

# BUMPER GUARDIAN

Summer 2022



*1933 Horch 780 Shortcabriolet*  
*Owned by Hugo Modderman*

## 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.*

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®

June 15-18.....New England

### CARavans®

May 26 - June 5 .....Can-AM Tour

Sept 18-26 ..... Frontier Tour

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## Director's Message

*Greetings Fellow Classic Fans!*

I'm currently in Arizona enjoying temperatures in the high 80s – a bit warm for this time of year. What a difference a two hour flight can make!

Many thanks to Brian Rhorbach for resurrecting the "Bumper Bolts", thus 'upping' our level of communication. Brian posts our Activities Director's (Stan Dickison's) schedule of events in each Bumper Bolts, and as you can see we're looking forward to a more active year. Quite a crowd enjoyed the tour of Griot's Garage and Shop, followed by lunch at Club Auto at LeMay a few weeks ago. I'll still be in Arizona, but last year's Tiptoe Through the Tulips received rave reviews and I hope that many of you enjoy the drive north to the scenic Skagit Valley.

National informs us that there are two CARavans scheduled for 2023, and while our intrepid Tourmeister Al McEwan had indicated a willingness to organize a PNR CARavan next year,

*Director's Message Cont. on Page 19*

## A Brief History of 1933 Europe Geography

Saxony's monarchy was abolished after Germany's defeat in World War I (1918), and Saxony adopted a republican constitution as a free state under the Weimar Republic (1919–33). The territory continued to exist as a Land (state) under Adolf Hitler's Third Reich (1933–45) and the German Democratic Republic until 1952, when it was abolished as a formal territory. Saxony Land was re-created in 1990 in the process of the unification of East with West Germany.



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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
Brian Rohrbach, Secretary	206-235-0371
Terry McMichael, Treasurer	206-790-5012
Stan Dickison, Activities	206-949-1115
Keenon Greenfield, Membership	425-890-2293
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:**

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William Howard	2023	206-227-1078
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 of the month  
5:00 Social Gathering, 6:00 Dinner Meeting  
Minutes available upon request.

**Membership:**

Regional membership is available only to  
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**Advertising Policy/Rates:**

The Bumper Guardian will print classified  
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space available basis. Display advertising rates  
are available on a prepaid basis only.

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**Motoring Classic Participant**  
**Hugo Modderman's**  
**1933 Horch 780**  
**Sportcabriolet**

Photos courtesy of Hugo Modderman





*1933 Horch 780  
Sportcabriolet*

*Owned by Hugo Modderman*



The Horch 780 was equipped with an eight cylinder inline engine with a simple overhead camshaft, a capacity of 4,944 cm<sup>3</sup>, coupled to a gear box with four forward gears and reverse. The engine reached 100 hp at 3,400 revolutions per minute and the maximum speed of the Horch 780 was 77.5 miles per hour, that is 125 km/h.

In 1932 Horch and Audi merged with DKW and Wanderer to become the Auto Union corporation located in the city of Zwickau in Saxony (see a Brief History of 1933 Europe Geography page 3.) The 780 Sportcabriolet was designed by Hermann Ahrends who later joined Daimler Benz where he designed the famous 540K Spezialroadster. The bodywork was partly subcontracted to Dietz in nearby Glauchau, Saxony. The 5-liter straight-8 engine was designed by Fritz Fiedler under supervision of Paul Daimler, eldest son of Gottlieb Daimler. Of the approximately 250 model 780 Horch automobiles that were built, perhaps 16 survive.

Our featured Horch 780 was built by Horch Werke Zwickau in 1933 and delivered in the province of Groningen, Netherlands to textile merchant P.H. Hendriks. The merchant used the car for frequent travel to Germany. At the beginning of WWII, the car was confiscated during the German occupation by "Generalbevollmachtigte für das Kraftfahrwesen."

Immediately after the German capitulation, the German military tried to cross the Dutch-German border with the car and were stopped by Canadian borderpolice. The police called the temporary government in Groningen asking if they could let the Germans depart with the car. The then "Advocaat Fiscaal Bijzonder Gerechtshof de Groningen" Jhr. van der Wyck told them to return the car to Groningen where it was direly needed for government use. He told the borderguards: "let the Germans walk home and bring the car to Groningen, we need a car for the court." The car was thus confiscated by the Dutch authorities specifically "Militair Gezag Province of Groningen" and became property of the kingdom of the Netherlands.

The "Advocaat Generaal" Jhr. Adriaan Hendrik Sibbe van der Wyck was permitted from August 24th 1945 to use the car but solely for business purposes and buy petrol, which was rationed at the time, always showing the special permit on the front window. The car was based at Coehoornsingel 36 in Groningen. This was originally a church in use as a garage (Garage Caspers) and confiscated by the Groningen police and used shortly after the war as their technical base. The car carried the provincial numberplate A 9799 (Provincial numberplates were obligatorily replaced by national numberplates between 1951 and 1957.) Whereas the standard permit states that the car could not be used on Sundays and public holidays, Jhr. van der Wyck got an exemption from this restriction. He was however not allowed to use the car for visits to the theater, restaurants, concerts, cinema, lectures, cafes, nor for travel between residence and place of work (article 13 of the special permit dated May 6th 1946.)

After three years of using the car, van der Wyck managed to buy the car from the Dutch government for 3000 Guilders. Then the equivalent of USD 850. He sparingly used the car to drive to the courthouse and for family holidays as well as for the wedding of his daughter Reina on September 22, 1973. Van der Wyck passed away November 4th 1973 after which the car was occasionally used for weddings by the Haren-based garage and taxi company Vrieswijk which also maintained the car.

Van der Wyke clearly cared about the car, placing textile covers over the leather so it would not deteriorate and instructing his driver not to allow the obligatory altering of headlights in 1955, stating that the "officer of justice" specifically told the Rijksdienst wegverkeer not to make this alteration, which at the time was obligatory for all motorcars. It meant changing the reflector and having the lampglass changed or etched with an inscription. Van der Wyke also carried two beautiful aluminum cast numberplates





with the car. These were originally confiscated from a Nazi collaborator Rector Magnificus of the Groningen university Herman de Burlet. Van der Wyke's idea was to have similar plates for his Horch.

After the war, the car received a Volvo petrol tank, an American distributor and a one-piece bootlid which was easier to use than the original two-piece bootlid.

In 1995 Hugo Modderman bought the car from the widow of van der Wyck, countess Brydgette Bentinck, sister of the 11th Earl of Portland. She passed away in 2010. With the car came a lot of original documents, an instruction booklet and a spare headlight lens was found by countess Bentinck in the linen cupboard. All of the previous alterations were reversed in this stunning restoration. And, after 73 years, the Provincial plates with the original numbers A 9799 have been replicated!

*except from Hugo Modderman HORCH 780*



*Editor's Note: A Brief History of European Geography in the 1930s has been included on Page 3 to help you in identifying all the places referenced in this article.*

**Chassis Number 78157**  
**Engine Number 55324**  
**Build Number 78077**





Photo by Al McEwen



## AL McEWAN AND OPHs (OTHER PEOPLE'S HORCHES)

I worked in Sondrestrom, Greenland the summer of 1957 on a new base being built by the U.S. for the KC-97 Refueling Tankers. As Greenland is Danish property, most of the laborers were Danes. I became particularly friendly with one of the Danes as we were both interested in cars. In the fall of '57 when I got back to school and the Dane returned to Denmark, he sent me photos of an original 853 Horch. It was undamaged and operational. The Horch was for sale at a price of \$300. I wanted the car but at the time the project of importing the car from Denmark seemed like an overwhelming problem with unknown costs. On our trip to Europe in May of 1964 we did visit with the Dane and his family and spent the night at their home. The Horch was long gone by then.

It was more than twenty years later that I had my next near experience with a Horch. It was in 1988 at Pebble Beach and we were showing our freshly restored, 1931 8 Litre Bentley, a car now owned by Jay Leno. We had just parked the Bentley on the lawn and were dusting it off when this long, sexy, chrome laden car I had never seen before pulled up on the lawn and parked right next to us. My immediate thought was 'Oh Oh,' there goes our hoped for first in Class award. The car in question was the fabulous and what is now the Bob & Ann Lee Horch pictured in this issue. However, at the time the car was all black and entered by the previous owner. The Horch was on the lawn for only a short time and it then disappeared. The rumor was that there was a mechanical problem that wasn't easily resolved so the owner took the car home. At the time I was not disappointed that the car left except I did want to learn more about it. It was brought back the following year, still in its black livery, and purchased a few years later by Bob Lee. This car has a local connection in that much of the chrome plating was done by Queen City Plating. There was a story that a special, larger plating tank had to be built to accommodate the long pieces of chrome. When this car was driven on the lawn following the Lee restoration it took everyone's breath away. In most people's mind it was Best of Show before the judging started.

I was introduced to Hugo Modderman, a Dutchman, about twenty years ago by Peter Hageman because Hugo



*THE HORCH THAT GOT AWAY.*

*Identical car to the Horch I could have bought in 1957.*

and I both owned Hispano-Suiza automobiles. As our cars were then undergoing restoration work, we had a lot to talk about and over the years I had technical discussions with the restorer of Hugo's car. As Hugo was living in The Netherlands at the time, we did not see each other again until he arrived in Kirkland to be a participant in the 2006 Pebble Beach Motoring Classic, which was the second Motoring Classic. Peter Hageman had loaned Hugo a 1939 Bentley 4 ¼ Vanvooren saloon for the tour. Hugo returned for the 2007 Motoring Classic with his cousins and they shared a Rolls-Royce Silver Cloud II that was also loaned by Peter. Hugo joined us again on the 2008 Motoring Classic with his '33 Alfa Romeo 1750 Grand Sport spyder, the 2011 event with his '50 Delahaye 135M and in 2012 with his '30 Hispano Suiza H6C Kellner Cabriolet deVille. Hugo was with us again with his Delahaye in 2014 and brought Lidia who is now his wife. He now runs his business out of Monaco and has built a home in Italy just outside of Monaco. The Horch featured in this issue was shipped here for the '21 Motoring Classic but most of our European participants were not allowed into the U.S. due to last year's COVID restrictions. The Horch has been stored by Peter Hageman and Ron Danz this past year and Hugo will be with us this August for the 17th Motoring Classic.







# Horch (Audi) Motor Cars

History from beginning of automobile production in 1901.

*By Raymond Loe*

In 1899, after having previously worked as production manager for Karl Benz, August Horch and his first business partner Salli Herz established a new company to produce a small open-body automobile. At the beginning of the 20th century there were many small companies formed to build automobiles and, as the market was very limited at that time, only the strongest survived. Even those that did often had to merge with competitors to stay in business by offering a variety of automobiles. Such was the case with Horch.

The firm soon encountered financial difficulty leading Horch to find new partners. In March 1902 August Horch produced a four-cylinder car with shaft-drive that was considered more advanced than those being built by then competitor companies Mercedes and Benz. Four years later, Horch introduced a short lived six-cylinder engine and, in 1907, a Horch automobile won the Herkomer Competition (equivalent to a 'brand-name' world championship at the time.)

In the early decades of automobile production, racing competitions were the preferred method to having one's car recognized and hopefully selected by potential buyers. Despite that over the first decade August Horch produced ever stronger engines enclosed by slick racing bodies, his cars did not sell well leading his company's Supervisory Board (i.e.- German equivalent "Board of Directors") to force him out in 1909. Automobiles were still a privilege of the wealthy and were mostly out of reach of the "common man."

Horch then went on to found Audi on April 25, 1910. The name was a solution to the legal dispute with his old company over use of the Horch brand

and a clever play of words ("Audi" is the literal Latin translation of the Old German word "Horch", the verb for "Listen!"). This new company reverted to producing only four-cylinder automobiles until 1928 when it was acquired by DKW who had also just bought the remains of US automobile manufacturer Rickenbacker.

In 1923 Paul Daimler became Horch's Chief of Design after which, in 1926, he introduced their first straight eight side-valve engine. This was the only engine offered for all Horch automobiles for the next five years, however, it was very complicated and expensive to build. So, in 1931, Horch brought out a new much simplified 5 liter overhead-valve straight-eight cylinder engine. This excellent engine became the standard engine that Horch offered through 1940 in their top of the line cars. At the same time Horch brought out a smaller V8 engine and, for a short period between 1932 & 1934, also offered a V12 cylinder version of this engine. However, Horch only sold about 80 so equipped cars before withdrawing the V12 from the market. Meanwhile, the existing 5.0 liter OHV straight-eight along with their new, slightly smaller, V-8 engines were cataloged until 1940, which was when production ended at the Zwickau plant.

On June 29, 1932, Horch, Audi, DKW and Wanderer merged to form Auto Union AG, Chemnitz affiliated group. The current Audi four-ring logo is the Auto Union logo that represents the merger of those four brands. August Horch rejoined the company as a member of the Supervisory Board. Each of the four marques retained their individual badges but also wore the Auto Union's four ring emblem symbolizing the individual partners. Horch became the prestige car in the range followed by the front-drive Audi. Wanderer covered the

middle class and DKW was responsible for the low price field.

At the end of WWII, Auto Union lost all of its manufacturing plants, which were situated in Russian occupied East Germany. The company, however, had transferred its corporate seat to West Germany. In 1949 August Horch was again elected to its Supervisory Board, a post in which he remained until his death on February 3, 1951.

When Saxony was occupied by Russian troops, the Horch works as well as those of the other Auto Union factories Audi, DKW and Wanderer were nationalized. Truck production was taken-up in the existing Horch factory using leftover Maybach engines until 1949 when they were replaced by a newly developed diesel engine. In 1957 the Horch name was dropped and replaced by "Sachsenring," a name under which 1,382 cars were built before auto production was halted for good in 1959.

In the late sixties, Auto Union merged with German automaker NSU to form "Audi NSU Auto Union AG." Today the combine is owned by Volkswagen. Over the intervening years, from time to time, rumors flourished that the name "Horch" would resurface on a big VW or Audi model, but this did not happen, however, in 2021, Audi reused the Horch name as a flagship trim level for the Audi A8 in China to compete with the Mercedes-Maybach S-Class.

Once again, in researching the subject matter for the Bumper Guardian, I learned a lot in the process. I hope you enjoyed reading this story as much as I did in writing it and now can appreciate all that the name "August Horch" represents among automotive pioneers.



# 1937 Horch 853

## Sport Cabriolet

Bob & Anne Lee



## 2009 Pebble Beach - Best of Show

*The Horch 853 numerical designation describes – the number of cylinders (8), the engine size (5-litre) and the model year (3). The last digit, '3' refers to the model sequence, which began in 1935 with the 850.*

The Horch 853 was a formidable competitor of the Mercedes-Benz renowned 540K. The nearly three-ton automobile was powered by a conventional cast-iron 8-cylinder motor providing about 105 brake horsepower. The modified 853A with its alloy head and cam refinement offered additional power. Significantly less conventional was the four point independent chassis design. The car's advanced rear assembly came about through a contract with Ferdinand Porsche, who in 1931 had been granted a patent for his independent, torsion bar unit.

About 1,000 853 and 853A models were made. Few coach-built Horch automobiles were completed and those that were, were more likely to be done on the 853A chassis. Little is known of the origins of this car's chassis or of the car's early ownership. This particular 853 is thought to be just the second Horch to be bodied by Berlin-based coach-builders Voll & Ruhrbeck. Built in 1937, the car soon got caught-up in WWII and was captured by the French government falling into the hands of French army Marshal Jean de Lattre de Tassigny. After the War, the car was moved to Switzerland and changed owners several times.

Dr. Herbert Boyer brought the car from Switzerland to San Francisco, CA and showed it at the 1988 Pebble Beach Concours d'Elegance. At that time, the car was painted in black. When collector Robert (Bob) M. Lee and his wife Anne Brockinton Lee acquired the Horch it was mostly complete, though the sport cabriolet's original hood and sweeping front fenders had been replaced. Working with RM Restorations Bob used period photographs to fabricate new front and rear bumpers, and a new bonnet. All remaining panels are original. The full restoration consumed about five years, with half the time dedicated to chrome, upholstery, and woodworking details. The pewter finish on the car, with its uncharacteristically dull metallic tone, was created to mimic the fischsilber paint Horch developed in the Classic Era. Fischsilber was so named because it used actual fish scales to achieve a reflective appearance.

### Voll & Ruhrbeck

Voll & Ruhrbeck was a German coachbuilder in business from 1920 until 1939. They created bodies for many of the best and most prestigious automobile firms including Bugatti, Horch, Maybach, Mercedes-Benz and Rolls-Royce among others. During World War II, the firm was destroyed from an allied bombing raid, and all records were lost.



This magnificent Horch with its long sweeping lines and double continental kit won many awards including **BEST OF SHOW:**

- 2009 Pebble Beach Concours
- 2014 Amelia Island Concours







# A Car Day Extravaganza

## Griot's Garage Tour and Lunch at America's Car Museum

By Bill Smallwood



On Saturday March 26th, the CCCA PNR had a multi-faceted event. The day started with a stop at the Griot's Garage Flagship store where manager Guy DeVivo opened the doors a half-hour early so those who wanted to check out the latest cleaning and garage goodies could do a little shopping while also getting 15% off for PNR members.

Next was a tour of the fairly new Griot's Motors restoration and detailing shop next door to the Griot's Garage store. Members were greeted by shop foremen Forrest Davis, who treated us to coffee and donuts from "Legendary Donut". And yes, they are very memorable. I have photos.

Forrest discussed the Griot's Motors process and philosophy of restoration work. He showed us a Jeep undergoing a complete restoration. The totally refurbished frame, chassis and engine on display without the body was sitting in front of us to see. Every nut and bolt was immaculate. The whole shop is amazing. It's as clean and sharp looking as the vehicles they are restoring. Forrest then proceeded to walk us through the detailing bay, paint prep and paint booth areas. He discussed the new dry ice machine that they have to detail engine and undercarriages without damaging the original finishes (with practice). It's the hot new restoration tool but is very expensive. I was told it is about a \$35K investment.

The last part of the tour took us across to the huge building next door where they store vehicles and spare parts for customers as well as Richard Griot. Members got a chance to walk around the over 100 different kinds of vehicles. If you are in the Tacoma area and are looking for storage for your vehicle you might want to check it out.

We then headed out taking the backroads to the LeMay Museum where they were waiting for us and arranged to park our Classics and any special interest cars on the plaza. Members got to tour the museum for about an hour and a half ending up in Hagerty's Club Auto. Once there we were able to socialize, and a Jimmy John's lunch was served free to all 48 members and guests thanks to the club. Thank you Diane Flis-Schneider, Renee Crist and Rochelle LeMay for your assistance.

If you couldn't make it, you missed out on the largest donuts I've ever seen, Dry ice as a cleaning tool and Darrin Wong as a potato chip salesman!



AMERICA'S CAR MUSEUM®



David Smith and Denny Aker



Conrad Wouters



Darrin, Suki & Kaylee Wong





## PNR ATTENDEES

Denny & Sue Aker (2001 Porsche Targa-nc), Tom & Patty Alberts, Martin Anderson & Lynn Gabriel, Lou & Bunny Berquist (1935 LaSalle), Michael & Ildi Bradley, Renee Crist, Frank Daly (1958 Chrysler 300D-nc), John & Bob Deshayes (1978 280Z-nc), Stan Dickinson, Gerald & Keenon Greenfield with guests David Carlson and Alfred Stappenbeck, Jake Grotte (Saab 9-5 Aero-nc), Brad, Michael & Madilyn, Ipsen, Bob & Sean Koch, Marty & Luke Kulina, Steve Larimer, Bruce & Kathie McBroom, Phillip McCurdy, Brian, Jeffrey & Joan Rohrback (1939 Bentley All Weather), Richard Scott, Richard Sherman & Christine Bierce, William Smallwod III (2018 Saleen Mustang-nc), David Smith (5-11 Alfa-nc), Dennis Sommerville with guest C.J. Wright, Thomas Swayze (2011 Jaguar XJL SC-nc), Jim & Irene Tait, Darrin, Suki & Kaylee Wong, Conrad Wouters.



Brian Rohrback's  
1939 Bentley



Lou Berquist's  
1935 LaSalle



# Tiptoe thru the Tulips

*By Jim & Irene Tait*



Tour Leader  
Brad Ipsen's  
1940 Cadillac

## PNR Attendees

Mike Barrett  
Stan Dickison  
Jerry and Keenon Greenfield  
Brad and Hyang Cha Ipsen  
Jim and Irene Tait

An amazing time was had by all that attended the CCCA Tip Toe Through the Tulips event Thursday, April 21, 2022.

It was a very windy but dry day to see the wonderful Roozengaarde Tulip Gardens. At 9:30 am we left the Smokey Point rest area led by Brad Ipsen and his wife Hyang Cha in his 1940 Cadillac. Brad had laid out a tour route following many of the old highways including an old brick road in Stanwood. The route included parts of the 1914 Pioneer Highway and Old Highway 99 built in 1936. It was an interesting ride through the Skagit countryside to the Roozengaarde Gardens in La Conner.

The tulips were in full bloom and were gorgeous. We spent an hour and a half walking through the gardens enjoying the very colorful display of flowers. There were 5 acres of display gardens and tulip fields with over a million hand planted bulbs. Every year the gardens are beautiful but we thought this year had an especially spectacular selection of colorful and huge blooms.

After touring the gardens we left and headed to the Farmhouse Restaurant in Mount Vernon. The food was delicious and we all enjoyed each others company and a good visit discussing the tulips and upcoming CCCA events.



Keenon & Jerry Greenfield, Jim & Irene Tait, Hyang Cha & Brad Ipsen, Mike Barret, Stan Dickison



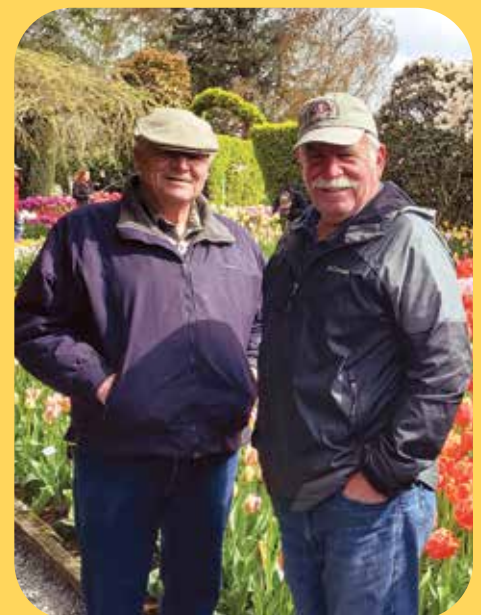


RoozenGaarde is world renowned spring destination featuring a five plus acre display garden + over fifty acres of tulips and daffodils in their fields. The display garden is annually redesigned and replanted by hand with over one million bulbs and nearly 200 different tulip, daffodil, and other flower types. RoozenGaarde's large flower fields are filled with tens of millions of bulbs creating endless rows of breathtaking color. Visitors from across the world travel to the Skagit Valley to see the amazingly colorful patterns created throughout the garden and marvel at the rainbow of colors flowering throughout RoozenGaarde fields.

<https://www.tulips.com/tulip-festival-information>



*Jerry Greenfield and  
Stan Dickison*



*Mike Barrett and  
Jim Tait*



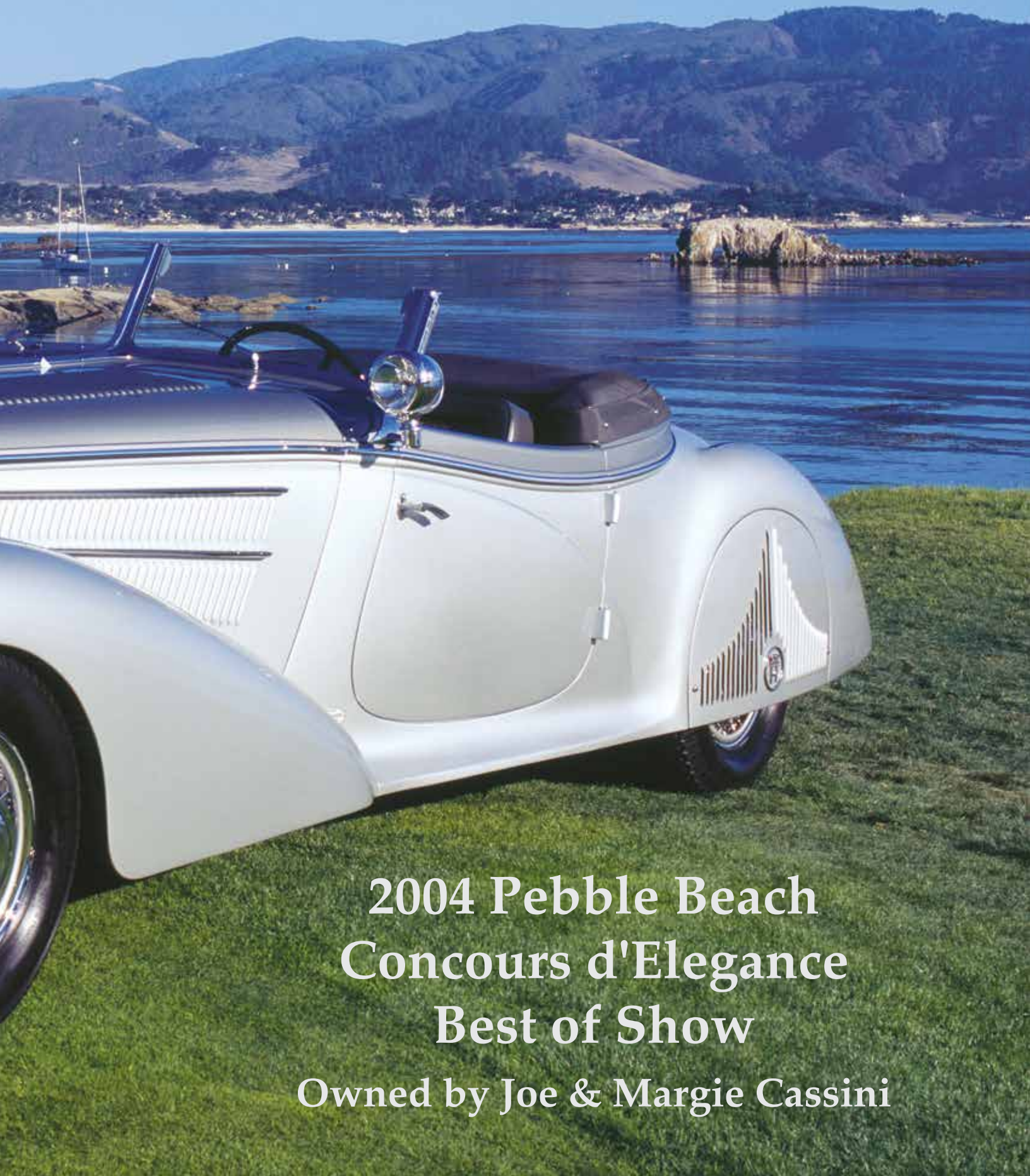
## 1938 Horch 853A Special Roadster Erdmann & Rossi

The Model 853A Special Roadster is the rarest of the straight-eight Horches, with only eight built in two series. The engine is a 4944cc OHV design producing 120 bhp at 3600 rpm, and is accompanied by a four-speed synchromesh transmission with overdrive. Suspension is independent at all four corners, and the car is equipped with hydraulic brakes with servo assist. The roadster weighs in at 5,798 lb with a wheelbase measuring 135 inches and has a top speed of 84 mph. The 853As were bodied by Erdmann & Rossi, and each was slightly different.





Photo by: Ron Kimball/Pebble Beach Concours d'Elegance



**2004 Pebble Beach  
Concours d'Elegance  
Best of Show**

**Owned by Joe & Margie Cassini**



# 1938 Horch

## 853A Special Roadster

Erdmann & Rossi

Carved out of wood, the model prototype Horch Special Roadster was created at the factory works in Malan. While the company began quickly to manufacture the chassis' for the Special Roadsters, there was a delay while the engineers debated whether or not to supercharge the engine. Finally the decision was made not to supercharge the 5.0-liter inline eight-cylinder engine. The design also included a four-speed synchromesh transmission with overdrive, fully-independent De Dion rear suspension placed on double-jointed rear axle shafts designed by Porsche and hydraulic brakes with servo assist. The roadster weighed in at just under 6,000 lb, with a top speed of 84 mph.

The 'First Series' was quite similar to the concept that had been carved out of wood. The first Roadster was built by the factory. The second Roadster was designed and built by coach-builders Erdmann and Rossi in Berlin.

Just five of the 'Second Series' 853As were built. At the time, WWII was looming and the Nazi party had complete power throughout Germany. Horch was competing with Mercedes-Benz to build cars, especially parade cars, for high-ranking members of the Third Reich. Horch built the first car of the 'Second Series' especially for Hermann Goering, commander-in-chief for the German Luftwaffe. At the same time, Mercedes was building a special armored 540K. Goering chose the Mercedes and had the first Horch Roadster dismantled. The last car in the series was lost; leaving just three examples of the 'Second Series'. And though all five shared the same 'sweep panel' in the body sides and the beautifully-shaped fender skirts, each one was quite unique in its design.

Chassis 854275 is one of the three remaining 'Second Series' 853As and features coachwork by Erdmann and Rossi. Given the extremely low production numbers, this 1938-built Horch 853A Special Roadster is far rarer than any 540K Mercedes Special Roadster.

This particular 853A was shipped from Germany to Cleveland, Ohio, where a serviceman, returning after World War II, planned to open a filling station. His



intention was to restore the car to its original condition. He dismantled much of the car but never got around to the restoration. The car stayed in an unrestored state until 1973 when collector Herbert von Fragstein purchased it. He, too, had plans to restore the car but his dreams did not materialize. The car sat in pieces, and over the years Fragstein managed to locate many additional original parts that had been missing.

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*"It was a beautiful car, and I saw this example as an opportunity to take a diamond in the rough and realize its true potential."* —Joseph Cassini

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Judge Joseph Cassini, who years earlier had seen one of the Special Roadsters, acquired the car in 2001 and chose RM Auto Restoration for the two-year restoration process. The car was dismantled and the parts were catalogued including a significant number of original components. Amazingly, much of the original wood was able to be saved though some of the ash framing was replaced. Overall, the car was in good shape. Where repairs were needed, great pains were taken to save as much of the original elements as possible. The restoration required several trips to Germany to inspect original photographs and other technical data. While the entire project took more than 12,000 hours, it was the car's finish that was perhaps the most difficult decision. Ultimately, the car was finished in period-correct livery with silver and two-tone grey paint and alligator leather upholstery. The finish evokes memories of the famed Silver Arrows of Auto Union and Mercedes that dominated the racing scene throughout pre-war Europe.

After the extensive restoration, the car was entered in the 2004 Pebble Beach Concours d'Elegance winning Best of Show. Other concours victories and awards include the 2005 New York Concours, the 2006 Meadow Brook Concours, the 2008 Glenmore Gathering, 2009 Ault Park and 2012 Greenwich Concours.

Judge Cassini has owned a number of exotic and rare cars throughout his life. In fact, he has owned some of the best marques known on the planet. However, the Horch always has held a special place in his heart. About his Horch the Judge remarked, *"I've had some really outstanding cars—but the Horch is at the top of the pile..."*



Primary Source: [www.conceptcarz.com/profile/3879,17232/1938-horch-853.aspx](http://www.conceptcarz.com/profile/3879,17232/1938-horch-853.aspx)





The August Horch Museum is located in Zwickau, Saxony, Germany. Opened in 2004, the much expanded museum covers the history of automobile construction in Zwickau, the home of Horch, Audi, Wanderer and DKW prior to World War II, and Trabant during the Cold War-era German Democratic Republic.

The museum is housed within the former factory where August Horch established Audi Automobilwerke GmbH in 1910 and includes 6,500 square meters of exhibition space. A total of 150 major exhibits are displayed from pre-war Full Classic® cars to recent Volkswagen vehicles. The August Horch Mansion can be visited upon request.

The permanent exhibition includes many Full Classics starting with the luxury Horch models. Highlights also include the 1936 Union Type C racing car and the 1914 Audi Type C in which August Horch won the Alpine Rally. In addition, there is the last surviving 1916 Horch 25-42 hp truck and the chassis of a 1927 Audi Type M. Another very unusual exhibit is one of the oldest Horch engines – the first 14-17 hp four cylinder engine from 1904. The oldest vehicle in the exhibition is a Horch 12-28 Phaeton dating from 1911. There are also some special set pieces, such as an exact reproduction of an Auto Union AG German Motor Show stand from the 1930s and a historic filling station.

The museum's owner and operator is a non-profit company owned in equal shares by Audi AG and the town of Zwickau.

*Director's Message Cont. from Page 2*

it will now slip to 2024. Al informed us that it might be a bit risky because he will be turning 50 that year!

I am happy to report that the Club has several new members since the 2022 PNR Directory was published just a few short weeks ago. Welcome to Rochelle LeMay, Bruce & Peggy Wanta and Brian Renhard. Contact information was provided in the Bumper Bolts.

I believe that we have the email mailing lists up to date; if you're not receiving Bumper Guardians or occasional announcements from me (and you have an email address on file), please reach out to me or to Brian and we'll correct the situation.

Enjoy the upcoming summer and let's hope we see lots of Classics on the road!

Best always-  
Frank



A MAN WHO RUNS  
BEHIND A CAR  
WILL GET EXHAUSTED,  
BUT A MAN WHO RUNS  
IN FRONT OF A CAR  
WILL GET TIRED.



## Learning Curves ... Adventures with the Alfa Romeo S11

As the guest curator at the LeMay-America's Car Museum / Alfa Romeo exhibit, I enjoy monthly talks on topics surrounding differing aspects of Alfa Romeo and its colorful history. One of those talks was with a special guest, Mr. David Smith. David is not only a nice guy and great husband, not only a Pebble Beach judge and good businessman, he is also a passionate supporter of hydroplanes and cars. In particular, David loves Alfa Romeos so today we'll enjoy a talk about the 1938 Alfa Romeo S11 Corto Spyder; a stunning car David has shared from his collection for our display 'Born of Passion'. -Fred Russell

**Fred Russell:** Now, few of us may know what an Alfa Romeo S11 is as it's an odd designation not found in most references. You hear about pre-war Alfa 8Cs or 6Cs. Alfas in that era used naming nomenclature that referred to the engine so, David, can you share a little something about what the heck an S11 is?

**David Smith:** Well, this starts out near the end of 1936 in Milan, Italy when Alfa Romeo decided at that time that they needed to compete with the strong car manufacturers throughout the world. They were building some great 8Cs and numerous 6Cs and they decided that they needed to step up their game globally. They didn't have a lot of development money at the time but they had some of Mussolini's money so they created two prototype, or experimental engines.

The S designation, in Italian, is for Sperimentale or Experimental. The S10 was a 60 degree V12 and the S11 was a 90 degree V8. These engines were done as prototypes and built out of aluminum, wet sleeve design. The basic Alfa Romeo architect for these was Gioachino Columbo who later, went to work for Ferrari and became Enzo's number one engineer. These designs went on to become the 12-cylinder single overhead cam Ferrari engines that we know today. The S10 was built by Alfa Romeo as a double overhead cam and raced minimally as the Alfa Romeo 412 looking much like an Alfa 8C2900 MM. At the same time, the S11 was designed to be single overhead cam engine for street use and double overhead cam engine for racing. Because of WWII, these experimental engine projects were cut short. On the S11, they only made the single overhead cam, while the dual overhead cam version was only in drawings.



*"The S11 engine as purchased that started this project."*

**Fred:** What more did you discover about how the S11 came to be and Alfa's plans to utilize it.

**David:** There is no record showing a connection, but by comparing the architecture between Alfa's S11 engines and the flathead Ford engine, they're very similar. Among other things, the pear-shaped combustion chambers, and the timing order being the same. You can guess that Alfa Romeo bought a Ford V8, which had only been out for a few years, and noted how well the flathead worked, and decided to put overhead cams on the thing. Meanwhile, Alfa Romeo drew rough sketches of a proposed car to use the V8 in at the time. This design was unique as they were aiming to build unitized bodies. Nobody had done unitized bodies before, but Alfa decided they could save money doing this and it would make the cars a little bit more robust. Today, we don't know whether any of these cars were actually built

because there's no documentation, no pictures, no nothing. Just the sketches that were made.

**Fred:** Do you know if they ever finished any of these engines to the point they could put them into a test car?

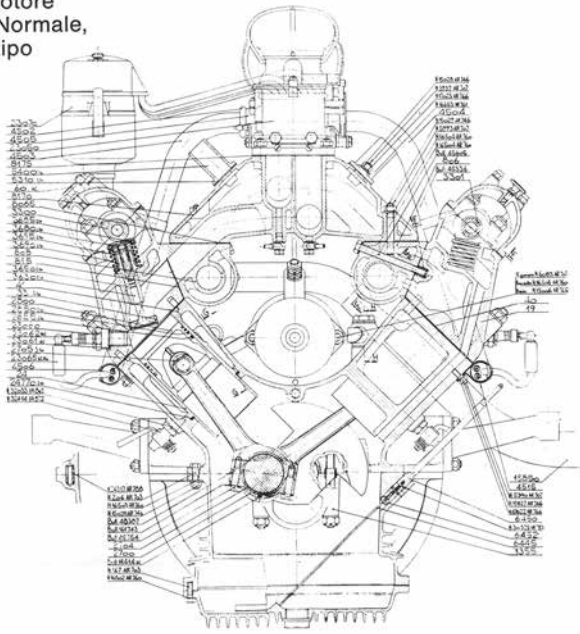
**David:** Yes, though probably limited to just one. I've found documentation that in 1938, Alfa Romeo used a corto (short) chassis for testing of the S11 engine.

**Fred:** How many of these S11 engines did Alfa Romeo build?

**David:** They only made three of the engines that we know of. Luigi Fusi, the Alfa Romeo documentarian, said



sezione trasversale  
del motore  
S 11 Normale,  
prototipo



*"Design of the S11 from the Fusi book."*

they made two and I have all three of them. I was able to acquire my first one out of Righini's junkyard outside of Modena, Italy when a friend of mine said, "There's gonna be something coming up. Somebody's found a prototype V8 engine. Very few people know about it. Would it interest you?" I said, absolutely, though I don't know anything about it. Being one of those things where you have to pay cash, I had a friend go get the thing and I ended-up with the very rough engine on a pallet. Based on the stamping, it is S11 engine number 2.

I found and acquired the next S11 engine from a German collector and its stamping and development level showed this to be engine number 1. It had differences like the heads, firing order, and a displacement of 2.3 Liters, slightly smaller than engine number 2 which displaced 2.5 liters.

The number 3 engine I acquired a couple years ago. It was nicely painted and looked pretty on the outside. Inside, it was as bad or worse than the other two.

**Fred:** *Though the Fusi book is a great start, when you're trying to figure out an engine that was just a prototype, there's not a lot of information about it. How did you learn the details on these engines?*

**David:** The interesting thing, starting with the engine that I bought out of the junkyard, I was told it was frozen solid, and had water in it. When I got it home I put it onto the bench and I tried moving the flywheel, and sure enough, it wouldn't turn. I moved the flywheel again with a screwdriver and a little bit of pea gravel came out underneath, so I pulled the flywheel off, then poured the pea gravel out and the engine turned over just fine. Since

water had gotten into the top of the engine, I assumed water was also down in the sump so I pulled the dipstick and I found water. Surprisingly, as I pulled the engine apart, Alfa's generous use of a wax-petro-leum based protectant had preserved the engine rather well. I was really fortunate to have a good engineer, Dixon Smith, that worked with me. We took the engine completely apart and analyzed the whole thing trying to figure out what it was. Through trial and error, I got the engine to run and immediately blew it up, just like Alfa had done.

**Fred:** *Hold up... You blew it up, just like Alfa?*

**David:** Exactly. Alfa Romeo had blown up every one of the engines because the head gasket and heat is a real challenge. We figured out that Alfa had made a number of mistakes in the engine in their short development time and they never finished their efforts or solved the issues. The whole project was shelved due to the war.

**Fred:** *In one of the pictures you can see the front of the engine and there are little metal plates held in with screws on the end of the heads. Can you explain these and other oddities?*

**David:** Well it's clearly these are just part of the development. They're trying to figure out what's the best way to do things. Putting these openings there they can change things as they're figuring it out. It's obviously early development. There's a number of changes and each one of the engines is different. This is where being a smart engineer, and buying the other engines really makes a difference. We were able to compare each one of them. For example, the number 1 engine has a flat crank, a very rudimentary intake and exhaust and I was able to get it to run, though I threw flame out of it because I had the timing all wrong. With the S11 engines, the intake and the exhaust are together on the inside of the V with water cooling running around them. That's complicated and you can really mess that up easily. Combine that it's a wet sleeve engine, all aluminum, with floating sleeves, so sealing that engine is a real challenge. Alfa never did get it right because the all the engines are full of stop leak. You can easily spot this because the early stop leak looks like bad eggs inside and that's what I saw in the engines. With the steel liners, they have rust on the outside because of cooling but when they have rust on the inside that would be a problem because you're getting moisture inside. They were clearly having problems with this and they were blowing head gaskets. I had to build the head gaskets, and it took me three tries but my design has now worked for over five years. They're unique headgaskets but they actually work.

**Fred:** *So after the war, was it ignored and forgotten by Alfa Romeo?*

**David:** There was still some testing that was being done. Alfa bought a Buick straight 8, then took one of the older 6c2500s, and the Alfa Corto chassis and put the S11 V8 in, and they ran

*Cont. on Page 22*

### *Alfa Romeo cont. from page 21*

them with the big test being a race around Lake Como. The S11 died and the Buick won. That's not a good thing.

**Fred:** When you're looking at those engines can you tell what their final plans were? For example, can you tell whether they wanted to use a transmission or a transaxle?

**David:** It's really hard to figure the transmission thoughts out because when you get into the bell housing in the back of the engine the bolt pattern doesn't match 6C cars. The bolt patterns and flanges are different on engines 1 and 2 so I don't know exactly what they were planning. Engine 3, which is the one I think they blew up rounding Lake Como, had a special casting on in it with a big bearing and I think they were running a drive shaft from of that bearing to a transaxle similar to what's on an 8c2900.

**Fred:** So now you have found, all 3 of the S11 engines that exist. You've figured out what they created and where they went wrong. You've sorted them out and have solid running Alfa Romeo V8 engines. How do you decide what to do next or what car these belong in?

**David:** I felt this engine would best belong in the '38 Alfa Romeo 8C Touring Spyder. I was doing some research on Alfa Romeo 8C2900s so I had parts books of them and the 2300 B. Many of the measurements and numbers matched well. Next, I started looking to buy a donor car for the chassis which would also be a very rare find. I located a '38 Alfa 6C in Switzerland with a Corto chassis. Now to figure out how to make the deal. I also decided that the best looking bodywork was the 8C2900 Spyder which is owned



"The near complete S11 engine being test run."

by John Mozart. I contacted him to say I'd like to copy his car and build one with the prototype V8 engine and he said to me, "Absolutely not! You think I'm crazy? I've got the best car in the world."

**End of part 1.**

**Part 2 will be solving the chassis and car challenge.**



Photo Below: Credit David Bell







Kara Keller driving Kim Pierce's 1941 Cadillac



Kara Keller with Kim Pierce

## East Valley Garage Tour

*By Kristy Ryan*

Kim Pierce, PNR officer & Member, and his fiancée Kristy Ryan have a home in Scottsdale, Arizona and also belong to the CCCA Arizona region (AZR). Kim and Kristy and their eight-year-old granddaughter, Kara Keller, enjoyed visiting two different car collections on Feb. 19th along with other AZR members.

The first car collection they visited that day belonged to Rich Fairservis, located in Chandler, AZ. The collection had over 100 cars that included Mopars, Corvettes, vintage pick up trucks, pony cars & motorcycles. It was housed in a beautiful private garage that featured a Texaco gas station replica. This terrific car collection delighted their granddaughter,

Kara, thoroughly---who enjoyed posing for a picture by each awesome car!

The second collection they visited was The Rhodium 45 car collection located in Mesa, AZ. This collection is owned by Larry Read and housed in a state of the art, highly secure 20,000 SF garage & storage facility that features a swanky luxury lounge. There, they enjoyed viewing over twenty Classic and collectable cars, including a Pierce-Arrow & two Duesenbergs. Kim, Kristy & Kara and the other CCCA members enjoyed a yummy catered Italian lunch at this private garage event.

All in all a very delightful day for car enthusiasts!



## Klassic Korner for Kids

In 1939 at the age of 14, Gert Berliner fled Nazi Germany via Kindertransport. He could take almost nothing but managed to slip a small monkey he had played with as a child into his suitcase. He was taken in by the Furstenberg family in Kalmar, Sweden. His parents, Paul and Sophie Berliner, had been trapped in Berlin. They were captured by the Gestapo and sent to Auschwitz on a train, Transport 38, on May 17, 1943 where they were murdered. Gert was an orphan. He had no siblings and he was alone.

Gert emigrated to the United States as a young man of 22 in 1947 - with the same monkey tucked deep into his suitcase. This was his only tangible childhood talisman. Living mostly in New York but also spending time in New Mexico and Italy, Gert worked as a photographer and artist. The toy monkey travelled with him in secret since no one (not even his son) knew about his childhood toy and all the loss it symbolized. He had kept the toy with him for more than a half-century when he was asked if he had a childhood object he would donate to the Jewish Museum in Berlin. While it was hard to let go, Gert decided that the toy monkey should go back out into the world where it would do more good as a little ambassador to history.

That act that led to a remarkable discovery. While visiting the museum in 2015, after the monkey had been on exhibit for many years, Erika Peterson opened a box in the interactive display. "And there was this toy monkey and a picture of a small kid, a Jewish kid named Gert Berliner," she recalled. "And I thought, that's a coincidence. My mom's name is Berliner." After researching the name on the internet, Erika's family was able to get in touch with Gert and his small family including his son and grandson.

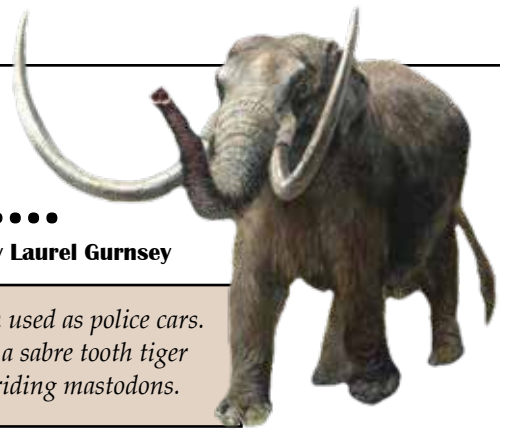
It turned out Gert had to give up that treasured piece of his history to discover something new about the past. "It's a gift," he says. "In my old age (94), I have discovered I have a family."



# LAW KEEPER TRANSPORT

## FROM MASTADON TO INVICTA.....

By Laurel Gurnsey



*Seeing a child's toy police motorcycle recently made me wonder if Classics have ever been used as police cars. I researched real law keeping transport but for fun imagined a Neanderthal thief stealing a sabre tooth tiger steak from a neighbor's cave and hearing the pounding of hooves as law keepers arrived, riding mastodons.*

Horses have played a huge part in both historical and modern police work. Medieval British kings chose sheriffs to maintain order. Sheriffs appointed watchmen who reported crimes to constables, who responded on horseback in rural areas and on foot in towns. The British system came to North America (PNR member Colin Gurnsey's ancestor was elected as a constable in 1655 Massachusetts) and policing became varied as towns grew. In many parts of the U.S., sheriffs maintained order in the towns and marshals over larger areas.



RCMP Horses

Mounted police became common world-wide. Canada's Northwest Mounted Police (later Royal Canadian Mounted Police) and the U.S. cavalry both used hardy range horses on the prairies. *True West* ([truewestmagazine.com](http://truewestmagazine.com)) says cavalry horses were usually 900-1,100 pounds, four-six years old, stood 15 hands, were sorrels/chestnuts/bays, and "of good disposition." (PNR member Barrie Hutchinson's great-grandfather was badge #50 with the Northwest Mounted Police.) The yellow stripe on today's RCMP uniform trousers "dates back to the time of British cavalry." (Cpl. Mike Halskov, RCMP)

### Classic Police Cars

'The History of American Police Cars' ([carbuzz.com](http://carbuzz.com)) says North America's first police car was an electric wagon in 1899 Akron, Ohio. Equipped with "electric lights, gongs and a stretcher", it went 16 mph and thirty miles before the battery needed recharging. Police motorcycles were used as early as 1911. The Canton, Ohio police used a 1937 Studebaker President n/c and PNR members Al McEwan and Karen Hutchinson mentioned Indiana State Police's Classic Cord. Another Classic was a 1924 Packard single-eight Touring police car.



1937 Cord



David Cohen's 1932 Invicta

RMB patrol cars. But they also used Classic 4.5 litre high-chassis Invicta Tourers. PNR member David Cohen has a 1932 low-chassis Invicta. British police have been trained in Classics (like a 1936 Lagonda Drophead Coupe and 1922 Bentley) in high-speed driving on courses designed by racecar drivers at the famous Brooklands track.

German police cars included a Classic 1930 Horch 400 Polizei-Mannschaftswagen. Western Australia used two coach-built 'Police Bentleys' until after WW2. Colin and I saw Alfa and Lamborghini police cars in Italy, but the Alfas are post Classic, and Lambos are not Classics.



1930 Horch 400



## Modern Police Cars

I wanted to know how 1899's "electric lights, gongs and a stretcher" have evolved with the needs of today's law keepers. I was honored to talk to Sgt. DeVries of our local RCMP detachment and spend time with Cpl. Mike Halskov and Sgt. Garth Domm of B.C.'s RCMP Highway Patrol. They said there are special vehicles used for different purposes: pursuit, highway and freeway cars that need big engines for high speed/patrol cars that are usually smaller sedans/SUVs used for communications and dog patrol and heavy-duty ATVs used for issues such as rescues. Airplanes and helicopters patrol from the sky and snowmobiles navigate rugged northern regions.

Horses are still used in many countries in areas not accessible by vehicles such as parks and for both ceremonial and interpersonal purposes.

I was curious about the term 'police package' used by auto manufacturers and what makes a good police car. The officers said it is necessary to have good handling, safety features like collision protection, fire suppression and body strength, support for up-to-date communications, good brakes, suspension, shocks, stability, steering and horsepower. Heavy alternators support the massive electronics of modern police cars. I was able to sit in the driver's seat of Sgt. Domm's Dodge Charger patrol car (lights flashing) while he showed me the amazing array of electronic devices that bring today's police cars far from those 1899 gongs and lights... GPS to computer to printer, audio and video monitors,



cameras and more.

Color and graphics are given careful thought. RCMP vehicles are white with a simple blue stripe to enhance visibility. Car ID numbers are also painted on the roof to be seen from the air. The iconic mounted officer and

buffalo head crest are easily recognized graphics. It has been fascinating to look at police car graphics and colors around the world, from Britain's original 'panda' police cars to the distinctive details of American Ford Interceptor hybrid police SUVs, NYPD white/blue and Italy's black and red Carabinieri police cars.

Most American and Canadian police cars have been Ford, Dodge, Chrysler or Chevrolets. Sgt. Domm said a personal favorite of his was the 1990s-era Chevrolet Caprice. He and Cpl. Halskov like Dodge Chargers. The benchmark for RCMP and American police are cars that pass Michigan State Police's 'vehicle evaluation program' (Michigan State Police Precision Driving Unit.) RCMP driver training is mandatory and teaches quick decision making and driver skills.

I have gained a huge respect for how the proper transport helps lawkeepers all over the world do their jobs.



R.C.M.P. Dodge Charger  
Sgt. G. Domm and Cpl. M. Halskov  
R.C.M.P. Highway Patrol B.C.

*"Police cars...reflect the period of their existence. Whether a black Ford from the '30s or a high powered... modern pursuit car ... all have a special air of authority and beauty."*

Bill Kennedy  
Pinterest: Vintage-Police-Vehicles

## Photos Credits

RCMP Horses - CBC  
1937 Cord - Cord Complete by Josh Malks  
1932 Invicta - David Cohen  
1930 Horch - Pinterest/Horch Museum  
RCMP Current - Laurel Gurnsey



In 1933, after the first Indiana State Troopers finished their initial "training" they were told to go to Muncie where they picked up either a Harley Davidson or Indian motorcycle. The average trooper in the early 1930s might patrol over 100,000 miles per year on a motorcycle on mostly unpaved, unpredictable roads in all kinds of weather. In the mid or late 1930s, the first Indiana State Police cars were introduced. The first "known" ISP vehicles were the 1935 Auburn Phaeton and the 1936 Cord. The Brady Gang, responsible for committing more than 150 robberies in Indiana in the crime-ridden 1930s, shot at the 1935 ISP Auburn Patrol Car killing trooper Paul Minneman. The book *Thunder at Caley Church* by Richard Morrison details the event.



outrightolds.com

## Charles L. McCuen

By Bill Deibel

### **An Outstanding Engineer\***

Charles Leroy McCuen was born in 1892 at Stockton, California. He received a fifth-grade education in California schools, before leaving to commence a working career. Before his first job in the automotive industry he had worked as a carpenter, machine designer and

builder, a locomotive maintenance man, paint can labeler and a building designer at a pottery company. During this period he acquired the skill of a journeyman draftsman.

He was then hired in 1911, at age 19, by the Cole Automobile Company to design a five-passenger sedan body. The company dropped the project after building only a couple of prototypes of this body. In 1915 he found work as a structural engineer during the building of the Panama-Pacific Exposition grounds in San Francisco. The sight of a Packard touring car on display there (likely the new Twin-Six) led him to seek out and be hired by Packard in Detroit. In May 1916, Charles married Adele Chamberlain in Chicago and the couple had three sons and a daughter.

While at Packard he was assigned to help Capt. Eddie Rickenbacker adapt the Packard V-12 for WW I aircraft. This, in turn, led McCuen to a job in 1922 as experimental engineer at Rickenbacker Motor Company, the same year that Rickenbacker introduced the first production U.S. car with four-wheel brakes (mechanical). Rickenbacker cars also employed flywheels at both ends of their engines for ultra smoothness and were considered very technically advanced in general.

In 1926 McCuen was hired by Olds Motor Works in Lansing, Michigan to redesign their Model E, 6-cylinder (and only) engine. He left the stroke unchanged, increased the bore 6% and the power 17% (55 vs 47 BHP) for the introduction of the 1928 Model F cars. And then to 62 BHP for 1929 with no further increase in displacement. During this same period McCuen designed, for the short-lived, Olds-built Viking car, a rather radical V8 engine with horizontal valves that produced 81 BHP.\*\* About this time McCuen was promoted to Director of Engineering at Olds Motor Works. Next he saw to the design of the Oldsmobile Model L 8-cylinder engine of similar flat-head construction to the Model F that produced 87 BHP when introduced for 1932. (The Model F-6 was then up to 74 BHP.) Olds used these engines through 1939, when they put-out the 90 BHP Model F and 110 BHP Model L.

In 1933 Charles McCuen was promoted once again, this time to General Manager of Olds Motor Works and Vice President of General Motors Corp. Soon after that the new manager of Engineering put a small group of engineers to work on an automatic transmission which led first to a hydraulically shifted four-speed, semi-automatic arrangement that still

required a conventional clutch for starting-off from a stop. Olds called this the "Automatic Safety Transmission" (AST) and introduced it on the 1937 8-cylinder cars and continued with it through the 1939 model year. Buick also offered the AST in 1938 only. In 1940 Olds brought out the fully automatic Hydromatic transmission, offered only on the 8-cylinder cars. Hydromatic was adopted in 1941 by Cadillac for all models, and by Pontiac in 1948 on 8-cylinder cars. In all cases it was an added-cost option.

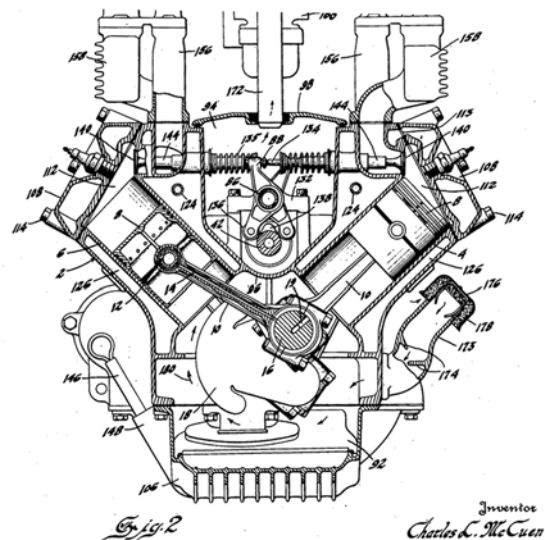
The AST and Hydromatic development costs were high by the standards of the day and became controversial among the upper-management, but McCuen stuck by the program against considerable opposition. (It would seem that only Alfred P. Sloane would need to be convinced.)

In 1940 McCuen was elected Corporate Vice President and transferred to the Central Office in Charge of all GM Engineering Activities. In 1942 the name Olds Motor Works was changed to Oldsmobile Division of General Motors.

In 1947 McCuen was chosen to succeed famed GM VP in charge of GM Research, Charles "Boss" Kettering, upon the latter's retirement. McCuen, himself, retired from this post in 1955, just one year before the retirement of Sloane. One of the last projects overseen by Charles McCuen was the gas turbine engine, called "Whirlfire Turbo-Power" for the 1953 XP-21 Firebird 1 Show Car. By this time McCuen lived in Bloomfield Hills, Michigan - a bastion of senior General Motors executives. He died there, at home, in 1975 at age 83 survived by his four children. (Adele McCuen also died in Bloomfield Hills in 1986 at age 82.)

At General Motors McCuen was granted 32 patents - half of them from his time at Oldsmobile including one regarding the Viking V8 engine. None of these claims relate to horizontal valves.

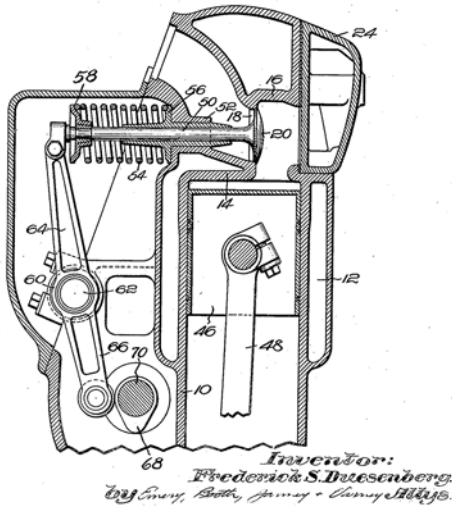
General Motors' highest "R&D Recognition Award for extraordinary technical accomplishment and highly significant achievement" was created some time before 1985 in honor of Charles L. McCuen.



VIKING V8 ENGINE



## ROCHESTER DUESENBERG ENGINE



### Bill Mote is responsible...

At the PNR Holiday Party, Bill and I were discussing my previous article comparing the performance of the Classic Era 12 and 16 cylinder engines in terms of BHP/displacement noting the early Cadillac 16 and Auburn 12 were tied for best.

I had recently written a piece on the Auburn/Lycoming V12 and its horizontal valve arrangement which I suspected played a role in this performance. I noted that the Duesenberg 4-cylinder, walking-beam, racing-engine used this arrangement.

Bill spoke up and said that he had once owned a 1932 Pontiac V-8 with horizontal valves. I remembered that Pontiac once offered a one-year-only V-8 engine, which in itself had always seemed strange to me.

This engine set me off into researching where it came from. And thus came the adjacent story.  
~ Bill Deibel

### Footnotes:

\* In his autobiographic book "My Years with General Motors" Alfred Sloan says of McCuen "...an outstanding engineer...Mr. McCuen followed an advanced engineering approach, and produced very good results in a number of important areas in General Motors until he retired..."

\*\*McCuen may have been influenced by the Rochester Duesenberg horizontal valve engine above used by several obscure cars as late as 1926 by which time McCuen was about to design the Viking V8 engine on page 26.

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## Editor's Note

The pandemic created a long hiatus for PNR related activities and we have endeavored to fill the pages of the Bumper Guardian that would normally be devoted to events with interesting articles on member cars. It's been a challenge but has allowed us space to develop the stories.

We started in 2020 by featuring the Campbell's Rolls-Royce Phantom II that was still under restoration. It was the first time we had featured a rolling chassis on our cover. The next two issues featured seven Cadillac V-16s (and one Cadillac Sixty-Special german to the story) belonging to six members - Gordon Cochran (2), Frank Daly, Tom Hamilton, Brad Ipsen (2), Ross Morgan, and Jim Tait. What a powerful collection of cars and related stories. Then in 2021, we moved-on to covering early Classics and were fortunate to be able to report on Pierce-Arrows belonging to Tom Profit (1919), Johnny Crowell (1916) and Paul Murray (1923). It is with great sadness that I report Tom Profit passed away suddenly in April 2022. The following issue included five amazing Auburns belonging to three members - Kirk Stevenson (3), Carl King and Denny Aker. That issue also included the recollections of Monty Holmes Sr. and the 1929 Auburn Speedster he lovingly restored. The sixth issue we produced during the pandemic featured Chrysler T & Cs belonging to Ron Danz, Bill Allard and Al McEwan. This was followed by "L" Lincolns including new member

By: Karen Hutchinson

Mike Barrett's 1923 "Beetle Back" and Allan Rustad's Limousine. The most recent issue (Spring 2022) carries an amazing story of Al Festermaker's two decade long complex restoration of his 1934 SS-1 Tourer and the possibility of its use as a rally car.

Whew! We have covered a lot of cars since the pandemic began two years and eight issues ago. And here I was, yet again with the challenge of putting together an issue with few events and wondering what car(s) to feature. And then a bit of inspiration. At a PNR Board of Managers meeting, Al McEwan was talking about a Horch that was being stored at Peter Hageman's firehouse. The Horch had been caught up in the pandemic. The owner was a European friend of the McEwan's who was planning to participate in the 2021 Pebble Beach Motoring Classic led by Al and Sandi. The car made the trip to Kirkland but the owners were unable to fly because of COVID restrictions. It is a great car with a great story and we are pleased to have the opportunity to feature it in our magazine. Al was also able to provide stories and photos of a Horch he once had the opportunity to buy and two additional Horches he has seen over the years at Pebble Beach. Soon I began to think of this issue as Al McEwan opining on OPHs (other people's Horches) - See story on page 7.

We hope you enjoy reading about these rare and beautiful automobiles.



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