Cabriolet built in 1942 out of a total run of 136 and the only white one ever so-painted!





## Wayne Herstad's 1931 Cadillac 355A Town Sedan

*Introductory remarks from our Emcee Gary Johnson -- Wayne and Carol Herstad live here in Tacoma where Wayne's been a chiropractor for several years. So, if any of you need straightening out you know where to go. Wayne has another car-related hobby -- he's the Tacoma Speedway Historian- which Speedway is celebrating it's 100th Anniversary. I didn't even know Tacoma had a Speedway --- but, if you want to really get Wayne going, ask him about it!!*



I know very little about the history of my 1931 Cadillac 355A Town Sedan other than it was first delivered in Butte, Montana. Undocumented word handed down through several previous owners has the car in Seattle during 1942 at which time it was placed in storage until 1967. After that there were several aborted attempts to begin restoring the car. It had been completely disassembled and was still in that condition when I first became aware of it last year in conversation with the then-owner.

I brought this car home with the unrestored body just sitting on the frame, accompanied by many, many boxes of parts. That was the beginning of my very hectic thirteen-month restoration project, the culmination of which was presented at the 2012 Coming-Out Party.



*The Cadillac 355A appeared in September of 1930 and shared some similarities to its predecessor, the Series 353. In the front the radiator had a screen. The radiator had been mounted lower. There was a single bumper bar and dual horns. The hood was longer with five hood ports on the side. Under the hood was a V8 engine that displaced 353 cubic-inches and produced just under 100 horsepower. The floor boards were now metal, a big improvement over the prior years. The tool and battery compartments were relocated to under the front seat.*

*The Cadillac 355A was available in twelve different body-styles with coachwork by either Fisher or Fleetwood. The elegant bodies rested on a 134 inch wheelbase. A larger 152 inch wheelbase was available and used mostly for commercial vehicles. The lowest priced 355A cost just under \$2,850 while the top-of-the-line 355A was nearly \$3,800 which was the same price as an entry-level 370A with a twelve-cylinder engine.*

*from Conceptcarz.com*



### **"A chicken in every pot and a car in every garage"**

*When this car was manufactured, the U.S. was in the depths of the depression and Herbert Hoover was President.*

*Average cost for a new car was \$640, bread - 8¢/loaf, hamburger - 11¢/pound, gas - 10¢/gallon, and rent - \$18/month.*

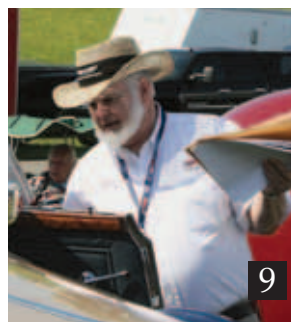
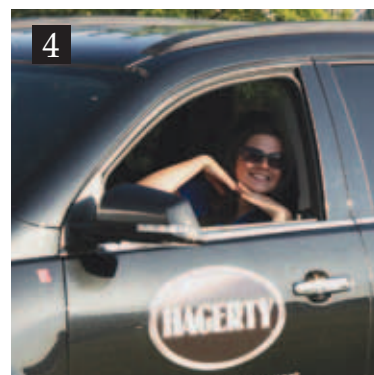


Mindy Rohrback's Photo Picks

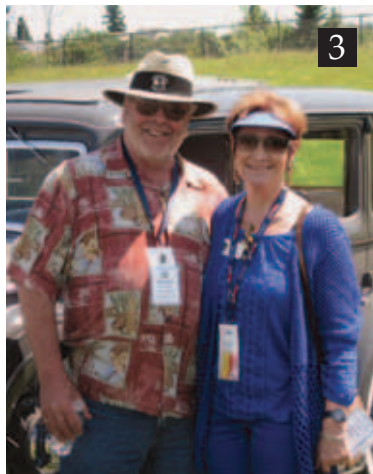
# Candid Classics

*Tacoma, WA*

*July 7, 2012*







### Left Page -

- 1) George Potter's '34 Packard, Brad Ipsen's '40 Cadillac, Gray Johnson's '41 Cadillac, Nancy Finelli's '33 Packard, Hilary Barr Parker's '33 Auburn
- 2) Lou Berquest's '35 Auburn receiving a physical exam by a team of CARdiacs (Phil McCurdy, Carl King & Jim Harri)
- 3) John Campbell tweaking his '31 Rolls-Royce
- 4) Ashley Reitman from Hagerty Insurance
- 5) Scott Anderson, Kim Pierce & Lou Berquest with Roy Dunbar's '29 Pierce-Arrow
- 6) Tabulators Annie Norman, Koko Carlson & Merrisue Steinman
- 7) John Campbell driving his Rolls-Royce and photographing Karen Hutchinson's '28 Auburn
- 8) Team 3 members Barrie Hutchinson, Terry McMichael & Colin Gurnsey judging Hilary Barr Parker's Auburn
- 9) John Carlson
- 10) Bill Smallwood
- 11) Gary & Joyce Johnson

### Right Page -

- 1) View of LeMay Showfield from hillside
- 2) John McGary & Pete Dahlquist relaxing next to Pete's '42 Lincoln Continental
- 3) Denny & Bernadene Dochnahl
- 4) National Head Judge John Kefalonitis and Event Head Judge Brian Harding
- 5) Phil McCurdy and judging team carefully studying Don Jensen's '37 Cord
- 6) Brad Ipsen taking it easy behind his '40 Cadillac
- 7) Fearless PNR Director Brian Rohrback with his 1939 Bentley
- 8) Bob Newlands, Jan Taylor & Randi Small



# 2012 Grand Classic Experience

By Brian Rohrback



I guess a picture really does say a thousand words; given all the beautiful color shots in this issue, we must be generating the equivalent of a hundred thousand "Oohs and Aahs".

The day was perfect – warm and sunny – but nowhere close to hot and muggy. The location was superb and significantly enhanced by the fact that the Pacific Northwest Region of the Classic Car Club was the first formally-judged car show ever held on the brand new LeMay Museum showfield. The venue was also perfect, giving us a grass field sandwiched between the Museum and the Tacoma Dome with a wonderful overlook spanning downtown Tacoma and the waterfront.

The cars were just-as or even-more spectacular (insert your point of view here) with six

Classics achieving a perfect score of 100 points and five more hitting a score of 99 points or higher. That amounted to more than a full 20% of the field. And quite a few of these fine automobiles had never been seen before such as a spectacular Mercedes 540K Special Roadster and the Auburn 8-88 Speedster, the latter completed perhaps the day before the Grand Event.

The cars would not be here without their people, and we had a terrific showing of PNR members covering Washington, Oregon and British Columbia. But, the East Coast was represented as well. John and BarbaraAnna Kefalonitis jetted-out from New Jersey and clearly would have won the long-distance award had we thought to give one. John is a National Head Judge and BarbaraAnna

joined one of our judging teams supplying her expertise to the competition. I especially want to recognize Howard and Evelyn Freedman and George and Sylvia Potter for making the trek up from Oregon and our great friends and erstwhile PNR members from the land of beer and hockey: John and Koko Carlson, Colin and Laurel Gurnsey, and Bill Holt and Liz Hann – all bringing either cars or their vast expertise in judging and tabulating.

The event was open to the public and drew many people who had the opportunity, some for the first time, to view a vast and diverse collection of Full Classics. They could get up close and ask questions of the owners and judges, then trot off to the LeMay Museum to expand the day's experience. It was fun for all.

Any event like this does not just magically happen. A lot of effort was put in by a boatload of people. The impressive part of this is that our own club members come together, figure out what needs to be done, and then they just get the job done: professional yet with a smile and aplomb. It was a phenomenal team effort.

Our Grand Classic is now a memory, but we all enjoyed giving some absolutely-beautiful examples of automotive excellence their moment in the sun. For the too-oft-gray-sky-bedecked Northwesterners, this "sun" we speak of was that bright yellow object hovering overhead all day! Shine on!!





**Premier Class  
Middle 1933 - 1939**

James Harri  
1937 Packard 1500  
Touring Sedan  
Senior # 2793  
1st Place  
100 pts



Terry Jarvis  
1934 Nash 1290 Sedan  
Senior # 2650  
1st Place  
99.25 pts



---

**Premier Class  
Late 1940- 1948**

Gary Johnson  
1941 Cadillac 62  
Convertible Coupe  
Senior # 1676SP  
1st Place  
100 pts



Scott Anderson  
1941 Cadillac 62  
Convertible Coupe  
Senior # 1991  
1st Place  
99.5 pts





**Primary Custom  
1933 - 1936**

Monty Holmes, Jr.  
1934 Cadillac 452D  
Fleetwood, Convertible  
Sedan  
1st Place  
100 pts



Gerald Greenfield  
1934 Lincoln KB  
Dietrich, Convertible Sedan  
1st Place  
100 pts



Hilary Barr Parker  
1936 Lincoln K  
LaBaron, Convertible  
Roadster  
1st Place  
99.75 pts



**Primary Production  
1925 - 1929**

Karen Hutchinson  
1928 Auburn 8-88 Speedster  
1st Place  
99.75 pts



Hilary Barr Parker  
1929 Pierce-Arrow 133  
Convertible Coupe  
2nd Place  
97.75 pts



Roy Dunbar  
1929 Pierce-Arrow 133  
Club Brougham  
3rd Place  
95.5 pts



---

## **Primary Production 1930 - 1932**

Wayne Herstad  
1931 Cadillac 355A  
Town Sedan  
1st Place  
99 pts



Kim Pierce  
1932 Packard 900  
Coupe Roadster  
2nd Place  
98 pts





**Primary Production  
1930 - 1932**

Carl King  
1932 Auburn 12-160A  
Cabriolet  
3rd Place  
97.75 pts



**Primary Production  
1933 - 1936**

Nancy Finelli  
1933 Packard 1001  
Coupe Roadster  
1st Place  
99.5 pts



Hilary Barr Parker  
1933 Auburn 8-105  
Phaeton Sedan  
2nd Place  
96.5 pts



Brown Maloney  
1934 Packard 1105  
Sedan  
3rd Place  
95.75 pts



## **Primary Production 1937 - 1939**

Steve Norman  
1938 BMW 327/28  
Cabriolet  
1st Place  
100 pts



Bill Holt  
1939 Lagonda 4-1/2L  
Rapide  
1st Place  
100 pts



---

## **Primary Production 1940 - 1942**

Hilary Barr Parker  
1940 Lincoln Continental  
06H Cabriolet  
1st Place  
98.5 pts



---

## **Primary Production 1946 - 1948**

Karel Deibel  
1948 Lincoln Continental  
876H Cabriolet  
2nd Place  
93.75 pts





**Senior Production  
1933 - 1936**

Pat Hart  
1936 Cord 810  
Phaeton  
1st Place  
99 pts



Diane Azar  
1933 Packard 1005  
Convertible Victoria  
1st Place  
98 pts



**Senior Emeritus -  
Judged**

Pete Dahlquist  
1942 Lincoln Continental  
26H Cabriolet  
Winner  
95.5 pts



Brian Rohrback  
1939 Bentley 4-1/4L  
Vanden Plas, All Weather  
Winner  
94.25 pts



## Early Touring

John Mitchell  
1929 Packard 640  
Touring  
Disqualified  
94.5 pts



## Middle Touring

Louis Berquist  
1935 Auburn S/C 851  
Phaeton  
Disqualified  
94.75 pts



Don Jensen  
1937 Cord 812  
Custom Beverly  
1st Place  
91.75 pts



## Late Touring

Sharon Briskman  
1947 Packard 2106  
Touring Sedan  
1st Place  
91.25 pts





### Senior Emeritus Exhibition

Robert Reeve  
1926 Stutz AA  
Sedan

Ed Rittenhouse  
1931 Cadillac 370A  
Sedan



Stan Dickison  
1935 Packard 1207  
Convertible Victoria

Brad Ipsen  
1940 Cadillac 60S  
Fleetwood, Sedan



### Exhibition

Denny Dochnahl  
1934 Packard 1100  
Sedan

Gary Steinman  
1931 Cadillac 370A  
Convertible Coupe



Arnold Barer  
1929 Franklin 130  
Convertible Coupe

Siegfried Linke  
1937 Mercedes 540K  
Special Roadster



John Campbell  
1931 Rolls-Royce PII  
Continental  
Vanden Plas,  
Dual Cowl Tourer

Brian Pollock  
1935 Bugatti T 57  
James Young, DH  
Coupe





## Exhibition



Jon Schoenfeld  
1937 Cadillac 70  
Fleetwood, Sport Coupe



Terry McMichael  
1947 Bentley MK VI  
James Young, Coupe



Willie Spann  
1948 Lincoln Cont.  
876H Club Coupe



George Potter  
1934 Packard 1107  
5-Passenger Coupe



John McGary  
1937 Rolls-Royce 25/30  
Hooper, Saloon



Howard Freedman  
1941 Buick 90  
Touring Sedan



Al McEwan  
1931 Pierce-Arrow 42  
Dual-Cowl Phaeton



Robert Mc Cune  
1930 LaSalle 340  
7-Passenger Sedan



# 2012 Grand Classic

## Judges, Tabulators & Volunteers

A Grand Classic doesn't just happen. It took the combined efforts of dozens of our Members to plan and manage the event at the new LeMay America's Car Museum showfield. It took months of planning to arrange the venue, prepare the judging and tabulating teams, orchestrate the registration process, plan the banquet, and coordinate the volunteers. All that preparation paid off handsomely on the day of the event.

According to Chief Judge Brian Harding the four teams of four Judges each did yeoman work in scoring the cars to the National Standard of "As driven off the showroom floor and/or gently used." "We had an excellent field of cars with many high scores of 98 and above, and due to the judges' experience and training (one session in March and the other the day of the event) it went off without a hitch."

Chief Tabulator Merrisue Steinman was especially proud of her group, who were the unseen heroes of the event, tirelessly working in a Museum ground floor conference room from early morning to late afternoon. Said Merrisue: "We had a wonderful team and all of them had studied, prepared for and taken the tabulator's test in advance of the meet and were registered with National."

"Hats off" to all who signed-up to volunteer for the event (see list below) and also to so many other members who saw a need and simply pitched-in. The long list of activities included such tasks as photographing the cars, placing the cars on the show field, working the gates (this is the first year we invited the public to attend), running between the judges and the tabulators, staffing the information booth, event and banquet registration and last but not least, showfield cleanup at the end of the day. Many thanks to Denny and Bernadene Dochnahl for bringing in the show tents, tables and chairs and other supplies including the ice and bottled water that helped us stay cool during the afternoon.

In his capacity as CCCA National Head Judge, John Kefalonitis of New Jersey observed the event and later shared that he thought our Region did a fantastic job, with stellar judging and spectacular tabulating. Summing up the experience: "Everyone made us feel so welcome and comfortable that we decided to join the Region!" (Look for John and BarbaraAnna Kefalonitis return for the Kirkland Concours.)



Merrisue Steinman  
& Tabulators



Team 2 Judges

### Judging Teams

(Team Leaders in BOLD)

Area Head Judge:  
Brian Harding  
Asst Head Judge:  
Don Reddaway

#### Team 1

**Phil McCurdy**  
Jim Harri  
Steve Norman  
Carl King

#### Team 2

**John Carlson (M-206)**  
Kim Pierce  
Ray Loe  
Ed Rittenhouse

#### Team 3

**Al McEwan (M-30)**  
Siegfried Linke  
Scott Anderson  
Lou Berquest

#### Team 4

**Barrie Hutchinson**  
BarbaraAnna Kefalonitis  
Colin Gurnsey  
Terry McMichael

### Tabulation Teams

Head Tabulator:  
Merrisue Steinman

#### Team A:

Ildi Bradley  
Judy Buckingham  
Bernadene Dachnahl  
Karen Hutchinson

#### Team B:

Koko Carlson  
Laurel Gurnsey  
Barbara McMichael  
Annie Norman

### Volunteer Teams

**Planning/Administration:** Valerie & Stan  
Dickison, John Campbell, Brian & Mindy Rohrback

**Volunteer Coordinator:** Drew Cornish

**Registration:** Cherry Jarvis, Randy & Brian  
Pollock, Ashley Reitman, Karen Anderson, Valerie  
Dickison, Najib Azar, Mary Campbell

**Parking:** Bill Allard, Drew Cornish, Gary Steinman,  
James Tait

**Entry Gates:** Drew Cornish, Karel Deibel, Kim  
Pierce & Norma Sola-Pierce, Jon Schoenfeld, Rick  
Slenes, Gary Steinman, Gigi & Paul Watson

**Info Table:** Karen Anderson, Sandi McEwan, Joan  
Meden, Norma Sola-Pierce

**Ticket Takers:** Diane Azar, Dick Buckingham

**Clean-up:** Monty Holmes, Katie Nolan, Liz  
Holdeman, Brian Rohrback

**Banquet:** Valerie Dickison, Ashley Reitman



# PNR-CCCA Classics on Loan for Special Display at the LeMay Museum

The Grand Classic wasn't the only place to find Full Classics® belonging to PNR members. The LeMay Museum has reserved the ramps between floors for special exhibits. When the museum opened in June and for the next several months, Full Classics® with custom coachwork are on display on one of the ramps. Eight of the nine cars on display are on loan from PNR members. If you didn't catch this exhibit, you need to go back to the LeMay Museum, soon.



Neil De Atley's 1941 Packard Darrin Victoria Convertible



Monty Holmes, Jr. 1934 Caillac V-16 Fleetwood Coupe



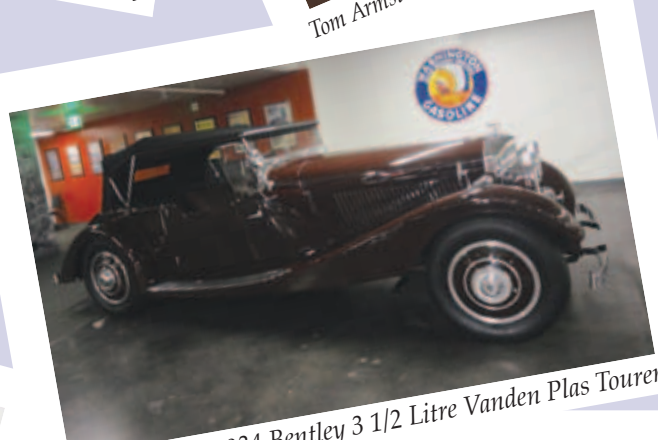
Gerald Greenfield's 1934 Lincoln KB Dietrich Convertible Sedan



Tom Armstrong's 1931 Duesenberg SJ Derham Conv. Sedan



Glenn Mounger's 1930 Rolls-Royce P-I Brewster Trouville



Al McEwan's 1934 Bentley 3 1/2 Litre Vanden Plas Tourer



Patty McBride's 1933 Mercedes-Benz 380 SS Roadster



Peter Gleeson's 1937 Rolls-Royce P-III Saloon w/ Division



## Area Head Judge

Brian Harding

*Many thanks to Area Head Judge Brian Harding and his judging teams for a job well-done. Brian has extensive experience as a judge and is in the process of obtaining his Master Judge credential from Nat'l CCCA. Ask him about the process if you are interested in obtaining yours!*

### Education:

1978 University of Washington  
(B.A. in History)  
1973 Sammamish High School

### Occupation:

Edmonds School District Administrator

### Judging Experience:

|              |  |
|--------------|--|
| 2011         | ♦CCCA Nat'l Accredited Judge Certification |
| 2012         | ♦Master Judge Application in progress      |
| July 7, 2012 | CCCA Grand Classic Head Judge              |
| 2009 - 2012  | Kirkland Concours                          |
| 2009 - 2011  | Le May Collection                          |
| 1995, 2008   | CCCA Annual Meetings                       |
| 2004         | Auburn Cord Duesenburg Club Reunion        |
| 1975 - 1982  | Seattle Tacoma Horseless Carriage Club     |

### Related Experience:

2010 Co-instructor - Judging Seminars (w/Don Reddaway);  
2012 Instructor - Judging Seminar for Grand Classic;  
2012 Author five Bumper Guardian judging articles.

### Owns:

|      |                                   |
|------|-----------------------------------|
| 1931 | Cord L-29 Cabriolet               |
| 1940 | Cadillac 60 Special               |
| 1954 | Jaguar XK/120 Drophead Coupe (nc) |

## "Failing to Proceed"

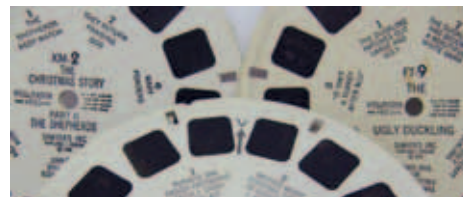
By Val Dickson

Driving to and from a Classic Car event can be adventuresome, challenging and sometimes downright hair-raising. Many drivers in "modern-day iron" do not give us an inch and fail to realize we cannot stop as quickly as they can. Sometimes a Classic's driver and co-pilot have to simultaneously motion arm signals out the open windows to identify left and right turns, not to mention our waving "thanking motion" or an occasional expletive-deleted hand signal.

But when a Classic "fails to proceed" it is a whole new ballgame. Such was the case when the mini-caravan of the Dickisons, Pierces and Scott Andersons' proceeded north on Interstate 5, the Sunday morning after the Grand Classic weekend. Kim Pierce was aware he had not completely resolved a chronic overheating issue in his 1932 Packard. He feared he would have to pull over on the drive to their Edmonds home, some 30 miles north of Tacoma. Approaching the "Wild Waves Park" in Federal Way his award winning Packard decided she had enough; it was just too hot and she didn't wish to go any further. We all pulled-off to the side of the road. Fortunately we were just beyond the exit lane of a Washington State rest spot so we were able to back down into it for safer parking.

Scott Anderson was looking for a shady spot to park his 1941 Cadillac convertible and happened to pull up next to a truck and empty trailer of a local construction equipment hauler. Long story short, an agreement was made between Kim Pierce and the truck driver to load and carry the Pierce's Packard north, close to their Edmonds residence.

Now what are the chances of finding a car hauler located exactly where you break-down?



*A perfect sequence of photos for a vintage View-Master  
-- first introduced in 1939  
at the New York World's Fair --*





This is how it used to be done. It didn't occur to my father or me to trailer anything. So, we drove it everywhere and detailed it when we arrived.

This car had the Phil Hill gears in the rear axle, so it would go along at a good clip. It got way too exciting one time when a radiator hose burst on the car directly ahead. A cloud of green rain covered the Packard from front to back. Ken calmly pulled into a gas station, hosed-off the top and off we went.

Times have changed, and so have we at GVRs. Give us a call and we'll discuss your restoration needs. Remember our very favorable shop hourly rate and how we pick-up and deliver door to door.



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208.773.3525 or 208.659.3931

[www.glennvaughn.com](http://www.glennvaughn.com)

[vaughnrestoration@gmail.com](mailto:vaughnrestoration@gmail.com)

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- Museum & Garage Tours
- Picnics
- Winery Events
- Kirkland Concours d'Elegance
- Pebble Beach Kickoff
- Holiday Parties
- Theater Nights
- Parades
- Dinners
- Fellowship
- Fun

<http://home.ccca-pnr.org/>

<https://www.facebook.com/CCCF1.PNR>



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