

# BUMPER GUARDIAN

Winter 2022



*1947 Bentley Mark VI*  
*Owned by Kenny Heng*



## 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.*

### December 11 - Holiday Party

Location: Seattle Yacht Club

PNR Contacts: Frank Daly

## 2023 CCCA NATIONAL EVENTS

### Annual Meeting

Mar 29 - Apr 2 ..... Philadelphia

### Grand Classic®

May 4 - 7 ..... SoCal

### CARavans®

April 15 - 22 ..... Gateway to the Stars

May 3 - June 2 ..... Can-AM Tour

Sept 10 - 20 ..... PNR Canada & Eastern WA

### PLAN AHEAD

### PNR SPONSORED CARAVAN #17

## SEPTEMBER 2023



CANADA &  
EASTERN WASHINGTON

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## Director's Message

## Greetings Fellow Classic Enthusiasts!

I hope that receipt of the winter issue of the *Bumper Guardian* finds you healthy and enjoying the start of the new year. As I write this message, the Annual Meeting is behind us, and the Christmas / Holiday party is coming in a few short weeks.

The Annual Meeting took place at the Hydroplane and Race Boat Museum in Renton. It was well attended and it appears that the venue and dinner provided were both enjoyed by all. We'll certainly consider conducting the meeting at that facility in the future, especially now that we 'know the ropes', so to speak!

As mentioned in a prior email to all Members, the three Managers who termed-out this year (Steve Larimer, Brian Rohrback and Jim Tait) all agreed to serve another three-year term, and there were no other nominations submitted. Therefore, the Board of Managers remains the same for 2023.

At the Annual Meeting, your Managers appointed the Officers and Committee Chairpersons. There is only one change to the 2022 slate of Officers / Chairpersons. Terry McMichael has retired from his role as our Treasurer after more than a decade in this position. Many thanks to Terry for his long and most valued service to the PNR-CCCA. Fortunately, Steve Larimer has volunteered to serve as Treasurer, and we welcome Steve and thank him for his willingness to take on this responsibility. Steve's educational and professional background are in the world of finance, so he is most suited to help us out in this regard.

Speaking of things financial, Terry's final report summarized our balance sheet positions for the years 2014 through 2022. Our investments and cash balances have grown from \$29,275 to \$62,278 over that period. This is due to profitability of CARavans (thanks to Al and Sandi McEwan, aided by others), the Silent Auctions conducted at the Holiday Party (thanks to Val and Stan Dickison for many years, and since last year thanks to Irene and Jim Tait) and our occasional Grand Classics (thanks to the hosts). It should be noted that our annual dues approximately cover the cost of the *Bumper Guardian* – and we thank Karen Hutchinson and Ray Loe for putting out such a wonderful publication.

Our Activities Director, Stan Dickison, is working on a calendar of events for 2023, and your Club staff hopes to see many of you at these gatherings. Please consider hosting an event! Tours of Member's collections, scenic day trips to interesting locations and even an overnight mini CARavan are always popular events.

I'll end by wishing (on behalf of your Club) you and yours a healthy and happy 2023, and I'll indulge in some redundancy by expressing our collective desire to see you at the monthly meetings and/or the events which are upcoming next year!

Cheers to all!

Frank Daly – Director, PNR-CCCA

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

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

**Officers and Appointed Posts:**

|                                |              |
|--------------------------------|--------------|
| Frank Daly, Director           | 425-210-1804 |
| Brian Rohrbach, Secretary      | 206-235-0371 |
| Steve Larimer, Treasurer       | 206-954-7829 |
| 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:**

|                |      |              |
|----------------|------|--------------|
| Al McEwan      | 2023 | 206-999-4485 |
| Stan Dickison  | 2023 | 206-949-1115 |
| Kenny Heng     | 2023 | 425-443-7546 |
| William Howard | 2024 | 206-227-1078 |
| Tom Alberts    | 2024 | 206-236-6112 |
| Kim Pierce     | 2024 | 425-330-2665 |
| Steve Larimer  | 2025 | 206-954-7829 |
| Brian Rohrbach | 2025 | 206-235-0371 |
| Jim Tait       | 2025 | 206-948-4215 |

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**Board of Managers' Meetings:**

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

**Membership:**

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

**Advertising Policy/Rates:**

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

## Table of Contents

Calendar of Events..... 2

**Showcase Cars:**

Kenny Heng's 1947 Bentley Mark VI ..... 4

**Articles:**

New Member: Mike Evans ..... 7

Bentley History..... 9

Klassic Korner for Kids ..... 20

Time Ticks On..... 24

Cliff Eberly ..... 27

Dalene Sommerville..... 27

**Technical Articles:**

A. VandenPlas Running Boards - Part I ..... 18

Alfa Romeo S11 Engine - Part III ..... 21

**Columns:**

Director's Message..... 2

Editor's Message ..... 31

**PNR Events/ Regional/National Events**

Fall Fling - Bush House ..... 10

PNR Annual Meeting Hydroplane Museum..... 12

Classics & Ferraris at the Dochnahls..... 14

Holiday Party ..... 16

Cobble Beach..... 23

### On the Cover:

## 1947 Bentley Mark VI

Owned & Driven by Kenny Heng

w/passengers Richard Head (co-driver)

and Anna-Louise Felstead (artist)

(https://alfelstead.com/)

2022 Pebble Beach Tour d'Elegance

Bixby Creek Bridge, Big Sur, CA.

Photo Copyright Ned J. Lawler

Shamrock Motoring Images





# *1947 Bentley Mark VI*

*Owned by Kenny Heng*





# James Young Coachbuilder

*James Young was a British coachbuilder founded in 1863, originally producing high quality horse-drawn carriages including landaus but perhaps most famous for its lightweight Bromley Brougham.*

*The first James Young car body was made in 1908 on a Wolseley chassis for a local member of parliament. In the 1920s and early 1930s, James Young built standardised bodies for Sunbeam and Talbot and took individual commissions, often on Bentley and Rolls-Royce chassis.*

*In 1937 James Young was bought by London Rolls-Royce dealer Jack Barclay and he persuaded Scotsman A. F. McNeil (1891–1965), 'Mac', to leave J Gurney Nutting & Co to become James Young's chief designer.*

*During World War II, the factory made airplane components. The entire factory was destroyed in the war, and all records were lost. Following the conclusion of the war, business resumed in 1945 and new designs were presented three years later at the 1948 Motor Show. The last bodies from James Young were made in 1967*







Around 1,000 Mark VI Bentleys were bodied by individual coachbuilders. Designs included custom sedans and convertibles, also referred to as dropheads.

Notable coachbuilders were Franay, Facel, H.J. Mulliner, James Young, Pinin Farina, Park Ward and Saoutchik.

These rare creations were given additional attention to detail to satisfy their exclusive clientele. In modern times, they are highly sought after.

# 1947 Bentley Mark VI 4¼ Litre Two-Door Sports Saloon by James Young

Chassis No: B394BH

By Kenny Heng

**M**y car is one of only fifty-three two-door Sports Saloons (C10 design) "Semi Razor Edge" Coupés coachbuilt by James Young Ltd. of Bromley, Kent. The car was delivered to its original owner Mr. Henry J. Sexton in December 1948, probably for Christmas. Mr. Sexton was a very successful shoemaker in Norwich (Norfolk, England), a speciality in that part of the world. He owned two businesses; Sexton, Son & Everard of St Mary's Works and Henry Sexton and Sons of Swifan Works, St. Stephens Road.

The car changed hands in England six times, starting sometime after its original delivery in 1948 and ending in 1987 when the Rolls-Royce Owners Club (RROC) directory shows it residing in Connecticut. The RROC directory shows the car changed hands again 1989 when it moved to Portland, Oregon under the ownership of Thomas E. Denhart. In 2002, PNR member Terry McMichael first laid eyes on a car that he thought was

never imported to the US, and it was for sale. Terry recalls thinking the car was "stunning, and I had to have it." The McMichael's were able to complete the purchase and brought the car home in early November, 2002.

Terry showed the car at the 2007 RROC 56th Annual Meet at the Skamania Lodge in Steveson, WA, where it won 1st in Class Mark VI/R Type (110T). The car subsequently underwent a full refurbishment in 2016-2017 and I first set eyes on it when Terry presented the car at the 2018 Pacific Northwest Region CCCA Coming-Out Party.

I am very fortunate to be its current caretaker (and 11th owner of record) having acquired it from Terry in 2021 and in so doing keeping the car within our region. My first significant drive in the car was the 2022 Pebble Beach Motoring Classic - over 1,600 miles. The car easily completed the trip and I look forward to more touring opportunities.

## MARK VI SPECIFICATIONS

The story of my 1947 Mark VI's attractive coachwork begins in 1939. That year, James Young Ltd debuted a very similar 4¼L Bentley Coupe featuring sharply defined "razor-edge" lines. Its side-windows were encased in quite narrow frames and separated by a very thin centre pillar (the appearance was similar to that of a later two-door hardtop, windows up). The striking James Young car won top honours at a prominent 1939 concours. Soon after, World War II erupted ending Bentley car production for the duration. After peace returned, James Young Ltd adapted its acclaimed razor-edge coupe design to the post-war Bentley Mark VI chassis. However, the era of the custom-order handcrafted automobile was by then waning. Most of the 4,946 Mark VI cars produced between 1946 and 1952 used the standard mass-produced 4-door Saloon body designed by Bentley. Relatively few Mark VI chassis were equipped with genuine coachbuilt bodies, and among that elite group were the very small number of Mark VI James Young "two-door Sports Saloon" coupes constructed.

For 1936, Bentley introduced its "4¼ Litre" chassis, powered by a higher performance version of the contemporary 4.3-liter Rolls-Royce 25/30 series engine. The Bentley 4¼ would be remembered by aficionados as "one of the most pleasing pre-war touring cars". After World War II ended, the pre-war Bentley was further refined before being reintroduced in late 1946 as the Mark VI. Designed for the owner-driver of means, the Mark VI attracted discerning buyers worldwide with its pleasing combination of impressive performance and traditional luxuries.

The sizeable, X-braced chassis now featured hydraulic front brakes and independent front suspension by wishbones and coil springs. The four-wheel drum brakes had mechanical servo assist. Only one length of wheelbase was offered - 10 ft. The 120-inch wheelbase Mark VI benefited from its front coil-spring independent suspension. The firmness of the rear leaf spring's hydraulic dampers (shock absorbers) was adjustable from the steering wheel centre. A pedal-operated Bijur-Girling system lubricated the suspension's moving parts from a central reservoir.

Power came from the new six-cylinder unit first seen in the short-lived Mark V Saloon (of which only 11 examples were completed due to the onset of World War II). Though still 4,256cc in capacity, it was an entirely fresh design, with F-Type alloy head and belt drive for the dynamo and water pump. Retaining the displacement of the 4¼, the Mark VI engine adapted an F-head layout, with overhead inlet and side exhaust, valves. Equipped with twin side-draft SU carburettors, the Mark VI powerplant produced an estimated 135 bhp. The adjoining four-speed manual gearbox now had synchromesh on all but first gear. Road testers found the Mark VI capable of attaining in the region of 94mph flat out, and noted the car could move off smoothly in top gear from as low as six mph.

Standard equipment included: heater, demisters, leather upholstery, radio, picnic tables, vanity mirrors, reading lights, spare coil, reversing lights, oil level indicator and a fog lamp. Wheel spats and a sunroof were optional extras.



### New PNR Member Mike Evans

We often remark how special it is that CCCA members join our region from locations well outside our geographic draw. Mike Evans joined our region at the beginning of 2022 in part in preparation for a visit to the West Coast. Reasonable so far, except this man hails from the Langudoc-Roussillon region in the South of France (the largest wine producing region of that country and producer of more liters of wine than all of Australia). He is British, but retired in France - smart man!

Mike came to the Seattle area with his son Mark on a mission. He wanted to get up-close and personal with Auburn and Duesenberg automobiles. Everything worked out on September 16, 2022. Bruce Wanta graciously organized a personal tour of his collection that was on display at the LeMay Museum, enabling Mike to go behind the barrier and feel the fit of a beautiful Auburn Boattail Speedster, arguably the most iconic and striking of all the Classics. Ron Danz then made his Auburn available for a drive through the Carnation Valley. Thanks also go to Warren Lubow for helping arrange the days events, Wil Bramel for driving Ron's Auburn, and Brian Rohrback for transporting the pair to and from the LeMay site in his Classic Bentley.



# BENTLEY

## Limited Early History

By Raymond Loe

The company was founded as Bentley Motors Limited by W. O. Bentley in 1919 in Cricklewood North London, England. Before World War I, Walter Owen Bentley and his brother, Horace Milner Bentley, sold French DFP cars in Cricklewood, but W. O., as Walter was known, always wanted to design his own cars. At the DFP factory in 1913, he noticed an aluminum paperweight and thought that aluminum might be a suitable replacement for cast iron to fabricate lighter pistons. This idea resulted in the first Bentley aluminum pistons being fitted to the Sopwith Camel aero engine during the First World War.

When the WW-I Paris Peace Conference began in January 1919, W. O. Bentley decided it was time to start moving towards his goal of making cars, rather than simply selling them, and founded Bentley Motors Ltd. in August of that year. Shortly thereafter in October he exhibited his first Bentley automobile, a car chassis (with a dummy engine) at the London Motor Show. By December the engine, with an innovative four-valve per cylinder design, was built and running. Although W. O. scheduled that first car to be delivered in June 1920, the first car was finally completed in September 1921.

After doing well in their first race, the 1922 Indianapolis 500, Bentley quickly gained recognition for durability competing in hill climbs and other local races. They went on to win the 24 hours of Le Mans race in 1924, 1927, 1928, 1929

and 1930 thus cementing a reputation that went on for many years.

In 1925 Captain Woolf Barnato squired his first Bentley with which he won numerous races. Just a year later, he acquired the Bentley business itself. The Bentley enterprise was always underfunded, but inspired by a 1924 Le Mans win Barnato agreed to finance Bentley's business. His initial investment of £100,000 saved the business and its workforce. A final reorganization of the original Bentley company was carried out and all existing creditors were paid off. Barnato ended up with enough shares to control the company and he became Chairman. With this renewed financial input W.O. Bentley was able to design another generation of cars.

The original Cricklewood Bentley had a three-litre engine, but as customers put heavier bodies on the chassis a larger 4½ litre engine followed. Perhaps the most iconic model of that period, the "Blower Bentley," had a distinctive supercharger projecting forward from the bottom of the grille giving the car a signature look that prevailed for many years.

During the March 1930 Blue Train Races, Barnato raised the stakes on Rover and its Light Six, having raced and beaten them with his new "speed six" which was followed shortly thereafter by an equally successful eight-litre model. These two cars became known as the "Blue Train Bentleys". Bentley withdrew from motor racing just after winning at Le Mans

in 1930, claiming that they had learned enough about speed and reliability.

Success in racing did not solve Bentley's ongoing financial problems, so when Barnato's money seemed to run out in 1931, Rolls-Royce purchased Bentley Motors out of receivership to prevent it from competing with their most expensive model - the Phantom II.

Rolls-Royce took over the assets of Bentley Motors Ltd and formed a subsidiary, Bentley Motors Ltd. however, since Bentley had neglected to register their trademark, R-R did so immediately. Upon selling the Cricklewood factory in 1932, Bentley production stopped for two years before resuming at the R-R works in Derby. Unhappy with his role at Rolls-Royce, W.O. left the company when his contract expired in 1935.

Meanwhile, a new Bentley 3½ litre appeared in 1933 as a variant of the Rolls-Royce 20/25. Advertised as "the silent sports car" a slogan R-R continued to use for its Bentley cars until the 1950s. All Bentleys produced by Rolls-Royce after 1932 used inherited or shared R-R chassis, and adapted R-R engines described by critics as "badge-engineered Rolls-Royces."

As WWII war clouds were beginning to gather, Rolls-Royce and the British Government searched for a location for a new factory to ensure safe and efficient production of aero-engines. Crewe, in northwest England, with its excellent road and rail links, was about as far as one could get away from the





aerial bombing already underway in mainland Europe. A new factory was started in July 1938 with the first R-R Merlin piston aero engine being rolled off the production line only five months later. Once the war was over and the general move towards then new jet engines, Rolls-Royce concentrated all its aero-engine production at Derby and moved motor car production to Crewe.

Until some time after WWII most high-end motor car manufacturers, like Bentley and Rolls-Royce, did not supply complete cars. They sold rolling chassis, near complete from the instrument panel forward, which were delivered to a pre-approved coachbuilder chosen by the buyer. To meet pent-up post war demand R-R developed an all-steel body made by Standard Pressed Steel Ltd. to create a "standard" ready-to-drive complete saloon car. The first steel-bodied model produced was the "1938 Bentley Mark VI Standard-steel Saloon" a direct in-line predecessor to this BG issue theme car - 1947 Bentley 6 Coupe, MK VI by James Young.

Chassis remained available to coach-builders until the end of production of the Bentley S3, which was replaced in October 1965 by the chassis-less monocoque T series.

The problems Bentley's owner Rolls-Royce was having with the development of the RB211 aero-engine brought about the near financial collapse of its business in 1970. As a result, the motor car division was made a separate business, **Rolls-Royce Motors Limited**, which remained independent until bought by Vickers plc in 1980. During the 1970s and early '80s Bentley sales had fallen badly now under Vickers, Bentley set about to regain its high-performance heritage. Eventually, Bentley was successful with car sales reaching parity with RR by 1991.

In October 1997 Vickers announced that it had decided to sell Rolls-Royce Motors. BMW AG seemed to be a logical purchaser having already supplied engines and other components

for Bentley and Rolls-Royce branded cars and having also been together with Vickers in a joint effort to build aircraft engines. However, despite making a strong proposal BMW was outbid by Volkswagen.

After acquiring the business, Volkswagen modernized the Crewe factory to increase production capacity. This investment proved to be very successful, tripling the workforce and increasing output at Crewe to 9,500 vehicles/yr. In 2007 the 10,000 cars-per-year threshold was broken.

Volkswagen continues to own the company.

*Photo above from "The Sketch" a British illustrated weekly journal that ran for 2,989 issues between February 1, 1893 and June 17, 1959. Published by the Illustrated London News Company, it was primarily a society magazine with regular features on royalty, aristocracy and high society, as well as theatre, cinema and the arts.*





# FALL FLING FOLIAGE DRIVE

## A TRIP BACK IN TIME TO THE BUSH HOUSE INN

By Frank Daly

On Saturday, October 22nd, a small band of intrepid PNR-CCCA members enjoyed a delightful trip to the Bush House Inn in Index, Washington. It truly was a trip back in time, as the 1898 Inn has been restored to its original condition with thoughtful modernizations to make the guests comfortable.

Mother Nature gave many doubts about making the trip, and we had a few cancellations. The day before was forecast to bring us long-absent rain, and air quality on that day remained poor due to the nearby Bolt Creek fire. Additionally, there were warnings that rain might bring flooding and/or mudslides and the possible closure of Highway 2. I was wondering if a plague of locusts might be next on the list!

Nevertheless, eleven travelers gathered in Canyon Park to follow the scenic route planned by Roy Magnuson. In attendance were yours truly Frank Daly, Barrie and Karen Hutchinson, Brad and Hyang Cha Ipsen, Steve Larimer, hosts Roy and Terry Magnuson, Rick Sherman and Christine Bierce, and a non PNR member Renee Lund who is a Bentley aficionado and heard about the trip through Roy.

It was raining that morning and only the ever-brave Ipsens traveled in a vintage vehicle, a beautiful 1940 LaSalle. We less adventurous folk drove modern automobiles.

Roy's scenic route took us north and east to Clearview, and further east from there until we connected with Highway 2 in Sultan. The scenery on the windy back roads was grand and after some heavy rain at the start, the skies became

clearer and clearer as we reached Index. Mount Index and the surrounding peaks were partially covered by clouds, but still visible in all their glory.

The Inn itself is quite a treat. The young couple (Kathy and Blair) who have restored the Inn greeted us and we were given a tour. They have gone to great lengths to recreate the original inn with period furnishings to add to the effect, including belt-driven ceiling fans in the dining room. We were provided with a light lunch with a 'pay what you like' offering.

The two-storied Inn has 11 period rooms, some en-suite and some utilizing shared bathrooms. An elevator has been added for convenience. The original bar is in the final stages of renovation and you can see the 100+ years of 'action' that has taken place on the original bartop!

The railroad tracks are visible from the back of the Inn, and several BNSF trains lumbered through, one of which was carrying a brand new Boeing 737 fuselage toward Renton! On the other side of the railroad tracks were towering mountains; clearly we are in the foothills of the Cascades now.

After the leisurely lunch and more chit-chat, we learned a bit more about the restoration process and came to truly appreciate what this couple has done in spite of many obstacles along the way.

As mid-afternoon approached, we gathered for a final group photo and then departed, each finding their own way home. We all agreed that another summertime visit to the Bush House Inn would be even more fun!





**PNR MEMBERS AND GUESTS  
IN ATTENDANCE**  
(PHOTO PAGE 10 L-R)

Christine Bierce, Hyang Cha Ipsen,  
Guest Renee Lund, Brad Ipsen,  
Karen & Barrie Hutchinson, Roy  
Magnuson, Frank Daly, Rick Sherman.

Not pictured  
Terry Magnusen and Steve Larimer.



The Bush House was built in 1898 by Clarence and Ellie Bush to serve the local community and the many people traveling over Stevens Pass by train. Photos from the period suggest that the hotel was a well-loved site for gatherings including dances, weddings and parties. It was also known for fine dining.

At one time, five hotels flourished in Index, but only the historic Bush House Inn remains. The hotel changed hands several times over the years and in 1992 was acquired by Loyal Nordstrom, heiress of the Nordstrom department store fortune. Despite sporadic restoration efforts, the Inn's condition steadily declined as it was left to fend for itself against the inclement mountain weather, heavy snowfall, earthquakes, vandals and transients.

In 2009 Bush House was identified as an endangered property through the Washington Trust for Historic Preservation. In 2011 the fate of the hotel changed when it was purchased by Index residents Blair and Kathy Corson. At the time, it was believed that the Bush House could not survive another heavy winter snowfall. An eleven year restoration including a new foundation, new roof, new windows, new wiring and plumbing and so much more has brought the Inn back to life.

Guest rooms are restored ready to receive visitors, and the famous restaurant is backed by a completely renovated kitchen. The event spaces are completely rebuilt and ready again for meetings, presentations, and banquets. It took love and devotion to restore and revive this beautiful 120+ year old building, and now, it is hoped, the inn will serve the community of Index for another century.



*Brad Ipsen's 1940 LaSalle*



*Terry Magnusen and Steve Larimer*



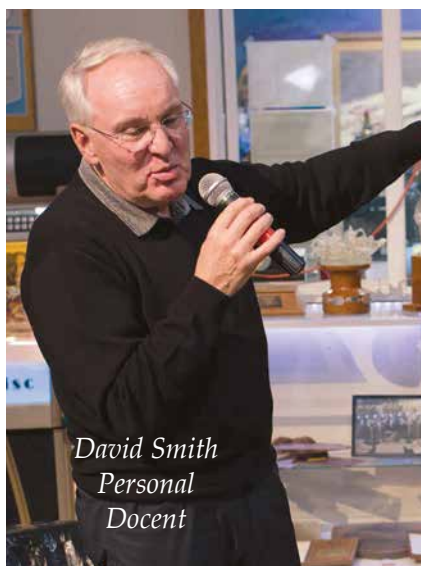
*Host Kathy Corson, Barrie Hutchinson, Frank Daly*







# 2022 PNR ANNUAL GENERAL MEETING



*David Smith  
Personal  
Docent*

For the last few years, the PNR Annual Meeting was held, but was a somewhat enhanced regular-ole Board Meeting. This year, after pestering from David Smith, the decision was made to reinstate more of an event to coordinate with the business conducted. The venue? The Hydroplane and Race Boat Museum in Kent, Washington. Museum Director, David Williams and his staff were on hand moving several of the massive hydroplanes out of the way in favor of table seating and a buffet bar in the center of the museum. Everywhere you look there were watercraft, massive engines, and memorabilia, which provided a perfect spot to mingle with friends.

Thirty-six club members and guests made it for the cocktail hour and dinner, although some due in from the islands or the more Northern reaches were stymied by the windstorm that knocked down too many of our area's signature trees. The weather prevented everyone from driving Classic; despite the bluster, John Kozoi prevailed and won the distance award driving in from Bend, Oregon.

The meeting started with observations by Director Frank Daly: our region has been in continuous operation for 59 years and Al McEwan, famous for innumerable



*Standing: Jake Grotte, Steve Larimer & guest Daria Huellen, Bill Allard, Erik Schumy, guest Charlie Anderson, Sandi & Al McEwan, Frank Mandarano, William Howard, Erin & Bill Smallwood, Jodie & David Smith, Irene Tait, Dana & Adrian Taylor, Kenny Heng, Jim Tait, Ann & John McGary Kneeling; Brian & Jeffrey Rohrback, Scott Anderson, Tom Alberts*



CARavans and Motoring Classics, was our first Director. Al stated he was 14 back in 1963 and had to maniacally pull everything together to launch the club. Frank noted that the Club has continued to grow, even through the last few years, and is strong financially: strong enough to organize another CARavan for 2023.

The business meeting was kept brief with last year's Annual Meeting minutes approved along with October minutes. The three Board Managers with terms expiring at the end of the year all agreed to stay on for another term and all nine Managers were recognized for their service. We had a treasury report, although Treasurer Terry McMichael was fighting Covid elsewhere; the club is strong financially, ending the year with over \$60,000 in hand. Frank noted that the treasury is topped-up due to member dues, which cover the Bumper Guardian expenses, augmented by the Holiday Party Auction, CARavans, and Grand Classics. The mention of the Bumper Guardian elicited a hearty round of applause for our tree-

incident-no-show Karen Hutchinson and Ray Loe as co-editors, par excellence. We truly are the envy of all regions.

As our Charter specifies, the Board Managers are responsible for appointing the committee chairs and officers. All positions were reaffirmed with the same crew agreeing to continue in these roles. One change was that Terry McMichael retired as Treasurer, after serving about a decade in that position. Steve Larimer agreed to serve in Terry's place. Terry, in abstentia, received a round of applause.

After a dinner featuring a pasta spread from the Old Spaghetti Factory, salad, ham, and carrot cake for dessert, we were regaled by a guided tour of the museum by David Smith, who has spent his whole life involved in hydroplane racing and knew all of the behind-the-scenes stories. It was a perfect event to feature vessels that are so intimately intertwined with the history of our region.



The Hydroplane and Raceboat Museum, formed in 1983, is the nation's only public museum dedicated solely to powerboat racing.

The museum features an incredible collection of vintage hydroplanes spanning seven decades, including boats that have won 17 Gold Cups and also houses a fully-equipped boat restoration shop.

Also featured are stories of famous past drivers including the legendary Bill Muncey, Ron Musson, Mira Slovak, "Wild" Bill Cantrell plus information on many of the top modern drivers, including Chip Hanauer.

The Museum is also the nation's primary resource for historical and educational information on hydroplane racing. Their extensive collection of books, magazines, newspaper articles, race programs, trophies, vintage racing films and other memorabilia dates back to the turn of the last century.

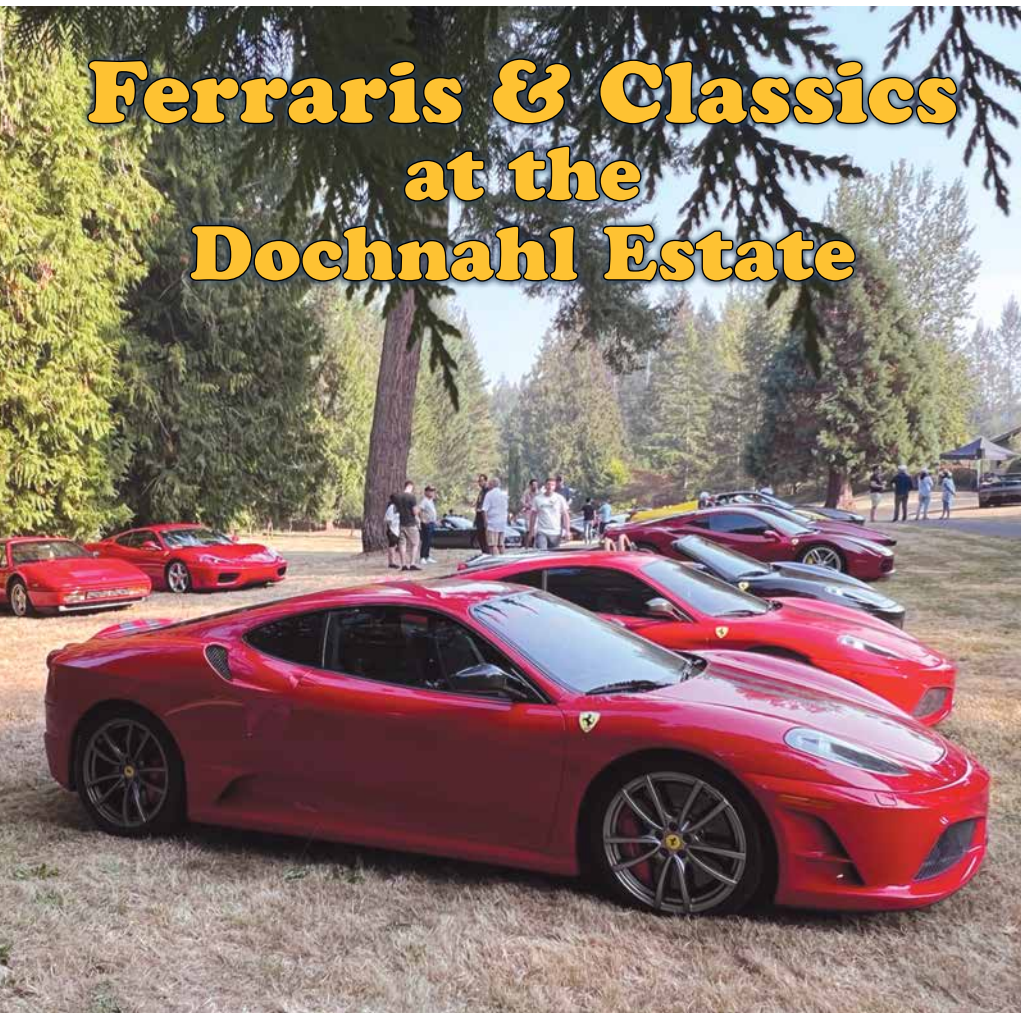
Definitely worth a visit!



*Not Pictured: Lucy Allard, Frank Daly, Denny & Bernie Dochnahl, John Kozial, Brian & Randy Pollock, Richard Sherman & Christine Brice, Merrisue Steinman & guest John James*



# Ferraris & Classics at the Dochnahl Estate



Left to Right: Keenon & Jerry Greenfield,  
Barrie & Karen Hutchinson,  
Renee & Pat Crist,  
Dana & Adrian Taylor

## PNR Attendees

(we may have missed some)

### OUR HOSTS

Denny & Bernie Dochnahl

1934 Packard 1100 Conv.

1941 Cadillac 62 Conv.

w/ FOC PRESIDENT

William Howard



### MEMBERS

Bill & Lucy Allard

Scott & Karen Anderson

Renee & Pat Crist  
and daughter/son-in-law  
1941 Cadillac 62 Conv.

Jerry & Keenon Greenfield

Barrie & Karen Hutchinson

Steve Larimer

Bob LeCoque  
1940 Cadillac 62 Sedan

Brian & Randy Pollock

Ashley Shoemaker

Bill Smallwood

Merrisue Steinman & Guest

Adrian & Dana Taylor  
1934 Lincoln Convertible

Darrin, Suki & Kaylee Wong





*Denny & Bernie Dochnahl  
1934 Packard 1100 Sedan*



*Denny & Bernie Dochnahl  
1941 Cadillac 62 Convertible*



*Pat & Renee Crist  
1941 Cadillac 62 Coupe*

On Sunday October 9th, the Puget Sound Chapter of the Ferrari Club celebrated the 1st Anniversary of their founding at Denny and Bernie Dochnahl's estate in Renton. The main front lawn was reserved for Ferraris and it was a sight to behold. As many as 75 Ferraris mostly in red, but also in black, white, blue and yellow graced the entry and spilled onto the surrounding lawn.

Members of the PNR-CCCA were invited to join in the festivities and encouraged to drive their Classics. A special parking area was set aside for Full Classics® and nearby was parking for other specialty cars including Jaguars, Porsches, Mustangs and more!

Local wine was available for tasting and by the bottle for those who wished to take some home. In addition, there were several food trucks on site with plenty of delicious options for lunch fare.

Cars and conviviality filled the afternoon. Many thanks to the Dochnahls for once again opening their arms and their home to our Club.

*At left: Ashley Shoemaker and Bill Smallwood;  
Bill Allard and Barrie Hutchinson*



*Adrian & Dana Taylor  
1932 Lincoln Convertible*



*Bob LeCoque  
1940 Cadillac 62 Sedan*



# 2022 PNR Holiday Party

Following what is now a multi-year tradition, the PNR-CCCA Holiday Party was held at the Seattle Yacht Club on Sunday, December 11th. Approximately 80 fun-seeking Members and their guests showed-up, with very few cancellations. Although the weather outside was not 'frightful', we have seen sunnier days at the Yacht Club!

However, inside the Fireside Room the mood was festive and warm, with the large fireplace roaring and three Christmas trees beautifully decorated, imbuing the room with a warm holiday charm. Kim Hild's attractive centerpieces added the final, festive touch. Thanks, Kim!

Irene and Jim Tait really hit their stride in conducting the annual Silent Auction. Nearly 150 items were donated and the tables were overflowing with everything from elegant to exotic. "One person's junk is another person's treasure....". Approximately \$3,300 was added to our Club's coffers. Thanks to Irene and Jim for organizing the auction, and thanks to all of you who donated and bid so generously!

The plated luncheon was delicious; salmon, London broil and butternut squash ravioli, as in years before but always popular.

Brian, Lisa, Jeffrey and Joan Rohrbach braved the elements and whisked themselves to the party in their ever-present and ever-lovely 1939 Bentley 4-1/4 Litre All Weather, which I think is becoming the club mascot! It looked great parked in front of the yacht club.

Car of the Day Awards were awarded by Activities Director Stan Dickison; recipients are recorded adjacent.

Our thanks to Marty and Linda Ellison for arranging the venue. It does appear that the event was enjoyed by all, and I look forward to seeing you there next year!



## Car of the Day Winners

Lou & Bunny Berquest  
March 26, 2022  
"Griot's & America's Car Museum"  
1935 LaSalle Convertible Coupe

Brad & Hyang Cha Ipsen  
April 21, 2022  
"Tiptoe Through the Tulips"  
1940 Cadillac Fleetwood Sedan

Ron Leventon  
May 7, 2022  
"Tour to Leventon's Collections"  
1934 Packard 1105 Sedan

Mike Peck  
July 4, 2022  
"July 4th Yarrow Point Parade"  
1936 Packard 1404 Coupe

David & Adele Cohen  
August 8, 2022  
"Motoring Classic Kickoff"  
1934 Bugatti Roadster Type 57

Reneé & Pat Crist  
October 9, 2022  
"PNR/Ferrari Celebration"  
1941 Cadillac Convertible Coupe

## Special thanks to:

Marty & Linda Ellison - Venue  
Kim Hilde - Decorations  
Karen Hutchinson - Invitations  
Terry & Cherry Jarvis - Registration  
Jim & Irene Tait - Auction





*Keenon Greenfield and Theresa Noble*



*PNR Director Frank Daly*



*Irene Tait, Steve Larimer & Jim Tait*



*Blair & Brown Malony, Glenn Mounger*



*Registrar Cherry Jarvis*



*Rohrback's 1939 Bentley*



**2022 CAR OF THE DAY WINNERS**  
Activities Chairman Stan Dickison with  
Brad Ipsen and Lou Berquest

## ATTENDEES

*Denny & Sue Aker*  
*Scott & Karen Anderson*  
*Marty & Lynn Anderson*  
*Lou & Bunny Berquest*  
*Frank Daly*  
*Bill & Karel Deibel*  
*Stan Dickison & Guest*  
*Jerry & Keenon Greenfield*  
*Jake Grotte*  
*Colin & Laurel Gurnsey*  
*Malcom & Karen Harris*  
*Kenny Heng*  
*Kim Hild*  
*James & Laurel Huckaba*  
*Barrie & Karen Hutchinson*  
*Brad & Hyang Cha Ipsen*  
*Terry & Cherry Jarvis*  
*Steve Larimer*  
*Siegfried Linke & Guest*  
*Raymond & Georgia Loe*  
*Mallory Maloney*  
*Brown & Blair Maloney*  
*Phil & Cheryl McCurdy*  
*Al & Sandi McEwan*  
*John McGary & Anne Weber*  
*Terry & Barbara McMichael*  
*Glenn Mounger*  
*Kai & Christine Nielsen*  
*Brian, Lisa, Jeffrey*  
*& Joan Rohrback*  
*Eric Schumy*  
*Rick & Christine Sherman*  
*Rick & Patty Slenes*  
*Bill & Erin Smallwood*  
*David & Jody Smith*  
*Merrisue Steinman & Guest*  
*Jim & Irene Tait*  
*Adrian & Dana Taylor*  
*Peter Franke & Guest*

## The Restoration of 43GX Continues: Running Boards Part 1

By John and Mary Campbell and Mike Taylor

*Editor's note: This is the second Bumper Guardian article on the restoration of John and Mary Campbell's Rolls-Royce, which is still in progress at RX Autoworks. (For more see the BG for the Summer of 2020.) It's a two-part article, with the next installment to be published in and upcoming of the BG.*

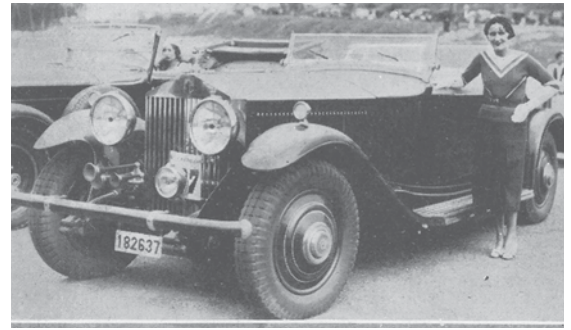
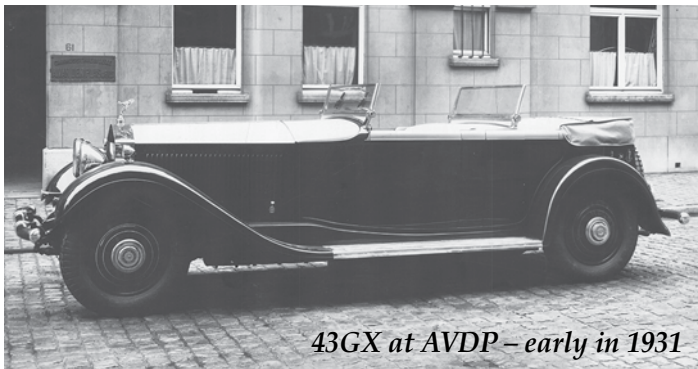


Photo by Robertito

43GX at the Biarritz Concours d'Elegance Sept. 1931

Starting in May of 2021, work began on the running boards, a significant brightwork feature of Chassis 43GX, a 1930 Rolls-Royce Phantom II Continental, dual-cowl open torpédo, designed with the Egyptian desert in mind.

The running boards can be seen from the side and slightly from the top in the 1931 photos. The running board replacement completed by Hodge Boulware in the early 1960s was based on the original walnut boards which had badly deteriorated. The old boards provided the scalloped treatment on the top surface and the location of the Carrosserie A. van den Plas et fils plaque. At the time, comparable metal strips could not be found and so were changed to an aluminum pre-drilled version that was readily available (and which Hodge disliked.)



43GX at AVDP – early in 1931

The photos of the top of the raised metal strips show no screw heads and appear similar to those used on other cars designed in that period. Both the strips and the contoured outside edge were made of a nickel-silver alloy known as 'German Silver,' an early form of stainless steel which does not contain silver and polishes to a similar degree of



brightness. It was the metal used by Rolls-Royce for its iconic radiator shell and by many jewelry and knife makers of the day.

### Fabricating the walnut boards:

The wood required was aged walnut, with clear grain and no knots, the same as used for the dash. When finished, the boards needed to be just under 6 feet long (67.5 inches to be exact) and about 9 inches wide. It took a lot of searching through the aged hardwood at a supplier near RX to find a suitable 12 foot piece.



The walnut grain showed nicely following passes through a joiner and planer used to create an accurate, parallel rectangular profile.





It was then cut into two rough 6 foot pieces, each 9 inches wide, followed by a precision rip cut to bring the boards to one and an eighth-inch thickness. A large bandsaw with three teeth per inch running at a very high speed was used for the rip. (Note: left over were some fine pieces of walnut looking for a project!)

The scalloping plan was created using the early 1960's reproductions below and the period photos as a guide.

A jig was made to guide the router while holding the walnut in place using slippery plastic boards screwed to a table, with stops set at each end.

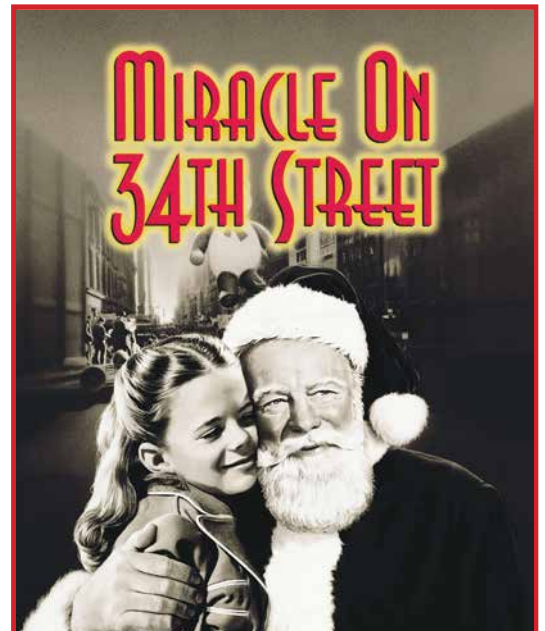
A Porter-Cable ½ inch plunge router with a carbide bit was used to make the grooves.

The sharp, very high-speed bit left a "polished" look even before sanding.



*With all the scallops cut and ready for the next phase:*

*Editor's note - end of Part 1: The next issue will cover the continuation of the story focusing on the brightwork – the construction and mounting of the 'German Silveroutside metal edge and the top strips.*



### Klassic Korner for Kids

Based on a story by Valentine Davies, **Miracle on 34th Street** is a classic American Christmas movie. It was initially released as **The Big Heart** in the United Kingdom.

Filmed in 1946 and released in May 1947 by 20th Century Fox, (the year of our featured Bentley) the film is written and directed by George Seaton and stars Maureen O'Hara, John Payne, Natalie Wood, and Edmund Gwenn.

The story takes place between Thanksgiving Day and Christmas Day in New York City, and focuses on the effect of a department store Santa Claus who claims to be the real Santa. For young children, the film is proof of the magic of Santa Claus and provides a journey into the belief that miracles can happen at Christmas – if you just have faith. For adults, it might also be that, but there are plenty of other complications along the way.

**Miracle on 34th Street** was shot on location in New York City, with the Macy's Thanksgiving Day Parade sequences filmed live while the 1946 parade was underway. Maureen O'Hara recalled in her memoir; "It was a mad scramble to get all the shots we needed, and we got to do each scene only once."







# Learning Curves

## Adventures With The Alfa Romeo S11 (Part 3 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. In parts 1 and 2 of this Bumper Guardian article, our conversation covered how his stunning 1938 Alfa Romeo S11 Corto Spyder came about both mechanically, and visually.*

*-Fred Russell*

**Fred:** Your efforts have led to a beautiful car that has tested well on the dyno and seems complete. What do you do with the car now?

**David:** The most special thing about this car is it's built around the extremely rare S11 engine. I had already acquired the second of the engines, and now I wanted the third. Word getting out about this project resulted in being offered the third engine as well. It was nicely painted and looked pretty on the outside but was the worst test engine possible, but I added it to my garage. Now I had all three of the S11 engines. The first engine, which is very rudimentary with its flat crank, and number two which is in the car that I found in the junkyard and now the third engine which had been blown up and shelved, evidenced by the big hole in its side. I've been fixing everything, and it now sits on the stand as a spare for the car.

**Fred:** With all the engineering efforts, bodywork, attention to detail, and a spare engine, do you plan to drive or show this car?

**David:** Both... I ended up going to The Quail to first display it. It's basically, a built-up car using period correct parts. It's got an original, correct Alfa Romeo chassis, original engine created by Alfa Romeo and all the other proper bits that make it very, very close to an Alfa Romeo 8c2900, but it's not eligible







*David and Jody Smith rolling along at speed*

for The Pebble Beach Concours d'Elegance because of the build. The great journalist and noted vintage car expert, Michael T. Lynch wrote a very nice article on my project for VeloceToday and the people at The Quail wanted the car on display for my first showing.

**Fred:** *The Quail is one of the most prestigious events, and they are not averse to modified cars. How did this first showing go for you and the car?*

**David:** The format at The Quail groups the cars within different circles so there are other Alfas and pre-War cars in my circle. The initial voting is by each participant within the circle and I won my circle. Next, they chose from the list of 'circle' winners, the Best in Show... that's when the officials say, "David we need to talk to you. We cannot have best of show go to a re-bodied car. I hope you understand. You won, but..." The great part was that everybody liked it and many people loved the story of how it came to be.

**Fred:** *From that initial phone call about the unique S11 engine, to this point showing the car and winning your class at The Quail, how long was this adventure?*

**David:** This bending, challenging road through trials, tribulations, setbacks, and successes lasted just under five years.

**Fred:** *The car has earned its place as a stunningly beautiful, well-crafted, car powered by the extremely rare S11 engine, so does it reside peacefully in your home or displayed somewhere?*

**David:** No, it gets used on the road. In fact, my amazing wife, Jody and I drove this car from Seattle down to Monterey a year ago as part of the Pebble Beach Motoring Classic hosted by Al McEwan. I even fabricated a removeable cloth top on the chance we encountered inclement weather during the weeklong 1,700-mile meandering drive that took us to over 6,000 feet elevation. Other than struggling with some bad fuel that plugged a jet as we crossed the Golden Gate Bridge, a place you don't want to break down, the car ran beautifully the whole way.

**Fred:** *Wow, that's a lot of miles. Since Alfa Romeo couldn't make it work, what made you think it would stay together that far?*

**David:** Cars are meant to be driven. So, when I built it, my engineering and design skills helped me plan for real use. I did take the car on a couple very small drives here and there and it always ran well and though it enjoyed a few teething problems its gotten better and better. Though I was a bit nervous about the distance, Jody encouraged me when needed. Along the way, we used less than a quart of oil and when the fuel gauge didn't want to work, we switched to using a measuring stick.

**Fred:** *Wow, its great to have a great car and equally great partner. For the fun of it, most of the Alfa Romeo 8C get between 4 and 6 miles per gallon. Did you track the fuel consumption on your drive?*

*Cont. on Page 22*



*Alfa Romeo cont. from page 21*

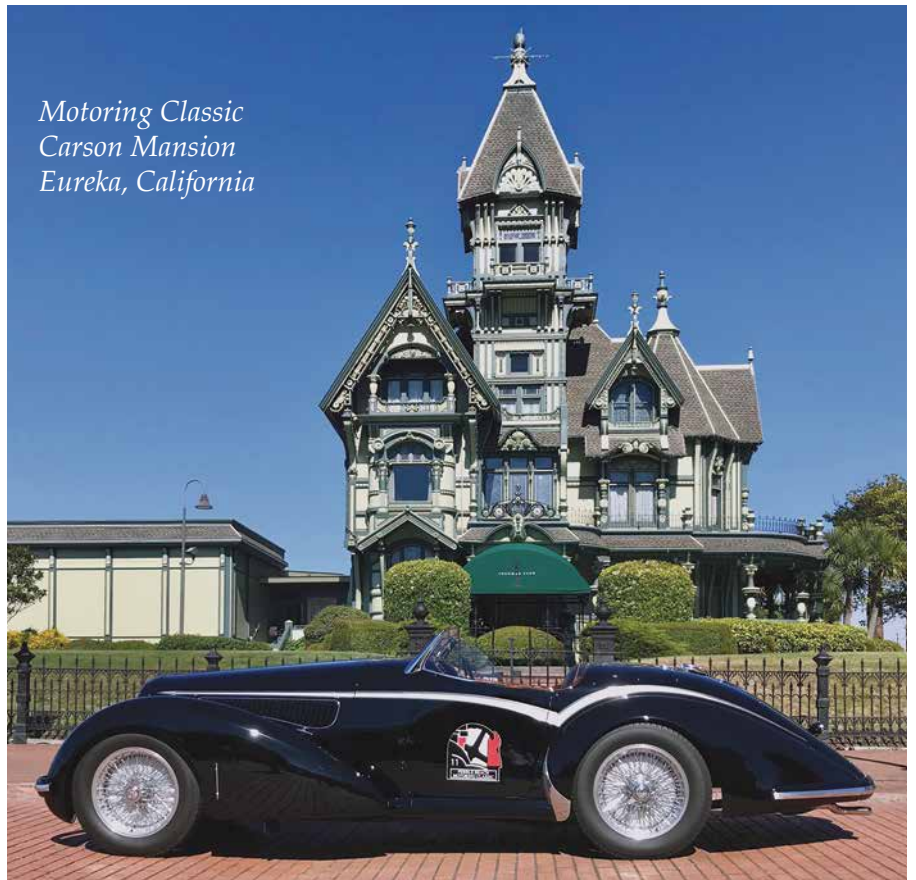
**David:** It actually gets about 18 MPG on the flats which seems just crazy. I guess we can attribute some of that to the fact that it doesn't have the supercharger most 8C Alfas would have. It's very efficient and power to weight is much better since the body is all aluminum. My car is probably a thousand pounds lighter than a typical Alfa 8C Spyder. The performance was amazing.

**Fred:** I've driven a few Alfa Romeo 8Cs and if your car has improved upon that smooth torque and strong power, you've really achieved something special. Any idea how much horsepower the S11 engine is putting out?

**David:** We've put the car on the dyno at Dennison International for tuning and working out details, but not a hard-core power test. I'll guess around 120 to 140 horsepower, which isn't far from the typical Alfa 8C in their day.

**Fred:** I heard that in addition to having this stunning car to enjoy, you also saved the wooden body buck as wall art. Is that at your house as well?

**David:** That is hanging on the wall at Wicked Fabrication in Auburn, Washington. Initially, they didn't want to take on this project and after pleading with them, they did a wonderful job and were absolutely great to work with. When we finished up, the body buck went on their wall for others to see. Afterall, I have the car to enjoy at each day.







The 8th annual Cobble Beach Concours d'Elegance took place September 16-18, 2022 after a two-year hiatus. Hosted by Rob and Rosemary McLeese the event venue was their lovely golf resort on Owen Sound, Ontario, Canada.

PNR-CCCA members in attendance were John and Koko Carlson, Jerry and Keenon Greenfield, Jim and Irene Tait and Kim Pierce. John Carlson served as Chief Judge and Jerry Greenfield was Honorary Chief Judge. Jim Tait (Pre 1916) and Kim Pierce (Ferrari) made their first appearances at Cobble Beach as judges.

Thursday we took a fun trip to Meaford to see the 25th annual Scarecrow Invasion. The creative scarecrows filled the local park, welcomed people to the Town Hall and hung from the light poles.

On Friday, many of the concours cars took a driving tour. The people along the route were watching and waving to the participants. The drive ended at the Bruce Power Nuclear Plant where we enjoyed a very informative bus tour of the plant and surrounding area and lunch at the visitor center. Friday night concluded with the judges' cocktail party.

Saturday was a busy day starting with Cars/Planes and Coffee at the Wiarton Airport. Next was the Concours d'Lemons presented by Hagerty in the town of Owen Sound followed by two seminars at the Roxy Theatre. The evening ended with the Collectors Dinner for judges and participants.

Sunday was the main event the Concours d'Elegance. The weather report had been predicting 80% chance of rain so many participances were seen Saturday preparing for a very wet Sunday. We were very lucky that the cloudy morning turned into a beautiful warm afternoon for the judging and awards ceremony. Twenty classes were represented at the concours, including a boat class, with many fine examples in each class. For the Classics there were two categories; the American Classics and European Classics. The American winner was a 1932 Lincoln KB Coupe by Judkins and the European winner was a 1928 Isotta Fraschini body by LeBaron. Both beautiful cars worthy of being class winners. The Isotta was unusual because of its American coachwork. Best of Show went to the Isotta Fraschini.

A special feature at the concours was the Evolution of the Mid-Engine Corvette. General Motors brought two very rare mid-engined concept vehicles from the GM Heritage Center.



PNR Judges (and wives): John & Koko Carlson, Keenon Greenfield, Irene Tait, Jim Tait, Jerry Greenfield, Kim Pierce



2022 Cobble Beach Judges

Photo: Cobble Beach Concours d'Elegance



Overall & European Classic Class Winner  
1928 Isotta Fraschini body by LeBaron

Photo: Cobble Beach Concours d'Elegance



American Classics Class Winner  
1932 Lincoln KB Coupe body by Judkins

Photo: Cobble Beach Concours d'Elegance





# TIME TICKS ON

By Laurel Gurnsey

*"If you were to build yourself a time machine and transport yourself back to the 1900s ... and ask for the time...a smartly-dressed man would no doubt have a pocket watch ensconced inside his vest with a shiny chain of gold or silver...it's about the watch itself...the actual time is neither here nor there."*

<https://vintagedancer.com/vintage/history-mens-watches/>

*"In all likelihood, as owners of Classic Cars, we think of original car owners and coach builders having pocket watches to tell the time of their next car meet or social event."* - Laurel Gurnsey

The first timepieces were not attached to our wrists or even put in a pocket. Early cave people would have known the time simply by looking at the sun or the stars. Sundials feature in many countries and time periods. Town criers tolled the time in Robin Hood's era. Cultures worldwide had their own versions of time keeping methods.

From all accounts, the first watches to actually be worn on the body appeared in the 15<sup>th</sup> and 16<sup>th</sup> centuries, first as pendants and then as pocket watches. When I read that Queen Elizabeth I was given a wristwatch by her lover Robert Dudley in 1571, I was doubtful at first, but after checking six separate sources, including [www.lordtimepieces.com](http://www.lordtimepieces.com), it seems to be true and those sources say it would have been worn as an arm band.

Over the next centuries the watch gained a place in every part of our lives...who can forget the White Rabbit's pocket watch in *Alice in Wonderland* and the iconic Mickey Mouse wristwatch? Or the elegant pocket watch of Poirot? Website [themovieblog.com](http://themovieblog.com) lists popular films and television shows featuring characters who wore iconic pocket or wristwatches. Vintage Dancer's website says James Bond wore a Rolex "that would go well with a black tuxedo."

This article is not about the technical movements of watches... pocket or otherwise. Better left to someone who knows how to take apart a Classic car and put it back together again.

Our first Classic car connection comes with an advertisement by auction house Bonhams for a lot up for sale that claimed to be a pocket watch given to Henry Royce for his 21<sup>st</sup> birthday at the beginning of a career that would lead to the Rolls-Royce automobile. Another Classic car connection comes through James Ward Packard. As many PNR members who own a Packard likely know, he was not only a successful businessman but also

had an extensive knowledge of watch mechanisms. He developed a huge collection of watches and commissioned very unique pieces directly from Swiss watchmakers.

Colin Gurnsey (PNR) has a modern Hamilton wristwatch. Hamilton, founded in 1892, was one of three major watch companies of the 1900s. There were wristwatches then, but worn mostly by women as delicate bracelets. Wartime boosted the use of wristwatches for soldiers. In WWI, Hamilton supplied watches to the military that were easy to read, durable and accurate and wristwatches were now considered "manly."

The simple fact that a wristwatch was on your wrist when you needed it and hadn't fallen out on the battlefield or into the engine compartment of your car 'whilst' working on it was a good thing.

Iconic luxury brand Cartier had a watch called the Cartier Tank, with a design based on the WWI Renault tank. U.S. General Pershing wore a Cartier Tank and...be still my beating heart... Rudolph Valentino is seen in a still from 1926's *Son of the Sheik* wearing a Cartier Tank. Clark Gable and Gary Cooper both wore this watch in the 1930s.

In the 1920s, companies like Elgin designed watches for regular folk and Swiss watch brand Rolex turned-out luxury pieces. Advertising for strap watches hit all the social magazines and new things were invented, like waterproofing and self-winding. Protective cases were made with art deco designs into the '30s that would have complimented the art deco designs of Classic cars of that period.

WWII brought new innovations. The military needed watches that were waterproof and had accurate synchronization. Hamilton again reigned, along with Bulova, Elgin and Waltham. There was now a Hamilton pilot watch and the Navy used their





**Hercule Poirot**  
<https://imgur.com/>



**Patrick Dempsey**  
 wearing a Tag Heuer



**Cartier Tank watch**  
 worn by Rudy Valentino



**Hamilton Pilot Watch**  
 World War II

Marine Chronometer. Check out: (<https://www.hamiltonwatch.com/en-int/military-heritage.html>)

Post-war watches were designed for sports like mountain climbing and deep-sea diving. Sir Edmund Hillary wore a Rolex on his climb of Mount Everest. Watches used as time keepers like stopwatches were now being used for time trial sports events, car racing and road rallies like the *Peking to Paris* event entered by PNR members David and Adele Cohen. Omega designed a watch for the Space Race, with their Speedmaster worn on the surface of the moon by Buzz Aldrin. Seiko designed the first quartz watch in 1969. Quartz watches were both accurate and much cheaper to make.

Time has galloped (meant to be a pun) into our modern age, with watches changing faster than we can take it in, with radio-controlled wristwatches, atomic wristwatches, and smartwatches designed by Microsoft and Seiko. You can make a phone call with your watch, send a text, check the Internet and check your heartbeat and fitness levels. Doctors can take your pulse with the Longines Pulsometer.

Large watch companies use celebrities as brand ambassadors... from movie stars to sports stars to newsmakers. The website *timeandtidewatches* has a piece on five watch designs from the '20s that "roar from the wrist" and has a prominent photo of Leonardo di Caprio with the Rolex Oyster, a chronometer. Oscar-winner Kate Winslet wears a Longines watch at red carpet events. Athletes like Kobe Bryant and Roger Federer had 'split second timing' that made them superstar watch ambassadors. Rolex and others often design wristwatches specifically for 'ambassadors' who are flown to film festivals and other events all over the world to not-so-subtly show-off a new watch design.

Famous politicians and actors have loved their watches...JFK owned many wristwatches, among them one engraved from

Marilyn Monroe. Winston Churchill's very serious portrait shows him with a pocket watch on a chain that had a little case with a V for Victory emblem. Actor Patrick Dempsey, an avid motorsport enthusiast who has competed at Le Mans and Daytona, is a brand ambassador for Tag Heuer. PNR member Theresa Renico met Patrick Dempsey at a car event before Covid.

So, how are these new timepieces different from the ones first worn after the pocket watch era? One of the new Seiko watches is the Astron GPS Solar Novak Djokovic Limited Edition. It automatically changes up to 40 world time zones to help tennis player Djokovic with his tennis schedule. Rolls-Royce is offering a watch strap made of Rolls-Royce leather and has recently worked with a Swiss watch company to design a timepiece both for the car's dashboard and the owner's wrist. It is in commemoration of the new Rolls-Royce Boat Tail. (*prestigeonline.com*) The new Breitling Bentley Mulliner Tourbillon Platinum watch goes for a mere \$66,950. For that price it should be able to drive itself.

In an almost final note...reading about Queen Elizabeth after her recent death, I found that she had a huge collection of watches...an interesting echo to what I said earlier about the use of wristwatches in World War II...she was the only female member of the Royal Family to have joined the armed forces. (*www.watchpro.com*)

As a final, very lovely note, PNR member Barrie Hutchinson played the part of the White Rabbit in his Grade 8 class play.

"Oh, my soul and whiskers! I'm late, I'm late, I'm late!"

Stay tuned in the next issue for:

"Clocks in Classic Cars...Time Ticks On Part 2"







# RON & MARGIE DANZ' 8TH ANNUAL TOY DRIVE

December 11, 2022

## BACK TOGETHER AGAIN

The PNR Holiday Party concluded in time for many of our members to drive from the Seattle Yacht Club to Ron and Margie's Garage to participate in the Danz family's 8th Annual Toy Drive.

The Bellevue Fire Department was there to greet us upon arrival. This year there was a video game truck and espresso cart stationed in the parking lot. Inside there was a caricature artist, kid's craft area, photo booth and, of course, Mr. and Mrs. Claus.

After dropping off gifts for the children, PNR editor Karen Hutchinson and her husband Barrie had their photo taken with Santa and Mrs. Claus. We estimate that as many as 50 PNR members and their guests attended the event.

Once again, the generosity of PNR members and other guests resulted in filling the antique fire truck to overflowing with gifts for families in need.

It was a treat to be "back together again" in the Danz garage for this worthy event.







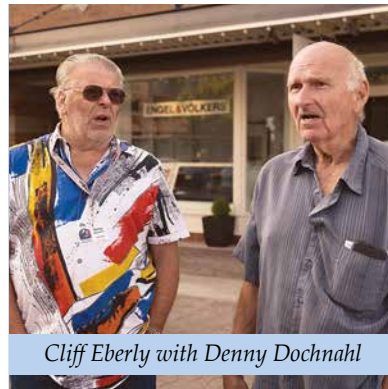
## Dalene Somerville

We are saddened to report that Dalene Somerville passed away on October 1st.

Dalene and Dennis made their home near Arlington, WA, on a beautiful farm known to all

as "Maywood." Dalene was happiest at Maywood, caring for her pets, tending to her flowers and garden, and cooking wonderful meals and desserts for her family and friends.

She was a phenomenal hostess and PNR members fondly remember the lavish picnics at Maywood with a dozen or more Full Classics® (including the Somerville's 1934 Hooper-bodied Rolls-Royce Sedan De Ville 20/25) parked on the lawn. We will miss her warm and inviting nature and her amazing way about the kitchen with pickles and desserts at the top of the bill.



Cliff Eberly with Denny Dochnahl

## Cliff Eberly

While Cliff was not a member of the PNR, he was a friend and the "go-to car guy" for many, many PNR-CCCA members. He was instrumental in helping maintain Ron Danz' "fleet" of Classic

and Collector cars. And, for the last several years, Cliff was always on-hand to set-up the Danz garage for our monthly PNR Board meeting - greeting the PNR members on arrival, helping to set-up tables and chairs and dispensing valuable car advice to anyone who asked.

A lovely Celebration of Life was held at the Danz Garage on October 23<sup>rd</sup> and attended by dozens of family and friends including many members of the PNR. All agreed that Cliff was a magician when it came to working on cars! His generosity of spirit, depth of automotive knowledge and capable hands will be missed.



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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



With this issue, we close another year and I enter my 16th year as your editor. It seems like a good time to take stock.

The *Bumper Guardian* has grown since I took the reins in 2007. We started with a 24 page magazine with a splash of color for the cover. The magazine soon grew to 28 pages and then to its current size of 32 pages. At the same time we increased our usage of color pages and in 2017 we made the splurge to an all-color magazine. As you can imagine, each of these incremental steps increased the quality of the magazine but also increased the publishing costs. My thanks to all who supported and encouraged these changes. Thanks to Directors Stan Dickison, Barrie Hutchinson, Brian Rohrbach and Frank Daly for recognizing the important role the *Bumper Guardian* plays in connecting our membership; thanks also to Treasurers John Campbell and Terry McMichael for paying the bills; and a special thank-you to Denny and Bernie Dochnahl who provided extra encouragement and financial support when it was needed the most.

The *Bumper Guardian* is our Club's magazine. For many of our members it is their primary connection with other PNR members and the 'old car' hobby. We currently have members in three Countries (U.S., Canada and France) and 16 States (Alaska, Arizona, California, Florida, Idaho, Illinois, Indiana, Massachusetts,

Maryland, Michigan, Minnesota, Missouri, Montana, Nevada, Oregon and Washington) and the District of Columbia.

Over the years, too many of our members to list here have provided content. There are, however, a few that stand-out. Raymond Loe (my father) has been writing on the history of car manufacturers since the very beginning in 2007. Laurel Gurnsey began writing articles about the Classic Era in 2010 and and has continued her contribution to this day! Brian Rohrbach and Bill Deibel have been the most stalwart authors of Technical Articles (used by National in evaluating Regional magazines) but many others have also submitted articles. And of course, the contributions from the owners of our featured cars are what make the magazine.

So, once again, here is my plea. We can only continue to produce a high-quality magazine with the help of our members. Do you have a car you would like to see featured? Do you have an idea for something related to the Classic Era that would make an interesting addition to the magazine? Are you willing to write a Technical Article to help your fellow members in their restoration efforts (and help fill the pages of our magazine?) Is there a topic you would like to see covered in more detail? Are there things we should be doing differently?

Please take a minute and share your thoughts.

Karen.htchnsn@gmail.com

*Karen Hutchinson*



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