

# BUMPER GUARDIAN

Spring 2013



*1931 Cadillac V-12 Model 370A  
Fleetwood Convertible Coupe  
Owned by Gary & Merrisue Steinman*



## PNR CCCA Region Events

Events in **bold-type** sponsored by PNR-CCCA.  
Other events are listed for your convenience.  
Details can be found at [www.ccca-pnr.org](http://www.ccca-pnr.org) or by  
contacting the Event Manager.

### **May 12th: South Prairie Fly-In & BBQ at Jerry Greenfield's**

PNR Contacts: Jerry Greenfield 253-653-5060  
Jon Schoenfeld 775-848-7842

May 26th: Chateau Ste. Michelle STAYcation  
PNR Manager: Bill Smallwood 425-773-0130

**June 16th: Father's Day at the Locks**  
PNR Contact: Roy Dunbar 206-915-7667

**July 4th: Yarrow Point Fourth of July**  
PNR Contact: Al McEwan 425-999-4485

**June 13th: Concours at the Wood**  
PNR Manager: Kim Pierce 425-330-2665

**August 5th: Pebble Beach Motoring Classic  
Kick-Off Party**  
PNR Contact: Army Barer 206-785-2036

**August 10th: Steinman's Summer Picnic**  
PNR Contact: Gary Steinman 206-999-7822

September 1st: Crescent Beach Invitational  
PNR Contacts: Colin Gurnsey 604-788-7429  
John Carlson 604-307-6474

Sept 5th-7th: Kirkland Tour d'Elegance  
PNR Contacts: Stan Dickison 206-949-1115  
Al McEwan 425-999-4485

September 8th: Kirkland Concours at LeMay  
PNR Contacts: Jerry Greenfield 253-653-5060  
Bill Vadino 425-246-1212

### **October TBD: PNR Fall Tour to Mahogany & Merlot**

PNR Contact Monty Holmes 206-624-3995

**December TBD: Annual Meeting & Holiday Event**  
PNR Contact TBD

## 2013 CCCA National Events

### Annual Meeting

Jan 8-12 2014 ..... Naples, Florida

### Grand Classics®

March 16.....Florida Region

May 18 .....Spirit of St. Louis Region

June 2 ..... CCCA Museum Experience

June 8 ..... Southern California Region

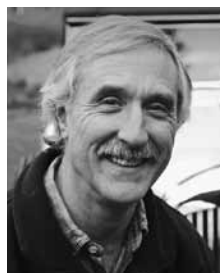
July 20.....Michigan Region

Nov 2 ..... North Texas Region

### CARavans

May 4-26..... Re-Discover America

September 6-12 ..... Sun Valley



### Director's Message

I have just experienced my third National CCCA Annual Meeting and I can heartily recommend these events to all our members. My introductory experience was prior to thoroughly-catching Classic Car fever, attending only the day of reckoning (*i.e.*, Saturday judging time) with my father-in-law, Joe Carman, some years back. I could definitely appreciate the automotive beauty on display, but I was too much in awe to really make a connection with the Club or its members. My real introduction was not until the 2008 National CCCA Meeting held in Bellevue. For me, this was the best possible introduction to the car hobby. I had not been that engaged in the club's activities to that point, but the diversity of interests and the interaction with other club members really set the Classic Car Club apart. Shortly thereafter, Roy Magnuson ~~conned~~ talked me into running for the Board of Managers, a position I enjoyed immensely as it got me driving more and enjoying it much more. Then, a couple years later, Barrie Hutchinson applied his considerable charm convincing me that running for Director is only a little more effort (and I might not be elected anyway). Now I am writing my comments for the best club car publication in the world. Life is good!

*Continues on page 30*

# BUMPER GUARDIAN

## Pacific Northwest Region Classic Car Club of America

*The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was founded in 1963.*

### Officers and Appointed Posts:

Brian Rohrback, Director	425-836-8138
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John Campbell, Treasurer	425-885-5472
Stan Dickison, Activities	206-949-1115
Val Dickison, Membership	206-546-3306
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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
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Brian Rohrback	2015	425-836-8138
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Staff Photographer	Michael Bradley	206-255-6491

### Board of Managers' Meetings:

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

### Membership:

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

### Advertising Policy/Rates:

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

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## Congratulations Stan Dickison

A highlight of the National Annual Meeting in Pasadena was the election of our own Stan to the National CCCA Board. He received the second highest number of votes in the election.

Stan joins PNR members Howard Freedman (home region: Oregon) and John Kefalonitis (home region: Metro) on the board and brings the "pure" Northwest perspective to the board.

When you next see Stan, thank him for administering to the business affairs of your club. Board members are not compensated for their time or expenses for attending the required quarterly board meeting. Altruism is a good thing but so is an occasional "thank-you".



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*to be the world's foremost  
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## 1931 CADILLAC V-12 MODEL 370A FLEETWOOD CONVERTIBLE COUPE

Article By Owners Gary & Merrisue Steinman



I first glimpsed the 1931 Cadillac on the 2006 Pacific Northwest Caravan. I had asked Bruce Harlow if the Caravan participants could have a garage tour and lunch at his home in Poulsbo. We were there early to help, and Bruce was explaining the car parking

arrangements and how we would guide the people through his buildings, when I saw in one garage a 1931 Cadillac with a For Sale sign on the windshield. It was a black 1931 V-12 Cadillac Convertible Coupe with body by Fleetwood. I asked Bruce if he really was going to sell the car. He responded that this was probably the right time to sell it because there would be 120 people going through the collection and most likely one of them would want to buy the car. I told Bruce that I thought I wanted to buy the car but needed to get Merrisue's OK to purchase it.

I understood the car was a 50,000-mile original and that it had been built for Alfred Sloan, the President of General Motors. I also was aware that he had owned it for some 30 years. I told Bruce that I knew that once I told Merrisue the price she would say no, but that if he gave me a week I

thought I could talk her into the purchase. Bruce laughed and took the For Sale sign off the windshield and threw it behind the seat. After finding Merrisue, I told her about the car and was amazed when she asked if the car was really an original and asked to see it. We walked over to the car with Bruce and he told her about the car and its history. I asked her "How about we buy it?" and she said "OK". Bruce started laughing and said that was the fastest week he had ever seen. Merrisue loves original cars and antiques.

Carl Steig, the California collector who has written manuals on Cadillacs, was on the Caravan. He examined the car and said it was one of the most original Cadillacs he had seen, pointing out the many original features that amazingly were still present. After the tour we tried

to start the car. It started and only made it halfway out of the garage. Bruce had not driven the car in a long time. No problem. I called a friend in Gorst, Phil Larson, who is a mechanic. Phil had the Cadillac towed over to his garage, where he rebuilt the carburetors, the vacuum tank, the starter, and the coils and now the



car runs great with the addition of six new tires!

We have taken the Cadillac on many tours and to shows. We trailered the car back to the Classic Car Museum in 2007 for the "21st Grand Experience: 100 Years of Cadillac", where we participated in the eighty-mile tour. For the Saturday car show, they placed the Cadillac centered on the asphalt walkway and it was the first car people passed as they entered the field. Our Cadillac had a beautiful 100-point red 1931 V-12 Roadster on its left and a 100-point silver 1930 V-16 Phaeton on its right. We learned that Dick Gold who was instrumental in founding the Classic Car Museum had owned all three cars and when people had walked into Mr. Gold's collection, these were the first three cars that visitors saw.

It was actually embarrassing to be placed between two 100-point cars when your car is an unrestored original, but about 10:00 AM it started pouring and with rain covering the cars, the Cadillac looked as good as all the others. Soon half the participants removed their cars to covered trailers. I was from Washington and so was my car and we were used to rain. We stayed on the field all day. I was fairly sure the car would not shrink.

When we first bought our Cadillac, I toyed with the idea that it would be very easy to restore. Merrisue was flat against restoration. Original cars were not as prized in 2006 as they are today. Then I realized it was too nice to restore and it had a grand history. It was delivered to Mr. Alfred Sloan in New York per the car's invoice. He kept it until his death and had reportedly loved the car. Mr. Dick Gold purchased it next. We have been told that our Cadillac was Mr. Gold's favorite car for driving out of all of the cars in his collection. I am sure that when a car is built for the President of the company that special care is taken during production or this was a very fortunate car. Of all the 20's, 30's and 40's vintage cars that I have owned or driven, this one is the



best driving car. We are very glad that our Cadillac's previous owners did not restore the car. In our minds, it is beautiful original artwork.

I love walking across the street to my collection with a book. Then I sit down to view the cars and read and usually fall sleep. I cannot think of a more pleasant way to spend a winter afternoon.



## CADILLAC “THE STANDARD OF THE WORLD” FIRST THIRTY YEARS

*By Raymond Loe*

Henry M. Leland formed the Cadillac Automobile Company on August 22nd of 1902. Cadillac is currently the second oldest American automobile manufacturer behind fellow GM marque Buick and is among the oldest automobile brands in the world. Depending on how one chooses to measure, Cadillac is arguably older than Buick.

When the Henry Ford Company faltered, Henry left (to start anew later) and Leland was brought in to evaluate the leftover assets. He persuaded Ford's remaining partners to continue the automobile business using Leland's proven 1-cylinder engine. They named the company in honor of Leland's distant ancestor, 17th century French explorer Antoine Laumet de la Mothe, Sieur de Cadillac, founder of Detroit. The company's crest is based on a coat of arms that he had created at the time of his marriage in Quebec in 1687.

General Motors purchased the company in 1909 and within six years, Cadillac had laid the foundation for the modern mass production of automobiles by demonstrating the complete interchangeability of its precision parts while simultaneously establishing itself as America's premier luxury car. Cadillac introduced technological advances, including full electrical systems, the clashless manual transmission and the steel roof. The brand developed three engines, one of which (the V-8 engine) set the standard for the American automotive industry. Cadillac is the first American car to

win the prestigious Dewar Trophy from the Royal Automobile Club of England, having successfully demonstrated the interchangeability of its component parts during a reliability test in 1908; this spawned the firm's slogan “Standard of the World.” It won that trophy a second time, in 1912, for incorporating electric starting and lighting in a production automobile.

While Cadillac was establishing itself as one of America's premiere automobile manufacturers, turbulent times were ahead as America began to realize the long-term economic effects of the stock market crash of 1929. Despite that downturn, Cadillac, like other prestige manufacturers, found itself in the middle of the “cylinder wars”. After introducing their V-16 in 1930, Cadillac added a V-12 model for 1931. There was some economic justification for bringing out the two new engines almost together since the Twelve and Sixteen shared many parts. The twelve was essentially a sixteen with four cylinders chopped off. While the horsepower of the 368 cubic-inch, 135 horsepower V-12 was well below that of the 452 cubic-inch, 175 horsepower V-16, its performance was similar with 285 lb-ft of torque and a top speed of more than 80 miles-per-hour.

Cadillac's twelve and sixteen-cylinder vehicles were an engineering phenomenon and the pinnacle of luxury at the time. The V-12 Cadillacs were positioned to contend with a very impressive field of cars such as the Pierce-Arrow, Packard, Lincoln and Chrysler. In

many respects, Cadillac had a car for every segment of the luxury car market. In addition to having many shared engine components the V-12 Cadillacs had many other similarities with their sixteen-cylinder siblings including massive headlamps and detailed bright work and trim throughout. These cars were designed to make a statement, with all engine wiring and plumbing hidden from view. To distinguish the other Cadillac models from the V-12 and V-16 models, an array of exclusive options could only be found on those upper-level models.

The Cadillac V-12, and its sister engine the V-16, were the logical outgrowth of the popularity and technology of the well-built Cadillac V-8, and the necessity of more powerful mechanisms to move increasingly larger and heavier automobiles. Simply enlarging the V-8 bores was ineffective as it caused certain thermal problems, and superchargers were only practical in racing machines. By process of elimination, more cylinders, a larger displacement, and higher compression became the solution. The V-12 and V-16 engines helped propel Cadillac into competition with the most expensive cars in the world. Although the timing of the production of these cars may have been less than ideal (the V-16 was introduced less than two months after the Wall Street crash), the cars are some of the best ever built by Cadillac.

The smaller engine was known for free-revving and smooth, even power. Twenty different models were available in the V-12 as opposed to over 50 in the V-16 model. This engine quickly became known for its dependability, durability, and many automotive historians consider the V-12 to be the better of the two power plants. The hydraulic shock absorbers and large,

low-slung rear springs gave the occupants a level of riding comfort that was unmatched. The transmission was synchromesh with three gears and the large mechanical drum brakes provided excellent stopping power.

For 1931 Cadillac reinforced their slogan 'The Standard of the World' by offering four passenger car choices powered by eight, twelve or sixteen cylinder engines. There were a total of twelve body styles and included customer specified designs by some of the most prominent coachbuilders of the era, including Fleetwood and Fisher.

With Harley J. Earl employed as General Motors' head of the Art and Color Styling Department, Cadillac, with some help from the Great Depression, was able to produce impressive designs that put many of their competitors out of business..

During the close of the 1920s, General Motors noticed luxury manufacturers such as Duesenberg and Auburn were rapidly becoming the prestigious name-plates for many families. To compete in this expanding marketplace, Cadillac bought Fleetwood, a custom body-building manufacturer. Fleetwood was tasked with building custom bodies using various designs and body-styles to accommodate a wide customer base. Most of the V-12 Cadillacs were bodied by Fisher in catalogue designs. They were more economical than the Fleetwood coachwork, which were now being built in Detroit rather than in the original Fleetwood factory in Pennsylvania. Discerning clients could specify a Fleetwood body to individual specifications on any Cadillac chassis

Unfortunately, the Great Depression was responsible for the low production numbers of Cadillac's most prestigious automobiles. Many manufacturers, especially those that catered to the wealthy clientele, were affected and many went out of business.

A bright white Series 370 V-12 roadster was driven by Willard 'Big Boy' Rader and paced the 1931 Indianapolis 500. As the flagship, the V-12 and V-16 garnered all the fanfare, but the V-8 powered models sold in steady numbers helping Cadillac's bottom line during difficult economic times.



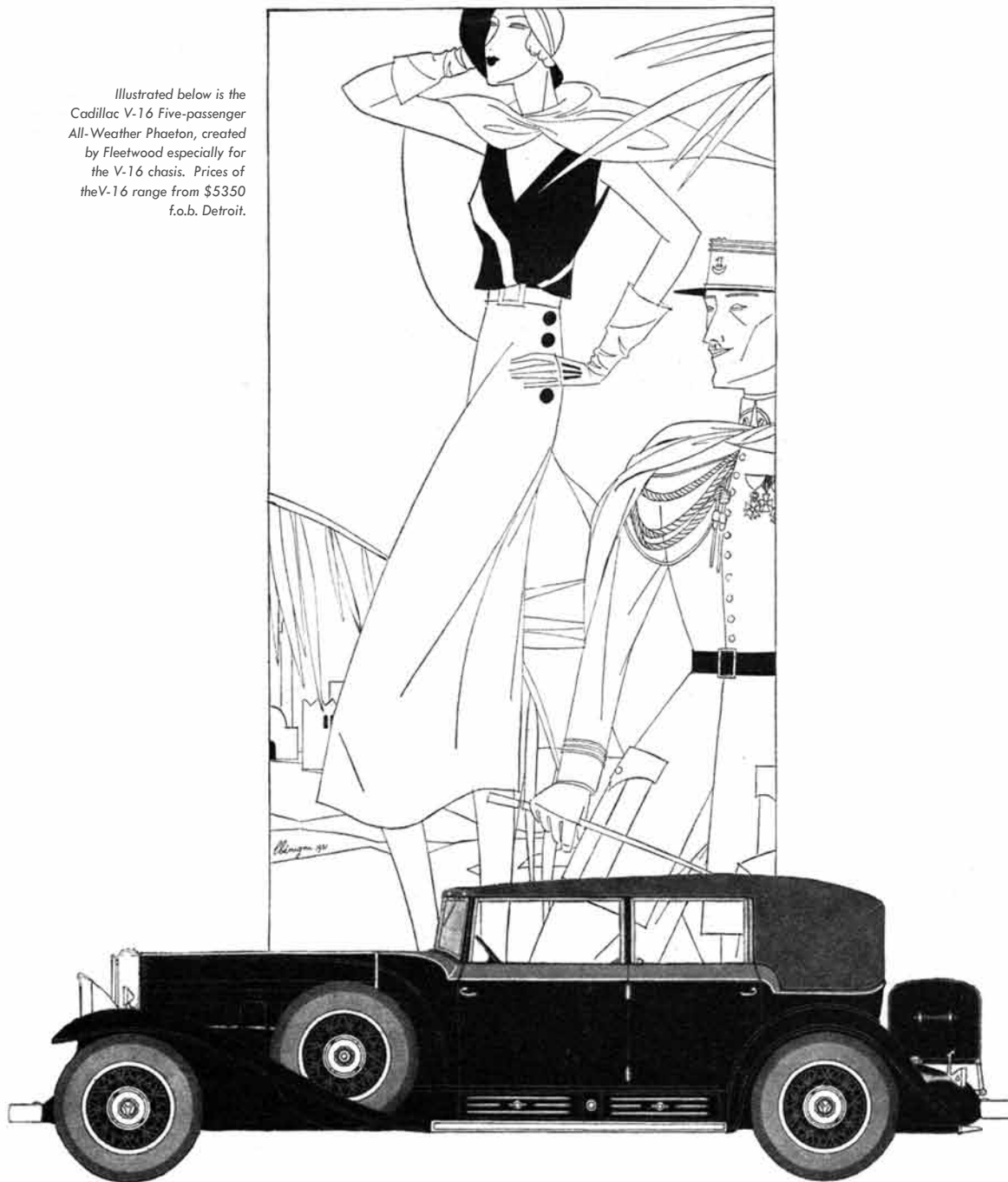
*On January 2, 1915, a Cadillac ad appeared in the Saturday Evening Post that has become a classic. It was chosen one of the 100 greatest advertisements of all time. It was written by Theodore F. MacManus and is considered by some to be the greatest of all advertisements. There were no pictures or artwork—just text. It really makes you think.*

### **"The Penalty of Leadership"**

"In every field of human endeavor, he that is first must perpetually live in the white light of publicity. Whether the leadership be vested in a man or in a manufactured product, emulation and envy are ever at work. In art, in literature, in music, in industry, the reward and the punishment are always the same. The reward is widespread recognition; the punishment, fierce denial and detraction. When a man's work becomes a target for the shafts of the envious few. If his work be merely mediocre, he will be left severely alone if he achieves a masterpiece, it will set a million tongues a-wagging. Jealousy alone does not protrude its forked tongue at the artist who produces a commonplace painting. Whatsoever you write, or paint, or play, or sing, or build, no one will strive to surpass, or to slander you, unless your work be stamped with the seal of genius. Long, long after a great work or a good work has been done, those who are disappointed or envious continue to cry out that it cannot be done. Spiteful little voices in the domain of art were raised against our own Whistler as a mountebank, long after the big world had acclaimed him its greatest artistic genius. Multitudes flocked to Bayreuth to worship at the musical shrine of Wagner, while the little group of those whom he had dethroned and displaced argued angrily that he was no musician at all. The little world continued to protest that Fulton could never build a steamboat, while the big world flocked to the river banks to see his oat steam by. The leader is assailed because he is a leader, and the effort to equal him is merely added proof of that leadership. Failing to equal or excel, the follower seeks to depreciate and to destroy—but only confirms once more the superiority of that which he strives to supplant. There is nothing new in this. It is as old as the world and as old as the human passions—envy, fear, greed, ambition and the desire to surpass. And it all avails nothing. If the leader truly leads, he remains—the leader. Master-poet, master-painter, master-workman, each in his turn is assailed, and each holds his laurels through the ages. That which is good or great makes itself known, no matter how loud the clamor of denial. That which deserves to live—lives."



Illustrated below is the Cadillac V-16 Five-passenger All-Weather Phaeton, created by Fleetwood especially for the V-16 chassis. Prices of the V-16 range from \$5350 f.o.b. Detroit.



To sit at the wheel of the Cadillac V-16 is really an exceptional experience—for there is no precedent at all for what this car does, nor for the manner in which it does it. The V-16 was planned, of course, as an entirely new embodiment of motoring luxury; and not a single tradition or limitation was permitted to influence its design. As a result, it is a highly

individualized creation—a car so irresistibly inviting in appearance, so superbly behaved in action that it must inevitably revolutionize your highest opinion of motoring. Lest we seem overly enthusiastic in the telling, may we suggest that your Cadillac-La Salle dealer will gladly arrange to demonstrate the truth of these statements?

CADILLAC V<sup>8</sup><sub>12</sub><sub>16</sub>

## Comedy Spectacu-Car

Helping Hands for the Disabled is a charitable organization set up to provide housing for individuals with disabilities. A fundraising event was conceived integrating wine tasting, special cars and a little humor (courtesy of comedian Brad Upton). So, on a nice fall day, a small group of PNR-CCCA members showed up to enjoy wine, festivities and camaraderie. Nine PNR members made the trip showing off various Classic and non-Classic iron (mostly organized by Bill Smallwood and Erin Kimm pulling together the Mustang mafia). Terry Jarvis' 1934 Nash Ambassador Sedan was voted Best of Class for the event.

### ATTENDEES

Scott Anderson - 1941 Cadillac  
 Al Fenstermaker - 1948 Jaguar (nc)  
 Terry Jarvis - 1934 Nash  
 Lee Noble - 1948 Bentley Roadster  
 Brian Rohrback - 1939 Bentley Convertible  
 Brian Rohrback - 1975 Jensen Healey (nc)  
 Jon Schoenfeld - 1937 Cadillac  
 Bill Smallwood - Mustang  
 Erin Kimm - Mustang

## Comedy Spectacucar

# 9.16.12

Join us for a family-friendly afternoon

1-4 p.m.

- Comedian Brad Upton
- Classic Car Club of America Car Show
- Tefft Cellars Wine Tasting
- Raffle Items
- Proceeds go to Helping Hands for the Disabled

Tefft Cellars  
 16110 Woodinville Redmond Rd. NE  
 Suite 5 | Woodinville, WA 98072

### Tickets

\$25 per person  
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Scott Anderson's 1941 Cadillac



Brian Rohrback's 1939 Bentley



Bill Smallwood's Classy Mustang (nc)



Jon Schoenfeld's 1937 Cadillac

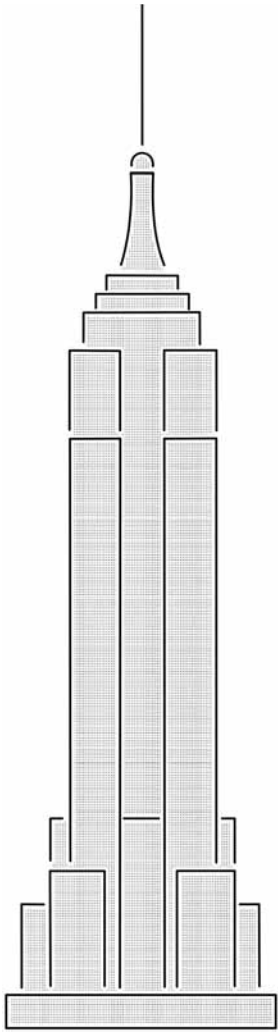


Al Fenstermaker's 1948 Jaguar



Terry Jarvis' 1934 Nash

# Klassic Korner for Kids



The Eiffel Tower (984 feet), built for the 1889 International Exhibition of Paris, was seen as a challenge by American architects to build something even taller. It didn't take long for them to rise to the challenge. By 1909 the New York Metropolitan Life Tower (700 feet/50 stories) was completed, followed quickly in 1913 by the Woolworth Building (792 feet/57 stories), and again surpassed in 1929 by the Bank of Manhattan Building (927 feet/71 stories). But how high could they build?

In 1929, John Jakob Raskob (previously a vice president of General Motors) and Walter Chrysler (founder of the Chrysler Corporation) were battling to see who could build the world's

tallest building. Since Walter Chrysler was keeping exact height of his monolithic construction effort a secret, Raskob was left with the problem of not knowing exactly what height he had to beat. Still, he was determined to try and set out to build an 80-story skyscraper. When it became clear, that Chrysler's building was going to be taller, Raskob increased the height of the Empire State Building to 85 stories, giving him an edge of just four feet. After carefully studying the issue, Raskob decided to add a "hat" to his building to ensure he would be the one to break the world record. Raskob's plan was for the "hat" to be used as a docking station for dirigibles.

Luckily for Raskob and his partners, the Waldorf-Astoria Hotel property at 34<sup>th</sup> Street

and Fifth Avenue was for sale. The owners were looking to sell the valuable property and build a new (even grander) hotel on Park Avenue (between 49<sup>th</sup> and 50<sup>th</sup> Streets). Raskob and his partners acquired the land in 1929 for \$16 million dollars.

Architects quickly put together a bold and innovative yet amazingly simple plan. Interior space in the center of the building containing all the non-rentable vertical circulation components such as mail-chutes, toilets, corridors and elevators would be surrounded by a perimeter of rentable office space.

The elevators were a key design element. Fifty-eight passenger elevators and eight service elevators were needed to move the estimated 15,000 people who would access the building on a daily basis. While these elevators were capable of traveling up to 1,200 feet per minute, existing building code restricted the speed to only 700 feet per minute. A month after the Empire State Building was opened, the building code was changed to 1,200 feet per minute and the high-speed elevators were put into full-service. To further speed access, the elevators were arranged in seven banks, with each servicing a portion of the 102 floors. Since there were fewer elevator banks on the higher floors, it was possible to reduce the footprint of the upper floors thus creating the pyramid form of the highly recognizable building.

As part of their bid to get the job, builders Starrett Bros. & Eken agreed to complete the job in just eighteen months. With such an extremely tight schedule, even a wasted minute could not be afforded.

The first step was to demolish the venerable Waldorf-Astoria Hotel. The public was clamoring for souvenirs and an auction was held for items such as fireplaces, stained glass windows, light-fixtures and even bricks and room-keys. The rest of the hotel was torn down and while some of the debris was put to use the bulk of it was loaded onto barges and dumped into the Atlantic Ocean.

While the demolition was being completed, hundreds of men worked around the clock digging the foundation. Work began on the steel skeleton on March 17, 1930. Two hundred and ten steel columns made up the vertical frame. The girders could not be raised more than 30 stories at a time; so several large derricks were used to pass the girders up to the higher floors.



The riveters worked in teams of four: the Heater, the Catcher, the Bucker-up, and the Gunman. The Heater placed rivets in the forge and then used three-foot tongs to toss the red-hot rivets (often 50 to 75 feet), to the Catcher. With one hand, the Catcher would use a can to catch the red-hot rivet, and with the other hand he used tongs to pick-up the rivet, knock off the cinders and put the rivet into a hole in a beam. The Bucker-up would steady the rivet for the Gunman, who used compressed air to push the rivet into the girder where it would fuse. The very last rivet was ceremoniously placed - it was solid gold. When the workers finished placing 102 floors of steel, there was a grand celebration and a flag was raised!

The construction of the rest of the Empire State Building required the builders to be bold, innovative and resourceful. To move materials more quickly and reduce the need for manpower, a railway was built. Moving and storing the ten million bricks used for construction was a major construction challenge. Hauled-in on dump trucks, the bricks were sent down a chute into the basement where they were loaded into hoppers before being dropped into carts that were then hoisted to the appropriate floor.

Long before the outside of the building was completed, electricians and plumbers were hard at work on the inside. Over sixty different trades were involved in the construction effort and managing the overlapping work quickly became an art form. Every minute and every dollar counted and everyone had to work together.

While it seems nearly impossible, the entire Empire State Building was constructed on time and under-budget. Total construction time -- just one year and 45 days. Total cost -- just \$40,948,900 and just under than the estimated price of \$50,000,000. (The Great Depression had the effect of significantly lowering labor costs.)

Officially opening on May 1, 1931 (the year of cover car), the Empire State Building held the record for the world's tallest building for over 40 years when it was finally out-distanced in 1972 by the World Trade Center.



## New Members:

Ron Danz  
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Chehalis, WA 98532  
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(c) 425-246-1212  
(w) 253-683-3957  
wvadino@msn.com.  
*Liason at LeMay Museum  
for Kirkland Concours*

Paul Zalesky  
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W. Vancouver, BC V7V 167  
Canada  
mall@mall.punchbowl.com.  
*brought in by Fred Bonin*

## New-Again Members

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Kent, WA 98042  
(H) 253-631-6154 (B) same  
cag10001@aol.com

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Bainbridge Is, WA 98110  
(H) 206-842-2744  
tekane11@comcast.net  
*1948 Lincoln Continental Cabriolet*

Barry & Sharon Briskman  
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Scottsdale, AZ 95260  
(C) 480-948-6901  
sbsez@msn.com

## Non-Renewing Members

*We say good-bye to long-time members  
who are moving-on down the road.*

Richard Buckingham  
*(really has moved to Arizona)*

Daryl Hedman  
Loren Knutsen



## MicroTip

From Bill Allard

**Use Duro Aluminum Jelly (blue bottle) to remove corrosion from nickel-plated vintage auto parts such as battery cable connectors.**

## A DAY AT THE RACES

*By Val Dickison*

Saturday, February 23rd was our region's first 2013 activity. Event manager Jerry Greenfield, joined a small but mighty band of members at LeMay America's Car Museum for a morning of competitive racing on LeMay's auto race simulators and then lunch on the mezzanine level.

Our race simulator featured the Laguna Seca course and was full of lots of twists and turns. Those competing put \$5 into the kitty with winner-take-all.

The best lap time was Kim Pierce with a 1:35 score. He was followed by Brian Rohrback at 1:58, Stan Dickison at 2:07, Lou Berquest at 2:16 and Norma Pierce at 2:17.

Proudly, I watched Norma exceed 110 mph on the straight-away. Upon completing her three laps she exclaimed "That's quite a work out!" There were three who "did not finish", running off course and slamming into the wall of tires.

It was determined that Jeffrey Rohrback was able to drive faster backwards than forwards and hit fewer objects that way. He was awarded with an official LeMay key chain but no car key was attached.

Yours truly was a spectator with sweaty palms while observing top driver Kim Pierce, taking the turns at 60mph and straight-aways at over 145 mph.

As we all laughed and cheered, Gary Steinman put it most appropriately "The only difference between men and boys is the price of their toys." I am told such a race simulator can be had on eBay for roughly \$20,000, so maybe one will arrive in your Christmas stocking this year?



*LeMay Museum's Driving Simulator -  
a very expensive toy!*

In attendance were:

**Brian & Jeffrey Rohrback**  
**Bill & Lucy Allard**  
**Lou Berquest**  
**Michael & Ildi Bradley**  
**Stan & Val Dickison**  
**Jerry Greenfield**  
**Kim & Norma Pierce**  
**Willie Spann**  
**Gary & Merrisue Steinman**  
**Sharon Vig (Lucy's cousin)**



All drove modern iron  
except for stalwarts -

**Brian & Jeffery Rohrback**  
**1939 Bentley All Weather**

**Lou Berquest**  
**1935 Pierce-Arrow**  
**Convertible Coupe**





*1st Place - Kim Pierce*



*5th Place - Norma Pierce*



*2nd Place - Brian Rohrback*



*Honorable Mention - Jeffrey Rohrback*



*3rd Place - Stan Dickison*



*In the Pack - Willie Spann*



*4th Place - Lou Berquest*



*Event Manager - Jerry Greenfield*

## ON THE ROAD

Winter is finally coming to a close and it may be time to start thinking about driving your Classic. I mean really driving.

Utah's Highway 12 is one of my favorites and may be one of the most scenic roads in the U.S. This 120-mile route begins just east of Bryce Canyon National Park and descends across the rugged Colorado Plateau through scenery of the America West that will knock your socks off.

You start by first passing through the small ranching communities of Tropic and then Cannonville, where you encounter the northern boundary of the 1.9 million acre Grand Staircase-Escalante National Monument. From Canyonville, a seven-mile paved roads leads to the strange sandstone chimneys of Kodachrome Basin State Park. Just up the road near the town of Escalante is the Petrified Forest State Park. Continuing through the Escalante canyons, views of the Kaiparowits Plateau, the Henry Mountains, and the 100-mile long Waterpocket Fold unfold one after another.

Near the town of Boulder, Highway 12 twists and turns through the Hogsback, a section of the road where cliffs drop steeply into narrow canyons on both sides of the highway. Anasazi State Park with remnants of a prehistoric Indian village is close-by.

Continuing along Highway 12, you reach the summit of Boulder Mountain and while descending through a spectacular forest, you are afforded views of majestic Capitol Reef National Park, the Circle Cliffs and (once again) the Henry Mountains on your way to the town of Torrey. Just west of Torrey you will find the historic Red River Ranch, a perfect place to enjoy a quiet evening and reminisce about your travels.

Of course, there are many glorious roads to be traveled - some much closer to home and some perhaps even further away. What is your favorite stretch of highway? We'd love to feature it in a future Bumper Guardian!

Your Faithful Editor,  
Karen Hutchinson

## Member Profile on Gary & Merrisue Steinman "A MOST ENGAGING COUPLE"

By Val Dickison, PNR Membership Chair

Members of CCCA since 1998, Gary and Merrisue are not newcomers to special interest cars, the hobby reaching back nearly 60 years in their memories. Gary says his interest was ignited in 1952 when he saw a 1936 Auburn Boat Tail Speedster at the Crawford Museum in Cleveland, Ohio.

Gary and Merrisue met in 1966 at the University of Washington library. They married in 1968; she with a degree in Economics and he in Zoology. That was followed by degrees in 1970 for both in the field of dentistry, which became their primary

focus in a personally-owned dental practice for the next thirty five years. Both their daughters also attended the University of Washington: Lisa is now a pediatrician in Olympia; Suzanne is a pediatric orthopedic surgeon at Children's Hospital. Lisa is married to Sam Barer, a regularly featured writer for car publications. Sam is the son of Arny & Carol Barer, long time PNR/CCCA members; Arny is the PNR's Secretary Emeritus. Suzanne's husband Josh is interested in auto racing, so the car hobby carries on in the family.

Although somewhat resting on his PNR/CCCA laurels today, Gary Steinman was our PNR activities director for many years. The calendar was always full. Merrisue was editor of the Bumper Guardian and membership chair. A most memorable event around 2005, took a group of about sixty PNR/CCCA folk, to Southern California for the "Ultimate California Garage Tour". Gary and Merrisue were our tour leaders for exclusive tours to the garages of Bruce Meyers, Peter Mullin, Ray Shear, General Lyons and John Bradley. With the help of PNR folk such as Lee Zuker, Jerry Greenfield and Al McEwan, Gary was able to arrange private garage tours, otherwise unobtainable. Having personally participated in the tour, I can speak first hand it was one to remember and probably could not be duplicated in the future.

Today, beside CCCA, Olympic Vintage Auto Club and the Lincoln Club, Gary and Merrisue devote time to grandchildren, Rebecca and Naomi; Habitat for Humanity; Mason County's Sheriff's board; Merrisue's extensive doll collection and clubs related thereto; plus Huskies and the Seahawks activities. They host a wonderful summer party at their beautiful lakefront home for the car clubs. Should you read in our club bulletins that our club is invited to Gary and Merrisue's for August 10th, you should not miss the event. I know I won't miss it!

SAVE THE DATE

## Mahogany & Merlot

on Lake Chelan, Washington  
October 4 -6

**An all - Vintage Wooden Boat Show, Hydroplane Exhibition  
and new for 2013 - Classic Cars!**

Hydro exhibition, boat show at docks, classic cars on display,  
food, wine and shopping booths.

Free public admission - free

For Reservations and more Information: [www.mahoganyandmerlot.com](http://www.mahoganyandmerlot.com)  
Email: [chelanvintageboats@yahoo.com](mailto:chelanvintageboats@yahoo.com)



Event Sponsor



PNR Fall Tour

# Antique & Classic Car Registration Form

Hydroplane and Raceboat Museum presents-

## The 4<sup>th</sup> Annual Classic Boat, Car and Raceboat Show

# Mahogany & Merlot

### Lake Chelan, Washington - October 4 – 6, 2013

Owner: \_\_\_\_\_ Co-Owner : \_\_\_\_\_  
Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone(s): \_\_\_\_\_ Email: \_\_\_\_\_

\_\_\_\_\_ (check all that apply):  
Entry Class: Woody \_\_\_\_\_ Antique and or Classic Car \_\_\_\_\_ 1900 – 1956 (No hot rods)  
*Judging will be for People's Choice Classic, Peoples Choice Woody*  
Make/Manufacturer: \_\_\_\_\_ Model: \_\_\_\_\_  
Year: \_\_\_\_\_  
Engine Make: \_\_\_\_\_ Cylinders: \_\_\_\_\_ Horsepower: \_\_\_\_\_  
Brief History of your Car: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ use other side if needed.

**Woody or Classic Car Registration Fee:** \$40.00 due by September 25, 2013 \$ \_\_\_\_\_

NOTE: Car Registration after September 26, 2013 will be \$50.00

**Friday Night - Oct. 4, Reception:** \$15.00/person (location to be announced ) # Attending? \_\_\_\_\_ \$ \_\_\_\_\_

**Saturday Night - Oct. 5, Awards Banquet:** \$40.00/person # Attending? \_\_\_\_\_ \$ \_\_\_\_\_

At Campbell's Resort - No refunds on banquet due to Resort policy and scheduling

**Total:** Make check payable to: **HARM (Hydroplane & Raceboat Museum)** Total Due: \$ \_\_\_\_\_

**Mail completed form & check to:** Roy Dunbar      **Questions?** Cell 206-915-7667  
4523 West Sheridan Street      Office 206-285-3080  
Seattle, WA 98199      **Email:** [roy@dunbarmarine.com](mailto:roy@dunbarmarine.com)

**More info at:** [www.mahoganyandmerlot.com](http://www.mahoganyandmerlot.com) See us on Facebook – as Mahogany Merlot

**Liability:** Entrant, participants, and spectators: By acceptance of this entry form, you agree to release and discharge, Mahogany & Merlot its officers, Directors, agents, Volunteers, Hydroplane and Raceboat Museum, its officers, Directors, Agents, Employees, and Volunteers, APBA, PNW CCCA, NW Woody Club, City of Chelan and Chelan Parks Dept, its officers, Directors, Agents, Volunteers and employees, and Event Sponsors of any, and from any, and all unknown damage, injuries, judgments, and/or claims from any cause whatsoever that may be suffered by an entrant to his person or property. Participants are liable for all guests registered under their car number.

**Must show proof of insurance to enter park grounds**

Insurance Company: \_\_\_\_\_ Policy # \_\_\_\_\_

**Agreed and accepted:**

Owner \_\_\_\_\_ Date \_\_\_\_\_

**SIGNATURES REQUIRED WITH PAYMENT TO PROCESS ALL REGISTRATIONS**

# CCCA ANNUAL MEETING IN PASADENA, CA

*Photos by Brian Rohrback & Val Dickison*



*Bill Deibel & Neal DeAtley*



*Brian Rohrback and his sister Joan*



*CCCA Cars on the Lawn*



*BarbaraAnna & John Kefalonitis*



*Siegfried Linke*



*Dave Williams*



*Karel & Bill Deibel at Nethercutt Museum*



*Val & New National Director Stan Dickison*



*Pete & Karen Dahlquist*



*Bob Newlands and Jan Taylor*



*A rare '42 Packard 160 convertible*



*Awards for Bumper Guardian &  
Technical Contributions*



*Howard Freedman*



*ex Tom Mix Cord on Display*



*Brad & Hyang Cha Ipsen*



*Langham Huntington Hotel & Spa, Pasadena, CA*

**FUN IN THE SUN AT THE  
ANNUAL CCCA MEETING  
Pasadena, CA**

*By Val Dickison*

The elegant Langham Huntington Resort & Spa at the base of the San Gabriel Mountains in Pasadena, is a gracious and palatial spot. It served as our oasis for the 2013 Annual National CCCA Meeting from February 26 - March 3. Appearing to have been constructed in the early 1900's, the Langham is for the most part a 1980's replica, created when the main structure had to be replaced due to earthquake codes. The ballrooms and pool are about all that remain of the early 20th century construction. The lush Horseshoe Garden off the back of the main building featured our 2013 "Judging of Classics" on Saturday morning. The judging scores and photos of those classics will appear in the forthcoming National publication. Watch your mailbox!

A full week of activities were planned for attendees including: tours to Nethercutt Collection, Reagan Library, Scherr Collection, Getty Villa & Museum, Malamut Collection, Warner Brothers Studio, Huntington Library, Peterson Museum, Weiss Collection, Mullin Automobile Museum, Gene Autry Western Heritage Museum, CCCA Judging of Classics, excellent off-site group dinners and CCCA business meetings for those of us not otherwise on a tour bus.

I sat in on many of the meetings and will try to capture some salient points for you: The club will be changing their tax code to 501c3 making it easier for members to donate and take a tax write-off. Dues will be increased by \$10 in 2014 to offset growing operating expenses. Although we suffer from an aging demographic, 2013 membership is only down by 30 people from

the year 2012. Over 62,000 people viewed the national website in 2012; 10,249 viewed during January, 2013 alone. Of the Facebook followers to the club's page, 70% of them are between the ages of 18 and 54. Mostly, these are not members of CCCA but they are interested in what we are doing. Going forward the club will reach out more to foster public awareness and offer automotive education, as required for 501c3 tax status.

Pacific Northwest Region scored well in the annual regional awards. Of the 28 regions, PNR was in the top third of regions in most categories. We shone brightly, taking a 2nd place for the "Technical Award" for tech articles in our publication. So when our editor "bugs you" for your tech articles, you will understand why! Our magazine received 2nd place for the Turnquist Award, which judges publications on written content, size of publication, use of color and uniqueness in representing our hobby.

Our region was well represented at the Annual Meeting (see sidebar). Other than the hosting SoCal Region, I suspect PNR had the largest group of attending regional members. PNR was 100% in fun-factor participation.

If you have not attended an Annual National Meeting consider doing so and join the fellowship with Classics. Your next opportunity is January 8 - 12, 2014 in Naples, Florida.



**CCCA  
Annual Meeting  
Attendees**

**PNR MEMBERS**

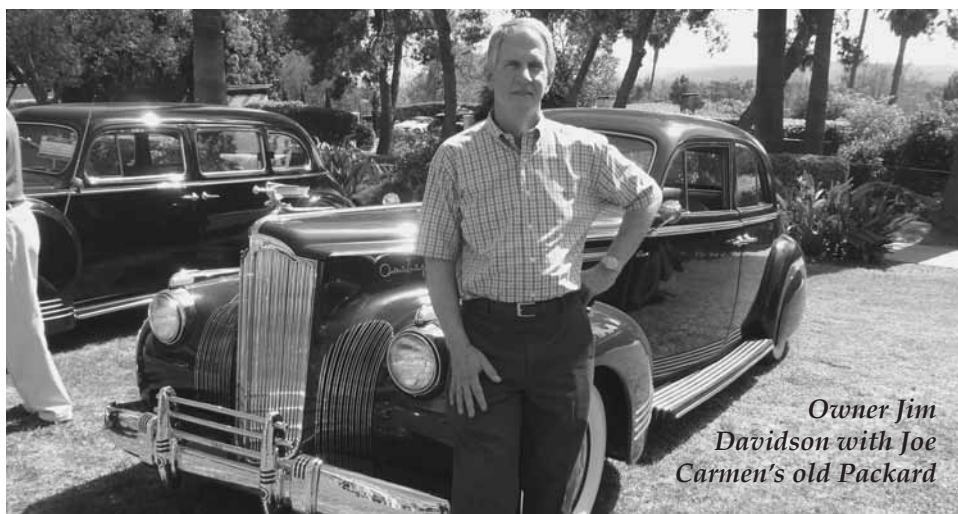
Bill & Janis Clarke  
Pete & Karen Dahlquist  
Neal & Patricia DeAtley  
Bill & Karel Deibel  
Stan & Val Dickison  
Brad & Cha Hyang Ibsen  
Siegfried Linke  
Bob Newlands & Jan Taylor  
Brian Rohrback & his sister Joan  
Dave & Mary Williams

**PNR MEMBERS  
(Multi-Region)**

John & Barbara Anna Kefalonitis  
Bobbie'dine Rodda  
Howard & Evelyn Freedman

**NEW PNR MEMBER**

John Mitchell  
(Hails from the Oregon  
Region and joined PNR while  
attending Nat'l Meeting)



*Owner Jim Davidson with Joe Carmen's old Packard*

## PACKARD FROM PNR'S PAST

Joe Carman was most definitely a Car Man, a person I respected and admired: pretty nice for a relationship between father-in-law and son-in-law ("What! You want to marry my daughter?!"). Joe, as many of you know, was a member of the Pacific Northwest Region of the CCCA since its inception and served the club in many ways, even serving on the National Board for a term. When Joe passed away, he had two cars in his collection: the Bentley that now graces my garage and a 1941 Packard LeBaron Sport Brougham. Another PNR member had admired the Packard, so it was sold to John Kane.

From here, things went fast. John Kane found the Packard of his dreams just after acquiring Joe's Packard and sold it to make room, an Ebay sale came hard on the heels and I lost track of the Packard. That was closing in on a decade ago.

Fast forward to today and I decided to do the unusual and totally neglect my business and attend the National Meeting in Pasadena, California. While there, both Bill Deibel and Stan Dickison noted that

there was a Packard very similar to Joe's in the Exhibition. Stan did the logical thing and took note of the Senior badge number and went to look it up. I decided to wander around somewhat randomly, looking for the owner. The library approach and the people approach worked in exactly the same timeframe, and I got a chance to meet the Packard's owner.

What a pleasure! Jim Davidson is the perfect owner for Joe's Packard. He is a vintage car enthusiast (it even says so on his card) and enjoys the car for its features and its style and will take care of the car for many years to come. I count him as a friend, even after such a brief time discussing the car.

So, what was once lost is now found and gave me the chance to meet Jim and hear of his stewardship of Joe's car. I enjoyed most all of the events scheduled in and around Los Angeles, but finding the Packard in such good hands made my attending the National Meeting worthwhile.



## The Huntington Hotel

Railroad tycoon and art collector Henry Huntington purchased the bankrupt Hotel Wentworth in 1911, renaming it the Huntington Hotel. Huntington hired prominent Los Angeles architect Myron Hunt to redesign the main building and grounds. When the hotel reopened in 1914, it had been transformed into a beautiful winter resort.

The 1920s were a prosperous time for the hotel, as Midwestern and Eastern entrepreneurs discovered California's warm winter climate and the elegant Huntington. Celebrated writers, entertainers, educators, religious and political leaders, royalty, and sports personalities joined businessmen in their discovery of the elegant resort hotel.

In 1926, California's first outdoor Olympic-size swimming pool was added to the hotel, when the hotel, formerly a winter resort, began opening year-round.

Just imagine the rich and famous people who would have been staying at the Huntington Hotel during the Classic Era. Now imagine the Classic automobiles they would have driven through the streets of Pasadena to reach the hotel.



*Circa 1933*

# Our Restorations Aren't Done Until They Drive as Good as They Look.



You've seen this car before. Recent experience has brought it to my attention again. I was interviewed for the CCCA publication along with Gene O'Hara and Bob Mosier; all of us alumni of Hill & Vaughn. The interviewers were excellent and the chat brought up some memories that had been buried deep for years.

Ken and I had spent six years finishing off the project. We really didn't know what we had and were stunned when it got Most Elegant at Pebble and several 100 point showings at CCCA events. Ken drove the Packard to all the events,

even to Pebble from LA. The problem was that it was almost undrivable. Charlie Last had left the top bearing out of the steering gearbox, so it was light going one way and almost impossible the other. The brakes were only fair; not balanced. When my father and Phil started trading time, Phil's memorable comment was, "That was the nicest piece of \*\*\*\* I've ever driven."

*The lesson we carried forward to Hill & Vaughn was the restoration isn't done until it drives as good as it looks. At GVRS all of our engine rebuilds are tested on the dynamometer before installation. It doesn't go out the door until it can run up The Demon Hill (Fourth of July Pass) and not overheat. It has to pass an eighty-six item safety and function check list. As part of becoming an educated consumer call GVRS and I will be happy to spend as much time as necessary to familiarize you with every aspect of this company.*



This was one of my father's favorite cars. It was a nice original (now called a survivor) and he loved to drive it. The worst mistake he made was to let it be used in the film WC Fields and Me. Despite a cast which included Rod Steiger, it was a stinker of a movie. You Tube has a clip which starts out with the Packard. A wide shot of the interior was needed, so some twit cut the door strap and let the door smack into the coachwork. To add insult to injury, the cigar lighters were stolen.

**DON'T FORGET THAT WE STILL HAVE VERY REASONABLE SHOP RATES. PICK UP AND DELIVERY IS ON US. THIS IS A GREAT PLACE TO HAVE A TOTAL RESTORATION OR PARTIAL UPGRADE. WHEN YOU CALL, YOU GET A REAL HUMAN BEING. ASK FOR GLENN.**

**Glenn Vaughn Restoration Services, Inc.**

550 North Greenferry Road • Post Falls, ID 83854

[www.glennvaughn.com](http://www.glennvaughn.com) • [vaughnrestoration@gmail.com](mailto:vaughnrestoration@gmail.com)

Phone 208.773.3525 • Text 208.659.3931

## SAVE THE DATE

### CRESCENT BEACH CONCOURS D'ELEGANCE

SATURDAY, AUGUST 31<sup>ST</sup>, 2013  
10:00 AM TO 3:00 PM

BLACKIE SPIT PARK  
AT CRESCENT BEACH



This annual, 'entry by invitation' Concours showcases cars and motorcycles that are unique, elegant, historically significant and often very rare.

Classes change each year and are judged by highly skilled teams. 2013 Classes include:

*Porsche (Featured Marque)*

*Antiques (pre 1916)*

*European Pre-War (1916-1939...non-classics)*

*European Post-War (1949-1972)*

*Muscle Cars*

*British Class to 1962*

*Collector Motorcycles*

*Classics-European and Domestic (CCCA approved)*

*Custom Cars*

**For a downloadable entry form and more information visit [www.crescentbeachconcours.com](http://www.crescentbeachconcours.com)**

We heartily encourage PNR members to participate. Sourcing has begun so please check the website or e-mail Colin or Laurel Gurnsey ([lgurnsey@telus.net](mailto:lgurnsey@telus.net)) or phone us at 1-604-980-7429 if you have questions about accommodations, trailer parking, the Friday night reception, etc. We look forward to seeing you this year (with or without your Classic!) in British Columbia!

**BMO**  **Private Bank** presents a "Must See Event" of Premier Cars in the Northwest

The 6th Annual Alderwood-Terrace Rotary Club

This Years Featured Marque Is

**ALL THINGS ITALIAN**



Rare Classic, Sports and Muscle Cars

Friday, July 12, 2013

Edmonds Community College

Woodway Hall

6pm - 10pm

A reception and auction to benefit youth programs locally and globally.

For more information, contact Kim Pierce at 425-330-2665 or [kimapierce@comcast.net](mailto:kimapierce@comcast.net)



## TECH TIPS FROM THE PASSENGER SEAT Part 1

By Val Dickison

When it comes to maintaining cars, about all you can say for me is I'm just a pretty face. I know nothing about lubing, oiling, and the like on our Packards. Probably, most ladies fall into this category and seldom do you see them in the garage working on cars. However you will find me at the ready when it comes to holding the gas cap and drip rag while modern-day gas pumps attempt to fill our old gas tank much too rapidly. And, when I was in high school, I could change a flat tire on my 1959 Rambler station wagon in about ten minutes. For 1965, that was pretty cool for a girl, but a necessity as I usually had to buy retreads. I don't do it today. For starters I don't think I could lift a Packard tire.

Now that I sit in luxury and don't have to break a fingernail, I think about what I really do know about the Classics, and actually it is not so bad. So I shall share it with you, primarily the ladies, so you can add to your automotive skills. Some of my observations are from personal experience (known as mistakes) or the occasional practical conclusion.

- When parking for lunch or overnight away from your personal garage, deter theft by always removing your hood ornament and taking it with you or locking it in the trunk. Our region sells nice leather bags to hold them so they

won't get scratched. Purchase a "shop cap" to secure the open radiator and avoid vandalism. We once asked an auto shop about buying a "shop cap" and they had no clue what we were talking about. I guess it is a British term like "trafficators" which mean turn signals to us.

- One of our cars has wool seats and headliner. To avoid moth damage, at home, we always have an Enoz brand lavender-scented mothball container hanging from the rear-view mirror. The lavender does not have the objectionable smell of mothballs. Cedar balls would work well too. Best to remove the container before motoring off. Some people may hang a religious medal from the rear-view mirror but not a mothball container.
- My husband claims I am a back seat driver and that often extends to where we should park the car. It is important to avoid parking under trees unless it is a last resort. Trees release sap, bird droppings and even leaves and branches onto your Classic. Most of our husbands have favorite car care products. Carry them in the car for quick clean-ups. Don't forget the rags.
- Carry a rock chip repair kit with you to prevent chips from spreading into cracks. Most glaziers will also repair the chip with an injected resin application that's covered by your insurance company, assuming you carry comprehensive coverage on your Classic. Your emergency kit can be as simple as heavy-duty clear shipping tape.
- Make your own personal sign for the car and attach it to rigid cardboard. When parked in public, place the sign between the steering wheel and the windshield. Basic info such as year, make, model, and engine size are always appreciated by passers-by who say: "What is that, Mildred? Looks like a Packard. I wonder how big the engine is?" We are often asked those questions, and I am sure you encounter them as well, even at the gas station. Signs on the running board "Please don't touch" will keep kids from treating your car like an amusement park ride. Both signs send the message to be respectful.
- Keep your Classic keychain down to just the keys that run the car. A heavily weighted key chain may wear out the lock tumblers as the weight bounces.
- Our gas gauge is terribly inaccurate. So on long trips, I counter this by keeping a simple log indicating when we topped-off the tank and how many miles we have gone. Knowing our car is lucky to get ten miles to the gallon, simple math tells me when we are desperate for more petrol. I sometimes am accused of haranguing from the passenger seat: "Fill up. Hey, there's a gas station. Stop!" One time when I was ignored, we ran out of gas. I shall do my best to remind hubby every chance I get. Fewer stations will be by-passed as a result.
- As the passenger, or co-pilot, I find I have to be at the ready to jump into service. It may be quickly studying the map or looking for landmarks. Plan ahead and know your route. Often trip books are not assigned until the tour starts. Study what you can on the Internet to identify your hotel location. Once at Pebble Beach we returned to our car at night and hubby said, "Okay, how do we get to the hotel?" I replied, "Where are we staying?"

- Sometimes you may have to alight from the car to stop oncoming traffic so as to aid hubby in parking the twenty-foot beast into a tight parking spot. We often are called upon to be traffic monitors. Once Merrisue Steinman and I walked along our cars at the Canadian border crossing, attempting to prevent other motorists from crowding in front of us. As traffic merged into the lane from the Blaine freeway on-ramp, we found we were getting farther behind instead of moving forward. Upon admonishing one motorist in a well-used old truck, he said he didn't care if we were angry. If we wanted to hit his truck that was fine with him. We would suffer the worst of the damage. We concluded he was correct. Merrisue and I gave-up and returned to our cars.
- If you have the misfortune to "vapor lock," it is nice for the passenger to get out and wave traffic around you while the driver sits behind the wheel uttering obscenities to Classic.
- I noticed the Oregon Region has a link on their website to find gas stations that sell ethanol-free gasoline. This can be good to know if your car is a finicky eater. And it is said that if you see a tanker at the gas station filling the tanks, you should avoid stopping. The residue in the tanks will be agitated and will end-up in your gas tank.
- I read somewhere that door and window seals should be rubbed-down with a rubber protectant such as Armor-All, but definitely not with WD-40. Gee, we all thought WD-40 was good for everything, but in this case the oil will damage the rubber. The WD-40 people suggest over 2,000 uses including removing lime scale from toilet bowls. Nix to auto window seals.
- Before heading-out on a trip, I always make sure we have a blanket, flashlight (that works), two large orange juice bottles full of water for the car, various snack foods, juice bottles and "5 Hour Energy" drinks. Snacks should be such that the passenger can shove a small handful into the mouth of the driver. Trail-mix or breakfast cookies work well. My driver doesn't like carrot sticks.

As time goes on I will continue to garner somewhat useless tips to pass along. In the meantime, happy motoring!



## NEW GAS PROBLEMS

By Don Reddaway

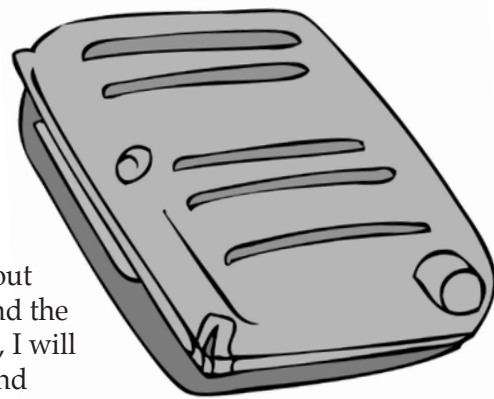
Each winter I prepare our 1931 Franklin for storage.

We took it out for one last drive, then filled its gas tank and added a treatment of Sta-Bil. As the car was parked in the storage area, we noticed a wet spot under it. Upon further inspection, the spot was found to be gas. Checking the bottom of the gas tank around the bung plug, it was found that the entire area was wet with gas.

Earlier I had written an article about a great sealing product called Seal All. Using this product I had great success in making various temporary repairs to control liquids of all types, including gas leaks. Most stores sold it.

On with my story...with gas dripping from the car, I grabbed a new tube and added a glob to the bung plug. To my surprise, the product turned into a very gooey mess and sealant dropped to the floor. A friend suggested a two-part epoxy which was guaranteed to seal gas leaks. This two-part epoxy also turned into slime and dropped to the floor. The more we tried to seal the tank, the worse the leak got. Next, we tried another latest-and-greatest epoxy product guaranteed to seal alcohol-based gas. Again, complete failure!

It was getting late. The only solution I could come up with was to completely drain the tank. Using a plastic hand pump, we pumped out twenty gallons of gas to end the problem. Now, this spring, I will have to remove the tank and re-solder the bung plug.



Years ago (about 30), I had repaired this tank with liquid steel (JB Weld). The gas used today apparently attacked the old repair and the added weight of the filled tank caused the failure.

In conclusion, I spoke to a marine repairman and he recommended a product by the name of Marinetec which is available at boat repair stores.

My advice: Be cautious of claims regarding sealants that purport to stop fuel leaks when applied to the outside of tanks!

If any of you found a cure for gas leaks, please pass it on. So far, I've not tried this new product.



## WOMEN DRIVERS TAKE TO THE ROADS

*By Laurel Gurnsey*

Flipping through Ingo Seiff's massive 'The Great Classics', I stumbled across a chapter called 'Women, Four-Stroke and Plenty of Speed'. Intrigued by Seiff's quotes from Dorothy Levitt's 1909 driving instruction book for ladies, 'The Woman and the Car', I searched out Levitt's book. She had amazingly

forward-thinking tips, including using a cosmetic mirror to watch the cars behind (rear-view mirrors hadn't been invented yet.)

As Levitt suggests, 'Do remove your rings, before taking the wheel, as the road surface will loosen the stones until they drop out....'



Seiff also mentions Italian driver, Princess Anna-Maria Borghese, who helped her husband plan for 1907's Peking-to-Paris race, (he won with his Itala.) CCCA PNR members David and Adele Cohen took part in 1997's Peking-to-Paris with a '30 Stutz and in 2007 with a Ford Model A. The 2007

(From Seiff) 'The tender oil-smeared hands of the Princess....and the ease with which the motorists' language fell from her lips at parties given by Italy's nobility impressed others of her sex....'



photographer. As a Red Cross nurse at the front lines during World War I, she took war photographs with the new Kodak box camera.

Daimler's article, 'Women and the Car', says one of the first Benz vehicles was sold to a woman. Women drivers were looked upon with amazement, because early cars took a lot of physical effort to drive. Women were not only operating cars....they were taking part in long-distance journeys and car races. Bertha Benz was the first person to drive a car long-distance, helping her husband prove his Motorwagen could be useful to the public. In

1927, Ernes Merck, driving a Mercedes, beat her husband in the Klausen hillclimb.



competitors included three female teams who took on some of the most inhospitable terrain on earth.

Anna-Maria's mother was the Tsar's adopted daughter and Maria was a descendent of Napoleon. In addition to her interest in cars, Maria was an accomplished

As reported in an earlier 'Bumper Guardian' article, Alice Ramsey, only 22, made history in 1909 as the first woman to drive across the United States (in a 1909 Maxwell DA, a touring car.) Brian Rohrback (CCCA PNR) notes 'a team from Whidby Island retraced Alice's route with a local driver, who told her story at the PNR AGM in 2009.'



In 1927, Elisabeth Junek won a class at the German Grand Prix, driving a Bugatti. In 1935 a team of six women, 'The Dancing Daughters', brought 3 P-type Midgets to a finish at Le Mans. Today, Danica Patrick has spectacular racing records with NASCAR and Indy.



I loved Seiff's bit about women taking on the strenuous task of driving a car:

More Seiff  
'What may well at that time have seemed a level of strain intolerable to the feminine structure is unremarkable today, as witnessed by the dramatic and strenuous sports achievements of many women.'



'Gender and the Automobile in the United States' by Margaret Walsh, mentions changes in '20s and '30s auto technology that made it easier for women to drive, like more easily changeable tires, better steering, suspension and brakes. Economic changes later meant not just wealthy women could afford cars. Edith Wharton wrote one of the earliest travel books about a car journey ('A Motor Flight Through France', 1908) and worked with America's Volunteer Ambulance Corps in World War I. Emily Post wrote 'By Motor to the Golden Gate, 1916', about driving her car from New York to San Francisco.



'Paris Autodrome' puts women's new driving roles in historical perspective: In World War 1, women drove ambulances and were mechanics. After the war, the motor industry went after the female driver market with ads that directly appealed to them. 'Autodrome' says by 1925, women were entering the Monte Carlo Rally. A female entrant drove a Lancia to the third rally's best time. The first women's auto club was formed in 1926. In 1898, Duchesse d'Uzes was the first woman to get a driver's permit. Bugatti invited French driver

Mariette-Helene Delangle to drive a 21 Bugatti 35C in a race, hoping to attract women customers to his cars. In 1927, Charlotte Versigny, driving a Talbot, won the 1927 Grand Prix.

'Eat My Dust: Early Women Motorists', outlines women's roles as owner-drivers, taxi drivers, motoring instructors, garage owners and mechanics, 'asserting independence and ability at the wheel.' The Antique Automobile Club of America Museum website has an article called 'Women's Automotive History Highlights'. Some interesting points:

1. In 1902 Mary Anderson invented the first windshield wiper
2. By 1914 Florence Lawrence invented the first turn signal; later also invented a precursor of the brake light.

Winter 2011's Bumper Guardian has an article about Midge Wilby, an Atlanta shareholder. She

participated in several major rally events, showing enthusiasm for several marques.

To finish...a story about my Grandmother, Ida Chamberlin (below). With my Grandfather away with his job on the Canadian Pacific Railway in the early 1900s, she did all the family driving. A very competent driver, she only had one small incident...



it involved driving over a policeman's foot and then putting the car (perfectly under control of course) into a foundation hole dug only the day before. She was irate and cursed (likely in Gaelic) that accidents wouldn't happen if people would just watch where they put their feet!!



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# EARLY SPRING - 2013 GARAGE TOUR

*By Val Dickison, event manager*

## Attendees

### Driving a Classic

Scott & Karen Anderson &  
guest Bruce Rice  
1941 Cadillac Convertible Coupe  
Tom & Susan Armstrong  
1948 Lincoln Continental Cabriolet  
Bill & Karel Deibel  
1948 Lincoln Continental Cabriolet  
Stan & Val Dickison  
1936 Packard Coupe  
Ron & Gayle Doss  
1936 Packard Phaeton  
Brad & Hyang Cha Ipsen  
1940 Cadillac Sedan  
Don & Arlene Jensen  
1937 Cord Custom Beverly  
Gary Johnson  
1941 Cadillac Convertible  
Roy & Terry Magnuson  
1928 Bentley Tourer  
Mike & Rose Peck  
1937 Packard Convertible Victoria  
Brian Rohrback  
1939 Bentley All Weather  
Jon Schoenfeld  
1937 Cadillac Coupe  
Conrad Wouters  
1937 Bentley Sports Salon  
  
**Driving Modern Iron**  
Bill and Lucy Allard  
Fred Bonin & 2 Canadian guests  
Michael & Ildi Bradley  
Jim Buckley & Mick Suma  
Al & Marilyn Fenstermaker  
Jack Goffette  
Jerry Greenfield & Keenon Kennedy  
Colin Gurnsey & guests  
Ian Ayre and Colin Fitzgerald  
Malcolm Harris  
Terry & Cherry Jarvis  
Don & Arlene Jensen  
Ralph & Charlotte McCarty  
Terry & Barbara McMichaels  
Steve and Annie Norman  
Don Reddaway & guest  
David Reddaway  
Bill Smallwood, Erin Kimm &  
guest Jean Smallwood  
Willis Spann & guest Phil Simons  
Dean Trenery & guest Gerald McGinness

It is always fun to visit Denny Aker's Bothell garage. Since my last visit, he has added a number of motorcycles to the existing collection of cars, Classics, petroliana and automotive "smalls." Included in the collection are a bumper car and a kiddy's pedal car, formerly from the Dickison garage. Sue Aker rolls her eyes at me when she comments, "Yes, I know where Denny got those." Denny's garage is much larger than ours so I am glad these items found a new roomier home so I won't trip over them.

After a leisurely caravan from Denny's through the rural landscape of Snohomish County we arrived at a place we have not been before: the garage of Dan McAuliffe.

Dan's collection is an eclectic one, including a full-size stuffed buffalo! He has two Classics: one Cord and an Auburn. Dan also has two gigantic, beautifully restored steam tractors. All vehicles including the steam tractors, toys, early photographs, pioneer tools and miscellaneous ephemerals, are housed in a two-story, six-bay garage across from his residence. Spiral stairs lead up to a great room, boasting an antique dining table capable of holding at least twenty, a full kitchen, game & hobby room and more.

Another caravan took us back towards Denny's for lunch at the Bonefish Grill. Upon leaving Dan McAuliffe's I could not help but ponder at a sign attached to a lovely snow-white fence, which read "Invisible Fence." Am I seeing things?





#### Photos Page 28

- Bob Nelson (Campbell Nelson VW, Edmonds, WA) & Steve Norman in Denny Aker's garage
- Malcolm Harris, Denny Aker, Tom Armstrong and Bill Allard
- Porsches & Denny's 1932 Auburn Convertible Phaeton

#### Photos Page 29

- Jim McAuliffe's 1931 Cadillac Dual-Cowl Phaeton
- Dan McAuliffe's 1931 Auburn Cabriolet
- Early Stanley Steamer (nc)
- Massive CASE Steam Tractor
- Don Jensen's 1937 Cord Custom Beverly & Tom Armstong's 1948 Lincoln Continental Cabriolet
- Jack Goffette and his Bentley Special (nc)



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*Continued from page 2*

Well, a sojourn into the southern California region and experiencing their hospitality was a treat. There was a phenomenal collection of Classics on display, both at the meeting and in the myriad collections we were able to tour. Many of the attendees had been to museums like the Nethercutt, the Peterson or the Mullin, but it was all new for me. Although I grew up in the Los Angeles area, much of my time there predates any of these local assets. As a visitor, I got to revel in the elegance of the Nethercutt, learn the interface between technology and art of aerodynamics in a special exhibition at the Peterson Museum, and leaning a bit more toward the other Francophiles seeing rolling sculptures in Peter Mullin's collection. Add to that the Malamut and Scherr collections and, finally getting to see Aaron Weiss' broad array of Classics; I was not overwhelmed, but I was certainly whelmed. Life is great!

It is hard to picture a better venue than the Langham Huntington Resort Hotel, where a huge and beautiful castle-like facility is nestled into vast grounds (very different than the crammed nature of all else in the LA Basin). The sponsoring Southern California Region, the National folks and the attentive staff at the hotel and all the venues made this trip special.

So now I am digesting my role as a spectator and planning my next visit to a CCCA Annual meeting. Want to join me next time?

Brian Rohrback PNR-CCCA Director

## Editor's Message

Echoing my Co-Editor Karen's remarks in the last issue of our favorite publication, I too thank all our readers who have provided material ("materiel" is usually reserved for military supplies. B.) and given us encouragement as we move into our sixth year at the helm of the Bumper Guardian.

For my part, being the guy who selects and writes about the featured car makes mine a fun job (if it were not, I'd have given it up long ago). I get the opportunity to work closely with each presenter as we put his/her story together and in the process learn all about that car's history. In turn, I then delve into the background of the company that produced the car, unveiling another interesting story to accompany the feature article. This seems to be a winning combination that helps make our magazine so very popular with you, our readers.

Finally, I appreciate having our Board agree with me that providing the funds required to keep issuing the Bumper Guardian in printed form is a worthwhile investment for our club. Knowing that other regions are moving towards online publication, I feel strongly that we get much better recognition from a magazine that one can have at hand to browse at leisure rather than having to open it each time on an electronic screen. Thanks for your support!

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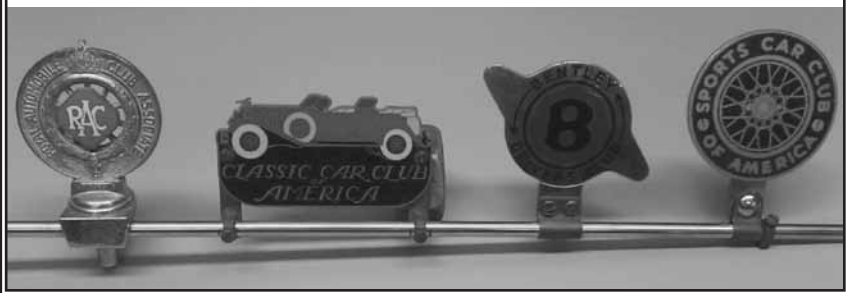
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*The Badge Bar in the photo was found on Little Valley Road in Poulsbo about seven or eight years ago. It was given to Member Glenn Mounger and is now in the possession of John McGary. Please call John at 206 909-4499 if you are the owner or know the story of the Lost Badge Bar.*

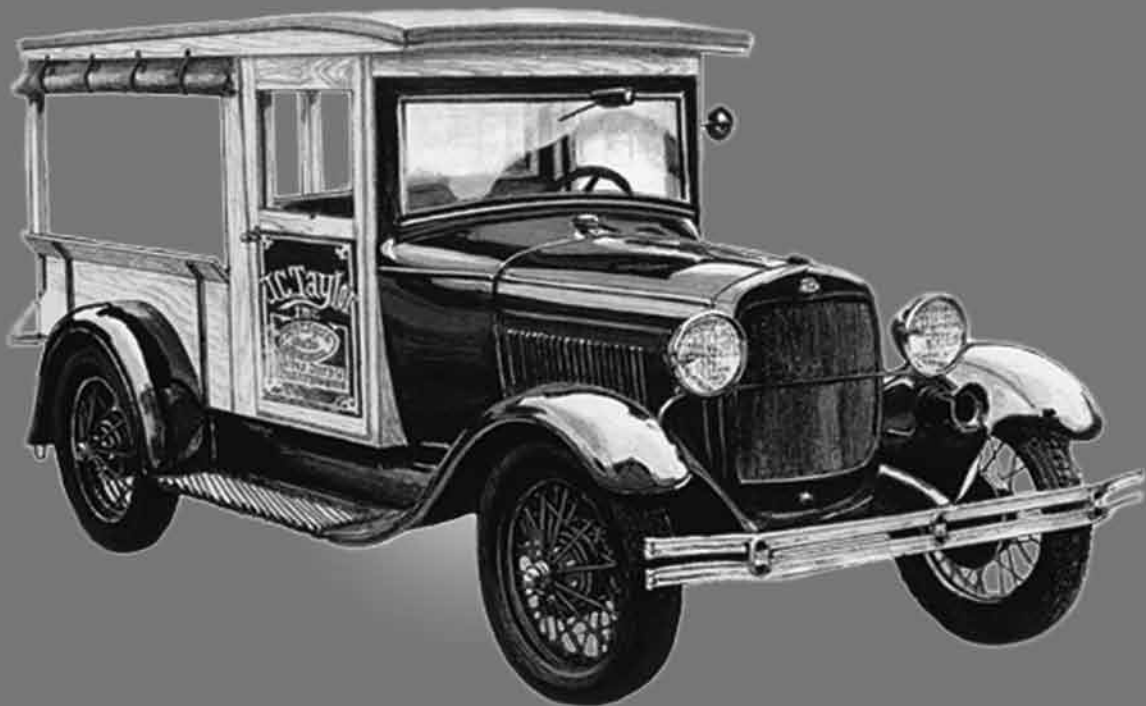


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