

BUMPER GUARDIAN

Winter 2017



1938 Lincoln K Roadster

Owned by: Marty & Linda Ellison

PNR CCCA & Regional Events

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

January 6th - PDesktop Metal & Garage Tour

PNR Contact: Marty Ellison

January 15th - 20th Arizona Car Week

January 15th - Hospitality at Pierce Home

PNR Contact: Norma Sola-Pierce

January 18th - Hagerty Insurance Reception

PNR Contact: Ashley Shoemaker

April 14th - PNR Coming-Out Party

PNR Contact: Gary Johnson

May 6th - HCCA Tour (Puyallup Elks)

PNR Contact: Open

May 19th - Picnic w/RROC at Somervilles

PNR Contact: Dennis & Dalene Somerville

June 2 or 3 - Garden & Garage Tour B.C.

Contact: Laurel Gurnsey & Liz Hann

June TBD- Picnic @ Dochnahls

Contact: Denny & Bernie Dochnahl

July 4th - Parade at Yarrow Pt.

PNR Contact: Al McEwan

July 8th - Ferrari Concours & CCCA Corral

PNR Contact: Denny Dochnahl

July 15th - Forest Grove Concours

Contact: Oregon Region

July TBD - Classics @ RTC

Contact: Open

August 8th - Motoring Classic Kick-Off

Contact: Open

September 1st - Crescent Beach Concours

Contact: Colin Gurnsey

October 6th - Fall Tour on Whidbey Island

PNR Contact: Karen Hutchinson

November TBD - Annual Meeting

Contact: Open

December TBD - Holiday Party

PNR Contact: Open

CCCA 2018 National Events

Annual Meeting

April 11 - 14 Branson, Missouri

Grand Classics®

March 16 - 18 Rancho Santa Fe

May 2 - 6 Gettysburg

June 1 - 3 CCCA Museum

July Ohio Region

August Wisconsin Region

Sept 5 - 8 New England Region

Sept 14 - 16 Indiana Region

November Florida Region

CARavans

March 17 - April 8 New Zealand

May 2 - 12 Blue Ridge

September TBD Canada



Director's Message

Out With The Old And In With The New

After twenty-five years of ownership it was time to say goodbye. Twenty-five years to own a car seems like a long time. In this hobby I have met a lot of people who have had cars much longer and some who even had cars passed-on to them from family members. In my case the car I am referring to was bought the day my first son, Kevin, was born. Yes, you read that correctly. I had some explaining to do to Norma. Thankfully she believed in me or at least acted like it. The car was a rare 1962 Porsche Roadster. After three years of restoring the car we took it on its maiden voyage to a show in Canada. We loaded-up our two sons, Kevin and Erik and headed north. It poured down rain for two days, during which time we found all of the leaks. From that time on nearly every time we planned to take the car out it rained. Not just a little, A LOT! So after 25 years we gave in and sold the Rain Car (of which it came to be known).

About eight years ago we got involved with the PNR CCCA. Then a year later we purchased our first Classic, a 1932 900 Light-Eight Coupe Roadster. We loved that

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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.*

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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

1938 Lincoln K
Roadster

Owned by Marty & Linda Ellison

Cover photography by John Wiley.

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Driving Miss Kay

This story begins with me hunting for an open car, not specifically a Classic, but something that touched my generation - like a Hudson Hornet Convertible.

I found a nice one at the Gooding action in Scottsdale when another bidder with a fat wallet denied me of my Hornet. The next target on my list was a beautiful Lincoln Model K Roadster V-12. The Bohnams catalog photos just could not convey the graceful lines and assertive stance of the car, but in the flesh it really connected with me. She wore an older restoration, but she looked really good for her age.

Being relatively new in the collector car world, I sought out the council of some of the PNR-CCCA members. We had little to go on. The resource binder at the Bonhams counter contained only a single sheet of paper, a printout from the Internet listing Lincoln model production by year. The consignor was a leasing company that was disposing of repossessed assets – not a comfortable situation. Anyway the Lincoln sounded good as it drove over the auction block so after a “battle with the paddle” it went home with me.

Miss Kay, as she’s become affectionately known, is a joy to drive, and just as joyful to look at. After driving her around the Renton airport a bit, I noticed the left exhaust manifold was barely warm. Again, I consulted with some of the knowledgeable members of our Club who suggested I look at carburetion or ignition as the source. It wasn’t until I had her trailered up to Monroe, that Paul Murray discovered the source of her problem(s).

Paul started with the carburetor. He found the main jet for the left side had been closed-off with JB Weld, an obvious trick by some unscrupulous mechanic to conceal the fact that the left bank was not functioning. Then he removed the cast-iron heads and found two of the left-bank exhaust valves were stuck and also evidence of considerable rust damage on the left-side head and cylinders. The head had been milled down so far, the gasket didn’t seal and water was entering the combustion chambers. He also found a sheet metal plate that was crudely “JB Welded” to the side of the right cylinder block. It was apparently applied to cover a weld repair job around the freeze plug opening that had failed. And as it turned out the patch job also failed. Most of the crud throughout the cooling passages was likely “Stop Leak”.



It should not have been a surprise to me that there are such swindlers even in the collector car world, but it taught me an important lesson about what risks you take in buying a car at auction, especially one with so little supporting documentation. To listen to it pull-up to the auction block, it was running as a "slant six" and rather smoothly at that.

We then set out to locate another right cylinder block for a 414 CI Lincoln V-12, preferably one not needing repair – we might as well have been searching for a Unicorn. There are certainly many stories like this where a car's entire future depends on finding one unobtainable part. For me it was the low point in my adventure, but I learned the value of community. The CCCA directory was invaluable in locating other Lincoln collectors and restoration people. Working with Paul, we found another RH cylinder block that could still be bored out to match the LH block.

There was another benefit that came from my CCCA networking; I was able to locate the gentleman Ed Spagnolo of Bethany, CT who restored the car back in 1986. Before I began this cylinder block search, I had no idea of the history of this car. All I knew about it came from a brief conversation with Wayne Carini at the Bonhams auction when he told me the car had been in the collection of a family from Stamford, CT. Ed not only provided me with pictures of the restoration, he also put me in touch with the fellow who rebuilt the engine. When I tracked him down, I learned Jim Heeren was a retired chemistry professor, and who was also a highly reputable engine re-builder. After talking with him on several occasions he mailed me the original work notes and time sheets from 1986, a very useful addendum to the addition to Kay's record.

The Lincoln 414 CI V-12 originally came with aluminum heads; however, a previous owner had elected to install cast-iron heads, perhaps to reduce corrosion between dissimilar metals. Since these were machined beyond limits, Paul Murray located a pair of new aluminum heads which when polished added considerable bling to the engine compartment. Another change was made to the valve train. During the previous engine rebuild, the

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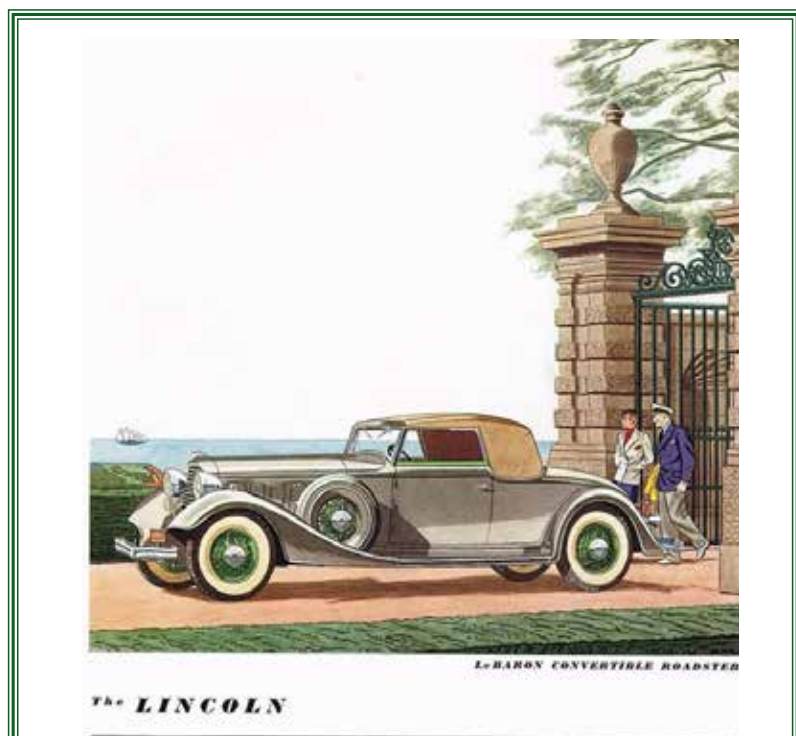
professor was dealing with very noisy tappets – he tried Cadillac tappets that were nearly identical to the original hydraulic tappets, but then elected to install Model A Ford tappets instead. On this rebuild, Paul installed the Cadillac tappets, and after fitting each one individually, the engine runs quite smoothly.

I very much admire the many collectors that have the skill to rebuild, repair and repaint their moving works of art, but I came into the field a bit too late in life to develop those skills. I am fortunate to have access to skilled artisans like Paul and the staff at Murray Motor Car. They take great pride in all they do and what goes out the door is first rate.

Roy Magnuson, while fixing a flat front-left tire, found it had been fitted with a tube off a Honda Civic!! During the hectic Christmas Holidays, Paul was able to complete Miss Kay in time to make the transporter to Scottsdale for the Arizona Concours where she earned a class award in the “Lincolns of the Classic Era”. She also earned class awards at the Washington Grand Classic as well as the Forest Grove Concours in July.

The high point for us this year was taking part in the Pebble Beach Motoring Classic. It was a first for us, Linda, Miss Kay and me. The first day turned out to be a “testing of mettle” experience – with temperatures in Southern Washington over 106. We experienced severe over-tempering of our cooling system, our fuel delivery and our bodies. As we climbed a seemingly un-ending hill in these hellish conditions, all three of us reached our limit at the same time. Lucky for us, Ron and Margie Danz and Cliff came to our rescue with coolant, ice and Gatorade. By comparison, the rest of the trip was a “cruiser.”

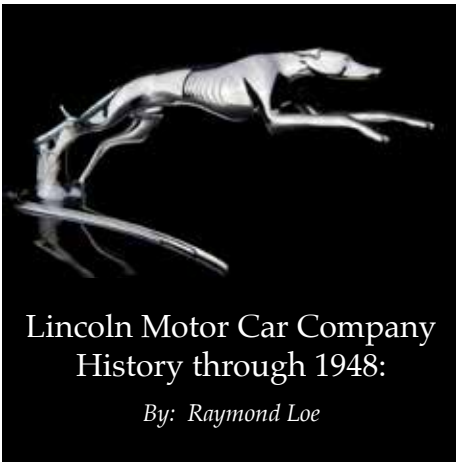
So far, this has been an interesting and beneficial relationship with Miss Kay. We’ve learned what makes her run, what she likes and what she doesn’t. The drive down CA Hwy. 1 thru the curves and hills really gave me a workout – kind of a shared athletic event between Miss Kay and me. Touring through the ancient Redwoods in an “ancient” car gave us a welcome escape from the cosmetic carbon-fiber world of today. Though we are only temporary “caretakers” of these Classic Cars, I hope a younger generation will come to learn and enjoy the quirks and qualities of these works of moving art.



A LINCOLN owner in California has driven his car well over 150,000 miles, chiefly over mountain and desert. A 1925 Lincoln has traveled 200,000 miles. In its eleventh year, the Lincoln of a New York editor takes him daily to and from his office...These are not solitary examples of the Lincoln's endurance. Hardihood, staunchness, dependability evoke the loyalty of owners everywhere, even though they may never put their cars to supreme tests. These qualities demonstrate, again, what it means to build a car well...From the laying of the frame to the tailoring of upholstery, the Lincoln is soundly and beautifully constructed. And this, so true in the past, is even more characteristic of today's Lincoln.

The new V-12 cylinder engine, developing 150 horsepower, Lincoln engineers deem unsurpassed by any they have thus far designed. Airplane-type bearings, here first used in motor car engines, will withstand excessive temperatures as high as 750 degrees. New oxidized aluminum pistons stoutly resist scoring. Other achievements include an improved cooling system, new crankshaft, aluminum cylinder heads, and a single-plate clutch, which at a touch fairly animates the car. Thus Lincoln goes on, year after year, building a better motor car. Two wheel-bases - standard and custom-built body types. Lincoln prices range from \$3200 at Detroit.

(Vintage Advertisement)



Until the mid 1920s, Lincoln offered a variety of radiator caps/hood ornaments. It was a time when car owners would also fit their own mascots, like those made of glass by Lalique. As Edsel Ford got more involved with Lincoln, though the company continued to use Leland designs and engines into the 1930s, he wanted to give the company his own stamp, so he commissioned Gorham silversmiths to design Lincoln a greyhound hood ornament. Production ornaments were made using the lost wax method, just as Rolls-Royce did with their mascots, cast in brass and then chrome plated. Edsel specifically chose a greyhound because in his mind, and in many potential consumers' minds, the breed stood for speed, stamina and beauty. It might not have the poetic ring of Jaguar's "grace, pace and space", but speed, stamina and beauty have sold a lot of cars.

<http://www.thetruthaboutcars.com>

In their beginnings Lincoln and Cadillac motor cars had a common founder - Henry Martyn Leland. In 1902 stern and patrician Leland, along with his associates, formed Cadillac Motor Car company from the remnants of the original Henry Ford Company.

In 1909, William C. Durant bought Cadillac to become part of his newly formed General Motors Company while Leland went off to build Liberty aircraft engines during World War I. After the war, with his son Wilfred, Leland returned to the car business in 1917 by forming The Lincoln Motor Company - named for his hero, the former U S president.

Alongside aircraft engine production, Lincoln produced its first automobile the Lincoln Model L. Powered by a Leland-designed 90 hp V-8 engine, the Model L was marketed as a luxury automobile, competing against other American car manufacturers including Leland's former company - Cadillac. Following the end of WWI, US government aircraft engine business at Lincoln was terminated so, the factory was then retooled entirely for automobile production.

The Lincoln Model L was beautifully built and handsomely furnished but, by 1920, it had become an anachronism; unfashionably upright and did not sell well next to its then contemporary rivals. After having

produced only 150 cars in 1922, Lincoln was forced into bankruptcy and Henry Leland came full circle when his company was sold to Henry Ford that year. This was a personal triumph for Ford as he had been forced out of his former company by a group of investors led by none other than - Henry Leland.

It well documented that the Ford Motor Company (FMC) was not into producing high end automobiles in their early years, reinforced after having had little success with cars previously introduced as luxury models - the Ford Model B in 1904, the Model F in 1905 and the Model K in 1906. However, after caving in to pressure from his son Edsel, Ford's acquisition of Lincoln transformed FMC into a rival competing with Pierce Arrow, Marmon, Peerless, Duesenberg and Packard.

At first, Ford did little to alter or update the aging Lincoln Model L, however, continuing slow sales prompted introduction of the Lincoln Model K in 1931. (There is no known explanation as to why Ford went backward in the alphabet this time - i.e. K following L.) This Leland-designed model was mounted on a massive 145" wheelbase chassis (with 9 inch deep side-rails) carrying a modernized 120 bhp V8 utilizing costly fork and blade designed rods. The K was

longer, lower and sleeker than the L, and it offered an improved ride, greater stability, faster acceleration and higher top speed.

In 1932 Lincoln offered two Model Ks - a shorter wheelbase (136") Model KA carrying their venerable V-8 engine and continuing use of their long wheelbase (145") chassis as the Model KB with a new engine. This smooth, 448-cid, 150 bhp V-12 was Lincoln's answer to the twelve and sixteen cylinder giants now being offered from Cadillac, Packard and others. This new engine, designed with side by side connecting rods, was much cheaper to build and, due to design improvements, provided better performance than the KA's much older design V-8. Therefore, during 1932, Lincoln elected to sell the KBs for slightly less than the KAs and phased their V-8 out of production after that year.

The following year, 1933, the Lincoln KA received a smaller bore (381.7 cid) version of their V-12 installed in a shorter chassis while the KB continued as the senior line continuing using the 448-cid V-12 engine. In 1934 Lincoln consolidated engines by offering only a single V-12 engine, now at 414-cid, for both the shorter (136" wb) KA and longer (145" wb) KB series. The dual KA & KB Series

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designation was dropped for a single K after 1934 and only one engine was available through their 1935 model year.

Throughout the early 1930s, the artistic Edsel Ford had been making his presence known by transforming Lincoln styling, updating the standard factory-built bodies, and arranging for a plethora of custom and semi-custom bodies to be built by several of America's premier coach builders. The result was some of the finest expressions of Classic-era design. A cautious move toward streamlining, began with the 1932 models, and more evident on the rakish-designed '33s with their vee'd radiator grille, front bumper and skirted fenders. Sloped tails were introduced on Lincoln sedans in 1935 along with semi-teardrop fenders.

What pulled Lincoln through the remainder of the depression was the Zephyr. It burst on the scene in 1936 as a medium-priced product of the sort Packard and Cadillac also relied on for survival but, was far more advanced. The new Zephyr style evolved from a series of radical design concepts by John Tjaarda. His approach featured unit construction, lighter and superior in stiffness strength than body-on-frame designs prevalent prior to this time. Best of all, unit-construction offered important cost savings. Independent Briggs Manufacturing Company built most of the Zephyr with Lincoln only installing the drivetrain, adding the front sheet metal, trim and painting the car. Production Zephyr's were similar to Tjaarda's prototypes but changes under Edsel Ford's direction by stylist Bob Gregorie made it a much prettier car and more "slippery" even than the wind tunnel designed competing Chrysler Airflow.

A modified Ford V-8 engine was originally designated for the Zephyr but Edsel Ford insisted that it had to

have a V-12. As Lincoln's existing 414 c.i.d. V-12 was too large an engine to fit in this smaller package, cost conscious Henry Ford directed that FMC engineering simply add four cylinders to the existing flathead V-8 used in other FMC products. The result rated at 110 hp was far from outstanding, however, it met Henry's cost targets by using many existing Ford V-8 engine and drive train components.



Designated Model H, the Zephyr debuted as a two and four-door sedan both on a 122" wheelbase. Priced at around \$1,300, the Zephyr provided "acceptable" performance having a top speed of over 87 mph. With overall Lincoln K series sales steadily dropping to less than 1,500 units in 1935, Edsel knew he had a winner in the Zephyr. Initial year sales of their new Series H series cars was almost 15,000 cars. An additional 1,500 Ks were also sold in 1936, bumping total output of Lincolns sold that year to over 10 times the previous year's sales.

Further reinforcing the wisdom of Edsel's decision to introduce the Zephyr took place the following year (1937) when sales of the Model H almost doubled to just three units short of 30,000 cars - over 80% of their total production that year. In 1938 a deep recession limited total sales to just over 19,000 - still some 5,000 more than Cadillac and

LaSalle managed together. The 1939 total was more encouraging at nearly 21,000 Zephyrs and likely would have been considerably higher were it not for introduction of intramural competition from FMC's new medium-priced Mercury which produced an estimated 75,000 cars during that first year.

Lincoln's Model K sales continued to deteriorate over its remaining three years of production before being discontinued after sales of only 133 units in 1939 and an unrecorded (but approximately the same) number produced in its final year, 1940.

Zephyr mechanical features before 1940 followed those of other Ford Motor Company cars. Old Henry's stubbornness prevented introduction of hydraulic brakes until 1939 and, despite limited corrective modifications, the Lincoln V-12 flathead never shed its poor reliability image. (Many collector/owners have since replaced that powerplant with modern engines to improve reliability and performance.)

Lincoln's big news in 1940 was introduction of the Zephyr based Continental. Edsel Ford's personal "one-off" convertible designed by Bob Gregorie in 1939 was such a hit amongst all who saw it that FMC decided to put it into production. Scarcely a year later a Lincoln Continental coupe and convertible debuted at about \$2,800 a copy. First year sales of 404 units in 1940 tripled in 1941 to 1,250 cars.

1942 brought a number of engineering and design changes to Lincoln's Model H series.

Although the Model K's down-sized 414 c.i.d. V-12 had been discontinued after 1940, Lincoln's remaining V-12 flat-head was now up to 292 cu and improvements had

been made to make it more reliable. A flashy facelift forecasted post-war styling and Lincoln was able to sell a total of 6,667 cars, including 336 Continentals in 1942. This brought the grand total of prewar Continentals produced to 1,990 before the onset of WW II shut down all civilian car production in February 1942.

When civilian car production resumed in 1946 the Lincoln Continental was offered with few changes for another three model years - a total of 3,331 post-war cars. A grand total of 5,321 (Mark I) Continentals were built over six model years (1940-41 & 1946-49.)

Lincoln Series L (built from 1920), Series KA, KB, & K (including our featured car) and all Mark I Continentals are recognized by our Classic Car Club as true Full Classic® Cars."



PNR Member Updates

New Members

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1929 Cadillac 8, dual cowl
sport phaeton

Member Update

Bill Smallwood

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John Voigt

voigtjoh@gmail.com



Bill Deibel tells us that lifetime "old car guy" and past PNR member Ronald "Bud" Melby passed away on November 8, 2017.

Bill recalls "a great garage tour to his place. A large manor house on a big piece of property south of Seattle. He had a bunch of old cars and prototype car engines all in the lower levels of his house with an elevator to bring the cars up."

John Carlson says "I remember Bud Melby very well. We were good friends back in the day. He welcomed anyone in the old car community. He especially enjoyed the CCCA community as he also owned many cars including Cords and Auburns. He displayed his yellow Cord Indy Pace Car at the 1986 Expo 86 Vintage International Antique Auto Show in Vancouver BC."

Conrad Wouters adds "Sad news indeed. Bud was a heck of a cool car guy and I am fairly certain he was a PNR member in the 80s when I joined."

Val Dickson remembers "a gigantic, two-story log cabin with antiques, car memorabilia, outdoor antique farm equipment and so on, all tastefully displayed with the help of Bud's lovely wife, Marilyn."

Photo is from Puget Sound Business Journal Sept. 23, 2016

Fall Driving Tour & Lunch Chuckanut Manor

By Norma Sola-Pierce



On October 7th, PNR-CCCA members met at Canyon Park QFC in Bothell for a Fall Tour drive. Roy Magnuson led the group 100 miles on back roads, meeting-up with other members in Arlington and Sedro-Woolley. Our lunch destination was Chuckanut Drive Manor, a historic restaurant that has served the Skagit Valley and surrounding area for over 50 years.

My husband Kim and I were invited to ride in the back seat of Frank Daly's beautiful Packard, aka Marilyn Merlot. Steve Larimer was co-pilot/navigator. As Frank was cruising at 80 miles an hour, Kim was "McGyver", trying to fix a squeak in the convertible top frame with blue duct tape and his Swiss Army knife, which actually worked quite well. Kim also commented that the Packard cornered almost as well as a Porsche!

We stopped briefly in Arlington to meet-up with the Ipsens. Dennis Somerville met us to give Val some of his and Dalene's FAMOUS pickles to be auctioned-off at the holiday party. After leaving Arlington, we drove through picturesque horse country, passing a notable red barn with "deferred maintenance." Kim noted an old Oldsmobile or Pontiac sitting in the barn, looking fairly complete. A barn find? Someone contact Wayne Carini! Sedro-Woolley is where the Newlands/Taylor and the Loes join us.

Saturday was the only day in about a 3-week time span we got rain. Roy and Terry were such troopers driving through a heavy rainsquall as we came into Skagit County and the town of Wickersham, home of the Lake Whatcom Railway. At one point we were driving on Old Highway 99, which dates back to 1927 and was originally known as the Pacific Highway. The State speed limit was raised from 30 to 40 mph that year. We were almost delayed by a bike race event but we turned-off of Lake Salish Drive just in time to connect to Chuckanut Drive. This road dates back to 1895 and was part of the Pacific Highway starting in 1913. It was paved in 1922. The Pacific Highway stretched from Blaine to San Diego. It was the longest paved stretch of Highway in the world at that time. For a long car, the Packard cornered Chuckanut Drive very well but Frank told us he would be going to physical therapy later!

After driving for about 2 hours we made it to Chuckanut Manor. Our dining tables had fabulous views of the bay and even a view of a Loch Ness Monster. It must have been napping, it never moved. Hmm... Two additional guests for the drive and lunch were Sugar Gliders. Nestled in a purse pouch, Theresa Renico and her daughter, Joanna, introduced Zsa-Zsa and Buddy to interested folks. Not even a year old, these tiny marsupials were quite fascinating. Theresa said they already understand about 200 words,

that they are extremely smart. You may get a chance to meet them on another event.

Lunch was fabulous. The manager and owner were so organized and made us feel very welcomed. They also accommodated members with food sensitivities. Kim and I split the Crab and Shrimp Melt. It was generously packed with seafood and plenty of fruit. If everyone's meal was like ours, I don't think anyone left hungry.

After lunch, many car Club members headed south for other events going on later that day, i.e. to watch the televised WSU vs OREGON game, the Husky game or attend a Rotary event. Two participants had to go pick up a "member" who did not pass a doggie day care interview.

A few of us drove to the quaint town of La Connor. Kim and I stopped at our two favorite stores. The Kitchen Store for olive oil and The Wood Merchant. We bought a souvenir from the latter to take with us to our Scottsdale home.

I hope everyone had a great time driving their Classic car or riding with someone like Kim and I did. It was great to have members join us in their modern cars, too. We live in a beautiful state and we are so fortunate to be able to enjoy the different seasons.

I want to say a sincerest "Thank You" to Val Dickison for helping me with member's lunch RSVP and corresponding with the restaurant while I was in Scottsdale. Thank you Roy Magnuson, our gracious back roads tour guide and for the historical information noted on our driving directions. I also want to thank Frank Daly. We had a great time in the "x rated", as Kim called it, back seat of the "Porsche Packard". I sincerely thank all of you that participated in this event. I hope everyone had a great time.

Saving the best for last, I want to thank Kim. Because of his interest in Classics, we are in this wonderful car club.





Magnuson's 1928 Bentley, Schoenfeld's 1937 Cadillac, Rohrback's 1939 Bentley, Newlands/Taylor's 1937 Packard, Ipsen's 1940 Cadillac, Dickison's 1935 Packard, Dochnahl's 1941 Cadillac

PNR- CCCA Attendees

Frank Daly	1937 Packard
Stan & Val Dickison	1935 Packard
Denny & Bernie Dochnahl	1941 Cadillac
Brad & Hyang Cha Ipsen	1940 Cadillac
Granddaughters Kaitlyn & Madelyn Ipsen	
Terry & Cherry Jarvis	1934 Nash
Ray & Georgia Loe	1934 Auburn
Roy & Terry Magnuson	1928 Bentley
Jan Taylor & Bob Newlands	1937 Packard
Brian, Lisa & Jeffrey Rohrback	1939 Bentley
Jon Schoenfeld	1937 Cadillac

Other Attendees

Don & Janette Dunavant, Colin & Laurel Gurnsey,
Steve Larimer, Terry & Barbara McMichael
Lee Noble, Theresa and Joanna Renico
Kim Pierce & Norma Sola-Pierce

Lisa Rohrback & Terry Magnuson



Frank Daly



Kim Pierce & Jon Schoenfeld



Roy Magnuson



Intrepid PNR Travelers



PNR 2017 Annual Meeting

PNR Attendees

Bill & Lucy Allard
Frank Daly
Craig Devine
Stan & **Val Dickison**
William Howard
Barrie & Karen Hutchinson
Gary Johnson
Steve Larimer
Al McEwan
Terry & Barbara McMichael
Lee Noble & Theresa Renico
Kim Pierce
Brian Rohrback
Bill Smallwood
Conrad Wouters
* *Managers in BOLD*

The 2017 PNR CCCA Annual Meeting was held on November 8th at the Danz Garage in Kirkland. Five Managers (representing a quorum) and fifteen members were in attendance on a cold and blustery night. Members hailed from as far away as Tacoma, Edmonds, Mukilteo and Whidbey Island.

The PNR ended fiscal 2017 with a net increase in assets. A comparative history shows total assets increasing from 2006 to 2017 with Grand Classics and CARavans providing the largest source of income. The Region's Bumper Guardian magazine accounts for the largest annual expenditure. Most of the Region's events such as driving tours and Holiday parties are designed to "break-even."

The Region's membership is also strong. We gained three new members in the last 60 days bringing our 2017 membership total to 210. Membership renewal for 2018 is currently underway. To date, 98 members have sent their payment to CCCA National Headquarters (National then remits regional dues to the local regions.) This process will continue for the next few months until we have a final tally of members for 2018.

The Board agreed to move forward with planning a Coming-Out Party for 2018. This event will be held at the Lynnwood Convention Center on April 14th. If you have a car that is new to you or recently restored, please contact Gary Johnson, Event Manager for an application.

The Club mailing on behalf of the RPM Foundation resulted in contributions of \$4,875 from individual members. The Board of Managers approved adding \$125 from the Club treasury to bring the total contribution to \$5,000.





Save the Date

PNR -CCCA

Coming Out Party

Saturday April 14th
at the
Lynnwood Convention Center

Dictionary Entry: déb·u·tante
Pronunciation: \de-byu'-tánt\

PNR-CCCA Definition: An automobile of upper-class background that is presented to the membership at a gala dinner event Débutante Full Classics® are recommended by a distinguished committee. Each beautifully prepared automobile is carefully draped before being individually introduced, unveiled and presented to the audience. After all the cars have been presented, a receiving line is formed with the owners available to answer questions.

Don't miss this PNR signature event.
For more information contact:

Event Manager Gary Johnson 425-503-4127

2017 Holiday Party

ON DECEMBER 17, 2017, THE PNR CCCA ANNUAL HOLIDAY LUNCHEON AND AWARDS CEREMONY WAS HELD FOR THE SECOND TIME IN A ROW AT THE SEATTLE YACHT CLUB. AGAIN WE GATHERED IN THE FIRESIDE ROOM WITH A VIEW OF LAKE WASHINGTON AND THE IMPRESSIVE WATERCRAFT MOORED AT THE YACHT CLUB. CLUB STAFF HAD DECORATED THE ROOM AND THE TABLES QUITE FESTIVELY; THIS YEAR WE EXPANDED TO OCCUPY THE ENCLOSED AND HEATED PATIO WHERE THE BAR WAS OPEN AND THE AUCTION TABLES TEMPTED MEMBERS WITH DONATED GOODIES.

TURNOUT WAS STRONG WITH 94 REGISTERED GUESTS DRESSED FOR THE OCCASION. ONCE AGAIN CHERRY AND TERRY JARVIS SERVED AS GATEKEEPERS, GREETING CLUB MEMBERS AND CHECKING THEM IN. ILDE BRADLEY GRACIOUSLY VOLUNTEERED TO TAKE CHARGE OF THE BEVERAGE SCRIPT, HELPING TO KEEP EVERYONE'S THIRST QUENCHED.

THE WEATHER WAS TYPICAL NORTHWEST DECEMBER, WITH INTERMITTENT SPRINKLES OF RAIN. ONLY JOHN MCGARY AND HIS FIANCÉ ANNE WERE SUFFICIENTLY INTREPID TO ARRIVE IN THEIR CLASSIC, THE ALWAYS BEAUTIFUL 1937 ROLLS-ROYCE. MANY MEMBERS LEARNED OF JOHN AND ANNE'S RECENT ENGAGEMENT AT THE PARTY; WE WERE MORE THAN DELIGHTED AT THE NEWS AND VERY PLEASED TO WELCOME ANNE TO THE PNR 'FAMILY'.

VAL DICKISON, ASSISTED BY KIM PIERCE AND KAREN ANDERSON, ORGANIZED THE ALWAYS SUCCESSFUL SILENT AUCTION. WITH ITEMS RANGING FROM PICKLES TO JEWELRY TO RARE BOOKS, THERE WAS SOMETHING FOR EVERYONE. THE DESIRABILITY OF THE 'LOOT' WAS EVIDENCED BY THE FACT THAT OVER \$2,600 WAS RAISED FOR THE BENEFIT OF THE CLUB. MANY THANKS TO ALL WHO DONATED ITEMS!

AS A DELIGHTFUL LUNCHEON OF LONDON BROIL, SALMON OR BUTTERNUT SQUASH RAVIOLI WOUND DOWN, OUTGOING DIRECTOR KIM PIERCE CONDUCTED AN INFORMAL AWARDS CEREMONY, RECOGNIZING VARIOUS MEMBERS FOR THEIR ACHIEVEMENTS OVER THE YEAR. THESE AWARDS ARE INCLUDED AS A SIDEBAR TO THIS ARTICLE.

KIM SHARED HIS KIND AND POSITIVE THOUGHTS ABOUT HIS TWO-YEAR TERM AS DIRECTOR BEFORE PASSING THE TORCH TO INCOMING DIRECTOR FRANK DALY. FRANK NOTED THAT KIM WOULD BE A DIFFICULT ACT TO FOLLOW, BUT THAT HE'D DO HIS BEST, BEFORE AWARDING KIM A CRYSTAL MEMENTO TROPHY ACKNOWLEDGING KIM'S MANY CONTRIBUTIONS TO THE CLUB.

AFTER ANOTHER TEN MINUTES OF SPIRITED BIDDING AT THE SILENT AUCTION, WINNERS WERE NOTIFIED AND TREASURES WERE RETRIEVED. THE CROWD SLOWLY DISPERSED AMONG MANY BEST WISHES OF THE SEASON AND ARRANGEMENTS TO MEET IN THE NEW YEAR. ANOTHER 'CLASSIC' EVENT TO END THE YEAR FOR THE PACIFIC NORTHWEST REGION OF THE CLASSIC CAR CLUB OF AMERICA!

ATTENDEES

MARTY ANDERSON & LYNN GABRIEL
SCOTT & KAREN ANDERSON
NAJIB & DIANE AZAR
MICHAEL & ILDIKO BRADLEY
JOHN & MARY CAMPBELL
NOEL & JANET COOK
WITH YOSHI REVERMAN
PAT & RENEE CRIST
FRANK DALY
RON & MARGIE DANZ
BILL DEIBEL
CRAIG & WHITNEY DEVINE
STAN & VAL DICKISON
ROY DUNBAR & SUZANNE DOBRIN
MARTY & LINDA ELLISON
JACK GOFFETTE & BARBARA SHAIN
JERRY & KEENON GREENFIELD
COLIN & LAUREL GURNSEY
BILL & BETTYE GLUTH
BRUCE & BETTY HARLOW
KENNY & LAURA HENG
BARRIE & KAREN HUTCHINSON
HYANG CHA & BRAD IPSEN
TERRY & CHERRY JARVIS
STEVE LARIMER
RAY & GEORGIA LOE WITH CINDY LOE
PHIL & CHERYL MCCURDY
AL & SANDI MCEWAN
JOHN MCGARY & ANNE WEBER
TERRY & BARBARA MCMICHAEL
JOHN & GEORGIA MITCHELL
BILL & JUDY MOTE
LEE NOBLE WITH ED NOBLE
AND THERESA & JOANNE RENICO
KIM PIERCE & NORMA SOLA-PIERCE
BRIAN & RANDY POLLOCK,
JAMES & SHERRY RAISBECK
BRIAN & LISA ROHRBACK
WITH JEFFREY & MINDY ROHRBACK
JON SCHOENFELD
BILL & ERIN SMALLWOOD
DENNIS SOMMERVILLE
ADRIAN TAYLOR
DAVE & MARY WILLIAMS



2017 Participant of the Year *Al & Sandi McEwan*

The entry form to compete in the "Best Participant of the Year" award offers one point for each PNR regional event the member attended in the calendar year, plus a point for the Annual National Meeting. A second point is offered for each and every Classic car the member brought to the events.

This year's recipients are Al & Sandi

McEwan. It is hard to believe that Al McEwan, one of the original founders of our region, has not won the "Best Participant Award" at least once in the history of the perpetual trophy, which started in 1999. When one considers the fifty-plus years of dedication and service to the Pacific Northwest Region, it is about time we honor the couple who have tirelessly administered to forty five years of our region's National CCCA CARavans, besides both being very supportive of our monthly events.

Past winners, starting in 1999 have been: Dan & Gracie Dinsmore; Gary & Joyce Johnson; Bill & Karel Deibel; Ron & Gayle Doss; Ed & Pam Rittenhouse; Terry & Barbara McMichael; Tom Crook; Kim & Norma Sola-Pierce; Stan & Val Dickison; Steve & Anne Norman; Gary Steinman; Lee Noble; Brian Rohrback and Denny & Bernadene Dochnahl.

The McEwans will have the pleasure of having the trophy in their home for the next twelve months.

Thank-You

Kim Pierce

PNR Director 2016-17

2017 Awards

PNR Participants of the Year

Al & Sandi McEwan

CCCA Recognition

1st Place Technical Service

Brian Rohrback

Bumper Guardian Technical Contribution

2nd Place Turnquist Award

Karen Hutchinson

Excellence in Publications

Car of the Day

Yarrow Point Parade

(Manager: Al McEwan)

1937 Cord 812

Don & Arlene Jensen

Classic Corral at Ferrari Concours

(Manager: Denny Dochnahl)

1937 Cord 810

Barrie & Karen Hutchinson

Classics

@ Redmond Town Center

(Manager: Norma Sola-Pierce)

1931 Duesenberg Convertible Sedan

Tom & Susan Armstrong

Chuckanut Fall Driving Tour

(Manager: Norma Sola-Pierce)

1941 Cadillac 62 Convertible

Denny & Bernie Dochnahl

Editor's Note: The event was well-attended and enjoyed by all. Special thanks to Michael Bradley and Steve Larimer for the great photography.



Kim Pierce - Recognition of Service



Barrie Hutchinson - Car of the Day



Karen Hutchinson - Turnquist Award



Brian Rohrback - Technical Service



Karen Anderson



Bettye Gluth



Mary Campbell



Sig Linke



Lee & Ed Noble



John McGary's 1937 Rolls-Royce "Reggie"



Phil McCurdy & Frank Daly



Laura & Kenny Heng



Bernie & Denny Dochnahl (in absentia)



Ildi Bradley



Georgia Cacy



Ron Danz, Renee & Pat Crist, Margie Danz



Terry & Barbara McMichael



Cherry & Terry Jarvis



Bill & Erin Smallwood



Ann Weber, John McGary, Noel Cook & Jack Goffette



Sherri & James Raisbeck



Karen Hutchinson, Diane & Najib Azar



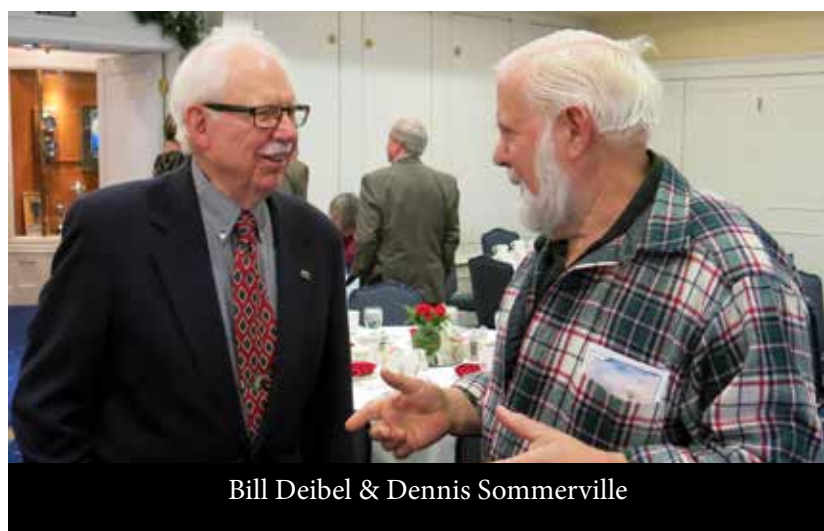
Adrian Taylor



Bill Mote



Roy Dunbar



Bill Deibel & Dennis Sommerville

RON & MARGIE'S 3RD ANNUAL TOY DRIVE

We need your help to fill the Firetruck with Toys!
Let's break last year's record!

RON & MARGIE'S
Garage



PNR ATTENDEES

Renee Crist

Stan & Val Dickison

Frank Daly

Ron & Margie Danz

Denny & Bernie Dochnahl

Marty Ellison
& grandchildren

Pat Heffron

Steve Larmimer

Warren Lubow

Roy & Terry Magnuson

Al & Sandi McEwan

Terry & Barbara McMichael

Brian Rohrback

and likely several more!



Thank You!

Your collective generosity evidenced by the mountains of toys that you contributed is truly heartwarming. Although the needs are great we are all helping to meet them. There will be at least a thousand or more smiling faces this Christmas due to your generous contributions.

-- Ron & Margie Danz

Klassic Korner for Kids

Ebenezer Scrooge is an embittered old man who gains rest and renewal after just one night of interrupted sleep - the eve of Christmas. Given the opportunity to reflect on his past, present and future, the mean old miser has a change of heart and is "awakened" on Christmas morning a changed man.

Dickens started writing the novel, *A Christmas Carol*, in October 1843 and within six weeks, it was completed. It was first published by Chapman and Hall on December 19th 1843. Although there have been many screen adaptations of the novel, the 1938 MGM movie (the same year as our featured *Lincoln*) was the first American film version and probably the most memorable.

Notably, MGM eliminated some of the grimmer aspects of the story in order to make this a "family film" and also to accommodate the 69-minute run time. While Marley's Ghost was included, the phantoms wailing outside Scrooge's window were not. Also dropped from the film were Scrooge's fiancée, who leaves him because of his miserly ways; the two starving children "Want" and "Ignorance", who hide within the folds of the Ghost of Christmas Present's robe; and the thieves who ransack Scrooge's belongings after he "dies" in the Christmas Yet to Come segment.

MGM originally intended for Lionel Barrymore to play "Scrooge". Barrymore was well-known for playing the old miser on his annual Christmas radio show and MGM hoped to take advantage of his popularity. Before production could begin, however, Barrymore was working on retakes of the film *Saratoga* (1937) where he tripped over a sound cable and broke his hip.

MGM reluctantly moved forward with the project and with the support of Barrymore and just six weeks left to shoot, chose Reginald Owen to play Scrooge in the movie and on Barrymore's annual radio show. The movie opened in December 1938 at New York City's Radio City Music Hall where it did moderately well.



Reginald Owen made his professional debut onstage in London in 1905. He emigrated to the United

States in 1920 working first on Broadway in New York and later in Hollywood, where he began a lengthy film career. He was always a familiar face in many Metro-Goldwyn-Mayer productions but perhaps best known today for his performance as Ebenezer Scrooge in the 1938 film version of Charles Dickens' *A Christmas Carol*.



Lionel Barrymore was an American actor of stage, screen and radio as well as a film

director. He won an Academy Award for Best Actor for his performance in *A Free Soul* (1931), and remains best known to modern audiences for the role of the villainous Mr. Potter character in Frank Capra's 1946 film *It's a Wonderful Life*.

He is also particularly remembered as Ebenezer Scrooge in annual broadcasts of *A Christmas Carol* during his last two decades. Severe arthritis and a twice broken hip left Barrymore wheelchair bound in 1938 and unable to play the film role.





For more than three decades, the Medic One Foundation has provided the primary support for the research, paramedic training, and medical review behind the Medic One response system. In that time, Medic One's reputation for innovation and excellence in pre-hospital emergency care has grown worldwide, and thousands of survivors in the Puget Sound area have become living proof of a remarkable, focused vision.

The PNR Region recently supported Medic One Foundation at their annual fund raising Gala. The funds raised that night provided scholarships for Paramedic Training Class No. 44.

This year's Paramedic Class is comprised of twenty-four students representing emergency services providers throughout our region. The ten-month training program includes 2,500 hours of rigorous training, including classroom instruction, clinical rotations at Seattle Children's, UW Medical Center and Harborview Medical Center, as well as extensive field training supervised by experienced senior paramedics.

The Gala was attended by the following PNR members who brought Full Classic® cars to be displayed on the dinning room floor and also by PNR members James & Sherry Raisbeck, longtime major supporters of the Foundation.

Al and Sandy McEwan
1930 Hispano-Suiza

Roy and Terry Magnuson
1929 Bentley

John McGary
and new Associate Member Anne Weber
with John's 1937 Rolls-Royce

Brian Roback
with Jack Goffette's 1929 Rolls-Royce



PNR Club member John McGary is the immediate Past President of the Foundation having served three years (2014-2016) as President. PNR Club member Sherry Raisbeck is a past Board Member of the Foundation.



Photos by Robert Wachtendonk:

John McGary with Al McEwan's 1930 Hispano-Suiza,
"Emily" Jack Goffette's 1929 Rolls-Royce,
James & Sherry Raisbeck

TECH TOPIC: POWDER COATING AT HOME

Submitted by Bill Allard

Powder coating is a finishing technique that coats metallic objects with a nearly indestructible smooth, glossy plastic finish. However, this process normally requires specialized equipment; an electrostatic spray gun that applies an electrical charge to the polymer dust being sprayed and another to the object being coated. A difference in polarity between the two charges results in the “poly” being drawn onto the surface of the target object. Then the coated object is transferred to an oven, where the coating is baked at high temperature in order to melt the dusty surface into a smooth, hard finish.

The process is cost-effective for large items or large numbers of small items. But, what about the car owner who wishes to powder coat only a few small parts? Can this be done? Yes! One way is to buy a commercially-produced “home-model” powder coat system and convince your wife to let you “cook” coated parts in her oven.

Is there a third option? Yes, to a degree. Seeking an answer to the challenges noted above, I utilized the following alternate process which works fairly well.... given a few constraints. In photo #1, you see my “system.” It’s a clear plastic bucket with snap-on lid; able to hold a teaspoon of powder coat (it’s the consistency of baking flour). The object to be coated is securely mounted at the end of a long deck screw extending through the lid. A part having a hole is easily attached and removed from the screw.

Instead of using an oven later in the process, I apply heat to the object first. Using a propane torch, I heat the object while attached to the deck screw, then quickly close the lid, sealing the hot object inside the plastic container. As the container is vigorously tumbled in all directions by hand, you can see the poly form a “dust cloud” and adhere to the hot object. No electrical activity is present; this is “contact-coating.”

Obviously, time and heat become a factor; too much heat, the poly will be scorched. Too little and the dust won’t adhere to the part. Too slow and the part will lose too much heat. Too much poly in the tub will result in a “glob” falling onto the part. The goal is to have a light cloud of dust stick to the heated object and bake to a smooth, hard



surface. If the poly surface turns-out rough it can be smoothed by carefully heating later with the torch.

Closing thoughts: The object needs to be rigidly suspended in the container. If it touches anything the job’s ruined. And remember, cured “poly” is tough and difficult to remove. Starting-over requires cleaning down to bare metal! Also, a too-large mounting screw / bolt will quickly draw heat from the object, rendering that area too cool to hold and cure the poly. Lastly, I strongly recommend getting the “feel” for this process by first coating several “test items.” (Note: Powder coat powder in various colors is available retail and online).



Meandering Through the Oil Industry: Part 6

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

Water Makes its Splash

By Brian Rohrbach



Alcohol and water are inseparable in more ways than one. Ethanol is hygroscopic, which means it will absorb moisture from the air; it really wants to be wet. As we manipulate corn (mostly) to generate fuel ethanol, we need to have water at hand to grow that corn. We certainly have had to make special arrangements to the infrastructure of petroleum distribution in order to manage the water contamination problem posed by alcohol, but the availability of water for crops is the more significant problem.



Although mixing gasoline and ethanol minimizes the amount of water entrained in the fuel, the probability that some water gets into the fuel tank is higher with ethanol in the supply chain. For our 10% ethanoic gasoline, only about 0.5% water is possible to remain fully mixed with the alcohol and gasoline in the fuel; any more than that and the concentration will force water to form a separate phase (or layer) which will settle in the bottom of the pipe or fuel tank. So, there is the opportunity to collect water where we really don't want it. Water in a metal vessel can cause both chemical and galvanic corrosion. All this has caused us to make adjustments, inserting a production step into the fuel transport infrastructure simply to add 10% ethanol.

Not in My House! Water is enough of a problem to make it interesting that the refineries do not want to blend alcohol into gasoline on premises. As a result alcohol, along with other additives, is typically inserted at transfer facilities outside the refinery gates. Now that I have made this statement, it is (like everything else in my discussions) not completely true. There are instances where ethanol is made in conjunction with the

refining process; you can make ethanol from ethylene, a byproduct of the oil refining process – it involves mixing the hydrocarbon, ethylene, with sulfuric acid (another chemical we do not really like to deal with) and applying heat in a process called catalytic hydration. The refinery-sourced ethanol is a miniscule portion of the fuel ethanol that is produced.

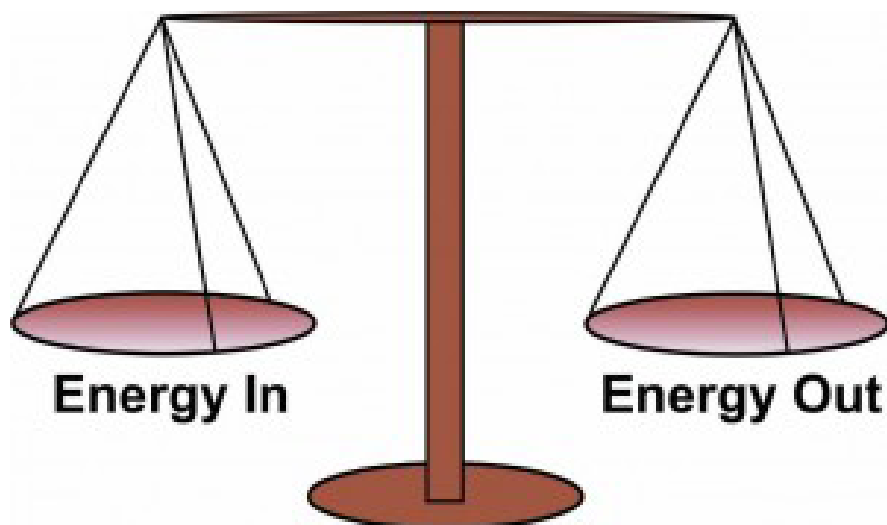
Not only do the refineries not want ethanol around, the water-absorbing nature of the commodity makes it tougher to ship through pipelines. Again, corrosion can raise its ugly head. Key to consider here is that there are costs beyond the growing, harvesting, and production of ethanol. Most of these hidden costs are on-going.



The engines in our Classics can probably easily withstand the 10% level in current fuels although we still must be vigilant in maintenance of parts in constant contact with fuel. I would anticipate a lot of problems if industry is forced to move to more alcohol-laden fuels. There has been a lot of effort evaluating the pros and cons of ethanol in gasoline. One factor stands out - it takes a lot of water to grow corn. Is water availability ultimately rate-limiting in the amount of alcohol we add to the gasoline? It probably is if we stick with corn.

About 400 gallons of ethanol is the expected yield for a one-acre cornfield. In turn, it takes about 560,000 gallons of water just to grow the corn occupying that single acre of land. More is used in the corn processing. That is a lot of water.

In addition, one unit of fossil fuels is required to produce 1.3 units of ethanol from corn. Given all the other costs associated with ethanol, that is not a



very positive margin. Sugarcane is better, yielding 8 units of ethanol for one unit of fossil fuels, but it does not grow as widely in US climes. The ultimate is to generate alcohol from cellulose (i.e., the woody bits), where we can expect at least 10 times the net energy yield as corn. Cellulose after all is a polysaccharide - just long chains of sugar (longer than the sugar chains comprising the structure of starch in corn). Unfortunately, we have not mastered an economic breakdown of cellulose to simple sugars (the stuff that yeast will eat and generate ethanol) quite yet (but we will!). In the food versus fuel tradeoff, it becomes possible to grow a source of food and still get fuel ethanol out of the waste. By increasing the yield, the water problem is largely mitigated.

This scientific effort means that alcohol is here to stay. So for us Classics owners, hold on to your pure-gas.org ap!



Oxygenates

Alcohol is one of several chemicals that have been added to gasoline that function as octane-boosting agents, loosely as a substitute for tetraethyl lead. Collectively, these additions to a refinery-generated fuel are called oxygenates because, unlike the crude-oil-generated liquid, these compounds all have oxygen in their structure. Ethanol is the only oxygenate in large-scale use in the US, but you do find other alcohols and ethers (methyl tertiary butyl ether-MTBE and the ethyl ether version-ETBE) in some locations and overseas. The four possible alcohols to find in fuel are methanol, ethanol, propanol, and butanol; these range in order from having one, two, three and four carbon atoms and each has characteristics that are conducive for use in an internal combustion engine. All four can be synthesized either chemically or biologically, but methanol and ethanol are by far the most economically efficient to produce.

We add the oxygenates both to increase the octane rating and to reduce the amount of unburned hydrocarbons and carbon monoxide in the exhaust. Alcohol is a more expensive option for motor fuels than is MTBE; alcohol primarily comes from an agricultural source whereas MTBE is made from fossil fuels. The reason we use the alcohols is two-fold:

1. MTBE is considered a cancer threat; and
2. Preferring alcohol provides an economic stimulus to the corn industry and its lobbyists.

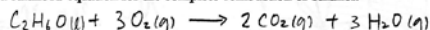
Chemistry Quiz



Note: Having read and studied all six articles on the production of ethanol, it is time to begin preparing for the mid-term exam. Good luck. In the next issue of the BG we will continue our in-depth coverage of automotive fuel.

- 5) Ethanol, $\text{CH}_3\text{CH}_2\text{OH}$ (or $\text{C}_2\text{H}_6\text{O}$) is being developed as an alternative fuel since it can be produced from renewable resources like corn or sugar cane.

- a) Write a balanced equation for the complete combustion of ethanol.



- b) Suppose you have a 70.0 L (typical fuel tank size) of ethanol (density 0.7893 g/cc) and unlimited oxygen. Calculate the number of moles (theoretical yield) of carbon dioxide produced.

$$70000\text{ mL} \times \frac{0.7893\text{ g}}{\text{mL}} = 55250\text{ g} \quad \frac{55250\text{ g}}{46.07\text{ g/mol}} = 1199\text{ mol}$$

$$1199\text{ mol of C}_2\text{H}_6\text{O} \times \frac{2\text{ mol CO}_2}{1\text{ mol C}_2\text{H}_6\text{O}} = 2398\text{ mol of CO}_2$$

- c) What volume will be occupied by the CO_2 at STP?

$$PV = nRT$$

$$V = \frac{nRT}{P} = 53800\text{ L}$$

- d) Calculate the percent composition by mass of the elements in ethanol.

$$\frac{2 \times 12.01}{46.07} \times 100\% = 52.14\% \text{ C} \quad \frac{1 \times 16.00}{46.07} \times 100\% = 34.73\%$$

$$\frac{6 \times 1.008}{46.07} \times 100\% = 13.13\% \text{ H}$$

- 6) A solution is prepared by dissolving 2.50 g NaCl in 550.0 g H_2O . The density of the resulting solution is 0.997 g/mL.

- a) What is the molarity of NaCl in the solution?

$$0.0428\text{ mol}$$



After we talk about Classic Cars,
let's talk about real estate financing solutions.



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Shooting Sticks & More

By Laurel Gurnsey

You wouldn't think sharp, pointy things would have a place in a Classic Car article. But I've always been a firm believer that there are connections everywhere in life. And with anything to do with our Classics.

I once gave Colin an antique shooting stick for Christmas and we took it to this year's Crescent Beach Concours. I was intrigued when I spotted it at a local antique store, whose owner said they were used for sitting on at events. So, I thought it would be perfect for Colin to have in the Lagonda. 'To whip out whilst sitting by the Classic' and alternately use to fend off those who came too close with zippers or ice cream cones.

I've learned shooting sticks (not to be confused with the shooting tripod used by hunters and military sharpshooters to steady their rifles) have been found all over the world for centuries. Craig Morton, of 'Treasure Chest Antiques' in West Vancouver, B.C. and Gail Dawdy of 'Antique Alley' in Kingston, Ontario, said they have been increasingly popular since Victorian Times in Britain, and initially used by the aristocracy as a resting spot during grouse shoots.

Basically wood or metal poles, they end in a point that can be driven into the ground to make them steady. The top of the pole has a leather or net seat and the whole thing can be neatly folded into an umbrella case in the 'boot' of a car.

The shooting stick can be found at race meetings, golf games, polo matches and any other occasion where you get tired of standing as a spectator. They go very well with your 'tweed coat, tie, plus fours and wellies'.

The website 'Language Hat' cites a passage in a book series by Anthony Powell called 'A Dance To The Music Of Time' that mentions 'golf clubs and shooting sticks and tennis racquets'. The book was listed by TIME magazine as one of the 100 Best English-language novels from 1923 to 2005 and is



Spur magazine October 15, 1930

a reminiscence of manners and cultural and military life in the mid-20th C.

There are great references at 'Language Hat' pointing out the use of shooting sticks in many classic British murder mysteries often seen here on PBS, and in many books written in the '20s and '30s. Another author I'm going to have to look into is Edward Phillips Oppenheim, an English novelist known for suspense fiction and one of the earliest writers of spy fiction. In his novel, 'The Golden Beast' (1940) page 163 says 'Judith had already disappeared, swinging her shooting stick in her hand'.

The website 'The British Museum BBC: A History of the World' has a section on a telescopic shooting stick that was one of several patents taken out by William Mills, who lived in England and became known for aluminum golf clubs.

Heading over to ebay.ca, I found a huge range of antique shooting sticks. One, with a bamboo seat, is a Victorian Brevete France Bamboo stick circa 1895. There is even an English 'authentic Hermes shooting stick' for \$5,013.75

Canadian. At 'Selling Antiques.co.uk' there is a description of a walking stick circa 1880.

Shooting sticks have exploded in popularity in today's outdoor sports market and are used for hiking and as walking aids for people with disabilities. They show up at a huge range of stores that sell canes or golf and sports accessories.

A shooting stick couldn't be used at a hockey game of course, being that ice is the surface. But there are hockey sticks involved with Classics. Our British friend Phil Erhardt owns a 1934 Lagonda M45. His father picked up the chassis for the car, put in a box as a seat and drove it to Freestone and Webb, where a custom Drop Head Coupe body was installed. He then drove the car to Germany for the 1936 Winter Olympics, where he participated as part of the British hockey team and brought home a gold medal.

Shooting sticks are used at polo matches, where yet another stick, the polo mallet, is crucial to the game. Polo, played on horseback between two teams, uses a mallet with a long, flexible handle to drive a wooden ball down a grass field and between two goal posts. Encyclopaedia Britannica calls it the oldest of equestrian sports, originating in Persia sometime between the 6th century BC to the 1st century AD. It was designed as a training game for cavalry units. Can you imagine, as outlined in Britannica... 100 soldiers to a side as a miniature battle, polo sticks flying.

And finally, golf clubs...not so sharp and pointy but definitely a stick. One of the most iconic golf/shooting stick photos I've ever seen is of famous golfer Ben Hogan, sitting at the third hole at the Riviera Country Club (Time magazine, January, 1950). Hogan was badly injured when his new Cadillac (just off Classic...1949) was hit by a Greyhound bus. This picture was taken after his return to the links.



Worth reading:

'The Golden Beast' by E. Phillips Oppenheim
'A Dance To The Music of Time' by Anthony Powell

Worth surfing:

BBC 'History of the World + telescopic shooting stick' (bbc.co.uk)
'Language Hat' website + shooting stick (languagehat.com)
Encyclopaedia Britannica + polo



Polo Mallet



Hockey Stick



Golf Club



Shooting Stick



Photos (top to bottom): Colin at Crescent Beach Concours with McMichaels, David Cohen (& 1936 Lagonda LG45 DHC); 1934 Lagonda; Polo Players circa 1920/30; Ben Hogan



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British Columbia Gardens & Garages

PNR members Colin and Laurel Gurnsey and Liz Haan are organizing a Garden and Garage Tour Friday, June 1st, Saturday, June 2nd and Sunday, June 3rd

*Please let us know if you are interested and we will firm up details once we have numbers.
Contact Laurel or Colin at lgurnsey@telus.net as soon as you can.*

Kirk Stevenson, PNR club member, has offered to open up his huge collection in Surrey, B.C. on the way north of the border after lunch (on your own) on the Friday.

Friday evening there will be a relaxed dinner and get together at our hotel. We will contact the Holiday Inn, North Vancouver, B.C. to arrange a special rate once we have numbers.

On Saturday, David Cohen, PNR member, will open up his collection in North Vancouver and RX Autoworks, North Vancouver restoration specialists responsible for many Pebble Beach winners, will open up their shop for you to see some of the cars destined for Pebble Beach in 2018. We will also make a garden part of Saturday.

After an early dinner together in North Vancouver, we head off, sharing cabs, to see the musical 'Mamma Mia' at the Arts Club at the Stanley Theatre in Vancouver. We have all likely seen this fabulous musical but it is well worth a revisit. Tickets are already on sale so if you are interested it would be a good idea to book now.

artsclub.com/shows/2017-2018/mamma-mia

Sunday, Liz Haan has offered to arrange two fabulous gardens to see in West Vancouver and a third on the way back to the border for your trip home.



Director's Message Continued from page 2

car! Only problem was that it liked getting out of the garage and joining the Club's outings BUT it didn't want to come home. More often than not the Packard came home on a flatbed. It also didn't like going across the northern border. Every time we planned to go or were actually able to head that way there was some sort of obstacle. One time it was a rainstorm that flooded our house and we had to cancel. One time we actually made it woods and into us! The next time heading north the carburetor broke while waiting in line to cross the border. We were able to get it running to make the show but couldn't be judged due to the bear damage. The next time we headed north I trailered it! No issues! Still, after all our outings, the car demonstrated a personality that just didn't want to agree with us when it came time to head home. After the last time we had to be flat-bedded home, I received a phone call. It was a person looking for a 900 Coupe Roadster. After all we had been through with Lucy (Norma's name for the Packard) we decided it was time to set her free. Due to the fact she never wanted to come home we decided she wanted be freed from us as well. So the Packard is now in "captivity" in a museum collection. They won't have to worry about getting her to come home because she probably won't be leaving. A perfect match. So, as with the Porsche, the send-off of the Packard has left us with some garage space. We will be looking for something to fill that space in 2018.

Talking about changes, this will be my last Director's message. As with the cars, "it's out with the old and in with the new." You will be in the capable hands of PNR-CCCA Director Frank Daly for the next two years. I will continue-on in a new position as a member of the Board of Managers. A position I am familiar with after having served two 3-year terms thus far. This will be my third three-year term and I am looking forward to serving our membership moving forward. It has been a fun time! Every member should try to take the time and be involved at the Board level. Everyone has a great time!!

Hope to see you in Scottsdale!

Kim Pierce
Past PNR-CCCA Director

Editor's Message

This issue marks a decade as my serving as Editor-In-Chief and Ray Loe serving as Feature Editor of the PNR's Bumper Guardian magazine. More recently Laurel Gurnsey joined the "staff" and has contributed articles on the "Classic Era" since 2009. Over the years, many members have contributed their photography to the magazine but Michael Bradley and Steve Larimer have carried a camera to nearly every event. Val Dickison has provided PNR member profiles and managed the the membership list for mailing. Behind the scene, Bill Allard and Bill Deibel have each provided a decade of service as Copy Editor and Caption Editor respectively. Also, behind the scene, Noel Cook was our advertising manager for many years and recently Darrin Wong has taken over that job.

Our objective is for the magazine to cover all events sponsored by the PNR. We also try to cover the many events attended by our membership where Full Classics® cars are present. And, once in a while, we reach out and cover an event involving a PNR member even if there is not a Full Classic® in sight.

Literally dozens of members have contributed content to the magazine over the years ranging from Event Coverage and Technical Articles to Member News. During my tenure, all four Directors have been extraordinarily supportive of our efforts to produce a first-class magazine for the membership. Recently, the Board of Managers voted to increase funding so we can bring you a full-color magazine. The support of the membership is what keeps us going.

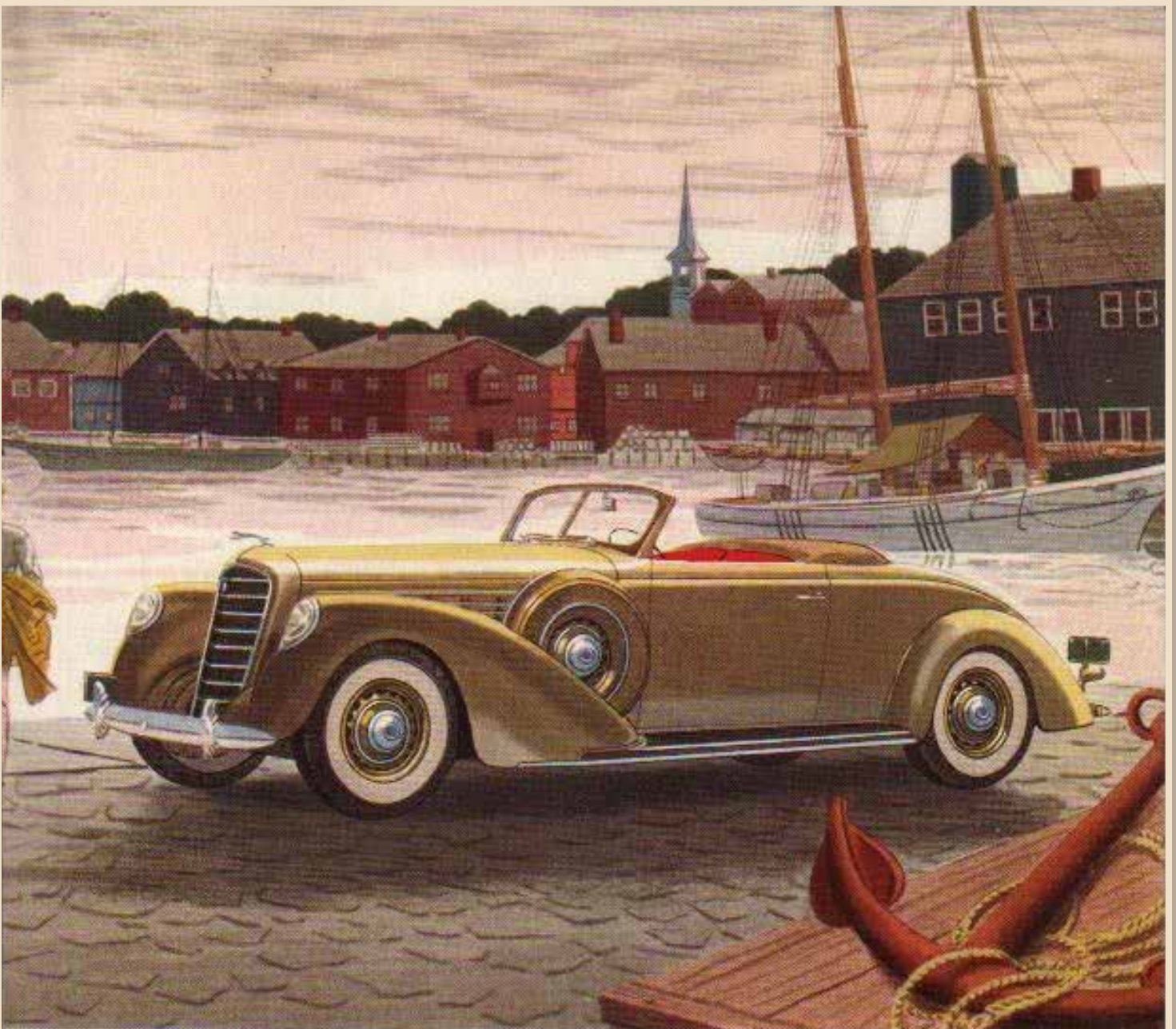
Harry Truman's (a man who grew up in the Classic Era) saying "The buck stops here." applies to the Editor-In-Chief of a magazine. My responsibilities include:

- motivating and managing "staff" members
- evaluating content to ensure it is original, relevant and objective
- fact checking, spelling, grammar, writing style, page design and photos
- contributing editorial pieces
- ensuring the final draft is complete and coordinating with the publisher and mailhouse
- handling reader complaints and taking responsibility for issues after publication

I ask that you take a few minutes to think about the issue of the magazine that you have in your hand. What would make it better? Are there other events you would like to see covered? What type of technical issues would you like to see addressed? What might you contribute to the magazine? Might you be willing to purchase an advertisement?

My sincere thanks for your ongoing support. If there are things that we could do better or differently, I would love to hear from you.

Karen Hutchinson
PNR Editor-In-Chief



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