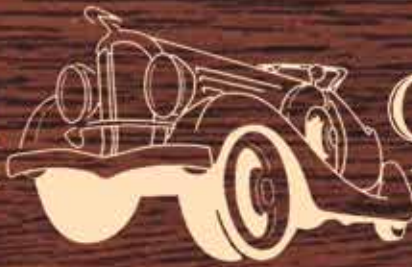


BUMPER GUARDIAN

Autumn 2021



1948 Chrysler Town & Country

Owned by Ron & Margie Danz

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.

November 3 - Annual Meeting

Location: Danz Garage & ZOOM

PNR Contact: TBD

December 19 - Annual Holiday Gala

Location: Seattle Yacht Club

PNR Contact: Frank Daly

CCCA National Events

Annual Meeting

January 6-10 2022 Palm Beach, FL

Grand Classic®

2022. Grand Classic Hickory Corners

CARavans

Sept 19-27, 20-21 Colorado-Utah

May 26 - June 5, 2022 Can-AM Tour



Director's Message

Greetings, all! I hope that this message finds you healthy and enjoying the summer.

A number of us have just returned from Al McEwan's Pebble Beach Motoring

Classic and the Pebble Beach Concours d'Elegance. As always, we had a wonderful time! Unfortunately, only a couple of our European friends and no European cars were able to make it due to Covid travel restrictions and a generally chaotic shipping situation. Arnold and Emma from Germany were able to travel and thanks to Ron and Margie Danz had a wonderful vehicle to drive.

The Gooding and RM auctions reported strong sales, which bodes well for our hobby. The field at Pebble was the largest ever with over 250 cars on the lawn. As this was the 70th anniversary of the Pebble Beach Concours, all past Best of Show winning cars were invited and 41 showed up. What a parade it was!

I hope that you are able to get your Classic(s) on the road during the nice weather. The hobby is slowly waking up although recent setbacks have caused a few (further) cancellations. Stay safe as we look forward to less 'interesting' times!

Classic best wishes-

Frank



Jim McAuliffe

"Raising a family, running a business, and making a profit with an O'Dea education" was the title of Jim McAuliffe's self-authored book about his life, which ended on August 9, 2021, when he passed away suddenly at the age of 84. His years were characterized by hard work, love and family, but above all, Jim was one of a kind." - Seattle Times Obituary

PNR-CCCA members knew Jim as a collector of Classic Cars (including a 1928 Rolls-Royce P-I Saloon, a 1936 Rolls-Royce P-III Sport Sedan and a 1931 Cadillac Dual Cowl Phaeton that was once owned by the 1930's Hollywood actress Greta Garbo.) He also collected Hot Rods and antique cars of every description, Jim was well-known for finding and restoring "treasures" including old gas pumps, century-old tractors, a steam-roller, vintage signs (including the 23 foot tall bowling pin from Leilani Lanes), and so much more. He was always on the hunt for his next "treasure."

Jim and Rosemary will also be remembered for purchasing and restoring the historic Hollywood Schoolhouse in Woodinville which serves as a events venue and over the years hosted many gatherings featuring Classic Cars.

A celebration of life event was held for Jim on August 29th. Jim will be long-remembered by all who knew him.

**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
TBD, Secretary	
Terry McMichael, Treasurer	206-790-5012
Stan Dickison, Activities	206-949-1115
Keenon Greenfield, Membership	253-862-2630
Irene Tait, Facebook	206-234-9507
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:

Steve Larimer	2021	206-954-7829
Brian Rohrbach	2021	206-235-0371
Jim Tait	2021	206-948-4215
Al McEwan	2022	206-999-4485
Stan Dickison	2022	206-949-1115
Kenny Heng	2022	425-443-7546
Marty Elison	2023	425-941-9451
Warren Lubow	2023	425-246-5222
Kim Pierce	2023	425-330-2665

Bumper Guardian Staff:

Advertising	Marty Ellison	425-941-9451
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 on
ZOOM
5:00 Social Gathering BYO everything.
Minutes 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.

Table of Contents

Calendar of Events.....	2
Remembering Jim McAuliffe	2

Showcase Cars:

Ron Danz' 1948 T & C Highlander Conv	4
Bill Allard's 1948 T & C convertible	12
Al McEwan's 1947 T & C Sedan	16

Articles:

Chrysler T & C History 1941 - 1948	6
Vintage T & C Advertisement	7
Auto Camping	20
Remembering Jack Goffette	27

Technical Articles:

3D Printing - Double Success	22
------------------------------------	----

Columns:

Director's Message	2
Editor's Message	31

PNR Events/ Regional/National Events:

ACM Alfa Romeo Grand Opening	9
Thunderdome Museum and Greenfield's	14
Killer B's - Bentleys & BMWs	19
Pebble Beach Motoring Classic Kick-off	24

In this Issue

Cars of PNR Members

Ron & Marjorie Danz

Bill & Lucy Allard

Al & Sandi McEwan

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.

1948 CHRYSLER TOWN & COUNTRY Highlander Convertible New Yorker

By Marjorie Danz

Classic cars can be admired for many reasons. For some it is the coachwork and for others it might be the power or advanced design of the engine. In the case of the sumac-red 1948 Chrysler Town and Country it was the color and gorgeous application of the wood that grabbed the attention of Ron and Marjorie Danz, its current owners since 2013. The total package simply made them smile. It was a perfect compliment to their collection.

The Town & Country body style is perhaps the most memorable of all the Chryslers with its name coming from the combination of the steel front-end representing "Town" and the wood paneled rear portion recalling "Country." Chrysler period advertising referred to the Town & Country as:

“... a new concept in car design to link your worlds of work and play. Another product of Chrysler's advanced and resourceful engineering.”

After the war, Chrysler did not make major changes with each model year. Thus models for 1946 through 1948 Chryslers have the same basic appearance, noted for their 'harmonica' grille, based on the body introduced with the 1941 models.

Chrysler positioned the New Yorker as its top-of-the-line chassis, the Town & Country as its top-of-the-line model and the Highlander as its high-end trim package. In 1948 the New Yorker line was offered as a coupe, club coupe, convertible, two- and four-door sedan, Town & Country Hardtop, and Town & Country Convertible. Prices ranged from \$2,060 through \$3,420. All the Town & Country Convertibles were built on the highly-desirable eight-cylinder New Yorker chassis and many of those included the Highlander trim package.

Jesse Yates, Jr., was the original owner of our car. He took delivery in North Carolina in 1948. Ten years later it was sold to Richard Taylor, also of North Carolina. Unfortunately the Woodie received little care and deteriorated over time. Mr. John C. Mesloh,



a noted Woodie restoration specialist and owner of TMC Restoration in New York, purchased the car with the intention of doing a complete overhaul. Other restoration projects occupied his time and the car continued to languish in disrepair in his warehouse. In 2004 retired Justice Blenux Wright in Ontario, Canada acquired the car and in 2005 he hired Doug Greer of Greer Restoration in Coburg, Ontario to supervise what turned out to be a four and a half year restoration project. Technical consultation was provided by Dennis Bickford of Vintage Woodworking.

By the time Justice Wright took delivery, poor health and advancing age prevented him from driving the Town & Country. Nonetheless he had the opportunity to enter it in the 2010 Antique and Classic Car Club of Canada Concours d'Elegance where it received Best in Class and Peer Choice awards. Earning 98.4 points, its only deductions came from having radial tires.

No expense was spared in the restoration process. Nearly 70% of the white ash and contrasting mahogany

is original and over 400 man-hours were invested to bring it back to its original beauty. The woodwork was done by Terry Barker. The Di-Noc film was done by Dennis Bickford of Vintage Woodworks in Wisconsin. Even the upholstery is original Highlander Plaid. The desirable and flashy Highlander option included plaid seats and door trim and a bit more chrome. After an exhaustive search for this material, a never-been-unwrapped bolt of material was found in a Chrysler warehouse and was installed in 2010. Other original features include fog lights, swan neck mirrors, a spot light and original tube radio and gauges.

When the Danzes took delivery of the car in 2013 it was in near perfect condition. That said, Mr. Glenn Mounger, Head Judge Emeritus of the Pebble Beach Concours d'Elegance and notable car collector, suggested that some modern day, solid rubber washers on the bumpers be replaced by more period correct pieces made of conveyor belt material containing wire, which they did. Other than that, the Town & Country has required only routine maintenance.

The Town & Country features a 323.5 cubic inch straight-8 engine producing 135 hp. With a base weight of 4,332 pounds the cars were slow to accelerate with 0-60 mph in 19.2 seconds and slow to stop. However, while in motion, the 4-speed Fluid Drive semi-automatic transmission makes for an easy and smooth driving experience. Of the 3,309 made in 1948 only about 200 have survived. The restoration costs FAR exceeded the original \$3,420 purchase price!





Chrysler Classic Town & Country First Series History

1941-1948

By Raymond Lee

The Chrysler Town & Country was the first car model that took a significant step away from offering a boxy woody model to haul outsized cargo toward what we all now know as the modern "Station Wagon." It first appeared mid-way through the 1941 model year as a four-door vehicle that was somewhat sedan-like in appearance. It used the all steel roof of the then-current Chrysler Imperial 8 passenger limousine and having rear-facing wooden double doors (also called 'Barrel Back' doors) that opened out from the center beneath the rear window on outboard hinges mounted two on each side. With the back seat(s) pulled out, that configuration offered a sizable unrestricted rear access cargo space.

Chrysler only built their Town & Country sedan/wagon model for 17 months during the remainder of the 1941 model year and through the War-abbreviated 1942 season. This unique configuration was only offered as a 6 cylinder four-door Windsor model that was 210 inches long overall and available with either 6 or 9 passenger seating. Total production: 1941 9-pass. 796, 6-pass. 200, 1942 9-pass. 849, 6 pass. 150 for an overall total of 1,995 units. For 1942 the

6-cylinder L head engine was bored out slightly increasing the horsepower from 112 to 120.

Chrysler had planned to produce a complete line of body styles in the Town & Country but the War intervened. When the Government, late in 1944, permitted the resumption of development work on new models, designs were started and the pilot models were completed in the Spring of 1945.



After World War II, the Chrysler Town & Country nameplate returned, though the former 4-door 6-9 passenger sedan/wagon never did. For the 1946 model year only a Town & Country Windsor 6-cylinder, 6-passenger 4-door sedan and a Town & Country New Yorker 8-cylinder 2-door convertible were offered both of which had a "standard" top hinged (non-barrel-back) trunk door.

The post war "Classic" Town & Country models most people associate with the name are the 8-cylinder convertibles built on the New Yorker chassis. An 8-cylinder sedan was discontinued early after only producing 100 in 1946 and its 6-cylinder counterpart departed mid-year 1948 after less than 4,000 had been built over its three-year post war run. By comparison the 8-cylinder New Yorker convertible produced over twice that number (8,380) during that same period. Interestingly, our PNR membership "first series" ownership reflects this ratio. Out of a total of seven Town & Countrys listed in the 2021 directory, just two are sedans and the rest are convertibles.

Beginning with their first Town & Country sedan/wagons in 1941 and continuing into the 1948

model year, the Chrysler Town & Country used wood-grained exterior panels in the doors and trunk lid. Those panels were made of a bonded sandwich using a sheet metal base covered by a thin Honduras mahogany wood surface - referred to as "ply-metal." In responding to many customer complaints about very high labor cost of maintaining those panels, early in the 1948 model run Chrysler elected to replace the mahogany

wood surface with a decal called Di-Noc. This fix was regarded as quite successful and as a result Di-Noc type paneling also was used by many other automakers for similar woodgrain applications.

The Chrysler Town & Country body and doors were structurally built using white ash wood frames. Each ply-metal panel was hand fitted into its corresponding wood frame and finish-coated with varnish. Wood was liberally used on the interior as well, resulting in an enormous amount of handwork to build each car. It has been said that the body of a Chrysler Town & Country took up to 50 times more hand labor to produce than a regular model.

There was a penalty that came with all this beautiful wood that enhanced the first series of the Chrysler Town & Country in terms of both cost and performance. The most popular 1948 eight-cylinder convertible coupe sold at a 20% premium and weighed 4,332 pounds - 200 more than its non-T&C cousin. Likewise, the six-cylinder sedan sold at a 40% premium and weighed-in at 3,955 pounds - 427 over that of its non-Town & Country counterpart.

All that extra weight severely compromised Chrysler Town & Country road performance when compared with competing Cadillac and Lincolns. Cadillac

offered its fully automatic "Hydra-Matic" transmission behind a 150hp V/8 engine while Lincoln was offering an overdrive option with its V12. Chrysler only offered their proprietary, slow shifting "Prestomatic Fluid Drive" transmission in a beautiful, but heavy, underpowered car which resulted in a very sluggish performance by both their six and eight cylinder models.

All First Series Chrysler Town & Country automobiles have long been bona fide collectibles and after a long drawn-out effort have now been accepted by the CCCA as a Full Classic®.



THE
Town and Country
4 Door Sedan

To a well know fact - "You get the good things first from Chrysler" - let us add, that you also get the "smart things" first from Chrysler, as evidenced by the exclusive Chrysler Town & Country Model.

In this smart, decidedly and distinctively different car, Chrysler engineers and designers have scored another Chrysler First, that has received public acceptance and acclaim comparable only as that given the first Chrysler car when it was introduced 15 years ago.

A triumph in smart motor cars

"TOWN AND COUNTRY" . . . a Chrysler original . . . a new concept in car design to link your worlds of work and play. Another product of Chrysler's advanced and resourceful engineering.

The beautiful Chrysler

"TOWN and COUNTRY"
WITH HYDRAULICALLY OPERATED
TRANSMISSION AND glycol FLUID DRIVE



Alfa Romeo

ALFA ROMEO. BORN FROM PASSION.

www.americascarmuseum.org/explore/exhibits

*“When I see an Alfa Romeo go by,
I tip my hat”.*

- Henry Ford

The PNR-CCCA gathered at America's Car Museum on the morning of June 26th for the opening of their new Alfa Romeo exhibit. This is one of the most significant displays of historic Alfa Romeos in North America and highlights the timeless allure of the Italian sports car marque, from Grand Prix racers of the thirties to today's iconic flair. Alfa Romeo expert, Fred Russell was the special guest Curator for this year-long exhibit.

Upon arrival, visitors were greeted outside by a stunning 1932 8C2300 prominently displayed on the plaza. Inside, the 1934 Tipo B (P3) single-seater in which Nuvolari won the 1935 German Grand Prix took center stage. The display then opened to an amazing array of twenty-one Alfas, including the 1932 Monza that Nuvolari used to win the 1933 Mille Miglia. While many of the Alfas are too new to be considered Full-Classics®, the exhibit included many stunning examples of beautiful Italian styling and engineering from the 1950s through the 1990s. (Additional Alfas will be rotated into the exhibit over the coming months.) Display cases featuring 200 miniatures illustrated Alfa's diverse history and added context to the show. Alfa-themed talks are also scheduled at least once a month for the full year. There are plenty of reasons to visit this exhibit more than once.

Club Auto, PNR-CCCA, and NW Alfa Club Members participated in a Wine & Wheels event sponsored by Hagerty following the opening. Fred Russell, along with co-driver Kristen Wells, led the ride behind the wheel of the 1932 Alfa 8C 2300 Touring. Winding through the South Sound countryside the drive concluded at the Dochnahl estate for "tire kicking," wine tasting and a boxed lunch furnished by Carr's.



ACM EXHIBIT OPENING

PNR ATTENDEES

Renee & Pat Crist

Frank Daly

Bill & Karel Deibel

Stan Dickison

Denny & Bernie Dochnahl

Jerry & Keenon Greenfield

Barrie & Karen Hutchinson

Scott Keller

Steve Larimer

Robert LeCoque

Ashley Shoemaker

David Smith

Jim & Irene Tait

Adrian Taylor & Dana Harris

Dean Trenery

Kristen Wells

Conrad Wouters



1932 8C 2300

Classic Alfas at ACM



1932 Monza



1934 Tipo B



Classics on Display at Dachnahl Picnic



ABOVE: *1932 Alfa Romeo 8C 2300*
Fred Russell for Jon Shirley



AT LEFT: *1932 Lincoln Convertible*
Adrian Taylor



ABOVE: *1947 Cadillac Sedan*
Robert LeCoque, Jr.



AT LEFT: *1939 Packard Convertible Coupe*
Tabetha Hamer - ACM



The Allard's 1948 Chrysler Town & Country Convertible

We've been caring for our 1948 Chrysler Town & Country Convertible since 2002 and are the 4th owners. The car was in the original purchaser's extended family until 1990. Subsequently, the car passed through two additional owners prior to our acquisition.

Birthered in Detroit at Chrysler's Jefferson Avenue plant and sold new from nearby Talley-Warren Motor Sales, the car had spent its entire life within twenty miles of the factory.

The T&C is unique in the manner in which it is constructed, as the body does not contain any structural metal! Instead, it's crafted from heavy Southern white ash, using timbers which are up to 7" in thickness and joined by complex glued finger joints and half-laps. No metal fasteners were used. The wood

came from Pekin Wood Products of Helena, Arkansas; a Chrysler owned subsidiary. Because of the figural ash construction, each body displays its own unique grain patterning. Speaking of wood; literature of the period reminds purchasers to "Treat the car as you would a fine yacht, and varnish it yearly!"

Initially, T&Cs were built with mahogany veneer bonded to a sheet metal skin in the doors, quarters and trunk lid. However problems soon arose as water and sunlight combined to cause cracking and splitting. Chrysler's solution for the later cars, was to replace the thin veneer with a printed graphic called "Di-Noc," which simulated the appearance of walnut. Our car at one time was the earliest identified as having had this running change made and today still displays those original Di-Noc covered panels.

I flew to Detroit to inspect and drive the car. Upon purchase and having the car trucked to Tacoma, as many vintage car buyers do, we decided to take the car for a short drive around town. All went well for the first half-hour or so. Then, rounding a corner, the engine sputtered. "That's odd, the seller filled the gas tank," I remarked. The gauge indicated "full." In the next mile or two the car sputtered several times, then died for good. Fortunately, a relative was close-by and provided a tow strap. With the car home in the garage, the question arose: "Why would a seemingly road-worthy unrestored car falter? After some diagnosing and testing, the culprit was discovered. The car ran fine until a small pinhole in the fuel pickup tube inside the gas tank was uncovered as the fuel level dropped. Now I knew why the "thoughtful" seller had kindly topped-off the tank!

Our fully-optioned Chrysler has 51,000 original miles and is equipped with dual heaters, dual spot lights, radio and clock. It is unrestored except for some paint, bumper chrome and carpet (thanks to moths nibbling Chrysler's "hogs-hair" wool while the vehicle was storage).



This car is also somewhat unique in that the majority of convertible T&Cs were ultimately ravaged by weather and insects; resulting in very few remaining in largely original condition. All wood and joinery are factory original.
~ Bill Allard



Thunder Dome Museum

The masks are off and we can finally gather again to enjoy the in-person friendships that we have missed so much since March, 2020. It was fabulous seeing great friends in person but even more fun to get our favorite cars out for some exercise. Keenon and Jerry Greenfield hosted the Club at their lakefront home on Lake Tapps for the start of the event. While enjoying coffee and doughnuts, members and guests were able to inspect the Greenfield's cars and garages. The home was also open, allowing us to enjoy the antiques and collectibles acquired over many decades, all enhanced by Keenon being an Antique Dealer at the Antique Marketplace in Auburn, WA.

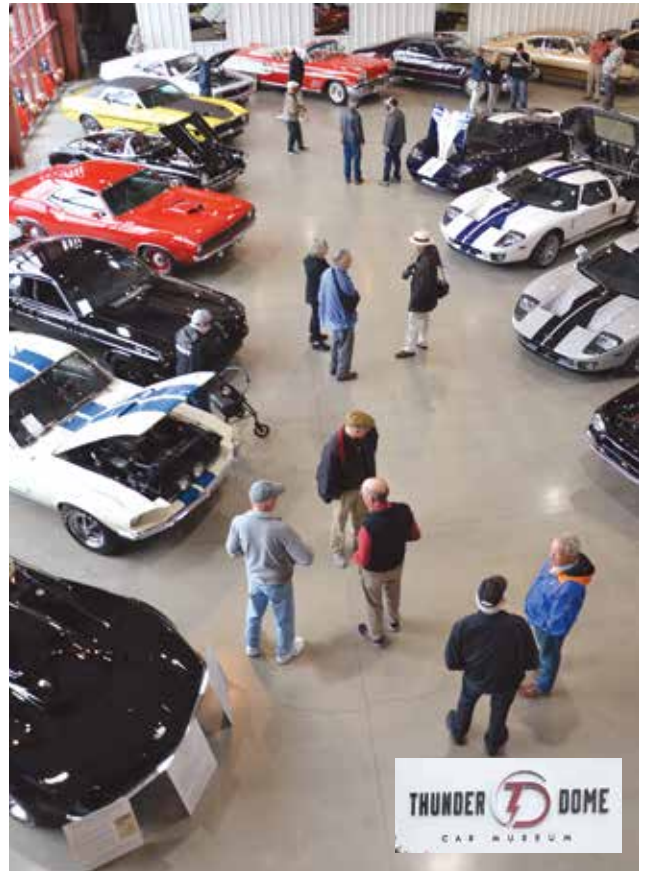
After an hour of socializing, the club departed on a 35-minute back-road tour. The weatherman had promised a sunny morning so the fabulous views of Mt. Rainier could be enjoyed. That did not happen, however the rural views of small farms and cows made for a peaceful drive.

Situated in Enumclaw is a very unique car museum and storage facility. The Thunder Dome is a premier destination and event venue showcasing about 100 Super Cars, Muscle Cars, Vintage Cars and Classics. (*How about four 2005-2006 Ford GT Super Cars including an extremely rare prototype!*) The group spent an hour viewing this exceptional collection housed in an even more spectacular glass-facility.

Following the museum experience, the group departed on a 30 minute drive to Mama Stortini's Italian Restaurant in Puyallup. The staff provided exceptional service to our group in a private room. A great lunch was enjoyed by all! The club members departed thankful that Club activities were back online. ~ Jerry & Keenon Greenfield



PNR members and guests touring the Greenfield's home and garage with plenty of hot coffee and donuts.



Members attending driving Full Classics:

Adrian Taylor and Dana Harris
1932 Lincoln KA Roadster

Marty Anderson and Lynn Gabriel
1937 Packard 12 Club Sedan

Brian and Jeff Rohrback
1939 Bentley 4 1/4L All Weather Touring

Tom Crook and Randy Small
1934 Packard 12 Convertible Victoria

Craig DeVine
1937 Cord 812 SC Cabriolet

Jon Schoenfeld
1937 Cadillac 8 Sport Coupe

Lou and Benita Berquest
1932 Packard 8 Coupe

Robert LeCoque
1940 Cadillac 8 Sedan

Craig Cristy
1938 Packard 8 Club Sedan

Also attending: Bill and Lucy Allard, Michael and Ildiko Bradley, Stan Dickison, Bill Deibel with son-in-law Kelly and grandson Stuart, Jerry and Keenon Greenfield, Kenny Heng, Barrie and Karen Hutchinson, Steve Larimer, Robert LeCoque, Sr., Bill and Erin Smallwood, Jim and Irene Tait, Darrin, Suki and Kaylee Wong.



Marty Anderson's 1937 Packard Club Sedan, Lou Berquest's 1932 Packard Coupe, Adrian Taylor's 1932 Lincoln KA Roadster, Jon Schoenfeld's 1937 Cadillac Sport Coupe



Brian Rohrback's 1939 Bentley Tourer



Tom Crook's 1934 Packard Convertible Victoria



Bob LeCoque's 1940 Cadillac Sedan, Craig Christy's 1938 Packard Club Sedan, Craig DeVine's 1937 Cord Cabriolet



Al & Sandi McEwan's 1947 Ch

Compared to all of the cars of the '20s and '30s I've owned, the Chrysler is my "new car." I found it locally about 15 years ago. My longtime friend Peter Hageman had seen it one day under a tarp next to a house. Sometime later, he and I were out and drove past the house, but the car was gone. The house, though in a nice area, looked abandoned, so we poked around. Now, I don't like wandering around people's property, but this time I did, and when I popped my head in the garage, there was the car. That was the end of it until several weeks later, when Peter stopped there again, and he was able to buy it. He came right over to my house and offered it to me.



Chrysler Town & Country Sedan

The survival rate of T&C convertibles is much better than it is for the sedans, but I wanted a sedan for its unique look. Nobody back then made anything that looked like this. I got it home and it ran. Most of the wood was excellent, but the left rear door dogleg was rotted. You could pull handfuls of wood off of it. I'd always been interested in wooden boats and already owned a '55 Greavette, so I wanted a woody car to pull my woody boat. Initially I was just going to dress-up the Chrysler and drive it, but the wood issues ... that was the beginning of the end. I did a whole-nine-yards restoration on it over about eight years.

Reprinted with permission: MSN Autos





Al first showed the car in July 2016, at the Forest Grove Concours taking runner-up for Best of Show. The Best of Show car was a '34 Packard phaeton that had won its class at Pebble Beach the previous year. That year's PNR-CCCA Coming-Out Party was the second showing of the car. Additional wins include 1st in Class at the Crescent Beach Concours d'Elegance co-founded by PNR members Colin & Laurel Gurnsey and John & Koko Carlson.

The following is an excerpt from Al's comments at the PNR Coming-Out Party.

When I Initially acquired the car, it seemed to run well enough that I was planning on doing a surface fix-up.

The first couple of years, I worked on a few things but then -- I took the car to PNR member Don Vogelsang. Don, of course, is the master woodworker. As with so many projects, one thing leads to another and pretty soon we were into a body-off restoration.

The engine, while it did run well, was discovered to have knurled pistons. So, it got the works and was even run on a dynamometer before installation.

The restoration went on for many years, with occasional hold-ups for one reason or another. Meanwhile, I have learned a great deal about the tiniest details of these cars. Some of which I wish we knew before the start.

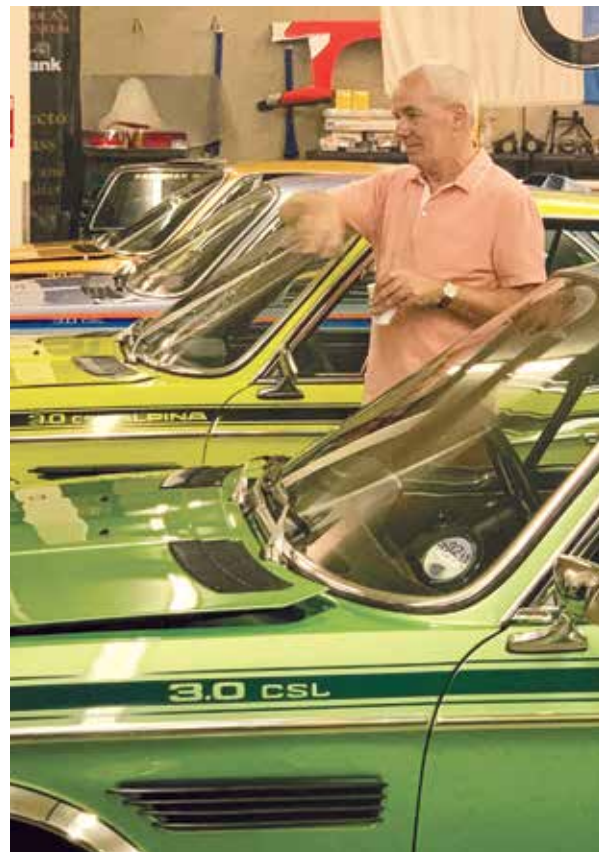


KILLER Bs:

Bentley and BMW

Clearly, there has been some pent-up demand for a car event, any car event to start to emerge from our Covid shells. The Bentley Drivers' Club came to the rescue. Roy Magnuson combined with Peter Gleeson and Kenny Heng to organize a very special gathering at Peter's garage on May 15th. Everyone rolled in about 10:30 am and spent time reacquainting ourselves with both people and cars. We proceeded into the office portion of the Gleeson garage and Peter told of his passions for racing, for boxing, and for the automobile in general. We then entered his garage where fifty or so special vehicles reside, with a vast array of very special racing lightweights and low production BMWs. Art cars and other eclectia were abundant and fascinating. With Jennifer keeping him on track, Peter regaled us with stories of his cars. Although no Classics were in the garage, the collection was amazing. To top it all off, Kenny Heng of Fog Rose Atelier, catered a tea with a wonderful array of delectables including scones, macaroons, mousse, eclairs, and phenomenal tea sandwiches.

Perfect weather, perfect company, perfect refreshments, perfect hosts.



PNR-CCCA Members in Attendance:

Peter and Jennifer Gleeson

Peter Hageman

Pat and Cathy Heffron

Kenny Heng

Roy and Terry Magnuson
1928 W.O. Bentley Tourer

Jim McAuliffe

Al and Sandi McEwan

Terry and Barbara McMichael
1947 Bentley Coupe

Lee Noble and Theresa Renico
1937 Derby Bentley Saloon

Brian and Jeffrey Rohrback
1939 All-Weather Derby Bentley

At left: McMichael's 1947
Bentley & Magnuson's 1928 W.
O. Bentley

Submitted by Brian Rohrback



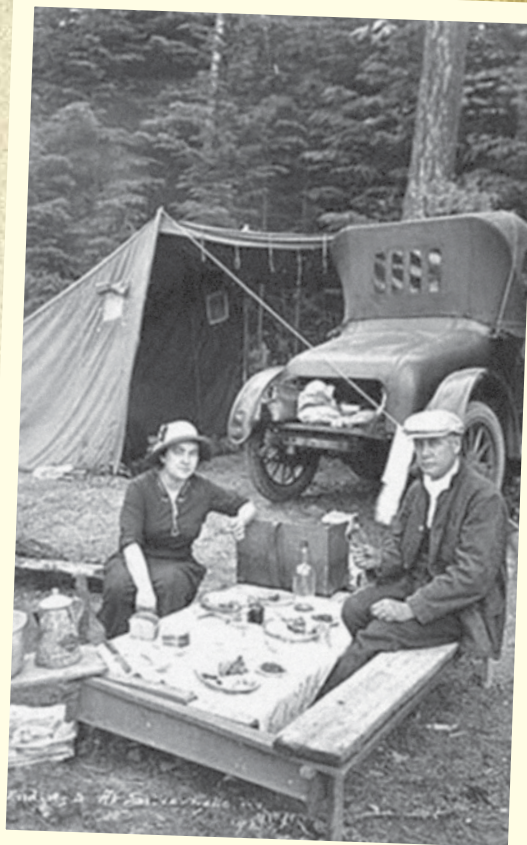
OldCarsWeekly.com

The Vagabonds



Chamberlin family 1909

*Laurel Gurnsey
Collection*



mfca.com

Car Camping 1929

Auto Camping

By: Laurel Gurnsey

I'm sure many of us remember camping experiences when we were growing up. Some of us even had make-believe tents in our bedrooms at home. Those of us who have been city-dwellers our whole lives have only been able to experience the outdoors on one of these trips into the wild, or into a state park where we've been lucky to have a washroom with a shower and indoor plumbing.

On one such trip when I was about 10, my mother, dad, brother and I were cuddled-up in sleeping bags in our tent when we heard growling and rustling outside near the picnic table. Horrified, my mother remembered she'd left some bread on the table ready for breakfast. Well...the bread was breakfast for a

gaze of raccoons. We were lucky it wasn't a bear.

Camping has not always been rustic though and the cars that brought campers to campgrounds all over the world have not always been family station wagons. Karen Hutchinson sent me a photo of President Harding camping with an esteemed group called the "Four Vagabonds"...with a 1922 Lincoln camp car owned by Henry Ford Senior. Today, the car is on display at the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan. From www.oldcarsweekly.com we learn that Ford "converted two Lincolns into camp cars to travel with his friends". The Vagabonds included Ford, Edison, Harvey Firestone Sr.

and naturalist John Burroughs. Along sometimes were Harding, Luther Burbank and E.C. Kingsford.

"Old Cars" says they traveled all over California, New England, West Virginia, Tennessee, North Carolina, Virginia and Michigan and once dropped in on President Coolidge in Vermont. Can you imagine the conversation around the campfire? Several Lincolns and other assorted cars were used. They had staff and lots of equipment, a gas stove, electric lights, icebox and the huge table seen in the picture.

An article at www.atlasobscura.com titled "How America Joined Its Two Great Loves, Cars and the Outdoors" (July 5, 2016) touches on

the “Vagabonds” and also that auto camping became a new rage from about 1913 to the early 20s. Cars gave people the opportunity to “drive away from responsibility, away from real life.” But they took along things that would make them feel at home...a comfy pillow, a blanket, pots and pans and a portable stove and lights. And toilet paper!!

The first auto camps were found in parks like Yellowstone, with cars given a designated spot. Parks started providing amenities to make a camper's stay more pleasant...stacked firewood already chopped, small grocery stores with chocolate bars and toothpaste. There was sometimes even a swimming pool. Camping later morphed, for some travellers, into motels, RVs and more comfortable places to lay your head than a camp cot. Note the photo of a couple with their tent (from Atlas Obscura).

Check out the photo of my grandparents in 1909 and how they were dressed for a camping experience. This was their idea of roughing it. My father is the little boy.

In Covid-times, parks are crowded again and RVs are sold-out everywhere. People want to escape isolation in a safe way and travelling to the outdoors, self-contained, feels safer than hopping a plane or even staying locally in a hotel.

Have you heard of “glamping”? I've seen several movies and a real estate

series from England (“Escape to the Country”) lately with this as a theme. It's a combination of “camping” and “glamorous” and wildly popular everywhere. A website at www.glamping.com describes it as “where stunning nature meets modern luxury.” You can choose vacations that include sleeping in a luxury tipi in Texas, a rafting tour “yurt” in Colorado, a tent complete with bathtub in Thailand... etc. From \$1,155 a night you can stay at the “Paws Up” cattle ranch in Montana and “glamp” in safari tents. They even have WiFi.

The term may be new but the concept started in the 1100s with nomadic Mongolian tribes living in yurts as they travelled. Military officers during battle campaigns over the centuries used well-equipped campaign tents and in 1520 Henry VIII held a diplomatic summit with Francis I of France with 2,800 tents and marquees and lots of red wine. Ottoman nobility and military leaders travelled with “ostentatious, palatial tents transported from one military mission to the next”. They would have banquets and entertain other rulers. No canvas tents these...the tents were appliquéd with stitches made of silk and the floors were covered with richly coloured rugs. (Wikipedia article on “Glamping”).

In the original “bodice ripper” romance, “The Sheik”, written in 1919 by E.M. Hull, the heroine is kidnapped

and taken to a Bedouin sheik's tent. It is described as a “curious mixture of Oriental luxury and European comfort”...rich hangings, low, brass-topped table, pillows on the carpeted floor. There were no Classic cars outside the tent but there were Classic Arabian horses.

In the 1920s, African safaris were the new, exciting thing to do for the wealthy. Huge tents had folding baths, cases of champagne, staff to serve you chef-prepared hot meals...dressing up for dinner. This was not cooking with a Coleman stove and hauling firewood. Friends who went on such a safari several years ago had a huge tent with a shower and television and they lay in a 5-star hotel type of bed at night listening to elephants walk by their window and lions roaring close by.

David and Adele Cohen (PNR) sent a photo from their 2020 India Tour of their 1936 Rolls-Royce 25/30 “Rosie” in front of the Royal Tents “originally used by the Maharajahs for tiger hunting”. Adele says the tents even had plumbing. On the Peking to Paris car event David and Adele did twice, they had the chance to sleep in yurt accommodations.

But I still remember waking up in my warm sleeping bag to the smell of wet canvas after a night in our tent during a rainstorm and the aroma of wet ashes from a nearby campfire.



*Cohen's on tour
in India.*



*Yurt Camping
Peking to Paris website*



*Paws Up Resort
website*



3D PRINTING CLASSIC PARTS

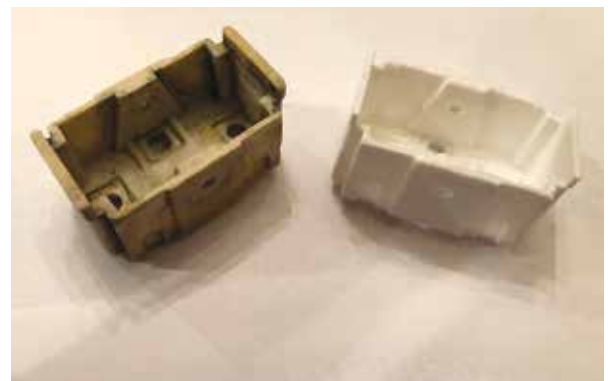
In 2019 Craig DeVine wrote two articles on 3-D printing in both plastic and metal. I found the process very interesting and after my grandson Rowen received a 3D printer for Christmas I wanted to see how it could be utilized in some of my car projects. In the past year, with his help, I was able to solve two problems using the 3D printing process when parts were not available. 3D printing has helped me reproduce rare parts that due to their shape would be difficult using any other process. The end product for both of these projects resulted in a high quality and affordable replacement for these rare parts. Creating these old parts using Rowen's new found 3D computer skills was an interesting project for my grandson and me to do together. - Jim Tait

The first problem to solve was replacing the top switch housing for a 1953 Cadillac Eldorado. As only 532 cars were produced, this is a very rare part and there are no extras to be found. When I found the original plastic housing was of poor quality and not repairable, I thought it was a good candidate for 3D printing.

Even though the housing was small, it was very detailed as it held the internal parts of the switch. After talking to my grandson we thought 3D printing would solve the problem because the printing material was better quality than the original. I was fortunate in being able to borrow another original housing to use as a pattern.

To start the process Rowen used a computer program and by using measurements from the original was able to form a 3D pattern starting with the base and then building the walls of the housing. He then created a 3D file and from that was able to use the printer to create the part. You could also use a digital scanner to scan the part to create the file. The new part was an exact reproduction of the original including holes for the screws to attach the terminals. I was able to use the new housing and assembled the internal parts to create a working switch.

The next problem arose when the rear door handle from my 1934 Cadillac broke. The potmetal in these door handles can become very fragile over time. I did an extensive search for



another handle, but due to its rarity, I was unable to find a replacement. I took another handle from the car to an owner of a foundry to see if it could be cast. He said because of its unusual shape it would be very difficult to get a clean casting. He also said we had to consider shrinkage and that the pattern would have to be increased in size because metal shrinks during the foundry process.

I thought that using 3D printing would be the answer to my problem. The pattern could be made in two halves giving a flat surface for the foundry molds and we could use the computer program to slightly enlarge the pattern to allow for shrinkage and clean up of the final casting. Again we used Rowen's skills in 3D printing to create a pattern for the part. Using the computer program he created a pattern by building sections then modifying the sections to resemble the original door handle. When he was happy with each section they were then joined together to create a 3D pattern. Rowen then created a digital file to which he added 5% for shrinkage and cleanup. He then 3D printed the pattern for the door handle in two halves due to the foundry's need for a flat surface to properly form the part in the sandcasting process. To keep the two halves aligned during the process I drilled and placed two dowel pins to join the halves together. The result was a very nice detailed casting that required very little cleanup before sending it off to the plating shop. The newly plated handle is now on my car and perfectly matches the other handles.





Al & Sandi McEwan
1947 Chrysler T & C

PEBBLE BEACH MOTORING CLASSIC

IMAGES COURTESY OF PERRY STERN, AUTONXT.NET.

<https://autonxt.net/pebble-beach-motoring-classic-ultimate-road-trip-begins/>

“

People think you're crazy to drive 1,600 miles in a vintage car. I think, if you have a suitable vehicle, you're crazy if you don't use it. The 10-day, annual Pebble Beach Motoring Classic lets you do that and more—and it starts and ends with a party.

—Ken Gross, Autoweek

”

Every August for the past 20 years (well, every summer but 2020), Al & Sandi McEwan have led a group of enthusiastic car collectors on a 1,500 mile driving odyssey from the mountains of the Pacific Northwest to the beaches of Monterey, CA arriving just in time for the Pebble Beach Concours d'Elegance and car week extravaganza.

The 2021 tour, once again, started with the traditional "Kick-Off" party hosted by the PNR-CCCA Region at Peter Hageman's firehouse in Kirkland. It is a wonderful opportunity for Club members to meet the tour participants and to spend time oggling the simply stunning Classic and Non-Classic cars that will be

participating in the tour. The cars participating in this year's tour range in age from a 1910 Peerless 27 Roi-Des-Belges Touring to a 1963 Ferrari 250 GT Spyder. Seven of the cars are Full Classics® and four of those are owned by PNR members including Denny Dochnahl's and Sig Linke's 1934 Packards, David Smith's 1938 Alfa Romeo and Tour Leader Al McEwan's 1947 Chrysler T & C. Two PNR members are driving non-Classics on the tour including Frank Daly in his 1958 Chrysler 300D and Ron & Marjorie Danz in their 1961 Bentley S2.





*David & Jody Smith
1938 Alfa Romeo Corto S11 Spyder Touring*



*Sigfried Linke
1934 Packard 1104 Convertible Victoria*



*Denny & Bernie Dochmahl
1934 Packard 1104 Sedan*



*Ron & Marjorie Danz
1961 Bentley S2 Convertible HJ Mulliner (nc)*



*Frank Daly
1958 Chrysler 300D (nc)*



Salute to Jack Goffette

A large crowd of car people attended a gathering in Peter Hageman's Firehouse to celebrate the life and times of Jack Goffette on July 23rd, 2021. Barbara Shain was the center of the group accepting everyone's well-wishes.

A testament to Jack's influence on people and the car hobby, people came from far and wide; Randy Peterson flew in from California just to attend the memorial. Mementos of Jack and his racing passion were evident with the "Dollar Bill" jacket and his picture with legend Phil Hill. A dozen or more attendees got up and spoke of their relationship with Jack, some dating back 50 and 60 years! To a person, no one could think of a time when Jack did not have a smile on his face, had a kind word to say, would help out with any project, or simply was intent on making mischief. A quip, a dollar bill, the unfolding of a surprise under the hood, everything was fair game. We will miss Jack greatly, but his memory will remain with us always. *-Brian Rohrback*



CCCA Members in Attendance (Partial List)

Denny and Sue Aker
Jeff Clark
Stan Dickson
Peter and Jennifer Gleeson
Peter Hageman and Christie
Steve Larimer
Roy and Terry Magnuson
Jim McAuliffe
Al and Sandi McEwan
John and Anne McGary
Terry and Barbara McMichael
Lee Noble
Kim Pierce
James and Sherry Raisbeck
Brian and Jeffrey Rohrback
Barbara Shain
David and Jody Smith



SHOP

High-quality Italian meats and cheeses, fresh-baked bread and Italian pastries, and thoughtfully curated gift sets are available in our market.

WINE

Ciao features a selection of exquisite organic wines. Visit us in Coupeville for a tasting, or join our Wine Club to try new wines every month and get exclusive deals!

DINE

Enjoy pizza and pasta made with the freshest ingredients, pick up a catered meal for your next gathering, or place an order online to explore unique Italian flavors.

ORDER ONLINE ciao.store | CALL US 360.678.0800 | VISIT US 701 N Main Street Coupeville, WA 98239 | TUES. - SAT. 8am-8pm | SUN. - MON. Closed



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



Conrad Wouters
VP, Financial Institutions NMLS 105806
Cell 206.422.9197
Fax 855.745.2803
Email cwouters@evergreenhomeloans.com
9709 3rd Avenue NE, Suite 115 | Seattle, WA 98115
Branch NMLS 1120772



© 2015 Evergreen Home Loans is a registered trade name of Evergreen Mortgage Mortgage Company NMLS ID 3182. Trade/service marks are the property of Evergreen Home Loans. All rights reserved. Licensed under:
Alaska Mortgage Broker/Lender License AK3182 and AK3182-1; Arizona Mortgage Banker License 0910074; California-080 Residential Mortgage Lending Act License 4130291; Idaho Mortgage Broker/Lender License MB-3134; Nevada Mortgage Banker License 3130; Oregon Mortgage Lending License ML-3213; Washington Consumer Loan Company License CL-3182. 8/15



**CONVERTIBLES
ONLY**

• Top and Interior Specialists •

3430 Fourth Ave S
Seattle, WA 98134
206-282-5603

Bellevue, WA
By Appointment Only
425-455-0770

www.convertiblesonly.com • office@convertiblesonly.com

You can
Advertise Here.

QUALITY RESTORATIONS

360-871-2165
QRSR.com

Award winning metal and paint work
'32 Cadillac V16 Roadster / Gordon Cochran
'32 LaSalle Cadillac / Gordon Cochran
'41 Cadillac Convertible / Gary Johnson
numerous project not listed

METAL FABRICATION
BODY-OFF RESTORATIONS
MAINTENANCE ISSUES
Paint issues, dents, etc.

References available



LINDA CHENG
425-999-6678

SEATTLE'S BEST BROKER

Celebrating
30 Years
Serving the
Greater Seattle Area

OLSON'S
GASKETS

ENGINE GASKETS FOR OLD CARS, TRUCKS, TRACTORS, & INDUSTRIAL

3059 OPDAL ROAD E. • PORT ORCHARD, WA 98366
EMAIL: INFO@OLSONSGASKETS.COM

PHONE/FAX **360.871.1207** | WWW.**OLSONSGASKETS**.COM

FOUGHT IN A WAR.
HAS THE SCARS TO PROVE IT.



AMERICA'S CAR MUSEUM®
HUNDREDS OF CARS.
MILLIONS OF STORIES.

americascarmuseum.org

ENTHUSIASTIC INSURANCE GUY SEEKS
ATTRACTIVE CLASSIC BEAUTIES.



Car Collector Insurance Specialist • Auto • Home • Business • Motorcycle • Boat

Photography © William Smallwood III



AMERICAN MUTUAL
INSURANCE SERVICES, LLC

William Smallwood III
425.984.6130 | 888.657.4925
bills@amisllc.com

18516 101st Ave NE, Ste 1 | Bothell, Washington 98011 | www.amisllc.com

J.C. TAYLOR

INSURANCE

Since the 1960s, J.C. Taylor has been America's premier specialty insurance provider for classic cars, antique autos, modified, and custom vehicles.

NO HASSLES. COMPETITIVE PRICING.
AGREED VALUE.



JCTAYLOR.COM

1-888-ANTIQUE



Owner: Monty Holmes



Athletic Awards

athleticawards.com

*Proudly supporting and designing
dash plaques, awards, apparel
and promotional products for
car shows, car museums and
car clubs across the country!*

(206) 624-3995



Editor's Note: Summer is fading but what better time than autumn to take your Classic on the road. As this issue goes to press, ten PNR members are winding their way down the backroads of Washington, Oregon and California on the annual Pebble Beach Motoring Classic. Several additional members are preparing for the September CCCA CARavan that will follow scenic byroads beginning in Grand Junction, Colorado where the Aspen leaves will be turning to gold and meandering through the mountains of Colorado and the high desert

of Utah. But you don't have to go that far to have a good time in your Classic!

I would love to feature photos of our members "on the road" in the next issue of the Bumper Guardian. There are so many beautiful roads close to home and I want to know your favorite drives. Send your images and details of your route to karen.htchnsn@gmail.com.

Looking forward to seeing you "down the road."
Karen Hutchinson, PNR-CCCA Editor



Image: <https://pxhere.com/en/photo/886985>



FogRose Atelier

Our patio is now open
Thursday through Sunday for

Scoops & Slices

Walk-up Hours: 12pm to 6pm.

*Visit our online store
to view our collection
of gift boxes, which
include desserts, wines,
spirits, and much more!*

*Sign up for our virtual
cocktail class or let us cater
your in-home celebration.
We look forward to bringing
you the best of what the
seasons have to offer.*

Visit fogrose.com for details.
10606 NE 2nd Street, Bellevue WA
(425) 223-5879
info@fogrose.com



