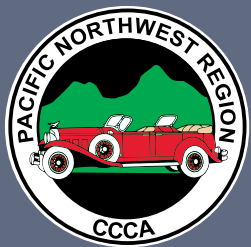


BUMPER GUARDIAN

Autumn 2022



1936 Cord Phaeton

Owned by Patrick Hart

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.

September 10 - LeMay ACM Gala

Location: Tacoma

PNR Contacts: No Manager

November 2 - PNR Annual Meeting

Location: Kirkland

PNR Contact: Brian Rohrback

December 11 - Holiday Party

Location: Seattle Yacht Club

PNR Contacts: Frank Daly

CCCA NATIONAL EVENTS

Grand Classic®

October 14-15 Texas

CARavans®

Sept 16-18 Black Hills Tour

May 3 - June 2, 2023 Can-AM Tour

PLAN AHEAD

PNR SPONSORED CARAVAN #17

SEPTEMBER 2023

**CANADA &
EASTERN WASHINGTON**

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Director's Message

Greetings Fellow Classic Enthusiasts!

Here in the Northwest, summer is upon us and the Classics and their owners have been "coming out to play" now that the weather is nice and concern regarding Covid has abated somewhat. The PNR-CCCA has enjoyed several well-attended outings, which you'll read about in issues of the Bumper Guardian.

As I write this note, quite a number of your fellow Members are preparing their trusty steeds for the annual Pebble Beach Motoring Classic (PBMC). This will be my fifth PBMC and while there is perhaps another event with similarly beautiful scenery, luxurious accommodations, fantastic cars and extremely nice people, I'm not aware of it. So for me, this event remains the apogee of Classic Car Touring.

Speaking of special events organized by Tourmaster Al McEwan, the McEwans and Stan Dickison have agreed to organize another PNR CARavan in 2023. No other region has hosted as many CARavans (this will be # 17!) and they are inevitably oversubscribed. Next year's event will take place primarily in Canada with fun destination stops in Washington at the beginning and conclusion of the tour. There will be some new places where we stay and some new routes to discover, along with some of the "Best of the Past", as Al describes it. It will take place the week of Labor Day in 2023, exact dates TBD, but mark your calendars accordingly!

I hope to see many of you at the PBMC Kickoff, on the tour itself, or at one of our events after that. Meanwhile, get your Classic(s) out of the garage and give them the driving that they want and deserve. As Bill Mote once told me: "Garage miles are hard miles" so get your special vehicle on the road where it wants to be!

CLASSIC-ly,
Frank



**Pacific Northwest Region
Classic Car Club of America**

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

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1st Wednesday of the month
5:00 Social Gathering, 6:00 Meeting
Minutes available upon request.

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

Advertising Policy/Rates:

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

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Owned by Patrick Hart

1937 Cord 812 Westchester

Owned by Frank Daly



1936 Cord Phaeton

Owned by Patrick Hart



The Spark

I can still recall when I was three or four riding in a neighbor's Graham Hollywood and being mesmerized by the engine-turned (damascened) dash. When the Auburn Automobile Company stopped production of the 810/812 Cords, Graham purchased the Cord dies and presses. Included in the purchase was the damascened dash panel used in the Cords. Hupp produced a limited number of cars, using the same Cord dies and body presses in the Graham factory. Both cars were rear-wheel drive, had shortened hoods, fixed head lights, and six-cylinder engines; all of which were modifications to the original Gordon Buehrig Cord design. Neither car was highly successful and production ceased in 1941. The more expensive Cord was not highly successful either for that matter.

Cont. on page 6



Cont. from page 5

The Leap

Forty years later, I was living in Richland, Washington where I would occasionally see two stunningly beautiful cars that reminded me of the Graham Hollywood I had ridden in as a kid. Both were 812 Cords - Wayne Weirhermiller's red Phaeton (convertible sedan) and my neighbor Buzz O'Connor's "Old Blue" Westchester sedan. Buzz and Wayne were long-term members of the CCCA, had driven their cars to several annual gatherings of the Auburn, Cord, Duesenberg Club in Auburn, Indiana and participated in CCCA CARavans and events. Old Blue is now owned by CCCA member Frank Daly. Wayne drove his Cord over 150,000 miles.



“ When I expressed interest in someday owning a car like the Cord, Buzz offered to sell me this 810 Phaeton, which he had recently purchased in British Columbia. ”

Restoration

When I expressed interest in someday owning a car like the Cord, Buzz offered to sell me this 810 Phaeton, which he had recently purchased in British Columbia. Buzz assured me that the car would require “only minor assembly” work after the body had been restored. An added kicker was that Buzz and I would restore two cars in parallel; mine and his Cord Sportsman. I fell for the pitch.

Minor work became a major on-again/off-again project, which spanned 25 years. The floor panels, door sills, and trailing edges had to be replaced. The disassembled engine and transmission came to me in boxes. A hole had been cut in the firewall to give better access to the engine. The headlights had been replaced with 1938 Buick headlights, a Buick hood mascot from the mid-1940s had been added and the car now had dual exhausts. The list of needed work went on and on. Time was not kind to the car.

After the deaths of both Buzz and Wayne, I put together what I could without a pattern and the project languished. CCCA member and multiple Cord owner Phil McCurdy came to my rescue. The project would be languishing still in my garage without the considerable rework of body panels (which had been restored in another body shop), rebuilding the transmission and installing the upholstery and top and many of hours of required tweaking and adjusting the balky electrical shift, tracing electrical problems, etc., Phil truly saved the day.

Ownership History

The car was originally purchased by Mary O'Connor, an Ontario socialite, who was not related to Buzz. (See story - page 7.) The car was delivered to O'Connor by Cord's Canadian representative O'Donnell and Mackie Ltd on May 31, 1936. It was the 32nd open car produced by Cord and first one imported into Canada. During the war years, the car's ownership changed hands several times, perhaps as many as ten, with one of the owners alleged to have used the car in a tobacco heist in Canada. Buzz brought this Cord and two others back into the United States in about 1970.

Awards

On its first outing for judging, the Forest Grove Concours d'Elegance, the Cord won Best in Class and Best Pre-War Classic. At the Crescent Beach Concours, it won a First in Class and the Chairman's Award for Elegance and Style. It has also been awarded a CCCA Grand Classic Senior First in Class, an ACD First in Primary Class and has also placed in the Kirkland Concours d'Elegance and the Pacific Northwest Concours d'Elegance.

The Auburn Cord Duesenberg Club has the certified the car as a Category One, which means that the body is original and the numbers match.



FRANK P. O'CONNOR

Hard-working son of an Irishman, Senator, Philanthropist, Political Kingmaker, Bon Vivant, Hockey Fan, and father of Original Purchaser of Patrick Hart's 1936 Cord.



Frank O'Connor with daughter Mary (1939)

Born in 1885 in Deseronto, Ontario, Canada the son of Mary Eleanor McKeown and Patrick O'Connor, Frank O'Connor quit school at the age of 14 and went to work. In 1910, he opened his first candy shop in Peterborough. In 1912 he moved to Toronto where he married widow Mary Ellen (née Hayes) Brennan. He founded the very successful Laura Secord Chocolate company in Toronto in 1913 expanding across Canada and

into United States where he sold his chocolates under the name Fanny Farmer.

In 1928, Frank purchased an east-side Toronto estate consisting of 600 acres at Victoria Park and Ellesmere in northeast North York. In 1933, he built Maryvale Farm, named after his daughter Mary (the original purchaser of our featured Cord.) A focal point for the community, the grand house, complete with an indoor swimming pool that transformed into a dance floor, was the site of lavish parties which entertained the elite of Canadian society including Premiers and Prime Ministers. There was also a huge greenhouse, a five-car garage, and a coach house. (Imagine the Classics Frank O'Connor might have owned.) His staff included a butler, chauffeur, chef and maids. O'Connor bred cattle and horses for sale.

A man of little fanfare, O'Connor was also known for his philanthropy. In the 1920s, he donated \$125,000 to St.

Michael's College for their building fund. In August 1935, he gifted \$500,000 to the Archdiocese of Toronto, which was put into a trust fund administered by Cardinal McGuigan. This money paid off the entire debt of the Archdiocese and supported a number of charities around the city. He also made significant charitable donations to local hospitals and was an early investor in the Maple Leafs hockey team.

Prime Minister W. L. Mackenzie King appointed O'Connor to the Senate in November 1935, where he represented Scarborough Junction. In 1936, Frank's daughter Mary purchased the Cord featured on the cover of this magazine. O'Connor was made a Knight Commander of the Order of St. Gregory the Great in 1937. O'Connor Drive in Toronto is named after him.

Senator O'Connor became ill in 1938. He moved to Florida to convalesce in early 1939 before returning to Toronto in the spring. Unfortunately, his health did not improve sufficiently to allow him to attend many events. He died in his Toronto home, Maryvale, on August 21, 1939 at the age of 54.

He bequeathed the home to the De La Salle Christian Brothers. They sold off much of the land, then, in 1963, founded Senator O'Connor College on the remainder. The Brothers lived at the property until 2000, when it was purchased by the Toronto Catholic District School Board.



Frank O'Connor's Maryvale House, North York, Ontario in 1949. (Public Domain - courtesy Toronto Public Library)



Later, squatters and vandals badly damaged the estate. In 2005, the buildings were declared a heritage site and the school board was ordered to make repairs. The work was almost done when a spark from a welder's torch started a fire in the attic. Fifty firefighters raced to the scene. Damage was \$1 million and work was set back 15 months. It took roughly three years and \$5.6 million to restore the buildings.





An abbreviated history

By Raymond Loe

After over 25 years making carriages in Auburn, Indiana, the Auburn Automobile Company was founded in 1900. The enterprise was modestly successful until 1919 when material shortages, due to WWI, forced the plant to close and precipitated sale of the business to a group of investors. The new owners revived the business, but as it continued unprofitable, they approached highly successful automobile salesman Errett Lobban (E.L.) Cord with an offer to run the company. Cord countered with an offer to take over the company in what amounted to a leveraged buyout, which was accepted.

Cord started by cosmetically upgrading and aggressively selling-off the company's unsold Auburn automobile inventory and completed his buyout before the end of 1925. He then purchased existing company Duesenberg in 1926 and soon thereafter followed with the introduction of a new front-wheel drive car (named after himself) the model L-29 "Cord".

The 1929 Cord model L-29 was the first American front-wheel drive car to be offered to the public, beating the Ruxton automobile by several months. With a drive system copied from Indy 500 racers the L-29 was the first production car to use constant-velocity U-joints now standard on all front-wheel drive automobiles. The lack of rear drive train components and a straight frame allowed the Cord profile to be much lower than competing cars. Both stock cars and special bodies built on the Cord chassis won prizes in contests worldwide.

The L-29 was powered by a Lycoming straight-8 L-head engine with the crankshaft pushed out through the front of the block driving a three-speed transmission mounted in front of the radiator. Gearing in both the transmission and the solid front axle proved to be inadequate for this 4,700 lb. car, even at that time, and its performance was readily exceeded by the less expensive Auburn and many competitive makes. The L-29 was discontinued in 1932 after just 4,400 cars were sold during its three year production run.

Recognizing the L-29s shortcomings, Cord engaged designer Gordon Buerig to develop a new front-wheel drive replacement Cord, the Model 810, which was rushed to be first shown at the New York Automobile show in November 1935. The car caused a sensation at the show with a flood of orders taken, promising delivery by Christmas.

Production delays pushed actual first delivery to April 1936. Early customer enthusiasm cooled rapidly due to reliability problems including slipping out of gear and vapor locking. This resulted in the dealer base (and car sales) shrinking rapidly with only 1,074 Cords being sold in that initial year. At the beginning of the 1937 model year unsold left-over and in-process Cords were renumbered and sold as Model 812s. In August 1937, Auburn ceased production of the Cord. Although no certain figure can be given for the number of late model Cords actually produced, it has been agreed by recognized experts that between 2,972 and 2,999 Model 810 & 812 Cords were built.

After the late 1929 stock market crash and despite advanced engineering and aggressive styling, Auburn's upscale vehicles proved to be too expensive for the Depression-era market, causing Cord to take extreme measures to keep his company afloat. This led to Cord being convicted of some illegal stock manipulations that forced him to give up control of his automobile holding company.

Under injunction from the U.S. Securities and Exchange Commission to refrain from further violation, Cord sold all his shares in his automobile holding company and in 1937 automotive production of all three marques ended. The Cord empire, amid allegations of financial fraud, was sold to the Aviation Corporation and E.L. Cord moved to Nevada where he went on to earn millions in real estate and other enterprises and was elected as a state senator for Nevada for a time during those retirement years.

The Cord 810/812 design was re-marketed almost immediately in 1940. Ailing automakers, Hupmobile and Graham-Paige tried to save money, and revive their companies, by using the same body dies. Their resulting four-door rear-drive sedans, the Hupp Skylark and the Graham Hollywood were unremarkable and, due to the spartan tooling design, were very costly to produce. While Hupp Motor Company built a few prototypes for the 1939 model year, they did not have the resources to manufacture the car. So, Graham-Paige stepped-in and built 1,850 units of both cars for the 1940 model year. Hupmobile closed before the 1941 model time came around but Graham-Paige continued to build their Hollywood version for a short time thereafter before also closing down for good in November 1941.



2022 Pierce-Arrow, Packard & STuTZ Tour

Wandering on Whidbey

By Bettye Gluth

This year, the STuTZ Club joined the Pierce-Arrow Society's Pacific Northwest Region's annual "P-Car" Tour gathering. Historically, this event has brought together the Classic Era P-Cars including Pierce-Arrow, Packard and Peerless. Many PNR-CCCA members belong to the Pierce-Arrow and Packard Clubs but anyone who has an interest in these cars is invited to join the tour.

Only two Stutz automobiles made an appearance due to the distances travelled. Both Ken and Mike Beach worked heroically on their cars to prepare for this tour. Ken's beautifully restored 1928 Stutz BB Victoria coupe was on display, not drivable on the roads due to lack of windows; Mike's 1931 DV 32 had just come together as a work-in-progress and flies down the highway.

Along with Ken and Mike Beach, STuTZ members in attendance were Sue Beach, Joyce Beach, Mark and Gloria Desch, Dan and Mary DiThomas, Larry and Eric Fickeisen, Rick Gilmour, Mark and Jane Galvin, Dutch Overly, Steve Pugh and Maria Rajaratnam, Paul Thomasson and Randy Hellstern, Ernie and Nancy Toth.

Pierce-Arrow members in attendance were Rich and Margaret Anderson, Lou and Bunny Berquest*, Tom Crook and Randy Small*, Bill and Bettye Gluth*, Bob and Diane Koch*, Joe and Vicki Morgan, Paul and Matthew Murray*, Steve Pierce*, and Robert and LenNel Weber. Packard attendees were Doug and Sharon Beattie, Kurt Hansen, Jerry and Carol Weiler. Steve and Penny Gutzmer* with their Buick, and Phil and Cheryl McCurdy* with their Cord joined us.

Highlights included tours to either Anacortes or Lynden on Thursday with a pizza party that evening in historic Oak Harbor; Friday, we wandered south on the Island with a stop at Nichols Brothers Boatyard and lunch at Greenbank Farms; and Saturday included garage tours and the Coupeville Farmer's Market with the Farewell Banquet that evening.

* PNR/CCCA Members



PNR Classics

Bill & Bettye Gluth
1937 Packard Conv. Sedan

Tom Crook
1933 Packard 12 Phaeton

Paul Murray
1923 Pierce-Arrow Series 33



1933 HORCH 780
SPORT CABRIOLET

PNR CARS & COFFEE

AT HAGERTY GARAGE + SOCIAL
JUNE 12, 2022

By Frank Daly



1937 CORD 812
WESTCHESTER

At an event on June 12th, hosted by member Ron Danz, twenty-four PNR-CCCA members gathered at Hagerty Garage + Social in Redmond, WA.

The event began at 11:00 a.m. with coffee, other beverages and breakfast treats in the social room at the recently constructed car storage and gathering facility. After everyone had mingled and partaken of the offerings, Ron took us down to the automobile storage area. Approximately 180 cars, mostly exotics, a few Classics, and a smattering of everything else are stored in the meticulously clean and secure facility.

On display from our Club were a 1933 Horch (a German company that became part of Audi) brought by Al McEwan, and a 1937 supercharged Cord Westchester, presented by Frank Daly. Event host Ron Danz wanted to provide an opportunity for Club members to view and learn a bit about the oh-so-rare Horch, which is temporarily in the United States from Germany in anticipation of participating in this year's Pebble Beach Motoring Classic. (The recent Summer 2022 issue of the Bumpber Guardian featured this car.)

Al McEwan conducted an informal presentation sharing facts and figures about the Horch automobile manufacturer, the Horch automobile itself, and the particular Horch on display. The Horch embodies "conservative elegance," typical of the high-end Classic Cars of the day. To the extent that it was known, the history of Hugo Modderman's Horch was also revealed. Frank Daly presented similar information regarding the 1937 Cord.

Ron Danz's intention was to compare and contrast two automobiles which were only a few years apart in production but could not have been more different in styling. The Cord is as space-age looking (for 1937) as the Horch is classically elegant and traditional.

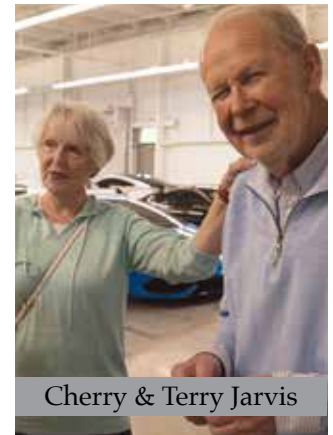
Questions and answers followed and participants were given the opportunity to look at the incredible cars in storage at the facility. Un-hosted (by a Hagerty Garage + Social Member) meanderings were not permitted, nor were photographs except for the Classics being presented!

Following the presentation and discussion, the group was ushered back upstairs to the social gathering area where a buffet lunch was offered for those who chose to partake. Numerous old acquaintances were re-established as we begin to emerge from the Covid-era and gather once again.

Many thanks to Ron Danz for organizing and hosting the enjoyable event!



Ron Danz



Cherry & Terry Jarvis



Al McEwan



Frank Daly



David Smith



Tom Alberts

PNR MEMBERS AND CLASSICS IN ATTENDANCE

Tom & Patty Alberts, Scott & Karen Anderson,
Michael & Ildiko Bradley, John Campbell,
Frank Daly (1937 SC Cord Westchester), Ron Danz,
Stan Dickison, Denny Dochnahl, William Howard,
Terry & Cherry Jarvis (1934 Nash Ambassador 8 Sedan),
Steve Larimer, Warren Lubow,
Al & Sandi McEwan (1933 Horch 780 Sport Cabriolet),
Lee Noble (1936 Bentley Sport Saloon 4-1/4L Freestone & Webb)
Brian & Randy Pollock, Jon Schoenfeld, Bill Smallwood,
David Smith, Darrin Wong.

RON LEVENTON'S GARAGE



By Stan Dickison

On the mixed weather morning of May 7th Ron Leventon greeted us in front of his 17-car garage, cleverly disguised as a house. Ron purposely built the "house" with no interior rooms for the storage of his car collection. In addition to Ron's Classic 1934 Packard 1105 Sedan there are sixteen Chevrolets in the garage, including a very nice Cameo Pickup. The highlight of the collection, in my opinion, were two 1932 Chevrolets: a wonderful, original four door sedan and a very unusual sedan delivery. The sun was shining when we arrived and Ron had stationed three 1957 models in the driveway: a convertible, a two-door sedan and a Nomad. All three are pristine examples.

After an hour or so we moved to Ron's "Guest House" where he keeps his American Flyer train collection. Ron has been collecting American Flyer trains since he was five. At one point he purchased a hobby shop with a wealth of American trains and parts. For several years Ron was the contact to obtain pieces and parts for American Flyer. He has retired from the commercial phase, changing to a hobby of collecting. Ron has been finding early, unusual and difficult to find pieces. There are several cases full of cars, locomotives and accessories he has found. Ron has two, what I call "point-of-sale" layouts, that one would find in a hobby shop or department store. The purpose of these layouts was to show the potential customer how the trains looked actually running. Very difficult to find, indeed. Interestingly, Ron has everything documented with pictures and articles covering his collectibles.

Ron had great stories to tell about each automobile and each train item. We all came away with a great appreciation for his collections. He is a great host and invited us back at any time. We then gathered at the Country Kitchen restaurant for lunch before the trip home.



Ron's car collection includes this Full Classic 1934 Packard 1105 Sedan, sixteen non-Classic but very collectable Chevrolets and a wonderful collection of American Flyer Trains

CCCA Members Attending

Bill & Lucy Allard
Pat Crist
Frank Daly
Denny Dochnahl
Stan Dickison
Jerry & Keenon Greenfield
Ron Leventon
Phil McCurdy
Lee Noble
Art Redford
Brian & Jeffrey Rohrback
Bill Smallwood
Dennis Somerville
Merrisue Steinman and John James

Guests:

Sam & Lisa Barer
Lonnie Weir
Tommy Crompton
Roy Olson





Ron Leventon's Chevrolet Collection



Ron Leventon's American Flyer Collection



**Klassic Korner
for Kids**

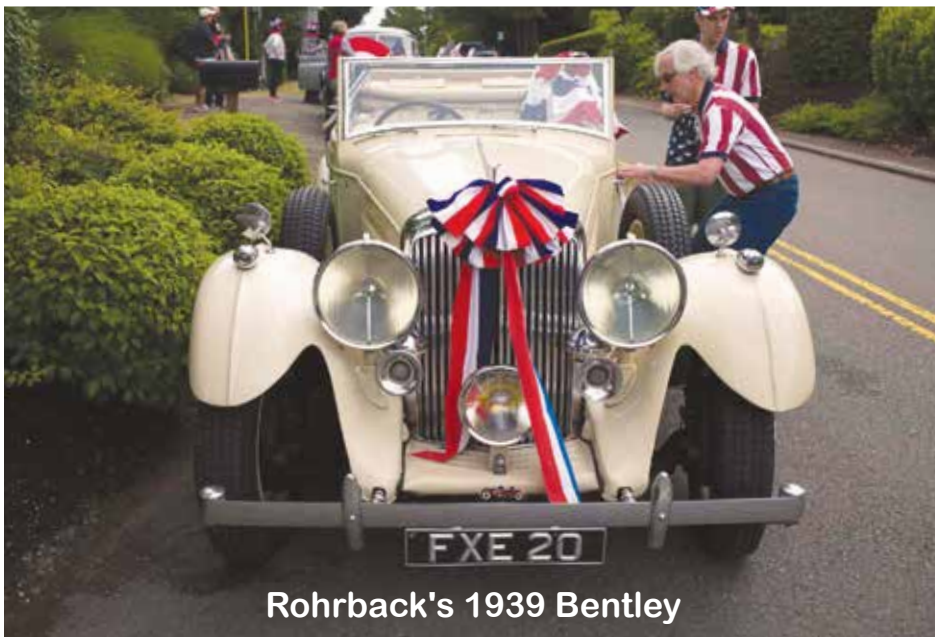
American Flyer Trains were first manufactured by the American Flyer Manufacturing Co. in Chicago, IL. They manufactured Clockwork trains and later Wide Gauge and "O" Gauge Electric Trains. In the late 1930s the American Flyer line was bought by The A.C. Gilbert, Co. of New Haven Connecticut. A.C. Gilbert invented Erector sets and many other toys.

A.C. Gilbert already had a line of "O" gauge trains. At the end of World War II, Gilbert resumed toy production introducing a new "S" gauge, scaled 3/16" to the foot and running on two-rail tracks. While American Flyer Trains were only toys in the 1940-1960s, today they are regarded as collectibles.

Today American Flyer is produced by Lionel. The American Flyer line of trains was never as extensive as that of Lionel, but they were well known for their realism and interesting accessories. Many of those accessories are in high demand and are used by Lionel operators as well.



The Danz Family Fire Truck (nc)



Rohrback's 1939 Bentley

PNR-CCA ATTENDEES

Tom & Patty Alberts

Ron & Marjory Danz
Fire Truck (nc)
Bentley (nc)

Stan Dickison
1935 Packard 1207 Victoria

William Howard

Steve Larimer

Jerry & Keenon Greenfield

Al & Sandi McEwan
driving Frank Daly's
1937 Packard 1508
Convertible Sedan

Lee Noble, Theresa &
Joanna Renico

Michael Peck
1936 Packard 1403 Coupe

Brian & Randy Pollock

Brian & Jeffrey Rohrback
1939 Bentley All Weather

David & Jody Smith
1938 Alfa 8C S11

Darrin, Suki
and Kaylee Wong



Noble's 1911 Chalmers (nc)



Danz'
Bentley (nc)



Dickison's
1937 Packard



Smith's
1938 Alfa

The Yarrow and Hunts Points Fourth of July Celebration has become a mainstay event for the PNR-CCCA. It is one of the regions more enduring July 4th festivities bringing patriotic car enthusiasts together.

There are many events for families to enjoy including a parade. This year PNR members drove five Full Classics (including one Alfa, one Bentley and three Packards) in the parade. Non-Classics driven by members included a Bentley, an antique fire truck and a 1911 Chalmers owned by PNR member Lee Noble.

Other events included a pickle ball tournament, fishing derby, family bingo, firecracker family dash, picnics, pet parade, street dance and, of course, a grand finale fireworks show.

Happy Birthday America

Photos at left: Sandi McEwan; Theresa Renico and Jeffrey Rohrback



Peck's
1936 Packard



McEwan's driving
Frank Daly's 1937 Packard



"Old Blue"

1937 CORD 812 SUPERCHARGED WESTCHESTER Owned by Frank Daly

The second-generation Cord was introduced at the New York Auto Show in November 1935 to great acclaim. The art-deco radical design caught the attention of the press, and bystanders scrambled just to be able to see the car with some people even standing on the running boards of competitor's vehicles just to see over the crowd.

Designed by Gordon Buehrig, the 1936 Cord 810 (rebadged "812" for the 1937 model year) had features that stood apart from other cars of the era including placement of the radiator under the hood, elimination of running boards, "hideaway" headlights, pontoon fenders, sculpted body and more.

The Cord 810/812 was one of the first production vehicles to use unitized body construction. The four-speed, front-wheel drive system and independent front suspension significantly improved the ease of driving.

Four models were manufactured in both 1936 and 1937: Sportsman, Phaeton and two sedans, the Westchester and Beverly. All rode on 125-inch wheelbases. In 1937, the Custom

Beverly and Custom Berline were introduced with longer, 132-inch wheelbases. The shorter-wheelbase cars had seven louvers in the hood side-panels while the longer-wheelbase cars had eight.

In 1936, the Auburn Cord Duesenberg (ACD) company built 1,764 Cords, and just 1,066 more in 1937. No supercharged Cords were built in 1936, but in 1937, about 40 percent of production were supercharged.

"Old Blue" was one of only eighty-one supercharged Westchester sedans built and the only one known to come from the factory with a Beverly interior. It was one of the last cars built (ACD records show that only four Westchesters were built after it) and likely the company, on the brink of bankruptcy, was using existing inventory of body shells and interior components.

The major exterior difference between the two sedans was the addition of a "bustle-back" to the Beverly model. The Westchester is known for its "fastback" appearance. Both

Westchester and Beverly sedans came standard with a wool broadcloth interior although leather was a factory-available option. The most readily identifiable interior difference is the use of pleating on the seat upholstery and door panels of the deluxe Beverly interior. "Old Blue" currently supports a beautiful leather interior that was installed as part of the restoration done by Phil McCurdy for former owner John Upthegrove. Early Beverly sedans had fixed "arm chair" interiors but that was later changed to fold-down arm rests that made it easier to enter and exit the car. Westchesters had bench seats and were sold as five-passenger sedans.

Under Buzz O'Connor's ownership the car was driven over 90,000 miles including many trips to Auburn, Indiana for the annual ACD Club Owner's Reunion. Buzz liked driving his car better than showing it - but he did enter it into a few car shows.

It seems that the next owner, John Upthegrove, liked car shows better than Buzz. The car was featured in the PNR 2000 Coming-Out Party and later in both the PNR Grand Classic and the Forest Grove Concours.

Now, under Frank Daly's ownership, the car has once again been driven to the Annual ACD Owner's Reunion in Auburn Indiana. It has also been driven to the ACD West Coast Meet in Santa Maria, California and this year, Frank will be driving "Old Blue" on the Pebble Beach Motoring Classic.

While only built for two years, the Cord 810/812 Series has left an indelible mark upon the automotive design world.



Doug "Buzz" O'Connor was a long-time PNR member who bought "Old Blue" in 1969. He was also Patrick Hart's neighbor and sold Pat the 1936 Cord featured on the cover of this issue. When Buzz died in 1995, Tom and Susan Armstrong (also Cord owners) wrote a wonderful tribute that is reprinted below. After his death, Old Blue" was purchased by PNR member John Upthegrove and restored by PNR member Phil McCurdy. PNR Director Frank Daly purchased the car in 2011. Just imagine, for over fifty years, "Old Blue" has belonged to the PNR.

Tribute to Buzz O'Connor

By Tom & Susan Armstrong

"Buzz was a car guy to end all others. Cord automobiles were his favorites... but he liked them all... and he knew them all.

We remember Buzz as the Cord owner who restored, repaired, and drove the devil out of his Cords. He was known all across the country (as was his '37 Super Charged Beverly... "Ole Blue" (*sic*)) for driving his Cord to Auburn, Indiana and winning the Long Distant Awards... and especially the Auburn-Cord-Duesenberg Club's "Wat Adams" award (for the Cord driver who best supports the Club by driving and demonstrating his Cord.)

We remember Buzz (Tom called him "Cowboy") as a true and loyal friend who was always willing to help others with their cars. He once gave Tom his rare Cord radio to install in our Cord for judging on the condition that Tom find him a replacement "some day"!

Buzz thought nothing of a 7 or 8 hour round trip drive to the Seattle area to direct the first "startup" of our restored Cord... and help drive it around the block sitting on a wooden box! We will always treasure these memories.

We remember Buzz as a man who was always having fun... with a wry sense of humor... and a joking twist to most of his lines.

His Cord automobiles were usually on his mind, in his hands, or his next project and challenge.

We remember Buzz on a Classic Car Club Caravan ... having a back-ache... and turning over the driving (of "Ole Blue") to our teen-aged son... who chose to blast past our Duesenberg with Buzz just grinning away!

There are about 2,000 Auburn-Cord-Duesenberg Club members... all across the U.S. ... with about 700 Cords to drive... and most of these people knew and respected Buzz as a knowledgeable, giving, driving and fun-loving Cord character... who absolutely refused to grow-up!

We remember Buzz as a great friend and a great person!

Buzz loved Cords ... but not as much as we loved Buzz."

And a final note from the Editor. While Buzz O'Connor, John Upthegrove and Tom Armstrong are no longer with us, each in his own right is remembered as "a great friend and a great person."

2022 Pebble Beach Motoring Classic Kick-Off Party

On August 8th, the PNR-CCCA hosted this year's "kick-off" party for the Motoring Classic at the Hagerty Garage + Social facility in Redmond.

Nearly twenty years ago, Al McEwan dreamed-up the idea of the Pebble Beach Motoring Classic and he and Sandi have been leading this caravan ever since. The event brings together a group of car aficionados from around the world and across the United States for the ultimate road trip from Kirkland, Washington to Monterey, California. This year seven countries and sixteen states were represented. The nine-day drive covers about 1,500 miles through the mountains and along the Pacific Coast, arriving in Pebble Beach just in time for the Concours d'Elegance.

In total, there were 59 participants driving 26 cars (including 17 Full Classics®) and two support vehicles. Seventeen PNR members were part of the group driving six Full Classics® (see page 19) and three non-Classics including; Ron & Marjorie Danz driving their 1961 Bentley S2 convertible, Steve Larimer as a navigator in a 1957 Porsche Carrera GT Coupe and Brian & Randy Pollock driving a 2022 Bentley Bentayga supplied by Bentley Motors.



Tour Highlights:

- Majestic Mount Rainier and the Cascade mountain range
- Bavarian Town of Leavenworth
- Columbia River Gorge
- Mount Hood
- Spectacular Crater Lake
- Thrilling jet boat ride through Hell's Canyon on the Rogue river
- Victorian Town of Eureka, California
- Redwoods, Avenue of the Giants
- Rugged California Coast
- California Wine Country
- San Francisco Golden Gate Bridge
- Pebble beach Tour d'Elegance

Featured Hotels:

- Woodmark Hotel
- Timberline Lodge on Mount Hood
- Carter House Inns
- The Heritage House Resort
- Kenwood Inn and Spa
- Suncadia Resort
- Tetherow Resort





*David & Adele Cohen's
1934 Bentley 4.5 Litre LeMans Tourer*



*Scott & Karen Anderson's
1941 Cadillac 62 Convertible Coupe*



*Kenny Heng's
1947 Bentley Mark VI*



*Kim & Kristy Pierce's
1941 Cadillac 62 Convertible Coupe*



*Al & Sandi McEwan's
1947 Chrysler Town & Country Sedan*



*Frank Daly's (w/ Stan Dickison and Rob Hughes)
1941 Packard 180 Sedan, LeBaron*



Learning Curves

Adventures With The Alfa Romeo S11

(Part 2 of 3)

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. Previously in Part 1 of this article, we talked about his acquisition and reverse engineering efforts, and build of the only 3 Alfa Romeo V8 test engines, known by the S11 designation, from the mid-'30s. We pickup with David discussing the next steps, finding the right car.

-Fred Russell

David Smith: I felt this engine would best belong in the '38 Alfa Romeo 8C Touring Spyder. I also decided that the best looking 8C Touring Spyder is owned by John Mozart. I contacted him to say I'd like to copy his car and basically 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."

Fred Russell: *His car is amazing, but your process isn't going to hurt the car. Did you have to find another example?*

David: He called me back and said, "When do you want the car?" The Alfa family comes through once again! We took John Mozart's car and put it in a white room for three days and digitized the whole car. I guess I expected it to be a kid doing this task, but it was actually an older hot rod guy that scanned the car. He only has to scan half the car, then just digitally flip it putting the halves together. Then through coordination of many different people we were able to find an incredibly talented person from Pixar who helped us import the image into Solidworks. Now, we could basically look at the image and see what we're going to make.

Fred: *With Mozart's car returned, you now have a perfect digital file, but how do you make a car body from this?*

David: You slice the image like bread, into sections so we can assemble a body buck to shape the panels around. Our gentleman at Pixar said we'll just make it like Legos you can take it apart put it together and so forth so there's numbers on everything. Another secret is when we want added detail, we double up the number of slices. We used aircraft birch plywood that is straight and strong and if you look closely, you'll see individual numbers on each slice. These slices are cut out using a waterjet process that is both accurate and doesn't warp or modify the material being cut the way the heat from a metal tool may. The male pieces are used to form this body buck. The waterjet owner smartly convinced me to also take the female pieces of the cut plywood at this time.

Fred: *Did your buck workout the way you had planned?*

David: The buck actually worked really well. The body is basically built like a patchwork quilt with a series of panels so there's a seam

here and a seam there. The two gentlemen who did the panels on this car were well versed with using an English-wheel so, for example, on the front wings you could see stretch or shrinking marks in the aluminum as it's being fit onto the buck. They got everything to fit really well, then you just drill it here and there and put it together. We used Cleco fasteners to put it together then cut on both sides, then butt weld with a torch, not a heliarc. You have to be very careful when welding aluminum and using a torch so we don't get stress risers on either side of the weld. One of the bigger challenges was the louvers along the sides of the engine bay. Every louver is unique. The left and right sides are put together individually then welded to a backing frame. Next we put the chrome framing around and then attached to both sides.

Fred: *Now, the shop is working to shape the panels, but what about the mechanical parts?*

David: I had been searching for a donor car to provide the mechanical parts. I put out the word all over Europe for a 6C2300B Corto as the wheelbase measurements were spot on. We found one in Switzerland that had been parked in a heated garage for about 35 years that had just become for sale. The deal was made but getting cars out of Switzerland is a little bit difficult, but that's a whole different story. We got the car home, and we start measuring it because, in my mind, we're just going to take the body off and do a little bit



The body buck consists of slices used to fit the aluminum panels

of work to fit the new body and engine. Well, the firewall is off by a foot and a half from where we need it to be. Clearly this will be more work than I had hoped. The car does come completely apart, and the important part is the chassis, running gear, and wheelbase are exactly the size and age as the 8C2900 Corto chassis we are aiming to produce.

Fred: *Getting all the details right as you're putting this together is a huge task. Where do you turn for reference info for an Alfa Romeo from the '30s?*

David: I'm an eBay junkie and I see blueprints of an 8C2900 for sale to hang as garage art and I see this as a great source to buy. I asked the seller, "Do you know where there are any more of these?" This

*It may not be complete,
but it's ready
for a test drive*



led to a man in Argentina who sold me a stack of drawings of every little part of an 8C2900 including the chassis with all the dimensions and all the angles. Since we're obviously trying to make it match an 8C2900 with the limited modifications, we welded the donor chassis to a strong-back to ensure it doesn't move around because you're going to be adding heat and cutting. You don't want to lose the integrity or shape. The blueprints allowed us to confirm we were starting off correctly.

Fred: So you had the suspension out of the donor car. Is this the same as the 8C2900 that you wanted?

David: Yes, the suspension is almost the same as on the 8C2900. Alfa Romeo had contracted with Ferdinand Porsche for the patented design and used his independent suspension to build the 6C2300 B and 8C2900 B. It's beautifully constructed using needle bearings and not bushings for the moving parts.

Fred: So now the chassis and suspension are coming together, but an example of exacting detail is the fuel tank. Fuel tanks are not very visible and yet you went out of your way to make it out of aluminum and in the right shape and in the right place. What's the thought process? Nobody's going to see it?

David: It's very unique to have the fuel tank sitting on top of the chassis and there's very little space around it. With the drawings, we could build it exactly, and using aluminum it saved weight, plus there's no corrosion. This is just one of the many things we needed to build onto the chassis while the body was being fabricated. We started to make the firewall, and inner structure. This is where the female pieces of the body buck came into play. Using them, we can see exactly where the structure is going to fit the body.

Fred: Clever use of the body buck female pieces allowed you to finish all the inner portions while the body was in process. The drawings helped you create an exact car under the skin, but now you have to fit the S11 V8 engine in a spot designed for an inline 8-cylinder. Was that as difficult as one would assume?

David: Yes. While the body panels were being made, and the chassis and structure was in process, I also sorted out the last details and finish-built the engine. What was originally an inline engine is now a wider Vee engine and to make it worse, the fuel pump is right where the steering column needs to go. We had to figure out how to fix the steering without changing the geometry because these cars actually drive really well. We had to design the

exhaust, complicated by the fact that the exhaust ports are on the inside of the V. The Alfa design was for everything on the inside edge to fit the old narrow hood on cars of that era. The starter, generator, and water pump are also inside the V, so the next focus became the bell housing. We found ways to fit all of this into the donor chassis.

Fred: Were you able to fit all of this within the bodywork as well?

David: As we completed the structure and test fit for the bodywork, we found the steering column doesn't fit. Originally an inline engine is now a wider Vee engine, and to make it worse, the fuel pump is right where the steering column needs to go. This made for an interesting challenge because Alfa never got to this point of development with the S11. I brought in other people that may have more expertise because this requires getting really bright people to help you. My brother, Dixon, helped work out the math to now run the modified steering mechanism properly.

Next, so we can set this project on the ground, I bought a set of period-correct tires, and also brand-new wheels made by Touring, the same company that made the original wheels for the 8C2900, so the offset and number of spokes is exactly correct and made off the original drawings.

Fred: Now, you've got the car sitting on wheels, a few body panels installed, the engine that you think should work has been installed into the chassis, and I hear rumors you wanted to take it for a test drive.

David: That is how it worked out. I wanted to see if it would actually go, so on the day of reckoning, using a seat consisting of a packing blanket on wood, a couple gauges carefully taped into a dashboard, a steering wheel to make the car go straight, I figured it's gonna work. I always have a co-pilot; my son Spencer. He doesn't get much of a choice if we're going for a ride, and I told him to hold on to me and we'll go around the block. After going around the block, it's kind of working okay so we continue over to the local Interstate for a real test closer to 80 MPH before we bring it back home... safely. It mostly worked, but we all learned a lot.

Fred: The car drives, but still has a lot of trim and finish work to go. Are you 80% done with another 80% to go?

David: We spread the work around a bit as needed. Because we had exacting measurements and the body buck, some parts were made in different areas. For example, the fenders were built in



The delicate and beautiful nose and grill come together

Cont. on Page 22

Alfa Romeo cont. from page 21

Oakland, and the trim on the front bumpers was made in New Jersey. The uprights that hold the windshield are unique to the 8C2900 we are matching. They were made from solid blocks of aluminum and thanks to a digital file, Solidworks was able to cut them out on a CNC machine.

Fred: *One of the first things we ever see on an Alfa of this era is the beautiful grill. How did you make this prominent and perfect part?*

David: That grill is phenomenal and not readily available. The whole nose piece and surround is made from carefully shaped brass and a friend of mine, who lives outside of Milan, Italy, helped make this piece. He had a friend with an actual buck for one of those things from which he will make the beautiful outside portion. We added the flanges on the inside needed to hold the crosshatch grille which I had made using the water jet process. The crosshatch is brass and soldered together and has probably been annealed a dozen times to actually get it to fit and be perfect. It's a tremendous amount of hand work here, especially since this is brass while the other body panels are aluminum.

We did make one big screw-up when we did the body buck. The error was leaving off the door openings, the hinges, and the rear openings. These needed to be figured out as well as placed correctly for each hinge to function properly. As freaky as it sounds, on the way to lunch one day, I spotted an Alfa Romeo 8C2900 Corto Spyder, the sister car to the Spyder we modeled this car after, sitting at a specialty shop. The next thing you know, I'm there with pencil and paper making patterns of all the openings.

Fred: *All the hammers in the world won't help you with all the details pieces, headlights, gauges and more. Was this another eBay search effort?*

David: I love to find good swap meets. Using the parts list, I searched for every piece of this car as close as I can get it to the correct Alfa 8C2900 parts. On the car, you'll see all the hinges, gauges, switches, pumps, all that stuff is exactly correct. Some items had to be made thanks to talented people with computers. The headlights are actual restored Carello headlights from an Alfa 8C2900. The trim pieces were again from my friend in Milan, Italy who sent the raw aluminum extrusions in 6-foot lengths in a big tube from Italy. As you reshape and weld it together, then you repair or add detail by hand using a Dremel. I made the beautiful wood trim and dashboard on the car out of Brazilian Rosewood that I had since 1964. It would be illegal to buy it now as all rain forest wood is rightfully protected. It's all pieced out of the same log so it all matches and I cut, channeled, and fit this in my shop



The engine that started the project.

at home because everybody complained it stunk so bad. They didn't want to be around as I worked it.

This car needed a proper wiring harness so I started to work on it in my home shop. A pre-war Alfa Romeo is wired just like a house, so you just start laying out the wires, a fuse box, a battery, and more. Once you get all the wiring run then you've got to attach them correctly to differing components.

Painted body panels are all on, interior is done, suspension is all painted, the built engine is on its engine mounts, transaxle works, the steering works... Standing back, we have ourselves a car. A perfect recreation of the '38 Alfa Romeo Corto Spyder, with the S11 V8 Prototype engine in it. It runs and looks the way the Alfa engineers had dreamt about over 80 years ago.

Fred: *Now that it's put together, does this really drive? Could this be a real functioning car?*

(Part 3 will cover the next stages.)



MERCER ISLAND CAR SHOW

JULY 17, 2022

By Kim Hild



Cruising into its 19th year and looking to the future, is the annual Mercer Island Car Cruise & Show. It started with local citizen, Tom Alberts, believing that the community would enjoy and benefit from a car show. With that dream, Tom led a small team of volunteers to establish a free event open to all. As the years motored along, the car cruise was added. Tom now partners with AVANTS and together they managed to keep the show going through the pandemic.

An average of 200 cars participate each year, showcasing a wide variety of makes and models. The event is inspiring and impressive and the Classic Car Club embodies this. This year the PNR-CCCA was represented by two Full-Classics®; Al McEwan's 1947 Chrysler Town & Country Sedan and Brian Rohrbach's 1939 Bentley All Weather. Brian's 1939 Bentley was especially at home. It was a mere 59 years ago that Brian's Bentley took Best in Show at the 1963 Mercer Island Concours d'Elegance Car Show held from 1963-1965.

PNR members attending with non-Classics included Brian Pollock (1974 Cadillac), Kim Hild (1964 Corvair) and Tom Alberts (1979 Corvette). Also at the event were Darrin, Suki and Kaylee Wong.

Everyone's cars looked tip-top! Thanks to all those who participated and supported the show. As soon as we have dates for next year, we'll let you know!



Avants is a membership club for gearheads. Members have exclusive access to private events, discounts at premium partners and enjoy a great community of like-minded enthusiasts. Avant members also receive the high-gloss quarterly Avants magazine.

Events ranging from track days to tech sessions create opportunities for local gearheads to have fun with their cars and meet cool people along the way.

Avants is currently live in Seattle, Portland, Denver and Southern California. More regions coming soon!

www.avants.com/member-plans



IT MUST BE A SIGN

By Laurel Gurnsey

I wrote an article for the Spring 2017 'Bumper Guardian' on the famous Burma Shave signs that dotted our highways years ago... one part of the message first and then, miles later, the second part, and so on. But there are other signs that mean everything to planners of car tours and a history that goes back to Roman times and before.

Having worked with PNR members David and Adele Cohen to organize the 2009 Bentley Alaska Tour, Colin and I know how important a route book is. Not just what highways we are on but what left and right turns are ahead and how many miles (or kilometers) there are to the next town or gas station or restaurant or hotel.

PNR members Al and Sandi McEwan are masters at route books after planning 16 CARavans and 17 Motoring Classic tours. Al mentioned points also brought up by Bettye Gluth, who does the 'P' car tour route books. Bettye says: 'Preparing tour routes...requires preparing participants for anticipated vagaries of roads less travelled.' She talks about double checking right/left turns, speed limit changes, slow vehicle turnouts and intersections where cross-traffic does not stop. She advises tour planners to not use landmarks like Grandma's Pantry for a visual road sign because it could change ownership and become the Dew Drop Inn. Or turning at the red barn could be a disaster because the farmer could paint the barn another color!

PNR member Tom Brace is putting together the tour book for the Upper Midwest Region Fall 2022 Frontier CARavan, which begins in Rapid City, SD. He will direct his group through the Badlands, scenic highways and sites like Mt. Rushmore. In the portion that goes through the Little Big Horn Battlefield he mentions travelling 'through a region with very few amenities.' In his route book he will provide directions to hotels, museums, etc. A roadsign noted by Colin and me on a trip to the Little Big Horn was one warning of rattlesnakes in the area! We also travelled through South Dakota several years ago, and took a picture of a 'Welcome to South Dakota' sign....peppered with bullet holes!

Club members Katie Nolan Holmes and the late Monty Holmes had a memorable experience with roundabouts on a car tour in New Zealand. "Just a quick memory that instantly made me smile ~ We encountered roundabouts...signage was simple and clear and we got really good at counting each intersection sign as we went around the loop. Monty & I found ourselves sounding off like Count Dracula of Sesame Street fame. I rather missed the cadence of our voices along each roundabout as we slid into pro level roundabout driving status."

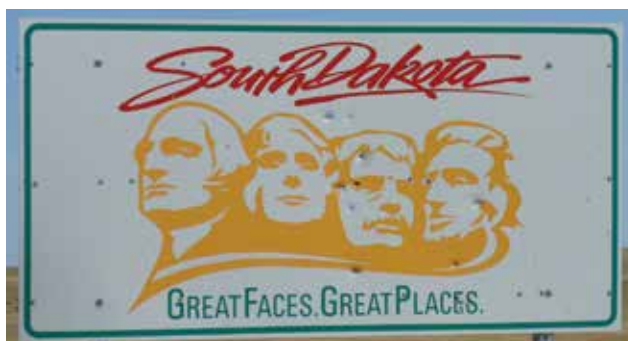
Katie also mentioned road signs also apply to pedestrians... instructions are often posted on sidewalks for giving way to

oncoming foot traffic. In countries where cars drive on the other side of the road, a pedestrian has to remember which direction to look when stepping off a curb to cross the street.

Multiple sites have fascinating articles about traffic sign history. Directional signs go back millennia, with archaeological digs revealing Roman stone

columns that marked distances and directions on the first road...the Via Appia, built in 312 B.C. and leading travellers throughout the empire to Rome. After Rome fell, the road system was still used throughout the Middle Ages with signs posted for travellers on horseback and carriages placed at crossroads all over Europe.

All over the world people marked directions different ways. In the North of our continent, Inuit peoples erected structures called 'inukshuks' with carefully piled rocks and placed in key areas of the tundra with no landscape features to lead you in the right direction. A ceremonial one in Vancouver was erected for 1986's Expo. In British Columbia, we now have road signs in English and the languages of the





indigenous peoples of our province.

With the advent of cars, the need grew for more than distance and direction signs. The Italian Touring Club had one of the first organized signed systems about 1895. Throughout the next decades, worldwide standards of signs have been developed...the most common signs being the iconic red and white 'STOP' sign and the direction arrows left and right.

Road signs can give several categories of information to drivers. There could be warnings of potential hazards, obstacles or conditions, like icy roads or railroad crossings. In winter we may see mandatory signs

like "snow chains required." On the west coast of Vancouver Island, road signs warn of emergency tsunami evacuation routes. Most common are direction signs or speed limits. There are signs that lead us to accommodations, food or services. On certain highways there are designated lanes for buses or high occupancy vehicle VIP lanes. And of course those roundabout signs.

A website for Europcar Rentals (www.europcar.com) has a graphic showing 'other road users'...signs that list road crossings for moose, frogs, deer, ducks, polar bears and even monkeys! PNR members David and Adele Cohen saw signs on their 2018 Vietnam/Myanmar Friendship Rally alerting them to elephants crossing the road. In Darwin, Australia, Colin and I saw signs alerting us to crocodiles crossing the road!

Our friends Robin and Tom Lawrie, in South Australia, took us to visit her cousin on his sheep station, Holowilena H.S. (homestead). On the way, we entered an area marked with a sign that read 'WARNING, REMOTE AREAS AHEAD', and were told a wrong turn and then getting lost could mean disaster, especially when there is no cellphone service.

Today, modern GPS is available to help you find your way but wagon train caravans in the 1800s used ruts in the ground and trail markers like Chimney Rock...visual road signs. Today, all along the Oregon Trail, modern road signs in states like Nebraska bear a visual image of a Conestoga wagon to let you know you are on the actual path of those long-ago travellers.

So, whether it's a route book for a Classic CARavan, actual road signs, an Inuit inukshuk, carvings on a rock along the Oregon Trail or those iconic green highway signs, travellers from Roman times to today follow paths marked by planners who help us find our way.



David and Adele Cohen on tour in Vietnam/Myanmar



Laurel Gurnsey and Robin Lawrie in Australia

FOREST GROVE CONCOURS d'ELEGANCE

Submitted by Renee Crist - Curator Collections, America's Car Museum

After a two-year hiatus, the Forest Grove Concours d'Elegance was back full-force the weekend of July 16-17. PNR members Stan Dickson and guest Susan Phinney, Jerry and Keenon Greenfield, Kim Pierce and Kristy Ryan, Kenny Heng, Steve Larimer, and David Smith met Pat and me at LeMay-America's Car Museum before heading south. Later the group gathered for dinner and conversation at McMenamins Grand Lodge in Forest Grove.

On Saturday, the 40-car "Wine Country Tour" wound its way through Oregon backroads with a stop to tour The Rod Shop at the Austin Collection in Newberg, Oregon. The drive continued through the wine country to McMinnville, Oregon concluding at the Evergreen Aviation Air and Space Museum with lunch and time to tour the museums. Later at the "Evening of Elegance Dinner" held at Pumpkin Ridge Golf Course, our group was joined by Glenn Mounger, Pat Hart, Ed Rittenhouse and Brown Maloney and guest Martine.

The weather Sunday for the Concours d'Elegance was perfect! This year's Concours, featuring the Jaguar marque, had over three hundred vehicles on the lawn viewed by over 5,000 attendees. Held each year on the tree-lined lawns around the Pacific University Campus, which was founded in 1849, the Concours is hosted by the Forest Grove Rotary Club and has helped to raise over \$1 million in community projects, scholarships, and student financial aid for university studies.

I was pleased to be invited by the Concours Committee to show the America's Car Museum's 1964 Jaguar MK X Saloon. The car was on special display in the Jaguar Post-War Saloon 1952-1975 Class. Introduced in 1961 and offered to 1970, the Jaguar Mark Ten was the first Jaguar Saloon to feature front and rear independent suspension and was the widest Jaguar built to date. The museum's example was ordered from the factory as a left-hand drive export model, and was fully optioned with a factory air conditioning, manual 4-speed with overdrive transmission matched to the 3.8 Litre, six-cylinder engine. The Jaguar had been driven around Europe before being exported to the US by the original owner. The Mark Ten proved to be a bit too large for European drivers and never caught on in the American luxury market, making it a rare car by today's standards. A friend described the car with its plush leather interior and burl-wood dash and trim as a "rolling den" that I found a perfect choice for a comfortable drive on the tour!

Top awards were captured by Kim Pierce and his 1941 Cadillac Model 62 Convertible, recognized as 2nd in the American and European Icons Open 1930-1948 Class, in addition to receiving the Jerry Hanauska Memorial Award. David Smith and his 1956 Maserati AG6 2000 Zagato was awarded First in the Italian Performance 1945-1990 Class, in addition to being recognized overall the Best Closed Car.



Renee and Pat Crist with ACM's
1964 Jaguar MK X Saloon



America's Car Museum's
1964 Jaguar MK X Saloon



Kim Pierce's
1941 Cadillac Model 62 Convo.



David Smith's
1956 Maserati AG6 2000 Zagato

The Wedding of Lee Noble and Theresa Renico

Beautifully planned and very heartfelt, Lee and Theresa's wedding for family and friends took place Sunday, July 10th in Edmonds, Washington. In the ceremony, Theresa was attended by her daughter Joanna and close friends Christina and Trish. She was walked down the aisle by her uncle George. Lee's brother Russ served as best man. Guests attended from as far away as Texas, Alabama (Theresa's mother and uncle), California (Theresa's aunt, uncle and friend Christina), New York (a nursing school friend) and British Columbia (Laurel and Colin Gurnsey).

The venue was the lovely grassy 'Wedding Circle' at the Edmond's Waterfront Center and inside later for dining and dancing. The backdrop was a glorious late afternoon sunset with both ferries and kayaks in the distance. We were entertained by the Northwest Associated Art's choral group in which Lee and Theresa sing.

Submitted by Laurel Gurnsey



Theresa & Lee

PNR Attendees

Lou & Bunny Berquist
Stan Dickison
with guest Susan Phinney
Denny & Bernie Dochnahl
Colin & Laurel Gurnsey
Roy & Terry Magnusen
Al & Sandi McEwan
Bill & Judy Mote
Kim Pierce
Brian, Lisa & Jeffrey Rohrback



Classic Cars in Attendance

Lee Noble - 1936 Bentley Derby
Roy Magnuson - 1929 W.O. Bentley
Brian Rohrback -
1939 Bentley All Weather



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



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Editor's Note

Karen Hutchinson

This summer our Classic cars have remained parked in our garage and we have been following (and reporting) the activities of the PNR from Alaska. Effectively trading the high road for the high seas. Our pace is definitely slower - 8 KPH instead of 80 MPH (yes, the Cord automobile was designed to go fast!) but it gives us time to savor the majesty of the Alaskan landscape. We've had a whale of a summer!

We return to Whidbey Island next week and will turn our attention from boats to cars. Autumn is a lovely time in the Pacific Northwest for driving our Classics and we hope to see many of you "on the road."

My thanks to all who contributed to this issue. Patrick Hart's restoration of his 1936 Cord was a true labor of love. Since Patrick lives in the tri-cities, the car is not often seen at local events and it is nice to be able to feature it in our Club magazine. A former PNR member, the late Buzz O'Connor, provided an interesting link between Patrick's Cord and "Old Blue," a 1937 Cord owned by PNR Director Frank Daly. Frank had planned to take his Cord on the PB Motoring Classic but I understand that mechanical issues resulted in a change of cars.

We hope to see "Old Blue" on the road again soon.

And, thanks to PNR members for reporting on the summer's events including Stan Dickison - Leventon Collection, Bettye Gluth - Annual "P-Car" tour, Kim Hild - Mercer Island Car Show, Reneé Crist - Forest Grove Concours, Frank Daly - Hagerty Garage + Social, and Laurel Gurnsey- Wedding Reception for Lee and Theresa Noble. David Smith provided Part II of his remarkable Alfa Romeo S-11 project. The third and final installment will be in the winter issue of the Bumper Guardian. Laurel Gurnsey continued her series of articles about the Classic Era with her piece on roadside signs. And last, but not least, Raymond Loe provided an abbreviated history of the Auburn, Cord, Duesenberg Company. Also thanks to our stalwart photographers Michael Bradley and Steve Larmier.

Over fifteen years ago, when I accepted the job as Editor of the PNR magazine I asked my dad to coordinate the submissions of our Feature Stories and also to write a companion piece on the history of the featured automobile manufacturer. It is hard to imagine that we have been working together on this project for sixty issues. I can't imagine doing this job without his contributions. We are always looking for suggestions of cars that you would like to see featured in the magazine. Please contact Raymond Loe with any and all ideas!



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