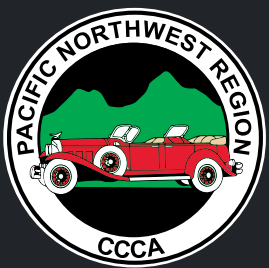


BUMPER GUARDIAN

Summer 2018



*Featuring the
2018 Coming-Out Party*

PNR CCCA & Regional Events

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

June 24th - 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 28th - Auto Angels Car Show

Contact: Stan Dickison

August 4th - Garage Tour & Picnic at Al McEwan's & Frank Daly's

Contact: Frank Daly

August 13th - Motoring Classic Kick-Off

Contact: Steve Larimer & Val Dickison

September 1st - Crescent Beach Concours

Contact: Colin Gurnsey

September 8th - Classics at RTC

PNR Contact: TBD

September 19th - 23rd - Pierce-Arrow Fall Tour

Contact: Bettye Gluth

September 29th - 30th Flying Horse Ranch in Ellensburg

PNR Contact: Paul Murray

October 20th - Fall Tour on Whidbey Island

PNR Contact: Karen Hutchinson

November 7th - Annual Meeting

Contact: PNR Managers

December 9th - Holiday Party at the Seattle Yacht Club

PNR Contact: Frank Daly

CCCA National Events

2019 Annual Meeting

January Scottsdale, AZ

Grand Classics®

June 1 - 3. CCCA Museum

July 14. Ohio Region

Sept 5 - 8. New England Region

Sept 14 - 16. Indiana Region

November 3. Florida Region

CARavans

May 2 - 12. Blue Ridge

October 14-17 Hershey, PA

Director's Message

Greetings fellow Members!

After what seems like an unusually long, cold and wet winter here in the Northwest, the weather is finally improving to the point where we can actually allow our Classics to leave their winter resting



places and DRIVE them, which is really what it's all about. I hope to see many of those beauties 'on the road' sometime in the near future!

April showers may indeed bring May flowers, but April showers also rained on our parade during the recent Coming Out Party. Either during the unloading or the loading, every car was thoroughly soaked. But it was a great event anyway. You'll read about it in this issue, but thanks and hats off to Gary Johnson for initiating the planning and to Bill Deibel and Barrie Hutchinson for picking up the baton and making it a first class party. I was pleased to have two cars there, including the most recent addition to the short list of full Classics – the 1941 Buick Roadmaster Phaeton. LeMay America's car museum was most supportive in allowing the giant 1935 Chrysler Airflow Limousine to come out and play for the weekend, and I owe them thanks as well. Al McEwan also brought two cars, and he took the courageous road by driving the 1931 Hispano J12 in pouring rain both ways.

Continues on page 39

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.

**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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	Steve Larimer	206-954-7829

Board of Managers' Meetings:

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

Membership:

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

Advertising Policy/Rates:

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

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On the Front Cover

"Covered Car"

1929 Isotta-Fraschini

Owned by Al McEwan

On the Rear Cover

"Pushed Car"

1948 Jaguar

Owned by Barrie Hutchinson



2018 COMING-OUT PARTY

Captions on Page 7



2018 PNR Coming-Out Party

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

“The Debutants”

Frank Daly’s 1935 Airflow Chrysler CW Limousine

Frank Daly’s 1941 Buick Roadmaster

Barrie & Karen Hutchinson’s 1948 Jaguar Mark IV

Bob & Diane Koch’s 1937 Pierce-Arrow

Al & Sandi McEwans 1929 Isotta-Fraschini Tipo 8A S

Al & Sandi McEwan’s* 1931 Hispano-Suiza

Terry & Barbara McMichael’s 1947 Bentley Coupe

Tom & Vivian Profit’s 1919 Pierce-Arrow

Adrian Taylor’s 1930 Nash Ambassador

* Owned by Mark & Sonia Richter of New Zealand

“The Help”

Hagerty Insurance provided the evening’s entertainment **Ca Gaze French Swing Band**

Committee Chairs

Bill Deibel - Master of Ceremonies,
Car Procurement & Car Placement

Barrie Hutchinson - Car Procurement

Karen Hutchinson - Invitations

Stan Dickison - Facility/Venue arrangements

Val Dickison - Decorations & Details

John McGary - Club Store Sales

Terry & Barbara McMichael - Registrar
Event Reception, Finance

Brian Rohrback - Audio Visual

Day of Event Volunteers

Car “Pushers” - Car Owners, Peter Gleeson, John McGary, Paul Murray, Brian Rohrback, Jeffrey Rohrback, Jim Tait

Table Decorations - Val Dickison & Ildi Bradley
Photographers - Michael Bradley & Steve Larimer

Members & Guests

Dennis & Sue Aker, Bill & Lucy Allard, Marty Anderson & Lynn Gabriel, Tom Astrof & Paula Morrier w/ guests Ken & Dianne Astrof and Paul & Judy Morrier, Najib & Diane Azar, Arnie & Carol Barer, Lou & Bunny Berquest, Fred Bonin, Michael & Ildi Bradley, John & Mary Campbell, Frank Daly w/ guests Bill & Penny McDonald, Bill & Karel Deibel w/ guests Kelly & Marjory Earle, Craig & Whitney Devine, Stan & Val Dickison w/ guests Gary & Deborah Anderson, Ron & Gayle Doss, Peter Gleeson, Bill & Bettye Gluth, Jack Goffette & Barbara Shain, Jerry & Keenon Greenfield, Colin & Laurel Gurnsey, Bruce & Betty Harlow, Kenny Heng w/guest Danni Liu, Barrie & Karen Hutchinson, Brad & Hyang Cha Ipsen, Bob & Diane Koch w/ guests Sean & Kristi Koch and Steve & Michelle Sherman, Steve Larimer, David Lightfoot and Kim Lightfoot, Raymond & Georgia Loe w/ guests Bob & Gladys Koch, Roy & Terry Magnuson, Brown Maloney w/ guest Blaire Maloney, Nancy Martin & son John Martin w/ guests Jane Nakagawa and David Chan, Phil & Cheryl McCurdy, Al & Sandi McEwan, John McGary, Terry & Barbara McMichael, John Mitchell, Paul Murray w/ guests Mathew Murray, Al Murray w/ guest Pam Colman, Lee Noble w/ guest Theresa Renico, Brian & Randy Pollock w/ guest Gage Pollock, Tom & Vivian Profit w/ guests Richard & Margaret Anderson, Ed & Pam Rittenhouse, Brian & Lisa Rohrback, Roderick & Susan Rombauer w/ guests Rick Sherman and Christine Bierce, Paul & Diane Shager w/ guests Jerry Wold, Jay Stewart, Jonathan Shager, and Paul Shager, Jr., Sean & Ashley Shoemaker, Jim & Irene Tait, Adrian Taylor w/ guests Adrian J. & Deanna Taylor, David & Mary Williams, Darrin Wong w/ guest Yin Kang.

Photo Captions

Page 4:	Row 1: Roy & Terry Magnuson; Bill & Bettye Gluth, Carol & Arny Barer. Row 2: Ashley Shoemaker, Kenny Heng & Danny Liu; Adrian Taylor & Deanna Taylor; Denny Aker; Jerry & Keenon Greenfield. Row 3: John McGary; Paul Murray. Row 4: Steve Larimer; Theresa Renico & Lee Noble; Diane & Paul Shager.
Page 5:	Row 1: Al Murray & Pam Colman; Dave & Mary Williams, Ron & Gayle Doss. Row 2: Jim & Irene Tait; Kelly & Gigi Earle and Karel & Bill Deibel. Row 3: Brown Maloney and Blaire Maloney; Brian & Lisa Rohrback; Darrin Wong & Yin Kang. Row 4: Mary & John Campbell; Najib & Diane Azar; Whitney & Craig DeVine

PNR Membership Update

New Members

Kai and Christine Nielsen*

34794 North Shore Drive
Mount Vernon, WA 98274
Email: luetner@hotmail.com
(H) 360-422-5220
(C) 425-220-6414
**referred by Frank Daly*

Jim Huckeba and Laurel Becker*

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Email: jimhuckeba@juno.com
(C) 206-755-6852
**referred by Dennis Somerville*

Steve Libby

601 12th Ave NW, #C-1
Issaquah, WA 98027
Email: slibby57@gmail.com
(C) 425-765-9629

Tom Profit

12612 167th Pl NE
Redmond, WA 98052
1919 Pierce-Arrow 7-pass Touring



Updates

Tom Crook

(C) 206-890-7824

Carl Fielding

(C) 408-621-8261

Burton Hunter

casadors18@gmail.com

Karen Hutchinson

karen.htchnsn@gmail.com

Paula Morrier/Tom Astrof

525 143rd St. SW
Lynnwood, WA 98087

Paul & Diane Shager

ShagerProperties@gmail.com

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Lundy Adkins

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'41 Cadillac Convertible/Gary Johnson
'32 Cadillac V16 Roadster/Gordon Cochran
'32 LaSalle Cadillac/Gordon Cochran
numerous project not listed

MAINTENANCE ISSUES

Paint issues, dents, etc.

References available

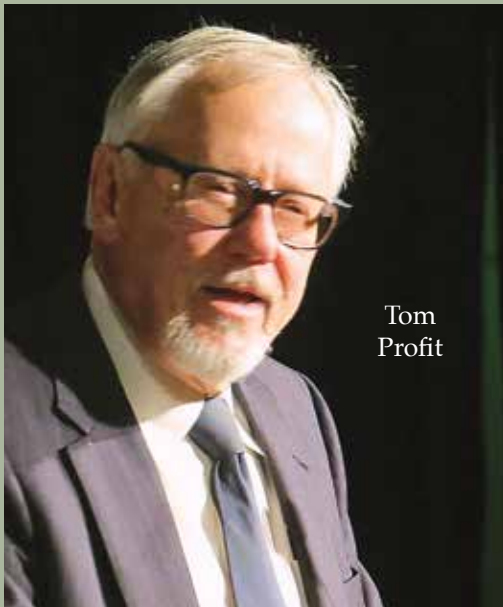


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Tom
Profit

1919 Pierce-Arrow Series 5 Model 51, 7 Passenger Touring Car



My wife Vivian and I had become serious about owning a Classic car when we came upon this 1919 Pierce-Arrow Series 51 seven-passenger touring car (SN 51-1299) being offered out of the John and Wanda Bakish collection. We purchased the car in late February 2018, likely becoming the 6th owners almost a century after it had been produced.

The builder of this car started business in 1895 as Heinz, Pierce and Munschauer - a manufacturer of household items. By 1904, the company had evolved into a producer of luxurious automobiles being sold under the name "Pierce-Arrow." They joined two other car companies competing for the American upscale market which, by the time our car was built, had become identified as the "Three Ps" of Motordom - Packard, Peerless and Pierce.

The Bakishs purchased this car in 2003 from noted race car driver Phil Hill (who reportedly owned it for over 20 years). Prior to the Bakish-era this Pierce-Arrow had been owned for a short time by Pat Craig who had acquired it out of the Bill Harrah collection where it had also resided for 20-plus years.

As the story goes, this car, and two similar P-As, were purchased new by the Darby family and used to service a San Francisco area wholesale cut flower delivery service business. It is believed the Darbys purchased all three cars in New York and kept them for over forty years before selling them to the Harrah collection in about 1960.

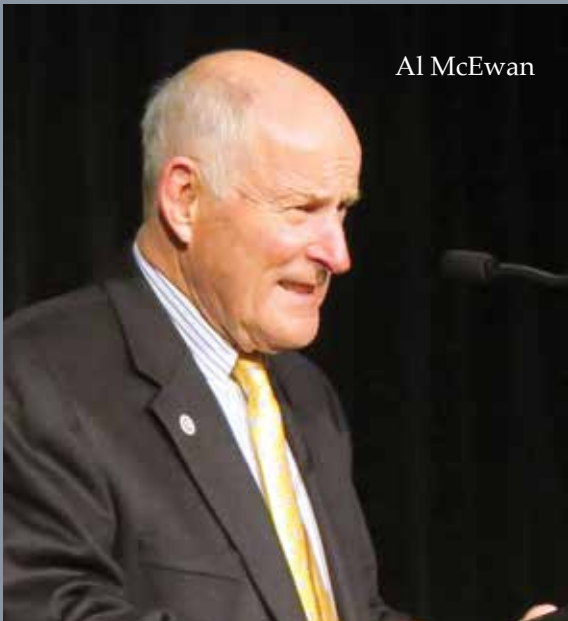
The car is a factory correct survivor for which a rigid maintenance schedule kept it in near original condition over the years. It is estimated to have been driven only about 110,000 miles total during which time the running gear was completely rebuilt twice. It reportedly was repainted in 1930, and some of the upholstery has been replaced.

Starting in 1918, P-A developed and built a series of dual-cam, four-valve per cylinder, T-head, inline-six engines, one of the few, if only, multi-valve flathead design engines ever made. The "Dual Valve Six" engine in this car displaces 9 litres (544 cu in) developing 48 hp. It has dual ignition, a four-speed transmission and an open drive line coupled to 3.53/1 rear axle assembly. The wheelbase is 147 inches.

We look forward to being long-term caretakers of this beautiful and rare automobile.

~ Tom Profit





1929 Isotta-Fraschini

I believe the first time that I really became aware of the car under the cover in the far corner of the room was when it was featured in the July 1972 issue of *ROAD & TRACK*. The car was with its original owner and I remember that I enjoyed reading the article and viewing the photos. About 1979 Sergio Franchi purchased the car and in the early eighties I saw it at Sergio's home in Connecticut. While the car was totally original and in need of extensive cosmetic help, I was quite taken by its appearance and how imposing it must have been when new. For a number of years when talking to Sergio on the phone, I would kiddingly ask him 'What are you doing with my car?' Up until 1986 the answer was, basically, 'nothing.' But, in 1986 Sergio sent the car out for restoration and I thought that any opportunity to acquire the car had been lost. When I learned where Sergio was sending the car for the restoration, I passed on to him the negative information I had regarding the restorer and urged him to send the car somewhere else. Nothing changed and the car was returned to Sergio in 1988. As expected, the restoration work left a lot to be desired and Sergio was unhappy with the result. A short time later a buyer for a large car collection was trying to acquire the car from Sergio. When Sergio told me this on the phone, I said you can't sell 'my car' to anyone else and flew to the East Coast.

Dick Hooper and I purchased the car in 1988 and spent the next several years re-restoring much of the cosmetic work in addition to major engine and chassis work. In 2002 our good friend, Mort Bullock, from Baltimore, purchased the car from



Dick and me. Before the car went East, I spent another year and a half continuing the upgrade for Mort, as I felt the car had not reached its potential. In 2003 the car was shown at the Pebble Beach Concours, although it wasn't quite finished. Still, it was presented with the Chairman's Award. After the car returned from Pebble Beach, the upgrades continued and we shipped the car to Mort in April of 2004.

While the car had been shown at a number of Concours in the East by Mort, I did not see it again until late April 2017. I have always been emotionally connected to this particular car and last year Mort Bullock offered it back to me. As this marque was the featured marque at Pebble Beach this past August, the car was prepped back East and sent directly to the Concours and shown under Mort's name. At Pebble Beach the car won first in its Class, which was a big thrill for all concerned.

The manufacturer of this car introduced the world's first straight-eight engine in 1919 and the chassis was designated a Tipo 8. In 1924 the displacement was upped to 7.3 liters and the chassis designated a Tipo 8A and production of the 8A chassis continued until mid 1930. Approximately 900 8A chassis were produced and a large percentage of those came to the U.S. during the twenties. I consider these cars to be the most flamboyant cars of the 1920's.

I am pleased to introduce our 1929 Isotta Fraschini Tipo 8A S with its Castagna limousine coachwork.





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Courtesy of Pebble Beach
Concours d'Elegance

1931 Hispano-Suiza J12 Convertible Coupe by Saoutchik

Owned by Mark and Sonia Richter of New Zealand

Displayed by Al McEwan

The J12 Hispano Suiza I displayed at the COP belongs to Mark & Sonia Richter of New Zealand. They brought their car to this country last summer for the Motoring Classic and the Pebble Beach Concours.

The Hispano Suiza J12 chassis was introduced at the 1931 Paris Auto Show. It was an all new design featuring a 9.4 liter, all aluminum V-12 engine and, at the time, the most expensive chassis in the world. Only 105 of the J12 chassis were produced between late 1931 and 1937. This car, the first J12 built, was bodied by Saoutchik and first displayed at the '31 Paris Auto Show followed by the '31 London and the '32 Geneva Shows.

In 1932 it was purchased by the Shah of Persia (Iran) and remained in the Shah's garage until the 1960s. When the car was delivered it was painted in the Shah's colors of yellow and green. There are photos showing the Shah in the car during a parade and other photos with the Shah next to the car.

In 1963 the car was purchased by an Israeli broker for an American, Bob Ortenburger, and shipped to the east coast. Ortenburger drove it from the east coast to his home in Oklahoma. At the time, the car had only 10,000 kilometers on it. (6200 miles) In the 1980s the car was advertised for sale and purchased by a collector in New Zealand. During the Ortenburger and New Zealand ownership the colors were changed to the dark blue and ivory on the car today.

The current owners purchased the car in 2011 at which time the total mileage on the chassis was about 20,000 km. They toured the car extensively in New Zealand before bringing it to Seattle last summer for the Motoring Classic. The car was shown as a "European Classic Early" at the 2017 Pebble Beach Concours and won the Class. After the Concours, Mark and Sonia spent several days on their own touring back up the coast to Seattle. Currently, the chassis has accumulated a total of 60,000 km (37,200 miles) The owners are again planning to participate with the car on this year's Pebble Beach Motoring Classic.

It has been my pleasure to be caretaker of this great car during its United States visit and I've enjoyed this opportunity to display it and to tell you what I've learned about its very interesting history. ~ Al McEwan





Terry
McMichael



1947 Bentley Mk VI Coupe

body by James Young
the "Silent Sports Car"

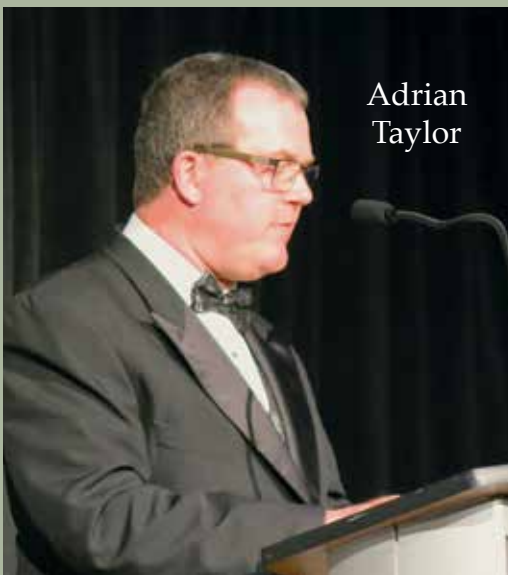
It was 2002 that I first laid eyes on the car that I thought was never imported to the US, and it was for sale. It was stunning, and I had to have it. We managed to procure it and brought it home early November of that year.

Over the last 16 years it has dutifully served us by touring all western states and British Columbia without once faltering. However, the paint and interior of the car started to show their age. The paint had rock chips and bubbles due to metal corrosion not correctly addressed in an earlier 1980's re-paint. Not to mention some body repairs that were not completely fixed in that same repaint. It was no longer comfortable on long trips due to collapsing seat backs and cushions. The leather had been painted with a leather paint during the previous restoration and was cracked and hard.

In late 2016 we decided that a completed repaint and new interior were necessary. It took a year for the car to be finished. I knew we were in trouble to begin with when the painter assigned to the job (and the only painter in the shop we selected with the skills necessary to do the job) broke his wrist in a car accident the week before painting was due to start. Despite these delays the paint and interior (seats and all new interior carpets) were done to perfection and finished in the fall of 2017. Stage Collision Center did the painting, the same one that painted Danz's fire engine and the interior shop was All City Convertibles both adjacent to Roy Magnuson's shop.

The car is one of 53 cars built with this body style in 1947. It is an all-aluminum body over an ash frame based on a pre-World War II body-style known as the "Semi Razor Edge" design or "semi-square" design. The engine is a 6-cylinder 4 1/4 liter straight-6 OHV aluminum head, cast iron block with twin SU carbs producing 137 HP. Coach built by James Young it was the most expensive model produced by James Young in 1947 costing over \$27,000 with tax in 1947 dollars. ~ Terry McMichael





Adrian
Taylor



1930 Nash Ambassador Series 497

My interest in cars was fostered by my grandfather Clyde Simon who took me to car shows and tours in Yakima when I was young. Those connections helped me buy my first car with the help of my father. The club I joined after buying that first car introduced me to others who mentored me through my first restoration. Les Culver, one of the Club members who helped and encouraged me, owned what became my dream car, this 1930 Nash Ambassador - Eight Sedan.

I kept in touch with Les over the years and continued our friendship. In many ways I felt like his grandson even though he had no children or grandchildren. Les had been a resident of Seattle since he settled here with his wife after World War II. I enjoy the continued relationship with this amazing man who is now 97 years old. Les' humor and positive outlook has kept him young even to this day.

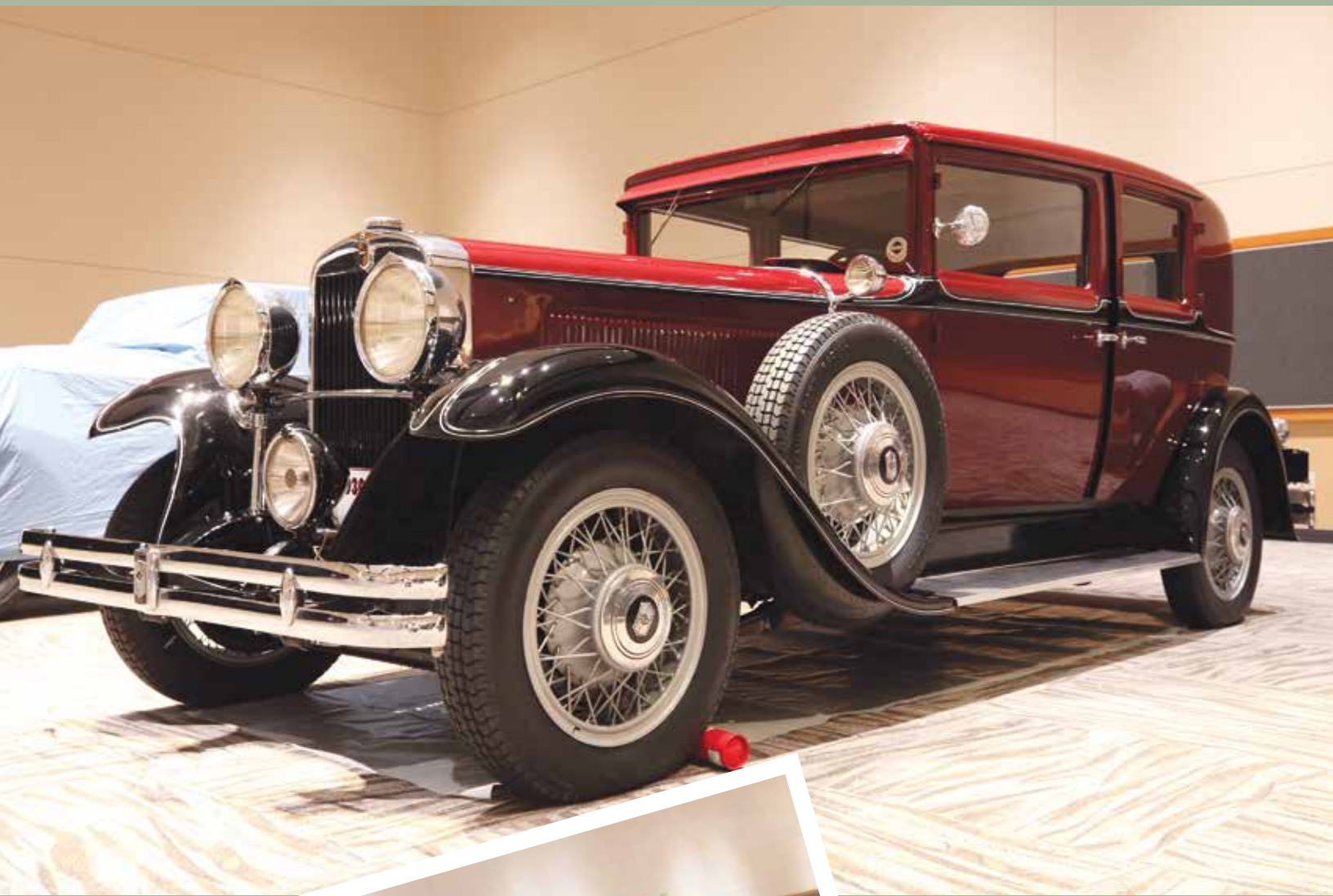
The car he so lovingly restored was discovered in West Seattle in the early sixties. Les bought and restored the car over the next fourteen years to its pristine state that I saw in 1975. It was painted in 1971 at the cost of \$500. At the time Les restored the car, it had 57,000 miles. In 1998 friend (and fellow PNR member) John Koziol purchased the car from Les at 75,000 miles.

Today it has 81,700 miles on its odometer. With those many years of enjoyment, the restoration shows all the wear you would expect in 43 years. After years of care, John asked me to be the next caretaker of this car. I willingly accepted the challenge.

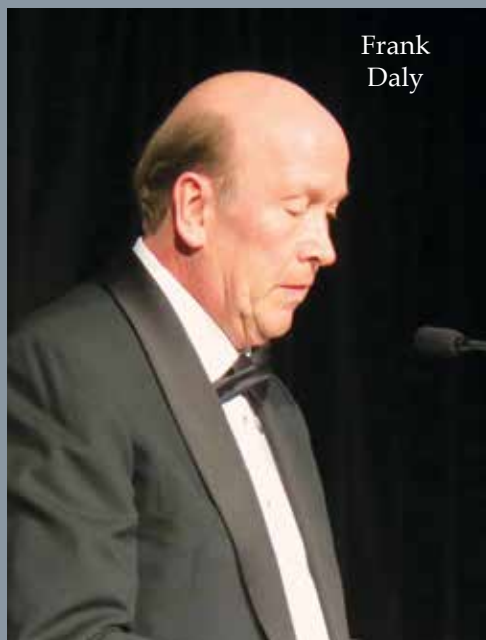
This car was not recognized as a Full Classic at the time it was restored but it was always special, and it became my dream car mainly because of its 298 cubic inches and 100 horsepower Twin Ignition eight-cylinder engine. What I did not previously know is that this fabulous power-plant was also used in another Full Classic Automobile that I saw in a private collection in St. Cloud Minnesota - a 1939 Jensen.

Nash produced cars from 1916 to 1957, however, the only years that some of their cars are recognized as Full Classics are from 1930 to 1934. Only a few of this particular model still exist. For those of you interested in learning more about the history of Nash Motors Corp and/or this particular car you will find it was featured in the 2016 Spring issue of the PNR Bumper Guardian.

I am proud to present my teenage dream car. ~ Adrian Taylor



1941 Buick Roadmaster Convertible



Frank
Daly



I have owned this 1941 Buick for just over a month. It does need some 'sorting out' and I hope you'll forgive the fact that my brief stewardship has prevented me from getting it into top notch condition.

I can assure you that you have not seen this marque, year and body style at a Coming-Out Party before. This is not because this Classic is rare, although indeed it is rare. It is an American production vehicle, and only 312 were sold.

The sagging car cover tells you that it's a convertible. Note that the 'sag' is rather large for its overall size. That's because not only is it a convertible but it is a four door convertible. Furthermore, it and its corporate brethren are the last four door convertibles produced in any quantities by an American manufacturer until the Lincolns of the 1960s.

The car is motivated by a 320 cubic inch straight eight engine. The valves are in the head and the engine puts out 165 horses. 165 horsepower was the high water mark for American production cars in 1941. This was achieved by the novel use of two mechanically linked two barrel carburetors.

I have always liked the 'looks' of this car. As a teenager, I purchased the full color 'prestige' showroom brochure for this car. I spent \$90.00 out of my entire \$100.00 swap meet budget, and it took a couple of hours walking around to screw up the nerve to spend such an outrageous amount! I figured that it would be as close as I ever got to owning one.

How did I happen to find this Classic? Of the approximately 30 of them extant, I was fortunate enough to purchase one approximately 7 years ago. I had started the restoration of an original but very rusty and tired car nearly identical to this one. Less than two months ago the "Matchmaker of Cars and People", our own Al McEwan, was in my shop. He mentioned "Hey Frank, did you know that there's a car just like yours available? And it's supposed to be restored!

A long planned trip to Southern California was to take place the following week. What a coincidence. Part of that trip included visiting my brother and family, who happen to live less than 20 miles from where the car I'm about to reveal was located. We looked at it and drove it at around ten in the morning. By noon a cashier's check was exchanged.

The car was built in Southgate, California. I am the 5th owner, and the first to live outside Southern California. A 13 year restoration was completed four years ago, and the odometer showed 71 miles when I purchased it.

I know that you have never seen a Classic of this make and model at a Coming Out Party or on a CARavan, since my 1941 Buick Roadmaster Convertible was granted Full Classic status just late last year, I have the good luck of owning three Full Classics which became Full Classics years after I purchased them - including the car just like this one. (By the way, is anyone interested in a very complete "kit" for a "very similar car"???) - Frank Daly



1935 Chrysler Custom Imperial Limousine



My early interest in vintage automobiles focused on prewar products of the Chrysler Corporation. The second car which I am presenting tonight is indeed a Chrysler that I restored over a four year period, completing it in the summer of last year.

In 1930, Chrysler was rolling in profits, primarily from the sale of the very popular Plymouth. Walter P. Chrysler always gave his engineering department far more influence over the design of his cars than the other manufacturers, and around this time they convinced their boss that they could REVOLUTIONIZE the automobile industry. The result was the Chrysler and DeSoto Airflow.

The Airflow was indeed revolutionary, but sales, unfortunately, were not even evolutionary. That in itself is a long story which would send you scurrying for the bar if I were to begin telling it, so I'll spare you that.

My interest in Airflows began in my early 20s, when I was looking for a prewar Chrysler severely influenced by the Art Deco fashion of the time, as well as a car which could be driven at highway speeds. The Airflow fit that bill completely, and I've owned the 1935 Airflow Imperial Coupe, which many of you have seen, for over 30 years.

I first placed a 'wanted' ad for a Custom Imperial over 25 years ago. Until 2013, only one changed hands, and it was not the body style which I preferred. In 2013, there was an announcement in Hemmings that such a car would be offered for sale - in all places, on eBay!

With a little bit of digging I learned that the car was located in the St. Louis area. Several members of the Airflow Club had seen this car while attending an Airflow Meet in 1990. It has been 'under restoration' for nearly 30 years, which unfortunately means that it had been disassembled and a great many of the parts cast to the winds. There was only one other bidder on the car, and on the basis of only the eBay photos, I acquired the car (which was last registered in 1954) for very reasonable price. I would spend more than 20 times that amount in the restoration of my new prize.

What I purchased was a rolling chassis, partial drivetrain, and body. No instruments, no seats, no bumpers, no window frames, lift mechanisms, etc. It did include an intact but badly delaminated windshield, which was particularly problematic because this car offered the first one piece, curved windshield on any production car. The windshield issue was eventually solved by a very capable and very expensive glass company in Finland.

The car is bodied by LeBaron. It is powered by a 385 cubic inch straight-eight engine and it rides on a chassis with a wheelbase of 146 and a half inches – two feet longer than the 'standard' Airflow.

The car is the rarest of the rare. Chrysler records suggest that four of this body style were produced. This is the only known survivor.

I know very little about the car's history prior to its decades long 'disassembly'. The owner's son told me that his Dad had been told that the car was sold new to the owner of a large burlap bag factory in St. Louis. I have no way of verifying this - except to observe that if someone were going to make this up, they would certainly choose something other than burlap bags.

The car was on the field at Pebble Beach last year, and it has been on display at Lemay, America's Car Museum since last November.

~ Frank Daly





Bob
Koch



1937 Pierce-Arrow

Model 1703-EDL

(Enclosed Drive Limousine)

I want to thank you for inviting our car to the 2018 Coming Out Party. Today is my birthday and I cannot imagine a better way to celebrate it – present the car and dine with my wife Diane, daughter Michelle, son Sean, their spouses and a bunch of like-minded CCCA-PNR fun loving folk.

At the recent Academy Awards, Allison Janney started her comments, not with the usual “Thank You” list, but with “I did it all by myself” – that’s just like my experience with this car! However, she then corrected herself with – “That could not be farther from the truth” – and so it is too with my car. Although, I vowed to do all that I possibly could myself, I owe a great debt to many PNR members of CCCA who assisted me and helped find the experts to do those tasks beyond what I could do in my home shop:

First off-Bill Gluth aided in the disassembly and helped sketch the original configuration – important to getting it all back together correctly.

Then I found Dave Murray to be a great source of otherwise unavailable parts, both reproductions and OEM. Paul Murray (and brother Al) were an invaluable source of knowledge and have a network of craftsmen available to do specialized machine work. Ed Rittenhouse lent a helping hand whenever a two-man task presented itself. And finally Al McEwan gave plenty of his advice, assistance and nagging persistence to the idea of taking this car to Pebble Beach. It will be on the lawn in August!

The three most critical contributors to this restoration were, Queen City Plating with their usual flawless workmanship,



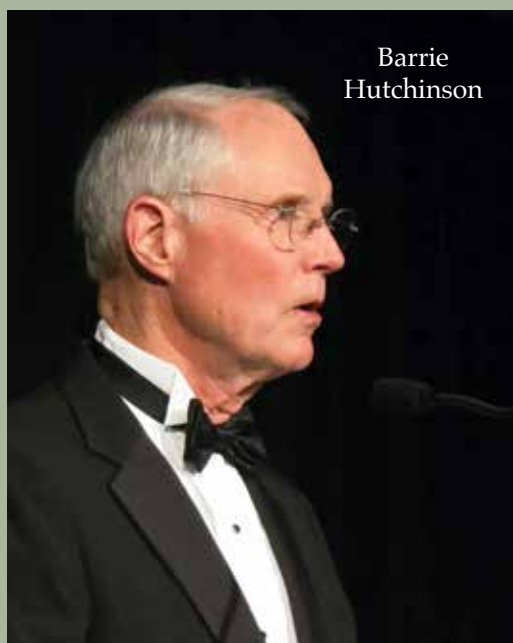
Bruce Young of Tacoma and his world-class upholstery, and Walt Johnson who taught me all I know about bodywork and painting.

Well, what is this car are we talking about? If you did not peek under the drape, here are a few hints that may reveal the marque:

- It is a 147" wheelbase Limousine powered by a 462CI V-12 with hydraulic valve lifters and dual Stromberg carburetors.
- It has mechanical brakes with B-K vacuum power assist.
- There are about 100 ball/needle/roller bearings in the running gear – even ball bearing spring shackles.
- It sports a Pines-Winterfront thermostatically controlled radiator shutter system.
- It has a factory installed 30% RPM reduction overdrive unit attached to the transmission.
- Back when this car was new, a Ford sold for about \$750.00, whereas the factory list price for this car was \$7,500.00 - 10 times as much.

Give Up? This car is a very rare 1937 Pierce-Arrow Four Door 12 Cylinder Model 1703-EDL (Enclosed Drive Limousine).





1948 Jaguar Mark IV



What inspires a fellow to buy a Classic car? A childhood memory? An acquaintance who owns one? A predilection? In my case it was all three.

Digby Wheeler was my great uncle—on my mother's side by marriage. He was a Canadian who served in the Great War in England. During his service Digby was attracted to the magnificent Marques of Britain and vowed that if he ever had the opportunity and the means he would return to England and commission a bespoke Rolls Royce for himself.

Digby became a renowned physician in Winnipeg, Canada, and did achieve his dream of re-visiting England to place an order for his Rolls Royce.

In 1948 Digby took delivery of his Hooper-bodied, Silver Wraith, Rolls Royce limousine and later drove it to Wisconsin where he visited our family on the farm. Somewhere we still have a photo of my sister and me at age six (in our cowboy suits) standing agog while regarding Uncle Digby and his Rolls Royce with its huge, Lucas P100 headlights. At that tender age I was smitten.

Many PNR members know me as an Auburn Cord Duesenberg guy, which I am. But over the years, thoughts of the great British automobiles also crossed my mind—Rolls-Royce, Bentley, Lagonda and others.

The car under the drape was advertised a couple of years ago to the PNR membership by tonight's emcee, Bill Deibel, as a kindly gesture to the widow one of a Bill's school chums, who drove the car at every opportunity. Photos of the car looked to me remarkably similar in many ways to Digby's Rolls. After a long deliberation, I called Bill Deibel and inquired about the availability of the car. Long story short, it was still available and I bought it.

The car under the drape is not a Rolls, nor a Bentley, though it is known, somewhat disparagingly to the Bentley Boys, as a "poor man's Bentley" which in my mind belies their high regard of its performance.

One of only several hundred cars produced by Jaguar in a post-war run lasting only seven months, the car is a 1948 Jaguar, 3-1/2 litre, Drop Head Coupe. I present to you a tribute to my uncle Digby Wheeler—who remains in my memory forever. - Barrie Hutchinson





The 2018 Maywood Picnic

Magnuson's 1928 Bentley; Dochnahl's 1934 Packard;
Carrel's 1926 Bentley; Ipsen's 1940 Cadillac

May 19th was a beautiful, sunny day for the combined CCCA/RROC Maywood Picnic at the Arlington home of Dennis and Dalene Somerville. A group of fourteen cars met in Bothell and were led by Roy Magnuson to Arlington through miles of lovely rural countryside. Roy has led the caravan to every Maywood Picnic beginning in 1990 and we thank him sincerely for his efforts.

Attending were ten Full Classics®, sixteen Rolls and Bentleys from RROC, two other antique cars that Tom Sumner brought, and six modern automobiles. Sixty-six people and twenty-eight antique automobiles were an excellent showing for this Spring event.

There were prizes for everyone and a variety of home-baked desserts made by Dalene. Frank Daly, CCCA Director and Christopher Silva, RROC Director did an outstanding job announcing the various prizes and awards for all attendees. The Featured Car was Tom and Joy Crompton's 1937 Bentley which was depicted by Dennis on each dash plaque.



*Dennis &
Dalene
Somerville
with
grandson*

PNR Members Driving Non-Classics

Jack Goffette & Barbara Shain
Jim Huckeba & Laurel Becker
Burton Hunter
Steve Larimer
John McGary & Anne Weber
Kai & Chris Nielsen
Tom Sumner w/ guest Elaina Garella

PNR Members Driving Full Classics

Dennis & Dalene Somerville:
1934 Rolls-Royce
Frank Daly w/ John Koziol:
1937 Packard
Denny & Bernadene Dochnahl:
1934 Packard
Brad & Hyang Chi Ipsen:
1940 Cadillac
Cherry & Terry Jarvis:
1934 Nash
Al & Sandi McEwan:
1931 Hispano-Suiza
Terry & Barbara McMichael:
1947 Bentley
Roy & Terry Magnuson:
1928 Bentley
Allan & Nancy Rustad
w/ guest Ron Rustad:
1929 Lincoln
Jon Schoenfeld:
1937 Cadillac

Picnic Prizes

2018 Maywood Tour Plaque: Tom and Joy Crompton

This Year's plaque honors RROC members (and former PNR members) Tom and Joy Crompton, involved with the RROC since 1995 and active in many club events. The Crompton's handsome 4 1/4 Litre, 1937 Bentley, Park Ward Coupe B38KT is the featured automobile on the 2018 Maywood Tour Plaque. Tom personally devoted numerous, long hours to a beautiful nine year restoration. Congratulations, Tom, Joy and B38KT! We wish you many more happy years together on the road.

Peoples' Choice Best of Maywood Plaque

Al & Sandi McEwan : 1931 Hispano-Suiza*

People's Choice First Place Ribbon

Tom Sumner: 1958 Silver Cloud Rolls-Royce (NC)*

Peoples' Choice Second Place Ribbon

Charles & Deborah McKay: 1976 Rolls-Royce (NC)

Peoples' Choice Third Place Ribbon

Walt and Rosemary Carrel: 1926 6 1/2 Litre Bentley

Best Picnic Basket Award

(Wine, Smoked salmon, Olive Oil and Balsamic Vinegars)

First Place: Andrew and Jeannie Duffus

Second Place: Robert Lawlor and Ruth Eubank

Maywood Pickle Award

Laurel Becker, Jean Birkeland, Rosemary Carrel, Bernadene Dochnahl, Tim Huckeba*, Hyang Cha Ipsen*, Steve Larimer*, Terry Magnuson*, Deborah McKay, Steve Mason, Chris Nielsen, Lynn Pardo and Deborah Von Seggern.*

** PNR Members*



Al McEwan w/ the 1931 Hispano-Suiza



PNR Director Frank Daly



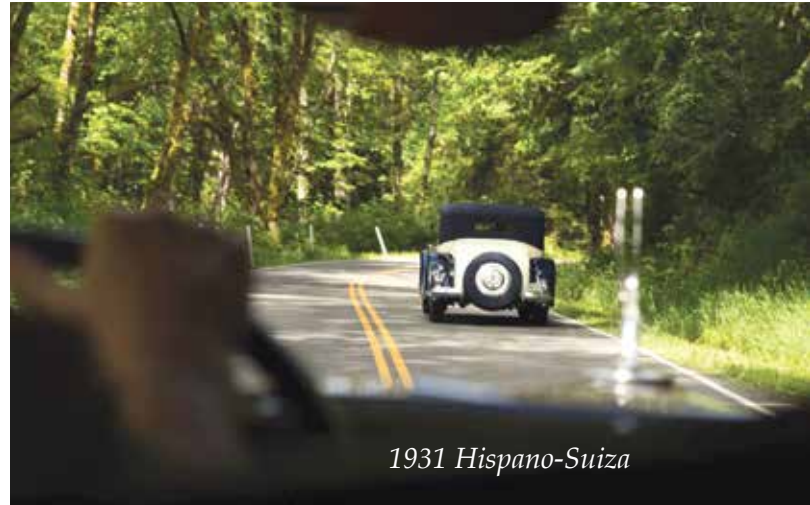
Cherry & Terry Jarvis



Dalene's Famous Homemade Desserts

Apple Pie, Wild Blackberry Pie, Mango Custard Pie, Pumpkin Pie with Hazelnut Filling, Macadamia Nut Pie, Rhubarb Cream Cheese Pie, Banana Cream Pie, Raspberry Heaven Pie, Chocolate Truffle Cheesecake, Lemon Meringue Cheesecake, Creme Brulee, Strawberry Custard Cake, Lemon Dimple Cookies, Orange Drop Cookies, Assorted Rooskys.. Apricot, Cinnamon-nut and Lemon

Maywood Picnic 2018



1931 Hispano-Suiza



Frank Daly & John Kozial



Terry Magnuson



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The 2018 *Greenbrier* CONCOURS D'ELEGANCE

After several false starts in recent years, the inaugural Greenbrier Concours d'Elegance took place on May 6th. Head judge Paul Ianuario (also a CCCA member) and the Concour Committee told West Virginia Governor Jim Justice "We will make it happen!" - and they did. Although the weather in White Sulphur Springs did not cooperate, the show rallied on. Cars were detoured from the soggy fairways to the hotel's circle drive. Less waterproof vehicles were sheltered in "The Bunker" underneath the hotel.

The first hotel was erected in 1858 and the current structure was built in 1913. The premises were used as a military hospital during World War II for 24,148 wounded soldiers returning home to America.

Many will recall that during the 1950s "Cold War" years, the underground facilities at The

The hotel, also owned by Governor Jim Justice, is quite amazing. It is set on an 11,000 acres and boasts 710 perfectly appointed guest rooms. Everything is over-the-top at the Greenbrier including a crystal chandelier that was in the 1939 movie "Gone with the Wind". The hotel has hosted presidents, golfing



1934 SS1 Saloon

notables and royalty, such as Prince Rainier & Princess Grace and the Duke & Duchess of Windsor. In the 1770s people came here to "take in the waters" from the region's natural springs and they slept in make-shift tents.

The 2018 Concours had eleven judged classes including a Full

Greenbrier were the secret White House, to be used in case of nuclear attack. Today tours are given of the now defunct area.

Classic® class.

"Best-in-Show" was a beautifully turned-out, quietly-elegant 1934 SS1 Saloon, (Jaguar), also referred to as a Swallow Sidecar. This rare automobile is one of six known to survive with all of its original running gear. Its interior features the Lyons-designed Sunburst door upholstery that replicated the archway leading into the Lyon's original Swallow factory

In the Full Classics® offering, Peter Boyle's 1928 Isotta Fraschini 8A SS took first-in-class. This car was at the Crescent Beach Concours in 2014 where it also took first-in-class as well as the Chairman's Award for Elegance and Style. It is one-of-two built and has a unique ostrich interior with rattan floor coverings.

Next year's concours at The Greenbrier will be May 3-5, 2019.

Submitted by Val Dickison

PNR Concours Judges:
Stan Dickison, Jerry Greenfield,
Kim Pierce

Other PNR Attendees:
Val Dickison, Keenon Greenfield

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Lux Flakes make even sheer nylons last twice as long.

The 2018 Coming-Out party provided the opportunity for the women of the PNR to “dress-to-the-nines*.” Guests Danni Liu and Theresa Renico wore beautiful vintage and vintage-inspired clothing and were among the best-dressed of the evening.

Many of our members came attired in beautiful vintage evening dresses, fascinators, jewelry, fur capes, purses and in all likelihood lovely “dainties”—from camisoles to fine silk slips and hose.



In 1915, the first year of the Classic Era, the J. Walter Thompson advertising agency began a tremendously successful advertising campaign that introduced Lux soap flakes to the American public.

Betty Grable, a Classic Era film icon, was profiled in the June 7, 1943, issue of LIFE, where her legs were dubbed a “major Hollywood landmark.” In this 1950 LUX Flakes advertisement, Grable’s legs once again take center stage.

“Betty Grable loves gossamer nylons—but she’s practical, too. She insists on gentle Lux flakes to make them last longer. These tiny diamonds of Lux freshen nylons safely in a jiffy!”

Scientific stain tests prove gentle Lux Flakes actually prolong the life of stockings. Strong soaps and cake-soap rubbing often cause needless runs. Why risk them? You can get twice the wear from every pair of stockings the safe Lux way!”

* Dressed to the nines may have developed as an extension of the much earlier phrase to the nines, meaning ‘to perfection, to the greatest degree.’



Taking care of our Classic Cars is sometimes a dirty business. As is the non-ending struggle to keep our clothes clean. Of course, there are levels of society in which the ‘staff’ do the washing-up of the clothes and ‘staff’ look after the cars. But for those of us who have to, or want to, detail or fettle our cars ourselves and are faced with the cleanup of car projects on our own, we need to look at how to make it easier.

There comes a time when every laundry trick in the book can’t get out some of the oil stains on Colin’s overalls. He now has an entire closet for just ‘working-in-the-garage-on-his-cars’ clothes. Anything torn, ripped and stained beyond laundering disappears into that dark place. That includes things coated with blood from ‘oops’ incidents with tools.

We have the luxury today of modern washing machines and dryers and a plethora of detergents or liquids that get out almost everything. I looked at the warning sign on the lid of our washing machine though. It says *‘Never put items in the washer that are dampened with gasoline. Do not dry anything that has ever had any type of oil on it. Doing so can result in death.’*

‘APPROVED METHODS FOR HOME LAUNDERING’

By: Laurel Gurnsey

So does that mean I don’t have to wash Colin’s shop clothes -- because I might die?

And what happened in the early days of our Classic Cars? Or even earlier than that in the history of ‘washing-up?’

I found a great article called ‘The History of Laundry’ (at ‘www.old and interesting.com’). I love the way the article starts: *‘Once upon a time a metal washboard and bar of hard soap with a tub of hot water was a new-fangled way of tackling laundry.’*

The article continues by reminding us that in many parts of the world, river-washing or tub-washing is still the only way to clean clothes and in some arid places there isn’t even water.

According to the Speed Queen website, the first drum washing machine was on the scene in 1905. The steel tank allowed for a coal burner. But James King had already invented a machine with a wringer in 1861. In the 1920s the first electric machines appeared, with automatic machines following in 1930.

I think all of us have horror stories to tell about their experiences with wringer washing machines. My hair has always been long and I leaned over my mom’s machine once and my hair got caught in the



wringer. Colin remembers getting his finger caught. And I just read a horrifying news article in 'Discover Science' magazine about a woman who leaned over the wringers to feed clothes into the machine and got first her blouse and then her breast caught! Ouch!

Karen Hutchinson lent me a book called 'Approved Methods of Home Laundering' by Mary Beals Vail, published by Proctor and Gamble Company in 1923. It begins by saying that *'the great privilege of rich and poor alike is clean clothes. Water*

examines the use of starches and bluing and re-agents. It even plans the week's work and explains how to use an iron. Many of her hints are quite appropriate for today's world, although she recommends chloroform for getting out blood and using rancid fat for getting out other stains. For wax stains she recommends soaking the clothing in kerosene. My modern machine wouldn't like that.

For those in the Classic world who might have had the money to dress in white clothes, silks, lace

and leather, there is a section on fine laundering. And Vail has a section on soaps that says "white soaps attract the housekeeper...it is for this reason that Ivory Soap has been...the standard of excellence."

Her section on irons says that paraffin can be used to smooth the surface of a 'sad' iron and salt used to scour a

dirty iron. The section brings back horrific memories of me having to iron sheets on Sundays. Vail suggests having an electric iron, gas-heated if *'more than four beds are to be cared for and can be used to iron children's rompers. and chemises'* A bosom board was used for ironing shirts. Starches were used on nightgowns, chemises, drawers, corset covers, petticoats, shirtwaists, shirt collars and cuffs.

Two last thoughts. From Vail's book in the section on organizing the week: *'Blue Monday has so long been washday that to wash regularly on Tuesday takes courage.'*

And finally, about clothespins... when I was about ten years old I was thoroughly into Louisa May Alcott's famous book Little Women. One of the main characters was Amy March, one of four March sisters. In one of the chapters the girls are anticipating a party the next day and go to bed preparing to look their best.

"Each had made such preparation for the fete as seemed necessary and proper. Meg had an extra row of little curl papers across her forehead, Jo had copiously anointed her afflicted face with cold cream...Amy had capped the climax by putting a clothes-pin on her nose, to uplift the offending feature.'

I wore one of my mother's clothes pegs on my nose every night for months after reading that.



is free, soap is cheap and sunshine and fresh air are everywhere.' It goes on to extol the health benefits of clean clothes. Something Marie Antoinette, in spite of the richness of her wardrobe, might have missed because her clothes were seldom washed.

Sun, air and water remind me of the smell of clothes put on a clothesline outside, pinned in place on the line with clothes pegs. And the feel of sheets freshly washed on Sundays.

Vail's book is extensive in its coverage of purifiers, different types of soil and stains and fabrics and different types of soaps. It

Worth reading:

'Approved Methods for Home Laundering' by Mary Beals Vail

'Little Women'

by Louisa May Alcott 1868-9

Worth surfing:

'Old and Interesting.com'

(article called 'History of Laundry')

'The Brief History of Laundry' by the Ontario Home Economics Association 2013

by Maria Depnweiller, P.H.Ec.

Worth singing along to:

'Dashing Away With The Smoothing Iron' on YouTube.

Delightful video with a song a friend from England learned in primary school there.

CALLING ON ENTRIES FOR THE CLASSICS CLASS:

The organizing committee and primary sponsor, 'Pelling Collector Car Insurance', are now in the final stages of sourcing for the Labor Day Saturday, September 1st Crescent Beach Concours to be held at Blackie Spit, in Crescent Beach, Surrey, British Columbia.

We are delighted to have so many PNR members sharing their Packards in the Pre-War Packard Class. That class is now full.

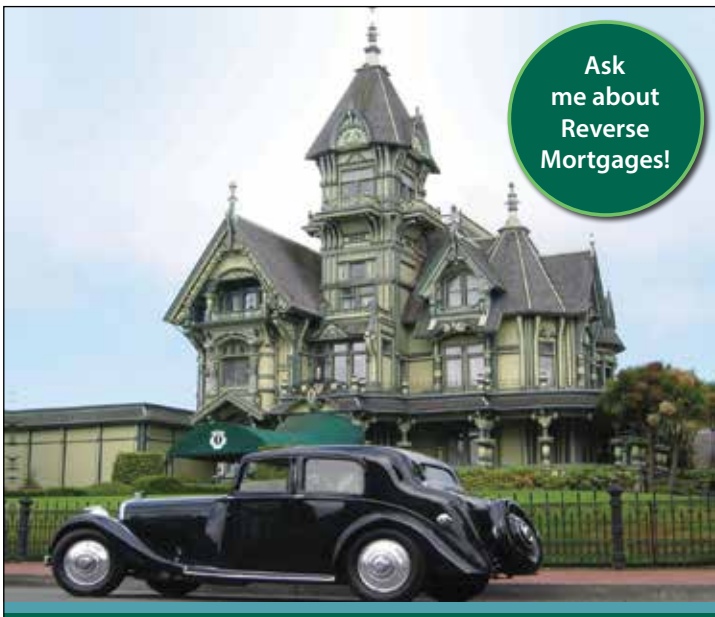
But: We now need to fill the judged Classics Class. We see many other makes and models in the PNR directory and are issuing an invitation to consider joining us this year.

*On-line entry forms are available at:
www.crescentbeachconcours.com
Or call Colin or Laurel Gurnsey at:
604-980-7429.*

Crescent Beach Concours d'Elegance 2018



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SAVE THE DATE
AUGUST 13TH
MOTORING CLASSIC KICK-OFF
DETER HAGEMAN'S FIDEHOUSE
KIRKLAND, WA

Remembering Edwin Lee Noble Jr.



*Elin Noble Antonsen, Ed Noble,
Russ Noble and Lee Noble*

When Colin and I drove down for the Coming-Out Party we stopped to see Ed at the hospital. He was nearing the end and passed away the next morning.

What struck both of us was that in his hospital room were two young ladies, there to see Ed and bring him comfort. When we later asked Lee who they were, he said they were members of the high school girls' softball team Ed had coached in La Quinta, California. And a third woman who was a fellow-coach. When they heard it was time, they hopped on a plane and flew to be with Ed, holding his hands and speaking softly about how much the team loved him.

His obituary says that he was 'beloved' and that he was 'devoted'.

We know that he loved his wife and we were honored to have met Maurine at many PNR events and much admired her beautiful quilts.

We know that he loved his family and that they loved him.

We know that he loved Classic Cars.

We were fascinated to learn from Ed and Lee over the years about his 21-year military history and the family's travels around the world.

If we were fascinated, it was because he was fascinating and many-sided. Even after knowing Ed for so many years there were lovely surprises that final day. Like the young softball girls who had flown to tell him how much he was loved.

2018 National Annual Meeting

PNR Region Receives Two FIRST PLACE awards

The 2018 National CCCA Annual Meeting was held in Branson, Missouri in mid-April (unfortunately the dates conflicted with PNR's biennial Coming-Out Party). Evidently we missed a great event. The four-day schedule was packed!

Early birds had the opportunity to take a ride on the Branson Railway for a scenic tour of the Ozarks in domed passenger cars from a bygone era. Day-2 was chock-full of Club business including both a Membership meeting and a Publications/Website meeting. With business taken care of, the afternoon was devoted visiting the Branson Auto and Farm Museum before everyone gathered for a dinner cruise and show aboard a paddle-wheel boat. Day-3 began with more Club business and the election of Carrol Jensen as CCCA President. A bus ride brought the group to Lebanon Missouri where they visited Steve Plaster's extensive collection of over 500 motorcars from 150 different manufacturers. An entire room was devoted solely to Duesenbergs. That evening was the Regional Awards Banquet where the PNR earned two FIRST PLACE awards:

#1 Turnquist Publication Award

The Turnquist Trophy was presented by Mr. Robert E. Turnquist of Morristown, New Jersey, to encourage and recognize superior performance in communications through the medium of Regional publications. It is presented to Regions having over 100 active members.

#2 Registered Judges & Tabulators Award

The highest number of members who are qualified to serve as a judge or tabulator at CCCA Grand Classics.

Other notable PNR recognition included: 3rd Place-Bigelow Award (Distinguished Record of Overall Performance); 4th Place - Technical Award; 5th Place Activities & Performance and 6th Place, the Conrad Website Award.

The Saturday Grand Classic had 14 Full Classics® including a rare 1921 Daniels D-19 Fleetwood Town Car, a 1936 Horch 853 Cabriolet, and a diverse mix of other makes including Auburn, Brewster, Cadillac, Chrysler, Marmon, Packard, and Pierce-Arrow.





Maintaining your Collector Car Paint

After spending many dozens of hours sanding and polishing your new paint to make it show quality (covered in a previous article), a couple of seasons have gone by. You have parked your car for the winter and have some spare time and start to clean the old friend up. You discover that even after all the precautions you have taken there are some blemishes that have appeared. You run your hand over the finish and it doesn't feel as smooth as it did after the new paint job. Not to worry, this will help get that paint looking like new again. Follow these steps and you will have the paint on your Classic looking great.

WASH - The first step is to wash the car with warm soapy water. Dish soap will remove oil and pitch (and any wax) where wash/wax products are too mild and leave a lot of this behind. Wash/wax is fine for light cleanings and won't remove all of the wax. For those of you that don't want to get your car wet there are a number of waterless cleaners that work okay. Either blow dry or Chamois the car dry. After drying the car, clean all the jambs with a damp cloth to remove any excess water, dirt and dust.

INSPECT - After the finish is dry it's time to inspect and mark with tape any areas that will require more attention. For this step I use a 300W to 500Watt quartz lamp to closely inspect for flaws. By flaws I mean oil, grease, road tar, pitch, overspray, acid rain spots, surface scratches, pollen or anything else that wasn't removed during the wash.

REMOVING OIL, GREASE & TAR - Using a soft cotton rag and a quality wax and grease remover solvent will take care of removing any oil or grease easily. Wax and grease remover solvent will not attack the paint. I buy 10lb bags of baby diapers from a cleaning service for my paint projects (cleaned of course). If you discover road tar, use the same solvent to remove those contaminants as well. Road tar will require extra rubbing and picking. For really dried tar globs, I will also carefully use a plastic spatula to scrape it off with the help of the solvent melting it. If not sure what solvent to use go to your local auto paint specialty store and they will head you in the right direction.

REMOVING GRIME, POLLEN AND

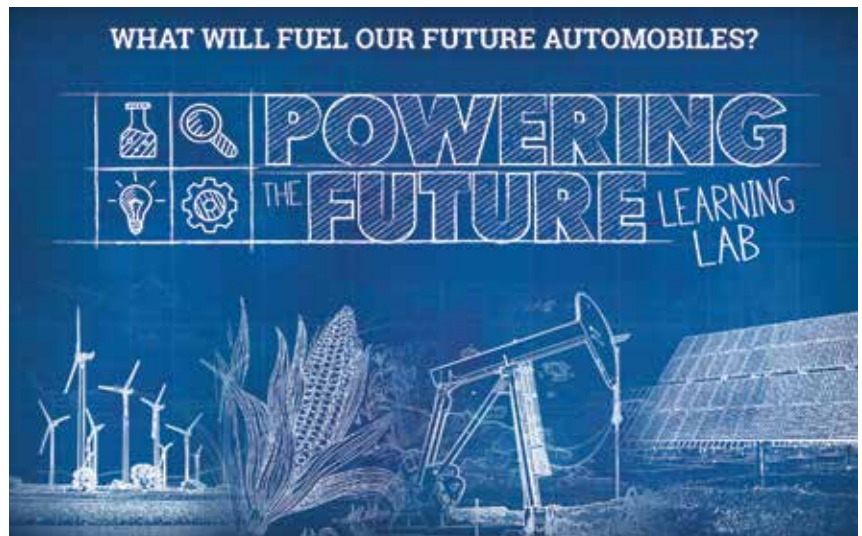
OVERSPRAY - These are the contaminants that give your finish that rough feeling. An indicator of these contaminants being present is that it will not allow a clean cloth to slide down your finish like it used to. A lot of times you probably won't even notice this condition being present. The finish just loses a bit of its lustre and doesn't look quite like it once did. To rid your finish of these elements, use an overspray clay bar. This will also be available at your local auto paint store or possibly at the local parts store. You will also need a spray bottle of Quik Detailer or Speed Shine wax. To start, tear off a chunk of clay that will fit comfortably in the palm of your hand and fingers and knead it to soften. Spray about a 2'x2' area with the spray wax and start working the area with the clay in a long back and forth motion. Some pressure is required depending on the contaminate. During this process look at the clay and you should see that it is removing the residue on the paint indicating a darker color. If it is overspray, you will see the color of the paint that has landed on the finish that you have now removed. When you think you have removed it all wipe it down with the soft cloth and look at the finish. It should be very slick and not have any trace of any contaminants. If it does, re apply the cleaner and re clay. While doing this step be VERY careful not to drop the clay on the ground. If you do you should start over with a new piece as you may have picked up a spec of dirt that could scratch your paint. Go over the entire surface with this process. Typically the top surfaces will be much dirtier than the sides. After this step, go over the whole car again with the quartz lamp and again mark areas that need attention and also to make sure that the claying step is complete.

REMOVING SCRATCHES & MARS - By this time the areas you marked with tape that need attention are probably mostly removed. These last areas will require a little more work than the others described already. To complete this step you will need the 3M 3-step buffing products. There are many levels of scratches. I will start with the most minimal and work my way to the deeper more difficult ones and their remedies. Let's

start with #2 3M finish compound. Fingernail scratches (usually around door handles) are one of the more common light scratches that can be removed with this compound. Squirt a small amount on a rag and rub the affected area until the scratches are removed. If your car doesn't have a clearcoat on it you will see the color of your paint on the rag. Don't be alarmed, it won't hurt the finish. It is simply eliminating the blemish. With #2 3M it would be very difficult to go through the paint rubbing by hand. With that said if you can feel the scratch with your fingernail we will need to try something else. We'll save that one for future article.

RENEWING THE SHINE - Now that the paint finish is free of any contaminants or marks, it is time to give it the new paint look again. Using a random orbital buffer with the #2 3M pad, buff the entire car. The random orbital buffer is easy to use and won't catch any pieces of the car and tear them off. Make sure the buffer is in contact with the surface before turning the machine on. Turning it on before it is in contact causes the pad to spin at too high of an rpm and can cause damage. After this step blow and wipe the finish clean of residue (including door, hood and trunk jambs). There is another step you could perform with #3 3M finish glaze but I don't notice much of a difference by leaving that step out. You are now ready for the wax. I use Mequiar's NXT Generation Tech wax 2.0. Follow the instruction on the container. Apply with an applicator pad, let dry and buff clean with a micro fiber cloth, making sure there isn't any debris on the cloth as to not damage the surface. Throughout the season I use Mequiar's Quik Detailer or Griot's Speed Shine for touch ups. Your car's finish will now shine like new again.

Submitted by Kim Pierce



America's Car Museum has added a display on one of their long ramps to focus on the history and the future of motor fuels and approaches to transportation. The grand opening was held on April 12th, 2018. PNR-CCCA attendees included Renee Christ, Jerry and Keenon Greenfield, Nancy LeMay, and Brian Rohrback.

The primary focus of the exhibit is to provide a learning experience such that the trade-offs among the various fuel types could be seen and the full costs of electric versus gasoline versus diesel can be compared. There were a lot of "I didn't know that" moments. Even



better, for the inaugural event, students who had participated in designing the displays were on hand from several STEM schools in the area to be docents for the exhibits. Paul Miller, the new CEO

for the museum was on hand to provide introductory remarks and Nancy LeMay provided ribbon-cutting expertise.



Renee Crist



Photos courtest of
LeMay Museum &
Brian Rohrback

Definition: STEM is an educational program developed to prepare primary and secondary students for college and graduate study in the fields of science, technology, engineering, and mathematics (STEM). In addition to subject-specific learning, STEM aims to foster inquiring minds, logical reasoning, and collaboration skills.



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Thanks, Al, for your determined support.

The next event was more favored by the rain gods. The weather for the Somerville's picnic was perfect, even a little warm if you were not fortunate enough to find some shade. Dennis and Dalene were, as always, the most gracious of hosts. And Dalene's desserts were once again over the top. I think that Dennis brings home sugar in 50 pound sacks! Dalene makes everyone a winner by having a special prize for every attendee, a very thoughtful gesture which we all appreciate. Thanks, Dennis and Dalene!

Declining membership levels in most, if not all, vintage car clubs remains everyone's top concern. We are getting smaller at the National level, but thanks to the diligent efforts of our Membership Director, Val Dickson, it can happily be reported that we are maintaining our Regional membership count. If you have interested friends, extended family members or curious neighbors, please consider suggesting that a membership is inexpensive and easy! My good friends Kai and Chris Nielsen recently joined and attended the Somerville picnic; they acquired a 1929 LaSalle a few months ago.

Near-term upcoming events include the Garages and Gardens tour in Canada during the first weekend in June, the Dochnahl's picnic on the 24th of June and Al McEwan's 4th of July Parade on, guess what, the 4th of July! Al disavows any ownership of this event, but we all know that his infectious enthusiasm is the reason we go. The parade is a non-RSVP event, so if the spirit moves you on the morning of the 4th, just show up. Be sure to bring some candy to toss to the starving children of Yarrow Point! And many thanks to Stan Dickson, our Events Director, for always maintaining a full and interesting calendar. I believe that it's one of the reasons the Club remains as vibrant as it is.

I'll end by circling back and encouraging you to dust off your Classic and bring it to an event. The Classics like to be driven, and we like seeing them! I'm looking forward to seeing you and your special vehicle when our paths next cross. "Classic" wishes to you and yours!

Frank Daly



Editor's Message

It is our pleasure to bring you this special Issue of Bumper Guardian featuring the 2018 Coming-Out Party. For almost 50 years, the (now) biennial Coming-Out Party has been a signature event of the PNR - sure to provide a stunning evening filled with Classics and camaraderie. This year was no exception. Seven members presented nine Full Classics®. Our thanks to Frank Daly, Barrie Hutchinson, Bob Koch, Al McEwan, Terry McMichael, Tom Profit, and Adrian Taylor for persevering in preparing and bringing their cars and for presenting their stories.

The photos capture the glamour of event but what you don't see is what goes on behind the scenes. Things you may not have known:

- *Perennial Event Manger Gary Johnson who seemingly effortlessly drove the "MAH-ve-lous" event in past years was unable to host this year's event. It took two people, Bill Deibel and Barrie Hutchinson, to even attempt to fill Gary's shoes!*
- *Al McEwan and Frank Daly each prepared and presented not one, but TWO cars.*
- *Al McEwan drove the 1931 Hispano-Suiza from Redmond to Lynnwood (and back at night) in the pouring rain.*
- *Frank Daly made special arrangements with America's Car Museum in Tacoma (where the car is currently on display) to "borrow" and return his 1935 Chrysler Airflow CW Limousine.*
- *Nine king-size sheets were required for your Editor to fashion a car cover big enough to drape Tom Profit's 1919 Pierce-Arrow.*
- *Barrie Hutchinson trailered his own 1948 Jaguar from Whidbey Island to Lynnwood at 6:30 A.M. before diverting to Sammamish to pick-up another of Frank Daly's cars, his 1941 Buick Roadmaster Convertible, at 9:00 A.M.*
- *Adrian Taylor, began his day by driving his 1930 Nash from Bonney Lake to Lynnwood through heavy rain and traffic. After the event Adrian discovered his car had suffered an electrical problem. He ended his day waiting in the rain until 1:00 A.M. for a tow truck.*

As you can see, the presenters went well beyond the call-of-duty to bring a stunning array of "debutant" Classics to the venue for our viewing pleasure. Additionally, dozens of volunteers (see page 4) worked long hours to make the party a success....and what a party it was! A huge thanks to all.

Bravo,
Karen Hutchinson



