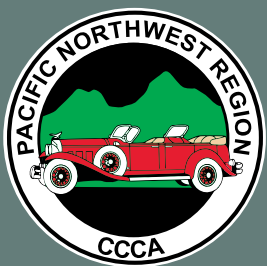


BUMPER GUARDIAN

Spring 2018



1928 Isotta Fraschini Tipo-8AS

Owned by: Peter & Jennifer Gleeson

PNR CCCA & Regional Events

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

May 6th - HCCA Tour (Puyallup Elks)

Contact: Open

May 19th - Picnic w/RROC at Somervilles

Contact: Dennis & Dalene Somerville

June 1, 2, & 3 - Garden & Garage Tour B.C.

Contact: Laurel Gurnsey & Liz Haan

June 24th - Picnic @ Dochnahls

Contact: Denny & Bernie Dochnahl

July 4th - Parade at Yarrow Pt.

Contact: Al McEwan

July 8th - Ferrari Concours & CCCA Corral

Contact: Denny Dochnahl

July 15th - Forest Grove Concours

Contact: Oregon Region

July 28th - Jerry McAuliffe Memorial Picnic

Contact: Tim McAuliffe – 360-908-6521

August 13th - Motoring Classic Kick-Off

Contact: Steve Larimer & Val Dickison

September 1st - Crescent Beach Concours

Contact: Colin Gurnsey

September 8th - Classics @ RTC

Contact: Open

October 20th - Fall Tour on Whidbey Island

Contact: Karen Hutchinson

November 7th - Annual Meeting

Contact: Frank Daly

December 9th - Holiday Party

Contact: Frank Daly

Mark your calendar's for July 28, 2018.

A memorial picnic honoring Jerry McAuliffe's will be held at Jerry's Seabeck estate. The event is hosted by Jerry's son Tim McAuliffe.

More details to follow.

Disclaimer: The technical information in this publication is provided "as is" without any representations or warranties, express or implied by PNR-CCCA. The information in technical articles is provided by the authors to the best of their knowledge as correct at the time of original publication but neither they nor PNR-CCCA will be responsible for errors.

CCCA 2018 National Events

Annual Meeting

April 11 - 14 Branson, Missouri

Grand Classics®

May 2 - 6 Pennsylvania Region

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



Time Flies!

In this, my first "Director's Message", I pledge to serve the PNR CCCA Board of Managers and you, the Members, to the best of my abilities. It is an honor to 'give a bit back' to an organization which has given me so much pleasure – people and cars, in that order! – for as long as I've been a Member.

Wow, time does fly. Hard to believe we're into 2018 already. Weren't we worrying about Y2K just a couple of years ago? My Dad had many fun, somewhat old fashioned sayings, and one of them related to the rapid passage of time. He used to say "If you're worried about a long winter, just take out a ninety day note in November." He had to explain to his seven year old son what a 'note' was, but I then I got it.

As I pen this, the Arizona auctions have ended and they were, as usual, interesting and entertaining. Norma and Kim Pierce hosted a splendid party at the beginning of auction week, and the Northwest Region was well represented indeed! Thanks to the Pierces for their hospitality.

Along with the Dickisons and intermittently others, I attended four of the auctions: Barrett-Jackson, Bonhams, Gooding, and RM/Sotheby's. Each has its own 'flavor', and all are enjoyable.

I have long called Barrett Jackson "The Circus," and it did not disappoint this year. More than 1,600 cars and every manner of

Continues on page 31

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

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

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Val Dickison, Membership	206-546-3306
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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
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are available on a prepaid basis only.

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CORRECTION

*"I just got the new BG. It is a work of art. However as a guy who was known for misspell-
ing names I should point out that one is wrong. On page 19 the picture is not of Lionel
Barrymore but rather Leslie Howard. I'm old enough to remember." - Arny Barer*

Editor's Note: Arny Barer (and others) brought to my attention an error
in the Winter 2017 BG. Your "young" editor expresses regret for the error
but is delighted to see that members are reading the Bumper Guardian
cover to cover (including the Kid's Korner).

On the Front Cover

1928 Isotta Fraschini
Owned by Peter & Jennifer Gleeson

Centerfold

1929 Isotta Fraschini
Owned by Al & Sandi McEwan

1928 Isotta Fraschini Tipo - 8AS

Owned By Peter & Jennifer Gleeson



I had owned a few pre-War cars in the past, RR, Bentley, Delahaye etc, but of late my collection had started centering on post-War cars, particularly BMW and its early Motorsport era. My desire/itch for a great pre-War car started to get to me and in about 2012 I mentioned to Al McEwan, that I would love to find a great car from the period, something really special. Al, bounced a few ideas off me and certainly came up with some interesting cars, but they weren't exactly hitting the spot - to steal the words from our Mr McEwan, "I was looking for a pre-war piece of jewelry". The day Al sent me the pictures of this car I knew it was the one, it was just it! Everything about it said "Great Gatsby" and elegance from a period of opulence we may never see again.

I purchased my Isotta Fraschini, from Marlene Johnson in early 2014. Marlene, along with her late husband LeVerne, had been the keepers of the car for a very large portion of its life. They bought the car from Howe Willis in 1967 and I understand from Paul Willis this was his father's (Howe Willis) or grandfather's from new, so effectively two owners before me.

While owned by the Johnsons the car was often used for family weddings, town parades and high school football games and was shown at the first Meadowbrook Concours in 1979. Twenty-five years later, in 2004, the car underwent a "total restoration" at Bob Anzalone's shop R & A Engineering in Manchester, Michigan. Freshly restored, in 2004 the car placed second in the 1925-39 European Closed Class in Pebble Beach. From there, she had a string of first place wins including the CCCA Annual Meeting in St. Louis, the Michigan Grand Classic in Dearborn, the Cranbrook Concours d'Elegance, the Concours Italiano, and the Glenmore Concours in Canton, OH.

Under my ownership, the car was again accepted to appear at the Pebble Beach Concours in 2017, the year they were commemorating Isotta Fraschini. I did everything I could to lift a stunning car to the next level, talking to experts, getting opinions, finding what was right and correcting it and cleaning... yes cleaning! I cared, cleaned and caressed this baby more than a mother with her first born, but all sadly to no end. On the Pebble Beach tour the Thursday before the concours, she was not happy with me and blew a gasket (at minimum, we are still waiting for results). Sadly, she could not therefore be judged although Pebble Beach did at least let her be shown - we sneaked her on with a trailer under darkness.

The car is now undergoing repairs and I hope to have the opportunity to have her judged at Pebble in the near future.





Peter Gleeson & Jackie Stewart



Editors Note: I asked Peter Gleeson "Who is the dapper gent in the above photo?" and his reply follows:

"None other than three time world champion Formula 1 driver Jackie Stewart, also known as the Flying Scot, he is actually a Sir now, so Sir Jackie Stewart ..

"Funny part of the story is - he came walking past with his entourage and I shouted to him "Jackie come here" he came walking over, with all of his entourage looking at me, no doubt thinking "who is this guy" anyway, we said hello, and what we were laughing at was - I (asked) him; "He does know his hat is the same material as the interior on a BMW 6 series Alpina B7S Turbo?" :-)"



Peter & Jennifer Gleeson



Isotta Fraschini Motor Car History

By: Raymond Loe
and Al McEwan

In the Autumn 2017 issue of the Bumper Guardian magazine, we were fortunate to have the opportunity to feature PNR member Bruce McCaw's stunning 1929 Mercedes-Benz S Barker Tourer - winner of the Pebble Beach Concour's most coveted prize - "Best of Show".

The featured mark at the Concours was Italy's most opulent automobile brand: Isotta Fraschini (Ee-So-ta fra-Skee-nee). Seventeen Isottas, from the very first to the last cars built, were showcased in three full classes. Two of these rare beautiful cars are owned by PNR members Peter Gleeson and Al McEwan. In this issue we have the pleasure of featuring both of these noteworthy cars.

Our thanks to the owners of these extraordinary cars for allowing us to share them with you.

From an unlikely partnership formed in 1899 between lawyer Cesare Isotta and car enthusiast Oreste Fraschini came one of Italy's most opulent automobile brands: Isotta Fraschini (Pronounced - Ee-So-ta fra Skee-nee).

Isotta began by assembling Renaults under license and by 1902 were selling their own chassis with De Dion-Bouton or Astor engines. The first chassis with engines built by Isotta Fraschini were produced in 1903 and featured 4.2, 5.4, or 7.4 liter, four-cylinder T-head engines with an output of 12, 16 or 24 horsepower respectively, and installed in chain driven chassis of different lengths. In 1905, two monstrous Tipo (Type) D race cars with 17.2 liter, 100 hp, four-cylinder, overhead-cam engines were built for competition. While not particularly successful competitively, the overhead cam configuration was of great technical interest. (See IF Racing on Page 15.)

During that first decade of the twentieth century Isotta Fraschini was concurrently producing automobile chassis and engines for heavier-than-air flying machines. Recognizing that the Wright brothers had opened huge new business opportunities by conducting the world's first official manned flight of a powered airplane in 1903, Isotta was determined to get involved early-on and, by 1910, had produced their first aircraft engine. During their long company life span, Isotta developed, and sold all over the world, almost fifty

different aero-engine models, most of which were smaller displacement and water-cooled.

It was decided early on, that when Isotta started building automobiles, they were going to sell them in chassis form only, targeting the top-end of the market, and would provide customers a choice of bodies purchased separately through approved custom coach-builders. Isotta built several different series of T-head, chain-driven chassis through 1910 on which various Italian coachbuilders installed bodies of all configurations. Starting in 1910 Isotta moved to monoblock, L-head engine designs for most production chassis and incorporated four-wheel brakes. An exception to the L-head engines was the relatively low production KM chassis "built for pure pleasure of speed without regard to any racing formula and utterly without compromise." The KM was chain-driven with a 10.6 liter, overhead-cam engine with four valves per cylinder costing an astounding U.S. \$9,000 in 1912. Fifty 10.6 liter KM chassis were built. The few that remain are in high-end collections.

Prior to the onset of WWI, the company had built approximately 1,500 chassis before shutting-down passenger-car production for the duration of the War. Production was resumed in 1919 when Isotta Fraschini introduced the all-new Tipo 8 series.

Isotta Fraschini's golden years began with the introduction of the Tipo 8 series.

It was at this time the marque became competitive with Hispano-Suiza, Rolls-Royce and other luxury automobiles as an elegant and expensive carriage for the aristocracy and celebrities. While production was officially resumed in 1919, post-War labor issues caused numerous delays and production did not really get rolling until 1921. The Tipo 8 featured the world's first production inline straight-8 engine – a 5.9 liter, overhead valve engine placed in an all-new 146" wheelbase chassis. While not designed for racing, the Tipo 8 chassis, when fitted with light, sporting coachwork, did compete with some success. Approximately 600 Tipo 8 chassis were produced.

The Tipo 8A introduced in late 1924 was a significant redesign. The chassis was beefed up for heavier coachwork and the nine-main-bearing, overhead valve engine displacement was raised to 7.4 liters. Variations of the 8A chassis were produced through mid-1930. The vast majority of surviving Isotta Fraschinis are Tipo 8As. The 8A, as introduced, had two side draft carburetors and the intake manifolds cast into the cylinder head. In 1926, a more sporting-version of the 8A engine, designated the 8A S or SS, became available on either a shorter 134½ inch chassis or on the 146 inch chassis. The major difference was the intake manifold and carburetors. The intake manifolds were now two external, aluminum, U-shaped attachments to the cylinder head fed

by two huge Zenith updraft carburetors. This upgrade did produce more engine power. The visual differences between the S and SS versions are a two piece exhaust manifold and a two unit vacuum pump on the SS.

Approximately 950 Tipo 8A chassis were built and cost about \$8,000 US, without coachwork. Both bare chassis and completed cars were imported to the U.S. during the twenties. Most of the bare chassis were bodied by either LeBaron or Fleetwood and those imported with coachwork were bodied primarily by Castagna of Milan. The Castagna bodies were particularly ornate with very fine detail work. As most Isotta Fraschinis were chauffeur-driven, a very large number received formal bodies, varying from closed limousines (the model of Al McEwan's car) to town cars and often landaulets (the model of Peter Gleeson's car.)

At the 1927 New York Auto show at the Commodore Hotel, there was a two-place with rumble seat convertible coupe presented with Castagna body. This model became known as a 'Commodore,' and several, possibly 10, were sold in the late twenties. A very high percentage of the 'Commodores' still exist. Although it was built on the long-wheel base 146 inch chassis, the 'sporty' Commodore's almost all came with the SS version of the engine.

Beautifully built and quite fast for the period, the Isotta Fraschini 8A is regarded by many enthusiasts as one of the world's finest cars. Of the thirteen Isotta Fraschini cars listed in the CCCA 2017 Handbook all but one are Tipo 8A. Two of those twelve are owned by members of the PNR and are the cars featured in this issue.

The Isotta Fraschini Tipo 8B was introduced in late 1930 and about 100 chassis were built. The 8B was really a modest update of the 8A, although with a lower chassis for a more modern appearance. It is thought that no more than thirty 8B chassis ever received bodies with the last one built in 1936. Unfinished chassis existed for years afterwards and it seems likely that no new 8Bs ever came to the U.S.



It is interesting to note that in 1930 the Isotta Fraschini Company gave Henry Ford their very first Isotta automobile as a gift when he was in discussions to purchase the company. However, the deal fell through and Henry did NOT return the car. That early prototype, complete with chassis tag #1, eventually found its way into The Henry Ford Museum collection where it was on display for many decades until being sold in 2013 to private collector Corrado Lopresto. In 2017 that same car appeared on the lawn at the Pebble Beach Concours d'Elegance where it was displayed along with both of our featured cars.

Isotta Fraschini had a checkered financial record over their lifetime of making automobile chassis & engines, trucks, aircraft engines, marine engines and other such goods. Upon introduction of the Tipo 8 series, Isotta automobile sales picked up dramatically. However, Isotta chassis production volume overall was never enough to even come close to making a profit. So, the decision was made to discontinue car production in 1932. Many years later (1946 - 1948) there was a brief restart but, only six prototypes of this model, the rear-engine Tipo 8C Monterosa, were built before all production facilities were converted to manufacture marine engines. Seriously affected by the economic crisis of the 1930s and by disruptions of two World Wars, Isotta finally stopped making cars altogether in 1949.

Isotta continued on building a large variety of small aircraft engines until merging in 1955 with engine manufacturer Breda. The newly-combined company built trolley buses and even toyed with a plan to revive automobile production based on a concept-car T-8 coupe in 1996 and another concept T-12 roadster in 1998. That project never reached production and the company finally declared bankruptcy in 1999. An inglorious finish to a company that had produced high-fashion limousines, had their cars featured in many movies and were treasured by the new American aristocracy in the Classic Era.





PNR Tour

January 6, 2018

By Event Manager Marty Ellison

Many of us recall what it was like writing a term paper back in high school or college. After spending countless hours of research writing up notecards with citations, then after fussing with typewriter ribbon, carbon paper and the wheel eraser, we'd begin putting our thoughts and just a few plagiarized passages onto onion skin paper, hoping upon hope we didn't need to edit a sentence or paragraph. Invariably a major error occurred near the bottom of the page requiring us to retype the whole thing again. What a contrast to today where we have instant access to digital knowledge bases and we dictate our thoughts through a transcription app on our laptop or tablet. After all the edits are done, with the push of a button, our term paper is printed out.

Manufacturing has undergone similar advances over the same period and in January about 55 PNR members had a chance to tour the GoEngineer Inc. facility in Algona, WA to learn how "Additive" manufacturing was bringing an entire factory plant to a desk top. GoEngineer is a national company with twenty offices throughout the country. They provide engineering design services relating to 3D modeling and printing of mostly prototype parts for industry. Jason Russell is Territory Account Manager, and was our host and tour leader. Jason explained to the group how CAD/CAM or computer-aided design/manufacturing is progressing. Rather than drawing a part at a drafting table, then sending the drawing to the machine shop where it is turned on a lathe or milled on a milling machine by a skilled machinist, the whole process is done digitally. A CAD file is the digital folder that contains the part's dimensions, tolerances, specifications and shape. CAD has been the standard for many years and when connected to a computer controlled machine, it controls the tool path to cut and form the part in compliance with the digital drawing from a block of material such as aluminum, plastic or steel. This, Jason said, is "Subtractive" manufacturing. By contrast, "Additive" manufacturing makes use of new technology 3D printers to print the part on a moving stage. As the print head moves about, it lays down material heated to its melting point from a long filament strand leading from a spool magazine. Gradually the stage moves away making room for the next layer to be deposited.

Another specialty of GoEngineers is 3D scanning. It's used to "reverse engineer" an existing part making use of a very precise laser scanner. The part is positioned on a rotating stage where the laser can measure every contour and detail of the part, converting all into a digital file. The file then is output to a 3D printer to form a new part with precise dimensions as the original. It can also invert the file to a mirror image to create a left-hand of a right-hand part.

To illustrate this technology Frank Daly provided a rare tool used to insert a lock ring for an early Chrysler fuel quantity sender. The tool is so rare, Frank borrowed the tool after posting a \$500 deposit with its owner. The tool was scanned into a file, then certain modifications were made using a CAD program to reinforce it in areas where needed. The printed part was made of white ASA, a type of ABS plastic that is not as strong as the steel original part. It was also printed out in Ultem 1010 which is much stronger but also much more expensive.



Photos (top-bottom)

- *PNR attendees gather for informative tour.*
- *The "Machines"*
- *Discussion of reproducing Frank Daly's wrench.*
- *The completed reproduction in "plastic."*

In this case a plastic part was made from the steel original. However GoEngineer will soon offer direct metal printing. Desktop Metal, a Burlington, MA company has developed technology that sprays a mixture of metal powder and a polymer that holds the shape together as it is deposited in a way similar to the plastic printers. The printed part is then placed in a sintering oven where the polymer is burned away, and where the remaining metal is heated to just below its melting point, fusing the metal particles together.

Member Bill Allard recently dropped in at GoEngineer to discuss scanning a cylinder head. In this case after the head is scanned, it would be printed into plastic, which would then be used to form a sand mold, into which the aluminum is poured. But in addition to the external shape and form of the cylinder head, the internal passages need also to be scanned. One way is to sacrifice a donor head, by cutting it in two to gain access to the internal passages. When these passages are scanned, a pattern is printed that represents the hollow areas or passages where the aluminum won't flow. These are the voids for coolant to circulate to cool the head.

The point of the tour was to introduce PNR members to the potential of this technology. There are countless projects that are dependent on sourcing parts that are much older than any of the members, and some are simply unobtainable. If for example, a member has only a left-hand part but needs the right, the left could be scanned, the file inverted to a mirror image, then printed out as a right. In many cases a reproduction into plastic would not be satisfactory, however the plastic part could be used as a casting pattern for a sand-cast part to be formed from aluminum.

Another application was used last year when a member from an east coast region contacted me for help with a rumble seat fender step. The individual learned that my 1938 Lincoln Model K had one of the few original fender steps. I removed the step, brought it to GoEngineers and had it scanned. The fine people at Go scanned the part, then emailed the file to the member in North Carolina, who then had a local

Attendees

Bill & Lucy Allard
Michael & Ildiko Bradley
Craig Christy
Renee & Pat Crist
Tom Crook & Randy Small
Frank Daly
Bill & Karel Deibel
Val & Stan Dickison
Marty & Linda Ellison
Peter Gleeson
Bettye & Bill Gluth
Jerry & Keenon Greenfield
Matt & Karla Hackney
Bruce & Betty Harlow & guest
Brad & Hyang Cha Ipsen
Marty Kulina
Steve Larimer
Bob LeCoque
Ralph & Charlotte McCarty
Phil McCurdy
Barbara & Terry McMichael
Paula Morrier & Tom Astrof
Paul Murray & son Matthew
& friend
Lee Noble & Theresa Renico
Randy & Brian Pollock
Mark & Rebecca Reutiman*
Kim Pierce & Norma Sola-Pierce
Brian & Jeffrey Rohrbach
Dixon Smith*
Jim Warjone
* guest

Driving Full Classics®



Lou Berquest
1935 Pierce-Arrow Convertible Coupe



Bob LeCoque
1947 Cadillac Fleetwood 60S Sedan



Jon Schoenfeld
*1937 Cadillac Fleetwood
70 Sport Coupe*

machine shop cut the step on a computer controlled milling machine. The gentleman spent some time sanding and texturing the part to remove the tool path lines that were present but the result was a near duplicate of the original including the grid-like tread pattern on the top surface.

It is hoped that as more members make use of this technology our Club could build a library of parts that could be shared among other members.



Crook Collection Tour



Down in Auburn, tucked away under the big evergreen trees is the Crook complex, complete with lovely two-story home, multiple garages and sweeping well-manicured lawns. It is the home to several beautiful and rambunctious dogs, cats and other little pets. Gracious hostess Randy had coffee and sweets for us in the kitchen. There is an extensive collection of auto-related art and memorabilia throughout the main floor rooms. After closing-down the commercial shop on Pacific Highway South much of the contents came home to roost. Built into the wall in the family TV room is a colorful, working Wurlitzer Bubbleator juke box! Tom led the group on a tour of his Classics, which include a 1931 Duesenberg 8J-464 Sedan, by Bonham & Schwartz, a stunning 1934 Packard-12 Convertible Victoria by Darrin which according to Tom has 38,500 original miles. Tom keeps a detailed history of all his cars, including the 1929 Pierce Arrow Roadster, with red with black fenders. It was purchased new in Pasadena, was in the Harrah Collection for a long time before passing through several other collectors and into the Crook collection. Many of Tom's cars have graced the back roads on numerous CCCA, Packard and Pierce Arrow tours. The two-tone 1933 Packard 1006 Phaeton was driven in 2008 through nearly every western state, with the Packard Club including a California tour that featured a tour around Lake Tahoe. His beautiful silver 1937 Coupe Roadster toured the Arizona Scenic West Caravan last October. Tom says his first PNW Caravan was 40 years ago in a 1933 Packard Super Eight, and he's been on every one since.

After our visit, many of us went out to the Puget Sound waterfront to have lunch at Anthony's Homeport and other destinations.



Photos below (clockwise): 1940 Packard 160 Convert. Victoria, 1940 Packard 180 Darrin Convert. Victoria, 1931 Duesenberg J Bohman & Schwartz Convert. Sedan, 1933 Ford V-8 Phaeton (nc)



TOUR OF "THE SHOP"

By Craig DeVine

On February 17th, twenty-four members of the PNR-CCCA plus a few friends gathered for a great brunch followed by a tour of "The Shop," a new business targeting automobile aficionados. It was great to be indoors that windy, rainy and blustery Saturday morning, but by noon, the sun had come out and many in the group added a visit to nearby Pacific Galleries Antique Mall to round out the day. PNR members Jerry & Keenon Greenfield have booths at the mall and were present to greet us at the entrance.

"The Shop" is a "country club for gearheads" located in the Sodo area that attracts car owners for many reasons. It's a place for like-minded people to gather and build the automobile community. They offer a range of amenities, including car storage, work bays and lifts for car repair and maintenance, tools for the work, and a car washing area. A mechanic is on-site as well for advice on car mechanics, or for hire if you need more substantial help. There is also a sheet metal repair business on-site... Elliot Toler-Scott... who can do body work, and also offers classes on body work, welding, and mechanical work. Members have access to other club areas too, including office space, meeting space, a gaming area, and a hidden living room area with leather couches and chairs, a big screen TV, and automobile paraphernalia. It feels a little like a country club setting for

those who enjoy cars!

The final touch is The Derby, an Ethan Stowell restaurant offering brunch, lunch and dinner for both members and the general public. A fun aspect of the dining area is the large windows offering great views of the many collectible cars and motorcycles residing there. There is a wide range of cars... a little strong on modern exotics and sports cars. Interwoven are a few American muscle cars, a few hot rods, some 60s and 70s collectibles, and

*Do you enjoy cars? Do you like food?
If the answer is yes to these easy
questions, then you will enjoy
"The Shop" in Seattle's SODO district.
Craig DeVine*

a few European makes too. One of the best looking cars there was the beautiful dark blue Jaguar E-type owned by Bill and Karel Deibel.

The Shop opened just 6 months ago, and in that time has attracted over 100 customers now storing their cars in one of two clean, dry and well-lit storage areas. The primary storage area is viewable from the restaurant, and toured often by visitors wanting to see some great cars. There's additional space for more cars in the adjacent warehouse. Shop Manager Janesi Sgablya said that memberships



*Karel & Bill Deibel with Alison & Jerry Lamb
posing with their E-type Jaguar (nc)*

have increase quickly in 5 months, and they are currently at about 65% of their car storage capacity.

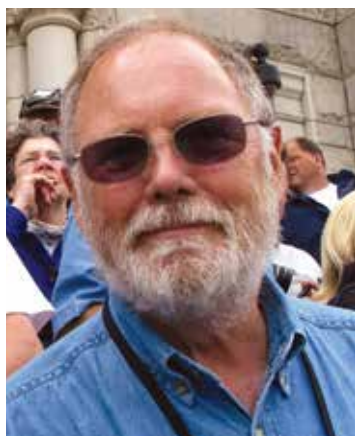
There are two types of memberships offered to those wishing to keep cars there. The Regular Membership has an initiation fee of \$500, monthly membership dues of \$150, and storage fees of \$200 per car, per month. Regular Member cars are stored in the adjacent warehouse space. The Founders Membership has a \$2,000 initiation fee, monthly membership dues of \$250, and car storage fees of \$200 per car per month. Founder Member's cars are stored in the area viewable by the restaurant guests.

Continued on Page 15



Attendees:

Frank Daly
Val and Stan Dickison
Bill and Karel Deibel with daughter
and son-in-law Jerry & Alison Lamb
Craig DeVine
Al & Marilyn Fenstermaker
Jerry & Keenon Greenfield
Barrie & Karen Hutchinson
Brad & Hyang Cha Ipsen
Charles Kulina
Terry & Barbara McMichael
Brian & Randy Pollock
Jack Goffette & Barbara Shain
Jon Schoenfeld
Jim & Irene Tait



Steve Norman
Oct. 25, 1941 - Jan. 5, 2018

Many people knew Steve Norman for longer than Colin and I did. And knew first hand his many accomplishments in life. His business, humanitarian, charity endeavours and many hobbies spoke to his diverse interests and passions.

He was a very private man but loved people and anyone who knew him knew of his commitment to his family and his love for his wife Annie.

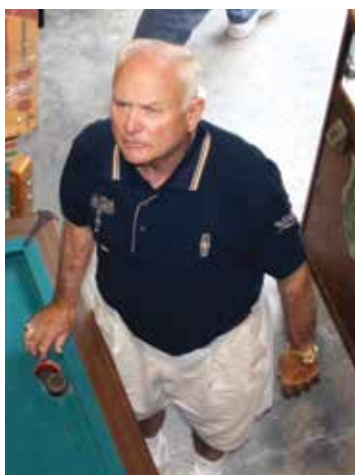
We were first drawn to Steve's dry wit and gentle humour and curiosity about life when we spent time with Steve and Annie on the Bentley Alaska Tour in 2009. Colin says he remembers Steve too from the 9 Collections PNR Tour of Los Angeles' we did years earlier.

That was the beginning of a wonderful friendship. That friendship spanned time with Steve and Annie at the Crescent Beach Concours where Steve both showed his cars and judged. Steve's collection of Full Classics® included a 1929 Bentley Coupe, a 1928 Bugatti Roadster and a 1938 BMW 327/28 - to name a few. Most of the time, Steve and Annie could be found driving top-down.

We travelled with them on a memorable trip to Hershey, Pennsylvania, to Amish country, to Philadelphia to see the Liberty Bell and to New York City. We were introduced to their life in Edmonds and their beautiful home there. They were always gracious hosts.

The one word that popped out of Steve's obituary was the word 'character'. To have known a man of such intelligence and such fine character was an honor. He will be missed.

-Laurel and Colin Gurnsey



Gerald (Jerry) McAuliffe
May 23, 1935-Jan. 13, 2018

Jerry and JoAnn McAuliffe were members of the Pacific NW Region of the Classic Car Club of America dating back to the 1980s. JoAnn passed away in 2007 and Jerry's last listing in the Region Directory was 2012. Although not a PNR Member the past few years Jerry continued to host the Region a couple of times for a summer picnic at his beautiful estate at Seabeck on Hood Canal. Jerry's passion for collector cars and auto-related memorabilia was endless. His Classics included a 1941 Packard 160 Convertible Coupe, a 1947 Packard 2106 Sedan and a 1935 Rolls-Royce Sedan De Ville 20/25 by H.J. Mulliner. Many additional collector cars filled his multiple garages at his Seabeck Estate.

A highlight of the year for Jerry and his friends was the annual October trek to Hershey, PA. for the AACA Annual Fall Swap Meet. Jerry rented the basement of a house that bordered the east end of the swap field. Spaces were rented out for the week that were just large enough for a cot to sleep on. Jerry and his friend Bob Burns would swap until they virtually dropped. Boxes upon boxes were packed with treasures. Jerry would literally have no idea what he had accumulated. On Sunday a local shipper would load up a trailer with a mountain of goodies to haul back to Seattle. Jerry would hold off opening the boxes until Christmas. By then he would absolutely not know what he had so his Christmas celebration was opening all of the boxes to discover what he had accumulated!

Jerry was best known as a Master Gardener having built a successful landscaping and nursery business in Kirkland, WA. His passion for trees, plants and flowers gave him years of joy and happiness. Jerry and JoAnn hosted the PNR at their Kirkland Estate for multiple events including a summer Grand Classic. When our region twice hosted the CCCA Annual Meeting in January at the Red Lion in Bellevue, Jerry completely decorated the parking garage with trees and shrubbery turning a drab parking facility into a gorgeous arboretum. Many of our region members are thankful for all of the help Jerry provided landscaping our homes. The City of Kirkland purchased his estate in Kirkland, Washington and turned the land into a park honoring him by naming it "McAuliffe Park".

This enabled Jerry and JoAnn to retire to Seabeck where he continued pursuing his passions of gardening and car collecting. A memorial Service was held for Jerry at Holy Trinity Catholic Church in Bremerton, WA. on Wednesday, January 24th, 2018. Every time I see a beautiful rhododendron in bloom I will remember Jerry. The landscape of heaven will be enriched with Jerry present!

-Jerry Greenfield



Tom Armstong 1937 - 2018
w/ Glenn Mounger 2018 Pebble Beach

Eds Note: Tom Armstong was a member of the PNR for more than forty years and PNR Director in 1977.

From Jeff Clark - Tom Armstrong could be described by many attributes including husband, father, grandfather, charitable benefactor, long time PNR CCCA member, vintage racer, car collector, entrepreneur and friend to name a few. Driven by the same a desire to succeed, he was successful in all the suits he wore.

My memories of Tom span the last 15 years of his life starting with his selection to become the first chairman of the Kirkland Concours d'Elegance. Without fail amongst those asked, Toms' name came up as the "guy". Capable, connected, organized, decision maker and driven to succeed were a few of the terms used to describe him. Imagine my surprise upon meeting him the first time to find he didn't do computers, and everything, and I mean everything, was kept on 3 x 5 index cards neatly tucked away in a shirt pocket. I think the cards were mostly just a foil though; he seldom needed them for anything other than writing down a contact name and phone number which he could somehow still find even months later.

Those 10 years of the near daily conversation helped me realized he was also a very capable mentor. While he would still let you know in no uncertain terms when he disagreed with the best laid plans, he was never one to stand in the way for the sake of thinking he had the only right answer. Perhaps that is what I remember most about Tom, he had a way of pointedly telling you why it wouldn't work, but he was also the first to call and say he was wrong if it all actually did work. While Tom may be most remembered for his unwavering charitable support to Children's Hospital, I will simply remember him as my friend and a good man.

From Denny Aker - I was the first person that Tom contacted when he moved to Seattle.. He found me through the ACD club as he had a half restored 1936 810 Cord phaeton, he asked if I would help him with some mechanical issues as I was a mechanic by trade. I worked at his house under the car and Tom would hand me the tools as needed. At the end of the night, I would tell him to leave the tools under the car as I would need them the next night. Tom could not sleep knowing the tools were not in the tool box so he would put them all back and the next night he would have to hand me all the tools back - that was Tom.

I went to the ACD meet in Auburn Indiana with Tom, Charlie Norris and Gordon Aker. That first year Tom had a referee's whistle around his neck and a clip board, the first thing in the morning the whistle was blown for breakfast. At the meet, when he wanted to get together he would blow the whistle and everyone would come. The second year we said, "No whistle Tom". Tom was a good man, a wonderful friend and I will miss him.

ACM Exhibit: The Through the Lens:

"Cars Defined by an American Century" exhibit is based on the idea that American history and the automobile are inextricably intertwined thus making cars the perfect lens to entertain and educate ACM guests.

Visitors are encouraged to consider one vehicle from each decade that defines the history and culture of that period, in addition, visitors are asked to speculate which car will best exemplify the current decade. In some cases, the cars on display may not have been the most popular or a commercial success, just indicative of the time.

ACM will "make a case" for each vehicle shown but, ultimately, each visitor will decide, or "vote" for another. If there is an overwhelming response toward a different vehicle than the one on display, the current vehicle will be replaced with the alternative.



PNR Director Frank Daly provided a photo of his "big CW" (1935 Airflow Chrysler Custom Imperial CW Limousine by LeBaron) as it sits at LeMay America's Car Museum. The car was "discovered" while on display at Pebble, and chosen by the ACM staff to initially represent the 1930s in their approximately year long "Through the Lens" exhibit. His car has been on display at ACM since November and your vote could affect how long it stays.

Note: This car was featured in the Spring 2015 issue of the Bumper Guardian

"The Shop" Continued from Page 11

The Shop will soon be adding a new feature too... the opportunity to rent high interest collectible cars. In the near future, there will be about 10 great cars available for members to rent and drive.

Brunch at the Derby was great, the tour of this new Seattle car business was a lot of fun. The Shop gives car owners a great place to store a car or two (or as many as you like!), with some practical and fun "country club" amenities too!



PNR-CCCA

Scottsdale Gathering

January 15, 2018

By Kim Pierce

Attendees

Pacific Northwest Region

Carl Bomstead
Barry & Sharon Briskman
Frank Daly
Stan & Val Dickison
Denny & Bernie Dochnahl
Marty & Linda Ellison
Terry & Cherry Jarvis
John McGary & Anne Weber
Terry & Barbara McMichael
Mike Peck w/ friend Dave
Kim Pierce & Norma Sola-Pierce
Ashley Shoemaker
Jim Tait w/ friend Rick Slenes

Arizona Region

Theo & Sandy Bruisma
Paul & Pam Friskopp
Tom & Lynn Hamilton
Ed & Karen Winkler

Friends of CCCA

Brian & Julie Cieniawski
Gary & Dolly Haakenson
Steve & Tsutsumi Lambrecht
Rick & Mary Mezich
Melissa Prizant
Dennis & Nancy Rood
Doug & Esther Sola
Bob & Sally Thomas
Ted & Kathy VandeHoek

RPM Foundation

Dianne Fitzgerald
Stacy Puckett-Taylor

With the arrival of winter, anyone with an interest in car auctions, starts thinking of Scottsdale. For the fourth year in a row different PNR-CCCA members have hosted a get-together in the Arizona sun during auction week. This year, Norma and I offered to host a party for CCCA members and their friends at our new home in Scottsdale. Trying to find an open date to host the party was challenging due to the number of parties, open houses, meetings and of course the auctions that are all going on nearly simultaneously. We ultimately settled on January 15th hoping for both good weather and a good turn-out.

Our early estimates were a turn-out in the range of twenty to twenty five people from either the PNR or the AZR CCCA regions. Well, we had a surge of interest all the way up to the day of the party with people calling in their RSVPs. To our amazement and perhaps with twinges of panic, we noted that sixty people were signed-up to attend. That changed the planning just a bit! Having just acquired our new home we were excited about having everyone over to enjoy the setting with us, but it did catch us a little off guard. Party stores, rental stores, grocery stores, Costco, linen rentals and of course wine shops all benefited from the surge. To say the least, we were a bit nervous about having 60 people over when we had barely even moved-in.

Well, once everything was set and the designated time of 4:00 p.m. arrived, the cars started rolling in. We had two Classic Cadillacs from the Arizona Region-CCCA. The cul-de-sac neighbors were treated to a traffic jam of other cool cars as well. There was a '50S Cadillac, '55 T-Bird, SLS AMG, Lamborghini and a hot rod, all from members either of the Pacific Northwest Region or Arizona Region of the CCCA. It appeared that everyone enjoyed themselves, the conversation was non-stop and laughter could be heard through the desert as old friends caught-up with each other and hopefully new friendships were made. At the end, the sunset treated everyone with a good night toast to the day with orange skies backlighting Camelback Mountain.

There is always plenty of car activity in the desert in January and as you can see by the list of attendees, plenty of friends with whom to enjoy the experience. The vacancy left by the shuttered Arizona Concours was felt by many but we did learn that it looks like the event will be on once again. At the time of this writing I was told that the committee in Arizona was getting very close to penning a deal to hold the event at a nearby golf course. That would just add to the list of reasons to come to Scottsdale next year and join the fun.





On what happened to be one of the nicest Sunday afternoons in a while, a group of eleven PNR-CCCA members and their guests gathered for good food, shared conversation, and a tour of the world-renowned Chihuly Garden and Glass Museum.

The group met at the Sport Restaurant & Bar for lunch. As one would expect at a John Howie owned restaurant, the food was excellent. My choice was the New Orleans Style Chicken Jambalaya, but everyone enjoyed the nice variety on the menu.

After lunch, our group walked across the street to the Glass Museum in the shadow of the Space Needle where we could see first-hand the major remodel going on at the "Needle." Once inside the museum, we embarked on a self-guided tour of the ten different galleries of glass. It is designed so that you can go at your own pace and take it all in. The glass and colors you see are truly amazing and vivid. If you go too fast you can and do miss a lot. Highlights of the Museum include the "Glass Forest", Sealife Room, Persian Ceiling, Chandeliers, and the outside "Glass Garden."

I want to send a personal "Thank you" to Val Dickison for helping with the arrangements.

- William Smallwood III

Attendees

Stan & Val Dickison, Burt Hunter, Raymond & Georgia Loe,
Ashley Shoemaker & her mom Debbie Rietman,
William & his mom Jean Smallwood,
Dave & Mary Williams

*Top Photo Caption: Bill & Jean Smallwood,
Val & Stan Dickison, Burt Hunter, Dave & Mary Williams*

PNR New Members

Martin & Michelle Cousineau
9903 Santa Monica Blvd PMB 752
Beverly Hills, CA 90212-1671
(H) 310-557-0047 (C) 310-266-1381
mcous@earthlink.net
mhererra.design@gmail.com
1947 Packard 8 Sedan
1938 Packard 12 Cabriolet
1928 Packard 8 Coupe

Jim & Irene Tait
4601 Fobes Road
Snohomish, WA 98290
(C) 206-948-4215
Email: taitjamesw@comcast.net

Member Update

Paul & Janet Lewis
PFL4567@gmail.com

Isotta Fraschini Racing 1905 - 1910

Isotta Fraschini recognized early-on that a successful racing program was an important way to gain customer recognition and acceptance. While racing success was modest, the cars were often springboards for new designs.

In 1905, Isotta Fraschini gained notoriety in the Coppa Florio, where they entered a Tipo D with a 17.2-litre (1,050 cu in) 100 horsepower (75 kW) engine. The Tipo 1 Corsa chassis (an 8 liter engine of 80 hp) won the '07 Coppa Florio and '08 Targa Florio in Europe. Three or four of the Tipo 1 chassis were imported to the US and sold to wealthy, young sportsmen. These cars were raced at all of the big American events with great success. One of these chassis driven by H.H. Lytle and placed a very close second at the '08 Vanderbilt Cup race won by Locomobile.

A recap of the race from the Vanderbilt Cup Races website -

"Seventeen cars participated of which six were of foreign make. Chief among them Lytle's Isotta, Lewis Strang's Renault, and Keene, Luttgren and Stricker on 120hp Mercedes. The rest were American productions; including Haupt's Chadwick, Robertson's Locomobile, now numbered "16," and the little known sister-car No. 1 in the hands of Jim Florida.

From the instant of Starter Wagner's signal Robertson set a furious pace and at 70 miles led the Chadwick by one minute. On lap 4, tire troubles dropped the Loco to fourth. Haupt, Lytle and Luttgren now held top positions. Grim doubt assailed the Locomobile pit. Then, for nearly 100 miles Robertson thundered in fiendish pursuit... and regained leadership at 160 miles.

The big Chadwick had cracked, but right on "16's" heels was the fast-flying Lytle Isotta. For another 90 miles the Robertson-Lytle duel raged. On the last lap in a ferocious skid, the Loc threw a tire. The only spare was feverishly put in place. Two minutes later Robertson thrashed off, desperately aware that victory hung in precarious balance. The final 18 miles were a demoniac drive with all caution flung aside, but man and car survived in triumph. The Cup, at long last, was America's, and a new record of 64.3 mph for 258 miles.

Herb Lytle's #6 Isotta 60 HP (Italy) crossed the finish line two minutes before the Locomobile but had started 10 minutes ahead of #16 and ended in 2nd place."

The Tipo 1 continued to race successfully in America through 1909. Isotta continued developing cars and racing both in America and in Europe but that is a story for another day.

**Al McEwan's
1929 ISOTTA FRASCHINI TIPO 8A S
CASTAGNA LIMOUSINE
CHASSIS: 1592**

Copyright © Kimball Studios / Courtesy of Pebble Beach Concours d'Elegance





2nd Time Around

Al McEwan's

1929 Isotta Fraschini Tipo 8A S Castagna Limousine



Isotta Fraschini + Chassis 1592 + Engine 1518

Howe B. Willis purchased this car on July 25th, 1932 from Duesenberg Motors of Illinois. The sales receipt shows that there was an earlier Isotta Fraschini convertible, Chassis 1033, traded in. Howe Willis owned and used this car until the late nineteen seventies. He was very active in Post WWII car events and formed the Isotta Fraschini Owner's Association. The Willis family resided in a large home at 326 Essex Rd. in Kenilworth, IL, which borders Lake Michigan about 15 miles north of Chicago. Over a period of time, the family owned seven Isotta Fraschinis. Among the other Isotta Fraschinis owned by the Willis family was Chassis 1515, which is now Peter Gleeson's car.



Willis Family Home Kenilworth, IL

I purchased Chassis 1592 for the first time in 1988 and recently I had the opportunity to purchase it again. It may have been 1962 when I became aware of this Isotta Fraschini as it was the featured Salon car in the July issue of ROAD & TRACK magazine. The article by John diCampi had several photos of the car which, at the time, was totally original. Of course, in 1962 I had no idea that someday the car might be in my garage.

I first saw the car in the early 1980s at the home of Sergio Franchi in Connecticut. Sergio attended our 1978, 1982 and 1986 PNR CARavans during which we developed a friendship. Sergio acquired the Isotta from Howe Willis sometime around 1979 and, when I saw the car in Sergio's garage, it was still totally original but in need of help. The paint was falling off in chunks and the rear interior fabric was black due to the exhaust having leaked through the floor. However, there was something about this car that grabbed me. Yes, it is a closed car, not a sporty phaeton or roadster, but there was something about the lines, the color, the overall elegance of the package that stayed with me.

After having seen the car and whenever I happened to be talking to Sergio on the phone, I would always ask him "what are you doing with my car?" This went on for a few years until about 1986 when Sergio told me he was sending the car out for restoration. I was very disappointed to hear that as I figured I would never get this Isotta. Then he told me where he was sending the car for the restoration and, by chance, I was aware of this "restorer's" work. I advised Sergio to send the car somewhere else, anywhere else.

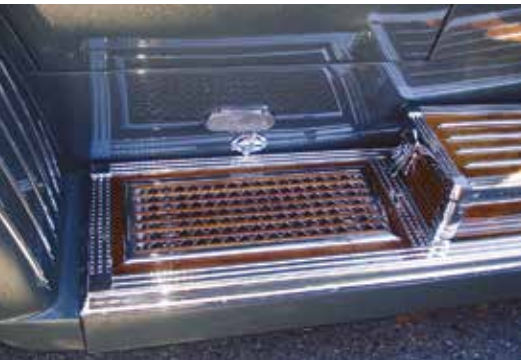
Sergio got the car back in 1988 when the restorer moved south. The car was

not quite completed and Sergio was not happy with the work. During a subsequent phone call, Sergio told me that Richie Clyne wanted to buy the car. I told Sergio, "you can't sell my car to Richie." (Richie, if you read this, it is the truth.) So, I got on an airplane, flew to Hartford and drove down to Sergio's home in Stonington, CT.

In hindsight, I should not have been the one to inspect the car. While I found many flaws with the restoration, I was too emotionally involved with the car. So, I kept saying to myself "we can fix this" and "we can fix that." The end result was that Dick Hooper and I purchased the car from Sergio.

When the car arrived in Seattle it was unloaded downtown and my first drive was to bring it to the east side. Shortly after reaching the eastern shore of Lake Washington on SR 520 the engine seized and I coasted to the side of the road. After a few minutes I tried to start the engine and it started. However, it now had a tick that it didn't have before the incident. As a result, the car ended up in Bill Mote's shop a few months later. When Bill got the engine apart he found that the pistons had been incorrectly fitted. Everything else internally was checked. As the engine was out of the car, Bill took the opportunity to rebuild the clutch. Once the engine was reassembled and installed the car was taken on a test drive. A short distance from Bill's shop the ring and pinion in the differential failed. You haven't lived until you do a search for an Isotta Fraschini ring and pinion set. And this was before the internet. There are none anywhere in the world. My thoughts of 'we can fix this, etc.' kept coming back to haunt me.

I located a company in Tennessee that would make a new ring and pinion set and took the opportunity to change the ratio from 4.15 to 3.5. (There are numerous ratios listed on the Isotta Fraschini parts list, but with a heavy car I did not want to be down-shifting for every little hill.) Bill installed the new ring and pinion set and the car has performed well on the road ever since.



Elegant Running Board and Tool Box Detail



Panel Providing Instructions to Chauffeur Controlled in Passenger Compartment



Stunning Upholstery



Isotta Fraschini Instrument Cluster



Curved Beveled Glass at Division Window Corners



Skylight and Interior Detail

In 2002, this Isotta Fraschini was the last of the Dick Hooper / Al McEwan jointly owned cars and we sold it to my longtime friend Mort Bullock of Baltimore.

During our ownership, in addition to the mechanical work noted above, we upgraded the paint

and replated most of the chrome. However, the rear interior, while 'restored' by

Sergio's restorer, was

poorly done. I felt that, for Mort, the rear interior had to be redone and the original replicated to bring the interior to the level of the rest of the car. The interior detail of this car is complex and finding the appropriate materials took a great deal of time and travel. However, this work was being done in early 2003 in preparation for the 2003 Pebble Beach Concours.

After working day and night trying to get the car reassembled for the PB Concours, it had to go into the trailer not quite completed. But, the car was assembled enough for the Thursday Tour d'Elegance and we started out

with all the other Concours cars on this wonderful event. Several miles into the tour disaster struck when the left rear wheel came off the Isotta during a right hand turn and in front of a lot of spectators. Not a good day! It was

"Yes, it is a closed car, not a sporty phaeton or roadster, but there was something about the lines, the color, the overall elegance of the package that stayed with me."

- Al McEwan

necessary to get a ramp truck to the scene and with the wheel reinstalled on the hub, but without the knock-off hub nut, it was possible to winch the car onto the truck. The knock-off hub nut could not be reinstalled as there was slight damage to the hub threads that would take a file to correct.

While it seemed that all was lost, it turned out that the ramp-truck driver was the son of an acquaintance whom I had gotten to know many years earlier at National Rolls-Royce Owners' Club events in California. This acquaintance was a 'hands-on' guy with a shop at his

home. We got him on the phone, told him the story and then delivered the Isotta to his house. Late the same afternoon the car was repaired and I was able to pick it up and drive it back to our trailer on the Polo Field. Talk about a recovery.

Following the above episode, detail reassembly work continued right up to the last minute when the car had to go 'on the lawn.' All the door jambs

are trimmed in chrome plated sheet brass and there are a zillion screws holding the trim in place. We just could not get all of the screws installed in time and, of course, this was obvious to the judges. But, the Concours Co-Chairmen at the time, Glenn Mounger and Sandra Button, recognized our recovery effort following the wheel disaster and our attempt to finish the car. They awarded us the Chairman's Trophy, which was much appreciated. After Pebble Beach the car came back to Bellevue and we finished it a few months later. In early 2004 it was shipped to Mort in Baltimore.

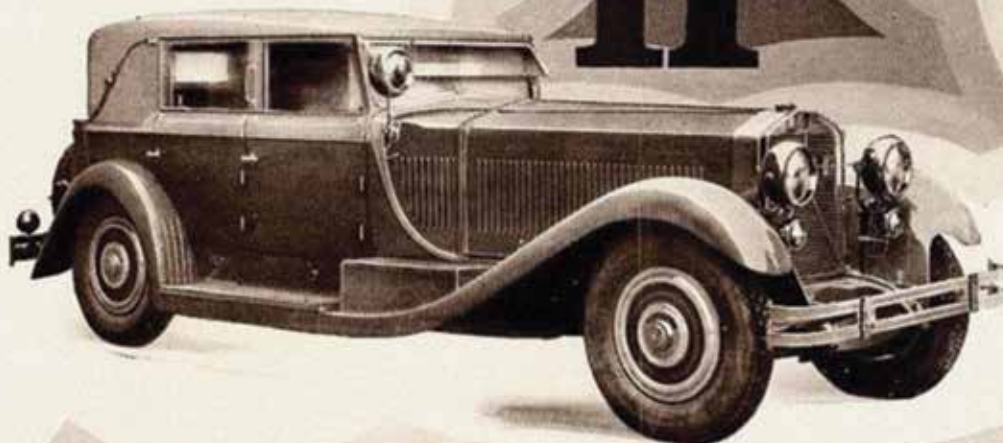
Continued on Page 20

ISOTTA FRASCHINI

At the New York Salon the style trend for 1929 was definitely set. And no stronger influence was dominant, no more striking designs evident, than in the new body styles advanced by Isotta Fraschini.

IF

Lines of superb grace and originality, new color schemes, with harmonizing upholstery, rare fabrics, inlays of the finest cabinet work – such are the bodies by CASTAGNA that crown this unrivalled chassis.



New York
119 West 57th Street

Chicago
846 Rush Street

Continued from Page 19

Fast forward to 2017. After reading the above you might think that I would never want to see the car again. But, you might also think that I may have an emotional connection with the car, as strained as it might be. The latter would be true. Mort has known this for years and offered the car back to me on such favorable terms that we were able to make it happen in early 2017. We all knew that Isotta Fraschini and Castagna coachwork were to be the featured marque and coachbuilder at Pebble Beach this past August and wanted the car to be there. While all of the car's preparation work would be accomplished in Baltimore and the car had been with Mort for the past thirteen years, I felt that it should be entered at Pebble Beach under Mort's name.

While Mort was unable to attend Pebble Beach this year, the car was trailered across country by Mort's friend and mechanic Will Ayd. Mort's son Russell flew out to California and with Will participated in the Tour d'Elegance and showed the car at the Concours. To everyone's surprise and great pleasure, the car was awarded first in the Closed Castagna Isotta Fraschini Class. Being in the 'Winners Circle' was a once in a lifetime experience for both Russ and Will. They were thrilled and I was very happy for them. The car has now returned to its 'emotionally connected' west coast home.

It is hoped that during the next couple of years that I will be able to upgrade the car further and take it back to the Pebble Beach Concours under my name.



From Al McEwan's archives.....

Sergio Franchi at Mt. Hood on the
1982 Pacific Northwest CARavan.

The car was his
1929 Isotta Fraschini Tipo 8A S.



British Columbia Gardens & Garages

PNR members Colin and Laurel Gurnsey and Liz Haan are organizing a Garden and Garage Tour for you, Friday, June 1st, Saturday, June 2nd and Sunday, June 3rd. If you are interested in joining the tour, contact Laurel or Colin at lgurnsey@telus.net. Directions, maps, times, etc. will be sent out in April.

FRIDAY: Kirk Stevenson, PNR member, will open up his collection of Classics in Surrey, B.C. just north of the border after lunch (on your own). A group dinner is planned at Northlands Golf Course in North Vancouver (photo at left). Our event hotel is: Holiday Inn & Suites, North Vancouver, B.C. If you have not booked, please call 604-985-3111. Book on your own to take advantage of hotel and/or on-line specials.

SATURDAY: David Cohen, (PNR), will open his collection in North Vancouver. Then RX Autoworks, North Vancouver restoration specialists for many Pebble Beach winners (including Gurnsey's Lagonda) will invite you to see current projects and possible 2018 Pebble Beach cars. Two garden visits in North or West Vancouver (no bridges or downtown traffic involved) will complete the afternoon. After an early dinner, those interested are going to cab to Vancouver to see the musical 'Mamma Mia' at the Arts Club/Stanley Theatre. Many have seen it already, but it is worth a revisit. Tickets are going fast, so if you are interested, call now and speak to Danny Mak (604-687-5315, extension 253) Say you are with the Classic Car group to get our rate. Reference number #2492935. artsclub.com/shows/2017-2018/mamma-mia (There will be other options for those not going to the play.)

SUNDAY: Liz Haan has arranged a garden for you to visit on your way back to the border.

SAVE THE DATE

8th Annual Crescent Beach Concours d'Elegance

*Labor Day Saturday, September 1st
Blackie Spit, Surrey, British Columbia*

Calling on PNR members to share your amazing Classics in our judged Classics Class or non-judged Display Class of Pre-War Packards (open to both new entrants and previously shown Packards.)

Additional classes: Muscle Cars; Jaguar E-Types (61-75); Pick Up Trucks (to 73); 356 Porsche (48-65); Shelby Mustang/American Production (65-69); Motorcycles; Street Rods; and English Specials.

Event supports the B.C. Children's Hospital Foundation. Details and entry forms available at:

www.crescentbeachconcours.com

Or call Colin or Laurel Gurnsey at: 604-980-7429.



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



Conrad Wouters
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Meandering Through the Oil Industry: Part 7

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. Gasoline is the lifeblood of our vehicles; does it ever break bad?

BAD BLOOD

By Brian Rohrbach

Particularly as you get older, nothing is more offensive than bad gas. If you are now expecting a treatise on biological functioning or possibly a set of scathing restaurant reviews, I will now disappoint. Impractical and dangerous to refine at home, we use gasoline here and make it there; stuff can happen en route. So, when and why does good fuel go bad?

There are several categories in the "bad" collection, some are not terribly relevant to the operation of our Classics, but will be belabored here because the story is interesting. The categories are mislabeling, aging, tax avoidance, and adulteration. Detecting, and to some extent preventing, these types of unacceptable quality makes up a part of my workday (OK, maybe that is why I identify the topic as "interesting").

Mislabeling (a category but not a problem)

We purchase fuel on faith, as we are unable to verify the composition of what we pump. The wrong fuel can be put into a distribution tank, but this is a rare occurrence. A fuel can be mis-color-coded (this happened to me with a batch of aviation fuel, labeled with a motor fuel dye). In some cases, the refinery will sell higher-octane gasoline simply because they had "too much of the good blend components and the tank was going to overflow" (I can give you dates when this has happened at one Washington refinery). We do have the technology to verify at the pump, but the problem is not a big one in the US and likely not worth the effort and expense.

Aging (something to address)

This is a more significant problem for our Classics. The adage: *there is nothing worse than bald tires and old gas*. The problem is that gasoline is thermodynamically unstable. Here it is a mixture of hundreds of different hydrocarbons, but every one of them would rather be

a mixture of carbon dioxide and water. In a way, we are serving their mission by accelerating their destiny in our engines.

The difference is that the compounds in gasoline don't just spontaneously erupt into that final mix; they start to form a set of intermediate compounds that increase the viscosity, slow the flow, gum up the jets. If your car sits over the winter, it is a good idea to add a fuel stabilizer, which prevents the formation of this varnish-like chemistry. If you store the car for much longer, drain the fuel (it is a safety issue anyway).

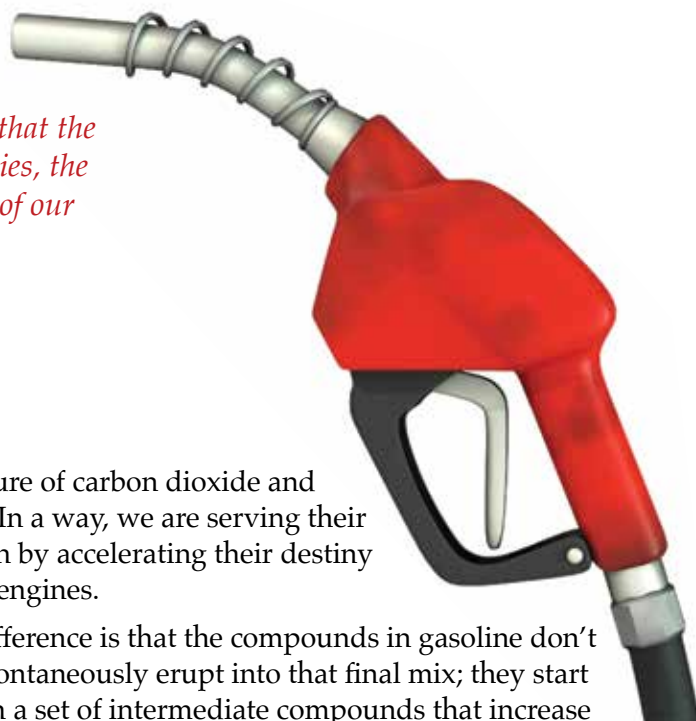
Tax Avoidance (bet you hadn't thought about this)

Tax fraud is alive and well and is the most significant in countries that have high taxes added to the fuel or live adjacent to countries that subsidize their fuel for political benefit. Several examples that I have been asked to assess:

1. In Saudi Arabia, gasoline and diesel fuel are cheap. Entrepreneurs risk getting a body part chopped off by adding used motor oil to good fuel, trucking it across the border as a waste product, then distilling to restore the fuel, sans tax.
2. All over the world, governments charge less (no road tax) for fuel used on farms or for industrial processes. Taking farm fuel and rebranding it as road fuel (it is the same stuff after all) avoids tax. In the UK, that is a 50% savings.

If the incentive is high, there will be action. And, for every action governments perform, we bring in smarter and smarter criminals. So, let's follow the history:

Have you heard of Red Diesel? We placed red dye in farm diesel so it would be easy to distinguish untaxed from taxed.



- o Great, no training needed to detect fraud.
- o Bleach, acid treatment, running through silica gel – they all remove the dye.

Add a high molecular weight marker in low concentration to not disrupt engine performance

- o Test for the marker is pretty simple, but involves an instrument.
- o Criminals can distill off and sell the diesel portion, leaving the marker behind.
- o Note now we are encouraging organized crime due to cheating's added capital expense.

Add a small amount of a marker (Dow's Accutrace is popular) that is smack in the middle of the diesel range of hydrocarbons to make it impossible to remove by any of the means above.

- o Employing this approach, the UK retrieved £1 billion in taxes by setting up roadside test stations.
- o To make it work, governments must mark (and someone pays the cost) the fuel.
- o Have you ever tried to get a collection of governments that have the petro-economy intertwined to agree? In fact, they decided to all go it alone in 2016; I wonder where they are now.

Adulteration (on the rise, but only for diesel)

Adulteration implies that there is a purposeful misleading of the public. For this to happen, there must be some form of economic gain. The messing around with gasoline is really a very insignificant problem for several reasons. One, gasoline is dangerous to play around with, more so than other fuel types. Second is that much of the fraud involves adding two ingredients, one lighter and one heavier than the base fuel (to make the bulk quality tests stay constant). This bracketing will be in play when we talk about diesel fuel, but gasoline starts with butane (four carbon chain) and anything you add on the lighter end will evaporate like crazy. Also, if you add just a touch of heavier hydrocarbons, like kerosene or diesel, a car's gasoline engine will let you know immediately (runs rough, doesn't want to turn off – dieseling!).

As with tax avoidance, where this becomes more of a problem is with diesel fuel. Mostly things like base oils (motor oil) and bio-oils are the adulterants of choice, but lots of mangy hydrocarbons and fats show up in fuel. At least from what I have seen, the murkiest problem is in Europe, where the adulterated diesel tends to originate in Eastern longitudes and heads West where diesel demand is strongest and prices are high. Testing is spotty and inconsistent (or non-existent).

In the US, the UK and Asia, the problem is more the unfettered addition of biodiesel, above the labeled standard. Most engines have a limited tolerance of bio-origin diesel. And, waste oil is pretty cheap, easy to convert, and untaxed when processed outside the system. This is complicated when a certain percentage of biodiesel is allowed, even required. Then how do we tell the extra from the recipe?



From the annals of technology...

A review by Bill Deibel

An article entitled "Vapor Lock"

Problems with Ethanol Blended Fuels and Possible Mitigations by Jim Chase appeared in the July 2017 issue of The Packard Club journal The Cormorant News Bulletin. It is a very comprehensively researched piece with data from technical papers published in 1928, 1931, 1935, 2005 and 2007. From his research Mr. Chase not only found data regarding the impact of ethanol to the gasoline blend, but a great deal about what actually causes vapor lock and where the problem is created. Through the text Mr. Chase suggests many things that can be done to help minimize the propensity for a car engine to vapor lock.

An SAE paper documents the test of an unidentified 1935 car driven up a 7% grade at 40 MPH for 20 minutes on an 80 F day. At that point the car was stopped and left to idle at 360 RPM for another 25 minutes. Temperatures were measured at the Carburetor flange (hottest point), Coolant (location not noted), Air under hood, Main Fuel Jet, Carburetor Inlet, Carburetor Bowl and Fuel-Pump Inlet (coolest point). After 10 minutes all these temperature had stabilized. Fifteen minutes after stopping at idle all except the Carburetor Flange and the Fuel-Pump Inlet had stabilized. The Carburetor Flange rose from 123 F at start of idling to 241 F after 23 minutes and then steadily declined to 218 F at end of test. The Fuel-Pump inlet rose from 102 F at start of idling and rose to 153 F at end of test however its rate of rise diminished after 20 minutes. Throughout the test the temperature at all of the above points remained in order

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from hottest to coolest as listed above. By 1935 the locations and mountings of these components had pretty much standardized for the rest of the Classic Era. (All these data are presented graphically and I have interpreted the numbers from the graph.)

Ethanol

The industry measure for fuel volatility is the Reid Vapor Pressure (RVP). This value in psi is based on the point where 10% of the fuel has evaporated. Typical 1931 cars would not perform well with a RVP much over 7 psi. Premium grade gasolines in 1935 were typically 7.1 psi. By 1947 this rose to 7.9, but today it is controlled for all gasolines at 7 psi so that should not be a problem today with non-ethanol gasolines. Gasoline is a blend of components with different boiling points which vaporizes in stages as each component reaches its boiling point. Data taken at 10%, 50% and 90% evaporation shows that the evaporation vs temperature is quite linear without ethanol, but the ethanol all boils off at about 170 F and from 170 to 250 F the fuel is considerably more volatile than gasoline without ethanol — of course the more ethanol the worse the effect. 100% evaporation will not occur until about 375 F. Mr. Chase notes that the ethanol content is sometimes higher in premium octane grades than regular depending on brand.

The typical diaphragm-operated fuel pump is designed to work with a mix of liquid and vapor in the fuel line with up to 20 or even 40 times as much vapor as liquid in terms of volume. (Something I never knew.) These pumps are self priming which allows this. As these pumps age and the diaphragms fatigue and stretch, the relative amount of vapor that can

be accommodated is reduced — so if you have an old unruptured diaphragm in your pump, it may be contributing to vapor lock without you realizing it. (This is a point I have never considered.) Mr. Chase states “The engineers at the time (1935) understood the problem to be focused at the carburetor and jets. The influence of the fuel system from tank to carburetor float chamber stemming from the increased fuel temperature promoting boiling and interference with the metering at the jets inside the carburetor. (sic) It wasn’t from a pump unable to suck liquid fuel out of the tank to deliver to the carburetor.”

Measures to minimize the propensity for vapor lock

The carburetor is heated by conduction and convection from the block, head, intake and especially the exhaust manifold. To minimize this there should be a thick non metallic spacer between two gaskets where the carburetor bolts to the manifold. Some cars had a metal heat shield between the carburetor and engine. Check on this and replace if missing or add one anyway. Ideally this shield should be made from stainless steel polished on the side facing the engine. This will reduce heat reaching the carburetor. You can drill the mounting holes oversize and use nonmetallic washers under the nuts to go the last mile in reducing heat transfer to the carb.

This is also the case with the fuel pump. Thick non metallic mounting spacers and heat shields were sometimes used. In the case of spacers it is absolutely necessary to follow the parts manual. Adding or omitting this spacer will interfere with the proper stroke of the pump lever. On many cars mechanics will have discarded the heat shield. In this case it should be replaced and if not original equipment one should be

added — again using stainless steel polished on the side exposed to the exhaust pipe or other heat source. Another thing suggested is an air scoop under the car which at speed directs air to the fuel pump.

Chase also points out that an exhaust manifold heat riser stuck in the cold position for starting will steadily overheat the intake manifold and carburetor while driving. This is a good point and something that should be checked regularly. Also considerable heat from the hot air passing under the car when moving will heat the fuel in the tank a surprising amount which sends it to the pump already fairly warm. This can be minimized by running the fuel line outside the frame rail across the car from the tail pipe and muffler.

Mr. Chase points out “It was noted in 1935 that some (users of) commercial vehicles were reducing the fuel line diameter between the pump and carburetor — not increasing it — to reduce the volume of fuel in the line and alleviate the problem of vapor pressure overwhelming the float valve. It probably makes sense to cut the diameter of that line to the next size smaller. A smaller line here also should reduce the temperature of the fuel entering the carburetor since the fuel will flow faster and have less ‘residence time,’ reduce the surface area exposed to the hot exhaust manifold, and cool the line faster when engine is restarted. The line between the tank and fuel pump should remain larger to reduce pressure drop on the suction side of the line” (I have never heard of this idea before, but it makes sense and is confirmed by its employment by commercial truckers. Since few of us drive our Full Classics at extreme high speeds this should not effect us with the possible exception of pulling a steep

Continued on Page 27

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References available



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grade at wide open throttle.) Chase does note that missing and bucking at high speed can be fuel starvation caused by vapor lock in the line from the tank when the high fuel flow rate reduces the pressure in that line.

Many if not all Full Classics were built with an insulation wrapped exhaust pipe. This is very important in eliminating vapor lock and should be installed even if not authentic. As for the fuel line itself, Chase is undecided about rapping it. That will keep it cooler while driving, but slow up cooling off after the engine is shut down. A shield as described above is a better solution.

Electric fuel pumps

If an electric pump is used, ideally its line should be paralleled outside the frame as above and teed

in beyond the regular pump. This will reduce the fuel temperature at the carburetor since only the gas going through the regular pump is heated. Chase advises putting a fuel pressure regulator between any electric pump and the carburetor to keep from overpowering the float valve and flooding the carburetor. He recommends not putting an electric pump in series with a mechanical pump unless it is planned to be run all the time. This is because the mechanical pump will lose some of its effectiveness from having to suck through the resistance of the non energized electric pump. (I like to put a shut off valve at the mechanical pump inlet that can closed should the diaphragm rupture and pass raw fuel into the crankcase or onto the ground causing either an explosion, fire hazard or engine lubrication breakdown.)

Wrap up

Mr. Chase ends his piece thusly: "I submit that the most direct way to solve this problem (vapor locking) would be to install a small electric fan below the engine and duct that transports cool air from beneath the car blowing directly on the carburetor bowl during hot idle and for a period of time after shutdown. It would require a thermostatic or time delay switch to keep from draining the battery. Not an authentic solution, but when you are sitting stalled at a traffic light trying to restart with non-authentic fuel on a hot summer day with irate commuters on your tail, the pride of pure authenticity might wane somewhat."



Staying Dry in the Rain

By Laurel Gurnsey

RAIN

*The rain is raining all around,
It falls on field and tree,
It rains on the umbrellas here,
And on the ships at sea.*

Robert Louis Stevenson



1926 3/4 .5 litre W.O. Bentley on Alaska Tour 2009

Rain can be a beautiful but pervasive thing ('an unwelcome physical effect, spreading widely throughout an area'). Robert Louis Stevenson's poem, 'Rain' sums it up in just four lines.

Staying dry at a car event is fairly paramount to having a good time. Colin and I have dodged weather bullets organizing the Steamworks and Crescent Beach Concours, and a couple of times the skies have opened up. Happily, most Classic Car owners are hardy and carry on. Having previously written an article about Wellington boots, and another about staying warm in our Classics, I thought staying dry at Classic Car events might be of interest.

'The History of Umbrellas' says the first umbrellas go back to 11th Century China and sculptures show umbrellas in ancient Thebes and India. Umbrellas did not appear in England until the Restoration

Period...probably because the Puritan regime saw umbrellas as frivolous. 'The Art of Manliness' has an article called 'A Gentleman's Guide to Umbrellas' that says a full-sized umbrella can 'double as a walking stick, get you out of a pinch in a dance number and act as a weapon against ruffians'.

One of Colin's first Lagonda Club purchases was a huge umbrella that goes to car events with us. The Rolls-Royce Motor Car website talks about the modern Phantom and mentions 'the cleverly hidden Rolls-Royce umbrella, always on hand if the weather turns.' Many Classic Era coach-built cars had special spaces included for stowing golf clubs or umbrellas.

Spending a rainy day at an event requires more than just an umbrella. Those Wellington boots of course, but a waterproof coat is important too. The November 1925 'Spur'

magazine mentions Zambrene rubberless raincoats. British company Barbour has been making 'the best British clothing for the worst British weather' since 1894. Colin and I bought Barbour jackets at our first car event in England years ago. Cotton, they are made water-resistant with a paraffin-based waxing. Barbour holds a 'royal warrant' to supply waterproof clothing to the Royal Family. (Note the photo of Princess Diana in a Barbour.)

The Australian company Driza-Bone (est. 1898) makes a similar 'oilskin' riding coat using British waxed cotton. The original oilskins were treated with linseed oil but could be messy when the oil brushed against other clothing. Colin and I brought back Akubra rabbit-skin hats from Australia (the iconic Aussie cowboy hat) and they are fabulous for shedding rain.

A North American company called Stormtech provided our 2009 Bentley Drivers' Club Tour to Alaska with water-resistant coats. The W.O. Bentley drivers who shipped their cars from all over the world for that event had a hard and fast rule that they never put up the car's top in bad weather. So those coats were vital, as were the huge umbrellas used at rest stops (see photo.) The David Morgan retail store in Bothell, Washington, carries 100% waterproof rainwear made by Ruf Duck and also carries the Driza-Bone line.

And for those that really do want to stay dry, there is always the pop-up tent that goes right over your Classic and keeps your Grey Poupon, tea and sandwiches dry.

I finish with a quote from the Autumn '08 Vintage Sports Car Club magazine that describes, with great cheerfulness, one of their field meets: 'This paddock scene sums up Vintage Shelsley weather-wise: sunny but with heavy showers!'



Photographs:

Page 28:
Bentley Tour in the Rain

Page 29
Princess Diana in a
Barbour Coat

Oilskin Drover's Coat

Diane Azar at the
Crescent Beach Concours



Worth Reading:

(Google to find)

'The History of Umbrellas'
by the Oakthrift Corporation

'The Art of Manliness...
A Gentleman's Guide to Umbrellas'

'Rain'
by Robert Louis Stevenson



Drawing by
Van Gogh:
*Orphan Man
with Long
Overcoat and
Umbrella*



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Director's Message Continued from page 2

merchandise (Automobile related? Who cares?!) were available. But as Stan and I strolled through the humongous main 'tent' and the six ancillary tents, we both commented several times on the lack of full Classics headed for the block. Although we no doubt missed some, I saw certainly less than a dozen or so. The march toward cars of the '60s, '70s and '80s seems inexorable at the 'big' houses.

There were, of course, a number of beautiful Classics at Gooding and Bonhams, and my favorite venue remains RM/Sotheby's. These three houses offered almost exclusively concours quality cars or preservation class cars. Where are all the 'drivers' or the restoration candidates? Just my observation.

To badly paraphrase Mark Twain, perhaps the reports of the death of our hobby are greatly exaggerated, however. In his article in February's Sports Car Market magazine, Member Carl Bomstead writes this in reference to the sale of a 1936 Cadillac V16 Convertible Sedan at RM Sotheby's Hershey auction (2017): "There are some who maintain that the market for Full Classics is waning, as those who aspire to ownership are aging and no longer interested. A long list of recent sales of significant Full Classics refutes this position, as younger buyers appreciate the elegance and luxury that these cars represent. This 1936 Cadillac V16 sold for strong---but not unexpected---money."

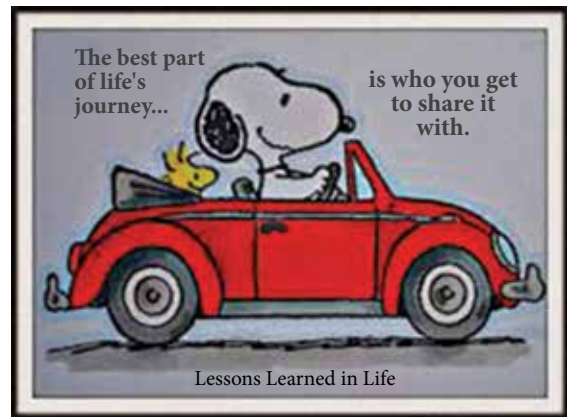
Let's hope that Carl is right, although I'm going to ask him to define "younger buyer" for me when our paths next cross!

Our Events Chairman, Stan Dickison, has a full calendar planned, with just a couple of holes to be filled. Event Manager Marty Ellison organized a tour of GoEngineering before we all departed for Scottsdale (see article). I have to say "Thanks!" to Marty for organizing to have a rare and much needed (by me) tool duplicated!

Your 2018 calendars probably look pretty empty, but they'll fill up fast. Be sure to look at the events calendar which Secretary Val Dickison sent out in January, and reconcile it to your 2018 plans! Your Officers and Managers would enjoy nothing more than seeing you there.

I would like to end with a note of sincere gratitude to outgoing Director Kim Pierce. Kim did a wonderful job during his two terms as Director, and our Club is stronger and we've had more enjoyable experiences as a result of his able stewardship. Fortunately, he's not going anywhere, just moving around the corner of the table where he can continue to lead from the side.

Thanks, Kim – I look forward to continuing to work together!



Editor's Message

The PNR-CCCA is certainly a collection of folks who share the hobby of collecting/enjoying the beauty of Classic Cars - but for many of us, it has also become our "family of choice." Losing three members of our family to age and illness, in the first two weeks of January, leaves me a bit melancholy. And, the older I get, the more conscious I am of the need to be surrounded by good people - like Tom Armstrong, Jerry McAuliffe and Steve Norman - loving, kind-hearted, intelligent people who understand that life is a road trip best shared with friends.

It turns out the being Editor of the Bumper Guardian is an amazing opportunity to get to know PNR members.

In the fall of 2008 shortly after accepting the job as editor, we chose to feature Tom & Susan Armstrong's 1931 Duesenberg SJ-488 Convertible Sedan on the cover of the magazine. After a thorough tour of Tom's collection, I had the great fortune to get to know Tom & Susan over lunch at their lovely home in the hills of Issaquah. Our friendship grew over a shared interest in ACD (Auburn Cord Duesenberg) cars and related events. I will dearly miss Tom's integrity and his warm presence.

A year later, in the 2009 Autumn BG, I covered my first picnic at Jerry McAuliffe's Seabeck Estate. Ever the consummate host, Jerry opened his home and his heart to his car friends. Jerry graciously toured us through his collections and provided a catered lunch in a magnificent setting. While I will miss the extravagant picnics on the lawn, I will miss Jerry's big heart and quick wit more.

And the following winter, we featured Steve & Annie's 1928 Bugatti Type 44 Roadster on the cover of the 2010 Winter BG. I recall that Steve and Annie drove the car to Whidbey Island bringing loads of documentation and photos for us to use. The Normans were intrepid "top-down" travelers venturing to far-away places in their wide-ranging collection of Classics including Bugattis, Bentleys and BMWs. I will miss Steve's stalwart approach to life and his dry humor.

Thanks my friends for being part of my life's journey.

Karen Hutchinson - PNR Editor-in-Chief



