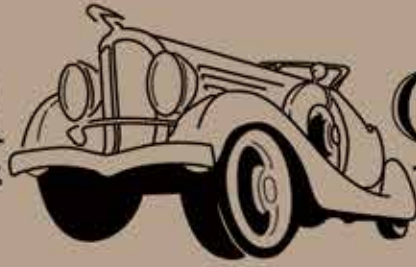


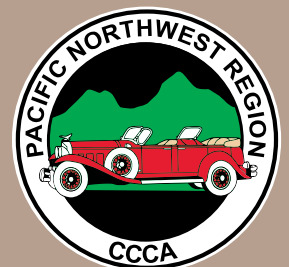
BUMPER GUARDIAN

Summer 2015



1936 Alvis Silver Eagle

Owned by Kim Pierce and Norma Sola-Pierce



PNR CCCA Region Events

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

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 Forest 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 6 -- PNR Holiday Party
Hollywood Schoolhouse, Woodinville
PNR Contact: Roy Magnuson & Ashley Shoemaker

LETTER TO THE EDITOR

Dear Karen,

After reading Bill's story of his love affair with Chrysler Airflow cars I was astonished that he never mentioned his first Chrysler Airflow which he must have acquired new in about 1937 when he turned four just before Christmas — after all, he and I walk past this Airflow several times every day. As you can see he must have driven this car a lot of miles.

Regards, Karel



2015 CCCA National Events

Grand Classics®

May 29 -31 CCCA Museum Experience

July 19.....Oregon Region

CARavans

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

Annual Meeting 2016

January 14-17Detroit, MI

Director's Message

Welcome to summertime in the Pacific Northwest!

Gasoline is at a 6-year low in price. And, now that the global supplies and prices have stabilized after six months of rock-and-roll, we can take this advantage to the street. All signs point to a string of great weather and with gasoline a dollar a gallon cheaper than it was at this time last year, we should exercise our fleet of Classics in the unbridled natural excellence for which our area is famous.



So, after a bit of languishing in my garage, I checked the fluid levels, kicked the tires, and mounted my steed for a jaunt on the side roads and the freeway around the Eastside. My Derby Bentley performed flawlessly until, on the 520 bridge, I heard a loud pop, and what is often termed as "The Silent Sports Car" started sounding a bit more like a Denny Dochnahl or a Ron Doss hot rod (or possibly one of those Harleys that cruise around my abode in downtown Kirkland at night). As the extra decibels arrived about 2 minutes before the increase in the cabin smog level, I figured that either I had been magically transported to Los Angeles (I did live there for 25 years) or I had an exhaust system problem.

As I am coming into the season with people to see and places to go, I called Roy Magnuson to arrange a visit.

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.*

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Board of Managers' Meetings:

1st Wednesday at the
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.

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Cover Car

1936 Alvis Silver Eagle

Owned by Kim Pierce & Norma Sola-Pierce

Disclaimer

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neither they nor PNR-CCCA will be responsible for errors.

1936 ALVIS SILVER EAGLE
Owned by Kim Pierce and Norma Sola-Pierce



Scarlett, as Norma calls our Alvis, is a 1936 Silver Eagle SG with the Cross and Ellis Sport Touring body. One of 15 built, research shows there are 9 survivors of this model, 1 in Belgium, 2 in Germany, 5 in the UK and Scarlett. When I learned of this car in 2013, I knew nothing about the Alvis Car & Engineering Company. Thanks to Wayne Brooks and Red Triangle in the UK, I was able to quickly learn enough to make a decision to buy. The car was part of a local family estate. The daughter recalled that the car had been in the family for 37 years and that her dad had it restored 25 years ago. She also recalled her dad had spent a substantial amount of money on the car and its restoration when she was a young girl.

From conversations with Wayne and Red Triangle, I learned the Silver Eagle Alvis was very rare and highly desirable. My son Kevin and I first saw the car under a cover in a garage with stuff stacked all around, like it had not been moved in a very long time. After further discussion with the daughter, we found that the car had only been taken out once

since the restoration. It was entered in the Forest Grove Concours immediately out of restoration then returned to the garage and put under wraps. When they pulled-back the car cover I knew I had to have the car. The car looked almost like it had come directly from the restorer. It had a few surface scratches, the interior was a bit dirty from sitting and it was on stands to save the tires. I was able to negotiate a purchase price for the car but she indicated there was one problem, she couldn't sell the car until the tax number was issued to the estate. She indicated it probably wouldn't be issued for about 2 weeks. We were scheduled to go to Hawaii for a month the next day so I figured the deal would be dead due to someone else discovering the car (*dejà vu*). We agreed she would contact me when the number was issued, and as we were leaving, her cell phone started ringing. It was the estate attorney and he was calling with the necessary tax information. Twenty minutes later the car was being loaded on a flatbed. We got the car home, put it in the garage and left on our vacation the next day (for a month!)



When I learned the car was NOT considered a Full Classic by the CCCA, I made several calls to the Classifications committee to find out what it would take to get it listed on the roster. A number of people told me there was no way I would ever get a car added to the list. I went to work on it anyway. I bought every book I could find on the history of Alvis and the Silver Eagle. After many hours of work, I put my case together and submitted the necessary paperwork for presentation at the next National meeting. Six weeks later I received a letter stating that the Classification Committee had voted unanimously to recommend granting of Full Classic status. At the January 12, 2014 CCCA board meeting the Alvis officially became a Full Classic. Whew!!

After returning from vacation, I went to work on re-commissioning the car. I drained all fluids including gas tank, rear end, transmission, steering gear, engine oil and antifreeze. I flushed the cooling system, removed the rocker cover and spark plugs. A small camera was used to examine the cylinder walls and then it was discovered that all of the hone marks were still there indicating the engine hadn't even been broken in since the rebuild. It looked like new! I poured Marvel oil into the cylinders to soak the rings before I attempted turning it over. After soaking for 2 days it was time to start rotating the engine by hand. I did this step a number of times to make sure everything was loosened up. Then I added new oil to the crank case, and gear boxes. After draining the fuel and examining the tank, I found it very clean with no rust or debris. I added fresh fuel and poured STP on the rockers, shaft, valve stems and down the pushrod openings to soak the cam and lifters. After all that had settled in, the next step was to crank it to build oil pressure. I cranked it until the oil pressure gauge showed pressure and about a minute more to make sure oil had been pumped through the engine. The spark plugs were reinstalled, fuel pumps turned on and the starter engaged. It fired right up! It was running rough and backfiring through the carburetors. After filing the points and adjusting the timing it improved a little. With time running out to get ready for the CCCA Coming-Out party, I moved on to the detailing. The paint had to be sanded and polished to remove all of the scratches that it had acquired over the years sitting in a garage. Fortunately there weren't any scratches through to the primer. The remainder of the car was detailed and it was time to go to the party. We chugged our way there with a little bit of backfiring and had a great time. Once back home it was time to nail down the timing problem. I pulled the distributor and found that it was a modified English Ford distributor with worn out gears. Amazing it ran at all. I thought, I'll just go online and find a proper

replacement.....not a chance! I was able to locate the new worm and helical gear, but no distributor. I spoke to the previous owner's daughter to try and find the old distributor, that effort went nowhere. I spoke with Greg Soter, owner of Phantom Restorations (the restorer). He informed me that all spares were given back to the previous owner. Dead end! I finally found a distributor in England that would work and it looked similar to the original. I was contemplating buying it when I received a call from the restorer. After more than 25 years he was cleaning out one of his cabinets. Guess what... he found the original distributor! He had replaced the original with the English one due to the fact he couldn't get a distributor cap for it. That was before the internet. I now have the original distributor and have found a NOS cap, points and condenser. That will make every mechanical part on this Alvis original.

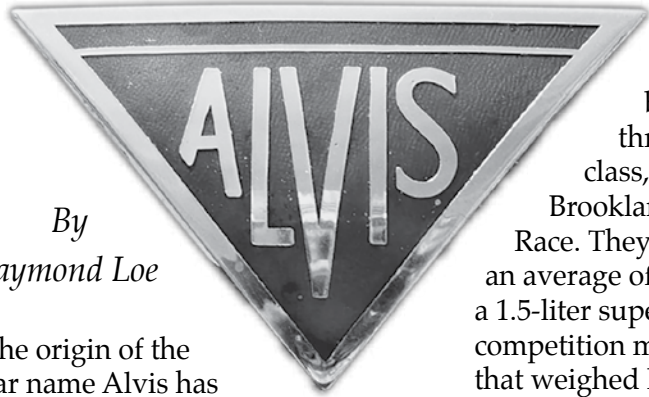
While the daughter was cleaning out her Dad's files she ran across boxes of information on the Alvis. It includes the factory build sheet, the original dealer guaranty card, past parts purchases relating to the car from Alvis, past ownership history and a full photo collection of the restoration. Included are stories that indicate the Alvis was a fierce competitor with Bentley and Lagonda on the track and in the showroom.

Out of the 200 plus cars I have owned this Alvis is by far the most documented car I have ever seen. From the factory build sheet, ownership tracking from Alvis, tracking from the Alvis Owners Club, delivery and warranty card, shipping invoices from England to Seattle, local ownership history, all invoices for the restoration, complete photo documentation from start to finish of the restoration, every license renewal, every insurance card and renewal, to correspondence with anyone who had anything to do with the car. The following is a short recap of what I have learned about the car from the boxes of material that the previous owners preserved.

Alvis Ltd. of England delivered this car to their dealer, Bambers of Leeds on April 4, 1936. Mr. Grange Sheard (also of England) took ownership that very day. Mr. Sheard passed away in 1951. According to Alvis' car parts records there was no activity between 1942 and 1968. Since all part purchases go through the company and are tracked by vehicle serial number, Alvis believes there weren't any parts purchased for this car between new and 1968. Normal wear items could be obtained from other suppliers, so tires, brakes and rubber products could have been replaced without Alvis' knowledge. Alvis Ltd. believes the car was stored for almost 25 years before it changed owners for the first time.

Continued on page 7

THE HISTORY OF



By
Raymond Loe

The origin of the car name Alvis has been the subject of a great deal of speculation over the years. Co-founder G. P. de Freville stated in 1921 that, despite theories to the contrary, he chose the name simply because it could be easily pronounced in any language. He reaffirmed this position in the early 1960s stating that any other explanations for the source were purely coincidental.

T.G. John, a marine architect who together with his partner de Freville organized T.G. John and Company Ltd. during 1919 in Coventry England to build stationary engines, carburetors and motor scooters. In 1920 they introduced their first automobile the "Alvis 10/30". Designed by John, the first Alvis was a small sports car equipped with de Freville's first automobile engine, a four cylinder side valve design with alu-inum pistons and pressure lubrication, that was very unusual for the time. The car was an instant success and established the reputation and superior performance for which the company was to become famous. From 1922 to 1923 the company also made the Buckingham, a general purpose car.

Soon earning a "never wears out" reputation, by 1923 the original Alvis 10/30 model had evolved into the "Alvis 12/50 Super Sport" offering a vastly improved 50hp pushrod OHV engine mounted in a 108.5 inch chassis. By 1926 Alvis had

earned its place as a marque of distinction in sports competition by winning the top three places, in its class, in the then famous Brooklands Essex 6-hour Race. They won the race, at an average of 104.4 mph, with a 1.5-liter supercharged sports competition model boasting 100hp that weighed less than 1,100 pounds. In 1928 the Alvis 12/75 model was introduced offering front wheel drive, in-board brakes, overhead camshaft plus an optional Roots type supercharger. These were the worlds first "production" front wheel drive cars.

As with many upmarket engineering companies of the time Alvis did not produce their own coachwork, relying in the many available coachbuilders in the area including Cross and Ellis who built the body for our feature car. Silver Eagles were produced between 1929 and 1937. The "Vintage" Silver eagles were produced between 1929 and 1932 with a total production of 1498 of which 110 are known to remain in existence.

The entire run of "Post Vintage" (PVT) series cars were built in calendar year 1934 for sale in the 1935-6 model years and a few sold as 1937 models. The PVT cars were quite different from the earlier Vintage cars, however, they did retain the older Speed 20 running gear and frame. There were a total of 700 PVT cars produced of which 500 were in the model SG version. Only 75 of all Alvis PVT's are known to survive today.

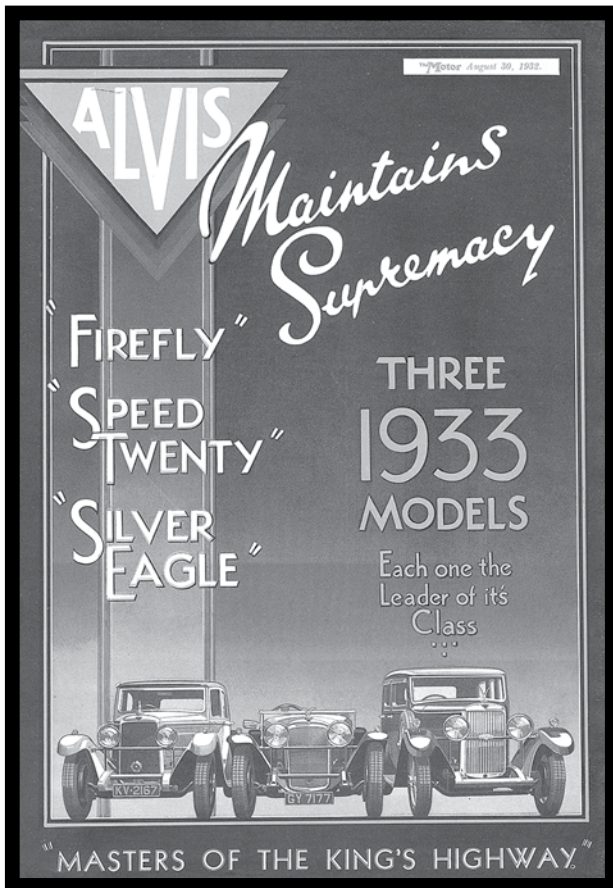
In 1936 the company name was shortened to Alvis Ltd, as aircraft engine and armored vehicle divisions were added anticipating war production needs. Their first aircraft engine was a large, in-house

designed, 14-cylinder radial model produced from 1936 until being supplanted at the beginning of WWII by a smaller 9 cylinder model for use in aircraft and helicopters. This very successful engine continued in production until 1966.

Alvis car production was initially suspended in September 1939 following the outbreak of war in Europe, but was later resumed and production was continued until November of 1940 when their car factory was severely damaged by German Luftwaffe bombing raids. Despite this, Alvis carried-out war production on aircraft engines and other aircraft parts production until they resumed building cars in the latter part of 1946.

Alvis' survival in post war Britain was geared to the prevailing mood of sober austerity calling for solid reliable and attractive automobiles. Much of the magic attaching to the powerful and sporting models was gone and life was not easy for this specialist car manufacturer. Not only had Alvis lost their car factory but many of the prewar coachbuilders had not survived and those that did were quickly acquired by other manufacturers. Without the in-house ability to produce bodies for their cars the post war history of Alvis is dominated by their quest for reliable and reasonably priced coachwork subcontractors to support production needs.

Car production resumed in 1946 with a four cylinder model, the TA14, a solid, reliable and attractive car. In 1950 a new chassis and new six-cylinder 3-Litre engine came out and went on to become the basis of all future Alvis models. The TA14 series evolved over the next 10-years of sporadic low-volume production to finally the become the TF21 a well-built, attractive and fast car. However it was clear by



the mid-1960's that with a price tag nearly double of the mass produced Jaguar the end could not be far off.

Rover took a controlling interest in Alvis in 1965 and a Rover-designed mid-engined V8 coupe prototype was rumored to be the new Alvis model but it was shelved when British Leyland took over Rover. By this time the TF21 was beginning to show its age despite a top speed of 127mph - the fastest Alvis ever produced. With only 109 cars sold, and political troubles aplenty in the UK car manufacturing business at the time, Alvis car production finally ended in 1967.

In 1968 a management buyout of the car operations was finalized and all the Alvis car design plans, customer records, stock of parts and remaining employees were transferred to Red Triangle. Over the next 40 years there were numerous changes in ownership of the Alvis name and it's Red Triangle trademark but no viable plan to resume building cars.

In 2010 the Alvis name resurfaced once again when the "Red Triangle Company", now controlling the Alvis trademark, announced a plan to revive the marque with a new retro model. Although we've heard nothing more during the past five years, with the current strong interest in expensive, high performance, low volume sports cars perhaps we'll again see cars bearing the Alvis Red Triangle logo come back in production after a hiatus of almost 50 years.

Meanwhile, we'll let you know if and/or when we hear about any new Alvis production plans.



Continued from page 5

On June 4, 1966, The Ministry of Transport performed a safety inspection before the car was shipped to Seattle in 1967. In July 1967, Elazar Behar of Seattle purchased the car from Jack Bond of Vintage Autos Ltd in London England. Documents obtained in the huge file I received with the car indicate the car was loaded on the vessel "Loch Loyal" on August 23, 1967 by the Coombe Shipping Co., Ltd. Invoices indicate the shipping cost of \$406.36, duty of \$44.40. Stateside, the car was received by Steamship Agents, Burchard & Fiskens, Inc., cleared customs in Los Angeles on August 31, 1967 and reached Seattle on September 12, 1967 where it was claimed by Mr. Behar, the new owner.

In early 1968, Mr. Behar purchased a head gasket from Alvis. In October 1972, Mr. Behar sold the car to Paul Lutey of Freeland, WA. According to records found in the file, George Raab of Sammamish, WA purchased the car from Mr. Lutey on Jan 13, 1976.

In 1984, Mr. Raab delivered the car to Phantom Restorations in Seattle for a full frame-up restoration. Invoices indicate all parts of the car were restored, to include most wood replacement, new aluminum or steel where required and an engine rebuild. All other

systems were disassembled inspected and repaired where required. The restoration was completed in 1989. Gregory Soter of Phantom Restorations stated " This was a 5-year restoration, requiring 3,000-4,000 hours. All work was performed to meet the highest concours requirements, using only the finest materials, parts and supplies."

In August of 2013 Mr. Raab passed away and in October of the same year Norma and I bought the car. During our ownership we will be responsible stewards of this well attended to car.

This last summer we enjoyed driving and showing our car. We brought it to the Concours at The Wood, Crescent Beach Concours and the Pacific Northwest Concours, taking home a couple awards. After the PNW Concours we loaned the car to the LeMay America's Car Museum where it will be on display in the Special Coach Work area. It will be there until June 30th. We plan to have fun with it this summer driving around and entering it in the Forest Grove Concours again, after 25 years.

See you out and about.



TRIPLE GARAGE TOUR

By Jeff Clark

Saturday morning arrived bright and clear with mild temperatures just as promised by the local weather prognosticators. The combination of beautiful weather and spectacular garages proved to be the perfect opportunity to get those fabulous Classics out for another early season event and mingle with one-hundred-forty-six members and guests of the PNR CCCA.

We are truly fortunate to have a wonderful treasure of garages and interesting collections available to visit here in the Pacific Northwest, and the garages of Jon Shirley, Bruce Wanta, and Greg Whitten in Bellevue proved to be no exception.

Check-in at Bruce's garage in the morning included donuts and coffee provided by our host to fuel participants along the morning's journey. In only a few short years Bruce has assembled a wonderful and varied collection of automobiles from hot rods, to post-War sports cars, modern supercars, and special interest vehicles of all types. In addition to the remarkable display of vehicles, attendees couldn't help but find something within Bruce's collections of mini bikes, Schwinn bicycles, and antique outboard motors as well as sports, automobile, and air & space memorabilia to bring back a fond memory or two.

Jon Shirley welcomed all to his garage with a brief discussion on the historical background and significance of the cars he has sought out over the years to fill his world class collection. In addition to a pair of stunning Alfa Romeos that included a 1932 Alfa Romeo 8C2300 Spider and his stellar 1938 Alfa Romeo 8C2900 Coupe, Jon's collection includes a number of historically significant post war racing Ferraris, as well as a number of 50s and 60s milestone cars. While the cars sat center stage, the surrounding walls held Jon's collection of automotive art, event posters, and original technical design drawings, the perfect backdrop to his collection.

Greg Whitten was gracious to open his garage for the club while he was in the middle of a remodel and addition project. Residing within a garage full of vintage race and modern supercars, many members and their guests got their first up close look at the prancing horses' newest supercar, the LaFerrari. Snuggled in next to an impeccable F40 and Enzo, the LaFerrari was certainly the crowning jewel. The biggest treat for me though was the opportunity to see Greg's vintage Austin Healey 100S development vehicle, and one of only two 1957 Aston Martin DBR2's produced by the fabled marque at their Newport Pagnell works. For those who stayed to the end of the event Greg offered the intimately sized group of guests his thoughts on the driving characteristics of each of the fabled cars in his collection.

All in all a very enjoyable event spent with members, guests, and friends in the sunshine of a favorable April day.

Attendees Driving Classics

Scott Anderson (Charles Sandidge)
1941 Cadillac 8 Convertible Coupe

John & Mary Campbell (Matt Campbell,
Cheryl McCauley, Rob Campbell, Tom Borland)
1931 Rolls Royce, 6, P-II Continental Phaeton

Frank Daly
1937 Packard

Stan & Valerie Dickison
1936 Packard 8 Coupe

Jack Goffette (Barbara Shain)
1929 Rolls Royce Convertible Sedan

Terry & Cherry Jarvis
1934 Nash Sedan

Don and Arlene Jensen
1937 Cord 812 Custom Beverly

Gary & Joyce Johnson
1941 Cadillac Convertible Coupe

Roy & Terry Magnuson
1928 Bentley 4-1/2 Ltr Tourer

John McGary (Jacob McGary)
1937 Rolls Royce 25/30 Saloon

Kim Pierce & Norma Sola-Pierce
(Eric Pierce, Kevin Pierce & Fiancee, Mrs. Sola)
1932 Packard Coupe Roadster

Brian Rohrback (Paul J Bailey)
1939 Bentley 4-1/2 Ltr All Weather

Allan Rustad (Ron Rustad, Richard Turner)
1929 Lincoln Limousine

David Smith
1938 Alfa Romeo S-II Spyder

Additional Attendees on Page 10

Photos page 9 (left-right, top-bottom):

Brian Rohrback & Marty Anderson;

Arny Barer; Classics in a Row;

Gary Johnson; Ray Loe;

David Smith driving his 1938 Alfa Romeo;

Scott Anderson driving his 1941 Cadillac;

*Jack Goffette & Barbara Shain driving
his 1929 Rolls-Royce*





Additional Garage Tour Attendees

Bill & Lucy Allard, Marty Anderson & Lynn Gabriel, Ian Bailey (Peter Trant, Bill Trant, & Paul Carter - members of the Vintage Car Club of Canada), **Arny & Carol Barer, Ed Barrett, Fred Bonin** (Davis Blackall, Dennis Nisbit), **Jeff & Sharon Clark** (Ryan Clark), **Noel Cook** (Al Taylor), **Ron & Margie Danz** (Mike Nelson & Morris Groberman), **Bill Deibel** (Ward Damon), **Marty & Linda Ellison, Al & Marilyn Fenstermaker, Nancy Finelli** (John Wright, Yuig Moore & Jim Moore), **Brian Goodell** (Maxine Adametz), **Jerry & Keenon Greenfield, Colin & Laurel Gurnsey, Jason Harris** (Jesse Evavold), **Pat & Cathy Heffron** (Larry & Jane Zappone), **Ed Hommel, Barrie & Karen Hutchinson, Tim Johnson, Bob Junell & Learsey Farren** (Bin Long & Bo Yang), **John Kozial, Siegfried Linke, Raymond & Georgia Loe** (Larry & Annette Fisher), **Ralph & Charlotte McCarty, Al McEwan** (son and grandson), **Terry & Barbara McMichael, John Mitchell & Georgia Cacy** (Bob & Kathleen Ames), **Lee Noble, Steve & Annie Norman, Michael Peck, Brian Pollock, Ed Rittenhouse** (Walt Johnson, James Haney & Roger Houmes), **Paul & Diane Shager** (Max Whitcomb, Mike Henry, Jay Stewart, Laurie Nickens, Jerry Woldt), **Chad Shoemaker** (Ray Moore), **Jim & Gail Smalley** (Eric Westendor), **Bill Smallwood** (Henry Watanabe. Mike Jones & Ryan Elsos), **Dennis Sommerville** (Tommy Crompton), **Willie Spann, Gary & Merrisue Steinman** (Susan Steinman-Sherman & John Sherman), **Dean Trenery** (Steve Kaplan, Gerald McGinnis)

PNR Members in Bold Type

*Photos (left-right, top-bottom):
Bruce Wanta with Kim Pierce;
Greg Whitten with Bob Ames
and Sharon Clark;*

*PNR members and guests
enjoying Jon Shirley's Collection;
Stan Dickison with Jon Shirley*

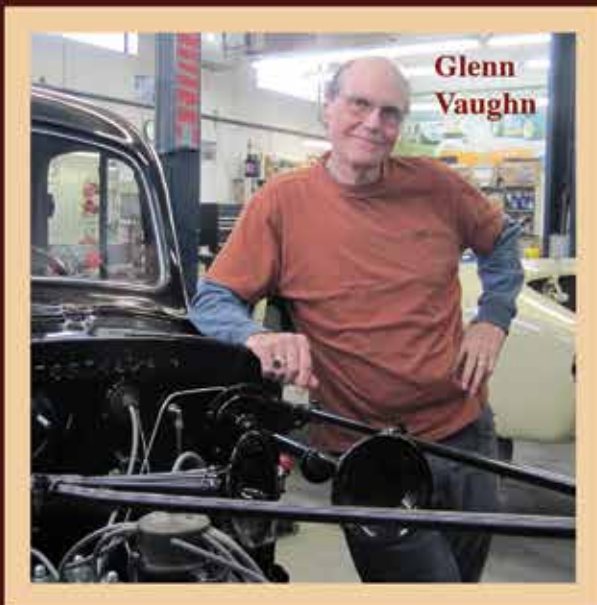


Just as a restored Classic car has a history and then a future – so does Glenn Vaughn Restoration Services.

Ken Vaughn and Phil Hill got the ball rolling 38 years ago with a shop where everything was done under one roof and done to excellent standards. Their fascination with cars was legendary. They handed the torch to Glenn Vaughn who carried it for the last 25 years. Today Glenn Vaughn Restoration Services is still going strong, with new owners, Noah Reaves and Randell Schultz.



Ken Vaughn
and Phil Hill



Glenn
Vaughn



Noah
Reaves

Noah started working for Glenn 13 years ago, right out of the North Idaho College Collision Repair program. For as long as Noah can remember anything with an engine and anything that could be modified has perked his interest. Noah's love and appreciation of Classic car restorations has given Glenn the confidence that he will continue the tradition of excellent standards and service.

Randell has worked at GVRs for two years as the mechanic, but has had his head under the hood for almost forty years. Randell is very knowledgeable about all types of engines, which comes in handy with some of the Classics that come into the shop.

So, sticking to the Classic way of restorations that started way back with Ken and Phil, Glenn Vaughn Restoration Services remains ready to fulfill your restoration needs. From mechanics, to upholstery, fabrication, bodywork, and paint, it is all still done under one roof. Let's together make some new good old days!

Glenn Vaughn Restoration Services • 550 N Greensferry Rd • Post Falls, ID 83854

(p) 208-773-3525 • (f) 208-773-3526 • vaughnrestoration@gmail.com

2015 STAYCATION AT CHATEAU STE MICHELLE WINERY

By Bill Smallwood



May 24th marked the 5th anniversary of StayCation, annually orchestrated by Ste. Michelle Winery in Woodinville through the cooperative organization of the Exotics at Redmond Town Center. When the one-day celebration of music and automobiles was launched in 2011, it was to provide a fun place for folks to go on the Memorial Day weekend; a mini-holiday, of

sorts. Gas prices were up and everyone was grumbling about the cost of travel. So, instead of spending lots of money of petrol and going "out of town" for the holiday, why not have a staycation? In spite of the gas prices dipping, the event has been popular ever since.

For the fourth year in a row, the Pacific Northwest Region of CCCA has been lucky enough to "get the nod" and join the Exotics on the show field. We have historically been situated on the grassy lawn next to the Stimson Mansion. This year, after complimentary coffee and sweet rolls provided by the venue, CCCA kicked tires, drank wine and enjoyed the tailgate party set up by the Dickisons on their fold-down luggage rack on the back of their 1935 Packard V12 Victoria. Jim McAuliffe, owner of The Bistro, sent over a dozen hamburgers with fries around 12:30PM. We were well fed and enjoyed intermittent sun and clouds on a rainless day while chatting about cars and our upcoming national CARavan, where attendees will unfortunately spend lots of money on petrol!

Those in attendance with full Classics:

Stan & Val Dickison –
1935 Packard V12 Victoria

Roy Dunbar – 1929 Pierce
Arrow 8 Club Brougham

Kim & Norma Sola-Pierce –
1932 Packard 8 Coupe Roadster

Terry & Barbara McMichael –
1947 Bentley MK VI Coupe

Brian & Jeffrey Rohrbach –
1939 Bentley All Weather

Roy Magnuson –
1925 Bentley 3 Litre Tourer

Terry & Cherry Jarvis –
1934 Nash Sedan

John Koziol –
1930 Nash Ambassador 8

Carl King with guest-driver, Tim
Cliney – 1932 Auburn Cabriolet

Frank Daly –
1935 Packard 8 Club Sedan

Members in attendance without benefit of full Classics:

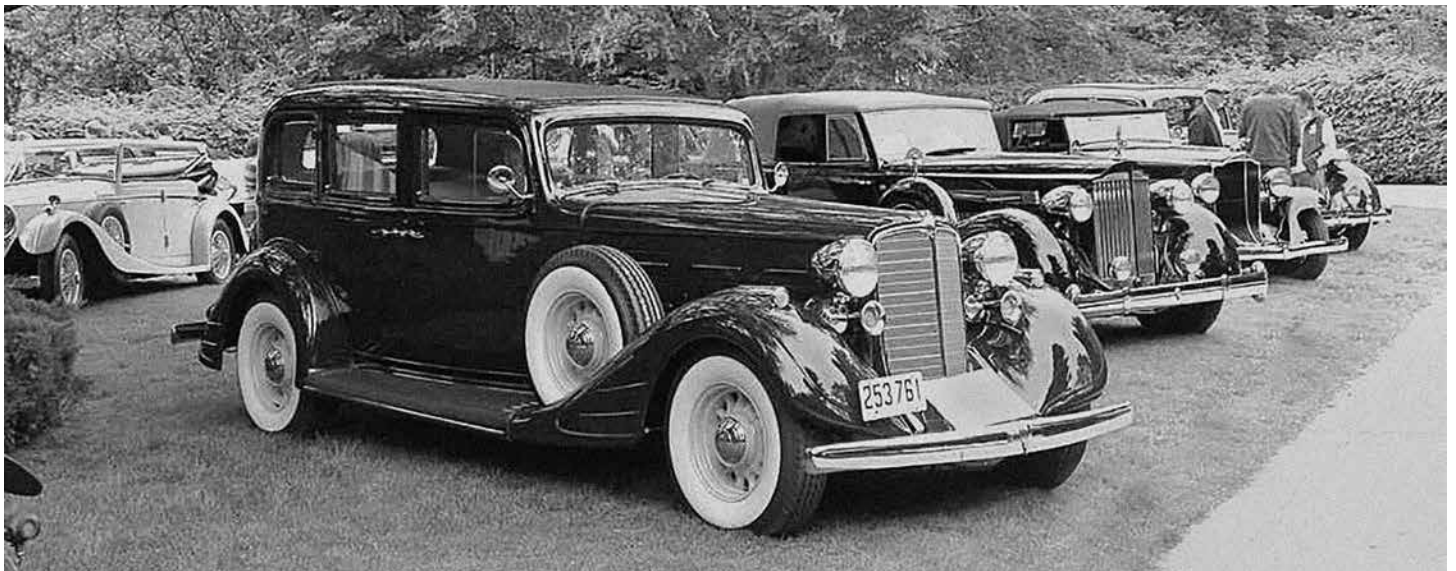
Steve Larimer

Michael & Ildo Bradley

Jerry & Keenon Greenfield

Bill Smallwood

Karen Anderson



*A nice line-up of PNR Classics consisting (L to R)
Jarvis' 1934 Nash, Dickison's 1935 Packard, Pierce's 1932 Packard and Daly's 1935 Packard.*



"Out for fresh air- Interior of Brian Rohrback's 1939 Bentley All-weather"



Tailgate party just getting started: Stan & Val Dickison behind their 1935 Packard V12 Victoria



Terry Jarvis with hood open on his 1934 Nash sedan, chatting with guest Dr. Tim Cliney and member Carl King



Carl King's pretty 1932 Auburn 12 Cabriolet



Roy Magnuson in his 1925 Bentley 3 Litre



John Koziol's beautify burgundy 1930 Nash Ambassador



Frank Daly and his 1935 Packard 8 Club Sedan



Stan Dickison & Roy Magnuson admiring Jim McAuliffe's N/C Ford convertible

Canadian Rockies Experience - 2015 National CARavan June 10-18th, 2015

By Val Dickison

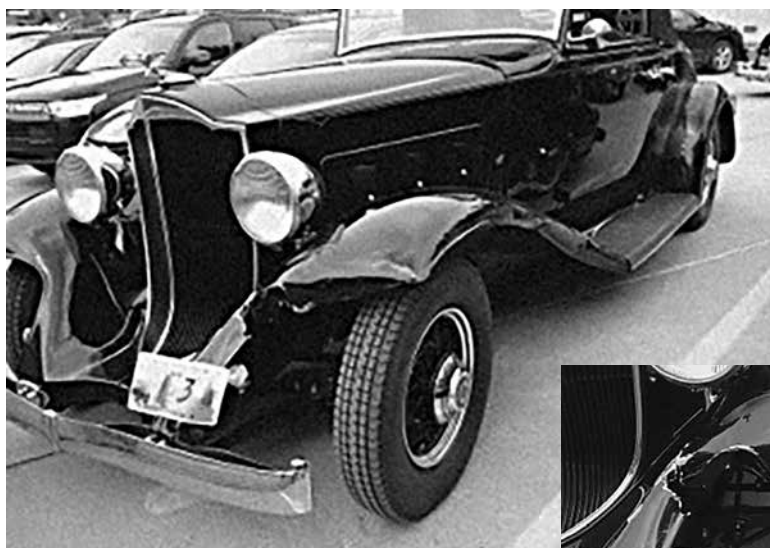
The 2015 National CARavan "Canadian Rockies Experience", hosted by the Pacific Northwest Region, took 133 CCCA members in 62 Classics plus a trouble truck, from Coeur d'Alene, Idaho, up to Nelson, B.C., then north to Revelstoke, east to Lake Louise, Banff, down to St. Eugene near Cranbrook, B.C., further south to White Fish, Montana and then back to Coeur d'Alene for the final wrap-up banquet. Tour master Al McEwan celebrated 45 years of leading PNR tours this year and was supported throughout by wife Sandi, as well as Stan & Val Dickison. This was the longest distance from regional home base of Seattle that a PNR tour had encountered, covering 1093 miles over nine days from June 10th through 18th.

Convoys of PNR folk motored east from Seattle on both June 9th and 10th. Several Classics vapor locked in 100 degree weather across Central Washington, in route to the CARavan starting point, Coeur d'Alene, Idaho. Dickisons' 1935 Packard V12 Victoria coughed and sputtered like a cat hurling a hair ball and even after a new fuel pump, she required two tows to get across the state. (Note to self: owe Frank Daly a new electric fuel pump.) "Old Vicky" finally arrived at CdA at 9:00 PM on June 9th with hungry and tired caravaneers Stan & Val Dickison. We were the poster child for Hager-ty's donation of free towing!

Dickens once wrote "It was the best of times; it was the worst of time". Dickison writes it was the "trifecta of automotive atrocities". Traveling north on the second day of the CARavan, in less than two hours and on the road leading to BC's Shelter Bay ferry, three Classics encoun-

tered unusual and significant accidents. Perhaps that stretch of road is a vortex of negativity? Carl & Georgia Hummel, in their 1939 Packard Touring Sedan, lost the brakes and wound up centered in a ditch. Lou & Bunny Berquest almost "bought the farm" when Lou could not get out of overdrive coming down the 8% grade to the ferry. The ferry captain reported she saw Lou's 1935 Pierce Arrow convertible coupe up on two wheels as it landed backwards against the ferry landing's heavy metal railing. Had Lou not hit that wall they would have ended up in Arrow Lake. Fortunately there were no human injuries other than pride. Kim Pierce stayed with a much shaken Lou till the tow truck arrived and then transported Lou to the Revelstoke resort. It was not the end of the mishaps. Half way up the hill a bear ran out from the woods, smack dab into the front end of Kim's 1932 Packard 900 Coupe Roadster. Significant damage was done, not to mention the calling card left by the bear: fur, blood and bear scat. Jack Triplett later commented the bear was a new and over-zealous employee for Bear Alignment Shops, trying to drum up business. He will be severely reprimanded by management for leaving the wrong calling card. Kim reported the front end alignment seemed improved though. I can't help but think when the bear got home to the Missus, he said "Honey, you won't guess who I ran into today!" Thereafter, a small stuffed bear was stuck on the front end of the Pierce's bumper. The perpetrator was not revealed until a few days later as new CARavaner Frank "the prank" Daly.

Continued on page 16



*Bear damage to front of Kim Pierce's car.
BTW: When he called his insurance company
the gal taking the claim couldn't stop laughing.*



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CARavan continued from page 15

Kim Pierce seemed the star of the CARavan aiding countless stranded Classics, performing roadside triage daily, as needed. Kim was nominated and received the Deutsch Award for service above and beyond the call of duty. Marty Ellison wrote on his nomination form that Kim really went the extra mile when he donated a kidney to a local girl during the trip. Kim was warned not to lift heavy suitcases after that.

We spent two nights in Banff so free time was allowed and most Classics stayed in the cozy garage while the motorists rode the complimentary bus transportation into town. At arrival, a tired motorist Stan Dickison, upon not being able to get his hotel room key to work, went to the front desk complaining. He was told that the "bus pass" he was holding was not good on guest room doors and was shown the proper key. On the second evening we were whisked away by motor coach to Wild Bill's Saloon in downtown Banff for an evening of good barbeque and dancing. Brenda Bonin and Sherry Raisbeck insisted Stan Dickison dance with them which was certainly a boost to the old dog's ego. When asked if husband Fred Bonin was jealous he replied "No, I knew I could beat Stan up if he got fresh, but why bother?" Val finally got her chance at Stan and he turned into a May-pole. She circled around his stationery form and at one point she wrapped her arms around him from his backside. Sandi McEwan was watching and later asked if Val was giving Stan the Heimlich Maneuver after he ate some bad barbeque. Val reported that it was about as close as one could get to sex on a dance floor. We closed the band down at a whopping 9:30PM, but while we were there most "shook a tail feather" dancing and had a great time.

Two nights were spent at White Fish, Montana as well, with a side day tour to the Lake McDonald Lodge in Glacier National Park. Regrettably we could not drive the entire route of the "Go to the Sun Road" as it was still closed for the season east of Logan Pass.

A highlight of the CARavan was the fact two young members had the joy of driving Classics. Eighteen year old Andrew Nau drove his grandfather's 1932 Lincoln KB and Megan Wolf, drove parents' 1938 Packard 1605 convertible sedan. We hope as time goes by they will continue to share the car hobby interest and perpetuate interest in the club.

I am sure there are countless stories of heroics, near disasters, good times and funny anecdotes for the nine days we spent together on this CARavan. Countless times CCCA members brought forth spare parts from their car trunks to aid stranded motorists. As Doctor Mom, I personally bandaged a knee twice and gave out 5-Hour Energy and aspirins several times. Perhaps the most significant result of the 2015 "Canadian Rockies Experience" was how it galvanized us into friendship. We laughed in the face of adversity; we made lots of new friends and will have memories to last a lifetime. The list of event sponsors and supporters is too lengthy to mention here, but rest assured they are appreciated by the committee, region and national, helping to make the event a success. In conclusion and in behalf of Al & Sandi McEwan, Stan and yours truly, I shout out "Pacific Northwest does it the best!"

CARavan Attendees continued on page 18



"Class Photo" of the PNR members who attended the PNR CARavan.



????????????



Damage to Lou Berquest's Classic



Wild Bill's Saloon - (L to R) Lou & Bunny Berquest; Brenda & Fred Bonin; Lee Noble and Colin Gurnsey



Jan Taylor, Jack Triplett, B.K. Atroscopic



????????????



Monty Holmes, Katie Nolan, Marty Ellison and Lonnie Fallon



????????????



????????????????????



????????????



The Ferry Crossing - Classics crossing the Kootenay Lake

2015 National CARavan Attendees

Lou & Bunny Berquest
1935 Pierce Arrow 845 Conv. Cpe.

Chris Bock*, Bill Burchett, Steve Morton
1941 Packard 1907 Touring Sedan

Fred & Brenda Bonin
1933 Packard 1004 Phaeton

James & Gail Cowin
1941 Cadillac 605 Sedan

Tom Crook & Miss Randy Small
1934 Packard 1107 Conv. Victoria

Johnny & Christine Crowell*
1931 Studebaker President Rdst.
Wes & Henrietta Crowell*
1931 Studebaker President Rdst.

Frank Daly*
1935 Chrysler Imperial Airflow Coupe

Ron & Jeannie Damiana
1934 Packard 1107 Club Sedan

Bill & Karel Deibel
1040 Packard 1803 Club Coupe

Stan & Val Dickison
1935 Packard 1207 Conv. Victoria

Denny & Bernadene Dochnahl
1934 Packard 1100 Sedan

Marty & Linda Ellison
1937 Packard 1506 Touring Sedan

Mike & Wendy Fairbairn
1937 Cord 812 S/C Conv. Coupe

Lonnie & Betsy Fallon*
1947 Packard 2106 Club Coupe

Lou & Kathy Ficco
1937 Packard 1507 Conv. Coupe

Tony & Joanna Ficco
1940 Packard 1807 Conv. Sedan Darrin

Nick Fintzelberg, Joe Malaney
1948 Chrysler Town & Country Convertible

Howard & Evelyn Freedman*
1948 Cadillac 75 Imperial Limousine, Fleetwood

David & Carole Gaunt
1940 Cadillac 62 Conv. Coupe

Jack Goffette & Barb Shain*
1937 Bentley 4½ Liter Cpe., Barker

Colin Gurnsey & Lee Noble
1936 Lagonda LG-45, Drophead Coupe

Monty Holmes & Katie Nolan*
1941 Packard 1903 Conv. Coupe

Jim & Betty Hull
1941 Packard 1903 Conv. Coupe

Carl & Georgia Hummel
1939 Packard 1707 Touring Sedan

Gary & Joyce Johnson
1948 Lincoln Continental Cabriolet

John & Dianne Kernan
1941 Packard 1907 Limousine

Tom & Kathy Kostecky
1947 Packard 2106 Touring Sedan

Al & Sarah Kroemer
1938 Rolls-Royce Wraith Limousine,
Cockshoot

Aneice Lassiter, Jon & Sandy Lee
1932 Stutz DV32 Phaeton, Rollston

Raymond & Georgia Loe
1934 Auburn 850Y Cabriolet

**Roger & Eileen Loecher,
Fred & Sharon Norman**
1942 Cadillac 63 Sedan

Roy & Terry Magnuson
1928 Bentley 4½ Liter Tourer

**Richard & Shirlee Marrs,
Ray & Barbara Giudice**
1947 Cadillac 75 7 Passenger Sedan, Fleetwood

Tom & JoAnn Martindate
1930 Packard 740 Touring

Philip & Cheryl McCurdy
1937 Cord 812 Custom Beverly

Al & Sandi McEwan
1934 Bentley 3½ Liter Tourer, Vanden Plas

John & Kay McGary
1937 Rolls-Royce 25/30 Saloon, Hooper

Terry & Barbara McMichael*
1947 Bentley Mark VI Coupe, James
Young

Bill & Sonya Miller*
1937 Packard 1507 Conv. Victoria

John & Georgia Mitchell*
1938 Packard 1604 Conv. Victoria

Jay & Christina Moore
1934 Packard 1107 Phaeton

Chuck & Roxy Morgan
1937 Packard 1508 Conv. Sedan

Gene & Ann Nau*, Andrew Nau
1932 Lincoln KB, Berline, Judkins

George & Julie Newhall
1938 Packard 1604 Club Sedan

Bob Newlands & Norma Sola-Pierce
1932 Packard 900m Coupe-Roadster

Brian & Randy Pollock
1935 Bugatti Type 57, Drophead Coupe,
James Young

Larry & Carol Pumphrey
1937 Packard 1508 7 Pass. Sedan

James & Sherry Raisbeck*
1938 Cadillac 75 Imperial Sedan, Fleetwood

Bill & Dorine Ramsden*
1932 Packard 903 Coupe-Roadster

George & Sherry Randall
1938 Cadillac 75 Convertible Coupe, Fleetwood

Paul & Joan Ridley*
1937 Packard 1507 Club Sedan

William & JoAnn St. Clair
1937 Packard 1507 Conv. Coupe

Bob & Ann Steiner
1936 Packard 1407 Conv. Coupe

Skip & Susan Tetz
1936 Cadillac 85 Town Sedan

Jack Triplett & B.K. Atroscopic
1935 Bentley 3½ Liter Drophead Coupe,
Gurney Nutting

John White*, Morgan Von Ruueden
1947 Cadillac 62 Conv. Coupe

Andy & MaDonna Wolf, Megan Wolf
1938 Packard 1605 Convertible Sedan

Jim & Catherine Woolsey, Chris Black
1937 Packard 1208 Limousine

Walker & Paula Woolever
1937 Cadillac 70 Convertible Sedan,
Fleetwood

Carl & Vicki Zeiger
1941 Cadillac 62 Conv. Sedan

* First time attendees

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'32 Cadillac V16 Roadster/Gordon Cochran

'32 LaSalle Cadillac/Gordon Cochran

numerous project not listed

MAINTENANCE ISSUES

Paint issues, dents, etc.

References available



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PUBLIC RECORDS ON JOSEPH BIJUR

Research by Lucy Allard

May 25, 1894 Passport application:

Student. Height: 5' 8-1/2" broad forehead, hazel eyes, prominent nose, medium mouth, blunt chin, black hair, dark complexion, oval face.

September 10, 1894, Joseph Bijur arrived in New York, New York from Liverpool, England on the "Etruria". Student.

1895 attended Columbia College in New York City

1910 census Manhattan, New York County, New York: Bijur, Joesph white male, 35 years old, married 14 years, born in New York, fahter (sic) born in Germany, mother born in Germany speaks English, president Electircal Engineers (sic) Co. Bijur, Alice, white female, married 14 years, born in New York, father born in Germany, mother born in France. Bijur, George A., white male 8 years old, single, born in New York, father born in New York, mother born in New York. 2 servants, a nrurs (sic) and a cook.

September 12, 1918 WWI Draft

Registration: born April 15, 1874. Height: 5" 9-1/2". Gray hair and eyes. President/Manager Bijur Motor Appliance Company, Hoboken, Hudson County, New Jersey

Dated December 1, 1919 and received March 13, 1920: "Application for Amendment of Passport": Object of Visit: Commercial Business. Countries to Visit: British Isles, Belgium, France, Holland, Italy plus Switzerland.

October 9, 1920: Joseph Bijur arrived in New York, New York from Southampton on the "Aquitania". (Alice is not with him.)

September 30, 1927: Joseph and Alice Bijur arrived in New York, New York from Southampton on the "Aquitania". (Her birth date is given as September 9, 1875.)

Source: Ancestry.com

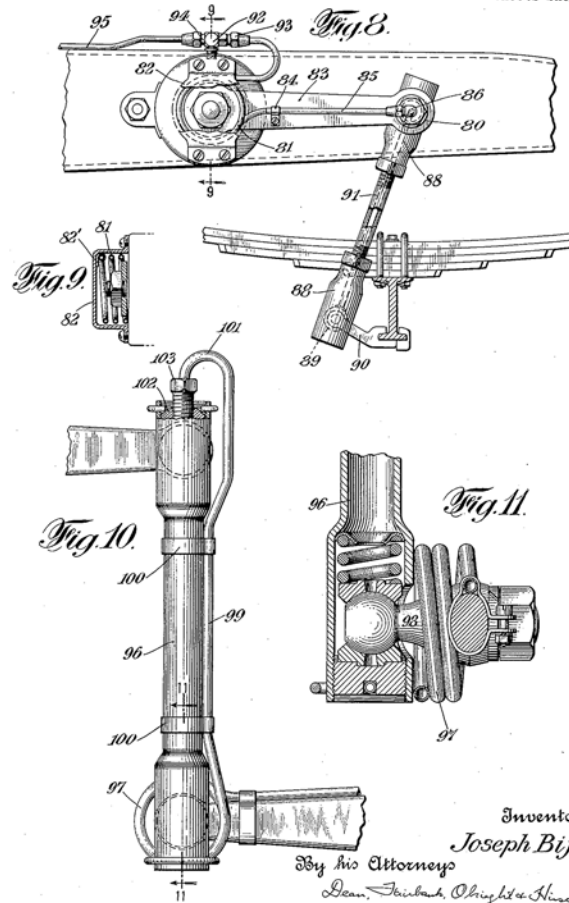
Feb. 6, 1934.

J. BIJUR
LUBRICATION

1,945,512

Filed Aug. 10, 1925

5 Sheets-Sheet 3



United States Patent Office #1,945,512 Lubrication
Joseph Bijur, New York, N.Y. assignor to Auto Research Corporation,
a corp. of Delaware.

Application date: August 10, 1925 Patent Date: February 6, 1934

My present invention relates to lubrication and more especially to the lubrication of automotive chassis elements and particularly instrumentalities such as shock absorbers or rebound checks associated with a motor vehicle and to the supply of lubricant to the casing of a shock absorber.

Lubrication is desired for the interior bearings and pivot joint of the links of shock absorbers of the liquid resistance and friction clutch types, and also in some instances, for the rubbing surfaces.....

Editor's Note: Val Dickison's research on Joseph Bijur painted a picture of a bright inventor (with numerous patented processes bearing his name) and astute businessman with a troubled and sad end to his life. It seems odd that so little has been written about a man whose name is on dozens of patents and whose company has remained in business for more than 100 years. It seems particularly unusual that despite a thorough search of the web (including Lucy Allard's efforts on Ancestry.com) and directly contacting the company and his descendants that not a single photograph could be found.

Val sent this story to Joan Adler of the Straus Historical Society and Joseph Bijur's distant relative Vicky Bijur, a literary agent in New York. Both expressed a keen interest in Val's research and expressed thanks to the PNR-CCCA for providing a missing chapter in the family's history. She also sent copies to the president of the Bijur Delimon Corporation and to Ken Bannister, Contributing Editor for Lubrication Management & Technology and blogwriter at Bijur. Ken sent the following reply...."Thank you so much for passing along the information and allowing me to read your article, I was mesmerized!" Copies of the Bumper Guardian will be sent to each of these contributors.



THE ELUSIVE MR. BIJUR AND HIS AUTOMATIC OIL DELIVERY SYSTEM

By Val Dickson

At the February CCCA Board of Managers' meeting I heard the word "Bijur" and my ears pricked-up. I believe it was Karen Hutchinson who said "They leak all over". Her husband Barrie laughed and countered "That's because they are doing their job". My personal remembrance of the Bijur system is that our 1931 Rolls Royce Newmarket leaked oil all over our garage floor. We were constantly changing the rags under the spots where "Berty" delightfully dripped. I thought "Bijur system" was an antiquated term; glad that's a thing of the past. But in preparation to write this article I looked up Bijur on the internet. Holy smokers! They are still in business; bigger than ever, supplying to industries such as steel mills, oil refineries, earth movers, factory equipment of all types, railroad and even wind turbines. They've gone global and bought-up most of the competition including Farval, LubeSite, Delimon and Denco. Once a little company known as the General Storage Battery Company in 1904, and then the Bijur Motor Lighting Company at 15th & River Street, in Hoboken, NJ, circa 1910, they have grown to a multi-billion dollar corporation, with branches scattered worldwide.

In 1923 inventor Joseph Bijur, revolutionized the automotive industry by developing a self-contained, engineered lubrication pump with a centralized delivery system for oil. I loosely quote Ken Bannister in his 2010 blog posting at www.bijur.com. The pump system was referred to SLR (Single Line

Resistance). Pull the handle and swoosh, you got oil! This single-shot, total loss method, in a low-pressure design, delivers an amount of lubricant to every point when the pump is operated, up to 200 points. This eliminated the "feast or famine" situation with lubricating your vehicle. No more getting it up on the hoist and hoping you avoided metal fatigue due to lack of lubrication. It is believed Bijur's system reduced mechanical failure by one third due to its continual lubricating power. I invite you to view their website to see their full range of products and applications in today's marketplace.

Bannister theorizes that Bijur probably studied Elijah McCoy's steam-pressurized single-point oiling device that used steam pressure to lubricate railroad engines, circa 1870s. This system worked so well, any other system offered to the railroad industry was shunned in favor of "The Real McCoy".

The Bijur System became a practical main-stay in automotive manufacturing during the 1930s and 1940s; right up to the 1961 Rolls Royce. There was competition though. Trabon delivered the "Series Progressive Divider System". Lincoln had the "Single Line Positive Displacement Injector System"; Farval had its "Dualine Positive Displacement Injector System" and Tecalmit called theirs the "Pump-to-Point System". With Bijur's redirection of focus to industry, Bijur's oil delivery system of today is computer controlled.

It is self-diagnosing and delivers oil as needed, without the need of a manual pull. It is now okay to be "asleep at the wheel". Today's systems triple the life of equipment.

But what of the man? Who was Joseph Bijur? I asked my husband what he knew about the man and other than the invention he said he thought the man was French. There is very little written on Joseph. Internet articles listing the inventors of the 20th century do not include Bijur. The company bearing his own name, now known as "Bijur Delimon" has no history on the man on their website, other than to state he developed the SLR in 1923. There are a few obscure books at www.archives.org that mention Joseph Bijur. "American Electrochemical Society" listed him as a member of their society since 1903, in their 1916 meeting volume. Amazon.com offers a couple of old pamphlets for sale on second market. And at that website you can buy various new Bijur whiz-bangs for your industrial machines. His patent applications are available for viewing on the internet and offer beautiful technical drawings with copious details concerning the patent to which they were applying. He obviously had a brilliant mind. If he was the creator of the drawings, he was also an excellent artist and draftsman.

Donald Preston was President of Bijur for several years, starting in 1984. His email reply to me indicated he knew virtually nothing of the founder, Joseph Bijur. Preston cited in his memoir "I Love You One Thousand Houses" that around 1980 Bijur had offices in Oakland, New Jersey, which also served as company headquarters and also Bennington, Vermont; Ennis, Ireland; and sales offices in France, Switzerland and Canada.

He goes on to state there were no reliable monthly accounting statements for the company; something he remedied post-haste. Both he and Ken Bannister mention the company was owned by Dr. Peter Bing, a doctor in California. Research indicates the Bing family was exceedingly wealthy due to grandfather, Leo S. Bing's extreme good fortune in New York City real estate. Peter Bing's son, Steve, inherited \$600 million from his late grandfather's estate. The Bing name is well known in Stanford University circles and has donated millions to the university and to other California causes. Steve Bing is known as quite the playboy, but I shall leave that to one alone.

But back to Joseph Bijur. Not only is Mr. Bijur known for his lubricating system, but also for his starting and lighting systems on early automobiles. The patents include: Electrical Regulator, 1906; Automatic End Cell Switch, 1907; Electric Circuit Changing Apparatus, 1911; Battery Connector, 1914; Electrical Circuit Changing Apparatus, 1918; Engine Starting Device, 1919; Dynamo Engine Apparatus, 1920; Flow Control Fitting, 1922; Trunnion Joint & Lubrication Thereof, 1924; Central Lubricating Device, 1932, 1934, 1936 and 1939. Obviously as the lubricating system was refined he refiled his patent noting the upgrades. In 1923 alone, he applied for five patents under the Bijur Motor Appliance Company name; often in conjunction with other partners. One patent concerning "starting airplanes" was found in the 1923 edition entitled "Index of Patents – 1923" which is available for reading online at www.archives.org. After his death, his patents were filed by one George Bijur, Executor. It took me a lot of digging but I finally discovered George was Joseph's son.

Two other texts at www.archives.org are "Automotive Wiring Manual 1912-1920" by Harry Lorin Wells – 1920, for use in the classroom. Included are circuit diagrams for a number of six cylinder vehicles, starting and lighting systems. Bijur's drawings are included with well known names such as Westinghouse, big competition then and now.

R.C. Fryer's book of 1918 "Classroom Lecture notes" also offers Bijur drawings on pages 120 through 124.

But still, what of the man's personal life? After many hours at the computer, with eyes burning like red hot coals, I came across the Straus Historical Society's website and I'm not quite sure why. I wrote to their director, Joan Adler, who sent me a shocking email. Joseph and his wife Alice had a suicide pact which they carried out together. Here is the personal information Joan shared with me:

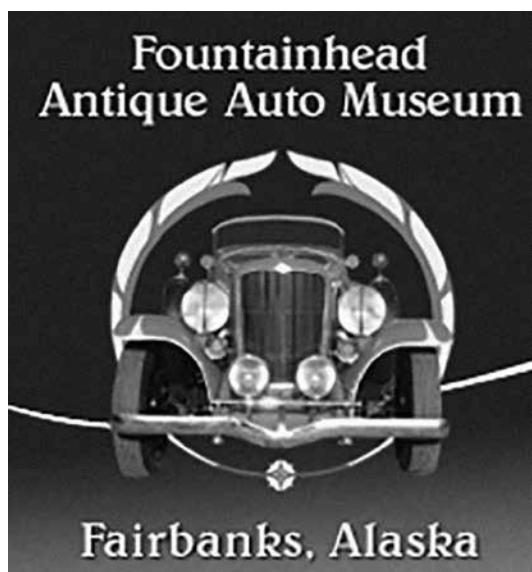
Joseph was born April 15, 1874 in New York. His parents were born in Germany. Wife was Alice Pronick, (shortened from Prochownik); same age. Her father was born in Germany and mother in France. Alice was loosely related to the Levi Straus family. On May 1, 1896 Joseph married Alice at her parent's home at 122 East 60th Street, where several hundred guests were in attendance, with names such as Rothschild, Straus and Blumenthal. Joseph's brother Nathan Bijur (successful New York attorney and later Supreme Chief Justice in New York), married Alice's sister (date not given). Only child born to Joseph and Alice was George Bijur who became a Manhattan advertising man. Joseph was registered for the World War I draft. It is not stated if he served for military duty.

(Paraphrased) New York Times, October 20, 1931: "Joseph Bijur Dies in Suicide Compact". Husband and wife Alice found dead in the Bijur Lubricating Company at 22-08 43rd Avenue, Long Island. Both had been in very poor health of late. Employees find bodies seated back to back in chairs with pistols besides each. Both had been shot by a single bullet to their heads. On a bench near the bodies they found a note addressed to their son, George. Joseph was 57 at time of death; a graduate of Columbia College and the Columbia School of Mines. Funeral services were on the 21st at the Universal Funeral Chapel.

It is a shame that this inventor, who was so important in the early automotive industry, is not lauded such as the likes of Henry Ford. Having taken his own life, I now can see why information about him was so unavailable. Perhaps even more than now, the Jewish faith looked upon suicide as a deep and grave sin against God; Jewish funeral services and mourning rites were not permissible for suicides. Note they were buried the day after they died.

When I started this article several days ago, blithely assuming Joseph Bijur peacefully died in his sleep at a ripe old age, I did not realize the turn where this story would take me. I had theorized Joseph was a Jewish immigrant, who came to America to make his fame and fortune. True Joseph was a driven and clever man who added much to make America strong. Perhaps a bit obscure today, because history has shamefully swept his sin under the rug. Regardless of his pain and sorrow in life, we shall remember Joseph Bijur's contributions every time we clean the oil from the garage floor under "Old Betsy."





NEW MEMBER PROFILE

Provided by Val Dickison

In a city known for its Gold-Rush history, summer Solstice celebrations, and winter aurora displays, a most intriguing museum has become one of the most popular attractions in Fairbanks, Alaska. The Fountainhead Antique Auto Museum is the brainchild of Timothy Cerny, owner of several hotels and commercial properties in Alaska and Washington. Cerny built the 30,000 square-foot museum in 2009 to create a "must-see" attraction that would entice customers to one of his hotels. More importantly, it fulfilled his dream of establishing a historically significant automobile collection that he could share with the public.

Cerny and his assist, Derik Price, began acquiring cars for the collection in early 2007, and museum manager Willy Vinton joined

their efforts in 2008. Their focus has been to find pre-war American cars that represent a significant or interesting development in automotive technology or design, or are very rare examples of their marques. Presently there are 90 automobiles in the collection, of which 60 to 65 are on display at a time. The museum's 1898 Hay, 1903 Toledo gasoline car, 1906 Compound, 1920 Argonne, and 1921 Heine-Velox Victoria are the only surviving examples known. Twelve CCCA Full Classics are in the collection, among them a 1921 Daniels Model D touring, 1925 Stutz Speedway Six Series 695 sportbrohm, 1930 Packard Deluxe Eight Model 745 roadster, 1931 Cord L-29 cabriolet, 1932 Cadillac Series 452-B V16 Imperial limousine, and 1932 Chrysler Imperial CL convertible sedan. Several have won awards at the Pebble Beach and Kirkland / Pacific Northwest Concours d'Elegance.

Most of the cars have been restored to their early glory and look like they just rolled off the showroom floor, although there are several "preservation class" vehicles on display. All but the most fragile cars are maintained in operating condition, and during the summer evenings at least one car takes a spin around Wedgewood Resort. "To be able to see these rare cars in the museum is great," says Vinton, "but to see, hear and even smell them operate is priceless."



1933 Auburn
Model 12-161A
Boattail Speedster



1932 Chrysler Imperial
CL convertible sedan

The remarkable car collection isn't the only outstanding feature of the Fountainhead Antique Auto Museum. During the design phase, Cerny and his staff had the great fortune to visit a number of other car museums around the country and talk to their staff. "A lot of folks gave us some wonderful advice, and we really learned what works and what doesn't in a car museum," he says. "Those visits greatly influenced the lighting and flooring we chose, how we laid out the cars, and what information we put on our exhibit signs." Based on the flattering compliments posted to TripAdvisor, their efforts have paid off well. "Best automobile museum I've ever visited," is a typical comment.

During their travels, Cerny and his crew also learned that they needed something other than great cars and a nice building to set their museum apart from others. "Alaska has an extremely rich and colorful motoring history," he says, "so we decided to emphasize that throughout the museum." Nancy DeWitt, the museum's historian, spent hundreds of hours poring through old newspapers and photo archives from around Alaska to piece together the stories behind Alaska's first cars and pioneering motorists. More than 80 historic photographs, blown-up to enormous size, adorn the museum walls. Many of the photos depict hardships, such as horrendous road conditions, horses pulling cars through glacial streams, and below-freezing travel. "To see the challenges that Alaska's first motorists overcame is humbling," notes DeWitt. "It's also amazing to think that makes such as Thomas Flyer, Pope-Toledo, White, and Pierce Great Arrow were bouncing around here well before the first Model T arrived."

Four original Alaska vehicles are on loan to the museum, including Alaska's first automobile (a little 1905 homemade runabout), one of the first Dodges shipped to Fairbanks, a 1910 Chalmers-Detroit (which still participates in the annual Golden Days parade), and a bizarre 1926 Fordson Snow Motor. A huge 1907 Fairbanks-Morse engine that helped power Alaska's first telegraph line is displayed outside the museum. A replica of an old roadhouse that operated on the old Valdez-Fairbanks Trail sits along one wall. Here, visitors can don period clothing and have their photo taken in a 1910 Everitt roadster in front of the roadhouse. "This has proved to be a huge hit with guests," says Vinton. "The women especially love to put on the dusters and big hats for a photo."

The museum is also home to more than 600 vintage textiles from the 18th to the Mid-20th Century. With over 100 outfits on exhibit, it presents one of the largest historic fashion collections on permanent display in the Western United States. The exhibits include enchanting examples of men's and women's fashions, from silk bustle dresses and motoring dusters to shimmering flapper shifts and dapper tuxedos. Antique accessories including historic hats, shoes, jewelry, and more complete the scores of vintage elegance.

Other highlights in the museum include an active maintenance shop that can be viewed through large windows, a gift shop, and collections of sparkplugs and other automobilia. Although the museum isn't cluttered with artifacts, visitors should plan on devoting at least two to three hours to see everything. The facility is wheelchair-accessible, and wheelchairs may be borrowed for free.

Located at Wedgewood Resort, the Fountainhead Antique Auto Museum is just one feature that makes this the most unique hotel in Fairbanks. The resort's expansive campus includes breathtaking flower displays, an outdoor museum, a vintage car photography exhibit inside Bear Lodge, and a 75-acre nature preserve with almost two miles of easy walking trails. Families and extended-stay visitors will appreciate the option of staying in suites that have bedrooms, living areas and fully equipped kitchens. A seasonal restaurant is on-site, and in the summer you can catch the resort's free shuttle to various attractions around Fairbanks. All hotel guests receive half-price admission to the car museum.

The Museum is located at 212 Wedgewood Drive, Fairbanks, Alaska. For information about the museum, including hours of operation, blog updates and hotel information, visit www.fountainheadhotels.com, or contact Willy Vinton at (907) 450-2100, museum@fdifairbanks.com.

Editor's Note: Murray Motor Car, owned by PNR members Al & Paul Murray, has restored many of the show-winning cars in the Fountainhead Museum's collection. Paul Murray decided it was time for the Museum to get better acquainted with the people and cars of the Pacific Northwest Region of the Classic Car Club and purchased a one-year membership for Timothy Cerny. This means that our award-winning Bumper Guardian will soon be found in Fairbanks, Alaska. Thanks to the Murray brother's for reaching-out and bringing in a new member with a serious passion for Classic Cars.

Perhaps you know someone with a passion for old cars who could benefit from a gift of membership. Just give Val Dickison a call and she will be glad to assist you.



Neckties and Classic Cars

by Laurel Gwinsey



Have you ever wondered why men wear ties? It doesn't keep us warm or dry, and certainly does not add comfort'. ('The Evolution of the Necktie')

Intrigued with necktie history, I first needed to tie my subject (pun intended) to Classic Cars. Many PNR events have a formal component and it isn't unusual to see someone arrive wearing a tux. Colin bought one when we started going to PNR, Rolls-Royce and Lagonda Club dinners. A tux looks a bit strange without a tie. (Many car club stores carry club-related ties and Colin owns several.)

James Bond drives a post-Classic Aston Martin in the movies but in three of the novels ('Casino Royale', 'Live and Let Die' and 'Moonraker') he drives a '30s Blower Bentley. Bond's image is very tux and bowtie. I found this in the novel 'Casino Royale': 'As he tied his thin, double-ended black satin tie, he paused for a moment and examined himself in the mirror.'

The British 'Bentley Boys' raced Bentleys in the '20s. They wore a racing uniform of white coveralls and a tie (often an Ascot). One of them, Woolf Barnato, bought the Bentley company in '25 and created the supercharged Bentley Blower. Sir Henry Birkin raced at Le Mans from '28 to '32 and the book, 'The Man Who Supercharged Bond', says he helped produce the Blower. Sadly, he burned his arm on his Alfa exhaust at the '33 Tripoli Grand Prix and died of septicemia. (Note his Ascot in the photo.) Mike Hawthorn began his career driving a '34 Riley Ulster (NC) and was known for wearing a bowtie while racing. Ironically, Hawthorn was killed in a road crash six months after he left the track. I loved this quote: 'Mike Hawthorn loved life, drove fast and died young. Big, blond and boisterous, he often raced wearing a broad grin and a bow tie.'

Fred Astaire and Cary Grant, Classic Car owners, were top Hollywood fashion setters. Astaire was ahead of his time with slim ties rather than wide and often wore a formal bow tie. Grant, always elegant, owned a '29 Cadillac Cabriolet and a '41 Buick Century Series 60. Our favourite Grant movie is 'Suspicion' (he wears a long tie while driving a Classic Lagonda LG45.) Britain's Duke of Windsor invented the Windsor, Four-in-Hand and Half-Windsor knots. There is a Classic Car connection with the '39 Lagonda V-12 Sedan Coupe owned by CCCA PNR members Bill Holt and Liz Haan. The Duke reputedly used it in the Bahamas.

Colin and I helped organize the Steamworks Concours d'Elegance in Vancouver, B.C., and several PNR members were judges. All wore distinctive Steamworks yellow ties. In the 2010 Louisville Concours photo some of the judges wear baseball hats, some straw. But everyone wears a tie. The lady judge wore a scarf...one of the earliest forms of tie.

Photos (top - bottom): Bentley Boys; Mike Hawthorne; Beau Brummell, James Bond; Fred Astaire; John Wayne



Judges at Louisville Concours



Bill Holt & Liz Haan



Kim Pierce, Norma Sola-Pierce & Colin Gurnsey



David Meronuk & Gerald Greenfield

Ties had roots in military history. Roman soldiers used them, as did China's terracotta warriors. Thirty Year's War Croatian mercenaries wore knotted scarves, which the French called 'cravats'. Photos of King Louis XIV show him wearing a lace cravat. When 'Dr. Zhivago' came out, stores were flooded with 'jabots'...a lacey 17th C tie. 'Stocks' appeared in 1715 as leather collars to protect a soldier's neck in a saber attack. The stock morphed into bands of cloth wound around your neck and fastened with a pin.

Regency England's Beau Brummel revolutionized men's fashion, replacing breeches and stockings with long pants. He liked long coats and linen shirts and British men soon wore Croatian cravats and ruffled Ascots. Brummel, of course, didn't have a Classic Car. (He didn't even keep carriages and preferred to ride horseback.) In the 1800s, sailors and pirates alike wore neck scarves. John Wayne movies showed cowboys wearing bandanas to keep dust out of their faces on the range. Today's ties still designate which private school or university you attend, which military regiment you belong to, which clan gives you the right to wear their tartan.... And what kind of Classic Car you drive.

Tie styles radically changed over the years, from wide to slim to Southwestern bolos associated with Western wear and Native groups. Wryly, I note my grandmother's uncle was a 'road agent' (robber). He was caught and hung in Virginia City in the Old West justice called a 'necktie party.'

Specifically Classic Car Era, the '20s were the beginning of modern ties. Cravats and ascots moved on to bowties and the new rectangular tie was hung around the neck and knotted, ending in a V-point. '20s neckties were short and wide and 'it was a faux pas to show your tie points in public.' ('History of Neckties in the '20s'.) Upper classes wore silk ties and lower used cheaper fabric. Regimental or Club ties were striped from left to right and in official colours. By the '30s, art deco and hand painted designs were the rage. In wartime, silk was hard to find and rayon and wool took over. After the war, ties grew to 5 inches wide and hung to the belt. In the '40s there were geometric shapes, hula girls and wild colours. (Ties thinned by the '50s.) In '77, the movie 'Annie Hall' introduced women to men's fashions and Diane Keaton made ties her own.) In today's Classic Car Club, any kind of tie is in. Anything goes.

In a final note, sometimes Classic Cars and ties don't mix. As a case in point...famous dancer Isadora Duncan's long, flowing scarf was elegantly looped around her neck while she took a ride in (from most accounts, including the official Bugatti website) a Bugatti type 35 or 37. As we all likely know, the end of her scarf got tangled in the spokes and quite dramatically strangled her to death.



IS THERE ANY BONDO IN IT? (Lead vs Polyester Filler)

By Kim Pierce



It is a very, very rare occasion (like never) that I see a car under restoration that doesn't need some sort of body work that requires filler. From the beginning of car body manufacture there has been a need for fillers of some kind. Prior to the mid 50's that filler of choice was lead. The metal to be repaired was acid treated and the metal was heated and tinned (a light layer of solder) so the lead would adhere and then spread out with a paddle using heat to melt the lead. After that process it was filed and sanded to the proper shape. The next step would be primer followed with spot putty to fill any minor defects. Next, the panel would be block sanded to match the panel shape required. More coats of primer would be sprayed and block sanded again to achieve the base for topcoats to be applied. The problems with lead are numerous. The acid to prep for tinning is not only very toxic but stays on the metal and later works itself through to the topcoats of paint causing obvious signs of repair. The lead itself has a certain amount of acid in it also which works its way to the surface over time. The next is the toxicity of lead that the medical community has identified as poisonous. If you look at an unrestored car or an older restoration chances are high that you can see where lead was used.

In 1955 Bondo was invented in Miami, Florida by Robert Merton Spink. Bondo is a term commonly used to describe any type of repair

putty. The word Bondo actually is a trademarked name of a product from 3M. The product at that time was much different than it is now. When it was first invented it would dry very brittle, with that came problems of cracking. The polyester materials available now and the repair techniques have come a long way. Properly done it will give long lasting results that won't come with the problems associated with lead. As with any type of material used for filling the metal needs to be ready for this step. In the case of new metal make sure it is in the desired form and any holes or gaps are repaired by welding. If a screw puller has been used those holes MUST be welded. A screw puller is the old method of pulling out minor dents. You would drill a hole at the dent, screw in the slide hammer with a screw attached and pull the dent out. That method leaves a hole in the metal that was filled with Bondo. If not welded moisture will enter from behind the panel and create a spot for rust to start. Improper repair and preparation of the metal before application is the root of most all problems relating to filler failure. When the panel is ready for filler the metal must be etched with metal prep (POR 15 product or equivalent) and rinsed with clean water and completely dried. The next step is to apply a coat of non sanding epoxy primer (PPG DP epoxy primer or equivalent). When the epoxy primer has dried as per the manufacturers specs, then it is

ready to fill. Mix the polyester filler (used to be referred to as Bondo) and spread over the area to be worked. If the entire body has been reworked there will be hammer marks where that has taken place along with other imperfections in the metal. In a lot of cases a skim coat could be required over the entire body. Now it is time to do a lot of sanding. Using the appropriate shaped sanding block for the surface to be shaped to, sand with 40 to 80 grit sandpaper. Multiple coats of filler may need to be applied to get the desired shape. Once the desired shape is achieved, go to a finer sandpaper, probably 180 grit and use the same blocks to keep the shaping you have achieved. The next step requires the entire surface to be vacuumed and blown off to remove all sanding dust. Another coat or coats of epoxy primer (PPG DP) is then applied. After proper cure it is time to prime with a two part high build primer. At this point the body work is completed and the project moves to the next step: the refinish process.

With the proper use of today's materials polyester filler is a much easier product to use with longer lasting results than lead. The next time someone asks "is there any Bondo in your car" you can give the long answer.

All information and product usage was verified to be correct by Wesco Autobody Supply's PPG trained representatives.





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



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TOURING TIPS & MAINTENANCE TECHNIQUES

Provided by Colin Gurnsey

Engine Turn: Turning the engine to assist in adjusting valve clearances or contact breaker points is often awkward, unless the crankshaft pulley nut is easy to get to. An easier way is to jack up one rear wheel, put the car in top gear and turn the wheel to rotate the engine. Not a good idea with later cars with a posi-trac rear-end though.

Truer Gasket Holes: I used to have difficulty always getting the hole punch to perfectly rim the lines I'd

drawn for a new gasket hole. One time when I went to pick up a head gasket made for me by a local gasket maker I enquired how he got the holes so true. He showed me a template in cardboard he had made up that had the key hole sizes he was using. He laid the template over the drawn circle to be punched. He then hole punched the hole with the template as a guide. My gasket holes now turn out perfect every time.

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Director's Message continued from page 2

Roy, as it turns out, prefers Hawaii to listening to me whine, but he did return (willingly?) and popped the bonnet. Still looked good, sounded bad when started up. I left, indicating (feigning?) that I had to get back to my office.

There must have been some hint that a future expiry date was in the cards for the connection between the manifold and the horizontal exhaust assembly under my vehicle, as it had a sleeve fastened top and bottom to add structural integrity to the down pipe. As I am ever vigilant, I had not noticed this before. When Roy unwrapped the encapsulating part, well, the evidence is better captured in a photograph.



So now, with the exhaust successfully rerouted from the bonnet to the boot end of the Bentley, plus fresh fluids, a clean oil screen, a bolstering of tire pressure, and a reattachment of the rod that keeps the front passenger door in check when opened, I am ready

to attack road trips, garage tours, parties, car shows, a Concours or two (actually two: Oregon and the Pacific Northwest), a wedding, and a trip or two to Dairy Queen. I trust your pre-summer tune up went well, or at least was as easily resolved as mine was.

As I attend events, I look forward to seeing you at one of the many events still to come and listed in the front of this magazine. And, if you have the chance and want to enjoy a great meal with an even greater group of Classics enthusiasts, please consider joining us at our monthly meetings on the first Wednesday of most months.

Talley Ho!



Editor's Message

By the time this Bumper Guardian arrives in your mailbox summer will be in full swing. This issue of the magazine features Kim Pierce's beautiful 1936 Alvis and covers three terrific PNR events -- the great garage tour of the Shirley, Wanta and Whitten collections, the ever popular Chateau Ste. Michelle StayCation and the PNR-hosted 2015 National CCCA Canadian Rockies CARavan. Thanks to Kim Pierce and Ray Loe for the cover story and to event managers Jeff Clark, Bill Smallwood, Al & Sandi McEwan and Stan & Val Dickison for their contributions. Also, thanks to Laurel Gurnsey for a wonderful article on Classic neckties, Kim Pierce and Colin Gurnsey for their technical contributions and to Val Dickison introducing new member Timothy Cerner from Fairbanks, Alaska (and his Fountainhead Antique Auto Museum).

Also, thanks to our members who support the Bumper Guardian with their advertising. For more years than I have been editor (and I am in my 7th year), Don Vogelsang, Murray Motor Car, Books4Cars.com, Athletic Awards, Quality Restorations, Classic Interior Restorations, Convertibles Only, and J.C. Taylor have faithfully advertised in the BG. More recently, three of our members have stepped-up to full-page, full-color advertisements. Many thanks to Glenn Vaughn Restoration Services, AMIS & Hagerty, and LeMay America's Car Museum for their generous support. And finally, a very special thanks to Denny & Bernadene Dochnahl who for the second year in a row have personally contributed to the Bumper Guardian fund. Their support allowed us to add 4 pages of color to this issue and the remaining issues of 2015!

Now, I would like to encourage all of our members to find a way to contribute to the Club's award-winning magazine (we took 2nd place in the Large Region division in 2013 & 2014). If you are involved in an event that showcases Classic cars belonging to PNR members, please take the opportunity to write a paragraph or two and send in a photo. If you are working on a project and find a creative solution to a problem, please take the time to share that information with your fellow PNR members. And if you would like to advertise your business or know of a business that would be interested in reaching our members, we welcome new advertisers and will work with you to make the process as easy as possible.

I look forward to seeing you all down the road.

CORDially,
Karen Hutchinson
Editor, PNR-CCCA Bumper Guardian



