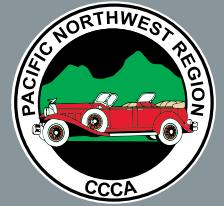
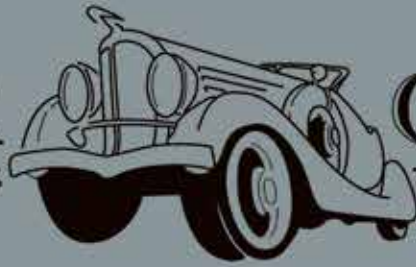


BUMPER GUARDIAN

2019 CARavan Edition



PNR CCCA & Regional Events

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

October 26th - Las Vegas Concours

Head Judge: Gerald Greenfield

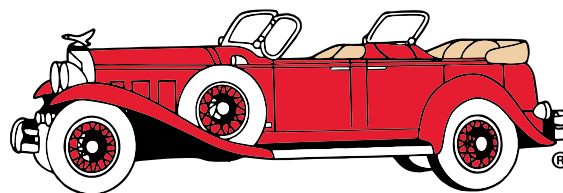
November 6th - Annual Meeting

PNR Contact: Frank Daly

December 8th - Holiday Party

PNR Contact: Frank Daly

CCCA National Events



2020 Annual Meeting

March 25-28 Valley Forge, PA

2019 Grand Classics®

November 9, 2019 SoCal Region

CCCA CARAVAN AWARD WINNERS

Deutsch Award

*-The CARavanner who exemplifies
sportsmanship and helpfulness. -*

Steve Babinsky

1931 Lincoln K Dual Cowl Phaeton

William F. Crossett Award

*-The best car which is making its
first CARavan -*

Jerry Greenfield

1934 Packard Club Sedan



A Message from CARavan Tour Master Al McEwan

My thanks to everyone who joined us for the 16th Pacific Northwest CARavan, a Canadian Adventure. We took you to some relatively remote areas of British Columbia and I hope you all enjoyed the many, wonderful driving

roads suited for touring in a Classic. My favorite memories include driving through towering peaks and alpine meadows (without going to Switzerland!) while crossing Washington Pass on the way to Sun Mountain, skirting along the lakeshores on our way to Kamloops and climbing-up and coming-down the challenging switchbacks of the dramatic Cayoosh Range. Then, there were the ferry trips. The social camaraderie at the ferry terminals was particularly fun and the view from the ferry on the run between Earls Cove and Powell River was spectacular.

We all know that our plans for the expected wonderful, early September weather was somewhat thwarted by precipitation, but somehow that seemed to bring the CARavaners closer together.

CARavans take a lot of work and attention to detail -- hotel contracts, restaurant coordination, etc. The worst part is trying to keep all of the facilities up to date on our needs as the number of participants fluctuate the closer we get to the actual date of the CARavan. Most of this work was done by Stan & Val Dickison. Without them, this CARavan would not have happened. Thank you!

Who would have imagined back in 1970 that we would still be conducting Pacific Northwest CARavans 49 years later. It has been fun! But, the greatest joy is the many wonderful people we have met and who have become friends because of the CARavans. Will there be a 2023 Pacific Northwest CARavan? Maybe!

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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are available on a prepaid basis only.

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Front Cover

Photo by Frank Daly

Frank Daly's 1937 Packard
and the Open Road

Back Cover

Photo by Keenon Greenfield

Lined-up for the BC Ferry -
Greenfield's Packard, 'Cetz' Cadillac,
Perterson's Packard, Kidd's Cadillac.

Official CARavan Photographer
Steve Larimer

2019 PNR-CCCA Canadian Adventure CARavan



Starting Out

Photo by Gayle Hensler

Jim & Betty Hull
Estes Park, CO
1941 Packard 1903 Conv. Coupe

Johnny & Christine Crowell
San Ramon, CA
1931 Studebaker President Roadster

Stan & Val Dickison
Edmonds, WA
1935 Packard 1207 Conv. Victoria

"Where's Waldo?"
Frank Allocca (NJ) 1926 Bentley
Bill & Karel Deibel (WA) 1940 Packard
Carl & Georgia Hummel (OH) 1936 Packard



Page 5: McEwan's 1947 Chrysler T&C
Brace's 1938 Packard & Mullins Trailer



DAY ONE

- Kirkland, Washington
- Arrival at Woodmark Hotel
- Lake Washington Cruise

The start of a grand adventure!

95 Participants from:

- 14 States
- and the District of Columbia

46 Full Classics including:

- 22 Packards
- 6 Cadillacs
- 4 Lincolns
- 3 Cords
- 2 Bentleys
- 2 Rolls-Royces
- 2 Studebakers
- 2 Chrysler Town & Countrys
- 1 Buick

1100 Miles through:

- 2 Countries & 3 Mountain Passes

USA

- Rainy Pass (elev. 4,875 ft)
- Washington Pass (elev. 5,477 ft)

Canada

- Cayoosh Pass (elev. 4,183 ft)

and lots of rain!

The majesty of the beautiful Pacific Northwest was showcased on the 2019 Canadian Adventure CARavan. Stunning scenery included Washington's Puget Sound, Lake Washington, and Cascade Mountains; and British Columbia's Georgia Strait, Coast Mountains and lakes including Seton and Duffy. We traveled winding mountain roads in our Classics (in the rain), enjoyed being transported in horse-drawn wagons, and experienced plying the waters of the Salish Sea on ferry boats.

Following are excerpts from my trip diary and from recollections provided by CARavan participants Val Dickison and Jody Smith. We hope you enjoy the ride. -Karen Hutchinson





Felderstein's 1935 Chrysler Airflow Imperial

Overnight the rain had soaked the plaza outside the Woodmark Hotel but morning brought only a light drizzle. Still it is enough for most owners to scurry to put up their convertible tops and even the closed-car owners are reaching for rolls of tape to "water-proof" leaky windows. Just before nine, the procession of cars headed along Lake Washington and bravely faced rush-hour Microsoft traffic to get out of the metro area. Soon enough, we are traveling along bucolic roads following the detailed directions that required a great deal of attention to stay on the CARavan route. In many places, the tour notes warned in BOLD type CAUTION! - BE ALERT! - DO NOT....!

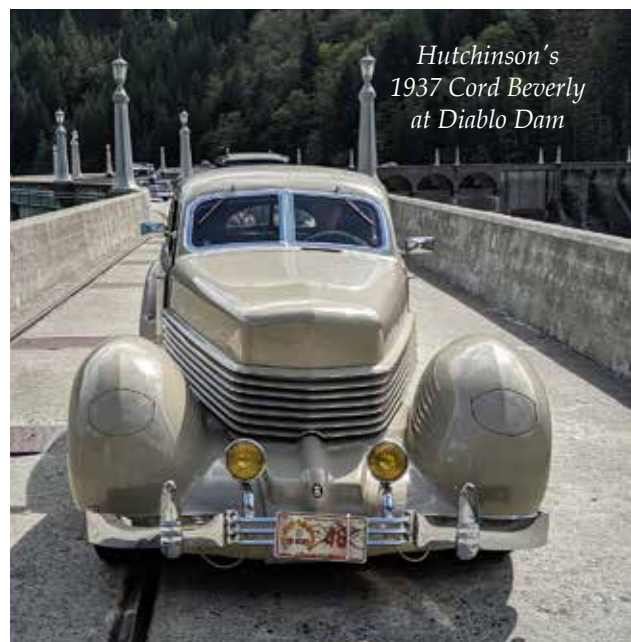
The directions soon take us to Granite Falls (a fuel stop for many) where the sky darkened and a deluge of rain followed. We consider finding a place to wait out the storm, but before we reach a refuge, the worst of the rain stops and patches of blue sky appear. A sure sign to "sally forth" and soon we cross over the Diablo Dam reaching the North Cascades Environmental Learning Center where our hosts provide a lovely BBQ lunch.

After lunch it is a short but challenging 75-mile trip on the North Cascades Highway over Rainy and Washington Passes to reach the stunning Methow Valley. We pass through the quaint Western-themed town of Winthrop before arriving at our evening's destination - Sun Mountain Lodge. Under threat of rain, tour participants "button-up" their Classics before enjoying a lovely cocktail hour followed by our first of many dinners featuring Northwest cuisine.

DAY TWO

**Cascade Loop Scenic Highway
- North Cascades Environmental
Learning Center Lunch
- Arrival at Sun Mountain Lodge**

Photos by David Felderstein & Karen Hutchinson



*Hutchinson's
1937 Cord Beverly
at Diablo Dam*



Ross Lake

DAY THREE

Exploring the Methow Valley
Mazama, Winthrop and Twisp
Cowboy Dinner under the Stars

Photos by Keenon Greenfield, Eliza Rathbone,
and James Raisbeck

*Jim Sprague &
Frank Allocca at
Sun Mountain
Lodge*



Sherry & James Raisbeck



Tuesday, September 10th is a day on our own to relax at the beautiful Sun Mountain Lodge, explore the Methow Valley and attend to our cars. While the valley abounds with opportunities for outdoor adventures such as horseback riding, mountain biking, hiking and fly fishing; the day's constant rain made for a focus on indoor pursuits such as shopping and dining. Many CARavanners head over to Three Finger Jack's Saloon for lunch. Opened in 1972 and named for Jack Lemma, "a kitchen employee with an incomplete mastery of the butcher knife (although he only lost one finger to the chopping block; the other fell prey to blasting caps)", Jack's is a mainstay in this western town.

By evening, the rain abates and while the air was still heavy, the clouds are beginning to part and the sun is finally beginning to shine. Our group climbs aboard horse-driven wagons to reach a nearby 1880's homestead where our BBQ dinner is waiting. The wagons are pulled by big beautiful draft horses that in the words of one driver are "kind as all get-out." The views from the wagon are spectacular and the wildlife abundant. Another driver remarks "the clouds have been very expressive today". Yet another driver regales the group with stories about the area, the old homesteaders, and the history of the horse & wagon concession. Our driver and her "cowhand" husband Hank sing old cowboy songs and some of us sing along.

While we are enjoying our "biscuits and beans," Hank sits at the campfire with his guitar and continues to serenade the group. After dinner the concert continues in the lobby of the hotel.



DAY FOUR

Border Crossing
Lunch in Princeton, BC
Arrival at Kamloops



Photo by Norman Schwartz

Today is the 18th anniversary of the coordinated terror attacks in New York, Pennsylvania, and Washington D.C. and we are crossing the northern border between Oroville, WA and Osoyoos, BC. The Canada/United States border, officially known as the International Boundary, is the longest international border in the world between two countries. We are respectful of the border and thankful for the long friendship between our Countries.

Today is also the longest driving day of the CARavan leaving beautiful Sun Mountain, driving through the scenic Okanogan countryside and covering almost 300 miles before reaching our evening's destination of Kamloops, British Columbia. Passing through Tonasket, Val Dickison notes that the American flags are in full regalia. As we enter the town of Princeton, several people note the sign warning motorists of a "Badger Crossing". No one sees a badger but the Schwartzes see a marmot at Whistler!

This morning, Johnny & Christine Crowell's 1931 Studebaker Roadster ends the trip in Omak with a yet-to-be diagnosed lack of power. They are able to find a place to store their car in Omak and with a bit of luggage juggling join good friends Monty Holmes and Katie Nolan in their 1941 Packard for the duration of the trip. While it is unfortunate to have to leave their car behind, the Crowells completed the trip in style.

Also, this morning, Marty and Linda Ellison (with the assistance of "trouble truck" mechanic Paul Murray and his son Matthew) struggle with a tire that went flat not once but TWICE. An extensive search for a new tube solved the first flat only to have the problem recur down the road. It soon became clear that an internal issue with the tire was abrading the tube. Once this is addressed, the Ellisons are back on the road and complete the trip with no further tire incidents.

Our lunch destination is the Royal Canadian Legion Hall in Princeton. The Legion is committed to "serving veterans and to remembering those who served." After a lunch of soup and sandwiches, we follow scenic Highway 5A, the Kamloops-Princeton Highway, first to Merritt and then to Kamloops. The second half of the drive runs alongside numerous lakes and rolling hills, perfect for cattle ranching. The last 15 miles before reaching Kamloops, the road descends through wide-open country with plenty of signs warning truckers of the steep grade ahead. We proceed with care, knowing that our old mechanical brakes are in for a work-out. The rain continues to fall and CARavanners quickly "weather-proof" their cars as best as they can before checking into the Sandman Signature Hotel.

With just enough time, we settled into our room and showered before heading to the Hotel's conference facility for cocktail hour followed by a banquet dinner.



Packard Row: Cataldo's 1941 Sedan, Sear's 1941 Convertible Victoria, Shanahan's 1933 Convertible Sedan, Reed's 1937 Sedan

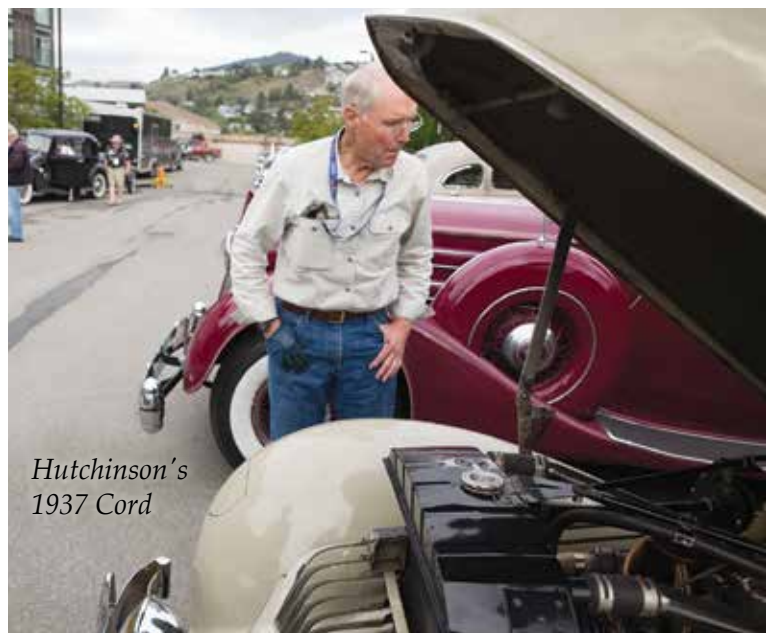
Cords In Kamloops

It is often said that "every drive in a Cord is a test drive." Fewer than 3,000 Cord 810/812s were built between 1936 and 1937, the year the Auburn Cord Duesenberg company went out of business. There are three participating in this CARavan.

The beautiful art deco cars were innovative with lots of "firsts" including front-wheel drive, hidden radiators, disappearing headlights and the Bendix Electric Hand shifter.

In the top photo, Barrie Hutchinson is getting his 1937 Cord 812 Beverly prepared for the day's drive. Last night's long steep descent into Kamloops resulted in fouled spark plugs that had to be cleaned. In addition, the daily check of fluids and belts was completed and the car was deemed ready to go.

In the bottom right photo, Phil McCurdy (an experienced Cord owner and restorer) is assisting Joe Hensler with a bit of parking lot maintenance. Joe recently purchased his 1937 Supercharged 812 Phaeton and this CARavan is his first major driving trip in the car.

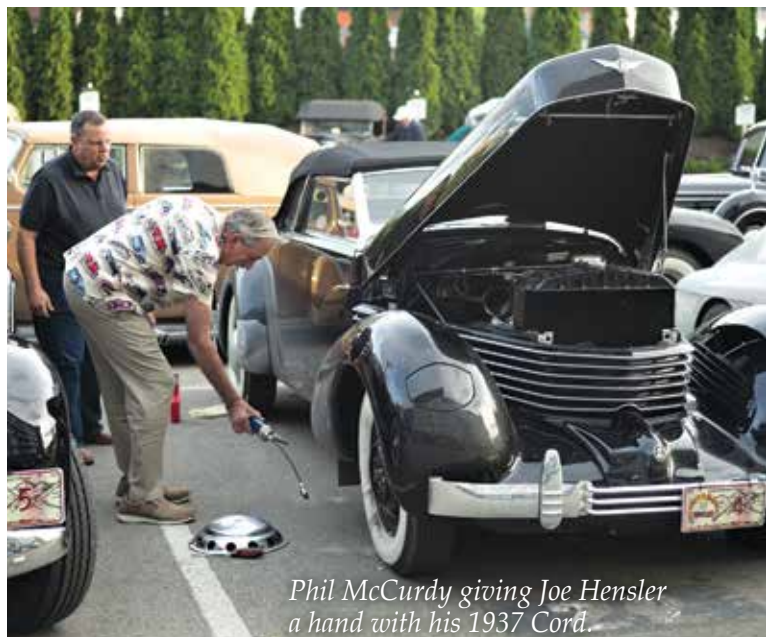


*Hutchinson's
1937 Cord*



Hensler's 1937 Cord

*Photo by
Gayle Hensler*



*Phil McCurdy giving Joe Hensler
a hand with his 1937 Cord.*



Felderstein 1935 Airflow C2
Photo by David Felderstein



DAY FIVE



Based on mileage, there is no need to rush today but based on weather there is no opportunity for leisurely stopping.

Just an hour from Kamloops, we stop briefly at the Historic Hat Creek Ranch in Cache Creek, a tourist attraction where you can explore the original buildings and walk along the original Cariboo Wagon roads used by the Gold Rush travellers of the 1860s. Or, as we did, you can stretch your legs, put up your convertible top and find the morning's second cup of coffee.

From the Hat Creek Ranch, Highway 99 (also known as Duffey Lake Road) takes you along the shores of beautiful Duffey Lake before passing through the town of Lillooet and on to Pemberton prior to reaching Whistler.

At times incredibly challenging, the Duffey Lake Road offers intimate views of lakes, mountains, thick forests and wildlife. It wasn't until 1992 that the just-paved Duffey Lake Road between Lillooet and Pemberton was made part of Highway 99 and the section of Highway 12 between Lillooet and Highway 97 was re-numbered 99. The Province News ranks this as one of British Columbia's 10 most-scenic drives. Source: <https://theprovince.com>

Our catered lunch today was intended to be in the Lillooet Recreation Center Park. Unfortunately, the caterer "failed to proceed," finally arriving over an hour late. Many of the ever-resourceful CARavanners turned to the local A&W and others simply headed-down the road trying to outrun the increasingly gray skies.

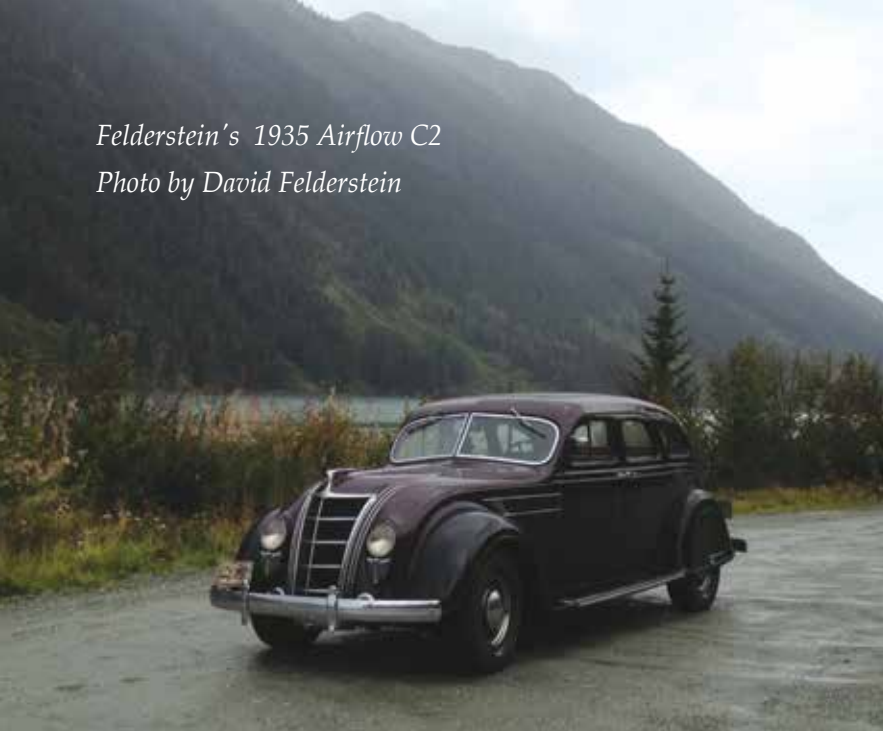
We are among the group that is trying to outrun the storm. Just beyond Lillooet we take a short excursion along the shore of Seton Lake. Our timing is perfect and between rain showers, we are able to snap a photo of our car by the lake. Soon we are back on the main road navigating the tight switchbacks and one-lane bridges for which this section of the road is famous. Along this route we also have to cross over Cayoosh Pass (elev. 4,183 ft.) before reaching Pemberton.

James Duffey, a.k.a. "Sapper Duffy" of the Royal Engineers, investigated the route in 1859–1860 when he reported it to be too steep for wagons. In the 1970s, newer engineering techniques allowed for logging roads to be built over the summit and into valleys south of Duffey Lake. Logging roads from the Lillooet side eventually linked-up with the Pemberton-side roads. Ultimately, this allowed for the extension of Highway 99 northwards from Pemberton." Source: https://en.wikipedia.org/wiki/Cayoosh_Pass

Pemberton is a small town less than 20 miles from Whistler. And although we are hungry and the town looks inviting, we continue our path southward to Whistler Village and our accommodations for the next three nights.

"Until the 1960s, Pemberton could be reached only by train. In 1951 electricity was brought to town following the old Pemberton Trail which became a rudimentary access route to the south for service vehicles and the adventurous. As early as 1933, the Pemberton Board of Trade began lobbying efforts for a road to the south. The development of Whistler as a ski resort in tandem with the Garibaldi Development Association bid for the 1966 Olympics, finally provided the impetus needed to improve the narrow gravel road north from Whistler to Pemberton in 1964. In 1969, the road was blacktopped and Pemberton became the northern terminus of Rte. 1 (the longest north south highway in North America.)" Source: https://en.wikipedia.org/wiki/Pemberton,_British_Columbia

Felderstein's 1935 Airflow C2
Photo by David Felderstein



Hutchinson's 1937 Cord Beverly



Seton Lake



Michael Fistere with his 1942 Packard Formal Sedan



Winkler's 1947 Cadillac Coupe

DAYS SIX & SEVEN

Whistler/Blackcomb Mountains

PEAK 2 PEAK Tram

Nichlaus Golf Club

Photo by Norman Schwartz

Two full days to explore Whistler in the rain. Hey, this is the Northwest and we are used to the rain. A few of the hardy CARavanners venture into the great outdoors either exploring the terrain on ATVs or on foot. Others are drawn to the warmth of the spa or the hotel gym. Still others use the time to explore the many shops of Whistler Village or simply find a comfortable chair, a glass of wine and a good book.

At noon, we find our way to the base of Blackcomb Mountain and ride the gondola up the fog-enshrouded mountain where we catch the PEAK 2 PEAK Tram to Whistler Mountain. Most often, the journey provides a 360 degree view of Whistler and Blackcomb Mountains. On this day, we were fortunate to get an occasional glimpse of the mountains through the clouds. A generous buffet lunch is served in the Glacier View Room at the top of the Gondola. Dinner tonight is on our own in the Village.

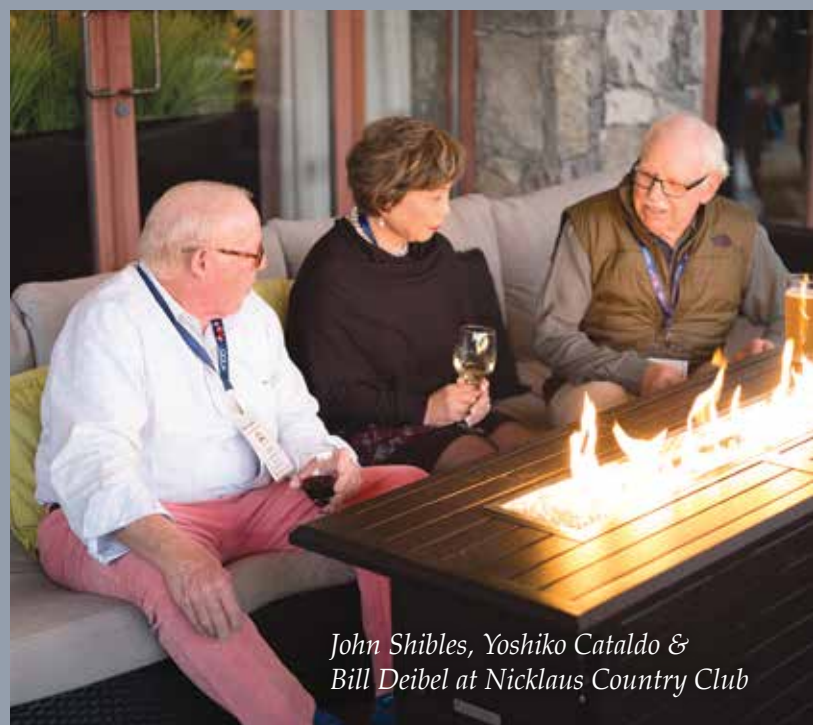
PEAK 2 PEAK Tram opened in 2008 as a Guinness World Record Breaker. At the time it was the world's longest unsupported span at 1.88 miles (3 times the length of the Golden Gate Bridge) and the world's highest lift of its kind at 1,427 feet above the valley floor (you could fit the Eiffel Tower under it). Source: "The book!"

Tomorrow is another free day to rest and/or explore. In the evening we will enjoy a reception and dinner at the nearby Nicklaus North Country Club.

Just minutes from the resort village of Whistler, British Columbia, Nicklaus North stands out as one of the great courses in North America. This par 71, 18-hole course winding along the gentle valley floor has hosted some of golf's biggest names such as Jack Nicklaus, Nick Faldo, Ernie Els, Greg Norman, Fred Couples, John Daly, Vijay Singh and Stephen Ames to name a few (and hopefully several women not listed on the website.) Source: <https://www.nicklausnorth.com>



*Stan Dickison with Stanley the Bear
Photo by Frank Daly*



*John Shibbles, Yoshiko Cataldo &
Bill Deibel at Nicklaus Country Club*



Nicklaus Country Club



Photo by Norman Schwartz



DAY EIGHT

Sunshine Coast Powell River

Lunch in Princeton, BC

Two Ferry Crossings



Photo by Keenon Greenfield

Departing from Whistler, we must take two BC ferries to reach our destination of Powell River. We begin by driving 33 miles to Squamish where we line-up for the boat to the "Sunshine Coast." Given the amount of rain we have seen over that past week, sunshine would be welcome, indeed.

The first ferry from Horseshoe Bay to Hopkins Landings will cross Howe Sound in about 90 minutes. Plenty of time to relax and have lunch aboard. We are fortunate that shortly after we set sail, we sight our first humpback whale in the distance. We spend the rest of the journey looking for whales but find no more.

From Hopkins Landing we drive the Sechelt Peninsula following Rte. 101 along the Strait of Georgia. In the distance, Malaspina Strait separates the mainland from Texada Island. Soon we have arrived at the small town of Earl's Cove where we will wait for the ferry that will take us to Powell River. We have arrived early since this route does not take reservations. Fortunately, the restaurant and the ice cream store are open. Soon there are dozens of CARavanners lined-up for ice cream -- but the store will only take Canadian money. Christine Crowell generously offers to buy for everyone in our party -- THANKS CHRISTINE. This time the crossing is just 50 minutes.

Soon we are in Powell River and checking into the Town Center Motel where a lovely reception and banquet dinner await us. It doesn't take long for the local Vintage Car Club to notice our presence. That evening several of their members walk among the Classics and by morning the parking lot is "swarmed" by members and their cars.

Photos (l to r):

Two "drunks?" working on Al McEwan's Chrysler in the parking lot while waiting for the ferry.

Frank Daly and Al McEwan taking some air aboard the BC Ferry.

Phil McCurdy's 1937 Cord 812 Custom Beverly





DAYS NINE & TEN

Vancouver Island

Victoria

Dinner at the Union Club

Awards Dinner at the Royal BC Museum

At last, we have arrived at our final destination - Victoria, British Columbia - a charming city by the sea filled with delights. Our base for the next two days is the Grand Pacific Hotel located just across the street from the inner harbor and a short walk away from the Parliament Buildings, the famous Empress Hotel and the Royal B.C. Museum. The Classics and their owners are tired from the drive down the island and the traffic of the city. One by one CARavanners find their way to the hotel's reserved parking area. We have completed the CARavan's driving and will have the next day and a half to explore the city at our leisure and enjoy the company of our fellow CARavanners.

Victoria is the capital city of British Columbia. Named after Queen Victoria of the United Kingdom and, at the time (1843), British North America. The city retains a very British feel with double decker buses, carriage tours, quaint tea rooms and shops featuring Irish linens. It is also home to more adventurous activities including whale watching, sailing, biking and hiking to name a few.

Source: "The book!"



Al Kroemer & Steve Babinsky at the Union Club



Reception and Dinner at the Union Club



The morning of Day 9, we start our exploration on foot with umbrellas in hand. A short, wet walk to the BC Museum provides hours of refuge from the rain and plenty of interesting exhibits. We even take in an IMAX movie.

That evening, we have a group dinner at the historic Union Club located across the street from the Empress Hotel. Entering the building, we are surrounded by wood paneling and Georgian architecture. Background music is provided by a "one-man" band (Al McEwan found him busking on the local streets during an early reconnaissance trip for the CARavan) playing several unusual instruments and singing old favorites from years past. This evening's fare is a catered plated meal served by an attentive wait staff.

Founded in 1879, the Union Club of British Columbia is a landmark institution in the heart of downtown Victoria. The Club's members enjoy elegant ambience with facilities for reading, dining, relaxing, working-out and overnight stays. Source: <https://www.unionclub.com/About-The-Club.aspx>

Our final night's banquet is set in Totem Hall, the central exhibit in the First Peoples gallery. Adding to the experience, we are treated to a Indigenous cultural performance by Kwakwaka'wakw elders and tribe members in full regalia chanting and dancing. The experience is very intimate with dining tables placed among the totem poles and drummer and dancers just steps away. It is an evening to remember.

The gallery features monumental carvings from Kwakwaka'wakw, Heiltsuk, Nuxalk, Gitksan, Haida and Nuuchah-nulth communities. Around the perimeter of the hall are examples of masks, regalia and modern works by Kwakwaka'wakw, Heiltsuk, Nuxalk, Haida, Tsimshian, Gitksan, Nisga'a, Nuuchah-nulth and Salish master carvers. Source: <https://royalbcmuseum.bc.ca/visit/exhibitions/first-peoples-gallery>

Following dinner, Al McEwan announces the winners of the major CARavan awards (see page 2 for a list of winners.) At the end of the evening we retire to the hotel. In the morning, some of us will head home via the Black Ball Ferry to Port Angeles and others will take the Washington State Ferry to Anacortes. We are richer for having completed this amazing journey.



Kwakwaka'wakw Elders in Regalia



Frank Daly, Linda & Marty Ellison

Reggie Fails to Proceed

By John McGary

My wife Anne and I were participants in the recent PNR CARavan into the wilds of British Columbia. This was Anne's first CARavan and she had some trepidation about taking a 1,000 mile journey in "Reggie," our 82 year old Rolls Royce 2530. I assured Anne that Reggie was very reliable having completed the 2015 PNR CARavan. I spent several days attending to the proper preparation of Reggie for the long journey. All systems seemed ready to go when the cars departed Kirkland for Winthrop Washington via the beautiful North Cascades Highway. I did notice a small amount of water consumption during the first travel day.

During the long drive from Winthrop to Kamloops, BC Reggie began spraying water out of the water pump shaft. The fine spray could not be stopped with a wrench to the shaft nut that was tight to the end of the threads. *Solution: Slow down and keep adding water.*

At Kamloops I was encouraged to introduce myself to National Board Member Steve Babinsky, renowned owner of an auto restoration shop in New Jersey. Steve graciously offered to provide the packing material and experience necessary to re-pack the water pump. Since the stay in Kamloops was very

short it was decided that adding water as needed was the solution until Reggie reached Whistler BC where the group had a two day lay over.

The following morning, with a large supply of water on board, Reggie left the hotel parking lot and began the long and steep climb out of Kamloops. I soon noticed that the oil pressure gauge was indicating just two lbs. rather than the normal 18 lbs. I immediately took the next exit and called Paul Murray who with his son Matt were driving the Trouble Truck. Paul, an auto restoration expert and super nice guy, arrived in short order and began an analysis of the situation. The Rolls engine has an external oil pump and several external oil lines giving Paul plenty of options to investigate. The oil line to the gauge was disconnected and a very small amount of oil appeared. Next the relief valve was disassembled and Paul could not find an issue. Bill Mote, a good friend of Reggie's, was called at his shop and the matter was discussed. *Advice: Put Reggie in the trailer until the oil problem can be solved. (Being driven by Paul & Matt through the mountains to Whistler in the pouring rain was a blessing in disguise.)*

In the Westin Hotel garage Paul began the tedious task of removing the oil pump for inspection. Neither Paul nor Steve at this point could detect a problem. The oil pump was reinstalled by Paul. Next the oil line from the crankcase to the



firewall was removed from the car. It was discovered to be plugged. Paul used a can of Carburetor Cleaner to clear the line. After installing the oil line the gauge still showed no pressure. After a brief debate a trip to the auto store was made to purchase an oil gauge. The new gauge was lashed onto the oil line and upon running the engine it indicated perfect pressure. Paul and Steve agreed "bad gauge", problem solved. *One solution: Just leave the new gauge under the bonnet and proceed on the journey.*

Neither Anne nor I were not satisfied with the prospect of not having a visible oil gauge at the dash so together we disconnected the oil line at the oil gauge and while I was under the dash Anne blew Carburetor cleaner into the line from the firewall. We reassembled both lines removing the store bought gauge. Upon starting the engine the oil gauge did not respond. As disappointment began to show on my face, Anne suggested that I speed up the engine whereupon the oil gauge immediately sprung to life.

Final solution: Clear the remaining lines so the original gauge works again!

Steve returned to disassemble and repack the water pump. Steve made it look easy and could have done the job in his sleep. That just might come from years of experience. The result was Reggie was able to proceed for the rest of the journey in fine fashion. Not a drop of water has been added to the radiator since Whistler.

Reggie, Anne and I are very grateful to Paul and Steve who together worked very hard to return Reggie to the road. We are also thankful for the support and advice from other Club members who visited the work station and shared their thoughts.



Classic Car Caravan stops off in Lillooet

Bridge River Lillooet News

SEPTEMBER 18, 2019 08:51 AM



BY DENNIS STRANACK



Lillooet got an unexpected kickoff to what was already slated to be a dream weekend for automobile aficionados last Thursday, when approximately 50 classic cars and their drivers — all members of the Classic Car Club of America—rolled into town for lunch on the REC Centre lawn before carrying on with their 11-day circle tour through B.C. and Alberta.

The caravan—specifically the PNR-CCCA Canadian Adventure - was from south of the border, having converged on Seattle from New Jersey, Minnesota, Texas, Alabama and elsewhere across the U.S. Some drove their beloved classic cars all those extra miles, others trailed them to the starting point, but everybody was driving after Seattle and had already seen a lot of country by the time they paused in Lillooet for lunch.

“We drove ours, it was about 2,200 miles from Minneapolis, we drove it up through Banff and up through Jasper and back down to where we started in Seattle, said Winston Peterson, who stopped in at the BRLN office just in case nobody had noticed that right outside the window, Main Street appeared to have suddenly travelled at least 50 years back in time.

“We have members from New Jersey, Texas, Minnesota, Oregon, California, Washington — the local club around Washington put the on the event.

The trip started crossing into Canada caravan and had already made its way through Princeton and on to Kamloops for the night before arriving here just before noon. Three days in Whistler lay ahead after they got back on Highway 99 before proceeding to Horseshoe Bay and rolling onto a ferry for the Sunshine Coast. They planned to ferry it again from the end of the road in Egmont to Powell River, where another boat would land them on the Island for the last leg of the trip down to Victoria and then a ferry back to where they started.

The caravan was comprised of a laundry list of some of the most iconic automobiles ever to roll off an assembly line — and all of them restored to look very close to what they would have on that long-ago day.

“There’s a ’41 Cadillac, ’38 Packard, ’31 Studebakers, 40 Packards, there’s a few Rolls Royce on the tour, a few Bentleys, ’48 Jaguar, ’35 Chrysler, a ’38 Alpha Romeo, ’30 Buick Sports Roadster...”

And on, and on, including Barrie and Karen Hutchison’s 1937 Cord, which they drove up from their home on Whidbey Island, in Washington.

“That’s the year the company failed,” Barrie said proudly.

“They were built in ’36 and ’37. There were fewer than 3,000 made.”

Three of those 3,000 were parked at the REC Centre last week.

“One tenth of one per cent of the entire production,” Barrie said, lovingly showing off some of the features that make the car unique, including front-wheel drive that allows for a low ride, flat floor and no running boards, as the transmission is in the front; hand-crank disappearing headlights, and—because the failing company was trying to save money—identical front (suicide) and back doors that are simply hung from opposite directions.

“We have driven this car about 65,000 miles,” Karen chimed in, adding that has included a trip to Alaska and another to Auburn, Indiana, where the cars were built for two short years by the Auburn Cord Duesenberg Company.

The Packards

Tom & Gunta
Brace
John & Jeanne Bowron

*1938 Packard
1607 Club Sedan*



Chris & Yoshiko
Cataldo

*1941 Packard
1904 Sedan*



Frank
Daly

*1937 Packard
1508 Conv. Sedan*



Bill & Karel
Deibel

*1940 Packard
1803 Club Coupe*



Stan & Val
Dickison

*1935 Packard
1207 Conv. Victoria*



Michael Fistere &
Nancy Orvis
B. Zimmerman &
C. Simon

*1942 Packard
2007 Formal Sedan*



Don Ghareeb
Dave Kane

*1939 Packard
1708 Conv. Sedan*



Jerry & Keenon
Greenfield

*1934 Packard
12 Club Sedan*



Monty Holmes &
Katie Nolan

*1941 Packard
1903 Conv. Coupe*



James & Betty
Hull

*1941 Packard
1903 Conv. Coupe*



Carl & Georgia
Hummel

*1936 Packard
1408 Conv. Sedan
Deitrich*



Richard & Karen
Hyde

*1936 Packard
1404 Phaeton*



Tom & JoAnn
Martindale

*1930 Packard
740 Touring*



Kim Pierce &
Kristy Ryan

*1934 Packard
1100 Sedan*



George & Julia
Newhall

*1938 Packard
1604 Club Sedan*



Robert & Karen
Reed

*1937 Packard
1500 Sedan*



Michael
Peck

*1935 Packard
1404 Coupe*



Don & Glenda
Sears

*1941 Packard
1906 Conv. Victoria
Darrin*



Webster Peterson
& Kari Albers

Winston & Mary Jo
Peterson

*1941 Packard
160 Conv. Sedan*



Daniel
Shanahan

*1933 Packard
1004 Conv. Sedan*



*Substitute Non Classic
due to Rain Forecast*

John Shibles &
Jill Devlin

*1933 Packard 1005
Coupe Roadster*



David & Jody
Smith

N/C Alfa



The Rest

Frank
Allocca

1926 Bentley
3 Litre Tourer



Jack Triplett &
B.K. Atroscopic

1935 Bentley
3 1/2 Litre DHC
Gurney Nutting



Noman & Adria
Schwartz

1930 Buick
Sport Roadster



David Felderstein
Nick Fintzelberg

1935 Chrysler C2
Imperial Airflow Sedan



Al & Sandi
McEwan

1947 Chrysler
Town & Country
Sedan



Richard & Minchen
Moore

1947 Chrysler
Town & Country
Sedan



Tom & Mary Lynn
Benson

1941 Cadillac
60S Sedan



Denny & Bernie
Dochnahl

1941 Cadillac
62 Conv. Coupe



Tom & Carol
Kidd

1941 Cadillac
62 Conv. Coupe



Al Kroemer
Steve Larimer

1948 Cadillac
75 Limousine
Fleetwood



Skip & Susan
Tetz

1940 Cadillac
75 Town Car
Brunn



Ed & Karen
Winkler

*1947 Cadillac
62 Coupe*



Dana & Paula
Morgan

*1935 Lincoln K
Conv. Roadster
LeBaron*



Joe & Gayle
Hensler

*1937 Cord
S/C 812
Phaeton*



James & Sherry
Raisbeck

*1940 Lincoln Continental
Cabriolet*



Barrie & Karen
Hutchinson

*1937 Cord
812
Beverly*



John & Anne
McGary

*1937 Rolls-Royce
25/30 Saloon*



Phil & Cheryl
McCurdy

*1937 Cord
812
Custom Beverly*



Jim Sprague &
Eliza Rathbone

*1937 Rolls-Royce P-III
Saloon
Barker*



Steve & Susan
Babinsky

*1931 Lincoln K
Dual Cowl
Phaeton*



Johnny & Christine
Crowell

*1931 Studebaker
President Roadster*



Marty & Linda
Ellison

*1938 Lincoln K
Convertible Roadster*



Wes & Henrietta
Crowell

*1931 Studebaker
President Roadster*



CRESCENT BEACH CONCOURS D'ELEGANCE

AT BLACKIE SPIT PARK, BRITISH COLUMBIA

BY LAUREL GURNSEY • PHOTOS BY STEVE LARIMER & LAUREL GURNSEY

As Mr. Rogers would say, it was 'a beautiful day in the neighbourhood.'

The Crescent Beach Concours 2019 began with a fire. Our beloved Beecher Place, the site of the traditional Friday night reception, suddenly became unavailable the year that we had the biggest signup ever for the mix and mingle greeting opportunity for judges, entrants and sponsors.

Brad Pelling, primary sponsor and PNR member, put on his thinking cap and reached out to the incredible neighbours of Blackie Spit. One neighbour provided Colin and me with a place to spend the night (marvelous loft apartment close to the event), others rallied with places to park cars overnight and pitched in to volunteer for a myriad collection of jobs the day of the concours. One wonderful couple opened up their gorgeous home for the Friday night reception. Brad's catering team put on a wonderful appetizer feast and we had the same glorious view of the ocean. Kudos to Jan Pelling who always makes the event classy and to their son Jon Pelling, who didn't stop to take a breath all day...always there to help and make things work.

Honorary Chief Judge Jim Thomas (and his wife Dee) traveled from Florida for the event. Class Judges included six PNR members (see sidebar.) PNR member and Chief Judge John Carlson's sons J.J. and David also served as Class Judges.

Happily, it didn't rain on the event day. All right...a couple of sprinkles early in the morning. But the rest of the day was just fine and some of the PNR members ended the day at the Crescent Beach Bistro for a great dinner.

We had three firsts.

- One first was a prize for the first entry of the event. A chocolate #1 was awarded to the PNR's own Frank Daly....the first person to register this year.
- Second was the youngest ever entrant for this concours. Little Massimo Callandra, at 6 years old, arrived in a suit and tie, driving his 1957 S.I.L.A Bimboracer. These electric cars were built by S.I.L.A. in Torino, Italy and distributed by Ferrari and based on the Ferrari Spider. They can reach 5-7 MPH and have a 30 mile range. Massimo was a hit with the judges and drove his car up to the judging stand to receive a blue ribbon rosette.
- Our third first (that sounds odd doesn't it?) was a collection of oddities themselves. Way back with the Steamworks Concours we once had a class called the Orphan Class. Cars from companies no longer in existence. This year we revisited that idea with the Avante Garde Class with a 1970 American Motors AMX Tony Lucas (nc) winning first place.





PNR Attendees

Showing Full Classics

Frank Daly

1937 Packard V12 Convert. Sedan
(Most Elegant Pre-War)

Barrie and Karen Hutchinson

1948 Jaguar 3.5 litre DHC
(1st Place Classics Class)

Craig and Whitney DeVine

1929 Franklin Speedster
(2nd Place Classics Class)

Showing Non-Classics

Lee Noble and Theresa Renico

1957 Ford Thunderbird

Brian and Randy Pollock

1932 Morgan Aero
Super Sports motorcycle

Gerald and Keenon Greenfield

2011 Mercedes-Benz SLS AMG

Event Staff

Chairman Emeritus/Judge:

Colin Gurnsey

Event Liaison: Laurel Gurnsey

Chief Judge: John Carlson

Judging Tabulator: Koko Carlson

Judges & their Spouses/Guests:

J.J. and David Carlson

Fred Bonin (guest Sabrina)

David Cohen (Adele)

Stan Dickison (Val)

Jerry Greenfield (Keenon)

Kim Pierce (guest Kristy Ryan)

Event Attendees

Bob Newlands and Jan Taylor

Jim and Irene Tait

Photos

Page 24 Clockwise: Craig & Whitney Devine; Massimo Callandra driving his 1957 S.I.L.A Bimboracer; Frank Daly accepting #1 car award; Theresa Renico & Lee Noble; Kim Pierce and Kristy Ryan; Steve Larimer, Jim & Irene Tait.

Page 25: Frank Daly's 1937 Packard Sedan
Barrie Hutchinson's 1948 Jaguar 3 ½ L DHC
(Laurel Gurnsey, Karen & Barrie Hutchinson)

Craig Devine's 1929 Franklin 137
Dietrich Speedster

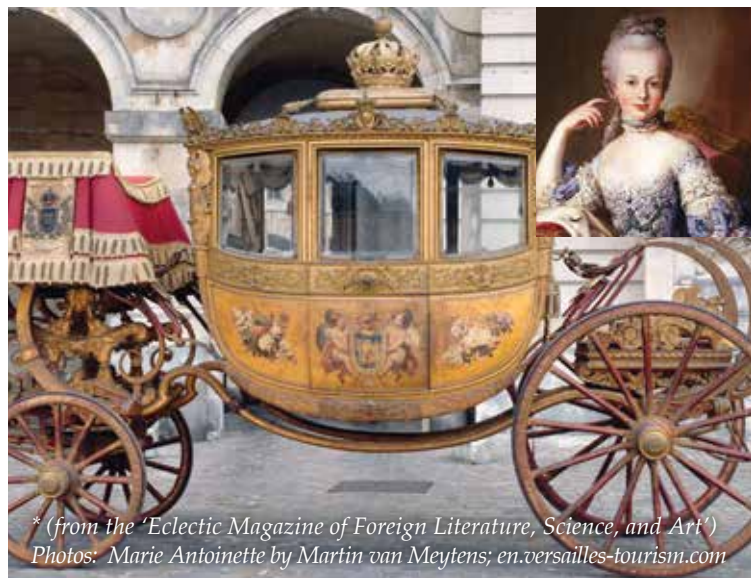
GREAT ESCAPES & HARROWING ADVENTURES

By: Laurel Gurnsey

On the night of June 20th, 1791, French Queen Marie Antoinette and husband Louis XVI and children made a dash away from the terrors in revolutionary Paris to the French border in the northeast, where they hoped to join up with loyal troops waiting for them.

They didn't make it. They were caught in the town of Varennes, brought back to Paris and eventually Marie and Louis went to the guillotine.

Imagine the darkness and fear inside the classic, coach-built...well...coach... they took on that aborted escape attempt. They made a number of mistakes but a big one was choosing a slow, heavy coach called a Berlin. It wasn't nearly as quick on the road and far more visible. And they were hampered by broken traces...today's equivalent of a flat tire. Apparently the coach was so big the Duke of Orleans said 'Why is it so large then? Would you run away with a whole opera-chorus in it?'"*



* (from the 'Eclectic Magazine of Foreign Literature, Science, and Art')
Photos: Marie Antoinette by Martin van Meytens; en.versailles-tourism.com

Other escapes have been more successful.



Aline Berlin

The British newspaper, 'The Independent' tells a story about another Berlin.

Aline Berlin was a champion golfer and shareholder of the Paris Ritz hotel. She grew up with valets, maids and wealth but her family dodged first WW1 and then WW2.

The Germans invaded Vichy in 1940 and Aline, Jewish and widowed with a young son, fled, driving her Bentley coupé from Paris to Biarritz in a single day... a harried, likely frightening trip of 486.9 miles by today's roads. She later managed to make it to New York.



PNR members David & Adele Cohen have a 1939 Bentley coupé much like Aline's.

Photos: the Independent; Adele Cohen



Sir Patrick Leigh Fermor

A 1930s Opel Admiral, coach-built but not on the CCCA approved list, is the star of another harrowing WWII adventure.

Our friend, Miles Fenton is the nephew of Sir Patrick Leigh Fermor, DSO OBE. 'Paddy' led a team of British Special Operations officers sent to Crete to help locals form a resistance to German occupation.

In 1944, their team captured Nazi General Heinrich Kreipe under cover of darkness and drove away with him in his Opel! The 1957 Dirk Bogarde movie 'Ill Met By Moonlight' is based on this adventure. When Paddy died, aged 96, members of the Intelligence Corps attended his funeral. Ian Fleming was his friend (Paddy was a possible prototype for 007).



1938 Opel Admiral (nc)

Thanks to Miles & Tom Sawford, Chris White & Rory Cooper for sharing their story and photos. Check out (www.patrickleighfermor.org) and Opel company history.



The 'Irish Times' (Sept. 2019) wrote about another wartime escape. A 1935 3½ litre Derby Bentley (#B38EF) known as the 'Bullion Bentley', was the personal car of P. Bernot, a director of the

Banque de France. When Germany invaded France in 1940, bank directors strapped platinum ingots onto the chassis rails of the Bentley & headed for Spain, attacked by Stuka dive-bombers, driving mountain passes at night without headlights and dodging a bridge that collapsed behind them. They made it to Spain and then Britain via RAF flying boat. The car was left behind and ripped apart by the Germans trying to find the ingots. Legend? Maybe. The Bentley went back to the U.K in 1947 registered as SML444 and is now part of Ralph Lauren's collection.



PNR members Al & Sandi McEwan have a 1934 Derby Bentley 3½ litre Tourer.



Our friend Dr. Robert Follows owns a 1930 Bugatti 2 door cabriolet from Czechoslovakia.

It was hidden from the Nazis in WW2 until its owners had to flee. The next owner hid it from the Communist regime. The next owner, Miro

Harcuba, had it in pieces for restoration when the Russians invaded in '68. Together again, it helped Miro's family escape to England, where it was used for collateral to obtain passage to Canada.

Robert Follows bought the car from Miro and completed its restoration.



*Bugatti owners: PNR-CCCA Brian & Randy Pollock, Annie Norman, David & Adele Cohen.
Photos: Dr. Robert Follows; Brian Pollock*

Bentleys on the CARavan

The 2019 PNR CCCA CARavan was a grand adventure through Eastern Washington and Southern British Columbia featuring stunning scenery (if you could see it through the rain.) Fortunately there was not a need for "harrowing escapes" but we did spend a great deal trying to outrun the rain and stop the leaks!

There were two Bentleys on the CARavan:

Frank Allocca from Chester, NJ
1926 Bentley 3 litre Vanden Plas Tourer

W.O. Bentley cars were built from 1919 until 1931. They created the legend of Bentley Motors by winning five times the 24 Hours of Le Mans, including unparalleled first, second, third and fourth place finish in the legendary race in 1929.

Jack Triplett & B.K. Atrostic from Kensington, MD
1935 Bentley 3½ litre DHC Gurney Nutting

Derby Bentleys were manufactured by Rolls-Royce between 1933 and 1939.

The Triplett Bentley is the same year and model as the "Bullion Bentley" (see above article) sporting coachwork by the well-respected English firm Gurney Nutting while the "Bullion Bentley's" original coachwork came from the renowned French firm Franay.





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



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Editor's Message

Over dinner one night, I heard Betty Hull comment, "We came for the cars, we stayed for the people."

The 2019 PNR-CCCA CARavan confirmed those sentiments. For 10 days, the rains came down and the people drove on. And still they had a wonderful time.

The CARavan provided us with the opportunity to really get to know people we have "known" for years. And we also had the opportunity to meet new friends from near and far.

This magazine focuses on our Classics because, well, we are the Classic Car Club of America. But it is the people that keep us coming back (and back again.) With nearly 100 people participating in the CARavan, it is not possible to include photos of everyone. But, rest assured that each and every one of you touched our lives over the course of the CARavan.

Thank you for your friendship, for stopping by the side of the road and providing moral support, for buying us a drink and allowing us to pay it forward and buy a drink for another CARavanner. Thank you for the laughs and for the quiet moments of reflection. Thanks for smiling through the rain. We look forward to seeing you "down the road."

Karen Hutchinson
PNR-CCCA Editor



Photos (l to r): Jim Sprague & Eliza Rathbone; Jerry & Keenon Greenfield; Jean Hoffman & Barrie Hutchinson; Monty Holmes & David Smith; Wes Crowell; Nick Fentzelberg & Jim Hull; Kim Pierce & Kristy Ryan, Yoshiko Cataldo & Bill Deibel; Michael Fistere & Frank Allocca, Stan & Val Dickson, Sun Mountain Lodge horses; Jill Devlin & John Shibles.



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