

# BUMPER GUARDIAN

Autumn 2014





## 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.

**September 20, 2014**

### **Tour to Rhodes River Ranch**

PNR Contact: Ashley Shoemaker 425.736.7777

**November 7, 2014**

### **Regional Annual Membership Meeting**

PNR Contact: Brian Rohrbach 425.402.1450

**December 7, 2014**

### **Holiday Party**

PNR Contact: Roy Magnuson 206.713.2348

**January 18, 2015**

### **Auction Week PNR Patio Party**

PNR Contact: Val Dickison 206.546.3306

**February 21, 2015**

### **Visit to Vulcan's Backyard**

PNR Contact: Bill Deibel 206.794.7497

**May 24, 2015**

### **Staycation at Ste. Michelle**

PNR Contact: Bill Smallwood 425.773.0130

**June 21, 2015**

### **Fathers' Day at the Locks**

PNR Contact: Don Reddaway 206.719.3370

**July 4, 2015**

### **Yarrow Point Parade**

PNR Contact: Al McEwan 206.999.4485

**September 5, 2015**

### **Crescent Beach Concours**

PNR Contact: Colin Gurnsey 604.788.7429

## 2015 CCCA National Events Annual Meeting 2015

March 7 - 11 ..... Savannah, GA

### **Grand Classics®**

July 19 ..... Oregon Region

### **CARavans**

June 10-18 ..... Pacific Northwest Region

*July 19th, Forest Grove/Oregon Region Grand  
Classic, PNR Contact: TBD*

## Director's Message

There are a lot of events and activities that add spice to our lives and provide us with opportunities. Well, I had a little life-spice and found myself

taking a Drivers' Education class. Before you think too long on the nefarious deed I executed while tooling around in my four-wheeler, I will explain.

The LeMay Family Collection Foundation (<http://www.lemaymarymount.org>) holds a series of classes that are focused on introducing some latent or non-existent driving skills to individuals who pay a small fee. They run classes for both Ford Model Ts and Model As; my choice for driving instruction was the venerable Model T.

Henry Ford did not invent the automobile, nor did he invent the assembly line. What Ford did do was to put together the pieces into the most transformational automotive achievement in history. It seems only right to experience the product that represents that transformation up close and personally. My previous connection was at one of Al McEwan's 4th of July parades, where member Jim Buckley pattered over from Mercer Island in his Model T to participate in this event at Yarrow Point. As I walked by, I was trying to make sense of the hand-rod, three-pedal, two-lever, push-button system that conveniently sported no labels. Jim realized he had a novice T-toady and proceeded to describe the functions and interactions



*Continued on page 34*

**Pacific Northwest Region  
Classic Car Club of America**

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

**Officers and Appointed Posts:**

Brian Rohrback, Director	425-836-8138
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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
Val Dickison	2016	206-546-3306
Ashley Shoemaker	2016	425-736-7777

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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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the time of original publication but neither they nor  
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1933 ALFA ROMEO 6C-1750 COUPE  
BODY BY FIGONI & FALASCHI

*Owned by David & Adele Cohen*





**A**lfa first introduced their model 6C-1750 at the 1929 Rome Motor Show, different from its 6C-1500 predecessor due to having a larger engine. The earlier 1500cc single overhead camshaft engine did well carrying a light body, even winning the 1928 Mille Miglia. However, the new 1,750 cc, double overhead camshaft engine, first intended to carry larger and heavier fixed-head bodies, would go on to form the basis for a series of very successful competition engines. Production of the Turismo Sport and Super Sport models lasted for just two years followed by the Gran Turismo and supercharged Gran Sport, the best known of all 6C-1750s produced. This car was one of the final 6C-1750s produced.

I first saw this car while riding to school on my bicycle in Johannesburg. Originally built for show, and not as well known as later models, it is one of the quintessential Alpha Romeos of its era and I simply fell in love with it. After many years, and much perseverance, I was able to convince the long-time owner, Waldie Grayvenstein, to sell his Figoni to me. Waldie had restored the car and repainted it blue in the early 1970s. Later he competed driving this car in the 1986 Mille Miglia. Waldie kept the Figoni in his private museum in Bloemfontein, South Africa, until I acquired the car and shipped it to Canada in 2009. After it arrived, I realized that a complete

body-off restoration was required to return this one-off Alfa to its former glory; I called on RX Autoworks of Vancouver to tackle the job.

Since little was known of its actual history, with the help of historian Simon Moore and other renowned Alfa experts, the car's history was uncovered. Pictures from both the Paris Salon and two Concours d'Elegance were unearthed. This sixth series example was delivered to Joseph Figoni's workshop in Paris where the Italian-born master coachbuilder clothed the Alfa Romeo with, what is thought to be, his earliest "teardrop" design. Finished in a two-tone black and white paint job, the 6C-1750 Gran Sport Figoni Coupe was first shown at the 1933 Paris Motor Show as part of the Alfa Romeo display. In 1934 it was awarded with the Prix d'Honneur at both the Monte Carlo and Nice concours.

The following season, the Figoni's French owner replaced its streamlined coupe body with a lightweight open-body to go racing. The only thing left from the original design was the front valence panel. His newly converted race-car did well that season finishing first in its class and sixth overall at Le Mans. After a short-lived racing career, however, the original coupe body was refitted to the car. Later in that decade the Alfa was sold to another South African, George Elkin, who kept it for about 30 years until selling it in 1968 to Waldie Grayvenstein. Waldie kept the Figoni for another 40 years before selling it to me.

On the frame and front valence panel the blue paint was found which the car sported at Le Mans. Carefully preserving as many

original bits as possible, the car was gradually put back together. Among the elements that we found were small sections of the original paint and a to-do list left inside the seat during Figoni's construction of the car's body.

The restoration work at RX Autoworks was finally completed in early 2012. Soon thereafter our 6C-1750 Gran Sport Figoni Coupe made its post-restoration debut at the Concorso d'Eleganza Villa d'Este, where it won all the major awards. This included the following: Coppa d'Oro Villa d'Este – Best of by Public Referendum at Villa d'Este, Trofeo BMW Group – Best in Show by Jury, Trofeo BMW Group Italia – By Public Referendum at Villa Erba, and first in Class C: The Art of Streamlining.

In August 2012, the Figoni Alfa was displayed at the Pebble Beach Concours d'Elegance where it was a Best of Show nominee and also won Class J-1: European Classic: Sports Racing. The car also won the Road & Track Trophy as well as the Strother MacMinn Most Elegant Sports Car award. In 2013 the car was shown at the Kirkland Concours d'Elegance where it won Best in Show.

It's been a long journey and I have enjoyed telling you about our restored Alfa and hope you will have a chance to see it in person one day soon.

David Cohen

Written by Raymond Loe for David Cohen using excerpts, with permission, from Wouter Melissen's Ultimate Car Page article "VINTAGE: Alfa Romeo

Page 4 Photos (l - r):

Row 1: (a) Rear view of Alfa taken at Villa d'Este 2012; (b) David and Adele accepting the Grand Prize at Villa d'Este 2012

Row 2: Alfa in Italy

Row 3:(a) Close up of 1750 double overhead cam engine; (b) Iconic Alfa Romeo grill.



## ALFA ROMEO - THE EARLY YEARS

*By Raymond Loe*

The exploits of Italian cars on the world's racing circuits have become legendary and no marque has contributed more than Alfa Romeo. This company was first founded as Societa Anonima Italiana Darracq (SAID) in 1906 by the French automobile firm of Alexandrie Durracq with some Italian investors. By 1909 the French found it was useless to pour more francs into their Italian subsidiary in Portello after a batch of cars assembled from French-made parts sold poorly. This led to the Italians founding a new company Anonima Lombarda Fabbrica Automobili A.L.F.A. on July 24, 1910 in Milan.

Although initially still in partnership with Darracq, the Italian partners soon took matters into their own hands and hired Giuseppe Merosi as Chief Engineer to develop a line of new cars around in-house built mono-bloc engines. These cars were first seen in competition during 1911 when their four cylinder 1910 24HP racer came close to winning the Targa Florio. Next came the 6-litre Type 40-60 HP in 1913 which also seemed destined for success on the race track.

Merosi was ready to field a new grand prix racer in 1914, the GP1914 was a four cylinder 4.5-litre machine with dual overhead camshafts, when war preparations submerged the Portello factory in military production. In 1915 Nicola Romeo

brought industrial experience and capital to the struggling remains of the Darracq fiasco, reorganized the enterprise and changed the car's name to Alfa Romeo (AR) with the Torpedo 20-30HP the first car so-badged. Following the end of war production in 1919, Romeo resurrected the 1914 grand prix racer, winning several minor events. Entered in the "Brescia Gentleman's Grand Prix" in 1921 this car led the race for thirteen laps when a leaking radiator forced retirement. Despite this, the sporting tradition of Alfa Romeo was now established.

By this time the French connection with Darracq was long gone and over the next couple of years AR went all-out building sophisticated racing machines which performed increasingly well on European tracks. AR's first big racing victory was in the 1920 race at Mugello, followed by second place in the Targa Florio driven by young Alfa racing driver named Enzo Ferrari. Soon thereafter Alphas were placing high in other events and raising havoc with the well-laid plans of Bugatti, Mercedes and other potent marques with longer experience. Ferrari proved to be a better team manager than driver, and when he left AR he went on to build his own very successful race cars.

The early twenties was a successful but turbulent period for Alfa during which chief designer Merosi was



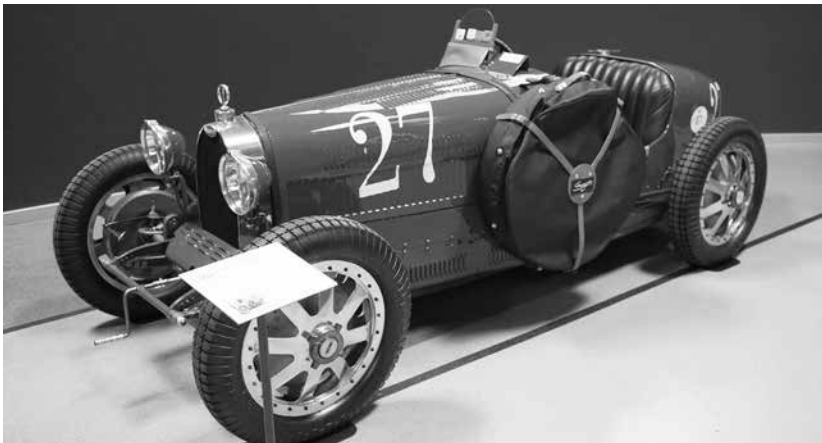
replaced by Vittorio Jano who had been lured from Fiat. Jano came up with the P2 Grand Prix car which won for AR the inaugural world championship for Grand Prix cars in 1925. For road cars Jano developed a series of 4-, 6-, and 8-cylinder inline engines based on the P2 that proved to be both reliable and powerful. These included the model 6C series, one of which is in our featured car.

In 1928 Nicola Romeo left, and in 1933 Alfa Romeo came under control of Mussolini's Italian Government becoming their national emblem until production ceased prior to WWII. AR car production during the mid-to-late thirties totaled less than two thousand whereas military vehicles starting from zero in 1934 rose to over three thousand through 1939.

The Alfa factory was bombed during WWII and in their struggle to return to profitability afterward, Alfa started building smaller, mass-produced vehicles beginning with the 1954 model year.







## *The Art of Bugatti at the Mullin Automotive Museum*

*Submitted by Steve Larimer*

Peter Mullin has been fascinated by the Bugatti automobile for more than thirty years and in that time has amassed the world's largest private collection of Bugattis. His outstanding collection includes forty-one important models of various vintages, the vast majority of which have formed a new exhibition at the museum he founded in 2010 in Oxnard, California. The exhibit runs through December 2014. PNR member Steve Larimer toured the exhibit in May and highly recommends it. The museum is generally open two Saturdays each month and by appointment.

Exhibit highlights include: a 1927 Type 35C, a highly successful competition car winning more than 1,000 races; a 1932 Bugatti Type 41 "Royale" Coupe de Ville with a massive 12.7 liter straight-eight engine; the famous 'lake-find' Type 22 Brescia; and a Type 57SC Atlantic bought recently by Mullin for upwards of \$30m.

Automotive enthusiasts associate the Bugatti name with cars, but the Italian-born, French-based Bugatti dynasty also included accomplished sculptors, painters, furniture makers. These works of art are also on display, as is a replica of the 100P aircraft designed by Ettore Bugatti to compete in the 1939 Deutsch de la Meurthe Cup Race and a small scale model of the Royale in the original cardboard box that was donated by local PNR-CCCA Club member Nancy Martin. Also interesting, Nancy Martin's father once purchased, restored, and donated a real Bugatti Royale to the Ford Museum.

Photo Captions (t-b): 1927 Type 35C (nc); 1929 Type 46 Touring Coupe; 1939 Type 57C Atalante Touring Coupe; 1932 Type 41 "Royale" Coupe de Ville







## **“You’re a Grand Old Flag” Independence Day, Yarrow Point Style**

*By Val Dickison*

Our Full-Classics®, decorated in patriotic colors of appropriate bunting, were poised and ready for the 11:00 AM start time of the Yarrow Point Annual Independence Day Parade. It’s the only parade I know where you coast down hill with your motor off. Ten Classics were lined-up and accompanied by an assortment of interesting non-classics, kids on bicycles, walkers in unusual clothing, and a full marching band that led the parade, playing “You’re a Grand Old Flag”. Everyone in Yarrow Point must have invited all their friends for the day, as both sides of the main street that leads to the town park were festooned with excited revelers of all ages, some relaxing in deck chairs and some under summer umbrellas. Believe it or not, it didn’t rain on our parade!

Leading the group of Classics were Al and Sandi McEwan in their 1930 Hispano-Suiza, carrying Yarrow Point Mayor Dicker Cahill with his wife. They were followed by Stan and Val Dickison in their 1935 Packard Victoria with Hunts Point Mayor Joe Sabey and wife, Anna. Noel and Janet Cook drove their 1935 Bentley Sedan Coupe; Brian Rohrback and son Jeffrey were in their 1939 Bentley All-weather; John Campbell and son Matt were in John’s 1931 Rolls Royce P-II Tourer; Jerry and Keenon Greenfield were in their 1934 Lincoln coupe (one of the few non-convertibles) riding proudly with daughter Whitney in the rumble seat; Gary and Joyce Johnson arrived just in time to line-up in the parade in their 1941 Cadillac convertible coupe. I was told member Ed Noble and party arrived late and were at the end of the parade; Tom Sumner and guest rode high above the crowd in his white 1906 REO (nc) named “Zsa Zsa”. I gave-up on a head-count of relatives and guests in the Ron Danz group of Classics and non-Classics. It must be said Ron and Margie get into the spirit of things. Included in their entourage were their 1937 Cord, 1948 Chrysler and 1934 Packard, plus a 1930s Ford coupe and an early Corvette. The cars were so full at one point Margie had to stand on the running board. It was nice to see Bruce McCaw and family out in a beautiful 1957 Mercedes convertible (nc). New member Steve Larimer and always-faithful Michael and Ildi Bradley were on hand snapping photos of cars and people. We thank them for helping the Club in this manner.

A full orchestra played for the crowd in the Yarrow Point Park after the parade while hot dogs, beer, sno-cones and strawberry shortcake were gobbled-down by hundreds of celebrants. Noel and Janet Cook shared with me that some years ago they brought English guests to the parade. They explained to their guests “this is a slice of Americana”. How aptly put. She’s a grand old flag.

*Photo captions on page 12*







## 2014 Concours at the Wood “CCCA Classics” Class Entries



**1st in Class**

### **1932 Auburn Speedster**

Owned by Bruce Wanta

*This 1932 Auburn Speedster is a legendary automobile. Automobile Quarterly called it “the flashiest, the sexiest, the most flamboyant and the most outlandishly impractical motor car imaginable. The Auburn 12’s engine produced 160 bhp and enough torque to move even the heaviest bodies with ease. This 1932 Auburn is equipped with free-wheeling which allows disengagement of the drivetrain so the driver could upshift (carefully) without using the clutch. This car broke every stock car record from one mile to 500 miles in 1932.*



**2nd in Class**

### **1936 Alvis Silver Eagle SG**

Owned by Kim Pierce and Norma Sola-Pierce

*Of the fifteen Silver Eagle Sport Touring cars built, only nine are known to remain. This example is the only one in the US. It is a hand-built car retaining its original body of aluminum with steel fenders and its original drivetrain. Alvis manufactured cars from 1919 -1967. Not only did they manufacture automobiles, but Alvis also designed and built racing cars, aircraft engines and battlefield vehicles. After Alvis became a subsidiary of Rover they became part of British Leyland. This model is a four-seat Sport Touring car with body by Cross and Ellis.*



**3rd in Class**

### **1935 Bugatti T 57**

Owned by Brian and Randi Pollock

*Purchased from the estate of the original owner in 1977. It was judged “Best in Class” in the 1977 Pebble Beach Concours. This model car was produced from 1934 through 1940. It has a 3,257 cc engine from the type LIX Grand Prix cars, producing 135 hp. The top speed is 95 mph. The car weighs 2,100 pounds on a 53-inch wide track. There were only 630 examples produced. The Bugatti brothers, Ettore and Roland, owned the company from 1900 to 1962. In 1987 Romano Artioli resurrected the company and sold it to Volkswagen Group in late 1997.*



**Preservation  
Award**

### **1930 Hispano Suiza**

Owned by Al and Sandi McEwan

*Although the company name is derived from the country names of Spain and Switzerland, most of the cars were manufactured at the plant in Paris, France. The H series chassis was introduced in 1919 and continued in production with various upgrades through 1932. All H series cars are 6 cylinder, aluminum mono-block, overhead camshaft engines. The H6B has a 6-cylinder engine and the H6C has an 8-litre engine. This H6C was bodied in Belgium by d’Itteren Freres. Fewer than fifty examples of this chassis remain.*





**1938 BMW 327**

Owned by Steve and Annie Norman  
*After receiving a ground-up restoration four years ago, this car has been a winner at nine events.*

**1930 Franklin**

Owned by Don & Carole Reddaway  
*The 1930 Speedster was designed by Ray Dietrich. It took the owner fifteen years to find the missing parts.*



**1931 Stutz DV-32**

Owned by LeMay Family Collection  
*Produced from 1931 to 1934, this car has a modified straight-8 engine with a double overhead camshaft and four valves per cylinder.*

**1929 Cadillac 341-B**

Owned by Marc Lassen  
*A wonderful Preservation Class car with original paint, deluxe mohair interior with embroidered panels and bakelite knobs.*



**1934 Nash Ambassador**

Owned by Terry and Cherry Jarvis  
*This car came with high-end features including a straight-8 overhead valve engine and worm-gear drive differential.*

**1929 Franklin**

Owned by Arny Barer  
*Styled by Frank DeCausse and Ray Dietrich, this rare factory Convertible Coupe carried an as-new price of \$2,200.*



**1937 Packard 1506**

Owned by Marty and Linda Ellison  
*This V-12 Touring Sedan has been driven over 6,000 miles since restoration was completed.*

**1948 Chrysler Town & Country**

Owned by Ron and Margie Danz  
*Restoring the original wood to its current condition took over 500 hours. The Sumac color matches the original paint.*



**1932 Auburn 12-160**

Owned by Dennis and Sue Aker  
*This car is powered by a 391 cu. in. Lycoming engine and features twin down-draft carburetors.*

**1941 Lincoln Continental**

Owned by Ken Craig  
*This sophisticated V-12 Cabriolet weighs nearly two tons. Bob Gregorie designed the car under the guidance of Edsel Ford.*





## 2014 Concours at the Woods

### "CCCA Classics" Class Entries Cont.

#### 1928 Auburn Speedster

Owned by Karen Hutchinson

*The Model 88 has a 125 in. wheelbase, is powered by a Lycoming inline 8-cylinder engine, and has a top speed of 85 mph. Found in a field in Idaho in 1956 and languishing almost sixty years before restoration, this car was shown in Pebble Beach in 2013.*



### PNR Members Entering Non-Classics

1956 Austin Healey Factory 100 M  
Owned by John and Mary Campbell

1957 Corvette Fuelie  
Owned by Ron and Margery Danz

1969 Porsche 911 S Targa  
Owned by Glenn and Mary Lynn Mounger

1964 Lancia Flavia Vignale  
Owned by Malcolm Harris

1962 Corvette Roadster  
Owned by Jack Goffette

1967 Toyota 2000 GT  
Owned by Brown and Sarah Maloney

Sports Class

Brass &  
Nickel Class

1900 Thomson Runabout  
Owned by Tom Sumner

1906 REO Model B  
Owned by Tom Sumner

### PNR Members Full Classics®

Display only

1941 Cadillac Convertible Coupe  
Scott and Karen Anderson

1933 Packard Victoria Convertible  
Najib and Diane Azar

1932 Packard Coupe Roadster  
Ed Barrett

1935 Packard Victoria Convertible  
Stan and Valerie Dickison

1928 Bentley 4 1/2 L Tourer  
Roy and Terry Magnuson

1947 Bentley Coupe  
Terry and Barbara McMichael

1923 Pierce-Arrow 7-Passenger Sedan  
Paul & Matthew Murray

1932 Packard Coupe Roadster  
Kim Pierce and Norma Sola-Pierce

1939 Bentley All Weather  
Brian and Lisa Rohrback

### PNR Volunteers

#### Judges

Scott Anderson, Stan Dickison, Gerald Greenfield,  
Roy Magnuson, Terry McMichael,  
Bill Smallwood, Conrad Wouters

#### Selection Committee

Stan Dickison, Jack Goffette, Roy Magnuson,  
Kim Pierce, Bill Smallwood

### Captions from the 4th of July Event

Page 8 (top - bottom): Gary Johnson's 1941 Cadillac; Ron Danz' 1937 Cord; Ron Danz' 1934 Packard;  
Sumner Family 1941 Lincoln Continental

Page 9 (top - bottom, l -r): Jerry Greenfield's 1934 Lincoln Coupe; John Campbell's 1931 Rolls-Royce, Stan  
Dickison, Keenon & Jerry Greenfield with daughter Whitney; Al & Sandi McEwan with Mayor Dicker  
Cahill and wife in Al's 1930 Hispano-Suiza; Motoring Classic Plate & flag; Noel Cook's 1935 Bentley; Gary  
Johnson; Tom Sumner & guest in Tom's 1906 REO (nc), Brian Rohrback & guest in Brian's 1939 Bentley





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



Conrad Wouters

VP, Financial Institutions NMLS 105806

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Fax 855.745.2803

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

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## ARMSTRONG & DALY GARAGE TOURS AUGUST 2014



A brief morning rain squall gave way to sunny skies, as more than one hundred PNR members and guests converged on the start of the 2014 Garage Tour at the top of Cougar Mountain. Greeted by our morning hosts, Tom and Susan Armstrong, with fresh pastries, muffins, fruit and coffee, fifteen Full-Classics® found their way into line along the broad circular driveway at the Armstrong estate. In addition to a morning of tire kicking over the bevy of Classic, vintage and modern cars that fill the Armstrong's iron stable, tour participants took part in tours of Tom and Susan's beautifully manicured grounds and an 1880 homestead cabin. There was much to do for all, but it was Tom's sprawling model train layout which stole the heart of the youngsters in attendance and the young of heart.

The second leg of the tour started with a thank you to our gracious morning hosts, and an 11:00 A.M. departure of Classics and non-Classics alike for the short graceful sojourn along the east side of Lake Sammamish to our afternoon host's garage on the Sammamish plateau. Frank Daly greeted all of us with open arms and garage doors supplemented by the wafting fragrances from the caterer's barbecue. With ample time for more tire kicking over a garage full of Classics, antiques, and vintage automobiles our group shared fond memories, restoration tips, and jovial frivolity over the sumptuous lunch provided by our host.

As the event drew to a close, an unforeseen fly-over by the Blue Angels and their F/A F18 Hornet aircraft, which were in town for the



annual Sea Fair celebration, sent cheers of thanks through the crowd to Frank. Frank quickly noted that he wasn't responsible for that portion of the day's entertainment, but raucously accepted the accolades anyway. The collision of coincidence and a sense of humor brightened an already bright day. All in all a very enjoyable tour spent with members, guests and friends surround by those wonderful Classic cars.

*Submitted by Jeff Clark*

*Photo Captions:*

*Page 14 (top-bottom, l-r):*

*Tom Armstrong's 1948 Chrysler Town & Country; Tom Armstrong's 1936 Cord Phaeton; Tom Armstrong; Tom's incredible train room; Armstrong garage; Jon Schoenfeld; Tom Armstrong's 1931 Duesenberg; Ed Rittenhouse's 1934 Packard.*

*Page 15 (top-bottom, l-r):*

*Frank Daly; Roy Magnuson; Randi Small & Bob Newlands; Frank Daly's 1935 Airflow Chrysler Imperial & 1948 Chrysler Town & Country; Classics at Frank Daly's garage, the catered lunch; Frank Daly's 1935 Packard; James Raisbeck*

*Attendees on page 16*



### **Armstrong/Daly Garage Tour**

#### **Event Hosts**

Tom & Susan Armstrong;  
Steve, Steven, Susan, & Bradley Anderson;  
Ty Ellis  
Frank Daly

#### **Attendees Driving Full Classics®**

Scott Anderson - 1941 Cadillac;  
Tom Crook & Randy Small  
1937 Packard;  
Bill & Karel Deibel  
1948 Lincoln Continental;  
Stan & Valerie Dickison - 1935 Packard;  
Three Bob LaCoques - 1941 Cadillac;  
Roy & Terry Magnuson - 1928 Bentley;  
Phil & Cheryl McCurdy - 1937 Cord;  
Terry & Barbra McMichael - 1947 Bentley;  
Bob Newlands & Jan Taylor - 1935 Packard;  
Kim Pierce & Norma Sola-Pierce - 1932 Packard;  
James Raisbeck - 1940 Lincoln Continental;  
Ed & Pam Rittenhouse, Brian & Maxine Goodell  
1934 Packard;  
Brian Rohrback & Lance Evans  
1939 Bentley;  
Jon Schoenfeld - 1937 Cadillac

#### **Additional Attendees**

Denny & Sue Aker, Bill Allard, Ed Barret &  
Teri Gustafson, Michael & Ildiko Bradley,  
Chris Bomstead, John & Mary Campbell, Craig  
Christy, Jeff & Sharon Clark, Don & Janet  
Dunavant, Marty & Linda Ellison, Al & Marilyn  
Fenstermaker, Nancy Finelli, Marty Anderson  
& Lynn Gabriel, Peter Gleeson, Jim Greene,  
Jack Goffette & Barbara Shain, Colin & Laurel  
Gurnsey, Jason & Sarah Harris, Barrie & Karen  
Hutchinson, Tim Johnson, Steve Larimer,  
Ray, Eric & Brady Loe, Ralph & Charlotte  
McCarty, John & Gail McDermott, Paul &  
Matthew Murray, Lee Noble, Virgil Parker, Bill  
Smallwood, Dean Trenery & Gerald McGinnis,  
John Voigt & Ana Alvernaz, Bruce Wanta,  
Conrad & Glenna Wouters

### **New Members:**

**Carl Fielding**  
106 NW 101st St.  
Seattle, WA 98177  
(H) 206-790-6912 (C) 509-607-1546  
mrcfielding@yahoo.com  
1924 Cadillac Model VG3  
1928 Cadillac Model 314  
**John Cephas Martin, Jr.**  
7535 SE 71st St.  
Mercer Island, WA 98020  
206-852-6409  
email:cephasjr0@gmail.com

**Kenneth Craig**  
16060 NE 165th St.  
Woodinville, WA 98072  
(H) 425-485-2079 (C) 206-979-7777  
kencraig8@comcast.net

**Marty & Linda Ellison**  
853 97th Ave SE  
Bellevue, WA 98004  
Marty - 425-941-9451  
Linda - 206-979-5262  
mrtlsn@mac.com  
l Ellison@mac.com  
1937 Packard

**Steve Larimer**  
3048 67th Ave. SE  
Mercer Island, WA 98040  
(H) 206-230-0623 (C) 206-954-7829  
larimersteven@yahoo.com

**Allan & Nancy Rustad**  
620 9th Ave So.  
Edmonds, WA 98020  
(H) 425-744-4575 (C) 206-310-3941  
aprustad@comcast.net  
1929 Lincoln Limo

### **New Again Members:**

**Richard Griot,**  
3333 S. 38th St, Tacoma,  
WA 98409  
253-922-2400

**Lee Noble**  
4629 Gay Ave. W.  
Seattle, WA 98199-1138  
206-226-6153  
1936 Lagonda LG-45  
1928 Rolls Royce P1  
1936 Rolls Royce DH Coupe

### **Member Changes:**

**Doug Shinstine**  
9484 S. Eastern Ave.  
PO Box 186  
Las Vegas NV 89123

**National Contact Update**  
**Classic Car Club of America**  
5100 River Road  
Suite 175  
Schiller Park, IL 60176  
847-390-0443  
classiccarrclub@aol.com



### **Bob Reverman Tribute**

Long time PNR member, Bob Reverman passed away on August 15, 2014. He was a very good friend of mine and a true car guy. He bought his first collector car in the 70s which was a black 1948 Lincoln Continental convertible. Over the years since he has owned many Full Classics® and other collector cars, but Lincoln Continentals always were favored. Bob was very active in the Club particularly on CARavans and other driving events. He usually drove one of his Full Classics® to these events. With our wives, Yoshi & Janet, we participated in many car tours in the U.S. & Canada.

Many times he would drive two or three different old cars a day for enjoyment and to keep them exercised. Just before passing he owned twenty-four cars.

Bob was born in Portland in 1931. He served in the U.S. Air Force and graduated from the University of Oregon. With an exceptionally good voice and speaking style, Bob started his career in communications

*Continued on Page 34*



## 2014 PICNIC AT THE STEINMAN'S

*By Val Dickison*



For the last few years PNR/CCCA has had the pleasure of picnicking at the lakefront home of Gary and Merrisue Steinman. August 9th was such a day and the weather could not have been nicer. Club activities manager Stan Dickison was very pleased to note the excellent turnout. We did not all arrive via the "Bill & Lucy Allard Caravan" from the Allard home in Tacoma, but wandered-in during the party to share the delicious buffet hosted by the Steinmans, while enjoying live entertainment provided by Kel Schmitz and his guitar. Many a 1960s song was sung and we all struggled to recall the artist who made it famous; generally being incorrect in our assumptions.

I briefly interviewed Merrisue in her kitchen. I wondered what might be new in the Steinmans' lives. Merrisue reported that family, friends, the cars and general life continue to keep their hours busy. While stirring a pot of pasta noodles on the stove she did add that Gary has a recent acquisition: a ground-up Corvette restoration to consume the upcoming winter months. About that time a flurry of grandchildren raced through the kitchen. Thank you, Gary and Merrisue for opening your lovely home again in 2014 for PNR/CCCA! It is always a treat.



*Photo Captions: Above - Picnickers gathered on the Steinman deck. At right - Lou Berquest studying engine issues, Merrisue Steinman and Bill Deibel, Steinman's 1931 unrestored Cadillac, Frank Daly and Bill Smallwood; Steinman's 1948 Lincoln Cont.*

### Driving Full Classics®

Lou Berquest with guest Rob McCune  
1935 Pierce-Arrow Convertible Coupe

Frank Daly with member Bill Smallwood  
1935 Packard Club Sedan

Brad and Hyang Cha Ipsen  
with member Scott Anderson and guest Bruce Rice;  
1940 Cadillac Fleetwood Sedan

John and Ava Glomstad with son Cal and Kelly Glomstad  
1941 Packard Touring Sedan

Jon Schoenfeld  
1937 Cadillac Fleetwood Sports Coupe

**Driving non-Classics:** Bill & Lucy Allard; Michael & Ildi Bradley; Noel & Janet Cook; Bill & Karel Deibel; Stan & Val Dickison; Terry & Barbara McMichael; Bob Newlands & Jan Taylor; and Kim Pierce & Norma Sola-Pierce. Former members Ted Austin and Tom Kane are considering rejoining CCCA.



**2014  
PACIFIC NORTHWEST CONCOURS  
AT THE LEMAY**

**PNR Member Volunteers**

**Chief Judge:** Gerald Greenfield

**Judges:** Bill Allard, Barry Briskman, David Carlson, Brian Harding, Malcolm Harris, Barbara Anna Kefalonitis, John Kefalonitis, Sig Linke, Roy Magnuson, Brown Maloney, Al McEwan, Terry McMichael, Bill Mote, Kim Pierce, Ed Rittenhouse, Conrad Wouters, Lee Zuker

**Advisory Board:** Renee Crist, Stan Dickison, Al McEwan

**Selection Committee Chairman:** Stan Dickison

**Class Host Chair:** Renee Crist



**Richard Hooper Award  
Gerald Greenfield**

*Gerald Greenfield is a Life Member of the Classic Car Club of America. His current Classic is a 1934 Lincoln Model K V-12 Coupe but love and enthusiasm for collector automobiles does not stop with the Classics. His personal*

*collection includes a 1931 Model A Ford Deluxe Fordor, a 1936 Ford Deluxe Roadster, a 1951 Chevrolet Deluxe 2 Door Sedan (from his High School days), a 2001 BMW Z8 and a 2011 Mercedes SLS-AMG Gullwing.*

*Gerald is Head Judge at The Pacific Northwest Concours d'Elegance and also serves as a judge at many other concours and car events.*

**PNR Members Showing  
Full Classics®**

**CCCA Classics-Early**

*(Photos Page 19)*

Bloor & Pat Redding  
1926 Rolls-Royce Tourer

Marc & Christie Lassen  
1929 Cadillac Victoria Coupe

Ed & Pam Rittenhouse  
1931 Cadillac Sedan

Denny & Bernadine Dochnahl  
1934 Packard Sedan

**CCCA Classics-Late**

*(Photos Page 20)*

Noel & Janet Cook  
1935 Bentley Sedan Coupe

Kim Pierce & Norma Sola-Pierce  
1936 Alvis Silver Eagle Touring

Ron & Margie Danz  
1937 Cord Convertible Phaeton  
**3rd in Class**

Barrie & Karen Hutchinson  
1937 Cord Beverly

Mary & Linda Ellison  
1937 Packard Sedan

Tom & Susan Armstrong  
1948 Lincoln Continental Cabriolet

**BMW - Classics**

Steve & Annie Norman  
1938 BMW Cabriolet  
*(Photo Page 20)*

Nancy Chayne Martin  
1938 BMW Roadster

**PNR Members Showing  
Non-Classics**

**BMW**

Gerald Greenfield  
2001 BMW Z8

Peter & Jennifer Gleeson  
1971 BMW CSL

1971 BMW CSL Race Car  
1979 BMW M1 Pro Car

1980 BMW M1

1989 BMW Z1

1989 BMW E30-M3 Conv. Evo II

**Antique**

Tom Sumner  
1900 Thompson Runabout

**Modified Hot Rods**

Glenn Mounger  
1933 Ford 3-Window Coupe

Gerald Greenfield  
1936 Ford Roadster

**Europ. Body/Amer. Power**

James Raisbeck  
1953 Chrysler Ghia Coupe  
**1st in Class**

John Voight  
1965 Shelby Cobra

Richard Griot  
1962 Shelby Cobra CSX 2026

**American Tail Fin**

Marty & Linda Ellison  
1956 Cadillac Eldorado Biarritz

Brent McKinley  
1957 Cadillac Eldorado Brougham

Frank Daly  
1958 Chrysler 300D



Roy Magnuson



Tom Armstrong



Terry McMichael



# CCCA Classics-Early



**1st in Class • Best of Show • 1928 Isotta Fraschini  
Owned by Roger James**



**Bloor & Pat Redding  
1926 Rolls-Royce Tourer**



**Marc & Christie Lassen  
1929 Cadillac Victoria Coupe**



**2nd in Class • 1933 Packard-12 Coupe Roadster  
Owned by Aaron Weiss**



**Ed & Pam Rittenhouse  
1931 Cadillac Sedan**



**3rd in Class • 1927 Cadillac Touring  
Owned by Judie Hansen**



**Denny & Bernie Dochnahl  
1934 Packard Sedan**

Photography by: Lobban Photography, Inc.



# CCCA Classics-Late



**1st in Class • 1938 Steyr Cabriolet  
Owned by Roger James**



**2nd in Class • 1939 Buick Roadmaster Conv. Sedan  
Owned by former PNR members John & Leslie Miliken**



**3rd in Class • 1937 Cord Phaeton  
Owned by PNR members Ron & Margie Danz**



**Noel & Janet Cook  
1935 Bentley Sedan Coupe**



**Kim Pierce & Norma Sola-Pierce  
1936 Alvis Silver Eagle Touring**



**Barrie & Karen Hutchinson  
1937 Cord Beverly**



**Mary & Linda Ellison  
1937 Packard Sedan**



**Tom & Susan Armstrong  
1948 Lincoln Continental Cabriolet**

Photography by: Lobban Photography, Inc.





Photo Captions (l-r):

Row 1: John Carlson, Bill & Lucy Allard, Sig Linke

Row 2: John Campbell & Tom Sumner, Margie Danz, Steve Norman's 1938 BMW Cabriolet

Row 3: Conrad Wouters, Steve & Annie Norman, Al & Sandi McEwan

Row 4: Kim Pierce & Norma Sola-Pierce, Terry & Barbara McMichael, Ildi Bradley, Barrie & Karen Hutchinson





Last year we dodged a weather cannonball but this year it was a fusillade. For two weeks we were terrorized by the weather station but woke up event day to a blue sky. It didn't sprinkle until afternoon. The largest turnout to date had 90 entries rolling onto the show field. Peter Boyle, from Pennsylvania, came the farthest, with his '28 Isotta Fraschini, '38 Steyr and '33 Rolls-Royce. The farthest Canadian entry came from the interior of B.C.

Pelling Collector Car Insurance and Porsche Canada were primary sponsors and Porsche offered test-

drives of their newest models. Our event was by donation, benefitting Alexandra Neighbourhood House, a local organization that helps children and the community.

The event committee was made up of Colin Gurnsey (chair), Laurel Gurnsey (coordinator); Brad & Jan Pelling (sponsors/event founders); John Carlson (chief judge) and Koko Carlson (tabulator). Wonderful volunteers and many other sponsors lent their support. History was reflected in all classes. PNR entries are listed below and we appreciated the enormous support from the club.

Our oldest entry was a 1913 Henderson B in the Motorcycle Class, joined by a '35 Galimberti 350, a '41 Indian and a '48 Moto Guzzi. Flying twin French flags in the European/British Class was a '51 Citroen Traction Avant (Charles De Gaulle's staff car in World War II.)

The American Post-War to '73 Class included a bonus for me. Linda Bennett was in my high school grad class and added style and fun with the period-themed outfit that matched her red '55 Thunderbird. Several ladies at the event rebelled against my suggestion they leave



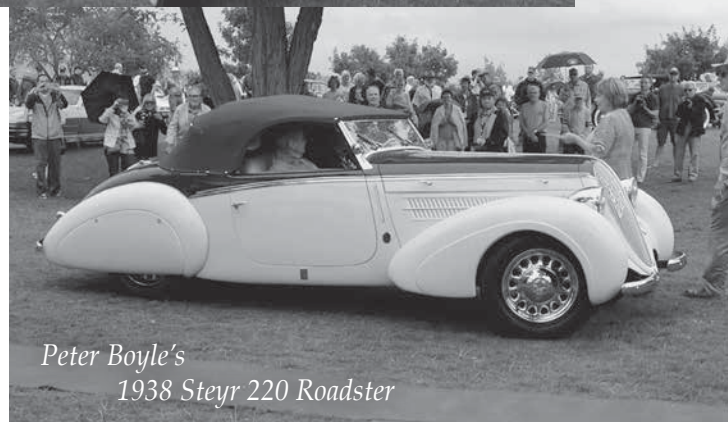
1930 Cord  
L-29



Koko, Norma, Val & Laurel



Citroen Traction Avant



Peter Boyle's  
1938 Steyr 220 Roadster



Ray & Georgia Loe's Auburn 850Y



# Crescent Beach Concours 2014



their tiaras and pearls at home and wore them anyway.

The American Classics and European Classics Classes included a '33 McLaughlin Buick Victoria a judge recently gave a '1000-point' rating. Jonathan A. Stein ("To Judge or Not To Judge") says, in French Rules Judging, that cars are reviewed for elegance, physical condition and authenticity but also for emotional appeal. Kim Pierce and Norma Sola-Pierce's Alvis impressed the judges, shown by their class award. Peter Boyle's Isotta and Steyr both did well with

their class wins and Elegance In Motion and Chairman's award.

The Race Car Class included a 2001 Illingworth Dragster and Steve Breiting's gorgeous Ford Speedster. The Muscle Car Class had two entries honouring the 50th Anniversary of the Shelby. The Alfa-Romeo Class included an Alfa Panamerica and a large selection of Giulias. The Corvette Class took everyone's breath away. To cap off the show field we had a Special Display Class that included three great vintage trucks.

Both flags flew to welcome American entrants. Catherine St. Germaine (partner of Mike Reno from 80s rock band 'Loverboy') sang both anthems at the awards ceremony.

After the event, Fred and Brenda Bonin hosted a bbq at their Birch Bay home to welcome American entrants on their way home. Their hospitality was icing on the cake.

*By Laurel Gurnsey*

**Top Photo**  
courtesy of Erik Seiz



*Kim Pierce's  
1936 Alvis*



*Photos l-r: Event  
Sponsors Brad & Jan  
Pelling; Adele Cohen  
& Liz Haan with Zoe;  
Event Chairman  
Colin Gurnsey*



## Classic Car Club PNR Members:

Colin and Laurel Gurnsey, chairman, event coordinator, committee

John and Koko Carlson, judging team and organizing committee

David and Adele Cohen with David's '39 Bentley 4.25 litre

Fred and Brenda Bonin (Fred was on our judging team)

Val and Stan Dickson, representing the PNR

Bill Holt and Liz Haan with their new Standard Poodle 'Zoe'

Ray and Georgia Loe with Ray's '34 Auburn 850 Y

Phil and Cheryl McCurdy with Phil's '37 Custom Beverly

William and Joe Morris with Bill's '73 Porsche Carrera RS (nc)

Kim Pierce and Norma Sola-Pierce with their '36 Alvis Silver Eagle

## United States non-PNR members:

Henry Pang and his friend Robert Fisher, with Henry's '49 MG TC (nc)

Peter Boyle (see note above), Judy Groner and Peter's support team

Steve and Vicky Breiting with Steve's '30 Ford Speedster (nc)



## PEBBLE BEACH KICK-OFF PARTY

*By Val Dickison*

Another amazing array of fine automobiles graced the grounds of Club Auto Kirkland on August 4th, for the 2014 Pebble Beach Motoring Classic Kick-Off Party. Participants and our Club members enjoyed wine, cheeses and other delights, while tour-attendees registered for the Motoring Classic. This year's reception was managed by Val Dickison and assisted by Ildi Bradley and Norma Sola-Pierce. There was a general meet & greet between participants and the Pacific Northwest Regional members. Roughly eighty people enjoyed the festivities, holding up fairly well in the 90-degree weather with humidity to match.

This year's exotic mix of vehicles included two 1920s Bentleys shipped-over from Germany, a 1931 Delage from Australia, a 1950 Delahaye from Monte Carlo and attendees from many U.S. states, including Hawaii. A reporter from the Puget Sound Business Journal interviewed many of the car owners and that report is available for viewing at their website and also on our Facebook page.

At sunrise the following morning, the group headed off to the Columbia River Gorge, Mt. Hood, Sun River, Crater Lake, the Northern California wine country and finally arriving at Pebble Beach on August 13th, where the Pebble Beach Concours activities commenced.



### PNR-CCCA Motoring Classic Participants

Al & Sandi McEwan (1)  
(Tour Leaders)

1930 Hispano-Suiza H6C  
Convertible Torpedo

Denny & Bernadene Dochnahl (2)  
1934 Packard 1100 Sedan

Ron & Margie Danz (3)  
1937 Cord 812 Phaeton

Marty Anderson & Lynn Gabriel (4)  
1937 Packard 12 Club Sedan

Monte Homes & Katie Nolan (5)  
1954 Kaiser Darrin (nc)

Pat & Renee Crist  
Luggage Truck & Trailer (no photo)







*Left: Al McEwan; Right (t-b): Bernie Dochnahl & Chris Moore, Margie Danz (far right)    Δ14*

## **PEBBLE BEACH AWARDS**

A 1954 Ferrari 375 MM Coupe (nc) once owned by film director Roberto Rossellini and currently owned by Pacific Northwest car collector Jon Shirley won Best of Show at the 64th Pebble Beach Concours d'Elegance on the Monterey Peninsula.

This was the first Ferrari to win Best in Show at the world's premier classic-car event and also the first postwar car to win Pebble Beach Concours in its modern incarnation (post-1968).

PNR members Chris & Katrina Cord's 1937 Cord 812 SC Cabriolet received the Gwenn Graham Most Elegant Convertible award. The Cord, designed by Gordon Buehrig, was the first front-drive passenger car with independent suspension and was a signal achievement in American streamlining and industrial design. Chris Cord, (grandson of E. L. Cord, owner of the Auburn Automobile Company) purchased the car from PNR member Don Wohlwend in 2013. Don drove the car 42,000 miles before Chris re-restored it to showcar elegance.





## The Evolution of the Chauffeur

By Laurel Gurnsey



The hit PBS series 'Downton Abbey' takes us back to when cars were new and upper classes had chauffeurs to drive and maintain them. 'One Hundred Years of Motoring' says 'if a chauffeur had been a coachman, he was already the highest paid liveried servant.' He knew coachwork and had road and mechanical skills. Chauffeurs stoked early steam-powered cars and preheated the tubes that ignited gas-powered cars. Lord Montagu says the Beaulieu chauffeur kept their racing Daimler running. Sometimes owners drove and the chauffeur dealt with 'punctures and breakdowns'. Lady Duff Gordon said 'I leave my Chalmers engine to Monsieur Chauffeur.' 'Etiquette for the Chauffeur' covers things like meeting a frightened horse on the road, acknowledging a 'brother chauffeur'...( 'a silent nod'); and keeping the petrol shed locked 'because maids have a habit of helping themselves to petrol for cleaning their gloves.'

Today, anyone from executives, celebrities, brides or grads can hire a limo. But something special elevates a driver to a chauffeur:

etiquette, presence and training. 'The Rolls-Royce & Bentley Chauffeur Training Course' (Crewe, U.K.) teaches maintenance, maneuverability, social conduct, security and etiquette and has been active all through the Classic Car Era. Courses touch on evading paparazzi and kidnapping threats.

Royal Family chauffeurs act as part of security teams and often take gun training. 'The Institute of Advanced Motorists' teaches quick get-aways. Paul Hudson ('The Telegraph') took their chauffeur training course, which stresses impeccable dress, manners, etiquette, expert driving and mechanical skills.

Most chauffeurs are still required to dress professionally. 'Chauffeur Etiquette' suggests chauffeurs never be late, intrusive, impatient, or improperly dressed. It gives this tip on how ladies should exit a limo: 'Ensure the dress is covering your legs. Left hand over the chest, right hand extended to your chauffeur. Legs together, swing them out and stand. Using this method, you have executed the process like a true lady.'

Some Classic Car era chauffeurs were famous through association with historical figures. Kay Summersby (British Mechanized Transport Corps) drove an ambulance during the Blitz and was assigned as General Eisenhower's chauffeur, driving his Jeep and Packard. Gangster Dutch Schultz was gunned down, mob style. His chauffeur, 'Lulu' Rosenkrantz



Kay Summersby & Eisenhower



Lulu Rosenkrantz



Julius Schreck



William Grover-Williams



died with him. Shultz owned a '31 Lincoln. Julius Schreck chauffeured Hitler from '26 to '36 in a Classic Mercedes-Benz. William Grover-Williams (Irish painter William Orpen's chauffeur) drove a Bugatti Type 35 in Le Mans '29 Grand Prix. Williams joined WW2's Royal Army Service Corps as a special operations spy (later caught and executed at Sachsenhausen.)

British Monarchy cars at the Royal

Mews include

Bentleys,

Rolls-

Royces and

Daimlers. The

Queen's head

chauffeur

helped design

her Golden

Jubilee State

Bentley.

A Royal

chauffeur was sacked after being

bribed to show reporters around

Buckingham Palace. 'The Queen

was not amused.' 'Wheels and Kate'

features Royal cars and chauffeurs

and mentions the Maharajah of

Baratphur's '25 Rolls-Royce (used

for tiger hunting).

'Ticketing Mr. Churchill', says

Churchill drove his own '23 R.R.

Silver Ghost. His chauffeur Fowler

came along for the ride. Albert

Einstein's chauffeur, Harry, drove

him to his lectures and sat in to listen. Einstein never learned to drive.

The 'U.S. Army Military District of Washington' website features White House cars since 1909's 'White' Model M steam touring car (White Sewing Company, Cleveland).

The first chauffeur was George H. Robinson (U.S. Army Quartermaster Corps). By Hoover's time there were Classics: four 1930 Pierce-Arrows

and two 1929

Packards.

Both military

and private

chauffeurs

were used. By

1945 there were

22 military

chauffeurs and

15 vehicles.

Finally, Dan

Neil, in a Wall

Street Journal article, says, 'We once

had chauffeurs. You don't see the

driver in tunic much any more....

drivers have been muscled aside by

bodyguards and sweaty handlers....

with your own chauffeur....it is

a trust thing. Both men, deep in

thought, sit silently together, as if in

a sauna.' See sidebar for Classic Car

Club chauffeur-driven cars.



## Chauffeur-Driven Classics in Pacific Northwest Collections



Karel Deibel owns a '42 Cadillac 60S Derham Towncar (with a chauffeur's compartment). First owner was Betty Howe - the car was a wedding present from her second husband Deering Howe. It began as a Cadillac-Fleetwood Sixty Special Imperial Sedan, but was converted to a town car by the Derham Body Company. Derham cut open the roof, made a leather canopy and added more privacy to the back seat. Bill wrote a wonderful research piece on the car, its restoration, CARavan travels and elevation to CCCA Senior Division. This car was chauffeur-driven from '43 to '53. Bill's previous chauffeur-driven car was a '35 Duesenberg Model JN Rollston Berline (a Berline being a divider-window sedan intended to be both chauffeur and owner driven, sometimes called an Imperial Sedan). Bill's car was once owned by tap dancer "Bojangles" Robinson, who acted with Shirley Temple. Robinson always used a chauffeur.



More local chauffeur-driven Full-Classics® on page 28

### Abbreviated Source List:

Octane Magazine January 2013; 'Etiquette for the Chauffeur' Duties and Hints for Chauffeurs; [www.telegraph.co.uk/motor-ing](http://www.telegraph.co.uk/motor-ing); [www.ezinearticles.com/?Chauffeur-Etiquette](http://www.ezinearticles.com/?Chauffeur-Etiquette); ITV Pic 'Downton Abbey' photo; photo of Kay Summersby by U.S. military photographer, in public domain; 'The Rolls-Royce & Bentley Chauffeur Training Course', Crewe, England; [www.crimelibrary.com/gangsters\\_outlaws](http://www.crimelibrary.com/gangsters_outlaws), Google Images for photo of Lulu Rosenkrantz; Bugatti Review article by Kate Walker on William Grover-Williams; 'One Hundred Years of Motoring/A RAC Social History of the Car' by Raymond Flower and Michael Wynn Jones; 'Rolls-Royce Catalogue 1910/11' (MCMLXX11); 'The Edwardian Rolls-Royce'; 'Bentley's Flying Spur Recalls a Bygone Era', by Dan Neil in Wall Street Journal Sept. 20, 2013; 'Home James: The Chauffeur in the Golden Age of Motoring' by Lord Montagu of Beaulieu and Patrick MacNaghten; 'The Lightning Conductor' by A.M. & C.N Williamson; <http://work.chron.com/description-prsonal-chauffeurs-duties>; The Official Website of the British Monarchy ([www.royal.gov.uk](http://www.royal.gov.uk)) re Queen's chauffeur; [www.churchillstyle.com/ticketing-mr-churchill](http://www.churchillstyle.com/ticketing-mr-churchill); [www.alberteinsteinsteinsite.com/einsteinstory.html](http://www.alberteinsteinsteinsite.com/einsteinstory.html); U.S. Army Military District of Washington, 'White House Transportation Agency' - White House cars; e-mails and personal interviews with Pat Brothers, Bill Deibel and Tom & Susan Armstrong Email Laurel Gurnsey for a complete listing. [lgurnsey@telus.net](mailto:lgurnsey@telus.net)



Chauffeur-driven Full-Classics® continued from page 27



1937 Cord Berline

Tom Armstrong's racing garage holds his '37 Cord Custom Berline (from Indiana). Tom saw it at a 2007 Coming Out Party, knew he had to have it and bought it from James Raisbeck in 2011. It is a rare supercharged Cord first owned by Lou Manning, E.L. Cord's right hand man and Senior Cord Vice President. 'Lou had a custom radio installed in the rear so he could listen to music and the driver could listen to a different station.' Tom said only 21 LWB (long wheelbase) Cord limo-like cars were built and only 9 survive. The 2" higher body gave more head room for gentlemen's top hats and the large hats ladies wore at the time. Tom pointed out that 'people of gender' (ladies and gentlemen) did not want to be crowded together and needed proper leg and elbowroom. The 7" longer wheelbase allowed that.

The back seat control panel includes the roll-down division window crank, radio and speakers, glove boxes and ash tray/cigarette lighters. There wasn't a heater in the back seat so heat had to make its way from the front, and lap rugs were often provided for passengers. Tom has an auction pamphlet for



Tom & Susan  
Armstrong



a '37 Cord 812 Custom Berline which says: 'It (the car) has a longer chassis and a divider window, allowing for more comfort and privacy as required by those who originally sought out these 'executive' automobiles.'

Tom echoed my research: 'The chauffeur not only drove the car but washed it, polished it and took care of its maintenance. The chauffeur was typically a full-time employee of the family.'



1935 Cadillac Town Cabriolet

Pat Brothers (Oregon Region CCCA and Barrie Hutchinson's friend) owns a '35 Cadillac V-12 Town Cabriolet (in '35 it was the most expensive V-12 model at \$6,295, with perks like silk window shades). Pat's article, 'A Story of 40 Years of Love, Passion and Friendship' is a tribute to his friend Jack Frank and the car's restoration. The first owner, Leigh Perkins, bought it for his wife Mae, 'who had a series of driving incidents'... Leigh hired a chauffeur, Ralph, 'to ensure Mae's safe arrival at her destinations.' Leigh left the car's intercom unconnected 'as he did not want his wife talking with the chauffeur.' The car was later stuffed with thousands of mothballs and left in an airplane hanger for

30 years. When Jack bought and restored the car, he found the original chauffeur's umbrella below the front seat.

I am very grateful to PNR members Bill Deibel and Tom Armstrong and to Pat Brothers (Oregon Region) for the time, support and extensive information they gave me. All own cars designed to be chauffeur-driven. Tom and Susan even gave us a personal visit to their '37 Cord Custom Berline, currently undergoing an engine rebuild. Thank you to Karen and Barrie Hutchinson for their great leads and for telling us about the chauffeured 1931 Duesenberg (see photo below) in Jay Leno's collection that was once owned by the son of the Strauss couple who died on the Titanic. Reference Spring 2011 Bumper Guardian.



Leno's 1931 Duesenberg

### Worth Seeing:

'Driving Miss Daisy'  
( '48 Hudson)

'Saving Mr. Banks'  
(60s Continental limousine)

'Empire of the Sun'  
(1938 Packard Super 8 Touring Sedan)

### Worth Reading:

'Rolls-Royce Catalogue 1910/11' with  
Charles Syke's chauffeur art ('Spirit of  
Ecstasy' designer);

'Home James' by Lord Montagu  
(chauffeur stories)

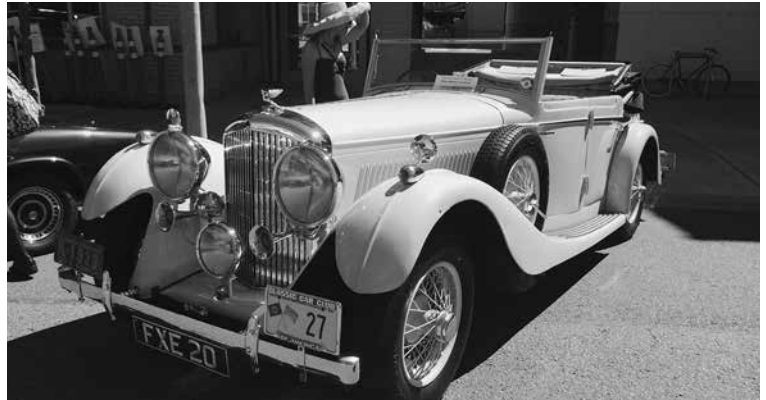
'The Lightning Conductor' 1903,  
by Charles Norris Williamson





## THE KIRKLAND LEGEND'S 2014 CAR SHOW

This show is one of two events that the Legends group organizes each year. Legends is a one hundred member club that is hugely-supportive of local charities, particularly those with a strong emphasis on orphan, foster and abused children. The event in Kirkland was held on the 27th of July and attracted a wide array of vehicles from hot rods and muscle to Classics. Of course, the PNR-CCCA was involved, no one more so than Ron and Gayle Doss, who play a significant role in running the event and judging the cars. Ignoring the Alice Cooper Nightmare of an Auburn Boattail Speedster, two Full-Classics® were on display. Member Don Jensen brought out his 1937 Cord Beverly and Brian Rohrback was there with his 1939 Bentley (and a Jensen Healey-nc). Look for this event in 2015 on the last Sunday of July. Nice weather almost always graces the day and make the cars shine!



Top: Don Jensen's Cord; Bottom: Brian Rohrback's Bentley



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## THE WESTERN WASHINGTON ALL BRITISH FIELD MEET

*By Brian Rohrback*

The ABFM was held on the last Saturday of July in a new location, the grounds surrounding the beautiful Bastyr University nestled in the midst of Saint Edwards State Park in Kenmore, Washington. Of course, the Classic Cars were there and, although small in number when placed in context of a 600 car exhibit, we occupied a front-and-center position (and very near the food trucks!). The day was beautiful and the event is highly recommended to all who like to connect to the British tradition of sporting vehicles.



*Above - Bastyr Campus; Brian Rohrback's 1939 Bentley All Weather & Roy Magnuson's 1928 Bentley 4 1/2 Litre; Right - John Campbell's 1931 Rolls-Royce, Jack Goffette's 1953 Bentley Special (nc)*

### PNR-CCCA Members in Attendance:

John Campbell  
1931 Rolls Royce

Jack Goffette & Barb Shain  
1953 Bentley Special (nc)

Roy & Terry Magnuson  
1928 Bentley

Terry and Barbara McMichael  
1947 Bentley & 2006 Aston Martin (nc)

Brian Rohrback  
1939 Bentley

Noel Cook

Al McEwan

### Significant Others on the Field:

Peter Hageman  
(former member)

Walt Carrel (not yet a member)  
1926 VDP LeMans Bentley,

Terry & Barb Saxe (not yet members)  
1939 Rolls Royce





## LeMay – America's Car Museum Selects 2014 Master Collector Honorees

Master Collectors protect and enjoy our automotive heritage. These distinguished individuals play a key role in preserving, restoring, and sharing the world's automotive heritage with the public.

On September 6th at the Dinner d' Elegance ACM honored three distinguished collectors Al McEwan, Glenn Mounger and Peter Hageman at the opening of the 2014 Master Collector Exhibit. They are being recognized for their lifelong contributions at the top-tier of the collector car world. Cars and Motorcycles from their private collections are the centerpieces of the exhibit celebrating the influence of these master collectors.



PNR CCCA Members Al McEwan, Glenn Mounger  
and former PNR Member Peter Hageman

Since the Museum's inception, our vision has been to create a gathering place where automotive enthusiasts from around the globe celebrate America's love affair with the automobile. It has also been our vision to promote America's automotive heritage and to serve the enthusiast community worldwide. As we set forth on that arduous task, I needed the involvement of and guidance from recognized leaders at the highest levels of the collector community. It has been my remarkable privilege to have the support, evidenced in so many ways, of Al McEwan, Glenn Mounger and Peter Hageman throughout the development and opening of the Museum. Their counsel and enthusiastic advocacy of ACM have been of enormous benefit to us, and their friendship is invaluable to me. -

David Lowe Madeira  
President & CEO  
America's Car Museum

### Glenn Mounger

1932 Packard 903 Super Eight Coupe Roadster  
1933 Ford Deluxe 3 Window Coupe Hot Rod (nc)  
1947 Ford Super Deluxe Station Wagon (Woody - nc)

"We call Glenn 'The Senator.' He's a gentleman, extremely smooth, and a dear friend who brought the Pebble Beach Concours to new heights." - Peter Hageman  
"Glenn and Mary Lynn have hosted our Pebble Beach Motoring Classic kickoff party at their home for ten years, which, for our tour participants, has provided the most wonderful reception to the Northwest. They do this to support my event and it is very much appreciated. We have become great friends, travelled together on automotive events, and have had a lot of fun. "When he was the Pebble Beach Concours chairman trying to put the classes together by himself, he'd often call me to ask what I knew about a particular car. His automobile interests are broader than mine, as his collection has included hot rods, a brass car, and sports cars in addition to the classics. We talk a lot. If either of us hears something interesting in the automotive world, we check it out with the other. If we haven't talked for a while, Glenn will call and say, 'You must have new friends!'" - Al McEwan

### Peter Hageman

1926 Packard Phaeton  
1969 Mercedes Benz 280SL (nc)  
FII Ducati Motorcycles (125, 175, 250)

"Peter is a longtime, very close friend, whom I first met when he was a teenager. I trust him and can always depend on him. We have a great relationship. He is very knowledgeable on many types of automobiles, particularly vintage Bentleys, and historic motorcycles. Most people's automotive knowledge is just on the surface, but Peter really 'gets it' when it comes to sorting the best from the rest." - Al McEwan

"Peter has this incredible eye for detail and how to bring out the best in a car, along with great integrity. That translates as to how he handles his cars—and his friendships. I am lucky to have both Peter and Al as friends." - Glenn Mounger

### Al McEwan

1934 Bentley 3.5 Liter Vanden Plas Tourer  
1930 Hispano Suiza H6C d'Ieteren Freres Transformable  
1955 Greavette 24' Streamliner Boat

"He's the 'Energizer Bunny' of the old car hobby. He has infectious enthusiasm, and a sixth sense to be able to bring car hobbyists together so that everyone has a great time. His tours are fabulous. Spend any time around Al and you pick up his enthusiasm." - Glenn Mounger  
"Al is a boyishly charming man with an enormous knowledge of vintage automobiles. I've known him more than 40 years. He's special." - Peter Hageman

Submitted by:  
LeMay-America's Car Museum®

Photography by:  
Christopher Nelson Photography





*Continued from page 2*

of each part, which brought me into a state of deeper appreciation of my Classic. In some ways, this initial instruction struck me about the same as trying to determine the rules for cricket when I was in the UK. But, I was intrigued.

So, in late June I attended the LeMay Family class giving a couple of hours of classroom lecture and show-and-tell followed by a couple of hours darting around the Marymont grounds in one of the Museum's Model Ts.

The indoors portion was very interesting and dispelled some of the myths that seem never to die regarding Henry Ford, talked through his history starting with an engineering stint with Thomas Edison, two failed automotive starts, and the alphabet soup of models that led to the T. We talked a bit about technology (the epicyclic transmission is so simple, yet led to a vast improvement in automotive reliability). As for the color black, it is true that 80% of all Model Ts were painted consistent with legend; this was due to the fact that black paint was the cheapest. Over 2,000 paint formulations were used by the factory and in the first 6 years of production, black was not even available.

I joined two other novices and an instructor for the skills test and the fun began. It was a great experience and, I am pleased to say, I was the only driver to not stall his or her vehicle. At the goading of my instructor, I also set the speed record passing another T by doing a little cross-country through a field. For those of you reading this with Model Ts in your stable, I can see why this car brings a smile to your face. For those of you bereft of an experience like this, check in with the LeMay Family Foundation website for the next Drivers' Education class; exchange a c-note for donuts, coffee, lunch and a fantastic driving experience.

As summer slips into fall, there are still plenty of driving opportunities that remain in this year. I have to again thank all of the volunteers and Managers that make it happen for the Pacific Northwest Region. Happy Motoring!



## Editor's Message

Summer is gone. But what a summer it was for PNR members. Our membership was involved in so many great activities that the PNR Board of Managers approved a larger Bumper Guardian issue -- thirty-six pages including twelve color pages.

My thanks to the Board for their support, to Ashley Shoemaker (Hagerty Insurance) for helping to fund the additional cost and to all our advertisers. Special thanks go to LeMay - America's Car Museum for their contributions to this issue including: a special advertisement recognizing the volunteer efforts of PNR members at the recent Pacific Northwest Concours, use of official Concours photos and an article on the new Master Collectors Exhibit honoring three Northwest collectors including PNR members Al McEwan and Glenn Mounger. If you would like to help support the Bumper Guardian, please consider advertising in the Club magazine. Noel Cook (206.232.6413) would love to hear from you!

And I would love to hear from you about what you would like to see in future issues.

CORDially,  
Karen Hutchinson  
karen.htchnsn@gmail.com  
PNR Bumper Guardian Editor



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*Continued from page 16*

with on-air radio announcements. He moved up to TV and eventually started his own advertising agency doing all his own creative work. Not unexpectedly he particularly liked working with car dealers. Early on he was able to buy a radio station in Enumclaw which he self-managed. Over these years Bob acquired a substantial real estate portfolio of apartments. Bob was an excellent singer and tennis player and he delighted friends with his ever present sense of humor.

*Noel Cook*



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PICTURED ABOVE: CCCA LATE CLASS WINNER PETER BOYLE'S 1938 STEYR 220 ROADSTER

PICTURED BELOW: CCCA EARLY CLASS WINNER AND BEST IN SHOW WINNER PETER BOYLE'S 1928 ISOTTA FRASCHINI TIPO 8A SS, CUSTOM LeBARON



## THANK YOU

FROM LEMAY — AMERICA'S CAR MUSEUM & THE PNWC ADVISORY BOARD  
TO ALL THE CCCA MEMBERS WHO VOLUNTEERED AND PARTICIPATED IN THE  
2014 PACIFIC NORTHWEST CONCOURS D'ELEGANCE. YOUR SUPPORT CONTRIBUTED  
TO THE CONTINUED SUCCESS OF THE CONCOURS.



