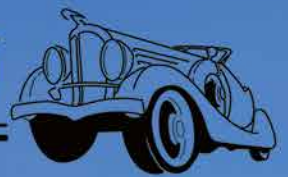
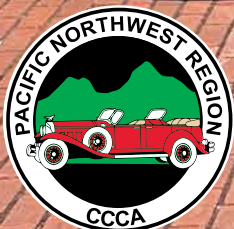


BUMPER GUARDIAN



Summer 2023



1941 Cadillac Convertible Coupe
Owned by Kim Pierce & Kristy Ryan

PNR CCCA & Regional Events

Black type events are sponsored by the PNR.

July 4	Yarrow Point Parade Contact: Al McEwan
July 16	Forest Grove Concours
July 22	CCCA Tour and Picnic Contact: Merrisue Steinman
July 23	Mercer Island Cruise & Car Show Contact: Tom Albers
Aug. 7	Motoring Classic Kickoff Contacts: Larimer & Howard
Aug. 20	Pebble Beach Concours
Aug. 26	LeMay Family Collection Show
Sept. 9	LeMay ACM GALA
TBD	PNR Annual Meeting
TBD	Holiday Party and Awards

2023 & 2024 CCCA NATIONAL EVENTS

Grand Classic®

July 20 - 23 Three Region (IN, OH, MI)
June 28 -29 2024MTR

CARavans®

Sept 10 - 20PNR Canada & Eastern WA
May 13 - 24 2024NCR Best of the West



MOUNTAINS TO SEA CARAVAN

PACIFIC NORTHWEST REGION
CLASSIC CAR CLUB OF AMERICA

SEPTEMBER 10-20, 2023



Director's Message

Greetings, Classicists! Classicologists? What word do YOU use to describe your fellow PNR CCCA Members?

Over lunch while visiting the Bulgari display and restoration facility (see separate article), the topic of the dwindling number of professionals serving the old car restoration hobby generated a lot of discussion. It is getting more and more difficult to find tradesmen who repair or replace 'old car stuff'.

Yes, there are full restoration shops, Steve Babinski's being an example. But not everyone needs to ship their car across the country for a full restoration. Where do YOU have your work done?

I occasionally receive calls from someone who is new to the hobby and is seeking advice – I think they search the internet and my name comes up as Director of the Region. Most recently, the son of a deceased former member wanted to know where he could turn to have the clutch on his inherited Classic (which had been sitting idle for years) 'unstuck' as the pressure plate had bonded to the flywheel. Unfortunately, I had no advice to offer.

I have generators and starters serviced by a company in Chico, California. However, the USPS recently 'lost' a very rare Cord generator somewhere in the shipping process. Is there anywhere in the PNW that does this sort of work? Where would you have a radiator serviced? I've sent several gas tanks to Spokane for service. Is there anywhere on this side of the mountains that does this any longer? Chrome platers are going by the wayside; I use Art Brass but perhaps you have a better suggestion. Suggestions for a good upholsterer? Engine rebuilder?

So, just a crazy thought: as a favor to fellow Club Members, would YOU consider sharing the identities of those places / people you turn to when you need help with your Classic? If you would email me at fwd9@hotmail.com with such information, I'll put together a database – if there's enough of a response. We might email this info to our members and/or put it on the regional website. Five or ten minutes of your time might be a lifesaver for a fellow Member!

The weather is FINALLY becoming more conducive to putting some road-time on your favorite classic. Hope to see you out there!

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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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.

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On the Cover:

1941 Cadillac Series 62

Convertible Coupe

Owned By Kim & Kristy Pierce

Photo by Molly Ann Moore
Pebble Beach Motoring Classic

Disclaimer: The technical information in this publication is provided "as is" without any representations or warranties, express or implied by PNR-CCCA. The information in technical articles is provided by the authors to the best of their knowledge as correct at the time of original publication but neither they nor PNR-CCCA will be responsible for errors.



AFTER SELLING my Packard 900 Light 8 Coupe Roadster I started thinking about what my next Classic car purchase might be. I really loved my Packard but I don't think it had the same idea about me. It was always happy to get out on drives but when it was time to come home, it usually was via a flatbed, compliments of Hagerty roadside assistance.

After that experience I wanted something reliable. So, after many conversations with other members I landed on pursuing a Cadillac. There were enough of them built in the Classic years to make finding one fairly easy. What wasn't easy was deciding which model and year to pursue. Again, after many conversations I decided a 1941

Cadillac Series 62 Convertible Coupe would fit with what I wanted in a Classic collector car. With 3,100 of this model built I figured I could find one fairly easily. Being that it was only 5% of Cadillac production it became more difficult than I had first imagined. I also didn't want to go through the restoration of another car so it had to be a very nice example. After passing on a number of very nice examples over a period of three years, I found this car on an online auction in September of 2021. After failing to meet reserve I worked with the seller to acquire the car.

After doing a thorough facetime inspection (haha) and a two hour interview with the seller's car handler I felt



1941 Cadillac Series 62 Convertible Coupe

Think back to the era just before WWII, and picture the car's original owner enjoying a leisurely drive down a wide-open highway. Powered by a 346-cubic-inch V-8 and styled by the legendary Harley Earl, with beautiful horizontal lines and a long rounded hood, this car is an icon of its time.

BY KIM PIERCE

confident about the purchase. According to the seller he was selling a bunch of his cars. Asking him the reason for selling he said "I have more miles in the rear view mirror than I do looking out the windshield and it is time to sell off the collection." He had owned the car since 2013 and according to him it had only been driven 300 miles since its restoration which was completed in 1995. I learned that while the car was an older restoration, it still showed very well. It was awarded an AACA Senior National First Prize in 1995. Sometime in its life after restoration it was also awarded a CCCA National First Place. According to the seller this car had been in Mark Hyman's collection for a

number of years. (maybe he couldn't sell it!?) The title trail does show that it was owned by Hyman at the time the seller bought it in 2013. It was pointed out that before it is driven it should have a full service due to it sitting without much use.

The deal was wrapped up in September of 2021. I had the car shipped to my home in Arizona and upon inspection it was much much nicer than I had hoped for. The body, paint and exterior were still in show condition and showed very little use since restoration. The underside of the car was as nice as the topside. To my delight the car was better than described.

Continued from Page 5

I took the car for a short drive and it proceeded to let me know its deficiencies. The gas gauge said one-half tank. What it really meant is that I would need to walk one-half mile to get gas to make it the last ½ mile. The brakes went nearly to the floor. When I added ten gallons of gas it was dripping, leaving a trail all the way to the house. Within the first few minutes of ownership I had my to-do list started. The tires were as old as the restoration and we had two flats in our first outing after fixing the brakes and fuel leak. Another item added to my to-do list!

In the Spring of 2022 I had the car transported to my home in Edmonds. After servicing the car bumper to bumper, fixing everything on my to-do list, installing new radial tires and taking it for a long test drive it was ready to be shown.

Kristy and I entered the car in the Forest Grove concours last summer. The car received 2nd place in it's class along with another special award. (a freshly restored Mercedes 540K was 1st in my class). After getting everything fixed on the car we decided to sign-up for the Pebble Beach Motoring Classic. It was a great trip without any issues whatsoever. We drove the car 1,700 miles from Kirkland to Monterey and to Big Sur on the Pebble Beach Tour d'Elegance. The Caddy proved to be as reliable as everyone said they are.

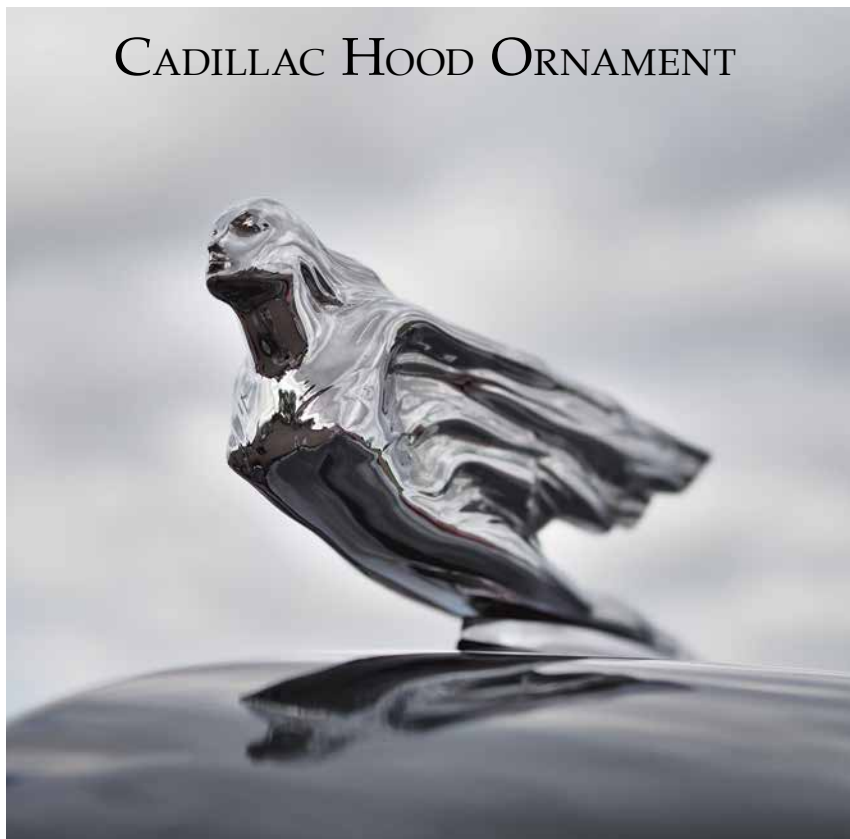


The mascot used on Cadillac cars of 1941 and 42 was, in fact, the handle for the latch mechanism to lock and release the motor hood.

Probably the most ornate of all the mascots was the 1941 model. It was cast in one piece, integral with the hood latch mechanism, which makes it difficult to exhibit simply as an art object, unless you build a large, box-like base to conceal the bulky mechanism.



CADILLAC HOOD ORNAMENT



BUGSY

Rated R

Released in Theaters 1991
Released Streaming 2006

www.rottentomatoes.com/m/bugsy

Klassic Korner for Kids



Movie Info: New York mobster Benjamin "Bugsy" Siegel (Warren Beatty) leaves New York City to dip into the glamour of Hollywood, Calif., and to build up a syndicate gambling racket. Bowled over by actress Virginia Hill (Annette Bening), the dapper Siegel courts her, despite having a wife and children. Obsessed with creating a gambling haven, Siegel takes racketeering to the Nevada desert and helps develop Las Vegas, only to find himself in deep water over his reckless construction of the Flamingo Hotel.

Cadillac Info: Benjamin "Bugsy" Siegel spots this 1941 4-door Cadillac Series 62 Convertible in the street and presumably buys it in the same way he managed to buy his house from the opera singer Lawrence Tibbett.



"Bugsy"

Benjamin Siegel

**B: Feb 28, 1906,
Brooklyn, NY**

**D: Jun 20, 1947,
Beverly Hills, CA**

*Excerpted from
mobmuseum.org*

Benjamin "Bugsy" Siegel rose from the rough streets of New York City to the height of fame and fortune in sunny Southern California, but his violent death at age 41 helped expose the dark side of Mob life. His nickname 'Bugsy' refers to his notoriously quick and violent temper. He played a pivotal role in building modern Las Vegas.

The son of Jewish immigrants, Siegel was raised in the crime-ridden section of Williamsburg, Brooklyn, where ethnically divided youth gangs and adult racketeers were pervasive. As a young man, he reportedly extorted protection money from pushcart peddlers on the other side of the East River, in New York City's Lower East Side, where, in 1918, he befriended Meyer Lansky, another tough Jewish kid, with whom he established the Bugs and Meyer Gang.

In the early 1930s, Mafia kingpin Charles "Lucky" Luciano and other Italian gangsters organized into a New York regional, then later national, Syndicate. Luciano's enemies had a tendency to 'expire violently.' Siegel became an associate of Lansky, of Luciano, and of other New York City mobsters, including the nucleus of "Murder Incorporated," the enforcement-through-murder-and-intimidation arm of Luciano's criminal syndicate. In 1936,

Siegel was being watched closely by the New York, police which reportedly is why Lansky suggested he relocate to the West Coast.

Siegel helped build the rackets in the swiftly growing communities of Southern California. Along with mobsters such as Mickey Cohen, Siegel set up gambling dens and offshore gambling ships, while consolidating the already existing prostitution, narcotics and bookmaking operations. He made deals to bring the race wire to California, helping to distribute critical gambling information to and from the West Coast.

His wealth carried him further in California than his criminal reputation had on the East Coast. He bought a large home in swank Beverly Hills, frequented parties of the Hollywood elite and dated actress Virginia Hill. They were a striking couple, known as much for their volatile natures as for their glamorous looks.

In 1945, Siegel, with Hill at his side, took over construction of a hotel-casino on the edge of Las Vegas. Siegel wasn't the first entrepreneur to envision something fabulous in the desert, but his dream elevated the stakes. The Flamingo Hotel construction was financed mostly by Eastern crime syndicate bosses under Siegel's direction. But the project did not go well. Originally budgeted at \$1.2 million, construction costs soared to \$6 million, enraging Siegel's mobster financiers.

On the evening of June 20, 1947, a hail of gunfire crashed through Hill's living room window in Beverly Hills, Siegel was shot multiple times, including two fatal head wounds with .30-caliber bullets. He died immediately and his death has never been solved.



Cadillac

Motor Car History

By Raymond Loe, *Bumper Guardian* Feature Car Editor



Since Cadillac has had a very long and interesting history, the early part of which I condensed and brought to you in our 2019 BG Winter edition; I will now continue the story through when our featured cars concluded the end of Cadillac's "Classic Era." For the sake of continuity, you will find excerpts from my earlier article woven herein.

Cadillac Engines: In 1915 Cadillac introduced its pioneering 90-degree flat-head V-8 engine then rated at 70 horsepower. After upgrades in 1928 and 1930 and a major redesign in 1936, Cadillac set new standards for smoothness, power and reliability.

The engine became the mainstay design for all their V-8 engines through 1948. A later model of that V-8 engine, using overhead valves (OHV), then rated at 150 hp, went on to set a new standard for the entire American automotive industry beginning in 1949.

In 1930 Cadillac introduced a 45-degree V-16 engine that was intended to elevate their top model into the rarefied realm of Packard, Peerless and Pierce-Arrow. Although brute performance wasn't its forte, this 452 cid, OHV, V-16 did offer superb luxury and smooth, effortless power with minimal shifting. Nine months later they brought out a 12 cylinder version, essentially their V-16 with four fewer cylinders. Predictably, the twelve wasn't as fast but it was very smooth and was priced cheaper than the sixteen by far. Despite their refined performance the early twelves and sixteens were anachronisms in the devastated

depression market and never sold in significant numbers. After selling less than 10,000 total units of twelves and sixteens by the end of 1932 along with only a few hundred more over each of the following four years, both engines were discontinued in 1937.

In 1938 Cadillac made a last try at the multi (more-than-eight) cylinder market the following year by introducing a new flat-head, 135-degree, V-12 engine that was smaller but more potent than the earlier OHV design. However only 508 so equipped cars were sold by the time it too was discontinued in 1940. After that all Cadillacs were only equipped with 90-degree flat-head V-8 engines through 1948 and OHV V-8s thereafter.

Cadillac's 90-degree flat-head V-8 engine sold well though out the 1930s and by 1940 still had retained its familiar mono-block construction with three main bearings and dual downdraft carbs. Although heavy it was reliable and exceptionally smooth. By this time its horsepower had grown to 135 when installed in the LaSalle and 140hp for the Cadillac. This was the last year that LaSalle would be marketed as a separate nameplate.

The newly introduced Cadillac Series 62 replaced their Series 61 as the lowest rung in the Cadillac model lineup for 1940. This was followed by a significant marketing change that occurred for 1941 when Cadillac brought back the Series 61 to replace its junior LaSalle line. This was due to a management decision based on the success of the Lincoln Zephyr and the

Packard 110/120 series. While Packard continued to rely on selling medium priced cars long after WWII, Cadillac and Lincoln returned to luxury field exclusively, thus bolstering their "fine car" reputations at Packard's expense.

A significant design change came in 1941 to Cadillac's Series 62 featuring a low sleek "torpedo" style GM C-Body with chrome window reveals, more windshield slant and a curved rear window. This luxury class "C" body was new the previous year, and destined to be shared with Buick Roadmaster, the Oldsmobile Series 90, plus a few high-end Pontiacs. This tooling also enabled Cadillac to continue producing a 4-door convertible, however, it would be the last year they would ever offer that body style.

Cadillac's mechanical news for 1941 was a first in the luxury class: Hydra-Matic Drive. Developed earlier by its sister division Oldsmobile, Hydra-Matic was the first fully automatic transmission (no clutch pedal) offered throughout the entire automotive industry. Higher compression lifted their venerable flat-head V-8 engine to 150 bhp enabling most 41 Cadillacs to reach a genuine 100 MPH - impressive for the day. All this led to a new high for Cadillac production of 66,130 - only 6,700 short of Packard's entire production that year. Of that total, over 23,000 were Series 62 and of that 3,100 were Convertible Coupes including our featured cars.

The 1942 lineup again had a new look this time dominated by big bullet-shape fenders front and rear, plus

fast-back rooflines and a new grille. Unfortunately, Cadillac was only able to build 16,511 cars before production was shut down by WWII in February 1942. Cadillac then turned exclusively to wartime production of tanks, aircraft engines and munitions until V-J day.

After the War, resuming civilian production took several months. So, Cadillac managed to make only 1,142 Series 62 sedans before the end of 1945 and 29,194 cars for total model year 1946. These cars were only slightly changed from their 1942 models. Likewise, the 1947s were little changed: round instead of rectangular parking lights, script instead of block letter fender nameplates and a five-bar grille theme in place of the six bars used previously.

Meanwhile car production had regained its prewar stride, nearing 62,000 for the 1947 model year with the Series 62 accounting for most of it at just under 40,000 units, thus ending Cadillac's Classic Car era.

Then came 1948, "The year of the Tailfin." Before the war, GM Chief Designer Harley Earl had been shown the then-secret Lockheed P-38 "Lightning" pursuit fighter. During the war, a skeleton crew played with ideas for postwar styling inspired by some of the plane's design elements: pontoon front fenders, pointy front cockpit-like curved windshields - and tailfins.

From a design standpoint the fins had a most lasting impact to the industry by giving definition for the first time to the rear of the car. Though Cadillac styling would deteriorate to chrome laden glitter in the late '50s its basic design was good enough to remain popular for several years thus cementing their position as the undisputed leader of American luxury automobiles.



THE ABBREVIATED 1942 MODEL YEAR:

Written by Bill Deibel; Abridged by Laurel Gurnsey

On December 7, 1941, the Japanese attacked Pearl Harbor and soon thereafter my father drove off in my mother's 1939 Packard Super 8 sedan and returned with a 1942 Packard Clipper Custom Eight sedan. The decorative trim was black and yellow on the exterior and brown on the inside. My father said it was a "black-out car" bereft of chrome and stainless trim. I never gave much thought to how the industry dropped all brightwork for just a very few last cars, until 1974 when I showed my wife, Karel, a decrepit 1942 Cadillac Sixty-Special Derham town car and convinced her to buy it. All the bright trim was painted silver and as we stripped it for restoration, we found it was painted black under the silver. I thought the car was a black-out model, but research revealed it was not built as a black-out car. As I researched the history of the car, I also researched the history of black-out cars and the phase-out of production. (Karel's town car took us 3,770 miles to and from Alaska with the Classic Car Club of America.)

On September 8, 1939, after Germany invaded Poland, President Roosevelt issued an executive order creating divisions for emergency management of war production, material priorities, consumer rationing and retail/wholesale price increases. On May 25, 1940 he established an "Office of Emergency Management" (OEM), January 7, 1941, an "Office of Production Management" (OPM), then an Office of Price Administration (OPA). Two months before Pearl Harbor, OPM issued a "General Limitation Order" on production of passenger cars, stating, "On and after December 15, 1941, no producer shall use any 'bright work', 'bright finish', metal finish, or body trim containing copper, nickel, chrome or aluminum in production of new passenger cars." Permission was granted to use those materials to plate bumpers and bumper guard assemblies if all possible conservation measures were taken. Maximum passenger car production for January 1942 were set, further suggesting deluxe and heavy cars be eliminated, extra equipment (cigar lighters, clocks, etc.) be reduced, and colors offered curtailed.

November 27, 1941, the Chief of Naval Operations sent a "Top Secret" message to Commanders-in-Chief of U.S. Asiatic and Pacific Fleets, considered a war warning. December 7, Japan bombed Pearl Harbor. December 8, U.S. Congress declared war on Japan. December 11, Germany declared war on the U.S.

OPM extended the deadline for using bright trim to December 31, 1941. Exempted from the ban were "bumpers, bumper guard assemblies, ventilator window latches, external lock cylinder caps and covers,

Craig Christy's 1941 Cadillac Series 62 Convertible Sedan

I have always admired the 1941 Cadillac 62 Series for its engineering, reliable roadability and, the Hydra-Matic Drive. Having owned a 62 Series Coupe (6227D) with Hydra-Matic, for 30-plus years, it has proven over and over again to be an exceptional tour car. Under the care of my friend Bobby LeCoque, it has been a pleasure to drive.

The Convertible Sedan (6229) of the Series, with its striking good looks, has been one of my favorite Classics. Someday I hoped to also own one of the 400 Series 62 Convertible Sedans, the last Convertible Sedan produced by Cadillac. I wanted the Hydra-Matic and quickly learned that this is a rare combination. Most of the Convertible Sedan production took place prior to the March 1941 introduction of the Hydra-Matic Drive and therefore were 3-speed manual equipped.

On a Saturday in early December 2021, Paul Murray called me to tell me about a '41 Convertible Sedan advertised by Harry Clark's Classic Promenade in Phoenix. It was equipped with Hydra-Matic! The



Santa got the car delivered in time to make a nice Christmas present!

next Saturday morning Bobby and I were at Harry's place to take a look at it. After inspecting the car and taking a test drive, by lunch time I owned the car.

This car is body number 385 of the 400 produced and so is quite late in the sequence. It was delivered to the New York City Cadillac Branch in early July 1941. In the early 1990s, it was owned and restored by Leo Gephart who painted it in its current Valcour Maroon. After the restoration, Leo showed the car at a Grand Classic where it was awarded a 1st place and earned CCCA Senior Badge no. 2067.

After the Cadillac arrived at Bobby's, we took care of a handful of mechanical and authenticity issues aiming to prepare the car for the 2022 Frontier CARavan. We trailered the car to the starting point of the CARavan in Rapid City where it ran the tour with no issues. Now I am planning to run it on the upcoming PNR CARavan in September.

I look forward to many years of touring in this great Full Classic automobile.





2023 Tiptoe Through the Tulips

By Irene Tait

We had an amazing time at the Roozengaarde Gardens in Mt Vernon in April. The weather was very cold, but the flowers were beautiful and no rain! There were fifteen members in attendance and we can even call it an international event because the Carlsons and the Gurnseys drove down from Canada.

The event started at the Smokey Point rest stop with donuts and visiting. At 9:30 Brad (who grew up in the area) gave us a history lesson on "old" and "new" Highway 99. We then drove to the gardens via Hwy 99 as much as possible, including a short section that still has the original pavement.

When we reached the gardens a little after ten o'clock, we met up with our Canadian members. After a visit and group picture in front of Roozengaarde's windmill we explored the beautiful gardens. Roozengaarde was established in 1985 and consists of 1,000 acres and 16 acres of greenhouses. They have three acres of display gardens with over a million bulbs planted this year.

Walking through these gardens was amazing. We braved the cold and wind to enjoy the tulips, while warming our hands with gloves and a few with warm

coffee. Orange, red, pink, yellow, purple, white tulips, some daffodils and a river of blue grape hyacinths arranged in beautiful displays provided opportunities for lots of pictures.

When we finished viewing the gardens the group headed to Shawn O'Donnell's at the Farmhouse. This is a great Irish restaurant in Mt Vernon on LaConner Whitney Road. At the restaurant we enjoyed the time to get warm and catch up with everyone. While eating we learned about life events, travel plans, grandchildren's milestones, and Laurel shared her writing experience. Laurel has two books published: "Tremors of the Heart" and "Dancing in the Mist" with three more coming in the next year. Congratulations Laurel!

After lunch the group went their separate ways. Some members went to LaConnor, others to visit family or antique shops or just headed for home.

Thank you to all those who joined us for the event and made it such a special day. We hope to see you and any other members who wish to join us next April at Tiptoe Through the Tulips 2024.





PNR MEMBERS ATTENDING (L-R)

*John & Koko Carlson, Colin & Laurel Gurnsey, Keenon & Jerry Greenfield,
Jim & Irene Tait, Brad & Hyang Ipsen, Stan's friend Linda,
Ashley & Beau Shoemaker w/ mother-in-law Laura, Stan Dickison*



Skagit Valley Tulip Festival

Tulips need sun! This year the bloom was delayed by cold weather and April showers. While the festival officially started on April 1st, early visitors saw lots of tulip buds and plenty of daffodils. The tulip fields finally started popping with splashes of color the second week of April.

This is the festival's first banner year since 2020, when the pandemic intervened. About 350,000 to 400,000 people were expected to visit, including a number from Canada who have been restricted from crossing the border during COVID.



PACCAR

TECHNICAL CENTER TOUR

By Steve Larimer



PNR PARTICIPANTS

William Howard (PNR Host)

Tom and Patty Alberts

Stan Dickison

Steve Larimer

Al and Sandi McEwan

Rob and Jolie Scheibe

Jim and Irene Tait

Brian and Jeffrey Rohrbach

Darrin, Suki and Kaylee Wong

On Saturday April 15th our Club, in collaboration with the Pacific Northwest Region of the Ferrari Owners Club (FOC), assembled at Hagerty Garage + Social in Redmond for coffee, donuts, and driving instructions to the PACCAR Technical Center in Mount Vernon.

PNR Board member and local FOC Regional President William Howard led us on a lovely country drive completely avoiding I-5 and any possible Tulip Festival-related traffic.

Numerous exotic car owners including noted collector Greg Whitten and well known car dealer Roy Cats were also part of the group. Greg brought a rare Ferrari 488 Pista Spider, and Roy brought a rare McLaren Senna.

We arrived as the drizzle was turning to rain. Fortunately, we were provided with reserved parking right next to the building and near the entrance. We had brought a "car show" and numerous visitors and employees looked at the cars with keen interest.

Once inside we were treated to truck displays of Kenworth, Peterbilt, and DAF trucks and were allowed to climb in and out of them. There were also labs where computer aided design, 3-D printing, and various forms of endurance testing were demonstrated.

There was also a theater presentation of the history of Bellevue-based PACCAR, Inc. as well as toys and coloring books for the children. All-in-all a fun family friendly event.



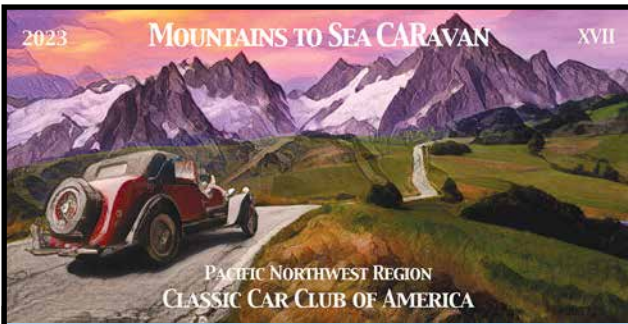
William Howard, Darrin Wong & Steve Larimer at PACCAR



All Weather indeed!

Brian and Jeffrey Rohrbach brought their 1939 Bentley All Weather and gamely drove "top down" for nearly the entire route in spite of occasional off and on drizzle.

It was the only Full Classic on the drive.



THE PNR-CCCA IS PLEASED TO ANNOUNCE OUR 17TH CARAVAN

SEPTEMBER 10-20, 2023

In 2023, we will experience some of the best Classic driving roads while revisiting some favorite spots and experiencing new and unique venues in Washington and southern British Columbia.

Many CCCA participants of prior years are well-acquainted with the soaring mountain peaks and the fabulous vistas of this largely-pristine section of the country.

Al McEwan is once again our tour master and has planned the CARavan with reasonable driving distances and two night stays in most locations. He also says he has some wonderful group events and time for solo exploration.

Reservations are currently open. Information and registration is available on the CCCA National website <https://www.classiccarclub.org/events/304>.



*Gary & Joyce Johnson (1941 Cadillac 62 Convertible Coupe),
Barrie & Karen Hutchinson (1937 Cord Beverly),
Bill & Karel Deibel (1942 Cadillac 60S Town Car)
on the return drive from the 2005 Alaska CARavan.*

In July of 2005, the National CCCA CARavan took intrepid travelers driving 48 Full Classics from across the country to Alaska for fourteen glorious days of adventure. Seven of the Classics belonged to PNR members including; Lou & Bunny Berquest, Bill & Karel Deibel, Bradley Huson, Barrie & Karen Hutchinson, Gary & Joyce Johnson, Bob Newlands & Jan Taylor and Steve & Annie Norman.

The trip began with an overnight passage on the Alaska State Ferry from Bellingham to Skagway. From there, the CARavan route took us over 1,500 miles through the Yukon and Alaska including stops in Whitehorse, Fairbanks, Denali National Park, Anchorage, and Homer before our final banquet in Seward.

We were "on our own" to return to our home states. Many people used commercial carriers to ship their cars and some booked a return trip on the Alaska State Ferry to Bellingham. However, the Hutchinsons' (1937 Cord Beverly), Deibels' (1942 Cadillac 60S Town Brougham - see story on page 11) and the Johnsons' (1941 Cadillac 62 Convertible Coupe - see story on page 16) were ready for even more adventure.

Together we took the ferry from Haines, AK to Prince Rupert, BC and drove another 1,000 miles. We took Canada Highway 16 over the Coast Mountains from Prince Rupert to Prince George before turning south on Highway 97 through Williams Lake and finally west on Highway 99 through Whistler before crossing the border back into the United State.

Saddly Gary Johnson passed away in 2018. As I was writing this piece, I learned that Joyce joined Gary on March, 23rd. The Johnsons' were consumate CARavanners, often traveling with multiple grandchildren - usually cousins. The Johnson family shared a passion for "old cars." I will forever treasure my memories of traveling with Joyce and Gary.

Pat and Renee Crist recently acquired the Johnsons' beautiful 1941 Cadillac. I hope they have many happy and trouble free miles in their beautiful Classic.

Karen Hutchinson - PNR-CCCA Editor



1941 Cadillac Convertible Coupe

Owned By Pat & Renee Crist

Cadillac cars in 1941 were gorgeous. This was the year that Cadillac design moved into the new decade, with radical styling changes, shifting from over thirty years of designs that emphasized vertical lines to a new modern look featuring horizontal lines. Pat and I had been talking about finding a 1940s era Cadillac convertible to add a Full Classic to our garage and this one was brought to our attention by a Club member.

We were told that the prior owners enjoyed driving it on CCCA tours for many years then restored it to concours level. It went on to gain distinction with the Cadillac Club of America and Antique and Classic Car Club of Canada. Badging on the car indicates the car was Best in Class at one of the Vintage Car Clubs of Canada judged annual May Tours. It means the car placed 1st Place and BEST in Class and went on to Senior Class where it would have competed for 1st Place as a Senior Vehicle. It is a CCCA Senior, Premier Medallion winning vehicle and was judged at 100 points at a CCCA National Grand Classic and also awarded a 'Best of Show'.

The Cadillac was restored by Gary Johnson. Gary and Joyce Johnson held membership for many years in the Classic Car Club of America and in our regional PNR-CCCA. They enjoyed buying, restoring, and showing Classic cars. Gary and Joyce traveled with many car tours and CARavanned across America, often taking their grandchildren with them. They drove the 1941 Cadillac on numerous CCCA tours before Gary restored it for concours tours and shows. Sadly Gary passed away in 2018 and Joyce in March of 2023. We are proud to be caretakers of this beloved Full Classic.

-Renee





THE NEXT LEVEL OF PERFECTION

*Tech Session with CryoMode Solutions
May 6, 2023*



CryoMODE was founded by Scott Glasser and Ruben Alanis. Having previously worked together in the technology space, they soon discovered a shared passion for cars and motorsports. After identifying a need for dry ice cleaning in the PNW car community, they partnered to bring a vision to reality in the summer of 2022.

An enthusiastic group of us visited their new facility in Lynnwood to learn more about how it could apply to caring for our Classics with a comprehensive demo on an actual vehicle. Fundamentally, compressed air “blasts” pellets of dry ice onto a surface where upon contact, dirt and grime is immediately frozen. The impact shakes surface dirt loose which then simply falls to the floor. The dry ice pellets sublimate cleanly into the air, leaving no liquid or chemical residue to clean or dispose. This cleaning process can be applied safely to metal, plastics, rubber, upholstery, and even electronic and electrical components. It therefore offers a safe and precise method to clean undercarriages, engine bays and the most neglected areas of any car without using any harsh chemicals, liquids, or high mechanical pressure.

CryoMode also offers exhaust restoration services using a tool known as a

TIG Brush. It’s a specialized cleaning system designed for removing heat tint, discoloration, mineral deposits, and other impurities from stainless steel welds and surfaces. The system combines low-voltage electricity, a conductive brush, and specially formulated phosphoric acid.

When the brush contacts the surface of the stainless steel, the low-voltage electricity is applied, creating an electrochemical reaction that helps to remove contaminants and restore the surface to its original appearance. It effectively removes oxidation, heat discoloration, and weld burn marks from stainless steel, resulting in a clean and visually appealing surface. It also passivates the stainless steel, which means it helps to restore the protective oxide layer on the surface, improving its corrosion resistance.

Cryomode's services also include the application of undercoatings and rust inhibitors to protect and seal the newly cleaned surfaces. Our grateful thanks to Ruben and Scott for hosting us to an invigorating and engaging session and can say in confidence that we learned something new. The morning concluded with a lively lunch social at Tapped Mukilteo.



The following is a consolidation of the questions and answers during the tech session:

- 1. Will dry ice cleaning remove oil slicks?** No, it will not since oil does not readily freeze. However, dirt and grime accumulated on an oily surface will freeze and fall off the surface. The recommendation is to wipe any oil off the surfaces before dry ice cleaning.
- 2. Will TIG Brush cleaning work on any metal surface?** Works best with steel and stainless steel. It will work but is less effective on aluminium. Currently unknown on plated or coated metal surfaces and something for CryoMode to experiment with to be sure.
- 3. Can either be used to strip clear-coat from isolated areas with precision?** Not recommended since there isn't a masking method that can prevent over etching.
- 4. Can dry ice blasting remove rust?** No, rust removal requires a much higher level of abrasion to fully remove. Dry ice can effectively clean the area in preparation for chemical remediation and undercoating, which are services offered by CryoMode as well.



PNR ATTENDEES

Brian & Jeffrey Rohrback
1939 Bentley 4¼ ltr
All Weather Tourer

Brad Ipsen
1949 Cadillac Coupe DeVille (n/c)

Scott Anderson
Stan Dickison
Kenny Heng
Marty Kulina
Brian & Randy Pollock

CCCA

2023 ANNUAL MEETING

March 29 – April 1
Philadelphia, Pennsylvania

By Frank Daly

I recently attended the CCCA Annual Meeting in Philadelphia, which no doubt will be described in detail in an upcoming edition of The Classic Car. However, I'd like to share a few comments about this memorable and fun event.

The highlight of the event for me was the final evening award ceremony and banquet, at which I was delighted to accept, on behalf of the PNR, the Turnquist Senior Award, First Place. This prestigious award recognizes our publication, the Bumper Guardian, as being best in class.

Hats-off to Co-editors Karen Hutchinson, Ray Loe, and all who contributed articles during 2022! Thanks also to Brian Rohrbach for resurrecting the Bumper Bolts, which is included during the publication judging process.

CCCA bylaws require that an Annual Meeting be held during the first three months of the year, and they are held at various locations around the country. It is clear to me that a lot of time and effort went into planning this year's meeting, so kudos to those who did such a great job. I have attended Annual Meetings in the past but this was the first time attending as the PNR Regional Director. I was therefore able to participate in the closed Board Meeting, at which elections are finalized and officers are approved. Vicki Zeiger was elected to replace Steve Babinski as President. I have known Vicki for a number of years, most recently via her role as liaison between Regional Directors

and National Officers. She will do a fantastic job. Steven Babinski received much deserved thanks for his service as President during a very difficult time.

Three outstanding car collections were visited. The first and most impressive was the incredible Bulgari Collection. With the fortunes provided by his jewelry empire, Nicola Bulgari assembled a large and eclectic collection of what was described as mid-market luxury cars. While mostly non-Classic, there were quite a few Classics on display. Mr. Bulgari clearly favored American cars and it was a real treat to see the 'American Iron' on display.

The NB Center, as the 21 acre site is officially called, also includes a very thorough restoration facility in several buildings on the site. Not all of the cars are fully restored, although many are.

We also visited the Ross Myers Collection, also known as the '3 Dog Garage' (a tribute to the family's three dogs). The 32,000 square foot structure houses approximately 70 cars amidst a great deal of first-rate memorabilia. Automobiles range from the Antique and Brass Era to Full Classics as well as post-war sports and racing cars and hot rods. There is certainly something for everyone's tastes.

The last collection we visited was the Simeone Foundation Automotive Museum. Again a wide range of more than 75 cars housed in a 75,000 square foot facility. The emphasis is on racing automobiles; the oldest car in the collection is a 1907 Renault 35/45 Vanderbilt racer. The newest is a 2002



Frank Daly exchange with "Ben Franklin"

NASCAR DYNO mule. "Special" cars include the 1927 Mercedes-Benz S-Type Sportwagen which won the German Grand Prix in 1927, the 1937 Buggatti Type 57G Tank, winner of LeMans in 1937 and the 1938 Alfa Romeo 8C 2900B MM Spyder which won the Mille Miglia in 1938. Most of the cars are presented in 'as raced' condition.

Finally, on Sunday after the meeting had concluded, we were given the opportunity to visit Steve Babinsky's personal collection in New Jersey. Steve likes his cars to be survivors! It was a delight to see the cars in their original glory. Some appear to have been driven sparingly, others appeared to have served their owners long and hard. Each is a piece of history. As I've often said – "If only they could talk!"

While not in meetings, dinners or touring collections, we renewed old friendships, made some new ones and did 'touristy' things. I chose to visit the Liberty Bell (along with what seemed to be 2,000 grade school students!) and the Revolutionary War Museum. Both were incredible and inspiring visits.

I highly encourage you to consider attending an Annual Meeting in the future. My experience was informative and fun – a lot more goes on than you might think!





*"Proclaim Liberty
throughout all the Land
Unto all the inhabitants thereof."*
Leviticus 25:10

LIBERTY BELL FACTS

- 🔔 The Bell weighs 2,080 pounds, the yoke weighs about 100 pounds.
- 🔔 From lip to crown, the Bell measures 3 ft. The circumference at the crown is 6 ft, 11 in, and the circumference at the lip is 12 ft.
- 🔔 The Bell is composed of approx. 70% copper, 25% tin, and traces of lead, zinc, arsenic, gold, and silver. The yoke is made of American elm.
- 🔔 The cost of the original Bell, including insurance and shipping was £150, 13 shillings, and eight pence (\$225.50) in 1752. The recasting cost slightly more than £36 (\$54) in 1753.
- 🔔 On the Liberty Bell, Pennsylvania is misspelled "Pensylvania."
- 🔔 The strike note of the Bell is E-flat.
- 🔔 The Bell's clapper broke on its first use and was repaired by local artisans John Pass and John Stow. Their names are engraved into the Bell.
- 🔔 The Bell resided at Independence Hall (the PA State House) from 1753 to 1976 and then the Liberty Bell Pavilion from 1976 to 2003. It now resides at the Liberty Bell Center.
- 🔔 Each year, more than one million people visit the Liberty Bell.
- 🔔 The Bell hasn't been rung since George Washington's birthday in 1846. The famous crack appeared the same year.



Susan Armstrong Tribute

Tom and Susan Armstrong were among the first "car people" that Barrie and I met when we moved from Fairway, Kansas to Whidbey Island, Washington. We were active Auburn Cord Duesenberg (ACD) members in the midwest and hosted an ACD gathering shortly after our move. The first time the Armstrong's visited our home and saw our "collection," Tom said to Barrie -- "It isn't likely you will live long enough to finish that Cord." Tom and Susan had both a Duesenberg and a Cord and he spoke with some authority. Over the next few years, we saw Tom and Susan at the annual ACD Reunion in Auburn, IN. Susan (who had earned her commercial trucker's license) often drove their big rig with the enclosed Duesenberg to the event.

After Barrie and I joined the PNR-CCCA, we would see Tom and Susan at Club events including several "garage tours" at their home. It wasn't long before I found myself Editor of this PNR publication. One of the first cars we featured was the Armstrong's beautiful black Duesenberg. I was invited to their home to photograph the car. Tom and Susan generously posed with the car and afterwards served us a lovely luncheon.

After Tom began vintage racing, Susan soon grew tired of watching and decided to give it a try. Susan was quite petite, so while it seemed that a smaller car would suit her, she chose a 1963 split window Z06 Corvette. She became a very accomplished driver and even shared the track with Tom.

Sadly, Tom and Susan lost their son Bradley in 1993 to a heart condition. In dealing with this loss, they became huge advocates for Children's Hospital. Susan and Tom also went on to fund the Thomas Bradley Armstrong Endowed Chair for Cardiology. She became key partner for a number of fund-raising events for Children's such as the Kirkland Concours d' Elegance and the Checkered Flag Club in conjunction with the local vintage racing group, SOVREN. With all of their hard work, Tom and Susan were awarded the J. "Jerry" Pennington Award from Children's Hospital in 2011. The Pennington award acknowledges donors for distinguished and extraordinary commitment, exemplified by their leadership, dedication and service to Seattle Children's Hospital.

Tom passed away in 2018 and Susan in April 2023. I am extraordinarily grateful that my life was touched by Tom and Susan.

Karen Hutchinson

(excepts from <https://www.dignitymemorial.com/obituaries/bellevue-wa/susan-armstrong-11263846>)



Metal Adhesive Bonding

By Jim Tait

Metal adhesive bonding also known as structural bonding is used as an effective joining technique for both the repair industry and auto manufacturers around the world. It has a broad range of applications in addition to providing high quality bonding of materials. It can be used with dissimilar mixed metals which include steel to aluminum and metal to plastics. One major benefit is increased stiffness at the bonded joint. Another benefit is corrosion resistance, since without a heating process moisture would not be introduced to the unprotected joint.

Auto manufacturers have used adhesive bonding in manufacturing of new cars for years. As it is a cold process using adhesives, there is no distortion or probability of corrosion as can happen with welding. Manufacturers using these adhesives are now joining dissimilar metals together as well as plastic to create a strong and permanent bond.

The process is being used in the auto repair industry as an effective repair procedure. Entire body panels or patch panels can be metal adhesive bonded together without welding. Testing has shown that the bond joint is as strong or stronger than the original weld. Many times, the original panel was spot welded whereas the bonding process has a full surface contact. For restorers this can be very helpful when dealing with metal over wood body construction when welding would create severe problems.

When preparing to replace a panel or patch panel the entire area needs to be properly prepared. First is to remove the damaged panel and

do any other repairs as necessary including corrosion protection. As there is no heat involved paint can be applied to any area that is not a bonding surface. The bonding area must be clean of any contamination. All meeting surfaces need to be ground to bare metal using 36 grit for steel and 80 grit for aluminum. For best results the mating area or overlap must be at least 1 inch.

Using the application mixing tool apply a 3/8 inch continuous bead of material to both mating surfaces. The adhesive should be spread with a spreading tool to cover the entire bare surface area. The two parts can now be pressed together using even pressure. Any adjustments needed should be done by sliding the panel, but never pulling it apart. If this is done additional adhesive will need to be applied.

To hold the panels together clamps or screws may be used. I have found that when pre-fitting the parts you should predrill the screw holes which makes it easier to secure the parts together during the bonding process. With some bonding products it is recommended to remove excess bonding material as it may not be compatible with body fillers or paint. Other products including the one I use are compatible and excess material can be spread around the joint seam.

At 70 degrees most products cure in 4 hours. At higher temperatures the cure time is greatly reduced. After curing the clamps can be removed. If the screws cannot be removed the heads can be ground off and the area can be covered with body filler, sanded and prepared for paint.

I had one difficult repair involving a crack in a wood-filled aluminum door around a window opening. As the wood was behind the aluminum this would be very difficult if not impossible to weld without further damage. Bonding an aluminum patch was the solution.



The area was cleaned and sanded on both sides of the crack and a patch piece was made to cover the work area. A patch was made by cutting a wood block in the shape of the damaged area then working a piece of aluminum over the block.



I was able to lightly tap the work area down to the thickness of the patch so that both surfaces were the same height when joined together. As clamping was not possible, I used 4 screws to hold the piece in place during the bonding process. After cleanup very little work was needed to prepare for paint. This repair was a perfect solution to a serious problem.



I also used the bonding process to repair a rusted wheel opening using a manufactured patch panel. During the process I cut the rusted area out leaving a corrosion-free place for the patch. Use of the bonding adhesive meant there was no panel distortion and no bare metal. The process was a quick and simple repair.

Bonding adhesive has improved and is becoming a more widespread and accepted method of repair. It has many benefits for our older cars which have areas of wood-backed metal that are not conducive to welding. When welding is not the best solution metal bonding may be the answer.



Jim identifies an area of a rusty panel that will be replaced using the metal adhesive bonding method.



Rusted area removed leaving a corrosion free space for the patch. Inside panel will be cleaned and painted. A patch then can be prefit.



Applying bonding adhesive to panel and patch.



Patch panel in place held by screws with the heads ground-off.



Body filler has been applied. The area is now ready for paint.

GENERALS' STAFF CARS

in World War I and World War II

By Laurel Gurnsey

When I first thought of doing this article, an image came to mind of generals themselves. What would be the characteristics of a person in charge of decisions from small to monumental and often what stood between a battlefield victory or a tragic loss of life and territory?

1. **Decisiveness?** Of course.
2. **Reliability?** Someone who is known for making those sound decisions all of the time.
3. **Strength?** Someone who can lead from a position of authority and 'stay the distance'.
4. **Stature?** This was an interesting one. Very much attached to personal ability and achievement. Someone who can be counted on and can gain the loyalty and trust of those they lead because they have both physical presence and solid reputation.

Colin and I brainstormed some famous generals of World War I and World War II. Among them, George S. Patton, Dwight D. Eisenhower, Field Marshal Bernard Montgomery, George Marshall, Field Marshal Douglas Haig, Charles de Gaulle, Omar Bradley, John Pershing and General Douglas MacArthur, with scores of others around the world. They all had those characteristics and often even engendered the affection of the troops they led.

So...what kind of car would they have chosen as their staff car? Picture the image of a general leading the victory parade into a town hard-won in battle. A crowd of liberated citizens cheering...a general in a Mini or a VW?? Depending on the circumstances...maybe. But much more likely, a general's car would need to reflect some, at least, of the characteristics of the person who rode in it. Stature and image for sure.

Michael Kliebenstein (<https://porterpress.co.uk/blogs/news/cadillacs-of-world-war-two>) wrote an article titled, *The Front-Line Cadillacs of WWII* where he mentions 1942 Cadillac Fleetwood Series 75s and 1938 Series 62s, among others. He goes on to say that because of the wartime need for military manufacturing that civilian cars became a low priority after Pearl Harbor. Other sources say GM, Ford and Chrysler stopped production plans for 1943 civilian cars to concentrate on military contracts. I like what Kliebenstein says: "Cadillacs were always very impressive machines in terms of style, presence and design." A 1940 Cadillac Series 62 Convertible Sedan pictured in his piece, is quoted as being 'nimble', which would be helpful, if not crucial, if a quick, decisive action in battle was deemed necessary.

Other qualities needed for a staff car would be a powerful drivetrain, reliability and uncomplicated mechanics. Kliebenstein says the Caddy he mentions was "more agile and faster than a contemporary Mercedes-Benz 540K or a Rolls-Royce Phantom III." Both of the latter car makes were also used by generals. An interesting point was that a general's staff car also needed to be spacious. He would have a chauffeur and at least one aide, as well as possibly having bodyguards. Kliebenstein mentions the flathead V8 engine in his 1940 Cadillac Series 62 Convertible Sedan "is pretty much the same as in the MSA1 Stuart tank." So...strength and power. Sometimes even strength didn't help a situation



General Dwight D. Eisenhower



General John J. Pershing



Field Marshall B. J. Montgomery

General Eisenhower's 1942 Cadillac



end happily. General Patton was injured and later died after an accident in Germany when his Cadillac Series 75 Sedan was hit by a military truck.

There are great photos in Kleibenstein's article of General Omar Bradley's 1941 Cadillac Series 75 Sedan crossing an icy river during the Battle of the Bulge, and another of the 1938 Cadillac LaSalle Convertible Sedan driven by Reichsmarschall Goring. General Eisenhower had a 1942 Cadillac Staff Car (see photo at left courtesy of www.thetruthaboutcars.com.) Ike also had a 1942 Packard Clipper staff car.

The Cadillac is displayed at the Eisenhower Presidential Museum in Kansas. A lovely story goes with this one. Ike used it in 1942 in London and then in Paris. It then went back to Washington with him after the war and back to Europe when he served as Supreme Allied Commander of NATO. He tried to buy it after the war but couldn't because of red tape. Friends bought it for him at an army auction in Germany in 1957 and then gifted it to Ike. (Source of this great story is Karen Hutchinson).

General Pershing used a Locomobile in World War I. He liked it because "it was representative of America and able to meet the physical challenges of being driven 200-300 miles per day over war-torn roads at high speeds." General MacArthur used a 1937 Cabriolet built by GM. General Montgomery had a 1939 Silver Wraith which Colin judged at the Louisville Concours in 2010. Montgomery had the use of three Rolls-Royces during the war. He "was a strong believer in the power of his image (<https://treasuredcars.com>.) Montgomery used his Rolls-Royces to portray his reputation for reliability and strength to his men, to increase their morale, and represent his superiority to his enemies."

General Pershing's 1918 Locomobile



Field Marshall Montgomery's 1939 Rolls-Royce



Photo Credits:

General Eisenhower
Wikipedia

General Pershing
Encyclopedia Britannica

General Montgomery
Historyorb.com

General Eisenhower 1942 Cadillac Series 67
'The Truth About Cars'

General Pershing's 1918 Locomobile
Pinterest.com

General Montgomery's 1939 Rolls-Royce Silver Wraith
Photo by Colin Gurnsey



Getting Ready for a Car Tour



By Colin Gurnsey

One morning in Anchorage, Alaska I looked out my hotel room window and noticed one of the cars on our Bentley Tour (a 1927 Bentley 3 liter) with the front wheels on a car trailer and the back wheels still on the ground. Sticking out from under the car were the owner's legs. I learned later that he had installed an overdrive which had been problematic and decided to remove it. Thinking ahead, he had brought with him from Australia all the original parts needed to return the car to its original state.

THINKING ahead is the important lesson. First give some thought to what you can do to prepare the car for the tour.

Take it for a weekend trip. Evaluate how it ran. Does it need any special servicing? Often people have a number of cars and choose to take on the caravan the one which is the most comfortable to drive. It may not be the one they drive most often. Start making a check list of issues. Does it pull to one side while braking? Does it start readily? How old is the battery? Simple checks and questions if made ahead of time can ensure a comfortable and enjoyable caravan.

Secondly, write up a check list. My check list loosely follows the National Meet Judging Form. I go over the car step by step preparing the car for a long run. I start by draining and replacing the oil and oil filters. I replace the gas filters. If the car had been sitting for a long while I would consider draining the gas tank and topping up with fresh gas. I check the differential oil level topping up as required. I next remove the front brake drums and repack the wheel bearings with new grease. I add fresh grease to all the lube joints. My car has mechanical brakes so I check the condition of the shoes while the

drums are off, then lube or adjust all the linkages so everything works as intended. Next is the radiator and hoses. Surprising to many, hoses can look good on the outside and be failing on the inside. Do all your lights work? Turn-signal lights and brake lights are important. Are they readily seen in daylight? Emergency lights. Do you have any? If you don't, a simple solution is to obtain a couple of flashing LEDs from a bicycle shop. Many of these come with magnets for easy attaching to the outside of the car. In the engine compartment check your fuel pump, coil and sparkplugs. A failure of any of these would be catastrophic to your trip so consider carrying a spare.

My car is British and uses Whitworth thread nuts and bolts which aren't readily available if lost so I carry a small multi compartment plastic case with a variety of nuts and bolts, usually about five of each size I commonly use. I also carry a small roll of wire which could be used to tie up anything deciding to break free, such as cables, rods, hoses, mufflers and tailpipes. Some plastic cable ties are carried in the tool box along with a roll of electrical wire and some end fittings. Also included in my go box are a number of additional items unique to my car which aren't

Thinking ahead is the important lesson.

readily available at most car part suppliers.

On my last CARavan, I carried two tubes and a 12-volt tire compressor. This was a first for me but turned out to be useful as I had three tubes fail in four days. All of these were caused by de-lamination of the valve stems. Prior to the trip I had checked the condition of the tires. No cracks or crazing so in appearance all seemed well. In hindsight, the tires were about sixteen years old and the tubes may have been a few years older.

Finally, consider taking with you a manual for the car and an electrical diagram. If travelling out-of-state, a copy of the current Handbook and Members Roster of the CCCA can be a useful tool.

*Photo Above:
The writer (Colin Gurnsey) trying to solve an electrical problem under the dash.*





Loading Colin's car onto a flat deck after driving 170 miles with 8 miles to go. The needed part was on his work bench at home. It was a ten-minute fix. The wait for the truck was four hours.

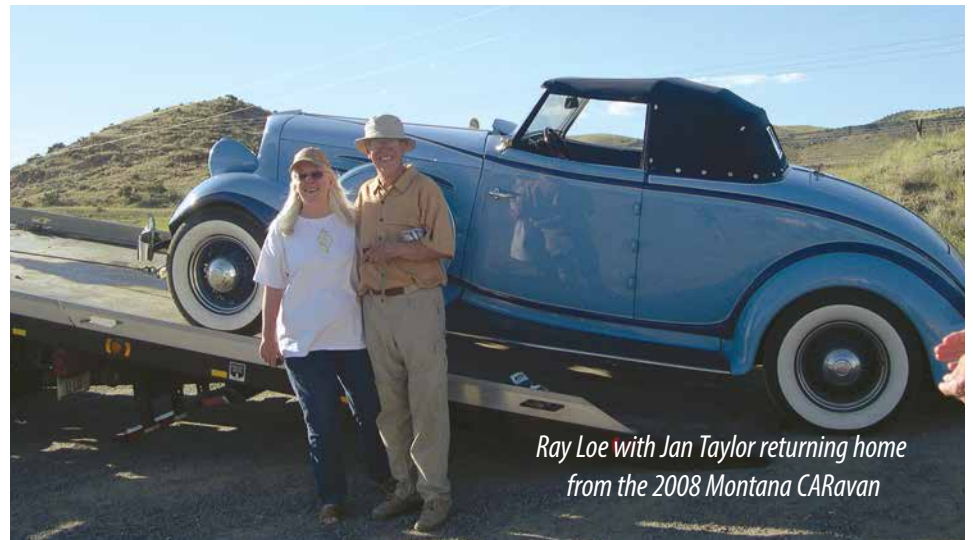
Laurel has a helpful reminder from our Bentley tour ...every entrant had a sign to post on the back of the car or hold up that read:



While we were waiting those four hours for help, we were out of cellphone range and not a single driver stopped to lend us assistance. It was only hours later that a highway crew stopped.

People are often not comfortable stopping to help a stranger in trouble. If you give them the option to just phone and not stop at least that gives you some help.

Editor's Note: A benefit of a CCCA CARavan is a "trouble truck" available to participants with a breakdown. It is also a good idea to have towing insurance that includes at least 100 and perhaps 200 miles of towing (especially if you are going to be traveling in remote areas) either through your insurance carrier or AAA. You definitely do not want to be taken to the "nearest" garage which has never seen a Classic.



Ray Loe with Jan Taylor returning home from the 2008 Montana CARavan



SHOP

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MEMBER PROFILE: LAUREL GURNSEY PUBLISHED AUTHOR

*Books: "Tremors of the Heart" and "Dancing in the Mist,"
Book 1 of The Butterfly Trilogy"*

By KEENON GREENFIELD

I first realized I wanted to write when I was nine. My friend and I loved Clint Eastwood as Rowdy Yates in "Rawhide". We couldn't wait a whole week for the next episode so we wrote our own and read them to each other at recess. Another friend and I wrote beatnik poetry in university and read them to engineering students at lunch. They probably just pretended to like our poems but we had our first audience.

In my early twenties, I discovered Harlequin Romances. Someone said "anyone can write a Harlequin" so I started to sketch out possible plots and wrote my first novel. It was awful but I got from the beginning to the end. I started collecting rejection letters and was really excited when I was rejected by telephone from New York instead of getting a form rejection letter. I was told I had a good writing style but needed practice.

I discovered romantic suspense writers like Kat Martin and Laura Griffin and liked the layer of suspense/mystery added to the romance plots. This kept me turning pages. I also noticed how they made their characters three dimensional. This is my favorite genre.

As with the historical/social articles I have written for the "Bumper Guardian", I've pulled from my love of research and from the extensive travelling my husband Colin and I have done.

And also from life experiences.....

My first book, "Tremors of the Heart" began with the windshield wipers in my car. They mimicked the back and forth of a woman's pony tail and I had the scene that introduces the heroine...who is running on the beach. We've lived through tremors in Vancouver, B.C. and I've always wondered what happens when an earthquake occurs. We've driven down the Big Sur for the Pebble Beach Concours - so I had my setting.

My second novel "Dancing in the Mist," began with a trip I made with my mother to Ireland. That book took shape when my mom suggested I write a story that starts in the waiting room for the Wales to Ireland 2 a.m. ferry sailing. I love horses so that had to be in the story. Colin and I went to Ireland again for research at the Irish National Stud facility. Travel and writing go together.

Laurel's books can be ordered on Amazon.



THE DWARF CAR MUSEUM MARICOPA, ARIZONA

Privately-owned non-profit museum showcasing the handcrafted miniature automobiles of Ernie Adams.

Admission is \$5.00 over the age of 10.

Saturday, May 6th PNR CCCA members were invited by the Arizona CCCA to visit the Dwarf Car Museum in Maricopa AZ. The museum is located about an hour south of Scottsdale. Members in attendance were Frank Daly, Marty Ellison, Kim and Kristy Pierce, and Jim and Irene Tait.

This amazing place is filled with cute dwarf cars handcrafted by Ernie Adams. Ernie told us that he wanted vintage cars when he was younger but did not have the space or money to purchase them. Driving down the road one day he spotted a doorless refrigerator in the ditch. The shape of the refrigerator reminded him of a car and an idea was born. He created a 1928 Chevy out of nine old refrigerators in 1965 and has been building miniature cars ever since. The cars are created to a 11/16 scale and are entirely handcrafted except for the mirrors and lights. Some of the mechanical components are older Toyota parts as they work with the 11/16 scale. His current project is a 1964 Impala. He has been working on the Impala for 5 years and estimates it will take another year to complete.

Ernie's cars have been featured on many car shows including Jay Leno's Garage.



Irene Tait - 1932 Ford



Jim Tait & Frank Daly - 1934 Ford Sedan



Kim Pierce & Frank Daly - 1942 Ford

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Paint issues, dents, etc.

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1942 Cadillac Production cont. from page 9

external windshield wiper arm and blade assemblies, and body trim bright screws." Stocks of 'bright work' parts in process or on hand on October 27, 1941, were allowed to be used after December 31, 1941, but only if acid etched, sand blasted or painted/enameled before use. Any car assembled after December 31, 1941 had to be black-out, but if manufacturers ran out of a bright-work parts after October 27, they had to begin using a painted substitute. Cadillac was still shipping bright-work cars in mid-January assembled before January 1. OPM set passenger car production limits for February 1942, reduced production quotas for December and January and eliminated February quotas, later banning the sale, delivery or transfer of new passenger cars until January 15, 1942. Unsold cars constituted "a stockpile for critical civilian and military needs." WPB prohibited manufacture of passenger automobiles after January 1942, except to complete January allotments through February 10. Chevrolet, Buick and Ford ran right up to the February 10 deadline.

I have never solved the riddle of when the trim on Karel's Cadillac town car was painted black. Most likely it was done by Derham either complying with the regulation as the final manufacturer or at the buyer's whim. The car was shipped to Derham from Detroit on December 17, 1941 but not delivered to its original owners until December 1942. The bright parts on this car were never sand blasted or etched and the multitude of vertical trims pieces as seen on Karel's car were omitted on the black-out cars.



LOREN "MONTY" HOLMES

Monty's beautiful (and rare) 1936 Pierce Arrow is featured in the previous issue of this magazine. When I asked him to contribute his story and a few photos he readily jumped at the opportunity. He hand-wrote a synopsis of the work he did on the car and mailed me old-fashioned photos. Just a few weeks later, on April 8, 2023, Monty passed away at the age of 93.

Every conversation with Monty also included football. He played for the winning team at Ballard High School in the '40s and went on to play semi-pro ball for several years. And, while they were a class apart, Monty and my dad, Ray Loe, were at both at Ballard High at the same time. (His son, Monty Jr., and I were also a class apart in Junior High School.)

Monty was a hands-on car guy. He tackled the toughest restoration projects doing 90% of the work himself. He was also a great story-teller. I will miss hearing Monty's recollections of his life.

Karen Hutchinson - PNR Editor

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Editor's Note



CCCA Turnquist Trophy

Mr. Robert E. Turnquist of Morristown, New Jersey, established this trophy to encourage and recognize superior performance in communications through the medium of Regional publications. It is presented to Regions having over 100 active members.

The Senior Division was established in 1993. Three consecutive 1st Place Primary Division awards elevates a Region to the Senior Division. All scoring factors remain the same with the exception of a minimum of 90 points must be achieved for a 1st place in the Senior Division. If under 90 points is scored, no award is received. Any Region achieving Senior status will remain at that level for a minimum of 3 years.

In 2021 the PNR was elevated to the Senior Division after winning First Place Primary Division in 2018-2020. We join just three other Regions who have achieved this status - Michigan, SoCal and SoFlorida. In the last 30 years, Michigan has taken first place 25 times! In 2022, PNR was awarded the prestigious Turnquist prize.

This publication is the work of many and as your Editor, I extend my sincere thanks to all who contribute. Please consider joining our team. We are always looking for content and editorial assistance. I welcome your ideas and encourage your participation.

Karen Hutchinson

For Sale: 1940 Packard 160 (1803) club coupe
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