

BUMPER GUARDIAN

Winter 2015



1918 Stutz
Bulldog

A Trio of Stunning
Stutz Automobiles

Owned by: Fountainhead Antique Automobile Museum



PNR-CCCA and Regional Events

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

January 23rd - 30th -- Arizona Concours

PNR Contact: Val Dickison

April 9th -- Coming-Out Party

PNR Contacts: Gary Johnson, Bill Deibel, Stan Dickison

May 1st -- HCCA Tour

May 7th -- South Prairie Fly-In

PNR Contact: Bill Allard

May 14th -- Picnic at Sommerville's

PNR Contact: Dennis Somerville

June 19th -- Father's Day Classics at the Locks

July 4th -- Yarrow Point 4th of July Parade

PNR Contact: Al McEwan

August 8th -- Motoring Classic Kick-Off at Peter Hageman's Firehouse

September 3rd -- Crescent Beach Concours

PNR Contacts: Laurel & Colin Gurnsey

September 9th -- Tour du Jour

Contact: America's Car Museum

September 11th -- Pacific Northwest Concours

Contact: America's Car Museum

October 2nd- 4th -- Mahogany & Merlot

PNR Contact: Kim Pierce

November TBD -- Annual Meeting

PNR Contact: Brian Rohrback

December TBD --Holiday Party

Contact: TBD

2016 CCCA National Events

Annual Meeting

January 14-17 Novi, MI

Grand Classics®

February 21 Southern Florida Region

March 11 - 13 San Diego/Palm Springs

June 3 - 5 CCCA Museum Experience

CARavans

April 23 - May 1 North Texas Region

September 9-17 New England Region

Director's Message

The Last Rohrback Director Comments!



2015 is now in the bag and I think it was a great year for car events big and small. I really have a lot of fun tooling around in my Classic and enjoying

the company of the finest people in the world. Our club is simply awesome and I have had the opportunity to be directly involved with a couple of Grand Classics, a series of Concours events, two Coming Out Parties (My Favorite: thank you, Gary Johnson), and all the diverse activities that have been planned by Managers and other members. The Pacific Northwest Region is at its highest point in membership and is financially stronger than ever, thanks to the officers of the Club and the practical experience they bring to bear in all of our activities.

This is my last message as the Director of the Pacific Northwest Region. I began my stint late in 2010 and blame credit both Roy Magnuson (for getting me involved with the Board) and Barrie Hutchinson (with convincing me that being the Director was the absolutely best thing in the world). I am quite certain that there was beer involved in both discussions, but both gentlemen were right and I thank them for pointing my path out to me.

I often received credit for things I did not do. Let me set the record straight. First and foremost, in an

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:

Kim Pierce, Director	415-330-2665
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:

Kim Pierce	2018	425-330-2665
Brian Rohrbach	2018	425-836-8138
Steve Larimer	2018	206-954-7829
Frank Daly	2017	425-210-1804
Marty Ellison	2017	425-941-9451
Jeff Clark	2016	425-985-6308
Val Dickison	2016	206-546-3306
Ashley Shoemaker	2016	425-736-7777

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
Hollywood Bistro, 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:

Fountainhead Museum Stutzes	4
McCaw Collection Stutz	6

Articles:

Stutz Company History.....	8
Lee Durand Memorial Trophy	13
Member Profile - Lyn St. James	18
Classic Cars & Drive-In Movies.....	26

Technical Topics:

Sources for Ignition Parts	19
Adjusting Dual Ignition Points	20
Audible Turn Signal Flashers	21

Columns:

Director's Message.....	2
Membership Update	30
Editor's Message	31

PNR Events:

Danz Garage Toys for Tots	10
PNR Annual Meeting & James Joki Talk.	12
"A Faster Horse" Premier	13
PNR & RROC Holiday Party.....	15

Regional/National Events

Auto Angels	10
Mahogany & Merlot at Lake Chelan.....	28
Hilton Head Island Concours d'Elegance.	30

Vintage Advertisements

Safety Stutz	26
--------------------	----

On the Cover
Fountainhead Museum's
1918 Stutz Bulldog

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.



1918 Stutz Bulldog



1927 Black Hawk Speedster

Our Series S 1918 Stutz Bulldog SN S3073 still carries it's original engine #S621. It is a very robust T-head four-cylinder with 16 valves, one of the earliest multi-valve engines ever made and Stutz's first to be manufactured in-house. This was a very powerful engine for its day having a 4 3/8" bore X 6" stroke which measures 361 cu. in. displacement and develops 80 horsepower. During our periodic "exercise drives" we have found that it can still propel the car comfortably to speeds exceeding 70 mph.

This Stutz is a wonderful car to drive, it is fast and handles very well for an early car. It is basically a Bearcat in sheep's clothing. Both cars are mechanically the same, however, the Bulldog has a narrow four passenger sports touring body. We are only aware of one other 1918 Stutz Bulldog. still in existence.

We have very limited information about the ownership history of this car. What we do know is that it was once owned by William Dawn followed by Milford Barker who passed it on to Parker Wickham of Long Island New York. There very well may have been other owners along the way before we purchased the car in 2008.

One interesting find on the car was information inscribed on the engine oil fill cap. The top is stamped "bought in CA" but there is no date indicated. Inside of the cap it reads "restored by Vern Stover, Wadsworth, Ohio 1967." From what we have figured out, that restoration was not much more than a repaint and some upholstery work. It does not appear that this car has ever had any serious body work done to it and, as far as we can tell, still carries all its original parts excepting normal wear items, i.e. belts, tires, etc.



1925 Speedway Six

Our Series 695 1925 Stutz Speedway Six, SN 14540, is a Sportbrohm 4door sedan SN 14640 with coachwork by Robbins. This car still carries its original engine (SN 15304) a six-cylinder overhead valve design with a 3 1/2" bore X stroke, displacing 289 cu. in. and developing 80 hp. This engine was designed and built in-house, the last of the old line before moving exclusively to using a new, in-house designed and built, straight-eight, overhead cam-shaft engine for all models. The Speedway Six was also the last to employ an in-house made 3-speed transmission integral with the rear axle that had been designed and sold by Harry Stutz since before he started making complete cars a decade earlier. 1925 was the first year that all Stutzes were delivered with four wheel self adjusting hydraulic brakes.

The quality of the Robbins body on this car is quite remarkable with its black walnut interior trim, silk side curtains, and mohair upholstery enhanced by lovely cut glass flower vases mounted on either side of the back seat.. The now 90 year old close-fitted wood body still is without squeaks or rattles when driven over local roads, even at speeds up to 80 mph, during periodic exercise runs.

As is often the case, we have very little information about the early ownership of this car but, we do know that it was owned and refurbished sometime during the 1980s by Edward Gil. Gil later sold the car to Frank Hurley who in turn resold it to past PNR member Peter Hageman. We found and purchased this Stutz for our collection in 2011 at a Gooding auction in Scottsdale Az.

A very few of the 1925 Speedway Sixes survive today, perhaps as few as 10 out of that year's total production of 2,190 automobiles.



The 1927 Stutz Black Hawk Speedster (SN 84588) was manufactured during the first full year of the new "Safety Stutz" models under leadership of Frederick E. Moskovics.

In the late 1920s, if you wanted to win a race, a Stutz Black Hawk was the car to be in. They won every AAA sanctioned race entered in 1927 and by 1928 the Black Hawk was acknowledged as the fastest production car in the USA. It was powered by a new in-house designed and built straight-eight overhead cam engine w/ dual ignition displacing 298 CID developing 95 hp. All new "Safety Stutz" models came factory equipped with 4-wheel brakes.

Our Black Hawk Speedster began life as a series Stutz AA Coupe and continued as such until the 1970s when the body was removed and replaced by a Speedster body. Then owner Dean Spencer hired a gentleman from New Zealand to come to Washington State and build the impeccably recreated coachwork that it carries today.

Our minimal records list a Mr. Elensburg as the next owner who in turn sold it to Bob Sullivan from whom we (Fountainhead museum) bought it in 2008. We had arranged for delivery via truck shipment to Alaska, however, the car had been improperly loaded and en-route suffered damage to the top of the boat tail.

This led us to have Murray Motors (owned by PNR members Dave & Paul) perform a full restoration on the car which they completed in 2010. We are very pleased with the results.

It seems that everyone, if given a chance to ride in a Stutz Blackhawk, ends-up with a smile on their face as they enjoy the sound and performance of this icon of automobile history.



Article by Willy Vinton,
Fountainhead Museum Manager
907-450-2100
museum@fdifairbanks.com



"KOVELESKI" 1914 STUTZ BEARCAT (NC)

Owned by Bruce & Jolene McCaw
Story By: Bryan Ballatore, Vintage Racing Motors



Pre 1915 Stutz Bearcats, supported by an authentic provenance, are even more scarce than Mercer Raceabouts. Neither was manufactured in abundance, and the Koveleski Stutz is to be considered one of the most rare and original examples of these highly desirable US sporting motor cars.

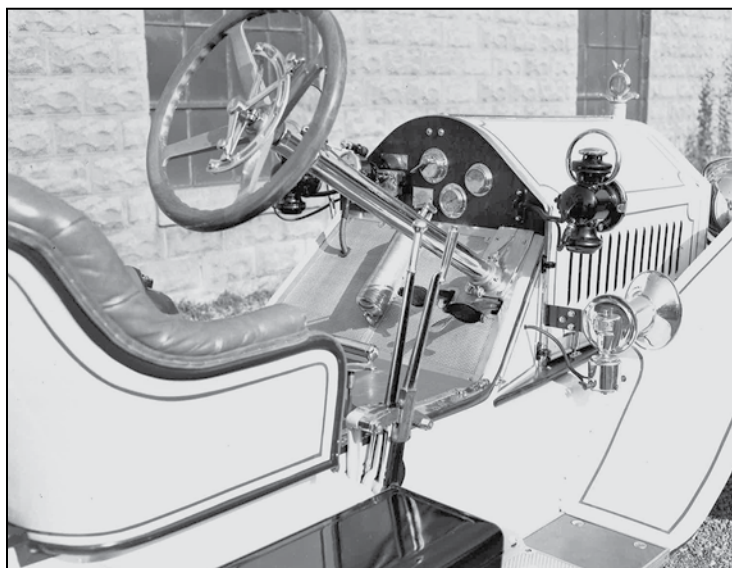
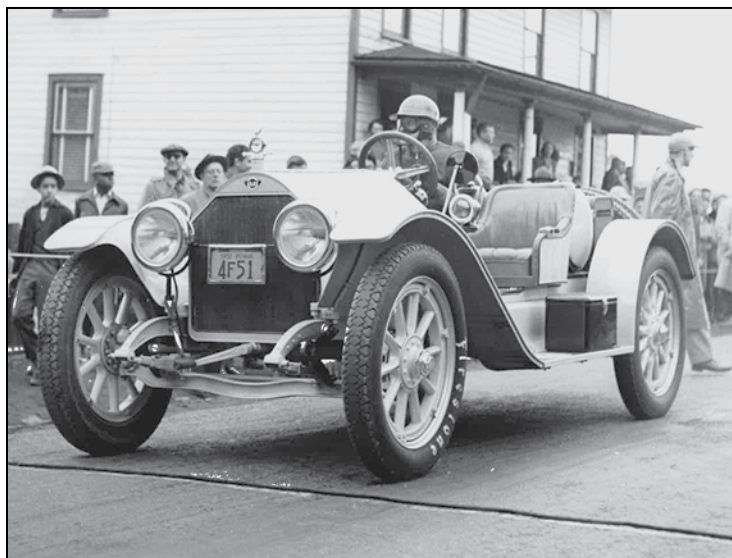
In 1948, famous collector A.J. "Tony" Koveleski purchased this Stutz from the Manville estate of Nyack, New York. It had been discovered in the original owner's barn where it had been stored for many years. The car was found to be in superb condition including the original gray paint and having only 13,025 miles on the odometer.

The car was subject to some cosmetic restoration over the next few years including repainting it bright yellow, Tony's favorite color. Also, during that period Stutz Master Mechanic, George Parsons, oversaw a complete mechanical inspection of the car assuring that when finished it would be "as new."

In 1949 this Stutz Bearcat won four prestigious awards including the Senior Class at Hershey.

Renowned driver "Uncle Tom" McCahill for Mechanics Illustrated magazine road tested this car in 1951 commenting that driving it ".... made you feel you were riding a Man O'War on wheels." Many magazines have since featured this Stutz including Car and Driver in 1989 listing it among the "Ten Best Performance Cars of All Time."

Owner Bruce McCaw purchased this car for his Vintage Racing Motors Collection at the Gooding Monterey Auction in August 2008 and is keen on preserving the car's originality. Less than six original Bearcats are known to exist all having a unique combination of performance, presence, style and historic importance. This particular Bearcat is believed to be the best of the six. Having been maintained complete with its original components and in its original configuration, with only three owners from new, and with 60 years of patina, this 101 year-old car is considered the gold standard for the Bearcat.



Too Old to be a Classic?

The CCCA National Website currently features a story written by Bill Rothermel: [The Stutz Motor Car Company – "The Car that Made Good in a Day."](#) The first line of the article reads "Mention the word Stutz, and the immediate response is most likely Bearcat. Rare is it that a car or manufacturer could be so indelibly linked to one model."

"The original production Bearcat was introduced in the Series A of 1912. The first public mention of the car (then spelled "Bear Cat") is in an advertisement in the 1912 program for the Indianapolis 500 mile race. This ad also was the first to use the soon-to-be-famous Stutz slogan "The Car that made good in a day" referring to the Stutz racer's 11th-place finish in the 1911 Indianapolis 500. The first Bearcat was essentially a road-going version of the racer with fenders and lights added. The Series E of 1913 brought electric lights and starting. A six-cylinder option was available for an extra \$250.00. The doorless body style would last through 1916. A sales catalog lists the available colors for the Series E as Vermillion, Monitor Gray, and Mercedes Red. Wire wheels were listed as a \$125 option. The Series S Bearcat of 1917 brought the first large change to the model."

Excerpt from: https://en.wikipedia.org/wiki/Stutz_Bearcat

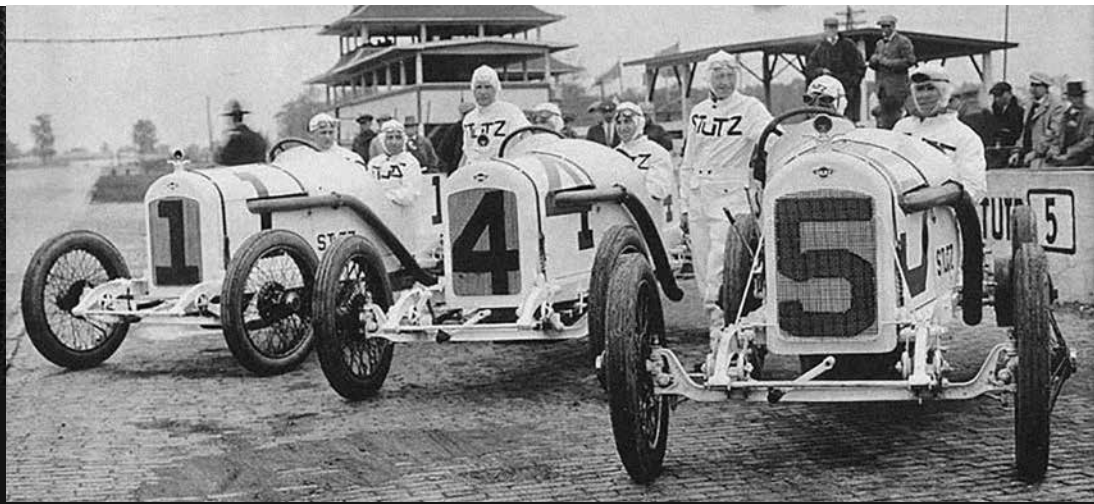
So while PNR member Bruce McCaw's stunning example of a rare 1914 Bearcat is one year too old to be considered a Full Classic by the current CCCA definition, it is, by any standards, an exceptional automobile.

We are fortunate to have this example of an early Stutz in our region and including it here, allows us to tell the story of Stutz development from the McCaw's iconic 1914 Bearcat to Fountainhead Museum's sporty 1918 Bulldog, rare 1924 Speedway Six and finally to their sought-after 1927 Black Hawk.



Stutz

By Raymond Loe



1915 Indy 500 Stutz Team - Howdy Wilcox 7th, Earl Cooper 4th, Gil Anderson 3rd

Harry C. Stutz became infatuated with auto racing while working as an officer of the Marion Motor Car Company. It was at Marion, in 1909, that he induced Gil Anderson to drive one of their cars in a 50-mile race at the brand-new Indianapolis Speedway. Gil finished fifth and Harry was hooked.

In 1910 Harry founded the Stutz Auto Parts Company, ostensibly to produce parts for other auto manufacturers, however, he devoted most of his time and energy to building a sturdy T-head four-cylinder car to enter the initial running of the Indianapolis 500 in 1911. Anderson drove the very first Stutz car to an 11th place finish. The car completed the entire race without a single pit stop, at an overall average of 68 mph, tire trouble being the only impediment to a much higher place finish. Harry Stutz then decided that his was "The Car That Made Good in a Day." – a slogan that remained with Stutz for life.

Now Stutz was ready for the 1912 racing season. Though their production of cars was still minuscule Stutz did make enough cars to continue competing in the 500 in addition to several other

prestigious races that year, doing very well overall. 1913 would see the Stutz factory team hit a high water mark winning eight out of ten premiere events. The Stutz was a runaway success riding at the top of all major USA auto racing circles.

In 1913 Stutz Auto Parts and its subsidiary firm Ideal Motor Car Company were merged and renamed as the "Stutz Motor Company" to begin producing high-performance roadsters in volume. The Bearcat was introduced in 1914 patterned very closely on the victorious "White Squadron" racers of the year previous. Available with either a four or six-cylinder engine it was a no-nonsense machine.

Stutz started-out having Wisconsin Motors produce their in-house designed engines under license. In 1918 they began making their own engines including a brawny 361 cu. inch 4-cylinder T-head model with four valves per cylinder, one of the earliest multi valve engines with which the Stutz Bearcat became a very high performance sports car. Stutz has also been credited with the development of "the underslung-chassis," an invention that greatly enhanced the safety and cornering of motor vehicles and one that is still in use today.

In Indianapolis everything seemed to be going Stutz's way with the factory now besieged with orders from the sporting gentry. In the spring of 1915, after hearing a disgruntled Stutz owner complain that his motor "was no good," they took it out of his car, plopped it as-is into a stock Bearcat, shipped the car to San Diego and told Erwin "Cannonball" Baker to drive it across the country. Over the abysmal roads of that era he did just that. Averaging four hours of sleep per night Cannonball Baker arrived in New York 11 days, 7 hours and 15 minutes after he had left, breaking every existing record for motor travel across the country. The car arrived in astonishingly good shape and the factory was further swamped with new orders.

Success always has its pitfalls - and Harry Stutz was about to stumble into a big one. Under Harry's watch Stutz was never a high-volume manufacturer, rising from 750 cars in its first year of production, 1913, to peak at just 2,207 cars in 1917. His small factory couldn't accommodate the deluge of orders so he decided to expand. Stutz acquired a second factory in preparation to take output up to 3,500 cars per year. To finance this move he ventured

into the stock market for needed capital. Surprisingly, this was also the time that Harry decided to give up racing as "there was little left for him to conquer."

A stock manipulator by the name of Alan Ryan soon secured control and in 1919 Harry was forced out, thereby ending an era of the Stutz Motor Company. The following few years were financially difficult for the company. The notorious "Stutz corner" resulted in suspension of their stock from the market. Bankruptcy filing followed and, in 1922, Charles Schwab, (then president of Bethlehem Steel) along with a group of his associates bought Ryan's holdings and tried to pickup the pieces.

In 1923 the new owners brought in Frederick E. Moskovics to take over and he refocused the company by introducing beautiful new open and closed "Safety Stutz" models starting in 1926. These cars carried Stutz's first eight in-line engine called the "Vertical Eight" featuring a single overhead camshaft and dual ignition. This 287 cid, 92 bhp, engine would become the heart of most first generation Stutz automobiles through the final 1936 models. The sole single exception was the 1929-30 Blackhawk, a companion line powered by either an L-head Continental straight eight or an overhead-cam Stutz six of which just under 1,600 cars were built. It was under Moskovics' leadership that Stutz set many more world class speed and endurance records at famous tracks in Europe and the USA. In 1927 Stutz won the AAA championship winning every race and every Stutz that entered finished.

During the so-called cylinder race of the late 1920s running into the 1930s Stutz couldn't afford to compete with a 12 or 16-cylinder

engine. However, in 1929 they did enlarge the 'Vertical Eight (SV16) to 322 cid with a single overhead camshaft and also offered an optional supercharger that lifted its output to 143 bhp. The blower was a huge affair mounted low ahead of the radiator driven directly from the crankshaft. It was noisy and carburetion was a problem so, following Duesenberg's approach, in 1931 Stutz offered a 32-valve dual OHC cylinder head version (DV32) of their Vertical Eight now developing 161 bhp.

At the same time, Stutz tried to stem sliding sales in the deepening Depression with revived six-cylinder models, designated LA for 1931 and LAA for 1932. Power for these cars came from what amounted to their Vertical Eight with two less cylinders. With just 85 bhp to propel better than 4300 pounds these cars were not swift on the road nor on the sales chart and Stutz gave up on them after 1933.

This left Stutz with nothing but high priced cars to sell in those "hard times." They struggled on offering a little-changed lineup of standard bodied SV16 and DV32 models on a single chassis along with some 30 custom-bodied models available from several well known coach builders. It was hardly surprising that the company lost over a million dollars in years 1932 through 1934. Though these were not particularly large sums even in those days, the losses greatly accelerated the drain on Stutz's already slim resources.

Management sought refuge by contracting to build a line of small delivery trucks called Pak-Age-Cars and the first 28 units out of a total order of 340 vehicles were completed by the summer of 1936. This was not enough to keep things going, so after manufacturing 35,000 cars Stutz production ended

in 1935 and the company was forced to declare bankruptcy in April 1937. When creditors couldn't agree on a reorganization plan all the Stutz assets were liquidated in April 1938 and the Pak-Age-Car program was taken over by the Diamond T Truck Company.

After a 33 year hiatus the Stutz automobile reappeared in 1968 with a modern retro-look as a product of new company - Stutz Motor Car of America (SMCA). Former Chrysler executive Virgil Exner joined the small venture capital group and initially designed a prototype reincarnation of the Blackhawk that debuted in 1970. They had reasonable success in selling the Blackhawk and followed it with several other Stutz brand reincarnations. Famous purchasers of second generation Stutz cars include: Elvis Presley (4), Frank Sinatra, Dean Martin, Evel Knievel, Sammy Davis Jr. and Lucille Ball. However, due to their extraordinarily high cost (Stutz was then touted as the world's most expensive car) it is believed that only 617 cars were built during the 25 years between 1971 and 1995 before again ceasing production.

You may be surprised to know SMCA is still in existence and is most recently rumored to be preparing to produce a new luxury sport sedan as well as electric and hybrid vehicles. We'll keep our antenna up and let you know if or when we hear further news.

Sources: Wikipedia; Encyclopedia of American Cars 2001; Automobile Quarterly's World of Cars 1981; Encyclopedia of American Automobiles 1971

Photo source: <http://www.forum-auto.com/sport-auto/histoire-du-sport-auto/sujet378913.htm>



AUTO ANGELS

By Brian Rohrback



Every year, the Presbyterian Church in Bellevue, WA conducts a charity car exhibit that attracts about one hundred cars in an eclectic mix that is sure to please all. How many car shows do you attend that sport Delorians, Kenworth trucks, experimental vehicles, muscle cars, and, of course, Classics. If you are unfamiliar with the Auto Angels group, it is a group of volunteers that take in donated vehicles and fix them up to re-donate to individuals in need. They operate out of the basement of the church and have generated a super reputation among the people in the know.

This year, there were three Classics in the show. Best of show for the Classics went to PNR-CCCA member Jon Schoenfeld for his 1937 Cadillac Fleetwood Sport Coupe 70. Jon showed a photo of the state of the car prior to his restoration and we are all glad there are people like Jon who persevere and restore the beauty of a treasure that most people would abandon as hopeless.

Attending this year were Marty and Linda Ellison (displaying a gullwing Mercedes, nc), Brian Rohrback and his 1939 Bentley All-Weather, and Jon Schoenfeld shown here with his 1937 Cadillac Fleetwood Coupe.



"Cars that Care" at the Danz Garage



Ron & Margie Danz hosted an afternoon for friends and family filled with fun and food!

Santa Claus greeted as many as 450 guests bearing over 1,000 gifts for the annual toy-drive that were piled to overflowing on the antique fire truck.

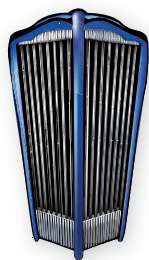
Adults were invited to mingle and enjoy the Holiday spirit while strolling through the Danz's wide-ranging car collection including both Classics and non-Classics.

Children were entertained by Santa's Elf making balloon animals, a face-painter, an arts and crafts table and a special food table.

This special fire truck is posed to bring joy to many families!

Photos: Santa Claus, John McGary and grandson, Jameson; Santa's Elf; Ron Danz; Sandi McEwan, Bernie Dochnahl, Norma Sola-Pierce & Jennifer Gleeson with Santa!





GLENN VAUGHN

RESTORATION SERVICES

For 25 years, GVRS has been a full-service car restoration shop in Post Falls, Idaho with a reputation for excellence.

From concours quality showpieces to daily drivers; factory correct restoration to hotrods and muscle cars; the team at Glenn Vaughn Restoration Services has the talent and know-how to create an heirloom quality vehicle.

We provide the complete package of full restoration for your antique car, vintage automobile, classic car, hot rod, street rod or muscle car.



"When it comes to your 'baby', we take pride in attending to every detail!"



550 N Greensferry Rd s Post Falls, ID 83854

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

PNR-CCCA Annual Meeting at the Brightwater Facility

November 6th 2015

Annual Meeting Attendees:

Director: Brian Rohrback

Managers: Jeff Clark, Frank Daly, Val Dickison, Marty Ellison, Kim Pierce, and Steve Larimer.

Members: Scott Anderson, Najib & Diane Azar, John & Mary Campbell, Stan Dickison, Linda Ellison, Kenny Heng, Barrie & Karen Hutchinson, Brad & Hyang Cha Ipsen, Terry & Cherry Jarvis, John & Donna Koziol, Al; & Sandi McEwan, Terry & Barbara McMichael, Lee Noble, Lisa Rohrback and Bill Smallwood.

Guests: Bruce Rice, Jeffrey Rohrback, Darrin Wong, Charlie Sandidge and Ipsen family.

Elections: Don Reddaway has completed his term as manager. Bill Smallwood Steve Larimer and Brian Rohrback were elected to 3-year terms (2016-2019). Election of Officers will be announced at the Holiday Party in December.

Membership Report:

- 200 active members - a net gain of 17 over 2014.
- 141 members have Classics
- 19 members are recognized National Judges
- 06 members are registered Tabulators
- 13 Club Events and 1 National CARavan
- Participated in Oregon Region Grand Classic with 14 Classic Cars, 9 Judges and 3 Tabulators

Publications:

- 4 Bumper Guardian Issues (including 40-page Autumn Issue)
- 9 technical articles (always need more!)
- 6 Bumper Bolts (delivered by email)

Treasurer:

- Accounts are healthy due to CARavan.
- Details in January Bumper Bolts.

Guest Speaker: Dr. James Joki

Dr. James Joki was one of NASA's outstanding engineers. He contributed prominently to the development of the Apollo program Extravehicular Mobility Unit (EMU)--space suits and life support backpacks--as a designer and flight controller. The highlight of Dr. Joki's NASA career was during Apollo 11--July 20, 1969--ensuring the astronauts' EMUs were fully functioning for extravehicular activities on the moon.



After receiving a degree in aeronautical and astronautical engineering at the University of Washington, Dr. Joki applied to NASA for a flight control position in Houston, Tex. His enthusiasm and interest in space medicine directed him towards the EMU. He designed, developed, and tested the product with his colleagues, assessing the EMU through experiments simulating zero gravity and deep space conditions. Part of his work was to analyze the EMU and space suit performance flying parabolic trajectories in NASA's infamous "vomit comet."

Joki's work at NASA inspired a transition from engineering to medicine. First he attained a Master's degree in physiology, then eight years of medical school and residency to become an MD. He is now an OB-GYN doctor and has been recognized by Seattle magazine as one of the city's top OB-GYNs. He continues to be a community figure seeking to educate and inspire local youths about the exploration of space. Source: www.museumofflight.com



"A Faster Horse"



"A Faster Horse" Movie Night on October 22, held at the Woodinville AMC Loews theaters was a great success thanks to the support of PNR/CCCA and Mustangs Northwest members. A total of 101 tickets were sold through the TUGG program which allows groups to raise money by showing second-tier films on the big screen. This event benefited the "Make-A Wish" Foundation. The 90-minute documentary gives the audience a look behind the secret development of the 2015 Mustang and Ford history.

CCCA members who supported the event: Scott & Karen Anderson, Stan & Valerie Dickson, Marty and Linda Ellison, Warren Lubow, Kim Pierce, Brian Rohrback, William & Erin Smallwood

SAVE THE DATE

The Pacific Northwest Region
CLASSIC CAR CLUB of AMERICA

2016 COMING-OUT PARTY

Saturday, April Nineth

6 PM Cocktails

7 PM Dinner

Lynnwood Convention Center
3711 196th Street SW
Lynnwood, Washington

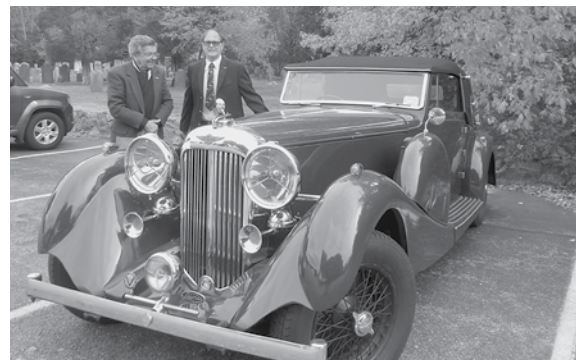
Black tie optional
Period dress encouraged



Lee Durand Memorial Trophy

Colin and Laurel Gurnsey recently traveled to Old Lyme Connecticut (and New York) for the annual Lagonda Club of America Meeting where Club President Rudy Wood-Miller presented Colin with the Lee Durand Memorial Trophy. The award is for participation and Laurel explained that the PNR CARavan really ticked a lot of boxes for miles travelled.

Autumn was the perfect time to visit the picturesque Club headquarters in Old Lyme. Colin enjoyed the opportunity to visit with Rudy and take in scenery (including Rudy's gorgeous Lagonda).





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

9709 3rd Avenue NE, Suite 115 | Seattle, WA 98115

Branch NMLS 1120772



EVERGREEN[®]
HOME LOANS
NMLS 3182



2015 PNR Holiday Party

In 2015, PNR-CCCA once again partnered with the RROC to create a wonderful Holiday Party. The historic Hollywood Schoolhouse in Woodinville provided a festive atmosphere for over 100 members from both clubs to enjoy camaraderie and a delicious buffet lunch.

Each organization announced their Club's annual award winners (see sidebar for PNR winners). In addition, both a live auction and a silent auction were held. Guest Mike Milson (wife Sandy) was the auctioneer. Val Dickison spearheaded the silent auction. Funds went to the RROC and were used to sponsor wine at the event.

Five Scottish members arrived in full dress kilts including Roy Dunbar, Don Elliot (RROC), Colin Gurnsey, Barrie Hutchinson, Al McEwan, and one RROC Irishman, David O'Morchoe, in similar regalia. Let us hope this becomes an annual PNR/RROC tradition.

Three PNR members drove Classics to the event including John McGary, Jon Schoenfeld and Jim McAuliffe, who displayed his 1936 Alvis in the main dining room. Dick and Ann Tilden drove their 1950 Mark VI Bentley saloon (nc) up from Portland. It is noteworthy given the rainy weather they braved to make the 200 mile journey.



PNR CLASSICS on Display

Jon Schoenfeld's
1937 Cadillac Coupe

John McGary's
1937 Rolls-Royce

Jim McAuliffe's
1936 Alvis



PNR-CCCA 2015 Participation Award

**STAN & VAL
DICKISON**



Car of the Day Awards

2014 Holiday Party

Frank Daly
1935 Packard 1201 Club Sedan

Bellevue Garage Tour

John and Mary Campbell
*1931 Rolls-Royce P-II Continental
Phaeton*

South Prairie Fly-In

Adrian Taylor
1931 Franklin Sedan

Somerville Maywood Picnic

Bill and Judy Mote
1937 Bentley Sports Saloon

St. Michelle Staycation

John and Donna Koziol
1930 Nash Ambassador

Fathers' Day at the Locks

(Joint PNR & Mustang Club Event)
Craig DeVine
1929 Franklin Speedster
Al Shott
1966 Mustang Convert. Coupe (nc)

4th of July Parade

Scott and Karen Anderson
1941 Cadillac Convertible Coupe

Dochnahl Picnic

Terry and Cherry Jarvis
1934 Nash 1290 Sedan

Forest Grove

Gary and Joyce Johnson
1941 Cadillac 62 Convertible Coupe

Mahogany and Merlot

Marty and Linda Ellison
1937 Packard 1506 Touring Sedan

Island Odyssey Tour*

Phil McCurdy
1937 Cord 812 Custom Beverly Sedan
* A Packard/Pierce Arrow Club Event

PNR Attendees

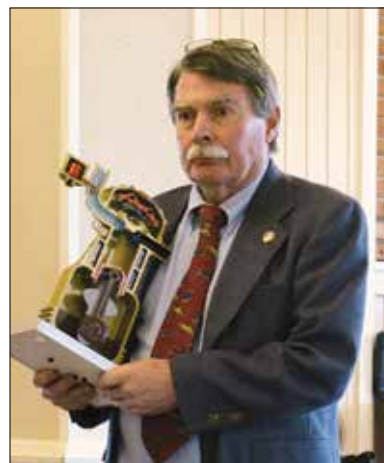
Karen & Scott Anderson
guest Bruce Rice
Susan & Tom Armstrong
& granddaughter Susan
Bunny & Lou Berquest
Ildi & Michael Bradley
Mary & John Campbell
Koko & John Carlson
Sharon & Jeff Clark
Karel & Bill Deibel
Craig DeVine
Valerie & Stan Dickison
Bernadene & Denny Dochnahl
Roy Dunbar, guest Suzanne Dobrin
Frank Daly
Jennifer & Peter Gleeson
Jack Goffette & Barbara Shain
Keenan & Jerry Greenfield
Laurel & Colin Gurnsey
Kenny Heng
Karen & Barrie Hutchinson
Hyang Cha & Brad Ipsen
Cherry & Terry Jarvis
Donna & John Koziol
Steve Larimer
Georgia & Ray Loe
Warren Lubow
Terry & Roy Magnuson
Jim & Rosemary McAuliffe
Cheryl & Phil McCurdy
Sandi & Al McEwan
Kay and John McGary
Barbara & Terry McMichael
Judy & Bill Mote
Lee Noble
Kim Pierce & Norma Sola-Pierce
Randy & Brian Pollock
Lisa, Brian & Jeffrey Rohrbach
Jon Schoenfeld
Ashley & Sean Shoemaker
Erin & Bill Smallwood
Mary & David Williams



Holiday Photos page 16:
 Line 1: John McGary's Rolls-Royce; Barbara McMichael with John & Kay McGary
 Line 2: Great Scots - Barrie & Karen Hutchinson, Colin & Laurel Gurnsey
 Suzanne Dobrin & Roy Dunbar, Sandi & Al McEwan
 Line 3: Jon Schoenfeld's Cadillac

Holiday Photos page 17:
 Line 1: Bill Smallwood; Bunny & Lou Berquest; Mary & John Campbell
 Line 2: John & Koko Carlson with Jack Goffette
 Karel Deibel, Karen Hutchinson, Ildi Bradley, Randy Pollock
 Line 3: Bill Deibel; Phil McCurdy; Roy Magnuson; Ray Loe
 Line 4: Erin Smallwood & Ashley Shoemaker, Al McEwan with Peter Gleeson,
 Hyang Cha & Brad Ipsen





"Go For It"

PNR Member Profile - Lyn St. James Seven-Times Indy 500 Driver

By Val Dickison

In July, 2015 I accompanied a number of our PNR friends to Oregon for that region's Grand Classic. The Oregonians did a proper job of showing us the local sites, including a trip to the newly opened "Museum of Speed" in Wilsonville. While there, I perused their book section and set my sights on a cover: "Lyn St. James – An Incredible Journey" (also available at www.Amazon.com or Lyn's website www.lynstjames.com). I had met Lyn at a cocktail party, given by the LeMay Auto Museum while I was in Scottsdale a couple of years ago. "Oh, that Lyn St. James" I said to myself. So, I read on.

Having never been particularly interested in books or movies about auto racing, I was not sure what I had set up for myself. But I was attracted to the story of a woman my age (born in the '40s) who was told by her mother "Be a nice girl. Wear skirts. Get a good education and settle down. Have a family and be a good wife and mother." Lyn had other plans and this is where the plot gets interesting. Speed was in her teen-age blood after she entered a drag strip race on a dare and won a trophy. Her mom was not pleased. After completing her education and earning a certification to teach piano, Lyn married. She and her husband, who was also interested in auto racing, moved to Florida to open a small business. Any spare change the couple had was devoted to racing. In one of Lyn's first local races, driving her go-to-work Vega,

she lost control and wound-up in a gator-swamp. After a tow out of the bog, they had to pull an "all-nighter" cleaning the car for her Monday work commute. That year she was given a newly-created trophy "The Gator Award". It was all in good fun and fortunately Lyn was learning not to take herself too seriously. In a sport where women are historically not included, it is wise for the female of the species not to get one's nose out of joint. Be happy the boys have let you into the club house.

Determination has been the focal point of Lyn's life. She worked her way up through the ranks of racing and fortunately made some good contacts that have aided her in that process. Prior to reading Lyn's book I had no idea a race car driver had to obtain their own sponsorships and then take that "package" to a race car owner to establish "a ride." Unlike other sports, such as football, where a player is given a salary and other perks, the race car driver is an independent contractor and must build-up his or her own war chest of sponsors, willing to shell-out money from their advertising budgets to support this expensive endeavor. Attempting to garner sponsors is akin to selling insurance to luke-warm prospects. There are many rejections before you get a maybe or a sure deal. Having sold insurance for over forty years, I can relate to what Lyn faced.

In Indy car racing, sponsorships can run into the millions of dollars. Early on, Lyn was happy to take



donated bagels from the local bakery for the crew's breakfast. On a meager beginning she set her sites high and reached her goals, having eventually achieved seven Indy starts as a driver and competing in numerous other races. Both Lyn's website (www.lynstjames.com) and Wikipedia have some interesting stats on Lyn's career. They are too numerous to mention here, but quite amazing when you consider what Lyn achieved is a rarity in a male dominated sport. Perseverance, a lot of gumption and perhaps a dash of naïveté concerning what she was up against, helped her set her course and win. Today, this is something we wish for all our daughters.

Now retired from racing, Lyn is a motivational speaker, mentor to young female racers such as Danica Patrick, author, supporter of the Hagerty Education Program and other worthy causes. In the forefront is her mindset of "achievement for women." The Pacific Northwest Region of CCCA is proud to have Lyn St. James as our member and wish her continued success in all her endeavors!

(*) I noticed "Go for it" is often used by Lyn when signing autographs. She also has a 501(c)3 corporation, "Women in the Winner's Circle Foundation."



Nuts for Racing?

As nutty as it sounds, peanuts are not welcome at many racing events, unless they've already been removed from their shells. If you're going to a race, you can bring a bag of salted, dry-roasted or honey-roasted shelled peanuts, a jar of peanut butter or a Baby Ruth candy bar. All of that's fine. But if you bring a bag of peanuts that are still in their shells, you just might be cursing your favorite driver and perhaps even putting spectators at risk.

You probably won't find peanuts in shells for sale anywhere within a stadium on race day. If you bring your personal stash down to the pits, you're going to make some enemies. It's no joke. Plenty of prominent drivers, including Dale Earnhardt Sr., reportedly believe this superstition.

Why? Well, it's a legend, of course.

Professional race car drivers are among the most superstitious of all athletes, and there have been enough peanut-related incidents in the sport's sordid history to earn this otherwise innocuous snack a reputation as an unlucky charm. In fact, there are two fatal race-day crashes that shoulder most of the blame, both of which occurred in 1937.

The first involved two racers that went off the road at Langhorne Speedway in Pennsylvania. When both cars came to a stop in the spectator area, there were peanut shells near the wreck (and everywhere, really) because peanuts were a popular snack at such events. The drivers in the Langhorne incident were both fine, but several spectators were injured or killed. That same summer, in Nashville, an on-track pileup caused the death of one driver, and again, the peanut shells that dotted the landscape were interpreted as a bad omen. However, there's a newspaper article from 1933 that mentions (but does not explain) the peanut superstition, so it's possible the role of peanut shells in the 1937 crashes were blown out of proportion.

Now, peanut shells are viewed with suspicion at any racing event, even though peanuts in their shells were as common then as beer and hot dogs are today. In other words, race car drivers are so superstitious that they won't go anywhere near a peanut shell on a race day, even though the mere presence of a peanut shell at the scene of a crash is about as meaningful as corn dog sticks or discarded beer cans.

Ignition Parts for Classic Era Cars

"I see by the Sears Roebuck catalogue that it is still possible to buy an axle for a 1909 Model T Ford, but I am not deceived.

The great days have faded, the end is in sight"

From "Farewell To Model T" by Lee Strout White written in 1936 only 11 years after Model T production ended.

It is remarkable that, in 2015 — 80 years after my 1935 Airflow Chrysler Imperial was built — some replacement parts for it are still in production, albeit these electrical and brake parts, roller bearings and seals etc. were used on other cars, as well as industrial, marine and farm equipment well after 1935. Nevertheless in the collector car case today "...the end is in sight."

It's been some years since Sorensen, Filko, and other minor suppliers of aftermarket ignition parts departed the scene. Then some years ago Autolite/Prestolite and Delco Remy, OEM suppliers that also served the aftermarket, discontinued their offerings. More recently Standard Motor Products (SMP) which supplied this market under the "Standard" and premium "Blue Streak" brands acquired the Borg Warner ignition parts line as well as Niehoff and Echlin (the supplier to NAPA). SMP changed the "Borg Warner" brand to "BWD," and after awhile discontinued the "Niehoff" brand and products. Today SMP continues to provide the "Standard," "BWD" and "Echlin" product lines to the market place through different retail chains and independent outlets. These items appear in many cases to be identical, but in others, specifically contact sets, there are differences. SMP is slowly curtailing the "Blue Streak" line, however under the "Standard" brand some ignition contact sets are still the superior "Blue Streak" design with its unique felt cam-oiling wiper. (This writer believes that the NAPA Echlin points, if not as good as the Blue Streak points, are still superior to the BWD and ordinary "Standard" points.)

A very recent action I have noted in the SMP outfit is a new identical online catalog format for "Standard" and "BWD" parts. In both cases Airflow cars are no longer in the search system. NADA (Echlin) has its own online catalog which encompasses all NAPA's products and still brings up the Airflows in the search function at this time, but it seems to miss some items. NAPA also sells their parts on line. In some cases, particularly condensers there are two part numbers including an economy brand. Most of these vendors give 3-year, 36,000 mile warranties, but the lower priced items have only a one-year, 12,000 mile warranty and this writer thinks it is foolish to buy the cheaper option even if it may be identical except for the box. In other cases a heavy duty option is offered such as Echlin points and rotors for Autolite distributors.

Wells is an old independent company that was once a strictly OEM supplier (I believe). It claims that all its parts are OEM quality level. In addition to the "Wells" brand, they supply these parts to AutoZone under the "Duralast" private label.

All of these suppliers have interchange look-up in their websites so if you have an OEM (i. e. Delco Remy, Ford etc.) or a competitor's aftermarket number you can find a part that way. Old Autolite and Mopar numbers and probably others are exceptions.

Bill Deibel 11-10-15



ADJUSTING DUAL IGNITION POINTS

By Bill Allard

Some cars, both Classic and non-Classic, utilize dual ignition points to improve high-speed performance. But adjusting and synchronizing these points can appear to be a challenge for the “do-it-yourself” mechanic lacking a distributor machine.

However, a basic adjustment, without addressing advance issues, requires only a few automotive tools and a little home-style engineering. The following describes how I use these tools and techniques to adjust an 8-cylinder dual-point distributor:

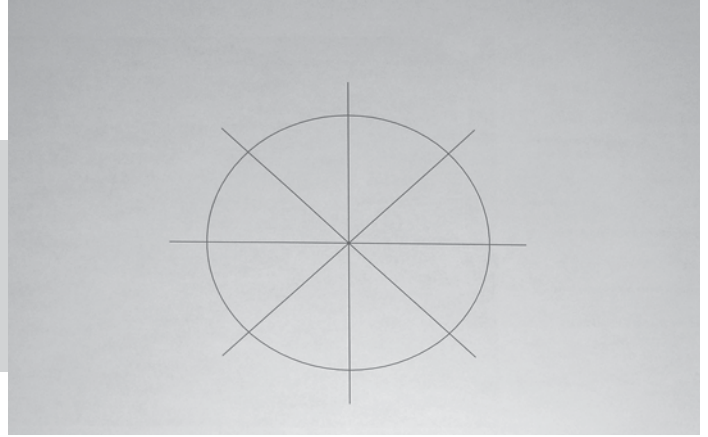
Step 1: Remove distributor cap and crank motor to verify direction of rotor rotation. Mark rotor position on distributor housing and note distributor positioning on block, so unit can be returned to the same spot. Then remove distributor.

Step 2: Gap both points-sets to shop manual specifications. (You can use a dwell meter while spinning the distributor shaft with an electric drill. High RPMs are not necessary).

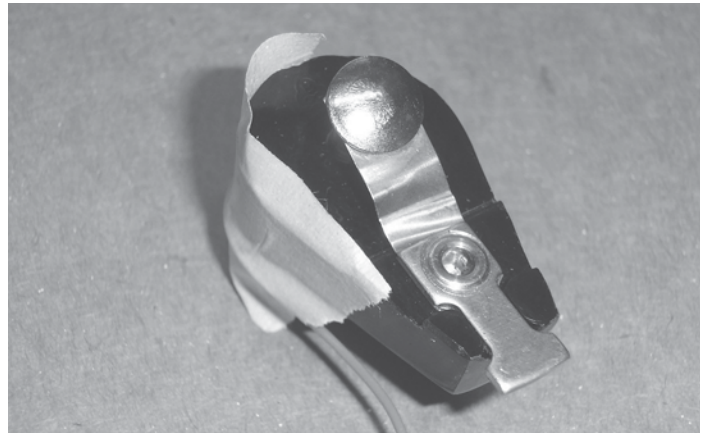
Step 3: Measure the inside diameter of distributor body. Calipers make the job easy.

Continue with steps 4 through 9 as detailed in the article.

Congratulations, you're done
and you didn't need a
distributor machine!



Step 4: Draw a circle of that diameter, and divide it into 8 equal segments using a sharp pencil. If you've forgotten your high school math skills, check the Internet. (Some computer programs will also do this task).



Step 6: Tape or hot-glue a fine, non-stranded wire onto the rotor as pictured. The location of the wire doesn't matter; only that it be a small diameter and be securely fastened so it doesn't move. The end must sit just above the top edge of the distributor body.



Step 8: The first step will involve the stationary points (left-hand points in photo). Temporarily insulate the other points-set with a piece of thin plastic between the points. With rotor in place, rotate shaft by hand in the correct direction (don't touch rotor) until you reach any spot where the test light goes out. This means the stationary points have opened. Spray-glue the underside of the paper segment and adhere it to the distributor body such that the right-hand line on the paper (left line for counter-clockwise rotor) is directly below the wire pointer.



Step 5: Cut out one of the 8 segments as pictured.



Step 7: Attach a test light between the coil terminal on the distributor body and a battery. (Car battery, flashlight battery; doesn't matter. Use appropriate bulb). Place a ground wire from the other battery terminal to the distributor body. As you rotate the distributor shaft, the light will go on when either points are closed, and off when both points are open.



Step 9: Remove plastic insulator, and slowly rotate distributor shaft. If both points-sets are correctly synchronized, the light will come on, and then go out as the pointer crosses the left-hand line on the paper segment. If the light goes out (points open) before or after the wire meets the left-hand line, move the base (not gap) of the moveable points (right points in photo) until the light goes out when the wire crosses the line.

Audible Turn Signal Flashers!

A Technical Tip from Bill Allard

Have you tailed a vintage car whose non-cancelling turn signals have been flashing for the past several miles? This situation usually occurs because the flasher unit is inaudible to the driver.

A solution to this problem is the easy, under-dash installation of a small, inexpensive piezo buzzer that emits a "beep" each time the signal light on the turn switch flashes.

The example pictured here is a Radio Shack 3-16VDC, #273-0074 retailing for \$3.99. Piezo buzzers are also available online.

Installation begins by soldering pigtails onto the two extending wires. Piezos are polarity-sensitive and terminals are marked "+" and "-". To install the buzzer, the "hot" terminal is connected to the center terminal of the flasher. For my positive-ground vehicle, I attached the "hot" (negative) piezo wire by slipping the end into the center flasher connector and then pressing the flasher into position. The positive wire is grounded at any convenient nearby location.

If the "beep" is too loud, cover the sound port with a piece of tape.

(Incidentally, if you have a 6-volt positive-ground car with turn signals that refuse to work properly, the problem may be the flasher itself. Try using a flasher with a "BV" prefix; it's designed for positive-ground systems).



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

Restoration of Classics
Maintenance-Repairs
Detailing
Since 1973

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

206 790 6012
206 633 4037

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



books4cars.com

Your NW Source for Books and Manuals

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

QUALITY RESTORATIONS

360-871-2165

Lundy Adkins

Award winning metal and paint work

'41 Cadillac Convertible/Gary Johnson

'32 Cadillac V16 Roadster/Gordon Cochran

'32 LaSalle Cadillac/Gordon Cochran

numerous project not listed

MAINTENANCE ISSUES

Paint issues, dents, etc.

References available

PLACE YOUR
ADVERTISEMENT HERE

Contact

Noel Cook 206-232-6413

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

**CONVERTIBLES
ONLY**

•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

Classic Interior Restorations

Award Winning Upholstery



1153 NW 51st
Seattle, WA 98107

Steve & Judi Shepp
(206) 625-9398



**FOR SALE – PNR-CCCA
Mascot Bags**

Beautifully crafted
embossed leather

Great for CARavans, just \$30

Contact John McGary

206.909.4499

CLASSIC CARS AND DRIVE-IN MOVIES

By Laurel Gurnsey

Our first family car was a '54 Austin...not new or a Classic but it took us camping and to the Odeon Drive-In Theater two blocks from our house. Before the Austin, my brother John and I could climb out our attic window and sit on the house roof, watching movie images flicker through the trees. The drive-in would allow walk-ins and John remembers going to all-night sci-fi marathons with friends and running home alone in the dark, completely spooked.

Drive-ins were hugely popular for decades. Parents brought the whole family for an inexpensive 'night out'; packing snacks to avoid concession costs for hot dogs or popcorn. Most drive-ins had swing sets below the screen and pre-movie activities. A Tulsa, OK drive-in even permitted cowboys to watch on horseback. Young dating couples loved the privacy of a dark car. In fact, by the '50s, drive-ins were called 'passion pits'. Movies ran even in the rain, with cold necessitating serious cuddling.

Competition from multiplexes, home entertainment and soaring

land prices killed drive-in profits. Weekend swap meets helped, but malls now stand in place of most screens. Still operating (according to CBS Seattle's list of Puget Sound Drive-In Theaters) are 'Valley 6' (Auburn), 'Rodeo Drive-In' (Port Orchard), 'Skyline' (Shelton), 'Blue Fox' (Oak Harbor) and 'Wheel-In' (Port Townsend). The 'Wheel-In' still uses speakers, while others broadcast FM audio to your car radio.

Colin & I found booths at Hershey selling old drive-in speakers and talked about what Classic Cars might have parked in front of Classic Era drive-in screens. Too many makes and models to hook an article around. But then I found Kerry Segrave's 'Drive-In Theaters: A History from their Inception in 1933'. Richard Hollingshead Jr. had the first actual drive-in patent in '33... projection booth, central speakers, screen, concession stand and parking area. (RCA debuted speakers for individual car windows in '41). Now I had a theme... I could highlight two or three 1933 cars owned by PNR members.

Bill & Bettye Gluth's (PNR) '33

Lincoln-12 Sedan is an un-restored barn-find, but brand new in 1933. Gluths are personally connected to drive-ins: two grandchildren work at 'The Blue Fox'. Bettye remembers of her own childhood: 'The drive-in (in Baltimore) was cheap entertainment for my parents and three girls. We would take blankets and snacks....most of the time we fell asleep before the end of the movie. We woke up and had to remind my dad to remove the speaker before leaving...'

Najib & Diane Azar (PNR) have two '33 Packards. Najib says: 'Our memories of drive-in theaters are ones of total oblivion and escape into a fantasy world. What mattered was we were huddled together...in our own small space. The windows would get steamed up...and we could not very well see what was happening on the screen. But who cared about the movie?' Marty Anderson (PNR) sent photos of his '33 LaSalle and a LaSalle ad. His wife Lynn remembers watching movies in sleeping bags in the back of the family station-wagon and eating popcorn and licorice.

Our '36 Lagonda doesn't fit the '33 theme, but Jay, owner of Langley, B.C.'s 'Twilight', generously opened up for a photo shoot. We toured his projection room, and heard about lighting, sound, digital equipment

Laurel Gurnsey & Family



and optics that send images 275 feet away onto the massive, tilted screen. The 'Twilight' uses FM digital sound. Speaker poles only space cars on the field. Weekends are crowded, with only fog and bad reviews keeping people away. Jay keeps original film reel equipment for nostalgia and movie companies like Disney use the 'Twilight' for location shoots. Jay's whole family keeps this piece of automotive & cinema history alive.

Our local dry cleaner grew up in Kampala, Uganda and remembers the family piling into their Peugeot and heading to the drive-in. She said 'I had dreams of one day going to the drive-in in a convertible, the wind in my hair'. Europe's first drive-in opened in Rome in 1956. 13 drive-ins are still active in Europe, 15 in Australia and 23 in 13 other countries. South Africa's last one closed in 2014. A Vancouver friend remembers all the cars trying to leave at the same time at the end of a movie, horns hooting. I toast those ghost cars leaving ghost drive-ins. Both icons of early car culture.

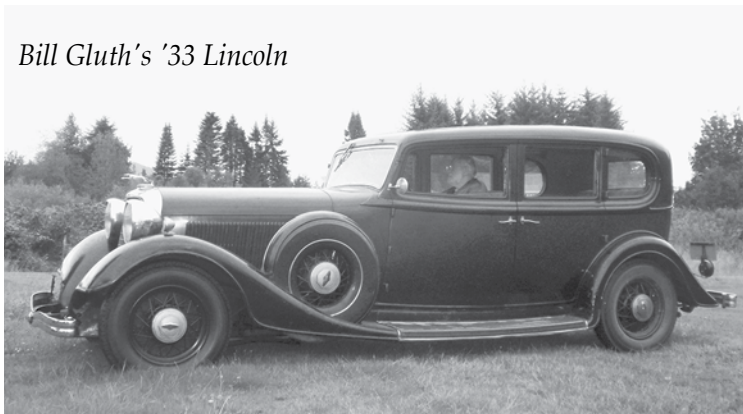
Worth reading:

Kerry Segrave ('Drive-In Theaters: A History from their Inception in 1933' 1992, McFarland and Company)

Worth seeing:

Drive-in scenes from 'Grease' (Danny and Sandy watching 'The Blob') and 'Twister' (where the tornado touches down).

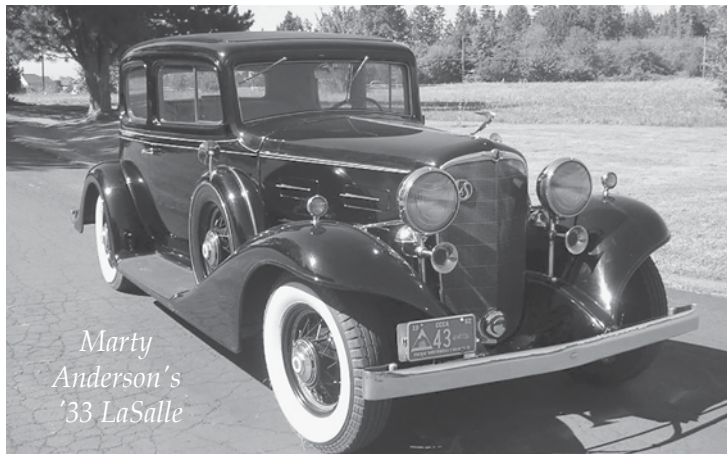
Bill Gluth's '33 Lincoln



*Now Showing:
Colin Gurnsey's '36 Lagonda
at the 'Twilight Drive-In'*



*Marty
Anderson's
'33 LaSalle*



Below: Diane & Najib Azar's '33 Packard



STUTZ

World's Champion

World's Road Race
Champion

World's Speedway
Champion

World's Long Distance
Records
250 mi. 300 mi. 350 mi.

Consistency
4 Consecutive
1sts and 2nds

THE same excellence in mechanical performance, the same careful proportioning of power to load, and balance to speed, that makes Stutz World's Champion, in speedway, road racing and long distance events, makes Stutz World's Champion for daily service.

The same stamina that resulted in 4 consecutive firsts and seconds in the fastest gruelling events of 1915, means long and satisfactory service in your hands.

Stutz value is proven—Stutz consistency has been demonstrated repeatedly. Illustrated literature showing why you should see a Stutz dealer sent on request.

Stutz Motor Car Co.

Indianapolis

Indiana

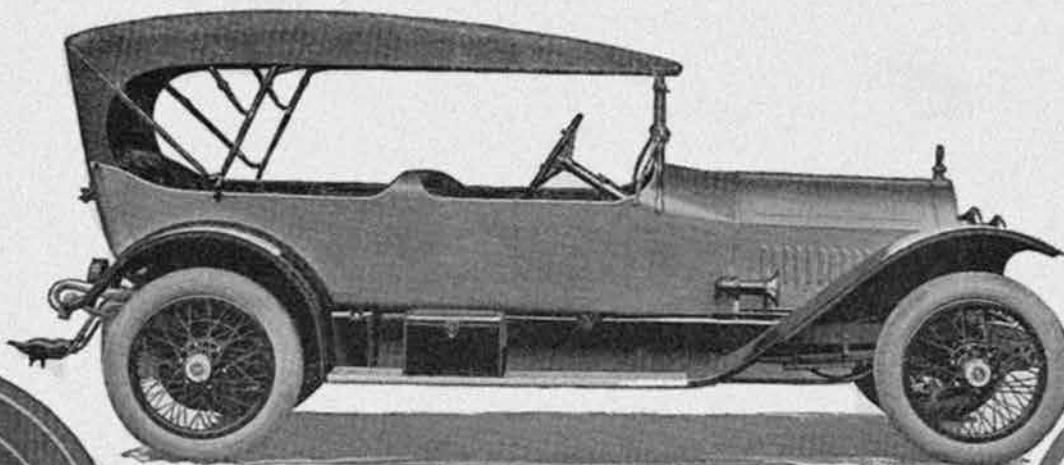




Photo by: MichaelCraftPhotography.com©2012



AMERICA'S CAR MUSEUM®

MORE THAN JUST A MUSEUM

IF CARS COULD TALK LUNCH SERIES

THERE ARE MANY CHAPTERS TO THE STORY OF THE AUTOMOBILE. IF CARS COULD TALK, THEY MIGHT JUST SHARE STORIES WE NEVER IMAGINED. JOIN ACM THE FIRST TUESDAY OF EACH MONTH, AND EXPLORE THE STORY OF CARS WITH MUSEUM CURATORS, STAFF, OR LOCAL PERSONALITIES OVER LUNCH.

IF CARS COULD TALK – EARLY DUESENBERG: THE LITTLE ENGINE THAT COULD & OTHER INNOVATIONS

FEBRUARY 2, 2016 | 11:30 AM - 12:30 PM

TACOMA, WA | OPEN DAILY 10 am - 5 pm | 253.779.8490

americascarmuseum.org



Mahogany & Merlot by the Numbers

Crowd estimate over 5000 (biggest attendance ever!)

Funds raised for "The Hydroplane Raceboat Museum" - over \$20,000

Unlimited Hydroplanes running on the water - 8

*Miss Bardahl, Miss Thriftway, Miss Wahoo, Miss US, Miss Oboy Oberto,
Miss Burien, Miss My Sweetiem, Miss Budweiser*

Plus an array of "limited hydroplanes" like the 7-liter Miss Marion
Blue Grass and the Miss Buccaneer along with other smaller hydros

Classic Speed Boats on display docks - 41

*Congratulations to PNR member and event organizer
Monty Holmes, Jr.*

Technically the manager of this event is Kim Pierce. But Kim and Norma were in Italy sipping fine red wine while a bunch of us motored over Highway 2 bound for Lake Chelan and the 2015 Mahogany & Merlot event. So the Dickisons "pinch-hit" with the assistance of Denny & Bernie Dochnahl, who shared the hospitality suite. Seven Classics and seven modern-iron participated in a "Fall Foliage Drive" on Thursday and Friday, so we had a respectable turn-out from our club.

A beautiful oil painting, commissioned by Monty Holmes, was auctioned-off during the day of the car show. It featured a hydro, skating along in the water, and along the lower borders a vintage boat and Classic car. Scott Anderson's pretty yellow 1941 Cadillac Convertible is painted in the lower right corner. The artwork was used on event posters and tee-shirts too. Scott proudly took the painting home after being the successful bidder.

Our region had a hospitality room Thursday through Saturday nights. Thursday night the club treated

our members to a pizza party. On Friday morning a number of us convoyed to Manson for wine tasting at Benson Vineyards and C.R. Sandidge. That was followed by a group lunch at the Sunset Bar & Grill in Manson. Saturday took a number of the ladies to Tin Lilly's patio for lunch where Val reconnected with Robin, a high school girlfriend who has lived in Chelan the last eighteen years. Next year Robin has invited us up the hill to enjoy wine and her view of the lake. Lunch was followed by some spirited shopping in the gift shops along Woodin Avenue.

A personal highlight for me was when the bunch of us relaxed in the hospitality room, Friday evening, watching the old Vincent Price movie *House on Haunted Hill*. The movie was so cheesy and bad, it was actually quite campy and wonderful! Hoops and hollers were spontaneous and we yelled out at the TV screen "No, don't go through that door. The ghost is in there! You will get killed." We laughed till our sides hurt.

Reported by Val Dickison

ANNUAL CAR SHOW PEOPLES CHOICE WINNER

Ron & Margie Danz
1948 Chrysler

Town & Country Convertible

Attendees with Full Classics:

Scott & Karen Anderson
1941 Cadillac Convertible

Ron & Margie Danz
1948 Chrysler T & C Convertible

Stan & Val Dickison
1935 Packard Victoria

Marty & Linda Ellison
with guests Ben & Nancy Ellison
1937 Packard Sedan

Monty Holmes & Katie Nolan
1941 Packard Convertible Coupe

Terry & Cherry Jarvis
1934 Nash Sedan

Renee & Pat Crist
representing the LeMay Museum
ACM's 1939 Packard Convert. Coupe

Howard & Evelyn Freedman
with guests George & Sylvia Potter
1948 Cadillac Limousine

*Also attending: Bruce & Amy
Bernhardt with guest Helen Tritt
from Ohio; Frank Daly, Ray &
Georgia Loe; John & Donna Koziol;
Steve Larimer with guest Kenny
Heng; Denny & Bernie Dochnahl;
and Ashley & Sean Shoemaker
representing Hagerty Insurance.*

Photos page 28 (top - bottom; l-r)
Hydroplanes in action; Donna &
John Koziol with Frank Daly; Ron &
Margie Danz's 1948 Chrysler Town
& Country (People's Choice Winner);
Group dinner with Margie & Ron
Danz, John & Donna Koziol, Ray &
Georgia Loe, Cherry Jarvis & guest
Bob Kollack; Stan & Val Dickison's
1935 Packard Victoria.

6th Annual
MAHOGANY & MERLOT
VINTAGE UNLIMITED & INBOARD HYDROPLANES - ANTIQUE & CLASSIC BOATS - CLASSIC CARS



OCTOBER 2 - 5, 2015
DON MORSE PARK & MARINA, LAKE CHELAN
FRIDAY 4PM - 8PM | SATURDAY 10AM - 4PM | SUNDAY 10AM - 2PM
MahoganyandMerlot.com



New Members

Ray & Linda Russo
PO Box 578

Bellevue, WA 98009-0578
(C) 206-390-4217; (W) 206-282-1103
ray@metmgmt.net; shores3609@aol.com
1932 Packard 900 Roadster

Kenny Heng

PO Box 1788
Issaquah, WA 98027-0073
(C) 425-443-7546
kennyh28@gmail.com

**Warren Lubow, Alla Devochka Lubow
and Shelby Lubow**

Wild About Cars Garage
13263 - 119th Ave NE
Kirkland, WA 98034
(H) 425-301-0410; (W) 425-828-2287
(C) 425-246-5222
warren@wildaboutcarsgarage.com

Member Changes:

Chuck Little
chucklittle10@gmail.com

HILTON HEAD ISLAND CONCOURS D'ELEGANCE

Submitted by Norma Sola Pierce

The 2015 Hilton Head Island Motoring Festival & Concours d'Elegance was the place to be for several members of the PNR who were there to judge the event including Honorary Head Judge John Carlson (& Koko), Honorary Head Judge Gerald Greenfield (& Keenon), Head Judge of the "Melange" Class Kim Pierce (& Norma), and Judges John & Barbara Anna Kefalonitis and Brown Maloney. Norma suggested the group dress up as "Flapper Girls" and "Gangster Boys" for the Judge's Dinner that we held on Halloween night. From the photos, it looks like a good time was had by all.



*Flappers Koko Carlson, Jackie Hopwood, Keenon Greenfield,
Norma Sola Pierce, Kathleen Ianuario, and Barbara Anna Kefalonitis*



**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

unheralded position as Assistant Director, Stan Dickison provided me with unending amounts of practical guidance and monitored all of our club's events plus the location of a series of truly outstanding burger joints. Financial guidance was always decimal-point perfect through the efforts of Terry "You want to spend how much?" McMichael and John "Pantyhose" Campbell (a great story in the Bumper Guardian if you missed it). As secretary, Army Barer kept me on my toes by inserting misspellings in the minutes to make sure I read them and was followed by Valerie Dickison, who I will get to later. John McGary led the charge in bringing the Club By-Laws up to snuff and bringing balance to our words and deeds.

There are special ladies in my life in Karen Hutchinson and Val Dickison. Karen is a marvel in assembling certainly one of the finest car club magazines on the planet. It is a small band with Karen on keyboard and Ray Loe on vocals, singing the praises of the featured marque. True, the members do back-up and pitch-in with articles and event details, but Karen brings it all together with class and a flourish. Valerie Dickison is truly the soul of the club. Val serves as secretary and membership chair and insures that no details are left unattended. Quick with thank you notes, condolence cards, table decorations, auction donations, food or toy drive notices (the list goes on), she is the insurance policy that all of our events go off without a hitch.

My list of names is only a small subset of the members who have helped me with advice, friendship, and entertaining stories over the last years. A club is inexorably a reflection of its members and ours is simple the best around.

So, even though I am moving out of the Director's position, I will remain involved (because you showed the bad judgement to elect me to another stint as a Manager). Thank you all for the support and the kind words directed at me. I have very much enjoyed my 5 years as the Club's Director and I am extremely pleased to leave the club in Kim Pierce's very-capable hands.

Brian Rohrback



Editor's Message

Hail and Farewell

"ave atque vale"

This greeting most often refers to a traditional military event whereby those coming to and departing from an organization are celebrated. This celebration builds organizational camaraderie and esprit de corps. It also helps support a sense of continuity through change.

And so, it seems appropriate that in the PNR-CCCA we honor those who are departing leadership roles in our organization and thank them for their service.

Farewell Director Rohrback. As editor, I have worked closely with Director Brian Rohrback for the past five years. On a regular schedule, I "nag" him to write his Director's message and to produce technical articles for the *Bumper Guardian*. And he responds from wherever he is on the planet regardless of the time zone. I will miss our regular email exchanges and his personable (and yes, a bit quirky) writing style. And I want to thank Brian for all he has done on his watch to keep the club vibrant and for his willingness to support the Bumper Guardian!

Farewell Managers Don Reddaway and Jon Schoenfeld. Many thanks for a job well done. I will miss seeing you at the monthly board meetings.

And now is also the time to welcome those who are taking on new leadership roles and also to those renewing their commitment to current roles.

Hail Director Pierce. Kim and Norma have been among the Club's most active members and now Kim is taking up yet another notch. Kim is a wonderful supporter of the "old car hobby" and I look forward to working with Kim to continue to improve our Club's publications. **Hail to Assistant Director Frank Daly.** Thanks to Frank for stepping up and taking on this new role and helping to ensure a continuity of leadership for the Club.

Hail to new Managers Brian Rohrback (Wait a minute -- not that I am complaining but that name sure sounds familiar) and **Steve Larimer** (It is interesting to note that Steve is so active in club activities that if he owned a Classic, he might have run-away with the 2015 Participation Award. Steve is also a major contributor of photos to the Bumper Guardian.)

Hail to our Secretary and Membership Chair, Val Dickison. We are one of the few regions that can boast of increasing membership rates. Val adroitly manages the member database allowing us to create the annual Pocket Directory. **Hail to Treasurer Terry McMichael.** Thank you for keeping the BG bills paid! And finally **Hail to the Bumper Guardian team - Bill Allard, Michael Bradley, Bill Deibel, Laurel Gurnsey and Ray Loe.** Your dedication to our Club magazine is greatly appreciated. I would not want to do this job without your support.

CORDially,
Karen Hutchinson, BG Editor





**1925 Stutz
Speedway Six**



**1927 Stutz
Black Hawk Speedster**