

BUMPER GUARDIAN

Summer 2014



COMING-OUT PARTY EDITION



PNR CCCA Region Events

Events in **bold-type** sponsored by PNR-CCCA.

Other events are listed for your convenience.

Details can be found at www.ccca-pnr.org or by contacting the Event Manager.

July 4th

Yarrow Point Parade

PNR Contact: Al McEwan 206.999.4485

July 11th - 12th

Concours at the Wood

PNR Contact: Kim Pierce 425.330.2665

August 2nd

Armstrong/Daly Garage Tour

PNR Contact: Jeff Clark 425.985.6308

August 4th

Motoring Classic Kick-off

PNR Contact: Army Barer 425.785.2036

August 9th

Annual PNR Picnic

Steinman's home on Mason Lake

PNR Contact: Bill Allard 253-565-2545

August 30th

Crescent Beach Concours

PNR Contacts: Colin & Laurel Gurnsey 604.788.7429

September 5th

Tour de Jour

Contact: LeMay Museum

September 7th

Pacific Northwest Concours d'Elegance

PNR Contact: Stan Dickison 206.949.1115

September 20th

Tour to Rhodes River Ranch

PNR Contact: Ashley Shoemaker 425.736.7777

October 3rd - 5th

Mahogany & Merlot at Lake Chelan

PNR Contact: Monty Holmes Jr. 206.617.4611

November 7th

Regional Annual Business Meeting

PNR Contact: Brian Rohrbach 425.402.1450

December 7th

Holiday Party

PNR Contact: Roy Magnuson 206.713.2348

2014 CCCA National Events

Grand Classics®

July 12 Michigan Region

July 26 Indiana Region

August (TBD) Upper Midwest Region

September 6 Ohio Region

CARavans

September 12-20, 2014 Michigan Region



Director's Message

I want to take a moment to reflect on the Coming Out Party and what a terrific job Gary Johnson does on these gala gatherings. He is a true MASTER of Ceremonies and is likely the only one who could pull off silly antics and make it seem just so perfect. With wigs, hats, secret agent disguises, invisible dogs, a hammer or two, Gary kept us all guessing and laughing throughout. Check out all the photos in this issue of the Bumper Guardian! The venue was perfect for this event and the Lynnwood Convention Center staff was super-efficient and accommodating. Thank you to all who made this event sparkle. How do we follow this up? I am glad you asked!

Now that spring is dissolving into summer, we are really in for a plethora of car-oriented events (as if we can ever have a true excess of car events!). Nevertheless, the summer is chock-full of activities: nearly every place your car would want to go.

There are a lot of events with ties to charity organizations this year. The first was the Dochnahl Picnic which, if you missed it, you need to be sure to clear your calendar for next year. But, even if you missed event number 1, you have a chance to redeem yourself. The Concours at the Wood is a phenomenal opportunity to enjoy a fabulous set of cars on display (with Classics front and center) and enjoy wine, camaraderie, and benefit the charity. Of course, the Pacific Northwest Concours d'Elegance (formerly known as the Kirkland Concours) is bigger

Continues on page 31

**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, Membership	206-546-3306
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Bill Smallwood III	2014	425-773-0130
Don Reddaway	2015	206-719-3370
Brian Rohrbach	2015	425-836-8138
Jon Schoenfeld	2015	775-848-7842
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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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publication but neither they nor PNR-CCCA will be
responsible for errors.

"Choo Choo" Event

By Bill Deibel



All week, The Seattle Times alternated between rain and shine in its forecast for Saturday March 22 so the attendees to this event were delighted by a dry, partly-sunny day.

Forty-nine PNR members and guests along with nineteen Mustang Club members and guests gathered for a very nice lunch at The Big Fish Grill in Kirkland at noon. The two clubs went for a ten-minute tour, led by eight Full Classics, eight Mustangs and seven other collector cars to the Medina home of Peter and Lorayn Hambling, our hosts for the afternoon. The Hambling's lovely house, in addition to the featured attraction, was open to our group.

Peter has established an astonishing scale O-gauge model train layout covering 3,800 sq. ft. in his "basement" -- a vast subterranean space that Peter had excavated subsequent to when the house was

built. The extensive half-mile of trackage runs through or past many scenes from the western U.S. and Canada detailed in model-form from many photos of the actual places. The land along the way is sprinkled with actual soil from the relevant location. Visitors will walk about ¼ mile if they want to view the entire exhibit which includes about eighty engines and close to seven hundred cars. A truly amazing display.

Among the non-classic collector cars present, two are notable as follows: Terry Jarvis' 1936 Ford Hot Rod Coupe is the very same car he drove to high school now freshly restored as it was then, and Tom and Susan Armstrong's 1988 Ferrari which they purchased new. Another notable car was Peter Hambling's 1972 Oldsmobile 442 Vista Cruiser built as a one-off special Pace Car for the Indy 500 Medical Director.



PNR members with Full Classics®

Frank Daly - 1935 Packard 1201 Club Sedan

Bill & Karel Deibel - 1940 Packard 1803 Club Cpe

Stan & Val Dickison - 1935 Packard 1207 Conv. Vict.

Brad & Hyang Cha Ipsen - 1940 Cadillac 60S Sedan

Don & Arlene Jensen, daughter Ginger* & Joyce Swaygart*
1937 Cord 812 Custom Beverly

Gary Johnson - 1937 Packard 1507 Club Sedan

Roy Magnuson - 1928 Bentley 4-1/2L Tourer

Brian & Lisa Rohrback, Sandi Hart* & Stan Christie*
1939 Bentley 4-1/4L All Weather

Page 4 Photos (l - r):

Row 1: (a) Railroad traffic control console, (b) David Hikel programming the trains, (c) Peter Hambling's 1977 Indy Medical Director's Olds 442 Vista Cruiser Pace Car (nc)

Row 2: (a) Dickison's Packard, Jensen's Cord, Rohrback's Bentley, (b) Ipsen's Cadillac, Terrible Terry's Torpedo Coupe (nc), Johnson's Packard

Row 3: (a) Karel Deibel with Deibel's Packard, (b) Ron Danz & Peter Hambling, (c) Roy & Ashley in ol' #10 (d) Event organizer Bill Deibel,

Row 4: (a) Frank Daly, (b) Ildi Bradley & Barbara McMichael, (c) Tom Armstrong & Phil McCurdy, (d) Gary Johnson

*See Page 22
for additional attendees
* Guests*

CHATEAU STE. MICHELLE STAYCATION

May 25th, 2014

14111 NE 145th St, Woodinville, WA 98072

For three straight years, PNR members have been invited to participate in the Chateau Ste. Michelle Staycation held on the Sunday before Labor Day. This was the fourth year of the event and it has quickly become a local favorite. The Staycation features a collection of rare Classic and exotic automobiles on the beautiful winery grounds, as well as wine tasting, picnicking on the grass and 16 of the finest food trucks.

PNR members, for the third year in a row were able to display their Classics next to the picturesque manor house. The Club was well represented this year with 18 members either showing their classics or helping with the event. The weather could have been a bit better, but the rain held off until about 3pm. By the crowds that showed up this year, the event was a huge success. Word is definitely getting out that this is an event to attend if you are staying close to home.

If you have never attended, maybe next year you can plan to check it out with your Classic.

Attending members:

Denny and Bernadene Dochnahl – 1934 Packard

Roy Dunbar – 1929 Pierce Arrow

Brian Rohrback – 1939 Bentley

Jon Schoenfeld – 1937 Cadillac

Donald and Carole Reddaway – 1930 Franklin

John Campbell – 1931 Rolls-Royce

Roy and Terry Magnuson – 1928 Bentley

Scott and Karen Anderson – 1941 Cadillac

Jan Pelroy – 1956 Lincoln Mark II (n/c)

Tom Sumner – 1946 Packard Darrin (n/c)

Stan and Valerie Dickison – Porsche (n/c)

Jack Gofette – Bentley (n/c)

Bill Smallwood – (n/c)



Roy Dunbar – 1929 Pierce Arrow



Brian Rohrback – 1939 Bentley





Scott and Karen Anderson – 1941 Cadillac



Denny and Bernadene Dochnahl – 1934 Packard



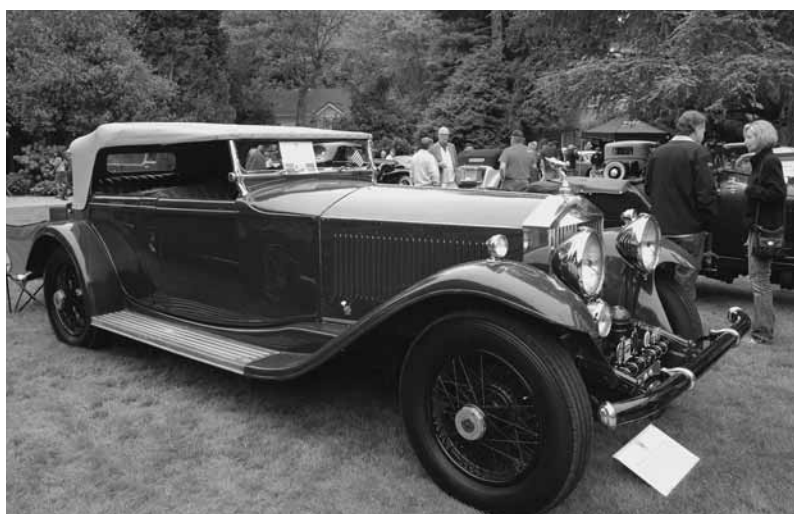
Roy and Terry Magnuson – 1928 Bentley



Jon Schoenfeld – 1937 Cadillac



Donald and Carole Reddaway – 1930 Franklin



John Campbell – 1931 Rolls-Royce



Threatening skies and fresh doughnuts greeted PNR members and guests who arrived at the first stop on the tour, to view Jerry Greenfield's varied collection of modern and vintage vehicles. Jerry and Keenon graciously opened their home as tire kickers and kibbitzers awaited the departure for the short drive to the Fly-In site.

At 9:00 A.M. the prows of the assembled Classics pressed forward into the cool morning air, forcing the heavy skies to begin their eventual retreat. The drive to the airport took only a few minutes and soon our cars were lined along the eastern side of the grass runway; grouped among a growing fleet of modern and vintage airborne arrivals, plus cars from other local collector car clubs.

By 10:00, the skies began to clear and our group had dispersed to view the cars, planes and homes with airplane-garages (many open for viewing) that fronted the runway.

11:30 meant it was time for the lunch-leg of the trip, so the glistening grilles led the way to Stortini's Ristorante in Puyallup for a finale to an event that again brought PNR members together and gave CCCA cars much-appreciated public exposure; and at least for the Fly-In activities, doing so without rain, often under sunny conditions.



2014 South Prairie Fly-In

Written by Bill Allard

Photography by Steve Larimer

Members/guests attending:

Bill Allard

Tom & Susan Armstrong
1948 Chrysler Town & Country Sedan

Lou Berquest
1932 Packard 900 Coupe

Denny and Bernadene Dochnahl
1934 Packard 1100 Sedan

Jerry Greenfield & guest Marty Galland
1934 Lincoln-12 Coupe

Steve Larimer & guest Darrin Wong

John Schoenfeld
1937 Cadillac Sport Coupe Fleetwood

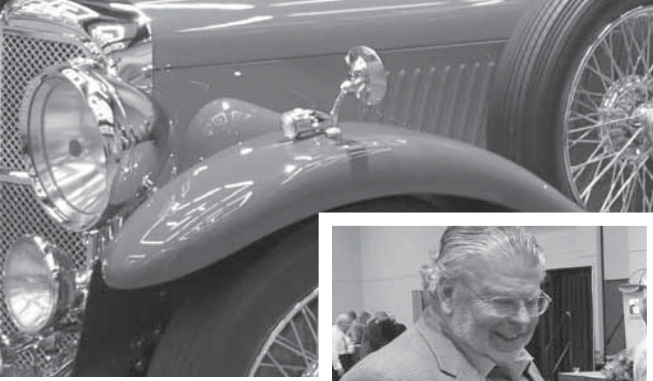
Mike Peck
1937 Packard-12 Convertible Coupe

Photos page 10 (top-bottom): Jerry Greenfield, Marty Galland, Darrin Wong, Jon Schoenfeld; Classics on the flightline

Photos page 11 (l-r, top-bottom): Classics begin arriving at Greenfield's; Tom & Susan Armstrong's 1948 Chrysler Town & Country; Bernadene & Denny Dochnahl, Jon Schoenfeld, Lou Berquest; Modern classics inside Jerry's "toy room"; Jerry's 1934 Lincoln and '36 Ford; Jerry discussing the history of his rare 1931 Model "A" Ford; Bernadene Dochnahl, Susan Armstrong, Tom Armstrong, Bill Allard, Mike Peck, Darrin Wong, Lou Berquest, Denny Dochnahl; Classic cars and planes







2014 COMING-OUT PARTY

"Used Cars and Used Car Salesmen"

Coverage begins on Page 12
Photo captions on Page 14





2014 PNR Coming-Out Party "Used Cars for Sale"

"Where the cars were the stars, the owners good sports, and everyone in attendance was above average."

Event photos on pages 10-11

"The Debutants"

Kim & Norma Sola Pierce's 1936 Alvis Silver Eagle SG

Ron & Margie Danz's 1937 Cord Phaeton

Brad & Hyang Cha Ipsen's 1938 Cadillac Town Sedan V-16

Dave & Lydia Murray's 1931 Auburn 898 Phaeton

Greg Nowak's 1931 Chrysler Imperial

David & Jody Smith's 1938 Alfa Romeo S-11 Corto Spyder^(nc)

Tom Sumner's 1936 Cord Westchester

Al & Sandi McEwan's 1930 Hispano-Suiza H6C

"The Help"

In attendance were 141 members & guests. Sponsorship from Hagerty Insurance to cover musical entertainment, decorations made and donated by Val Dickison, gifts from anonymous members to cover general expenses and sales from the "Club Store" resulted in a small profit of about \$675, rather than having to subsidize the event. As they say, it takes a village.

Committee Chairs

Gary Johnson - Car Procurement & Master of Ceremonies

Stan Dickison - Facility/Venue arrangements

Val Dickison - Decorations

Karen Hutchinson - Invitations

Barbara McMichael - Registrar

Terry McMichael - Finance

Brian Rohrbach - "Club Store"

Day of Event Volunteers

Car Positioning & Set-up - Scott Anderson, Michael Bradley, Ron Danz, Bill Deibel, Denny Dochnahl, Jack Goffette, Roy Magnuson, Kim Pierce, Cliff Eberly (non-member)

Table Decorations - Ildi Bradley, Norma Sola Pierce

"The Guests"

Denny & Sue Aker, Bill & Lucy Allard, Marty Anderson & Lynn Gabriel, Scott & Karen Anderson, Tom & Susan Armstrong, Najib & Diane Azar, Lou & Bunny Berquest, Michael & Ildi Bradley, John & Mary Campbell w/ Martha Stanton*, Jeff & Sharon Clark w/ Ryan & Beth Clark*, Noel & Janet Cook, Peter & Karen Dahlquist, Frank Daly, Ron & Margie Danz w/ Sam Ng, Cherrie Tayao, Steve & Julie Friedman*, Bill & Karel Deibel, Stan & Valerie Dickison w/ Gary & Deb Anderson*, Denny & Bernadene Dochnahl w/ Tom McQuaid, Murial Van Housen*, Nancy Finelli w/ James & Ying Moore*, Diane Fitzgerald, Deirdre Evans (LeMay Museum), Howard & Evelyn Freedman w/ Jeremy & Victoria Wilson*, Bill & Bettye Gluth, Jack Goffette & Barbara Shain, Brian Goodell w/ Maxine Adametz*, Colin & Laurel Gurnsey, Brian Harding, Bruce & Betty Harlow, Barrie & Karen Hutchinson, Brad & Hyang Cha Ipsen, Terry & Cherry Jarvis, Gary & Joyce Johnson w/ Kirk & Mary Ann Harvey*, Bob & Diane Koch, Paul & Janet Lewis, Sigfried & Darlene Linke, Raymond & Georgia Loe w/ Cindy Loe*, Roy & Terry Magnuson, Brown & Sara Maloney, Nancy & John Martin, Phil & Cheryl McCurdy, Al & Sandi McEwan, Terry & Barbara McMichael, John & Georgia Mitchell, David & Lydia Murray, Paul Murray, Robert Newlands & Jan Taylor, Steve & Anne Norman, Greg Nowak, Michael & Rose Peck, Kim & Norma Sola Pierce w/ Bruce Rice* & Anne Sola*, Brian & Randy Pollock w/ Michael & Nicole Pollock, Gage & Lily Bishop*, James & Sherry Raisbeck, Don & Carole Reddaway, , Ed & Pam Rittenhouse, Brian & Lisa Rohrbach w/ Mindy Rohrbach*, Jon Schoenfeld, Paul & Diane Shager w/ Max Whitcomb, Holly Henry, Mike Henry*, Ashley Shoemaker w/ Andrew Weiss* (Hagerty Insurance), David & Jody Smith, Tom Sumner w/ Elena Garella*, Conrad Wouters & Glenna Olson

* Guests of PNR members





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



Conrad Wouters

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Email cwouters@evergreenhomeloans.com

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





Kim
Pierce



1936 Alvis Silver Eagle

1936 Alvis Silver Eagle now a CCCA Full Classic

On April 4, 1936 this car was received by the Dealer, Bambers of Leeds, in England. The same day, it was delivered to its first owner, Mr. Grange Sheard also of England. He passed away in 1951 and the records indicate no activity for parts on the car until 1968 and the whereabouts between those dates is unknown. There have been rumors though that the car was spotted at the North Pole in the vicinity of Santa's place.... In 1967 the car came to the US via Jack Bond of Vintage Autos to a buyer in Seattle. Once here it changed hands several times until it was purchased by George Raab. In 1984 he took the car to Greg Soter of Phantom Restorations, where a 5 year full restoration was undertaken.

Wayne Brooks, of the marque registry, research indicates that only 15 of this body/frame combination were built. Nine are known to exist with only 1 in the US.

In the same family for 37 years, the car has been shown only once - at the Forest Grove Concours. The owner's family did not share his passion for the car, so except for an occasional starting, the car sat fully-restored but essentially untouched for 25 years. When, George passed away in August of last year, the car still looked like it just came from the restoration shop, except for the layer of dust. We brought the car home in October of 2013 and have been going through it to make sure everything is functioning correctly. We drove it here today under it's own power.

When we acquired the car it was not on the CCCA Full Classic list. I submitted the application to the National CCCA Board for discussion at the January meeting in Florida. On January 15, 2014 I received notification from Chris Bock CCCA Classification Committee chair that the committee, "had voted unanimously to present the car to the entire Board of Directors with a recommendation for granting full Classic Status. Subsequently, at its January meeting the Board voted to accept the car as a Full Classic."

With that, I would like to introduce to you one of the newest additions to the approved list of Full Classic Cars and also the newest addition to our stable, a 1936 ALVIS Silver Eagle SG 16.95 with the Cross and Ellis Sport Touring Body.

~ Kim Pierce

Kim & Norma Sola Pierce



Photos page 6 (clockwise):
1936 Alvis; Denny Dochnahl;
Lucy Allard; Sara & Brown
Maloney; Ildi Bradley; "classy
lady in brown"; Gary Johnson
& Mary Ann Harvey; Bob
Newlands, Jan Taylor & Cherry
Jarvis; Cherry Tayao; Terry
McMichael, Brian Rohrback

Photos page 7 (l-r):
David Smith & Colin Gurnsey;
Bill Allard; Georgia Loe & Cindy
Loe; "The Pushers"; Drape
#1; James Raisbeck & Susan
Armstrong; Ashley Shoemaker
& Andrew Weiss; Bill Deibel &
Gary Johnson; Ron Danz and
"poster man"; Drape #2; Norma
Sola Pierce & Val Dickison



1937 Cord Phaeton



Ron Danz



Margie Danz

**Handsome . . . Powerful . . . Innovative . . .
Popular with the stars of its day . . .**

No - I am NOT talking about a gorgeous, virile, young man. However, this 77-year-old still lights me up in a way very few men or things on four wheels can!

Born in 1935 to an admiring crowd at the New York Auto Show, this Baby Duesenberg and was adopted by his first parents in 1937 where he lived with them until 1971. Between 1971 and 1996, Baby passed through three foster homes, where his health and great looks steadily deteriorated. Finally, in 1996 a new set of loving parents, Mr. and Mrs. Thomas Hartz, came along. Mr. Hartz worked in the General Motors Delco auto division as an engineer, and in his retirement he still is a professor of auto engineering at Duke University.

Baby's new dad sent him to Rick Hullett of Kansas, for his highly regarded expertise in upholstery. (All of us have a bit of cosmetic work done once in a while!). Mr. Hullett installed the proper wide pleat leather interiors, and then shipped him to Mark Larder of Michigan, where the rest of the interior restoration was completed.

Our car was then sent to Mark Kennison of D & D Classic Restoration in Ohio, where countless hours were spent on the front fenders, removing the grille and front fence. These were hand restored and detailed to their original perfect state. After several years of cosmetic restoration, the car

came back to Mr. Hartz who did a painstaking restoration of the engine, transmission, and other mechanical systems. Upon completion, Baby was fully restored and is a matching numbers auto with original equipment.

Every parent has a pet name for their child, and Baby was no different. The Hartzes nicknamed him "Oleo", since his color reminded them of butter. Almost every year, Mr. and Mrs. Hartz drove Baby to the ACD event in Indiana where it won First in the Primary Division in 2008, and w First Place Senior Division in 2012. It was judged 98.5 out of 100 total points with the only deduction due to the installation of radial rather than bias tires.

While this is not the first car we ever acquired, it IS one the first that we knew we wanted. Timing is everything, so it took us some amount of time to do the research and find just the right car for us. This addition to our collection brings with it several First Place awards, which in our eyes it richly deserves.

It is also an automobile that brought many "firsts" of its own to the auto industry. If I mentioned some of those, most of you who are all so car savvy would know what is under wraps. So, let me just say that Ron and I will be - first, last and always thrilled to own and drive our . . 1937 8 cylinder, Cigarette Cream Cord Phaeton.

~ Margie Danz



Brad
Ipsen



Brad Ipsen's
1938 Cadillac Town Sedan V-16

A Member of the Elite 1938 Town Sedans

In the middle of the depression at least one car company was optimistic that things were going to improve so they went about a total redesign of an engine concept that came out in 1930. The new version was going to be a monobloc design. The main bearings were increased from 5 to 9. The 3 inch bore and 4 inch stroke was changed to a square design of 3-1/4 inches. The other big change was going from overhead valves to flat head. From our viewpoint today this was thought to be a step back but at the time it was very logical. In the early 30's cars were designed with a fairly narrow hood and lots of height. In later years the front got wider and not as high. This engine design has two choices of "V" angle that are inherently balanced and even firing. They are 45 degrees and 135 degrees between the banks. In the early 30's the 45 degrees between the banks was the logical choice but that presented a problem. With that narrow V it was not possible to put both the intake and exhaust manifolds between the two banks. The solution was to go to overhead valve design. It was not done for the same reasons as in the post war period when higher octane fuel was available to allow higher compression ratios. The new engine design done in the middle 30's was 135 degrees between the banks and a flat head. This design had plenty of room on the top of the engine for intake and exhaust manifolds.

Most cars of this type were special ordered but to introduce this new car the company built a number of cars to send out to dealer show rooms. For the introduction they built various body styles and one of them was a town sedan. Compared to the normal sedan the rear window was moved forward about 6 inches and a custom trunk lid was built. The rear quarter windows were removed and the more formal rear door was used. By 1938 most of the bodies built by this company were all steel but this design was of such low volume that wood composite construction was used in the rear of the car and trunk lid. No tooling was done on the rear quarter which demanded lots of lead to correct the contour from moving everything forward six inches. Twenty Town Sedans were built in '38 with 8 survivors accounted for. In subsequent years only 2 more were built when only special orders were done.

This particular example was traded between at least two dealers before being sold but no history is known after that except for an ad in a 70's vintage Hemmings. In the 90's it was a donor car most likely to one of the number 5 or 6 of 4 convertibles made. The engine had been removed and a basket case installed. The restoration was started in the middle 90's but got pushed back by other projects. My Dad did all of the metal work, my wife did a lot of paint stripping and various tasks through the years. Most all of the work was done locally including upholstery in Marysville and engine machining in Mt. Vernon.

May I present a 1938 Cadillac Town Sedan V-16 in Fairhaven Blue.

~ Brad Ipsen



Greg Nowak



Dave Murray

Walter P. Chrysler's Masterpiece

This car was originally purchased by the manager of the late, great flamenco dancer Jose Greco. It was last driven sometime in the fifties, when it suffered a broken piston. It changed hands several times and fortunately escaped being a donor car, when a collector in Indiana offered it for sale in August 2008.

After his honest assessment: 95% complete and original, I purchased the car at a fair price and had it shipped to Seattle. My original goal was to resurrect it to a fully functional driver.

After inspecting the engine, I proceeded to tear it down, but left the 9 main bearing crankshaft alone. As fate would have it, while flipping through a club newsletter, I found "for sale" a Rottler Boring Bar complete with all the necessary micrometers and cutting tips to bore out the engine. It was possible to make the

repairs "in car". I then built a deck around the block for footing and rebuilt the top end. Pistons were available, but the valves and guides were custom made. The other components; clutch, transmission, etc. were in working condition.

After many Zen hours in a tiny shop, I started driving it in May 2010. The car handles well and has plenty of power. This model broke several speed records at Daytona Beach this year. The straight "8" develops 125 HP and is backed by a 4-speed transmission. It has a 145" wheelbase, and at \$2,845.00, 1,195 units were sold.

I introduce to you ...Walter P. Chrysler's masterpiece - The Beautiful 1931 Chrysler Imperial. — Greg Nowak

Greg Nowak's
1931 Chrysler Imperial



Dave Murray's
1931 898 Auburn Phaeton



Say hello to "Jonesie"

My wife Lydia and I would like to thank the PNR-CCCA and in particular the Coming-Out party committee for hosting this event. It is a great venue to share new classics in the region. Our car is certainly not new to the northwest but has not been seen for about thirty years. My partner Darryl Hedman bought the car from Tommy Crook in 1980. He drove it for a couple of years and participated in several events. Since that time it has been in various stages of disassembly and reassembly. It has been re-wooded completely and I guess you would have to say totally restored. I have spent the last ten years, since it arrived in our shop, reassembling it and we are proud to present it to you.

I would like to dedicate this project to my lifelong friend Chuck Wallace. Chuck has inspired me over the last forty-five years to reach a little farther and try a little harder, he is to me the master craftsman. In all honesty in the beginning it drove me crazy, our first project together was my 32 Ford

Continued on page 30

A Junkyard Treasure

This project started in 1938 and was the development of a prototype V-8 engine called the S-11. The purpose of this project then was to replace the current power plant that was being produced and also to introduce a new 5-seat unibody to meet the requirements of a large number of highly tested motorists. Three prototype engines were completed, and tested in a Corto mule with good results. Then the war started, funding was stopped, and the V-8s were put away for 60 years.

My journey started 8 years ago in a junkyard in Modena, Italy. One of the V-8s ended up going to the scrap yard because it was frozen and in very rough shape. An Italian dealer found the engine in the scrap bin, was able to purchase it and put it up for sale. I was made aware of the engine and I decided to purchase it to start my dream endeavor.

This is a project I had wanted to tackle since I was in graduate school. A prototype engine, a part of history, and something the world was not aware of, could be put back together into the special car that could have been built before the war.

After a year of research, a donor car was found and purchased in Switzerland. This Corto had the correct size chassis, and many of the same components the project needed. It was also

built in the same factory as the engine was in 1938. But-- it did not have the body the S-11 deserved.

A couple of months later, I had the Corto and the V-8 at home and the process began. I was fortunate to be able to digitize one of the four surviving short chassis bodies from 1938. A friend who worked at Pixar computerized this information into Solid Works. I was also able to find-- in Argentina-- and purchase, a set of factory drawings for my project. With all of this information, a full size wooden buck was cut in Las Vegas, and the project was started in Sonoma California.

After a year of frustration, I decided to move the project back home and send it to Wicked Fabrication in Auburn, WA. Adam Hart fabricated the body. I completed the chassis, the cockpit, and had the engine running after three attempts. Jon Byers painted the car, Steve Shep did the upholstery, and 4 ½ years into the project, my son and I tested the Corto on its maiden run on highway 405. The final assembly and details were done at home. Completing the small details, and sorting out the drivability of the car took another year.

I'd like to introduce the 1938 Alfa Romeo S-11 Corto Spyder.

~ David Smith



David Smith's 1938 Alfa Romeo S-11 Corto Spyder





Tom Sumner's 1936
Cord Westchester



Gary Johnson &
Tom Sumner

Cord of my Dreams

It was back in July 2013, I believe when in perusing the latest ACD issue an ad caught my eye: "1936 Cord Westchester, Blueprinted engine, heavy wheels, new radials, Richardson front-end, newly rebuilt transmission, new chrome, good running restoration." Well, visions of sugar

plums dances in my head, here was the embodiment of all upgrades to satisfy a Cord owner – I checked my exchequer & found I was \$1.58 richer by all last year – why not shift some funds into something to enjoy – I had purchased my first Cord in 1948 – a supercharged bustle back Beverly & it was my daily driver for quite sometime – since then I've had 8 Cords but this one was just right – Palm Beach Tan, upgraded, & the proper model – in fact it was also Gordon Buerig's preference. So, here it is... ~ Tom Sumner



Al
McEwan



Al McEwan's
1930 Hispano-Suiza
H6C Convertible Torpedo
By: d'Ieteren Freres

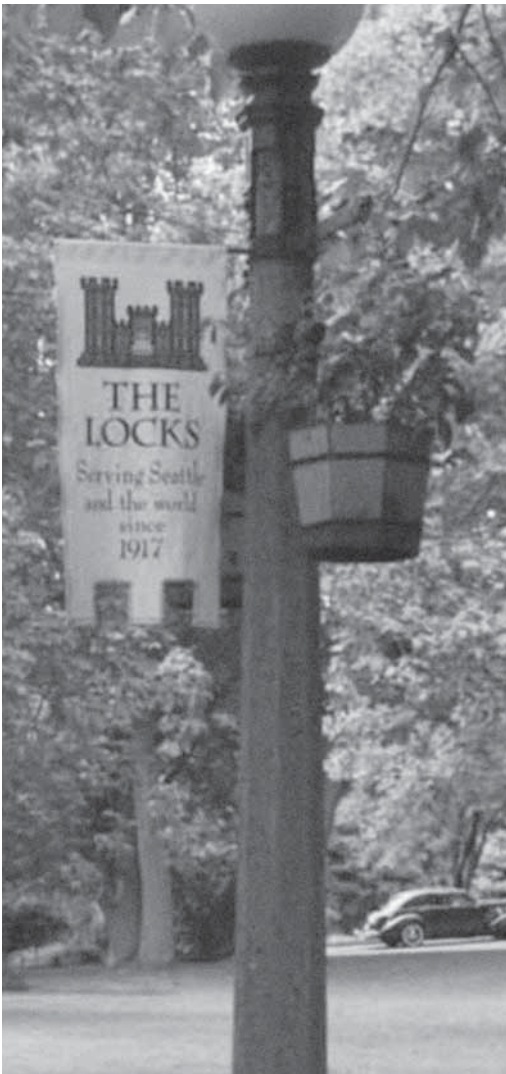
Preservation Perfection

The chassis of this car was built in Paris in 1929 then shipped or driven to Brussels for the coachwork. There it was bodied by d'Ieteren Freres and then shipped to the US importer, the Clarke Pease Agency, in New York. The car was delivered and titled as a 1930 to the first owner. Those of you who have read the very recent issue of THE BUMPER GUARDIAN will know the whole story of this car.

The chassis is an 8 Liter Hispano-Suiza. In late 1919 the post WW-I Hispano was introduced with a 6.6 liter engine and identified as the H series. By 1924 the 6.6 liter version had received some upgrades and was identified as the H6B and the 8 liter introduced as the H6C. The design of the post WW-I Hispano engine was based on a V-12 aircraft engine on the drawing boards at the end of WW-I. The Hispano V-8 aircraft engine used during WW-I was produced under license in both England and the US.

Continued on page 30





Photos Page 20:

Left column (Top to bottom)

James & Sherry Raisbeck - 1937 Cord Sportsman Convertible (right hand drive)

Don Reddaway and neighbor Bob Wickham - 1930 Franklin Speeder

Stan & Val Dickison - 1936 Packard 8 Coupe

Tom Sumner - 1936 Cord Westchester Sedan

Right column (Top to bottom)

Roy Dunbar - 1929 Pierce Arrow Club Brougham

Don Jensen - 1937 Cord Beverly Custom Sedan

Greg Nowak - 1931 Chrysler Imperial Sedan

Brian & Jeffrey Rohrback - in Brian's 1939 Bentley

FATHER'S DAY 2014 AT BALLARD'S HIRAM CHITTENDEN LOCKS

The day before the June 15th event the weatherman projected "doom and gloom". A group of devil-may-care PNW/CCCA members ventured forth, demanding a good time in spite of rain predictions.

In attendance were: Event organizer Roy Dunbar (and pup "Abbey") in their 1929 Pierce Arrow Club Brougham; Don Reddaway and neighbor Bob Wickham, in Don's 1930 Franklin Speeder; Greg Nowak in an "original" 1931 Chrysler Imperial Sedan; Stan & Val Dickison in their 1936 Packard 8 Coupe; Tom Sumner in his recently acquired 1936 Cord Westchester Sedan; Don Jensen in a beautiful red 1937 Cord Beverly Custom Sedan; James & Sherry Raisbeck in their 1937 Cord Sportsman Convertible (right hand drive); and Brian & Jeffrey Rohrback in Brian's 1939 Bentley "All-weather Vanden Plas, 200" phaeton.

In addition to the above listed eight Full Classics to park on the Lock's inter-circle drive were Georgia & Ray Loe (who, in deference to the forecasted rain, left their Full Classic 34 Auburn Cabriolet safe and dry at home on Whidbey Island) arriving at the Locks in her 1969 Mustang Convertible n/c. And there was one more, new PNR Member Steve Larimer, who also came in Modern Iron to enjoy Fathers day at the Locks.

Most of the convertibles in attendance had their tops up just to be safe. An exception was the Raisbeck's convertible Cord - Sherry said that James "never" puts the top up and she is not certain that the car even has a top since she has never seen it. We lucked out and the rain was held at bay until near the end of the bag-pipe concert on the lawns. By that time the Raisbecks were long gone so we still don't know if that car really has a top?????

Despite the marginal weather, attendance was good and there were many "lookie loos" who, in addition to watching the boat traffic going through the Locks, enjoyed wandering amongst our members cars peppering owners with questions and favorable comments. The grounds were beautiful especially the rose gardens which were in full bloom.

Interestingly enough, the Hiram Chittenden Locks Park is operated by the Corp of Engineers and not the local parks department. Brian Carter of the Corp was most gracious and cordial in accommodating to our needs, thereby making it enticing for us to come back in 2015, if invited. The event has been a regular on our schedule for several years now. It is a relaxing club event. Scheduled summer music concerts are provided on the lawns of the park for public enjoyment. Several other car clubs participate in this project, providing a nice blend for local folk to enjoy the locks, the gardens, free musical entertainment and a static display of automotive history.



Choo Choo Event continued from page 5

PNR members attending with non-classics:

Denny & Sue Aker - 2006 Porsche 997 C4S
Tom & Susan Armstrong - 1988 Ferrari Testa Rossa
Ron & Margie Danz & Cliff Everly* - 1957 Corvette C 1 "Fuellie"
Jack Goffette & Barbara Shain - 2005 Bentley Sedan
Terry Jarvis, son-in-law David Sever* & grandson Joshua*
1936 Ford Hot Rod Coupe
Don Reddaway, son David* & Bob Wickham* - 1970 Plymouth Cuda
Ed Rittenhouse, Ed Barrett & Walt Johnsen* - 1955 Ford Crown Victoria Hardtop

MNR Members attending in Mustangs

Bill & Erin Smallwood III** - 1989 Saleen Mustang
Bill & Jean Smallwood Jr - 2003 SVT Cobra Mustang
Bill Spaulding - 1966 Convertible
Scott Robinson - 1969 Mach 1
Lois Robinson - 1985 SVO
Pat & Connie Trine - 1965 Mustang Convertible
Shannon & Kai Wolk - 2007 Mustang Coupe
Drema & Tom & son Josh Cooper - 1965 Mustang Coupe

* Guest

** also PNR Member

PNR & MNR Members attending in modern cars

PNR: Bill & Lucy Allard, Michael & Ildi Bradley, Nancy Finelli w/ father Harry* and Jeanne Wright*, Brad & Hyang Cha Ipsen, Bruce McCaw with son & daughter, Phil McCurdy, Terry & Barbara McMichael, Virgil & Deborah Parker, Jon Schoenfeld, Ashley Shoemaker, Conrad Wouters & Glenna Olson,
MNR: Bob & Lilian Bornemeier, Bob Doran, Ian Howard, Mike Hunsley

Staff

Event manager, Bill Deibel, Event Photographer, Michael Bradley,
Event Parking Assistants: Gary Johnson at the restaurant and Ron Danz with Cliff Everly at the "railroad station."



John A. McGary,
Attorney at Law, PLLC
Providing Estate Planning
and Probate Services

7016 35th Ave NE,
Seattle, WA 98115

206 524-7040

John@mcgary.cc

New Members:

John and Andrea Deshaye

4317 Steamboat Island Road NW
Olympia, WA 98502
deshaye@comcast.net
(H)360-867-1180 (W)253-982-4779
(C) 360-464-7573

1927 Lincoln 8, Series L Sedan

1930 Studebaker 8, President Convertible Coupe

Marc and Christie Lassen

275953 - Hwy 101

Sequim, WA 98382-8758

marcl2377@gmail.com

(H) 360-775-7970

1918 Cadillac 8, Type 57, 7-passenger Touring

1929 Cadillac 8, Type 41-B Victoria

1928 Lincoln, Series L, 2-passenger Coupe

1936 Lincoln, Series K, 2-passenger Coupe

New Again Members:

Craig Christy

PO Box 5369

Kent, WA 98064-5369

craig.f.christy@boeing.com

(H) 253-854-2274 (C) 253-350-6139

1941 Cadillac Series 62 Coupe

Eric Mann

19817 SE 23rd St

Sammamish, WA 98075

enm@cypress.com

1946 Lincoln Continental, Coupe

Robert A. LeCoque

PO Box 3025

Renton, WA 98056

rlecoque@msn.com

(H)425-226-7875 (W)206-622-4697

1947 Cadillac Series 60, Sedan

Member Changes:

John Graham

PO Box 1390

Trout Creek, Montana 59874

Judy Mote

jamote.judy@gmail.com

(C) 206-226-1854

James Harri

harri34@gmail.com

Jack Goffette

barbara_shain@outlook.com

BATTERY CUT-OFF SWITCH

Sent in and commented on by Bill Deibel

The January-February issue of Michigan Region's TORQUE has a two-page Q & A article entitled "Protect Your Classic from Fire" that is worth reading and reprinted here with permission. One topic deals with battery shut off switches. In response to the question "... what about a battery shut off switch?" Ed Meurer responds :

Torque: Since car fires are often caused by electrical problems, what about a battery shut off switch?

Ed Mercer: With respect to electrical disconnect switches, once upon a time our garage used the "green (Chinese-made) knob" disconnect switches until one caught on fire. Upon careful examination we observed that the mostly plastic part has a small metal contact that the know screws into, providing a surface area of less than 1/4" for all the car's voltage to flow through. This "bottleneck" heats up the switch and reduces the available amperage for starting. This is analogous to buying cheap thin gauge jumper cables instead of the thicker gauge. The thicker the wire (or connection), the more amperage that can flow through it. The smaller the wire, the more amperage it draws. Kind of like sucking an elephant through a straw!

Once we ditched the "green knob", we selected a rotary style electrical disconnect switch. Although there are many different types of electrical

switches, we recommend the switches offered by Summit Racing (<http://www.summitracing.com>). Depending on whether the car is 6-volt or 12-volt, here is what we use:

Six-volt batteries require a switch with a higher amperage rating as they draw more amps when being used for a cold start (600 to 1000 amps) and the Moroso #74102 super duty battery disconnect switch, with a rating of 2,000 amps intermittent and 300 amps continuous, is perfect for engines with a larger starter draw.

Most 12-volt batteries usually only need 650-750 amps for a cold start. With a rating of 1,000 amps intermittent and 175 amps continuous, the Moroso #74101 switch is perfect for engines with a smaller starter draw.

Placement of the switch is mostly a convenience factor. When we first started adding the rotary switches to our cars, we would position them under the hood. After a while we came to realize that this position

can be inconvenient. Many times we would forget to pop the hood in order to turn the switch off, which usually resulted in a dead battery a week later. Now, all of our switches are positioned by the driver's feet under the mat. This eliminates having to open and close the hood and makes it much easier to remember to use it.

Another part of this equation is the size of the battery wire you use to run to and from the switch. Since positioning the switch away from the battery adds about 8' of battery cable, it is important to use really good wire. Our preferred battery cable wire is Zero (0) Gauge, very thick, compared to the normal No. 2 Gauge wire.

The cost of the switch and cable are approximately \$100, with about an hour's worth of labor. This will protect your car from the potential of electrical fires and save your battery. With the average car battery exceeding \$100, it is easy to see that this solution will protect your Classic Car and give you peace of mind.

Bill Deibel adds: I heartily concur with Ed that the "green knob" battery post switches are not suitable for 6-volt starter circuits and I've seen many on CCCA members' cars. Ed's justification for his opinion is very valid and his suggestions on alternate switches and locations are very good advice.

I would add that marine supply stores (on the ground and on-line) offer a much larger selection of shut-off switches than most if not all auto parts stores. That is where I go and the packages all give ampere ratings for the switches. As an example go to: http://www.westmarine.com/blue-sea-systems-350a-compact-battery-switches-P009_272_004_501

One switch I have used is a Blue Sea # 9003E rated 350A continuous/600A Intermittent/2000A cranking with...tin-plated copper 3/8" terminals. A more appealing switch from an installation and appearance stand point (but with a much higher price) is a Cole Hersee # M-284-09-BP rated 175A continuous/800A intermittent with 3/8" brass terminals.



Cole Hersee #
M-284-09-BP



Blue Sea # 9003E



Lady Pilots, Spitfires and Classic Cars

By Laurel Gurnsey



'There were not many moments in the war when the fate of the Western Allies depended on one young woman in a Spitfire.' (Giles Whittell, 'Daily Telegraph' Sept. 8, 2007)

ATA pilots ferried military aircraft between UK factories and airfields, enabling RAF pilots to be relieved for battle. Lord Beaverbrook said: *'Without the ATA, the Battle of Britain would have been conducted under conditions quite different... they were soldiers fighting in the struggle just as completely as if they had been engaged on the battlefield.'*

They came from all over the world and flew almost every plane in the RAF. Fifteen women died in the air. Maureen (from Argentina—Aussie dad, English mom) flew Spitfires, Mustangs, Mosquitoes and Wellington bombers. She had close calls (her cockpit canopy blew off and once an engine failed). After the war she flew commercial planes, was a flight instructor, joined the Argentine Air Force and ran an air-taxi company. Maureen and other ATA pilots were featured in a PBS documentary 'Fly Girls' and The Knowledge Network's 'Spitfire Women'. Jacquie Cochran, American pilot, later helped form the Women's Air Force Service Pilots (WASP).

I've learned with these 'Bumper Guardian' articles that there are connections everywhere. An actress in a soap opera, 'Spitfires', lady pilots and classic cars can all be linked. When Colin and I visited Normandy's D-Day beaches in 2007, we stayed at 'The Two Chimney's' B&B in Lewes, England (near Brighton) before heading to France. Our hosts shared wartime memories of bombers flying overhead during Luftwaffe raids on coastal shipping that saw Brighton and Lewes bombed nightly. There was a Battle of Britain anniversary going on while we were there and a copy of 'The Daily Telegraph' newspaper was open at the check-in desk to an article on 'The Spitfire Women'. In it was a photo of Maureen Dunlop (from the 'Picture Post', a vintage UK magazine). Maureen was one of 166 civilian women pilots who flew for Britain's World War 2 Air Transport Auxiliary (ATA). What caught my eye was her resemblance to Susan Haskell ('One Life To Live' actress). It was so uncanny I wondered if they were related. The photo then sparked my curiosity about the ATA.

Lieutenant General 'Hap' Arnold sent her with 25 U.S. women pilots to study and fly with the ATA. Jacquie received a Distinguished Service Medal for wartime work.

Where is the Classic Car connection? Rolls-Royce developed a V-12 piston airplane engine known as the Merlin, used in several different types of planes during the war but mostly connected with Spitfires. The Merlin & Spitfire are featured in July 2009's 'Sports Car Market' magazine. A Bentley Special, 'The Bentley Meteor', was fitted with a Rolls-Royce engine modeled after the Merlin and was featured on 'Top Gear'. The website 'Motor Authority' mentions a German car powered by a Heinkel He 111 bomber engine. 'The Brutus Bomber BMW' is on YouTube and well-worth watching in action.

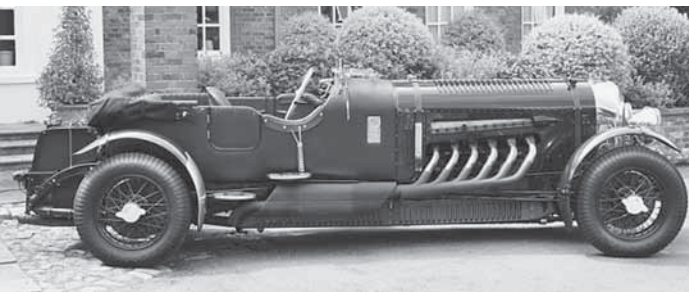
Classic Cars and planes make dramatic photos, like the one below from a British Columbia Rolls Royce Owners' Club trip to a Vancouver Island airfield. And, every year, the



Maureen Dunlop



Susan Haskell



Bentley Meteor



Brutus Bomber BMW (nc)



PNR has a great Fly-In/Classic Car visit to an airfield near Lake Tapps.

I previously submitted an article on my father's adventures learning to fly biplanes in the '20s at Von Hoffmann Flying School. In October, Colin and I went to St. Louis to meet Bill Macon (Von Hoffmann's grandson) and Lea Bender (grand-niece of George Lea Lambert, Dad's instructor.) Bill owns Ideal Aviation and the plane in the photo is his '41 Waco. We saw another Waco at the Historic Flight Foundation in Mukilteo with Barbara and Terry McMichael (PNR CCCA). I finally got to see a Spitfire and talked to volunteer Patrick, who met Jacquie Cochran. Displayed among the Mustangs, Spitfires, Tigercats, and B-25s was a '27 Cadillac Phaeton used on President Franklin D. Roosevelt's tour of Glacier National Park. The Foundation features a fabulous collection of aircraft produced between '27 and '67 and all of them are restored and air-worthy.

Karen Hutchinson (editor, BG) notes that E.L Cord owned Stinson Aircraft, Lycoming engines and American Airlines and: *'French air hero Georges Guynemer had 53 kills in Hispano-powered SPAD airplanes. His squadron emblem, a flying stork, graced radiator caps or hoods of all Hispano-Suizas from 1918 on.'*

How small is this world? Brian Rohrback (Director, PNR CCCA) met Iris Critchell in 1970 when he was in college. Iris competed with the U.S. Olympic Swim Team in Berlin in 1936, was later recruited by Jacqueline Cochran for Army flight training and

became a member of WASP. She flew 18 types of planes and developed the first aviation curriculum for the USC College of Aeronautics. Brian got to pilot a Cessna (with Iris in the co-pilot's seat). He says: *'Hooked me. I joined the aeronautics program for my sophomore and junior years and got my license at the end of the first and completed instrument and commercial training my second.'* He is still in touch with Iris.



Worth Reading:

'The Female Few: Spitfire Heroines of the Air Transport Auxiliary' (Jacky Hyams ISBN #075280960)

'Spitfire Women of World War II' (Giles Whittell ISBN #0007235364)



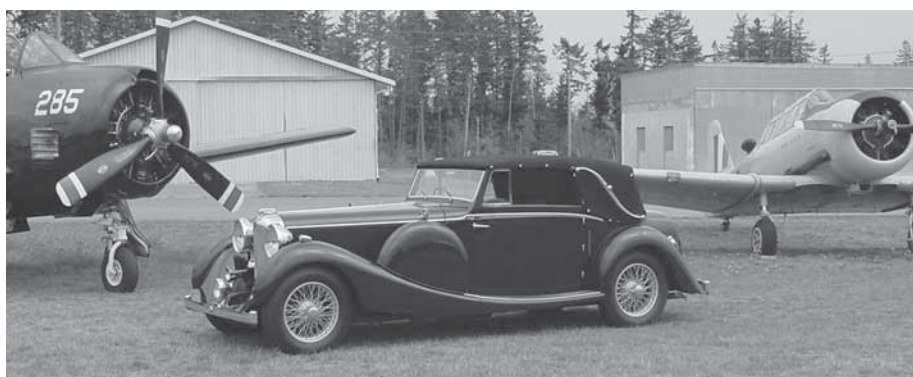
Iris Cummings Critchell



Bill Macon, Lea Bender & Laurel Gurnsey



Colin Gurnsey & Terry McMichael with the Spitfire



Colin Gurnsey's 1936 Lagonda DHC

Full Classic®
Candles, Gaslights and Flash-bangs*
A Pyro-Technical Article**

By Bill Deibel

Full-Classic® automobiles blazed like a flaming fire during the years of the Classic Era, and those, that perished before the Era ended, did so as do flames of three types.

Gaslights: Some Full Classic marques passed from the scene with their discontinuance as luxury models within a surviving manufacturer. Examples include the top-of-the-line *Nash Ambassadors*, *Reo-Royales*, *Studebaker Presidents*, and *Lincolns*. These died abruptly as a gaslight when the gas is shut off.

Candles: Other Full Classics passed away quietly like sleeping old family aristocrats tucked in bed on the third floor. Examples of these include *Duesenberg*, *Locomobile*, *McFarlan* and almost a score of mostly obscure others.

Flash-bangs: But then there were those that went out blazing and booming like a fireworks finale over the Statue of Liberty on Fourth of July. These include *Cord*, *Franklin*, *Marmon*, *Peerless* and *Pierce-Arrow*. All of these distinguished automobiles introduced their finest and most spectacular models just as they expired.

Over the years this writer, a has-been engineer, has ruminated on the rush to production of such magnificent cars all the while knowing deep-down that the end was at hand. How did these sales and engineering managers coax company directors into sucking some last funds out of their bankers while turning their own company's pockets inside out. Well, I've been there with a dying product myself. The fact is that there is a very, very strong emotional urge, common to inventors and creative engineers, to not let a product die until the last remaining worthwhile idea for improvement has been incorporated. This must have been the case with these great automobile builders. Let's look at what they wrought from the edge of their death beds.



These are the Flash-bangs of Full Classic cars:

Cord: Introduced in 1936 just as Auburn's gas was about to be turned off, the Auburn Automobile Company with two years left to go introduced a new Cord – radical and remarkable in every imaginable way: exotic styling so modern and streamlined that it has been accepted as a work of art while remaining in fashion timelessly; engineering just as advanced – all-steel, unitized step-down body; an all-new Lycoming 90-degree, flat-head V-8 engine with essentially horizontal valves resulting in a unique combustion chamber that provided volumetric efficiency approaching that found in the best overhead valve engines; front wheel drive (as has become a norm in cars today) from a four-speed transaxle with a finger-tip controlled vacuum/electric shift system; and trailing-arm independent front suspension. To cap this off an optional supercharger became available in 1937, the last year of production, which powered a stock sedan to AAA-record breaking speed. Every consequential part of these cars required new tooling from scratch.



Franklin: in 1932, two years before the end, but with the company already in the control of its bankers Franklin introduced a new top-of-the-line V-12 model that was built on an all-new chassis that cast aside the traditional full-elliptic springs. Totally new LeBaron bodies were designed and a two-speed axle was offered. All of this required new tooling. The 150 HP air-cooled engine/two-speed axle combination resulted in a car that could cruise endlessly in comfort at 70-75 MPH. Then in 1933 with production of all Franklins just creeping the traditional six-cylinder car of 1930-33 was retooled with new body panels, fenders, hood, grille and lights for the abbreviated 1934 model running from September 1933 until April 1934. To top that off there was a mid-model-year introduction of an oil cooler on these cars after which no more than two-hundred were probably produced. I really identify with the engineer who likely envisioned the need for this all along and was bound and determined to get it introduced. Production of the 1933 Model 164 was so limited Franklin just continued using the 1932 Model 163 Owners Manuals. Then for the really limited 1934 Models 193 and 194 cars they published a larger, more detailed Owners Manual that encompassed all 1932-34 models of these last Full Classic six-cylinder cars.

Continued on page 28

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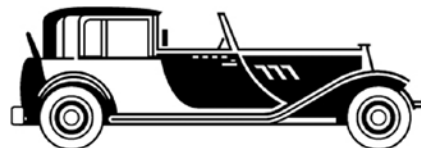
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Pyro-Technical cont. from page 26



Marmon: In 1931 after years of rather pedestrian models Marmon introduced a new 200 HP, overhead valve V-16-powered car that like those above required new tooling for essentially the whole car. One CCCA member who has owned both Marmon 16s and Series J Duesenbergs claimed the Marmon 16 was superior in every respect. He believes it to be faster and says it is markedly superior in ride, handling and braking. By four years after the 16 was introduced the company was out of business. (After Marmon production ended, like the Auburn 12 and Pierce-Arrow 12 this engine with modified heads to provide dual spark plugs was successfully adapted to fire engine use. I believe that one of these Hanleys was still in service in Ohio as late as 1970.)



Peerless: Like Marmon, Peerless was building rather uninspired cars when in 1931 it fully designed from scratch (in co-operation with Alcoa) a 170 HP V-16 powered car with a radical Murphy body. One objective was to employ aluminum to utmost degree possible and it has been said that Alcoa footed most or all the cost. Only one car was built, but it was fully finished and fitted. No doubt prototype tooling was used. This car has spent its life in a museum, but it is fully functional and has participated in various events. In less than two years the Peerless automobile was discontinued, but unlike most other low volume car manufacturers, Peerless was still quite solvent as prohibition ended. Seizing a great opportunity the Peerless stockholders approved of the company acquiring a license from the Carling Brewing Company in Canada to brew Carling beer and ale in the U. S. The Peerless plant was then converted into a brewery and went successfully ahead in a new business.



Pierce-Arrow: In 1936 with less than two years to go Pierce-Arrow made major modifications to its V-12 engine by porting and relieving the block, changing to an aluminum higher compression head and employing a low back pressure exhaust system. This increased the HP from 175 to 185. At the same time overdrive was introduced and made standard equipment. These cars had dual carburetors and like all those above were extremely fast and able to cruise comfortably at freeway speeds. None other than Preston Tucker drove one of these cars as his personal transportation. (This car is now owned by our own Monty Holmes the elder.) After Pierce-Arrow went out of business, a version of this engine was used for many years in Seagrave fire trucks as was the Peerless engine in Hanleys.

* flash-bang n. an explosive device that emits noise and light but is not intended to cause damage.

** Pyrotechnical adj. pertaining to, resembling, or suggesting fireworks.



Sources for Spitfire article

'Spitfire Women of World War II' by Giles Whittell; www.wizewomon.blogspot.com; Google Images for photo of Susan Haskell; 'The Daily Telegraph', 9/8/07 for 'Spitfire Women'; Wikipedia - Maureen Dunlop, ATA and the Spitfire; PBS television special 'Fly Girls'; 'Top Gear' on the BBC, March of 2012; 'Daily Mail Online' 4/3/13 article - Bentley Meteor; <http://www.youtube.com/watch?v=wJn7LHE83cc>; Motor Authority.com for 'The Brutus' photograph; 'Spitfire Women' on The Knowledge Network; 'Sports Car Market' magazine July 2009; Karen Hutchinson re Georges Guynemer and Hispanos/E.L. Cord; 'Two Chimney's' B&B owners in Lewes, England; Historic Flight Foundation in Mukilteo, WA docent Patrick; Brian Rohrback re Iris Critchell; 'Women in Aviation' website - re Iris Critchell

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1930 Hispano-Suiza continued from page 19

The 8 Liter block is a slightly larger block than that of the 6.6 liter engine. Both blocks are aluminum castings with non-detachable cylinder heads and overhead camshafts. Up until about 1929 the engines were a dry sleeve and in 1929 they became wet sleeve engines which are a bit more efficient. The H6B and H6C chassis were continued with minor upgrades to 1932.

At the time of its introduction and during the twenties, the Hispano Suiza was a very advanced design and an exceptionally high performance chassis. In the early twenties it was involved in racing. From the beginning the chassis incorporated four wheel brakes with a servo assist. In the early twenties Rolls-Royce purchased a license for the servo assist and introduced it on their cars in the mid twenties.

Due to the all aluminum engine construction and the corrosion potential over the years, very few Hispanos have survived. Even those that did survive WW-II were often times junked in the early post war years when the cost of engine work far exceeded the value of the car. It is estimated that there are less than 50 surviving 8 liter chassis in the world. However, during the past few years some new blocks have been produced in France. They are quite pricey.

This car was driven on the 1500 mile Pebble Beach Motoring Classic last August and shown at the Pebble Beach Concours in the Preservation Class. It won first in Class. It is a pleasure to introduce my 1930 Hispano Suiza H6C with d'Ieteren Freres convertible torpedo coachwork.

Al McEwan

"Jonesie" continued from page 17

Victoria. I lived in Seattle and Chuck in Tacoma. After commuting back and forth three or four days a week for six months working on the firewall only and being told it was not ready to paint yet even though it had been primed and sanded thirty times I bought a compressor and paint gun and finished the car at home. Unfortunately Chuck lost his sight a few years ago and cannot be here with us tonight. It gives me pause and makes me thankful to be here and see these beautiful automobiles.

Manufactured in the state of Indiana, Lydia and I affectionately call him "Jonesie". We would like to present to you our 1931 898 Auburn Phaeton.

~ Dave Murray



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Director's Message continued from page 2

and better this year with more examples of automotive excellence on display in one of the very best car venues in the world. Both Concours will feature a PNR-CCCA Club Booth so you can stop by, pick up a souvenir and chat. We will also have some representation at the Auto Angels exhibition in Bellevue in September.

Of course, no summer would be complete without a driving tour or two and a visit to a special stash of automobiles. The beginning of August will provide us with a garage tour to examine fine examples from the Classic Era surrounded by equally fine non Classics that we all grew up loving. It is always special to see these cars in their natural environment. The Pebble Beach send-off is immediately on its heels followed by a Steinman picnic the next weekend surely provides something for everybody. August ends with a chance to head up to Canada to a casual yet always engaging Crescent Beach Concours (and a perfect chance to practice speaking Canadian).

Membership in the Classic Car Club of America on the National level is dropping: a trend we have seen for the last few years, certainly during my tenure as Director. It is to our credit that our membership is quite stable compared to most other regions. It is a tribute to the individuals of our club; people are the real reason anyone joins a club. Camaraderie, contacts, advice, and willing listeners – it is all in our club. And I know I have benefitted greatly for knowing you all. Think about your other friends and neighbors that would have an interest in our hobby and invite them to join. We want to remain a strong force in the car hobby.



CCCA 50-Year Awards

It is not just our region that has turned the 50-Year milestone, we have two of our most esteemed members who were there at the beginning. I do have it on good authority that both these gentlemen were in short pants at the time they started with the club; some people just "get it" early. Their achievement forces me to consider that I will be well-over one-hundred years old when I claim this honor for myself. This is a significant honor for the club to have two highly-skilled and extremely-involved members in our PNR Directory with our CARavan Master Al McEwan and our Parts and Volunteer Expert Terry Jarvis. You are certainly men without equal.

Brian Rohrback PNR Director



Editor's Message

It appears that we have finally left winter in our rear view mirror. One of the best harbingers of spring for a PNR-CCCA member is the annual Coming-Out Party. This year nearly 150 members and their guests were treated to eight stunning cars on display. This issue of the Bumper Guardian devotes nine pages of coverage to the Coming-Out party and I could have just as easily filled the entire magazine. My thanks to the organizers for providing such a great event, to Michael Bradley for photographing the entries and to Ray Loe for working with the owners to get their stories ready for publication. Other contributors to this issue include Laurel Gurnsey with yet another interesting look at the Classic Era – this time connecting Spitfire airplanes with Classic Cars, Bill Deibel with two technical articles and a recap of the Great Train event, Bill Allard with coverage of the annual Fly-In and Bill Smallwood with coverage of the popular Ste. Michelle Staycation event. Whew! I am always amazed at how many people it takes to complete a single issue.

So once again, here is my pitch. This is your Club and your magazine. I welcome your participation in the process. If you are at an event with Classic Cars, pull out your phone and snap a few pictures (see you don't even have to remember to bring your camera – it is always with you) and send me a paragraph or two. There are great events throughout our region that feature Classic Cars and I want to know about them! Also, now would be a great time to submit a technical article. I know that many of you are rolling back the car-cover and dusting off your Classic for the summer season.

As you put away the tools from your winter projects, please take a few minutes to jot down how you fixed that problem that has been nagging you for years (and most likely nagging many of your fellow PNR members). Technical articles can be large and complex but they can also be as simple as a few practical hints for getting or keeping you car on the road.

I hope you have as much fun reading this issue as I had putting it together. I'll be looking for you on the road this summer.

Enjoy! Karen Hutchinson



