

BUMPER GUARDIAN

Autumn 2019



1927 Kissel "Gold Bug" Speedster

Owned by: Bruce & Kathie McBroom

PNR CCCA & Regional Events

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

September 8th- 17th - PNR CARavan

PNR Contact: McEwan's & Dickison's

October TBD - Tour PACCAR

Distribution Center

PNR Contact: Steve Larimer

October 26th - Las Vegas Concours

Head Judge: Gerald Greenfield

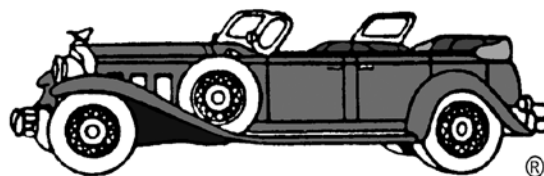
November 6th - Annual Meeting

PNR Contact: Frank Daly

December 8th - Holiday Party

PNR Contact: Frank Daly

CCCA National Events



Grand Classics®

September 14, 2019 Cobble Beach, Ontario

November 9, 2019 SoCal Region

CARavans

September 8-17 2019 PNR Canadian Adventure

Mark Your Calendars



PACCAR Tour

October 16th

Late Afternoon Tour followed by Early Dinner

Ernie Crutcher

08/14/1933 - 03/05/2019

From a recent email from Bill Deibel:

"I read in the local Packard Club publication that long-time (though recently lapsed) PNR member Ernie Crutcher had recently died."

From Ernie's family: *"Ernie was a very strong, spirited and intelligent man who died a gentle soul. He loved many things including his children, friends, pets and collections and died knowing he was loved in return"*

From PNR members (and Packard aficionados) Jan Taylor & Bob Newlands: *"In our lives, Ernie was certainly a mechanic extraordinaire, as well as a legendary story teller. Anyone who ever toured with him surely heard some of his whoppers."*



Director's Message

Greetings Fellow
Classic Aficionados!

This issue's message will be brief, as I and numerous other colleagues of yours have just returned or are returning from this year's Pebble Beach Motoring Classic. Wow, what an adventure! Al and Sandi

McEwan once again led an amazing tour. This was my third PBMC; there were slight changes each time and it just keeps getting better. I've said it before and I'll say it again: it's the most fun, delightful, challenging and rewarding vintage car event that you can imagine. Try it once and you'll be hooked. I suspect that there will be an article about it in a future Bumper Guardian.

My third Motoring Classic involved my third car, and unlike the first two I experienced a couple of FTPs (Failures to Proceed) in my recently acquired 1941 Packard LeBaron 180 Sport Brougham. The trouble truck saved my bacon, and I'll be writing a future technical

Continues on page 31

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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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

1927 Kissel Speedster
Model 8-75

Owned by:
Bruce & Kathie McBroom

1927 KISSEL "GOLD BUG"

The car Kissel referred to as a "speedster" was widely known as the "Gold Bug."



By Bruce McBroom



In 1927, my grandmother and grandfather had been taking golf lessons – golf being all the rage in the Roaring Twenties. One day my grandfather, Arthur N. Powers of Kankakee, Illinois saw an ad for the new 1927 Kissel four-passenger speedster with golf bag mounts on the rear fenders. He decided to order one as a surprise for his wife, (my grandmother) because they needed a way to get the golf bags to the country club.

Most of the speedsters were painted yellow, hence the nickname "Goldbug", but he ordered a special paint job in Robin's Egg Blue. The Model 8-75 Speedster for 1927 has a 131-inch wheelbase, a 287 cubic-inch, straight-eight Lycoming engine with a Kissel cylinder head and oil pan, and hydraulic brakes. Cost when new: \$2,500.

My grandparents would take it for a drive to the country club and on occasion, to Chicago on a nice day. In the winter the Kissel was shipped by enclosed boxcar to Phoenix or Tucson, Arizona where they

spent the winters (where they could play more golf!).

As a young boy in Kankakee, I would help my grandfather dust the Kissel, which lived in the carriage house with his several Stutz and Packard automobiles. I can remember him telling me when I was about age seven that when I was old enough to drive he would give me the Kissel Speedster. A few years later my parents and I were living in California and one day my mother told me grandfather had sold the Kissel but that when I turned 16 he would buy me a brand new car. I realize now that is when my interest in Classic Cars began and in later years, I wondered whatever happened to that Kissel.

Many years later, while working with Tom Sparks in Hollywood restoring my mother's 1932 Stutz, I would tell all my car friends about my search for the Kissel. In the early 1970s I was put in touch with a collector back east who was the Kissel expert. His name was Gene Husting



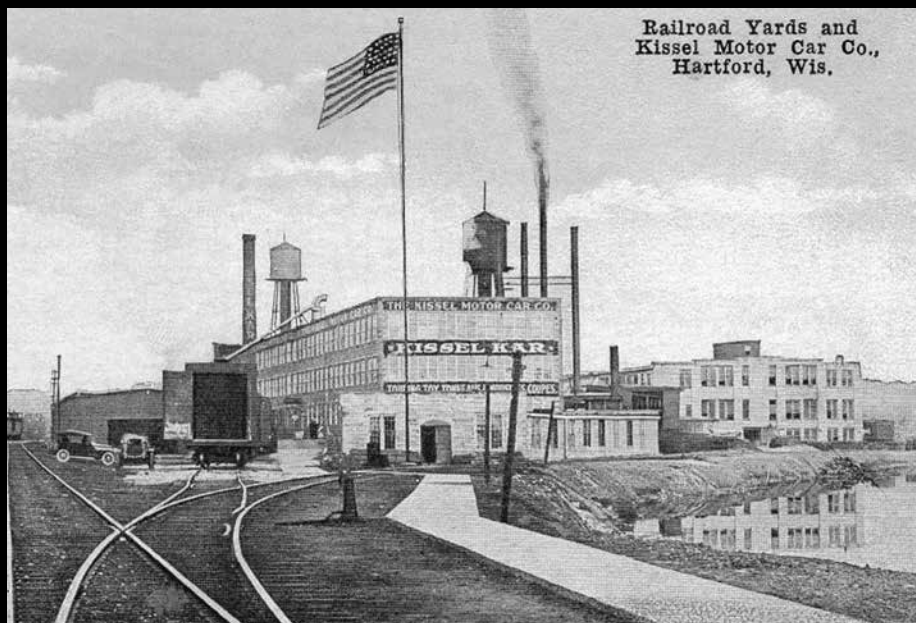


and he had kept track of the car and its multiple owners since 1950. During the 1960s one of the owners had repainted it to the more traditional color scheme for 1927 Kissels: an ivory body and black fenders.

The car was in Milwaukee in the collection of Wally Rank, a long-time member of the CCCA, now deceased. I contacted Wally and he told me the Kissel was his favorite and he would never sell it, but on the outside chance if he ever changed his mind, he would call me first. For the next 25 years I would call Wally, send him Christmas and Happy Birthday cards, and each message ended with "If you ever decide to sell the Kissel, call me!"

Well, he never called. Then one day in 1993 I saw an ad in Hemming's Motor News: "For Sale, 1927 Kissel" with his phone number! I called the number about 3 A.M. and woke him up. The next day I called him at his office and he said "Oh, I forgot, but I have drawer full of cards from you."

A few weeks later, the Kissel was at our home in California. Tom Sparks tuned it up for us. Since it only has 25,000 miles from new, that's all we had to do. We did splurge on new tires and I have some of my grandparents' original golf clubs so they are back together with the car I remember as a kid.

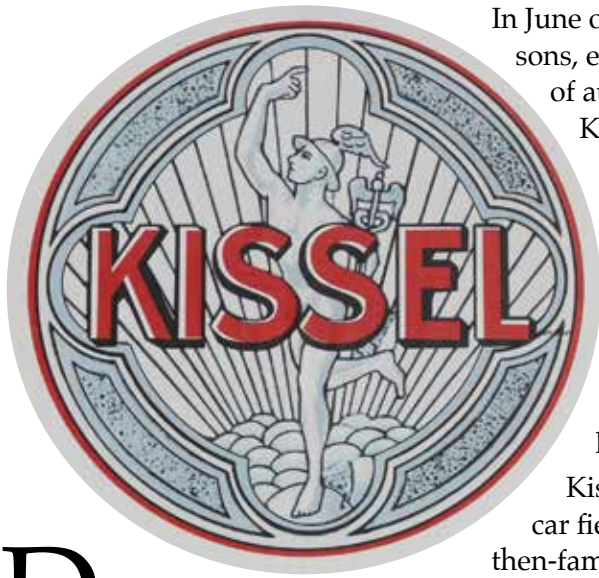


The Kissel Motor Car Factory in Hartford consisted of 15 buildings, constructed between 1905 and 1920. The first buildings were constructed for the production of the Kissel Gasoline Engine. In 1906 an additional building, measuring 112 feet by 160 feet, was constructed to support the production of automobiles. Almost yearly through 1920, new buildings were constructed and existing buildings were expanded to accommodate the growing business. In the early 1920s, the company employed over 1200 people. Largely as a result of the success of the Kissel business, Hartford's population nearly tripled between 1900 and 1920 and the city grew from a small agricultural support community to a large manufacturing center. Kissel ceased production in 1931. The most popular Kissel model was the 1919 Speedster, nicknamed the Gold Bug. Beginning in 1927, Kissel also produced the sporty White Eagle Speedster.

Bruce & Kathie McBroom recently moved from Southern California to Bainbridge Island and joined the PNR bringing two lovely Classics with them - the 1927 Kissel and a 1932 Stutz DV-32 Convertible. This story ran in 2017 in the SoCal-CCCA SIDE MOUNT MIRROR and is reprinted by permission with supplemental information.

Opposite page: Bruce McBroom's mother at the wheel, grandmother in the passenger seat, and chauffeur in the "rumble seat"; Arthur N. Powers in golfing attire; Bruce McBroom and his grandfather - 1948.

This page: 1927 Kissel Speedster Model 8-75 with golf clubs; Rear Cover: Kissel "Gold Bug" cartoon, circa 1920s.



Despite having a foreign sounding name, "The Kissel Motor 'Kar' Company" was an "American" company founded in 1906 by Louis Kissel and his sons, William and George, in Hartford, Wisconsin. There are conflicting references about the official spelling of "Kar" versus "Car" in the company name. The most plausible rationale I have found is that the Kissel corporate name started using the spelling "Kar" but that was changed after the WWI armistice when they officially dropped that Germanic looking and sounding word in favor of the word "Car". Company advertisements, however, often continued referring to the "KisselKar" thereafter when describing their automobiles.

Conrad Kissel (b.1812-d.1872) emigrated from Prussia in 1857. His son, Ludwig "Louis" Kissel moved to Hartford, Wisconsin in 1883 and by 1890, had opened several companies manufacturing and distributing farm machinery for various manufacturers. One of those companies "Kissel Manufacturing Company" developed their own line of gasoline engines including outboard motors distributed exclusively by Sears Roebuck.

In June of 1906 Louis, along with sons, entered into the production of automobiles by forming the Kissel Motor Kar Company.

The Kissel family built cars that were known for their old world craftsmanship. International renown for advanced design and outstanding performance, helped the company prosper.

Kissel entered the professional car field in 1916 using their then-famous worm drive 32hp 126" chassis offering a limited range of models including hearses, ambulances, taxicabs and trucks.

For 1918 Kissel introduced a coach with wide beveled-glass windows surrounding the casket compartment making them amongst the most striking funeral coaches of the period. Their catalogs also depicted some very sleek and attractive ambulances and service cars all using their long (142") and longest (162") chassis.

“EVERY INCH A CAR.”

At the beginning of the War (WWI), the Kissel firm went into the production of trucks for the Army, and during the later months of the war devoted itself almost entirely to production of trucks.

However, with the war mostly over, and anticipating that government contracts for trucks would soon be cancelled, in 1918 The company decided to change direction away from producing almost only commercial type vehicles to offering mostly high-end user coupes, speedsters and touring cars. In so doing, they also withdrew from a

very prominent position in the field of funeral cars and ambulances by making their final run of 200 Kissel built coaches sold thru Boston's National Casket Company during 1928 & 1929. The National Casket Company then turned to REO/Henney for a new line of funeral vehicles, ending their distribution of the Eureka-bodied Kissel coaches.

At the New York Show of January 1918 Kissel unveiled the "Gold Bug", a development of their Silver Special Speedster. The 1919 through 1927 Gold Bug Speedster went on to become the most popular Kissel model automobile ever produced. The Gold Bug earned its name because that was when the firm made chrome-yellow the make's standard color.

This BG issues' feature car model 8-75 represents the end of the Gold Bug two-seater version. It is interesting to note that this very car was featured in the 1956 movie *The Eddie Duchin Story*. This is the story of famed pianists Eddy Duchin and his son Peter Duchin. Definitely worth viewing.

The new product direction chosen by Kissel management was not working as overall sales volume started to decline after the war and continued on through the late 1920s. Overall, automobile sales along with their other remaining products, were not generating enough income to sustain the business in its current form.

In a desperate move, on March 21, 1930 Mr. George Kissel personally entered into an agreement with Mr Archie Andrews, President of New Era Motors, Inc., whereby he was to have the Kissel Motor Car Company manufacture at least 1,500 new-type Ruxton automobiles a year. Mr. Kissel further guaranteed that Kissel would also manufacture at

least five regular Kissel White Eagle (Speedster) cars, one funeral car and one taxicab daily for the remainder of the year 1930. Unable to meet the terms of this agreement Kissel was forced to file for receivership protection in November of 1930.

After having produced approximately 35,000 automobiles since 1907, the last motor vehicles manufactured at the Kissel plant was a small batch of 25 Ruxtons built in 1931. From then on Kissel production was largely limited to their successful line of outboard motors built for Sears. Upon the death of George Kissel in 1942 the company was sold to the West Bend Aluminum Company thereby ending the 35 year era of the Kissel Motor Car Company.

By Raymond Loe



Celebrities who owned Kissel Kars

*Amelia Earhart, Bebe Daniels,
Ralph De Palma, Eddie Duchin,
Douglas Fairbanks, Greta Garbo,
Gladys George, Ruby Keeler, William
S. Hart, Al Jolson, Mabel Normand,
Mary Pickford, Rudy Vallee and more.*



Photo: Parkett, Neal, Roach, Comedian, Smith, and others

Amelia Earhart and her Kissel 'Gold Bug' Speedster

By L. Gurnsey



Amelia Earhart climbed trees as a child and climbed into the sky as an adult, searching for new heights and new adventures. We all know about the last days of her life and her mysterious disappearance, but it's the little known things about her that are fascinating. For example, Amelia was only the 16th female to earn a pilot's license. She quit college to become a volunteer nurse during WWI and the flu pandemic that followed.

And, Amelia owned a 1922 Kissel Gold Bug Speedster that took Amelia and her mother on one of those adventures... driving all over the West Coast and on to Boston across the continent on "roads that were at best dirt wagon trails." They were recognized everywhere they went, as was their bright yellow car.

She loved her 'Kizzle' and a friend said 'she lived poorly and went without everything but essentials in order to maintain the Kissel car, which she loved like a pet dog.' She was apparently a mad driver and people got out of her way. When life was hard, her car brought her freedom and a much-needed sense of fun.

Amelia kept the Kissel into 1928, the year that things picked up for her...the year of her transatlantic crossing and the year she fell in love, later marrying George Putnam in 1929. Her solo Atlantic flight in 1932 made her famous.

But she still loved cars, moving on to promoting the air-cooled Franklin Airman line of cars, the Essex Terraplane and the Cord 810. 'She loved fast, open, sporty cars and a speedster or a convertible were the closest things to flying.'

*"Adventure
is worthwhile
in itself."*

~ Amelia Earhart



Quotes are from 'Classic Speedsters: Amelia Earhart and her Kissel Gold Bug Speedster'

May 24, 2019 Ronald D. Sieber, Editor

The 2019 2300 mile Great Race started on June 22nd in Riverside California and ended at LeMay-America's Car Museum on June 30th. The museum was excited to have been selected to host the "Great Finish" and final day celebration. This race is a time, speed and endurance rally taking place over the nine consecutive days. After nine days, I (Renee Crist) would put emphasis on endurance. The race is open to cars 45 years or older. The 150 foreign and domestic marques entered in the race ranged in years from 1900s up to early '70s. The cars may be modified for safety, but I was told any other racing modifications are reviewed by the race organizers and must meet their standards for period correct modifications.

Each day's route is a well-guarded secret. The teams only see the course instructions one-half hour before their start time. Teams start in an ordered sequence in one-minute intervals at a specific location, sometimes that is many miles from the end of the prior day's race. Each day is considered an individual race of an overall nine-day "season" and at the end of the race "season" there is a "Grand Champion." Day nine at ACM is not only the end of the 9th race; it is also the Great Race season finish that awards the Grand Champion. The most consistent team (not necessarily the most daily wins) for the entire nine days wins Season

Championship and the big award. This year, the end of the 8th day and the 9th day races both happened to be in Pierce County, day 8 at The LeMay Family Collection and day 9 LeMay-America's Car Museum. Having two races end in close proximity to each other is historically not unusual - there have been seasons where one race might end a few miles from the prior day, but will have a 200 course in-between.

I was fortunate to be asked to participate in our 1964 Porsche 356C for the last three legs of the event in advance of the race ending at the LeMay-ACM. My husband Pat drove the first two of those days while I tried my hand at the complex navigation. Happily, since Pat was not able to be with me Sunday, I drove the last day with Mallory Henderson, a seasoned Great Race navigator. Mallory has been navigating for her father in their 1965 Mustang convertible since she was 15 years old. It was an amazing experience overall.

LeMay-America's Car Museum's official entry competing in the Professional Division was Car #45, a 1964 Studebaker Daytona owned and driven by Steve and Janet Hedke. The team had a great run finishing second in the Commercial Division and 8th overall. The Grand Champion winner this year was Howard and Doug Sharp driving their 1916 Hudson Pikes Peak Hill Climber.



1940 Cadillac Series 62 (Day 7)



1931 Auburn Boattail Speedster (Day 4)



Submitted by:
Renee Crist
Great Race Driver & Navigator
PNR-CCCA Member

150 cars started the Great Race in Riverside, California
110 (approx.) cars finished in Tacoma, Washington
2 cars were Full Classics®*

**Photos Courtesy of the Great Race*



Attendees in Full Classics®

Frank Daly & Steve Larimer
1941 Buick Convertible Sedan

Ron & Margie Danz and guests
1948 Chrysler T&C Convertible
1934 Packard Convertible Sedan
Fire truck

other special interests N/C vehicles

Stan & Val Dickison w/ guests
Mayor Joe & Mrs. Anna Sabey
1935 Packard Convertible Victoria

Don & Arlene Jensen and guests
1937 Cord Beverly

Carl King & guest-driver
1932 Auburn Cabriolet

Al & Sandi McEwan w/ guests
Mayor Dicker Cahill & guests
1930 Hispano-Suiza

Brian & Jeffrey Rohrback w/ members
Darrin & Suki Wong
1939 Bentley All Weather

Attendees with n/c cars:

Jerry & Keenon Greenfield & family
Lee Noble & Theresa Renico
Kenny Heng

Al McEwan has led PNR members and their guests in the annual Yarrow Point 4th of July parade for 43 years! This year marks the 243rd anniversary of our country's founding. PNR members drove seven Full Classics® and nearly as many Non-Classic cars including a beautifully restored fire truck.

As usual, the parade started at the top of the hill and it was actually possible to coast your way to the bottom. Lots of candy for the kids and plenty of red, white and blue to bring-out your patriotic spirit.

Photos: Suki Wong & Al McEwan decorating the McEwan's 1930 Hispano-Suiza; Val Dickison decorating the Dickison's 1935 Packard; The Rohrback's 1939 Bentley; Marjorie Danz in patriotic attire.



1932 Auburn 12-160A Speedster



The 1932 Auburn Boattail Speedster was called 'the flashiest, most flamboyant and most outlandishly impractical motor car imaginable' by Automotive Quarterly. One of the rarest speedsters produced by the Auburn Automobile Company, it is powered by a Lycoming V-12 engine: a 4-L 160hp motor with a two speed rear axle that was cutting-edge for its era. The speedster was exceptionally fast for its day, with a top speed of 95 mph and was the first production car to break 100 MPH across a flying mile. In monitored endurance speed test held in dry lake beds, the 160A averaged 92.2 mph for one hour, a record that stood until after World War II. The coachwork was done in-house and was inspired by the flamboyant race cars of the late 1920s.

Eighteen rare and historically significant automobiles from four private PNW collections and the Mullin Automotive Museum in Southern California were on display at SAM's (Seattle Art Museum) Olympic Sculpture Park.

Spanning 90 years, from the Classic Era to present day, the luxury automobiles and racecars represent extraordinary examples of automotive elegance and history.

Six of the "rolling sculptures" are deemed Full Classics® by the CCCA. The Alfa's all came from John Shirley's collection, the Auburn from Bruce Wanta's collection and the Delahaye and Talbot-Lago from the Mullin Museum. The placards, that were placed with each car, provided both technical features and a bit of history and have been reproduced here alongside the photographs. John Shirley's 1934 Alfa Romeo Tipo B P3 is not pictured here but can be seen in the Autumn 2018 issue of the *Bumper Guardian*.

The event was attended by PNR-member Steve Larimer who regularly contributes photographs to this publication. Other PNR members attending include (but are not limited to): Tom Astrof, Denny & Bernie Dochnahl, Amanda Friedman, Peter Gleeson, Jason Harris, Paula Morrier, Brian & Randy Pollock, and Ashley Shoemaker (Hagerty was a sponsor.)



1932 Alfa Romeo 8C 2300

This Alfa was originally owned by Andrea Mario Piaggio, whose family was known for manufacturing airplanes and scooters. Piaggio donated this car to the Museo dell'Automobile Carol Biscaretti in Torino, Italy in 1951. The museum removed the bodywork and displayed it as a rolling chassis. After 44 years, it was sold, reunited with the bodywork, and carefully restored to maintain its originality. It is one of the most correct Alfa Romeo 8C 2300s remaining. The car has been driven in multiple long distance road tours and vintage races at differing events. Accomplishments include 'Most Significant Alfa Romeo' at the Meadow Brook Concours in 2007, as well as a Certificato d'Oro from the Alfa Romeo Owners Club USA.



1937 Delahaye
Type 135M Cabriolet

Known as the 'Star of India,' this graceful Delahaye enjoys the fluid "French curves" that helped set the tone at the 1936 Paris Auto Show. The dramatic lines were created by the coachbuilder, Giuseppe Figoni, drawing on inspiration of the aerodynamic landing-gear pontoons on planes designed by Rene Cousinet. The car was originally purchased by a successful businessman in Bombay (Mumbai), who traveled long distances and wanted the ultimate in comfort and performance. The car was re-discovered in 1982 on wooden blocks in a garden shed in India. This car was 9th of the 11 cars made by Figoni et Falaschi between 1936 and 1939. Extensive research was required to complete the outstanding restoration. The car now resides in the Mullin Automotive Museum.



1937 Talbot-Lago T150-C-SS

Known by the nickname Goutte d'Eau (teardrop), the shape of this 1937 Talbot Lago 150c SS created by coachbuilders Figoni et Falaschi represents the epitome of 1930s aerodynamic design. One of only 14 produced, the car was originally owned by Woolf Barnato, chairman of Bentley Motors and a "Bentley Boy" race driver. Powered by a 4.0-liter inline 6-cylinder engine producing 140 horsepower combined with a 4-speed transmission with a pre-selector, top speed for this Talbot Lago is 115 mph. The car has won multiple Best in Class awards at the Pebble Beach Concours d'Elegance, as well as Best of Show and Most Elegant Car at the European Concours in 2001.



1938 Alfa Romeo 8C 2900B

A beautiful design with unique bodywork, the 1938 Alfa Romeo 8C 2900B represents state-of-the-art Italian prewar technology with lightweight alloy construction, independent suspension and twin superchargers. In 1948 this 8C 2900B won the inaugural Watkins Glen Grand Prix in New York. After a two-year restoration beginning in 2005, the car went on to win numerous awards including Best of Show at the Pebble Beach Concours in 2008, the Louis Vuitton Classic and Ville d'Este in 2009, Windsor Castle in 2012 and Chantilly Arts & Elegance Richard Mille in 2016.



PNR-CCCA & FERRARI CLUBS PICNIC AT THE DOCHNAHL'S

Photos by William Howard

Attending with Full Classics®

Frank Daly
1941 Packard Sedan

Denny & Bernie Dochnahl
1935 Packard Sedan

Monty Holmes & Katie Nolan
1941 Packard Convertible Coupe

Don & Arlene Jensen
1937 Cord Beverly

Al & Sandi McEwan & guest
1947 Chrysler T&C Sedan

Terry & Barbara McMichael
1947 Bentley Coupe

Lee Noble
1936 Bentley Sports Saloon

Jon Schoenfeld
1937 Cadillac Coupe

From L - R: Denny Dochnahl's 1941 Cadillac, Frank Daly's 1941 Packard, Denny Dochnahl's 1934 Packard, Terry McMichael's 1947 Bentley, Monty Holmes' 1941 Packard, Don Jensen's 1937 Cord, Al McEwan's 1947 Chrysler, Lee Noble's 1936 Bentley, Jon Schoenfeld's 1937 Cadillac.



Attending with Non-Classics

Michael & Ildi Bradley, Stan & Val Dickison,

Marty & Linda Ellison, Jerry & Keenon

Greenfield, Kenny Heng, William Howard &

Jamei June, Barrie & Karen Hutchinson,

Terry & Cherry Jarvis, Marty Kulina, Steve

Larimer, Paul & Janet Lewis, Warren Lubow,

Paula Morrier & Tom Astrof,

Brian & Randy Pollock, Sean & Ashley

Shoemaker, Randy & Carmel Tanner, Jerry

Tiberio, David & Mary Williams, Darrin & Suki

Wong, Conrad Wouters & Glenna Olson



From Left Clockwise: Keenon Greenfield, Val Dickison, Jerry Greenfield, Steve Larimer, Paula Morrier, William Howard, Ashley & Sean Shoemaker



First on the Scene!

By Brian Rohrbach

The Dochnahl party is the premier event of the early-Summer, and I like to be on-time. Somehow, I got it in my head (and my iPhone calendar) that the party started at 10:00 am and Lisa, Jeffrey and I dutifully drove my Bentley into the Lake Kathleen compound right on the (wrong) dot: 4 hours too early! Although ever-the-ultimate-host Denny offered-up coffee, wine or vodka to pass the time, we retreated onto the open road to grab some lunch and do a few errands.

Next on my evolving agenda – a failure to proceed. So, I found myself using my trusty reserve battery pack to revive the roadability and limp to the nearest Napa parts store. Sure enough, the battery was dead; I made the swap, looked at my watch, found it to be 4:30, and retreated to my condo for a glass of wine. Show or no show, I leave it to the reader.



Dochnahl's Famous Cioppino

- | | |
|---|---|
| 2 qts fish fumet*
(or 2 pts water to 1 pt clam juice) | 1/4 c parsley leaves |
| 6 tbsp olive oil, or as needed | 3 tbsp fresh chopped basil leaves |
| 5 large garlic cloves, minced | 2 tbsp fresh chopped tarragon leaves |
| 2 medium onions, chopped | 2 pounds littleneck clams |
| 1 head fennel, sliced | 1 pound cooked crab legs, cracked into
1 1/2 in pieces |
| Grey salt and freshly ground pepper | 1 pound large shrimp, peeled and
deveined, tails on |
| 1 tsp dried oregano | 1 stick unsalted butter, room temperature |
| 2 tbsp tomato paste | 2 pounds halibut fillet, shinned,
cut in 1 1/2 in pieces |
| 1 can (28 oz) whole plum tomatoes,
drained and chopped | 3/4 pound sea scallops, foot removed |
| 2 cups dry white wine | |

* Fish Stock - recipes available on line

Directions

1. Heat 2 cups clam juice and water in a saucepan. Simmer about 5 minutes, remove from heat and set aside
2. Heat 1/4 cup olive oil in an 8-qt pot over medium heat. Add garlic, allowing it to brown for about 20 seconds, then add onions, and a pinch of salt. Cook until vegetables are softened, about 4 minutes. Add oregano. Stir and cook for 30 seconds. Add tomato paste. Cook stirring until paste darkens a bit, about 2-3 minutes. Add chopped tomatoes (squeeze them slightly through your fingers), white wine and saffron, clam juice, and water. Add remaining clam juice and water and bring to a boil. Season with salt and pepper. Cook until liquid has reduced by half. Cover and simmer for 30 minutes.
3. Skim the fat from the soup, add parsley, basil and tarragon. Add clams and simmer until clams open, about 3 minutes (discard unopened clams.) Add crab pieces and heat through. With a pair of tongs, remove crab legs to warmed serving bowls. Place a colander with shrimp in it, into the pot without submerging it completely. When shrimp are just cooked and pink add to serving bowls. Use tongs to fish out the clams, add to bowls. Melt the butter in the broth, stirring as it melts.
4. Meanwhile, season halibut and scallops with salt and pepper. Heat a skillet over medium-high heat, add 2 tbsps oil. Cook the halibut and scallops, without stirring until browned, about 2 minutes. Turn and cook another 30 seconds. Fish will be slightly underdone. Cover scallops and sauteed fish with ladles of broth, bring to a simmer, then transfer scallops and fish to the serving bowls.
5. Remove the bay leaf and the jalapeno peppers from the pot. Season broth with salt and pepper. Pour broth over fish in bowls.
6. Mash the softened jalapeno peppers into a paste, and serve as a garnish for guests who like their Cioppino spicy.
7. Place all ingredients in a large stockpot. Bring to a boil. Lower heat and simmer for 30 minutes. Allow to cool before storing.

PNR tour of Pentz Cast Solutions



Photos this page:

- Lee Noble, Mike Beach, John Campbell & owner Larry Pentz
- Pot of molten aluminum

Photos page 15:

- Al McEwan, Jim Tait, Val Dickison & Irene Tait with owner Larry Pentz.
- Ken Beach, Mike Beach & Bill Gluth inspecting Bill Allard's cylinder head.
- Foundry workers with freshly poured sandcasting.
- Bill Allard, Al McEwan, Ralph McCarty, Cole Tsang (guest), Lee Noble with owner Pentz inspecting freshly-cast part.

Wednesday*, July 10th found twenty PNR members and guests gathering at Pentz Cast Solutions in Duval to tour this local foundry which recently finished casting an aluminum water-cooled cylinder head for member Bill Allard.

The tour was guided by foundry owner Larry Pentz and sales and engineering associate Robert Del Valle. Larry began casting metals in 1972 as a way to further his interest in art. The resultant company is now a provider of complex cast aluminum parts to Boeing and many other industries.

** the foundry is not open weekends*



Photo by Irene Tait

Attendees

Bill & Lucy Allard, Mike and Ken Beach, John Campbell & guest Cole Tsang, Frank Daly, Stan & Val Dickison, Bill Gluth, Steve Larimer, Ralph McCarty, Al McEwan, Lee Noble, Tom Profit, Brian Rohrbach, & guest Paul Bailey, Jim & Irene Tait.



Manufacturing a New Cylinder Head!

By Bill Allard

Over a year ago, I began the process of making a new aluminum cylinder head for a mid-1930s vehicle who's original head had deteriorated from electrolysis and corrosion. New heads are unavailable and used heads suffered from the same problems, so the only option for obtaining a serviceable head was reverse engineering the original to create a new copy.

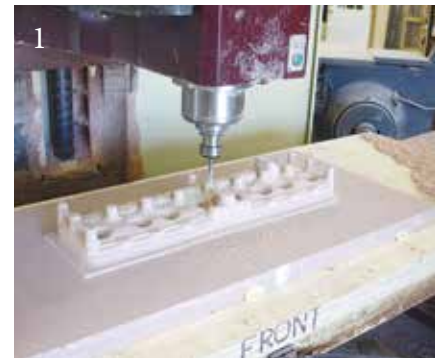
The process began by making a 3D X-ray scan of the old head and transferring the scan data into digital format which would be used to create the patterns for both the outside shape and the internal water cavity (core). This required refinement of the scan data; including allowing for shrinkage of the aluminum in the casting process.

A company in Tacoma CNC-machined the pattern for the outside shape from high density synthetic material. This pattern was used to make the traditional sand mold for the exterior of the head (*Pic. #1: machining the head pattern.*)

The core pattern was 3D sand-printed, and inserted directly inside the final mold. It was flushed-out with hot water after the casting was completed, leaving an area in which engine coolant will circulate. (*Pic. #2: pattern on right; core shipping container being opened on left. Pic #3: printed core removed from shipping container.*)

The final step was machining details to match the original. (*Pic. #4: machining the casting.*)

Pic. #5: finished head.



Forrest Grove Concours d'Elegance



Best of Show Winner - James Harri's 1934 Packard 1107 Convertible Sedan

Friday, July 19th, a small, but mighty band of PNR members started out at LeMay America's Car Museum in Tacoma, enjoying donuts and coffee furnished by Hagerty. Event manager / tour leader Kim Pierce took us on backroads east of I-5 to Napavine, where we had lunch at Ragin' Jack's BBQ before continuing on backroads west of I-5. Then it was onward in somewhat difficult traffic through Longview to the Columbia River where we followed highway 47, west of Portland. Hwy 47 is really an old logging road that has been paved but has many curves, up and down hills. Such roads can be a challenge for elderly cars but we pressed on. We would have taken the recommended Cornelius Pass Road, but as Matt Hackney pointed out "it is closed for roadwork". That evening our group went to dinner in downtown Forest Grove for jovial fun and good food before retiring to our respective hotels.

Registered concours participants went on a wine tour Saturday morning, through the Tualatin Valley winery district. A detour on a residential street, avoided the parade through downtown Yamhill and added a bit of excitement. The somewhat misadventure was followed by lunch in the countryside at a lovely winery. Afterwards, we were back to Forest Grove for a brief Japanese saki stop and the distribution of ribbons, showing we went on the tour. Saturday night featured the "Evening of Elegance" at the Pumpkin Ridge Golf Club in North Plains with a delicious buffet dinner and beautiful evening skies.

Sunday morning those of us displaying our Classics and other marques, were on the field by 8AM. The weather was warm but tolerable. There were about 350 cars on the show field, but many just on display. Jim Harri from Walla Walla received "Best in Show" with his gorgeous gray 1934 Packard 12, convertible sedan. His car received 100 points at the 2019 annual National CCCA meeting in Scottsdale and was featured in the last issue of the Bumper Guardian. In the Packard Class 1937-47, Frank Daly took first in class for his stately 1941 Packard LeBaron 180 Sport Brougham. In the 1925-36 Packard Class Stan Dickison was awarded the "Allen C. Stephens Elegance Award". Mister Stephens, a Rotarian but now passed, was the founder of the Forest Grove Concours, which is the local Rotary club's major fund raiser for local charities. It was especially meaningful to Stan, being a 40-year Rotarian with "perfect attendance" and a long record of service. After the concours, Matt and Karla Hackney

Entering Full Classics:

Frank Daly
1941 Packard 8, 180
LeBaron Sports Brougham
Stan & Val Dickison
1935 Packard 12, 1207
Convertible Victoria

Jim Harri
w/ CCCA guest Craig Williams
1934 Packard 12, 1107
Convertible Sedan

Judging:

Gerald Greenfield, Head Judge
Steve Larimer
Terry McMichael
Brown Maloney
Kim Pierce

Attending:

Michael & Ildi Bradley, Craig Christy,
Howard Freedman, Jerry & Keenon
Greenfield, Matt Hackney, Bill &
Mary Jabs, John & Donna Koziol,
Steve Larimer, Bob LeCoque, Jr.,
Terry & Barbara McMichael, Brown
Maloney, Glenn Mounger, Bob
Newlands & Jan Taylor, Kim
Pierce & Kristy Ryan, Jim & Irene
Tait, Conrad Wouters



ROTARY CLUB
of
FOREST GROVE



First in Class (1937-1948) - Frank Daly's 1941 Packard LeBaron Sports Sedan



"Allen C. Stephens Elegance Award" - Stanley Dickison's 1935 Packard Convertible Victoria

invited PNR to Karla's father's home for a delectable chicken dinner and much more interesting conversation concerning the day's events.

When Stan and I headed north for Seattle on Monday morning, all seemed good until we came to a dead-stop on I-5, near Tacoma. There had been an accident ahead. After an hour of idling in very hot weather "Miss Vicky" said enough was enough. She sputtered and died, suffering from a serious case of vapor lock. Fortunately we were under the

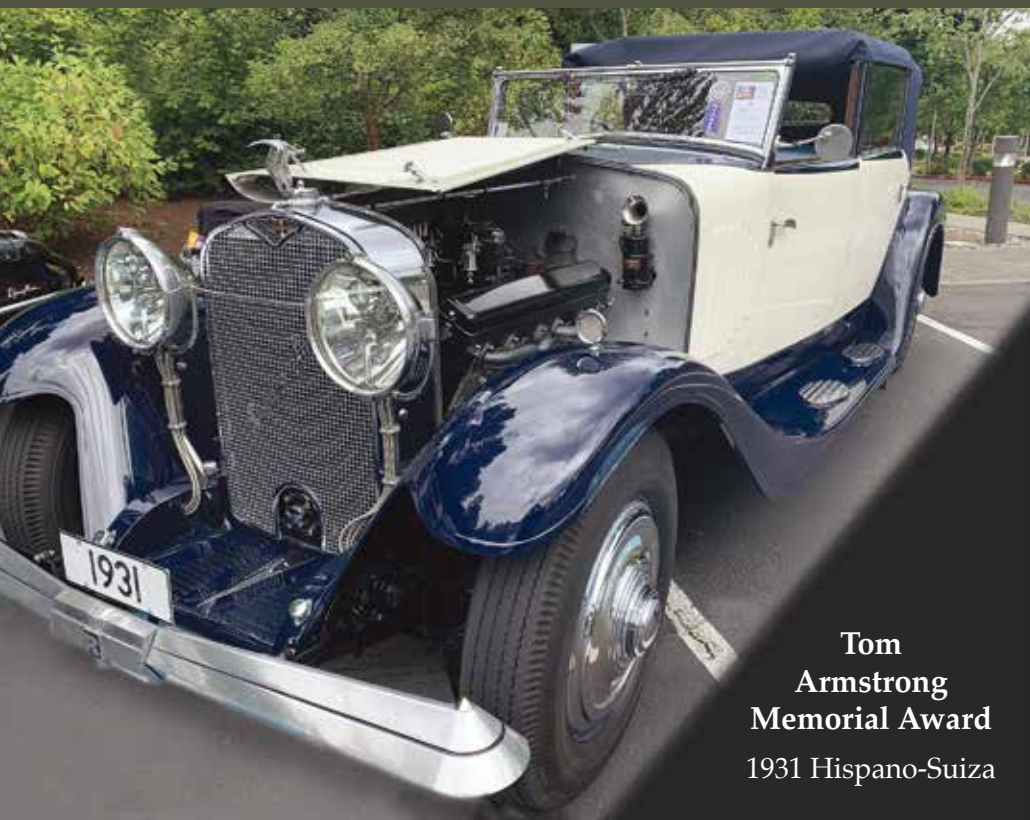
Pacific Avenue overpass, in the shade, so we sat for roughly an hour. Finally able to proceed out into fast moving traffic, with the help of yours truly flapping a shop rag in my right hand, we proceeded to the next exit and refilled "Miss Vicky" with gas and water.

It was probably the heat, smell of exhaust and general fatigue, but as we headed for home up Hwy 99, I found humor in the local signage and changes in the business mix. Through the slow traffic I noticed a neon sign "Bare Naked"

with a nude woman sitting in a martini glass. No question what they do there. Another sign for a drive-through coffee shack was "A Brewed Awakening" and finally the corker was a recreational marijuana store "Tweedom". Visions of the cartoon character, a small yellow canary, "Tweedy Bird" flew through my imagination. After he managed to break free from his cage he sang out "Tweedom! Tweedom!"

Written by: Val Dickison





**Tom
Armstrong
Memorial Award**
1931 Hispano-Suiza



The Auto Angels event is a charity affair which raises money to supply vehicles for members of our community who are in need of wheels. Several of the recipients of repaired and enhanced cars were there to tell their stories about how the Auto Angels- gift helped them in a time of need.

The Pacific Northwest Region has adopted the Auto Angel's Benefit Car Show as THE place to be in late July, so a fine Saturday was our reward on July 27th at the Presbyterian Church just North of downtown Bellevue. A threat of rain (oh, come on, this is the Pacific Northwest!) may have kept the less intrepid from the show, but rain only made its debut near the end of the event and that was a light summer blast that did little to dampen the spirits of the attendees.

Four of our Classics made the inner circle display and Al and Sandi McEwan came away with the Tom Armstrong Memorial Award, which is a special remembrance of a very special PNR member.

Good deeds plus, hamburgers and hot dogs, music and a lot of elbow-rubbing coupled with an eclectic mix of vehicles and an even more eclectic mix of people make this a great show. This was lucky event #13 and we all look forward to more to come. Visit their website at www.autoangels.org for more information.

Submitted by Brian Rohrback

PNR Attendees Driving Classics

Stan Dickison
1935 Packard 12 Convertible Victoria
Al and Sandi McEwan
1931 Hispano-Suiza J12*
Brian Rohrback
1939 Bentley All-Weather
Jon Schoenfeld
1937 Cadillac Fleetwood Sport Coupe

PNR Members Driving non-Classics

Susan Armstrong's Grandson
Steven Anderson
1988 Testerosa, nc
1965 Buick Riviera, nc
Marty Ellison w/ Grandsons
Caleb Dang and Colton Bishop
(driving modern)

Bruce Wanta**
(lots of spectacular nc cars)

* borrowed from the King of Persia
by way of New Zealand
** should be a member



Photos (top-bottom)
Jon Schoenfeld
1937 Cadillac Fleetwood
Sport Coupe
Brian Rohrbach
1939 Bentley All-Weather
Stan Dickison
1935 Packard 12
Convertible Victoria
Marty Ellison w / grandsons
Caleb Dang & Colton Bishop

PNR MEMBERSHIP UPDATES

New Members

Jim Sullivan

Jim's Classic Garage and Automotive
3028 - 14th Ave NW
Gig Harbor, WA 98335
Cell #206-406-1313
jim@jimsclassicgarage.com
(referred by Tom Crook)

Ken Beach

PO Box 2143
Kingston, WA 98346
Home # 360-297-2369
Cell #206-240-4755
Email: kenwbeach@gmail.com
1928 Stutz 8 Conv. Sedan
1928 Stutz 8 Victoria Coupe

Contact Changes

Randy Small

1950Rand@gmail.com

Member News

PNR Manager Darrin Wong and
his wife Suki welcomed baby girl
Kaylee Harper Wong
into the world on July 25th.



Congratulations to the Wong family
from your PNR friends!



2019 Motoring Classic Kick-Off Party

Attendees

Army Barer
 Michael & Ildi Bradley
 John Campbell w/ son Rob & guest
 Renee & Pat Crist
 Frank Daly
 Ron & Margie Danz
 Stan & Val Dickison
 Marty & Linda Ellison
 Jerry & Keenon Greenfield
 Colin, Laurel & Keira Gurnsey
 Jack Goffette & Barbara Shain
 Peter Hageman & Kristy Gomez
 Pat Heffron
 Kenny Heng
 William Howard & Jamei June
 Barrie & Karen Hutchinson
 Terry & Cherry Jarvis
 Don & Arlene Jensen
 Tim Johnson
 Marty Kulina
 Steve Larimer & guests
 Sig Linke
 Al & Sandi McEwan
 Terry & Barbara McMichael
 John McGary w/ son Jason &
 grandchildren Havana & Jamison
 Roy & Terry Magnuson
 Paula Morrier & Tom Astroff
 Paul & Matthew Murray
 Tom Nault & guests
 Lee Noble & Theresa Renico
 James & Sherry Raisbeck
 Brian Rohrbach
 Ashley Shoemaker & guests
 Rick & Patty Sleanes
 David & Jody Smith
 Jim & Irene Tait
 Darrin Wong
 Conrad Wouters & Glenna Olson

*Robert Del Valle from Pentz Cast
 Solutions had planned to attend but
 was unable to get away from work.*

This year is the 100th anniversary for Bentley, and the past, present, and future of the marque is being featured on the lawn at Pebble Beach. Nearly one-quarter of 2019 concours entries will be Bentleys, filling four classes devoted exclusively to the marque.

Participating in Al McEwan's 2019 Motoring Classic are nine Classic and one modern Bentley from the United States, England, Germany, Switzerland and The Netherlands. Included in the group are Bentleys owned by PNR members Roy Magnuson (1928 Bentley 4½ Liter Tourer) and Lee Noble & Theresa Renico (1924 Bentley 3 Liter Tourer Vanden Plas). Marty & Linda Ellison will be driving the 2019 Bentley Benatayga provided by the Bentley Motor Company.

PNR members driving other Full Classics® include Frank Daly (1941 Packard Sport Brougham) with Stan & Val Dickison and Ashley Shoemaker, Al & Sandi McEwan (1933 Rolls-Royce P-II), and Brian & Randy Pollock (1935 Bugatti Type 57). PNR members Peter Hageman and Kristy Gomaz drove a lovely nc Mercedes Benz (they registered a 1929 Bentley 4½ Liter Tourer but changed for mechanical reasons.)



Lee Noble and Theresa Renico's 1924 Bentley 3 Litre Tourer Vanden Plas



Roy & Terry Magnuson's 1928 Bentley 4½ Litre Tourer



Sandi McEwan



Sig Linke



Jack Goffette



Laurel Gurnsey & Keira



Brian Pollock



James Raisbeck

Bentley Driver's Club Picnic

Jim and Rosemary McAuliffe hosted a wonderful afternoon event on Saturday, August 3 aimed at the Bentley Drivers' Club. Of course, a passel of people from the PNR-CCCA were in attendance.

Bentleys spanned the decades with Classics from the 1920s (4), 1930s (3), 1940's (1), plus more modern Bentley versions (5), and a for-good-measure Rolls-Royce. Our hosts put three Full Classic® Cadillacs on display along with other collectable cars scattered around the property. Other non-Classic beauties arriving in style represented Ferrari, Porsche, Morgan, T-Bird, Corvette, and more.



Terry & Barbara McMichael's 1947 Bentley Coupe



PNR Members Roy Magnuson & Peter Gleeson



Rohrback's 1939 Bentley and McMichael's 1947 Bentley flanking a 3 litre W.O. Bentley

PNR ATTENDEES

Stan & Val Dickison, Peter Gleeson, Jack Goffette, Colin Gurnsey, Peter Hageman, Steve Larimer, Roy & Terry Magnuson, Jim & Rosemary McAuliffe, Al McEwan, Terry & Barbara McMichael, Lee Noble, Brian & Randy Pollock, Brian Rohrback & Ashley Shoemaker.

Part 11: Meandering Through the Oil Industry - EXPLORATION: To Boldly Go...

By Brian Rohrbach

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. Finding oil started out easy, got harder, tech makes it easier again, repeat.

" Engineering materials used in the exploration have improved."

Sorry for splitting an infinitive (Star Trek made me do it!). As mentioned in the last installment in this series, the oil lies underground, usually miles beneath the surface of the Earth. So, it is not just an issue of extracting the oil from places far below, there is also that little issue of figuring out if the oil is there in the first place. So, how do we find it?

In the early history of oil exploration, basically all we did was look for seeps. Much like water runs downhill, oil does the reverse and runs uphill within the confines of different layers of ground strata. We find the seep, look at the lay of the land, and then guess at where a reservoir is located. We would confirm by drilling a set of wells to see the extent of the reserve. The drilling approach to recover the oil was pretty crude too, mostly encapsulated by easily relocated wooden structures where all you could do was to drill straight down, never really certain how far down you should go.

But the days of seep prospecting are long gone....

Next up was to play the analogy game: Well, we found oil when the land looked like this before... Geologists stepped up to form a fundamental understanding of where petroleum comes from and used that knowledge to focus on areas that were most promising. What is needed is a source of the organic matter that will be heated and squeezed to both form the oil and make it migrate. We then need a



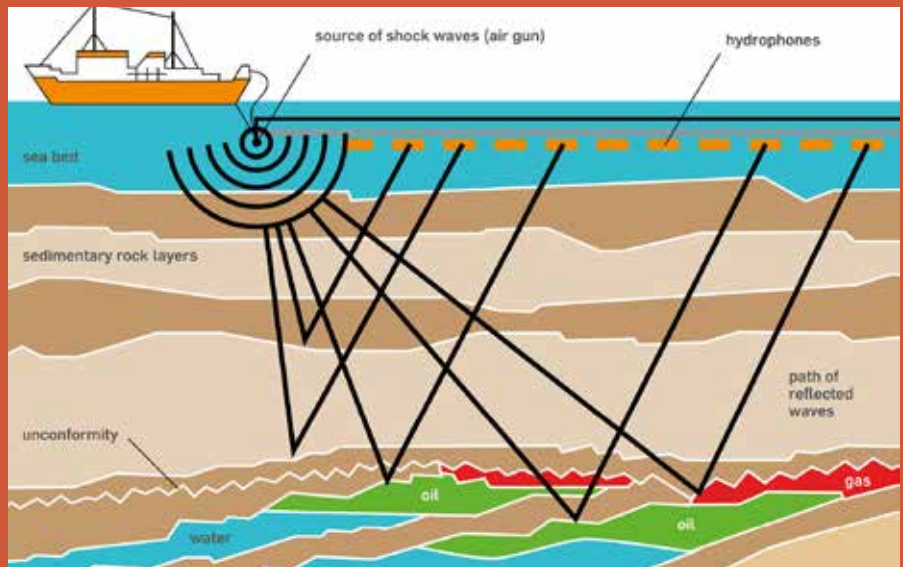
trap to capture the crude before it disappears into the surface environment. Two scientific fields came into being: geochemistry – looking to make sure

the oil has a source, and geophysics – looking for structures that can hold oil. We will look at geophysics and leave geochemistry for another day (about 3 months from now).

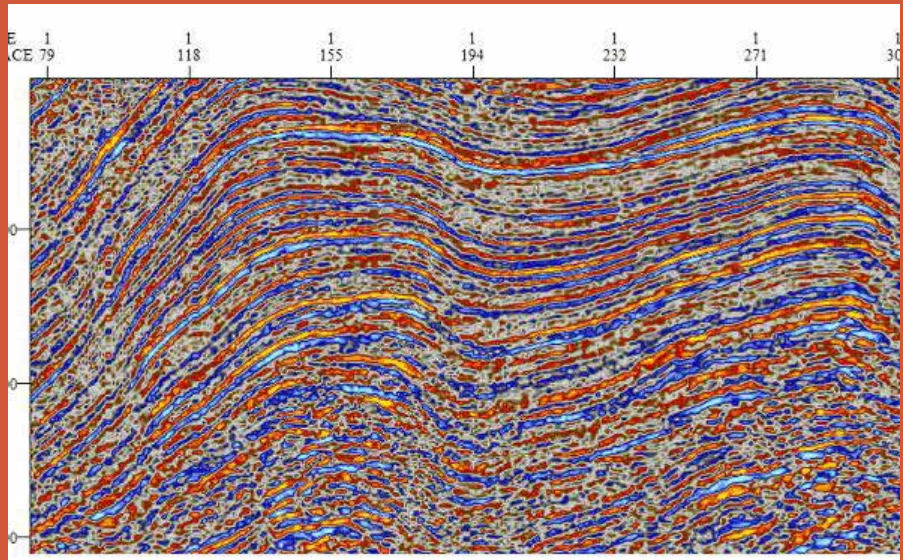
The era of geophysics transformed exploration about 70 years ago (show of hands here: who doesn't like a good explosion?). We use either an air gun or small explosive charges to generate a wave, then monitor using a series of acoustic sensors. Sensitive microphones or vibration detectors detect the reflections of the shock waves - hydrophones over water, seismometers over land. Applying a bit of physics allows these surveys to detect features of the sub-surface geology. The time it takes for reflected sound waves to travel through rock of different densities creates a profile of the substructure.

The shock waves are sent off in a sequence and the whole jumbled mess is pieced together by computer to form an image of the strata. We use the image, of course, to estimate reservoir structure and depth, but we also try to interpret porosity (how much oil we might find) and permeability (how easy will it be to squeeze the oil out). The images generated from this wave harvesting looks like the following picture, presented so you can try your hand at doing the interpretation.

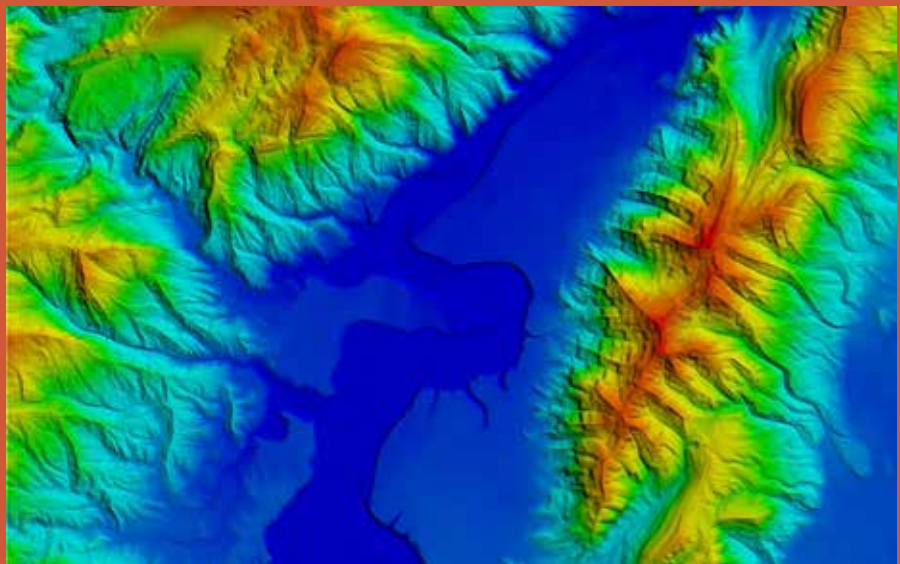
Oil exploration has even gone into space to try to find areas where the subsurface geology can be inferred from the structures observed from afar.



Doing the wave.



Wave images (Just like an ultrasound at a doctor's office.)



Enhanced false-color imaging (And, into space we boldly go.)

3D Printing in Metal

"There are cases where pursuing 3D printing of metal parts for Classic cars may be the best way to go. The most likely candidates are 'must have' parts that are complex in shape, not too large in size and not available through traditional channels."

By: CRAIG DEVINE

In the first article on 3D printing in the Spring 2019 edition of the Bumper Guardian, we briefly described 3D printing process using plastic. The desired part is carefully measured and a CAD drawing file is created. That CAD file is sent to a 3D printer, and a plastic part is printed, with thin layer upon thin layer of plastic deposited in exactly the right place. After what can be hours of time, a complete plastic part is printed.

In that article, we described how we then used the "lost wax" process to make a metal part from the printed plastic part. Through many steps by a craftsman, a wax version of the part is created, and a ceramic mold is created around the wax part. Then, molten metal is poured into the ceramic mold, melting the wax away (thus the term "lost wax"!). The metal part is cooled and released from the mold. This process creates a metal part that then needs some "cleaning up". It would have certain imperfections related to the numerous steps involved in the molding and casting process. In the case of the part made for holding the sun visor on Barrie Hutchinson's 1948 Jaguar 3 ½ Litre Drophead, the quality of the resulting parts was ok, but not quite "good enough" for the standards of a concours bound car. But this process can be successfully used for the production of some parts. In the creation of a different part... the reverse release knob on the fire engine in the Danz Garage... the lost wax process produced an excellent part that fit the needs of that situation perfectly.

So, one might wonder... is there a way to print metal directly, and avoid the lengthy and skills-based lost wax casting process? The answer is yes... there are 3D printers that can print directly in metal. Are all the challenges avoided with these new metal-capable printers? And is it cheap? Well...

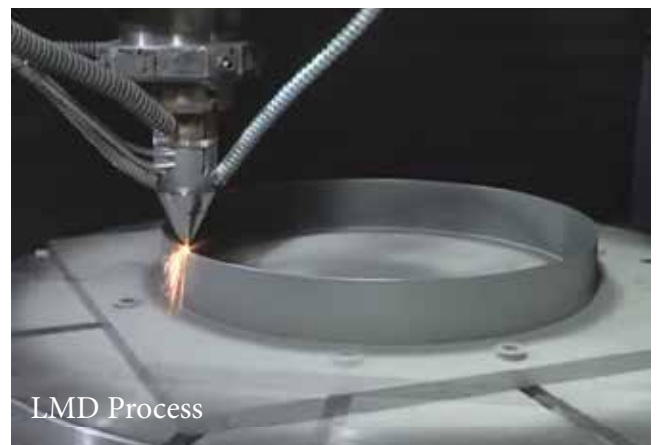
3D printing is a fast-developing technology, and there are a growing number of companies in the Pacific Northwest and beyond that offer 3D metal printing (and related) services.

Different Processes for Metal Printing

It turns out that there are a number of ways... a number of different technologies... that are used to directly print parts in metal. All start with the creation of an accurate CAD drawing with detailed dimensions. Then... the printing process can vary. The three types of processes for printing parts in metal follow.



1. **Direct Metal Laser Sintering (DMLS):** DMLS is the current technology used by most large companies. An energy source (a laser or another energy beam) fuses an "atomized" layer of powder (perfectly round, tiny, spherical particles) to create layers of an object. Layers of powder are accurately spread over a bed, and a scanning laser "sinters" the particles together in the desired places. Layer upon layer of powder is added, each layer is sintered by the laser, and in time these layers build upon each other to create the desired 3-s shape.



2. **Direct Energy Deposition (DED or LMD):** This process works like the plastic 3D printer. A narrow rod of powdered metal (like a welding rod) moves very slowly down toward the printing base, and a highly controlled

laser beam fuses metal powder as it is slowly released and deposited to form the layers of an object, moved by an industrial robotic arm. Although the process is usually executed inside a closed chamber, a recent project used a similar approach to 3D print a full-size bridge.

3. **Binder Jetting:** Another approach that uses a powdered metal mixture bed is "binder jetting". In this case, the layers of a part are formed by gluing together the metal particles and later sintering (or melting) them together in a high-temperature kiln.

Post Print Heating: Sintering

The DMLS and Binder Jetting processes are then followed by the sintering process, which melts the powdered metal mix and finalizes the properties of the metal. This process causes a shrinking of the part on the order of about 15%. Necessarily, parts are printed a little too big to allow for this shrinkage. This requires judgment and skill and creates certain challenges that affect the accuracy of the outcome. A common level of stated precision on 3D printed parts is 0.2%. In a 4" wide part, this would be +/- 0.008".

Creating a CAD File

All 3D printing requires the creation of a CAD drawing file with all of the part dimensions. Besides the ability to use a precision measuring device like a caliper or micrometer, this would require a computer and a CAD program to accomplish. There are PNR-CCCA members who can do this work if you are interested (contact Craig DeVine to discuss.) Or, some companies will perform the precision measuring and CAD file creation service for you... at a cost, of course. The other modern alternative for creating a CAD file is to do a "3D Scan" of a part to create the CAD file. A 3D scan of a part is created by rotating a part 360° in front of a scanning laser. It will quickly create a file showing the complete surface dimensions of a part. This service is also offered by some 3D printing companies. It can be considerably faster than creating a CAD file with a caliper and a CAD software program. Once a part is mounted on a scanner, the file can be created in as little as 5 minutes. The drawback of a scanned 3D file is that the resulting file is a close approximation of the part, and it is a file type that is harder to edit if you need subsequent design changes, taking time and considerable skills in CAD to accomplish. But... 3D scanning can be a great way to go for getting a CAD file quickly and easily.

Different Metals

Classic car parts are made from a variety of metals depending on size, stresses, surface finish and cost considerations... and of course, vintage. Today's 3D printing can be done with many different metals including aluminum, stainless steel, titanium, and inconel.

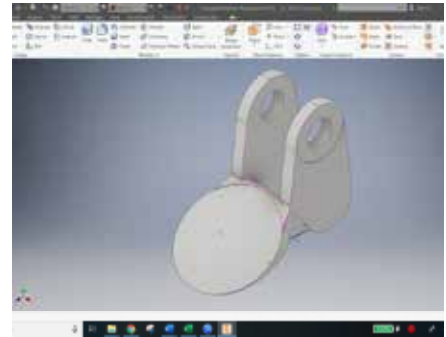
Real Costs

3D printing in metal is not inexpensive. Here's the paragraph I received from a contact at one company as I did my research:

"We receive quite a few inquiries from car enthusiasts looking for replacement car parts. Unfortunately, they are often sticker-shocked at the price of 3D printing... If you are trying to make a custom part or a part that no longer exists,... one should be ready to spend thousands of dollars not hundreds. We would also require a CAD file to provide a quote."



I sent an RFQ for the Danz Fire Engine's metal reverse release shift button to three companies. I provided an "STL" CAD file. The part has a complex shape... it would be difficult to machine as there are very few flat surfaces, and it fits in about a 3" cube. But the tolerances aren't that important on this particular part either... +/- .030" would work just fine. I asked for quotes in aluminum.



ID3: \$300 NR / \$670 3-4 wks +/- 0.005"
Fathom: \$1,195 2½ wks, +/- 0.005"
Stratsys: \$1,624 2 wks, +/- .012"

Pacific Northwest 3D Printing Companies

Fathom Dynamic Advanced Manufacturing
Seattle, WA • 206-582-1065

A "service bureau": can access many different types/sources of manufacturing and find the best process for the given part and quantity. 3D printing, CNC Machining, Tooling and Injection Molding, casting DMLS, FDM, PJ, SLA, SLS, MJS

3D Logics

Hillsboro, OR • 503-455-8450
DMLS and SLS Printing, 3D Design, 3D Scanning

I3D Manufacturing

Bend, OR • 541-550-9730
DMLS Printing and EDM Manufacturing

Stratsys Direct Manufacturing

On-line @ stratsysdirect.com • 1-888-311-1017
3D printing, CNC machining, Urethane casting, Injection Molding, Design Services

PRESTIGE IN THE CLASSIC ERA

By Laurel Gurnsey

When I first scrolled through member Bill Deibel's fabulous collection of 1920s and 1930s *Spur* magazines, I spotted many ideas for Bumper Guardian articles. All connected to Classic Cars, of course.

The *Spur* was published for New York and East Coast upper crust society, featuring social announcements (weddings, engagements, etc.) and full of beautifully colored ads for elite stores and hotels, supplies for the 'horsey-set', real estate ads and ads for 'Great Gatsby' golfing weekends. Classic car ads, grand European travel and cruise ads. I have loved just holding the magazine in my hands and appreciating it for the rich social history it embodies.

The *Spur's* subtitle was 'A Magazine of the Good Things in Life.' Upper crust. Prestigious.

I wanted to do two things with this article.

- Look at how the ads themselves reflected how people in the upper class thought about 'the proper everything' in their lives... 'proper' schools, 'proper' clothes, 'proper' servants, 'proper' vacations? Did that upper crust need to 'fit in' with their peers? Did they worry about prestige? Many did. What would owning or being seen in a Classic Car have done for them?
- Does this still connect to our Classics today? A club member suggested I consider this question...what do we want our Classics to do for us? Do we still buy them for prestige? Or do we buy them because they 'rock our world?' Do we love everything about their rich social and mechanical history? In the *Spur* ads, you can see how important it was that you have all those proper things so society would perceive you as having importance.
- Some Classic Car owners today may still want a Full Classic® for the reflected



Cambridge: pres-tēzh', or pres'tij, n. respect and admiration given to someone or something, usually because of a reputation for high quality, success, or social influence:

Merriam-Webster: 'prestige means standing in the eyes of other people.' [From the Latin 'praestigiosus' for deceitful, full of tricks.]

prestige or perception of prestige it brings us. That was a big part of ownership in the Classic Era and is only human. And most of us love to dress the part for the Coming Out Party or for special events, stepping into the world of 'Downton Abbey' for a while. And, it can be fun to wave at 'our public' as we cruise down the street in our Classics.

But I would venture a guess that most of us today have Classics because we appreciate coach built cars for their craftsmanship, high quality, design and mechanical reputation. That we respect and celebrate the history of these remarkable cars. Many of us get our hands covered in oil and love the sound of the cars as we go out on CARavans and car drives.

Historically, the lure of "prestige" was used by high-end car manufacturers to sell cars to wealthy clients. Karen Hutchinson says 'owning and loving a piece of history today is open to backyard mechanics as well as to bazillionaires.' Looking at the upcoming auctions in Pebble Beach, a 1930 Duesenberg and a 1936 Bugatti both have estimates exceeding \$2M. Stunningly beautiful but not for the faint of heart. On the other hand, leafing through Club magazines, it is not difficult to find a Cadillac or Packard with an older restoration that would make a great "driver" selling for less than \$50K. (In fact, on page 31 of this issue, PNR-member Brian Harding is advertising his elegant, "pretigious" 1940 Cadillac 60S Sedan for \$22,500.) And, a mechanically-inclined person willing to put in "sweat equity" on a project car can enter the hobby with a significantly smaller investment.

Whatever your reason for owning a Classic, summer is a great time to get it out, take it on a drive, take it to a car show or just tinker with it in your driveway. Enjoy!



The Spur Advertising

In 'Why not travel like A lady', January 15, 1927, the ad begins:

'At home, stupid daily chores are automatically taken care of for you...and yet, abroad you frequently allow yourself to be swamped by a mass of irritating detail. At home, everyone knows 'who you are'...

The 'Hotel White' advertisement, November 15, 1925, has a great opening sentence...

'Sign a lease at the Hotel White and immediately dispose of three vexing problems: Where to Live, Transportation Difficulties and the Servant Question.'

The ad for the country estate continues by boasting 9 master bedrooms and 'ample accommodation for servants.'

In 'Some Women Choose Rolls-Royce', February 15, 1927, the photo shouts prestige. Liveried chauffeurs, top hats and fur coats. A night at the opera in style. It says,

'Quite naturally, some women choose Rolls-Royce. It becomes as much a part of their background as a box at the opera.'

And an ad for Cadillac...

'Cadillac prestige stands as a beacon-light', ...



*Certainty That Only
bed Reputation Can Assure* ... Out of the fog of
claims and counter claims, Cadillac
prestige stands as a beacon-light—
pointing the way to luxury, distinc-
tion and the motor car value that
brings abiding satisfaction.

Printed from Rapp's report, C. A. B. Detroit

CADILLAC
THE SPUR
APARTMENTS



**Solve Three Problems
with One Stroke
of the Pen!**

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The advertisement for FogRose Atelier is split into two main visual sections. On the left, a top-down view shows ingredients like olive oil, green olives, and lemon segments on a marble surface. On the right, a drink is being poured into a glass with a lime wedge. A circular seal in the top right corner reads 'VOTED BEST OF 2019' and 'KIM MAGAZINE.COM'. The FogRose Atelier logo, a stylized 'FR' monogram, is positioned above the text 'FogRose Atelier'. Below this, a paragraph describes the offerings: 'Grab your key. Delicious fall flavors await. Enjoy the most stylish desserts and cocktails of the season at FogRose Atelier.' The address '10606 NE 2nd Street, Bellevue, WA 98004' and website 'www.fogrose.com' are listed at the bottom.

VOTED BEST OF 2019
KIM MAGAZINE.COM

FogRose Atelier

Grab your key. Delicious fall flavors await. Enjoy the most stylish desserts and cocktails of the season at FogRose Atelier.

10606 NE 2nd Street
Bellevue, WA 98004
www.fogrose.com



The advertisement for America's Car Museum features a photograph of a line of classic cars, including a prominent red 1930s Ford, driving on a winding road through a wooded area. A red banner at the bottom right contains the hashtag '#BUCKETLIST'. The State Farm logo is positioned above the word 'PRESENTS', which is above the 'LeMAY' logo. The text 'AMERICA'S CAR MUSEUM®' is centered below the logos.

State Farm
PRESENTS
LeMAY

#BUCKETLIST

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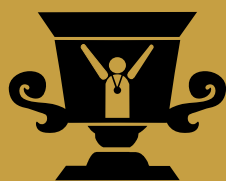
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Director's Message Continued
from page 2

article about what I learned. I'll give you a hint – 'fuel delivery issues' are a very common cause of breakdowns on long and sometimes arduous tours such as the one AI organ-izes for us.

Take a glance at the column on the right and you'll see that there are four more PNR CCCA Events scheduled for the balance of the year. I'll be at all of them, and I hope to see you there. Rumor has it that there might be an opening on the Canadian Adventures CARavan (due to a cancellation), so here's your chance to join in on the fun!

Until next time-
Frank



Editor's Message

Long-time PNR members and fellow Whidbey Islanders Brian and Fran Harding are relocating to Indianapolis to be near family. Brian and Fran were among the first "car people" we met when we moved to the Island almost 20 years ago. Our friendship started over a shared passion for ACD (Auburn Cord Duesenberg) cars - Brian had a 1931 L-29 Cord in boxes in his garage and Barrie had a 1936 Cord Phaeton that was also in boxes. Also residing in the Harding garage was a 1940 Cadillac 60S Sedan that served as a comfortable and faithful driver. The Cadillac is not making the move to Indiana and is in search of a new owner who will continue to provide her with tender loving care and hopefully take her on a CARavan.

We couldn't bring ourselves to say "Adieu" the French word for goodbye but settled on "Au revoir" which translates to "until we meet again." We wish them well.

Karen Hutchinson - PNR Editor



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Photos on Request
(same model car pictured)

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OH, BOY, POP! LOOK AT
THE KISSEL KAR GOLD BUG!
I'M GONNA GET ME SOME
DOUGH AN' BUY ME A
SECOND-HAND ONE!

YEAH? I ONCE WANTED A
STUTZ-BEARCAT. IT WAS A
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I'M DOGGONE GLAD TO HAVE
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