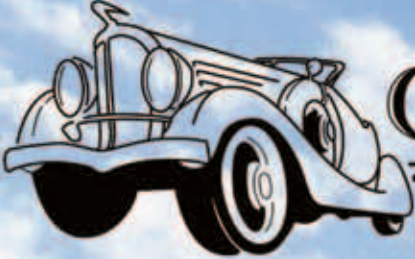


# BUMPER GUARDIAN



Winter 2013



2013 CCCA Caravan  
Craters of the Moon National Monument

## 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.

### **April 19<sup>th</sup> – Coming Out Party**

PNR Contacts: Gary Johnson 425.503.4127  
Stan Dickison 206.949.1115

### **May 10<sup>th</sup> – South Prairie Fly-In**

PNR Contact: Bill Allard 253.565.2545

### **May 25<sup>th</sup> – Chateau Ste. Michelle Staycation**

PNR Contact: Bill Smallwood 425.773.0130

### **June 15<sup>th</sup> – Father's Day at Ballard Locks**

PNR Contact: Roy Dunbar 206.915.7667

### **June TBD – Armstrong/Daly Garage Tour**

PNR Contact: Jeff Clark 425.985.6308

### **July 4<sup>th</sup> – Yarrow Point Parade**

PNR Contact: Al McEwan 206.999.4485

### **July 11<sup>th</sup> - 12<sup>th</sup> – Concours at the Wood**

PNR Contact: Kim Pierce 425.330.2665

### **August 4<sup>th</sup> – Motoring Classic Kick-off**

PNR Contact: Army Barer 425.785.2036

### **August 30<sup>th</sup> – Crescent Beach Concours**

PNR Contacts: Colin & Laurel Gurnsey 604.788.7429

### **September 8<sup>th</sup> – Kirkland Concours at LeMay**

PNR Contact: TBD

### **October 3<sup>rd</sup> - 5<sup>th</sup> – Mahogany & Merlot at Lake Chelan**

PNR Contacts: Stan Dickison 206.949.1115

### **November 5<sup>th</sup> – Regional Annual Business Meeting**

PNR Contact: Val Dickison 206.546.3306

### **December 7<sup>th</sup> – Holiday Party**

PNR Contact: John McGary 206.909.4499

## 2014 CCCA National Events

### Annual Meeting 2014

Jan 8 - 12 ..... Naples, FL

### Grand Classics®

April 26. .... Metro Region

May 31 ..... National

June 1 ..... CCCA Museum Experience

July 12 ..... Michigan Region

July 26 ..... Indiana Region

August (TBD) ..... Upper Midwest Region

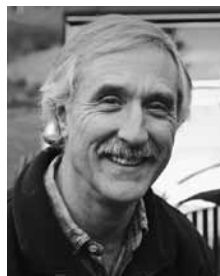
September 6 ..... Ohio Region

### CARavans

March 15-22, 2014 ..... South Florida Region

September 12-20, 2014 ..... Michigan Region

## Director's Message



2014 replaces 2013, so out with the old. There is a lot on our calendar for 2014: reprising events of the near and distant past, adding a few new events, and as always trying to balance the show stopping with the tire kicking, the touring with the tooling around. We are lucky to have so much variety to offer the car enthusiast in the Pacific Northwest.

The club begins the year in strong membership, technical and financial position. We have been slowly gaining members, which is a comment both on the attractiveness of the Classic passion and on the tireless efforts by our Membership Chair, Val Dickison and others in the club. In a technology angle, we are graced with members, like Don Reddaway and Bill Deibel, who seemingly have seen it all and done even more. As for Concours judging, no one surpasses experts like Jerry Greenfield, Brian Harding, BarbaraAnna and John Kefalonitis. On the financial front, the club managed to pass through 2013 in steady state, with the income balancing the outflow and I am sure we will see more of the same under the watchful eye of Terry McMichael.

My favorite redundancy is "planning ahead"; I personally have found my skill to be better and so much

*Continues on page 34*

## Cover Story Photo

1928 Bentley 4-1 / 2L

Tourer by Vanden Plas

Owned by Roy & Terry Magnuson



# 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:

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Val Dickison, Secretary	206-546-3306
Terry McMichael, Treasurer	206-790-5012
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Kim Pierce	2014	425-330-2665
Bill Smallwood III	2014	425-773-0130
Don Reddaway	2015	206-719-3370
Brian Rohrback	2015	425-836-8138
Jon Schoenfeld	2015	775-848-7842
Jeff Clark	2016	425-985-6308
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Ashley Shoemaker	2016	425-736-7777

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Copy Editor	Bill Allard	253-565-2545
Cover Story	Raymond Loe	360-678-9366
Staff Photographer	Michael Bradley	206-225-6491

### Board of Managers' Meetings:

1st Wednesday at the  
Club Auto Kirkland  
5:30 Social Gathering, 6:00 Dinner/Meeting.  
(\$10 for hosted bar & pizza)  
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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### Disclaimer

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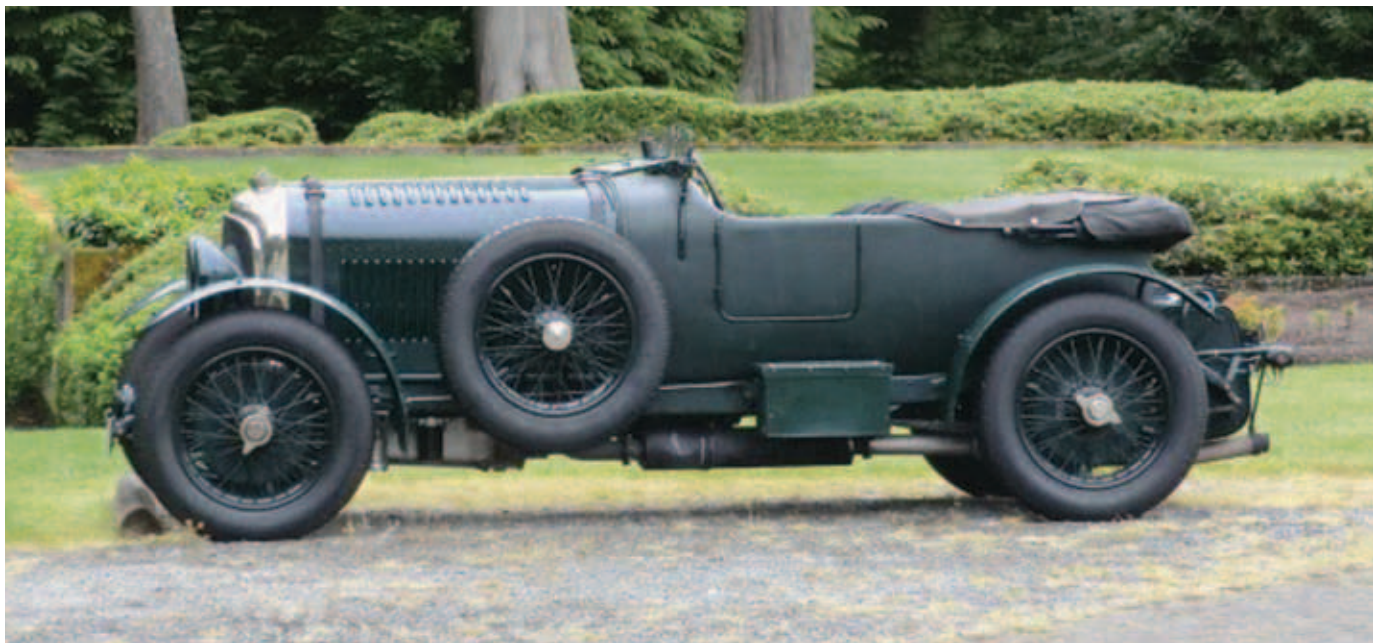


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## 1928 BENTLEY, 4, 4<sup>1</sup>/<sub>2</sub>-LITER TOURER BY VANDEN PLAS

Owned By Roy & Terry Magnuson







*"I took the road  
less traveled by,  
and that has made  
all the difference."*

*The Road Not Taken - (Robert Frost)*

We understand that our Bentley was first sold in England during 1928 to a J. W. Chessum. It had been bodied by coachbuilder Freestone and Webb as a four-door Saloon. Records show that this car was involved in a fatal accident in 1933 during which it was severely damaged. We do not know who died in that accident, however we do know that between then and 1948, the original 4 1/2-Liter chassis was totally rebuilt and fitted with a Le Mans style Tourer body by coachbuilder Vanden Plas. Then owner Thomas Gibson kept the car for another forty years before selling it to Bill Skyes in 1988.

For the next dozen years this Bentley was garaged at Skyes' farm in Huntington, England where Bill's son used it while learning to drive, sometimes by running it through the fields and pastures. Having learned it was for sale, I bought the car from Bill in 2000 and had it shipped home, still smelling of field manure for several months after arriving in Seattle.

Although I have owned a 1925 3-Liter Bentley Tourer for many

years, I felt the need for a more powerful car that makes all the right sounds (both mechanical and exhaust) as well as being fun to look at and drive. All Cricklewood Bentleys (excepting the 4-Liter) came with technology dating back to 1919 including overhead camshaft, four valves per cylinder in a hemispherical combustion chamber and dual ignition. Selected 4 1/2-Liter Bentleys were capable of speeds in excess of 100 mph and up to 130 mph in full racing form. This was done by selecting the engines that performed best on their dynamometer test. A Laycock overdrive has since been added to this car that keeps the RPMs down to 1,600 when traveling at 60 mph.

'Tourer' is the perfect name for the Vanden Plas body style as it allows for unobstructed views and is totally at home on the open road. Although I've never driven this car over 95 mph, it is able to exceed 100 mph for sure and is an absolute blast to drive.

Since owning our Bentley, events we have participated in include: The Bentley Drivers Club West Coast Tour, from Kirkland to Monterey in 2001. The Copperstate 1000 in 2002. The Rolls-Royce/Bentley West Coast Tour from Kirkland to Monterey in 2004 - this is the tour now known as the Pebble Beach Motoring Classic. Also, we participated in the North American Vintage Bentley Meet in Cooperstown, NY in 2007 and the Rolls-Royce Owners Club National Tour in 2012.

In September of 2013 we took our Tourer on the CCCA Sun Valley Caravan where we thought most of the driving was going to be done in shirtsleeve weather. Midway through the trip when we left Sun Valley the temperature was a

comfortable 45 degrees but by the time we crested 8,700 ft. Galena Pass it had dropped to the mid 30s. Although we were not prepared for driving an open car in such cold weather our hearts were warmed at the final banquet when our Bentley was given the Crossett Award for "the best car that is making and completing its first CARavan."

The Sun Valley tour was a great experience; we met many wonderful people and enjoyed this (our fifth) CARavan very much. We look forward to doing another one in the not-to-distant future.



## WANTED Garage Tour Suggestions!

Volunteer your garage  
or that of a friend  
who has a collection we  
have not seen.

Contact: Activities Chair  
Stan Dickison  
at 206-546-3306  
(stanleyd@dickison.com)

or

Membership Chair  
Val Dickison  
(valeried@dickison.com)



## EARLY HISTORY OF BENTLEY MOTORS @ CRICKLEWOOD AND VANDEN PLAS @ KENTBURY

*By Raymond Loe*

Since our featured car in this BG issue is a Bentley Cricklewood with a body by Vanden Plas I felt that Roy's story about his car would be enhanced by an overview of both companies spanning the period when it was produced. Read on.....

### **Bentley Motors Limited:**

Prior to World War I, Walter Owen Bentley had been in partnership with his brother selling French DFP cars but always wanted to design and build cars bearing his own name. W.O. Bentley founded his namesake company in the north London suburb of Cricklewood on January 18, 1919. It was a very small facility located in an alley and on the second floor loft next to an infirmary. In August 1919, Bentley Motors Ltd. was registered and a chassis with dummy engine was exhibited at the London Motor Show the following October. The innovative OHC engine w/ hemispherical combustion chambers and four valves per cylinder was built and running two months later.

It is told that, while W.O. was testing this first engine, a nurse from the infirmary came rushing over and said "knock off the noise, don't you know we have a man dying next door?" All he could think to say in reply was "but what a lovely sound to die to."

A new Cricklewood Bentley factory was completed in 1921 and their cars quickly earned wide acclaim for speed and durability. The enterprise was always underfunded but the cars excelled at international motor

racing. Winning the 24-hour Le Mans in 1924 convinced Bentley Boy\* Woolf Barnato to invest 100,000 pounds in Bentley Motors thus saving the business from near certain bankruptcy. With Barnato now Chairman of the company, W.O. was free to design another generation of cars that won four consecutive victories at the Le Mans from 1927 to 1930. In March of 1930, Woolf, driving a Bentley Mulliner-bodied saloon, raced and beat Le Train Bleu (The Blue Train) driving from Cannes to Calais, then by ferry to Dover, and finally London all on public highways. This car became famously known as the "Blue Train Bentley" and currently is part of a private collection located in Bellevue, WA.

\*A group of wealthy Bentley supporters, including Woolf Barnato, became known as the "Bentley Boys" for their devotion and financial support of the company.

There were 3,024 Bentley chassis produced at Cricklewood, all referred to as Cricklewood or Vintage Bentleys. The first out in 1921 was the 3-Litre, but as customers put heavier bodies on the chassis, larger 4 1/2 and 6 1/2-Litre models were released in 1926 and finally an 8-Litre model in 1930. There were 733 of the 4 1/2-Litre cars built at Cricklewood and fifty more were assembled equipped with a supercharged engine in a separate private venture.

As W.O. Bentley was hesitant to adapt a supercharger to his

4 1/2-Litre engine, "Bentley Boy" and race car driver, Henry Birkin, persuaded his wealthy friend, Dorothy Paget, to finance his building off-site, enough supercharged Bentleys to meet the LeMans "homologation requirements of at least fifty examples having been produced in order to participate in their 24-hour endurance race."

1929 had been a successful racing season for Bentley and for the following year three Speed Sixes had been prepared for competition. Birkin was able to convince Barnato to enter two of his "Blower Bentleys" along with the three other cars in the 1930 LeMans race. W.O. favored the Speed Sixes while Birkin favored the 'Blower' Bentleys. After setting a new lap record both Blower Bentleys were forced to retire in the 20th hour, however, two of the Speed Sixes went on to secure a 1 - 2 Bentley race victory. 1930 was the last year the Bentley factory team would compete at LeMans, as the company had now fallen on very difficult economic times. Dorothy Paget withdrew her support for the Birkin project as costs continued to escalate, bringing an end to the short-lived saga of the Bentley Blowers.

Although built against W.O.'s wishes, the "Blower Bentleys" earned a place in history as an engineering marvel and powerhouse. In the modern era they are among the top-ranked collector cars throughout the world.

The Wall Street Crash of 1929 affected the Bentley business greatly, with the Great Depression reducing demand for its expensive automobiles. In July 1931 Bentley was deemed unable to meet two mortgage payments and Chairman Barnato declared the company bankrupt.

On October 24th the Press Association wrote "Messieurs Napier and Son, aero-engine builders, reached an agreement to take over Bentley Motors Limited which is in voluntary liquidation." Napier negotiated with the receiver to buy Bentley, however, a company named British Central Equitable Trust came up with a counter proposal and outbid Napier in a court-ordered sealed bid auction. British Central Equitable Trust later proved to be a front for Rolls Royce Limited. It was rumored at the time that, due to the success of Bentley's new 8-Litre, Rolls-Royce purchased the company to prevent competition in the market

of their most expensive model, Phantom II.

### **Vanden Plas Limited:**

The first Vanden Plas (VDP) company in England was established in 1913, building Peugeot bodies under license from Vanden Plas Belgium. During WWI all activities at VDP were switched to aircraft production. When this activity ceased after the war, Vanden Plas moved to get back into coach building by forming a new British company Vanden Plas (England) 1923 Limited. VDP moved their UK business to Kentbury so as to be close to Bentley, Cricklewood and proceeded to build over 700 bodies for them between 1924 and 1931.

### **Rolls-Royce Limited:**

After acquiring Bentley, a new company Bentley Motors (1931) Limited, wholly owned by Rolls-Royce was formed. The

Cricklewood factory was closed, sold and production stopped for two years. When his three-year employment contract with Rolls-Royce expired in 1935, a dissatisfied W. O. Bentley left the company to join Lagonda. All Bentleys produced since the Rolls-Royce take-over in 1931 have used inherited or shared R-R chassis, adapted R-R engines, and are described by critics as badge-engineered Rolls-Royces. After twelve years of unprofitable operations as a stand-alone company it was obvious that a major reorganization and cash influx was needed for Bentley to survive. At that time Rolls-Royce was one of the few companies in a position to provide such assistance and without their intervention it is near certain that you would not see any new Bentley Motor Cars on the road today.



### **New Members:**

#### **Wayne Farmer**

PO Box 454  
Quincy, WA 98848-0454  
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Winter (H): 407-847-2629  
(C): 509-750-1359

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(C) 604-644-4629  
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1947 Packard Super Clipper  
Eight Sedan

#### **Patty McBride**

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(C) 206-979-6202  
macfamily17@comcast.net  
1933 Mercedes Benz 380SS Roadster,  
1932 Packard 900 Coupe Roadster

#### **Timothy P. McGrane**

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3700 Blackhawk Plaza Circle  
Danville, CA 94506-4652  
(O) 925-736-2280 x. 100  
(C) 602-316-6694  
tmcgrane@blackhawkmuseum.org

#### **Jay Quail**

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(W) 847-390-0443  
quail@mail.com

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Seattle, WA 98101  
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### **Member Changes:**

#### **Corrected Email**

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siegfriedlinke@frontier.com

Gordon W Cochran  
Gordon.Cochran@frontier.com







## CCCA CARavan

*Written by Ray Loe*

Over fifty Classics from across the US took part in this CARavan, including six PNR members driving Classics and Bill and Judy Mote driving the "Trouble Truck." Our very capable tour host was Lonnie Fallin of the Colorado Region.

Starting in Boise, Idaho, we drove 185 miles through glorious countryside to Twin Falls. Along the way we visited the Hagerman Fossil Beds National Monument. This spot has yielded perhaps the finest fossil collection of mastodons, saber-toothed tigers and many other mammals on the planet. In Twin Falls we visited Shoshone Falls and the University of Idaho Faulkner Planetarium for a special show on our solar system. A very interesting day.

The next day we drove 165 miles to Sun Valley, stopping at The Craters of the Moon National Monument to look at the "weird and scenic landscape." This 750,000 acre site contains a diverse array of volcanic features including rifts, cinder cones, spatter cones, shield volcanos and lava tube caves. We learned that geologists have verified the eruptions and lava flows began 15,000 years ago, continued until 2,000 years ago and could happen again. American astronauts trained here for the moon landing because this terrain is more like the moon surface than anywhere else in the US.

Arriving late afternoon we all were booked to stay in the historic Sun Valley Lodge. This building first opened in 1936 after a two-year

search to locate a site for the "finest destination ski resort in the US." W. Averell Harriman, then Chairman of the Union Pacific Railroad (as well as an avid skier), commissioned the search and development primarily to increase ridership on the UP passenger trains in the west. The resulting resort was immediately very successful and has continued so ever since. Sun Valley became the "go to" destination for skiers, dignitaries and movie stars including Norwegian ice skating star Sonja Henie who filmed several movies here on the outdoor rink. Her film *Sun Valley Serenade* is still shown for free every day in the resort theatre.

With their passenger trains being long gone the Union Pacific sold Sun Valley in 1964 to (Bill) Jaans Investment Company who expanded the skiing acreage and trails over the next thirteen years of ownership.

In 1977 Earl Holding's Little America Hotel and Resorts (Sinclair Oil) purchased the Sun Valley resort. Under their continuing ownership Sun Valley has enjoyed substantial skier improvements - extensive snow-making and grooming, high capacity chairlifts and the construction of four impressive day lodges. Our group found the Art Deco main lodge a lovely place to stay for two nights.

On the fifth morning we embarked on our longest driving day - 225 miles to McCall where we stayed for the next two nights in the beautiful Shore Lodge on Lake Payette. Our journey took us on another scenic route through the Sawtooth Mountains where we traversed very high mountain passes and saw many large rock formations. At its 5,000 foot elevation glacier-carved Payette Lake is known for sandy beaches and crystal clear water. Several of our group enjoyed a two-hour



boat tour on the lake. Also during our stay we drove a twenty-mile excursion around the lake ending in Ponderosa State Park. On this 1,500 acre peninsula jutting into the lake we climbed to a scenic outlook to view surrounding Payette forest and mountains. At 2.3 million acres this is the largest old growth forest in the Western United States. Many of us agreed that this stop was a highlight.

Finally, back to Boise for the traditional farewell dinner before heading home. There was much reminiscing and frivolity. Awards were given for reported accomplishments and good deeds as well as any miscues that took place during the CARavan. Since our Auburn chose "not to proceed" on the tour we were excused from any hazing by the group. However, Georgia and I did receive an award for being the most diligent observers of roadside attractions that had been preselected by the committee.

As expected, everyone had a great time on this CARavan and really enjoyed touring beautiful Central Idaho.



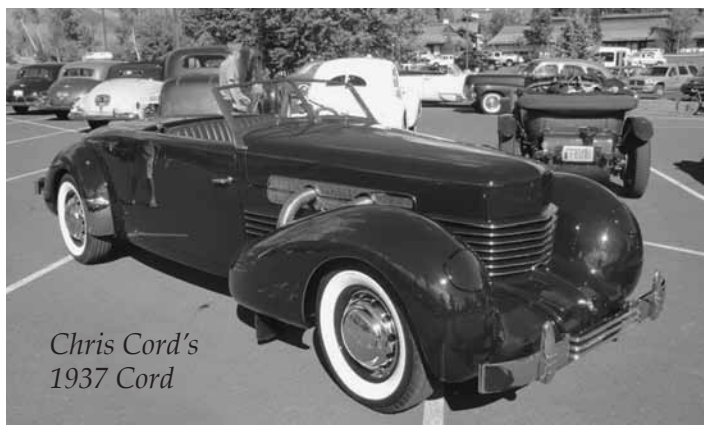




Ray Loe's  
1934 Auburn,  
Bob Newlands  
1937 Packard,  
Phil McCurdy's  
1937 Cord



Frank Daly's 1935 Packard



Chris Cord's  
1937 Cord

People Photos  
(top to bottom):

Cheryl & Phil  
McCurdy

Jan Taylor &  
Bob Newlands

Georgia & Ray Loe

Frank Daly, Roy &  
Terry Magnuson



## PNR CCCA Attendees

Chris Cord	1937 Cord 812 S/C Cabriolet
Tom Crook and Randy Small	1934 Packard Twelve Convertible Victoria
Frank Daly	1935 Packard Std. Eight Club Sedan
Phil Grisham	1936 Pierce-Arrow 1602 Club Sedan
Ray and Georgia Loe	1934 Auburn 850Y Cabriolet
Roy and Terry Magnuson	1928 Bentley 4-1/2L Vanden Plas Tourer <i>Crossett Award Recipient</i>
Phil and Cheryl McCurdy	1937 Cord 812 Custom Beverly Sedan
Bob Newlands and Jan Taylor	1937 Packard Std. Eight Coupe Roadster



# An Old Friend Comes Home

By Glenn Mounger



I started going to the annual Hershey Swap Meet in the late 1970s. At that time a group of us from this area went every year, including Al McEwan, Gordon Apker, Carl Bomstead, and myself. These were the pre-internet days and treasures were aplenty on the muddy fields of "chocolateville".

In one of those early years Al invited me to join him Bill Mote, Joe Carmen, and Carl to go to Baltimore to visit Mort Bullock. Mort was the past President of the CCCA and he and his wife Betty had a lovely big home that could easily accommodate the annual invasion of McEwan and his gang of Northwest car guys.

On one of those trips to visit Mort (I believe 1983) he showed us a newly-acquired 1932 Packard Super 8 Convertible Coupe Roadster. He had purchased the car from the Alex McInnes family of Indiana. The first owner of the car was Admiral Richard E. Byrd. I instantly fell in love with the car and asked Mort on the spot that if he ever decided to part with the car to please let me know.

Over the years when we would stop in Baltimore I'd always ask

to see the Packard and it wasn't long before Mort would refer to the car as Glenn's Packard. In 1987 I received a letter from Mort telling me that he had told Betty if anything were to happen to him to make sure she called me about the Packard.



About five years ago the fate of the Packard and our discussions became a little more serious. It would go something like this; "well Glenn I'm going to take the car to a show in October and then I'll probably sell it to you." So I'd call in November to check on Mort and the car and learn that the show

was great and the car got invited to another show the next fall.

This went on until last October when Mort surprised me by saying it was a dream of his friend and mechanic Will Ard to take a car to the Pebble Beach Concours d'Elegance. If the car was lucky enough to get invited to Pebble he would send Will and his wife Barbara out with the car and after the show they would deliver the Packard to its new home on Bainbridge Island. Mort explained that he was now ninety-two years old and not driving the car as much and he wanted to make sure it went to a good home.

Mort's Packard received a well-deserved invitation to the 2013 Pebble Beach Concours and the Packard was freshened-up and looked fabulous on the field at this year's show. Will, Barbara, Celia & Ashley (Will's sister and brother in-law) delivered the car to us on Bainbridge after the show. We had a great visit with them and look forward to having them visit us again.

After thirty some years of waiting Mort's Packard is in its new home on Bainbridge Island. It's a



wonderful car and we've already taken it on a tour in Jackson Hole Wyoming. The car performed wonderfully however, the real joy in ownership is that every time I look at it I think of our dear friend Mort and smile.

PS: The car came with two different sets of wheels, wires and disc. As you will note in the photos that changing the wheels gives the car two totally different feelings. Which option do you prefer?



Photos: Page 24

- Glenn's new Packard on tour in Wyoming
- Mort Bullock & Glenn Mounger

Page 25

- Celia & Ashley (Will's sister & brother-in-law)  
Will & Barbara Ayd at 2013 Pebble Beach  
Concours
- Beautiful Packard interior
- 1932 Packard Super 8 Convertible Coupe  
Roadster in Mort's Garage in Glenn's Garage

## MAHOGANY & MERLOT AT LAKE CHELAN

The 4th Annual Mahogany & Merlot on Lake Chelan featured two classes of hydroplanes with beautiful mahogany decks. The shores simply echoed with thunder from classic Unlimited and APBA Vintage Limited Class hydroplanes racing in separate exhibition heats.

Equally impressive was the in-the-water boat show featuring more than thirty-five antique and classic pleasure boats — some dating as far back as the 1920s — built by companies such as Chris Craft, Gar Wood, Hacker, Yandt and Century. Beautifully-restored boats ranging in length from sixteen to thirty-three feet were on display and could also be seen plying the waters in an organized parade. Of particular note was Jezebel, a 24-foot 1955 Greavette Streamliner built in Gravenhurst, Ontario. Al McEwan purchased the boat in 1996 while he still had his 1939 Gar Wood 22 ft. triple cockpit that he purchased in 1975. The Gar Wood was sold shortly after acquiring the Greavette. The Greavette is powered by a Chrysler Hemi marine engine.

New this year was a car show highlighting pre-1956 cars and woodies. The Pacific Northwest Region of the Classic Car Club of America was well-represented with eight members displaying cars.

### Showing a Full Classic (top to bottom; left to right)

**1931 Rolls-Royce P-II Phaeton**  
John & Mary Campbell

**1940 Packard 1803 Club Coupe**  
Bill & Karel Deibel

**1935 Packard Twelve Convertible Victoria**  
Stan & Val Dickison

**1948 Cadillac 75 Touring Limousine**  
Howard & Evelyn Freedman

**1940 Cadillac 60 Special Sedan**  
Brad & Hyang Cha Ipsen

**1934 Nash 1290 Sedan**  
Terry & Cherry Jarvis

**1939 Bentley 4-1/2L All-Weather**  
Brian & Lisa Rohrback

### Showing a Non Classic

**1954 Kaiser-Darrin**  
Monty Holmes & Katie Nolan

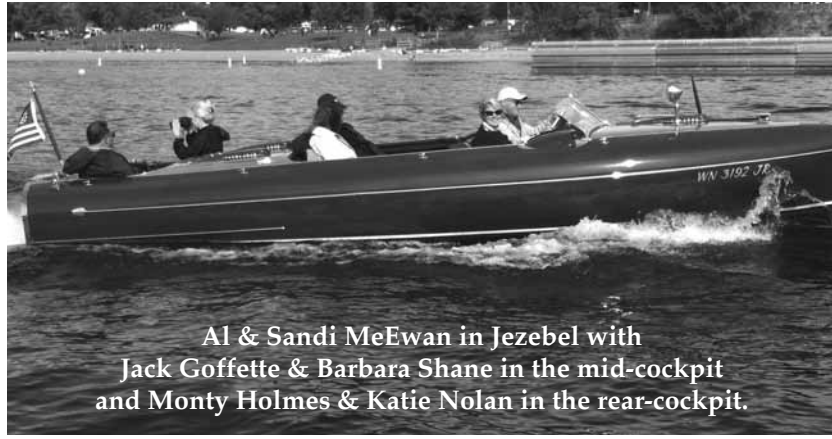
And to make this event complete, food for sale was provided by the local Kiwanis Club, a wine, beer & spirits garden with a view of the action was presented by Vin Du Lac Winery and featured local producers including Tsillan Cellars, Tunnel Hill Winery, Blue Spirits Distillery and Mac & Jack Ales. The Hydroplane and Raceboat Museum Store and several other vendors also offered merchandise for sale. PNR members Ashley Shoemaker and Monty Holmes were in the vendor area representing their firms Hagerty Insurance and Athletic Awards.











Al & Sandi McEwan in Jezebel with Jack Goffette & Barbara Shane in the mid-cockpit and Monty Holmes & Katie Nolan in the rear-cockpit.



## Showing a Classic Boat

1955 Greavette Streamliner "Jezebel"  
Al & Sandi McEwan

## Also in Attendance

Carl & Chris Bomstead

Jack Goffette & Barbara Shane

Barrie & Karen Hutchinson

Kim & Norma Sola Pierce

Ashley Shoemaker (not pictured)

## CRESCENT BEACH CONCOURS D'ELEGANCE

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

You often hear the expression 'dodging a bullet'. This year, the Crescent Beach Concours dodged a cannonball. Our committee (Colin and Laurel Gurnsey, John and Koko Carlson, Brad and Jan Pelling), entrants, judges and volunteers all spent more than the usual amount of time glued to weather forecasts ahead of the August 31st event date, horrified the sunny summer we'd had was about to descend into the typical rainy downpours for which the Pacific Northwest is so famous.

The phone rang constantly in the

Gurnsey household, with both entrants and the general public asking, 'is this a rain or shine event? If it rains I'm not coming....my car is clean, I don't want it to get wet.'

At the opposite end of the spectrum were Kim and Norma Pierce, who had promised us their 1932 Packard 900 Roadster Coupe. Kim worked for weeks trying to get his generator to charge, finally deciding to trailer the car up to the show. The Gurnseys tackled the City of Surrey Bylaws department to get Kim a temporary permit to park the trailer overnight at the event site. All was well.

Until it rained. Thursday, August 29th, the northwest coast was hit by the most powerful thunder and lightning storm we've had in years. It poured in North Vancouver, British Columbia where the Gurnseys live. It poured in Edmonds, Washington, where Pierces live. It poured in Kim and Norma's basement. A flooded basement takes precedence over everything and Kim and Norma are now on the top of our waiting list for 2014, with a Purple Heart for trying. Brian Pollock's 1970 Ferrari Dino 246 GT had mechanical problems and is also on our waiting list.

Incredibly, in spite of the storm, the skies cleared-up late Friday afternoon and the evening reception was well attended. Saturday, to everyone's relief, the sun came out in earnest and it was a perfect summer day at Blackie Spit. The show field is right beside the beach and in a lovely park-like setting. Picnic baskets and beach umbrellas came out and the salmon barbeque was on.

*Continues on Page 22*



## ANNUAL MEETING CLUB AUTO, KIRKLAND WA

*By Membership Chair Val Dickison*

For many years we held a formal catered luncheon for the regional Annual Meeting; a business meeting conducted as prescribed by National rules before November 15th. With the annual meeting falling so close to our December holiday party it became apparent that attendance was dwindling; probably because of the expenses for the season. The region

was subsidizing a meeting that was proving to not be well attended.

Therefore, over the last two years we have scaled back the required meeting and treated it similarly to that of a regular monthly meeting. All members were welcome to the 2013 Annual Meeting which was held at Club Auto in Kirkland where pizza, beer and wine were served

at a nominal cost of \$10 per person. We had time to visit in this relaxed atmosphere and the club didn't subsidize the event.

New managers were announced, per the recent election. Those individuals are noted in the accompanying manager profiles. Also approved was additional funding for the Bumper Guardian to increase the number of color pages available for covering regional events and new advertisers. Minutes of the meeting are available on request.



## Meet Your Newly Elected (and re-elected) PNR-CCCA Board Members

**Val Dickison** is a familiar face, having served three years as a manager for PNR/CCCA and being a member of CCCA for a number of years before that. She is also the region's secretary and membership chair. Val has had an active role in the Classic car hobby for about thirty years when she and husband Stan bought their first Classic, a 1930 Rolls Royce Newmarket. There have been many cars in and out of the garage over the years. Cars may come and go but the interest of the hobby and the Pacific NW Region of CCCA remains constant. Now retired from over forty years as an insurance professional, more time can be devoted to the hobby. Outside of cars, Val's advocations include gardening, family, jewelry-making for non-profit organizations' auctions, and definitely traveling in "old cars." She is also the author of four self-published books for Kindle. Val is looking forward to a fun and action-packed 2014 in the region!

Many know **Jeff Clark** as one of the co-founders of the the Kirkland Concours d'Elegance where he served as Chairman from 2006 - 2011. Jeff has long been an advocate of driving the cars we collect, and it was during his tenure as chairman at the Concours that the annual Tour d'Elegance was created. Amongst the Jaguars, Porsches, MG's and Austin Healey's that have passed through Jeff's garage, the first CCCA Full Classic® he fell in love with and bought was a 1937 Cord 812 Beverly.

Jeff continues to practice commercial architecture as President of Architectural Werks, Inc., and spends his free-time restoring 50s and 60s foreign sports cars as a partner in MotorCar Classics L.L.C. Jeff's hobbies outside of vintage cars include fly fishing, guitar, and motorcycles, and he looks forward to being actively involved in the PNR / CCCA for 2014.

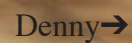
You have likely seen **Ashley Shoemaker** participating in PNR-CCCA events and car shows throughout the N.W. As a regional territorial manager for Hagerty Insurance, Ashley and her company support the hobby, and provide sponsorship to regional and national CCCA events. Though new to the PNR-CCCA Board, Ashley has been involved with the Club since joining Hagerty in 2010.

Originally from Bellingham, Ashley graduated from Western Washington University with a B.A. in marketing. While growing-up, her family was involved with the local Thunderbird Club, and still enjoys their '56 T-bird.

Ashley enjoys cycling, and playing volleyball and kickball. Recently married, she and husband Sean enjoy traveling, spending time with family and friends, attending Seahawks games and jogging Greenlake with their dog, Coco. Ashley doesn't own a Classic car, but hopes to sometime in the future!



6 p.m. Cocktail Reception  
7 p.m. Dinner and Unveiling  
Lynnwood Convention Center  
19000 44th Avenue West



Thanks to Denny and Bernadene Dochnahl for supporting the PNR by “adopting” this BG page!



## PNR-CCCA Classics at the LeMay Museum

Follow in the tire tracks of PNR members like Tom Armstrong, Glenn Mounger, and Al McEwan and display your Full-Classic on the exhibition ramp at the LeMay museum!

*The process of inquiry is simple: Phone or email your contact information along with the make/model of vehicle(s) to Bill or Jerry and you will be mailed an information packet detailing FAQs along with the forms to complete the process for displaying your car.*

*There is no obligation for this introduction, and you will be able to establish the conditions under which your vehicle will be displayed.*

*Bill Allard (bill.allard@comcast.net) (253-565-2545) Jerry Greenfield (greenfieldwa@msn.com) (253-862-2630)*

*So send your contact information today, before else takes "your space" for his/her Classic!*



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**May 30  
Country Tour!**

**May 31  
Grand Classic!**

**June 1  
The Experience!**

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THIS YEAR'S EXPERIENCE WEEKEND WILL TAKE PLACE May 30 - JUNE 1, 2014  
AT THE CCCA MUSEUM IN HICKORY CORNERS, MICHIGAN\*  
THE THEME FOR THE 2014 EVENT IS ALL CADILLACS/LASALLES THROUGH 1962  
AND A GRAND CLASSIC FOR ALL CCCA FULL CLASSICS®

You may download the entry application at [cccamuseum.org](http://cccamuseum.org).

\*Located on the grounds of the Gilmore Car Museum where you can enjoy seven partner museums housing 500 quality automobiles, motorcycles, steam era vehicles, and much more.





# 2013 Holiday Party



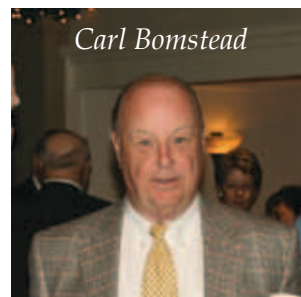
Brian Rohrback, John McGary, Val Dickison



Food Glorious Food



Georgia Loe



Carl Bomstead



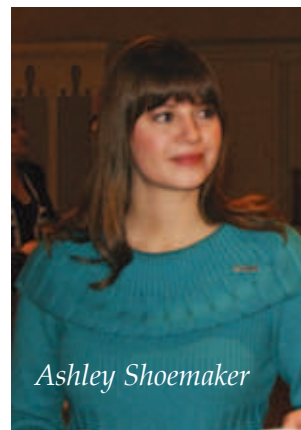
Terry Jarvis



Tom Brace



Roy Magnuson

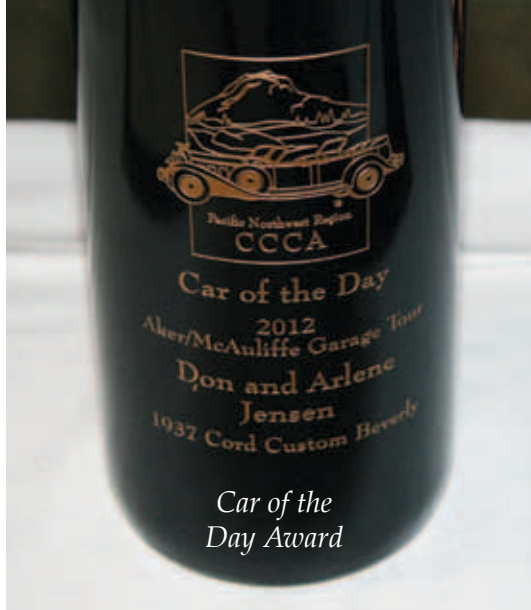


Ashley Shoemaker



David Smith





*Car of the Day Award*



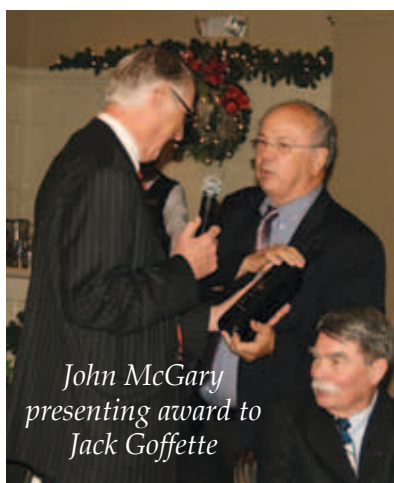
*Al McEwan*



*Event Manager  
Bill Smallwood*



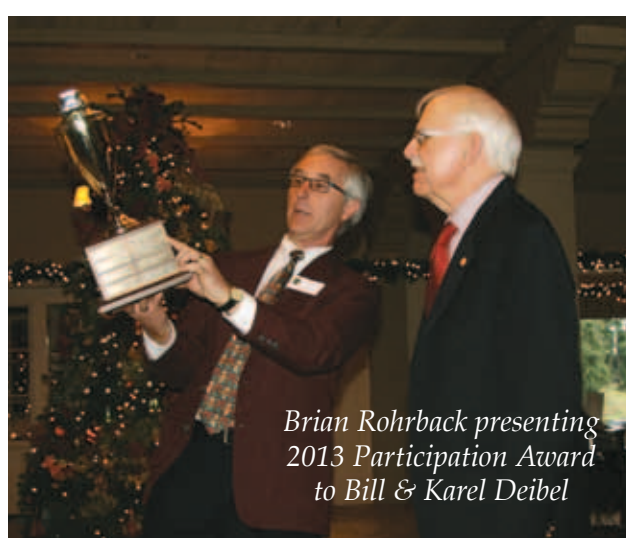
*Brian Rohrback  
presenting award to  
John Campbell*



*John McGary  
presenting award to  
Jack Goffette*



*Barrie & Karen Hutchinson  
with Car of the Day Award*



*Brian Rohrback presenting  
2013 Participation Award  
to Bill & Karel Deibel*



*Event Manager  
Bill Allard*



*Event Manager  
Val Dickison*

## **PNR Annual Awards**

### **2013 Participation**

Bill & Karel Deibel

### **Car of the Day**

2012 Annual Meeting

Event Manager: John McGary

Jack Goffette

1929 Rolls-Royce Convert. Sedan

March Garage Tour

Event Manager: Val Dickison

Don Jensen

1937 Cord 812 Beverly

South Prairie Fly-In

Event Manager: Bill Allard

Ron Leventon

1934 Packard

Stacation at Ste. Michelle

Event Manager: Bill Smallwood

Roy & Roanne Dunbar

1929 Pierce-Arrow Club Brougham

Father's Day at the Locks

Event Manager: Roy Dunbar

Barrie & Karen Hutchinson

1937 Cord 810 Beverly

Yarrow Point 4th of July Parade

Event Manager: Al McEwan

Paul Murray

1922 Pierce-Arrow 7-Pass. Sedan

Steinman's Summer Picnic

John Glomstad

1940 Packard

Mahogany & Merlot

Event Manager: Brian Rohrback

John & Mary Campbell

1931 Rolls-Royce Phaeton P-II

### **2013 Annual Meeting**

#### **Full Classic Cars Attending**

(see photos page 16)

Jack Goffette

1929 Rolls-Royce Convertible Sedan

Brian & Fran Harding

1940 Cadillac 60S Sedan

Kim & Norma Sola Pierce

1932 Packard 900 Coupe Roadster

Ed Rittenhouse

1931 Cadillac 12, 370-A 5-Pass Sedan



## KIRKLAND TOUR D'ELEGANCE SEPTEMBER 2013

By Val Dickison



This year's group, led by Al and Sandi McEwan, with Stan and Val Dickison bringing up the tail end, started out on a damp Thursday morning, September 5th from Club Auto in Kirkland. Working our way through backroads to Leavenworth, we enjoyed lunch at Visconti's Italian Restaurant. Afterwards we caught some Eastern Washington sunrises while driving northeast through Chelan to our final destination of Sun Mountain Lodge at Winthrop. We scurried to a 5 p.m. round-up call, where horse-drawn wagons took us into the woods for a chuckwagon dinner and country western music played by a local wrangler.

Friday morning weather was damp, as the big storm from Western Washington made its way northeast. After breakfast at the lodge, we drove north to the Canadian border at Osoyoos and had lunch at the Burrowing Owl Winery, which overlooks the high desert country of Southeastern British Columbia. Following lunch we had a short drive to the Osoyoos Model Railroad Exhibit that was created and is run by the Pedersen family, originally from Denmark. We encountered rain on the backroads drive back to the lodge via a border crossing at Blackhawk, and discovered some of our cars are not waterproof. One motorist, having borrowed a convertible from the LeMay Collection, was thankful he finally determined how to raise the canvas top! Dinner that night was at the lodge and we were entertained by a local trio who led us in a sing-a-long that became louder as the wine flowed.

Saturday morning weather and subsequent mudslides deterred us from returning to Western Washington via the North Cascades Highway. We retraced our steps back through Chelan and Leavenworth with another lunch at Visconti's Restaurant.

The group unanimously agreed it is not the weather that makes or breaks the trip. It is the fun we have when we are together. This outing was no exception.



### PNR Members on the Kirkland Tour d'Elegance Driving Full Classics

Steve & Annie Norman  
1929 Bugatti Type 44 Roadster

### More PNR Members on the Kirkland Tour d'Elegance

Scott & Karen Anderson  
Fred & Brenda Bonin  
Stan & Val Dickison  
Al & Sandi McEwan  
Kim & Norma Sola Pierce  
Ashley Shoemaker  
Max & Carol Shields



#### Photos:

- Leaders Stan Dickison and Al McEwan
- Ashley Shoemaker, Steve & Annie Norman
- Frank & Linda Arm's 1948 Chrysler T & C
- Sun Mountain Horses





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



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VP, Financial Institutions NMLS 105806

Direct 425.999.4142

Fax 855.745.2803

Email [cwouters@evergreenhomeloans.com](mailto:cwouters@evergreenhomeloans.com)

2265 1st Ave S | Seattle, WA 98134 NMLS 13336







*Crescent Beach Concours d'Elegance  
from page 14*

*Top to Bottom; Left to right*

*Bill and Karel Deibel's  
1940 Packard 1803 Club Coupe*

*Patrick Hart's  
1936 Cord 810 Phaeton  
Chairman's Award for Elegance and Style*

*Dave Meronuk, Fred Bonin,  
& Steve Norman*

*Malcolm Harris'  
1964 Lancia Flavia Vignale(nc)*

*Roy Dunbar's  
1929 Pierce Arrow 133 Club Brougham  
with Colin Gurnsey, Roy, Patrick*

*Head Judge John Carlson*

*David and Adele Cohen's  
1933 Alfa Romeo 6C-1750 GS*

*Colin and Laurel Gurnsey's  
1936 Lagonda  
LG-45 Drophead Coupe*

*Event Organizer Colin Gurnsey*

*Continued on Page 23*





Continued from Page 14

**On Friday's red carpet and Saturday's show field were:**

Patrick Hart's  
1936 Cord Phaeton  
*Class Award winner and Chairman's Award for Elegance and Style*

Malcolm Harris'  
1964 Lancia Flavia Vignale Convert. (nc)  
*Class Award winner*

Roy Dunbar's  
1929 Pierce Arrow Club Brougham

Jerry Greenfield's  
2011 Mercedes SLS-AMG (nc)

Bill and Karel Deibel's  
1940 Packard 1803  
*Class Award winner*

**Canadian CCCA PNR members**

Liz Haan and Bill Holt  
Liz' 1966 Lincoln Continental - (nc)  
*Bobby Kennedy rode in this car during the Seattle leg of his presidential campaign*

Colin and Laurel Gurnsey  
1936 Lagonda Drophead Coupe  
*Part of a special, non-judged display salute to makes that raced at Le Mans.*

David and Adele Cohen  
1933 Alfa Romeo 1750 GS  
*This car took top awards last summer at Villa d'Este and also at Pebble Beach. It also won a special award this year for 'historical significance' from the National Association of Automobile Clubs of Canada. Shown as part of the LeMans Display*

*Also in the LeMans display*  
1926 Bentley Red Label 3 litre VDP  
1934 Aston Martin Mark II Ulster.

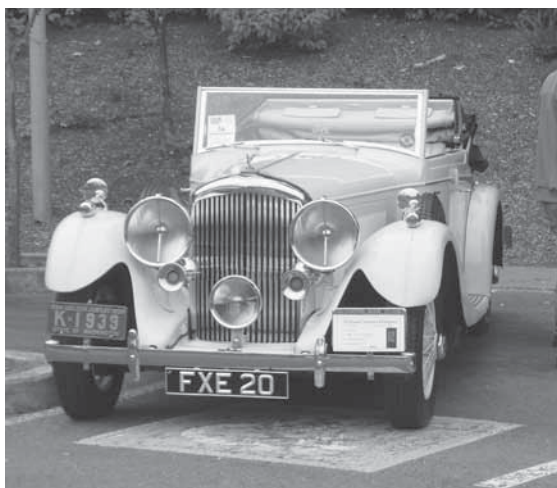
**Also representing the CCCA PNR:**

Head judge John Carlson; Tabulator Koko Carlson; Judges Jerry Greenfield, Fred Bonin and Steve Norman. Cheering us on were Army and Carol Barer, Brenda Bonin & Annie Norman.

Brad and Jan Pelling, committee members and sponsors (Pelling Collector Car Insurance), brought Porsche Canada on board as sponsors this year for the 50th anniversary of the Porsche 911. Porsche sent us a special 911 from the Porsche Museum in Stuttgart, Germany. There was a judged Porsche Class, a non-judged display of Porsche club members' vehicles and a Porsche 'arrive and drive' type of program offering test-drives of new Porsche 911s.



The Auto Angels held their 7th Annual Benefit Car Show at the Bellevue Presbyterian Church on Saturday, September 14th. There was a great turnout for food, music and really nice weather (Goldilocks weather: not too hot, not too cold). Only two CCCA Classics were on the field, but there was a beautiful collection of eclectic, from hot rods to hydroplanes. Steven Armstrong (Tom's grandson) was on-hand celebrating his 16th birthday and keeping tabs on his perfectly-restored dark-blue Mustang. A sense of style certainly runs through that family! Ron Danz lent his 1934 Packard Twelve to the benefit, Tom drove an elegant rod (mirrors, door handles, who needs 'em), Denny Aker sent his 1964 Avanti, and Brian Rohrback grabbed first place (out of two) in his 1939 Bentley. This is a terrific cause and a fun show.



Brian Rohrback's 1939 Bentley



Tom & Steven Armstrong with Steve's Mustang (nc)



Ron Danz with his 1934 Packard

# 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.

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## LED LIGHTS FOR CLASSICS

By Karen Hutchinson

While we love driving our 1937 Cord Beverly, and have logged many miles on interstates, "blue" highways, and backroads, safety is a major concern. Drivers of modern cars expect to see bright tail lights warning them of our stopping & turning intentions. The original Cord tail lights are very difficult to see and so in the pursuit of the ability to drive safely both at night and during inclement weather, Barrie undertook the project of upgrading the Cord's tail lights. Barrie first experimented with using Halogen lights. Without too much trouble, he was able to modify the tail light assembly to accept halogen lights and clearly, the bulbs were significantly brighter. The problem was they drew significantly more current than the standard tail lights—something already in short supply in the 6-volt Cord.

After a fun evening at the night rodeo in Cody Wyoming, as we were returning to our hotel (twenty miles down a lonely Wyoming highway), we discovered just how much more current the halogen lights drew. Travelling down the dark highway at 55 mph, the first thing we noticed was that while the tail lights were visible to the cars behind us, the headlights were so dim that we couldn't see the road—much less the cars ahead of us. Next, we discovered that there wasn't enough voltage left for the electro-mechanical shift mechanism of the Cord to work! The only solution was to shut off the lights (with the car in motion), shift the car and then switch back on the lights! Clearly, we needed a better (and safer) solution.

Barrie's second and much more successful experiment involved replacing the halogen light bulbs with LED (Light Emitting Diode) bulbs. For a number of good reasons—including cost, brightness, low heat output, and low power requirements, LED lighting has become the standard of the automotive industry for new cars and is now available in several forms for both 6-volt and 12-volt Classic cars.

For a relatively small investment in LED lights and few hours of work, you can significantly increase your safety when driving your Classic. With permission from and thanks to <https://fillingstation.com>, four options for converting your Classic car from the old incandescent bulbs to super-bright LED lighting are reprinted below. Only the first two options will work for Classics with 6-volt electrical systems. Classics with 12-volt systems have more options from which to choose.

**1. LED Light Bulbs** are a simple and inexpensive "plug & play" solution. You merely remove the old bulb and install

a new LED bulb. Though this is a quick way it is the least effective solution to the problem. The draw back to the bulb solution is that the size and number of LEDs that can fit into a bulb is considerably less than the conversion cards, solid-state lenses or LED tail light assemblies. This makes the LED Light Bulbs the least visible of the four options. While this is an economical solution it is just not as effective as the other options. LED Light bulbs are only available for 12-volt applications at this time.

*Editor's Note: While the LED 90-degree bulbs are only available in 12-volt, Barrie was able to reconfigure our Cord's tail light housing to accept standard 6-volt LED replacement lights from <http://www.harrisonspecialties.com>.*

SKU: 24 LED 6V Red Replacement Bulb w/Wires \$10.50

- 12" wire length
- 0.982" Outside diameter
- 24 Super bright LEDs
- Dual intensity LEDs
- Operates exactly like an 1157 dual intensity light
- May be used anywhere LEDs can be wired directly

**2. LED Conversion Cards** are available for most tail lights from 1926 through 1965 passenger cars. These kits have two LED circuit cards and hardware for both tail lights. Early kits: 1926-1930 passenger and 1931-1939 truck are available in single or two tail light packages. Most kits are sold in pairs and come with the license light for the left side assembly. Also included are fasteners, hardware and instructions needed to install the card into the tail light bucket. They will work with turn signal, tail light and stop light circuits. These kits are available in 6 volt for most applications for 1954 and earlier and 12 volt for all years.

**3. Solid State LED Lenses** are a complete "plug & play" solution. Each lens has LEDs permanently sealed into the lens. There are no separate cards to install. Most kits have plugs already attached that merely need to be twisted into the original sockets for installation although some must have wires manually attached. Solid State LED Lenses are currently only available in 12 volt.

**4. LED Tail Light Assemblies** offer a complete solution for those street rod or original applications requiring complete replacement tail lights. A limited number of complete assemblies come in stock appearing housings and also flush mounted units for Street Rod applications. Stock units look like the originals and mount like the originals, except that they will have LED lenses. Flush mounted units have no housing, just a tail light rim (bezel) and LED lens ready for mounting on any flat surface. Complete units are only available for 12-volt systems.

Parking light LED solid-state lenses and amber bulb LEDs are also available for some selected 12-volt applications.



## Jewelry in the Classic Car Era

By Laurel Gurnsey

Coco Chanel said:  
"The point of jewelry isn't to make a woman look rich but to adorn her."  
(‘Coco Chanel’ by Axel Madsen) Her quote also applies to Classic Cars. From the Rolls Royce

‘Flying Lady’ to the Packard ‘Swan’.... hood ornaments, like jewelry, add an identifying sparkle. In the 1920s, Rene Lalique began making exquisite glass hood ornaments for Hispano Suiza, Isotta Fraschini, Bugatti, Bentley and others. He was already making Art Nouveau jewelry, which again draws an interesting parallel.

Why do people wear jewelry? In some countries, it's part of traditional wardrobe or shows status. Wedding rings signify marriage. Some people wear copper bracelets or amber to alleviate pain. Irish shamrock jewelry might bring good luck. Opals not worn as a birthstone might bring bad luck. Some jewelry is a sign of faith. A ring signifies an Engineer's profession. Dog tags, medical alert bracelets.....



The 1920s were an age of flappers and speakeasy bars. After the war, people wanted life to be fun again. Women raised hemlines, cut their hair and kicked up their heels. They wore long ropes of pearls around their necks and great, dangling earrings. The better to swing in time to the music of the new age.

The '20s saw bright colours, a mixture of exotic and familiar, fake and real. Jewelers used Bakelite, wood, stone, amber, Peking glass, jade, pearls, brass and crystal. King Tut's tomb was discovered and everything Egyptian was 'in'. Scarab pins joined exotic colours and materials coming from world travels...." Dangling pendants, snake bracelets made from glass, gold and silver....all things foreign..."

Coco Chanel loved costume jewelry in the 1920s and found it worked

better than 'real' jewels to show off her simple, classic fashions. Art Deco first appeared in the '20s, with jewelry following many of its bold, geometric shapes.

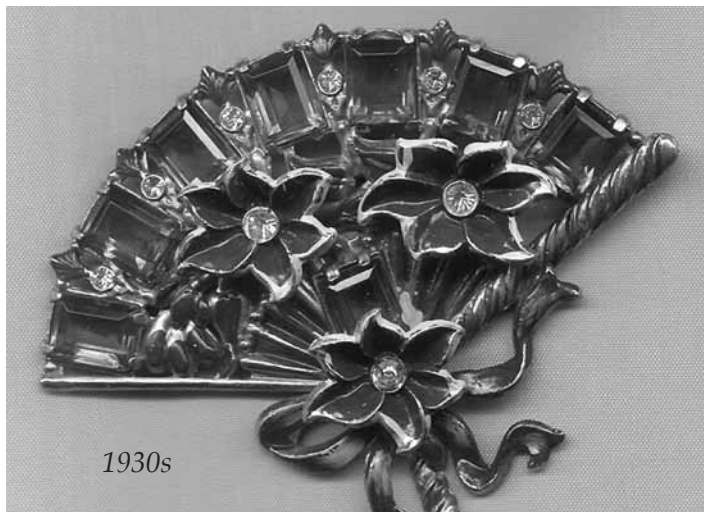
Jewelry could be worn any way a woman wanted. Princess Diana wore her emerald necklace as a headpiece and dangled a pearl necklace down her back. Daisy Buchanan, from 'The Great Gatsby', wore pearls and headpieces that complimented Gatsby's elegant Rolls Royce. Jewels and beautiful cars; a perfect combination.

Where the '20s were fun and times were good, the Depression hit hard. The '30s ramped down the flamboyance of the '20s. Fashions, hairstyles and jewelry became a lot simpler. Chanel switched to diamonds at the request of the DeBeers Company. People were avoiding expensive jewelry because of hard times and DeBeers wanted Chanel to keep diamonds in the public eye and let people know 'authenticity and real value' counted when times were hard.'

John Peacock's 'Fashion Sourcebook... the 1930s', includes dresses with ornamental flowers and insets of lace, hand-painted designs, sequins and satin...the dresses themselves being the adornment. He shows simple pearl earrings and coloured glass necklaces....shorter by the mid to late '30s than the '20's swinging lengths of pearls.







1930s



1940s

Art Deco continued and influenced Classic Cars too. Colin and I visited the Mullin Collection on a CCCA PNR tour and saw some incredible Art Deco French cars ... Delahaye, Delage, Bugatti and more. Closer to home is the Art Deco '33 Alfa Romeo Figoni-bodied Classic owned by CCCA PNR members David and Adele Cohen.

1930s costume jewelry was less about fun and more about economy. It came into being as cheap and disposable; not meant to be handed down.' Some could still afford gold, emeralds, sapphires and diamonds but semi-precious stones like amethyst, coral, pearls and glass were more within the reach of the middle classes.

By World War Two and the '40s, gold was back in style but needed for the war. If it was available, it was often in thin sheets bonded to silver and then made into jewelry. Even materials needed for costume jewelry were in short supply. Metal went to the war effort. Austrian crystal was behind enemy lines and couldn't be imported. Many workers who created jewelry were now soldiers or diverted to wartime jobs. New jewelry was a luxury, but some continued to be made. Jewelry makers could turn to wood, leather, shells, plastics, fur and pottery to create fresh designs. The new term in the 40s was 'cocktail jewelry'. Flash and colour made people feel better and brought hope and confidence in the future.



1930s

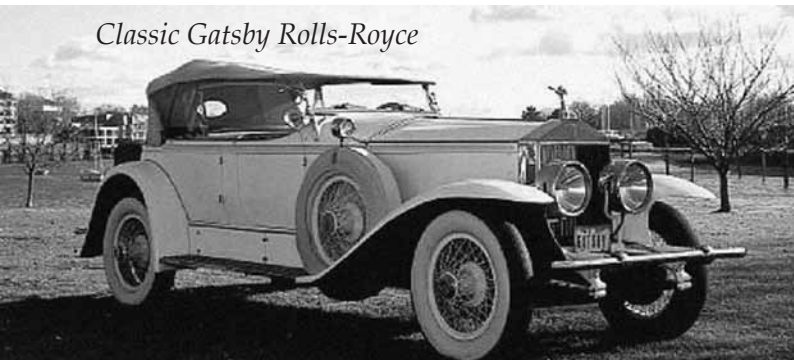
By the end of the war, glitter and glamour was back in style. There was still an Art Deco influence but the lines weren't as sharp edged. Jewelry now had classy, refined, elegant curvy lines. Think Rita Hayworth, Lauren Bacall and Veronica Lake. And Grace Kelly soon to come in the early '50s. Elegance.

Think the classy, refined, elegant curvy lines on our Classic Cars. Classic cars and classic jewelry.

Credits on page 34



Classic Gatsby Rolls-Royce



David and Adele Cohen  
1933 Alfa Romeo



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## 2013 HOLIDAY BRUNCH

*By John McGary*

*Event Photos on pages 18 & 19*

The Annual Holiday Party was the occasion of celebration of the 50th Anniversary of the PNR chapter of CCCA. More than 120 members and guests gathered under gray and threatening skies that kept many Classic automobiles home safe and sound in the garage. The Seattle Golf Club, located at the Seattle Highlands, was the venue for the third year running. Once again, the clubhouse was beautifully decorated from top to bottom for the Holiday season. The fresh seafood and beef buffet met the approval all Club members.

A Board Meeting was held at 10:00 in the Ladies' Lounge and Club business was attended-to in an efficient manner by Director Brian Rohrback. The results of the Board Meeting were conveyed to the membership, including the retirement of John McGary & Roy Dunbar from the Board of Managers and Val Dickison concluding her first term. All were thanked for their service. Brian announced the election of Ashley Shoemaker and Jeff Clark as new Managers and the re-election of Val Dickison.

For the first time, the Managers who made the selections presented the Custom Wine Bottle "Car of the Day"

awards and provided an explanation for their choices (see page 35 for details). Director Brian next presented the "2013 Club Participation Award" to Bill and Karel Deibel. This award is given to the Club member scoring highest in a survey of events attended and miles driven during the year with a Full Classic® automobile. Bill was truly surprised that he and Karel were the winners.

Recounting stories related to the 50-year history of the PNW Region came next. Founding members Al McEwan and Terry Jarvis were recognized for their initial efforts to launch the PNR Region. It seems that the National Club HQ did not think there were enough Full Classics® in the Pacific Northwest to support a Chapter or a CARavan. Al McEwan, original and Past Director 1964-66, explained in detail the effort it took to convince National to sanction the first National CCCA CARavan held west of the Mississippi River. Connie Schwarz joined the telling of the story and explained how she and her late husband, Phil, a Past Director 1968-70 & '78 worked with Al to arrange hotels for the early CARavans. With Al's faithful devotion to the task, our Region has now put-on more CARavans than any other Region in the nation. Tom Brace, Past Director 1986, described the character of the Club. His message was revealing: "We come to the Club for the cars but we stay for the people." Brian

Rohrback provided a story about his late father-in-law Joseph Carman III, Past Director, 1967. The point being that if he were to win-over his girlfriend's father, he had better like old cars. Brian rose to the occasion and he and his future father-in-law became fast-friends discussing cars for hours on end.

John McGary, Event Manager, took a moment to thank the Holiday Event Committee, revealing that it takes many hands to orchestrate an event of this magnitude. A hand from the appreciative Club members was given to Cherry Jarvis, Carol Reddaway, Kay McGary, the Normans, the Pierce's and Val Dickison. It should be noted that Director Rohrback has an enormous role to play each year in this event as well.

The concluding course was the opening of the "Club Store" by Val and Stan Dickison. Members were invited to shop and purchase items to benefit the Club. Val announced the gifts to be provided to each attendee including the 50th Anniversary Edition of the Bumper Guardian and a CD of music from the past fifty years. Club members Val Dickison, and Karen Hutchison produced the Special Issue Bumper Guardian and matching CD with extensive help from Laurel Gurnsey, Annie Norman and others who made it possible to create these keepsake treasures.



**PNR MEMBERS and their Guests attending the Holiday Party:** Bill & Lucy Allard, Scott & Karen Anderson, Gordon Apker, Tom & Susan Armstrong, (Susan Anderson & Maxine Black), Arny Barer, Lou & Bunny Berquest, Carl Bomstead (Connie & Roger Schwarz), Michael & Ildiko Bradley, John & Mary Campbell, Jeff & Sharon Clark, Noel & Janet Cook, Peter & Karen Dahlquist, Frank Daly, Bill & Karel Deibel, Stan\* & Val Dickison, Denny & Bernadene Dochnahl (Tom McQuaid & Muriel VanHousen), Howard\* & Evelyn Freedman, Peter & Jennifer Gleeson, Jack Goffette (Barbara Shain), Brian Goodell, Jerry Greenfield (Keenon Kennedy; Alfred, Lorene, Ava & Fiona Stappenbeck), Colin & Laurel Gurnsey, Brian & France Harding, Barrie & Karen Hutchinson, Bradley & Hyang Cha Ipsen, Terry & Cherry Jarvis, John & Donna Koziol, Robert & Devree LeCoque (Robert & Linnane LeCoque), Siegfried & Darlene Linke, Raymond & Georgia Loe (Patty Morris), Roy & Terry Magnuson, Phil & Cheryl McCurdy, Al & Sandi McEwan, John & Kay McGary, Terry & Barbara McMichael, John\*\* & Georgia Mitchell, Bill & Judy Mote, Glenn & Mary Lynn Mounger, Dave & Lydia Murray, Steve & Annie Norman, Kim & Norma Pierce (Bruce & Melanie Rice), Brian & Randy Pollock, Don & Carole Reddaway, Ed & Pam Rittenhouse, Brian, Lisa & Jeffery Rohrback, Jon Schoenfeld, Ashley & Sean Shoemaker (Tien Truong), Bill & Erin Smallwood, David & Jody Smith, Dean and Nina Trenery, David & Mary Williams, Conrad Wouters & Glenna Olson. **Additional GUESTS:** Tom Brace (former National officer), Don Gerrard (former PNR/CCCA director)

*\*National Director; \*\*Incoming Oregon Region Director*



## KIRKLAND CONCOURS SEPTEMBER 2013

*By Jerry Greenfield*

On September 8th, 2013 the Kirkland Concours d' Elegance celebrated its 11th year as one of the premier Concours events in the country. This was the second year the Concours was held on the showfield at LeMay-America's car Museum in Tacoma, Washington and the number of entrants was the largest in the history of the Concours with about 140 vehicles on the field.

The Concours began on Thursday with the Tour d' Elegance. Stan and Valerie Dickison and Al and Sandi McEwan planned another fabulous tour route that included Sun Mountain as well as a border crossing into British Columbia. For driving enthusiasts who could not attend the three-day tour, a one-day Sports Car Tour d'Jour departed the Museum on Friday morning for some spirited driving on rural roads.

On Saturday evening the Museum served as the backdrop for the Concours Gala. The theme was "The Rat Pack" with appropriate music and dress from the 1960s. El Gaucho Restaurant in Tacoma catered a fabulous dinner. Music and



*David & Adele Cohen's 1933 Alfa Romeo 6C-1750 GS  
1st in Class - Best of Show*

dancing continued until 11:00 p.m., with excitement building for the Concours the next day.

Sunday morning arrived with a forecast for a partly-sunny day. The three featured Classes were Mercedes Benz, Fifty Years of Lincoln, and Fifty Years of the Porsche 911. The traditional Classes were also well represented with the largest Class being Full Classics. The showfield was improved this year with increased landscaping and a new layout of the Classes.

The awards presentation was moved this year to the plaza in front of the Museum. The Museum entry provided a dramatic backdrop for the awards stage and the presentation of Class Awards and Special Awards. Top Honors went to the 1934 Alfa Romeo 6C Roadster by Zagato. PNR member David Cohen, from Vancouver, BC., owns this car.

Plans are underway for 2014. Watch for a name change as the Concours continues to evolve and improve.



## 2013 Richard Hooper Award Stan Dickison

This award is given in honor of Richard Hooper to recognize a hobbyist who goes above and beyond to support and enhance the collector car hobby and the CCCA.

Stan, along with his wife Val, were recognized for their extensive contributions to the hobby including regional and national CCCA Board service, CARavan leadership, and their uncounted hours of volunteer work. Congratulations to Stan & Val.



## PNR Members Showing Cars

### CCCA Classics - Early (1925-1934)

David & Adele Cohen  
1933 Alfa Romeo 6C

**1st in Class - Best of Show**

Ron Danz  
1934 Packard Conv. Sedan  
Denny & Bernadene Dochnahl  
1934 Packard Sedan

Ron Leventon  
1934 Packard Sedan  
Al & Sandi McEwan  
1934 Bentley

Brent & Connie McKinley  
1932 Auburn Speedster  
**People's Choice**  
1932 Packenberg

Steve & Annie Norman  
1928 Bugatti

### CCCA Classic - Late (1935-1948)

Gordon Cochran  
1939 Cadillac  
**Most Elegant**

Jack Goffette  
1937 Bentley

Brad & Hyang Cha Ipsen  
1938 Cadillac

Brian & Lisa Rohrback  
1939 Bentley  
**3rd in Class**

### Preservation

Al & Sandi McEwan  
1930 Hispano-Suiza  
**1st in Class**

Tom Sumner  
1941 Lincoln Continental  
Cabriolet  
**3rd in Class**

### Lincoln - Early (Through 1948)

John & Sandy Graham  
1937 Lincoln  
**1st in Class**

Gerald Greenfield  
1934 Lincoln

Hillary Barr Parker  
1936 Lincoln  
**2nd in Class**

Gary & Merrisue Steinman  
1933 Lincoln

### Mercedes-Benz

Sig & Darlene Linke  
1937 Mercedes Benz  
**Participants Choice**

### Woodies - Stock & Restored

Ron Danz  
1948 Chrysler  
**2nd in Class**

### Non-Classics

Denny & Sue Aker  
1984 Porsche t  
**3rd in Class**

Tom & Susan Armstrong  
1965 Buick

Jeff & Sharon Clark  
1980 Porsche

Peter Gleeson  
1981 BMW

Gerald Greenfield  
1940 Ford Woodie  
Modified

Monty Holmes Jr.  
1954 Kaiser-Darrin  
**2nd in Class**

Brown & Sara Maloney  
1967 Ferrari  
**1st in Class**

Brian & Randy Pollock  
1970 Ferrari  
**3rd in Class**

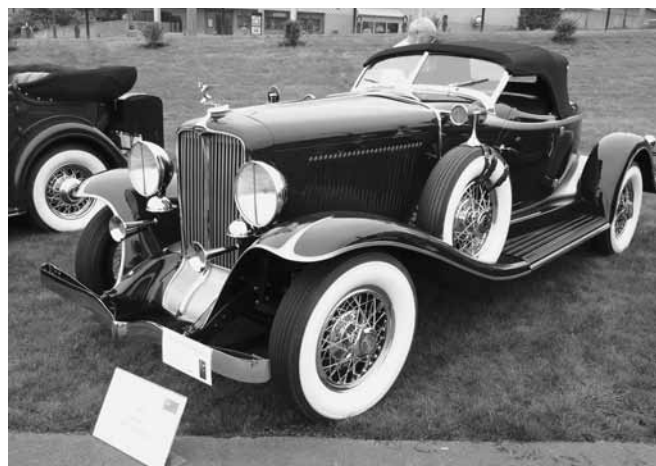
### Photos (top to bottom; l to r)

Ron Wade's  
1931 Chrysler CG Imperial

Peter Hageman's  
1923 Rolls Royce Silver Ghost  
Brent & Connie McKinley's  
1932 Auburn Speedster

LeMay Museum  
1930 Lincoln L Brougham

Ron Danz'  
1948 Chrysler T & C  
Convertible Coupe







## More PNR Volunteers

### Founders:

Tom Armstrong  
Carl Bomstead  
Jeff Clark  
Peter Hageman\*

### Show Director:

Bill Vadino

### Master of Ceremonies

#### Assistant:

Barbara McMichael

### Tour d'Elegance

#### Coordinators:

Al and Sandy McEwan  
Stan and Valerie Dickison

### Photographer

Michael Bradley

### PNR Information Tent & Supporting Roles\*\*

Bill Allard  
Arny Barer  
Ildi Bradley  
John Campbell  
Denny Dochnahl  
Jack Goffette  
Fran Harding  
Norma Pierce  
Terry McMichael  
Brian Rohrback  
Ashley Shoemaker

### Photos:

Brian Harding,  
Ed Rittenhouse, Terry  
McMichael, Bill Allard

Conrad Wouters

Kim Pierce, Al McEwan,  
John Carlson

Tom Armstrong, Peter  
Hageman\*, Jerry Greenfield

Brian Rohrback

Stan Dickison, Denny  
Dochnahl, Brian Harding

\*Former Member

\*\* Many members stepped in to lend a hand at the event. If we missed you in this list, we apologize. Please know that your support is valued and appreciated.



Continued from page 2

more accurate when I plan in arrears. Plan (ahead) we must for the bigger events of this year like a Concours or two and the Coming Out Party. 2015 will bring us our next CARavan, a multi-state, multi-country endeavor that is sure to please. If you are interested in helping to plan these events or assist in their execution, be sure to contact me or any of our other Managers.

The premier PNR-CCCA event this year will be the Coming Out Party, where we can celebrate the near-end to the wintery months with a welcoming of the automotive debutants in a Classic manner. This is one of my very favorite events. In it, we get to hear some of the backstory of a particular vehicle and how it is coming to the fore in our Region. There always seem to be just the right number and variety of cars to ogle and there is

plenty of time to work on relationship-building (in case they ever want to sell!)

Now is the time to polish up the chrome (or nickel), clean the expletive-deleted wire wheels, try to find that can of Rain-X (this IS the Pacific Northwest), make sure the fluids and air are topped off, and be ready for the driving season. There are no bonus points for the roads not travelled. I also invite you to give one of the PNR-CCCA Board meetings a try. They are held the first Wednesday of the month and are low-key and informative. Food and drink are supplied for a nominal fee and you are able to talk with more of your kind: the best people on the planet.



Continued from page 26 "Jewelry"

**From Laurel Gurnsey:** The Jewelry article is for CCCA PNR member Barbara McMichael, who suggested the subject for a 'Bumper Guardian' article, and for Colin, who reminded me I always have to include Classic Cars in these articles.

**Summary source information for Jewelry & Classics article:**

Peta Coote, *Vintage Living Magazine* <http://vintagelivingmagazine.wordpress.com/>;  
Chanel Jewellery: 'Through The Decades, For All Time' by Cheri Van Hoover <http://www.milkywayjewels.com/>; Jewelry by Chanel' by Patrick Mauries; *1920s Fashion and Music. Com* <http://www.1920s-fashion-and-music.com/>; Renata Kopinski, 'Glamour, Gems and Fashion of the 1920s' <http://renatakopinski.wordpress.com/>; photo of Diana, Princess of Wales by Laura Carmosino; 'Earthly Adornments, Vintage and Antique Jewelry' <http://www.earthlyadornments.com/>;  
'Hairstyles and Jewelry of the 1930s' by Derek King <http://www.ehow.com/>; Francis Jewellers, 'The History of Costume Jewellery' <http://francisjewellers.com/>; 'Fashion Sourcebooks the 1930s' by John Peacock; *Vintage Costume Jewels* <http://vintagecostumejewels.com/>;  
'Antiques Avenue' / *Vintage Costume Jewellery History, the 1940s* <http://www.antiquesavenue.com/>; *Collectors Weekly* <http://www.collectorsweekly.com/>; 'Collectible Jewels. Com/1940s' <http://www.collectiblejewels.com/>;  
photo of Cary Mulligan in 'The Great Gatsby' <http://bohemea.tumblr.com/>; Lalique jewelry article at *Finesse Fine Art* <http://www.finesse-fine-art.com/>; Mike Aird for photo of Lalique on Bonin's Packard; *Manhattan Art and Antiques Center for Art Deco necklace* <http://the-maac.com/>. For more detailed source information, contact Laurel.

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## Editor's Message

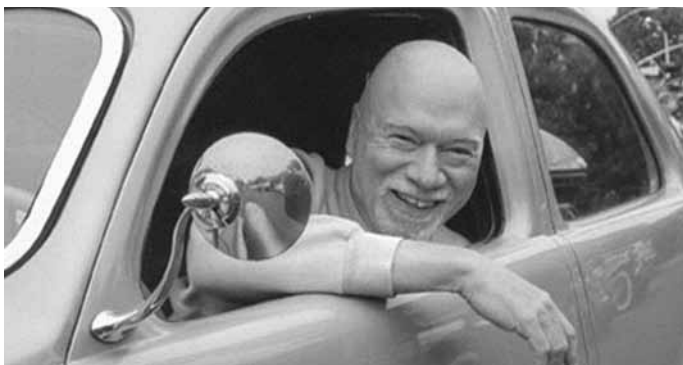
Josh Malks fell in love with the Cord Automobile when he first saw one in the Bronx in 1947. Josh was twelve-years-old and so was the car -- but it was still the most modern-looking car on the planet. His love affair with the Cord lasted his entire life. Over the years he owned five 1936 810 Westchester sedans, but the last one was his favorite and he affectionately named it "Moonshadow". I don't know whether I was first introduced to Josh or to "Moonshadow" but it doesn't really matter. Together, we drove our Cords nearly 10,000 miles crisscrossing the nation on "blue highways." We amassed a lifetime of memories.

Josh knew more about Cords and the history of the Auburn Automobile Company than you can imagine. He wrote volumes about the car and the hobby including his masterpiece "Cord Complete", a coffee-table history book that Barrie helped edit. His books are an amazing gift and legacy to the hobby.

Josh held many positions in the Auburn Cord Duesenberg (ACD) Club including President, but I knew him best as the long-time editor of the ACD National Newsletter. It was much more than a newsletter, filled with history of the cars, the club and lots of technical articles that helped ACD owners keep their iconic cars on the road!

Josh was my mentor as I forged my way into the world of creating club newsletters. He would read my creations and share his thoughts on what worked and what didn't. Occasionally, he would ask for permission to use a Bumper Guardian article in an ACD newsletter. I consider that to be his highest compliment.

Josh was a fine friend and an even finer man. He lost his battle with cancer in October. I will sorely miss his companionship on the road of life. And so, I close this issue of the PNR Bumper Guardian with my sincere sympathy for Josh's family and friends.



## 2013 "Car of the Day Award" Stories

*Recorded by John McGary*

John McGary related that for the 2012 Holiday Party he selected a car that had been in the PNR for nearly 45 years but had been out of sight many years until recently. "Emily" a 1929 Rolls Royce Doctor's coupe was the first Classic purchased by Jack Goffette in 1969. Some years later Emily was sold by Jack and a restoration was attempted by the interim owner. After about four years of slow and incomplete reassembly, Jack was able to repurchase Emily and bring her home in cardboard boxes, this time to stay.

Val Dickison, Manager was apparently in a red mood when she selected the Car of the Day for the March Garage Tour. A striking red 1937 Beverly Cord belonging to new member Don Jensen.

Bill Allard gave the South Prairie Fly-In COP award to Ron Leventon and his '34 Packard. The Packard was driven from Chehalis, WA for the event.

Bill Smallwood Manager of the Chateau Ste. Michelle Stay-Cation selected the 1929 Pierce Arrow Club Brougham 133 delivered to the meet at a maximum pace of 45 mph in the inclement weather by Roy and Roanne Dunbar.

Roy Dunbar was convinced that the hands-down winner at the June event "Father's Day at the Locks" was Barrie Hutchison's 1937 Cord Beverly. Who could argue with that selection?

Al McEwan in behalf of the Annual Yarrow Point Parade selected the 1922 Pierce-Arrow 7-passenger sedan owned and cared for by Paul Murray. Al was attracted to the age of this car that is driven often by Paul.

Val Dickison announced for the Steinman's Summer Picnic her selection of a 1940 Packard as just simply a "beautiful car" owned by new member John Glomstad.

Brian Rohrbach was charged with selecting the Car of the Day for the Fall Driving Event "Mahogany & Merlot". Brian was impressed with the fact that the John and Mary Campbell were able to make the journey over the mountains with their 1931 Rolls Royce Phaeton P-II while leaking radiator fluid at the rate of two quarts per hour.

**Editor's Note:** Next year, plan on driving your Classic to an event or two. You too could bring home this award!



