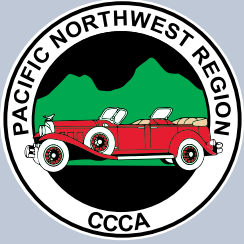


# BUMPER GUARDIAN



## 2016 Coming-out Party



the  
Cars  
are  
the  
Stars

## **PNR CCCA & Regional Events**

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

**May 1st -- HCCA Tour**

**May 14th -- Picnic at Sommerville's**

*PNR Contact: Dennis Somerville*

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

*PNR Contact: Roy Dunbar*

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

*PNR Contact: Al McEwan*

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

*PNR Contact: Ashley Shoemaker*

**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 4th --Hollywood Schoolhouse  
Holiday Party**

*Contact: PNR Committee*

## **2016 CCCA National Events**

### **2017 Annual Meeting**

TBD ..... TBD

### **Grand Classics®**

June 3 - 5.....CCCA Museum Experience

June 9 ..... Ohio Region

September 10 ..... Indiana Region

### **CARavans**

June 6-10..... Ohio Region

September 9-17 ..... New England Region

## **Director's Message**



*"In the spring, I have counted 136 different kinds of weather inside of 24 hours." -- Mark Twain*

*"The first day of spring is one thing, and the first spring day is another. The difference between them is sometimes as great as a month." -- Henry Van Dyke, "Fisherman's Luck"*

Whichever quote you like they both describe weather in the Pacific Northwest. By the time you read this chances are that you will have had your Classic out, for at least a shakedown run. With that comes the accompanying list of things that you want/ need to take care of before the cruising season is in full swing and the PNR event schedule starts to ramp-up.

One of those events is the "Coming Out Party". Gary Johnson again out did himself on the event this year. Supplying all of the accompanying props and jabs, fun was had by all going by the response from the over 100 guests present. The PNR-CCCA was introduced to 10 "new" Classics that will be seen in the region. A big Thank You goes out to Bill Diebel for his involvement, Cherry Jarvis serving as Registrar, Val Dickison for decorations, Stan Dickison for nailing down the venue and Hagerty for their generous donation to pay for the

*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:**

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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

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Copy Editor	Bill Allard	253-565-2545
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Staff	Michael Bradley	206-225-6491
Photographers	Steve Larimer	

**Board of Managers' Meetings:**

1st Wednesday at the  
Hollywood Schoolhouse, Woodinville  
5:00 Social Gathering, 6:00 Dinner/Meeting.  
Minutes on the web and available upon request.

**Membership:**

Regional membership is available only to  
Classic Car Club of America National members.

**Advertising Policy/Rates:**

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## Tribute to Don Reddaway

*by Craig DeVine*

In the summer of 2014 when, as my Dad and I began a search for a Franklin, someone suggested that I visit Don Reddaway the PNR Franklin patriarch. The first visit was like visiting with long time friends, Don, Carole and son Dave welcomed me, a complete stranger, with lunch on their sunny back deck. Over a sandwich and a cold beer we talked about our families, cars in general and Franklins in specific... Don's Speedster and Dave's 147 Sedan. After lunch, Don offered a tour. I was impressed with his burgundy and gray convertible Speedster... its elegant lines, the smooth chrome radiator shell, the large chrome headlights, the smooth black top and the comfortable interior... and the story of the years long process to rebuild it... much from scratch! But just as amazing was Don's shop. Don had clearly acquired extraordinary machining and parts expertise rebuilding parts for his cars and for so

*Continued on Page 7*





# 2016 COMING-OUT PARTY

Captions on Page 7









## 2016 PNR Coming-Out Party

“Where the cars were the stars,  
the owners good sports, and everyone in  
attendance was above average.”

## “The Debutants”

Tom & Susan Armstrong's 1937 Cord Berline  
Frank Daly's 1937 Packard Convertible Sedan  
Bill & Karel Deibel's 1935 Airflow Chrysler Imperial  
Craig & Whitney DeVine's 1929 Franklin Speedster  
Jerry & Keenon Greenfield's 1941  
Packard Sport Brougham  
Jim & Rosemary McAuliffe's 1936  
Rolls-Royce Phantom III  
Al & Sandi McEwan's 1947 Chrysler T & C  
Kim & Norma Sola Pierce's 1935 Derby Bentley  
David & Jody Smith's 1939 Alfa Romeo 6C  
Kirk Stevenson's 1932 Auburn Boattail Speedster

## “The Help”

Hagerty Insurance provided the evening's  
entertainment **Seattle Teen Music**  
Denny & Bernie Dochnahl provided support for  
this Full-Color Bumper Guardian magazine  
featuring the Coming-Out Party

### Committee Chairs

Gary Johnson - Car Procurement &  
Master of Ceremonies  
Bill Deibel - Car Placement  
Raymond Loe - Presenter Assistance  
Stan Dickison - Facility/Venue arrangements  
Val Dickison - Decorations, Registrar Asst., Club Store  
Karen Hutchinson - Invitations  
Cherry Jarvis - Reservations & Welcome  
Terry McMichael - Finance  
Brian, Lisa & Mindy Rohrback - Audio Visual

### Day of Event Volunteers

Car Positioning & Set-up - Car Owners & Paul  
Murray  
Table Decorations - Val Dickison & Ildi Bradley  
Photographers - Michael Bradley & Steve Larimer

## The Guests

Denny & Sue Aker, Bill & Lucy Allard, Marty Anderson & Lynn Gabrielle, Scott & Karen Anderson (w/ guest Charlie Sandidge), Tom & Susan Armstrong (w/ guests Steve & Lisa Anderson), Lou & Bunny Berquest, Tom Brace, Michael & Ildi Bradley, Fred & Brenda Bonin, John & Mary Campbell, Noel & Janet Cook, Craig Christy, Pat & Renee Crist, Frank Daly (w/ guests Bill & Penny McDonald), Bill Deibel (w/ guests Marjory & Kelly Earle), Pat Dennis (w/ guests John & Cody Robinson), Craig, Whitney & Victoria DeVine, Stan & Val Dickison (w/ guests Gary & Deb Anderson), Jack Goffette & Barbara Shain, Jerry & Keenon Greenfield (w/ guests Alfred and Laurene Stappenbeck), Phil & Patti Grisham, Colin & Laurel Gurnsey, Bruce & Betty Harlow, Kenny Heng (w/ guest Quyen Heng), Barrie & Karen Hutchinson (w/ guests Russ LaValle & Susannah Stuart), Terry & Cherry Jarvis, Don & Arlene Jensen, Gary & Joyce Johnson, Steve Larimer, Raymond & Georgia Loe, Eric & Barbara Mann (w/ guests Bill Mann & Koula Naomishi), Jim & Rosemary McAuliffe (w/ guests Mike Milson, Susannah & Dave Solhaug), Phil & Cheryl McCurdy, Al & Sandi McEwan (w/ guests Peter Hageman & Kristy Gomez), Brent & Connie McKinley, Terry & Barbara McMichael, Bob Newlands & Jan Taylor, Lee Noble, Kim Pierce & Norma Sola-Pierce, Brian & Randy Pollock, Brian & Lisa Rohrback (w/ guest Mindy Rohrback), Paul & Diane Shager (w/ guests Max Whitcomb, Mike & Holly Henry, Paul Shager Jr. & Nancy Shager), Max & Carol Shields, Ashley Shoemaker (w/ Taylor Madison from Hagerty Insurance), Chad & Billie Shoemaker, Bill Smallwood, David & Jody Smith, Kirk & Danielle Stevenson, Adrian Taylor, Dave & Mary Williams

## Photo Captions

Page 4: **Row 1:** Brenda Bonin, Jody Smith & Carol Shields; Randy Pollock & Ildi Bradley; David & Jody Smith. **Row 2:** Joyce Johnson & Sandi McEwan; Gary Johnson; Pat & Rene Crist; Lisa Rohrback; Jan Taylor. **Row 3:** Brent McKinley; Denny Aker. **Row 4:** Lee Noble; Kim Pierce & Norma Sola-Pierce; Keenon & Jerry Greenfield.

Page 5: **Row 1:** Terry & Barbara McMichael; Paul Murray with Tom & Susan Armstrong preparing the Cord; Stan Dickson. **Row 2:** Kenny & Quyen Heng; Billie & Chad Shoemaker. **Row 3:** Placing Al McEwan's Chrysler Town & Country; Teen Band sponsored by Hagerty; Lisa, Mindy & Brian Rohrback. **Row 4:** Frank Daly's hat; Al McEwan & Ashley Shoemaker; John Campbell and Paul Shager (back to camera).

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'32 Cadillac V16 Roadster/Gordon Cochran

'32 LaSalle Cadillac/Gordon Cochran

numerous project not listed

**MAINTENANCE ISSUES**

**Paint issues, dents, etc.**

References available



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**Tel: 206.721.3077 Free: 888.380.9277**

*Reddaway - Continued from Page 3*

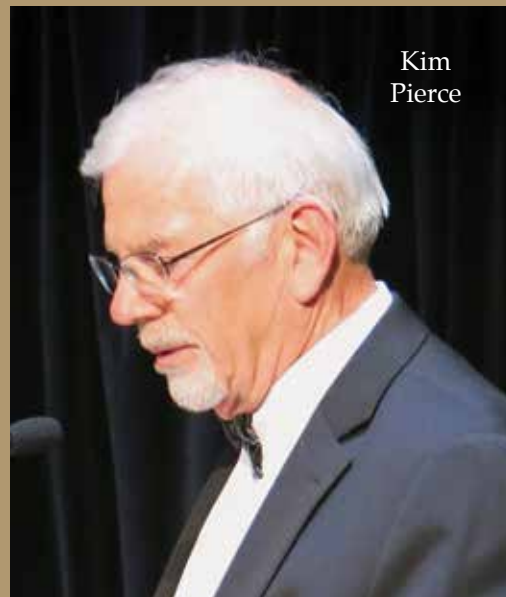
many others. Here was an organized array of rare and desired transmissions, gears, housings, bearings, clutches, brakes, both old and refurbished. Each part had a story about friendship and the close-knit "family" of Franklin restorers. Each visit, like the first, was warm and inviting, fun, and filled with enthusiasm and knowledge about cars and Franklins. I always left more interested than before in finding the right car for my Dad and me. Don gladly shared his knowledge and skills with Franklin owners around the world. I was amazed to learn that a decade ago, Don had supplied special parts needed in the restoration of the '29 Speedster we were considering buying.

After purchasing the Speedster, Don and Dave were the first ones I visited to get the REAL inspection and test drive... hoping against hope that the car might meet their approval! They were so complimentary and encouraging. I left feeling affirmed and well-supported on our new Classic Car adventure. I will certainly miss his sage advice and support, and also spending pleasant afternoons working with him on projects such as the installation of a new lining in the Speedster trunk.

If Don showed everyone the kind of respect and support that he showed me, then there must be many people out there who appreciate him as much as I do. I would have enjoyed knowing him longer, but I'm looking forward to an ongoing friendship with his family.

Editor's Note: Don's lovely wife Carole passed away just two weeks after Don on Sunday April 24th. They were a lovely couple and I will dearly miss Carole's warm smile and Don's sage guidance.





Kim  
Pierce

**1935 Derby Bentley**  
Sports OTB 4-door All Weather  
by Hooper

Around the same time that Boeing was rolling the first B-17 bomber off its assembly line as a prototype for the U.S. military, the first owner was taking delivery of our recently acquired 1935 Derby Bentley coachbuilt by Hooper, the Sports OTB (open touring body) 4-door all weather with a disappearing top.

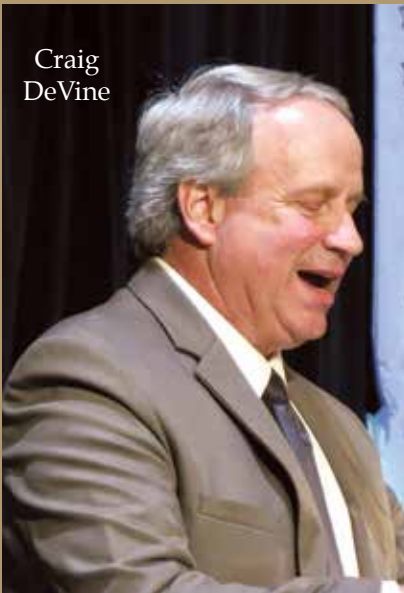
Bentley was renowned for building mechanically excellent chassis and that certainly describes the foundation of this car. The 1930s were called the golden age for craftsmanship in coachbuilt cars. In those days, ordering a car body was a bit like ordering a hand-made suit. From desire to reality the coachbuilt cars were an extension of one's personality or social status. Hooper, founded in 1805, was a well-respected coachbuilder that held warrants for many of the Royal Houses of Europe and was often commissioned to build coaches for Royal patronage. With the advent of the motor car, Hooper turned to building car bodies including the body for our 1935 Derby Bentley. Research shows that of the 105 bodies Hooper built for Bentley, only one Sports OTB was constructed.

Sir James Heron Walker 5th Baronet took delivery of this car on May 21, 1935. Just two years later, on April 7th 1937, the car was sold to F.M. Buck. With the records available, it appears the Buck family retained the car for almost 30 years. On August 16, 1966, ownership transferred to long-time PNR member Richard B. Hooper of Seattle. Almost exactly 50 years later, title once again transferred, this time to Norma and me.

Records indicate that in 1987 the car underwent a body-on restoration by Glenn Vaughn (a PNR member and founder of Glenn Vaughn Restoration Services.) Mr. Hooper, at that time, decided not to re-do the interior, it is assumed that it was redone sometime prior to 1966. Fellow PNR member Bill Mote rebuilt the engine around 30 years ago. I read an old chronicle written by PNR member Al McEwan covering a 2,200 mile drive where the car got approximately 16 m.p.g. and didn't do much better than that for oil consumption! I would assume that was the reason Bill rebuilt the engine.

This car has been featured in a number of books relating to the Bentley marque including The Classic Era, Bentley Beauty, and Bentley The Silent Sports Car 1931-1941. The RROC Owners' Club has also served as a highly-useful resource in researching the history of this wonderful automobile.





Craig  
DeVine



Craig & Richard DeVine



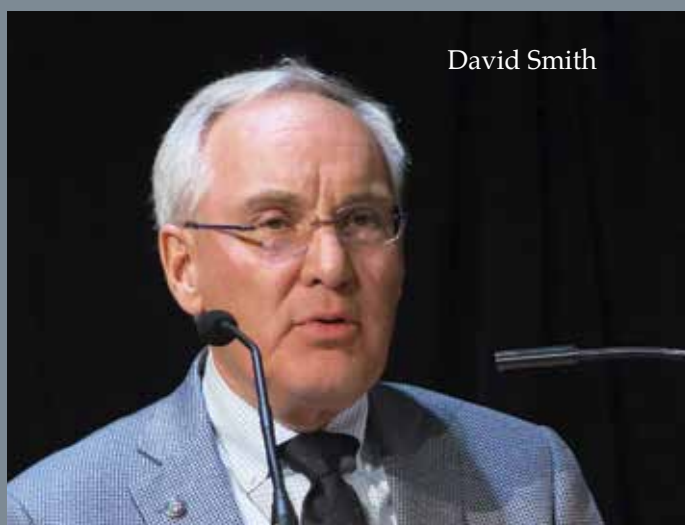
### 1929 Franklin Speedster

Last year my father, Richard DeVine and I, purchased this 1929 Franklin Speedster from New Jersey. Our ownership started with a bang. The hauler had an accident on an ice-covered highway in Minnesota. The truck and trailer were damaged and the driver quit the trip, but unbelievably, the Franklin emerged basically unscathed! Amazingly, this all happened very near the shop where the car was restored in 1992 and they were able to inspect the car and help us find a driver to complete the trip.

Our dream started two years ago when my dad said, "Craig, let's get a Franklin!" Or perhaps it really started 70 years ago when my dad drove his girlfriend (yes, my mother) back and forth to college in a 1925 Franklin Doctor's Coupe. We found a Doctor's Coupe in Port Angeles but it was not for sale, so we searched further and found our beautifully restored 1929 Speedster. The car was restored to factory specifications in 1992, including the original engine, the Detroit 4-speed transmission, hydraulic brakes, and the famous soft ride from the elliptical springs. A couple improvements included modern engine bearings, and a 1931 cooling fan, increasing the engine output 15% to 100 hp. It has a high speed rear end, and cruises happily at 55.

Franklin's marketing efforts, in the 1920s, touted a "scientifically light" car, with excellent dependability, low operating costs and advanced features such as air-cooled engines, improved carburation, elliptical springs, and light, aluminum pistons, and aluminum bodies. By the late '20s, Franklin was the largest user of aluminum in the world. But the pitch of "well-engineered" wasn't selling enough cars. Americans wanted style, so Franklin put a false radiator grille on the cars, and hired Raymond Dietrich, the renown designer of Packards, Pierce Arrows, and other elegant, stylish, and more expensive automobiles. You can see the wonderful lines of these elegant Classic cars in the Franklin Speedster. And finally, Franklin used the fame and popularity of Charles Lindberg to gather the public's interest and trust in air-cooled engines. Franklin called their cars of the late '20's the "Airman Series", depicted proudly in the airplane hood ornament.

Our thanks to Don Reddaway for aiding us in finding & purchasing this Classic Franklin. And my thanks to Siegfried Linke, for teaching me so much about Classic cars, and finally, to my dad Dick DeVine, who was unable to make the event... for his endless trust, support, and friendship in this car partnership and so many other of life's adventures.



David Smith



## 1939 Alfa Romeo 6C 2500 256 Touring Coupe #915014

This is the last one of five 256 Siluro racing cars built in 1939 in Modena, Italy. Enzo Ferrari, road racing director, managed the build of the Spider Siluros. This was a big deviation for Alfa Romeo, as all the other automobiles were built in its factories in Milan.

The first owner and driver of this 256 Touring Siluro Spider was Gian Maria Cornaggia Medici, a prominent legislator from Milan. This spider placed in eight races in 1939, including a 4th place at Pescara. In 1940, the Spider ran the last Mille Miglia before the start of WWII, finishing 36th overall and 7th in class.

In 1941, Guiseppe Guidiri di Pietro Giorgia, another racecar driver, became the second owner of the car. He found the Spider to be a great car to drive, but non-competitive as a racecar, and therefore he decided to commission a new custom body at Touring of Milan. Chassis #915014 became a two-place Touring coupe, but retained all of its original mechanical racing gear on its original racing chassis.

This 256 has had 10 owners, all completely documented and registered in Italy. The car sustained two wrecks in its life, and the repairs were both sub-par-- not up to Touring standards. Carrozini Morazzi restored it in the 1960s, and some modernization changes were made at that time.

Recently the car has been totally restored, and is now is in its original 1941 Custom Touring Coupe configuration, with all its original components.





In 1959 when I lived in East Oakland there was a very tidy little 2-pump Union 76 station just out E. 14th St. in San Leandro. It was owned & run by a spiffy young guy about my age. In those days many of the independently owned filling stations, long before the mini-marts, put a bunch of hardware items out front to attract business and increase sales. This fellow instead had a huge sign that read "NO brooms, NO mops, NO fertilizer — Just Best Quality Gas & Best Quality Service." I think this is a great analogy to the image of this car.

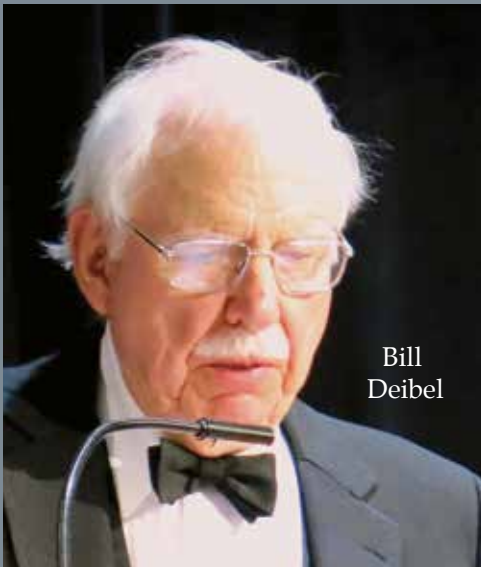


## 1935 Airflow Chrysler Imperial Sedan Model C2

This car is a very bold Full Classic yet very modest car. Bold because of its unconventional engineering, styling, and high cruising speed. Modest because of its relatively low price and lack of pretense — only 8 cylinders and 130 HP, no chrome & polish under the hood, no exotic wood garnish moldings, in fact no wood trim inside at all. In place of showy elegance it offered new standards in safety and comfort — the latter due to the fine, unmatched ride, and the expensive spring-in-sock seat cushions (for comparison, a '33 Packard seat has 45 big springs while an Airflow cushion has 256 small springs.)

This is the 10th and last Full Classic that, between us, Karel and I have owned. The first, coincidentally, was also a fast 1935 car. Five of these cars had seen about 75 - 100,000 miles and were fundamentally in good condition, although two had received California Customizing that had to be reversed. The other five had between 200 and maybe 300,000 miles. They had the wear, both inside and out, to prove it — fortunately only one had extensive rust to deal with. This car, probably the highest mileage one of the bunch, shows essentially no rust and seems to have spent its life in western Colorado. Ray Versaw was 91 when he sold this car to me in Colorado in 2014. A service record from 1954, two owners before Ray, shows an odometer reading of 77,317 miles. With 19 years use in the West this was more likely second time around than the first. Ray bought it 12 years later in 1962 from a daily driver who had installed a welded-on trailer hitch and then driven it from Colorado to California and towed back a VW Micro Bus. Conservatively, 8 more years of regular use added at least 50,000 miles. From 1962 to 1968 Ray used the car regularly and drove it 32 miles round trip in a car pool with four other men on week days. This alone added 48,000 miles, and with other personal use throw in another 6,000 miles. Then, from 1968 until I bought it, the car was mostly stored, but it did make a 285 mile mountainous trip in 1970. All in all, it is very likely this car has been driven around 300,000 miles.

I am in the process of merely resurrecting as opposed to restoring this great '35 Airflow Chrysler Imperial. As presented it has largely its original paint which I expect to keep. So here is just an Old Crow that I call "Flo."



Bill  
Deibel



## 1941 Packard 180 LeBaron Sport Brougham

By 1941 the sun had already begun to set on what we consider to be "The Classic Era". The Depression was still a dark cloud over the economy and War clouds were spreading across Europe. Marmon and Pierce Arrow, with their magnificent V-16 and V-12 engines, were now just memories. Cadillac ended production of its beautiful V-12 with the 1937 model year although it continued to produce a less impressive V-16 until 1940. Lincoln ceased production of its Classic Model K V-12 by 1940 although it continued to produce a smaller V-12 based on an extended Ford Flathead V-8 which was used in the Zephyr and Continental line until 1948. And last but not least Packard dropped its superlative V-12 at the end of the run of the 17th Series in 1939. Cadillac continued to produce its Classic Models thanks to being supported by General Motors. Lincoln survived, likewise, thanks to being part of the Ford Motor Company. Only Packard remained as an independent manufacturer of our beloved Classics. Thanks to a Junior Series of cars it was able to continue to design and manufacture magnificent Classic Models, likely at a loss, right up to the start of World War II.

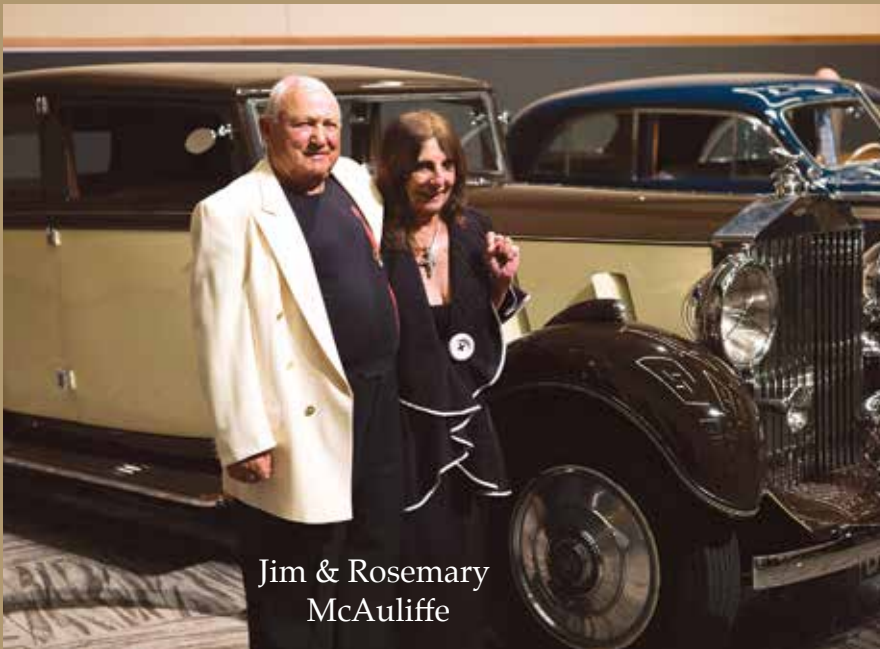
On October 12th, 1940, the 41st National Automobile Show opened in the Grand Central Palace in New York City. Packard introduced the new Nineteenth Series which completely encompassed the medium and high-priced field. Thanks to good sales of the 110 and 120 line of medium priced cars Packard was able to continue offering the medium-high priced Model 160 Super Eight and the high-priced 180 Custom Super Eight. The Nineteenth Series can be identified by its headlights in the fenders and its magnificent vertical grill now surrounded by waterfall side-grills. The instrument panel was re-designed and air conditioning was now a \$1,080.00 option. Body panels were basically from the Eighteenth Series with minor changes and running boards became optional. Power came from the exceptional 356 cubic inch straight-eight with nine main bearings producing 160 HP nearly equaling the Packard V-12 output.

The 180 Custom Super Eights continued to be Packard's prestige car with the Darrin-designed cars being the most popular. LeBaron was the runner-up in the production of semi-custom bodies. LeBaron, which was now a Briggs Body Company product, produced this 1941 Packard 180 LeBaron Sport Brougham.

It is estimated that 100 LeBaron 180 Sport Broughams were produced only for the 1941 Model Year. Riding on a 138 inch wheelbase chassis, it was heavily loaded with options including hydraulic power windows. Priced at Detroit at \$3,545.00, this Packard was one of the most stylish and luxurious models for 1941. The car was shown at the Pebble Beach Concours d' Elegance in 1996 and has been driven on Caravans and shown at a number of Packard International Meets in Anaheim, CA.







Jim & Rosemary  
McAuliffe

## 1936 Rolls-Royce Phantom III

*Jim and Senator Rosemary McAuliffe purchased this wonderful 1936 Rolls Royce Phantom III Barker body sport sedan last year. Jim has the powerful 12-cylinder engine running superbly and it is a delight to drive, which Jim does on a regular basis weather permitting. The condition you see the car in is just about the way Jim received it.*

*The car started life in 1936 with a Barker landaulette body when sold new to Lady Elizabeth Snaggle of Waterside House in Hampshire, England. Later, her son sent the car back to Barker to have the body changed to the sport sedan style with that great narrow windshield and the swooping mudguards.*

*Several years later, Ernie Gabiati, a car collector in Lafayette, California, acquired the car and kept it in his collection for over 25 years. This car has is certainly not a trailer queen. A few years ago, the world famous Al McEwan drove it down the coast from Kirkland, WA to Monterey, CA on the Pebble Beach Motoring Classic. More recently, the car made the journey back up the coast to reside in Jim's collection. Keep your eyes open and you will likely see this car on the road.*



Mike Milson

In 1905, C.S. Rolls announced that "all his cars would be fitted with Barker bodywork." Thus Barker became (one of the) more-or-less "official" coachbuilders, although customers could select whoever they wished. A Rolls-Royce 40/50 with a semi Roi-des-Belges open tourer Barker body, nicknamed The Silver Ghost, is now one of the most valuable cars in the world.

In 1938 Barker's brand-name and business were taken over by long-term rival Hooper & Co. (Daimler took over Hooper in 1940), but Barker retained its separate identity. Hooper built a factory in Willesden, not far from the Park Royal works, for Barker coachwork, but only completed 9 bodies before the outbreak of WWII. This factory continued after WWII mainly building Daimler Barker Special Sports cars until Hoopers' closure.



## 1947 Chrysler Town & Country

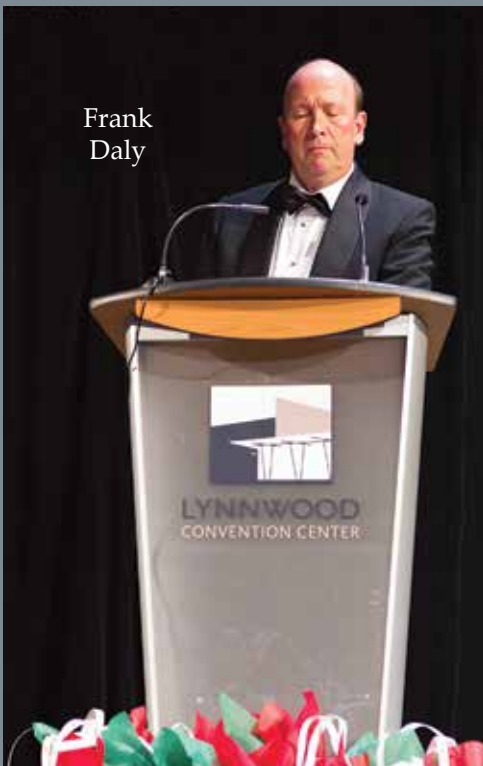
My Newport blue 1947 Chrysler Town & Country sedan came to me almost 11 years ago. It all started when Peter Hageman and I were driving around Kirkland looking for a car that his son, Paul, had seen next to a home and under a tarp. We found the home and the car had been moved into the garage, but nobody was there when I knocked on the door. A few months later Peter drove by the house, found the owner at home was able to purchase the car. As I have had a long time interest and ownership of mahogany runabouts, the thought of a car with wood body pulling the wooden boat was appealing. However, I never acted on the idea until Peter brought home this car. The result, of course, was that I bought the car from Peter.

Initially, as the car seemed to run well, I was planning on doing a surface fix-up. The first couple of years, I worked on a few things but then -- I took the car to Don Vogelsang. Don, of course, is the master woodworker. As with so many projects, one thing leads to another and pretty soon we were into a body-off restoration. The engine, while it did run well, was discovered to have knurled pistons. So, it got the works and was even run on a dynamometer before installation. The restoration went on for many years, with occasional hold-ups for one reason or another. Meanwhile, I have learned a great deal about the tiniest details of these cars. Some of which I wish we knew before the start.

Last July, I showed the car at the Forest Grove Concours taking runner-up for Best of Show. The Best of Show car was a '34 Packard phaeton that had won its class at Pebble Beach the previous year. The PNR-CCCA Coming-Out Party is the second showing of the car.







## 1937 Packard Convertible Sedan

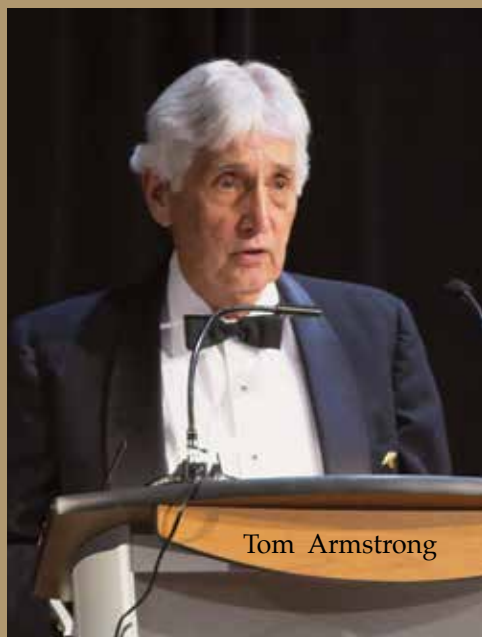
After enjoying my 1935 Packard Club Sedan for a number of years, I wanted a somewhat more 'special' Packard. Combining some bucket list desires, including a 12 cylinder engine and the rare convertible sedan body style, I began my search for a 1937 Packard 12 (the last year of the long 144" wheelbase for the twelves, and the first year of independent front suspension and hydraulic brakes for the senior Packards.) It represented somewhat of a sweet spot, in my thinking.

A convertible sedan was at the top of the list but I was open to other body styles. In the fall of 2014 I was told of a car in Pennsylvania that "might" be for sale and appeared to meet my criteria. The owner was a bit "dodgey" as to whether he would sell the car but I took a chance and flew back east to discover the car was in very good cosmetic shape and had clearly been driven, including on a European CARavan, to the best of the owner's knowledge. The history of the car and its restoration had been lost in the fog of the elderly gentleman's memory. This represented some risk. However, the car was complete, attractive and was road-worthy, or close to it. I left on a positive note, but soon received word from our mutual friend that the owner was asking an astronomical price.

After consultation and research, I made an offer which I considered quite generous. The offer was refused, never countered. I wrote several thoughtful letters to the owner, including the results of my research regarding comparable sales. At one point, it became clear that the owner was on the verge, or perhaps more, of being offended.

Considering the matter closed, I was surprised when a colleague called me in September of 2015 and indicated that a very similar car, even the same color, was being auctioned by RM in Hershey. I concluded that it was very likely the same car, and indeed it was. Moreover, it was being offered at no reserve. Casting aside my vow never to buy a car at auction, I registered as a telephone bidder. The rest is history. I purchased the Oxblood 1937 Packard 12 Convertible Sedan at a price far, far lower than I had offered the owner nearly a year earlier.

Several weeks after taking delivery of the car, I received an envelope with information from a former owner which RM had kindly forwarded to me. Not much light was shed on the history of my car, except that the owner's name was interestingly John Cadillac. I'll be pursuing THAT lead in the near future!



## 1937 812 Cord Custom Berline

Our 1937 812 Cord Custom Berline, 132" LWB has a division window and a supercharger. It is one of only 21 built and with only 9 know to have survived. The original owner was Lucious B. Manning, E.L. Cord's right-hand man and Senior V. P. of the Cord Corporation. It is interesting to note that Manning was born in Tacoma, WA.

Powered by a Lycoming V-8 engine with 289 C.I., this car has cast aluminum heads, roller valve rockers and a Schwitzer-Cummings super charger. Designed by Gordon Guehrig (who was the Chief Designer for Duesenberg at the ripe old age of 25... and designed about 50% of all Duesys built!), the car features a unit body with independent front suspension, front wheel drive with constant velocity universal joints and a pre-select, vacuum shift, four-speed transmission.

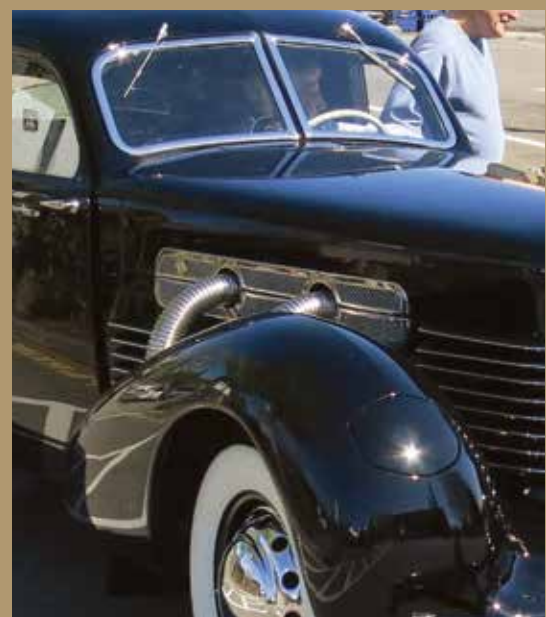
The body design includes disappearing head lights, a unique coffin nose hood with louvers, no running boards, no exposed door hinges, flush mounted tail lights and on and on....

The interior features an instrument panel not unlike a period aircraft...with both radio and tachometer being standard, toggle lever controls and a 150 MPH speedometer...so cool for 1937 which just happens to be the year that both Susan and I were born.

We first saw the car at the PNR-CCCA Coming-Out Party in 2007. I remarked that night to James Raisbeck, the owner, that I wanted to be the next owner.

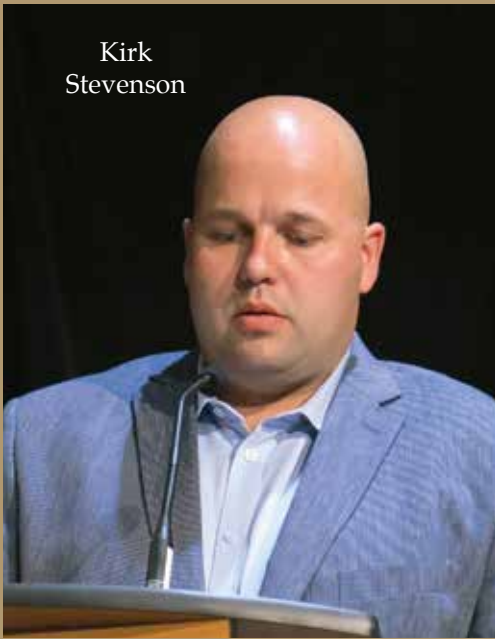
We have just completed a 26-month comprehensive restoration including engine, transmission, brakes, drive shaft, radiator, etc which was orchestrated by PNR member Bill Mote.

Susan and I purchased our 1936 Cord Phaeton 55 years earlier and this Cord completes our quest for Cords. I am still searching for the perfect Auburn Speedster. When our daughter Lisa was about 4 or 5 years old (and our first Cord was somewhere in its 14 year restoration), she would occasionally ask me if the Cord would be finished by the time she was married. The answer was yes - but just barely!





Kirk  
Stevenson



I discovered my passion for Classic Cars eight years ago when a customer of my Vintage Rod Shop in Surrey B. C. brought in a 1933 Lincoln KA Convertible Coupe. The resulting restoration changed my vehicle interests and appreciation forever!

The car I debuted is a category one certified 1932 Auburn Boattail Speedster with correct matching numbers original coachwork. Although I did not restore the car, I have performed regular maintenance and taken care of wear and tear items. It has incredible body lines and is my hands-down favorite Classic to drive.

Alan Leamy's design (he was 28 years-old and recently hired by the Auburn Automobile Company) for the 1932 Speedster was dramatic and groundbreaking, with stunning and flowing integrated lines. The Model 8-100A came equipped with a Columbia dual-ratio rear axle, free-wheeling, Bijur chassis lubrication system, ride control shocks and a Startix automatic starter. It is my hands-down favorite Classic car to drive.

I was fortunate to acquire an large number of Classics from a British Columbia collection. I was in London looking at a vintage Mercedes for a client when I learned that this collection might be for sale and with a bit of luck was able to intervene and purchase the lot before it went to auction. I will keep a few of the cars (including this wonderful Auburn) and hopefully find homes for the rest with my existing clients.

My family, including my wife, Danielle and four young children, and my restoration business keep me busy but as time allows, we look forward to participating in PNR-CCCA activities.

## 1932 Auburn Speedster

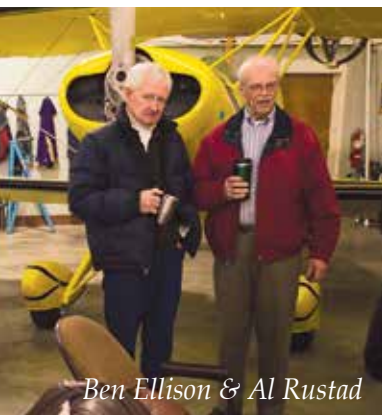




# The Gweduck

## "Not Your Father's Widgeon"

*Water Flying Jul/Aug 2013*



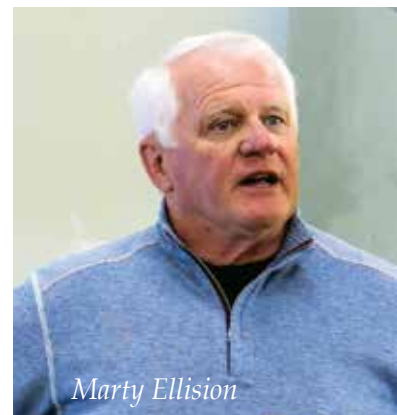
*Ben Ellison & Al Rustad*



*Renee Crist*



*Barbara McMichael  
& Linda Ellison*



*Marty Ellison*



*John McGary's  
grandson Jamison*



*Lou  
Berquist*



*Kim  
Pierce*

What better way to spend a blustery March morning than to hang-out in a hangar? The venue was Marty Ellison's Renton Airport hangar that he shares with his brother Ben and their colleague Ross Mahon. Though the weather wasn't conducive to driving a Classic, stalwart Jon Schoenfeld did arrive in his 1937 Cadillac.

More than 50 PNR members and guests made a detour from automotive pursuits into the Ellison's amazing world of aviation. Along with the three very unique aircraft including a 1948 Piper Vagabond, a home-built Starduster Too biplane and a stunning re-do of a 1930s "Flying Boat," guests were treated to a "first look" at Marty's 1938 Lincoln Model K Roadster, one of only eight made. The whole collection seemed to fit well together.

Members and guests circulated through the shop spaces and hangar armed with donuts and

coffee. Those who were not that familiar with aircraft construction had an opportunity to feel the very light cloth fabric used in early aircraft. In aviation, it's all about weight (or lack of it).

Many attendees checked out the fuel injection system the Ellison boys manufactured for over 30 years. Though designed for use on aircraft, several PNR members were eyeing the device for use on their cars or trucks.

The focus of Marty's Power Point presentation was the design, construction, and testing of the beautiful twin engine amphibian they call the GWEDUCK. According to Ben, they named it after a clam because all the waterfowl names traditionally employed were taken -- mostly by Grumman. Go figure.

Together with a small team, their dream was to capture the spirit and look of the luxurious

Pan Am 1930s flying boats that transported the wealthy across the oceans in opulence and style. But as time moves on, so does technology. They spent the better part of 19 years melding that spirit with new methods, materials and machinery. Today this prototype travels up and down the Inside Passage to Alaska providing its occupants with comfort, safety, and reliability. Imagine being able to say: "Oh, that's our neighbor's boat anchored in that harbor 4,000 feet below, let's drop in and pay them a visit."

When it comes down to it, an airplane is just a lightweight version of a car, though not nearly as able to withstand an impact with a bear. Both depend on the care, love and respect of their operator, but given those ingredients, provide many years of loyal and joyful service.







*Marty's 1938 Lincoln  
Model K Roadster*



### **Attendees:**

Bill Allard  
Scott Anderson & guest Bruce Rice  
Tom & Susan Armstrong & guests  
grandson Steven & Geni  
Lou Berquest & guest  
Michael & Ildi Bradley  
John Campbell & son Rob  
Renee & Pat Crist  
Frank Daly  
Ron & Margie Danz  
Stan & Val Dickison  
Bill & Karel Deibel  
Marty & Linda Ellison  
& brother Ben Ellison  
Jack Goffette & Barbara Shain  
Barrie & Karen Hutchinson  
Brad Ipsen  
Terry & Cherry Jarvis  
Gary Johnson  
Marty Kulina & guest  
Steve Larimer & guest  
Warren Lubow  
Eric & Barbara Mann  
John McGary & grandson Jameson  
Terry & Barbara McMichael  
Paul Murray  
Kim Pierce & Norma Sola-Pierce  
Al Rustad & guest Ron Rustad  
Jon Schoenfeld

The idea for the Grumman Goose came in 1936, when a group of wealthy industrialists, including Henry Morgan, Marshall Field and E. R. Harriman, wanted an easier way to commute from their homes on Long Island to the financial district of Wall Street. The Widgeon (a smaller 6-place version of the Goose) followed in 1940 with the first production plane going to the United States Navy as an anti-submarine aircraft. By the end of World War II nearly 350 Gooses (they are never referred to as Geese) had been built. In total, 276 Widgeons were built by Grumman, including 176 for the military. When the war ended, surplus Gooses and Widgeons found their way into a variety of commercial and private operations, including extensive scheduled air service in maritime Canada and Alaska. While Grumman "flying boats" were renowned for carrying heavy loads in bad weather and landing in rough seas, they were very difficult to fly and exceedingly expensive to maintain. The Widgeon was prone to "divergent porpoising," often with disastrous results. In 1990, seaplane pilots Ben Ellison and his technician Ross Mahon watched a Widgeon land at Renton airport. They readily agreed there was a real need for a modern version of the classic "flying boat". Hanger tour attendees were fortunate to learn ... the rest of the story.

### **Grumman's Flying Boats**

JF Duck (1934)  
J2F Duck (1936)  
G-21 Goose (1937)  
(modified as Super or Turbo Goose)  
G-44 Widgeon (1940)  
G-73 Mallard (1946)  
HU-16 Albatross (1949)  
(Coast Guard UF-1/UF-2,  
Navy U-16, Civilian G-111)



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4813 on top of Mount Washington (1939)

Written by David Lightfoot

## NANCY CHAYNE MARTIN'S 1937 BMW 328

Two thousand sixteen is the centennial year for BMW as a company. The early history of BMW is a mess with multiple corporations, changes of ownership, swapping of assets and all with the backdrop of the First World War. But the official birthday of BMW AG is March 7, 1916, thus making this the year of centennial celebrations for enthusiasts of the Bavarian Motor Works or Bayerische Motoren Werke.

Along the way to becoming a globally recognized and respected company, BMW has had numerous missteps and near-death experiences. But there have also been some wonderful automobiles that have come from Munich.

Here in the Pacific Northwest, there is no argument about which is the finest

BMW in the area. That distinction belongs to Nancy Chayne Martin's 1937 328. Nancy's car is well known to club members as this little ruby-colored jewel has been a star of many vintage car events. The car is actually badged as a Frazier Nash-BMW, but that's getting ahead of our story.

### The Owner's Provenance

Nancy Martin's father was Charles Chayne, a name familiar to students of automotive history. Mr. Chayne was the Vice President of Engineering at General Motors during their glory years. Educated at MIT and Harvard, he had started his career in aeronautics but soon move on to Marmon Automobile Company as an engine designer. From there he went

to Buick in 1930. He rose through the ranks to become the VP of Engineering during the same era that Harley Earl was VP of Styling. Mr. Chayne, ever the engineer, and the King of Tailfins had many a memorable dust-up. Mr. Chayne retired in 1963.

While automobiles of the present and future were his vocation, automobiles of the past were Charles Chayne's advocacy. Mr. Chayne was one of the earliest members of the Veteran Motor Car Club in New England. He and his friends in the hobby were constantly acquiring and trading cars. Among the cars he owned were five Buicks now in the Sloan (Buick)

Continued on Page 22



# BMW CENTENNIAL

# 1916 2016

Museum, two Hispano-Suizas, a 1912 Simplex, a Lagonda and a couple of Bugattis. The most significant of the bunch was the Bugatti Type 41 Royale which he rescued from a wrecking yard and restored, including remachining the block that had cracked over a harsh winter. That Bugatti was used for family outings until it was donated to the Ford Museum 1958. The car remains there.

Mr. Chayne wasn't interested in amassing a large collection. Instead, he enjoyed studying each car's engineering features, sometimes restoring the cars and sometimes making modifications. In the case of the BMW 328, the car was taken to Buick in the 1940s to study its advanced engineering features.

### History of the 328

While BMW's history starts in 1916, the original business was airplane engines. At this point, the reaction of many will be, "Of course, the BMW badge represents a spinning propeller against a blue sky." That's what was believed and promoted by the company for decades. Within the last fifteen years it has been found that the propeller story began with an advertisement in 1929. What was the original meaning of the circular emblem with blue and white quadrants? The BMW archive believes it is an adaptation of the logo of the Rapp Motor Works, one of BMW's predecessor companies but that is speculation. The fact is, no one knows.

But I digress. BMW built airplane engines until the Treaty of Versailles forbid it. Needing new products, the company built engines for motorcycles and other applications. Starting in 1923 they built their own motorcycles and in 1928, BMW got into the automobile business by buying the Dixi Werkes in Eisenach. Dixis were Austin 7s built under license. It was a start and soon after, BMW starting developing its own vehicles.

The revolutionary Type 328 made its debut in 1936. That debut was not at a motor show but at the Nurburgring, where Ernst Henne won the



*Charles Chayne at Greenfield*



*The Chayne Family*





under 2.0-liter class. This auspicious debut was just the first of many race victories. The 328 combined light weight, sophisticated handling and a powerful engine. The combination was almost unbeatable in pre-war Europe and in the late 1930s, sports car racing fields were filled with 328s. The car was good enough to be competitive into the 1950s. It also influenced many post-war sports car designs; the Jaguar XK120 being the most obvious example.

The heart of any BMW—then as now—is the engine. In the case of the 328, the existing 2.0-liter straight six was the starting point. The hope was to build a dual-overhead cam hemi head to bolt on the existing crankcase. Budget constraints prevented this. The clever engineers devised an ingenious design using a single camshaft but with transverse pushrods that allowed for hemispherical combustion chambers. Triple Solex carburetors were used to achieve 80 horsepower on 80 octane fuel. While 80 horsepower may not sound like much, the car was only 1,830 pounds, so the performance was terrific.

Continued on Page 24

BMW continued to develop the 328 with racing engines achieving as much as 135 horsepower by 1940. Lightweight and aerodynamic bodies were also used, the most famous of these being the 1940 Mille Miglia cars, including the race-winning Touring Coupe. Touring also built some special spiders for a planned 1941 race but the war intervened.

### **The History of 328 #85117**

When Nancy's father took the 328 to Buick for evaluation in the early 1940s, the car was torn down and measured to the last nut and bolt. The reassembly included a change of color from the original black to Mr. Chayne's fleet color, Buick white. (Even the Royale was changed from black to Buick white, the color it retains to this day.) Bumpers were added as were taillights which could actually be seen. However, turns signals were not added; the original trafficators were retained. Of course, with an open car with no side curtains, hand signals were pretty easy too.

For decades, Nancy did not know the history of her 328 prior to her father's ownership, although she suspected that her father acquired the car from one of his friends in the VMCCA. Within the last fifteen years, some of the gaps have been filled.

In 2003, BMW Mobile Tradition (now BMW Group Classic) informed Nancy that the car "was delivered on August 17, 1937 to our British importer A.F.N. Ltd., Falcon Works in Isleworth, Middlesex. The original color was black." The original owner is not indicated in BMW's archive and Nancy never saw the car in black. However, this would explain the Frazier Nash-BMW badging. The car has always been left-hand drive, so clearly it was not intended for the British market. Our speculation is that

it was ordered by an American through AFN, perhaps because of the stigma of driving a German car in the build up to the war. Interestingly, the definitive book on Frazier Nash, *From Chain Drive to Turbocharger* by Denis Jenkinson, which includes an exhaustive list of AFN cars by serial number, does not list Nancy's car. Inquiries to the Frazier Nash archive have also turned up no trace. This isn't all that surprising as the proprietors at AFN Ltd. were well known to 'forget' to register cars to avoid paying taxes on vehicles that went through their hands.

The first trace of the car in America is ownership by one Captain Charles Huntington, the chief starter of the prewar ARCA (Auto Racing Club of America). Huntington sold the car to John W. Ewell on August 15, 1939 and Ewell used the car to win the August 27, 1939 Mt. Washington "Climb to the Clouds." The 328 was the only car to break thirteen minutes and beat the second place Bugatti by over half a minute. Ewell later finished fifth in the 1940 ARCA Montauk Grand Prix in New York. The information about Huntington and Ewell was supplied by Sandy Leith, registrar of the American Bugatti Club, and another enthusiastic BMW 328 owner. There are numerous photos of the car in Joel Finn's *American Road Racing, The 1930s*.

The little 328 seems to have gone through a number of hands until it landed with Charles Chayne. Once Buick got done with its evaluation and color change, it went back to Mr. Chayne as part of his personal portfolio of cars. That portfolio changed often and in 1949, the BMW was registered in his daughter's name. Nancy Chayne Martin has owned it ever since.

Over the years the car was used for family outings for Nancy, her husband

John and their son, John Martin, Jr. There were several color changes and several moves. And over the years, there was some damage and eventually the car developed some electrical gremlins.

In the mid-1980s, it was decided to restore the car in honor of its 50th birthday. Red was chosen as the new color, in a shade that was offered on the car when new. The restoration of the car was completed (barely) in time for the 1988 Pebble Beach Concours d'Elegance. The little 328 was the first BMW to be shown at Pebble and did well, placing second in class to an Alfa Romeo owned by John Mozart and which ended up as Best of Show that year.

I guess it should come as no surprise that there is a Pebble Beach connection with the Martin family too. Charles Chayne retired to the Monterey Peninsula and was instrumental in reestablishing the Concours after it went dormant for a number of years. There remains a Charles Chayne trophy that is presented each year to the car with the most advanced engineering for its era. Nancy has presented the trophy a number of times.

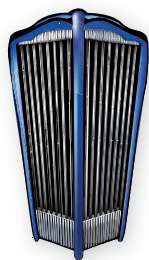
Post-restoration, the little 328 has led a rather pampered life. It has its own 'den' at the Martin home. The car is well traveled, as it is shown at various Concours and auto shows. BMW of North America has used the car a number of times.

For this, BMW's Centennial year, the little red jewel is sure to be the belle of the ball wherever it appears.

**Ed's Note** This beautiful car will be on display at America's Car Museum from May 1, 2016 to April 30, 2017







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# DOWNTON ABBEY WHERE THE CARS ARE STARS

By Laurel Gurnsey

The cars of the popular PBS series 'Downton Abbey' are important characters in the story and 'drive the plot'. They reflect levels of society, changing times, ability to travel or farm more easily and even cause heartbreak. In Season 3, dashing Matthew Crawley was killed in the crash of his Classic 1927 AC 6, leaving wife Lady Mary a widow. Fans worldwide likely wished Matthew had been driving a horse and carriage instead of a dangerous new 'motor'. Cars quite literally 'drove the plot' for Mary's character because in Season 6, fearing a second car tragedy, she refused new love, racecar driver Henry Talbot, who drove a Classic 20s Bentley 3L. Happily, for Mary, Henry quit racing and opened a used car

dealership that sold Model T Fords and would eventually sell Classics.

Renee Crist of America's Car Museum recently gave a 'Cars of Downton Abbey' talk, with a short preview in the last BG. To expand her preview, I searched my own 'Downton' books, a Season 6 DVD segment 'Downton Cars' and many online sites. Julian Fellowes (writer & producer) says by 1910 most families who owned a carriage now had a working car of some sort. As Renee mentioned, the show included Ford Model T cars and trucks representing the working class and ambulances, trains, farm vehicles and bicycles. The aristocratic Crawley family and their upper class owned Classic

makes, among them Lord Grantham's Renault 12/16hp Landaulette, Anthony Strallan's Open Rolls-Royce Silver Ghost Tourer, Martha Levinson's Cadillac V-63, Lady Rosamund's Rolls-Royce Phantom 1, a number of Bentleys, Bugattis and a Sunbeam Limousine. Plus unfortunate Matthew's AC.

Cars on the show (1912 to 1925) reflected changing societal expectations. Noticeable by Season 6 were the female characters driving themselves...no chauffeur! Changes spanned more than fashions and the number of staff needed at the manor. Interesting that at two weddings in the final episodes, one aristocratic couple left the church in a horse-drawn carriage and another in a Classic. People were still drawn to tradition but elegance and coach-built styles held true in both cases.

13 Classic racecars entered the field at



*"He's nice. He's mad about you and he loves cars. I rest my case." - Tom Branson*

1927 AC Six  
Matthew Crawley - *Downton Abbey* Season 3

1927 Bentley 3L  
Henry Talbot - *Downton Abbey* Season 6

1928 Bentley 4 1/2 L  
Owned by Roy Magnuson - PNR Member



Brooklands in Season 6, among them the Bentley 3L that won the first LeMans race, a Riley, Newton and Bugatti. The series crew researched available cars in England, had owners dress up in period costumes and drive the cars themselves (producers & crew realized owners were better able to handle vintage clutching and steering than a stuntman) and they didn't want to 'prang' a car worth thousands of £. Some cars used in 'Downton' scenes, (like Matthew's '27 AC used in a '23 scene), were not accurate for the era, but producers stuck close to correct. They at least tried for cars with design consistency carried through several of the next generations of make and model. James Metcalf, President of the Bentley Driver's

Club, said crowds in the Brooklands scenes were 'cast in awe' with the cars and would come down at breaks to ask about them.

Our PNR members have cars, (not necessarily 1912-25) that build on design connection. Roy Magnussen's 25 Bentley is at LeMay and a correct 'Downton' era car. Connecting from the correct 1925 Silver Ghost on 'Downton' we see Ghosts morphing into P-1s. Owning P-1s are members Lee Noble, Dennis Aker, James Raisbeck, Robert LeCoque and Bloor Redding. John Campbell has a P-11. And Jim McAuliffe owns a P-111 displayed at the Coming Out Party. (Colin says the P-11 carried on from the P-1 as a large chassis car, but later coachwork designs and mechanical and electrical improvements began to differ from Downton cars.)

Members with 'Downton-era' cars: David Cohen's 1912 Silver Ghost. Lee Noble's 1922 Bentley 3L, Jack Goffette's '29 Rolls-Royce (first produced in 1922/ technically 'Downton').

During the 'Downton Abbey' period American aristocracy also owned

American Classic cars. That might be another article. I know it is on Julian Fellowes' mind to do 'The Golden Era' as a prequel to 'Downton', based in New York at the turn of the century. Then, I could mention the Pierce Arrows, Packards, Stutz and Lincolns. As a side-note to this edition of the Bumper Guardian, BMW's centennial is this year. Although they did not make cars until 1929, their inception in 1916 is a link to 'Downton'. Another side-note is that with the Coming Out Party I hearken back to my previous article on the tradition of debutantes and cars 'coming out' and the episode on 'Downton' with Lady Rose being presented to the Royal Court. Everything dovetails, both in life and in articles.



**Worth reading:** 'Downton Abbey' companion books. Find at our local bookstore or Amazon

**Worth seeing:** 'Downton Abbey' on DVD  
all 6 seasons available

**Research information:**  
sources available from Laurel Gurnsey

*"A day of racing cars and pigs. Now who could better that?" - Lady Mary*



*"Now that's a snappy chariot!"  
- Lady Edith*

1913 Rolls-Royce 40/50 h.p. 'Silver Ghost'  
Lord Grantham - *Downton Abbey* Season 1

1925 Rolls-Royce Phantom I  
Lady Rosamond - *Downton Abbey* Season 4

1929 Rolls-Royce  
Owned by Jack Goffette - PNR Member



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*Director's Msg continued from page 2*

entertainment by a teen music group. Without the dedication of these members the show wouldn't go on.

After being out-of-town for 2 months and missing the February and March Board of Managers meetings I am recharged and ready to go! Thank you to Stan Dickison for conducting the meetings in my absence!

We were in Scottsdale for the month of January (as reported in last issue) then Norma and I moved on to Palm Desert for the month of February. While there we were able to have dinner with Arny and Carol Barer. We met up at one of their favorite seafood restaurants. Fresh seafood in the desert? It really was! We enjoyed visiting and catching up with them. We also were able to meet-up with Carl and Chris Bomstead for dinner and some dancing at their resort home community. What a fun evening! Norma and I were able to attend a couple of car events locally there and we met Erik Baltzer and his wife (members of the CA-CCCA) while they were driving their 33 Packard Coupe Roadster at the Palm Desert Cruise night.

When we left Seattle in January, our send off was a rain storm, driving for 6 hours in what was like going through a car wash at 65 mph, thankful we weren't in one of our Classics. Upon our return, the last 2 hours of our trip over Snoqualmie Pass was driving in a white out. Once on the west side it was blowing gale force and raining sideways. Oh how we missed home! And thinking how thankful we were to be in a modern car (although it would have been more entertaining in a Classic).

With sunny days and better weather ahead, dust off your Classic, check the brakes and tires, change your oil, put some fresh gas in and participate in all of the PNR-CCCA events that are scheduled.

See you out and about!

Kim Pierce

PNR-CCCA Director



## Feature Editor's Message

With this last winter fast becoming a wet and windy bad dream, we now look forward to sunnier days and an opportunity to get our Classics out for spring exercise and to be appreciated by all who get a chance to see them.

Our very popular bi-annual PNR Coming-Out Party (COP) this year increased in size by 25% with 10 very unique and stunning Full Classic cars being unveiled in a lovely dinner setting at the Lynwood Convention Center. This affair provides an opportunity for members with Classics that are new to the area, have been under restoration, or are under new ownership to put them on display and tell their fellow members all about them.

My roll in all this was to contact each display car owner to assist them in getting their presentation speech/story together on time and within the acceptable length to keep the party moving along on schedule. When you get a group of owners, who are in love with their cars, on stage to tell an attentive audience of like-minded enthusiasts all about it, most of them could easily talk for hours and still not have enough time to tell their story.

Elsewhere in this issue you will find a condensed version of each owner's story, put together by my co-editor Karen Hutchinson, along with accompanying pictures from that evening and some photos out of their personal collections. This is a monumental task, which Karen has proven to be very good at, resulting in our Bumper Guardian receiving coveted recognition for excellence by the CCCA National Board.

Even if you did not attend this year's COP I hope you enjoy reading all about it in this issue.

Raymond Loe,  
BG Co-editor



### Front Cover Photos:

1947 Chrysler Town & Country • 1939 Alfa Romeo 6C

### Back Cover Photos (l-r, t-b):

1941 Packard Sport Brougham • 1932 Auburn Boattail Speedster  
1937 Cord Berline • 1936 Derby Bentley  
1929 Franklin Speedster • 1937 Packard Convertible Sedan  
1935 Airflow Chrysler Imperial • 1936 Rolls-Royce Phantom III

