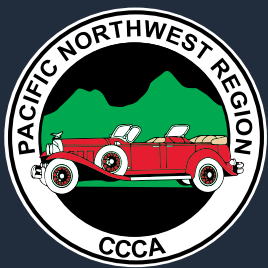


# BUMPER GUARDIAN

Winter 2019



1941 Cadillac Series 62  
Convertible Coupe

Owned by Scott & Karen Anderson

### PNR CCCA & Regional Events

*Black type events are sponsored by the PNR. Details can be obtained by contacting the Event Manager. If no event manager is listed, contact the sponsoring organization.*

#### January 14th - Arizona Hospitality Party

*Location: Scottsdale; PNR Contact: Kim Pierce*

#### January 16th - Hagerty Insurance - Penske Museum

*Location: Scottsdale; PNR Contact: Ashley Shoemaker*

#### May TBD - Auburn High School Auto Shop

*PNR Contact: Craig Devine*

#### July 4th - McEwan's Annual Parade

*Location: Yarrow Point; PNR Contact: Al McEwan*

#### July 18th - 14th Annual Auto Angels

*Location: Bellevue; PNR Contact: Brian Rohrback*

#### July 19th - Forest Grove Concours

*Location: Portland, OR; PNR Contact: TBD*

#### July 26th - PNR-CCCA Grand Classic

*Location: Dochnahl's; PNR Contact: Denny Dochnahl*

#### August 3rd - Motoring Classic Kickoff

*Location: Kirkland; PNR Contact: Val Dickison*

#### August 16th - Pebble Beach Concours

*Location: Monterey, CA; PNR Contact: TBD*

#### September 5th - Crescent Beach Concours

*Location: Surrey B.C.; PNR Contact: TBD*

#### September 12th - LeMay ACM Gala

*Location: Tacoma; PNR Contact: Jerry Greenfield*

#### September 19th - Medic 1 Hangar Gala

*Location: Boeing Field; PNR Contact: John McGary*

#### November 4th - Annual Meeting

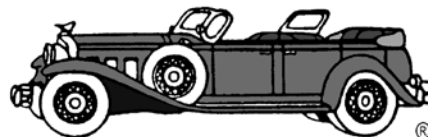
*Location: Kirkland; PNR Contact: TBD*

#### December 10th - Holiday Party & Awards

*Location: Seattle; PNR Contact: Frank Daly*

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### CCCA National Events



#### 2020 Annual Meeting

March 25 - 29 ..... Valley Forge, PA

#### National Concours d'Elegance

February 7-9 ..... Boca Raton, FL

April 17-19 ..... Tampa, FL

#### Grand Classics®

March 13-15 ..... Rancho Santa Fe, CA

June 25-28 ..... TDB Ohio Region

July 26 ..... Renton, WA

September 19-21 ..... Connor Prairie, IN

October 31 ..... Hilton Head, SC

#### CARavans

May 5 - 14 .... Can-AM Tour New York & Ontario



### Director's Message

Greetings, fellow PNR-CCCA Members. I'm penning this short note the day after our Club enjoyed its annual Holiday Celebration. It was wonderful to see over 100 Members, family and friends at the Seattle Yacht Club.

The spirit of the season was evident, and I hope those of you who were not able to make it are feeling just as festive.

I am happy to report that your Board of Managers and your Club Officers remain unchanged for 2020. The Managers whose term expired this year all volunteered to serve another three-year term, and a sufficient number of favorable votes was received from our Membership. In turn, the Board of Managers reappointed the serving Officers for another term. While we always encourage and welcome new Managers and Officers, it is gratifying to know that those who have served are willing to continue to do so.

Our Membership numbers are fairly steady, which is a positive trend in light of what is happening not only at the National level of our Club, but at most vintage

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### Pacific Northwest Region Classic Car Club of America

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

#### Officers and Appointed Posts:

Frank Daly, Director	425-210-1804
Val Dickison, Secretary	206-546-3306
Terry McMichael, Treasurer	206-790-5012
Stan Dickison, Activities	206-949-1115
Val Dickison, Membership	206-546-3306
Karen Hutchinson, BG Co-editor	360-678-5453
Raymond Loe, BG Co-editor	360-678-9366
Colin Gurnsey, BC Liaison	604-980-7429

#### Board of Managers:

Kim Pierce	2020	425-330-2665
Frank Daly	2020	425-210-1804
Marty Ellison	2020	425-941-9451
Steve Larimer	2021	206-954-7829
Brian Rohrback	2021	206-235-0371
Jim Tail	2021	206-948-4215
Al McEwan	2022	206-999-4485
Val Dickison	2022	206-546-3306
Kenny Heng	2022	425-443-7546

#### Bumper Guardian Staff:

Advertising	Darrin Wong	425-210-7558
Caption Editor	Bill Deibel	206-522-7167
Copy Editor	Bill Allard	253-565-2545
Cover Story	Raymond Loe	360-678-9366
Staff Photographers	Michael Bradley	206-225-6491
	Steve Larimer	206-954-7829

#### Board of Managers' Meetings:

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

#### Membership:

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

#### Advertising Policy/Rates:

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

### On the Front Cover

1941 Cadillac  
Series 62 Conv. Coupe

Owned by:

Scott & Karen Anderson



# 1941 Cadillac Series 62 Convertible Coupe

Owned by Scott and Karen Anderson



Our car was one of the earliest 1941 Cadillac 62 Series Convertibles produced, being initially delivered to a dealer in the Arlington, Virginia area during November of 1940. While all cars of this model came with deluxe trim, there were still factory extra-cost options to be chosen. This car, as delivered, was painted black with a tan top and came equipped with white sidewall tires, running board delete (no cost), back-up light, windshield washer, ventilating dual under-seat heater/defroster w/automatic temperature control and day/nite mirror. Interesting to note, I have never seen the unusual fuel filler-cap that is on our car.

In those days, all Cadillac convertibles had their frames reinforced to prevent flex by adding an additional X member. However, it was soon discovered that the early 1941 Cadillacs received an X member that was too light to do the job. I understand this problem was soon resolved by beefing-up that frame member,

While we know the car was delivered to a dealer in Arlington, VA., I was unable to trace its ownership over the next 4+ decades until an Alabama dentist bought the car for his wife in 1994. The dentist and his wife determined the car was in need of "some restoration work" and brought the car to Florida restorer Steve Cooley, who ended-up doing a "modified frame-off refurbishment." The car and matching wheels had been repainted a shade of yellow called Italian Cream and refitted with a black StayFast top prior to this restoration work. Our car continues to sport this color scheme today.

In 1941, as far as I know, Cadillac never offered any shade of yellow as a standard color. That said, I am aware of an advertisement for the car in yellow and have seen several of both coupes and a convertible sedan painted yellow. All of them had red wheels excepting mine, which match the body color. In my conversation with the (prior owner) dentist, he indicated that he and his wife liked the wheels in yellow so he kept them that way. The "refurbishment" project became pretty much an "open checkbook contract" to suit the dentist's wife's preferences.

After enjoying the refurbished car for only a couple of years, it was sold to Jerry and Gay Wilhelm of Vero Beach Florida. Jerry was a very active CCCA, AACA and MAFC member



and also a judge at car events in the local Florida east coast area. Jerry and Gay had the car for several years and often described the car as one they would never sell.

When I decided it was time to own a "Classic Car," I knew that I wanted to start my collection with a 1941 Cadillac Convertible. Knowing he had one, I spoke of my interest with Jerry Wilhelm. Jerry told me to work through Steve Cooley who by that time had relocated his shop to Homasassa Springs on the west coast of Florida. Steve alerted me that Jerry's car was available, talked with me about it, and even sent me a photo album covering his refurbishment.

Before we bought the car its engine had been swapped-out for a rebuilt replacement. Knowing that similar WWII military surplus engines had been readily available in the past, I carefully checked to verify that the one in this car is indeed the 150hp civilian version identical to the original engine. Also, there were two carburetors originally offered and this engine has one of them, a Stromberg AAV-26.

When my wife, Karen, and I took delivery of the car, Steve had offered to look at it and go through it with me. He was not soliciting business but, knowing this likely would be his last opportunity, wanted to see the car one last time before

it left the area. I drove our new acquisition across Florida to Steve's shop with Karen following me in a rental car. As it happens, we were caught in a very heavy tropical storm. It was a harrowing trip; the car was being buffeted from side to side and the original Cadillac vacuum windshield wipers couldn't keep up with the downpour, making my vision all but impossible. We finally arrived at our destination and to herald our achievement, Karen power-slid the rental car into Steve's gravel parking lot all the while honking her horn. Fond memory!

At the 2012 CCCA Grand Classic our car was awarded 99.5 points and "re-certified" for the CCCA Premier award. (Obviously, sometime in the car's unknown past it had been awarded Junior and Senior status as well as the AACA Senior and other awards). We've taken it on a several CARavans, to the Mahogany and Merlot event at Lake Chelan and to the Forest Grove Concours in Portland. I was pleased that in 2015 our car was chosen to appear on the Mahogany and Merlot poster and was also featured in a Griots Garage catalog as the launch car for their Carnuba Wax paste product.

Karen and I have enjoyed owning, driving and displaying this car and appreciate this opportunity to share our experience with you.



### **Power**

V8 5670 cc | 346.0 cu in. | 5.7 L.  
90-degree  
150 BHP (110.4 KW) @ 3400 RPM  
283 Ft-Lbs (384 NM) @ 1700 RPM  
Bore : 3.5 in | 89 mm.  
Stroke : 4.5 in | 114 mm.  
Carburetor: Stromberg Downdraft  
2-barrel

### **Performance**

0-60 mph :14 seconds.  
Top Speed :100 mph | 160.9 km/h

### **Suspension**

Front : Independent with coil  
springs  
Rear : Hotchkiss semi-floating axle  
with semi-elliptic leaf springs







It is easy to find a movie with a 1941 Cadillac Series 62 Convertible Coupe. We offer two for your consideration:

#### **The Falcon's Adventure (1946)**

A scientist discovers a way to create synthetic diamonds, a group of criminals kidnap his daughter Meredith in an attempt to ransom her for the valuable formula. Rescuing Meredith from her kidnappers, the Falcon (Tom Conway) becomes the prime suspect in a string of murders — including that of the scientist. This film is the last of the Falcon series to star Conway. The main character drives the Cadillac in several scenes.

#### **The Big Wheel (1949)**

A racing action film. Mickey Rooney plays Billy Coy, a garage mechanic

who becomes a champion race-car driver. On the way to the top, he steps on friends and foes alike. He even manages to briefly alienate his saintly mother. It takes some doing, but Billy finally redeems himself. Billy's girlfriend drives a 1941 Cadillac Series 62 convertible coupe. The movie builds to the final scenes at the 1949 Indianapolis 500 (including footage of the actual 1949 race, including the Oldsmobile Pace Car.)

While we are on the subject of movies, Bill Deibel sent an email to the editor suggesting you might want to watch (or rewatch):

#### **"Paper Moon" (1973)**

Starring Ryan O'Neal and Tatum O'Neal, Ryan's daughter as a child. Tatum received an Oscar for Best Supporting Actress.

The story is set in 1936 or a year or two later. Film is thoughtfully in B & W. Cars in order are a 1930 Ford Model A Deluxe roadster looking like it has about 75k miles on it, a '20s era dilapidated Ford Model T truck, a new-

looking 1936 Ford convertible sedan (not a phaeton), a 1930-31 Packard sedan dressed up as a middle-west, small-town Sheriff's car and a 3/4 rear shot of a parked 1936 Cadillac sedan. The latter two are obviously Full Classics.

*These movies are all available as streaming content on Netflix or Amazon.*

Worth a trip to the big screen even without a Full Classic...

#### **Ford v Ferrari (2019)**

The plot follows an eccentric, determined team of American engineers and designers, led by automotive visionary Carroll Shelby and his British driver, Ken Miles, who are dispatched by Henry Ford II and Lee Iacocca with the mission of building the Ford GT40, a new racing car with the potential to finally defeat the perennially dominant Ferrari racing team at the 1966 24 Hours of Le Mans race in France.

*In theaters near you beginning November.*

*Sources: Wikipedia, Rotten Tomatoes*



# Announcing the New Cadillac-Engineered **HYDRA-MATIC DRIVE**

(Optional on All Cadillacs at Extra Cost)



ELIMINATES  
CLUTCH PEDAL AND  
GEARSHIFTING

•

INCREASES  
ECONOMY,  
SAFETY, AND  
PERFORMANCE

Even in the face of the Great Depression, American auto manufacturers seemed to feel that one of the keys to increasing sales was improved convenience. A primary focus was the transmission, and to that end, the auto manufacturers worked to develop simpler means of shifting gears to facilitate the driving experience. Early attempts at alternatives yielded manual-type transmissions that were shifted manually but with an automatic clutch, followed by the first vestiges of the modern fluid-drive automatic, which used a fluid coupling, but usually had only two gears and still required manual shifting, albeit with reduced effort.

The futuristic ideal was a transmission that required only to be set into the desired mode, after which it would handle all shifting duties. While other manufacturers were settling for semi-automatics, Oldsmobile set its sights on the truly automatic transmission, one that would be as reliable as it was smooth. This desire led to an aggressive program to develop a fully automatic, fluid-driven transmission. The program was led by GM engineer Earl Thompson, and the result was the Hydra-Matic Drive, the first fully automatic passenger car transmission.

As projected, the Hydra-Matic used a fluid coupling to transfer power in place of a conventional friction clutch, and three planetary gearsets to provide four forward speeds and reverse. In the absence of a conventional clutch, a parking pawl was included to lock the drive wheels when the engine was off (when the gear selector was placed in reverse), a feature some other automatics lacked into the '60s.

One area where the Hydra-Matic differs from contemporary automatic transmissions is the fluid coupling, which is not a torque converter, but a torus. A torque converter uses a stator, which allows it to multiply the engine's torque; a torus does not have this feature. The use of a torus is part of the reason the Hydra-Matic has four speeds; first gear is extra low (3.82:1 on early units, 3.96:1 on later designs) to assist in accelerating from a stop in the absence of additional torque and fourth gear is 1.0:1, not overdrive as found in later four-speed automatics.

The Hydra-Matic made its debut in 1939 as an option on 1940 Oldsmobiles, and turned up on Cadillac's option list for '41 (and later, Pontiac's), but soon after, passenger car production ceased for the war effort. The Hydra-Matic, however, would continue as part of the wartime production, as it found its way into Cadillac-powered tanks (one engine and transmission per track) and some GMC 6x6 military trucks.

That the Hydra-Matic was even considered for such severe use was a testament to its durability, and the success of these applications during the war bolstered its image to the car-buying public, many of whom were still skeptical of automatic transmissions. Advertising claims of the Hydra-Matic's "battle tested" durability proudly made by GM were no doubt effective in appealing to the public, but the transmission also seemed to develop a reputation within the industry. In fact, before its production ceased, the Hydra-Matic would see use in vehicles produced by Hudson, Nash, Kaiser, Willys, and even under the premium offerings of cross-town rival Ford's Lincoln division from 1950-'54. Perhaps the most complimentary use of the Hydra-Matic came when Rolls-Royce licensed its design, keeping its slightly altered version in production through 1967.

The Hydra-Matic would experience some revision, most notably the dual-coupling version that debuted for '56 models as the Jetaway, but it maintained its durability, and was even deemed worthy of competition use. Modified versions formed the cornerstone of well-known Southern California performance transmission company, B&M Racing, which labeled its reworked Hydra-Matic as the Hydro-Stick, and lauded its features as a superior alternative to the manual transmissions that were standard fare at dragstrips across the country in the early '60s.

But as the '60s rolled on, General Motors was moving toward more unified production for its divisions, and programs were set in motion to streamline the number of transmissions produced. This push also led to a new generation of automatics, developed by what had become the Hydramatic division of GM. The Turbo-Hydra-Matic 400 was one of the first fruits, serving as a heavy-duty three-speed automatic that combined some of the best elements of previous GM automatics, like the Buick Dynaflow's torque converter and the Hydra-Matic's multiple planetary shifting. The Turbo-Hydra-Matic would supplant the Hydra-Matic completely before the '60s came to a close.



Written by Terry McGean.  
Reprint courtesy of Hemmings Motor News.





### Focusing on the period before WWII

*By Raymond Loe*

Cadillac has been a fully-owned division of General Motors for 110 years (since 1909) producing luxury vehicles now distributed in 37 countries worldwide. In 2017, Cadillac's U.S. sales were 156,440 vehicles and its global sales were 356,467 vehicles. Early on, Cadillac established itself as one of America's premier luxury car makers. Having introduced the concept of complete interchangeability of close-tolerance parts, Cadillac laid the foundation, making possible the mass production of automobiles world wide.

**Early History:** Cadillac was formed from the remnants of the original Henry Ford Company. After a dispute between Henry Ford and his investors, Ford left the company along with several of his key partners in March 1902. Ford's financial backers William Murphy and Lemuel Bowen called in engineer Henry Leland of Leland & Faulconer Manufacturing Company to appraise the Ford plant and equipment in preparation for liquidating the company's assets. Instead, Leland persuaded the pair to continue manufacturing automobiles under a new company name. Shortly thereafter,

on August 22, 1902, the Cadillac Automobile Company was established and named after French explorer "Antoine Laumet de La Mothe, sieur de Cadillac." This fellow had founded Detroit in 1701.

In 1905, The Cadillac Automobile Company merged with Leland & Faulconer Manufacturing, to form The Cadillac Motor Company. Henry Leland's passion for precision craftsmanship and standardized parts, born of his experience as a gunmaker, became a strong influence in the new company. In England in 1908, three Cadillacs were disassembled, their components mixed up, then reassembled into three cars that all ran perfectly. This feat won Cadillac its first Dewar Trophy and inspired the make's long held slogan, "Standard of the World." In 1909, Cadillac became a part of the new fledgeling General Motors (GM) conglomerate then led by founder Billy Durant. As an upper-middle priced car in those days, it didn't compete directly with Packard or Pierce-Arrow, but was always a high quality item.

In 1910, Cadillac became the first company to offer a passenger car with a fully enclosed cabin, a major change from the vehicles of the time. Two years after that, in 1912, the company released the Model 30, the car with no crank. It was the first car to feature an electric starter, ignition and lighting. By dropping the crank starter, Cadillac opened the door to women drivers and was able to bring the prestigious Dewar Trophy back to Detroit, making Cadillac the only car manufacturer to claim that award twice.

**Cadillac Engines:** In 1915 Cadillac introduced its' pioneering 90-degree, flathead V-8 engine, then rated at 70 horsepower. That engine, followed by upgrades in 1928 and 1930 and a major redesign in 1936 set new standards for smoothness, power and reliability which became the mainstay design for all their V-8 engines through 1948. By

the time that engine was discontinued its horsepower had more than doubled to 150. During WWII, Cadillac built V-8 Flatheads powered all of the US Army's M-5 & M24 tanks. A later model of that V-8 engine, using overhead valves, went on to set a new standard for the entire American automotive industry beginning in 1949.

After introducing a companion car, the lower priced LaSalle in 1927, Cadillac turned toward producing only luxury cars. In 1930 Cadillac introduced a 45 degree V-16 engine that was intended to elevate their top model into the rarefied realm of Packard, Peerless and Pierce-Arrow. Although brute performance wasn't its forte, this 452 cid OHV V-16 engine did offer superb luxury and smooth, effortless power with minimal shifting.

The Sixteen was only nine months old when Cadillac introduced a 368 cid V-12 in 1931, essentially their V-16 with four fewer cylinders. Predictably, the twelve wasn't as fast but it was very smooth and cheaper than the sixteen by far. Despite their refined performance and majestic proportions the early twelve and sixteen cylinder Cadillacs were anachronisms in the devastated Depression market, and never sold in significant numbers. After selling less than 10,000 total units of twelves and sixteens by the end of 1932 and only a few hundred more over each of the following four years, both engines were discontinued in 1937. In 1938 Cadillac made a last try at the multi (more than eight) cylinder market the following year by introducing a new, flat-head 135 degree V-12 engine that was smaller but more potent than the earlier OHV design. Only 508 cars were so equipped and sold by the time it was discontinued in 1940, its final year.

It is interesting to note that Cadillac engineers selected the taller 45-degree angle for their first OHV "multi cylinder "V" engine" to accommodate the tall and narrow body styles of most popular high-end cars selling in the



early 1930s. When they decided to make another try with a new L-head V-12 in the late '30s they drastically increased the cylinder bank angle to 135 degrees, thus recognizing that changing auto body styles were going toward lower flat hoods and needed flatter wider engines to fit therein.

There were two reasons why these grand multi-cylinder Cadillacs fared so poorly. Staggeringly expensive cars with more than eight cylinders seemed socially inappropriate to many people in the late '30s. After their initial sales spurt, these models were shunned by most customers for the cheaper, less showy, but by no means inferior V-8 engines. Later, those big engines were simply outmoded by advancing technology.

#### Cadillac V-8:

Fortunately for Cadillac, its V-8 line sold fairly well through the early '30s. Aided by introduction of the Series 60 for 1936, V-8 volume passed 10,000 annually then reached past 13,000 by 1939. This highly creditable performance was owed to their reliable cast iron V-8 engine, competitive prices and a wide range of body styles.

The 1940 Cadillac 90-degree V-8 engine retained its familiar mono-block construction with three main bearings and dual downdraft carbs. Though heavy it was reliable and exceptionally smooth. In 1939, Cadillac's V-8 engine was tuned to 135 horsepower when installed in the LaSalle and 140 for the Cadillac. 1940 was the last year that the LaSalle would be marketed as a separate nameplate.

#### Cadillac Series 62 - First Generation (1940 - 1941)

The newly introduced Cadillac Series 62 replaced the Series 61 as the lowest rung in their model line up for 1940. This was followed by a significant marketing

change that occurred for 1941 when Cadillac brought back the Series 61 to replace its junior LaSalle line. This was a management decision based on the success of the Lincoln Zephyr and the Packard One-Ten/One-Twenty series. While Packard continued to rely on selling medium priced cars long after WWII, Cadillac and Lincoln returned to the luxury field exclusively, thus bolstering their "fine car" reputations at Packard's expense.

The Cadillac Series 62 featured a low sleek "torpedo" style GM C-Body with chrome window reveals, more windshield slant and a curved rear window. This luxury class "C"

body, new in 1940, was destined to be shared with Buick Roadmaster and Oldsmobile Series 90 plus a few high end Pontiacs. The new GM C-Body tooling also enabled Cadillac to continue producing a

4-door convertible, however, it would be the last time that body style was built by the marque. All 1941 Cadillacs wore a fresh face including a complete egg crate grille and more prominent taillights, one of which concealed the gas filler, a feature that was exclusive on all Cadillacs for several years.

Cadillac's mechanical news for 1941 was a first in the luxury class: Hydra-Matic Drive. Developed earlier by sister division Oldsmobile, Hydra-Matic was the first fully automatic transmission (no clutch pedal) offered throughout the entire automotive industry. Higher compression lifted their venerable V-8 to 150 bhp enabling most 1941 Cadillacs to reach a genuine 100mph. All this led to a new high for Cadillac production: 66,130 units - only 6,700 short of Packard's total production that year. Of that total, over 23,000 were Series 62 and, of that 3,100 were Convertible Coupes as are our four featured cars. The MSRP for that model then was \$1,645.



*Cadillac -  
"Standard of  
the World"*

During my late Ballard High School years, my best buddy, Chuck Hanson, bought a slightly used but, very nice '41 Cadillac Convertible while I was running around in a well-used, not-so-nice 1932 Ford V8 Roadster. There was no contest the few times we drag-raced around town but Chuck won hands down when it came to highway driving and comfort enroute.

We had both recently taken up skiing and found Stevens Pass to be our venue of choice for weekend practice. Although it was some 90 miles away, driving there in the Cadillac made the trip seem effortless and certainly much better than driving my car.

Chuck's car was black with red leather upholstery and had all the normal factory accessories excepting an automatic transmission. The car drove wonderfully, and with the "three on the tree" standard shift we young "bucks" delighted in minimizing our time in route. I don't recall our getting many tickets, perhaps due to our driving such a high-end car we didn't attract much attention, but we did have fun.

To go skiing we'd gather-in a couple more friends and by pooling our money we could drive to Stevens on Saturday morning, buy a lift ticket for a dollar, eat a minimal lunch, ski all day, eat a decent dinner, and rent a bunk for the night for another dollar. We'd repeat the process on Sunday, and we each would have enough left of a five dollar bill to help buy just enough gas to get back home late Sunday afternoon.

Those were the days!

- Ray Loe





## 1941 CADILLAC SERIES 62 CONVERTIBLE COUPES







Owned by: Denny & Bernadene Dochnahl and Gordon & Darlene Cochran



# GALLOPING GRAHAM KERR STORY UPSTREAM



*Written by Brian Rohrbach*

Most of us remember the "Galloping Gourmet," still the most watched and successful TV cooking show driven by a larger-than-life personality with a wine glass permanently attached to his hand. Well, he is a neighbor living a quiet life north of Seattle.

I was contacted by PNR member Tim Johnson and asked if I could help out a documentary production team chronicling the life and times of Graham Kerr. Tim told me....

***"The production team is in need of a British car with big headlights!"***

Meeting first Schy Gleeson, then a dynamic team of Denise Moore, Matt Barrett, and Scott Finley, we (meaning they) spent 5 hours filming, mostly in the pouring rain using the Derby as a backdrop for 3 scenes in the film. I had to sign a modeling contract for the car to participate.

*To get a feel for the project, please see [www.gallopingupstream.com](http://www.gallopingupstream.com) and look for the film when it is released; it is a terrific story, well told.*

## Sources:

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[https://en.wikipedia.org/wiki/Graham\\_Kerr](https://en.wikipedia.org/wiki/Graham_Kerr)

<https://www.nytimes.com/2017/01/09/dining/graham-kerr-galloping-gourmet.html>

[https://www.goskagit.com/news/new-beginnings-for-graham-kerr/article\\_2097cb3d-7908-579b-adfc-94c9622373ac.html](https://www.goskagit.com/news/new-beginnings-for-graham-kerr/article_2097cb3d-7908-579b-adfc-94c9622373ac.html)

Now, almost seventy years after he started cooking, Graham Kerr's is learning to cook for one and his recipe for a good life is simple.

"There's a cause and effect from everything and if we can moderate it and enjoy it, be nourished and delighted - that's what life is about."

Born in London to hotel manager parents, Graham's first cooking lesson came at age six with a chef who tried to teach him to make puff pastry. It was a failure, and by no means a portent of what was to come, but it did teach Kerr that he didn't have "pastry hands".

On 22 September 1955, he married Treena Van Doom, an English actress. They had first met when they were both eleven. Following his National Service, where he was an Army catering adviser, he was restaurant and then general manager of Royal Ascot Hotel. At age 23 he had a staff of 100, functions every night and, at one stage, worked for three months without a day off. Looking for an alternative, he applied for the job of running RNZAF catering and arrived in New Zealand in 1958.

His break in television came in 1960 wearing his Flight Lieutenant uniform and demonstrating how to make an omelette on "On Your Doorstep". Radio work followed and more television wasn't far behind. His first series - six 15 minute episodes called "Eggs with Kerr" - debuted on New Zealand television in 1961. Six episodes of "Entertaining with Kerr," focusing on fish, followed in 1962.

Kerr was making TV programs in Australia before moving to Canada where he made 440 episodes of "The Galloping Gourmet" between 1969 and 1971 which were broadcast in the United States.

His approach was definitely more adult than family viewing. His "Galloping Gourmet" persona advocated heavy use of butter and cream, splashed wine about and took advantage of now politically incorrect double entendres when he would mention of chicken breast or leg of lamb. He had a natural flair for what he was doing and his urbane English charm appealed to many.

Soon, an industry was created around his name. He started writing a regular columns, endorsing cooking equipment and writing cook books based on his TV shows.

Kerr and his wife (the show's producer) were badly injured in a 1971 car accident. They left TV glitz behind to sail the world in their Ocean 71 yacht with their three children. In the mid-1970s, Kerr became a Christian. His wife's heart attack and stroke in the 1980s, resulted in a culinary about-face. Fatty meats, butter and cream gave way to a low-fat regimen and a healthier way of viewing food and life.

His wife Treena died in 2015. In 2017, Graham downsized, sold the family home in Mount Vernon and moved to Warm Beach in Stanwood.







## LUCAS HEADLAMPS

Joseph Lucas was born in Birmingham, England in 1834 and began in the early 1860s as a dealer in paraffin oil for domestic lamps and other products. In 1875, he opened a small workshop in Little King Street with 5 employees making lighting for ships and homes. Lucas had a particularly profound impact throughout the history of vehicle lighting. During the Classic Era, Lucas 'King of the Road' products became the market leaders, being fitted to most of the vehicles made in Britain. At the time it was said that if you wanted to know how many cars were being built just ask Lucas how many headlamps they were making and divide by 2!

The BIG Lucas P100 headlamps are worn by such cars as Bentley, Lagonda, Rolls Royce, Alvis and Aston Martin pre-war and the Jaguar MkIV and the large Austin saloons after the war. While there are several variations of the P100 headlamp (L, R & S are examples), they are all large (12 inch diameter) with some variations -- fluted or plain reflectors, clear, frosted or ribbon glass and the size and color of the Lucas crest at the top of the headlamp. Each of these details is critical when restoring headlamps for a particular Mark.

In Britian, proper headlamps of the era were known as "DIPPING" lamps. This means at night when an oncoming car is approaching, you press a button on the floor and the right/ off side headlight turns off and the left/ near side (the dipping headlight) activates a solenoid to move the reflector down and to the left so the bright light moves away from the center of the road - not blinding the on coming driver. *(How to make headlamp covers -- see page 26)*





Keenon Greenfield



Mal Maloney



Ashley Shoemaker



Georgia Casey & John Mitchell



Kristy Ryan & Kim Pierce



Judy & Bill Mote



Jody & David Smith



Linda Ellison



Bill Deibel



Lou Berquest



Whitney Devine



# PNR-CCCA 2019 HOLIDAY PARTY

*Submitted by: Val Dickison*

The festivities commenced around 11AM at the Seattle Yacht Club with fire-kicking, catching-up with friends, pondering the silent auction room and perhaps a holiday libation. After a delicious plated-lunch, it was award time.

Much to his surprise Brian Rohrback, a past Director for the PNR, was named Participant of the Year and received the perpetual trophy for proud display during the 2020 year. The recipients for eight "Car-of-the-Day" events were announced and award plaques were distributed. This year our region again won the National CCCA Turnquist Trophy and Technical Services Award. (Award details on page 17.)

Over 100 PNR members and their guests were in attendance. Former Director Kim Pierce and his guest Kristy Ryan came the farthest to attend - flying in from Phoenix that morning. Also in attendance was our newest member, Mal Maloney, son of long-time PNR member Brown Maloney. Mal has joined Hagerty Insurance as their Puget Sound based marketing representative and will be a valuable asset to our club.

This year's silent auction tables were festooned with many items from which to choose. There was an interesting mix of holiday items, jewelry, delicious edibles from member Dalene Somerville and many Classic car-related offerings including several boxes of dealer literature and vintage car magazines. The grand total of sales reached almost \$1,800 with 100% of the proceeds to the PNR bank account, defraying 2020 operating costs.

As the year winds down, we reflect on members we have lost during 2019, be it due to selling their Classics, moving out of the area or passing-on to the great CCCA hospitality suite in the sky. So we shared our thoughts during the day with one another, with hope and good cheer; thankful for what we have and reminiscently grateful to those who have given us such joy and fellowship in years past. To those members suffering from the effects of our increasing years, be they illness and disease, general infirmity or the result of unfortunately accidents, we wish you a blessed 2020 and future good health.

---

## Time for Thanks

Frank Daly - *Event Chair and Club Director;*  
Cherry & Terry Jarvis - *Event Registration & Check-In;*  
Val Dickison - *Silent Auction Chair;*  
Stan Dickison & Steve Larimer - *Silent Auction Set-Up;*  
Ashley Shoemaker & Karen Anderson - *Silent Auction Assistants;*  
Karen Hutchinson - *Invitation Design, Printing & Mailing;*  
Amanda Friedman & Kristen Wells - *Drink Script Sales;*  
Marty & Linda Ellison - *Event Sponsors to SYC, a private club;*  
"To all" - *for the silent auction items;*  
To Seattle Yacht Club staff - *for your excellent service.*



*Ann McGary*



*Al McEwan*



*Lee "Santa" Noble & Theresa "Elf" Renico*



*Frank Daly*



*James Raisbeck*





*Jon Schoenfeld's 1937 Cadillac Sports Coupe*



*Bob LeCoque's 1940 Cadillac Sedan Series 62*



*Brian Rohrback's 1939 Bentley All Weather*



*Karel Deibel's 1948 Lincoln Continental*

### ATTENDEES

Bill & Lucy Allard, Scott & Karen Anderson, Marty Anderson & Lynn Gabriel,  
 Lou & Bunny Berquest, Michael & Ildi Bradley, John & Mary Campbell,  
 Noel & Janet Cook, Frank Daly, Bill & Karel Deibel,  
 Craig & Whitney Devine, Stan & Val Dickison, Linda & Marty Ellison,  
 Amanda Friedman, Jack Goffette & Barbara Shain,  
 Jerry & Keenon Greenfield, Colin & Laurel Gurnsey,  
 Malcolm & Karen Harris, Kenny Heng, Jim Huckeba & Laurel Becker,  
 Barrie & Karen Hutchinson, Terry & Cherry Jarvis, Steve Larimer,  
 Robert LeCoque w/guests Danny Mattson & Craig Cristy,  
 Steve & Mary Libby, David & Kim Lightfoot, Ray & Georgia Loe,  
 Mal Maloney, Brown & Blaine Maloney, Phil & Cheryl McCurdy,  
 Al & Sandi McEwan, John & Anne McGary, Terry & Barbara McMichael,  
 John Mitchell & Georgia Cacy, Bill & Judy Mote, Kai & Christine Nielsen,  
 Lee Noble & Theresa Renico, Kim Pierce & Kristy Ryan,  
 James & Sherry Raisbeck, Brian & Lisa Rohrback w/ son Jeffrey,  
 Jon Schoenfeld, Rick Sherman & Christine Bierce, Ashley & Sean Shoemaker,  
 Bill & Erin Smallwood, David & Jody Smith,  
 Dennis Somerville w/ guest Tom Crompton,  
 Jim & Irene Tait, Adrian Taylor, Jerry & Colleen Tiberio,  
 Ted & Kathleen VanderHoek, Kristen Wells, John Wiley,  
 David & Mary Williams, Darrin & Suki Wong w/ daughter Kaylee



### New Member Report:

*Our youngest member (3 mos) Kaylee Wong is the daughter of Darrin and Suki Wong.*





Frank Daly

Bob LeCoque

Al McEwan

Lee Noble

Adrian Taylor

Bill Allard

## 2019 CAR OF THE DAY AWARDS

### Bill & Lucy Allard

*1948 Chrysler Town & Country*

"Day at the Races"

March 30, 2019

### Adrian Taylor

*1932 Lincoln K-2 Convertible*

"LeMay Family Collection Tour"

May 5, 2019

### Lee Noble

*1936 Bentley 4 1/4 Litre*

"Picnic at Dochnahls"

June 23, 2019

### Ron & Margie Danz

*1934 Packard Convertible Sedan*

"McEwan's Fourth of July Parade"

July 4, 2019

### James & Mary Harri

*1934 Packard Convertible Sedan*

"PNR at the Forest Grove Concours"

July 19, 2019

### Frank Daly

*1941 Packard LeBaron Sport Brougham*

"Motoring Classic Kick-off Party"

August 5, 2019

### Al & Sandi McEwan

*1947 Chrysler Town & Country*

"2019 CCCA CARavan"

Sept 8-17, 2019

### Bob LeCoque, Jr.

*1940 Cadillac Series 62 Sedan*

"PACCAR Tour"

Oct 16, 2019

## 2019 PARTICIPANT OF THE YEAR



BRIAN ROHRBACK



### CCCA Turnquist Trophy

...to encourage and recognize superior performance  
in communications through the medium of  
Regional Publications.

Editor-in-Chief: Karen Hutchinson

Cover Story Editor: Raymond Loe

Classic Lifestyle Editor: Laurel Gurnsey

Copy Editor: Bill Allard

Caption Editor: Bill Deibel

### CCCA Technical Service Award

..most superior contribution to the technical aspect  
of restoring and maintaining Classic Automobiles.  
Based on Club Projects and technical articles  
published in Regional Publications.

**Contributors:** Bill Allard, Bill Deibel,  
Craig Devine, Karen Hutchinson, Al McEwan,  
John McGary, Sandy Olson, Brian Rohrback

## The Legends of Speed

November 3, 2019 thru  
March 15, 2019

Source: Phoenix Art Museum Press Kit  
Photography: Bill Pack / V-12 Enterprises



Italian driver Tazio Nuvolari won the 1935 German Grand Prix in the 1934 Alfa Romeo P3

If you are looking for a winter escape from the cold and wet of Seattle, consider heading to Phoenix. Not only can you partake in "car" week auctions and a wonderful hospitality party put on by PNR member (and former director) Kim Pierce, you can take in the Phoenix Art Museum's Legends of Speed exhibit. This is the Museum's first major exhibition of racing cars and showcases more than 20 cars driven by some of the greatest drivers in the history of racing including A.J. Foyt, Mario Andretti, Dan Gurney, and Stirling Moss. Featured marques include Alfa Romeo, Bentley, Bugatti, Ferrari, Ford, Jaguar, Maserati and Mercedes-Benz.

Featured cars have won many of the world's most iconic races, including Le Mans, the Indianapolis 500, and the Italian Grand Prix, and were loaned to the Museum by internationally recognized collectors from Arizona and across the United States.

Included in the exhibit are three Full Classic race cars:

**1928 Bugatti Type 35:** Driven by Hellé Nice to set a land speed record

**1929 Bentley:** Winner of 1929 and 1930 24 Hours of Le Mans in France. Driven by "the Bentley Boys" - a group of rich British amateurs.

**1934 Alfa Romeo P3:** Winner of the 1935 German Grand Prix. Driven by the famous Italian racer Tazio Nuvolari

Two more cars of note just barely missed the cut-off date for the Classic Era.

**1911 Franklin:** Ralph Hamlin, a distributor for Franklin cars, entered cars in the Cactus Derby, a race through the desert from Los Angeles to Phoenix held between 1908 and 1914. The roads were almost non-existent and few entrants finished the race. Hamlin came in second in the 1910 derby with this car (the next year's model).

**1913 Duesenberg:** The first car to bear the famed Duesenberg brand, it finished 10th in its first outing at the Indianapolis 500 in 1914 and went on to win many races. Its driver, Eddie Rickenbacker, would become America's deadliest flying ace in World War I with 26 confirmed kills.

Equally stunning non-Classic racecars on display include (but are not limited to)

**1952 Mercedes 300 SL:** The first Mercedes car to win the Le Mans endurance race, driven by the German team of Hermann Lang and Fritz Riess.

**1954 Lancia D24:** Driven by Piero Taruffi, this car won the 1954 Targa Florio, an open-road endurance race in the mountains of Sicily.

**1961 Birdcage Maserati:** The "Birdcage" nickname for the Maserati Tipo 61 is for its chassis, constructed as a lattice of steel tubes resembling straws.



1952 Mercedes-Benz 300 SL (nc)



1954 Lancia D24 (nc)



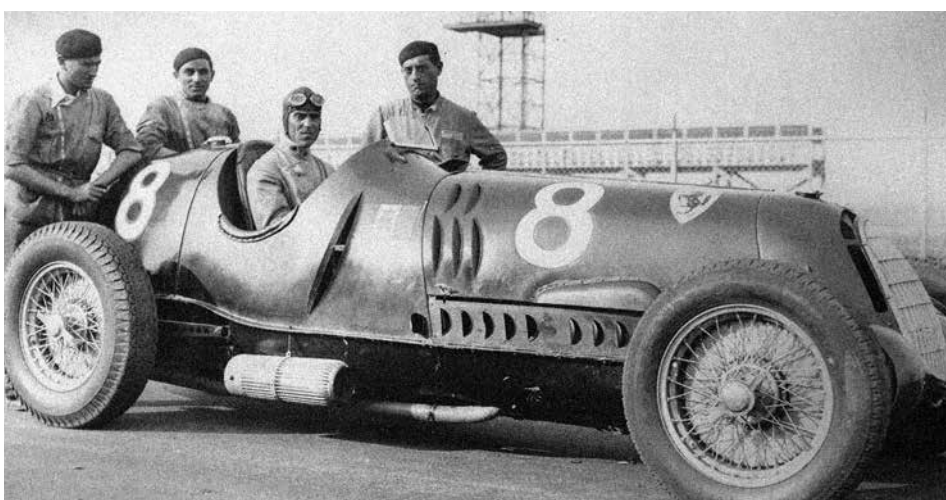
1961 Birdcage Maserati (nc)





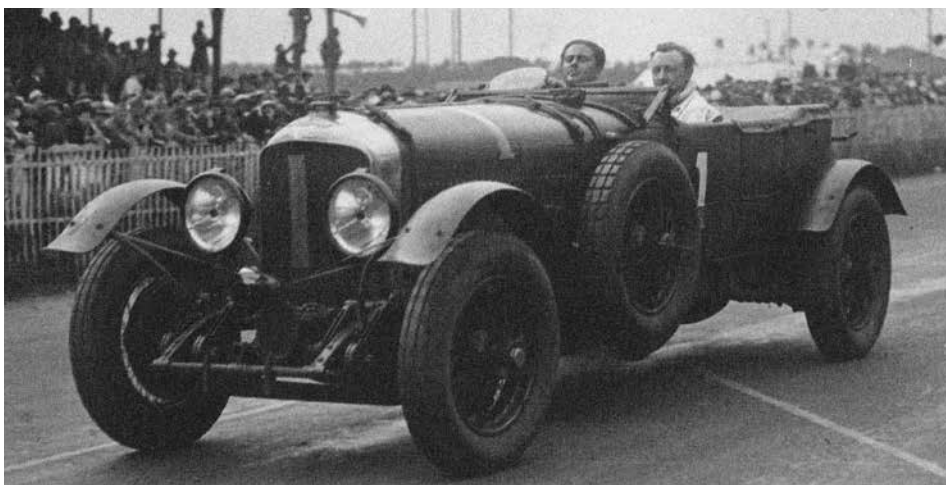
*Hellé Nice*

**1928 Bugatti Type 35B:** Hellé Nice was a successful dancer and model in France before taking up racing and winning the Grand Prix many times. She earned the title "The Bugatti Queen" when the Bugatti company asked her to be their driver. Nice took on and beat the great racing drivers of her day, broke the world land speed record, and was called the "Fastest Woman Alive." She acquired this car in 1931.



*Tazio Nuvolari*

**1934 Alfa Romeo Tipo B P3:** Italian driver Tazio Nuvolari won the 1935 German Grand Prix in this car, considered obsolete compared to the dominant cars developed in Hitler's Germany. The German hosts "were so sure they were going to win that the only national anthem they had to play on the PA system was the German national anthem. Nuvolari went back to his car and came back with a record of the Italian national anthem.



*Woolf Barnato*

*"Tim" Birkin*

**1929 Bentley:** The 1929 24 Hours of Le Mans was the 7th Grand Prix of Endurance and took place at the Circuit de la Sarthe. Bentley achieved a comprehensive victory taking the first four places. Bentley director Woolf Barnato repeated his victory of the previous year, co-driven this time by fellow Bentley Boy Sir Henry "Tim" Birkin. They had led from start to finish, setting a new distance record and lap record.





PACCAR is a global technology leader in the design, manufacture and customer support of premium light, medium, and heavy-duty trucks under the Kenworth, Peterbilt and DAF nameplates. PACCAR also designs and manufactures advanced diesel engines, provides financial services, information technology, and distributes truck parts related to its principal business. PACCAR is headquartered in Bellevue, Washington.

PACCAR Parts supports fleets of all sizes with industry-leading products, services and customer support. The division operates a global network of 18 parts distribution centers. PACCAR Parts distributes products under the DAF, Peterbilt, Kenworth, PACCAR Genuine and TRP brands for all makes of trucks, trailers, buses and engines, as well as select OEM and aftermarket brands from around the world.

The PNR/CCCA toured the PACCAR Parts Renton Distribution Center on Wednesday October 16th, followed by dinner at the Marianna Ristorante in Renton. Our group of thirty-one was led by Melanie Shaff, Assistant Manager of the Distribution Center, who granted us the tour, and two of her colleagues, Jennifer & Alfred. We were split into three groups to allow for everyone to hear.

The tour consisted of an overview of their operations including building details, inbound processes, outbound processes, picking technology in the warehouse, and other interesting details and facts. For example, we learned that the building, constructed in 2016, is highly automated, holds over \$20,000,000 in inventory at any one time, and employs 32 people. There is one shift per day and a high incentive is placed on safety in the workplace with many special rules such as one-way rows for forklift travel. We also learned that orders received early enough in the day are shipped out the same day to dealers.



Photo: Terry & Cherry Jarvis; Mary & Dave Williams; Michael & Ildi Bradley; Val Dickison, Barbara McMichael, Craig Devine, Sig Linke, Terry McMichael, Allan Rustad, Brian Pollock, unknown, Randy Pollock, Steve Larimer, Bob LeCoque, Craig Cristty, Jerry Greenfield, Lou Berquest, Kenon Greenfield, Brad Ipsen, Stan Dickison, Chris Bierce, Rick Sherman, Ron Rustad.

## Attendees

Lou & Bunny Berquest  
Michael & Ildi Bradley  
Frank Daly w/ guest Phil Putnam  
Craig & Whitney Devine  
Stan & Val Dickison  
Jerry & Keenon Greenfield  
Tom Hamilton  
Brad Ipsen  
Terry & Cherry Jarvis  
Steve Larimer  
Sig Linke  
Bob LeCoque w/ guests  
Danny Mattson & Craig Christy  
Terry & Barbara McMichael  
Brian & Randy Pollock  
Tom Profit  
Allan Rustad w/ guest Ron Rustad  
Rick Sherman & Chris Bierce  
Dave & Mary Williams

## Photos page 21 (top-bottom):

Allan Rustad, Dave Williams, Sig Linke  
Frank Daly, Bob LeCoque  
Allan Rustad & guest Ron Rustad  
Lou & Bunny Berquest, Barbara Shain  
Ildi Bradley, Barbara & Terry McMichael  
Steve Larimer, Barbara Shain,  
& Mary Williams  
Stan Dickison  
Craig Devine  
Val Dickison, Tom Profit



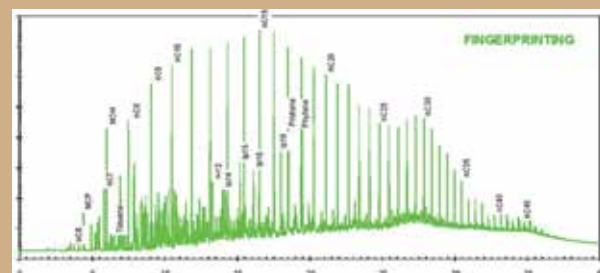
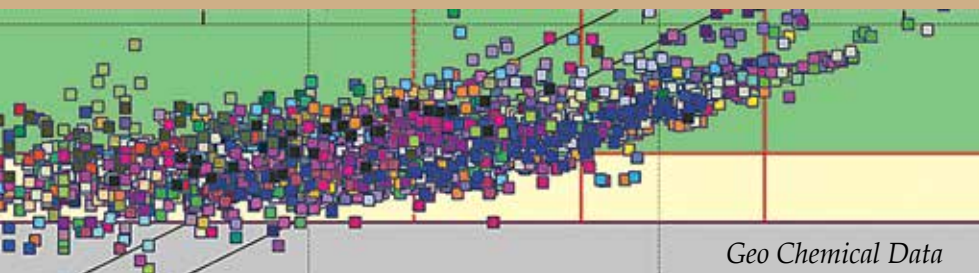




## Part 12: Meandering through the Oil Industry

# OIL: AN ORIGIN STORY

By Brian Rohrback



## LIQUID SUNSHINE

Ultimately, oil is not a renewable commodity, at least not on the human time scale. It takes mid 10s to low 100s of millions of years to replenish.

Oil is just really old sunshine. In fact, nearly all of our energy really comes from the sun: solar (well, duh), wind (caused by differential heating of the Earth surface), crude oil (explained if you keep reading), coal (by extension), hydroelectric (sun evaporates water, water falls on high points, gets trapped, moves through channels in the dam, voila). Nuclear fusion might be the exception (pretend there is a long discussion here), but even fission (if we ever harness that) simply emulates the sun.

Scientists studied coal formation in the 1700s and determined that coal oils were generated as a function of time and temperature underground. Early in the 1800s, it was suggested that crude oils were also generated as a heating process applied to biological remains, but it took until about the year I was born (in the early 1950s) before this was generally accepted.

But now we know: plants are the primary source of crude oil. Phytoplankton (microscopic plants) supply the precursors to crude oil, although there is a smaller contribution from land plants and microfauna as well. This is all part of the carbon cycle which enables the Earth to sustain life. To get crude oil, you need that source of organic matter, a way to preserve it until geologic forces take over, and enough time and temperature to generate the oil. But, after the oil forms, the compounds in the oil are not stable on the geologic time scale; so, at that time, time is not on your side. How much time do we need?

As it turns out, most of the crude oil found is between 50 and 200 million years old, spanning the Jurassic and the Cretaceous periods and, even

## PANGAEA



BEFORE



AFTER



with dinosaurs present, these critters were not a significant contributor to oil generation. This corresponds to the breakup of the last supercontinent, one we refer to as Pangaea. (Note continental drift has created and destroyed several supercontinents in the past; the next one is due to arrive in 200 million years and the Atlantic will be by far the largest ocean – time for the western US to start to learn Chinese from what will be our new neighbor).

The breakup of Pangaea created a lot of shallow oceans that teamed with life creating the perfect environment to source oil.



## A Seahawks Analogy

**As we are at the end of a football (Go Hawks!) season, the geochemical process is analogous to a timed pass pattern. Contrasting the two:**

Seahawks	Geochemical
The ball is snapped	Conditions are ripe for life and micro-organisms (mostly plants) thrive and die
The offensive linemen protect the quarterback	What is now biodebris settles to the bottom where it is protected from oxidation
The quarterback waits until the time is right and the receiver has run to a position downfield	Burial by additional sediments creates time and temperature sufficient to rearrange into crude oil
The quarterback throws the football	Oil is expelled due to pressure on the source rock
Velocity, spin, direction, and gravity dictate where the ball will arrive in the playing field	Porosity, permeability, pressure differential, and migration conduits dictate the path of the oil
The receiver, if the route is correct and he or she is sufficiently skilled, catches the ball	The reservoir, if along the path and has the ability to store invading fluids, captures the oil
The defender tackles the receiver keeping him from going all the way	An impermeable cap rock has to keep the oil in place and not allow it to proceed to the surface

*Editor's Note: If you have been following along, you have now read 12 articles on the "Oil Industry" written by PNR member Brian Rohrbach. Here is chance to get to know a little about the man behind the stories!*

## Field Trip Notes

**By Brian Rohrbach**

The first exploration well I helped manage was offshore Kenya. The country is not noted for being a hotbed of exploration activity, but my company, Cities Service (aka CITGO), bought into a consortium and assumed the operating responsibility. I had convinced management to do the geochemistry work in real time, so we set up an exploration lab in Mombasa, on the coast.

I was sent to supervise the set up and, in a gap prior to drilling, was asked if I needed the helicopter for any reason. Thinking fast, I thought it would be the perfect vehicle to travel up and down the coast looking for evidence of oil seeps. There were stories that locals used tar blobs as fire starters; they thought this had been happening for generations. As I now controlled the destination of a 9-passenger helicopter (the pilot let me taxi and take-off!), I invited two of the lab techs to come and act as translators. Wide eyes ensued as this was not only their first time to escape the ground, but it was the first time they had traveled any real distance outside of the area where they were born. We saw elephants, giraffes, and lots and lots of monkeys en route.

I did collect bits of tar but could get no confirmation from any locals; it seems that the lines of history are blurry, even across generations. So, they were not sure whether they had harvested tar, or it had been their father or grandfather. We did land in an Italian resort; it turned out to be a nudist colony – story for another day. I brought the samples back to the lab, but they all turned out to be leakage from Saudi and Persian Gulf oil tankers, no sign of native oil. The exploration well we drilled didn't strike oil either: bummer.



# "DANGER AWAITS IN THE DARK ON A LONELY ROAD"

By Laurel Gurnsey

*"The place was the Eastbourne-Tunbridge road, not very far from the Cross in Hand — a lonely stretch....The time was half-past eleven upon a Sunday night in the late summer. A motor was passing slowly down the road. It was a long, lean Rolls-Royce, running smoothly with a gentle purring of the engine. Through the two void circles cast by the electric head-lights the waving grass fringes and clumps of heather streamed swiftly like some golden cinematograph, leaving a blacker darkness behind and around them...The solitary man who drove...pulled a mask of dark cloth...across his face...he uncovered an acetylene hand-lantern...and laid it beside a Mauser pistol upon the seat."*

*an excerpt of 'One Crowded Hour' from Chapter 2 of the book 'Danger! and Other Stories' (1918) by Sir Arthur Conan Doyle*



lots of star watching out of the back windows of the car as the miles sped by. No seatbelts. Lying there comfy but completely unprotected if there had been an accident.

So...what protection did our Classic Cars have for children or even adults in the Classic Era?

Colin put a handgrip for me in the passenger side of our 1936 LG45 Lagonda DHC. That helps when we make sharp turns. A friend in our car circle fell out the passenger door of their Bugatti as it turned a corner at speed. No broken bones but shock and dismay. A child may not have fared as well. Colin

has written a technical sidebar to answer these questions.

A note about those great car trips... sprawled out in the back seat watching the countryside pass by, we read books, played great games like 'count the cows in the field' or 'how many different license plates can we identify...'

Karen and Barrie Hutchinson gave us a wonderful heritage car game called 'The Famous Automobile Card Game-TOURING'... a race of 110 miles.

The goal is to complete a series of tasks that build-up points called 'miles'. The 'delay' cards include 'puncture, out of gasoline, collision', etc. Great fun.



My previous article involved danger and harrowing escapes with grown-up adventurers. This second part was sparked by a vintage car photo sent recently by a friend who found it on one of those Internet trolls meant to be funny. Far from funny, this now horrifies any of our generation who realize how harrowing an adventure those old car trips really were. Do you remember sleeping in the back of the car like this?

I remember long car trips when I was small. My father got two week's holiday every year and we would pack up camping gear and car games and homework for my brother

and myself (we got those holidays in September and had to miss school.)

We had a Rambler sedan and then later a Rambler station wagon where the luxurious spot in the back would be laid out at night with sleeping bags and pillows for John and me to curl up and sleep while my mom and dad drove all night to get to

Disneyland or the Alamo in Texas or any other interesting destination we decided on. Long miles,



*Mom and John 'dying of thirst' in Death Valley beside our Rambler sedan.*



*Dad and John on an early trip. John is not pointing at our car.*



# Klassic Korner for Kids - Car Seats

*Written by Karen Hutchinson*

For decades after the automobile's invention, child seats were less about safety and more about keeping the kid contained in the car. This is really not surprising as occupant safety wasn't a high priority in the early days of automobiles. It wasn't until 1959 that a 3-point seat belt (lap-shoulder belt) was even available in cars. Today, buckling a child into a car seat is part of every journey, but there was a time when children were not restrained at all and when car seats were for convenience rather than safety.

Car cribs were first introduced in the 1920s as a way to keep kids contained in moving vehicles. The Gordon Motor Crib Co. of Chicago, IL. advertised "No more weary arms and tired babies. Asleep or awake baby really enjoys motoring. Mother, too, may ride in comfort, or drive if she chooses."



In the 1930s, the Bunny Bear Company of Everett, MA manufactured what were basically booster seats, propping up children so they could see out the window and parents could keep an eye on them. A toy steering wheel was added so the child could pretend to drive.



In the '40s, many more companies manufactured cloth seats on metal or wood frames that attached to the car's front seat so young children could get a better view out the windshield.



Nash Thought of the Children, too, in the World's Finest Travel Car!



In 1949, a Frazer advertisement showed a young child riding in a "booster seat." In 1956 Nash, "the world's finest travel car," featured a front passenger seat that reclined into the back seat to create a bed large enough to accommodate two children. Comfort was king and safety had yet to be considered.



## The Use Seatbelts in Classic Cars

*By Colin Gurnsey*

The standard structure of automobiles began to change significantly during the 1960s. Manufacturers introduced uni-bodied automobiles, began crash testing and introduced designs that provided for selective structural failure to absorb the shock of impact. All of these measures were designed to improve passenger safety. Seat belts were but one of the many safety measures required of automobile manufacturers.

A search of available literature suggests standardized seat belts became available in automobiles beginning about 1964. Automobiles manufactured prior to that date are exempt from seat belts in most jurisdictions. The wording of later legislation pertaining to restraints for minor children though is a bit more ambiguous. Some of the legislation requires manufacturers to provide seatbelts while other legislation, specifically focused on children, requires children to be properly secured in a vehicle.

Again, for most jurisdictions, there are two sets of law codes to refer to regarding seat belts or occupant restraint laws. The first code being the jurisdiction in which you live. For Seattleites it would be the Revised Code of Washington followed by the Code of Federal Regulations. In British Columbia where I live it would be respectively the Provincial Statute followed by the Federal laws. Generally, the first code sets out what you must do while the second code sets out what the manufacturers must do.

Its now universally understood that we are all required to wear a seat belt. But if a car doesn't have enough, or any, seatbelts the Revised Code of Washington states that it only applies to vehicles that meets the Safety Belt standards set in the Code of Federal Regulations. When it comes to children, the general rules require that all kids be properly secured in the car. For kids under age 8 or shorter than 4 feet 9 inches a car seat or booster seat must be used. All kids under age 13 must be in

*Continued on Page 26*

### Seatbelts in Classic Cars from Page 25

the back seat. However these laws have some exceptions such as child restraint rules not applying where the car isn't required to have seat belts.

An excellent article in the Bellingham Herald titled "Seat Belt, safety laws not enforced for classic cars" sets out requirements for seat belts and the exceptions under the Code of Federal Regulations. Even though there appears to be child restraint exceptions for vintage cars every owner of 'classics' must pay attention to the ambiguity of what he must do versus what the manufacturer must do. While adults appear exempt from using seatbelts in 'classics', I'm not so sure that the exemption equally applies to children.

<https://www.bellinghamherald.com/news/traffic/article216061415.html>



### Lucas P100 Headlamp Covers

A quick look on ebay and you will understand how "dear" these headlamps are to a Full Classic owner. The lens alone (if you can find it) can cost several hundred dollars. A refurbished headlamp can set you back thousands.

The P100 headlamp is found on many British cars including Alvis, Astin Martin, Bentley, Jaguar, Lagonda, Rolls-Royce and others. The installations vary based on the size and shape of the car's fenders and radiator.

I recently made headlamp covers for our 1948 Jaguar Mark IV. I used heavy duty Sunbrella fabric and closed-cell foam padding for extra protection. While it might be possible to use a home sewing machine, the number of fabric layers was easier to handle on an industrial sewing machine. For those interested I am happy to share my pattern.

- Karen Hutchinson



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reservations



## PNR-CCCA 2019 Annual Meeting at the Danz Garage

### Highlights of the Meeting

**Membership:** The state of our region is "healthy" per national CCCA. Total membership remains at 200. In the last 6 months, 7 new members have been added all having at least one Classic.

**Treasurer:** Total assets are at \$70,816. A history summary of the last 10 years indicates 2019 net gain of \$20,292 to only be topped by 2015 at \$29,857. Both were CARavan years.

**Bumper Guardian:** There will be 5 issues in 2019. One of which is the special CARavan issue which is in the mail.

**Facebook:** We have 663 followers and many share our page with friends. Irene Tait will be working with Keenon Greenfield on this project.

#### New business:

- Candidate slate approved. Val Dickison, Kenny Heng and Al McEwan all agreed to extend their terms through 2022.
- "Car of the Day" rule changes – "at least one Classic at an event" instead of "at least five at an event" and winner can only win once a year.
- Participant of the year was revised to reflect "winner cannot be eligible afterwards for two years".
- Approved by the board we give "up to \$500" to Kim Pierce for the January 2020 Scottsdale party .
- CARavan was a success. the PACCAR tour w/dinner also a success with 30 people.
- Jerry Greenfield advised the new Las Vegas Concours was interesting; still in its infancy but with great location and good potential.



Sandi & Al McEwan



Stan Dickison, Frank Daly, Val Dickison

The complete minutes of the 2019 PNR-CCCA Annual Meeting will be published in an upcoming Bumper Bolts or may be obtained by contacting PNR Secretary Valerie Dickison. Highlights of the meeting are recapped below.

### Attendees:

**Director:** Frank Daly

**Managers:** Val Dickison, Steve Larimer, Al McEwan, Brian Rohrback with Mindy Rohrback

**Represented by Proxy:** Marty Ellison, Kenny Heng, Kim Pierce, Jim Tait

**Members:** Bill & Lucy Allard, Stan Dickison, Jerry & Keenon Greenfield, William Howard, Barrie & Karen Hutchinson, Sandi McEwan, Terry McMichael, Rick Sherman & Christine Bierce.

### Upcoming 2020 Activities

- Jan 14th Hospitality Party in Scottsdale (Kim Pierce, Mgr.)
- Mar 25-29 National CCCA Meeting in Valley Forge, PA with several excellent car collection tours
- Late Spring Visit to Auburn High auto shop (Craig Devine, Mgr.)
- July 4th Fourth of July Parade (Al McEwan, Mgr.)
- July 26th Grand Classic at Dochnahls
- August 3rd Motoring Classic Kick-off party
- Nov 4th PNR Annual Mtg at Danz Garage
- Dec 10th Holiday Party & Awards (Frank Daly, Mgr)



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



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*Paint issues, dents, etc.*

References available



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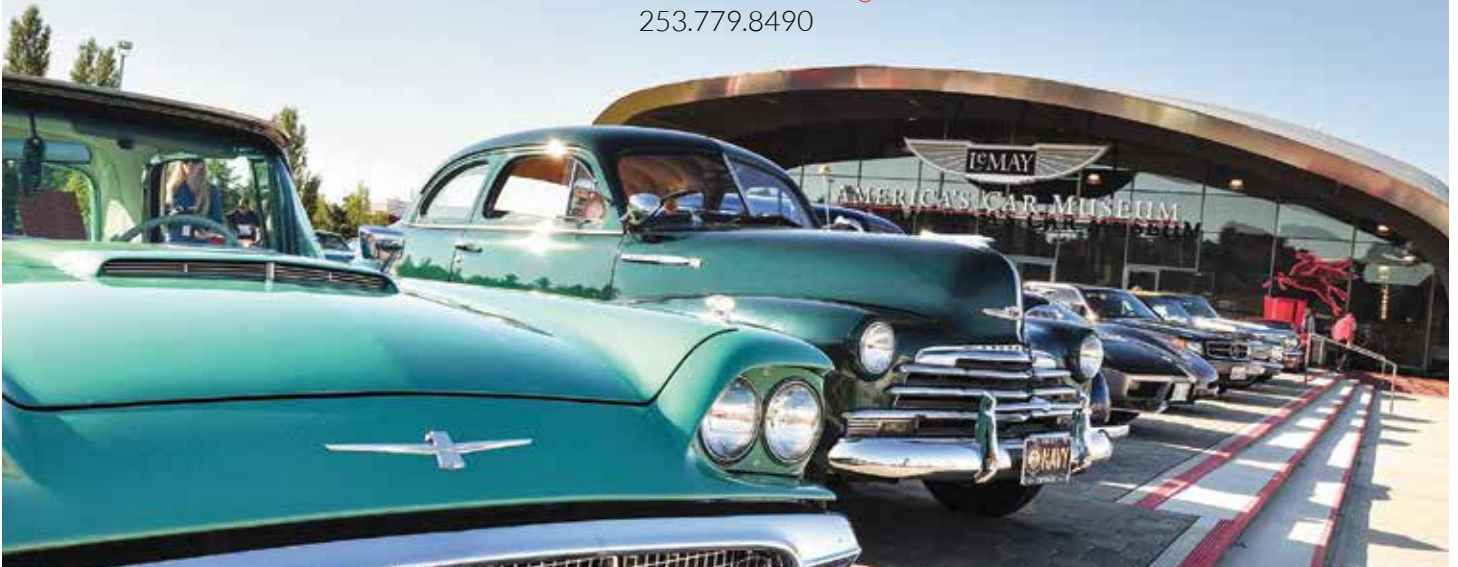




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Director's Message Continued  
from page 2

car clubs everywhere.  
Kudos to the many people  
in our Club who keep  
things going with lots of  
events, encouragement and  
camaraderie.

As the year 2020 looms  
before us (wait, wasn't  
it just Y2K a few years  
ago?!), I speak on behalf  
of the leadership team of  
the PNR-CCCA in wishing  
you the best of the holiday  
season, as well as our  
sincere wishes for a safe,  
prosperous and joyous New  
Year. Our friendship with  
all of you puts smiles on  
our faces, and I hope that it  
does the same for you!

Frank Daly



## Editor's Message

As I write this, I have just flipped my Calendar from November to December. It is hard to imagine that another year has passed.

My thanks to all who have contributed to the success of this magazine. Special thanks to members who submitted stories and photographs for our feature articles: Spring Issue – Brian Pollock and David Cohen's Bugattis; Summer Issue – James Harri and Ron Danz' Packards; Fall Issue – new member Bruce McBroom's Kissel; and Winter Issue – Scott Anderson, Denny Dochnahl & Gordon Cochran's Cadillacs.

This year technical articles were contributed by Brian Rohrback (and his continuing series on the oil industry), Craig Devine (a two-part series on 3-D printing), Bill Allard, Bill Deibel, Al McEwan, John McGary, the late Gary Johnson and occasionally by me.

Event coverage came from Managers Val Dickison, Jerry Greenfield, Kenny Heng, Steve Larimer, Brian Rohrback and members Bill Allard, Renee Crist and Laurel Gurnsey.

For over a decade, Ray Loe has been coordinating our cover stories and writing about the history of Classic Cars. And for almost a decade, Laurel has been a regular contributor of stories that look at life and its relationship to Classic automobiles. Her writing is often my inspiration to get started on the next issue.

As always, my thanks to my stalwart editors Bill Allard (copy) and Bill Deibel (captions). And to all who read and comment on the magazine before it goes to press – John Campbell, Val Dickison, Laurel Gurnsey and occasionally more.

And finally, thank-you to the Board of Managers for their support and financial commitment to the magazine. This year, they approved funding for a special CARavan issue.

Our combined effort resulted in winning the Turnquist Trophy (Primary First Place for Publications) four of the last five years. With consecutive wins in 2017, 18 & 19, our region has been elevated to Senior status and we will be competing with much bigger regions (and budgets) including Michigan, Southern California and South Florida. Your continued support is needed now more than ever.

Karen Hutchinson, *PNR Editor-in-Chief*



## PNR MEMBERSHIP UPDATES

### New Members

#### Johnny & Christine Crowell

2874 Fieldview Terrace  
San Ramon, CA 94583-1900  
(H) 925-837-6961 (C) 925-9663-5935  
jcrow22006@aol.com Ken Beach  
16 Full Classics

#### Mallory "Mal" Maloney

753 No 84th St  
Seattle, WA 98103  
(C) 206-295-48  
Email: mmaloney@hagerty.com

#### Jim Sprague

4851 Indian Lane NW  
Washington, DC 20016-3203  
(C) 202-256-1444  
Email: jbs@ix.netcom.com  
1937 Alvis Speed 25, 6 cyl,  
Tourer by Offord  
1937 Rolls-Royce P111,  
12 cyl, Saloon by Barker

#### Bob Sullivan

3107 Lindell Rd NE  
Olympia, WA 98506  
(C) 360-754-4676  
1915 Duesenberg

#### Ted & Kathy Vander Hoek

2810 – 131st Place NE  
Bellevue, WA 98005-1715  
206-794-7667  
ted@VHwindows.com  
KathyV1@VHwindows.com  
No Classics

### Returning Member

#### Wendell Joost

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