

BUMPER GUARDIAN

Winter 2016



1937 Rolls-Royce 25/30

Owned by: John McGary

PNR CCCA & Regional Events

Events in Italics are sponsored by the PNR Region. Details can be obtained by contacting the Event Manager. If no event manager is listed, contact the sponsoring organization.

January 14th - 21st Arizona Car Week

January 16th - Hospitality at Ellison Home

PNR Contact: Marty Ellison

May 7th - HCCA Tour (Puyallup Elks)

PNR Contact: Open

June 3rd - Wheels & Heels Annual Gala

Contact: America's Car Museum

June 18th - Father's Day at the Ballard Locks

PNR Contact: Open

July 4th - Parade at Yarrow Point

PNR Contact: Al McEwan

July 9th - PNW Ferrari Concours

Contact: Denny Dochnahl

July 15th Forest Grove Concours

Contact: Forest Grove

August 8th - Motoring Classic Kick-Off

PNR Contact: Open

September 2nd - Crescent Beach Concours

PNR Contact: Colin Gurnsey

October 7th - 8th - Mahogany & Merlot

PNR Contact: Open

November TBD - Annual Meeting

PNR Contact: Open

December TBD - Holiday Party

PNR Contact: Open

CCCA National Events

2017 Annual Meeting

March 30th to April 2nd.....Reno, NV

Grand Classics®

June 2nd - 4th.....CCCA Museum

June 24-25, 2017..... Pacific Northwest Region

CARavans

May 12-21, 2017..... New Orleans

Director's Message



Winter is here and 2016 is now history, along with some great memories. It's time to pull the to-do list out of the glove box and get to work adding to it or marking-off completed items. There is always some tinkering that needs to be done.

Your new Board is in place and ready to serve; they were introduced at the Annual Holiday Party held at the Seattle Yacht Club. Manager Frank Daly and his team did a great job. Special thanks to Marty and Linda Ellison for arranging the SYC room. Retiring from the Board was Ashley Shoemaker (Manager) and Noel Cook (Advertising Manager for the Bumper Guardian). New to the Board is Kenny Heng and replacing Noel Cook is Darrin Wong (new member #199). Please welcome them when you see them. Steve Larimer signed-up William Howard as our 200th member! William is President of the Ferrari Club and very active in the car scene in the Northwest. New members are always welcome; who can you bring to our Club? Come join us at a Board Meeting the first Wednesday of every month at The Danz's Garage. A GREAT place for a meeting!

At the Holiday Party, five National awards were given to very deserving recipients along with "Car of The Day" awards. The Annual Participation Trophy went to Terry and Barbara McMichael. Terry also serves as Club Treasurer and obviously is very active. Congratulations

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**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
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	Steve Larimer	206-230-0623

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

1937 Rolls-Royce 25/30 Saloon

Owned by John McGary

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1937 ROLLS-ROYCE 25/30 SALOON

OWNED BY JOHN MCGARY



Written By John McGary

John and his late wife Kay McGary purchased their Rolls-Royce 25/30HP thirty three years ago. It has been a family member ever since. Here is the story about "Reggie" the McGary family Rolls-Royce.

Rolls-Royce chassis No. GUN33 was ordered by a London automobile dealer on November 25th 1936. The chassis was intended for the installation of a limousine body known as a "Bromley Saloon with partition" by coachbuilder James Young. This original November 25th 1936 build sheet for GUN33 included Lucas P100 headlamps and a Lucas F.T. 57 driving-lamp. This particular build sheet was obtained by John in 1983 from the archives of the RROC (USA). When compared with the Rolls just purchased by John and Kay, a mystery arose. First, the Rolls had Hooper Saloon body No.8735 attached to the chassis. Also the Rolls featured Lucas QK596 headlamps and a Lucas fog lamp from the 1950s. John found several wire replacements on the chassis that seemed to imply that the body had indeed been replaced. John and Kay lived with the mystery unsolved for several years until they were contacted by Andre Blaize of Roncey, France. Andre is an automobile historian and contributing editor to the Flying Lady (RROC USA). Andre was at that time maintaining a database on Rolls-Royce automobiles and had some of the history of the car. In particular, Andre knew that the original build-order of November 25th 1936 had been canceled. Andre suggested that John order the correct build sheet from the Rolls-Royce Enthusiasts Club located in England.

John learned upon receipt of the second set of build sheets that indeed the original sale had been canceled and a subsequent sale of chassis GUN33 took place on June 3rd 1937. This order was modified and the chassis was delivered to Hooper & Company, Ltd. for the installation of the "owner driver" saloon body that we enjoy today. The second build sheet also called out smaller Lucas QK 596 headlamps. The Hooper bodied Rolls-Royce was delivered by a dealer in Edinburgh, Scotland to George Ure Dobbie (1895-1971). Mr. Dobbie resided on an estate known as "Redcroft," 87 South Broomage Avenue, Larbert, Stirlingshire. It appears likely that Mr. Dobbie owned the car until his death in 1971. This same year the Rolls was delivered to a dealer in London and advertised for sale. The Rolls was noticed at the dealership by a visiting professional USA soccer player. The soccer player purchased the car and had it shipped to his home on the

W. & Co., Ltd. - 090745-7/28 *Past Type* ORDER REF.: *P.J.L. 1/37*

25/30 CHASSIS No. *GUN 33* DATE OF SALE *25th Nov. 1936*

Works No. *805* H.P. *25/30* SOLD TO *Past Type*

Engine No. *821D* Type *12 Junes* *25/30*

Oil Test *12/137* D.I. Issued *3.12.36* *25/30*

Axle Ratio *9x4* Despatched *26.1.37* *25/30*

Battery *12V*

TYRES *Dunlop*

Type *90 tread*

Size *31x6*

Date of Order *4.12.36* No. *TA 1507*

Ordered from *2*

COACHBUILDER *James Young & Co. Ltd.*

London Road, Bromley, Kent.

DELIVERY REQUIRED *3rd. week in Jan 1937*

QUOTED

CAR ORDER FORM BOOK No. PAGE

DEPOSIT PAID ... DATE ...

BALANCE OF CHASSIS PRICE PAID ... DATE ...

INVOICE No. *7251* DATE *26.1.37* AMOUNT *£207 17 3*

ALLOWANCES *£4180 dated 3.2.37 withdrawal*

CHASSIS DELIVERED ON ... TO ... BY ...

ADVICE FOR GUARANTEE SENT ...

INSTRUCTION BOOK No. ... SENT TO ... ON ...

ERECTOR PARTICULARS DATED *25/11/36* FROM *Past Type* ERECTOR SHEET *1846 3.12.36*

WHEELBASE *Long* STEERING COLUMN *E*

FITTINGS - UNTARNISHABLE ... RADIATOR SHUTTERS - UNTARNISHABLE

SPRINGS FOR ...

BODY *Bromley Saloon with partition* WEIGHT *10 1/2* CWT.

SEATING *4/0* USUALLY ... LUGGAGE: MAX. CWT. AVERAGE ... CWT.

ALLOWANCE FOR ACCESSORIES - STANDARD *50* LBS. SPECIAL *150lb.*

CAR FOR USE IN *The United Kingdom and Continent - Spain and Portugal*

BONNET HINGE MOULDINGS TO BE *Painted*

CHASSIS PRICE	Order No.	Dis-count	£	s.	d.	Invoice Folio
BONNET <i>with flap shutters sloped at 11° and rear end sloped to correspond</i>	<i>TA 1507</i>	<i>20%</i>	<i>1100</i>	<i>-</i>	<i>-</i>	<i>7251 3</i>
LOCKS TO BONNET	<i>TA 1507</i>	<i>15%</i>	<i>8</i>	<i>-</i>	<i>-</i>	<i>7251 3</i>
MASCOT TO RADIATOR CAR	<i>TA 1507</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>7251 3</i>
WHEEL CARRIER <i>on 1/4" plate</i>	<i>TA 1507</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>7251 3</i>
SECOND WHEEL CARRIER	<i>TA 1507</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>7251 3</i>

CLIDE *Black* W. & Co., Ltd. - 090745-7/28

CHASSIS No. *GUN 33* BODY. *Set Sports Saloon* CHASSIS. *20%*

H.P. *25/30* Eng. No. *B22D* Sale Price ... *£1100*

Battery *12V* Drawing No. *Hooper doct.* Date of Sale *23rd June 1937*

Oil Test *24/137* D.I. Issued *24/137* Makers *Hooper doct.* Solvent *100 Renfrew & Co. Ltd.*

Axle Ratio *9x4* Despatched *24/137* Order No. *2633* Date *20.5.17* *100 Renfrew & Co. Ltd.*

Texted *7/137* Despatched *24/137* Date *20.5.17* *100 Renfrew & Co. Ltd.*

JLE *7/137* Despatched *24/137* Date *20.5.17* *100 Renfrew & Co. Ltd.*

TYRES *5 Dunlop 90* TRIMMING & PAINTING.

Colours *Black - white line* for *G.D. Dobbin & Co.*

Upholstery *Brown leather* *NR 2012* *Shirley*

Date of Order *4/12/36* Despatched *24/137* For delivery *Car 23rd June 1937*

Cashbuilders Instructed *24/137*

CAR ORDER FORM BOOK No. DRAWING BOOK No.

DEPOSIT PAID ... £ *1390* DATE *22.6.37*

BALANCE OF CAR PRICE PAID ... DATE ...

CHASSIS DELIVERED ON *25th February* TO *Hooper & Co.* BY *L. Hall*

CAR DELIVERED ON ... TO ... BY ...

INVOICE No. *7710* DATE *9.6.37* £ *1390 0 0*

CHASSIS DRAWING ADVICE SENT *7th 24/137* TO *W. & Co.*

INSTRUCTION BOOK ISSUED *4.6.37* TO *Chy den* No. *SV 11*

GUARANTEE SLIP ISSUED

FITTINGS	Order No.	£	s.	d.	Invoice Folio
COLUMN <i>E</i>		<i>600</i>	<i>-</i>	<i>-</i>	<i>15% 7710</i>
PRICE OF BODY AND EQUIPMENT					
Offside Wheel Carrier <i>4/0</i>	<i>TA 1507</i>				
Type of Bonnet <i>flap shutters sloped at 11° and rear end sloped to correspond</i>	<i>TA 1507</i>				
Luggage Grid <i>yes</i>	<i>TA 1507</i>				
RR Mascot <i>yes</i>	<i>TA 1507</i>				

Original bonnet with shutters sloped at 11° to be changed to 11° } *AR 1176*

Allowance for Second-hand Car

East Coast of the United States. It was stored untouched for about five years. The story holds that player was traded to a soccer team in San Francisco and the Rolls was shipped across the country and placed again in storage. The soccer player was traded again to the East Coast and desired not to ship the Rolls across the country again. The Rolls was advertised for sale and purchased by car enthusiast and car purveyor Barry Cooney sometime in 1981. Mr. Cooney left the Rolls in storage, still untouched, in California until 1983 when he shipped it to his home in Linn, Oregon. The Rolls was immediately put up for sale and word reached CCCA member Jack Goffette.

The rest of the story: In the spring of 1983 John and Kay had decided it was time to purchase a pre-war car. John and Kay had owned a 1941 Ford pick-up for several years but this time John had in mind a 1929-1931 Ford Model A Roadster. Jack Goffette and John were friends since the late 1950s and Jack was asked if he could locate Model A Ford Roadster for them. After a long pause in the conversation Jack told John that as a lawyer he would be much happier owning a Rolls-Royce and belonging to the CCCA and the RROC. John told him that he thought a Rolls would be out of his price range. He also related that he had fond memories of spending a summer working on Ford Model A's

as a teenager. Jack asked if he found a Rolls-Royce for about the same price as a top notch Ford Roadster, would John consider changing directions. John said yes, thinking it would not be possible.

Within a few days Jack called John and told him that "his" Rolls was sitting in Linn, Oregon, waiting to be picked up and brought home. He instructed John to take a trailer as the car had overheating issues and that most likely the radiator needed cleaning. Since the McGary family owned Seattle Radiator Works a solution was certainly near at hand. John made the drive to Oregon to see the Rolls and it was love at first sight. A second trip to Oregon with a

Continued on page 6

trailer had the Rolls sitting in the McGary garage where it has been residing for 33 years.

Jack also introduced John and Kay to club member Roy Magnuson who, at that time, also owned a 1936 25/30HP Rolls-Royce with a similar Saloon body. Roy was extremely generous with his time and was the lead mechanic with John as his helper as they set out to get the Rolls running after so many years of storage. The list of projects to get the car "right" was rather long.

The first project was to have Seattle Radiator clean the rust and scale from the radiator. This was a very difficult task that was done with chemicals without removing the top and bottom tanks. After reinstalling the radiator, John began driving the Rolls and discovered that the cast steel cylinder head was cracked. Roy and John removed the head and had it welded at a local diesel repair shop. This particular repair lasted about 20 years. Fortunately, a parts supplier in England by this time had produced a mould and was casting replica heads from aluminum. A new head was ordered and installed by Club member Bill Mote. Using aluminum instead of cast iron also improves the cooling of the engine.

After using the Rolls for a time, Roy and John concluded that the engine should be pulled and disassembled for inspection and rebuild. The engine was indeed in need of

overhaul, including new pistons and the grinding of the crankshaft and valves. The crankshaft oil strainers and valve guides were also replaced. While this work was in progress, all the interior wood trim was pulled and delivered to club member Burt Curtis who has now passed away. Burt kept the trim for over a year giving it tender care and restoration including 20 coats of lacquer. At this time, new carpeting was installed and Reggie was at last ready to roll.

As time went by, John took on more projects. At some time in the distant



past the original sunroof had been covered over with sheet metal to stop leaks. At the request of Kay, John had the sheet metal removed from the roof and the wonderful sun roof restored. In addition, over time, all the interior leather was replaced. Somehow the springs for each front seat were lost during the leather replacement and, ironically, springs from a Ford Model A were used as replacements. This fact brings a smile to John's face from time to time.

The late Ted Reich of Portland, Oregon suggested two more improvements for Reggie. The first was to replace the 1950's Lucas Fog lamp with a proper Lucas driving light that Ted had sitting on his garage shelf for over thirty years. It had been purchased at a Swap Meet in England and was waiting for the right car to come along. Ted next suggested on several occasions replacing the QK 596 headlamps with Lucas P-100 headlamps. This was accomplished in 2006 by John making phone calls to Ted Reich and several other friends attending

the Hershey Swap Meet. The late John de Campi actually made the final inspection of the head lamps at a vendor's booth. Mr. de Campi told John by phone that the P-100's were a "9" on a scale of "1-10". He thought the price reasonable and that the head lamps would be a nice improvement for Reggie. Thus the P-100 headlamps on the car today match

the original build sheet for GUN33.

Over the ensuing years the Rolls attended Junior and Senior Proms with the two McGary sons and was driven at scores of weddings for friends and family. Reggie has attended many outings for both regional Clubs including RROC Regional and National tours and two CCCA Caravans held by our Region. The most recent Caravan in June of 2015 was a 1,200 mile journey from Lake Coeur d' Alene, Idaho to Banff, AB. This was to



A Brief History of the Early Years

*Written by
Raymond Loe*

From its founding in 1904 until production temporarily ceased at the outset of WWII, Rolls-Royce built only "Luxury" (small) and "Ultra Luxury" (large) automobile chassis' in their factories.

The Luxury series started out in 1905 offering the "10hp, 15hp and 20hp" models. These were succeeded, in the early 1920s with the "Twenty" and, in the 1930s by the "20/25, 25/30 and the Wraith." Most of Rolls-Royce early series cars appear to have been identified by the "taxable" horsepower (hp) rating of their engines. However, it is interesting to note that Rolls never "published" the horsepower figures for any of their engines, simply referring to them as having "adequate power." The word "Silver" first appeared as a series identifier in 1907 and has continued to show up in many of their series designations including current models.

The Rolls-Royce Luxury 20/25 was built between 1929 and 1936, succeeding the Twenty as their "small" car. Cars in this series were intended to appeal to owner drivers, but many were sold to customers who had chauffeurs. The model 20/25 was succeeded by the "25/30" built between 1936 and 1938, again being offered to those who wanted smaller cars to fit the

older European roads and congested cities. Plus, it offered an alternative to avoid horsepower/license taxes imposed on their larger and more powerful cars.

Rolls' first Ultra Luxury model the "30hp" came out in 1904 and was produced for three years until being succeeded in 1907 by the "40/50hp Silver Ghost." This series was followed by the "40/50 Phantom I" beginning in 1925, succeeded by "Phantoms II and III" until car production was halted in 1939 by WWII.

All R-R cars of the pre WWII period were provided by the factory in rolling chassis form only, consisting of a frame mounted on wheels and tires with a fully operating engine, transmission and rear wheel drive system installed. The package also usually included the windshield, dashboard, cowl, hood, fenders, running boards, grill and bumpers. Buyers of the day were required to arrange and pay separately for a body of their choice to be built and installed by a Rolls-Royce qualified coach builder. Depending on the body chosen, the cost of a completed automobile could easily be double the original price paid to R-R.

Our featured Rolls-Royce Luxury model 25/30 car uses one of the 1,201 chassis built, all of which were only offered with their venerable cast iron block inline 6-cylinder 4257cc pushrod overhead valve engine. Depending on which type of coachwork fitted, the 25/30 series cars were capable of achieving about 70-75 mph. However, at that time a prospective R-R buyer, who wanted better performance, could upgrade to the Ultra Luxury Phantom III series with it's new, all aluminum, 7340cc V12 OHV push rod engine.

(We featured one, then owned by member James Raisbeck, in the Spring 2008 issue of the Bumper Guardian.) This was the second V-type engine built by Rolls, the first being a V-8 produced in very limited quantity (3) in 1905/6 none of which is known to have survived.

In 1938 Rolls succeeded their 25/30 model with the Wraith, (an old Scottish word meaning Ghost or Spirit) a one-year-only model featuring a bored-out version of the 25/30 engine with a new cross-flow OHV cylinder head. Just 491 cars based on the Wraith chassis were produced and they could reach 85 mph, again, depending on the weight and style of the body fitted thereto. Although all of the Wraith chassis were produced in 1939, cars bearing 1940 or later delivery and registration dates are not uncommon. Some of those cars were finished in 1940 while others were held in storage to be sold/registered and bodied during and after the war years. The last 16 were bodied in early 1946 with the final Wraith being delivered to its buyer in 1947. After 1938 Rolls ceased using Arabic numbers and the letters "hp" as a part of their model identification.

The "Silver Wraith" was announced in April 1946 as the 25/30 hp replacement for the 1939 Wraith in what had been their 20 hp and 25/30 hp market sector, that is to say Rolls-Royce's smaller car. The size was chosen to be in keeping with the mood of post-war austerity.

The Silver Wraith was the last Rolls-Royce series to be supplied by the factory in "chassis only" form and dependent upon a

Continued on page 27

ROLLS-ROYCE
The Best Car in the World

"A vehicle that is universally
admitted to stand at the
top of its class"....*Sketch*"

ROLLS-ROYCE LTD. 14-15 CONDUIT STREET, LONDON W.1. Phone MAYFAIR 6201

2016 Mahogany & Merlot at Lake Chelan

By Craig Devine

We squeezed into the seat and prepared for the ride. The exciting sounds of switches, mechanics, and fuel pumps caused the usual adrenaline rush. The starter engaged... a few cylinders firing, then quiet. The adrenaline continued to flow and the anticipation mounted. Another whine of the starter, and another few firings in the cylinders and some puffs of exhaust, but not enough. A long wait ensued as the fuel pump again whined... and then starter engaged again. This time the powerful, overwhelming sound of the engine coming to life... a rush of combustion and mechanics, music to the ears of fans of engines, cars... and boats! This engine, a 1750 HP engine from a WWII P-38 but now housed in the engine bay of the Miss O'BOY! Oberto unlimited hydroplane, accelerated and soon completed five incredible laps on Lake Chelan at up to 125 mph! The ride brought out an amazing combination of emotions... total excitement, more than a little terror, and great joy from participating in the ride of a lifetime!

Our first Mahogany and Merlot turned out to be one of my favorite car weekends ever. This event combines some of the best things... wonderful people, great weather, the beauty of Lake Chelan, gorgeous collector cars... and... the icing on the cake... the wonderful classic wooden boats of decades gone by.

Whitney and I were welcomed to the weekend by members of the Classic Car Club attending the event (see sidebar). We all stayed at beautiful Campbell's Resort on the south end of the lake. Our "new" friends included us at lunches, wine tasting and gatherings in the Pierce/Dickison suite overlooking the hydroplane pits. On Friday, we joined a group for an excursion in our cars to nearby wineries. Rio Vista Winery, overlooking the Columbia River, was our favorite. We also experienced a wonderful array of wine tastings and great food at the Lake Chelan Winery, Benson Vinyards, and Vin du Lac Winery.

Whitney and I trailered our 1929 Franklin Speedster to Chelan. It was an easy journey and limited the uncertainties of old car experiences to a 10-mile radius of Chelan. James and Sherry drove their beautiful 1962 original condition Lincoln Continental hardtop all the way from Seattle. Stan and Valerie Dickison brought their beautiful blue Porshe. Kim Pierce's Bentley had a steering box issue come up close to home in Woodinville, so they decided to make the trip in Norma's very comfortable Jaguar XKR Roadster. Other cars at the event included a 1929 Packard Touring car, a nice collection of 1950s "Woodies", and CCCA Treasurer Howard Freedman's 1950 Dodge.

The M & M Saturday night dinner with awards for boats and cars was just plain fun... great food, a great band and some really impressive dancing by the attendees. Who knew that owners of classic cars and boats could dance so well? Hidden talents! (Too bad the videos can't be printed in this story!) Whitney and I had a wonderful time and are planning to attend the M & M next year. This event is a wonderful combination of good friends, beautiful cars and boats, great weather, an array of good wine, and the beautiful hills and shores of Lake Chelan. I highly recommend that you attend this event next year in your Classic or collector car. It's a wonderful weekend!



PNR Attendees

Driving Classics

Craig & Whitney Devine
1929 Franklin Speedster

Renee Crist & Kristen Wells
America's Car Museum
1930 Packard Convertible Coupe

Bill & Mary Jabs
1929 Packard Touring

Monty Holmes, Jr. & Katie Nolan
1940 Packard Convertible

Driving a non-Classic:

Scott & Karen Anderson,
with guest Bruce Rice

Stan & Val Dickison

Howard & Evelyn Freedman,

Kenny Heng, with guests
Jerry & Colleen Tiberio

Kim Pierce & Norma Sola Pierce

James & Sherry Raisbeck

Michael & Ildi Bradley

Photo Captions Page 11

Row 1:

Monty Holmes, Jr.
1940 Packard Convertible

Bill Jabbs
1929 Packard Touring

Row 2:

America's Car Museum's
1930 Packard Convertible Coupe

Woodies in a Row (nc)

Row 3:

Craig Devine's
1929 Franklin Speedster
Wooden Boat Runabouts

Row 4:

Miss Oberto Hydroplane



Garage Tour

at Frank Daly's
October 2016



Lots of serendipity on this tour day. The PNR-CCCA club garage tour was cancelled, but then Val Dickison heard that Frank was hosting the annual Walter P. Chrysler Club's garage tour and asked if we could come along.

It was raining in the morning, and looked foreboding, but by 10 a.m. the showers were ending, and rain stayed away until after we departed.



So with that, members of both clubs converged on Frank's garage, and we all mingled and had a great time. Quite a few Chryslers showed-up, since they were a decade or two younger and had better wipers and heaters. A few WPC members were early enough to help us situate the cars for maximum hospitality. Some of us who were assisting with the set-up were fortunate and got to know the owners and learn a little history about their Chryslers, including restoration stories and one all-original handed down from family. Upon arrival, the CCCA group had the opportunity to mingle and share stories with members of the other club.

Frank knows how to throw a party! The caterers prepared delicious food on-site, and set-up and broke-down the tables almost invisibly. Afterwards, you'd never have known they'd been there. We circulated around, inside and outside, eating and drinking, while reviewing the cars. Finally one car left, and that started the exodus. A jolly good time was had by all.

Submitted by Jan Taylor



PNR Participants

Driving Full Classics

Randy Small & Tom Crook
1929 Pierce-Arrow

Al & Sandi McEwan
1934 Bentley

Roy & Terry Magnuson
1928 Bentley

Bob Newlands & Jan Taylor
1937 Packard

Adrian Taylor
1930 Nash Ambassador

Driving Non-Classics

Bill & Lucy Allard

Scott & Karen Anderson & guests
Charlie Sandidge and Bruce Rice

Michael & Ildi Bradley

Ron & Margie Danz

Stan & Val Dickison

Marty & Linda Ellison &
guests Carmel & Randy Tanner

Al Fenstermaker

Nancy Finelli & 2 guests

Jack Goffette & Barb Shain

Terry Jarvis

Don & Arlene Jensen

Steve Larimer

Terry & Barbara McMichael

Al & Paul Murray &
guests Jim Tait & Irene Boerm

Lee Noble

Mike Peck

Kim Pierce

Allan Rustad &
guest Ron Rustad

Paul & Diane Shager &
guests Jerry Woldt,
Jay & David Stewart

Bill Smallwood

Dave Williams

Darrin Wong

Photos Page 10

Al & Sandi McEwan's 1934 Bentley
Frank Daly's Full Classic® 1937 Packard

Photos Page 11

Roy & Terry Magnuson's 1928 Bentley, Bob Newlands' &
Jan Taylor's 1937 Packard, Adrian Taylor's 1930 Nash, Tom
Crook's & Randy Small's 1929 Pierce-Arrow

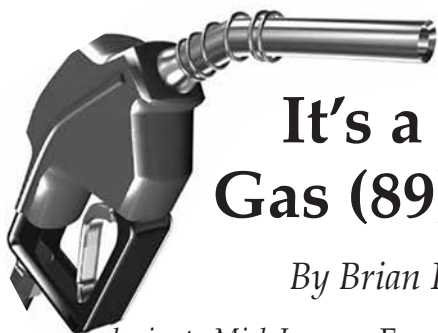
More from Frank Daly's Full Classic® Collection

1935 Packard Club Sedan, 1948 Chrysler T&C,
1935 Airflow Chrysler CW Limo, 1937 Cord Westchester
(not shown 1935 Airflow Chrysler Coupe)



Meandering Through the Oil Industry: Part 1

This technical article is the first 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. First up, our relationship with the pump.



It's a Gas (87), Gas (89), Gas (91)

By Brian Rohrbach

Apologies to Mick Jagger – Every time you pull up to a gas station pump, you have a decision to make. OK, two decisions, which credit card to use and what grade of gasoline to select. I would like to pick apart the latter decision. But, like a dog with a bone, I plan to provide you with far more information than you thought possible from this, the only real interaction you likely have with the petroleum industry. There is a lot that happens prior to the pump and extracting what I hope are the interesting bits is my goal with this technical series.

Gasoline is priced based on a grading system called the octane rating. Nominally, we think of this as being a measure of the energy content in the fuel, but that is not strictly true. First, let's look at the pump and then work back to how the oil company builds the gasoline that sits in a tank underneath it.

Octane, as a quality rating for gasoline, is a bit of a misnomer. This fuel is a complex mixture of hydrocarbons. Certainly, octane is one of the compounds present, but there are approximately 900 other compounds that can be in the mix and most of that number are. They span compounds with 4 carbon atoms to 10 carbon atoms, but there is a dizzying array of chains, branches, rings, etc. that can be made from this 4 to 10 range. The higher the octane rating, the more it can be compressed before it will detonate.

If you look closely at the pump, you will see the fine print that the octane is calculated by the $(R+M)/2$ method. Most everybody has noticed this; no one seems to know what it means. Prepare to be enlightened!

- ☞ The "R" stands for Research Octane
- ☞ The "M" represents Motor Octane
- ☞ Taking the average gives us the Pump Octane (i.e., $R+M/2$)

Defining Research and Motor Octanes requires an introduction to the Octane Engine (or if you want historical precision, the Waukesha Cooperative Fuel Research Engine). This measurement device is an internal combustion engine that is housed in the refinery or in a support laboratory and gasoline is extracted from the refinery process line, added to the engine and then the system is tuned by varying the compression ratio until the motor starts to ping, or knock. The design is unique in that tuning really means that the operator moves the entire cylinder up and down with respect to the piston, which quickly and accurately varies the compression ratio without affecting valve clearances or basic combustion chamber configuration. Even though this procedure makes it simpler to run the Octane Engine, it still takes 15 minutes to run an octane measurement.

Research Octane is evaluated with the engine running essentially without a load; to do the assessment, the engine is run at 600 RPM. Kicking the RPM up to 900 gives you the Motor Octane value. So, MON is always lower than RON. Do note that if you drive in Europe, expect the listing on the pump to be about 6 octane numbers higher. That is because they list only the RON value.

You were paying so much more at your fueling stop, you probably thought you were getting much higher-quality gasoline - you weren't.

But, as you pick up your cell phone to make your next call, think a bit about how much that technology has changes in the last 20, 10, 5 years. Well, the oil refinery is much slower about adopting new technologies, but change does occur. In the next article in this series, I will address the replacement for the Octane Engine; it is a light topic.



ATTENDEES

Marty Anderson & Lynn Gabriel
 Scott & Karen Anderson & guest
 Charlie Sandidge
 Tom & Susan Armstrong & guest
 Susan Anderson
 Najib & Diane Azar
 Army Barer
 Lou & Bunny Berquest
 Tom Brace
 Michael & Ildi Bradley
 John & Mary Campbell
 Craig Christy
 Jeff & Sharon Clark
 Noel & Janet Cook
 Frank Daly
 Bill & Karel Deibel
 Craig & Whitney DeVine
 Stan & Val Dickison
 Denny & Bernie Dochnahl
 Marty & Linda Ellison
 Jack Goffette & Barbara Shain
 Jerry & Keenon Greenfield
 Colin & Laurel Gurnsey
 Malcolm & Karen Harris
 William Howard & Jamei June
 Barrie & Karen Hutchinson
 Brad & Hyang Cha Ipsen
 Terry & Cherry Jarvis
 Steve Larimer
 Bob LeCoque
 Ray & Georgia Loe &
 guest Patty Morris
 Phil & Cheryl McCurdy
 Al & Sandi McEwan
 John MGary
 Terry & Barbara McMichael
 Bill & Judy Mote
 Mike Peck
 Kim Pierce & Norma Sola-Pierce
 Brian & Randy Pollock
 James & Sherry Raisbeck
 Ed & Pam Rittenhouse
 Brian & Lisa Rohrbach
 Ray Russo
 Jon Schoenfeld
 Bill & Erin Smallwood
 David & Jody Smith
 Dennis Somerville, &
 guest Carl Engstrom
 Dean & Nina Trenery
 Darrin Wong



PNR HOLIDAY PARTY

*Jon Schoenfeld's
1937 Cadillac*

It was a brisk December morning when Members of the PNR CCCA gathered for our annual Holiday Luncheon on December 11th. The venue this year was the Seattle Yacht Club, and it turned out to be a delightful place for us to gather and celebrate the Holidays together.

Turnout was strong, with 91 members and guests registered to join the festivities. The Fireside Room at the Yacht Club was decorated for the season, with table centerpieces added by Val Dickison. The view of Lake Washington and the watercraft moored at the Yacht Club was lovely, and we watched the traffic jam on State Route 520, which was closed for the weekend, wondering how many of the drivers of those cars knew that they would be exiting at Montlake?

Possibly due to the closed bridge and chilly weather, only two Classic vehicles graced the parking lot: John McGary's 1937 Rolls Royce and John Schoenfeld's 1937 Cadillac. Thanks to the intrepid Messrs. McGary and Schoenfeld.

Continued on Page 16



2016 Awards

PNR Participants of the Year

Terry & Barbara McMichael

CCCA Recognition

1st Place Technical Service

Bill Allard

Bumper Guardian Technical Article Editing

1st Place Turnquist Award

Karen Hutchinson

Excellency in Regional Publications

2nd Place Regional Activities

Val Dickison

Superior administration of Club activities

2nd Place Steiner Award

Stan Dickison

Encouraging participation in Grand Classics

1st Place Bigelow Award

Brian Rohrback

Superior All-Round Regional Performance

Car of the Day

Somerville Picnic

1934 Rolls-Royce Sedan de Ville

Dennis & Dalene Somerville

Father's Day at the Locks

1948 Lincoln Continental Cabriolet

Bill & Karel Deibel

Fourth of July Parade

1948 Chrysler Town & Country

Ron & Margie Danz

Motoring Classic Kick-Off

1932 Packard Coupe Roadster

Ray & Linda Russo

Hot Cakes & Hot Cars

1923 Pierce-Arrow 7-passenger Sedan

Paul Murray

Daly Garage Tour

1929 Pierce-Arrow Roadster

Tom Crook & Randy Small

Thank-Yous

Noel Cook-Retiring Advertising Manager

Ashley Shoemaker-Retiring PNR Manager

Continued from Page 15

Our official 'Registrars', making everyone feel welcome, were Cherry and Terry Jarvis. Coats were checked and Norma Sola-Pierce, as the 'Greeter at Large', ushered the guests into the room. Karen Anderson graciously handled the till and sold bar script for those who wished to purchase soft drinks or even more spirited libations; she was not offended when I gave her the title of "Bar Wench" for the afternoon!

Side tables were overfilled with silent auction offerings; posters, jewelry, handbags, hats, books and everything but the kitchen sink. Secretary Val reports that the auction netted \$1,500 for the Club, and she pointed out that this proves that one person's junk is another person's treasure!

Musical entertainment was provided by the very talented group known as "Seattle Teen Music", adding a gracious note to the afternoon.

Following salad and a delicious entrée of London Broil, Salmon or Squash Ravioli, Director Kim Pierce took to the podium. After acknowledging those folks who made the event possible, Director Pierce revealed that the National CCCA organization had awarded our region numerous awards for several accomplishments. Kim framed the awards and thoughtfully presented them to the Members of our Club who were most responsible for the region's success.

Kim then invited the Managers of 2016 PNR events to share a bit about the cars which were chosen to receive the 'Car of the Day' award. The festive event wound down with the winning bidders retrieving their silent auction treasures.

Goodbyes and best wishes for the season were exchanged as the crowd departed. Many of the participants traveled en masse to the Danz's Toys for Tots party in Kirkland – but that's another story!

Submitted by PNR Event Manager Frank Daly



PNR Holiday Event Staff

Event Chairman: Frank Daly

Announcements:

Kim Pierce, Director

SYC member/hosts:

Marty & Linda Ellison

Invitations: Karen Hutchinson

Registrar: Cherry & Terry Jarvis

Script Sales: Karen Anderson

Greeter: Norma Sola-Pierce

Decorations & Silent Auction:

Val Dickison

Award Procurement:

Stan Dickison

Club stores sales:

Brian Rohrback & John McGary

Photography:

Michael Bradley & Steve Larimer

Entertainment:

Jon Scheerer & Seattle Teen Music

DANZ GARAGE HOLIDAY TOY DRIVE

Thanks to the generosity of PNR members and car lovers from around Puget Sound, the Danz's annual toy drive was a huge success. The fire department was very appreciative.



Photos Page 15: Cherry & Terry Jarvis, Linda & Marty Ellison, Sherry Raisbeck & Tom Armstrong, Nina & Dean Trenery, Brian Pollcok & Laurel Gurnsey, William Howard & Jamei June.

Page 16: Director Kim Pierce with Karen Hutchinson, Val Dickison, Stan Dickison, Brian Rohrback.

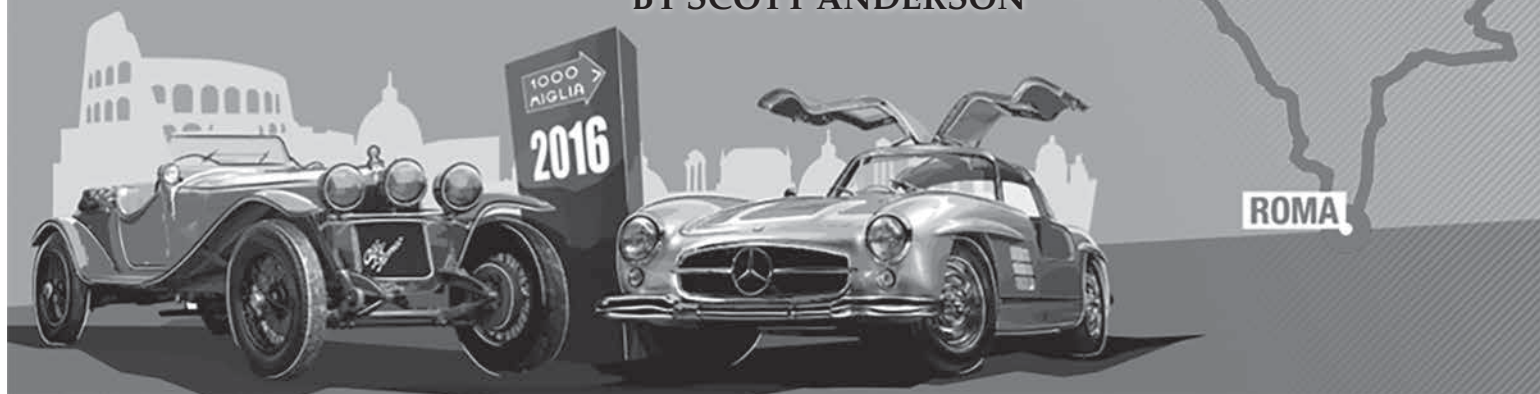
Page 17: Participation Award winners Terry & Barbara McMichael, Car of the Day winners Bill Deibel Dennis Somerville & Ray Russo.

19 – 22 MAGGIO

IL PERCORSO 2016

#MILLEMIGLIA

2016 MILLE MIGLIA –
A CHANCE OF A LIFETIME
BY SCOTT ANDERSON



Never in my wildest dreams would I have thought I'd be invited to participate in the 2016 Mille Miglia, but that's what happened! Not only did I earn the privilege to participate, but my friends Charlie Sandidge and Bruce Rice unexpectedly did as well. The Mille Miglia is a national event in Italy running about 1000 miles (about 1600 Km) from Brescia to Rome and back. The history of the event is broken down into two eras. The original era 1927-1957 (with an interruption for WWII) and the modern incarnation era 1977-present. The original era was run 13 times before the War, and 11 from 1947. (Note that there was a period of 4 years, 1958-1961 in which the event was revived in a rallying-like legal-speed round trip with a few special stages driven at full speed, but it was discontinued). The gap between the original and subsequent eras was due to it being banned after two fatal crashes. (credit Wikipedia, https://en.wikipedia.org/wiki/Mille_Miglia).

In 2005, we had a family from Switzerland move-in next door for

a year. While living here, their close friends the Sutters came for a visit. Beat (pronounced 'Bay-ought') Sutter as it turned out is a "car guy". On a whim I invited him and his two sons Riccardo and Renato to tour LeMay, ACM for an afternoon. Little did I know then that it was going to be a lasting friendship filled with amazing car adventures and opportunities. Beat invited me to participate in a small "old timers" (the cars, not necessarily the participants - !) rally in 2007 from Innsbruck, Austria to Bad Tolz, Germany which was a great run. In 2015 Beat texted me the question "you will drive with me 2016 Mille Miglia?" I gulped and texted back..."sure". As with most such adventures in life, a question of this magnitude came at a perfectly reasonable time allowing for calm reflection and clear decision making - on the way to a doctor appointment for Karen. But instead of closing the door, I decided to remain open to what could happen. As it turns out he was serious and soon after we started building our plans to go to Italy to participate in the 2016

Mille Miglia – labeled by Anthony Pritchard as the subtitle for his book "The World's Greatest Road Race."

Although having participated in Mille Miglias twice, and being a member of Club Mille Miglia, this year neither of the eligible cars that Beat submitted were accepted in





order to broaden the participation for those with similar cars worldwide. (The models eligible to take part are those of which at least one specimen took part – or completed the registration formalities – in one of the speed races (1927-1957). It seemed that chances for actual participation were clearly fading. However, since my wife Karen and I (along with Charlie and Bruce) had already made most of the plans for the vacation, we decided we would go to Brescia for the start of the event on sheer faith. With that understanding, Beat decided to enter his 1955 Peugeot 203, a proven veteran of many rallies and a replica of its class winner that year, on the wait-list. The wait-list is in preparation for those who, having been accepted initially, are ultimately unable to participate due to many factors including technical inspection. The criterion of who will be selected from the wait-list is twofold: 1) which car best matches the car whose participation is being substituted for and 2) as driver and navigator, who has traveled the farthest.

It was pouring rain that day. But this was the Mille Miglia after all, and so people were arriving in rain suits in fully-open vintage racing Ferraris,

1920s boattail Bugattis and all manner of rare and exotic cars.

Three hours before the start of the rally, we found ourselves with the crews of 13 cars on the wait-list crammed into a small room at the convention center. At 10:30 a.m. it was announced that only three spots became available for the 2016 Mille Miglia. Beat Sutter, driver and Scott Anderson, navigator were the first to be selected!!! Earlier in the morning, Beat's friend, Heiner, learned that while he and his car had also made it to the wait list, his navigator would not be able to participate. My friend Charlie Sandidge agreed, completely without preparation, to go with him should he be chosen. Sure enough, they were selected and would participate in Heiner's 1954 Jaguar XK140. My wife Karen and our Swiss friend Monika put on a race of their own, to the agriturismo where we were staying, to throw together a couple of bags for Charlie and Bruce – remember they were just expecting at best to see Beat and me off, with no thought of actually participating. But it was true -we were all doing the 2016 Mille Miglia!!!!

After a round of mutual congratulations, we literally ran down two flights of stairs to register. Impossibly, the Italian staff had not received any notice of the changes. With Beat's participation in the rally, a vacant seat in our support vehicle became available and Bruce Rice was teamed-up with Beat's son Riccardo Sutter as driver. The clock was ticking, with less than three hours to the start of what Bruce called "the Italian Superbowl."

When we learned we were "in," we had only three hours to complete preparations that normally would take days. Rushing through the registration process, I signed-up for the Italian Automobile Club, and submitted the medical forms I had prepared in advance including ECG (the stress test I received realistically should have been a video of an average day in Italian traffic). Charlie of course had no such documentation. Fortunately, with Heiner as a certifying cardiologist and he as a nurse, he passed with flying colors. Then into the line for tech inspection. With less than two hours to go, we proceeded to downtown Brescia to begin in-depth rally preparations. This consisted of a stop to get the Chopard drivers' watch engraved with the car number and most importantly, to have lunch. Over wine and pasta, we perused



the log books, crunched numbers, and tried our hands at charades and interpretive dance in order to come-up with universal words for translating logbook directions, followed by a quick tutorial on what

Autodromo Nazionale Monza 22 maggio 2016





was to become my Northern Star, the Halda Tripmeter.

After lunch, amid mutual congratulations all around, it was discovered that the Peugeot was not running optimally. An air filter issue was diagnosed, and it came to light that a suitable filter was on three-week backorder. Bruce removed the offending filter and installed a cotton element filter which would become more effective with a light oil application. No, not a 'K&N Filterchager'. This was a Costco sock from his luggage with the oil coming from anticipation of some crankcase 'blowby' over time. At approximately 3:50 p.m. we proceeded up and over the stage for the Start, received the checkered flag and passed over the start line. We were off, first stop Rimini!

Quickly, I became familiar with my job. It was using the log books and the Halda, to navigate and communicate to Beat what conditions and turn(s) would be next. Part of this also was to coordinate the Haiku of resetting the trip meter by pulling the lever directly behind the gear shifter at exactly the right moment of distance combined with my prediction of when he would use the column shift. It was not to look out the window. Probably this was a good thing early on as we were just



as likely to be facing an oncoming car splitting the two lane road into three, at speed, or being that car ourselves!

It was utterly astounding how Italy as a nation embraces the rally. Store front windows are all decked-out in Mille Miglia memorabilia. In small towns, people of all ages lined the streets waving flags and handing us little souvenir packets, water, or in one instance displayed a huge banner offering free hugs and kisses. When we drove down narrow roads we came within inches of the folks standing on the side or sitting at tables toasting us, waving and wishing us well. In between the cities, towns and villages people would also gather on the side of the road and wave, wishing us well. We arrived in the city square at about 11:00 at night, just in time for a buffet dinner in the huge central hall. Evenings also became the time when the teams would begin the mechanical triage of keeping the cars roadworthy; or at least in the race. The little tank of a Peugeot never asked for so much as a drop of water the entire race.

About midway through the second day, on the way down the hill out of Fermo, disaster struck team Heiner/Charlie: the throttle return spring on the XK140 snapped, the throttle went irretrievably to full, and the



Jaguar grenaded the clutch. Missing the turn, they 'hopped' to a stop about a car's length from the crowd. Parallels to the fatalities of the 1957 race were not missed. Heiner chose the adjective "kaput" for the car. Beat and I were 90 minutes ahead of them, in San Benedetto Del Tronto with the support car and it was not possible to turn back as we were fast approaching the more dangerous unlit mountainous roads on the downhill run north of Rome. From that time until late the next day, I had no idea what had become of them. Meanwhile, Charlie's experience was, as they say, "interesting". Due to a

slew of coincidences and miscommunications, and barely able to converse due to neither speaking the others' language, they became stranded on the road until dark with Charlie rapidly losing what little charge he had on his cellular phone. Unbeknown to Charlie while he and I were trying to keep in contact, Heiner insisted on making his own arrangements for the car, turning down the Mille Miglia organization's support offer which unfortunately included transportation back to Brescia. Meanwhile, Charlie did not feel comfortable leaving Heiner by himself at the car as there were people wanting to take Mille Miglia memorabilia from it or from the driver! So when a tow truck finally came to get the car they walked up the hill to a hotel which had no rooms available but through a phone call located some in a hotel elsewhere. The next day they rode in the tow truck back to Brescia, where Karen and Monika picked him up.

On the same day as Charlie and Heiner's incident, while coming out of a downhill hairpin turn outside of Recanati, we lost control and sideswiped a wall on the passenger (my) side. We took out a head light, driving light and the front right fender. Nothing to deter us as Ricardo and Bruce came quickly on the scene. Through the magic of duct tape and Bruce's brute strength, the fender was pulled-out and we rebuilt the driving light with more duct tape and then it was full-speed ahead.

Bruce also needed to repair a flat tire on the modern support vehicle the next morning. Locating a spare screw in the hotel, he applied a bit of Carmex to it as a tire sealant, stuck it in the hole, pumped-up the tire using the on-board compressor and his technique held until they could get to the Mercedes dealership. The dealership was not equipped to repair a flat and they sent them to a place down the road. This repair shop said "sorry," we are all booked-up. Ricardo told them they were in the Mille Miglia and the employees stopped what they were doing and made a priority of fixing the tire to get them on the road again, all at no cost.

The 2016 Mille Miglia was nothing short of an amazing "cannonball run" mixed with vintage European cars and Italian traffic sensibilities. We hardly ate, we hardly slept, and we took in quite a bit of carbon monoxide. When we crossed the finish line I was so in shock I could hardly stand; and I would not have changed it for the world!



The 2016 Mille Miglia was won by a Full Classic and PNR-CCCA member Scott Anderson was a participant in the race!

1st Place

1931 Alfa Romeo 6C 1750 GS by Zagato

Driven By Andrea Vesco and Andrea Guerini



The Mille Miglia is primarily for cars made prior to 1958, with entries requiring at least one example registered previously in the original races between 1927 and 1957. In total, 450 cars from 71 brands showed-up at the 2016 running of the Mille Miglia. Vintage vehicles accounted for 415 of the participating cars and many of these were Full Classics. (There were also 25 "specials," and 10 military vehicles driven by members of the Italian Armed Forces).

Notable Full Classics starring in this year's race included:

1930 Alfa Romeo 6C 1750 Gran Sport – in 1930, this car took victory thanks to the efforts of Tazio Nuvolari and co-pilot Giovanni Battista Guidotti, becoming the first car to average over 100 km/h (62 mph) for the entirety of the course. It was also renowned for "overtaking in the dark," where Nuvolari tailed his teammate and rival, Achille Varzi, at speeds up to 150 km/h (93 mph) with the lights off, switching them back on near the finish in order to pass the surprised Varzi.

1934 Alfa Romeo 6C 2300 Pescara – once owned by Benito Mussolini. This Alfa participated in the Mille Miglia in 1936, driven by Ercole Boratto, Il Duce's driver. Boratto later drove Mussolini's 1937 Alfa 2300 MM in the 1937 Mille Miglia.

1939 328 BMW Berlinetta Touring – in 1940 this car was responsible for BMW's only victory in the Mille Miglia. This year, there were six examples of the race-winning roadster in the race. Power is derived from a 2.0-liter straight-six engine, which produces 79 horsepower at the rear wheels through a four-speed manual gearbox. The body is made from aluminum, and curb weight comes to 1,830 pounds.

The largest number of entries came from Alfa Romeo with 46 cars (chosen from 61 entered), followed by FIAT with 39 (46) and Mercedes-Benz with 33 (57). These are followed by Lancia with 25 (42), Ferrari with 22 (23), Porsche with 21 (38), Jaguar with 20 (56), Bugatti 20 (21) and Aston Martin with 17 (32). Museums sending their vehicles to Brescia included Alfa Romeo, Mercedes-Benz, BMW and Porsche.

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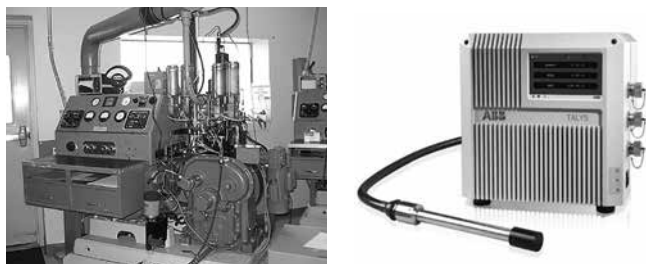
Meandering Through the Oil Industry: Part 2

This technical article is the second 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. Might we say - false advertising at the pump?

Gasoline in the Spotlight

By Brian Rohrback

Well, maybe the pump label for octane rating is not quite accurate. It suggests that the Research Octane and the Motor Octane are explicitly measures and averaged ($(R+M)/2$) to grade the fuel. What if we could just shine light through the gasoline and look at the spectrum that results – could we then infer the octane rating without ever running the engine? Well, yes. For this, we actually mostly use a portion of the spectrum that is just out of reach of the visible range, known as the near infrared (or NIR for short).



A traditional octane engine on the left and a NIR spectrometer on the right

So, how does this light thingy work? I'm glad you asked. In the first article in this series, I mentioned that gasoline has a lot of different molecules in it, which gives us a whole bunch of (mostly) C-H bonds. When you shine infrared light (think of it as heat) on the molecules they get excited and start to vibrate by absorbing the wavelengths of light that are encouraging them to bend and stretch, kind of like aerobics class. As part of this process, specific frequencies of this energy (those that go towards these wiggles) gets absorbed; frequencies that don't induce motion pass through unchanged. The result is a spectral signature that is a sum of all of the chemical components in the fuel.

The absorbance pattern forms a fingerprint of the particular mixture and we use mathematics (multivariate statistical analysis, also known as chemometrics) to interpret the pattern. The result is that we can do octane analysis at the speed of light, and we get a Green Eggs and Ham moment: we can do it in the pipe, we can do it in a lab, we can do it in the field, we can even do it in your (modern) car, we can measure octane anywhere. This feature gives us a much more comprehensive monitor for gasoline quality than we have had in the past.

Unfortunately, the refineries cannot just purchase any old spectrometer off the shelf and expect it to compute the octane values without doing some work. Each plant needs to introduce a lot of gasoline samples for which they have run their old octane engine to provide a reference value. We need both the engine results and the spectrum from the same samples to train the system to accurately interpret the absorbance signals and come out with an octane rating. This has another layer of complexity as refineries also have to deal with the variation in blend recipes as they work to manage the inventory of input ingredients. They also need to contend with the larger shifts in the gasoline requirements as we move from summer to winter grades of fuel. But that will be a topic for another day.

This whole collection of octane engine results and spectra form a calibration set of samples and we use the aforementioned chemometrics (multivariate mathematics) to process the data and complete the conversion of the plain-old spectrometer into an integrated replacement for the octane engine. The company that pioneered the field of chemometrics and the octane engine replacement happens to be a Pacific Northwest company as well, Infometrix. OK, OK, full disclosure: I am the President of Infometrix.

So, my false advertising claim is really related to the fact that we really do not measure the Research and Motor Octane numbers (which is subtly labeled on every pump); the vast majority of these values are inferred based on the spectroscopy. The octane engine is still in use, but now more as a reference technique, not on the forefront of gasoline quality control. We should not be bothered too much, the accuracy and the precision of the spectroscopic measurements are both higher using light.



2016 PNR CCCA Annual Meeting Held at the Danz Garage



Attendees

Najib & Diane Azar
Arny Barer
Frank Daly* (Asst. Director)
Stan & Val* Dickison
Kenny Heng**
William Howard
Karen Hutchinson
Terry & Cherry Jarvis
Steve Larimer*
Al McEwan
John McGary
Terry & Barbara McMichael
Brian Rohrback*
Ashley Shoemaker***
Bill Smallwood*

* Manager

** Incoming Manager

*** Outgoing Manager

Photos Left (clockwise): Terry & Cherry Jarvis, Val & Stan Dickison, Karen Hutchinson, Ashley Shoemaker, & Barbara McMichael, Decor by Val.

The 2016 PNR CCCA Annual Meeting was held on Wednesday, November 2nd at the Danz Garage in Totem Lake. Nineteen members attended braving inclement weather during the final game of the World Series (thankfully the game was playing on the television in the lounge area of the garage and we were able to sneak a peak at the score from time to time.)

Asst. Director Frank Daly led the meeting in the absence of Director Kim Pierce. John McGary was the only member to bring a Classic to the meeting arriving in "Reggie" the car that is fittingly featured in this quarter's issue of the Bumper Guardian. PNR thanks outgoing Manager Ashley Shoemaker for her three years of service to the Club and extends a warm welcome to new Manager Kenny Heng.

This summer PNR will host a Grand Classic on July 23-24 in Sequim (see announcement on page 25.) You can find the new calendar of events on page 2 of the magazine. In addition, there will be a tour of the Seattle Steamworks plant on March 11th and a driving tour/garage visit in Snohomish County later in the summer.



1937 Rolls-Royce "Reggie"

Police Explorers' Car Show

September 10, 2016



The Kirkland Police Explorers are youths, ages 14-20, who volunteer for the Police Department. Through law enforcement mentorships and civilian partnerships, Explorers receive hands-on training to understand more about police work and public safety. Explorers volunteer for city events (like the sorely missed Kirkland Concours d'Elegance) providing real life application of crowd support for popular events. The car show on September 10th is a fund-raiser to defray costs for their community projects.

Although there are myriad car events during the summer (even on the same day), this one, held on the eve of the 9-11 anniversary, seemed particularly important to support. About 60 cars were arrayed around the street and the parking lot. One current and one past (possibly future) member of the CCCA were in attendance, although only one Classic was on display. Charlie Mayovski (the former and future PNR gentleman) had his CCCA badge on proud display with his 1969 Rolls-Royce (nc) and Brian Rohrback (current Board member) carried off the Explorers' Trophy with the only Classic and only pre-war vehicle (1939 Bentley).

A beautiful day combined with not one but two excellent live bands from the Kirkland area: an unusual addition. A police spokesman is encouraging more participation by the PNR-CCCA. As illustrious members Ron and Gayle Doss are related to the longest-serving police chief in Kirkland's history, we should be able to rally for 2017.



Grand Classic June 23 & 24, 2017

At the Brown Maloney Estate
In Sequim, Washington





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Auto Angels Car Show

The Pacific Northwest Region participated in a great garage tour sponsored by Frank Daly on a Saturday in September. As a couple of our intrepid CCCA members had been asked to help out at the Auto Angels show on the same day, we attempted to divide and conquer. Trading an epicurean delight for a choice of hamburger or hot dog, a small band of Classic enthusiasts braved weather to supply a car or two to the event at the Bellevue Presbyterian Church. The September 17th event was the 10th charity car show organized by the Auto Angels. The weather was unseasonably cool and the rain attacked and retreated which kept the attendance down, but the event still raised \$17,000 for the support of the auto-related needs in the community. Because of the weather, only one Classic was on display, Brian Rohrback's 1939 All-Weather Bentley (it just had to live up to its name). Tom Armstrong braved the elements and a number of speed bumps to supply a stunning blue Ford GT. Bruce Wanta (this gentleman needs to join the CCCA!) brought nearly a dozen muscle cars that were obvious fan favorites.



Brian Rohrback's
1939 Bentley



One of the best parts about this, the 10th year of the show, was the training of a set of junior judges. Five cars were arrayed on the mainstage circle for



the judges to examine and decide on their own set of awards. The Armstrong GT and the Rohrback Classic were two of the 5 with a hot rod, an unrestored '57 Chevy and a fully restored '40s

pickup rounding out the suite. The judges peppered us with questions and took their charge seriously (in most cases). There is now a gaggle of new automobile aficionados!



Rolls-Royce History from Page 8

rapidly declining number of specialist coach builders to complete the car. A total of 1,883 Silver Wraith chassis were produced (incl. 639 LWB units) from 1946 through 1958 when the series was succeeded by the "Silver Dawn," the first complete car produced in house by Rolls.

The Rolls-Royce Phantom III was the final "large" pre-war Rolls-Royce. Introduced in 1936 it was the

only V-12 Rolls-Royce until the 1998 introduction of the Silver Seraph. Just 727 of the V-12 Phantom III chassis were constructed from 1937 to 1939, however, cars were still being bodied and delivered in 1940 and 1941. The very last Phantom III, though completed in 1941 was not delivered to its owner until 1947.

After the war Rolls continued to produce Silver Wraiths in chassis-only form through 1958, thereafter

only selling complete cars. These included an Ultra Luxury upgrade of the Silver Wraith along with Phantom IV followed by V and VI. Rolls-Royce deemphasized small-vs-large and gravitated new models toward the high end of the marketplace with each passing decade. Rolls-Royce with companion Bentley continues to dominate the "Ultra Luxury" market.



2016 Cascade Loop Tour

Hosted by the Pierce-Arrow Society Pacific Northwest Region

Editor's Note: The Pierce-Arrow Society puts on an annual Fall Tour and in recent years have expanded the participation to include Packards and Full Classics®. This year, six of the thirteen cars that started the trip were Pierce-Arrows. Of the thirteen Classics participating, six belonged to folks who are members of both PAS and CCCA and three belonged to CCCA members (who, gulp, don't own a Pierce-Arrow). In addition, three PAS/CCCA couples made the drive in modern-iron.

Written by Bill Gluth, Regional PAS Director

Excerpt from *The Pacific Northwest Arrow*, October 2016 Issue

We exposed our CCCA friends to the joys of Pierce-Arrow driving on a spectacular mountain tour in September. Rich and Margaret Anderson hosted the three day drive. Six Pierces, two Packards, two Auburns, two Cords, and one Chrysler participated. Not only did the Pierce folks enjoy the variety in these highway-moving vehicles, spectators in small towns engaged us with questions.

Only three cars failed to complete. Dave and Lydia Murray drove almost to the distant starting point of the tour before bearing noise in the newly rebuilt 1930 8-cylinder Pierce forced a rollback to home.

New member John West's attractive 1936 short-coupled Pierce became stationary near the end of the second day due to excessive moisture out the tailpipe (formerly Fred Tycher's car).

Hutchinson's '37 Cord completed only the first day due to a common voltage regulator issue.

Paul and Al Murray opened their shop (with required pastries, coffee, juice) in Monroe, WA for us to assemble prior to starting "up the hill". Leavenworth, Little Bavaria, would be our first night's stop, after lunch in Skykomish, a leftover, higher altitude railroad town soon to see significant snow. We would travel a loop at higher altitude through Chelan to Winthrop on the east side of the Cascades before dropping down a day later.



PNR Attendees

Pacific Northwest Tour September 2016

**Pierce-Arrows, Packards,
& Other Classics**

Driving Classics

Lou & Bunny Berquest
1935 Auburn Convertible Sedan

Tom Crook & Randy Small
1934 Packard Phaeton

Frank Daly
1935 Airflow Chrysler Coupe

Roy Dunbar & Suzanne Dobrin
1929 Pierce-Arrow Brougham

Barrie & Karen Hutchinson
1937 Cord Beverly

Carl King
1932 Auburn Cabriolet

Phil McCurdy
1937 Cord Custom Beverly

Paul & Matthew Murray
1923 Pierce 7-passenger Sedan

Bob Newlands & Jan Taylor
1937 Packard Convertible Coupe

Driving a non-Classics:

Bill & Bettye Gluth

Bill & Betty Harlow

Dave & Lydia Murray



GANGSTERS, DESPOTS, DICTATORS AND CLASSIC CARS

By Laurel Gurnsey



A despot, according to the dictionary, is a 'ruler or other person who holds absolute power in a cruel or oppressive way.' A dictator wields power, usually through force. Gangsters fall into the category of violence and control of 'turf'. Appreciation of beauty and classic cars doesn't immediately come to mind when you think about this kind of person. But looking into the lives of the infamous, they all used cars, either as 'get-away' vehicles or as a sign of prestige or wealth. I loved the article 'Dictators' Favorite Rides' and smiled when the first dictator mentioned was Napoleon. Way before Classic Cars.... but consider this:

*'Napoleon, due to the limitations of his time, was not the owner of any car, or any motorized, self-propelled vehicle. He was, however, the owner of an impressive stud, counting some 80 saddle horses.'**

A '22 Rolls-Royce Silver Ghost seized by Lenin from the Tsar is worth mentioning because Lenin adapted it to run on snow during Russia's harsh winters. Caterpillar tracks and skis replaced the tires. Not likely what Royce had in mind. During Lenin's regime, 70 Rolls-Royces were ordered from London. Stalin diversified, collecting Rolls-Royces but also Packards, Lincolns and Cadillacs. Stalin created a Russian Packard version, called the ZIS-110. Some website articles say

FDR gave Stalin a 1937 V-12 as a gift but still others say it was a 1936. Ron Doss (PNR member) has both a '36 Packard Phaeton and a '37 Packard V-12. He says 'I know he (Stalin) bought six 1936 Phaetons with standard eight engines. One of those is in Southern California.' The Doss car was ordered for the US Ambassador to France, William Bullitt. Note the sidebar from Karen Hutchinson about FDR and his Packards.

Colin and I saw Hitler's Grosser Mercedes parade car at the Canadian War Museum. Hitler loved car races and backed a state-sponsored racing program. Mercedes was the main supplier of Third Reich staff cars. We saw another Hitler Mercedes at the General William Lyon's Collection in California on a Classic Car Club Tour years ago. Mussolini's car of choice was a '37 Alfa 2300 MM that took part in the Mille Miglia race. He also had a '39 Lancia Austra parade car.

'The New York Times' article 'A Despot's Garage Is Open For Tours' talks about the Shah of Iran's collection, which included a '34 Mercedes-Benz 540K Autobahn-Kurier and a one-off Pierce-Arrow with gold trim.

Idi Amin, of Uganda, had a unique way of collecting cars. He had their

owners murdered or exiled. His collection was huge, as was the death toll. He had numerous post-Classic Mercedes, many received as gifts from other dictators. Ceausescu, of Romania, collected mostly post-Classics that included a '74 Buick Electra given to him by President Nixon. He also had a 20-carriage armoured train. Saddam and Uday Hussein's collections were almost completely destroyed during the Iraq war (surviving cars included a black Prohibition-era Packard and several Rolls-Royce Silver Shadows). Gaddafi, of Libya invented cars... including the Libyan Rocket, shaped like a rocket and with 'an inbuilt electronic defense system.'

Other dictators with car collections were Trujillo of the Dominican Republic, Baby Doc Duvalier of Haiti, Juan Peron of Argentina and Farouk of Egypt. 'The Toronto Star'

Worth Reading:

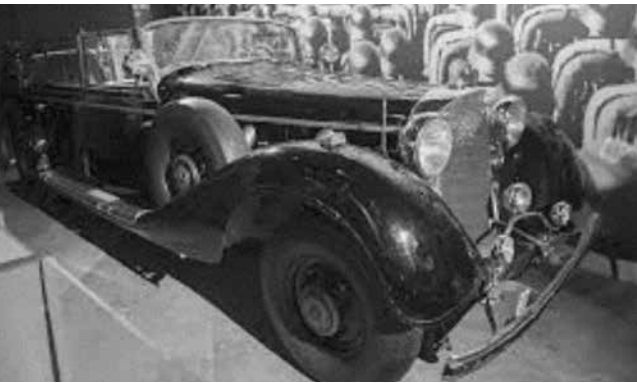
'Hitler's Chariots' by Blaine Taylor

Worth Surfing:

'The 30 Greatest Gangster Movie Cars'
www.qq.com/cars-gear

'Dictator's Favorite Rides' at Autoevolution.com*
'The Worst People in the World With The Best Car Collections' at jalopnik.com

*Source of Napoleon quote



Hitler's Grosser



Lenin's Rolls-Royce

newspaper article, 'Despot Décor' adds the collection of deposed Ukrainian President Yanukovich (along with his petting zoo of ostriches, kangaroos and rare goats.) Burma's 'former' junta leader Than Shwe had his cars in a fortified mansion in the rain forest.

The article series: 'The Worst People in the World with the Best Car Collections' adds Gonzales of Mexico and Pablo Escobar (who had his '30s Cadillac strafed with bullets so it would look like Al Capone might have owned it.) Capone's 'official' car was a 1928 Cadillac Town Sedan, complete with 3,000 pounds of steel and thick glass (mobsters can't be too careful). Gangster non-Classics were the Fords of John Dillinger, Bonnie & Clyde and Baby Face Nelson. A Classic in a classic gangster movie ('The Godfather') featured the 1940 Lincoln Coupe in which Sonny Corleone rode to his gory cinematic shooting death.



FDR had a particular fondness for Packard automobiles and using an intricate system of hand-controls enjoyed piloting the cars on his own with his dog Fala. While Governor of New York (1928-1932) he owned a 1932 Packard Phaeton. As President, a 1937 Packard 7-passenger touring car was the vehicle of choice for parades

from 1937 to 1939. In 1939, Roosevelt chose a Packard V12 for his presidential ride. The car was retrofitted with armor and bullet-proof glass after it was built to make it the first armored car used by a U.S. President. The car was huge, just six inches short of being 20 feet long. It weighed 6,000 pounds, almost half again as much as today's new Cadillac Fleetwood, even though the body panels were all aluminum. It carried 30 gallons in the gas tank and held 12 quarts of oil and 10 gallons of water.



FDR's 1939 Packard 12
(photo from Carfax)

PNR Members Bob Newlands & Jan Taylor and Ron & Gayle Doss also have a fondness for the beautiful and powerful Packard 12.



Bob Newlands
&
Jan Taylor's
1937 Packard
12 Sedan

Ron & Gayle
Doss'
1936 Packard
Phaeton*



* The Doss' recently sold this car after 20 years of ownership.

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numerous project not listed

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Paint issues, dents, etc.

References available

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1928 Packard 8, model 443, DW Phaeton

William & Linda Fields

2770 So. Sky Ranch Loop
Palmer, Alaska 99645
907-202-1499
dgaflier@hotmail.com
1926 Franklin 6, model 11A sport coupe
1931 Franklin 6, model 153, club sedan

William Howard

3240 - 111th Ave SE
Bellevue, WA 98004
206-227-1078 (C)
williamhoward430@gmail.com

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765-659-1056 (H); 765-654-5533 (W);
765-242-8000 (C)
wgm200smain@yahoo.com
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1937 Packard 12, model 1507 conv. Victoria

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Jim McAuliffe

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Peter Gleeson

12210 Marine View Drive
Edmonds 98026

Director's Message Continued from page 2

to all for your hard work! There is a full story of the Holiday Party and awards further on in this issue. Also of note is Brian Rohrback's work on our website. Check it out. You will find all back issues of the Bumper Guardian there. He is working on an index to make it easy to find whatever you are looking for. New and exciting news on the potential for a Northwest Concours was revealed at the Holiday Party. The Medic One Foundation has hired a consultant for a feasibility study to ensure it will be a viable venture. PNR member, John McGary is the President of that Foundation and is driving progress regarding the potential for a new Concours. Except for my bad jokes, the party was a great success.

By the time you read this, the Arizona festivities of Car Week will be well underway. Thanks to the Ellisons for opening their home to PNR-CCCA members for an Arizona get-together. All PNR members are invited but an RSVP is requested. Also, the RPM Foundation is organizing a brunch event at East Valley Institute of Technology (EVIT). Again, as members or the PNR, you are all invited.

The January convergence in Scottsdale has much to do with the world-renowned auctions. Before you take in the auction, consider attending the Arizona Concours d'Elegance on January 15th. Several PNR Cars will be on the lawn and PNR members are part of the judging team. The Arizona Biltmore, provides a fabulous setting for the event.

Other events to consider include the:

- On-going Saturday car show at The Pavillions on Indian Bend Road in Scottsdale. They usually get about 200 to 300 cars.
- Third Saturday Scottsdale Cars and Coffee Meet (check their website for location.)
- Arizona CCCA Region Sunday Brunch after the auctions. Folks from around the country attend.

A good resource for public events is the Sports Car Market Insiders Guide to Arizona Auctions and activities.

If we don't see you in the desert, Norma and I will see you at the April Board meeting.

Enjoy the winter projects!

Kim Pierce

Director PNR-CCCA



Editor's Message Lost & Found

This issue of the Bumper Guardian wraps up a very busy year for the PNR-CCCA. We have had so much activity in the last two quarters that the magazine grew by 4 pages just to hold the Club's activities. And while Club activities are often what bring us together, it is the members of this club that hold us together.

Lost Friends

When I reflect on the year, I am deeply saddened that we have lost so many long-time members to age and illness. Almost a year ago, Gordon Apker was surrounded by his "car friends" in Scottsdale when he lost his battle with cancer. Since that time, we have lost five additional members to illness including Ian Bailey from North Vancouver, Canada; Peter Dahlquist from Walla Walla (often decked-out in top hat and tails at car events); Don & Carole Reddaway (involved in so many aspects of our Club for so many years and passing away just days apart); Shirlee Holmes (wife of Monty Holmes Sr. and mother of Monty Holmes Jr. and a great supporter of the "old car" hobby) and Kay McGary (wife of John McGary and an active participant in the PNR for many years.)

In my role as editor of the Bumper Guardian, I have published stories and photographs of all these people. The PNR circle of friends is a real treasure and this year's Holiday Party will be bittersweet for me.

Found Friends

How fortunate we are to have so many new (and returning) Club members this year. Lee Noble, Tom Sumner, Ronald Benach and James Smalley all re-joined the PNR. It is good to have their familiar faces back at Club events. New members from the local area include Dan McAuliffe, Bill Valela, Darrin Wong and William Howard. (*William Howard is a "car guy" and belongs to several car clubs. When he was having lunch with Director Kim Pierce and heard that the PNR had 199 members -- he decided he needed to be #200. And sure enough, he used his cell phone to register his enrollment while he was still at the lunch table.*)

And we have several new members from farther away. Brad Pelling has been a major sponsor of the Crescent Beach Concours for many years and along with Barry McCallan add two to our list of Canadian members. Charles & Debbie Bronson and Bill Burchett from California, William Miller from Indiana, and William & Linda Fields from Alaska have also joined this year. *Rumor has it that Bill Burchett joined for the "fabulous magazine". Thanks Bill!* Last, but certainly not least, Ross Morgan from Australia is a PNR member.

I look forward to the opportunity to meet these new friends.

Karen Hutchinson
PNR-CCCA Editor



