

# BUMPER GUARDIAN

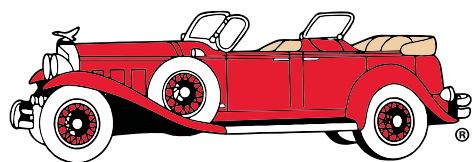
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2023 CARavan Edition



## CCCA National Events



### 2024 Annual Meeting

March 20-23 . . . . .Huntington Beach, CA

### 2024 CARavans

May 13-24 . . . . .Best of the West (NCR)

Sept 7 -14. . . . .New England (NER)

Sept. 15-21. . . . .Virginia Hospitality (CLR)

### 2024 Grand Classics®

May 31 - June 2 . . . . .Museum Experience

June 28-29 . . . . .Metro Region

July 10-14. . . . .Ohio Region

## PNR CCCA & Regional Events

*Black type events are sponsored by the PNR.*

Jan. 21	Arizona Concours
<b>Apr. TBD</b>	<b>Tiptoe through the Tulips</b> <b>Contact: Jim &amp; Irene Tait</b>
July 4	Yarrow Point Parade <i>Contact: Al McEwan</i>
July 14	Mercer Island Concours <i>Contact: Tom Alberts</i>
July 21	Forest Grove Concours <i>Contact: Jerry Greenfield</i>
<b>Aug. 5</b>	<b>Motoring Classic Kickoff</b> <b>Hagerty Garage</b>
<b>Nov. 6</b>	<b>PNR Annual Meeting</b> <b>Danz Garage</b>
<b>Dec. 15</b>	<b>Holiday Party and Awards</b> <b>Seattle Yacht Club</b>

## A Message from CARavan Tour Masters

### Al & Sandi McEwan



### 2023 PACIFIC NORTHWEST CARavan

We could not have been happier with the weather during the 2023 Pacific Northwest "Mountains to the Sea CARavan." It was beautiful! Due to our experience with heavy rain during the 2019 CARavan,

we must admit to being very nervous for weeks before the start

this year. Both CARavans were conducted in mid-September when the weather is supposed to be good. This year made up for 2019.

This was Al's 17th Pacific Northwest CARavan and Sandi's 6th. Al and Sandi were married in 2005 and shortly afterwards Al told her about the 2nd Pebble Beach Motoring Classic and the two CARavans that "WE" would be planning for the summer of 2006. Two Pacific Northwest CARavans were conducted in 1998, 2002 and 2006 because the sign ups were far too many for one CARavan. The first CARavan in 1998 started 97 cars. The second '98 CARavan started sixty plus cars. When Al conducted his first Pacific Northwest CARavan 53 years ago, in 1970, it was the first National CCCA CARavan in the west. He had no idea then that there would be any more let alone 17.

Yes, CARavans do take a lot of planning which is followed by the worry that everything works as planned. However, the pay-off has been the wonderful people we have met and with whom we have become friends; people from all over the U.S. and Canada. It has been said before, and it is very true, that the cars are the catalyst, but it is really about the people.

Most of you know that we have said this year's CARavan was the last to be planned and conducted by us. Frankly, planning and conducting both the Pebble Beach Motoring Classic and a CARavan is too much. We are still planning to do the 2024 and 2025 Motoring Classic, (which will be our 19th and 20th of that event).

While we will be stepping down from running car tours, we intend to participate in them. The cars remain the draw but, again, it is the friends we have made. We feel very fortunate and look forward to seeing you on the road.

It has been a wonderful "Classic" ride!  
Al & Sandi



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

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

**Officers and Appointed Posts:**

Frank Daly, Director	425-210-1804
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Stan Dickison, Activities	206-949-1115
Keenon Greenfield, Membership	425-890-2293
Irene Tait, Facebook	206-234-9507
Karen Hutchinson, BG Co-editor	360-678-5453
Raymond Loe, BG Co-editor	360-678-9366
Colin Gurnsey, BC Liaison	604-980-7429

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Al McEwan	2026	206-999-4485
Stan Dickison	2026	206-949-1115
Kenny Heng	2026	425-443-7546

**Bumper Guardian Staff:**

Advertising	Marty Ellison	425-941-9451
Caption Editor	Bill Deibel	206-522-7167
Copy Editor	Bill Allard	253-565-2545
Cover Story	Raymond Loe	360-678-9366
Staff Photographers	Michael Bradley	206-225-6491
	Steve Larimer	206-954-7829

**Board of Managers' Meetings:**

1st Wednesday of the month  
5:00 Social Gathering, 6:00 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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### Front Cover

Artwork by

Mindy Rohrbach

(used on CARavan License Plate)

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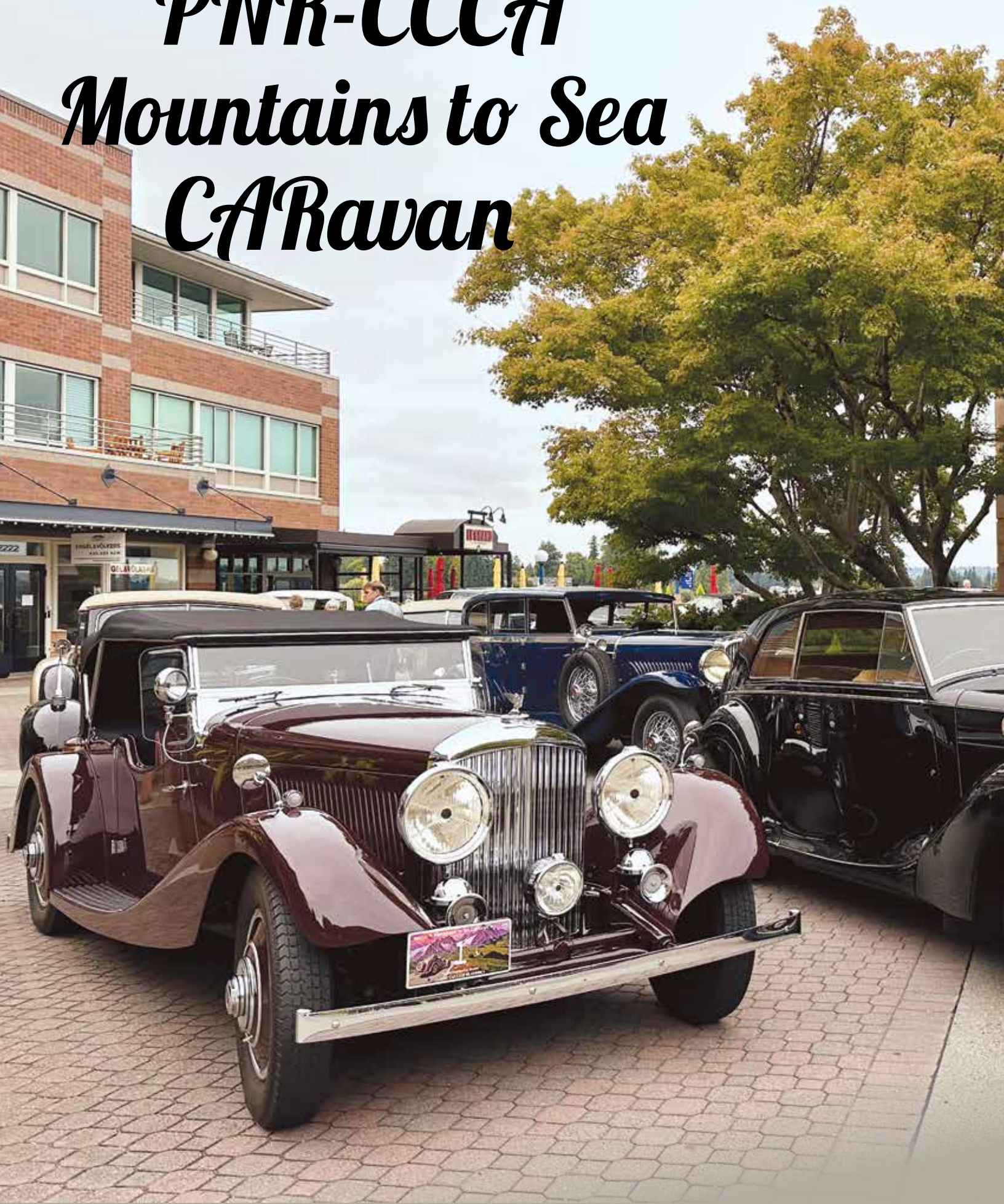
Al & Sandi McEwan's 1934 Bentley

Photo by

John Koziol

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# ***PNR-CCCA Mountains to Sea CA Ravan***





*Carillon Point, Bellevue, WA:*

*Front Row: Al & Sandi McEwan - 1934 Bentley 3 1/2 Litre Tourer;  
Kenny Heng and Jerry Tiberio - 1947 Bentley Mark VI Coupe;  
Back Row: Bill & Barbara Parfet - 1929 Duesenberg J Sedan;  
Fred Bonin's 1933 Packard Phaeton*



# DAY ONE

## Mountains to Sea CARavan

Arrival at Woodmark Hotel  
Kirkland, Washington  
Lake Washington Cruise

**68 Participants from:**  
17 States  
and 1 Province

**30 Full Classics including:**

12 Packards  
10 Cadillacs  
2 Lincolns  
2 Bentleys  
1 Rolls-Royce  
1 Jaguar  
1 Kissel  
1 Duesenberg

**1,200 Miles of  
Classic-worthy Roads**

**10 Days of Perfect Weather**

# DAYS TWO & THREE

## *Cascade Loop Scenic Highway*

## *Sun Mountain Lodge Winthrop*

*By John & Diane Kernan and  
Jan Taylor & Bob Newlands*

We (John & Diane Kernan) live in South Florida. And we're pretty sure that we saw more trees today than there are in our entire State. Wonderful Full-Classics® driving up and down mountains and through lovely river valleys. Lake Roesiger was especially beautiful, ringed by cute homes, many with small boats. Much of the time we traveled on the North Cascade Highway, which is closed in the winter.

Some of our group enjoyed box lunches at the North Cascade National Park Visitor Center, where we watched a movie explaining local bear cuisine, mostly berries and apparently no honey. Then on to the overlook above the Diablo Dam with turquoise waters filling the canyons below.

There was one brief scary moment when signs appeared warning of fire activity ahead. There were two very small fires in the trees along the roadside and several groups of "hotshots" (forest fire crew) were keeping them under control. No problems.

Arriving at the metropolis of Winthrop (population 521) we thought we were back in the Old West, with many small wood-front shops lining the three-block main street. We will explore that town tomorrow. A winding road took us to the luxurious Sun Mountain Lodge at the top of some unnamed mountain. Lots of old photos, rustic furniture, and mounted game heads everywhere.



## *CAravan Traditions*

*"A highlight of the cocktail and buffet dinner was the presentation of the first "Mischief Moose" (aka the "Boo Boo Burgee") awarded to the CARavan car with the most memorable (usually dumbest) events of the day." -Diane*



*The "Mischief Moose" replaced the "BooBoo Burgee"*



*Newlands 1937 Packard "Goldie"  
and Logan's 1928 Packard*

*Photo by Jan Taylor*



*Bob LeCoque  
and Johnny Crowell  
Hummel's 1939 Packard*

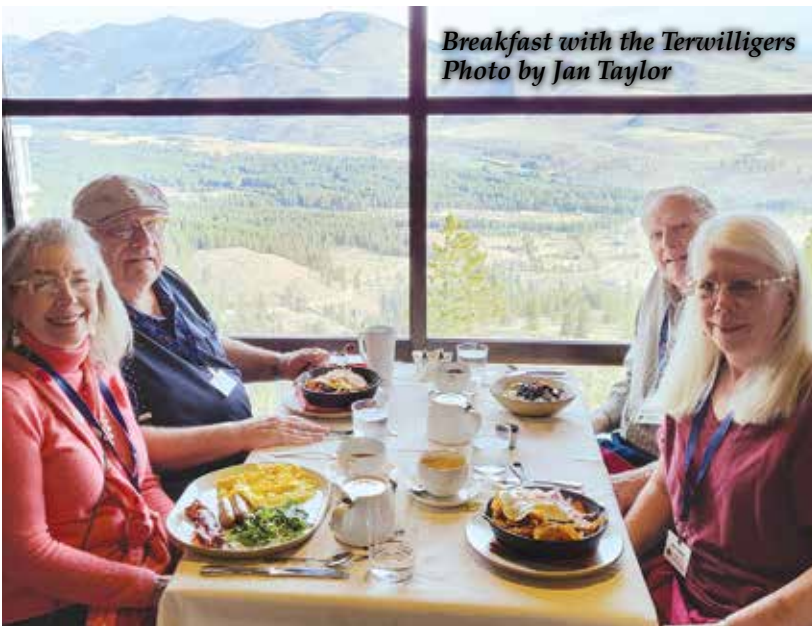
We (Jan Taylor & Bob Newlands) started-out our morning getting to know some of our fellow CARavanners better. We were on the Frontier CARavan with the Terwilligers, but didn't get to know them until now. They live in Smithfield, VA, home of Smithfield Foods (mainly pork). Bob and I have investments in hog barns in the midwest - so, we discussed the hog market, and, of course, Packards.

After breakfast, we went down to Winthrop for non-ethanol gas and to fill our tummies (again) with ice cream. We whiled away the time, discussing everything under the sun with the St. Clairs and LeCoques. Then we walked the town, visiting with multiple passersby about Classics, of course. Bob spent over an hour with a Hungarian-born success story who came here at age eighteen, and built-up his holdings and experience over his lifetime. He lives in Winthrop, lucky man.

This evening the McGarys arrived just at the end of dinner. Their meals were still hot, and we learned about them as long time PNR members and their solo trip over the mountain to catch-up with our CARavan.

Another couple we enjoyed meeting were the Logans from TX. They had the oldest car on the tour (a 1928 Packard 443), with the coolest history. Gordon's father bought it new, sold it at some point, and Gordon found and bought it back fifty years later.

We first toured with Fred Bonin over fifteen years ago and this trip brought us back together.



*Breakfast with the Terwilligers  
Photo by Jan Taylor*



*Diablo Dam*

## *Friendship*

*"We come for the Classics but we stay for the people!"*



*Winthrop*



*Fred Bonin's 1933 Packard 1004  
Photo by Jan Taylor*



Logan's 1928 Packard, LeCoque's 1947 Cadillac, Lax' 1941 Cadillac, Parfet's 1929 Duesenberg, Reed's 1947 Cadillac, MacPherson's 1941 Cadillac, Kernan's 1948 Cadillac, Albert's 1941 Cadillac



## DAY FOUR



## History

*"Staying in a beautiful historic hotel offers a glimpse into the bygone era of our Classic automobiles."*

### Hotel Eldorado

Hotel Eldorado has been a hidden gem on beautiful Okanagan Lake since 1926. It's a destination of genuine hospitality, infinite warmth and spirited gatherings and a tale that includes British Royalty, an honour bar, Olympic rowers, London cabs and dog shows.

Eldorado was founded by Countess Bubna, an aristocratic English woman, who decades earlier had been married to an Austrian Count. Prior to her marriage, the Countess was a popular stage actress in London. In 1908, after living in Paris, the couple divorced, making the Countess a social oddity in a time where marriages rarely dissolved. Her mother, Mary Caroline Mitchell, was the mistress of the supremely wealthy Duke of Sutherland. After the Duke passed away, the Countess' mother inherited a sizable fortune that expediently provided the financial backing the Countess needed to establish her own Victorian-style Inn in Kelowna.



Jerry Tiberio and Kenny Heng



Story by Kenny Heng  
Photos by Kenny Heng,  
John Koziol & Karen Hutchinson

Nestled amidst the Cascade Range in Washington State, the Sun Mountain Lodge in Winthrop, WA, is a sanctuary for those seeking solace in the great Okanogan outdoors. Yet, a new adventure awaits just across the border, in the picturesque Okanagan (note the spelling difference) towards Kelowna, BC. It is with some irony that I've been asked to journal day four, all to be revealed as the story unfolds.

The crisp morning air greeted us as we departed the Sun Mountain Lodge, with the sun rising over the sprawling Methow Valley. We headed onto US Highway 97, also known as Route 20, with a sense of anticipation and a line of Classics astern. The drive along US 97 is a sightseer's dream. As we made our way towards the Canadian border, the landscape transitioned from lush forests to arid terrain, offering diverse panoramas at every turn. The iconic North Cascades mountain range loomed in the distance, providing a majestic backdrop.

After a couple of hours driving, we reached Osoyoos, where we crossed the border into British Columbia. The border crossing was efficient, and the customs officer welcomed us to Canada with a smile and curiosity about our Classics. The '47 Bentley was the first right-hand drive and oldest vehicle he had seen! With that, we were officially on Canadian soil, ready for the next leg of our journey. A separation of the CARavan emerged as we passed in turn through border control which meant it was time to read "the book" carefully for directions. Oblivious to the directions while driving past downtown Osoyoos, we enjoyed views of grapevines and fruit orchards along Okanagan Hwy/BC-97 N towards Kelowna. After about twenty miles, I realised that we were heading north instead of eastwards to our lunch stop! So we turned back to Osoyoos to find Crowsnest Hwy/BC-3 E. Once back at Osoyoos with cellular coverage for GPS mapping, I was able to verify we were back en-route. By the time we arrived at the charming Prospector Pub in Rock Creek, BC most of the group except the trouble truck were getting ready to leave after having had their lunch. Nestled alongside the Kettle River, this historic pub is a true gem. The rustic ambiance and friendly locals, including a biker group, made us feel at home. We savoured a late lunch while taking in the significance of the area. Rock Creek is known for its gold rush heritage, and the Prospector Pub pays homage to this past with its decor and artifacts. It was a delightful break, allowing us to recharge after our adventurous detour, which was to earn us the Moose award later at dinner. With our appetites satiated and spirits lifted, we hit the road once more, this time heading northwest on Highway 33. The scenery transformed yet again as we entered the heart of the Okanagan Valley, known for its vineyards, orchards, and pristine lakes. The drive along Highway 33 was a sensory delight. Vineyards stretched out on either side of the road, their rows of grapevines basking in the warm sun. As we wound our way through the valley, we passed picturesque wineries and fruit stands.

*Continued on page 10*



Bonin's 1933 Packard

*Day Four Continued from page 9*

Our journey culminated at the Hotel Eldorado situated on the shores of Okanagan Lake in Kelowna. This historic lakeside hotel with old-world charm offers stunning views. Hotel Eldorado was founded in 1926 originally located at 4519 Eldorado Road and became a popular social hub for locals and visitors. In 1988, Jim Nixon bought the hotel to save it from demolition and moved it to its current location at Cook Road. Unfortunately, the hotel burned down on April 19, 1989. Nixon decided to rebuild it in 1990, following the original design and style of the hotel. We watched the sunset from the lakeside patio, sipping local wine, chugging craft brews and reflecting on the day's (mis)adventures but celebrating that we all made it here. -Kenny Heng



# DAY FIVE

## Kelowna

By John &amp; Donna Koziol



NAME	CAR MODEL	HOMETOWN
Al and Sandy McEwen	1934 Bentley 3 1/2 litre Tourer	Vander Puz, Redmond, WA
John & Anne McEwen	2530 Race, Amper	Seattle, WA
John & Karen Middleton	1937 Packard Super B	Greenbank, WA
Don Neumanns - Jan Tarnas	1937 Packard Super B	Cougarville, WA
John & Bill St Clair	1937 Packard 412 Coupe	Tulsa, OK
John & JoAnn Cicco	1940 Packard Sedan	W. Hattiesburg, MS
Tom & Kathy Kostelak	1947 62 CAD Conv	Littleton, CO
Mike & Kathy Taves	1937 Packard Sedan	Denver, CO
Bob & Karen Reed	1947 Cadillac 62 Convertible	Miner, NV
Carol & Bettye Logan	1928 Packard 4-43 Phaeton	Sarasota, FL
Paul Murray	03 GMC Coupe	Ridgely, TX
Tom & Penny Alberts	1934 CAD	Rockham, TX
Penny DeChaine	34 Packard	Rockham, TX
Donna & Paula Morris	1935 Packard Sedan	Seattle, WA

We awoke to a beautiful, sunny day in Kelowna which is located in the beautiful Okanagan Valley. It was a “free day” with little planned except for an optional visit to a renowned wooden boat restoration shop, Absolute Classics Marine, which is owned by Andrew and Bruce Middleton who are friends of the McEwans. After breakfast, about thirty people drove their Classics to the workshop where they learned about wooden boat restoration from the Middleton brothers and met several of their staff (see story page 12).

Many also visited some of the local wineries for tastings and/or lunch. The Okanagan Valley is British Columbia’s premier grape growing region and home to 86% of the province’s vineyards acreage. With an ever-changing panorama, the valley stretches over 150 miles, across several sub-regions, each with distinct soil and climate conditions suited to growing a range of varieties from sun-ripened reds to crisp whites. It’s noteworthy that BC’s first vines were planted in Kelowna in 1859, and that Kelowna is home to many of the first families of the BC wine industry.

The afternoon offered free time to look at each other’s cars and/or explore other points of interest in Kelowna.

A rooftop happy hour at the El Dorado was a highlight in the evening and we enjoyed a delicious dinner in the Great Room.



## Classic Boat Shop Tour

*By Barrie Hutchinson*

The beauty of lay days during a CCCA CARavan is that participants can take the opportunity to fulfill personal aspirations. While in Kelowna about forty PNR CARavaners chose to tour Absolute Classics Marine, a wooden-boat restoration shop owned and operated by brothers Bruce and Andrew Middleton.

Since its founding in 1989, Absolute Classics Marine has excelled in locating and restoring glamorous, wooden speed boats and runabouts for customers near and far. The mahogany craft range in length usually from 18 to 28 feet. Services can range from repairs to complete rebuilds—and occasionally resurrecting rare, collectible derelicts.

Andrew Middleton, Master Boat Builder, is in charge of the craftsmanship and materials that go into each project. He insists on using techniques and materials originally used in building the boats. Exceptions occur only when modern materials, for example waterproofing, surpass the original and do not materially alter the look or function of the craft. When such exceptions are employed they are noted on the build sheet and recorded in the record of the boat.

Andrew explained his passion for preserving collectable boats, some dating back to the 1920s and '30s, in "as-new" and usable condition. His goal is to afford people the opportunity to enjoy owning and driving classics and for bystanders to watch the powerful boats as they speed through the water throwing-up spray.

The Middletons said smaller restoration jobs can range from \$5,000-\$10,000 but the larger jobs may be as much \$200,000 and that sometimes more is spent on the restoration than the actual value of the boat. Their talented staff have completed many award-winning restorations including a first-place finish at the prestigious Lake Tahoe Concours d'Elegance that featured "Diddit", a 1941 Chris Craft 19' Custom (Barrelback). Of particular interest to some in our tour group was an immaculately restored, rare Dodge boat manufactured by Horace Dodge, Jr., son of one of the co-founders of Dodge Brothers Automobile Company (see article on page 13).

Even if you can only dream of these beautiful creations, plan to visit to Absolute Classics Marine next time you are in Kelowna, B.C.

Look for them at: [absoluteclassicsmarine.com](http://absoluteclassicsmarine.com)





*Duesenberg Steering Wheel / Cord Shift Lever*

# DODGE BOATS

The Dodge brothers, Horace and John, created the Dodge Motor Car Company in 1913. The brothers were amazingly successful. By 1915, Dodge was the second largest automobile manufacturer in the U.S. and by 1920 the company was setting records at the New York Auto Show. There, both brothers fell ill with influenza. John died in his hotel suite on January 14<sup>th</sup> and although Horace Sr. appeared to recover, he passed later that year. In 1924, their widows accepted an offer of \$146 million for the company, making both Dodge families among the wealthiest in the United States.

Horace Elgin Dodge Jr., a likeable young man and the only son of Horace Sr., was far more interested in boat racing than the automotive business. In 1923, he convinced his mother to fund the Horace E. Dodge Boat Works where he built boats under the brand "WaterCar." He spent lavishly on his Detroit factory using car assembly techniques to build boats, yet production was limited to fewer than five boats per day. The late 1920s was a time of optimism and, following his father's footsteps, the young Horace Dodge was on a roll. In 1928, plans were drawn for a new line of luxurious Dodge speedboats and in 1930, Dodge completed his new state-of-the-art Horace E. Dodge Boat and Plane Corporation plant in Newport News, VA. Later that year, spectacular mahogany boats ranging in length from 16' to 28' and in price from \$945 to as much as \$5,000 rolled-off the line.

While the Depression resulted in many cash-strapped companies, Horace Jr. still

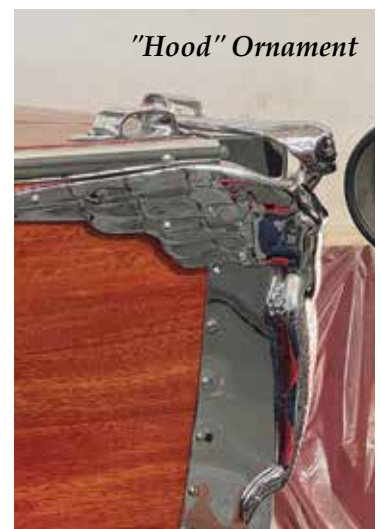
had the cash to buy whatever he needed. The Cord Corporation, founded and run by E.L. Cord, was a holding company for Cord's transportation interests including but not limited to; Auburn Automobile Company (maker of Auburn, Cord and Duesenberg (ACD) automobiles), Lycoming engines, Stinson aircraft, American Airlines and Checker Motors. Cord was in need of Dodge's cash and agreed to a partnership.

Horace Jr. was adamant that his new boats would be equipped with only the finest components. Lycoming engines (used in ACD automobiles and a variety of aircraft) ranging in power from 40-300 hp were modified for marine use in Dodge's boats. Additional ACD components included Duesenberg steering wheels used on the larger boats and Cord L-29 gear-shift levers. The Duesenberg steering hub was altered to allow for throttle, spark advance and an innovative light switch at the base of the column. Other automotive influences included a "Mermaid" by renown sculptor Russell G. Crook attached to the bow (similar to hood ornaments of the time), step pads featuring the Dodge name and a Pass-a-Light cigar lighter by Steward Warner.

Sparing no expense, Dodge boats were built for the elite and easily outshone Chris-Craft and Garwood. While the Dodge family could well-afford to continue to fund the Company, they chose to close operation in the mid '30s. Dodge boats remaining today are both rare and extremely collectible.



*Lycoming Engine*



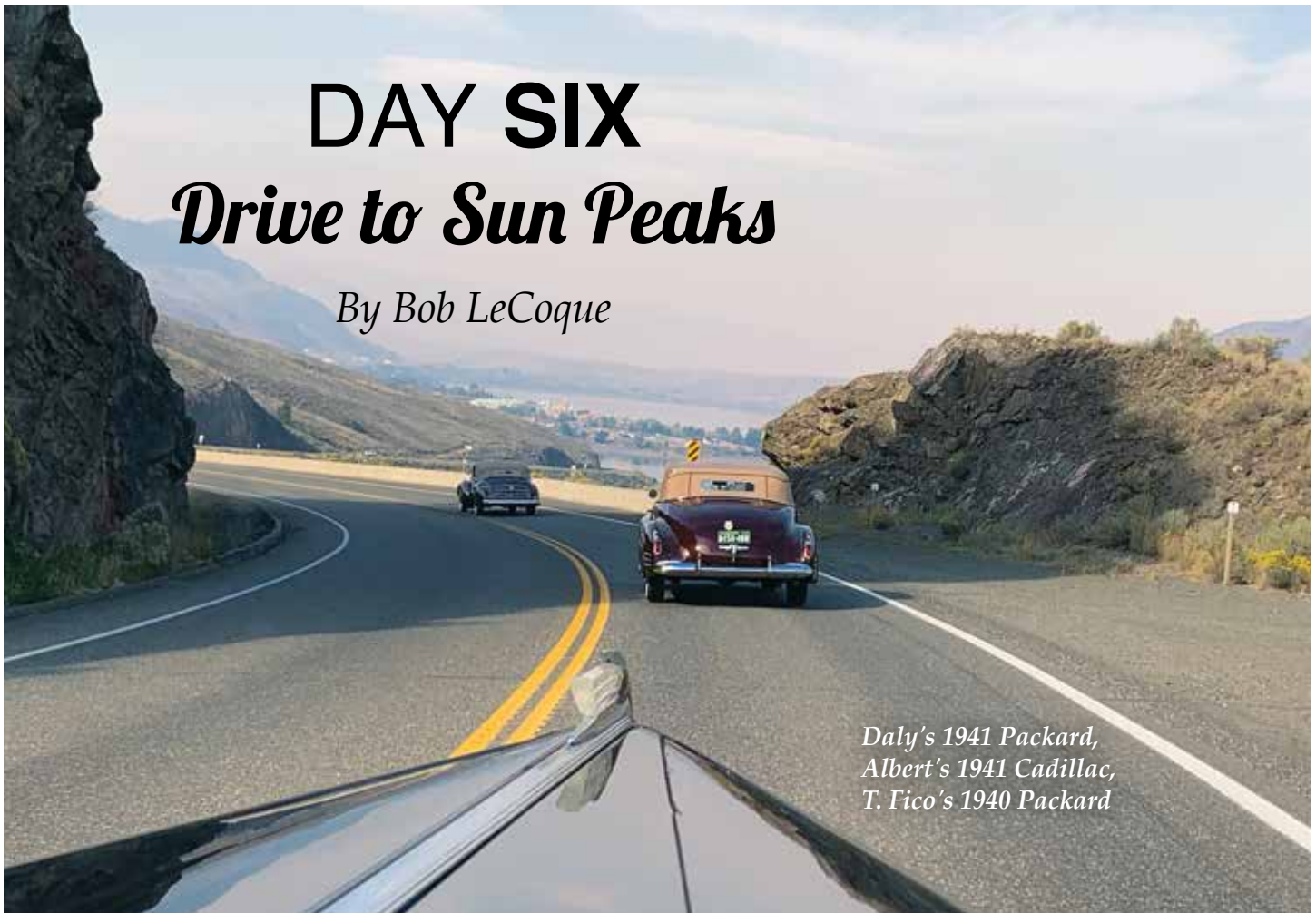
*"Hood" Ornament*

*Participants in the Mountains to Sea CARavan were fortunate to see a stunning 1931 Dodge 21'6" split cockpit Runabout meticulously restored to show condition (and many other mahogany boats) on our tour of Absolute Classics Marine in Kelowna, BC. The 1931 Dodge Runabout has been generously donated to the Auburn Cord Duesenberg Museum in Auburn, Indiana where it will be on display soon.*

# DAY SIX

## *Drive to Sun Peaks*

*By Bob LeCoque*



*Daly's 1941 Packard,  
Albert's 1941 Cadillac,  
T. Fico's 1940 Packard*

My brother Tom and I departed the Eldorado Resort about 9:45. The morning began with our now accustomed bright sun and gorgeous weather. After breakfast the Classics began to roll out on the first leg of the day from Kelowna to Merritt via the Coquihalla Highway.

So far the glitches with the Classics have been minimal and minor. Unfortunately, that changed today with a couple of issues before we cleared Kelowna.

We worked through Kelowna morning traffic following "The Book's" instructions. Shortly after crossing the bridge and climbing out of Kelowna, we came across the Hutchinsons in a failure to proceed mode with their 1948 Jaguar. We found an intermittent electric issue and thought the problem was corrected. We hit the road but the Jag stalled again less than a mile later. Further investigation found a loose wire to tighten and, after a quick dressing of the points, all worked again and they made it the rest of the drive just fine.

The St. Clairs endured a fender bender in a congested area of Kelowna. Fortunately they were not injured but their Packard 12 will require some mending. Bending of the

left rear fender out away from the tire, returned them to functional drivability. (Wow, there is some stout steel in the Packard fender!)

Clear of Kelowna, we began the beautiful drive through the mountains of B. C., over the Pennask Summit (elevation 1,728m or, 5,669ft for us Yanks) and on to the significant descent into Merritt and the Grand Pub for lunch. On this CARavan we had several opportunities to be mindful of our brake use and gearing down to navigate the 13-plus percent grades.

After a welcome lunch break, we headed out for the afternoon leg of the drive. Leaving Merritt, we toured up along the North Thompson River towards Kamloops. The drive through the river valley was gorgeous and very pleasant driving past the small towns and lakes. Passing through Kamloops we began the climb north and headed back into the mountains. The final climb into the Sun Peaks Resort area was beautiful but did present some vapor lock opportunities along the way. Everyone made it fine and we enjoyed our cocktails and dinner at Morrissey's in the Sun Peaks Village.

*William F. Crossett Award*

*- The best car which is making its first CARavan -*

*Ken & Pam Bystedt*

*1933 Lincoln KB Convertible Victoria*

Ken found himself moving to the PNW where a new beginning started to unfold. After living in Alaska for 65 years, he & Pam moved to Edmonds, WA. It didn't take too long to find out that a house with only a four car garage was not large enough. That would not suit his needs for a shop and a small car collection. There was only one solution to that problem. That was to buy the lot adjacent to theirs and throw up a 7,000 sq/ft house with a 3,000 sq/ft attached garage with divided space for shop, show room, and wash bay. Yes, it did get done and then that mid-life crisis beam of light hit him. Ken needed stuff. A lathe, CNC mill, welding equipment, and lots of new tools and, of course, that special show car!

There it was right on the internet page of Hyman Ltd Classic Cars - a Burgundy Beauty! A 1933 Lincoln KB Convertible Victoria by Brunn!! Minutes later after finding the car, Ken announced, "Honey there is the car I need!" So, as fast as a dispatched fire truck he was off to

St. Louis. While at Hyman's show room Ken

was introduced to the CCCA by the sales staff because they sensed Ken's little knowledge of old cars. They knew he would need all the help he could get to fit into his new world.

After reading every Bumber Guardian issue, he was drawn to the 2023 PNR Mountains to Sea CARavan experience. He was not disappointed. They both loved it and the old girl performed well (yes, he was talking about the car). They had a scare where they were at the top of a hill and the car popped into overdrive and they went down the hill. Ken told Pam, "We are not stopping. Brace yourself!" Thankfully he made the left hand turn at the bottom to flat-land safely. There was no damage to the car. Everything was still in pristine condition. He and Pam look forward to enjoying more adventures.



*2023 Deutsch Award*

*-The CARavanner who exemplifies sportsmanship and helpfulness-*

*Bob LeCoque*

*1947 Cadillac 60S Sedan*

Bob was first involved with the Classic Car Club at 13 years old when his dad, Robert (Senior) joined in 1973.

His first CARavan was in 1974 with the Pacific NW Region. In the 1978 CARavan he drove the service truck for the first time. On that CARavan he kept Herb Schoenfeld's P1 Rolls-Royce running on a daily basis. He also had to pull the Schwarz's Packard Brunn out of the ditch near McMinnville, OR. He drove the service truck again in the 1982 PNR CARavan.

Over the years, Bob has helped a number of CARavanners with various issues with their Classics. Some cars he helped with hard start, vapor lock, and charging issues. His most memorable roadside assistance was in the last CARavan where he assisted Barrie and Karen Hutchinson with their 1948 Jaguar in

Kelowna, BC traffic. He solved their problem by cleaning

their distributor bits to get it running smoothly but the Jag only ran a few blocks. After getting them out of traffic further diagnostics found a loose wire on the distribution panel. A quick reset of the wires and the Jag ran strong. They completed the rest of the CARavan without any more issues.

Bob received his first Deutsch award on the 2022 Frontier CARavan in South Dakota and his second on the 2023 Mountains to Sea CARavan. It's starting to look like a trend!





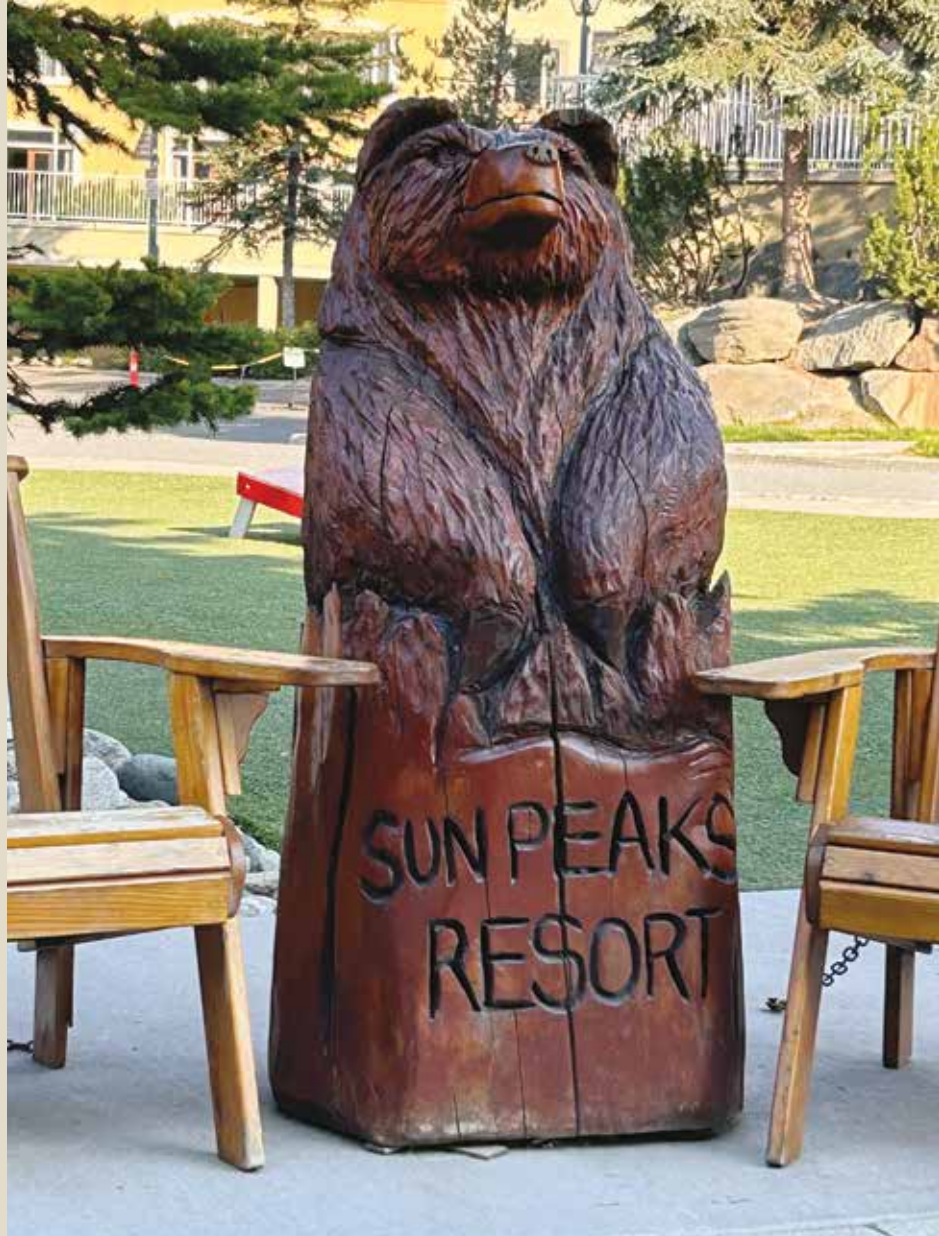
*Article by Tom Alberts - Photos by Tom Alberts and John McGary*

Patty and I found Sun Peaks to be a very charming ski village with the building architecture patterned after European alpine villages. It was fresh, very tidy and was a great backdrop to park our Classic cars on the main village street.

Early autumn days in Sun Peaks bring plenty of sun, refreshing temperatures and endless opportunities for hiking, biking, golfing, shopping, pub-hopping and fine dining. Today the resort rolled-out the red carpet with a special event featuring our thirty-one CARavan

Full Classics parked along the usually pedestrian-only main street. Both the locals and tourists seemed to enjoy the cars from both a novelty and historical perspective. Somehow the village buildings had a vintage look that seemed to reflect the appropriate time period for our cars.

With our free day we took advantage of checking-out some of the shops and took the chairlift up to the ski lodge, at an elevation of 6,100 ft. The 360-degree mountain views were breathtaking and the lodge provided access to some great hiking trails.



We also discovered that Sun Peaks provides lift access to downhill and trail riding for mountain biking and we found it very entertaining to watch the bikers navigate the various challenging pathways and jumps.

Our time at Sun Peaks was like a fun hidden treasure. A bit like Whistler resort only much smaller.

*Photo above: St. Clair's 1937 Packard,  
Kernan's 1948 Cadillac, Albert's 1941  
Cadillac, Parfet's 1929 Duesenberg  
Photo right: Daly's 1941 Packard*





# The Open Road

*"Today we crossed the Cayoosh Mountain Range in our Full Classic automobiles.*

*It was crossed on foot by the first non-native in 1860.*

*The Royal Engineer declared it unusable as an overland route, (too steep)."*



McGary's 1937 Rolls-Royce,  
Hutchinson's 1948 Jaguar

## DAY EIGHT

### Drive to Whistler

By John & Anne McGary

Today was perhaps the most challenging driving day of the CARAVAN. The day began with the departure from Sun Peaks with an elevation of 4,100 feet and a 21-mile downhill run then on to Kamloops at 1,132 feet.

We were blessed with a mostly level route through Cash Creek, continuing to a very accommodating lunch stop in the Village of Lillooet located next to the Fraser River. Indigenous people make up the majority of the population of this community. It is believed that the area has been occupied for several thousand years. In 1860 this was the largest settlement west of Chicago because of the gold rush in the region.

Our major hill climb began with seventy-five miles remaining of beautiful scenery on ancient Route 99. Somewhere near here we had the thrill of crossing several one-lane bridges. We passed Seton Lake, formally the home of a fleet of paddle wheelers that serviced prospectors during the 1800's Gold Rush and freighted grain from the Okanagan to the outside world. The fleet also was used to build the railroad that eventually put them out of business.

We then climbed to beautiful Duffey Lake reaching our highest point of 4,183 feet at Cayoosh Pass. Here we began our steep and winding 2,000-foot descent down. We traveled on to the village of Pemberton with a population of 2,500. This area is known far and wide for the production of seed potatoes. Our destination was Whistler Village with an elevation of 2,200 feet.

Our lodging for the next two days and the reward of a nap for many of our drivers was the Grand Hilton Resort, a well-appointed hotel close to the main walkway of shopping and eating establishments.

The total route of the day was 224 miles and provided a challenge to the heavy steel-bodied American Classics with three-speed transmissions. The advantage went to the lighter aluminum bodied English Classics with four-speed transmissions.



# DAY NINE



## Whistler Village

## Gondola Rides

*September is the golden month to visit Whistler/Blackcomb. After Labour Day, the crowds diminish, wildlife is active, leaves are transforming into vibrant gold and the afternoon sun keeps the patios warm enough for cocktails with friends. Colin and Laurel Gurnsey drove their Lagonda from North Vancouver to Whistler to join the CARavan group and provided this report.*

We were delighted to be able to join the 2023 CARavan, even if only for the two days at Whistler. We drove our 1936 Lagonda from North Vancouver to join-up with the CARavan group. Seeing old friends from the PNR region is always such a pleasure, and getting to have great conversations with other participants from as far away as New York, Texas and points in between was a joy. CARavanning certainly does bring a sense of what it must have felt like to forge friendships on the Oregon Trail, while sorting out mechanical problems, eating together battling the elements and swapping great tales of adventure.

One of those adventures happened for us the second day, with a ride up the gondola. Even living in Vancouver for decades, we didn't know there had always been a huge rivalry between Whistler Mountain and Blackcomb! The Peak-to-Peak was not open the day we were there, but we still had a spectacular view of the surrounding mountain ranges and the local marmot (largest member of the squirrel family) population entertained us while we waited for our turn. They attracted a huge crowd and knew we were watching them.



- Laurel Gurnsey

Gurnsey's 1936 Lagonda

# DAY TEN

## *Whistler to Bellingham*

*By Frank Daly*



*Daly's 1941 Packard,  
McEwan's 1934 Bentley*

We were delighted to start the last day of our journey learning that good weather was predicted along our route. This CARavan might end with NO RAIN!

We said goodbye to Whistler Village after breakfast and headed south on Route 99, also known as the "Sea to Sky Highway". We were actually heading from the sky to the sea on a route that started with a big downhill stretch! The scenery was beautiful and although 99 is a major highway, traffic was minimal. Peeking through the clouds we glanced up at numerous mountain peaks, including snow-topped Mt. Garibaldi towering at 8,786 feet. After passing through the quaint town of Squamish and the famous "Al Kroemer Gas Station" the beautiful

Strait of Georgia appeared on our right and we followed the water until entering the Vancouver area.

Upon arriving in the city of Vancouver, we soon learned why Tourmaster Al McEwan designated this day as "Navigator Test Day". The drivers of our Classics were also challenged as they followed the navigator's instructions.

Al's route took us off the major roads and onto a much more scenic route. Yes, it is a busy city, yes there were many diverse neighborhoods where traffic slowed, and yes, the right lane appeared and disappeared many unexpected times, but the directions were clear and we all made it, some even on the intended route!

Particularly beautiful was the section through the manicured grounds of the University of British Columbia and the very upscale neighborhoods that followed.

Crossing the border back into our home country took some time. The Koziol's '42 Packard wanted to do some more international traveling and had to be coaxed across the border by our Trouble Truck staff, Paul and Steve.

We stopped at the lovely waterfront Semiahmoo resort just south of the Canadian border for lunch and again took the scenic route to our destination for the evening, the Hotel Bellwether in Bellingham, WA, also on the water.

From here we say goodbye and members of the CARavan began



## HOTEL BELLWETHER

Hotel Bellwether is a luxury, boutique hotel situated on Bellingham Bay, steps from Squalicum Harbor marina. To the East are the spectacular Cascade Mountains featuring majestic Mt. Baker, a 10,750-foot snow-capped peak known for the brilliant colors it turns during morning sunrises and world-record snowfall. To the west are the world-famous San Juan Islands.

With attentive service, luxurious accommodations, and a great catered dinner in a lovely setting, the Bellwether was a perfect place to end our trip.

their journeys home. Here some of the Classics were put on commercial transporters for longer trips to the east coast, others were driven another 75 miles south to the Dochnahl estate where their trailers were parked at the beginning of the CARavan and those of us who live in the beautiful Pacific Northwest headed south to our homes in the greater Puget Sound area.

A splendid time was had by all.

*A final note: as the last CARavanners pulled into our final destination, a few sprinkles were noted. Tourmistress Sandi McEwan was heard to loudly proclaim as she entered the lobby:*

*"It's starting to rain, the tour is over! "*



*Skip Tetz with Bob LeCoque*



*Skip Tetz with Pam & Ken Bystedt*

During our evening meal, CARavan Chairs Skip and Susan Tetz presented two prestigious awards on behalf of The Classic Car Club of America.

The **Deutsch Pin** was instituted in 1977 and is awarded to the CARavanner who, in the opinion of the other participants, best exemplified the sportsmanship and helpfulness characterized by Bill Deutsch, an early CARavanner who kept countless Classics 'on the road'. The vote was nearly unanimous and awarded to Bob LeCoque, whose upper body was often hidden by the hoods of numerous Classics on multiple occasions. Congratulations (and thanks!), Bobby!

The Crosset Bowl is awarded to "The best Classic making its first CARavan under current ownership", chosen by the CARavan Committee. This year the award went to Ken and Pam Bystedt of Everett, WA who drove their gorgeous 1933 Lincoln KB Convertible Victoria (Brunn) accompanied by Pam's brother Ted Cadman from Anchorage, AK. The Lincoln not only looked fantastic but also performed splendidly once Ken figured out how to lock-out free wheeling. Stop signals are merely 'suggestions', right Ken? Congratulations to the Bystedts and brother Ted!



*Thank you to CARavan masters Sandi & Al McEwan and Stan Dickison from Skip Tetz*

# The Packards

**Fred Bonin**  
Coquitam, BC

1933 Packard 1004  
*Phaeton*



**Thomas Goyne**  
Denver, CO

1934 Packard 1104  
*Coupe Roadster*



**Frank Daly**  
Sammamish, WA  
**Steve Larimer**  
**Marty Elison**

1941 Packard  
*Sport Brougham*  
*LeBaron*



**Carl and Georgia Hummel**  
Doylestown, OH

1939 Packard 1707  
*Victoria*



**Denny Dochnahl**  
Renton, WA

**Katie Nolan Holmes**

1934 Packard 1100  
*Sedan*



**John and Donna Koziel**  
Bend, OR

1942 Packard 2007  
*Touring Sedan*



**Tony and Jonna Ficco**  
Wheat Ridge, CO

1940 Packard  
1807 *Convertible*  
*Sedan* Darrin



**Gordon and Bettye Logan**  
Georgetown, TX

1928 Packard 443  
*Phaeton*



**Lou and Kathy Ficco**  
Wheat Ridge, CO

1937 Packard 1507  
*Coupe Roadster*



**Bob Newlands and Jan Taylor**  
Coupeville, WA

1937 Packard 1501  
*Coupe Roadster*



**Gary and Gayle Terwilliger**  
Smithfield, VA

1937 Packard 1507  
*Coupe Roadster*



**Bill & JoAnn St. Clair**  
Tulare, SD

1937 Packard 1507  
*Coupe Roadster*



# The Cadillacs

**Tom and Patty  
Alberts**  
Mercer Island, WA

*1941 Cadillac 62  
Convertible Coupe*



**Fred and Barb  
Lax**  
Malibu, CA

*1941 Cadillac 62  
Convertible Sedan*



**Johnny and  
Christine Crowell**  
San Ramon, CA

*1938 Cadillac 16  
Convertible Sedan*



**Bob LeCoque**  
Renton, WA

**Tom LeCoque**  
Cedar City, UT

*1947 Cadillac 60S  
Sedan*



**Dave Kane**  
Bernardsville, NJ  
**Piers MacDonald**  
Bedford, NY

*1941 Cadillac 67  
Touring Sedan*



**John MacPherson  
and Diane Brandon**  
Reno, NV

*1941 Cadillac 62  
Convertible Coupe*



**John and Diane  
Kernan**  
Naples, FL

*1948 Cadillac 75  
Limousine*



**Robert and Karen  
Reed**  
Minden, NV

*1947 Cadillac 62  
Convertible Coupe*



**Tom and Kathy  
Kostelecky  
and Art Cutler**  
Littleton, CO

*1947 Cadillac 62  
Convertible Coupe*



**Skip and Susan  
Tetz**  
Goshen, NY

*1940 Cadillac 75  
Town Car  
Brunn*



## Kissel

**Lynn and Jeanne  
Kissel**  
Cameron Park, CA

*1929 Kissel 8-95  
Tourster*



## Bentleys

**Al and Sandi  
McEwan**  
Redmond, WA

*1934 Bentley 3 ½ Litre  
Tourer  
Vanden Plas*



**Kenny Heng**  
Bellevue, WA

**Jerry Tiberio**  
Bellevue, WA

*1947 Bentley Mark IV  
Coupe - James Young*



## Lincolns

**Ken and Pam Bystedt**  
Everett, WA

**Ted Cadman**  
Anchorage, AK

*1933 Lincoln KB  
Convertible Victoria  
Brunn*



**Dana and Paula  
Morgan**  
Scotts Valley, CA

*1935 Lincoln K  
Convertible Roadster*



## Jaguar

**Barrie and Karen  
Hutchinson**  
Greenbank, WA

*1948 Jaguar 3 ½ Litre  
Drophead Coupe*



## Duesenberg

**Bill and Barbara  
Parfet**  
Hickory Corner, MI

*1929 Duesenberg J  
Sedan Murphy*



## Rolls-Royce

**John and Ann  
McGary**  
Seattle, WA

*1937 Rolls-Royce 25/30  
Saloon Hooper*



## Trouble Truck

**Paul Murray**  
Rathdrum, ID

**Steve Pierce**  
Snohomish, WA

*Trouble Truck*



L-R: Hutchinson's 1948 Jaguar, T. Fico's 1940 Packard, Bonin's 1933 Packard, L. Fico's 1937 Packard



## Fuel Tank Woes

*By Frank Daly*

**A**fter sharing this tale of multiple unintended 'roadside rests' and then much later being banned by fellow CARavaners from indoor parking due to a leaking fuel tank, our esteemed Bumper Guardian Editor suggested that a tech article might be in order. So here we go!

After purchasing my 1941 Packard 180 Sport Brougham in 2017, I did the usual things such as a major brake job, complete tune-up, installation of auxiliary electric fuel pump, etc. The previous owner had driven the Packard rarely, and only on short jaunts. The car turned out to be a great touring vehicle, and its first long tour was with the Pierce-Arrow Society (which invites prewar Packards). The nearly 900 mile tour throughout British Columbia was accomplished without incident.

I then decided to join Al McEwan's famous Pebble Beach Motoring Classic with this car in 2019, confident in its abilities. Talk about misplaced confidence...

On the first day of the tour, the Packard simply stopped running while coasting down the east side of the Cascades into Leavenworth. While waiting for a tow truck (the trouble truck already had another vehicle on it!) I checked for spark - yes - and attempted to start

the Packard about every 10 minutes. Finally after about two hours lo and behold the car started and ran fine. A couple of days later the car once again decided to simply stop running. It seemed like fuel starvation to me, but that evening I disconnected the fuel line and while cranking the engine plenty of fuel was evident. I was able to easily blow through the fuel filter which I had installed ahead of the auxiliary fuel pump, but I replaced it out of an abundance of caution.

The failure to proceed occurred approximately a half dozen times, sometimes after a couple of days of running fine, occasionally twice on the same day. Sometimes the car would start after a half hour, sometimes after ten minutes, and sometimes it would take a couple of hours. On the final day I had the car put on the trouble truck, as I did NOT want to fail on the Golden Gate Bridge!

Upon returning home I decided to drain the fuel tank, wondering if there was perhaps some 'crud' in the tank, in spite of multiple checks which showed plenty of fuel getting to the carburetor. Sure enough, lots of black particles of various sizes came out with the fuel, and when I removed and drained the tank completely, there was an amazing amount of stuff in the tank. The 'stuff' was deteriorating gas tank sealant, obviously installed before ethanol was introduced and therefore not resistant to alcohol. The fuel line intake (which does not have a screen on it, like so many of my other cars) was picking up the floating debris, becoming plugged. After a random amount of 'sitting', the particles would dislodge and I would get good fuel flow when I checked it at the evening's destination.

I sent the tank to Gas Tank Renu in Spokane where holes were drilled, the interior was sandblasted, and the tank re-sealed. It ran fine after that. The lesson I learned that the simple task of draining a cup or so of gas out of the tank is a good idea if the condition of the tank is unknown or suspect.

My next fuel tank 'learning opportunity' came during the recent Canadian CARavan. On about the fifth day out a fellow CARavaner came up from the underground parking garage and informed me that there was a puddle of gasoline under my fuel tank. Sheesh, it had been recently repaired! Upon inspection I found a stress crack about a half inch in length at the bottom of the tank. There was no sign of damage - no indentation or paint scratches. This did not affect performance of the car, but I was politely asked to park outside from then on!

After the CARavan I was describing my plight with an 'old car buddy', and he told me the same thing happened to his 1954 Chrysler. When he took the tank in to the radiator shop for repair, the proprietor instantly asked him if his gas cap was vented. It wasn't. Nor was the aftermarket locking gas cap which came with my Packard. There was apparently enough leakage around the gas cap gasket to allow the car to run, however.

Exacerbated by the multiple mountain passes which we crossed during the CARavan, the tank was expanding and contracting as we went up and down - 'oilcanning', so to speak. Metal fatigue set in at a weak point, resulting in the crack. The sealer/liner also failed, and I later determined that it was a rigid lining - not a good idea.

Gas Tank Renu's 'lifetime' warranty applied to THEIR lifetime, not mine or the tank's, and they had gone out of business. But Performance Radiator in Tacoma was willing to take on the job. They put the tank in a very hot oven and burned out the old lining (no chemicals are up to the task). They then repaired the crack and re-coated the tank with an alcohol resistant flexible lining.

Lesson number two is to make sure that your gas cap (or filler neck) is vented. When the fuel goes out, air has to come in!



# A STEP BY STEP SAGA .... THE RESTORATION OF ROSIE

## REPLACING THE HORN BEZEL

Part Two by Colin Gurnsey



In my last article about Rosie, I outlined how I made the center bezel for the steering wheel. In this second article I will describe how I resurrected the burned-out steering wheel itself.

When I received the burned-out chassis, all that was left of the steering wheel was a burned circular tube with holes on one side which were for the finger indents on the back side of the wheel. My approach was to fill the tube with expanding insulation foam, after sandblasting the rust and fire residue away (picture 2) available from most stores such as Home Depot. I then rasped these indents to create the finger holds.

The spokes of the steering wheel were made from 1/8 inch-thick steel plate (picture 3). The originals were about 3/32 inch thick spring steel which lost its temper in the fire and was no longer trustworthy. I decided to use thicker steel that was much stronger but no longer springy. I used the boring tools on my milling machine to make the center hole the correct diameter for the lip on the center mounting boss and was able to use the original fasteners to join the spokes to the rim. The two cross pieces each with a center circular piece were joined by riveting them together to form a cross. A piece of welding rod was wrapped around the spokes about an inch from the center. This was then filled with epoxy mixed with a fine thickener to form a molding paste. When sanded and painted shiny black the wheel will have the period look of the original.



# PNR-CCCA 2023 Annual Meeting



*Tom Alberts, Jim Tait, (Will Ferrell,) Stan Dickison, Brian Rohrback, Sandi McEwan, Al McEwan, Linda McCullough, Erik Schumy, Frank Daly, Kenny Heng, David Smith, William Howard, Frank Mandarano, Rick Sherman, Rob Scheibe, Christine Bierce, Bill Smallwood, Rich Knapp, and Mark Plenge.*

The Pacific Northwest Region held its Annual Meeting on November 1<sup>st</sup>, 2023 to elect a slate of Managers and Officers to serve in 2024.

A dinner meeting and social was held at Ron and Margie Danz' garage. Special appetizers, an Italian-themed dinner, and desserts were free for all attendees and attracted a decent crowd of Club members. As many of you know, the Board of Managers consists of nine members serving a staggered three-year term. A call went out to the Club to identify members interested in serving in these roles, but no new blood was identified. The three Managers that were cycling-out all agreed to serve another three-year term.

With a full slate of Managers in place, the election of officers resulted in new terms for all those tasked with organizing activities, growing our membership, communications, and managing our assets. We are highly indebted to this intrepid (crazy?) group for their service to the Club and to our hobby.

Renewing their vow of service were Stan Dickison, Kenny Heng, and Al McEwan as Managers. Frank Daly returns as Director supported by Keenon Greenfield, Irene Tait, Steve Larimer, Stan Dickison, and Brian Rohrback. Karen Hutchinson and Ray Loe are warriors and will continue producing our award-winning, wonderful Bumper Guardian.

*Submitted by Brian Rohrback*



**Attendees not photographed:** Gordon Cochran, Jake Grotte, Barrie and Karen Hutchinson, Steve Larimer, Terry and Barbara McMichael, Brian and Randy Pollock.



*Awarded by Frank Daly to Karen Hutchinson and Raymond Loe*

*The Turnquist Trophy was established 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 composed of Regions with three consecutive Primary Division 1st Place awards. Regions achieving Senior status remain at that level for a minimum of 3 years. Michigan Region won the Senior Division Turnquist Award 25 of the last 30 years. PNR was elevated to the Senior Division in 2020 and was awarded the Turnquist Award in 2022!*

*Publications are reviewed by a committee appointed by the National Board. Scoring factors include: Frequency, Format, Technical Articles, Originality of Material, Cover Design, Total number of pages and/or words, Directory of Members' Cars, Classic Car-related material, Coverage of Regional Meets, Timeliness of Material, Photographs and Artwork.*

# 2023 PNR-CCCA

**A**t this time of year,  
it is a joy to pause,  
and thank PNR members who bring us  
joy at the Holiday Party and with whom we  
share a kinship throughout the year.

Mark your calendars now for December 15<sup>th</sup> 2024

## PNR'S ANNUAL AUCTION



**T**he Holiday Party Silent Auction is our Region's biggest and best annual fundraiser. For the past three years, Jim and Irene Tait have spear-headed this ever-growing event. They collect donations all year long, store the goodies and on the day of the event transport everything to the venue and then artfully arrange the items and the related bidding sheets.

Our thanks to Club Members for the amazing array of donations ranging from books (really great car books), to wine, jewelry, clothing, toys, Christmas decor and so much more. And our thanks to Club Members who took home the treasures. Congratulations to everyone with a "winning bid." This year, proceeds from the auction exceeded \$2,500.

Our heartfelt thanks to Jim and Irene for carrying on the tradition begun by Val Dickison. Also, thanks go to Steve Larimer for managing the financial side of the auction.

# Holiday Party

## National/Regional Awards

Presented by Frank Daly



### Turnquist Award

"Best CCCA Publication"

Karen  
Hutchinson &  
Raymond Loe



### Outstanding Service Award

Brian Rohrback



### Special Artist Award

Mindy Rohrback

## Regional Awards

Presented by Stan Dicksion



## Participation Award

Jerry & Keenon Greenfield

## Car of the Day Awards

Brad & Hyang Cha Ipsen  
**Tip Toe through the Tulips**  
1940 LaSalle Coupe

Jim & Irene Tait  
**4th of July Parade**  
1933 Packard Coupe/Roadster

John & Ann McGary  
**Mason Lake Picnic**  
1937 Rolls-Royce Saloon



Blaire & Brown Malone



Irene & Jim Taft



Merrisue Steinman



David Smith



Laurel Gurnsey



Sigfried Linke



Craig Christy



Barbara & Terry McMichael



Lisa Rohrback



Theresa & Lee Noble



Conrad Wouters



Judy & Bill Mote



## ATTENDEES

Bill and Lucy Allard	Brown and Blaire Maloney
Scott and Karen Anderson	Phil and Cheryl McCurdy
Marty and Lynn Anderson	Al and Sandy McEwan
Lou and Bunny Berquest	John and Ann McGary
Fred and Sabrina Bonin	Terry and Barbara McMichael
Michael and Ildiko Bradley	Gabe Moss
Ken and Pam Bystedt	Bill and Judy Mote
John and Mary Campbell	Kai and Kristine Nielsen
Craig Christy	Lee and Theresa Noble
Frank Daly	Kim and Kristy Pierce
Stan Dickison	Brian, Lisa,
guest Linda McCullough	Mindy & Jeffrey Rohrback
Gerald and Keenon Greenfield	Erik Schumy
Laurel and Colin Gurnsey	Rick Sherman and
Kenny and Ayer Heng	Christine Biece
Curtis and Vivian Hom	Bill and Erin Smallwood
James and Jim Huckeba	David and Jody Smith
Barrie and Karen Hutchinson	Dennis and Jennifer
Terry and Cherry Jarvis	Somerville
Richard and Margaret Knapp	Merrisue Steinman
Bob and Diane Koch	Bob and Nellie Sullivan
Steve Larimer	Jim and Irene Tait
Robert LeCoque	Morgan and J. Von Rueden
Siegfried Linke & guest	Darrin Wong
Ray and Georgia Loe	Conrad Wouters
Warren Lubow	



## Editor's Note



The judging season for CCCA publications begins each year with the Winter Issue of the *Bumper Guardian*. This year, my co-editor Raymond Loe and I are proud to be the recipients of the coveted Turnquist Award for the best regional publications in the CCCA.

Note that I said publications.

The *Bumper Guardian* is the flagship publication of our Club. Each issue depends on the contributions of our members. On this year's CARavan, I asked members to write about their experiences. I supplied these stories in abbreviated form to the National CCCA for use in the *Classic Car* magazine. The longer versions of these stories are contained in this issue. CARavan contributors include John & Diane Kernan, Jan Taylor & Bob Newlands, Kenny Heng, John & Donna Koziol, Barrie Hutchinson, Tom & Patty Alberts, Bob LeCoque, Ken & Pam Bystedt, John & Ann McGary, Laurel & Colin Gurnsey and Frank Daly. Additional contributors to this issue include: Brian Rohrback, Colin Gurnsey and Cherry Jarvis.

We look forward to working with PNR Club members in the year ahead to report Club activities and to tell the stories of our members and their passion for Classic automobiles. Please make this the year that you contribute to your Club's magazine. Tell us about the projects you are working on, send us photos of events involving Classic Cars, tell us about a favorite Classic you once owned (or wish you owned) - all your stories are welcome!

Brian Rohrback is the editor of PNR's second publication - the *Bumper Bolts*. This gem of a newsletter highlights upcoming events and is included in the judging process for the Turnquist Award. Thanks, Brian for all your work on behalf of our Club. You certainly earned your Outstanding Service Award!!

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'41 Cadillac Convertible / Gary Johnson

numerous project not listed

**METAL FABRICATION**

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**MAINTENANCE ISSUES**

*Paint issues, dents, etc.*

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