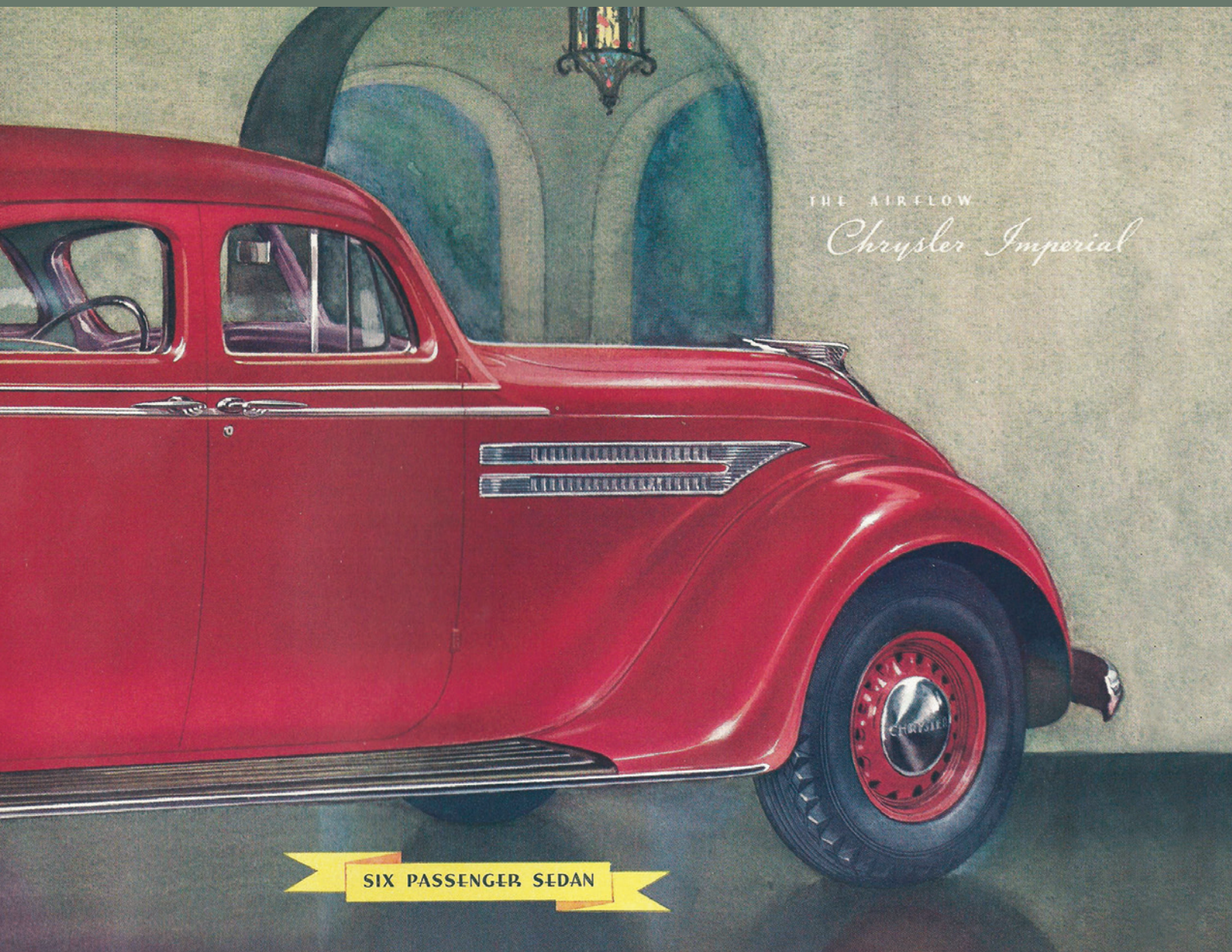


BUMPER GUARDIAN

Spring 2015



PNR CCCA Region Events

Details can be obtained by contacting the Event Manager. If no event manager is listed, contact the sponsoring organization.

April 18th -- Garage Tour

PNR Contact: Jeff Clark

May 9th -- South Prairie Fly-In - Buckley

PNR Contact: Bill Allard

May 24th -- Staycation at Ste. Michelle

PNR Contact: Bill Smallwood

June 21st -- Fathers' Day at the Locks - Seattle

PNR Contact: Don Reddaway

July 4th -- Yarrow Point Parade

PNR Contact: Al McEwan

July 11th -- Picnic At Dochnahl's Vineyard

PNR Contact: Denny Dochnahl

July 17th - 20th -- Driving Tour to Forrest Grove

PNR Contact: Bob Newlands & Jan Taylor

August 3rd -- Pebble Beach Kick-Off Party

PNR Contact: Ashley Shoemaker

September 5th -- Crescent Beach Concours

PNR Contact: Colin Gurnsey

September 11th -- Tour du Jour (ACM)

Sept. 13th -- Pacific Northwest Concours (ACM)

October 2nd - 4th -- Mahogany & Merlot

PNR Contact: Kim Pierce

November 4th -- PNR Annual Meeting

PNR Contact: Brian Rohrback

December TBD -- PNR Holiday Party

PNR Contact: Roy Magnuson & Ashley Shoemaker

2015 CCCA National Events

Annual Meeting 2015

March 7 - 11 Savannah, GA

Grand Classics®

May 29 -31 CCCA Museum Experience

July 19 Oregon Region

CARavans

June 10-18 Pacific Northwest Region

Director's Message

Spring (plus just a bit) is here and the weather looks to cooperate, if not exactly today, then in the very near future.

An extra punch of the Bijur system may still be in order but, for the

most part, we have a lot of fine days for driving Classics in the coming months. Just remember the thirty premier motor vehicles that motored in for the Holiday Party. That was DECEMBER in the PACIFIC NORTHWEST! It is true; we have been mostly ensconced inside for the past 3 months, but it is time to spin the wheels again.

The Oregon Region is hosting a Grand Classic in 2015 in conjunction with the Forest Grove Concours d'Elegance. In the past, I have not had a schedule that matches my time off with the Forest Grove event, so this year will be my first time to enjoy the hospitality of our Oregon neighbors. There is a magnificent collection of associated events, garage tours and general festivities to keep us all hopping. It is a perfect venue to participate with our Classic, submit your vehicle for judging and maybe, just maybe, abscond with a prize. So dig up your Griot's wax, try to figure out why that \$%*#! clock seems to have settled on 2:38 as its one-and-only recognized time, and look for some further detail in this issue of the Bumper Guardian.

Grab your Canadian-English dictionary, the Pacific Northwest Region is hosting another world-famous CARavan this June covering some of the most beautiful



Continues on page 30

**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
Val Dickison, Secretary	206-546-3306
Terry McMichael, Treasurer	206-790-5012
Stan Dickison, Activities	206-949-1115
Val Dickison, Membership	206-546-3306
Karen Hutchinson, BG Co-editor	360-678-5453
Raymond Loe, BG Co-editor	360-678-9366
Colin Gurnsey, BC Liaison	604-980-7429

Board of Managers:

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
Frank Daly	2017	425-210-1804
Kim Pierce	2017	425-330-2665
Marty Ellison	2017	425-941-9451

Bumper Guardian Staff:

Advertising	Noel Cook	206-232-6413
Caption Editor	Bill Deibel	206-522-7167
Copy Editor	Bill Allard	253-565-2545
Cover Story	Raymond Loe	360-678-9366
Staff Photographer	Michael Bradley	206-225-6491

Board of Managers' Meetings:

1st Wednesday at the Bistro at
Hollywood Schoolhouse, Woodinville
5:00 Social Gathering, 6:00 Dinner / Meeting.
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.

Table of Contents

Calendar of Events.....	2
-------------------------	---

Showcase Cars:

A Tale of three Chrysler Airflows	4
Frank Daly's 1935 C2 Imperial Airflow Coupe	4
Frank Daly's 1935 CW Imperial Airflow Limousine	5
Bill Deibel's 1934 C2 Imperial Sedan	6

Articles:

Chrysler Airflow History	8
Op-Ed: Who will Drive	21
Letter to the Editor (Chemistry Sets)	25
Two Debutantes - a Lady and a Car	26

Technical Topics:

Carburetor Repair	7
Spring Battery Check-Up	8
Maintenance Tips.....	21

Columns:

Director's Message	2
Membership Update	11
Editor's Message	30

PNR Events:

Scotsdale Patio Party	12
Vulcan's Backyard Tour.....	15
Garage Tour Announcement	19

Regional/National Events

ORR Grand Classic Announcement	20
CCCA Museum Experience	20
Auto Angels	23

Vintage Advertisements

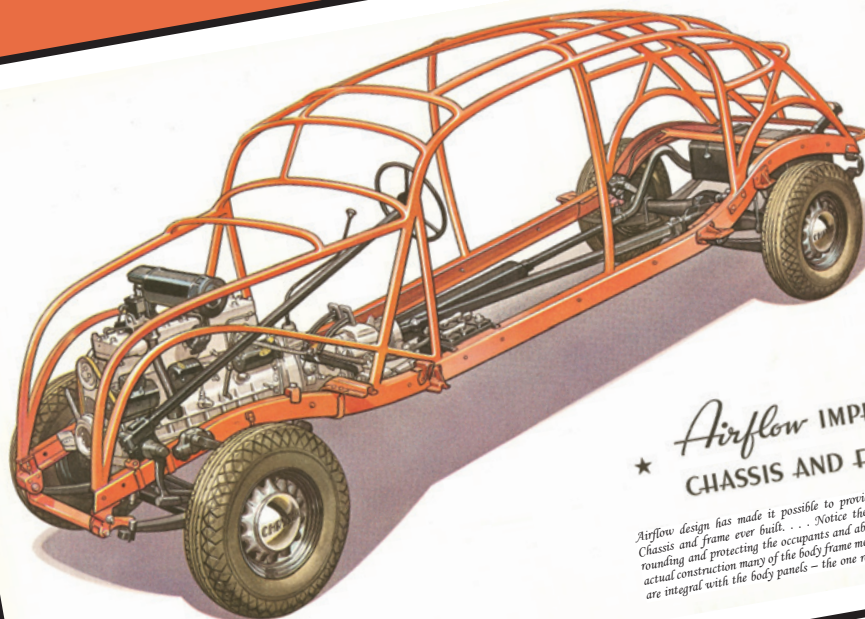
1936 Airflow Chrysler	1
1934 Airflow Chrysler	10
1934 CW Dash	11

Cover Car

1936 Airflow Chrysler Imperial Six-Passenger Sedan
Model C10

Disclaimer

The technical information in this publication is provided "as is" without any representations or warranties, express or implied by PNR-CCCA. The information in technical articles is provided by the authors to the best of their knowledge as correct at the time of original publication but neither they nor PNR-CCCA will be responsible for errors.



★ *Airflow* IMPERIAL
CHASSIS AND FRAME

Airflow design has made it possible to provide the most rigid Chassis and frame ever built. . . . Notice the steel girders surrounding and protecting the occupants and absorbing shocks. In actual construction many of the body frame members shown above are integral with the body panels - the one reinforcing the other.

C2
"Basketcase"



the engine and transmission (not mentioned in the advertisement!) I was so

hooked that I purchased it. While

looking for a drivetrain, I came across a similar car (with a drivetrain) which was being offered as a parts car. In 1987, I purchased the 1935 coupe from a 'representative of the owner' for the sum of \$950.00. The owner turned out to be Richard Carpenter, male half of the singing duo The Carpenters and an avid Mopar collector to this day.

Research led me to learn that the parts car was not only a coupe, but it was an Imperial coupe, of which less than 200 were made and far more desirable than my non-Imperial sedan. The car was a basket case, fully disassembled with parts lying here and there but never having restored a car, I figured that it couldn't be too much trouble to put it back together. Oh the naivete of the first time restorer!

I had barely started the restoration at my home in Southern California when I was transferred

Frank Daly's 1935 C2 Imperial Airflow Coupe

When the Classification Committee of the CCCA approved Chrysler Imperial Airflows as Full Classics®, my 1935 C2 Imperial Airflow coupe became the second car I own which 'became' a Classic long after I acquired it!

From a very young age, I was interested in 'old' cars from the viewpoint of both their aesthetics as well as the technology of the era. I did not know that there were such things as Classics then! A gift of a 1950 Dodge from a kind, elderly neighbor lady sparked my interest in the Chrysler Corporation. Of the Big Three, Chrysler devoted substantially more resources to advanced engineering and when I sought to acquire a vintage vehicle a bit more exotic than my dependable Dodge, I focused on Chrysler vehicles.

Cars from the 1930s with their Art Deco design attracted me and when I learned about the Airflow, I was hooked. At first I did not know it was considered somewhat of an ugly duckling. What attracted me was a powerful straight eight engine, all steel construction, a rigid unit-type frame/body of exceptional strength, automatic overdrive, comfortable three abreast front seating and a host of other novel features, all of which would eventually become standard on most automobiles.

I located a 1935 standard sedan near to where I lived at the time, and even though it lacked



C2
Complete

to Washington State. I dragged the car along with me and worked on it when I could. Work got in the way and twenty years later I had a rolling chassis and a painted body.

When I didn't step back fast enough during an Airflow Club meeting, I found myself hosting the 2009 National Meet in Tacoma, WA. I had a year to complete the car if I was to show it at the meet!

Five days before the Meet I drove the car about twelve blocks and got home to fix a few small leaks and a misbehaving clutch. The night before the Meet I replaced the incorrect head which had come with the car with a recently purchased proper aluminum head. The 30 miles to the Meet were thankfully uneventful. "Ariel" Airflow looked pretty good!

I have now driven this dependable vehicle over 12,000 miles in the past five years, including trips to Airflow Meets in Durango, CO, San Jose, CA, and Dayton, Ohio. The automatic overdrive (industry first) makes 70 mph cruising effortless. The ride is smooth and quiet. Other than a highway blowout (exciting!) and a hubcap which decided to part ways, I've had no mechanical troubles whatsoever.

Frank Daly's 1935 CW Imperial Airflow

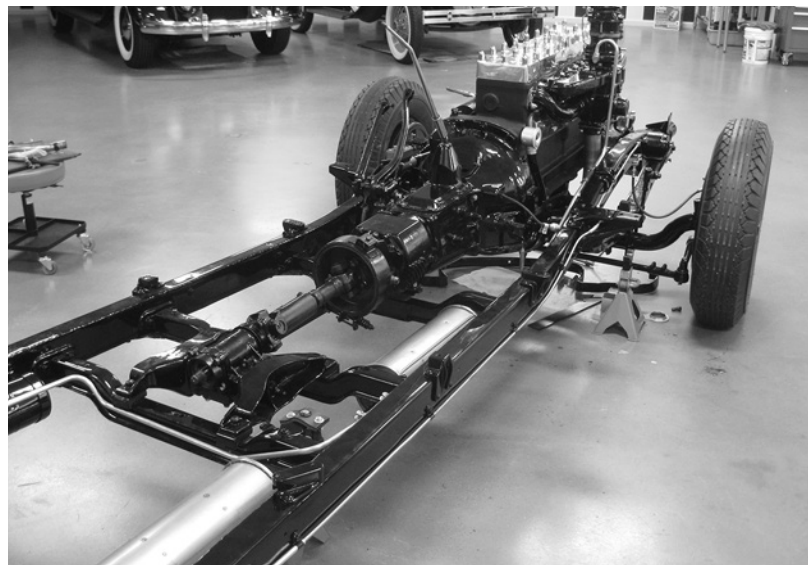
My involvement in the Airflow world increased substantially after my early retirement. My appreciation for the Airflow as an innovative, road capable vehicle grew as I drove the C2. I began to lust after the "ultimate" Airflow – the behemoth CW, and my interest was in the limousine version of this rare vehicle. The CW has always been a CCCA Full Classic®.

Chrysler intended to revolutionize the automobile world with the introduction of the Airflow in 1934, the 10th anniversary of the founding of the Chrysler Corporation. And the top of the pecking order was to be a luxury vehicle unlike any other Chrysler. Hoping to compete with the best of the best, the most luxurious of the luxurious, CW was the largest and most opulent Chrysler produced to date, and some say since. While the automobiles of the Chrysler Corporation were primarily intended to compete with General Motors and Ford, numerous comparisons to Packard in the Chrysler literature make it clear that Walter P. and his team were hoping to move upmarket with the CW.

Approximately one hundred fullbox frames yielding a wheelbase of 146 ½" were built in 1934, exclusively for



Direct from Ebay



CW Chassis



CW Body

Continued on Page 10

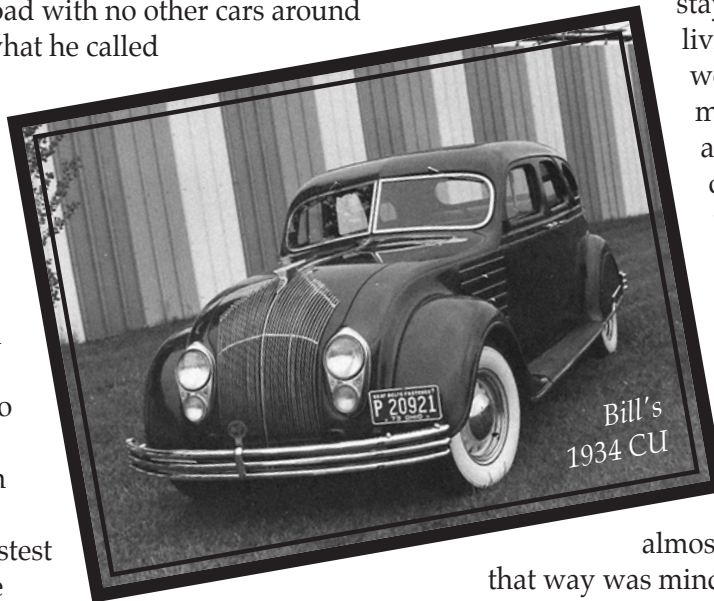


Bill Deibel's Infatuation with Airflow Automobiles

From the standpoint of memory I was born in the back seat of a 1934 Chrysler Airflow Model CU sedan with overdrive. This was my mother's everyday driver for five years and of course I rode up front with her. But my most vivid memories were those that formed when I rode standing up in the back seat holding onto the chrome frame of the front seat when my father was driving with my mother up front. Now and then on a long straight level road with no other cars around Daddy liked to do what he called

"touching down" the car to see how fast he could make it go. These cars have a huge round speedometer which I could stare at. I recall more than once seeing 98, but Daddy never got it to read 100. (My died-in-the-wool, Hudson loving uncle said Chryslers had the fastest speedometers on the road.) No doubt my dad

was disappointed that he could not keep the Model CV Imperial that he bought first – it was too long to close the garage door behind it. The CV was more powerful and faster. Nevertheless he sold it to his father-in-law, my grandfather. Whether or not Granddaddy allowed my dad to step his CV down I do not know. (For full disclosure my father often said it is not how fast it will go, it's how fast it will stop. He bought a top-of-the-line REO in 1927 – the car first equipped with internal shoe Lockheed hydraulic brakes.) In 1935 my dad bought a new DeSoto Airflow coupe for his drive to work car. It was wrecked in 1937 in downtown Cleveland and replaced with a 1937 DeSoto four-door convertible. My 90-year-old sister tells me our other grandfather also had an Airflow, but I have no memory of it.



In about 1960 when I worked at Peterbilt they hired a technical writer there named Bob Hansell. He was from Ardmore, PA (a Philadelphia suburb) where his father had been a Chrysler-Plymouth dealer. Bob bought a 1933 Chrysler sedan to drive to work. His wife Zelda was named for the wife of Scott Fitzgerald (her parents were literary folk). Bob and Zelda had an apartment in San Francisco in the Haight Ashbury district and Zelda used public transportation. One day I came upon a '34 CU Airflow sedan for sale in Healdsburg that belonged to a fireman. I told Bob about it and he went off and bought it. Soon after that they decided to move back to Ardmore, sold the '33 sedan, packed all their things in a U-Haul trailer and drove back to Ardmore in the Airflow. I told Bob to let me know if he ever wanted to

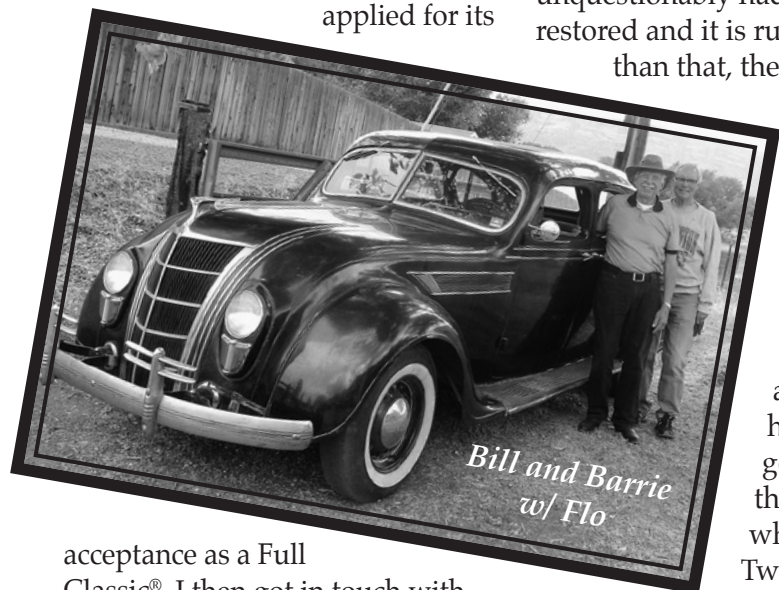
sell the car and, as it would have it, we stayed in touch. By 1964 Karel and I were living in Marion, OH and not long after we moved there Bob called and told me that he and Zelda were moving to a commune in New Hampshire where cars were not allowed and said they wanted us to join them. (It will not be difficult for any readers of this to know our reaction to that idea.) So a deal was made, with Bob agreeing to drive the car to our place which he did. Well "OMG" as we say today, what a mess it was. Battered fenders, tattered upholstery, minimal compression AND

almost no brakes – how Bob could drive it that way was mind boggling.

Well, I pulled the engine at home with a rented cherry picker and took it for rebuild. I did the brakes and the rear axle (which was howling like a banshee) at home and installed seat covers. I then had a medium quality paint job performed in "Moonglo" the color of my mother's car. Karel hated it – the car not the color. So when I was transferred to Southfield, MI with Eaton I sold it along with two others of my then six collector cars. The buyer was a Detroit Dodge Dealer as I recall.

Ever since I wanted another Airflow, but it had to be an Imperial which was until 2014 considered a non-Classic by the CCCA. In the '60s and again in the '80s I wrote detailed letters to the Classifications Committee requesting the Imperial models be accepted to no avail. In fact Bob Joynt who was an influential member of the committee owned such a car and steadfastly insisted that it was absolutely not a Full Classic. Then last

spring I heard that a prominent CCCA member had bought an immaculately restored Airflow Imperial coupe and had applied for its



*Bill and Barrie
w/ Flo*

acceptance as a Full Classic®. I then got in touch with Nick Fintzelburg and we wrote complementary letters from two different angles to the committee and the Classifications Committee approved these great cars.

When I heard this I immediately rejoined the Airflow Club and coincidentally met our PNR member Frank Daly learning he was President of that club. In the second magazine I received was an ad for a '35 CV Imperial sedan – not a '34 like my granddad had, but the same car, big speedometer, chrome seat frames and all, except for a much more attractive grille. The price was very reasonable and as it turned out the car was barely a reasonable Airflow. It belonged to a 91-year-old gent in Grand Junction, CO. He claimed that he bought it in 1962 and in those days used it as his daily driver. He said it was rust-free, all original and ran good, but he was dead set against me trying to drive it back to Seattle. Nevertheless I bought it sight unseen with a commitment from Barrie Hutchinson to take his trailer over and bring it to Seattle if

I paid all the expenses. I flew over and rode back with Barrie.

Well all I can say is that it unquestionably had never been restored and it is rust free. Other than that, there did not

seem to be much that was not worn out. Maybe the overdrive tranny and differential are OK. I have so far gone though the brakes and wheel bearings. Two brake shoes

had linings off the shoes. All wheel cylinders were frozen or nearly so. The rear wheel bearings were all (four) worn out – one even had a roller missing and both rear brakes were full of axle oil. (The front wheel bearings amazingly were all good.) The engine ran OK once I took the carburetor in and had the accelerator pump passage unplugged. It had good oil pressure, no smoke and no overheating. However, it had between poor and no compression – two valves were burned to a crisp and the guides are worn out. So I took it in for an overhaul. The clutch and flywheel are also in for repair.



The Airflow speedometer that Bill was infatuated with as a boy!

Stand by for my future adventures with my old black crow named "Flo."



How often can one get a carburetor rebuilt while you wait?

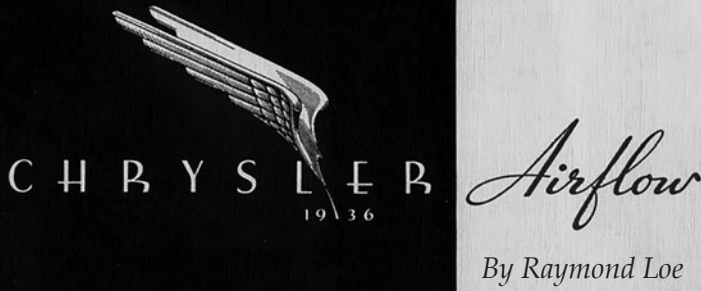
As most of you know I have been working frantically to get my C2 Airflow in good running condition. At first I thought all I needed to do was free up the brake cylinder and install a new outer wheel bearing and seal at the left rear. As it turned out I had to replace all four rear wheel bearings and the outer seals, reline all eight brake shoes, replace all brake shoe return springs, have all four wheel cylinders and the master cylinder rebuilt -- and of course put all this back together.

I knew the engine took ether to start before it would warm up and idle OK, but when I started to move it the absence of any accelerator pump function told me I could never drive it w/o servicing the carburetor.

I soon found out that Joe's Carburetor in Lynnwood had gone out of business two years ago and that neither NAPA nor Hagen's had a rebuilt unit. Then on the net I discovered "Carburetor Connection*" in Kirkland and I e-mailed them with my info. Alex, the owner, called back and said bring it over and we'll pop the top off & see what's going on. In the afternoon I took the carb (a unit from a '49 Cadillac) off and this morning (Wednesday) I had it at CC at 10:45. After sitting on a stool at the bench while Ed w/ with help from Alex disassembled and blew it all out, Alex found a correct new accelerator pump and Ed put it all back together. The problem was really that the passage from the pump was completely plugged. The old pump itself was not that bad. At 12:15 I was out the door and headed home. I put the unit back on the car and started the car up and the engine runs fine now.

This is a clean very well equipped shop with three bays that specializes in carbs and fuel injection, but will do about anything. They are oriented to high performance and collector cars. I told Alex how super delighted I was on his service and he said I lucked out that they weren't that busy, but in the Summer time it would be different as the place is a zoo then.

13611 NE 126th Pl Ste 240 Kirkland, WA 98034
(425) 820-1871



Now that our CCCA national leaders have agreed that the 1934 thru 1937 eight-cylinder Chrysler Imperial and Custom Imperial Airflow models are accepted as "Full Classics®", I will review (herein) the history of this controversial, short lived, radical departure from "conventional" automobile-body design which buyers of the era found difficult to accept..

Walter P. Chrysler founded the company bearing his name in 1924. Four years later he revealed plans for a motor empire to rival General Motors and Ford by taking over Dodge and launching two new makes, the Plymouth four in the lowest price sector and the DeSoto-six to compete in the mid-price range. All this was done in 1928.

About this time, Walter Chrysler decided his next big move would be to celebrate the tenth anniversary of his company's founding with a truly unique automobile. The results, introduced in 1934, were the Chrysler and DeSoto Airflow models.

Using aircraft-style wind tunnels Chrysler engineers had discovered that conventional auto body shapes of the era had 30 percent less wind resistance (drag) when being driven backwards. In pursuit of improved aerodynamic efficiency, the Airflow did away with the long hood, sweeping front fenders and bold upright grille most buyers looked for as being symbolic of upscale automobile design. The revolutionary streamlined Airflow introduced welded unitized construction going all the way to the front bumper. This unit was then bolted to a less massive frame than would otherwise have been needed. To improve weight distribution and lower the center of gravity both seats were located low between the axles. Headlights were mounted flush in the forward body alongside the grille. As a result the smooth flowing body shape which significantly reduced the drag from what it would have been with a more conventional shape.

The first 1934 Airflow cars had a sloping "waterfall" grille that was deemed by the public as unattractive so, a mid-year change was introduced. 1935 and later cars

were restyled with less radical grilles. The 1934 and 1935 Airflow sedans had a rear outside mounted spare tire with a concealed luggage compartment accessed only by lifting the back of the rear seat. The coupes did have a trunk lid for spare access but luggage space could only be reached by lifting the back seat. The 1936 and 1937 cars came with a conventional trunk so room for an internal spare and luggage was achieved by adding a humpback to the body with an external access door.

There was no denying that Airflow's streamlining worked as intended. During testing at Bonneville Salt Flats a '34 Imperial coupe ran the flying mile at 95.7 mph, clocked 90+ mph for 500 continuous miles and set 72 new American Automobile Association Contest Board speed records. In another publicity stunt, a stock Airflow was hurled off a 110 foot cliff, landed wheels-down and was driven away without any repairs.

Unfortunately, the massive retooling effort involved to produce the Airflow delayed initial production for many months serving to blunt public interest that initially was quite favorable. Later in that decade, the Cord model 810/812 suffered and never recovered from exactly the same problem ceasing production in 1937 with its parent company, Auburn, declaring bankruptcy soon thereafter.

Although the technical features of the Airflow were very good, the buying public generally did not like its stubby appearance. The Custom Imperial looked best as its long wheelbase allowed the rounded lines to be stretched out providing a much needed smoother look.

In 1934 DeSoto offered only Airflow models. However, concurrently with their 1934 Airflows, Chrysler offered conventionally styled six-cylinder "Airstream" models. In 1935 DeSoto six-cylinder and Chrysler eight-cylinder Airstream lines were added. Clearly Chrysler was hedging their bet, as the Airstream models also offered two- and four-door convertibles which would have been very difficult to design as an Airflow model. All DeSoto and all but one Chrysler Airflow models were discontinued at the end of the 1936 model year and the remaining Chrysler C17 Airflow was dropped a year later.

In 1934, Plymouth, Dodge and Chrysler Airstream cars began using independent front suspension along with Chevrolet, Cadillac and perhaps a few others. Although Chrysler Corporation through its Airflow cars introduced many engineering firsts to the industry, including overdrive, it is strange that they elected to continue using solid front axles only on all Airflow models ever built.

In my research for this fascinating story I became aware that there was a 1934 Chrysler Airflow Model "CY" developed for the Canadian market. As many of you will recall there was a period in the mid-20th century that American automobile manufactures would combine features of closely related models to produce a special in-between model (i.e. Mercury-Monarch) exclusively to be sold in Canada. In this case it was reported to be a six-cylinder DeSoto Airflow with a Chrysler-like grille, trim and instrument panel. The DeSoto Airflow model CY reportedly sold new in Canada for \$60 more than its US eight-cylinder cousin, the Chrysler CU, and less than 450 of these cars were ever produced.

Some 20 years later, in 1957 Ford Motor Company committed much the same misjudgment of the marketplace in bringing out its ill-fated Edsel. After loosing \$225 million they too withdrew their offending model from the public after only three years.

Yet, the Airflow wasn't nearly the disaster its long been portrayed to be. Though Chrysler had dropped from eighth to tenth in industry model-year sales by 1932, it went no lower during the Airflow period and was back to ninth by 1937, Airflow's final year. And, although those cars did loose money, the losses were far from crippling.

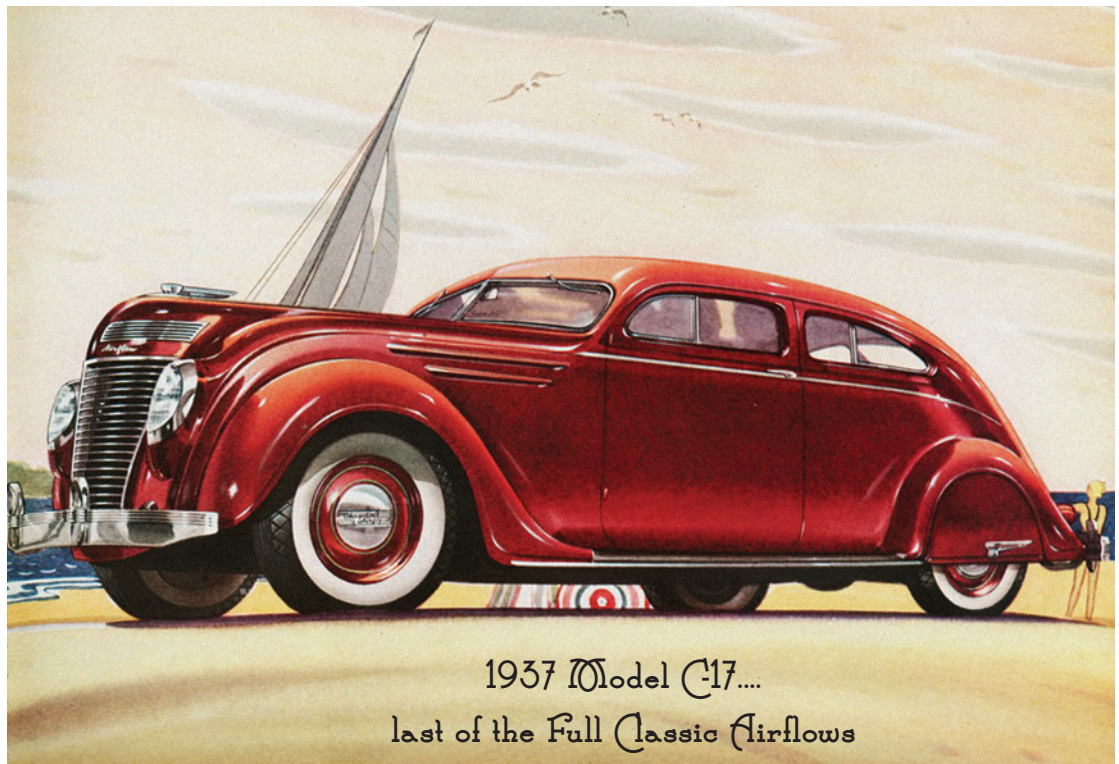
While dealing with the afore mentioned problems, Chrysler was sued on May 24, 1935 for

patent infringement by the Jaray Streamline Corporation of America. German Zeppelin Chief Engineer Paul Jaray was granted a patent in 1927 essentially covering "any automobile with a streamlined body whose aerodynamic form comprised of one partial teardrop shape upon another." The Jaray patent was considered by many to be too broad in scope and too general to be recognized, however, it was indeed issued and the

companies as dues-paying members. This group included virtually all major American auto manufactures existing at that time with one notable exception - The Ford Motor Company (FMC).

Although Henry Ford was very much against paying dues and/or royalties to anyone, FMC did initially seek a license from ALAM.

At the urging of Board member Ransom Oldsmobile a license was



1937 Model C-17...
last of the Full Classic Airflows

automotive industry now had to deal with the consequences.

This was not the first time that such a broad-based patent had impacted the automotive industry. On November 5, 1895 George B. Seldon [DBA The Association of Licensed Automobile Manufactures (ALAM)] was granted a US patent covering any "Road Engine powered by an internal combustion engine for the sole purpose of propelling a vehicle." By 1910 the ALAM had signed up 87% of then-existing

denied Ford because of his previous "poor business practices" and in 1911 ALAM successfully sued FMC. Even though the lower court "found legitimacy in the Seldon patent", in 1919 an appeals court ruled in favor of Ford. As their patent had only a couple of years of validity left, and royalties were minimal, ALAM did not contest the ruling. George Seldon left the scene soon thereafter.

Recalling the Jaray patent dispute, won by Ford 25 years earlier, Walter Chrysler was planning to challenge

Continued on Page 19

Daly Airflow continued from Page 5

the CW. Bodies of the largest non-custom Airflows (the “junior” town cars and limousines, wheelbase 137 ½”) were delivered to the LeBaron company, most likely after a customer placed an order. LeBaron lengthened, widened and added height to this body. The CW would tip the scales at over 6,000 pounds. Although the drivetrain remained essentially the same from 1934 through 1937, the balance of the car – trim, interior, instruments, etc. – was updated each year to reflect changes in the standard Airflow. The large 385 cubic-inch, nine main bearing straight-eight from the Imperials of 1931 – 33 was used, and the designation “Imperial” was carried over for the CW. A full division window, leather upholstery in front, a tilt and telescoping steering wheel and an intercom (“Dictaphone”) were features unique to the CW limousine. An industry-first single piece curved windshield was utilized, necessitating a smoothing of the peak in the center of the roof which was typical of all other Airflows. A unique two-blades-per-arm windshield wiper system was devised to handle the curved windshield.

Production figures are impossible to come by, but the best collective guess is about 80 of these vehicles were produced from 1934 through 1937 in an eight passenger and limousine configuration. There are eight CWs from all four years of production still known to exist. Mr. Phil Putnam of Orland, CA, has nearly finished a ten year restoration of a 1935 eight passenger sedan, and it is the only roadworthy CW known to exist.

I had made my interest in acquiring a CW to members of the Club. None had changed hands for

many years. It was rumored that the ultra-custom 1937 limousine manufactured for Major Bowes, host of the Major Bowes Amateur Hour radio show (sponsored by Chrysler) “might” be available. However, the rumors included the notion that the vehicle was valued in the \$500,000 range. It would have to be substantially re-restored to bring it to the condition which I would desire, so for that reason and also out of fear that I would have to live in that vehicle if I purchased it, I passed on that one.

In early 2013 a Hemmings ad said a CW would be offered for sale on eBay in the near future. The details of this transaction are a story of their own, but suffice to say that I was the winning bidder. The vehicle which I now own is the only 1935 Chrysler CW Imperial Limousine known to exist.

The lack of any other serious bids was indicative of the condition of the car, and the anticipated difficulty of the restoration. The CW had been disassembled and moved numerous times over the years. Nothing of the interior (seats, trim, instruments, etc.) remained. Very little exterior trim was found. What I purchased was a rolling partial drivetrain with a bare body set on top. Many of the missing parts were unique to the CW and would have to be reproduced.

The car was delivered from St. Louis in June of 2013. It went straight to the body shop (Fenders and Fins of Woodinville, WA) where the body was separated from the frame. I began serious work on the chassis and drivetrain in October of 2013.

The uniqueness of the windshield is speculated to be one reason that so few of the CWs have survived. There were no replacements

available after the car ceased production in 1937. In the 1970s, the restorer of the Major Bowes CW (Mr. Frank Kleptz) kindly reproduced this windshield, one for each CW known at the time. My car came with one of these reproductions, but it was badly delaminated. One of my many reproduction projects included the windshields, and I had several made in Europe at no small expense.

Fortunately for me, the aforementioned Mr. Phil Putnam as well as Mr. Bruce Wallin of Chico, CA have been restoring their CWs for many years. Additionally, Mr. Jim Fredrick of Roseburg, MN owns a 1934 CW Limousine. These three gentlemen have been incredibly generous with their time and knowledge. They have loaned me many parts for reproduction, and having reproduced numerous parts for their own projects, I have been able to benefit from their pioneering efforts. Still, many of the missing parts are unique to the 1935 Limousine, and these numerous parts have been and still are being reproduced. I have had a crash course in casting, machining, metal fabrication and numerous other dwindling crafts.

Extensive body work was required. Approximately 18 inches of the lower portion of the body had to be replaced or extensively reworked due to rust and poor prior modifications. Numerous other parts of the body required similar attention. Fortunately, the engine was salvageable, and the transmission and automatic overdrive unit (both unique to the CW, considerably larger than the standard Airflow) were able to be rebuilt as well. In order to make the rear seat floor completely flat, a two piece driveshaft with a

massive center bearing mechanism, along with a truck-sized Timken worm drive differential was used. Parts for this third member were especially difficult to find.

The drivetrain and chassis/frame were completed in January of this year. The body has recently been mated to the frame. I am

now addressing such things as instruments, engine accessories, all interior components, door lock mechanisms, regulator mechanisms, etc. The reproduction windshield is being installed as this article is being written. It is my goal to deliver the car to the upholstery shop in late April, and if possible,

show the partially restored CW at the Airflow Club of America National Meet in Bend, Oregon in June. I hope that many members of the PNR CCCA will be able to see it soon thereafter!



*Instrument Panel
of the Chrysler Custom
Imperial – Aladdin's lamp
Of a new kind of travel!*

Silent Servant

OF YOUR

SLIGHTEST WHIM

* * * * *

Doing difficult things without effort is the happy faculty of the Chrysler Airflow Imperial and Custom Imperial

And that makes them the world's most delightful cars to drive.

They are designed to slip through the air without roar or fuss. They are powered to cruise easily at speeds that are top speeds for most cars.

They are so scientifically balanced that they glide over bad roads and virtually float along a pavement. They are as nimble to handle as many cars of far less weight and comfort.

They have seats like divans . . . front and rear . . . big inside compartments for luggage . . . room to stretch and relax.

They give a new kind of travel because they are the world's first truly functional motor cars . . . expressly designed to move through the air and cover the ground . . . with the greatest possible comfort to their passengers.

Write for the interesting booklet which describes the romantic development of Floating Ride. Address the Chrysler Corporation, 12193 Esat Jefferson Avenue, Detroit, Michigan.

Four Distinguished 1934 Models Chrysler Airflow Eight . . . 122 horsepower and 121-inch wheelbase. Six-pass. Sedan, Brougham and Town Sedan, five-pass. Coupe. All body types, \$1245. Chrysler Airflow Imperial . . . 130 horsepower . . . 128-inch wheelbase. Six-pass. Sedan and Town Sedan, five-pass. Coupe. All body types, \$1495. Airflow Custom Imperial . . . 150 horsepower . . . 146-inch wheelbase. Individualized body types, prices on request. 1944 Chrysler Six . . . *With independently sprung front wheels* . . . for a levelized, cushioned ride . . . 93 horsepower. 7 body types on 117-inch and 121-inch wheelbase. Priced from \$750 up. Four-door Sedan \$795. All Prices F.O.B. Factory, Detroit. Name Copyrighted 1933—Chrysler Corporation

• 37 •

1934 Chrysler Custom Imperial Airflow -- note instrument panel is unique to CW model

PNR/CCCA PATIO PARTY - JANUARY 18, *Scottsdale Auto Auction Week*

Val Dickison, Club Secretary & Membership Chair Reporting



Barrett Jackson, Gooding, RM, and all the other auction houses, who sold off cars of various marques, were probably the main driving force, bringing people from all over the planet to Scottsdale, Arizona in early January. Escaping cold temperatures at home was quite another motivation as we enjoyed mid-'70s weather most of the week in Scottsdale. Those PNR folks who stayed on to the bitter end of auction week celebrated a Seahawks victory in sudden-death overtime at the PNR Auction Week party. Some would-be attendees refused to leave the comfort of their own TV during half time to drive to the party, but those who did join in, enjoyed a lot of communal whooping and celebrating when our home team won.

Prior to the auction week, the Arizona Concours d'Elegance took place at the lovely Biltmore Hotel in Phoenix, on January 11th, proceeds supporting the "Make a Wish Foundation". The Arizona CCCA region is to be commended for their leadership, with other volunteers and businesses, in putting-on such a spectacular event. PNR members who served as judges under head judge John Carlson's leadership were: Gordon Apker, Fred Bonin, Carl Bomsead, Barry Briskman, Stan Dickison, Jerry Greenfield, Barbara Anna & John Kefalonitis, Al McEwan, Kim Pierce and Conrad Wouters. Pierce-Arrow team leader Babara Anna shared duties with Stan and Kim in selecting Clive Cussler's 1916 Pierce-Arrow model 48, as first place, in the Pierce-Arrow class. Details on other winners may be found at various social and automotive websites.

Those PNR members in attendance at various Auction Week events include those mentioned above (with spouses) as well as Tom Crook & Randy Small, Ron & Margie Danz, Neil & Patricia DeAtley, Denny & Bernie Dochnahl, Peter & Jennifer Gleeson, Paul & Janet Lewis, Sigfried Linke and Glenn & Mary Lynn Mounger. If you don't see your name in print, I apologize. If you need an alibi for your whereabouts during the week of January 11-18, now you've got it!





Arizona Concours judges Stan Dickison, Barbara Anna Kefalonitis and Kim Pierce



The Party



Barbara Anna Kefalonitis & Clive Custler



Jerry Greenfield & Carl Bomstead judging Neal DeAtley's 1934 Packard



Bob Burman's 1909 Blitzen Benz

Restoration of Classics
Maintenance-Repairs
Detailing
Since 1973

Don Vogelsang
2220 N. Pacific St.
Seattle, WA 98103

206 790 6012
206 633 4037

PLACE YOUR ADVERTISEMENT HERE

Contact
Noel Cook 206-232-6413

Murray Motor Car

#1 for Restoration and Service

In Our Fourth Decade of Restoring
Antique, Classic and Special Interest Cars

AL MURRAY PAUL MURRAY
(425) 487-1902 (360) 794-1902

17476 D 147th St. S.E., Monroe, WA 98272
Email: oldcarsmmc@aol.com Fax: (360) 805-1342

www.athleticawards.com

1.800.679.1990 ★ 206.624.3995



Trophies & Plaques ★ Promotional Products

Acknowledging
Performance and
Achievement for Over **60** Years

OWNER: MONTY HOLMES



•Top and Interior Specialists•

3430 4th Ave S
Seattle, WA 98134
206•282•5603

By Appointment
Bellevue, WA
425•455•0770

office@convertiblesonly.com • www.convertiblesonly.com



Your NW Source for Books and Manuals

4850 37th Ave S. Seattle WA 98118
Tel: 206.721.3077 Free: 888.380.9277

Classic Interior Restorations

Award Winning Upholstery



1153 NW 51st
Seattle, WA 98107

Steve & Judi Shepp
(206) 625-9398

QUALITY RESTORATIONS

Lundy Adkins

Award Winning Metal & Paint

'41 Cadillac Convertible/Gary Johnson

'49 Buick Roadmaster Convertible/Jim Smalley

Medal Winner

'33 Chrysler Custom Convertible/Ed Rittenhouse

Current Projects

'32 Cadillac V-16 Roadster//Gordon Cochran

See our website for other project information

www.qrsr.com 360-871-2165
Port Orchard, WA



FOR SALE – PNR-CCCA
Mascot Bags

Beautifully crafted
embossed leather

Great for CARavans, just \$30

Contact John McGary

206.909.4499

THE VISIT TO VULCAN'S BACKYARD 🌞 FEBRUARY 20TH

Article by Bill Deibel

The idea for this tour came to me from an article last year in the Pacific Magazine insert to the Seattle Sunday Times about the Nucor Steel mill in the Youngstown District of West Seattle. The article described how Nucor wanted to reach out and generate good public relations with its neighbors. Offering free public tours of the mill twice on Fridays is part of their PR effort. It seemed to me this would make a good winter PNR event. I approached Nucor to see if I could block both tours on a Friday in February and in the course of that I coaxed Environmental Manager, Pat Jablonski, into increasing the limit from 12 to 15 persons in each group. With board approval, I secured a reservation for February 20. I was concerned that I would have to do some triage because of the limit and astonishingly just an even 30 people signed up.

At only 1-1/2 miles away Salty's Waterfront Seafood Grille on Alakai Beach seemed a perfect place for a lunch that would combine the morning and afternoon participants together. This worked out real well since they could accommodate the combined group and willingly provided separate checks. With all this in place, Karel and I made a dry run with lunch and a tour, thus opening up two tour slots.

Our guides for the tours were Pat Jablonski in the morning and Sean Wilson in the afternoon.

The mill dates from 1904 when it was started by William Pigott, great grandfather of Mark Pigott the current Executive Chairman of PACCAR Inc. William Pigott came to Seattle from Hubbard, Ohio, one of the several satellite steel mill towns surrounding Youngstown which was once the third largest steel-making center in the U.S. Mr. Pigott named the district after his home community. For most of its years the mill was part of the giant Bethlehem Steel Corporation and operations varied a great deal before arriving at the present setup which combines one electric arc furnace, a continuous-casting machine and a hot-bar rolling mill.

Today the process begins with a mix of scrap varieties that are moved by magnet into the electric furnace which melts the scrap and pours off the slag. It then pours at intervals into a ladle which is used to transfer the molten steel into the continuous-casting machine that drains the melted product into channels to form strands of steel that harden as they cool. These strands are then sheared into long billets that must be reheated before being fed into the 18-stand rolling mill that sequentially reduces the section of the product to the end size desired. This product can be round bar stock, angle and channel structural stock, or flat bar stock that may border on steel plate. A large proportion of the end product is concrete reinforcing bar or "rebar."

Occasionally the steel will hang up at a roll stand and, moving at a high rate of speed, go spiraling around into a tangle of very hot spaghetti before the process can be stopped. This is a costly event both to the mill and to the operators who are paid based on production. Karel and I had the opportunity to watch one of these affairs with a fairly large stock that was more like macaroni than spaghetti.

(I can't help noting that some of my interest in seeing this operation was because my maternal grandfather started in a tiny sheet-steel rolling mill in Struthers, Ohio at age 15 and worked his way up over 35 years to a majority ownership of a good sized sheet mill in Niles Ohio that became part of Republic Steel. Struthers and Niles are both, like Hubbard, satellite steel centers around Youngstown.)

I will have no trouble picking a Car of the Day since no Full Classics were driven to the event although Barrie Hutchinson said he deserved this award since in his opinion Karen's 1990 Audi V8 with 355,000 miles on it is a "classic in its own right." Maybe a half-full classic, Barrie?

My thanks go out to Brian Rohrback for launching both groups in the absence of Karel and me since we had just returned from an unexpected trip to Ohio the night before.



Those attending were:

Bill Allard
 Tom & Susan Armstrong
 Lou Berquist
 Michael & Ildi Bradley
 John & Mary Campbell
 Ken Craig
 Stan Dickson
 Bill Deibel**
 Marjory and Stuart Earle*
 Al & Marilyn Fenstermaker
 Barrie & Karen Hutchinson
 Brad & Hyang Cha Ipsen
 Terry & Cherry Jarvis
 Steven Larimer
 Greg Nolan**
 Al McEwan
 Bill & Judy Mote
 Brian Rohrback
 Allan Rustad and his brother Ron
 Bill Smallwood
 Alex & Ruth Voss

*Daughter and grandson of
 Bill & Karel Deibel

**Lunch Only



**PNR-CCCA TOUR OF
NUCOR STEEL PLANT
AND LUNCH AT SALTY'S
FEBRUARY 20TH**

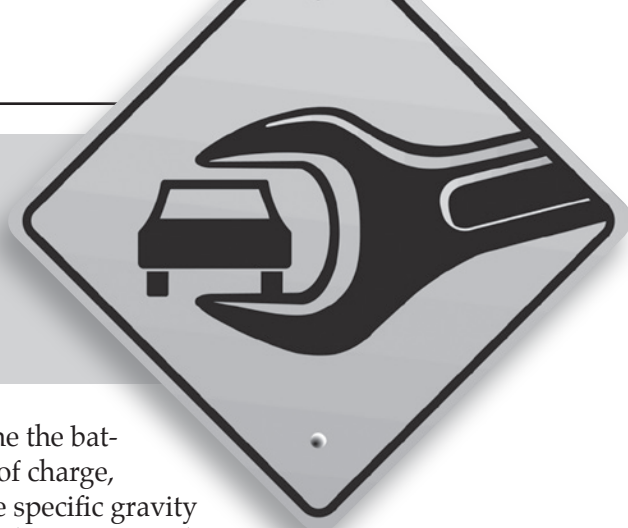


*People photos (top to bottom)
Barrie Hutchinson & John Campbell
Cherry & Terry Jarvis
Alex Voss & daughter Sarah
Location photos from imgarcade.com
& Seattle Times*



SPRING BATTERY CHECK-UP

Article by John Gunnell reprinted with permission
from PNR Board Member Ashley Shoemaker, Hagerty Insurance



Before doing any service to a battery, keep in mind that the storage battery in your car produces gases that can explode if a spark or flame ignites them. Also keep in mind that the fluid inside the battery is acidic; it can eat away paint, metal and skin. Wear heavy chemically resistant rubber gloves and eye protection when working near a battery. A full face shield is better than goggles because it protects your facial skin.

Even if your collector car was manufactured before sealed batteries became standard equipment, you can use a sealed battery in it today. However, if you want the car to appear authentic under the hood, you may have purchased an old-fashioned-looking “tar-top” battery with removable filler caps. These are sold at many flea markets and through hobby publication ads.

On batteries with filler caps, battery fluid levels need to be checked regularly and maintained. To inspect the fluid level, twist the battery cell caps counter-clockwise to remove them and check the fluid. It should be level with the filler ring, which is about an inch down in the opening. If the fluid is low, add distilled water.

If you discover that the fluid level drops rapidly and constantly, it can indicate three problems: The electrical system may be over-charging the battery; the battery case may be cracked and leaky; or the battery could have suffered some internal damage. The last two problems require replacement of the damaged battery.

If your battery fluid level seems OK, the next step is to clean the terminals. Remove the battery cable connectors to get at the terminals. To avoid making a spark, disconnect the negative cable first. Later, it should be the last cable that you reconnect.

You can use a commercial terminal cleaner or a solution of baking soda and water to clean the battery terminals. After applying the cleaner, brush the terminals until they're clean and shiny – and be careful not to get cleaner or baking soda in the battery.

When reconnecting the cables, add a light coat of petroleum jelly, light grease or spray protectant to protect against future corrosion. You can also buy red and green felt rings, impregnated with protectant, that slip over the terminals.

To determine the battery's state of charge, measure the specific gravity (density) of the fluid in each cell with a hydrometer. Simple battery testers are also available in auto parts stores. A hydrometer reading of 1.275 indicates a fully charged battery. Some hydrometers have floating balls inside the tester and give a reading based on how many balls float in a test sample of the battery fluid. If one cell gives a reading 10 percent less than other cells, it indicates high resistance in that cell and the battery needs to be replaced.

Carefully clean the top of the battery of dirt, corrosion and battery fluid. Also be sure that the vent holes in the battery filler cups aren't clogged. If you see cell-damaged cell caps or battery warpage, the battery is no good; it's either been over-charged or over-heated. There should be no cracks in the battery case either.

A battery should never be installed loosely in a car. Some type of battery hold-down system is a must. A loose battery can cause acid spills or it can short out causing a fire. In an accident, a loose battery can go flying through the car. The hold-down system should be tight enough to secure the battery, while not putting so much pressure on it as to crack the battery case. Rusty hold-down systems invite the formation of corrosion. Make sure the hold-down mechanism has a heavy coat of paint and coat bolts and nuts with grease or spray-on protectant so they remain easy to remove.

Be aware that designs of some old-car batteries have changed slightly. For instance, the long, narrow EEE batteries used in some '40s and '50s cars are being manufactured today with the terminals spaced further apart. If the battery still has a factory-installed metal cover, the terminals on the newer-design battery may hit against the metal cover. This condition has been known to cause electrical shorts and fires. Make sure that your battery terminals and bare braided cables aren't touching any part of a metal hold-down system.

When installing a battery in an old car, make sure that it's of the proper voltage for the car and correctly grounded. Many old cars used 6-volt electrical systems and require a 6-volt battery. Some old cars also came from the factory with positive-ground electrical systems. If you own a

positive-ground vehicle, the + cable is the one that goes to the car's frame – not the one that goes to the solenoid or starter! Reversed polarity can cause an explosion or damage the car's electrical system.

If you give your storage battery a spring check-up, you should be able to rely on it for sure-starts all summer long. If problems do show up during check up, you'll be able to replace the battery at home and avoid getting stuck on the road with a dead battery.

John "Gunner" Gunnell is the automotive books editor at Krause Publications and former editor of Old Cars Weekly and Old Cars Price Guide.



Airflow History from Page 9

ALAM in court. However, having already spent \$25,000 preparing to defend and, recognizing the projected high cost to continue defending, Walter was counseled otherwise. This turned out to be good advice as Chrysler only paid Jaray \$5,000 for a license and a total of \$300 in royalties on Airflow cars exported to Europe.

The Airflow's most lasting impact was to discourage Chrysler from fielding anything so adventurous for a long time. Not until 1955 would the firm reach again for industry design leadership.

Automobile manufacturers have since endorsed many of the aerodynamic features pioneered by the Airflow's advanced design and now even more as they struggle to meet increasing US Government-mandated fleet fuel efficiency requirements. As such, Chrysler and DeSoto Airflow cars enjoying a renewed interest from collectors exceeding that of recent years.



New Members

Fountainhead Antique Auto Museum

Attn: Nancy DeWitt
1501 Queens Way
Fairbanks, Alaska 99701
(W): 907-450-2100
info@fountainheadmuseum.com

Dave & Becky Hemp

23238 Millville Way
Millville, CA 96062
(H): 530-547-5173;
(O): 530-223-2022;
(C): 530-524-0002
cdhemp@gmail.com
1930 Studebaker President Roadster
1933 Packard 8 Sports Phaeton

Lyn St. James

LSJ Enterprises
PO Box 10357
Phoenix, AZ 85064
(H): 602-952-9243
(C): 317-319-0760
(W): 317-244-9790
lsjracing@aol.com

Chuck & Judy Little

5915 South Lochsa Drive
Spokane, WA 99206-9324
(H): 509-448-0154
(O): 509-953-6298

James Warjone

PO Box 2800
Carefree, AZ 85377-2800
(C): 206-295-0629
jewarjone@gmail.com
1934 Rolls-Royce 20-25
Park Ward Saloon

New Again Members:

Thomas E. Kane

3184 Point White Drive NE
Bainbridge Island, WA 98110
206-842-2744
tekane11@comcast.net

Adrian Taylor

17205 108th St Ct East
Bonney Lake, WA 98391
(C): 253-569-0334
(W): 253-862-6822
adrian20827@yahoo.com

Member Changes:

Bill Allard

1801 South Fernside Drive
Tacoma, WA 98465-1310

Army & Carol Barer

688 110th Ave. NE Apt S-2806
Bellevue, WA 98004

Carl Davidson

davecarl62@hotmail.com

Roy Dunbar

14873 - 6th Ave NE
Shoreline, WA 98155-6951

Bradley Huson

oyster.bh@gmail.com
Delete (O): 253-761-7709
Add (C): 206-550-4210

Dean Trenery

3256 26th Ave West,
Seattle, WA 98199

Ron Verschoor

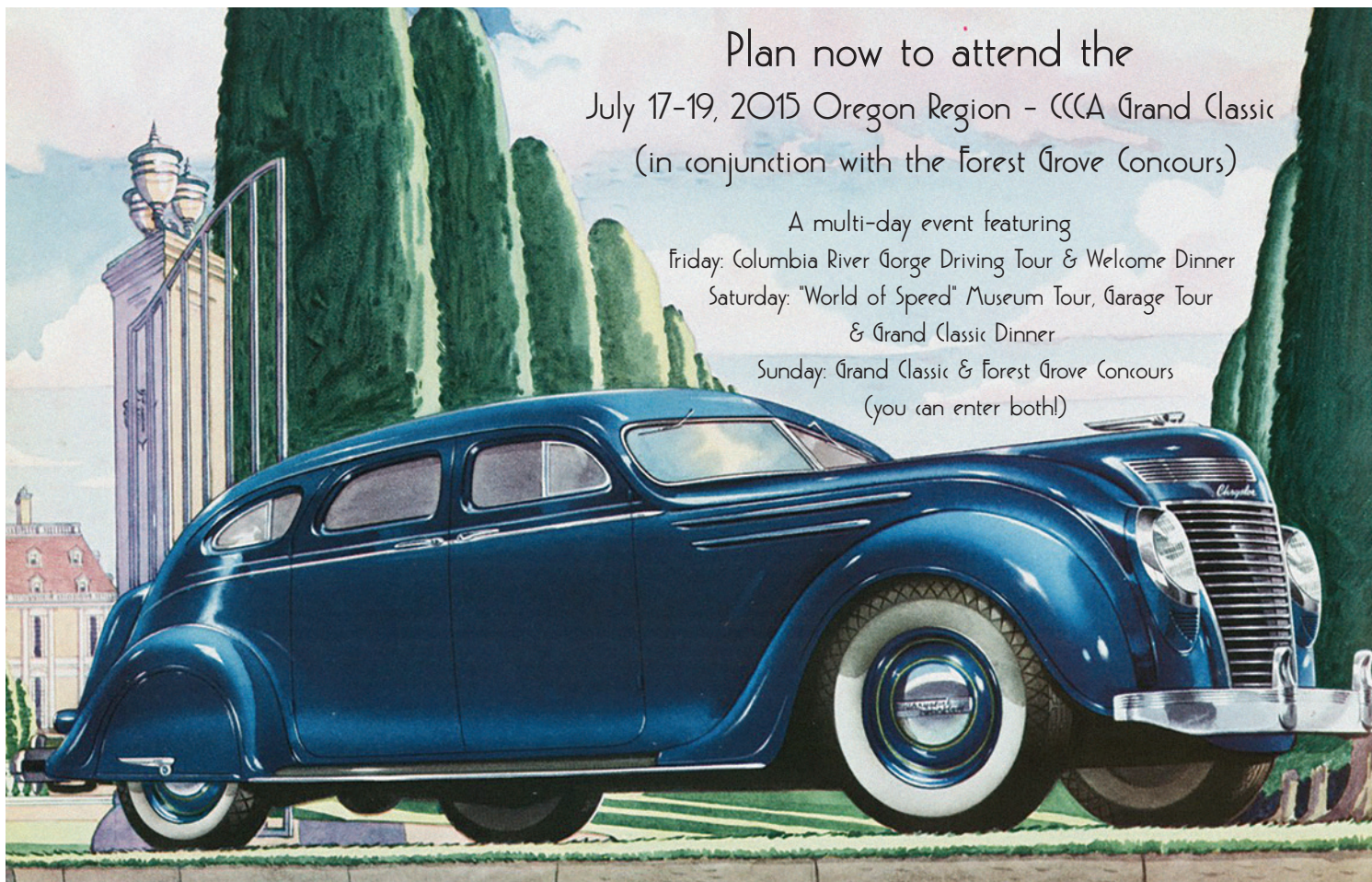
ronaldjverschoor@gmail.com

Garage Tour



Tour the Whitten, Wanta & Shirley Collections
Saturday April 18, 2015

RSVP – Jeff Clark (jclark@awerks.com or 425-985-6305)



Plan now to attend the
July 17-19, 2015 Oregon Region - CCCA Grand Classic
(in conjunction with the Forest Grove Concours)

A multi-day event featuring

Friday: Columbia River Gorge Driving Tour & Welcome Dinner

Saturday: "World of Speed" Museum Tour, Garage Tour
& Grand Classic Dinner

Sunday: Grand Classic & Forest Grove Concours
(you can enter both!)

For even more fun.....

Join fellow PNR
members and CARavan
to the ORR-CCCA Grand
Classic. Bob Newlands
and Jan Taylor will lead
the way and take you
on fabulous backroads
from Seattle to Portland.
Details to follow.



**All Packards!
and
Full Classics!**

June 5
Barbecue!

June 6
Country Tour!

June 7
The Experience!

**Grand Marshalls
Leigh and Leslie Keno!**

The Classic Car Club of America Museum

THE CCCA MUSEUM BOARD OF TRUSTEES

REQUESTS THE PLEASURE OF YOUR COMPANY AT THE

2015 CCCA MUSEUM EXPERIENCE

THIS YEAR'S EXPERIENCE WEEKEND WILL TAKE PLACE June 5-7, 2015
AT THE CCCA MUSEUM IN HICKORY CORNERS, MICHIGAN*
THE THEME FOR THE 2015 EVENT IS ALL PACKARDS 1899 THROUGH 1958

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

Download the entry form at www.cccamuseum.org.

Questions? Contact Howard Freedman at info@cccamuseum.org 503-234-8617





AMERICA'S CAR MUSEUM®

lemaymuseum.org

FUEL DAD'S LOVE AFFAIR WITH THE AUTOMOBILE

GIVE HIM A **GIFT OF MEMBERSHIP** AND
MAKE FATHER'S DAY LAST THE WHOLE YEAR.



EVERY CAR HAS A STORY EXPERIENCE **YOUR** AUTOBIOGRAPHY

OPEN 7 DAYS A WEEK | 10 AM - 5 PM

 **State Farm**™ presents AMERICA'S CAR MUSEUM®

Who Will Drive?

OP-ED

by Val Dickison

My age group, post World War II, were called the "Baby Boomers". We were born 1946-1964. We love cars and couldn't wait until we were old enough to get our driver's licenses. Today's driving youth, ages 16 to 31, known as "The Millennials" aren't really the "driving youth", at least not when it comes to sitting behind the wheel of a car. They are not creating songs about their cars like "Little Deuce Coupe" or "Riding Along in my Automobile". The romance is gone.

Studies are showing the millennials, are an urban group, preferring to live close to town centers, near jobs, services, restaurants and friends. They have completely embraced social media and are content to keep their human footprint small and walkable. They pad their way to many destinations, ride public transportation, peddle bikes or utilize car-share programs such as Zipcar, Uber, Lyft or Sidecar.

In an article by Froma Harrop, recently appearing in the Seattle Times newspaper, Froma poses the question "What killed the American love affair with the car?" She states the primary reason is the hell of American driving. She quotes from studies done by the U.S. Public Interest Research Group and Frontier Group. Between 2001 and 2009 the average number of miles driven by the 16 to 31 age group dropped by 23%. They are tired of stop and go traffic and dismal vistas of "crudscape", as Froma puts it.

While returning home on Sunday from a weekend trip to Eastern Washington, we thought carefully about which

roads to take, hoping to avoid as much traffic as possible. Rather than driving the scenic route of Highway 2 through mountain towns, we took a short-cut down Blewett Pass to Washington's major

multi-laned, east-west highway known as Interstate 90. During the weekdays travel on I-90 can still be a challenge as rock blasting occurs regularly, holding traffic up for hours. As we came out of the Cascade Mountains into the foothills of Western Washington, we noted



Hwy 18,
a newer north-south

highway, was slammed to a standstill. Continuing west on I-90 we came to a dead stop just east of Mercer Island. We had forgotten that the Hwy 520 Bridge across Lake Washington a little north of I-90, was closed for the weekend due to more construction work. Those who would normally take the 520 Bridge were sharing I-90 with us. We fortunately avoided the mess by quickly swinging off I-90, grabbing the last exit at Bellevue Way and driving through south Bellevue. We then jumped onto Hwy 405 northbound which took us up to Interstate 5 and homeward to Shoreline. Sunday's uneducated traveler is still languishing on Interstate 90 as cobwebs form under his wheel wells. Yes, Froma, American driving is hell.

Are we reaching a zenith where motorists will scream to the heavens "I'm mad as hell and I'm not going to take it anymore?+##\$&!" The

millennials have quietly solved the question by changing their life style. They aren't driving. Many a sixteen year old has no desire to drive a car; they are getting a driver's license later: age eighteen, their early twenties or perhaps never. Many cite "I cannot financially afford a car." Considering Seattle parking can easily run \$35 a day, I understand.

If they do happen to embrace the automobile, will they want to drive a Classic? Chances are slim they can afford one, let alone want one. So where does that leave us with the future drivers and owners of our Classic cars? It appears the group of interested individuals is dwindling. Some Classics will also be impractical to keep on the road as parts are unavailable. Efforts are being made by groups such as Hagerty Insurance, to encourage youths' knowledge and understanding of America's automotive history. Young men and women are in training programs to learn about the repair and maintenance of older automobiles, again through programs like Hagerty's, working with the LeMay America's Car Museum. Older, less valuable Classics may end up in the scrap heap as restoration projects just won't pencil-out. We have often romantically referred to the Classics as "works of automotive art." As such, they may wind-up in glass cases where people pay admission to view them. Gee, we are doing that already.

I doubt that in my lifetime I will see the total demise of the Classic automobile on America's roads. I suspect we shall continue to see Classics on the back roads, but undoubtedly fewer of them. What I don't wish to see is a fine old Classic sitting up on blocks, in some one's barnyard. With time, all things change. Froma states it is marketing forces that drive the economy and currently that force is driven by the millennials, who have opted to hang up the car keys.



Auto Angels – Classics & Charity

Late every summer, the Bellevue Presbyterian Church organizes a festival for cars and attracts an eclectic collection of vehicles from around the Puget Sound area. Family-friendly, fun and in support of a resident workshop that restores cars for the needy, this show is a great venue with a grill going, a few seminars on auto maintenance, and a DJ playing good ol' rock and roll. Of course, if there is a mix of charity and cars, you are sure to find some PNR-CCCA members showing off and having fun.

This year, the event was held on September 13th and there were four Full Classics® in the ranks:

- Bruce Wanta and his 1932 Auburn Boattail Speedster V12;
- Ken Craig and his 1941 Lincoln Continental;
- Blake Nordstrom and his 1948 Chrysler Town & Country; and
- Marty and Linda Ellison sporting their 1937 Packard Touring Sedan V12.

The Packard, the Chrysler and the Auburn picked up awards and PNR member Denny Aker also gathered in an award for a Porsche. Alas, Brian Rohrback came without a Classic, opting for a Jensen Healey. PNR-CCCAer Steve Larimer was on hand with his camera always at the ready.



Marty Ellison's Packard V-12 Touring Sedan



Blake Nordstrom's 1948 Chrysler T & C Sedan



Ken Craig's 1941 Lincoln Continental Cabriolet



Bruce Wanta's 1932 Auburn V-12 Speedster

ENTHUSIASTIC INSURANCE GUY SEEKS ATTRACTIVE, CLASSIC BEAUTIES.



Proudly Offering

HAGERTY

Collector Car Insurance

Collector Car Insurance Specialist ■ Auto ■ Home ■ Business ■ Motorcycle ■ Boat



AMERICAN MUTUAL
INSURANCE SERVICES, LLC

William Smallwood III
425.984.6130 | 888.657.4925
bills@amisllc.com

Al Fenstermaker's Letter to the Editor

In the Winter 2014 Bumper Guardian the article on A. C. Gilbert certainly struck a note for me. It's always interesting what influences in our lives make a lasting impression and help determine where we end up going long into the future.

A.C. Gilbert Co. was one of those influences which had a profound impact, and on several fronts: model trains, chemistry, and cars, but I shall focus on chemistry here. For Christmas 1964, my brother and I received chemistry sets, he got a very large set and I received a smaller chemistry set and a microscope set, all made by A.C. Gilbert Co. When taken together the range of experiments and exploration capabilities were quite impressive and we set out to try them all out.

What started as a Christmas gift soon began to have a rather profound impact on my life. By 1969 the set had grown into a rather extensive laboratory in the basement of my parents' house in North Seattle. I had taken a summer chemistry class in Junior High School and during the summer before High School I entered another chemistry class, this one for High School credit. It consisted of classes for 5 hours every day covering what amounted to a weeks worth of High School chemistry each day, then we would go home and do a week's worth of homework before starting the process again the next day.

The Russian space successes of the late 1950s had sparked so much interest in science and A.C. Gilbert was there to help launch all us kids into this new future. I used my laboratory, including many of the chemicals from my Gilbert sets (having absorbed my brother's set as well), to learn how to work in a laboratory, my goal being to get to college with a full understanding of the laboratory environment without having to be taught the basics. I would know what the equipment was, what it was called, how it worked, and have a level of proficiency in the techniques required in a modern laboratory.

The expansion from the chemistry sets to this fairly well equipped laboratory (at least for the laboratory of a 15 year old) came through many trips with my mother, a great supporter who knew nothing about chemistry, to Van Waters and Rogers Scientific Supply Co. just south of downtown Seattle. These were rather turbulent times in the late 1960s with all the drug activities and other issues, but with my mother and me teaming together, we soon had the full support of a few of the people at Scientific Supply and we could eventually buy any chemical in their massive catalog. Any time they would upgrade a University lab they would call me and see if I needed some of the old equipment they had taken as trade-in, so balances, microscopes, and other things like a colorimeter, became part of my lab.

As a Freshmen at the University of Washington I started doing undergraduate research and by the end of that year I was working in my own graduate laboratory on the top floor of the Dept. of Chemistry building, technically it was the personal laboratory of Dr. David M. Ritter, but he was getting quite old at the time and so it was pretty much for my use. After graduating with a B.S. in Chemistry from the UW, I was off to graduate school at The State University of New York at Buffalo in upstate New York, where I received a Masters in Chemistry.

Working for American Cyanamid Co. as the Advanced Composites Research Manager, I later joined The Boeing Co. where I've managed the Materials and Process teams on most of the major composite airplanes from Program Kickoff through Entry into Service. These include the Boeing portion of the B-2 Bomber, the F-22 Fighter, the 787-8, 787-9, and currently the 777X. I've spent my whole life in the world of high strength polymer chemistry for aircraft primary structure, and to think it all started with that Christmas morning Chemistry set.

One line in particular from the 1962 A. C. Gilbert "Fun with Chemistry", which I still have, states: "Keep an eye on plastics as you grow older- remember the plastics you have just worked with. What you will see, or perhaps bring about yourself, is a wider and wider use of plastics- plastic cars, plastic houses, all plastic cloths." What they forgot about was "plastic airplanes"!



Two Debutantes - the Lady & the Classic Car

by Laurel Gurnsey

This one starts out with a mystery photo and ends up with a love story and a Classic Car.

Bill Deibel found a photo of Bernice Chrysler in a 1930 magazine issue and thought I might be interested. I was fascinated. Who was Bernice Chrysler? The caption said she was the daughter of Mr. and Mrs. Walter P. Chrysler and recently presented to New York society. Aha...a debutante! I could write about debutantes chauffeured in Classic Cars to and from their balls. But there was more, and that began, of course, with her being the youngest daughter of the Chrysler Car emperor.

A 'debutante' (from the French), was originally an upper class or aristocratic young lady formally introduced to 'proper' society by her family or sponsor. The purpose was to give her a chance to meet eligible bachelors of 'proper' society so she might find a husband in her own upper class circle. A group of young ladies could be presented at the same time. Debutante balls in England began during Queen Victoria's reign (1830s on) and held at the beginning of the social 'Season'. There was a formal presentation to the queen or king at court, followed by tea parties, polo, Royal Ascot races, etc. Queen Elizabeth II abolished them in 1958. BBC drama 'Downton Abbey' featured a royal debutante presentation.

'Court dress...traditionally a white evening dress, white gloves, a veil attached to the hair with three white ostrich feathers, and a train.'

There is a delightful YouTube interview with members of the British aristocracy talking about the 1939 debutante season and what it meant to them....parties, rules, implications on their lives. In today's London, there is a resurgence of the 'debutante' ball, with non-aristocrats now eligible. I love this quote from the Guardian Newspaper:

'If the daughter of a flight attendant can become the Duchess of Cambridge, who's to say that an insurance rep can't fantasize about nights in white satin and wearing a tiara that isn't from Claire's Accessories?'

Today there are debutante balls all over the world (many now charity events) with fashion designers sponsoring balls in France and debs presented in China. American debutante events, or 'cotillions', have been held since colonial times, with balls held all over the country. The largest is the International Debutante Ball in New York City at the Waldorf Astoria but the Colonial Ball in Charleston, South Carolina is interesting because of its connection to the colonial era. (I enjoyed reading 'Southern Traditions: Cotillion' which shows photos of the correct way to bow and shake hands).

So, when Bernice, 'an attractive, dark-haired, dark-eyed girl with a sympathetic face and something of the mysterious Mona Lisa smile,' was presented to society, it was a big deal for her and for her family. The book



Hill
MISS BERNICE CHRYSLER
Daughter of Mr. and Mrs. Walter P. Chrysler, who was formally presented to New York society a short time ago



Walter P. Chrysler



Edward Garbisch

'Chrysler: The Life and Times of an Automotive Genius' talks about Bernice having a 'ladylike demeanor, respected for her quiet good taste.'

Not long after, Bernice met her next big deal. He was Edgar Garbisch, a handsome young American football player and graduate of the U.S. Military Academy. They were married for almost 50 years and when he died at age 80 she died within hours of him. Their life was exceedingly full. Their joint obituary in the Palm Beach newspaper talked about their vast art collection that included over 2,600 Naïve paintings, many of which have been donated to galleries like the Frick in New York. Bernice and Edgar were members of tennis clubs and art clubs and active in charity work in Maryland and Palm Beach. Bernice was a member of the Daughters of the American Revolution, Daughters of the Colonial War, the Magna Charta Dames, a Red Cross nurses' aid in World War II and involved in countless charities that 'covered a wide range of religious, social, aristocratic and historic activities'.

And she owned her father's car. He left her his 1937 Chrysler Imperial C-15 Le Baron Town Car when he died. It was commissioned for her mother Della and one of very



International Ball in New York City



Colonial Debutante Ball, Charleston SC



ITV for 'MASTERPIECE THEATRE'

few custom-made cars built during the Depression (for those who could still afford to pay for them).

After Bernice's death, the car faced decades of neglect and poor storage. Finally rescued by new owner Howard Kroplick, a restoration was started by Automotive Restorations Inc. in New Jersey. The shop owner, Steve Babinsky and his crew started work in January of 2013. The car was free of rot or dents but the body structure and doors needed repair. Everything from upholstery to trim to woodwork had to be removed. A very detailed series of blogs and photographs that document the work can be found on the Vanderbilt Cup Races website and the work was covered extensively by Hemmings Magazine and well-respected historian and coachwork specialist Walt Gosden.

Finally complete, Walter's car rolled onto the field at Pebble Beach in August of 2014. Shining again, it was presented to the judges and audience and took the winner's podium for a First In Class 'American Classic Closed'. A debutante for the second time in 77 years.

The circle was finally complete on September 14, 2014 when Gwynne McDevitt, Bernice's daughter, reconnected with the car at the Radnor

Continued on Page 28

Concours d'Elegance, in Pennsylvania. She remembered playing with the buttons in the back seat when she was a child.

The Pacific Northwest Region of the Classic Car Club continues the fine tradition of 'cotillions' and 'debutante balls' with the Coming Out parties for our Classic Cars.

At right: Bernice's daughter Gywnne McDevitt and the 1937 Chrysler Imperial Town Car she rode in as a child.



In 1956, Harry Gilbert gave Long Island's Suffolk County Vanderbilt Museum his car collection, including a 1937 Chrysler Custom Imperial town car, built by LeBaron to Walter P. Chrysler's specifications for his daughter, Bernice.

Photo circa 1937 Source: Pinterest



A masterpiece of Art Deco automotive design, the 8,000 pound, seven-passenger car was made from hand-worked aluminum (no factory-produced body panels were used). The 19-foot 140-inch wheelbase sedan weighs nearly four-tons and sports a 130 hp straight-eight engine and a three-speed transmission. The coachwork is by LeBaron with a leather interior and has Bernice Chrysler Garbisch's initials (BCG) inscribed on its rear doors. The odometer read 25,501 miles when it was donated to the museum.

The car was displayed at the Museum for several decades before being moved into storage. In 1992, the Museum decided to remove the car from the collection and try to sell it. According to a Hemmings Motor News blog, the Museum had the car assessed at \$12-\$15,000 and was not able to find a buyer. The car was again returned to storage. Over the years in storage, the car's condition deteriorated substantially, but retained nearly all of its original parts.

In November 2011, the Museum once again sought to sell the car with the proceeds used to establish an endowment for the care and maintenance of the museum's historic archives. The minimum bid was set at \$150,000. Howard Kroplick had the winning bid at \$275,000.

Worth Watching:

YouTube interview with aristocracy about debutante balls

http://www.youtube.com/watch?v=ISg0_-mTLBY

YouTube of Walter Chrysler's granddaughter with the car at Pebble Beach

Worth Reading:

'Southern Traditions: Cotillion' <http://southernweddings.com/2012/04/04/southern-traditions-cotillion/>

Vanderbilt Cup Races blogs on the Chrysler restoration (http://www.vanderbiltcupraces.com/blog/article/the_chryslers_chrysler_chronicle_-_the_restoration)

'Chrysler: The Life and Times of an Automotive Genius' by Vincent Curcio

Sources:

<http://www.theguardian.com/>

<http://www.youtube.com/>

Downton Abbey photo credit: ITV for MASTERPIECE

<http://www.angelpig.net>

<http://southernweddings.com>

<http://scssar.org/colonial-ball>

<http://en.wikipedia.org/wiki/Debutante>

<http://www.internationaldebutanteball.com>

Palm Beach Community Newspaper obituary, Sunday, December 16, 1979

<http://blog.hemmings.com>

www.vanderbiltcupraces.com/blog

February 15, 1927 -- "The Spur" page 74 "Society and Travel Notes"

For full literary source information contact Laurel Gurnsey at lgurnsey@telus.net



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



Conrad Wouters

VP, Financial Institutions NMLS 105806

Direct 425.999.4142

Fax 855.745.2803

Email cwouters@evergreenhomeloans.com

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





TOURING TIPS & MAINTENANCE TECHNIQUES

Provided by Colin Gurnsey

Removing difficult slotted screws:

It's sometimes difficult to turn a worn slotted screw because you can't put enough pressure on the screwdriver while turning it. If you have a square shank screwdriver and an appropriate sized crescent wrench you can put pressure on the driver with one hand and easily turn the crescent wrench with the other hand.

Short circuit search:

If you suspect a short circuit in your car's wiring is the reason for a blown fuse, connect a bulb in place of the fuse. While you or a helper watches the bulb, shake and flex any suspect parts of the wiring loom – when the bulb goes out or flickers, you've found the suspect section.

Pressure Testing a Radiator:

Cut a bicycle inner tube in half and fasten each end to the radiator's top and bottom pipes. Blank-off any overflow pipes then pressurize using a pump, via the inner tube valve. Set your pump for about five pounds pressure and watch for any leaks (if you filled it with water) or if the radiator is submerged in a pan of water, any leaks will show as escaping bubbles.

Testing Compression:

You can make your own compression tester by using a valve from a tubeless tire and a mechanical pressure gauge. First remove each plug and disconnect the HT lead at the distributor. File the base of the rubber tire valve until it seats snugly inside the plug-hole. Then fit the tire gauge on the end of the valve and hold it firmly in place while a helper engages the starter.



**INSURING YOUR VEHICLES
FOR OVER 50 YEARS**

UNPARALLELED CLAIMS SERVICE

AGREED VALUE COVERAGE

EXCELLENT CUSTOMER SERVICE



facebook.com/jctaylorinsurance

1-888-ANTIQUE

jctaylor.com

Director's Msg continued from page 2

countryside in the world. Unfortunately, there is far more demand than there are spots given limitations of several of the venues. This constraint does not detract from the fact that anything planned by the McEwans and the Dickisons is guaranteed to be absolutely great. Just follow the snowplow (June weather can be interesting) and you will be fine.

Don't forget, in the not-too-distant future, we will again be graced with the premier Pacific Northwest Concours d'Elegance, held again on the beautiful grass showfield of the LeMay - America's Car Museum grounds – an event absolutely not to be missed. Nestled next to the Tacoma Dome, This outdoor venue enables the Concours to attract a much larger collection of automotive excellence than in the earlier days in Kirkland. Jerry Greenfield promises one of the best displays to date arranged into thirteen classes. And, while you are admiring the cars and trucks, look around; the views are more than steel, aluminum, rubber, nickel and chrome. Look up and sweep the downtown Tacoma skyline and beyond to the Puget Sound and the Olympic Mountains.

Besides the biggies, there are a lot of events in the Pacific Northwest that have the stamp of the PNR-CCCA on them. Late-Spring to Mid-Autumn will give you myriad opportunities to show off your Classic iron and swap lies with friends. We have one of the best and most important hobbies in the world in preserving the understanding of automotive excellence in the most dynamic era ever seen in the transportation realm.

This is your club. Plan to attend and enjoy a Board meeting. OK, I agree we have been dodging from venue to venue as we explore the Kirkland-Woodinville corridor in search of a longer-term home, but keep glancing at the email missives and I will keep you informed of our meeting locations. We do appreciate Club Auto, Todd's Crab Cracker, The Bistro in Woodinville, and the Hollywood Schoolhouse. Great places all; maybe we should not have snuck-out without paying our bill.

Brian Rohrback
PNR-CCCA Director



Editor's Message

The decision to feature a Chrysler Imperial Airflow (a recently approved CCCA Full Classic) in this issue left us with an impossible decision between two owners and three cars - each with a great story. So, we did the only logical thing -- we included them all! My thanks for Frank Daly and Bill Deibel for sharing how these interesting cars became part of their collections. Also, thanks to both men for working with my co-editor, Ray Loe, to capture the unique history of this engineering marvel. Another thanks to Bill Deibel for sharing his personal archive with our readers. When I asked Bill if he had any interesting color advertising featuring a Full Classic Airflow, I had no idea he was going to provide me with a photo that was so inspiring it ended-up being on the cover of the magazine. Bill was also the catalyst for Laurel Gurnsey's article (see page 26) on Bernice Chrysler. He emailed Laurel a photo from a 1927 "The Spur" magazine of Miss Chrysler as a debutante - and, well, the rest is history.

Working with members and having the opportunity to feature their work is what makes this job fun. I was delighted to get an email from Al Fenstermaker (see page 25) that was responding to the Klassic Korner for Kids article from the Winter 2014 issue. When I wrote that article, I had no idea that an A. C. Gilbert Chemistry Set had such a profound impact on the life of one of our members. And Val Dickison's interesting article on "Who Will Drive Our Classics" has already had a response. Laurel Gurnsey is a regular proof-reader of the Bumper Guardian and along more standard edits she added this comment...

"wish Val could have listened in on a group of young teenagers who came right off the street to see the cars Colin had arranged to have on display at the 50th anniversary of my little elementary school where I taught. The boys were oohing and aahing the Classic and other vintage cars and I asked them why. They said new cars were just boring because they all looked the same. "THESE cars are just so cool...they all look different. I want one of these." Those teenagers will need to come up with jobs and make some money before they can afford a Classic. But just be patient and a whole new wave of interested caretakers of history will come along."

Laurel's comments remind me that every event we report on in the Bumper Guardian is an opportunity to create new converts to the hobby. Your ideas, your stories and your photos are what make the magazine.

CORDially,
Karen Hutchinson
Editor



