

BUMPER GUARDIAN



1930 Rolls-Royce Phantom II Continental

Owned by John and Mary Campbell

PNR CCCA & Regional Events

Black type events are sponsored by the PNR.

Sept. 9	LeMay ACM Gala
TBD	PNR Annual Meeting
Dec. 10	Holiday Party and Awards Seattle Yacht Club

2024

CCCA NATIONAL EVENTS

Annual Meeting

March 20 - 23 Huntington Beach, CA

Grand Classic®

June 28 - 29 MTR

CARavans®

May 13 - 24 NCR Best of the West

Sept 7 - 14 NER



Director's Message

Greetings Fellow Classic Enthusiasts!

I hope that all of our Members have enjoyed their summer, perhaps including getting your Classics out on the road! I was down for a few months due to a medical situation (all is well now), so I missed my usual participation in the Pebble Beach Motoring Classic. You'll read more about that "Tour of Tours" in this issue of the *Bumper Guardian*.

One of the pleasures of the vintage automobile hobby is reading some of the many, many publications which have been written about "Old Cars" over the years. I'd like to share some thoughts about one such book.

Perhaps ten years ago, Chris Bock recommended that I read *Pioneers, Engineers and Scoundrels – The Dawn of the Automobile in America* by Beverly Rae Kimes. I followed his advice and found the book to be outstanding. So much so, that I recently decided to re-read it. There is so much information contained within, and so many wonderful photographs, that it will no doubt merit a future re-read.

From the Prologue to the book:

In 1913, the New York Times "declared the coming of the automobile has literally changed the face of the earth." Given that assessment, it is interesting that the invention was so long in arriving. Its roots dated back to the American Revolution, but for more than a century inventors faced ridicule and contempt...

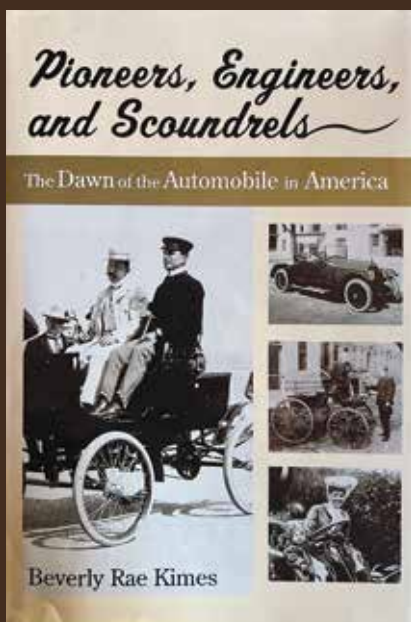
The transition of America from horse-drawn to horse-less society boasts an epic cast of characters – from stalwart heroes to dastardly scoundrels, from social grandees to street toughs, from wise men to wise guys.

The book is long out of print but there were several copies available both on Amazon and eBay when I recently looked. It truly is a page turner.

As I write this, I and a number of your fellow Members are preparing for the upcoming "Mountains to the Sea" CARavan. Al and Sandi McEwan, assisted by Stan Dickison, have put together a great tour. We have all been invoking the weather gods for NO RAIN. You'll have the opportunity to read about the tour in a future *Bumper Guardian*.

Remember, ALL MEMBERS are invited to our monthly Regional Meeting held the first Wednesday of each month. It's as much social as anything else; I look forward to seeing you there!

Classic-ly,
Frank



Recommended Reading
by Frank Daly

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

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

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1st Wednesday of the month
5:00 Social Gathering, 6:00 Meeting
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Regional membership is available only to
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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:

1930 Rolls-Royce Phantom II Continental

Owned By John & Mary Campbell






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.



1930 ROLLS-ROYCE PHANTOM II CONTINENTAL

Editors note: The Campbell's Rolls-Royce was featured while it was under restoration in the Summer 2020 issue of the Bumper Guardian. After 3+ years the frame-off restoration was completed and the car made ready for its debut at perhaps the biggest concours of all - Pebble Beach! Congratulations to John and Mary for their winning entry. You can find additional details at <https://home.ccca-pnr.org/events/the-latest-and-greatest/>

43GX FAST FACTS

-  43GX was commissioned in 1930 by industrialist-playboy Baron Jean Empain of Belgium, who was considered to be among the wealthiest men in the world during the Great Depression. The sub-frame was shipped to Carrosseire Antoine van den Plas et fils of Brussels, Belgium on October 31, it came off-test on December 4 and the chassis was shipped on December 24, 1930. The very long, straight waistline defines the Torpédo style body with a hood (top) that folds to the same level.
-  The 9th built of the 279 short-wheelbase, close-coupled Continental chassis produced, it has the lowest steering wheel position available ("F"-type) and five-leaf (stiffer) springs, which enable a low stance and makes it quite nimble compared to the standard Phantom II. It was part of the M.2 series of Phantom II modifications, just prior to thermostatic shutters. Hartford friction shocks were mounted in addition to the standard hydraulic system.
-  Intended for a desert climate, 43GX spent many years in Heliopolis, Egypt and at the start of the Suez Canal Crisis in 1956 was brought to the USA by TWA Flight Engineer William Frey. It was subsequently sold to Hodge Boulware in 1959.
-  Following Hodge's personal restoration, 43GX made its debut in 1963 at the Rolls-Royce Owners' Club (RROC) National Meet in Williamsburg-Jamestown, VA. Ownership transferred to his daughter Mary Boulware Campbell at Hodge's death in 1983.
-  John and Mary Campbell are its current stewards and began collecting hard-to find parts in 2016. The car recently completed a five-year restoration at RX Autoworks in North Vancouver, BC, Canada. We have been fortunate to find period photographs and a sample of the original paint under a hinge. Many thanks are extended to Mike Taylor, Ian Davey, Rob Fram and Harry Neilson of RX and to everyone else involved in the restoration!

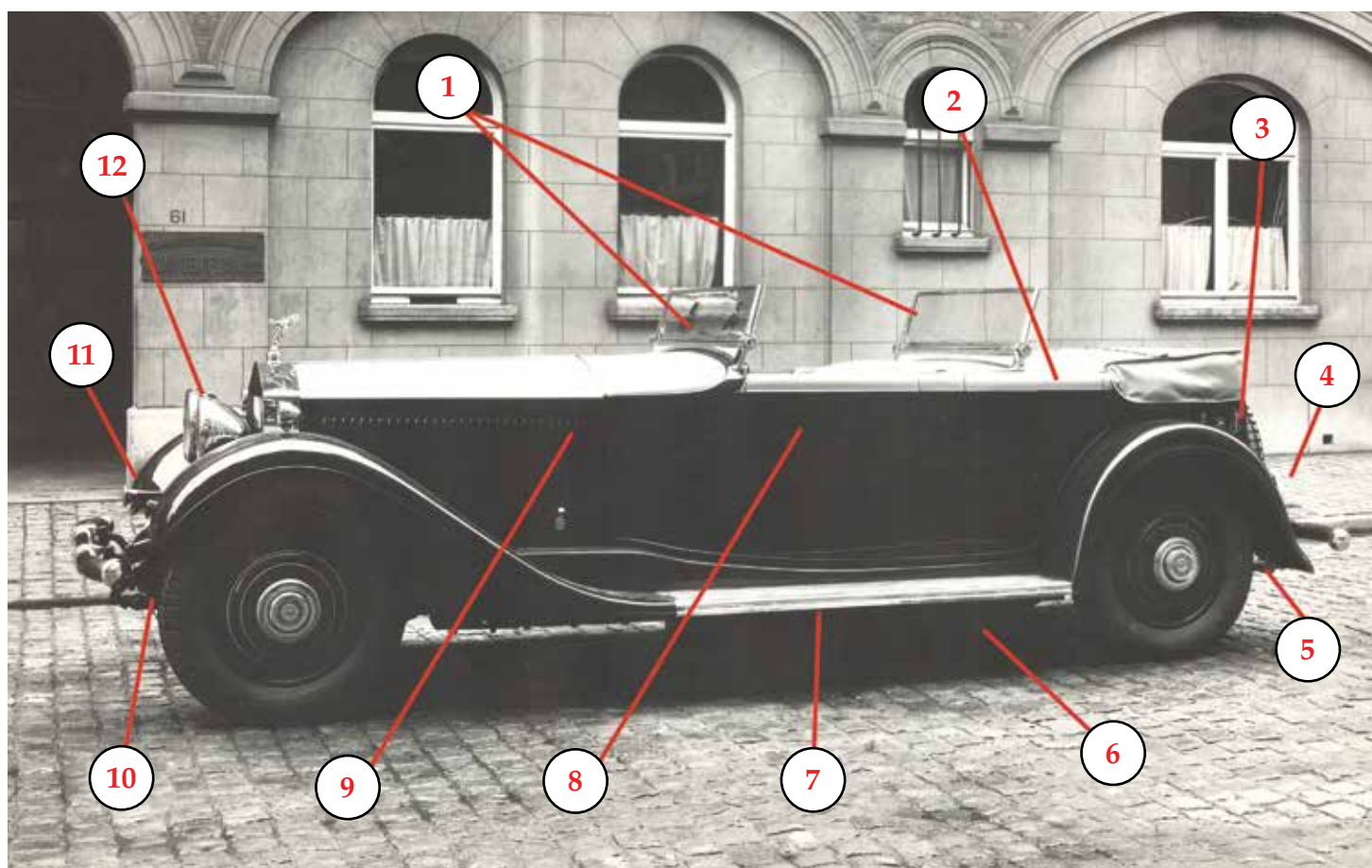


**Spirit
of
Ecstasy**

In 1909, Lord Montagu, one of Britain's motoring pioneers, commissioned sculptor Charles Sykes to make a mascot for his Rolls-Royce Silver Ghost. Sykes produced a statue of a young woman in fluttering robes, which he named "The Whisper." The Whisper went on to adorn every Montagu Rolls-Royce.

In 1910, Rolls-Royce General Managing Director Claude Johnson commissioned Sykes to make an official mascot to protect the Company from owners creating their own "unsightly" hood ornaments. Sykes modestly revised "The Whisper," and created the what became known as the "Spirit of Ecstasy."

Charles Sykes made the mascots from February 1911, until his daughter, Jo, took over in 1928. Jo, the only child of Charles and Jessica Sykes, made the mascots until 1939. She wrote that her mascot production was about seven per week. This suggests that only about forty percent of the Rolls-Royce cars manufactured between 1911 and 1939 were ordered with mascots (an optional extra). We know that the Sykes' ceased mascot manufacturing after 1939 but most pre-WWII Rolls-Royce cars seen today wear mascots. That would mean that perhaps half of the mascots now on these cars are copies, not made by Charles or his daughter.



1 Fold-forward windscreens with through-the-glass windscreen wipers

2 Second cowl with windscreen and single-strut lift assist

3 Faux trunk can be opened from inside with hood (top) up

4 Sales sheet-specified chrome Butlers Atlantic (triangular) and Lucas S220 "diver's helmet" stop lamps

5 Flat-oval exhaust pipe to fishtail, sales sheet-specified Dunlop tyres

6 Fully functioning exhaust cut-out. Lever is located on front floorboard

7 Walnut running boards with German Silver strips and A. Van den Plas et fils Carrosserie plate

8 No exterior door handles, side curtains or outside rearview mirrors

9 Sales sheet-specified bonnet-interior Cobra Windhorn

10 Belgian sharp-corner license plates as seen in 1931 Biarritz Concours photo. Note participation plaque on walnut dashboard

11 Sparton Bugle Horn plays "Attention!" or all three trumpets sound at once

12 Lucas P100C Projectors (headlamps), first introduced in 1931

The Restoration Process

On the Road to Pebble Beach

By John and Mary Campbell

The long road to Pebble Beach started in 2015 and continued through the “Nervous Time” – the last two months before the August 20, 2023 Concours. In addition to the normal issues related to hard-to-find parts we also had to deal with supply chain and work issues related to Covid 19.



Milestone 1: When we took a genealogical vacation tour of the UK in 2015, we visited Hunt House, the headquarters of the Rolls-Royce Enthusiasts Club (RREC). With many thanks to the R-R Foundation archives, we were able to obtain the original Rolls-Royce glossy sales side-shot photo of 43GX used for the Van den Plas section in the Lawrence Dalton book *Those Elegant Rolls-Royce* that had Dalton's handwritten notes on the back. We also received color scans of the two-page chassis Sales Sheet and repair cards. We were later able to scan the photo at 6,500 DPI and enlarge it to 11" by 17" with terrific resolution, and very fine detail as seen on a high-res monitor (the .tif file size is 806 megabytes.) This

photo provided guidance on many details that had been altered or were missing since the original coachwork was completed in 1931.

Milestone 2: In 2016 we made the decision to do a major restoration and started the search for systems and components that were missing or had been altered. One example of many, was that a correct Autovac fuel supply system was not available in 1960 and so an adapter flange had been made and a Springfield PI system had served that purpose for over sixty years. An Internet search resulted in a connection with Martin Hull, who owned the Autovac company and was able to restore and provide a correct system that

included a reserve and is controlled by lever from the driver's cockpit. A remnant of the original quadrant remained on the firewall and was reproduced.

Milestone 3: We found the best-fit restoration shop by networking with CCCA friends and mentors such as Al McEwan and Peter Hageman, and it quickly came down to a handful of near-by shops that had the qualifications to take on a full restoration. RX Autoworks in North Vancouver, B.C. met all our requirements, and we agreed to proceed in September of 2016. It took two years in the queue to accommodate us, and 43GX was shipped to Canada on the 5th of September 2018.

Milestone 4: Additional reference photos were obtained. In June 2019, through an advertisement placed on PreWarCar.com searching for details on the Biarritz Concours, we met Nicolas Brondel of Paris, France. He had researched the French Concours and had found the scanned publication online *Biarritz Illustré*, September 1931. From that we obtained a three-quarter front view photo of 43GX at the September 1931 Biarritz Concours d'Elegance. While from a grainy magazine article, it



finally solved the puzzle of the identity of the front Sparton Bugle-Chime horns which were barely visible in the R-R sales photo. With the help of Nicolas, we made contact with Diane Empain, who very nicely provided family photos taken c1939 in Heliopolis, Egypt, which provided guidance on upholstery and the treatment of the two-color paint scheme in the door jambs (see photo above.)

Milestone 5: Knowledge about the coachbuilder and 43GX's original owner: In 2018 we made contact with the D'leteren Archives through Al McEwan hoping to find material on Antoine Van den Plas. Much later in February 2022, their Archive Director, Catherine Rommelaere, sent the

scan of the "sister" photo to the 1931 R-R sales photo, but with the hood (top) up. It turned out she had been researching the VandenPlas family for the *New National Biography* published annually by the Royal Academy of Belgium. When she received permission to use the material, Catherine wrote a major article about the continental houses of VandenPlas that was published in CCCA's *The Classic Car Spring 2023* magazine.

While doing research and looking for information about Baron Empain, Mary found

on a subframe from the chassis which allowed all but the very final painting and upholstery to proceed independent of electro-mechanical work. It also allowed the operation and testing of a running chassis with everything in easy reach. Following testing of the electrical connections and oil and fuel systems, the big engine fired up without a hitch on the 30th of June, 2023. The team at RX Autoworks then proceeded to make the chassis roadworthy (brakes, turn signals.) Over ninety miles were put on the odometer before the 4th of July!

Milestone 7: Painting and Upholstery: Although a reference

“A high-level restoration truly takes a large number of people with certain skills and capabilities, and so a side benefit was making new friends and meeting some very fine car people along the way!”

on YouTube a documentary titled *The Empain Barons – The Forgotten Dynasty* which included many details about the original owner Baron Jean (Johnny) Empain. It also contained a family album photo c1935 close-up of the second cowl windscreen and rear cockpit area with passengers Baron Jean Empain and his eventual wife "Goldie".

Milestone 6: A driving Chassis: Phantom IIs were designed so that the body "tub" – the center passenger area, could be separated

patch of original paint was found under a hinge, we experienced difficulty in getting just the right color for the lower body, delaying the final painting until late June (we selected #16 of 18 samples.) While miles were being put on the driving chassis, the painting proceeded with the first area being the tub, followed by the fenders and assorted body panels. During the same period the upholstery was largely completed, and the final body assembly occurred in late July.





At the Pebble Beach Concours d'Elegance

By John & Mary Campbell

Finally August arrived. We flew to California, settled-in to our accommodations in nearby Carmel, enjoyed some down-time with family and prepared for the week ahead. In the meantime, 43GX was still in Canada where the finishing touches were being completed by RX Autoworks. With a sigh of relief, we e-signed the final border crossing documents and Wayne Linfoot loaded 43GX into his Featherlite trailer for transport to Pebble Beach. The excitement was palpable!

Monday - 43GX Delivery: RX restoration team members Mike Taylor and Rob Fram arrived along with transport driver Wayne Linfoot. The underground garage of the Casa Palmero spa provided secure parking for the duration of the Concours event.

Tuesday - Unveiling: 43GX was unloaded from the trailer on a wide stretch of 17 Mile Drive. With a backdrop of traditional Pebble Beach fog, our sons, Matt and Rob, recorded the unveiling on their Go-Pros. The car had arrived in perfect condition and we breathed a collective sigh of relief. Rob Fram brought 43GX to life and we couldn't stop grinning as we listened to the whisper-quiet engine, felt the rejuvenated power, and savored the new interior and upholstery. Later in the day Mary visited the car at Casa Palmero for her first viewing of the "real thing".

Wednesday - Test Drive: We did some initial test driving to some beautiful spots on 17 Mile Drive – most notably to Bird Rock, just when the full sun finally appeared.



Thursday - Tour d'Elegance: The entire day was devoted to the Tour d'Elegance – perhaps the most fun activity of the week. We were up at the crack of dawn to be in the first wave of the 144 show cars participating. Hagerty supplied copious quantities of donuts and coffee. What a joy it was to be surrounded by so many fabulous automobiles in the company of friends! The coastline tour was wonderful and made even better by the happy circumstance of running out of gas about ten miles away from Big Sur. Happy because: 1. the restored Autovac "Reserve" setting worked and we easily arrived at a safe place, and 2. the trouble truck was right there and while he had already given out his five-gallon supply to another car, took less than a half-hour to bring us a fresh can. In the meantime, we enjoyed the parade. A pro-photographer under contract to Rolex joined us and snapped some photos from what turned out to be a very nice location (see back cover).

Friday & Saturday - Final Prep for the Concours: The time flew by with last minute fixes of "little/big" things that invariably happen. Our flasher unit wasn't properly grounded so it was working only intermittently - the worst type of trouble. It took three replacements of the flasher unit to come to that conclusion. Next, we fixed a sticky solenoid that kept the Sparton horn "on" in the full three-trumpet, very loud blast position. Finally, the water temperature gauge decided to go on vacation, but that couldn't be fixed on the spot. We crossed our fingers hoping the judges wouldn't notice. Since the car would be started cold, it would take time for the temperature to rise.

We dropped the hood (top) and drove out to the golf course for a few photos. Our decision was to show the car with the hood up, as we all agreed that its rakish tilt added to the presentation.

Sunday - The Concours d'Elegance: The day began with overcast skies in the morning and became full sun in the afternoon. Fortunately, Hurricane Hilary was slow moving and had turned away from our location. Phew!

"Hurry up and wait" was the order of the day. We were up at 3:15 AM and were seventh in line for entering the field at 5:00 AM. When dawn arrived (about 6:30 AM), the process of being placed on the show field began. Concours Chairperson, Sandra Button hand-delivered our meet packet and wished us "Good Luck". The Pre-war Rolls-Royce Class H was about a football field in length

Winners: Class H: Rolls-Royce Prewar

1st **1930 Rolls-Royce Phantom II**
Barker Torpedo Sports
shown by Bradley Greene

2nd **1923 Rolls-Royce Silver Ghost**
Pall Mall
shown by Laura & Jack Boyd Smith Jr.

3rd **1930 Rolls-Royce P-II Continental**
Van den Plas
shown by John & Mary Campbell

from the Lodge. 43GX was the first of the cars in Class H to arrive and was given a prime place next to the sign.

Next, we waited for the Class and Special Award Judging to begin. Suddenly, there were three gentlemen in blue blazers with straw hats introducing themselves and soon they were judging our car (including demonstrations of functionality.) The whole process took less than 20 minutes time.

Afterward we strolled through the show field while waiting for the awards announcements, which were scheduled for 1:30 PM. The Concours was amazing, with over 18,000 people attending and 216 examples of the very best cars from eighteen different countries. It was almost mind-boggling! Over 1,000 cars typically apply for entrance each year, but only around twenty percent are selected.

Just before 1:30 we learned that 43GX had earned the coveted Third-in-Class (of 8)

position. Rob Fram was in the driver's seat and Mary and I took our positions in the car to take-in the experience. Suddenly, the go-ahead signal was given and we drove over the famous "winners' ramp." It was so thrilling to see the crowd and hear our names called out as the announcer read a short description with highlights of the car over the loudspeakers. We stopped mid-way on the ramp and received a very heavy and magnificent trophy delivered by a woman in period dress. As we descended the ramp and curved around toward the 18th hole overlooking the beautiful Carmel Bay, we listened to the roar of the crowd and smiled - a dream come true!



“What a joy it was to be surrounded by so many fabulous automobiles in the company of friends!”



Every August for two decades, a group of adventurous car collectors has gathered at the Woodmark Hotel in Kirkland for the ultimate road trip to Monterey. Through the mountains and along the Pacific Coast, the route covers 1,500 miles of stunningly beautiful roads, arriving in Pebble Beach just in time for the famed Pebble Beach Concours d'Elegance.

And for the last several years, the PNR-CCCA has hosted a kick-off party to welcome the participants to have the opportunity to view the magnificent cars. This year the vehicles includes six Full Classics (including Tour Master Al McEwan's 1934 Bentley 3 ½ Litre Tourer), seven Mercedes Benz 300SLs, two Aston Martins, one Ferrari, one Porsche, one Alfa and three support vehicles.

The participants hail from ten States (AZ, CA, CO, CT, FL, IA, NY, OH, OR and WA) and four foreign countries (Australia, Germany, The Netherlands and The United Kingdom.)





2023 PBMC FULL CLASSICS

PAGE 10

1934 Bentley 3 ½ Litre Tourer

Al & Sandi McEwan

Redmond, WA

1924 Bentley 3 Litre Tourer

Phil & Sue Schudmak

Victoria, Australia

1941 Cadillac 62 Conv. Coupe

Larry Tribble &

Kimberle Meredith

Suffield, CT



PAGE 11

1942 Alfa Romeo 6C 2500 SS

Richard & Geoffrey Mattei

Prescott, AZ



1940 Packard 180 Darrin

Dan Hanlon - N. Canton, OH

Dave Johnson - Summitville, OH

1937 BMW 326

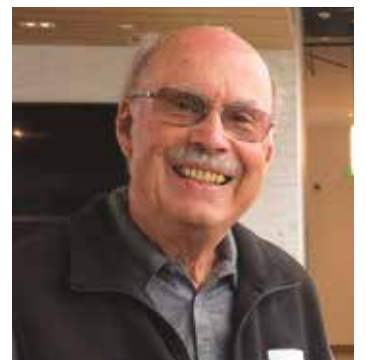
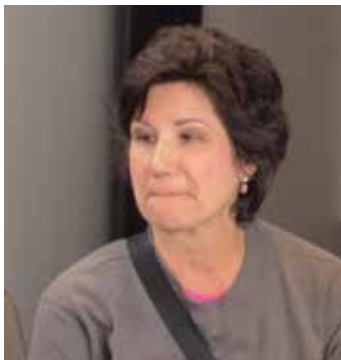
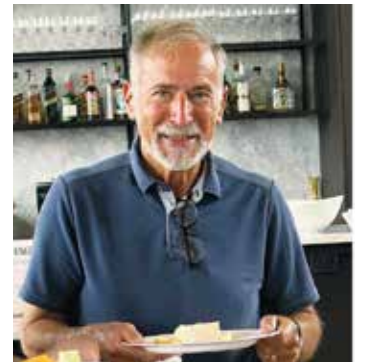
Karra Canum - San Jose, CA

Cecily Kerr Cullen

Santa Barbara, CA

Pebble Beach Motoring Classic Kick Off Party

Sampling of PNR Attendees

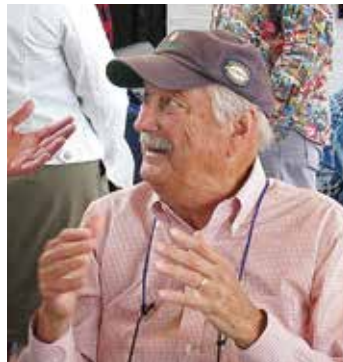


PHOTOS

Page 12: Tour leaders Al & Sandi McEwan, Ashley Shoemaker, Lee Noble, Terry McMichael, Brian Pollock, Roy Magnuson, Karen Anderson, David Smith, Terry Magnuson, Conrad Wouters, Jake Grotte, Keenon Greenfield, Jerry Greenfield

Page 13: Frank Daly, Glenn Mounger, Barbara McMichael, Stan Dickison, Ildy Bradley, Scott Anderson, Theresa Noble, Bill Smallwood, Brian Rohrback, Denny Dochnahl, Glenna Olsen, Ron Danz

The Kick-Off party was held at the Hagerty Garage + Social facility in Redmond. A well-attended affair where the PNK-CCCA members proclaimed that a "good time was had by all!"



The Entry Process for the Pebble Beach Concours d'Elegance

Entry applications for the Concours d'Elegance are sent out in November and due at the beginning of January. The Concours Selection Committee then spends several weeks vetting the applications before meeting in late February to determine which cars will receive a coveted invitation to the August competition. Most applicants are notified of the committee's decision by April.

Every car is carefully considered; provenance is reviewed, historical significance is considered, details are studied and preference is then awarded to cars that have not been seen at Pebble Beach or other significant Concours d'Elegance shows. There are exceptions including a change of ownership with a fresh restoration. In some cases, members of the Selection Committee visit an applicant to obtain additional information.

The Selection Committee is generally composed of about fifteen knowledgeable experts, and it is rare that a car being considered is unknown to many if not all of the members. In 2023, three members of the selection committee are long-time PNR-CCCA members. Chris Bock (CCCA member and PNR CARavan participant) is also a member of this prestigious team. Other members include: Sandra Button, Steven Brauer, Martin Button, Colin Feichtmeir, David Gooding, Ken Gross, Paul Hageman, Julius Kruta, Peter Larsen, Miles Morris, and Nicholas Waller.

<https://pebblebeachconcours.net/people>

PNR-CCCA Members on 2023 Concours Selection Committee



Richard Adatto is a world-renowned expert on French aerodynamic cars produced before World War II, a topic on which he has written or co-written eight books. He has been a member of the Pebble Beach Concours d'Elegance Selection Committee and a Class Judge or Chief Class Judge at the Concours for more than 30 years. He has also been on the Board of the Mullin Automotive Museum since its inception and he serves as an International Chief Judge Advisory Group Steering Committee member.



Peter Hageman has been an automobile and motorcycle enthusiast his whole life. Inspired by trips in his family's 1928 Packard, Peter purchased a Packard of his own at age 13. His father also collected Mercedes-Benz and Rolls-Royce, helping to expand Peter's taste for quality motorcars. His expertise is now wide-ranging, but he is particularly well known for his knowledge of Vintage Bentleys and Ducati motorcycles. A longtime judge at the Pebble Beach Concours d'Elegance, Peter helped to introduce

Preservation Classes to the event and now serves as the Chief Class Judge for those classes. He has also been a member of the Selection Committee since its inception. Peter is a longtime member of the Classic Car Club of America, he served as Chair of the Bentley Drivers Club for the Northwest for 10 years, and he was Honorary Consul for the Netherlands for the states of Washington, Idaho and Montana for 11 years.



Alan W. McEwan is a retired aerospace engineering manager from The Boeing Company. Starting in 1970, Al planned and conducted 17 National CCCA CARavans. In 2005 Al planned and conducted the first annual Pebble Beach Motoring Classics, a 1,500-mile tour ending at Pebble Beach. He has shown eight cars at the Pebble Beach Concours, the first in 1981, and has been a Pebble Beach Concours judge for thirty-five years. Currently, he is the Chief Class Judge for European Classics and a member of the Pebble Beach

Concours Selection Committee. He is considered an authority on CCCA Classics, particularly foreign Classics with an emphasis on Hispano Suiza, Isotta Fraschini and Rolls-Royce.



AVANTS

Classics

ON THE GREEN

By Jerry Greenfield

Sunday, June 11th, marked the date of the 3rd annual Avants Classics on the Green. This event was held on the grounds of the Chateau Ste. Michelle Winery. It is a very elegant affair with music, food and abundant wine.

Approximately eighty cars were displayed via invitation only ranging from antiques to Special Interest to the finest Muscle Cars and Supercars. The Petersen Museum shipped five cars from CA to Woodinville to join the festivities. This display of many of the finest automobiles from the Pacific NW was enjoyed by over 800 spectators paying \$75 each. There was no judging. This was a very relaxed event with the emphasis on cars and socializing.

Krissy Wells, a member of the PNR-CCCA and Avants, did a fabulous job of coordinating the cars and the amenities for participants and guests. A number of CCCA Members were in attendance, some showing cars and others just enjoying the event.



Al McEwan - 1934 Bentley 31/2 liter, Vanden Plas



Denny Dochnahl - Citroen 2CV Deux Chevaux (nc)

PNR-CCCA MEMBERS WITH CARS

Denny Dochnahl - Citroen 2CV Deux Chevaux (nc)

Jerry & Keenon Greenfield - 2012 Mercedes SLS AMG (nc)

Tod Lozier - 1914 Lozier Roadster (nc)

Frank Mandarano - Ferrari Daytona Convertible (nc)

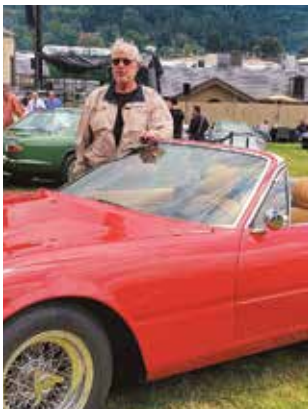
Al McEwan - 1934 Bentley 31/2 liter, Vanden Plas

Bruce & Peggy Wanta - 1934 Edsel Speedster Custom (nc)

Also Attending: Tom Alberts, Steve Larimer,
Warren Lubow, Gary Yamamoto



Bruce & Peggy Wanta - 1934 Edsel Speedster Custom (nc)



Frank Mandarano
Ferrari Daytona Conv. (nc)



Jerry & Keenon Greenfield
2012 Mercedes SLS AMG (nc)



Tod Lozier - 1914 Lozier Roadster (nc)



1935 Packard - Stan Dickison



1934 Bentley - Al & Sandi McEwan



1933 Packard Super 8 Coupe Roadster - Jim & Irene Tait



1939 Bentley All-Weather - Brian & Jeffrey Rohrback



1948 Lincoln Continental - Driver Unknown



1948 Lincoln Continental - Steve Pierce

Happy Birthday America

The Yarrow and Hunts Points Fourth of July Celebration is one of our Region's more enduring activities bringing patriotic car enthusiasts together year after year.

The mainstay event is the parade. Other events include a pickle ball tournament, fishing derby, family bingo, firecracker family dash, picnics, pet parade, street dance and, of course, a grand finale fireworks show.

For many years, Classic cars carrying local dignitaries have led the parade. This year PNR member Stan Dickison with his guest Linda in his 1935 Packard and Al & Sandy McEwan in their 1934 Bentley chauffeured community notables.

Additional Full Classics in the parade driven by PNR members included a 1948 Lincoln Continental driven by new member Steve Pierce (present owner of Gary Johnson's lovely Lincoln), a 1939 Bentley All-Weather driven by Brian Rohrback with passenger Jeffrey Rohrback, and a 1933 Packard Super 8 Convertible driven by Jim and Irene Tait.

Non-Classics driven by PNR members included a new Alfa sedan driven by William Howard and a 1951 Chevrolet driven by Gerald Greenfield with his family aboard.

Additional PNR members who attended the parade included Tom & Patty Alberts, Steve Larimer, Frank & Janet Mandarano, Mark Plenge, Robert Scheibe, Eric Schumy with guest Elaine, and Darrin Wong.

Mark your calendar for next year. It is always a fun and festive event.



Mason Lake Picnic

Saturday July 22nd

- Merrisue Steinman and John James

John James and I cohosted the event at Mason Lake, after a hiatus of several years for both our clubs.

There were about 50 participants from the Olympic Peninsula Region Porsche Club of America, cohosted by John James and his son Jason James. Many outstanding original vintage and newer Porsches attended the show.

Another 20 or so participants from the PNR-CCCA were also in attendance with three Classic Cars; John Deshayes's 1931 Pierce-Arrow, John McGary's 1937 Rolls-Royce and Merrisue Steinman's 1931 Cadillac (owned new by Alfred Sloan.)

Neighbors and local car enthusiasts enjoyed the collections as well.

Car aficionados traveled between both collections enjoying the varied displays of Classics, Porsches, vintage and modern Corvettes, Jaguars, Triumphs, racing Mustangs, muscle cars and other automobilia. John's amazing "working garage" was put to use the next day by John McGary and his Rolls-Royce while up on a hoist.

Sunshine reigned, old friendships were renewed, new camaraderie was enjoyed, and a picnic was shared by all while looking out on Mason Lake.

PNR CCCA

ATTENDEES

Bill & Lucy Allard

Michael & Ildi Bradley

John and Andrea Deshayes
1931 Pierce-Arrow Roadster

Stan Dickison & guest Linda

Jerry & Keenon Greenfield

Phil and Cheryl McCurdy

John & Anne McGary
1937 Rolls Royce Saloon

Merrisue Steinman and
John James

Adrien & Dana Taylor

John Voigt

SUPPORT TEAM

Food Preparation

Merrisue and daughters

Lisa Barer

Suzanne Steinman-Sherman

Parking and Car Stories

Sons-in law Sam Barer
and Josh Sherman

Photos (Clockwise):

Lucy & Bill Allard

John James

Merrisue Steinman &
Jerry Greenfield

Sam Barer

Keenon Greenfield

Anne & John McGary

Michael & Ildi Bradley

Stan Dickison & guest Linda

Adrian & Dana Taylor



Bill & Lucy Allard



John James



Merrisue Steinman & Jerry Greenfield



Adrien & Dana Taylor



1931 Steinman Cadillac



Sam Barer



Stan Dickison & guest Linda



Deshaye's 1931 Pierce-Arrow



Keenon Greenfield



John Voigt & Ildi Bradley



McGary's 1937 Rolls-Royce



Ann & John McGary

45th LeMay Annual Show SATURDAY AUGUST 26, 2023

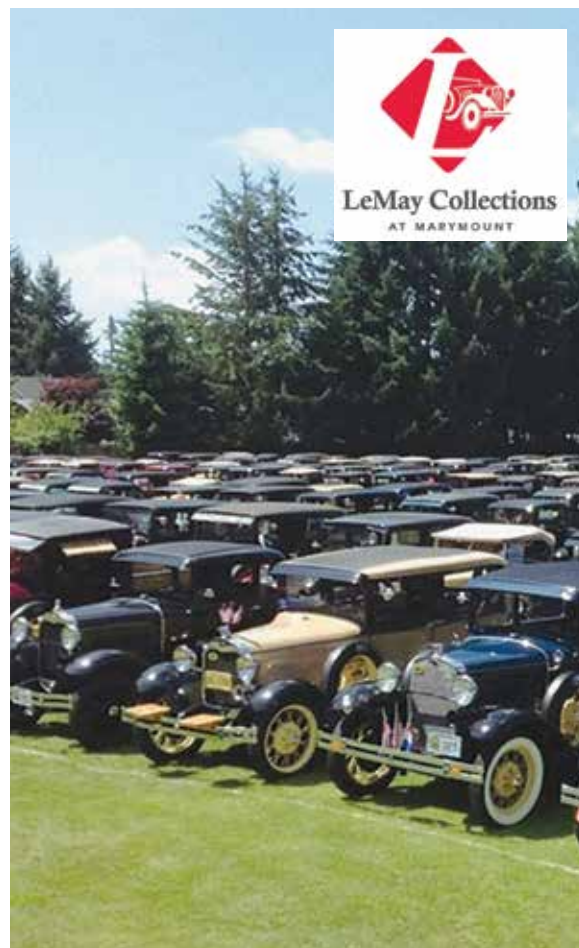
Marymount is a former military academy located in Spanaway, Washington and holds a significant portion of the vintage vehicles owned by the late collector Harold LeMay. Today, the facility is used for events year round. Besides the car show and vehicle auction, attendees could elect to tour the original nearby LeMay family estate and home of Nancy LeMay. Multiple on-site outbuildings hold additional collector vehicles as well as Nancy's personal collections.

Special attendees at this year's event included mid-80s temperatures as well as wildfire smoke in the "unhealthy" range.

This may have tempered some attendees' plans to participate. However, two local PNR-CCCA members overcame the obstacles and brought Classics. Lou Berquest displayed his 1935 Pierce Arrow Convertible Coupe and the author brought a 1948 Chrysler Town & Country Convertible Coupe. Additionally, a local friend who is not (yet) a Club member, drove a 1932 Packard Super-8 sedan.

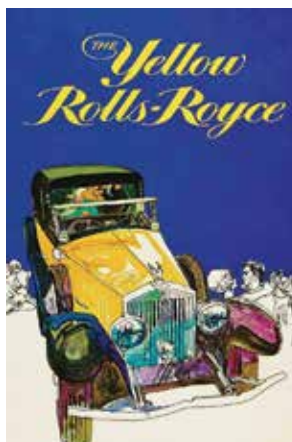
In celebration of the 45-year milestone, admission to the show was free for walk-ins and display vehicle owners.

- Bill Allard



Joan Royal Meden died peacefully on August 11, 2023 in Bellevue, WA.

After spending many years together, Joan married Hal Meden in 2004. Hal was an active member of several car clubs including the Rolls-Royce Club, the Classic Car Club and the Morgan Club. Joan was always delighted to participate in Club events and is fondly remembered by long-time PNR members. Joan was preceded in death by Hal in 2006.



MOVIE REVIEW

The Yellow Rolls-Royce

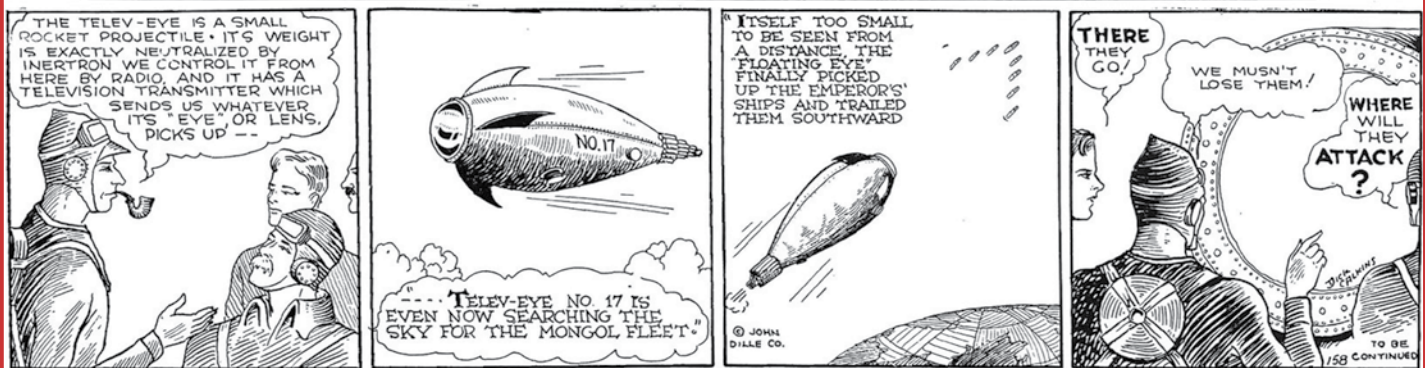
1964

Director: Anthony Asquith

Car: 1931 Rolls-Royce Phantom II
Barker Sedan de Ville

Passion, intrigue, adventure, love... **everything happens in The Yellow Rolls-Royce.** One luxury automobile ties together three stories as it passes from owner to owner. In the first, an aristocrat with a penchant for the racetrack discovers his wife has a penchant for backseat amour. Then a moll takes a spin down lover's lane in the Rolls while her mobster boyfriend is busy rubbing out the competition. Finally, an imperious widow purchases the car and drives straight into danger as she helps an anti-fascist escape the Nazis.

Stream The Yellow Rolls-Royce by renting or purchasing on Amazon, iTunes, Vudu, and Google Play

BUCK ROGERS, 2429 A. D.**The Floating Eye Sees All**By PHIL NOWLAN
and
DICK CALKINS

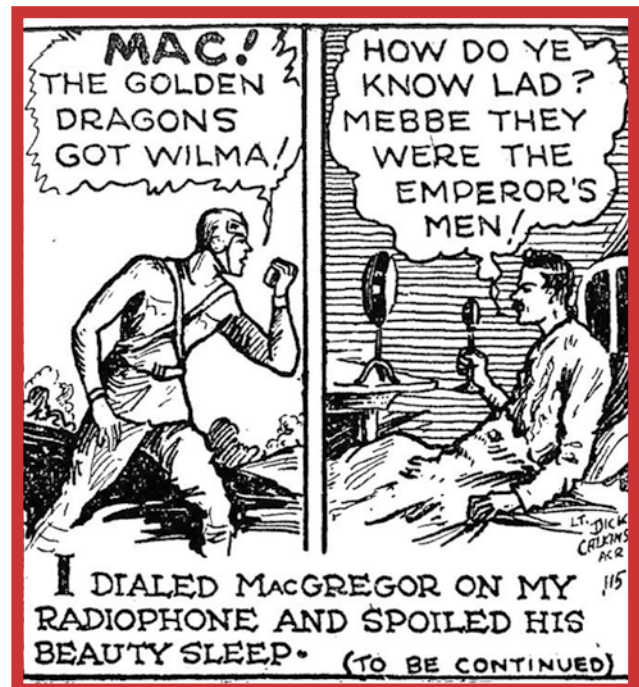
Klassic Korner for Kids

"Buck" Rogers "Inventions"

Anthony "Buck" Rogers was first introduced in August 1926 when Philip Nowlan wrote "Armageddon 2419" in the magazine, **Amazing Stories**. The science fiction story begins with Buck Rogers, an Air Force officer, awakening from a coma in the 25th century where he discovers America in ruins and the world being dominated by Mongolians from China. Buck sets-out to free the world and battle evil and injustice with the help of the lovely Wilma Deering and the intrepid scientist Dr. Huer. A fantastic array of futuristic "tools" including anti-gravity belts, rocket pistols, and space ships are used to accomplish this goal.

In 1929, the National Newspaper Service commissioned Philip Nowlan and illustrator Dick Calkins to create a syndicated Buck Rogers comic strip which resulted in the great American space hero with whom we all grew-up. Beginning at the same time our featured Rolls-Royce was commissioned, the comic strip ran for over forty years. While other adventure strips of the day like Little Orphan Annie, Dick Tracy and Popeye were about their eponymous protagonists and their villainous antagonists, Buck Rogers, 2429 A.D. was about the future itself. The comic strip projected the technologies and lab experiments of 1920s and 1930s America into a future that was still centuries away.

The amazing thing is how prophetic these writers were. They had a fantastic way of imagining "gadgetry" of the future. Many of the strips included inventions like TVs, robots, and even rocket ships that were in their infancy at the time



but would become widely recognized before the advent of WWII. It was a bit more of a stretch in 1929 for Americans to envision a future with wireless communication, unmanned drone flights and visual surveillance.

As seen in the 1929 comic strip "The Floating Eye Sees All," Nowlan and Calkins were prescient in creating a drone-like device that is commonplace today. And Buck's "hand-brick" phone might as well have been a modern iPhone. His "Radiophone" seems to foreshadow how two inventions of the modern world – the radio and the phone – were destined to merge.

If you want to see where the world is headed, perhaps a look back into the story of Anthony "Buck" Rogers is the place to start.





49th Annual Forest Grove Concours d'Elegance

By Jerry Greenfield

Sunday, July 16th marked the date for the 49th Forest Grove Concours. The event was founded in 1973 by the Forest Grove Rotary as a fundraiser for student scholarships and community service programs. The Concours is supported by Pacific University. The tree-shaded campus is the perfect setting for this venue. This year the Concours celebrated seventy-years of Corvette and 100-years of MG and Lancia Automobiles.

Countless members of the PNR CCCA have participated over the years as judges, volunteers, and entrants. This year followed the pattern established in 2018 with a group of members caravanning from America's Car Museum in Tacoma to Forest Grove. This is a "drive what you like" event however most of the cars are registered either for exhibition or to be judged. Since Corvette Automobiles were featured, Tom and Patty Alberts drove their 1964 Corvette, Jim and Irene Tait drove their 1966 Corvette and Jerry and Keenon Greenfield drove their 1973 Corvette. Stan Dickison and guest Linda drove a Porsche and David Smith and Steve Larimer trailered David's 1958 Mercedes Benz 300SL Roadster. Following up the rear was Kim Alberts-Hild as our backup.

Other members showing cars in the Concours were Ed Rittenhouse with his colorful pink and white Ford Crown

Victoria and Glenn Mounger with a striking 1956 Lancia Aurelia Convertible. Also in attendance were Brown Maloney, Malcom Harris, Conrad Wouters and Glenna Olson.

While some of our cars were either being judged or placed on the show field for exhibition the following members served as Class Judges: Stan Dickison, Jim Tait, Jerry Greenfield, Brown Maloney, Malcom Harris and Glenn Mounger.

Friday evening traditionally starts with a happy hour at the Best Western followed by dinner at McMenamins. Saturday started with a coffee cruise-in on Main Street Forest Grove. At 10:00 AM the Vineland Tour began. This is a fifty mile tour of beautiful farmlands and vineyards ending for lunch this year at Terra Vina Winery. Saturday evening ended with a banquet at The Pumpkin Ridge Golf Course.

Sunday started early for both participants and judges. As usual, the weather is beautiful but very warm. A great setting, wonderful hospitality and fabulous automobiles helps make the day fly by. Two of our Club members were honored with Awards. Ed Rittenhouse won Best in Class with his Ford Crown Victoria and David Smith won Best in Class as well as Runner-Up for Best in Show! Best of



Show was a 1931 Chrysler Imperial CL LeBaron Convertible Sedan owned by Larry Nannini from Pine Grove, CA.

Following the Concours Ed Rittenhouse, Glenn Mounger, David Smith and friends set-up a happy hour and barbecue in the hotel parking lot. Some of the group headed back to McMenamins for a patio dinner while the parking-lot party continued for about four hours thanks for the fabulous gin and tonics created by David!

If you would like to join us next year for the 50th Anniversary on Sunday, July 21st, now is the time to make your hotel reservation at the Best Western, Forest Grove, Oregon

Photos: Page 22 -- 1932 Chrysler Imperial CL LeBaron Convertible - Larry Nannini, CA; 1958 Mercedes 300 SL (nc) - David Smith, WA; Ford Crown Victoria (nc) - Ed Rittenhouse, WA; Page 23 -- 1956 Lancia Aurella Convertible (nc) - Glenn Mounger, WA; Jerry Greenfield, Irene Tait, Keenon Greenfield, David Smith with the Smith Mercedes and Greenfield Corvette.



Bill Holt MD. 1937-2023

Bill was a passionate builder of brass locomotives and train cars in "ON3" scale.

He expanded that passion to include Classic cars, especially Lagondas, where his pursuit of excellence, following extensive research, led him to numerous concours awards. Bill's quick wit and gregarious personality

endeared him to those who knew him.

Bill was born and raised in Vancouver where he attended the University of British Columbia. He first majored in English literature and Biology, achieving a Bachelor's degree with honors. At this point Bill decided he'd had a privileged upbringing and wanted to give back something to society so decided on pursuing a career in medicine. Once that was obtained, he decided the emergence of modern drugs provided better opportunities in the field of Psychiatry and he specialized there.

Bill loved red or maroon cars. His maroon Jaguar XK140 that he had while at university recently sold on 'Bring A Trailer'. Bill also loved touring and drove his 1939 Lagonda V12 Sedan Coupe to Rhode Island from Vancouver accompanied by Bill Mote in his Bentley to start a CCCA Cross America tour from Rhode Island to San Francisco. Bill participated in many of Al McEwan's PNR CARavans. He also showed his cars at Concours d'Elegances, winning numerous First in Class awards.

I met Bill at a pre-War car gathering about 1986. We quickly discovered we each had Lagondas and from there our friendship was forged. Bill taught me how to pursue excellence. I will never forget, when I passed him an item I had made, him turning it over slowly in his hands, pausing, then saying "not good enough, do it again".

While endowed with a brilliant mind, Bill began to suffer from memory loss and early onset Alzheimer's about twenty years ago. Gradually his contact with Club members in the CCCA, other collector car groups and his model train stalwarts diminished.

Bill is survived by Liz Haan, his wife of 45 years.

A person could not have had a better friend than I did in Bill Holt.

Colin Gurnsey

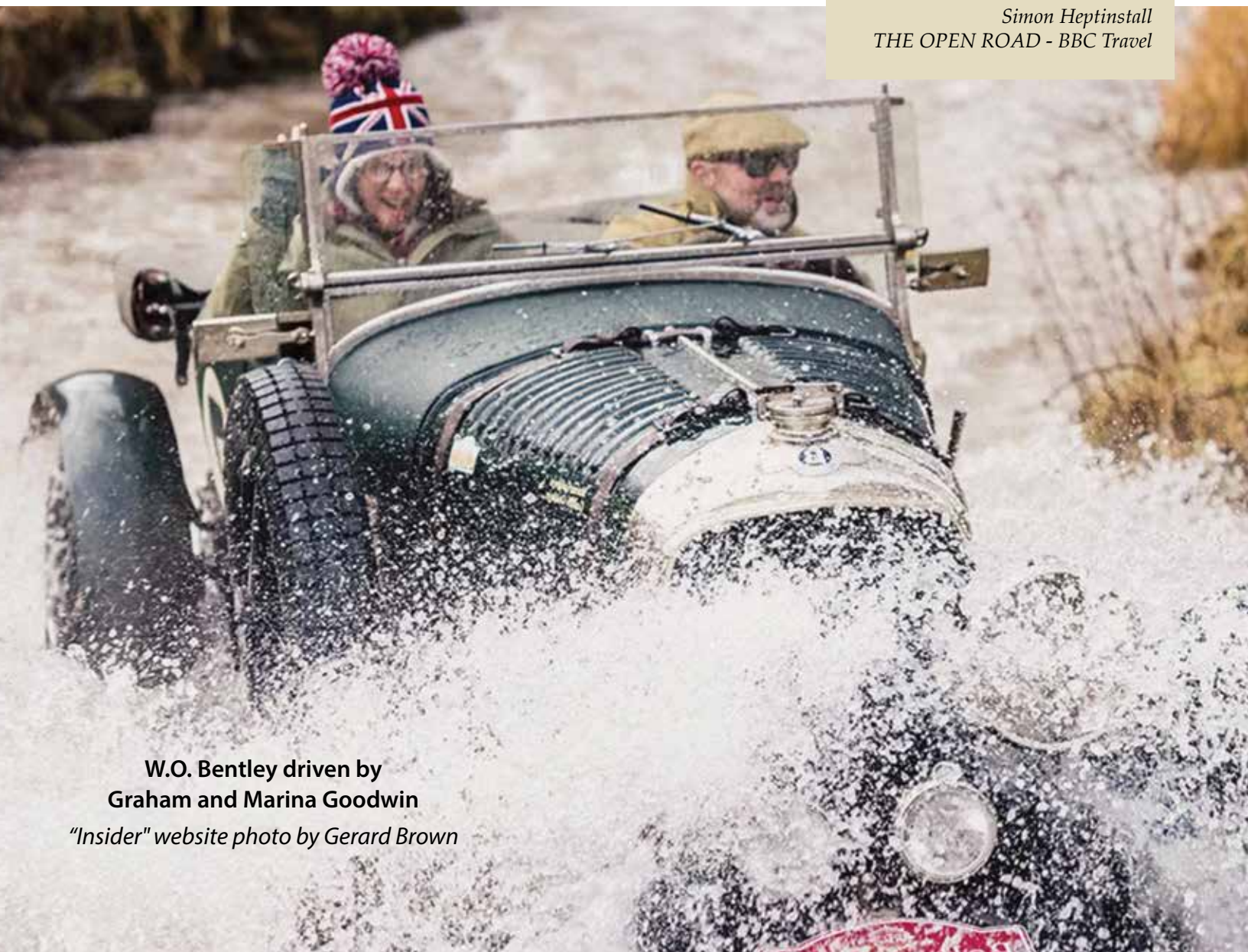


DANGEROUS ROADS AND DRIVING RALLIES

By Laurel Gurnsey

"If I'd steered hard around the hairpin bend, I'd have driven straight into a frightening gradient of crumbling road, rearing up like a tidal wave in front of me. Rainwater poured down the middle of the rough carriageway like a mountain stream. I reached to change gear and realized I was already in first. Just then, a nonchalant sheep strolled out in front of me, causing me to slam on the brakes"

*Simon Heptinstall
THE OPEN ROAD - BBC Travel*



W.O. Bentley driven by
Graham and Marina Goodwin

"Insider" website photo by Gerard Brown



1930 Monte Carlo Rally
1929 Talbot 14/45 driven by Kitty Brunell



Peking to Paris Rally
"Insider" website photo by Gerard Brown



2023 Alpenfahrt Rally Re-enactment
1919 Rolls-Royce Silver Ghost driven by Phill Entwistle



2019 Mille Miglia - Piazza Maggiore
Colin & Laurel Gurnsey



The Bulletin
Vintage Sports-Car Club magazine

If the truth be known, I would admit I chose this quote to start my article just because of the **nonchalant sheep**. The quote references Hardknott Pass (an old Roman road in Britain's Lake District), that has caused cars to "plunge off the narrow carriageway." Part of the challenge is steep switchbacks, unguarded drop-offs and crumbling road surfaces. Yet many drivers love the navigating challenge and thrive on the excitement, tests of skill and beautiful scenery.

A six-day regularity rally in Europe for vintage and classic cars takes entrants "on snowy roads through rough landscapes whilst navigating your way" to a time schedule. An option is two evening loops that add darkness to the challenges. <https://classic-events.nl/event/winter-trial>

"Auto Racing Was Wildly Dangerous in the '30s..." (WIRED) features a fabulous photo of Kitty Brunell in the 1930 **Monte Carlo** rally, driving a Talbot 14/45 on a tricky snow-covered road. The article also has a photo of Marina and Graham Goodwin driving their Bentley through a river.

One of the most challenging rallies is the **Peking to Paris**, 9,317 miles, (started in 1907) and PNR club members David and Adele Cohen did it twice. Their experiences included driving across mountains, over deserts, through rivers and through areas with no roads at all.

PNR member Lee Noble just returned from navigating for our friend Phill Entwistle on the Rolls-Royce & Bentley Enthusiasts 2023 re-enactment of the **Alpenfahrt**, a rally through historic alpine passes in Austria, Italy, Croatia and Slovenia. When it began in 1913, the roads were much more challenging but Phill e-mailed Colin with this quote: "A long day today. Spectacular roads, three high mountain passes and many single-track roads with lots of hairpins, wonderful scenery. Had to do an about face on a single-track road as it was closed, causing a bit of a stir with a dozen ghosts (Silver Ghosts) looking for an alternate...". Phill's entry: a 1919 Rolls-Royce Silver Ghost.

The **Dakar Enduro**, from Brooklands to Senegal, is for cars and motorcycles. It is often off-road with drivers choosing to go solo..."no team support, no mechanics, no assistants."

Colin's car magazines are a great source of rallies. **The Land's End to John O-Groats Reliability Trial** held in Great Britain (run by HERO... the Historical Endurance Rallying Organization), is classed as "one of the toughest motoring events in Europe." Others, like the **Bernina Gran Turismo** in the Swiss Alps have pictures that make your nose bleed with the heights. The **Circuit des Remparts** in western France has "classic cars slide around the twisting roads of Angoulême."

In 2019, Colin and I joined friends at the Piazza Maggiore, in Bologna, Italy, to see entrants come through on the **Mille Miglia**. It began in 1927 as an open-road endurance race through towns and over mountain passes. Held twenty-four times until high speeds and exhaustion contributed to the deaths of both spectators and drivers, it was banned in 1957, to be brought back as a rally...at regular road speeds and with rest nights. PNR member Scott Anderson was a navigator several years ago.

This is not just about rallies, of which there are thousands. It is about the potential danger on some of those roads. And, the courage of both car and driver to partake.



A STEP BY STEP SAGA THE RESTORATION OF ROSIE

REPLACING THE HORN BEZEL

By Colin Gurnsey

Last year, I started the restoration of Rosie, a 1933 Lagonda 16/80. The two-seater Van den Plas body shown in an advertisement (page 27) was the third of three body styles. The other two styles were four seaters; an open tourer and a closed saloon. My car was burned up in the Santa Rosa, California fires about five years ago. The car lost its aluminum/wood body, most of the aluminum motor and component parts, brake back plates, wheels and numerous other components. Rosie was originally a saloon but will be restored as a tourer as that is the style of body I was able to acquire.

From time to time, I will write-up what I'm doing to replace those components that are missing. One of the first jobs was to disassemble and rebuild the seized steering column, make a new horn bezel and horn button along with a new steering wheel. I'll leave the steering wheel until next edition of the Bumper Guardian.

I had a three-quarter section of the original horn bezel with enough of it left to determine the size and shape of the original. I next acquired a two-inch thick piece of aluminum, then cut out a six inch by six-inch block and started wittling away. I first machined out the back side of the bezel on my lathe using a four-jaw chuck. I then trimmed the piece to almost round then switched to a three-jaw chuck that gripped the work on the inside and shaped it to the approximate dimensions required.



The fun part (difficult for me) was cutting the threads in the inner top section allowing the horn button module to screw into the larger aluminum surround piece.

Lee Noble had acquired a new horn button from the Lagonda Club in the UK who has a spares scheme. He loaned it to me and I copied it. From the Lagonda Club, these cost about \$200, but I was able to make the horn button assembly from items surplus in my workshop.



If you look closely at the above photos, you will see that I actually made two of these bezels. One for my car and another for a similar Lagonda owned by Lee Noble.

The bezels are mounted on metal tubes that allow for an advance/retard lever. The bezel sits on top of the steering wheel with the tubes extending down through the steering column. On one column the inner and outer tubes were fused together so I made new tubes. The finished product is shown in the adjoining photo. The horn button Lee bought is on the left.



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The Lagonda 16/80 was a sports touring car introduced by Lagonda in 1932, replacing the company's 4-cylinder 2-litre model. The first part of its name referred to its Fiscal horsepower rating of 16 (actually 15.7). Under naming conventions common at the time, the second number in its name might have referred to the car's bhp. However, actual power output fell a long way short of 80 bhp.

The car was unusual in being the only Lagonda to be offered with a Crossley engine. Each engine was stripped down by Lagonda, checked and rebuilt according to their own specifications before becoming the heart of a 16/80. The car was fitted with twin HV3 type SU carburettors.

Wikipedia

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MEMBER PROFILE: BRIAN ROHRBACK

By Keenon Greenfield

My father knew little about cars, caring only that the ignition key worked. Luckily, Uncle Duane (a brief member of the PNR CCCA) was around and fostered passion for style and technology. My first introduction to Classic Cars was when I attended the 1962 World's Fair. I went with Duane to the Northgate Mall which happened to be populated with a row of Classics. One, a two-tone green 1947 Jaguar Drophead Coupe, lit a fire – more on that later.

I always wanted to be a scientist. From the time I was five years old, I predicted I would get a PhD in chemistry, an MBA, and run a business; my parents thought it cute. I went through with the plan, entering the oil industry after

my PhD program and working on projects mostly in Africa and South America. I left the industry in 1983 to come to Seattle to start a business and get that MBA. I still run that same business, a scientific software development group named Infometrix, Inc.

I met Lisa at the Claremont Colleges two days after she turned eighteen and four days after I turned nineteen. We navigated college, graduate school, and schoolteacher and oilman careers prior to moving to Seattle and expanding our clan. Many PNR members know our first child, Jeffrey, who loves car events and the people of our club. My daughters: Loraine (a police officer), Suzanne (a biotech scientist), and Mindy (an occupational therapist)

have three master's degrees and one PhD among them – pretty cool!

Marrying into a storied car family fosters a story. I met my future father-in-law, Joseph Carman III the summer after Lisa and I started dating. (Note: he was enlisted into the PNR by Al McEwan at its start in 1963.) We got along well but I knew nothing about his car hobby. We were alone at one point and Joe asked me "If you could drive any car, what would you choose?" My answer: "A 1947 Jaguar Drophead Coupe." Apparently, that was a good answer; Lisa found us an hour later touring the garage to examine his 1927 Rolls-Royce and his 1939 Bentley.

Fast forward to 2003, when Joseph III passed away, the family got

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together and decided that Joe's cherished Derby Bentley should be passed to me. The Bentley has a great history, and I am the 12th owner to enjoy the car. It came into the family in 1966, after winning Best in Class at Pebble Beach and Best of Show at the Mercer Island Concours (both in 1963). Jules Heumann, who became the guiding light of the Pebble Beach Concours, did the restoration, the first car he ever restored. Jules and Joe were good friends and ended up exchanging cars.

The Derby is a great Classic, relatively easy to drive and always ready to do so. Bentley in-hand, I became a member of the Classic Car Club. I like to joke that Arnie Barer was the first person I met in the PNR (and I joined anyway!). My first year in the Club connected me to a long-time Carman, now

Rohrback friend, Roy Magnuson, who invited me to a Board Meeting. Before I knew it, I was elected to the Board and I was told to organize an

**Classic Car Enthusiast
Bentley Owner
PNR Board Member**

event. I set up a run to the Boeing Restoration Shop and Paul Allen's Flight collection, was not sure how many would show up, got a great group of over fifty people, but still ordered too much pizza. Lee Noble found a foodbank that was willing to take the 15-pizza overkill. Despite overcalculating, we were able to donate proceeds to the restoration group.

I have been on the Board except for a one-year gap ever since and I enjoy the people and the activities immensely. At one point in a bar in Seattle while waiting for the start of a Board Meeting, Barrie Hutchinson, then Director, asked me to come into his office (still in the bar). He asked me to run for Director; I complained that I was busy; Barrie was persuasive (or was it the beer that night?); I then served as Director for the next five years – 2010 to 2015. I remain on the Board and became Club Secretary as we sorely missed the previous secretary and force of nature, Val Dickison. So now, I take minutes, flag upcoming events via the Bumper Bolts to the membership, and bring pizza and the occasional off-comment to Board meetings.



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Editor's Note



After putting together this issue of the Bumper Guardian, I have the answer to my age-old question - "How did you spend your summer?" Evidently, while Barrie and I were in SE Alaska, members of the PNR were keeping busy with their Classics.

As is often the case, the Pebble Beach Concours d'Elegance takes center stage in the summer issue of our Club magazine. From the looks of the photos, it appears that many of you enjoyed the Motoring Classic Kick-Off Party at the Hagerty Garage + Social venue. And, once again, Al and Sandi McEwan led a parade of fabulous cars on the Motoring Classic to Pebble Beach. Of course, our cover car, the Campbell's stunning Rolls-Royce, was on the lawn at Pebble Beach and this issue carries their story of preparing the car for show and also of their experience at the Concours.

Since summertime and car shows are often synonymous, there are three more car shows covered in this issue - The Forest Grove Concours d'Elegance, the AVANTS Classics on the Green at Chateau Ste. Michelle, and the low-key LeMay Annual Car Show at Marymount.

And it wouldn't be summer with parades and picnics. Many of you participated in the annual Yarrow Point 4th of July

parade. Some of our members provided Classic rides for local dignitaries and nearly all dressed in traditional red, white and blue. And, just two weeks later, PNR members were gathering again for a picnic at Mason Lake.

It gives me pleasure to follow-along the "doings" of the PNR membership and my thanks go to John and Mary Campbell for our cover story, Jerry and Keenon Greenfield for reporting on the Forest Grove and Avants car shows, and Merrisue Steinman and John James for the Mason Lake story. Also, thanks to Steve Larimer and Michael Bradley for keeping me supplied with photos of the events.

My thanks also to Laurel Gurnsey for her continued series on "Life in the Classic Era." This issue contains a wonderful story on the daring adventures of some Classic owners! And, Colin Gurnsey submitted the first in a technical series on "The Restoration of Rosie" - stay tuned! I am also grateful to Keenon Greenfield for our new "Member Profile" series. This issue features stalwart member Brain Rohrback.

Finally, Colin Gurnsey provided a tribute to long-time member Bill Holt and Mary Campbell sent me the news of Joan Royal Meden's passing. In many ways, the PNR is an extended family and it is always difficult to lose a cherished member.

I'd love to hear what you have been doing with your Classic. Please consider contributing to our Club's magazine.

Karen Hutchinson

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