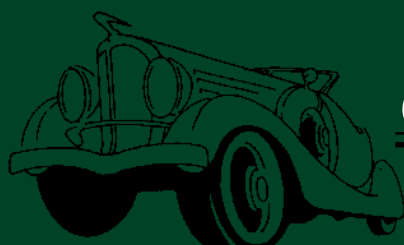
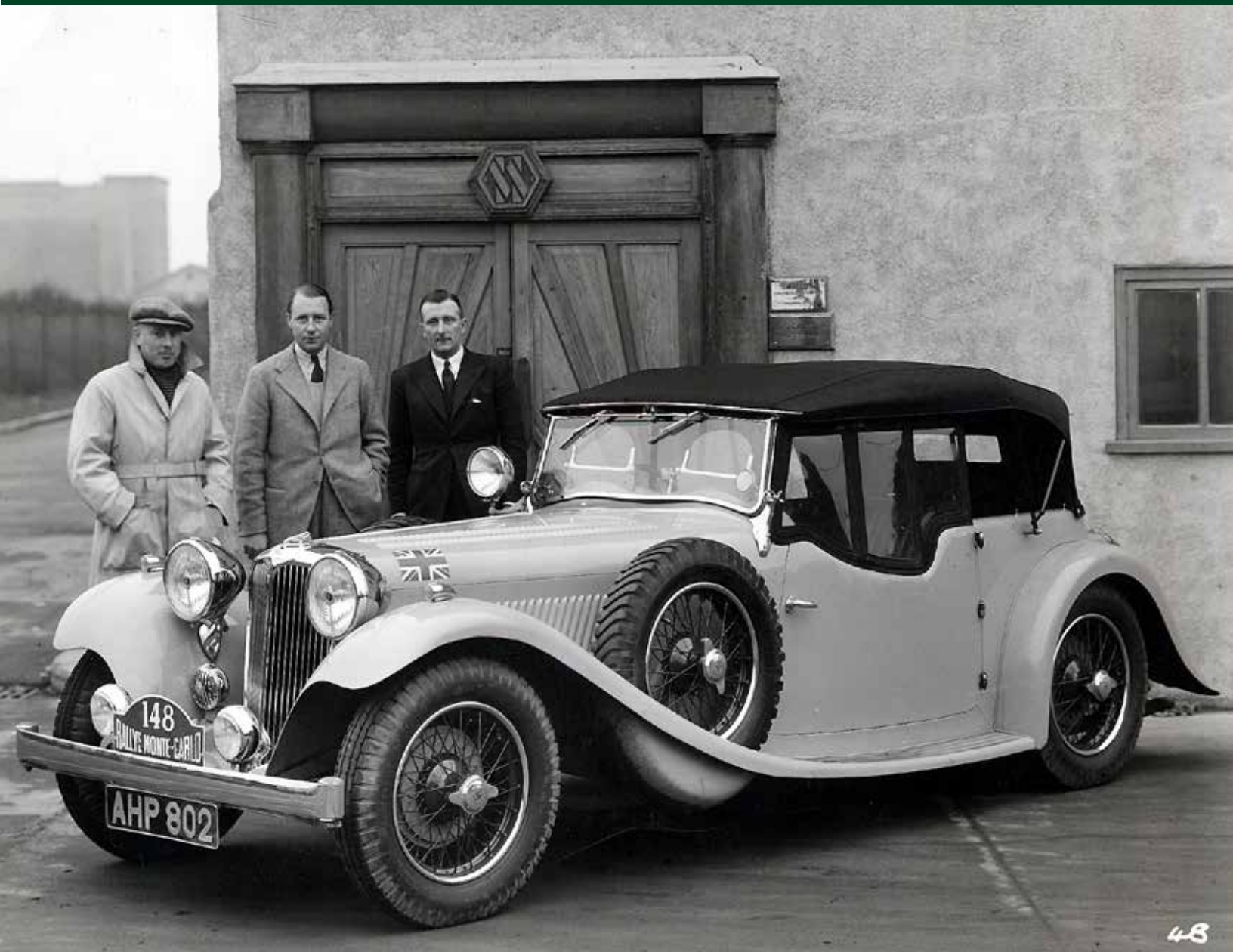


BUMPER

SPRING 2022



GUARDIAN



1935 SS1 Tourer

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.

April TBD - Tiptoe through the Tulips

Location: Skagit Valley

PNR Contacts: Jim & Irene Tait

July 9 - Mercer Island Cruise & Car Show

Location: Mercer Island

PNR Contact: Tom Alberts

July 17 -Forest Grove Concours d'Elegance

Location: Portland, Oregon

PNR Contact: TBD

August 8 - PB Motoring Classic Kick-Off

Location: TBD

PNR Contacts: William Howard & Steve Larimer

September 10 - LeMay ACM Gala

Location: Tacoma

PNR Contacts: TBD

November 2 - PNR Annual Meeting

Location: Kirkland

PNR Contact: Brian Rohrback

December 11 - Holiday Party

Location: TBD

PNR Contacts: Frank Daly

CCCA NATIONAL EVENTS

Grand Classic®

March 18-20.....Rancho Sante Fe

June 3-5.....Grand Classic Hickory Corners

June 15-18.....New England

CARavans®

May 26 - June 5,Can-AM Tour

Sept 16-18.....Black Hills Tour

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Director's Message

Greetings, fellow PNR Members!

I decided to take a different tack and use this Director's Message to share with you some of my experiences replacing the brake shoes on my 1935 Packard.

While I have done many 'brake jobs' on cars over the years, the Senior Packard brakes in 1935 are mechanical – Packard introduced hydraulic brakes on the Junior (120 series) car in 1935, but the Senior cars did not receive hydraulic brakes until 1937.

When I first took possession of the car, driving it was almost dangerous. The brakes would pull sharply at anything but the most gentle of pedal pressure. I attempted to adjust the cables per the very scant instructions in Packard's minimalist "Service Manual" without any luck; I may have made the situation worse. I contacted the seller and he indicated that this is one of the reasons he sold the car. Incidentally, this is the only car I've purchased which I did not drive before making an offer. I did have a fellow CCCA member look at the car and while he inspected it thoroughly and ran the engine, for various reasons he did not drive it.

I spoke to several friends who are far more mechanically adept and was given the impression that setting up mechanical brakes can be difficult and was probably best left to a professional.

Paul Murray agreed to do the job, and the brakes behaved! Over several thousand miles of driving I was still unhappy with the modest stopping ability of the car, although it did not pull upon brake application. I guessed that the poor stopping was at least partially caused by the modern hard, bonded linings. I did verify that the vacuum booster was functioning. And after several thousand miles the car began to pull once again, although not nearly as violently. I needed to at least undertake a 'minor' adjustment. I had found a source of soft, woven and riveted linings which I had installed on several cars (all having hydraulic brakes) and they made such a difference that I decided to install a set of shoes with the softer lining on the '35 Packard. By then Paul had moved to Idaho, so I decided to try the job myself. Paul was kind enough to give his time over the phone generously and gave me quite a few tips about tackling the job. What I relate here is primarily his advice along with a few things that I learned myself along the way, along with much help from my mechanic and friend, Rob Hughes. Rob had never done a brake job on a car with mechanical brakes, so we both learned quite a bit along the way.

The actual braking mechanism on the Packard (along with many other cars of the era) are standard Bendix or Wagner (Lockheed) brakes. The process of setting up the clearance between the drum and shoes is identical to that of hydraulic brakes in cars until disc brakes became common. Most shop manuals, MOTOR manuals and National Database books describe this process in good detail, so I won't go into it here. The cables should be disconnected while the clearance between the shoes and the drum is established. This part of the job can be done with the car on a two-post lift with the wheels hanging (since the cables are disconnected).

Now we are ready to 'set up' the cables, which is where I went South when I first attempted this job.

Make sure that the cables are clean and well lubricated. If there is any binding, the return springs might not be able to return the shoes to the contracted position

Cont. on page 26

Pacific Northwest Region Classic Car Club of America

The Bumper Guardian and Bumper Bolts are the official publications of the Pacific Northwest Region, Classic Car Club of America. The region was founded in 1963.

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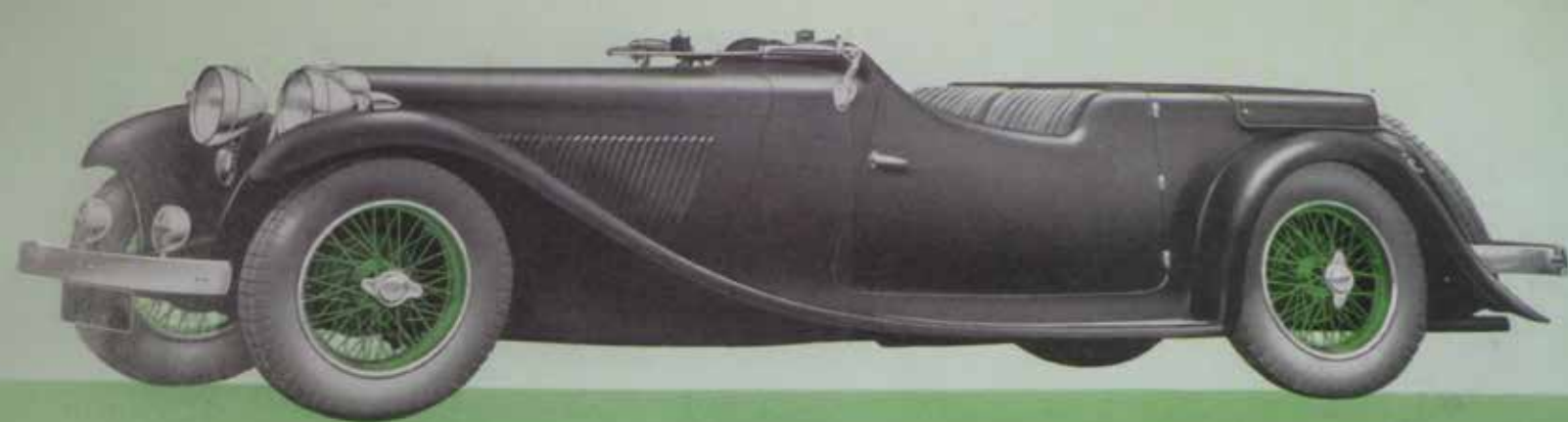
1934 SS1

Owned by Al Fenstermaker

On the Front Cover

Factory owned 1935 SS1 Tourer entered in the 1935 Monte Carlo Rally driven by Brian Lewis, center, flanked by Ruben Harveyson and William Lyons. That car came 55th overall in the Rally but first in Concours Class.

Cover Photos courtest of Allan Crouch - SS Car Registry



Restoring a 1934 SS-1 Tourer *Might it have been a Rally Car?*

By Al Fenstermaker



*Swallow Sidecar
Company*

SS Cars Limited was one of Britain's fastest growing automobile companies in the early 1930s, however as the decade wore-on, the political climate in Europe changed. The rise to power of Hitler and the paramilitary organization, Schutzstaffel, or "SS" was not something the company wanted to be associated with, so in 1935 the name was changed to SS

Jaguar, and after WWII the company became known as Jaguar Cars Ltd.

My first Jaguar, a 1953 XK120, was purchased in 1980 when I was 26 and newly married. As I read more about Jaguar history I discovered the XK120 was well known for its racing and rally history. One of the most famous Alpine Trials cars was a 1950 white Jaguar XK120, driven by Ian Appleyard, with the license plate NUB 120. When I purchased my second XK120, from a gentleman in Ohio, he also had a 1934 SS1 Saloon Model. That car got me curious about the history of pre-war Jaguars. I became fascinated with the history, adventure and glamour of the 1930's rallies. The 1934 SS Ltd. sales brochure describes the 1934 model as having "proved its efficiency and capabilities in Road Test and Trials during 1933". The catalog predominantly features photos and trophies won in assorted European trials (maneuverability, hill climbs) and rallies.

In the late 1990s, it became my objective to find an SS Tourer. There are about 80 SS-1 and SS Jaguars Tourers known to exist out of the original 465 produced between 1933-1937, so finding one with rally history was unlikely. Coincidentally I heard the only known Alpine Trial car had been discovered in a barn in Connecticut. I immediately called the owner and it had sold to one of the first callers and I believe it is currently in a private collection in the United States.

So I pulled out my Hemmings Motor News archive and plowed through looking for an SS-1 Tourer. Five years prior there had been 1934 SS-1

for sale, in Wisconsin, by John Hallin. John had purchased the car, in the early 1970s, as part of an investment plan of buying vintage collectible cars. Since 1959 he had acquired cars in the Chicago, Madison and Milwaukee area and stored them in his family's old dairy barn. He had managed to purchase two Gullwing Mercedes Benz, 1950's Porsches, Jaguars, Bentleys and Rolls-Royces. By the 1990s he was selling off his investments and he had done nothing to any of the cars all those years. When I contacted him he still owned the car, but it was NOT in the same condition as originally advertised. Previously the car had been very complete, original and in good unrestored condition. Since it had not sold when originally listed in Hemmings he decided to consign it to a classic car dealer. Unfortunately, without his knowledge, it had been taken to a restoration shop where it had been completely disassembled and was in the process of being prepared for a full restoration when he discovered this and retrieved the car. Consequently, the car was a pile of parts in his barn. Being an eternal optimist, we agreed on a price "sight unseen" and I flew to Wisconsin to try to reassemble it for ease of shipping and to inventory the parts to see what was missing.

The car seemed to have signs of rally history; there was what looked like a large navigator light on the passenger's side, the steering wheel was coated with a grippy rubber material and there was a sheet metal piece covering the door sill that normally would be painted wood. In addition, the clock has a set needle which was used by navigators to compute elapsed time on various rally stages. The car seemed reasonably complete, so I left John to continue the reassembly with plans to return later and transfer the title. In August 2000, my 13-year-old son, Joe, and I drove to Wisconsin to complete the purchase and bring home loose parts. John had made exceptional progress and had the body, frame, and running gear installed. We managed to get it running and went through the gears even though it had no fuel tank, a blown head gasket, missing wiring harness and tonneau cover. Eventually on October 19, 2000 Chassis 248524, body 4264 arrived via Horseless Carriage to our garage in Sammamish, WA.

The car's only known history at that point was from 1976 when John Hallin contacted Andrew Whyte, Jaguar's original archival expert. Consulting Jaguar's original handwritten ledger the original sales information showed

the car was sold by Henley's Ltd in London and delivered to T. T. Jones, 2 Leicester Rd. Blackpool, Lancashire on December 31, 1934. The car was licensed in London with plate BLE 932.

In 2006 I contacted Mike Cook, the current Jaguar archivest, to procure a formal "Production Record Trace Certificate". There was a possibility that the first owner might have been a Dr. A. Abrahams, 28 Eton Court, London, but Mike agreed with the original identification that T. T. Jones as the likely first owner. The London plate was a bit of a mystery, but it was not uncommon for cars to be kept in London to be driven competitively for races or rallying by experienced drivers, even though the owner lived elsewhere.

Getting the car to Sammamish was easy, compared to the task of restoration. My original goal was to restore the car and to drive and show it, like I do my other Jaguars. I did not want a garage queen. Maximizing the driving experience and focusing on the rally history helped to frame my restoration approach. It's been twenty years of research and effort to locate parts, suppliers, fabricators, and restorers. Interestingly many of the sources have been located in former British colonies.

My first call was to Terry Larson, in Mesa AZ, a Jaguar D-Type collector and restorer, who was also known for his SS restorations. He gave me advice on the strengths and weaknesses of the vehicle. A major strength is the underslung chassis that allows it to handle well. It is low to the ground and not top heavy, which makes it more drivable compared to other cars of this era. The major weakness was the aluminum connecting rods, which can fatigue, break and fly through the block. This explains why many of these vehicles, including mine, do not have the original engine. The inline 6-cylinder engine with seven main bearings makes the engine super smooth. Every part of the engine is stabilized and it does not suffer from harmonics or vibrations at different rpms.

Collecting the needed parts was a long and laborious process. I started with emails to Wally Vorlauffer in Johannesburg, South Africa. He owns a SS restoration shop that manufactures, procures and sells reproduction parts. He provided the new crankshaft, brake cables, bearings and numerous engine, chassis, rubber kits, king pins, suspension parts. Many were custom made to order, so consequently the parts took a while to arrive.

My most trusted advisor has been Ed Nantes in Melbourne, Australia. He was a SS restorer, who also fabricated parts. He supplied a new cast aluminum intake manifold, but I later found out my aluminum head was in bad shape and needed to be replaced. He had sold a number of cast aluminum heads over the years, but was out of stock. He called everyone he had previously sold one to and eventually found a spare one for me.

The heart of every car is the engine and transmission. Autosport, in Ballard, had previously restored a 1933 SS1 engine for Al Gerard, Sr. (a Jaguar restorer in Bellevue). Al's son, Al Gerard, Jr. took over the restoration shop, but was now semi-retired. He volunteered to come to my house and we pulled the engine and he delivered it to Autosport. I knew I needed to replace the aluminum connecting rods with forged steel ones (Crower Cams and Equipment Co. San Diego) and this necessitated a heavy duty crank shaft to handle the steel connecting rods. In addition the cylinders were resleeved and new cast aluminum pistons (Wiseco Piston, Mentor, OH) installed. Valves were sourced from Hector Castro, also a restorer (HRC Jaguar, Denver, NC). He was in the process of restoring several SS's and agreed to sell me a set. Autosport discovered that the water pump was fractured and in worse shape than they had ever seen, but the block was sound. Ultimately the rebuilt engine was finished in 2017. The first time it ran I recorded the sound and still have it on my phone.

During this time I was looking for a shop capable of performing a full restoration involving coachwork, metal panel fabrication, painting, interiors and dealing with

ARCHIVE INFORMATION

CAR SS I MODEL Tourer

CHASSIS NO. 248524 (NB. Not engine no.)

ENGINE NO. 248503

BODY NO. 4264

COLOUR SCHEME - BODY Black

INTERIOR Green

ECCO ? Black?

DATE CAR DESPATCHED FROM FACTORY 21/12/34

DISTRIBUTOR Henlys

DEALER/FIRST OWNER T.T. Jones 2, Leicester Rd, Blackpool, Lancashire



JAGUAR NORTH
AMERICAN ARCHIVES
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MAHWAH, NJ 07422
T 201-875-1144
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E mcook@jaguar.com
www.jaguar.com

Sept. 28, 2006

Mr. Al Fenstermaker
2311 220th Pl. NE
Sammamish, WA 98074

Dear Al:

I think we have everything squared away for your certificate. I checked the microfilm and it would be easy to pick either Mr. Jones or Dr. Abrahams from the way the information is entered. However, I'll go with Andrew Whyte who was the original Jaguar Archives expert. The "NB" notes are in his writing. He would have been looking the car up in the original, hand-written ledger.

Registration numbers don't show on the records so we don't know whether BLE 932 was the original obtained by T. T. Jones but it's certainly likely.

Please also note that, although you have the car registered as a 1934, the factory record clearly shows it was built as a 1935 model. That's logical considering it was built in December.

Best regards

Mike Cook
Archivist

Jaguar Cars

Production Record Trace Certificate

Vehicle Data: Make: Jaguar Model: SS1 Year: 1935 Body: Tourer

By: J. Fenstermaker, 2311 220th Pl. NE, Sammamish, WA 98074

10 December 1975

Dear Sirs,

Referring to your recent enquiry, we have pleasure in sending you details of the vehicle of your interest which is now held in the archives of the firm.

Yours faithfully,

J. A. H. H. H.



1974

Pacific Northwest Region - CCCA

1930s era vehicles. I had looked at traditional restoration shops in Washington and Oregon, then I saw David's Smith's Alfa Romeo at the Redmond Town Center Exotics. Wicked Fabrication had fully fabricated the body from photos and measurements and done an exquisite job. They are known for their custom hot rod work and located next door to Jon Byers Custom and Restoration, who does outstanding painting. Due to high demand I got on their 2-year waiting list and in February 2016 the SS1 was next in line..

Disassembly revealed numerous signs of heavy use, such as bent frame, welded rear fender repairs, heavily worn shock mount bolts, wood rot, heavily heat distorted rear end, worn gear clusters and pinions. This seemed like more than normal wear and tear. There was a wire holding down the adjustment plate on the top of the rear end, which could be from a "scrutinizer". Ed Nantes explained that the sealing of the adjustment plate was done at the factory to assure that no adjustments had been made before the car came in for service. It appeared that the plate had never been removed since it was originally wired at the factory in 1934.

Dealing with the mangled rear end, which was an unexpected surprise, involved a global search until I found Tom Zwakman of Zwakman Motors in the Netherlands. Not only does he buy and sell SS cars and Jaguars, but his shop was the only one in the world making new SS1 rear end gears, so I shipped the full differential to him for restoration. After it was torn apart Tom discovered an unusual gear ratio, and emailed me, "was your SS1 a rally car?" His family had worked on SS and Jaguar cars for decades and had a NOS full gear cluster and pinion set that had a factory gear ratio used on Jaguar factory rally cars. It had been sitting in the shop for years and he had never seen a car with that gear ratio. My car had that exact gear ratio, so we decided to install the 1930s NOS rally gear ratio, rather than a traditional road use gear ratio. Eventually line boring of the housing was required due to heat damage and new half shafts were made to replace bent shafts and the NOS gear cluster was ready to be installed and it was shipped back to the US.

Meanwhile, back at Wicked Fabrication, Craig Wick and his team had removed the body skins to reveal completely unanticipated significant dry rot damage to the wood frame. Driving through streams and mud was a common part of rallying in Great Britain so dry rot was not unusual. After much consideration it was decided to use the "best original" pieces of original wood on the back of the body to index the other pieces of the frame. They salvaged as much of the original body as possible and fabricated new pieces where required. Piece by piece new ash wood was replicated and installed to recreate the full structural wood frame. The coachwork must be strong enough to support the body, but flexible enough to allow for some movement while driving to not overload individual coachwork parts.

The metal body was removed and the restoration and buildup of the rolling chassis was next. The frame needed to be straightened, cleaned, painted and reassembled. After cleaning the original leaf springs they were interleaved with plastic sheets (instead of grease) to prevent rust and move easily. The springs are traditionally wrapped with leather gaiters to hold the grease, so they are now just for looks. I need to send measurements to Wefco Spring Cover who will make new ones. The shocks were replaced with Andre adjustable friction shock absorbers. Wicked rebuilt the front suspension with new kingpins. The cable braking system was rebuilt with new cables, relined brake shoes with new pads, and includes new, less worn, original brake drums from Zwackman.

Locating new 18" wire wheels took time. I could locate SS100 wheels that look



the same as SS1 wheels, but they are too narrow. The correct tires would extend too far out and not look right. Searching the wonderful world of the internet I found Phil Hallewell in Uxbridge, Middlesex, Great Britain. He had purchased equipment from an old Dunlop wheel factory and had an SS1 wheel and was willing to make five new ones for me. After dispatching the technical size specs fabrication was started.

Obviously the tires on the car were shot, but the tire size needed was carried by Blockey Racing Tire and were in stock and shipped from England. They are 130 mph tires, but I'll probably never go faster than 65 mph. Vintage Racing Motors in Redmond installed and balanced the tires on wire wheels.

The original wiring harness was missing. Rhode Island Wiring Service Inc. in West Kingston Rhode Island manufactures all types of automotive harness from the early 1900s to the present. Their assembled harnesses all have correct factory color coded patterns and end connectors so I wanted to order from them. When I called to order a new harness they said it was not something they carried. However I had an old 1978 catalog which showed a SS1 wiring harness with their part numbers. With this information they were able to research and locate the pattern drawings because they recognized the numbering system.

When the rolling chassis was complete the newly fabricated wood coachwork could be reassembled onto the frame and the metal bodywork started. The coachwork and metal on the doors were in good shape, parts of the front fenders were good and the full hood was usable. The original rear fenders had so many welded repairs and lead fill that I had previously contacted Al Swedberg, near Centralia, WA, to make new ones. The front fenders maintain much of the original sheet metal, but significant effort was required to perfect the fit. The firewall area, rear quarter panels and the sheet metal between the doors and hood needed serious work.

All the gauges (tach/speedometer, water temp, oil pressure, fuel, and amp meter) needed to be rebuilt. I really did not want to ship these extremely rare pieces and as my son was conveniently driving to LA, he dropped them off at Palo Alto Speedometer. A year later he picked them up on a return trip and delivered them to me. Unfortunately the clock was so worn it was not repairable. After talking to Ed Nantes he found on eBay UK a mantle clock that contained an auto dial. He indicated it would fit my housing so I entered the "winning bid" and got it.

Painting the vehicle was a definite area where I intended to deviate from the original stock black color with a green interior. The technical specs involved in restoring a car are important considerations, but color is a significant impression someone has seeing your car for the first time. My existing 1953 Jaguar XK120, was black, which is such a common color and I wanted an original color with a "wow" factor. So I went with pastel blue, which in the 1950s was a popular color choice. SS Cars Ltd offered a number of standard body and interior color combinations and special order custom color options. I originally liked light blue with a navy blue interior, but I did not want matching cars. The silver with a red interior was an intriguing combination. I emailed Alan Couch, at the Jaguar Daimler Heritage Trust, who confirmed that this color combination had been delivered in 1934.

Jon Byers, Byers Custom Auto Body and Paint in Auburn, located period

paint options without the "bling" heavy metal flake that is common in today's silver paints. He gave me several paint samples which I tested under assorted lighting conditions before I settled on Glacier Silver. Ironically the trophy for individual drivers in the Alpine Trail was called the Glacier Cup. When Jon paints a car his method involves first applying the primer, then it is allowing it to dry and shrink over an extended period of time. Then the color is applied which results in a deep beautiful luster.

Many of the chrome pieces, the car's jewelry, had been rechromed at Art Brass (Darrell Wooley) in Seattle. This included the grill, headlights, and steering wheel. The steering wheel was challenging since I wanted to retain the grippy rubber coating. Murray Motors handled restoring and repairing the headlights, which have a tricky mechanism for the high/low beam mechanical adjustable repositioning. Craig Wick used Mastercraft Plating for the remaining chrome pieces, mostly associated with the windshield.

The car is currently in final assembly with all the restored/rebuilt components installed and now the interior can be addressed.

Reupholstering of the interior is being done by Tony Miller, Stitches Custom Auto Upholstery Poulsbo WA. We looked at assorted red leather hide samples from different vendors, trying to locate a period-correct Jaguar red. In addition we looked at different red wool carpet samples, again trying to find colors that were period-appropriate and blended together nicely. Five leather hides have been ordered and Tony has started working on the interior. One of the most impressive features is the beautiful stylish leather interior with the iconic starburst pattern on the doors. The interior is a luxurious 1930s design with cup holders (for tea cups and saucers), rear fold down picnic tray and rear passenger armrests. Convertibles Only in Seattle will be doing the top. The original Tonneau cover is missing, but I have pictures. I have the side curtains and top covers for the down position, which can be used for patterns.

We are in the final stretch to completion of the restoration, after many years of work since the car was originally purchased in 2000. There have been innumerable decisions to be made after researching the options and suppliers. I'm looking forward to finally driving it for the first time. I suspect it has been parked since the early 1940s due to the blown and replaced engine that was in poor condition, trashed rear end, and bent frame from the suspected rally and hill climbing exploits.

I may never ascertain whether my car participated in the Alpine Trials or other rally events, but I continue to research in archived magazines and rally photo libraries online. I have identified a number of different SS1's and drivers in Alpine Trials, Mid Surrey AC Barnstaple Trial, Scottish Rally, and JCC Rally (Brooklands), Monte Carlo Rally, RAC Eastbourne Rally, all between 1933 to 1939. To date I have not been able to locate a photo of BLE932, T. T. Jones or Dr. Abrahams. In some cases the owner never personally raced his vehicle and would have had another driver.

It is hard to imagine a driver undertaking a multiple day rally dealing with the weather, mechanical restrictions, lack of sleep, road conditions, etc. But in the end it is fun to imagine a dashing rally history over the magnificent Alps for my car, and that history has shaped its restoration from day one.



Alpine Trials



The Alpine Trials (Time-Speed-Distance motor sport rallies) were conducted in assorted forms from 1898 until 1973. The first event was as a "hill climb" of the Stelvio Pass in 1898 sponsored by the Austrian Touring Club (which was actually a bicycle club) and followed a 290-mile route. Over the years various sponsors have held events in the Alps with similar routes of mountain passes.

The period between 1928 and 1936 was especially important as a multi-country international event "The International Alpine Trial" (Coupe Internationale de Alpes). The organizing countries included Italy, Germany, Austria and Switzerland and the route covered 1000-2000 miles of mountain passes through as many as seven countries. The exception was 1933 when the route was modified to exclude Austria and Germany.

This became a major event for both individuals and manufacturers to test and refine their cars' performance, while simultaneously creating international marketing opportunities. In 1930 Donald Healey (Austin-Healey), in an Invicta, won an Alpine Cup and in 1931 he won again. These significant wins were heralded by the British press and in 1932, of the 99 cars to start, 39 were British.

The Alpine Trials, was one of the most grueling of assorted Trials, intending to demonstrate acceleration, power, mileage, stopping, fuel consumption, handling, reliability, overall performance and durability. What manufacturer, or individual owner, would subject themselves to such extremes, particularly in the second year of production of the company's first model? Well that is exactly what SS Cars Ltd did in 1933. Mr. Cleave's article described his experiences participating in the 1933 International Alpine Trials (Coupe Internationale des Alpes) driving a 1933 SS1 Tourer.

"Think of all the trails hills you know in Great Britain and image them prolonged about ten times and then placed end to end. Next imagine that you are required to average 32-½ mph up and down them for ten or twelve hours per day for six days, with two or three time checks each day at which you are allowed no early margin whatsoever and a late margin of only five minutes without loss of marks. If you are more than 30 minutes late at some check, or 60 minutes late at others, you will be disqualified.

In addition, your radiator cap will be sealed, you will be given only ten minutes each day for adjustments and finally your car must be a standard job. If you yourself want food or drink you must get it as and when you can find time.

The roads are narrow and loose, and zigzag their way up the mountainside, with a wall of rock on one side and a sheer drop on the other. A mistake will mean a horrible death for the crew. The Stelvio, for example, has 48 hairpin bends and rises about 10,000 feet."

SS Magazine, Volume 1, written by A.G. Douglas Cleave



Elsie "Bill" Wisdom 1936 Alpine Trials Winner



Tommy & Elsie Wisdom
1936 SS100

Elsie Wisdom began her racing career in 1930 after her second marriage to motoring journalist and gentleman racer Tommy Wisdom.

Known affectionately as "Bill," in 1931, driving a Frazer Nash, Elsie set the Ladies' Record at the Shelsley Walsh hillclimb and entered the Brooklands Double Twelve Hour Race with Don Aldington. Like many others, they failed to finish.

She was one of the first female winners in a mixed race at Brooklands, and probably its most prestigious female victor. In 1932, she and Australian Joan Richmond won the JCC's 1000 Mile Race in fine style. They drove a Riley at an average speed of around 90 mph for the best part of twelve hours, recovering from a spin and other mishaps. The win, in one of the longest races held at Brooklands, was rightly celebrated.

It was not just racing that Elsie excelled at. In 1936 she and Tommy won the tricky International Alpine Trial, a mountain rally in a SS100 registered as BWK 77. Coventry proprietor and SS distributor S.H. (Sam) Newsome helped persuade William Lyons to enter the rally, proving the Jaguar SS100 was fast, reasonably controllable on loose surfaces and could handle quick altitude changes.

After World War II, Elsie concentrated on rallying, with some good results. One of her later finishes came on the Monte Carlo Rally, driving a Morris Minor with Betty Haig and Barbara Marshall, in the late Forties. She continued to compete until 1951, when she called it a day after a serious crash involving her and Tommy on the Alpine Rally.



Jaguar Motor Car Early History

By Raymond Loe

The Jaguar started out as a sidecar for motorcycles. In 1922, a twenty-one-year-old named William Lyons, noting the burgeoning sales of sidecars, went into the business of building, at a low price, a sleeker, racier looking "bathtub" than anyone else in England. He gave this tiny enterprise, consisting of himself, partner William Walmsley, and five workmen, the resounding name of "The Swallow Sidecar and Coach Building Company," located in Blackpool Lancashire, England.

Swallow sidecars quickly became known for their high quality and stylish looks. Business boomed and before long Lyons was building special deluxe bodies for many of the then popular small cars: the Standard Swallow, the Austin Swallow, the Hornet Swallow. In 1927 Swallow began making coach-built bodywork for the Austin Seven. Swallow's bodywork gave the Seven a touch of flair and individuality that appealed to 1920s motorists.

Lyons by now was doing fine but he wanted to turn out his own unique complete car. To that end Lyons made a deal with the Standard Motor Company whereby it would supply him with a specially designed, underslung chassis upon which he could build his dream cars.

The company relocated in 1928 to the Midlands city of Coventry, and Lyons gradually expanded the range of Swallow bodies. In 1931 Swallow launched into car manufacturing with its own creation, the SS1 and SS2. Both cars were certainly good looking with Lyons-designed coachwork as sleek boat-tailed open 2-seaters. They had cycle-type fenders and looked as if they might do 150 miles an hour. Unfortunately, their performance was miserable. The larger of the pair, the SS1, which was available with either a 2-liter or a 2.5 liter L-head engine, could barely exceed 70 mph even with the larger engine. The smaller SS2 came with a 1 liter engine and performance was even worse. However, the SS1 & SS2 were comparatively low priced.

Swallow was renamed "SS Cars" in 1934 at which time Walmsley left the company. In 1935 Lyons unveiled his first fully assembled in-house car, the SS-90. At this time the company now offered a much-tuned two-carburetor version of the old L-head engine. The SS-90 was followed the next year by the most celebrated of Lyons early cars - the SS-100. Both were true sports cars available with either of two new overhead-valve engines offering top speeds exceeding 100mph.

During the mid-thirties the SS Cars company line of sedans, tourers and sports cars had a new name added to its initials - "Jaguar." Their complete line of cars were thereafter known as SS Jaguars until World War II. Soon thereafter the company dropped the letters SS, mainly because of perceived Nazi connotations, and adopted the name "Jaguar" for all its cars.

Over the ensuing years Jaguar Automobiles have gone through many mergers and owners surviving as an ever popular continental marque. Ford Motors purchased Jaguar in 1999 and purchased Land Rover in 2000 selling both in 2008 to current owner, Tata Motors, an Indian automotive manufacturer headquartered in Mumbai, India.

Jaguar Cars Limited is still headquartered in Coventry England and its main assembly plant is in Birmingham, England where they have been building cars since the start of the Industrial Revolution in Britain.



HERITAGE TRUST

Mission: "To be the active custodians of Jaguar's history, its vehicles and its archives ... To share and promote that history for posterity."

The Jaguar Heritage Trust collects and preserves vehicles, both past and present, that relate to the history, industrial development and social impact of Jaguar and its associated companies. The collection includes over 170 vehicles with close to 80 on regular display at the British Motor Museum in Gaydon, England and 17 on display in the Jaguar Gallery at the Coventry Transport Museum. The collection website highlights nine SS cars - four are shown below.

<https://www.jaguarheritage.com>



1932 SS1 16hp Coupé



1933 SS1 16hp Tourer (One of Thirteen Survivors)



1934 SS1 4-Light Saloon BHX 234



1935 SS1 Airline Saloon AWR 564



Hagerty "Club Auto"

A handful of PNR attendees came to the newly rebranded Hagerty Club Auto in Redmond on December 10, 2021 and had the opportunity to share lunch and walk around the facility. Attending from our club were Ron Danz, Jerry Greenfield, Steve Larimer, Al McEwan, and Brian Rohrback. The box lunches were excellent and the opportunity to tour this unique facility, even on a cold and rainy December day, was fantastic. The garage features roomy, secure parking with accessible power outlets for each spot. Car owners have 24/7 access to their vehicles and come and go as they please. The club room that overlooks the garage is well-furnished to the point of elegance and an offer was tendered to have the PNR-CCCA hold an event in the facility; we are looking to hold a Board meeting, of course open to all, sometime in the first half of 2022.



PNR Members attending:

Ron Danz
Jerry Greenfield
Steve Larimer
Al McEwan
Brian Rohrback

Hagerty Garage + Social Seattle occupies an existing club space, welcoming nearly 150 members in a 49,000-square-foot building that was purpose-built in 2017. The facility is open to members and available for tours at 7310 185th Ave NE, Redmond, WA.

Members of Hagerty Garage + Social Seattle have access to an array of amenities at the facility, including a golf simulator and remote work facilities situated within a contemporary luxury setting. For those who do not have a vehicle to store but are eager to be part of the community, social memberships are available. Social members are able to attend all events organized by the clubhouse and, like storage members, have access to any Hagerty Garage + Social location across North America.

For more information on how to become a member and for updates on the upcoming Garage + Social clubhouse openings visit garageandsocial.com.



THE PLACE FOR CARS AND CAMARADERIE

Arizona Car Week Party

By Kristy Ryan



Standing L-R: Jerry & Keenon Greenfield; Karen Winkler; Irene & Jim Tait
Seated: Ed Winkler; Stan Dickison

The first PNR "Arizona Car Week" party was held in 2015 and it has become a tradition each January for many of our members. Over the years, the party has alternated between the Ellisons and the Pierce/Ryan's. Car Week 2022 started off with a bang on Tuesday January 25th at the newly completed Paradise Valley home of Kim Pierce (PNR Board of Mangers Member) & his fiancé, Kristy Ryan.

Over 100 people attended the fun get together on Jan. 25th sponsored by the PNR-CCCA and including friends from the Ferrari and Porsche Clubs and several other regions of the CCCA.

Everyone was encouraged to drive their favorite car and three Full Classics® were proudly displayed on the lawn. The special Classic Cars that were on display that night included Kim's recently acquired 1941 Cadillac model 62 convertible, the Winkler's (AZR) 1947 Cadillac model 62 Sedanette & the Clark's (AZR) 1935 Derby Bentley .

Poolside cocktails, appetizers and music set the scene for this fun car party.



PNR-CCCA ATTENDEES

Dr. & Mrs. Gerald (Keenon) Greenfield
Membership Chair-PNR-CCCA

Mr. Stan Dickison
Activities Director-PNR-CCCA

Mr. & Mrs. Jim (Irene) Tait

Mr. & Mrs. Ted (Cathy) Vanderhoek

Mr. and Mrs. Dennis (Nancy) Rood

Mr. Carl Bomstead

Mr. Adrian Taylor & fiancée, Dana Harris

Mr. Lee Zuker

Mr. Kim Pierce and fiancée Kristy Ryan

Mr. and Mrs. Tom (Lynn) Hamilton

Additionally, members from Arizona CCCA and other regions in town for car week were also in attendance including:

Mr. & Mrs. Ed (Karen) Winkler

Mr. & Mrs. Mark (Joan) Ellingson

Ms. Janet Cussler
& her daughter, Whitney

Mr. Winston Peterson

Mr. & Mrs. Harry (Heather) Clark

Mr. & Mrs. Larkin (Donna) Hicks

Mr. & Mrs. Paul (Pam) Friskop

Mr. & Mrs. Peter (Pam) Hemkeu

Ms. Jane Billings & Mr. Steve Kreisman

Mr. & Mrs. Willy Vinton

Mr. Webster Peterson & Ms. Kari Albers

Mr. & Mrs. Ken (Rose)
& Echo Dennison

Mr. Robert McAtee

Mr. Jim Rodgers

CLASSICS ON DISPLAY AT THE ARIZONA CAR PARTY



Kim Pierce
1941 Cadillac
model 62
Convertible



Ed & Karen
Winkler
1947 Cadillac
model 62
Sedanette



Harry & Heather
Clark
1935 Derby
Bentley
Saloon

Scottsdale Auctions & More

By Kristy Ryan, Kim Pierce & Jerry Greenfield

Members from all CCCA regions were invited to a lovely breakfast at McCormick Ranch Golf Club on Wednesday January 26th. Following the breakfast was an informational guided tour presented by Andy Reid at Bonham's Auction at the world-class Westin Resort in Scottsdale featuring their entire auction docket.

Thursday, Dr. & Mrs. Jerry (Keenon) Greenfield, Mr. Stan Dickison and Mr. Kim Pierce & Ms. Kristy Ryan were invited to attend the RM Sotheby's auction display at the Biltmore Resort in Phoenix, AZ. Some spectacular CCCA cars on display there that day included a fabulous 1931 Duesenberg model J Tourer later selling for \$3,415,000 and a 1930 Cadillac V-16 Phaeton later selling for \$885,000.

Additionally, we attended the Worldwide and Barrett Jackson Auctions in Scottsdale, enjoying seeing so many fabulous cars. There were very few Classics sold at auction this year, however, an outstanding 1932 Chrysler CH Imperial Cabriolet sold for \$940,000. This car was restored by PNR member Marty Anderson and won Best in Class at the Pebble Beach Concours in the late 1990s.

Capping the week off on Saturday Jan. 29th was a beautiful patio dinner party at the stunning Omni Montelucia Resort in Paradise Valley, sponsored by the LeMay America's Car Museum Board of Directors. Board members had spent two days reviewing past and future developments for both America's Car Museum and America's Automotive Trust. This event was open to all ACM Members and guests enjoying Car Week. It was a fabulous event to end another amazing week in Scottsdale.

Car Week in Arizona is a great escape from winter in the Northwest and you are bound to find Club members at many of the venues.



2022 Auction Results

January in Scottsdale, Arizona revolves around the many car auctions. Total sales of \$266.7M exceeded Hagerty's forecast of \$211M, and the week's total was the second highest ever gross, behind sales of \$307.3M in 2016. Despite fewer vehicles and fewer auction companies, the sell-through rate ticked up from 97% to 99%, and the average price increased from \$95,152 to \$126,556.

This is a sure sign of the current popularity of collector cars across all segments. The hottest segment remains high-end performance cars such as Ferrari, Porsche, Ford GT and the like. But highly-collectable Full Classics® also saw jaw-dropping results.

Below are the raw results for the sale of Full Classics by the biggest Scottsdale auction houses. The numeral represents the position in the top ten sales for each auction. The results do not factor in any post-sale deals that may have occurred. These numbers include the appropriate buyer's premiums.

RM SOTHEBY'S

2. 1931 Duesenberg Model J Derham Tourster
sold for \$3,415,000

BONHAMS

7. 1949 Buick Roadmaster Model 76C Convertible
sold for \$335,000

WORLDWIDE

1. 1929 Duesenberg Model J Derham Sedan, 5-pass.
sold for \$2,260,000
2. 1935 Delahaye 135MS Competition Drophead Coupe
sold for \$1,435,000
3. 1932 Chrysler Imperial Convertible Sedan
sold for \$940,000
6. 1937 Packard Twelve-Series 1507 Coupe
sold for \$280,000
9. 1937 Cord 812 Supercharged Convertible Phaeton
sold for \$235,200

GOODING & COMPANY

7. 1937 Cord 812 Customized (nc) Westchester Sedan
sold for \$275,000

Steam Bending Wood

Submitted by: Jim Tait

When restoring old cars you have to develop new skills that solve problems that crop-up in the process. When restoring my 1934 Cadillac V16 sedan I found two situations where I needed wood that was bent into a precise shape.

- First, I needed to make an entire new roof structure. Most of the roof structure was missing with only two bows remaining as patterns. After building the side structure rails that have pockets that hold the bows on each side of the top, I found that each bow had a different amount of curvature that gave the roof its barrel shape. This meant that each roof bow had a different degree of bend to produce the correct roof shape. I made a pattern form to help shape each bow differently so I could increase the amount of bend in each bow as needed. The fine adjustment was made by changing the length of the bow as I fit it in each of the pockets.
- The other bending project was to make finished wood trim for window frames in the doors. We had to build three forms. One for each of the doors as the front and rear doors were different and a third form for the windshield frame as well. The window trim had to be made in two pieces and scarf-jointed together to form a complete molding. Then each molding was finished to produce the correct shape for the openings.

I first built a steam box. In each case, the wood I started with was 4 feet long and $\frac{3}{4}$ " thick and 1 to 1 $\frac{1}{4}$ " wide. The box I built had an inside dimension of 6" by 6" wide and 48" long. This allowed me to steam more than one piece of wood at a time. Next, I had to come up with a steam source. A friend lent me his steamer that was used to clean drapes. I found that it generated the right amount of steam for my project.

I then made forms to shape the wood over during the bending process. An important element of the process was to make sure I had plenty of clamps and that the process was completed in one single motion as the working time was very short. With more complicated bends it was also very important to have another person to set the clamps as the wood was being bent.



For car restoration projects that need wood shaped for structural or decorative reasons in the coachwork, steam bending wood can be a solution. You might have to be creative. If you don't have a drapery steamer (or know someone who does,) the source of steam could be an electric tea kettle or even an old crab cooker. And you might need to enlist the help of a friend to help you quickly clamp the wood into your desired shape.

The process can be difficult but if the rules are followed it can be successful with a beautiful result.



The completed top bows
for the roof of the Cadillac V16 Sedan



The finished window frame
in black oak.

Steambending Guideline Points

1. When steaming wood in the steam box allow one half-hour for per $\frac{3}{4}$ " of wood thickness with a minimum of one hour. Over-steaming can cause wood to wrinkle.

2. Have bending form, clamps and leather gloves ready before starting.

3. Wood needs to be soaked in water at least 24 hours before process starts. I used a 4 ft. long 4 in. diameter piece of PVC pipe capped at both ends to soak the wood. This method stopped the wood from floating out of the water.

4. After removing the wood from the steam box you will have approximately five minutes of working time and bending should be done in one continuous motion. You will need an extra set of hands to help clamp the wood especially when doing compound bends. Do not attempt to bend a wood piece that is thicker than its width. Leave wood clamped until dry. We found that we had the best results if we left the pieces clamped overnight. If bends are less than 4 in. radius a steel retention strap is needed. This is a strap of steel that is the length and width of the wood being bent. A block of wood is attached to each end of the strap that fits over the ends of the piece of wood being bent. This strap applies pressure to the wood preventing it from breaking.

5. The type of wood being used is very important for structure. Oak is the best but elm, hickory or ash can be used. We used black walnut for the window openings as it matched the existing frames. It was more difficult but we had beautiful results. Wood should be air-dried not kiln dried. Straight-grained wood should always be used with no knots. The grain should always be parallel to the wood. Any shaping should be done before the bending process. Drilling holes should be done after the part is bent.

Oh What Fun...

2021



HOLIDAY PARTY



*Stan Dickison
Activities Chair*



*Our Festive Venue: The Seattle Yacht Club
Thanks to Marty and Linda Ellison*



*Theresa Renico and
Announced Marriage*



*Irene and Jim Tait
Facebook Manager, PNR Manager, Silent Auction Managers*



*Adrian Taylor
Announced*





Erin and Bill Smallwood



Sherry Raisbeck and son Eric



*Craig Devine and
Sigfried Linke*



*Laurel and Colin Gurnsey (bookends)
Crossed the Canadian Border that has been closed for months!*



*and Lee Noble
December 5, 2021*



*Frank Daly
PNR Director*



*Kim Pierce & Kristy Ryan
Silent Auction Shoppers & Engaged*



*and Dana Harris
Recent Engagement*



*Kim and Eric Hild
New PNR Members & Table Decorators*



The PNR-CCCA 2021 Holiday Party

After a gap year in 2020, a time when Holiday Parties were just not to be, we were able to gather at the Seattle Yacht Club and focus on the Christmas spirit and connecting again with friends in the Club. Appropriate to the health situation in play and fitting with the requirements of both venue and State, we wore masks and showed evidence of vaccination. Place cards with meal preferences were handed out on entry to allow attendees to capture a seating spot. It did take a moment to identify that L stood for the beef entre (London Broil) and R indicated the vegetarian option (Ravioli), but we figured it out! Mingling began in earnest at 11:00 am, grabbing a glass of wine or cocktail and wandering through the silent auction room to see the array of items up for bids.



The plated lunch, as always, was perfectly prepared and gave us the time to have more detailed conversations around our 10-person tables. Director Frank Daly superbly managed a brief program with thanks to the venue and organizers, and then it was awards time. Because of the curtailed event schedule, the Club decided not to give out the Participant of the Year and, with the limitations, there were only six recipients of “Car-of-the-Day”. Collecting the awards for 2021 were Stan Dickison, Denny Dochnahl, Bob LeCoque, Siegfried Linke, Jan Taylor & Bob Newlands, and Adrian Taylor. The National CCCA did not issue awards this year.

Although some members canceled at the last minute, seventy-eight PNR members and their guests were in attendance. Two members were brave and attended the event in perfect Classic style: a 1936 Derby Bentley saloon driven by Lee Noble and a 1940 Cadillac escorting Siegfried Linke. The special treat was to be able to see a collection of our Canadian members. Border crossing has been fraught with difficulties for at least the last year, and it was fantastic to see these brave souls risking their return on the ability to find adequate testing at the border.

This year’s silent auction tables again were piled high with items from which to choose. There was an interesting mix of holiday items, jewelry, wonderous pickles from member Dalene Somerville (even though she could not attend) and, of course, many Classic car-related offerings. The grand total of sales



reached a record \$2,800 with 100% of the proceeds to the PNR bank account, which will allow us to defray operating costs for events such as Grand Classics and CARavans.

2020 was tough and 2021 has made it difficult for the Club to come back up to speed. To those members suffering from the effects of illness and other challenges, we wish you all the best for 2022.

Time for Thanks: Frank Daly - Event Chair and Emcee; Karen Hutchinson - Invitation Design, Printing & Mailing; Cherry Jarvis - Event Registration; Marty and Linda Ellison - Yacht Club Hosts; Lisa & Brian Rohrbach - Check-In; Jerry Greenfield and Steve Larimer- Drink Script Sales; Irene & Jim Tait - Silent Auction; Terry McMichael - Handling the Money; Stan Dickison - Awards; Kim Hild - Centerpieces (and chocolate!); Keenon Greenfield - for deft handling of innumerable tasks; and the Board Members and random conscripts who simply see a need and attend to it. Special thanks are accorded to the Seattle Yacht Club staff - for your excellent service, and of course to all who supplied items for the silent auction.



Holiday Party Attendees

Patty and Tom Alberts

Bunny and Lou Berquest

Fred Bonin and guest Sabrina

*Renee and Pat Crist and
guests Kyne and Austin*

Frank Daly

Karel and Bill Deibel

Whitney and Craig Devine

Stan Dickison

Keenon and Jerry Greenfield

Laurel and Colin Gurnsey

Karen and Malcom Harris

*Kenny Heng and guests
Julie and Mack*

Kimberly and Eric Hild

Laurel Becker and Jim Huckeba

Karen and Barrie Hutchinson

Hyang and Brad Ipsen

Steven Larimer

Susan and Siegfried Linke

Georgia and Ray Loe

Brown, Blair and Malory Maloney

Cheryl and Phil McCurdy

Sandi and Al McEwan

Barbara and Terry McMichael

Judith and Bill Mote

Theresa, Joanna and Lee Noble

Jeanette and Marshall Partington

Kristy Ryan and Kim Pierce

Sherry and Eric Raisbeck

Lisa, Brian and Jeffrey Rohrback

Christine and Rick Sherman

Erin and Bill Smallwood

David Smith

Dennis Somerville

Irene and Jim Tait

Dana Harris and Adrian Taylor

Mary and David Williams

Suki and Darrin Wong

Lee Zuker

The Bentley at the Titanic Commodore's Ball at the Meydenbauer Bay Yacht Club



At the request of new PNR member Kim Hild, Brian Rohrback, generously provided this beloved Bentley for decoration at the Commodores Ball at MBYC on Saturday evening, November 6th. Members and guests arrived in 1911 formal attire and enjoyed decorations, beverages and food which were inspired from the original Titanic dinner menu. Next to the dance floor, guests could explore the Titanic's "cargo hold" where the Rohrback's Bentley car was parked, adding a touch of elegance and charm, reminiscent of the bygone era.

This 1939 Bentley 4-1/4 Litre All Weather has been in the Carman/Rohrback family since 1966 and has won many prestigious awards. The car was completely restored in 1963 and then entered in a series of concours, winning first-in-class in seven of the eight meets. It won a first in Pre-War European Cars in the 13th annual Concours d'Elegance at Pebble Beach in 1963, as well as both blue ribbon and trophy at the Mercer Island Concours d'Elegance held in August 1963. This Bentley, originally belonging to Lisa Rohrback's father Joe Carman, is one of the earliest members of the Pacific Northwest Region of the Classic Car Club of America.



2022 CCCA Annual Meeting Palm Beach, Florida

By Al McEwan

When the CCCA announced that the 2022 Annual Meeting would be held at The Breakers Hotel in Palm Beach, Florida I knew that we would try to attend. The Breakers is one of those very special buildings that are a joy to visit. It was built in the mid-twenties and the detailing is spectacular. In addition, the location is right on the ocean. Sandi and I attended the 2013 Annual Meeting, also held at The Breakers, and that is why we were so enthused to return. The room rates negotiated for the CCCA by Ray Giudice of \$320 +tax per night compared to the quoted rate of \$1900 +tax per night was a big incentive.

Sandi and I flew on an Alaska nonstop from Seattle to Ft. Lauderdale which is about an hour south of Palm Beach. After staying overnight we arrived at The Breakers about noon on Wednesday in plenty of time to check-in, see friends and to participate in the opening cocktail-dinner event on a lovely outdoor patio. Thursday morning I attended the Annual Membership Meeting and late morning we boarded a bus for a visit including lunch at Mar-A-Lago. (No politics.) Mar-A-Lago, which was built for Marjorie Merriweather Post in the mid-twenties, is a fantastic and beautifully maintained facility. Following lunch we visited The Classic Stable car collection and the Lehrman automobile collection. The Classic Stable collection is in a lovely old building with highly finished hardwood floors and primarily sporting automobiles that included two Classics, a Bugatti and a Delahaye. Sam Lehrman's collection is in a specially built building designed to house 14 American Classics. These included three Custom Dietrich Packards, a V-12 Pierce Arrow convertible, three Rolls-Royces (a Springfield P-I and two LHD P-II's with Brewster bodies), three Duesenbergs, two V-16 Cadillacs, an Auburn Speedster and the former Ed Rittenhouse DV-32 Stutz.

On Friday I attended the Classification Committee meeting and in the late morning we boarded buses for a trip to lunch followed by a cocktail dinner cruise out of Ft. Lauderdale on the Inland Waterway. The mansions along the waterway, most with large yachts tied up in front, are mind boggling.

Saturday was the car show day and there were about thirty Classics shown. One of the cars most exciting to this writer was the former Gordon Apker Speed Six Bentley currently owned by Bill Parfet. There was also a totally original, running, White touring car from the mid-teens owned by Ed Minnie. Sam Lehrman brought two of his cars; a '34 Packard Custom Dietrich Coupe and his '29 Duesenberg J sedan that was recently a runner-up for Best of Show at Pebble Beach.



VENUE:
THE BREAKERS HOTEL



TOURS:
MAR-A-LAGO

The evening cocktail and dinner party was the wrap-up event for us. Awards for the cars judged were presented and also awards earned by the Regions. The Pacific Northwest Region earned a Second in the Senior Publication category, thanks to the Bumper Guardian editor, a third in the Technical category for articles published in the BG and a third for Membership.

It has been a number of years since I have attended a CCCA Annual Meeting, something I used to do on a regular basis. Seeing so many long-time 'car' friends really makes the event special. Sandi and I had a wonderful time.



COLLECTIONS

GIN & TONIC AND CLASSIC CARS

By Laurel Gurnsey

What do the 1960's song 'Louie, Louie', the Blenheim Palace Salon Privé and malaria have in common? And how do Classic cars fit in? The answer is gin. Gin and tonics to be specific.

One of the things I've learned about writing social/historical articles for the 'Bumper Guardian' is that ideas can pop up in amazing places. One recently came from Colin's stack of old Bentley Drivers Club magazines. There was a huge advertisement for a Bentley Drivers Club 'bespoke limited edition gin from British Polo Gin.' What could I make of that?

I headed for the history of gin and found it in myriad places... leading me all the way back to the Middle Ages and a liquor flavored with something called 'genever'. Then, moving forward in history, many websites

mentioned British officers of the British East India Company in the 1700s, beset with malaria-bearing mosquitos and faced with nasty tasting quinine as the medicine of choice. Soldiers started adding water, sugar, lime and gin to make the quinine easier to get down. Winston Churchill was quoted many years later as saying 'Gin and tonic has saved more Englishmen's lives, and minds, than all the doctors in the Empire.' (www.onceinalifetimejourney.com).

Explorers in Africa and other tropical countries also met with malaria and turned to gin and tonic-laced quinine. It became the drink of choice on safaris as an evening drink on its own... the taste refreshing on a hot evening. Of course we know that (heat and tropical jungle excepted) members of our CARavans may also enjoy an afternoon gin and tonic.

Car connections started pouring in (meant to be a pun) from members of our Vancouver-area Rolls-Royce Owner's Club. Friends who attended the 2019 Salon Privé at Churchill's ancestral family home Blenheim Palace, in England, told me

there was a special Blenheim Palace drink on offer at the event called 'The Driver's Tipple', a non-alcoholic gin drink for afternoon celebrations where driving might soon ensue. It was created by Hamish Gordon, former British race car driver. A famous hotel, 'The Feathers', right at the gates of Blenheim, was 'the first to be featured in the Guinness Book of World Records for offering the greatest selection of gins on the planet'.

I even found a connection to India, gin and tonics and the Classic Car Club! PNR members David and Adele Cohen took their 1936 Rolls-Royce 25/30 to India in early 2020 for a car tour, finishing just as Covid hit and enduring a harrowing trip home. The car had been delivered in 1936 to a company in Bombay and

believed to have been used by a Maharajah before repatriation to England. Adele, born in South Africa, noted that a gin and tonic 'was a very acceptable drink among the UK expats who lived in SA in our village - and they found numerous reasons to socialize.'

Another member of our RROC, John



Dave & Adele Cohen in Jodpur, India



John Peirson's 1927 Rolls-Royce 20, passenger-compartment bar



Pearson, has a 1927 Rolls 20 with a bar in the back.

A note about James Bond. We know about martinis... shaken but not stirred, but did you know that in the book 'Dr. No', he ordered a double gin and tonic and one whole green lime? 'When the drink came, he cut the lime in half, dropped the two squeezed halves into the long glass, almost filled the glass with ice cubes and then poured in the tonic.'

'Delicious' magazine has countless recipes for desserts using gin. Their gin cheesecake uses whisked eggs and sugar placed over low heat and joined with butter, juniper berries, lemon zest and juice and cornflower to make the lemon and juniper curd. To get to the rest of the recipe, type in: 'delicious.com.au+cheesecake with gin.' Delicious is an Australian website with fabulous recipes.

My cousin Bob suggests that it is vitally important to use the right kind of tonic. Definitely not a no-name soda. He enjoys Schweppes in his gin and tonic.

A friend, Jennifer Croll, has written a book called 'Free the Tipple', with introductions to iconic women. She has created 'tribute cocktails inspired by their personalities and work.' The one for Virginia Woolf includes gin, Green Chartreuse, St.-Germain, lime juice and a lime twist. Jennifer's book is available at Amazon.com.

So, everything now ties in... except for 'Louie, Louie.' The FBI investigated several versions of this iconic rock song of the '60s for obscene lyrics. But those of the Kingsmen group's version of 1963 were relatively pure. That version, played over and over and over again on a loop by the band at a frat party I went to in university, became an earworm in my brain because my date and I were trapped between two huge speakers and the song pounded in my ears all evening. It was my first 'grown-up' party and my first gin and tonic (which I poured into a plant because I didn't like the taste.)



To craft the perfect
Gin & Tonic at home:

- Fill a highball glass up to the top with ice cubes (*a pre-chilled glass is an added bonus*)
- Pour in 1 part gin
- Top with 3 parts tonic water
- Lift with drinks stirrer or long spoon from the bottom to mix without disrupting the fizz
- Garnish with a wedge or twist of fresh lime
- Sip and enjoy!



Klassic Korner for Kids

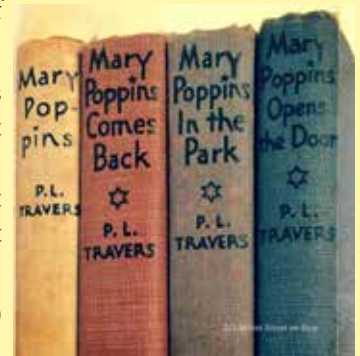
Published in 1934, (the year of our Feature Car the SS1) Mary Poppins was the first in a series of eight books written by P.L. Travers and illustrated by Mary Shepard. Mary Poppins tells the tale of a magical English nanny who 'pops' into Number 17 Cherry

Tree Lane to care for the Banks children, carried by her parrot-headed umbrella along the East wind. At the end of the story, after many fantastical adventures, Mary Poppins 'pops' out again on the West wind.

P.L. Travers was an Australian author who spent most of her adult life in England. The illustrator, Mary Shepard was the daughter of Ernest Shepard, illustrator of Winnie the Pooh.

In 1934, Travers took Mary Shepard on walks through Hyde Park in London, pointing out children as suitable models for the Banks children. That same year, our featured SS1 was being built in a factory in Foleshill, Coventry, England just over 100 miles to the North.

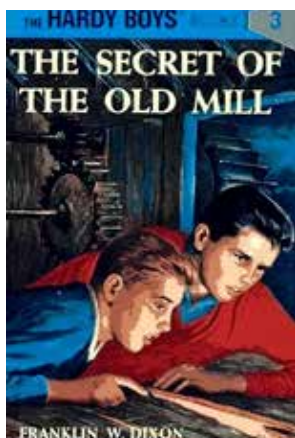
A first edition copy will range in price from \$400 to \$2,400.



Childhood Books Reprise

By Laurel Gurnsey

Not long after Part One appeared in the winter issue of the 'Bumper Guardian', I started to get responses from club members about book memories from childhood. Please, keep your stories coming. As space permits, I will continue to update this article.



David Cohen

Astoundingly, but not a huge surprise after all, 'The Hardy Boys' series and 'Nancy Drew' topped almost everyone's list. David Cohen said that both series were widely available at the time and considered good clean family reading...and that, of course, everyone liked a good mystery. Interesting that both series included cars

for the characters as they grew older. Nancy Drew had a blue roadster in the early volumes...it was later a blue convertible and finally a blue Ford Mustang. The Hardy boys...Frank and Joe, most often rode motorcycles, although cars were often included in various plots.



Frank Daly

Frank Daly and I are both blessed to still have an original book from childhood still in our possession.

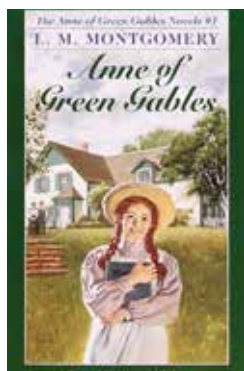
Frank sent a scanned copy

of the book given to him by his aunt Mary called 'The Little Auto', by Lois Lenski. I still have a copy of 'Alice in Wonderland' given to me on my third birthday by my Aunt Lyda. No cars appeared in 'Alice' but can we imagine her riding on a motorized mushroom?? Or the caterpillar? Frank says that he was a flashlight reader too.

Laurel Gurnsey

I remember being curled up with the 'Anne of Green Gables' series, written in Canada about an orphan girl with a huge imagination. This series has captured the fancy of children around the world and is taught in schools in Japan.

Colin and I made the trek to see the house, 'Green Gables' in Prince Edward Island, Canada. Anne's vehicle of choice in the early books was her adoptive uncle Matthew's farm wagon, although as she grew up cars began to appear.



Karen Hutchinson

Karen Hutchinson recalls reading a book called 'Snow Treasure'... about the bravery of Norwegian children during World War II and their quest to keep a cache of gold hidden from the Nazis. No cars in this one, but a sled was used to carry the gold bullion.



Bill Deibel

"I loved the sea story books by Howard Pease. One I remember was titled 'Wind in the Rigging' "an adventurous voyage of Tod Moran on the tramp steamer 'Sumatra,' New York to North Africa. I gave my copy to the Bellevue Library book shop when we moved here. I probably read and enjoyed six of his books, mostly published in the '30s."

And still more PNR members sent comments including

- Liz Haan loving any books about dogs...especially about Collies like 'Lassie'
- Colin Gurnsey treasuring his copy of 'The Spirit of St. Louis' about Charles Lindbergh
- Al McEwan claiming to have nearly memorized the first printing (1952) of THE KINGS OF THE ROAD by Ken W. Purdy
- and Brian Rohrback said "I was not much of a reader when I was young. Running around and hitting things with sticks seemed like the ideal pastime. I found reading to be booooooring until someone handed me a copy of a newly-published book called "A Wrinkle in Time" by Madeleine L'Engle. It opened up an imaginative world and captured me as a reader. My dad noticed my interest and gave me one of his favorites (Earth Abides by George Stewart) and a newly published book "Something Wicked This Way Comes" by Ray Bradbury. At ten, I was launched as a reader (at age nine, reading would have been perceived as a punishment!) "





Tea & Crumpet Club

British Columbia Autumn Tour

By Colin Gurnsey

Usually the weather in this part of the world gets rainy as we move into October. Regardless, ten of us, along with our wives, braved the potential inclement weather to visit central Vancouver Island. We call these 'tours' Jollies. It's just another idiosyncrasy of the Tea and Crumpet Club, which organizes these runs. We call ourselves ...wait for it..."Crumpeteers".

Parksville was our lunch stop on day one. Three of the four Derby Bentleys there were on the run while the gray and red car was a local who joined us

for lunch. David and Adele Cohen, members of the PNR, drove their interesting late chassis Derby Bentley with the earlier coachwork originally designed for a 4.5 litre and then transferred by the coachbuilders to a later chassis. Note the interesting built-in clear sunroof.

After lunch, we drove the coastal island highway to Campbell River. We had booked two nights at Painters Lodge, Built to cater to salmon fishermen, the lodge is located at the mouth of the Campbell River. From there, we drove to Gold River on the west side of Vancouver Island. The drive had all the attributes of a grand-prix racing circuit at much slower speeds. Under normal circumstances it would have been a very scenic drive but our usual October weather decided to visit and it was very wet. A number of drivers inquired how wet my interior got during the drive, but with glee, I was able to say not at all. Not so for the Derby Bentleys and the lone Bugatti on the run. We also toured Strathcona Provincial Park (BC's oldest and largest provincial park.) The Roosevelt Elk sign highlights the species native to central Vancouver Island.



Classic Bentleys on Tour

The third day, we stopped for lunch at the Qualicum airport restaurant, following which we visited Jonty Parker's new seaside cottage in order to view his latest car project. We next went to Steve Harris' home at Parksville to see his latest endeavours. Inside the Brooklands shop are a number of project cars well underway as well as a very nice finished MG

TC and an Austin Seven. Steve Harris' home is called 'Faulty Towers' and has a potpourri of automotive collectables among others.

The final evening we stayed at the Tigh Na Mara Resort in Parksville, where we had a lovely dinner and enjoyed the good company of the 'Crumpeteers'. The following morning we drove to Nanaimo to catch the ferry back to the mainland. Even with Covid rules we were able to enjoy a good run with the cars and the comradeship of like-minded enthusiasts.



Gurnsey's LG 45 Lagonda, two Derby Bentleys and a very nice Alvis Speed 20



The Gurnsey's 1936 Lagonda



Type 44 Bugatti with Czech coachwork mid-30's Vauxhall with a single seat dickie in the boat tail

Cont. from page 2 -- Director's Message

when the brake pedal is released, and it is unlikely that you'll be able to set the clearance correctly.

Perhaps the most critical advice Paul gave me was that you cannot do this job with the wheels hanging, as was the case utilizing a two post (frame) lift when I first attempted to do the job. Hanging wheels will pull on the cables while the car is in the air, and their length will change when the car is resting on the ground. Four jack stands under the rear axle and front suspension should be the configuration when the cables are adjusted. Before I called Paul I attempted to adjust things with the wheels hanging, and when I repeated the process on jack stands, it made a BIG difference.

With the car on jack stands, use the star adjusting wheel until all four wheels are just locked. With the cross shaft against the stop, pull all cables tightly toward the cross shaft levers to remove slack. Adjust the nut on the clevis so that the pin will just enter with no slack in the cable. The Packard Shop Manual adds "(All four cables alike)". Therein lies the rub (pun intended)!

Sounds straightforward, doesn't it? It's not! I think that it is the unavoidable 'variation' in cable tension which requires the additional steps which I'll describe later.

Once the cables are attached, use the star adjusting wheel until the shoes just barely contact the drums and then back off just a small amount until no drag is perceived. Don't worry, at the final step we'll leave a little drag to help burnish the linings.

The Packard Shop Manual then says "Balance drag on tester, or road test, backing off the tight wheel". Simple, eh? But I had no idea what 'tester' they were referring to, or how to 'balance drag'. This is not something one has to worry about when adjusting hydraulic brakes.

Paul described (essentially) how to 'balance drag'. The car is still on jack stands and you've just connected the cables as uniformly as possible. You've backed off the shoes to the point of 'barely no drag'. With a brake pedal hold down tool (they are available) or some other means to carefully hold the brake pedal in the selected position(s), depress the pedal in small increments while going to each wheel and spinning it until you find the first wheel which starts to drag. You can also use the

notches on the parking brake to 'apply' the brakes gradually. If more than one wheel drags, back off the 'less draggy' wheel until only one wheel drags. If no wheels drag, depress the pedal a small amount more. Repeat the process until only one wheel drags. This is kind of a lather, rinse, repeat process. When you've found the brake pedal position where only one wheel drags slightly, go to each wheel in turn and expand the shoes with the star adjusting tool until they all drag the same amount, or as close thereto as possible.

Now it's time for a test drive. Paul suggested finding an empty parking lot. Drive the car and see if it stops straight. If it pulls, one front wheel is braking before it's partner. Back off in the tight wheel, i.e. pulling side.

In my case, the car initially pulled to the right just a bit, but more importantly the left rear wheel locked up while the others were still turning. Paul confirmed my suspicion that the rear wheels typically won't cause pulling but if one is considerably tighter than the other it will lock up first. An arbitrary five clicks on that wheel eliminated the lockup. The slight pull to the right disappeared after some driving and heavy braking; I had suspected a high spot on the front right shoe and it seems that this was the case. I can now stop the car with my hands off the steering wheel and it stops straight and true.

At this point, most books I've read suggest using the star wheel to obtain just the slightest bit of drag on all wheels. Paul concurs. This is to aid in the burnishing of

the new linings.

I know that there are those of you out there to whom all of this is 'back of the hand' knowledge, and others may use a completely different technique. However, for this newbie doing a mechanical brake job for the first time, Paul's advice and a bit of learning by trial and error made all the difference in the world!

Frank Daly - PNR Director

Footnote: A great source of not only appropriate linings but brake system parts in general is Jeff Adkins of Moose Motors in Penngrove, CA. Jeff has an encyclopedic knowledge of these cars. He can be reached at (707) 792-9985.



Determination & Grit

By Colin Gurnsey

Some years ago, when Bill Holt was restoring his 1939 Lagonda V12 Rapide, I became curious as to the process necessary to turn an original 70-year-old automobile back to a new car state using original components. I asked Ian Davey at RX Autoworks what the process was that he used. Take a look at Bill's large V12 valve covers in the photo below.



Ian's formula is really quite simple.

It requires lots of handwork and ten basic steps:

1. Use a body file to remove dings and abrasions*
2. Use 80 grit sandpaper**
3. Next 150 grit
4. Then 320 grit
5. Then 400 grit
6. Follow with 500 grit
7. Change to 800 grit wet
8. Next 2000 grit wet
9. Then 3000 grit wet (dual action sander and by hand)
10. Finally finish with 'Autosol' aluminium polish
(Use a buffing wheel for a chrome-like finish)

* Body files are widely used in auto assembly plants for metal finishing repairs. Refer to www.tinmantech.com for examples

** Use a block to remove high spots (Steps 2-6)

Ciao



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



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Editor's Note:

As I work to complete this issue of the Bumper Guardian, Punxsutawney Phil just predicted six more weeks of winter which also means that you have six extra weeks to get your Classic ready for spring! But don't delay, driving season will be upon us soon.

Finally after two years of COVID, PNR and car-related activities in general are starting-up again. Please send me stories and photos about events in which you participate.

- *We closed-out 2021 with a fabulous Holiday Party at the Seattle Yacht Club. With almost 80 members and guests in attendance, it was a joyful affair. Kim Pierce, Kristy Ryan, and Lee Zuker traveled from Arizona to attend.*
- *The first event of 2022 was the gathering at Kim Pierce and Kristy Ryan's new home in Scottsdale, AZ (see page 10.) Scheduled to coincide with "Car Week," it provided a wonderful venue to enjoy the company of members from both PNR and AZR.*
- *More events are coming. Please check the activity schedule in the newly restarted Bumper Bolts.*

The pandemic has kept so many of us apart from our PNR "family." Good news was shared at the PNR Holiday Party of one recent marriage (Lee & Theresa Noble) and two engagements (Kim Pierce & Kristy Ryan and Adrian Taylor & Dana Harris) Congratulations and best wishes to all!

And then heartbreaking news followed. Bettye and Bill Gluth's beloved son/stepson Andrew Lawrence Shifrin passed away in late November. It is an unfathomable loss. Our deepest sympathy to Bill and Bettye and their extended family.

ERRATA

The magnificent 1923 Lincoln Model 111 featured in the Winter 2021 issue of the Bumper Guardian belongs to new members Mike (not Mark) and Diane Barrett. My apologies to Mike for my error.

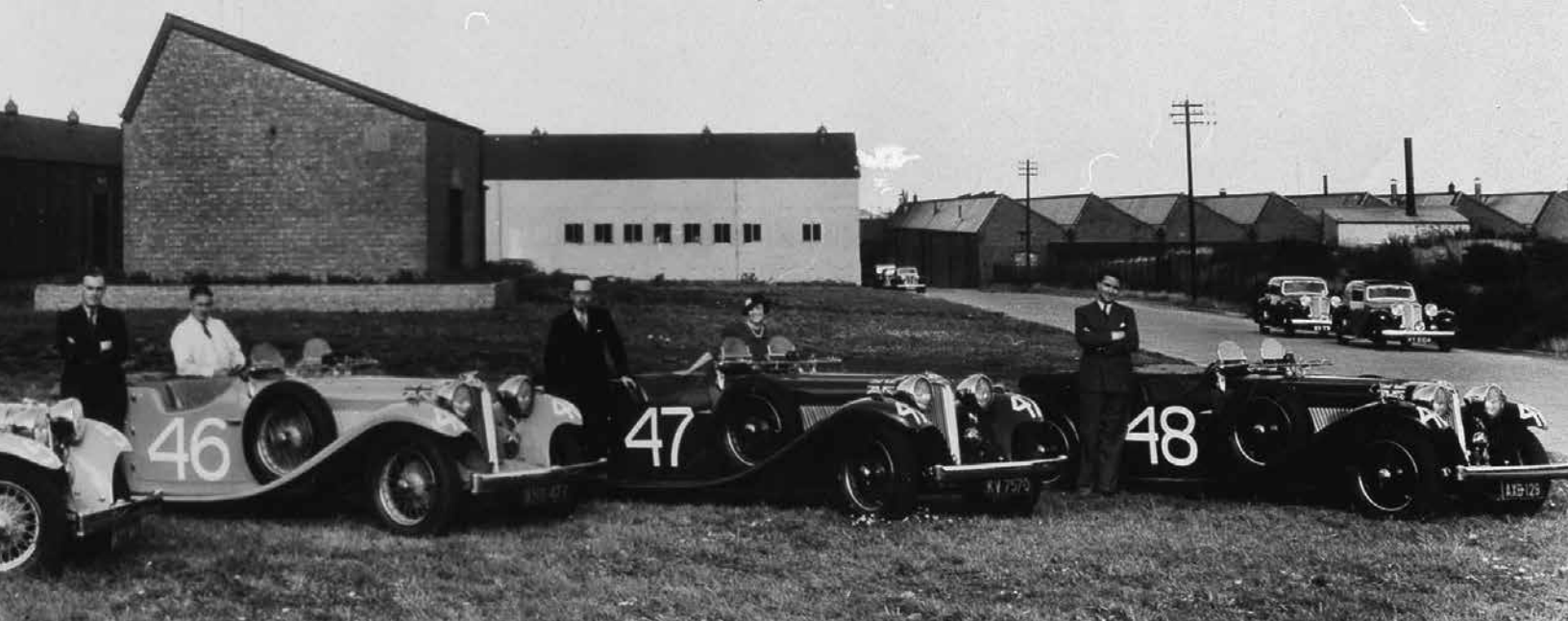
Also, an update to the article by Bill Deibel in the Winter 2021 issue on 12 and 16-cylinder engines. The Auburn V-angle is 45-degrees and the compression ratio is 5.75.

Keenon Greenfield asks to have her phone number changed to 425-890-2293.

FOG ROSE AD

1934 International Alpine Trial

SS Drivers : Needham, Clease and Light
Winning the Silver-gilt Plaque (2,630 points)



The Trial starts from Nice, the two previous days being occupied with the examination of the cars. The first day's run is from Nice to Aix-les-Bains, 485 kms. ; the second from Aix-les-Bains to Interlaken, 421 kms. ; the third from Interlaken to St. Moritz, 371 kms. ; the fourth from St. Moritz to Venezia, 549 kms. ; the fifth from Venezia to Zagreb, 436 kms., and the sixth from Zagreb to Munich, 616 kms.

Only cars manufactured in series will be allowed to compete. The words "Manufactured in series" mean that cars so constructed shall have been part of the normal and continuous output of the factory prior to 1st May, 1934, and that at least one hundred of the type in question shall have been completed before 1st August, 1934.

Bodies must have a minimum number of two seats and must be in accordance with Article 247 of the International Sporting Code. The weight of the car must agree with the weight given in the catalogue.

There will be two speed tests with flying starts ; one on the Col du Galibier on the first day, and the other on the Stelvio on the fourth day. There will also be a speed test run on the flat over a distance not exceeding 10 kms., on a day not announced. For each test a minimum speed is set and failure to attain that speed will result in loss of marks. There will be no bonus marks for exceeding it.

At the conclusion of the Trial the cars will be examined to see that all seals and marks are intact, but there will be no examination for condition.