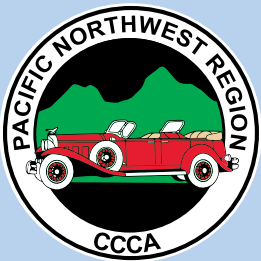


BUMPER GUARDIAN

Autumn 2017



1929 Mercedes-Benz
S-Class Tourer

PNR CCCA & Regional Events

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

October 7th - Fall Foliage Drive & Lunch

PNR Contact: Norma Sola-Pierce

November 8th - Annual Meeting at the Danz Garage

PNR Contact: Brian Rohrback

December 17th - Holiday Party at the Seattle Yacht Club

PNR Contact: Frank Daly

CCCA National Events

2017 Grand Classics®

October 1 Northern California Region

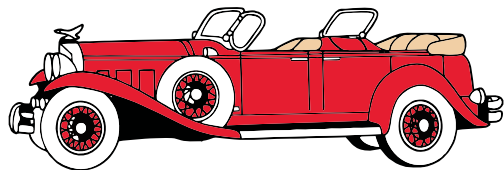
October 27-29..... Texas Region

2017 CARavans

Scenic West CARavan

Oct 14-22..... Arizona Region

PNR Membership Update



Address Changes

Tim Johnson
17818 NE 26th St.
Redmond, WA 98052

John and Mary Campbell
21718 NE 138th St
Woodinville, WA 98077

John Townsend
jdtbassbone@gmail.com



Director's Message

Farewell summer 2017

As I sit gazing out my window looking at the Olympics and watching the boats go by (mostly heading home), I reminisce on all the fabulous activities the club put on or supported this summer. As I write this we still

have several more events to enjoy before you receive this issue of the Bumper Guardian. July started out with McEwan's Annual Parade at Yarrow Point, always a favorite. Ron and Margie Danz show up in full force with as many family members as they can muster. I am sure it is easy to convince everyone to join-in as it appears anyone willing to drive a car from his collection does so. Check out the photos in the last issue of the fire truck full of little ones enjoying the moment and experiencing the Club activity. We are hopeful we will see some of them as future members! On July 9th, Denny and Bernie Dochnahl hosted the Ferrari Club, once again at their beautiful estate in Renton. The PNR-CCCA was assigned an area for Classics near the wine tasting and a number of members were invited to judge the Ferraris. It was a fun time to get to experience some historical Ferraris and see them up close. PNR club

Continues on page 31

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

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

Officers and Appointed Posts:

Kim Pierce, Director	425-330-2665
Frank Daly, Asst Director	425-210-1804
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	2017	425-330-2665
Frank Daly	2017	425-210-1804
Marty Ellison	2017	425-941-9451
Steve Larimer	2019	206-954-7829
Brian Rohrback	2019	206-235-0371
Bill Smallwood	2019	425-773-0130
Val Dickison	2020	206-546-3306
Kenny Heng	2020	425-443-7546

Bumper Guardian Staff:

Advertising	Darrin Wong	425-210-7558
Caption Editor	Bill Deibel	206-522-7167
Copy Editor	Bill Allard	253-565-2545
Cover Story	Raymond Loe	360-678-9366
Staff Photographers	Michael Bradley	206-225-6491
	Steve Larimer	206-954-7829

Board of Managers' Meetings:

1st Wednesday at
The Danz Garage, Totem Lake, Kirkland
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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On the Front Cover

2017 Pebble Beach

Best of Show

1929 Mercedes S-Class Tourer

*Photos page 1, 5, 32 – Copyright © Kimball Studios/
Courtesy of Pebble Beach Concours d'Elegance.*

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of original publication but neither they nor PNR-CCCA will be
responsible for errors.

1929 MERCEDES S-CLASS TOURER

Story written by Evan Zema, VRM



Francis Richard Henry Penn Curzon, The Right Honorable 5th Earl Howe, was by most standards far from an average racing driver. In fact, he did not begin his career in motor racing until the age of 44 – well past retirement age for most modern race drivers. Prior to discovering his love of racing Earl Howe had a distinguished career serving the people of Britain, including being a member of the Royal Navy and being elected to a seat on the British Parliament.

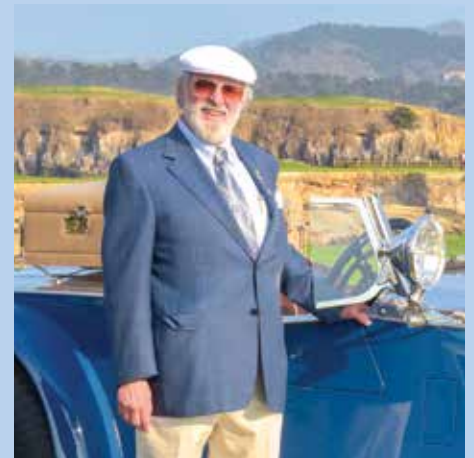
His list of achievements in the world of racing is equally impressive, with notable accomplishments including co-founding the British Racing Drivers' Club in 1928, competing in the 24 Hours of Le Mans no less than six times between 1929 and 1935, and winning the event twice (in the 2L class in 1930 and an overall win with co-driver Henry 'Tim' Birkin in 1931). Earl Howe also had success in a variety of other races across Europe and beyond, with notable victories including the 1933 Donington Park Trophy Race and 1938 Grosvenor Gran Prix in Cape Town, South Africa. He would also claim podium finishes in eleven other major races between 1933 and 1939, and is one of only two men to have competed in every running of the RAC Tourist Trophy at Ards.

When he was not competing for a victory on the racing circuit Earl Howe was also an avid

enthusiast of fine road-going automobiles. Time magazine once stated that he had "Europe's most elaborate" collection of automobiles. Although he was a staunch patriot, he also favored fine engineering and as such his stable of automobiles was quite varied. It included British marques, such as Bentley, ERA, and MG, as well as foreign autos such as Alfa Romeo, Bugatti and Mercedes-Benz.

One of Earl Howe's most impressive automobiles, both aesthetically and from an engineering standpoint, was his 1929 Mercedes-Benz S-Type 26/120/180 PS Barker Tourer. At the time of its introduction in 1927 the S-Type was one of the most powerful road-going automobiles in the world. Developed using lessons previously learned from Mercedes' Sportwagen racing automobiles of the early '20s, the qualities that made the S-Type's predecessors successful on the circuit also made it an excellent candidate for road use (albeit with slightly different coachwork fitted, of course.)

Taking note of his S-Type's wide range of capabilities, Earl Howe not only used his car for touring across continental Europe, but also regularly competed in Hill Climbs, Speed Trials and other forms of competition. Period photos show the car competing in acceleration



tests at the Brighton Rally, being driven in anger at the Craiganlet U.A.C. hill climb, and later on display at the Brighton Concours. It can also be seen being precariously craned onto a cross-channel steamer in 1931 with sets of touring luggage adorning the rear of the car, bound for more leisurely pursuits no doubt.

Earl Howe's S-Type was unique for several reasons, most noticeably the striking coachwork fitted by English coachbuilder Barker. Although Barker had produced hundreds of bodies for various automobiles, it was not common to see their work fitted to a Mercedes-Benz. One possible reason the ever-patriotic Earl Howe may have opted for Barker Coachwork was to lessen the stigma of a member of English nobility driving a German-made auto in a time when World War I was still fresh in the minds of most Europeans. The Barker body fitted to the car was also revolutionary for the time, incorporating many aspects of aircraft construction into an automobile body. The lightweight and aerodynamic construction used allowed for greater performance, and the styling of the car reflects its aircraft-based origin in the unique aluminum side pods, polished finish and altimeter fitted among the numerous gauges.

When you look past the acres of hand-polished aluminum, and elongated boat-tail concealing the spare tire, other details separate Earl Howe's S-Type from his contemporaries. The chassis was painted silver, rather than the standard black, and the firewall was highly polished. Both of these details were done for show, and it is believed that this chassis was used by Mercedes-Benz as their display chassis at the London Motor Show. Photos also show a unique red spotlight mounted on the front right of the car, just below the number plate. This light was given to Members of Parliament as a means of conveying their status to other traffic and law enforcement.

Always having the latest and greatest automobiles at his disposal, Earl Howe sold his Mercedes in 1933 to another avid enthusiast of fine automobiles, H.E. Rohll, of London. Rohll was a member of the VSCC (Vintage Sports Car Club) and Secretary of the Mercedes-Benz Club of Britain until 1971. He continued the S-Type's legacy of competition and is recorded as having competed in VSCC and BDC Silverstone meetings. At the time of Rohll's acquisition, the car was finished in Earl Howe's signature Peacock Blue color (which Howe had all of his racing cars finished in.) Rohll later

Continued on page 6

Continued from page 5

opted to have it repainted in a dark maroon color. He also modified the rear of the car, removing the boat tail in favor of an additional spare tire. The car would remain in Rohll's stewardship until 1958, at which point it was sold to an American, George W. Huguely, Sr. of Washington, D.C.

Like the S-Type's owners before him, Huguely was also a prominent figure in his own community. He co-founded the Galliher & Huguely lumberyard in Northwest Washington D.C. in 1912 before buying out his partner in 1929. For nearly 100 years, the Huguelys have

the museum for over 50 years. In 2012 the car was sold to Boulevard Motorcar Company of Westlake Village, California and was shown at the 2012 Pebble Beach Concours d'Elegance.

The car was again sold shortly thereafter, and the current owner began a multi-year project of restoring the car to its' original glory. By this point many of the significant elements of the car were not obvious. While it was known that Earl Howe was the original owner, specific aspects were discovered over the course of the next several years. The restoration

due to the lack of color photographs and aging of paint over time there were no definitive answers or examples as to what exactly this color would have looked like in period. Upon disassembly, examination revealed original patches of this blue paint hidden away in several places around the automobile. Samples of this paint were then sent out and chemically analyzed to insure this color is presented exactly as it was when Earl Howe was behind the wheel.

This restoration culminated with the debut of Earl Howe's Mercedes-Benz at the 2017 Pebble Beach

"This Mercedes Benz S Barker Tourer is a combination of speed, style and power. Somehow these three elements - along with those fantastic torpedo running boards - become the very definition of elegance."

Pebble Beach Concours Chairman Sandra Button

supplied lumber and construction supplies to builders, homeowners and government agencies in the Washington D.C. area.

Huguely's ownership was rather short lived, and in 1963 the car was again sold to another prominent figure in motor racing. Tony Hulman, owner of the famed Indianapolis Motor Speedway, purchased the car through New York Collector Car Dealer Ed Juristic. During his ownership the car would be further modified, with the color again changing – this time to an off white-hue. Hulman periodically displayed the car in the Indianapolis Motor Speedway Museum, although it appears to have spent most of its' time in storage. The car would remain in

picked up momentum after Bill Harding and Tim Harding located period photographs of the car when it was new. These photos revealed how truly stunning the car was, showing the now-missing boat tail, numerous reflective surfaces throughout, custom touring luggage, and other unique accessories such as the red spotlight. After analyzing these photographs Charles Bronson scoured the globe to locate several key photographs and components that were no longer with the car.

As the car was being dismantled even greater details were discovered. Countless written records mention Earl Howe's signature Peacock Blue paint color adorning his numerous automobiles, however

Concours d'Elegance, where it was awarded the prestigious title of Best of Show. This amazing accomplishment would not have been possible without the tireless work of the restoration team, led by Steve Babinsky, of Automotive Restorations Inc. in Lebanon, New Jersey, and aided by the historical expertise of Charles Bronson, as well as the skillful project management of Thor Thorson. These passionate individuals pulled together their decades of encyclopedic knowledge to research each and every detail of the car and made it possible to present it in its' original form once again.





HISTORY OF MERCEDES-BENZ "SPORT" VEHICLES

By: Raymond Loe

Since becoming co-editor of the PNR Bumper Guardian over ten years ago, and accepting responsibility for selecting and reporting on the feature car(s), I have developed a pattern of having the featured car owner tell us about the history of his and/or her car and then I write a companion story about the company that built it. In order to retain your interest, I try not to feature the same make/model of car too often. However, with our Club's heavy proliferation of Cadillacs and Packards this is sometimes difficult to avoid. My goal has been to maintain a ten-year spread between featuring cars of the same make that are largely similar.

My plan has worked quite well for the past decade until this issue wherein we are featuring a Mercedes-Benz belonging to a PNR member that won this year's best-of-show at the Pebble Beach Concour d'Elegance. While it has only been five years since we featured Siegfried Linke's Mercedes-Benz 540K Roadster, this Mercedes-Benz S-Class Barker Tourer is special enough to break my own rules. Where-as the owners' stories about their cars are altogether different, the same company made both of them and therefore the story remains very much the same.

For those of you who want to refresh your memory about the origin of the Mercedes-Benz company I direct your attention to our Club's website where you will find a copy of the Bumper Guardian Winter 2012 issue containing my story titled "The Origins of Mercedes-Benz" which summarizes their early history much as I would tell it to you today. With that in mind, herein I will extrapolate only minimal information from my earlier story while concentrating on only those M-B models built during their early years identified as "sporting" and telling you a bit about their unique features.

The parent company known today as "Daimler AG" first came into existence in 1926 as Diamler-Benz AG - the result of a merger of two companies: Benz & Cie, a producer of motor vehicles, and Daimler Motoren (DMC), a manufacturer of internal combustion engines. At that time it was agreed that "Mercedes-Benz" would be the brand name applied to all vehicles the new company would produce. (The name Mercedes came from a daughter of a DMC director and was chosen to avoid confusion with names of other products previously produced by the two companies.) In 1998 the parent company bought Chrysler and renamed itself Diamler Chrysler AG until 2007 when it sold Chrysler to Cerberus Capital Management and dropped that name from its corporate ID.

An early Mercedes-Benz model designation "S" most often stood for "Super" or top-of-line. Sometimes "S" was interpreted as "Sport" when applied to racing models and "SS" for "Super Sports."

In 1927, M-B introduced its "S-type" series that, despite weighing close to 5,000 pounds, quickly became a big winner on the European racing circuit. In 1928, M-B brought out the Model SSK followed soon by the SSKL which was loosely interpreted as Super Sport Supercharged Light. In model designation M-B often has used the letter "K" to indicate Kompressor meaning the car was Supercharged and used "L" to indicate that the car was Leight (light).

To further confuse the situation there have also been instances when their "S" was intended to mean "short" which could also be interpreted as being lighter than other similar models. (To my knowledge M-B never built a truly "light" car.) This somewhat baffling means of model identification still continues to appear on some of M-B's current models.

Although intended as a touring car, the Mercedes-Benz S-type cars went on to pile-up victories in Grand Prix and other events throughout the 1930s. Our featured car is a stunning example of those fabulous racing machines.



PNR member Neil DeAtley passed away on August 12, 2017.

"Neil was an extremely generous and great member of our Region. He had a home in Asotin WA and also one in Arizona that many members visited. He once took four of our cars to Florida for a CARavan in his Semi Car Hauler, furnished the driver and he would only let us share the price of the fuel. He also took some of us back East on another CARavan with the same arrangement. How I miss those days and mourn the passing of a great, generous, humble individual. I'm sure many members remember him."

Gary Johnson

www.legacy.com/obituaries/seattletimes/obituary.aspx?n=albert-neil-deatley&pid=186389805&fhid=23447

The Pebble Beach Motoring Classic

By William Howard

Imaging driving your classic car down the West Coast to the world-renowned Monterey Car Week.

Many incredible Classic Cars lined-up on August 8th, taking nine days from Washington to California, on an adventure filled with memories that will last a lifetime.

That's the Pebble Beach Motoring Classic.

I had the honor of managing the Kick-off Party on August 7th at Peter Hageman's Firehouse. It was my first time hosting an event for the Club; I joined the Club last year and was excited by the opportunity.

Ashley Shoemaker hosted the Kick-off party last year and was very helpful with pointers.

My fiancée Jamei June and I prepared snacks and refreshments with the wonderful help of Steve Larimer.

Our jaws dropped at all the gorgeous Classic cars that started to roll in. From Rolls-Royces to Packards and many more, it was an amazing variety! Of course, being a Ferrari guy, the 1949 Ferrari 166MM Barchetta Touring caught my eye.

Thank you Peter Hageman for hosting the Club at your Firehouse! It is always a great place to visit.

PNR members participating in this year's Motoring Classic included Tour Organizers and Leaders Al & Sandi McEwan with Bill Davis in Bill's 1933 Rolls-Royce, Frank Daly in his 1937 Packard with passengers Stan & Val Dickison, Marty & Linda Ellison in their 1938 Lincoln, and Ron & Marjorie Danz in their 1956 Jaguar XK140 (nc).

Photos by Michael Bradley, Steve Larimer & Chi Lu



Marty & Linda Ellison's 1938 Lincoln K Convertible Coupe



Bill Davis' 1933 Rolls-Royce P-II Continental Tourer



Ron & Margie Danz' 1956 Jaguar XK140 (nc)



Frank Daly's 1937 Packard 1508 Convertible Sedan



*Marty Ellison
1st Time Participant*



*Army Barer
Well-Wisher*



*Molly Ann Moore from Colorado preparing
her 1963 Ferrari for the Motoring Classic*



*Sonia Richter -
From Wanaka, New Zealand*



*Mark & Sonia Richter's
1931 Hispano Suiza*



*Margie Danz
5 Time Event Participant*



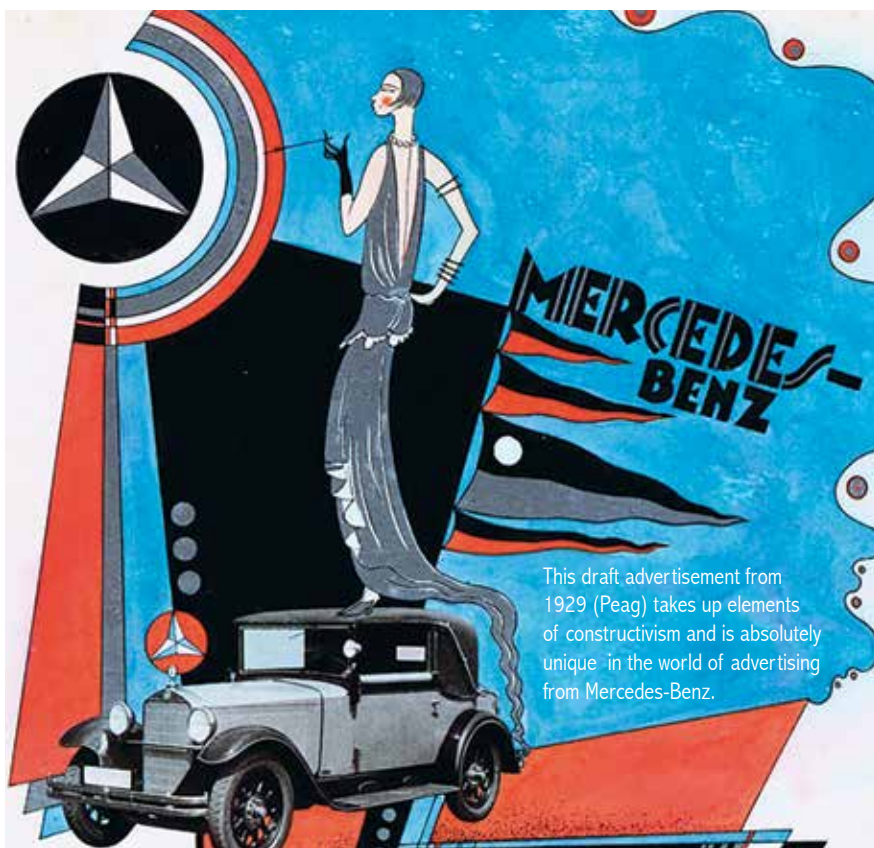
*Sandi McEwan - Tour Master & Registrar
w/ assistance from Ildi Bradley*



*Glenn Mounger
Pebble Beach Chief Honorary Judge*



*Peter Hageman
Event Host*



MERCEDES-BENZ ADVERTISING

The Daimler and Benz companies amalgamated in 1926 "... in order to offer passenger cars and commercial vehicles of superior quality at reasonable prices." The three-pointed Mercedes star and Benz's laurel wreath now formed the new trademark, and the advertisement announcing the amalgamation exuded confidence about the new company's future success. This confident message was one of the leitmotifs of the advertising campaign, together with the battle to secure recognition and to assert the company's credo in the face of the prevailing competition. Some advertisements merely unassumingly stated the company's name, while others were headed by claims such as the "peak of perfection". Some advertisements presented orthodox graphics and conventional motifs while others were altogether more bold and experimental. Advertising by Mercedes-Benz was generally serious in character, however.

The focus was on style and the conventions of "fine society". Slogans such as "Mercedes-Benz shines resplendent", "Refinement ... free of pomp and whims of fashion" or "The last word" demonstrate a persuasive style of language that gave the brand a clear profile.

The 1920s saw female drivers taking to the wheel as a demonstration of women's new, more assertive role in society. The female advertising icon of these times was sporty, self-confident, romantic and refined. She was seen as having a good sense of judgement and influence over men – and she was portrayed as craving for a car from her man. She was "attended upon" by archaic gentlemen sporting leather caps and racing goggles. The advertisements' artists attached great importance to ensuring that the depicted vehicle was recognisable. A growing consciousness of tradition arose at the beginning of the 1930s. Daimler-Benz overcame the global economic crisis which began in October 1929 with an advertising strategy based on the traditional classes of vehicle

www.mercedes-benz.com/en/mercedes-benz/classic/history/vintage-ads/



2017 PEBBLE BEACH CONCOURS D'ELEGANCE

More PNR Member Cars on the Field



Frank Daly's 1937 Airflow Chrysler Custom Imperial CW



Richard Griot's 1975 Ferrari 312 T Formula 1 Race Car (nc)



*Peter Gleeson's 1928 Isotta Fraschini Tipo 8A S
Castagna Landaulet*



*David Smith's 1955 Alfa Romeo 1900 CSS
Zagato Coupe (nc)*



Isotta Fraschini 8A Castagna Limousine

Italy's most opulent automobile brand: Isotta Fraschini was showcased in three full classes: Castagna Coachwork Open and Closed Classes and Postwar Grand Touring Class, .

Peter Gleeson's car had an engine problem during the Tour d'Elegance and was withdrawn from judging. It did appear on the lawn with its Class and will return another year for judging.

The car at left was shown by Russ Bullock (the former owner's son) in the Closed Class. After winning Best in Class under Russ' ownership, the car changed hands and is now owned by PNR member Al McEwan. While Al was not involved in the preparation or the showing of the car, it is a car he knows well. Photo courtesy of Glenn Mounger.

EXOTICS AT REDMOND TOWN CENTER

Saturday July 29th

Featuring

CCCA Classic Automobiles

Story by Norma Sola-Pierce

PNR was exceptionally fortunate to be invited by the folks who put on "Exotics at Redmond Town Center", to show our Classics on July 29th. We had an excellent turn out of Classics and the weather was wonderful. PNR member Tom Nault of Exotics at RTC, stated the public really enjoyed our Classics. Some said they never saw anything like them! Tom also explained the comments were very positive; Classic owners were polite and eager to talk about their cars. It was a win-win for all concerned and the event is planned to be on the PNR event calendar for 2018.

At 11 a.m., Roy Magnuson led our group for an enjoyable, 45-minute sight-seeing tour on the roads around and through Fall City and Carnation. Winding down through woods and then coming out onto the valley, driving along one-lane roads, made this trip very memorable. Seeing the beautiful black Friesian horse watching the Classics drive by is a memory etched into my mind. Our destination was the Snoqualmie Casino where their security team had reserved the top floor of the garage for our group. We all enjoyed a buffet luncheon at The Falls restaurant.

A fabulous turnout of PNR members and cars, along with a wonderful tour drive and lunch made this event truly memorable.



Attendees Driving Full Classics®:

Scott Anderson	1941 Cadillac
Tom & Susan Armstrong	1931 Duesenberg
Grandson Steve Armstrong	1937 Cord
Frank Daly & guest Phil Putnam	1937 Packard
Craig DeVine	1929 Franklin
Stan & Val Dickison	1935 Packard
Brad Ipsen & family	1940 Cadillac
Gary Johnson & guest	1941 Cadillac
Warren Lubow	1937 Packard (owned by Marty Ellison)
Roy & Terry Magnuson	1928 Bentley
Phil McCurdy	1937 Cord
Al & Sandi McEwan	1930 Hispano-Suiza
Kim Pierce & Norma Sola-Pierce	1932 Packard
Brian & Randy Pollock	1935 Bugatti
Brian Rohrbach	1939 Bentley
Jon Schoenfeld	1937 Cadillac
Honoring his late father Bill Scheef	1929 Cadillac
Cory Scheef & Sara Beth Levine	

Attendees Driving Non-Classics or Modern:

Arny Barer, Michael & Ildi Bradley, Al Fenstermaker, Peter Gleeson, Jack Goffette & Barbara Shain, Steve Larimer, Terry & Barbara McMichael (n/c Astin Martin), Tom Nault (RTC organizer), Lee Noble & guests Theresa Renico & daughter (n/c 1948 Bentley), Ashley & Sean Shoemaker, Darrin Wong & Suki Kim, Conrad Wouter



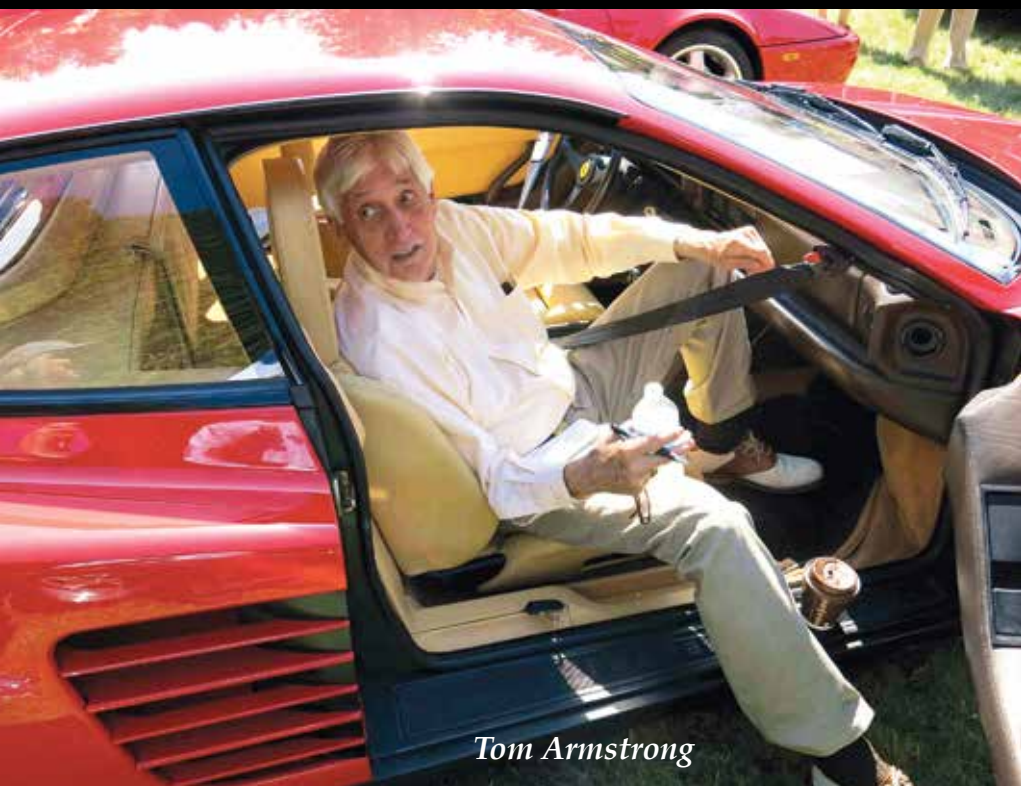


Row 1 - Tom Armstrong's 1937 Cord; Craig DeVine's 1929 Franklin
Row 2 - Terry McMichael; Michael Bradley; Ildi Bradley, Susan Armstrong; Brad Ipsen
Row 3 - Cory Scheef's 1929 Cadillac; Brian Pollock's 1935 Bugatti
Row 4 - Phil McCurdy; Randy Pollock; Stan Dickison; Arny Barer
Row 5 - Scott Anderson's Patriotic 1941 Cadillac



THE 2017 FERRARI CONCOURS D'ELEGANCE

By Bernie Dochnahl



Tom Armstrong

July 9, 2017 was an amazing day for car lovers. The NW Ferrari Club presented the 2017 Ferrari Concours d' Elegance on July 9th at Denny and Bernie's Beauterre estate. There were over 100 awesome Ferraris, beautiful Classic Cars, many interesting exotic cars, including Lamborghinis, and a rich display of Ducati motorcycles. There was an unofficial count of over 3000 admiring public participants on a beautiful sunning day in the Pacific NW. Fun was had by all.

PNR Members Serving as Judges

Stan Dickison
Jerry Greenfield
Kenny Heng
Marty Kulina
Steve Larimer
Warren Lubow
Al McEwan
Terry McMichael
Kim Pierce
Brian Pollock
Ashley Shoemaker
Bill Smallwood, III
Conrad Wouters



Classics in Attendance

Scott & Karen Anderson
1941 Cadillac Convertible Coupe

Craig Christy
1941 Cadillac Coupe

Stan & Val Dickison
1935 Packard Convertible Victoria

Denny & Bernie Dochnahl
1934 Packard Sedan
1947 Lincoln Continental Convertible
1941 Cadillac Convertible Coupe

Barrie & Karen Hutchinson
1936 Cord Beverly

Bob LeCoque
1947 Cadillac Sedan

Al & Sandi McEwan
1930 Hispano-Suiza Convertible Torpedo

Al Rustad & guest Ron Rustad
1929 Lincoln Limosine

Jon Schoenfeld
1937 Cadillac Sport Coupe

*Also in the Classic Car paddock - two
Classic wanna-bees:
Peter Gleeson's Aston Martin and
Lee Noble's Bentley Mark 6.*

More Attendees::

Tom Armstrong (Ferrari entrant)
Michael & Ildi Bradley (photographer)
Monty Holmes, Jr.
William Howard
w/ guest Junei June (announcer)
Marty Kulina
Paul & Janet Lewis
Paula Morrier & Tom Astrof
Norma Sola-Pierce
Lee Noble w/ guest Theresa Renico
Darrin Wong w/ guest Suki Kang

Photos at left:

Row 1: Kim Pierce & Al McEwan;
Conrad Wouters
Row 2: Al McEwan, Terry McMichael,
Gerald Greenfield;
Junei June & Ashley Shoemaker

Photos Top to Bottom - L-R:

Barrie Hutchinson's 1936 Cord Beverly

Craig Christie's 1941 Cadillac Coupe

Stan Dickison's 1935 Packard Conv. Victoria

Bob LeCoque's 1947 Cadillac Sedan

Al Rustad's 1929 Lincoln Limosine

Denny Dochnahl's 1934 Packard Sedan &

1947 Lincoln Continental Convertible

Scott Anderson's 1941 Cadillac Convertible Coupe



Meandering Through the Oil Industry: Part 5

This technical article is in a series characterizing the process that the oil industry follows to bring us one of our favorite commodities, the gasoline that powers our Classics. This time, we balance the pros and cons of alcohol in fuels.

Alcohol in Fuel

By Brian Rohrback



As I have belabored in the previous articles in this set, gasoline is not a single thing, it is a complex mixture of up to about a thousand compounds that are distilled and reformed through catalytic and chemical means. There are many additives placed into the gasoline as produced in the refinery. Most of these are added after the fact and not in the refinery itself. They include fuel stabilizers, detergents, even marker compounds for traceability (we will have fun with markers in a future technical article). But nothing generates more discussion than the addition of alcohol to gasoline, whether it be for our Classics or for our daily drivers.

As automobiles evolve over time, it is expected that the fuels we use also evolve to fit our understanding of the science behind engine design, efficiency, and maintenance. We have the added overlay of political decision making which seems (to the author) to be a balance among legitimate environmental concerns, targeted subsidies, and using legislation to forward incompletely-researched agendas.

Even though the unsubsidized cost advantages of alcohol-gasoline blends are small (possibly negative), it is pretty clear that alcohol in our gasoline supply is here to stay. Alcohol use in fuel has increased roughly a factor of 10 since the year 2000 (The use of alcohol in motor fuel increased from 1.7 billion gallons in 2001 to 14.4 billion in 2016).

The alcohol that is most economic to product is the same one we employ to deliver the buzz in beer, wine, and whiskey: ethanol. Although we can generate alcohol from nearly any form of biomass (e.g., grains, grasses, sugarcane, potatoes, fruit), we mostly process corn (see Sidebar).

Myths abound when we talk about ethanol in gasoline and these get repeated without full consideration. Here is my list:

Does it reduce our dependence on foreign oil? – *Yes, but the claim is largely overblown. Only a few percent reduction in the petroleum portion of gasoline usage can really be attributed to our incorporation of alcohol.*

Are my car's emissions lower? – *Lower emissions will occur when*

ethanol is added to the fuel but, as with the energy independence talk, the benefits are not huge.

Will it change my gas mileage with ethanol in the mix? – *You should expect a decrease in gas mileage for a Classic or for modern iron. Because ethanol has 2/3 the energy of the gasoline it displaces, you should expect about a 3% reduction in MPG.*

Is ethanol more expensive than the hydrocarbon fuel it partially displaces? – *Government subsidies reduces the impact on the pump price. Eliminate the subsidies and ethanol is between 50% and 100% more expensive than the stuff that comes from a refinery (although the premium is dropping).*

I have a friend who was the head of Tesoro's refining operations (he was based in Texas). He commented on the significant tax advantages. They, along with nearly every other refiner, produce lower grade gasoline and blend the alcohol as an octane boosting agent. His comment:

"In the state of Washington I don't think that you'll likely find any gas from major supplier stations that provide neat gasoline (no ethanol).

For a list of stations that sell pure, ethanol-free gasoline in the U.S. and Canada

<https://www.pure-gas.org/>

All the fuel shipped down the pipeline is now a sub-grade that requires ethanol to be added to meet the octane specification. You can, however, find an independent jobber that is making available premium sub-grade before they add in the ethanol. This would result in a mid-grade gasoline. But the economics of ethanol vs. gasoline is such that there is a strong incentive to add ethanol these days (tax credit and all)."

Alcohol is subsidized by tax dollars and government regulations. There really is some good and some bad to this subsidy. It is easier and cheaper to produce alcohol-free gasoline but these subsidies have stimulated a massive investment in infrastructure with jobs created in construction and supplier organizations. Plus, there is the science that is being advanced that eventually will lead to order of magnitude improvements in our ability to produce alcohol for fuels of all sorts. So, there is some investment in our future going on here that balances out the short-term economic folly.

So what does alcohol in gasoline do to the efficiency of the engine?

Well, as most everything I have described, it is complicated. Alcohol has only about two-thirds of the energy value as the gasoline range hydrocarbons it displaces. If we assume a 10% dollop of ethanol in our fuel purchase, that would mean about a 3% drop in fuel economy, all things staying equal. But alcohol, as race car technical mavens know, allows an engine to run at a higher compression ratio, thus extracting more power from the fuel. In the short run (because we do not change the compression settings on our cars) we should be able to note we are driving a slightly thirstier car when ethanol is in the mix.

Is this more information than you want? Hang on as I will launch more discussion of ethanol after I have had a few beers ;-)



Corny Ole Ethanol

The common way to make fuel-grade ethanol is the dry-mill method, which follows several processing operations:

1. *First the corn is harvested and the kernels separated from the detritus.*
2. *Grinding the corn produces a powder, water is added along with enzymes and the whole lot is cooked generating a starchy mash (if it sounds like moonshining, it is).*
3. *Cooling the mash and adding yet another enzyme converts the starch into sugar (all this is just in place to make the yeast happy).*
4. *We add the yeast (single-cell micro-organisms, members of the fungus kingdom) to ferment the sugar into ethanol and carbon dioxide.*
5. *This mixture is distilled (still sounds like moonshine) to separate the ethanol from the solids.*
6. *Ethanol does not distill off all by itself; there is a thing called an azeotrope, which means that a combination of water and ethanol are the result of this distillation (a 5% water, 95% ethanol mix).*
7. *This 5% water can be largely removed by adding a small amount of benzene or gasoline to the alcohol.*
8. *One of the byproducts is high-quality animal feed and there is work to convert the remainder of the plant material (largely cellulose) into alcohol as well. There are significant challenges to this next-generation cellulose conversion.*

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PNR-CCCA 2017 GARAGE TOUR

By: Jeff Clark

Saturday August 26th dawned brightly for the mid-season PNR CCCA 2017 Garage Tour, providing the perfect opportunity to mingle with forty-nine likeminded club members.

As I have said before, we are truly fortunate here in the Pacific Northwest to have so many generous collectors who are willing to share their passions with others. Not just CCCA Classic's, but cars and motorcycles of every stripe, including important road-going and sporting vehicles as well as historical memorabilia that completes the connection between these artifacts and the present day. Our tours of Peter Hageman's and Bruce McCaw's collections proved to be stellar examples of this ongoing devotion to a wider scope of collecting.

Participants gathered to start the day at Peter Hageman's Firehouse collection, where we were greeted by host Michael Milsom, for coffee and doughnuts. Housed in a repurposed 1960's fire station, Peter's display of vintage vehicles includes everything from a Classic Packard and a pair of Bentleys, to an early 911 Porsche, and a well-preserved flat windshield Volkswagen. Participants also shared the opportunity to view several legendary BMW/2 motorcycles, as well as one of the worlds truly great collections of Ducati motorcycles. Michael completed our visit by offering Club members a guided tour of the firehouse to explain the significance of numerous items of memorabilia that are displayed throughout.

After a short trip across town, tour participants arrived at Bruce McCaw's collection where we were greeted by hosts Evan Zema and Thor Thorson. After a bit of time for tour participants to wander Bruce's unforgettable collections of Classic cars, vintage aircraft memorabilia and vintage sports and racing cars, our hosts graciously took time to explain the significance of elements in the collection and answer questions from Club members. I think all in attendance would agree, that even if we had the entire day, it would not have been long enough to take in everything on display.

All and all it was wonderful way to spend a lazy summer morning with friends and Club members.



Attendees

Bill & Lucy Allard
Marty Anderson &
Lynn Gabriel
Scott & Karen Anderson
Michael & Ildi Bradley
Carl & Chris Bomstead
Jeff & Sharon Clark
Ron & Margie Danz
Stan Dickison
Don & Janette Dunavent
Al & Marilyn Fenstermaker
Jack Goffette
Jason Harris
Pat Heffron
William Howard
Terry & Cherry Jarvis
Marty Kulina
Steve Larimer
David Lightfoot
Sig Linke
Warren Lubow
Al & Sandi McEwan
Terry McMichael
Roy Magnuson
John Mitchell
Paula Morrier &
Tom Astrof
Kim Pierce &
Norma Sola-Pierce
Brian & Randy Pollock
James Raisbeck
Jon Schoenfeld
Ashley Shoemaker
Jim & Gail Smalley
Bill Smallwood
John Voigt
Darrin Wong

2017 CRESCENT BEACH CONCOURS D'ELEGANCE

After last year's pouring rain, this year we sailed into the 7th annual Crescent Beach Concours under blue skies and sunshine. The only umbrellas needed at Blackie Spit Park, in Crescent Beach, Surrey, Canada, were the beach variety. With sun stars on the water and lounge chairs set up on the lawn by the entrant cars it really felt like a summer picnic day. Friday night's reception at Beecher Place included chef-produced appetizers, a red carpet, beautiful flower arrangements and an incomparable ocean view. Dazzling the crowd Friday and lending an Ascot feel to the evening were all the ladies sporting fascinators or fancy hats (and even one tiara!)

This year's Concours fielded over 80 entries and showcased a Ferrari Class that included Jon Shirley's 1962 Ferrari GTS/4 NART Spyder, which took home First In Class and Best of Show. It shared the class with another Ferrari entry from Surrey, B.C., which was accompanied by the only Ferrari guitar (registration #1) ever made. All the more appropriate as the owner of that entry is part of a rock band.

PNR Members Showing Full Classics®

The Classics Class was a romp for PNR members. The three top spots were only 1 or 2 digits apart. Al and Sandi McEwan's 1947 Chrysler Town & Country sedan took 1st in Class. Kim Pierce and Norma took home 2nd for their 1932 Packard Light Eight Coupe Roadster. (Last time they brought the car it was still 'ouching' from its close encounter with a bear and had to be displayed only. Now gleaming and perfect, it looks well recovered.) Terry McMichael and Barbara's 1947 Bentley MK VI galloped out of a lengthy restoration to take 3rd spot. We would like to thank PNR member Lee Noble and guest Theresa Renico for bringing up PNR members Bill & Judy Mote's 1936 Bentley 4 ¼ Freestone & Web Razor Edge Saloon. Bill and Judy were at the Portland races. Colin Gurnsey received Most Elegant Pre-War Car for his 1936 Lagonda LG 45 Drophead Coupe.

PNR Members Showing non-Classics

Frank Daly brought his 1958 Chrysler 300D Coupe (nc), which took 2nd in Class in the American Production Class. Stan and Val Dickison brought up John McGary's 2016 Camaro RS/LT to join this year's feature class... '50 Years of Camaro' and John's car took home a class rosette. John Voight (with Ana Alvernaz) won 1st in Class in the Post-War Sports Class for his 1965 AC Cobra 289 Roadster.



Members up without cars included Steve Larimer and Darrin Wong.

A complete rundown of classes and awards has been posted to the website: www.crescentbeachconcours.com

Article by Laurel Gurnsey

Photo: Theresa Renico & Lee Noble



PNR Members on the Organizing Committee

- Brad & Jan Pelling (primary sponsors)
- Colin Gurnsey (Chairman Emeritus)
- Laurel Gurnsey (Registration & Event Liaison)
- John & Koko Carlson* (Chief Judge & Tabulator)
- Jerry & Keenon Greenfield** (Chief Judge & Tabulator)

PNR members on the Judging Team

Fred Bonin, David Cohen (Adele), Stan Dickison (Valerie), Terry McMichael (Barbara), Kim Pierce (Norma Sola-Pierce), Colin Gurnsey (Laurel)

* on sabbatical for cross county trip

** temporarily filling-in for John & Koko

NOTE: The unique glass awards used for this event are designed and hand-made for us by 'PS Designs Glass Art' in Deep Cove, B.C. Each piece begins with a hand-drawn design, the glass then cut and fired in a home kiln.

NOTE: Our event is sanctioned by the NAACC (National Association of Automobile Clubs of Canada)

NOTE: If you have never participated in this Concours, sourcing for 2018 begins in January....contact lgurnsey@telus.net if you are interested in being part of a very unique event.

Photos Page 21:

Row 1: David Cohen; Al McEwan's 1947 Chrysler T & C; Frank Daly

Row 2: Colin & Laurel Gurnsey; Kim Pierce's 1932 Packard; Women in Fascinators

Row 3: Sandi & Al McEwan; Terry & Barbara McMichael with their 1947 Bentley; Jan Pelling, Laurel Gurnsey, Keenon Greenfield

Row 4: Judges Kim Pierce, Colin Gurnsey; Colin Gurnsey's 1936 Lagonda; Judges Stan Dickison, Terry McMichael





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CONCOURS D'ELEGANCE

July 16th, 2017 marked the 45th annual Forest Grove Concours d' Elegance held on the beautiful grounds of Pacific University. Over 390 cars were on display in dozens of classes.

Saturday started with a tour of the fabulous wine country surrounding Forest Grove. The day ended with a banquet at a local country club. On Sunday the Pacific NW Region of the CCCA was well represented and as usual brought home the Gold.

- **Kim Pierce** won First in Class in the Open Classic Class as well as a Special Award with his gorgeous **1932 Packard Shovelnose Convertible Coupe**.
- **Al and Sandi McEwan** won First in the Woodie Class with their newly restored **1947 Chrysler Town and Country Sedan**. Their Woodie was also a runner up for Best of Show winning The Best Closed Car Award!
- **Mike Barrett**, from Nooksak, WA., also won First in Class with his **1923 Lincoln L** Brunn bodied Roadster in the Featured Lincoln Class. This was a 35 year restoration project as Mike purchased a basket case that had been converted into a tow truck many decades ago!
- Placing Second Place in the same featured Lincoln Class was **Marty Ellison** with his **1938 Lincoln K LeBaron Convertible Roadster**.

Also showing non-Classics were Ed Rittenhouse with his preservation 1935 Ford Roadster and Keenon and Gerald Greenfield with their 2011 Mercedes SLS AMG for display in the Exotic Class. Gerald also served as Chief Class Judge in the Lincoln Class. And not to be forgotten, Steve Larimer, with his always present camera!

Article by Jerry Greenfield



Kim Pierce's 1932 Packard



Al McEwan's 1947 Chrysler Town & Country



Sandi McEwan & the 1947 Chrysler T & C



Mike Barret's 1923 Lincoln L



Marty Ellison's 1938 Lincoln K



Perfumes and Classic Cars are linked in the photo of Coco Chanel and her Classic Mercedes from the 1930s. Chanel, in her fashion designs, believed in the simplicity, elegance and grace of clean lines and she wanted her signature perfume Chanel No. 5 to have that same distinction. Most Classics follow that same maxim: elegance and clean lines.

Perfumes themselves have been around for centuries. The Egyptians placed scented oils in their tombs for the afterlife. I suppose Cleopatra's chariot was essentially her Classic Car? Myrrh and frankincense appear often in the Bible. Medieval herbalists used perfumed essences from natural sources to ward off the plague. In Marie Antoinette's day, perfumes were worn to hide body odor. Lavender, vanilla, fruits and flowers continue today to pop up as the most often-used ingredients in both chemically and organically made scents.

Scents can also convey messages. In Jean-Honore-Fragonard's 'The Love Letter' (1770s) the lady in the painting scents her love letter with



roses. Many of us have childhood memories of colognes or perfumes used by our grandparents or parents. My grandmother wore 'Joy' and my parents sent her a bottle every Christmas. My Dad wore 'Old Spice'. In my teens I loved a perfume called 'White Shoulders' by Evyan. Getting a whiff of it today brings back wonderful memories and I just bought a bottle for old time's sake.



Huge perfume companies of the Classic Car era were Chanel ('Chanel No. 5', 1921), Guerlain ('Shalimar' 1925), Worth ('Je Reviens' 1932), Jean Patou ('Joy' 1935) and Dior ('Miss Dior' 1947). A whole other article could be written about fragrance top notes and sources (plant, animal and

chemical) and the differences between perfume, eau de parfum, cologne and oils.

Classic Car Era perfume ads are everywhere, from magazines of the time to art books.

Perfume bottles themselves are collector items and a perfume can be recognized by its iconic container design. Lalique designed crystal bottles for Nina Ricci's L'Air du Temps perfume and of course designed Classic Car mascots.

A memorable part of having a new car has always been that distinctive 'new car' smell. Car manufacturers like Rolls-Royce have gone further, scenting their new cars deliberately to evoke the rich leather smell of the Classic Car Era. Mercedes-Benz sedans have 4 optional fragrances for their new cars and Cadillac has been adding scent to leather seats for years.

A New York Times article, 'Overpowering the Scent Market' reminds us of 'scratch and sniff' strips in children's books where you rub your fingers across a scented part of the page to smell popcorn or flowers or a bunny's fur. Movie theatres sell tickets by the popcorn machines. Most department store perfume counters are by the front door. How persuasive is the smell of coffee, newly brewed, or a bakery with fresh bread?



Colin reminded me of our 2006 Classic Car Club PNR tour of the Nethercutt Collection in Los Angeles. J.B. Nethercutt co-founded Merle Norman Cosmetics, which makes 'Hussy' perfume. The Nethercutt collection includes J.B.'s 1936 Duesenberg Convertible Roadster and 1930 DuPont Town Car and many other stunning Classics.



Worth Reading:

- 'Overpowering the Scent Market' New York Times March 27, 1988
- Vogue magazine February 2012 for article and photo about Coco Chanel

Worth Surfing:

- 'To Perfume or Not to Perfume' on the Hart Blends website
- Perfume Ads of the 20s, 30s and 40s at Vintage Ad Browser.com/perfume-ads



Note: To come full circle, a Mercedes friend has narrowed down the model of the car in the photo of Chanel to likely a 1936 or 1937 Mercedes 540K Special Roadster, much like the 1937 540K Roadster owned by PNR member Siegfried Linke, who also has a 1928 630K Tourer, a 1928 Torpedo Brevette and a 1938 540K Cabriolet. Chanel was known to like Mercedes cars and owned a Grosser as well.

This article is dedicated to Darlene Kohlwees Linke.



More Grand Classic History

Despite having several sets of eyes looking over every Bumper Guardian while still in draft form, every once-in-a-while a "whoops" is bound to slip through. That happened in our last issue where my article on Grand Classic history stated only four other GC's had previously been held in the PNR when in fact there have been five. In July of 2001 a PNR Grand Classic, chaired by Conrad Wouters, was held on the Gordon and Janet Apker estate in Des Moines, WA. attended by approximately 180 members and guests.

The event weekend started on Friday afternoon when member Tommy Crook hosted an open house at his nearby showroom where there were 25 "Full Classic" cars on display. This is where a significant number of Classic Packards have traded owners over the years. Later that evening members Al McEwan and Peter Hageman hosted a reception at Suite 200 in Kirkland where another 20 "Full Classics plus several very interesting pre war Bentleys were on display. It was a very pleasant day and evening of viewing cars and munching snacks for all who attended.

Although Saturday dawned somewhat cloudy there was no rain and the Apker waterfront venue provided a beautiful setting for the participating cars. Twenty two Classics were entered for judging plus another 38 for exhibition adding up to a total of 60 Classic cars being positioned on the display field that day. Although most of the judged entries achieved 90+ point scores, there was only one 100 point winner — Don and Gracie Dinsmore's 1930 Studebaker President Seven-Passenger Sedan. After the judges completed their duties they were rewarded with a lovely catered lunch.

The Saturday evening awards banquet was held at the nearby Sea-Tac Marriot hotel where dinner host Gary Johnson had assembled a slide show of the days activities for all to enjoy before and during dinner. CCCA National President Carl Steig was seated at the head table and introduced as an honored guest. After dinner, Head Judge Bill Deibel, announced the judging results and awarded trophies to all the winners. Finally, Chairman Wouters recognized Jerry Greenfield for his outstanding effort in co-ordinating this very successful Grand Classic event.

By Raymond Loe



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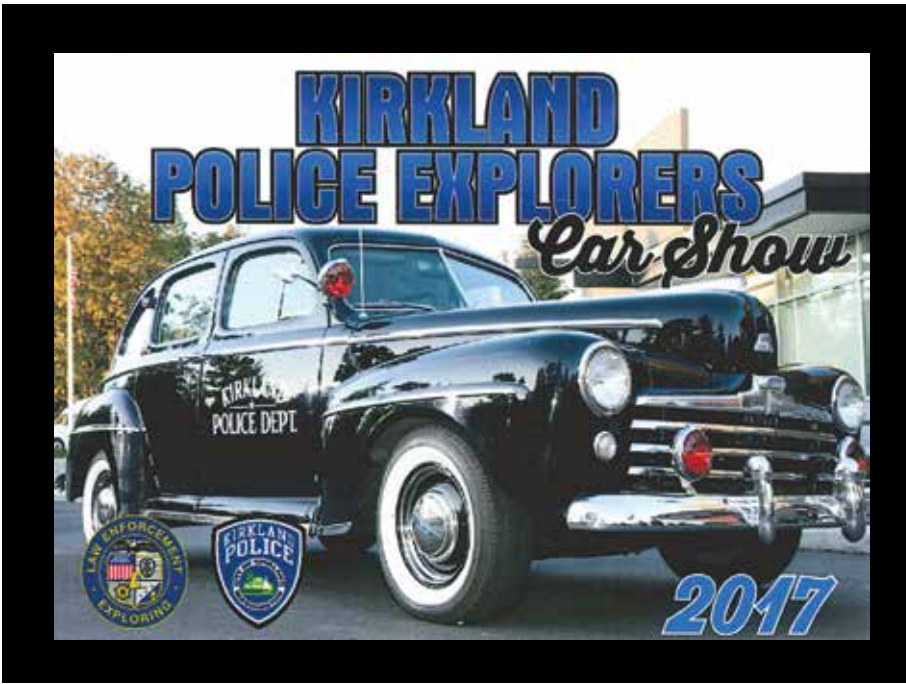


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September 9th brought out a tiny bit of much needed rain and at least three car shows in the Seattle-Tacoma area.

One of the shows was run by the Kirkland Police Department in support of their Explorer Post (#2804). The event attracted 49 cars but only one Full Classic® was on the show field: Brian and Jeffrey Rohrback added their 1939 Bentley All-Weather to the mix spanning the early 1930s to a collection of really-really new 2018 models.



The Police Explorer program is designed to support leadership skills for young men and women between the ages of 14 and 21 who have an interest in law enforcement and criminal justice (and who appear to thoroughly enjoy Full Classic® cars such as the Rohrback's 1939 Bentley.) Explorers benefit from experiences that will prepare them to become responsible and caring adults including real-life opportunities to serve the community ranging from crime scene operations to security detail and crowd control at community events.

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'32 Cadillac V16 Roadster/Gordon Cochran

'32 Lasalle Cadillac/Gordon Cochran

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Paint issues, dents, etc.

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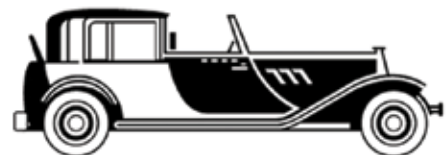
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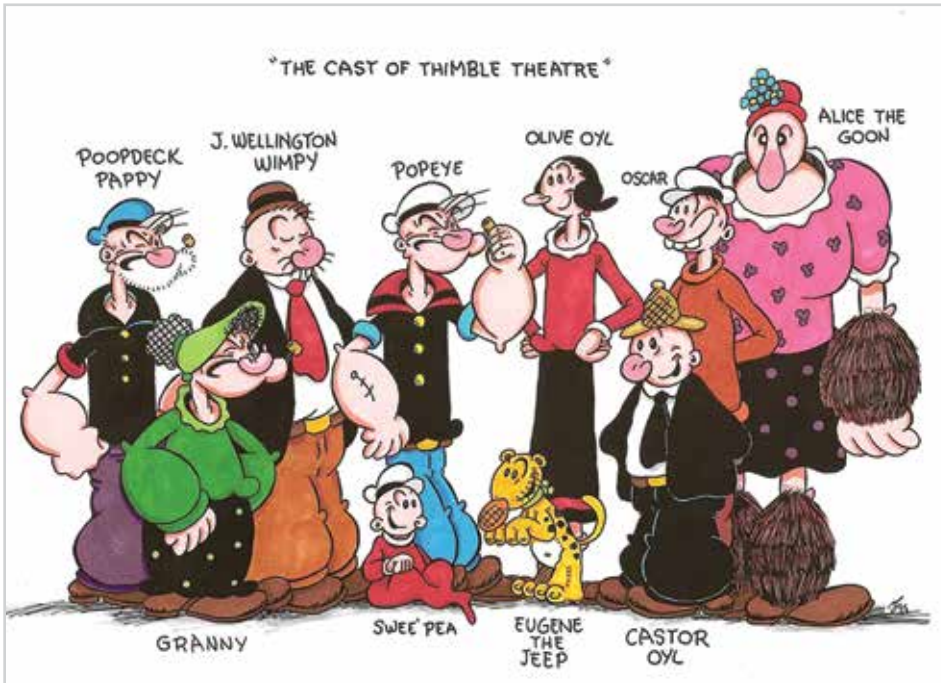
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Klassic Korner for Kids



Popeye was created by Elzie Segar, a cartoonist who wrote the strip Thimble Theatre in the late teens and early twenties. This strip originally had the characters of Olive Oyl, Ham Gravy (Olive's first boyfriend), Cole and Nana Oyl (Olive's parents) and Castor Oyl.

On January 17, 1929, the same year as our featured car, Popeye made his first appearance in the strip. His first words, a reply to the question, "Are you a sailor?"; were "Ja think I'm a cowboy!" Popeye went on to be the most popular character in the strip and one of the greatest comic characters ever.

You might be surprised to learn that the character of Popeye and Olive Oyl are based on the real life people.

The inspiration for Popeye was a one-eyed sailor in Segar's hometown. Segar studied the personality of that sailor and converted it into the memorable character we know as Popeye. An interesting bit of trivia is that the sailor asked his family to permanently etch the fact that he was the inspiration for the Popeye character on his tombstone.

Olive Oyl was inspired by the writer's next-door neighbor. She was a beautiful lady who tied her hair in a bun.



Popeye is a scrappy little seaman with bulging forearms, a squinty eye, and a screwed up face, punctuated with an ever-present pipe in his mouth. He is always ready for a fight instead of a reasonable discussion, has a gravelly voice, and is constantly mumbling under his breath. His credo is "I yam what I yam, and that's all what I yam."

His girlfriend is the gangly, uncoordinated Olive Oyl, for whose attention Popeye vies constantly with Bluto, his bearded, hulking rival.

Other recurring characters include J. Wellington Wimpy, a hamburger-loving coward; Sweetpea, Popeye's adopted baby (whom he calls his "infink"); and Poopdeck Pappy, Popeye's anarchic father.

Source: *Britanica.com*



The RPM Foundation is dedicated to searching-out and supporting students interested in working in the automotive restoration & preservation field. Creating a pipeline of qualified workers is vital to the ongoing viability of our hobby. Last year, the PNR-CCCA Board made a one-time contribution to the Foundation to be used for deepening ties with schools, students and shops in the Pacific Northwest and around the United States.

Diane Fitzgerald, President of the Foundation provides this "2017 summary of milestones for the organization."

- Staff remains 3 Employees, 16 Volunteer Ambassadors and 10 Volunteer Board Members
- Grant applications received over three grant cycles totaled 82, up from 56 in 2016 and 35 in 2015.
- Applications from Seattle/Tacoma-area institutions have increased threefold.
- This year to-date, RPM has impacted 565 students across the United States – complimentary services and programs, sharing resources and/or benefitting from funding.
- RPM is cultivating relationships with 6 above-and-beyond-the-call-of-duty instructors and their schools in the Seattle Tacoma area, and reaching their students passionate about collector cars.
- Career Services are becoming a vital part of RPM's mentoring, offered to any student with "heritage in their heart" and an interest in restoration & preservation as a career path, not just the students of grant awardees.
- RPM's roadmaps are leading the way for institutions building new restoration programs.
- The next generation of craftsmen and artisans is seeing how their future customers use their collector cars, through complimentary RPM Programs.



RPM Foundation relies on private funding and donations. If you are interested in finding about more about the work of the RPM Foundation contact Diane Fitzgerald at 312-543-5732 or diane@rpm.foundation.



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Director's Message Continued from page 2

member and regional director of the Ferrari club, William Howard, thank you for the opportunity to be involved! The following weekend was the Forest Grove Concours. Due to not having a Concours in our state it brought a fair number of members from our region to participate. It is my second time showing there and I have to say it runs like a well-oiled machine. If you haven't been, make an effort to go. Two weeks later we headed to Exotics at Redmond Town Center where the PNR-CCCA were the featured cars. Tom Nault and his team designated the entire town-center space to display our Classics. After the show Roy led the group on less-traveled backroads to the Snoqualmie Casino where we were greeted by staff and directed to our secured parking area. Thanks to my wife Norma and Secretary Val Dickison for organizing the lunch with the Casino! Another great turn-out of CCCA Classics and members alike. Al and Sandi McEwan once again led the motoring Classic to Monterey car week in California. The send-off party was well attended and the event was managed by William Howard. Then there is Monterey car week. There are a dizzying number of car events that are put together. It is impossible to see them all, but we tried. To see a list of all the activities that went on go to <https://whatsupmonterey.com/events/monterey-car-week>. Thank you to Jeff Clark for our private garage tour on August 26. What a spectacle to see. The summer was capped-off with a successful (and sunny) Crescent Beach Concours. Up next, the Fall Tour to Chuckanut Drive for lunch.

It was a fabulous summer and Norma and I have felt welcomed wherever we have gone. As Norma put it "Monterey was over the top". I am so lucky that she is supportive of this hobby and joins in with me most all the time!

We'll be seeing you soon,

Kim Pierce
Director PNR-CCCA



Editor's Message

Phew, can I say I am tired? Putting together this issue has been a great deal of fun but also a great deal of work.

This was clearly a summer of Car Shows. July was jam-packed starting with a Ferrari Concours (including a special corral for Full Classics®) at the home of Denny & Bernie Dochnahl, followed by the ever-popular Forest Grove Concours in Oregon and ending with a well-attended informal display of Classics at Redmond Town Center. The Pebble Beach Motoring Classic and Concours d'Elegance filled August for many of our members. The Crescent Beach Concours in British Columbia capped-off the summer. That adds up to six car shows in just over 2 months!

When PNR member Bruce McCaw won "Best of Show" at the Pebble Beach Concours, I was suddenly faced with a dilemma. I already had plans to feature a member's car on the magazine cover and Raymond Loe had finished his companion story - should I continue down this path? OR should I feature the stunning "Best of Show" Full Classic® 1929 Mercedes-Benz S-Class Tourer. In the end, we opted to scramble and feature the Mercedes-Benz and to slide what was on the drawing board to the next issue. How often will the PNR have a member who takes "Best of Show" at Pebble Beach with a Full Classic®? My thanks to Evan Zema for providing the story behind the car, to Ray Loe for his work on the history of the MB marque and to Steve Larimer for providing a huge selection of photos to work from.

My thanks also to PNR managers and members -- Bernadene Dochnahl, Jerry Greenfield, Norma Sola-Pierce, William Howard and Laurel Gurnsey -- for providing the stories behind the remaining events. Also, thanks to all the people who provided photos for this issue. Michael Bradley was at many of the events and, as usual, I could count on Michael to have just the right photo. I think that Steve Larimer was at every one of the summer car shows taking literally thousands of photos. When I was looking for a photo of a specific car, Steve was my go-to guy. But it doesn't end there. Laurel Gurnsey, Al McEwan, Peter Gleason and the Pebble Beach Concours archives all provided photos.

And the issue wouldn't be complete without the next installment of Brian Rohrback's technical series on the manufacturing of gasoline and Laurel Gurnsey's historical look at the Classic Era.

I have said it before. It "takes a village." The support of members makes this magazine possible.

Karen Hutchinson - Editor



