

BUMPER GUARDIAN

Summer 2017



2017 Grand Classic Issue

PNR CCCA & Local Events

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

July 4th - Parade at Yarrow Point

PNR Contact: Al McEwan

July 9th - PNW Ferrari Concours

PNR Contact: Denny Dochnahl

July 15th Forest Grove Concours

PNR Contact: Brian Cone (971) 400-2088

July 29th Classics @ Redmond Town Center

PNR Contact: Kim Pierce / Roy Magnuson

August 8th - Motoring Classic Kick-Off

PNR Contact: Willian Howard

August 26th - Garage Tour

PNR Contact: Jeff Clark

September 2nd - Crescent Beach Concours

PNR Contact: Colin Gurnsey

October 7th - 8th - Fall Tour to Bellingham

PNR Contact: Norma Sola-Pierce

November 1st - Annual Meeting at the Danz Garage

PNR Contact: Brian Rohrback

December 17th - Holiday Party at the Seattle Yacht Club

PNR Contact: Frank Daly

2017 CCCA National Events

Grand Classics®

October 1st.....Northern California Region

October 27th-29th.....Texas Region

CARavans

October 15th-22nd.....Arizona Region



Director's Message

A Very Busy Year for the Hobby

Spring sprang to life in the PNR-CCCA. The first event, in March, was the Annual Meeting in Reno. This was well attended by the Pacific Northwest Region due to several collections being opened up to us that rarely get to be seen. Once again, our Region came away with a number of prestigious awards that were well deserved. Congratulations and thank you to Karen Hutchinson and Ray Loe for putting the Bumper Guardian on the map again. There is very tough competition in this category and they continue to come away with high accolades. You will find more on the awards and collections further in this issue.

In April, Gerald Greenfield organized an excellent judging seminar at Danz's Garage. Thank you Ron and Margie for allowing us to utilize your collection space for the training. March Event Manager, William Smallwood, organized a great "PNR Aviation Tour". This was a well-attended event and the pizza was excellent!

Continues on page 47

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

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

Officers and Appointed Posts:

Kim Pierce, Director	425-330-2665
Frank Daly, Asst Director	425-210-1804
Val Dickison, Secretary	206-546-3306
Terry McMichael, Treasurer	206-790-5012
Stan Dickison, Activities	206-949-1115
Val Dickison, Membership	206-546-3306
Karen Hutchinson, BG Co-editor	360-678-5453
Raymond Loe, BG Co-editor	360-678-9366
Colin Gurnsey, BC Liaison	604-980-7429

Board of Managers:

Kim Pierce	2017	425-330-2665
Frank Daly	2017	425-210-1804
Marty Ellison	2017	425-941-9451
Steve Larimer	2018	206-954-7829
Brian Rohrbach	2018	206-235-0371
Bill Smallwood	2018	425-773-0130
Jeff Clark	2019	425-985-6308
Val Dickison	2019	206-546-3306
Kenny Heng	2019	425-443-7546

Bumper Guardian Staff:

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

Board of Managers' Meetings:

1st Wednesday at
The Danz Garage, Totem Lake, Kirkland
5:00 Social Gathering, 6:00 Dinner/Meeting.
Minutes on the web and available upon request.

Membership:

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

Advertising Policy/Rates:

The Bumper Guardian will print classified
advertising free of charge to members on a
space available basis. Display advertising rates
are available on a prepaid basis only.

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On the Front Cover

2017 PNR Grand Classic

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



2017 CCCA Annual National Meeting Reno, Nevada

By Val Dickison

One could say Reno was founded by early pioneers in the 1850s who came to the Truckee Meadows and Washoe Valley to farm the rich land. Some scattered to the area after failing at the 1849 Gold Rush in California. Pioneers heading to California, stopped their Conestoga wagons along Reno's Truckee River to rest their animals before heading over Donner Pass. The water was good, the air fresh, and geo-thermal springs offered a chance to heal sore muscles and wash the dust out of clothing.

But what made Reno become "The Biggest Little City in the World" was gambling and silver mining. Farther south and east of Reno, gold and silver prospecting developed. Those who really made it big found the Mother Lode up on the hills of Mt. Davidson, east of the valley below. Many rode horses to reach silver-rich veins; later some took the Virginia & Truckee Rail Line from Carson City to a new town called Virginia City seeking their fortunes.

Many lived in tents, suffered harsh winters and some died, frozen in their bed rolls. Virginia City boasted 40,000 people 'till the mines ran out. Then it became a ghost town with a scant few hundred hangers-on, tumbleweeds and rattle snakes. Today the local population hovers around 1,000 many of whom run tourist shops for the booming tourist industry. In its prime, Virginia City hosted countless bars, brothels, daily gun fights and even the likes of Mark Twain, who worked for the local newspaper. Today it's souvenirs and ice cream cones. It is hard to believe they once had camel races on the main street in Virginia City. Today it's dirt-bikes and jay-walkers. The bars still seem to do a thriving business.

So back to 2017: Reno and the Annual National Meeting of the Classic Car Club of America! We made our temporary home in Reno's Peppermill Resort & Spa. Why the name Peppermill? In 1971 a coffee

shop opened at this spot. They had the luxury of geo-thermal springs on-site, hence dish washing was easy! The springs were tapped for electrical power as well, keeping overhead low. Today electricity, HVAC, the spa and pools are all aligned to this water source. Much of the Reno area is powered with geo-thermal heat from established power plants. Fortuitously the Peppermill owners got an early gaming license in 1979 and they prospered. By 1980 they were able to establish a small casino and motor lodge. Today they have expanded into two 18-story towers of hotel rooms, a large casino, spa, multiple restaurants and a convention center. It was a perfect spot for our annual meeting.

Your team from the Pacific Northwest landed in Reno Tuesday and Wednesday, with a surprise tour of the Steve Hamilton collection on Wednesday, which is south of Reno at Franktown. It was preceded by a bus ride to Lake Tahoe for lunch where we visited the local maritime museum. There was still a significant accumulation of snow on the ground. I heard on local television they asked the public to "adopt a fire hydrant" and keep it snow-free. "The fire department really needs your help", said the announcer. This is a big step up from the old-fashion barrels of water lining the streets, used to create bucket brigades.

On Thursday, we had the pleasure of visiting PNR members Bill & Dorine Ramsden's collection in Minden. What a treat! Refer to your PNR roster to see the list of Bill's Full Classics®. Also on site was their western historical museum and a fully equipped auto shop. Thank you, Bill and Dorine for your hospitality!

We also visited the late Ted Bacon's extensive collection nearby, which is held in multiple buildings not far from Ramsdens. After being completely over-whelmed by the size of the Bacon collection and the very chilly weather, we motored over to Walley's Resort in Genoa for a very relaxing heavy hors d'ouvres dinner set in a rustic atmosphere. Walley's claims to be the oldest bar, in the oldest Nevada town. Walley's once advertised as the destination to "take the treatment" in their mineral-rich springs.

A plethora of meetings greeted us Friday morning with wake-up coffee and hot food.

After lunch we loaded onto buses, this time bound for the Robert M. Lee Collection in downtown Reno. Mr. Lee passed-on a year or so ago, and Mrs. Ann Lee graciously invited the group to view this stellar collection, followed by a hosted cocktail party. No photos were allowed, but perhaps the National Publication will offer you descriptions or the Internet will show you his Pebble Beach winners, and so on. He also collected guns, artwork and beautiful horse saddles covered with sterling silver conchos.

Friday evening the National Auto Museum (largely Harrah's old collection) was the venue for our Regional Awards Banquet. You have read previously from my emails that PNR took 2nd place for the

publication award. Kudos to Karen Hutchinson for our wonderful "Bumper Guardian". We also took 2nd place for the technical award, which is given for quantity and quality of tech pieces in our publication. In all categories, we placed respectably in 9 of the 10 categories, competing against 32 other regions.

Saturday was Classic set-up day in the Peppermill's Tuscany Ballroom. Thirteen Classics were judged, with roughly another ten or so Classics on exhibition. It was a small but mighty bunch, with new National Head Judge Steve Babinsky and his judging teams reviewing automotive details. Follow the National publications for winners. Yours truly and Sarah Kroemer, from the Texas region, did the yeoman's task of tabulating the judging score sheets. Thank you, Sarah.

Sunday morning the Classics rolled out of the ballroom and into their trailers, which were parked adjacent to the ballroom. A few may have stayed on, but just like Virginia City's evacuation after the silver petered out, we were off to new vistas and challenges, as we boarded planes, homeward bound.

A special thank you to the folks from the National Headquarters office and the Annual Meeting Committee who made our visit to the Reno area most comfortable and entertaining.



Thirty PNR Folks in Reno!

Carl & Chris Bomstead
Fred Bonin
Tom & Gunta Brace
Tom Crook & Randy Small
Frank Daly
Stan & Val Dickison
Howard & Evelyn Freedman
Phil & Patti Grisham
James & Mary Harri
Mark Hyman &
guest Phil Metcalf
Brad & Hyang Cha Ipsen
Terry & Cherry Jarvis
Gary & Joyce Johnson
Brown Maloney
Al McEwan
John McGary
Kim Pierce
Brian Rohrback &
guest John Crandall

SAVE THE DATE



CRESCENT BEACH CONCOURS D'ELEGANCE 2017

The 7th annual Crescent Beach Concours d'Elegance (in Surrey, British Columbia)
on Saturday, September 2nd.

We are now sourcing and would like to invite entrants from the CCCA/PNR.
Entry forms are online at: www.crescentbeachconcours.com

For more information please contact either Colin or Laurel Gurnsey
604-980-7429 or lgurnsey@telus.net



The Museum of Flight's Restoration Center and Reserve Collection at Paine Field in Everett is a 23,000 square-foot facility where acquired aircraft are hosted and restored. A group of dedicated volunteers puts in thousands of hours each year, working to restore each aircraft to exhibition quality in the most historically accurate way possible. On the Restoration Tour, you can get a look at all the labor that goes into aircraft restoration and get a chance to talk to volunteers on site. *Source: Museum of Flight Website*

AVIATION DAY TOURS

By Bill Smallwood III

On May 6th, 2017, one of the first nice Saturdays that it actually didn't rain, the PNR CCCA had an Aviation Tours Day.

Our first tour stop to begin the day was the Museum of Flight Restoration Center on the East side of Paine Field. We were first greeted by Barry Horner who manages the center. He gave us a quick story about the Center and what we were about to see in the back shop where all the magic happens. Before heading to the back, Barry told us of some of the unique and interesting items that were scattered in the front lobby / gift shop. It is filled with lots of cool static engine displays. Some of which are cutaways so that you can see how they work internally. There are also a lot of historical photos and neat gifts and art on the wall for the flying enthusiasts.

Once we gathered into the actual shop area where all the work is done, we were up close to some significant pieces in the history of flight.

I must say it is a little jaw dropping when you are actually standing next to these airplanes. The sheer size of these restoration projects makes working on a Classic car not so daunting.

Inside we saw the actual mockup of the Boeing SST – Boeing's attempt to build a supersonic jet, or should I say just the front 1/3 of the jet. Even then it barely fit in the building. A Goodyear F2G-1 Corsair, USAF 02-A and DeHavilland DH-106 Comet 4c – the first commercial airline were a few other standouts below the various gliders hanging from the ceiling.

Members were then served lunch where we ate Lombardo's Pizza, various beverages and cookies for dessert. It was a great turn out, as 48 members and guests enjoyed the first tour.

The second tour was a short drive to Paul Allen's Flying Heritage & Combat Armor Museum at the South end of Paine Field. About 25 members participated in our second tour.

Due to the size of our group, I requested that we have a couple of museum docents show us around the displays. We split into two groups so everyone had a chance to see and hear the historical background of each display. I learned a lot more than I would have if I just walked around by myself.

Continued on page 8

PNR-CCCA Attendees

Driving Full Classics®

Roy & Terry Magnuson
Bentley

Bob Newlands & Jan Taylor
Packard

Brian & Jeffery Rohrback
Bentley

Brad Ipsen
Cadillac

Other Attendees

Bill Allard

Tom & Susan Armstrong

Lou & Bunny Berquest

Michael & Ildi Bradley

Frank Daly

Stan & Val Dickison

Jack Goffette

Brian Goodell & Maxine
Adametz

Pat & Cathy Heffron

Brad & Hyang Cha Ipsen

Terry & Cherry Jarvis

Steve Larimer

Warren Lubow

Terry & Barbara McMichael
Lee Noble

Kim & Norma Sola-Pierce

Eric Pierce & Rachel Sydney

William Smallwood III

William & Jean Smallwood Jr.
(William's parents)

Dennis Somerville & Nathaniel
Somerville (grandson)

Darrin Wong

Guests

Mike Harrington

David & Sharon Hennes

Geoffrey McCarthy

Lynn & Kathy Schwartz

Larry & Jane Zappone

Photos Page 7: Brad Ipsen's Cadillac; Brian Rohrback's & Roy Magnuson's Bentleys; Bob Newlands' Packard; Brian Rohrback checking out the equipment; Kim Pierce trying out his presidential wave; Terry Jarvis & Roy Magnuson; Foldable Wings; Lee Noble & Lou Berquist discussing engine design.



Aviation Tours continued from page 6

Some of the stories were quite amazing.

Some of the things we saw inside were a P-51 Mustang, Bell Huey Helicopter, an Enigma Machine, various tanks, aircraft, military / war posters, and full size models of the two atomic bombs dropped on Japan.

Overall it was a great turnout on a wonderful sunny Saturday!

Last, but not least. I would like to send a personal "Thank you" to Valerie Dickison for her help with managing the attendance list.



The Flying Heritage & Combat Armor Museum is Paul G. Allen's collection of rare military aircraft, tanks and other military treasures which comprises artifacts from Germany, Japan, Russia, the United Kingdom and the United States.

The Flying Heritage & Combat Armor Museum includes important military machines of the 20th century. These designs represent both an era of global turmoil and a time of great technological innovation.

The Flying Heritage & Combat Armor Museum is housed in a pair of working hangars. In the first, the exhibits focus on the home fronts and innovations of the major combatants—the United States, Japan, Russia, Germany, and Great Britain. The second hangar exhibits follow each nation's combat machines into the five theaters of war, where harsh environmental conditions influenced the use and development of technology. Fly Days, scheduled throughout the summer, are an opportunity to watch vintage aircraft fly and meet their pilots. Throughout the calendar year, FHCAM offers educational and gaming opportunities along with special events like TankFest Northwest. TankFest Northwest is a Memorial Day show in which the Collection's restored World War II-era tanks, vehicles, and weapons put on driving and firing demonstrations.

The Flying Heritage & Combat Armor Museum is operated by Friends of Flying Heritage, a nonprofit corporation focused on educating the public about these aircraft.

Source: Wikipedia

From Cory's Blog

Cory Graff, Military Aviation Curator

<http://flyingheritage.tumblr.com/>

June 07, 2017, 5:50pm

Which Winch?

We were met with a pleasant surprise when examining FHCAM's latest artifact. The



two-ton winch used to open the ramp of the LCVP Higgins Boat is a local product. Beebe Bros, Inc., founded by R.H. Beebe in 1924, began making winches at a brick factory building (built in 1910) located on 6th Avenue South in Seattle. During World War II, over 1,000 of the 20,000 or so LCVP landing craft made were equipped with Beebe-made winches. Beebe Bros became part of Ingersoll Rand in 1987.

Photos:

Page 8: Bob Newlands & Jan Taylor, Darrin Wong, Dennis Sommerville, Ildi Bradley, Stan Dickison; Norma Sola-Pierce, Kim Pierce & family, Steve Larimer; Jack Goffette, Terry & Roy Magnuson; Norma Sola-Pierce, Ildi Bradley

Page 9: Enigma Machine; warbird 1; Tour Guide; warbird 2





All British Field Meet

Submitted by Brian Rohrbach

Our Canadian friends and neighbors hosted a fabulous display of fine automobiles on May 20th, the Saturday of Memorial Day weekend. One restriction: cars must be of the British persuasion. Each year the show is held on the beautiful grounds of the VanDusen Botanical Gardens. The weather does not always cooperate, but 2017 was a perfect, if slightly hot day, ideal for judging paint and chrome. There were hundreds of cars on the show field along with a huge collection of British motorcycles. Classics in attendance included two Springfield Phantom 1 Rolls Royces, a 1936 Lagonda, a 1934 Aston Martin (previously owned by the Gurnseys), two Derby Bentleys, a Speed Twenty and a Speed Twenty-five Alvis, a 1936 25/30 Rolls, and a 1931 low chassis Invicta.

PNR members Colin and Laurel Gurnsey's 1936 Lagonda won 'The Most Elegant Car' award; Brian and Randy Pollock waved the British flag with a non-Classic 1938 Morgan MX4 Super Sports; and Lee Noble was in attendance.



Meandering Through the Oil Industry: Part 4

This technical article is in a series characterizing the process that the oil industry follows to bring us one of our favorite commodities, the gasoline that powers our Classics. Fourth in the series is an ode to the refinery engineers.

Mixology

By Brian Rohrbach

In an earlier meandering, I outlined the basics of the refining process, breaking crude oil down into a bunch of components, mixing, matching, heating, messing with structures, and ending up with six (more or less) component streams available for blending. Today, we look more at the blending operation where highly experienced engineers are charged with making optimal use of changing ingredients to deliver the identical driving experience to grateful consumers. Grateful?

Remember, we need to do this blending without generating any waste (and we need to make money). There was a time when, if we had excess of any of the components, we simply poured it out on the ground. Interestingly, this is what we used to do with the gasoline fraction. Back before the Classic Era, the focus was on producing kerosene used for household heating, cooking, and light. Gasoline was the unwanted by-product and was disposed of in a manner consistent with reckless abandon. Now, with a better understanding of environmental impact and a slate of local, state, federal, and world-wide laws, we waste-not and profit by doing so; everybody wins.

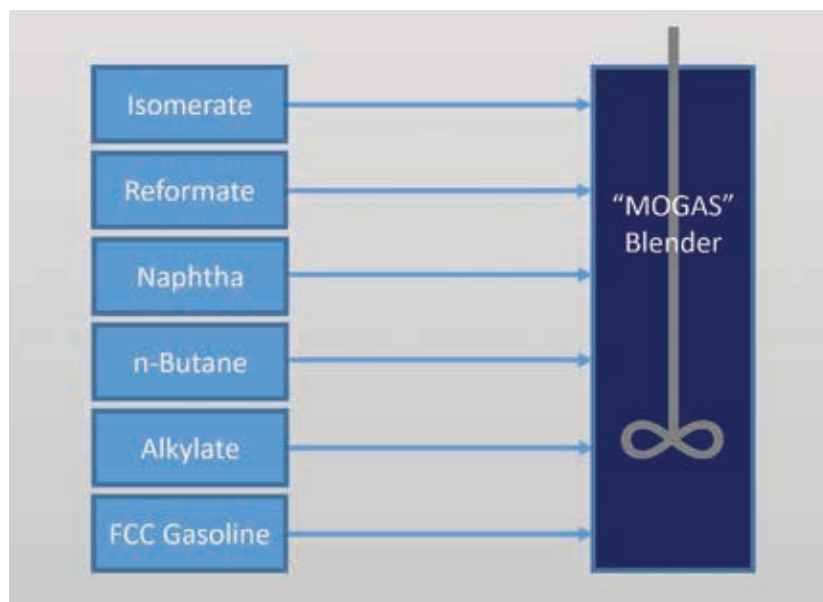
So, let's consider the challenge of blending complexity in a non-stop process.

As was discussed in a previous article which provided an overview of a refinery and identified the pathways for making the six main ingredients of gasoline. 'Nuff said

Well, no; there is more complexity to come.



The Blending Unit in Action!



You can think of the Naphtha plus the FCC Gasoline as the low-octane base stock. To that, we blend in the “ates”, Alkylate, Isomerate, and Reformate, to boost the octane. Of course, each has other properties that need to be considered as the final blend must match a series of performance targets – not just octane rating. Straight-chain butane is added mostly to improve cold-start characteristics (although a lot of what is added in the refinery is lost along the way to the pump, but that is an advanced topic).

Enter the amazing person known as the Blend Engineer. We have at least six input valves that this person will set to achieve the characteristics of the gasoline that are desired. There are a few other considerations:

1. The industry must adhere to a whole raft of gasoline properties (see sidebar).
2. We need to account for product demand - Can I sell it profitably? Do I have a slot in the pipeline/ship/vehicle to take it away?
3. The ingredient tanks must be monitored for level and have new material flowing into them at all times (and not necessarily with the same composition).
4. Specifications change as dictated by the altitude and average temperature where the current batch will be sold and most refineries service several regional markets.

So, a recipe is set at the start of a blending campaign, but the properties of the gasoline are closely monitored and this blend is often (make that usually) tweaked either as the properties drift toward unacceptable values or the ingredient tanks start to drain or their composition varies. Sometimes it reminds one of Lucille Ball trying to maintain production volume in a truffle factory. And in the refinery this is a 24/7/365 job.

Being a good blender requires a combination of art and science and is one of the most demanding jobs in the refinery.



The Blending Console



Community Outreach

On June 2, 2017, intrepid Classic Car promoter and incorrigible lecturer Brian Rohrback spent a pair of hours

at a branch of Bellevue College talking about "Classic Cars and Grand Marques". This activity was solicited by Telos, an extension program aimed at the community in general.

Brian spent just over an hour introducing the Full Classics® and placing them in context with Veteran, Brass Era, Antique, etc., providing the history and some lesser-known stories about the origin of the automobile. Most of the Classics in the slides were of cars from the Pacific Northwest Region. About 40 people showed up for the free coffee and agreed to stay to hear all about our favorite mode of transportation. At the end of the PowerPoint blast, we quit the classroom, headed to the garage, and spent another 45 minutes going over the 1939 Bentley All Weather also in attendance. Attendees were amazed at some of the features such as the bijur system of lubrication, the hydraulic ride control, servo brake assist, fuel pumps, the venting front windshield, the quiet sound of the Silent Sportscar, and the not-so-quiet sound of the country horn.

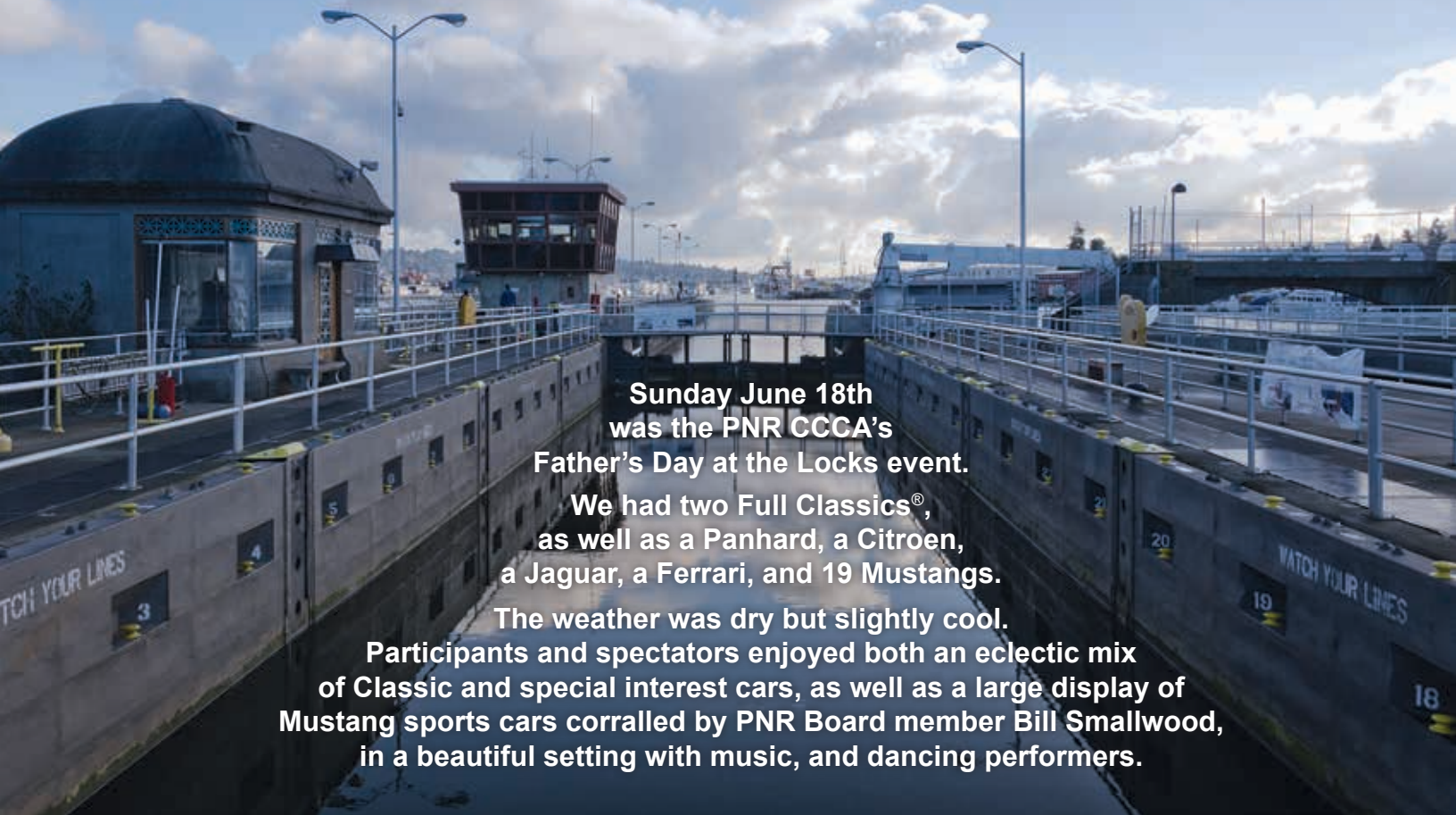
The Properties of Gasoline

Octane is only one of a series of properties that are checked to insure that our fuel enables the proper function of our Full Classics® and our modern iron. Below is what we monitor and in most cases control as gasoline is produced:

1. RON – Research Octane Number is a 600 RPM measure of suitability for engines operating at a certain compression ratio.
2. MON – Motor Octane Number is a 900 RPM measure of suitability for engines operating at a certain compression ratio.
3. Olefins – These are hydrocarbons with at least one double bond and their reactivity makes them the building blocks of many chemicals such as plastic. Unfortunately, in gasoline, these compounds are responsible for gummy buildup in engines and injectors.
4. Aromatics – These compounds help set the combustion properties of the gasoline, but there are balancing environmental concerns as they do not combust completely into CO₂ and water.
5. Benzene – Because we want to control the concentration of this specific compound.
6. API Gravity – Density of the fuel on a very strange scale courtesy of the American Petroleum Institute.
7. Sulfur content – Sulfur comes with the crude oil, but we really don't want it in the gasoline as it fouls catalytic converters, is oxidized and turns to acid in the environment.
8. RVP – Reid Vapor Pressure measures the volatility of gasoline and is of particular importance in carbureted vehicles.
9. TV/L – This is the tendency of a fuel to vaporize in an engine; more specifically, but maybe not more helpful, it is the temperature at which a sample of gasoline generates a threshold pressure.
10. Distillation properties – Insuring that not only are we in the correct C₄ to C₁₀ range, but the relative distribution within the boiling range is acceptable for Winter, Summer, or Transitional driving.

Father's Day at the Ballard Locks

Submitted by Steve Larimer



**Sunday June 18th
was the PNR CCCA's
Father's Day at the Locks event.**

**We had two Full Classics®,
as well as a Panhard, a Citroen,
a Jaguar, a Ferrari, and 19 Mustangs.**

The weather was dry but slightly cool.

**Participants and spectators enjoyed both an eclectic mix
of Classic and special interest cars, as well as a large display of
Mustang sports cars corralled by PNR Board member Bill Smallwood,
in a beautiful setting with music, and dancing performers.**

Thank you to PNR members:

Allan Rustad
1929 Lincoln

Brian & Jeffrey Rohrback
1939 Bentley

Lee Noble & Guest Theresa Renico
non-Classic Rolls-Royce
non-Classic Jaguar

Tom Sumner
non-Classic Citroen

Bill Smallwood
non-Classic Mustang

Darrin Wong & Guest Kang Yin

Also thanks to non-member participants Paul Melrose (non-Classic Panhard), Kerry Chesbro (non-Classic Ferrari), and all of the Mustang Club members including James Joki, Al Shott, Lois & Scott Robinson with granddaughter Serena, William Spaulding, Brian, Maria & Alexander Card, Allen & Renee Matson, Rick & Ellie Perrault, Rob Ogden, Michael & Adrienne Koehnen, Glenn Meyer, Jesse Ellegaard, Shannon Wolk, Bill George, John Nordin, and Bob & Lilian Bornemeier for bringing their cars for fellow Club Members and the general public to enjoy. Also, a special thanks to Brian Carter of the U.S. Army Corp. of Engineers for hosting us.

Photos Page 13

Row 1: The Hiram M. Chittenden Locks is a waterway system that connects the saltwater of the Puget Sound to the fresh water of the Ship Canal, which sits about 20 feet above sea level.

Row 2: Jaunty CCCA cap; Lincoln phonograph accessory; Al Rustad's 1929 Lincoln

Row 3: Brian Rohrback explaining something important about his Bentley; Rustad's rustic Lincoln trunk; Darrin Wong & Kang Yin with Al Rustad's Lincoln.

Row 4: Brian Rohrback's Bentley has many admirers, Scottish bagpipers; Lee Noble & Brian Rohrback in a very deep discussion.





Heroines, Classic Cars and Chocolate

By Laurel Gurnsey

In 2013, when Colin and I were sourcing entries for the Crescent Beach Concours, we spent some time talking to PNR member Patrick Hart about his entry, a 1936 Cord Phaeton. Part of the sourcing process is getting a background on the entrant car and Patrick's had a fascinating history.

It was sold on May 8, 1936, by O'Donnell and Mackie Limited, in Toronto, Canada, to Marry O'Connor, the daughter of Canadian Senator Frank P. O'Connor. The car was the first open Cord sold in Canada. Interesting already but the clincher was that Senator O'Connor was the founder of the Laura Secord and Fanny Farmer candy companies.

This began an article idea that led to two young heroines, one on each side of the border, during the War of 1812. Equally brave, equally patriotic. Being a Canadian, my interest was piqued because Laura Secord is a Canadian heroine we learn about in school. She appears on 'heritage minutes' segments on

T.V., in books, plays and poems. Schools are named after her. She has been on Canadian currency and stamps and a chocolate company was named after her (one hundred years after her act of heroism during the War of 1812). This is the perfect time for this article because Canada



celebrates its 150th birthday July 2017 and Laura is once more a focus of anniversary interest.

Laura's family had originally lived in Massachusetts, and her father was a patriot during the American Revolution. After the war, the family moved to what was called Upper Canada at that time and Laura married a Loyalist, which must have caused some family

dissension. But Laura, like her young husband, was loyal to the British Crown.

When she overheard information from a group of American soldiers about an upcoming American attack on British forces, she set out on a dangerous trek of almost 20 miles to warn British Lieutenant James FitzGibbon. She had to dodge soldiers and fight her way through difficult terrain to reach him. If she had been caught she would have been executed as a spy. She met with a group of Kahnawake Mohawk Indians who guided her for the last part of her journey. FitzGibbon later wrote 'I have ever since held myself personally

indebted to her for her conduct.' Laura wasn't officially recognized for her bravery until she was 85 years old, when she received a gift of £100 from the Crown.

When I started researching Laura, I became curious about other heroines in the history of both Canada and the U.S. Among them, I found

Betsy Doyle. The 'State of New York Society' names her as a 'United States Daughter of 1812'.

The British had captured her husband, an American soldier, eventually imprisoning him in England. Betsy was left standing by with her children at Fort Niagara, which was under attack by the British.



During the battle, Betsy carried 'hot shot' back and forth from a fire to a cannon, loading it herself. The shot was used for setting fire to British installations. She risked British gunfire, cannon explosions and serious burns. Colonel George McFeeley, who saw Betsy's actions, mentioned her in official reports, saying this was 'an instance of extraordinary bravery.... she showed fortitude equal to the Maid of Orleans (Joan of Arc).' Later, she stood guard at night, wearing a soldier's uniform and carrying a musket.

When the fort was attacked again and captured, she and her four children escaped and began a trek of over 300 miles to a military garrison near Albany, New York. It took them close to four miserable, cold months to get there. She worked as a nurse and in the laundry at the garrison, often without being paid. She often went hungry. Eventually, she became ill and died. Sadly, she and her husband were never reunited. She died in 1819.

Patrick Hart's Cord and its own history led me to the discovery of two young women who displayed remarkable courage. I invite you to search out other heroines in both countries, among them Madeleine de Vercheres, a young French-Canadian girl of 14 years who saved an undefended fort on her own from an Iroquois attack in the 1600s.



Worth Reading:

(available on Amazon.com or at booksellers.)

- 'The War of 1812: A Forgotten Conflict' by Donald R. Hickey
- 'Laura Secord: A Story of Courage' by Janet Lunn

Worth Surfing:

- Laura Secord / Historica Canada
www.historicacanada.ca
- State of New York Society, United States Daughters of 1812 (Betsy Doyle)

PNR Member Patrick Hart Recalls...

I can recall when I was three or four riding in a neighbor's Graham Hollywood. I do not remember the flowing lines of the body or fenders, but I do remember being mesmerized by the engine-turned (Damascened) dash.

Fast forwarding forty years. I was no longer a kid in Rainier, Oregon but living in West Richland, Washington where I did high-temperature research work. I would occasionally see two wonderful cars that reminded me of the Hollywood. Both were 812 Cords - Wayne Weihermiller's red convertible and Buzz O'Connor's Old Blue Westchester (now owned by PNR member Frank Daly). Buzz and Wayne were long-term CCCA members, had driven their cars to annual Auburn, Cord and Duesenberg gatherings in Auburn, Indiana and participated in CCCA caravans and events.

When I expressed interest in owning a car like the Cord, Buzz offered an 810-convertible sedan, recently purchased in British Columbia and originally purchased by Mary O'Connor (see adjacent story), not related to Buzz. The car would require "only minor assembly" after the body had been restored. Buzz and I would restore two cars in parallel; mine and his Cord Sportsman. Minor work became major, spanning 25 years. Floor panels, doorsills, and trailing edge had to be replaced. Engine and transmission were disassembled and in boxes. Headlights had been replaced with those from a 1938 Buick and the car had dual exhausts. The list went on and on.

Continued on page 40



YARROW POINT 4TH OF JULY CELEBRATION





In attendance in Classics:

Al McEwan
1930 Hispano Suiza convertible
w/ Mayor and Mrs. Dicker Cahill,
Mayor of Yarrow Point

Stan & Val Dickison
1935 Packard Victoria convertible
w/ Mayor and Mrs. Joe Sabey
Mayor of Hunts Point

Ron & Margie Danz
1934 Packard convertible
Danz Family & Friends
1948 Chrysler T&C convertible

Don & Arlene Jensen
1937 Cord 812 Custom Beverly

Brian & Jeffrey Rohback
1939 Bentley All-Weather

In attendance in Non-Classics:

Jerry & Keenon Greenfield & family
w/ guests Paul & Dinky Inaurio

Darrin Wong & Suki Kang

The Danz Extended Family
6 nc vehicles
(including vintage firetruck)

Brian & Randy Pollock

Lee & Ed Noble
w/ guests Theresa & Joanna Renico

Steve Larimer

Tom Sumner & guest

Member News

New Members

Mike Barrett
603 West 1st Street
Nooksack, WA 98276
(H) 360-966-4568
(C) 360-305-0058
mdbarrett46@yahoo.com
1923 Lincoln Model L Roadster

Paula Morrier & Tom Astrof
13611 - 3rd Drive SE
Everett, WA 98208
(C) 425-478-6721
PKM7391@hotmail.com

Members Updates

Marty Kulina
3209 - 204th St SW, #B
Lynnwood, WA 98036

Kenny Heng
PO Box 1686
Bellevue, WA 98009-1686

Lee and Marlene Zuker
23005 N. 74th St. Unit 4005
Scottsdale, AZ 85255
(H) 480-307-6550
(C) 206-817-3575

Remembering John McDermott

PNR member Susan Armstrong brings to our attention the passing of Dr. John McDermott, who in past years was a very active CCCA member.

PNR member Al McEwan adds - "John was a Past PNR Director and we shared ownership of our first woodie boat, which we bought in 1975. The McDermotts were neighbors of the Armstrongs in Clyde Hill and had a '30 or '31 LaSalle Conv. Coupe. John was an orthopedic surgeon and on more than one occasion one of my kids would be on the McDermott coffee table on Sunday evening after a ski racing accident while John determined what action needed to be taken the next day. For the past several years John has been at an Aegis home."

Photos Pages 16 & 17

- Jeffrey Rohback with 1939 Bentley
- Al McEwan with 1930 Hispano Suiza
- Riding in the firetruck - The Danz family & friends
- Greenfield's grandchildren Ava & Fiona with 1941 Mercury Woodie (nc)
- Val Dickison decorating the Packard
- Danz family in their 1948 Chrysler T & C

Pacific Northwest Region 2017 Grand Classic

Sequim, Washington – June 24

By Brian Rohrbach, photographs by Michael Bradley and Steven Larimer

It is hard to describe the 2017 Pacific Northwest Grand Classic without mashing a string of superlatives together. This event was simply perfect. For those of us making the journey to the northern edge of the Olympic Peninsula, we had a great time in a beautiful setting. If you did not make the trip, the pictures and description will have to suffice until the next such happening.

As you read Ray Loe's recounting of prior Grand Classics, you will see that we have held some events in a closed environment and some have been more available to the public. This is always a balancing act; we like to give the general public a chance to see the objects of our affection, but there are times when we feel like we can all take a bit more time to mingle, brag, sometimes commiserate with Club friends. With Brown and Sara Maloney's offering of their Sequim estate for the event, the scene was set for a more exclusive affair.

Getting there was part of the fun! Most of us traveled from the Seattle side to arrive at the event, which typically meant taking a Washington State Ferry. My sailing featured five Classics on board, with the Gurnsey Lagonda, the Goffette Rolls-Royce,

the Ipsen Cadillac, the Jarvis Nash, and the Rohrbach Bentley. The short ride from Edmonds to Kingston on the Kitsap Peninsula led to an hour drive to Sequim crossing the Hood Canal floating bridge connecting the eastern Kitsap to the western Olympic Peninsula. We made the trip on Friday morning; those with later departures ran into significant traffic en-route. But all arrived in time to send a scouting crew out to the Maloney residence to prepare for the arrivals on Saturday morning.



The Club held registration and a mingle reception on Friday evening, where participants picked up a bag of goodies with information about the event and the surrounds. There were Club stores such as coffee mugs, wine glasses and mascot bags for sale along with a beautiful array of jewelry supplied by Val Dickison. Even with an open bar, some were occupied with the mundane, like an electrical repair on a 1937 Packard.

Bill Deibel was under the car (at least I think it was Bill based on seeing only his legs and feet). We adjourned to follow our own devices for dinner and get ready for the Saturday meet.

Saturday arrived and we were blessed with a most beautiful, sunny day. The pastoral setting of the Brown estate was magnificent and arraying the cars on the lawn worked to perfection, albeit somewhat slowly. Michael Bradley and Brown Maloney were very precise in positioning the cars for their photos and, as you see from the pictures accompanying this article, the photos are (again) perfect. No Photoshop employed here! Kenny Heng managed the showfield with Judged Classics in one area, blending into the exhibition cars. The 42 Full Classics® fit perfectly with room to roam.

We started late on judging as the car parking required more time than planned, but Jerry Greenfield as the Chief Judge is unflappable and pulled the teams

together to evaluate the entries. Twenty-two cars were submitted for the various categories and five four-man judging teams were deployed. You will see from the photographs that the variety and quality of the entries was unsurpassable. The tabulation group was right on top of things such that results were maintained in real-time. It was a very efficient team effort managed by Barbara McMichael.



A catered lunch was set up near the house and tables set on the lawn and drive for the participants. It gave us the opportunity to relax a bit after a jam-packed, fun-filled morning and to look over the grounds and showfield for vistas we might have previously missed. And there was more to see and do. There was a collection of non-Classics (but still interesting cars) arrayed in front of the fountain to the side of the main dining area so that a Morgan, a Ford GT, a Porsche 356, a hot rod Bentley, and a couple of Ferraris could be enjoyed. Better still was the sojourn into Brown and Sara's garages stuffed with Ford Mustangs, Thunderbirds, Mercedes, Ferraris, Corvettes, and myriad other very special cars. There was also a garage devoted to Honda motorcycles of every shape and form.

Of course, all does not end with the departure of the Classics from the lawn. The awards banquet gave us the mechanism to fully recognize the achievement of the owners and their steeds. The excellent catered dinner gave way to Chief Judge Jerry Greenfield and Director Kim Pierce to hand out National awards. I will not belabor the results, although it is worth pointing out

that fully 50% of all the judged entries scored higher than 97.5 points and we had two beautiful examples of automotive art that managed a perfect 100. Extra congratulations to David and Jody Smith and their elegant 1939 Alfa Romeo 6C-2500 coupe and to Al and Sandi McEwan with their 1947 Chrysler Town and Country sedan.

Just like the Academy Awards, we adjourned to the Holiday Inn's 4th floor patio for drinks and discussion of the day's events. It was a fine day and evening well-spent with friends in appreciation of a hobby we all love.

Holiday Inn Express turned out to be a great meet hotel. The meeting rooms were large enough to handle an awards dinner and there was a reasonable amount of parking (although they were tearing out portions of the parking to make way for electric vehicle charging stations: a sign of the times). The staff was responsive and friendly and helped with the myriad requests we had for tables, chairs, hanging signs, locking up the Ellison's (seemingly endless) supply of snacks and adult beverages, allowing us to remain on the patio past the witching hour. The town of Sequim, too, had a lot

to offer with dining options, shops of all sorts, and the experience of Dungeness Spit and Lighthouse. It is worth returning for another visit.

Of course, nothing happens all by itself; the Grand Classic was the work of many hands and brains. There is a sidebar listing of early volunteers who chipped in the preparation and execution of the event. But, there were dozens more, not on this list, that helped smooth nearly every aspect of the day, helping park cars, assisting with last minute touch-ups and even performing electrical repairs. We have a very engaging membership and it is a pleasure to be associated with the (Gary Johnson's word here) mahvelous people in the Pacific Northwest Region. Great cars, even better people.

As a final word, I must comment on Sara and Brown as hosts for this event. They were very involved and extremely gracious in opening their grounds to the horde of PNR members in attendance. Thank you again for supplying a spot that was absolutely perfect for our region's fifth Grand Classic. We are forever in your debt.





Maloney Collection

Sequim, Washington

Cars. I grew up listening to my father talk about Cars. He was very keen on Cords but mostly my father loved the Chrysler Imperials from the early 1930s. He graduated from Queen Ann High School in 1931.

But we grew up with Fords. In 1956 and still big on cars, my father purchased a brand new Thunderbird “for my mother” (his story at least). Unfortunately though, my time with my father was cut short as he passed in 1969. In 1973, however, I told my mother there was a 1955-1957 Thunderbird Club and suggested we should join. She said OK, and for the next two years while I was still in high school, my mother (in her ’56 T-bird) was my first “car partner” at Club events.

During college I bought and sold a few cars to earn a spare hundred-or-two. Liking the mid-year Corvettes, I knew they were special and I found myself keeping an original-owner 1966 fastback for 10 years. I was 19 at the time – and the car was bone stock. The lines on the mid-year Corvette coupes were beautiful and still are. In my opinion, it was a US design that could have been created in Italy. (As many of us are aware, Peter Brock



Brown's Full Classic® - 1934 Packard 1105 Sedan

had a good deal of influence with the design of the 1963 - 1967 Corvettes).

Professionally, my career in the newspaper business started in California and for ten years I worked at the Sacramento Bee and Fresno Bee. When the company bought the Anchorage Daily News, I went to Alaska. Later (and wanting to be in business for myself), I landed on the Olympic Peninsula, both in publishing and in radio. I have been on the board of The Seattle Times for the past ten years.

In my mid-30s I started collecting in a serious manner. My passion has always been all about the car first, but at least hoping to collect cars that would "hold their value"; this way I could own them for free. Fortunately, in most cases, this has worked in my favor.

I have tried to secure cars that are well-established in their history - or preferably from long-term owners. My first European car, a Mercedes-Benz 190SL, was purchased from the original owner. My second European car, a 250SL, was also from the original owner. Both cars, when acquired, still had their original tires.

I believe in using our cars too. We have taken our 300SL Roadster to Australia and driven others in the California Mille and the Arizona Copperstate 1000 tours.

In 2006 we took the 300SL Gullwing to Alaska and back. Sara and I did this in stages leaving the car first in Fairbanks (early June). We collected the car in July, toured again, this time leaving it in Anchorage. In August we collected the car one last time and drove it back to Washington State. Our 300SL was gone for 91 days and we traveled with it for 29 of those days. We discovered doing an extended trip in stages is a wonderful way to travel. As such, your next stage is anticipated - and there is a bonus not coming back exhausted from "weeks" on the road.

continues on page 23

Photo Captions (top to bottom):

- ✦ 1959 Corvette in Classic Cream
- ✦ Mercedes 300SL Roadster & 300SL Gullwing
- ✦ Honda Motorcycles
- ✦ More Motorcycles
- ✦ 1965 289 Cobra, 1967 Ferrari, 1960 Jaguar



Grand Classic Judging Seminar

In preparation for the CCCA Pacific NW Region Grand Classic a Judging Seminar was presented by Head Judge Gerald Greenfield at the Collection Facility of Ron Danz in Kirkland, Washington. Stan Dickison made sure the facility was ready for the 40-plus attendees while Valerie Dickison assured all attending had ample coffee and home-baked treats.

The seminar began with a viewing of a DVD from the National Office that covered all aspects of the judging procedure. Following the DVD, Gerald discussed the changes that were introduced by National Head Judge Steve Babinsky at the recent Annual National Meeting in Reno, Nevada. First, there is a revised Judging Form intended to help speed-up the judging process. The number of groups of items has been reduced from 40 to 22 by combining

individual items in a more logical order. Also, the underside of the trunk lid including gaskets will now be inspected. The most controversial change now allows judges to discuss a car after it has been judged.

Following a thorough discussion of the new judging sheet, the attendees split into four groups to practice-judge three Classics from Ron Danz's Collection as well as an 8-litre Bentley brought over from Roy Magnuson's facility. The three-hour seminar allowed experienced Master and Accredited Judges to refresh their skills while it also introduced potential new judges to the CCCA judging process. All members who would like to learn more about the CCCA judging process are encouraged to download a copy of the CCCA Judging Manual at classiccarchub.org.



Members & Future Members attending included:

Bill Allard
Tom Armstrong
Fred Bonin
Renee & Pat Crist
Frank Daly
Will Diefenbach
Stan & Valerie Dickison
Jerry & Keenon Greenfield
J. Gaddis
Colin Gurnsey
James Harri
Kenny Heng
William Howard
Don Jensen
Gary Johnson
Bob Koch
Marty Kulina
Warren Lubow
Steve Larimer
Eric Mann
Terry McMichael
Mathew Murray
Paul Murray
Randall Nibler
Lee Noble
Brad Pelling
Kim Pierce & Norma Sola-Pierce,
Brian Rohrback
and others who did not register

*Photo caption page 22
"The Class"*

*Photo captions page 23
Practice-judging a 1937 Cord
Instructor Gerald Greenfield
Practice-judging an 8-litre Bentley*



Maloney Collection continued from page 21

Our Classic is a 1934 Packard 1105 Touring Sedan and is on a 147" wheelbase. Through 1933 this wheelbase was reserved only for the twelves but in an effort to help sales, this chassis was offered as a Super 8 in 1934. With the longer wheelbase, the extra room creates a seven-passenger car with the fold-down jump seats.

The car, originally black, was sold new in Pennsylvania and spent 30-40 years in the Detroit area. It was purchased out of a Detroit warehouse about 16 years ago by two brothers that are CCCA members. They spent nine months bringing it up to the condition it is now in, and then shared ownership for the next four years. I have owned the car for 11 years. It was also shown and judged at the 2012 Grand Classic in Tacoma.

I normally would not mention Honda motorcycles but feel the need, as with my collection as a whole, this seems to bring the most fascination to people. Apparently in a good way too, since a great deal of people had some connection to a Honda sometime in their past.

Starting in the late '80s I felt a lot of Honda motorcycles from the 1960s and 1970s were going to start coming out of garages from original owners and many with very light use. My focus was never about numbers, but only about condition – they had to be exceptional. Honda started in the US in 1959 and consequently most bikes in the collection range from 1959 and into the next 25 years.

Living on the Olympic Peninsula, we do not get to do a lot with the PNR Club. That said, it was our pleasure for Sara and me to host the Pacific Northwest CCCA Grand Classic in Sequim. If you attended, thank you for helping to make it a success.

Finally, that 1956 Thunderbird I told you about is still in the family. It became my car in 1986.

Brown M. Maloney



2017 Grand Classic Memories



*Brown & Sarah Maloney
Thank-you gift for hosting the
Grand Classic at their Sequim estate*



*The Awards Table
Congratulations PNR-CCCA Members*



*Bob Ames
First Place 1931 Packard*



*John McGary w/ Conrad Wouters
Third Place 1937 Rolls-Royce*



*Kim Pierce w/ David Smith
100 Point 1939 Alfa Romeo*



*Head Judge
Gerald Greenfield*



*Kim Pierce w/ Marc Lassen
Best Original Car*



*Kim Pierce w/ Al McEwan
100 Point 1947 Chrysler T & C*



*Event Tabulators
Ildi Bradley, Bernie Dochnahl, Barbara McMichael*



*Sandi McEwan
Grand Arrival*



*Terry McMichael
Event Judge*



*The Grand Arrival
Lincoln, Franklin, Pierce-Arrow*



*Dave Murray
1931 Auburn*



*Sarah Maloney w/
Rosie the Greeter*



*John McGary's 1937 Rolls-Royce, Kim Pierce's 1932 Packard,
Raymond Loe's 1934 Auburn, Don Jensen's 1937 Cord*



Colin & Laurel Gurnsey



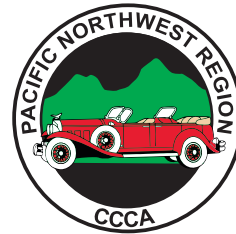
Gary Johnson



Classics on the Field

PNR CCCA Grand Classics

1987 - 2012



By: Raymond Loe

When I set out to write this story, I intended to provide you with an overview of all CCCA Grand Classics held in the US since their beginning. However, I soon discovered that CCCA National, after having their headquarters completely flooded several years ago, had very little information about these annual events remaining in their files. Therefore, I have had to reduce the scope of my story to include only the Grand Classic events that have been previously held in our Pacific Northwest Region. Since CCCA National Headquarters had little to offer, in order to assemble the background information needed to bring this tale to you, I came to rely on information published at the time by the following PNR members for which I thank you all:

- 1987 - Lee Zuker's article - September issue of *The Classic Car*.
- 1997 - Jerry Greenfield's article - September issue - *The Classic Car*.
- 2004 - Article (Author unknown) - November issue - *Bumper Guardian*.
- 2012 - Brian Rohrback's article - Special 2012 issue *Bumper Guardian*.

Since being founded in 1963 CCCA Pacific Northwest Region (PNR) had grown substantially in size and activities during their first 24 years. So, in the mid-1980s our Board of Managers decided it was time to solicit CCCA National to sanction PNR hosting a Regional Grand Classic (GC) event in our area.

1987

Having now been sanctioned by National to hold our first GC in 1987 the PNR Board of Managers assembled a strong team of members to plan and host the weekend event to be held on the grounds of the Doubletree Plaza Hotel at Southcenter in Tukwila, WA. Member Lee Zuker wrote a great synopsis of the weekend that was published in CCCA's "The Classic Car" September 1987 edition.

A pre-event cocktail party was held on Friday evening at Tom Crook's new Classic automobile showroom nearby and was a big hit with our members. On Saturday morning 60 cars were positioned on the hotel grounds to be judged or displayed in brilliant sunshine with the temperature forecast to reach a near-record of 80 degrees.

Among the 30 automobiles that were judged there were two entries that came in at 100 points - Larry Justice's 1933 V-12 1005 Packard Coupe and James Raisbeck's 1932 V-12 KB Judkins bodied Lincoln Coupe. In addition 22 more cars were judged at over 90 points. It was an excellent showing particularly for a first time event and everyone who attended enjoyed being there.

In searching through Lee's article I found reference to 25 names of individuals who are still registered as PNR members now, 30 years later. Congratulations and thanks for your long term loyalty, efforts and contributions to help make this such a great club.

1997

The second PNR Grand Classic was scheduled 10 years later on July 11-13 1997 to be held at the Wyndham hotel in Bothell, WA.

The Bumper Guardian only had a single page narrative coverage of this important event with two more picture pages displaying less than half of the cars entered. However, CCCA national magazine "The Classic Car" again came to my rescue by publishing an article written by member Jerry Greenfield describing this event.

Festivities began on Friday evening at the private collection of Doris and Patrick Hart located in nearby Redmond, Washington. Guests were served cocktails while roaming through their fabulous collection of exotic cars and 100-million year old fossils before sitting down to a lovely Italian buffet dinner. A very nice way to start the weekend.

There were 38 cars entered in this GC - 21 to be judged and 17 for exhibition only.

Of those cars being judged three of them reached the sought after goal of 100 points - Ed Rittenhouse's 1933 Stutz, 8, DV-32 Convertible Victoria, Waterhouse, Bruce Armstrong's 1934 Packard, 8, 1104 Two/ Four Passenger Coupe and Jerry Hanauska's 1928 Stutz, 8, BB Cabriolet. Jerry's Stutz car also received a "Premier Badge" for now having been judged at 100 points in three CCCA sanctioned shows. There

were also four cars at this event on which CCCA National bestowed its "Red Ribbon" award confirming that they each have been certified as a 90% Original Classic Car.

2004

Seven years later, starting on July 8th, 2004 PNR's third Grand Classic kicked off at the Red Lyon hotel located in Silverdale on Washington's Kitsap Peninsula. On Friday PNR guests had several opportunities with which to keep occupied including a tour of sub-marine history at the Keyport Naval Undersea Museum (also touring the inside of an active submarine) and, a garage tour at Bruce and Betty Armstrong's lovely automobile collection at their nearby home. That evening guests traveled on chartered buses to the Bainbridge Island home of Glen and Mary Lynn Mounger where they saw their large collection of Classic and special interest vehicles before being taken to the nearby Clearwater Casino for a grand buffet dinner and an opportunity for a little gambling.

On Saturday it was time to see some more very impressive cars. Unlike previous GC events, held on more private locations, this Grand Classic Concours was selected to be held on the very public grassy lawns overlooking Hood Canal in the town of Port Gamble as a method of increasing CCCA exposure to non-members.

Sixty-six Full Classic cars were positioned in the show area and among the crowd pleasers were several Rolls-Royces including John McGary's just completed, 1937 Hooper-bodied Saloon. Other notable Classics displayed by members that are still active in our club today were a Duesenberg Model J Fire Engine Red Roadster

from the LeMay collection, Tom Crook's cream-colored Model J Duesenberg Berline and the Dickison's 1935 Packard Victoria. Further down the lawn was a group of Auburn Cord Duesenberg (ACD) cars including Phil McCurdy's Blue Custom Cord Beverly Sedan, Barrie Hutchinson's Tan Beverly Cord Sedan and, at the end, my 1934 Blue Auburn 850Y Cabriolet all still carrying their original Lycoming engines. You'll find this group of cars featured on the front cover of the Bumper Guardian November 2004 Special Issue that reported on this event.

As the day progressed the weather deteriorated in to a full rainstorm by mid-afternoon. Tops went up as open Classics scattered looking for shelter. After ample time to dry off attendees convened in the hotel ballroom for the awards banquet and to view hundreds of photos projected on the wall in an ongoing digital slide show after which PNR President McGary declared this Grand Classic as "the best ever."

2012

Eight years had elapsed before PNR was sanctioned to hold its fourth GC in 2012. This July 7th event was first ever judged car show held on the show field of the then brand new America's Car Museum (LeMay) in Tacoma. The weather was perfect and the venue was a superb grass field sandwiched between the new Museum and the Tacoma Dome with a spectacular view spanning downtown and the Puget Sound waterfront.

Fifty six Classic Cars were registered on the show field with 28 to be judged and 28 more for exhibition only. All the cars were outstanding

with six Classics achieving a perfect score of 100 points and five more scoring at least 99 points. This was rare occurrence in having 20% of the judged entries coming in at 99 points or better.

The group of 99+ point cars mentioned above included Karen Hutchinson's 1928 Auburn Speedster receiving a first place award in its class (99.75 points) just one day after husband Barrie had completed its restoration. Another notable car on the field for "Exhibition" only that day was Siegfried Linke's spectacular, very rare 1937 Mercedes 540K Special Roaster. Siegfried had received CCCA certification for his rebodied car shortly before this event.

CCCA Grand Classic events continue to increase in popularity, become larger and are now staged in several areas throughout the USA each year. In 2017 there will be six sanctioned Grand Classics across the country.

As those of you who have attended a CCCA Grand Classic can well appreciate that these events require a great deal of planning and many volunteers to make them happen. Our club members come together, figure out what needs to be done and then just do it. A lot has been learned in hosting four previous Grand Classic events over the past 30 years and each succeeding event has been better than the last. I'm certain that is the case for this years Grand Classic hosted by Brown and Sara Maloney on the grounds of their estate located in Sequim, Washington. I very much enjoyed seeing a lot of our members there.



Acknowledgments & Thanks

Grand Classic Venue

Hosts - Brown & Sara Maloney

Event Managers - Stan & Val Dickison

Master of Ceremonies - Kim Pierce

Official Greeter - Rosie (the brown-eyed dog) Maloney

Grand Classic Judges

Chief Judge - Gerald Greenfield

Asst. to Chief Judge - Kim Pierce

Team Leaders - Bill Deibel, Al McEwan, Paul Ianuario,
Gary Johnson, Bill Mote

Judges - Bill Allard, Lou Berquest, Fred Bonin, Barry Briskman,
Stan Dickison, John Gaddis, Colin Gurnsey, James Harri,
Steve Larimer, Terry McMichael, Paul Murray, Lee Noble,
Brian Rohrback, David Smith, Conrad Wouters

Apprentice Judges - Charles Kulina, Eric Mann and Warren Lubow

Grand Classic Tabulators

Head Tabulator - Barbara McMichael

Tabulators: Ildi Bradley, Val Dickison, Bernadene Dochnahl,
Georgia Loe, Norma Sola-Pierce

Runners: Keenon Greenfield, Matthew Murray

More Volunteers

Awards Procurement - Brian Rohrback

Club Stores & Jewelry Sales - Val Dickison

Event Photographers - Michael Bradley, Steve Larimer

Event Publications - Ray Loe, Brian Rohrback

Event Signage - Brian Rohrback

Event Treasurer - Terry McMichael

Facilities & Catering Arrangements - Stan Dickison

Field Arrangements - Brian Cone, Kenny Heng

Hospitality Room - Marty & Linda Ellison

Registration Desk at Reception - Karen Anderson, Norma Sola-Pierce

Secretarial & "tying up loose ends" - Val Dickison

Donations

Ron & Magie Danz - Supplies

Val Dickison - Jewelry, Decorations, Gift Bags

Hagerty Insurance, Ashley Shoemaker - Promotional Materials

Dennis & Dalene Somerville - Hand painted notecard gifts

Special Mention

Heather Croot & the Staff of Double Eagle Catering in Sequim

Namaste Cousins & the Staff of the Holiday Inn Express in Sequim

Attendees (without a Classic)

Bill & Lucy Allard

Michael & Ildi Bradley

Barry & Sharon Briskman

Howard & Evelyn Freedman

Jerry & Keenon Greenfield

James & Mary Harri

Kenny Heng

Paul & Kathleen Ianurio

Marty Kulina

Steve Larimer w/ guest
Brian Cone

Ron Leventon w/ 3 guests
Warren Lubow

Eric & Barbara Mann
Bill & Judy Mote

Glenn Mounger w/ guest
David Bell

Paul Murray w/ son Matthew

Lee Noble w/ guest
Theresa Renico

George & Sylvia Potter

Steve Sanderson

Maurice Whitney
& Serena Nelson

Conrad Wouters & Glenna Olson



PNR-CCCA Grand Classic
June 23-24, 2017
Sequim, Washington
Entrants



Production

1925-1929

Primary

John Mitchell
 1929 Amilcar (4) CGSS
 Roadster

1930-1932

Primary

Robert Ames
 1931 Packard (8) 840
 Roadster

Senior

Kim Pierce
 1932 Packard (8) 900
 Coupe Roadster

1933-1936

Primary

Raymond Loe
 1934 Auburn (8) 850Y
 Cabriolet

Brown Maloney
 1934 Packard (8) 1105
 Sedan

Bill Deibel
 1935 Chrysler (8) C2
 Imperial Airflow Sedan

Jon Gaddis
 1936 Brewster (8)
 Town Car

Senior

Jack Richard
 1936 Cord (8) 810
 Westchester Sedan

Senior Emeritus

Colin Gurnsey
 1936 Lagonda (6) LG-45
 D H Coupe

1933-1936

Touring

Lou Berquest
 1935 Pierce-Arrow (8) 845
 Convertible Coupe

Don Jensen
 1937 Cord (8) 812
 Custom Beverly

1937-1939

Primary

Tom Armstrong
 1937 Cord (8) 812
 Custom Berline

Senior

Gary Johnson
 1937 Packard (12) 1507
 Club Sedan

1940-1948

Primary

Bruce Harlow
 1940 Cadillac (8) 62
 Convertible Coupe

Dennis Dochnahl
 1941 Cadillac (8) 62
 Convertible Coupe

Premier

Jerry Szerlip
 1946 Packard (8) 2126
 Limousine

Senior

Al McEwan
 1947 Chrysler (6) T & C
 Sedan

Custom-Bodied

1915-1929 Primary

Craig Devine
 1929 Franklin (6) 137
 Dietrich Speedster

1937-1939 Primary

John McGary
 1937 Rolls-Royce (6) 25/30
 Hooper Saloon

**1937-1939
 Primary cont.**

Marty Ellison
 1938 Lincoln (12) K
 LeBaron Roadster

David Smith
 1939 Alfa Romeo (6) 6C-2500
 Touring Coupe

Exhibition

Primary

Bhagwan Mayer
 1928 Packard (6) 533
 Sedan

Jack Goffette
 1929 Rolls-Royce (6) 20HP
 Mulliner Convertible Sedan

Diane Shager
 1929 Pierce-Arrow (8) 133
 7-Passenger Sedan

John Deshaye
 1930 Studebaker (8)
 President
 Convertible Coupe

Marc Lassen
 1931 Lincoln (8) K
 LeBaron Convertible
 Roadster

David Murray
 1931 Auburn (8) 8-98A
 Phaeton

Fred Bonin
 1933 Packard (8) 1004
 Phaeton

William Gluth
 1937 Packard (12) 1508
 Derham Formal Sedan

Marc Lassen
 1939 Lincoln (12) K
 LeBaron Convertible Sedan

Mona Marsh-Moreland
 1941 Cadillac (8) 62
 Coupe

Dennis Dochnahl
 1947 Lincoln Continental (12)
 Cabriolet

Robert Deshaye
 1948 Chrysler (8) T & C
 Convertible

Senior

Dennis Dochnahl
 1934 Packard (8) 1100
 Sedan

Terry Jarvis
 1934 Nash (8) 1290
 Sedan

Stanley Dickison
 1935 Packard (12) 1207
 Convertible Victoria

Marty Anderson
 1937 Packard (12) 1507
 Club Sedan

Brian Rohrback
 1939 Bentley (6) 4 1/4 L
 Vanden Plas Tourer

Brad Ipsen
 1940 Cadillac (8) 62
 Convertible Coupe

Tom Hamilton
 1940 Cadillac (8) 60S
 Sedan

Scott Anderson
 1941 Cadillac (8) 62
 Convertible Coupe

ORIGINAL CLASSICS

AN ORIGINAL CAR MUST NOT BE RESTORED BUT MUST MAINTAIN ITS ORIGINAL INTERIOR AND MOST OF ITS ORIGINAL PAINT.

Exhibition
Original



Marc Lassen
1939
Lincoln K
Convertible
Sedan

Exhibition
Original



Marc Lassen
1931
Lincoln K
Convertible
Roadster

Exhibition
Original



Bhagwan Mayer
1928
Packard
533 Sedan

JUDGED CLASSES

THESE CARS WERE JUDGED BY TEAMS OF PNR MEMBERS
WHO ARE CERTIFIED CCCA JUDGES.

Production 1946-1948
Senior



**Al
McEwan**
1947
Chrysler
Town &
Country
Sedan

Custom 1937-1939
Primary



**David
Smith**
1939
Alfa Romeo
6C-2500
Coupe

Custom
1925-1929
Primary



John Mitchell
1929
Amilcar
CGSS
Roadster



Production
1930-1932
Primary



Robert Ames
1931
Packard 840
Roadster



Production
1930-1932
Senior



Kim Pierce
1932
Packard 900
Coupe
Roadster



Production
1933-1936
Primary



Raymond Loe
1934
Auburn 850Y
Cabriolet

Production
1933-1936
Primary



**Brown
Maloney**
1934
Packard
1105
Sedan



Production
1933-1936
Primary



**Bill
Deibel**
1935
Chrysler C2
Imperial
Airflow
Sedan

Production
1933-1936
Primary



**Jon
Gaddis**
1936
Brewster
Town Car



Production
1925-1929
Senior



**Jack
Richard**
1936
Cord 810
Westchester
Sedan



Production
1933-1936
Senior Emeritus



**Colin
Gurnsey**
1936
Lagonda
LG-45 D H
Coupe



Production
Middle
Touring



**Lou
Berquest**
1935
Pierce-Arrow
845
Convertible
Coupe



Production
Middle
Touring



**Don
Jensen**
1937
Cord 812
Custom
Beverly



Production
1937-1939
Primary



**Tom
Armstrong**
1937
Cord 812
Custom
Berline



Production
1937-1939
Primary



**Bob
Koch**
1937
Pierce-Arrow
1703
Limousine



Production
1937-1939
Primary



**Gary
Johnson**
1937
Packard
1507 Club
Sedan



Production
1940-1942
Primary



**Bruce
Harlow**
1940
Cadillac 62
Convertible
Coupe



Production
1940-1942
Primary



**Denny
Dochnahl**
1941
Cadillac 62
Convertible
Coupe



Production
1925-1929
Senior



**Jerry
Szerlip**
1946
Packard
2126
Limousine



Custom
1915-1929
Primary



**Craig
Devine**
1929
Franklin
137
Dietrich
Speedster



Custom
1937-1939
Primary



**John
McGary**
1937
Rolls-Royce
25/30
Hooper
Saloon



Custom
1937-1939
Primary



**Marty
Ellison**
1938
Lincoln K
LeBaron
Roadster



EXHIBITION CLASS

THESE CARS WERE FOR DISPLAY-ONLY
AT THE BEAUTIFUL VENUE IN SEQUIM
AND WERE NOT JUDGED.

(CAPTIONS ON PAGE 40)







Exhibition Classics shown on Pages 33-35

Primary Class

1. **Robert Deshaye**
1948 Chrysler T & C Convertible
2. **Bhagwan Mayer**
1928 Packard Sedan
3. **John Deshaye**
1930 Studebaker President Conv. Coupe
4. **David Murray**
1931 Auburn Phaeton
5. **Jack Goffette**
1929 Rolls-Royce Drophead Coupe
6. **Diane Shager**
1929 Pierce-Arrow 7-Passenger Sedan
7. **Fred Bonin**
1933 Packard Phaeton
8. **William Gluth**
1937 Packard Formal Sedan
9. **Marc Lassen**
1939 Lincoln Convertible Sedan
10. **Mona Marsh-Moreland**
1941 Cadillac Coupe
11. **Dennis Dochnahl**
1947 Lincoln Continental Cabriolet

Senior Class

12. **Scott Anderson**
1941 Cadillac Convertible Coupe
13. **Denny Dochnahl**
1934 Packard Sedan
14. **Terry Jarvis**
1934 Nash Sedan
15. **Stanley Dickison**
1935 Packard Convertible Victoria
16. **Marty Anderson**
1937 Packard Club Sedan
17. **Brian Rohrback**
1939 Bentley Tourer
18. **Brad Ipsen**
1940 Cadillac Convertible Coupe
19. **Tom Hamilton**
1940 Cadillac Sedan
20. **Marc Lassen**
1931 Lincoln Convertible Roadster

Special Interest Cars (nc)

21. **Brown Maloney and friends**

Pat Hart - Continued from page 15

After Buzz and Wayne died, I put together what I could without a pattern; the project languished. CCCA member and Cord owner Phil McCurdy saved the day. Without considerable rework of body panels, wood, and transmission and completion of what needed to be done, including installing the upholstery and top and many hours of tweaking and adjusting the balky electrical shift, transmission, body panel fits, tracing electrical problems, etc. the project would still be languishing in my garage.

The Cord on its first outing for judging -The Forest Grove Concours d'Elegance won Best in Class and Best Pre-War Classic. At the Crescent Beach Concours, it won First in Class and Chairman's Award for Elegance and Style. It has also been awarded a CCCA Grand Classic Senior First in Class and an ACD First in Primary Class.



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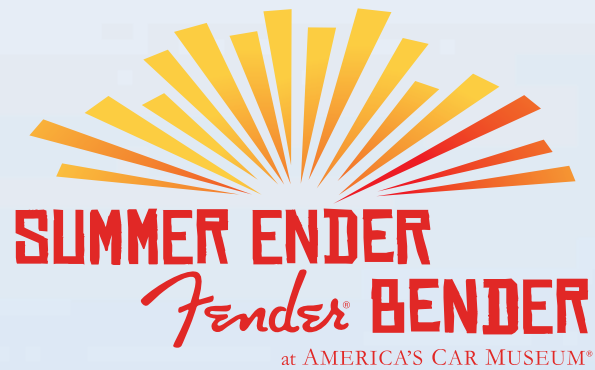
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'41 Cadillac Convertible/Gary Johnson

'32 Cadillac V16 Roadster/Gordon Cochran

'32 LaSalle Cadillac/Gordon Cochran

numerous project not listed

MAINTENANCE ISSUES

Paint issues, dents, etc.

References available



• Top and Interior Specialists •

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The Arizona Concours d'Elegance

A Message from Kevin Cornish, Executive Director

Thank you

We are humbled by the critical acclaim bestowed upon the Arizona Concours d'Elegance over the past four years by the public, the media and our participants. However, the long-term success of events such as the Arizona Concours is built on sustained corporate support. Although the event has been a critical success, it unfortunately has not established the financial foundation necessary to support it sustainably into the future.

There will not be a 2018 Arizona Concours d'Elegance.

Our sincerest gratitude goes to the dedicated Concours Committee, many faithful volunteers, our wonderful entrants and judges, as well as numerous sponsors.

We thank every one of those who have supported us with your investment of time, talent, enthusiasm and resources. You all have been directly responsible for raising more than \$300,000 for Make-A-Wish® Arizona, enabling the granting of more than 30 wishes for young people who face the most serious of life's challenges.

"In the beginning, we set out to achieve a world-class Concours and an event that would positively impact the lives of children in need. The group of people responsible for the Arizona Concours take great pride in what has been achieved and we thank all of those who worked so hard to make this, our dream, a reality. As Dr. Seuss said, 'Don't cry because it is ending... be happy because it happened!'"

Kevin Cornish,

Executive Director of the Arizona Concours



Director's Message Continued from page 2

Steve Larimer managed "Fathers Day at the Locks." This event was opened up to a couple other clubs to increase participation making it a very nice show of cars that day.

The most anticipated event of the year was the Grand Classic, once again headed up by Stan and Val Dickison. The first PNR-CCCA Grand Classic since 2012 was an amazing success. Held on the lawn at the Brown and Sarah Maloney property in Sequim, it was quite a treat. For dessert, after a catered lunch, we were able to feast our eyes on his amazing collection of Honda motorcycles, some really cool cars and enjoy delicious cookies.

Upcoming events are July 4th Parade at Yarrow Point, the Ferrari Concours, Forest Grove Concours and Classics at Redmond Town Center. Read more about all of these events in this issue!

Darrin Wong conducted a survey for the club to discover what our members wanted for activities. With the results in, overwhelmingly you asked for more driving tours and overnight events. Due to that, we added a drive after the Redmond Town Center Event to Snoqualmie Casino for lunch. Headed by Roy Magnuson, he is the Master for finding great roads upon which to drive our Classics. Our annual trek to Lake Chelan has been replaced with a fall drive. Destinations and overnight accommodations are being planned as this goes to print. Thanks to Darrin's survey, your Board is working on more activities like this. Please keep an eye on the Activities Roster and emails for announcements. See you at the many upcoming events.

Signing off for now,
Kim Pierce
Director PNR-CCCA



Editor's Message

Now that we have completed our fifth PNR Grand Classic, this time held on the Brown and Sara Maloney estate in Sequim, I can confirm that, once again, it was the "best one ever." As you can conclude from pictures and articles elsewhere in this issue we had a great turnout and weather.

The venue was outstanding with several buildings open for us all to view Brown's impressive array of special interest vehicles. One building contained, what seemed to me to be, the biggest and most complete collection of Honda motorcycles outside of Japan. There are hundreds of them, all displayed in pristine surroundings, with floor placards informing viewers about the particulars of each one. Another building housed his collection of Ferrari and Mercedes Benz cars including both a rare MB 300SL Gullwing and Roadster with very low mileage. Although he owns only one CCCA approved "Classic Car," Brown's 1934 Packard Model 1105 Sedan garnered a first place award with 95.5 points out of a possible 100. Regrettably, my 1934 Auburn didn't fare as well. So it goes!

Between them, Michael Bradley and Steve Larimer shot some 700 photos that day including all those you see in this BG issue featuring the event. If you received an award at the Saturday evening banquet and want a copy of the picture that was taken when being handed your trophy, contact Michael who will see to it that you get one.

Gatherings such as we had attending this Grand Classic epitomize what membership in our Club is all about. There were plenty of fun things to do and see, like-minded people to visit with and time to enjoy a break from our every day routine. Those of us who drove Classic Cars gave them much needed exercise and, in return, got many "attaboys" from friends and strangers who enjoyed seeing our "old pieces of iron" out and being driven as originally intended. Isn't that why we do what we do?

Raymond Loe
Co-editor PNR





PNR Judges Lou Berquest, Al McEwan, Lee Noble & Warren Lubow