

BUMPER GUARDIAN

Winter 2018



1941 BUICK Roadmaster Phaeton

Owned by: FRANK DALY

PNR CCCA & Regional Events

Details can be obtained by contacting the Event Manager. If no event manager is listed, contact the sponsoring organization.

January 13th - 20th Arizona Car Week

January 15th - Hospitality at Ellison Home

PNR Contact: Marty & Linda Ellison

January 17th - Hagerty Insurance Reception

PNR Contact: Ashley Shoemaker

May - HCCA Tour (Puyallup Elks)

PNR Contact: Open

June - Picnic at the Dochnahls

PNR Contact: Denny & Bernie Dochnahl

July 4th - Parade at Yarrow Pt.

PNR Contact: Al McEwan

July 21st - Forest Grove Concours

Contact: Oregon Region

August 5th - Motoring Classic Kick-Off

Contact: Open

August 18th - Pebble Beach Concours

Contact: No PNR Manager

August 31st - Crescent Beach Concours

Contact: Colin & Laurel Gurnsey

September 9th- 17th - PNR CARavan Island

PNR Contact: McEwan's & Dickison's

November 6th - Annual Meeting

Contact: Frank Daly

December TBD - Holiday Party

PNR Contact: Open

CCCA National Events

2019 Annual Meeting

January 13-20 Scottsdale, AZ
(part of Arizona Car Week)

Grand Classics®

June 2, 2019 Michigan Region

July 11-14, 2019 Chesapeake Bay Region

Date TBD SoCal Region

September 14, 2019 Cobble Beach, Canada

CARavans

May 10-17, 2019 Low Hudson Valley

September 9-17 2019 Canadian Adventure

Director's Message



By the time you receive this, the holidays will be history, and I hope that you have had a very enjoyable season. In January a number of us, like migratory birds, find our way down to the Scottsdale Arizona area for auction fun in the (sometimes) sun. If this is in your plans, I look forward to seeing you there!

2019. Hard to believe. But here we are! Stan Dickison shared with us his preliminary calendar of events for the year during our Business Meeting in early November. Stan has a number of nice things planned (including a spectacular CARavan - more below), but he asked that we Members consider filling in the 'holes'. If you haven't done it in a while, consider organizing and hosting a day tour, a driving tour (perhaps overnight), a destination tour or...whatever! Be creative - and call Stan!

Your Club enters 2019 in stable condition. Perhaps most importantly, Membership has held steady, something which few vintage automobile clubs can say. This is due to the diligent efforts of our Membership Secretary, Val Dickison, along with some help from others. Please keep in mind that we need new Members each year to replace those who lose interest, sell their cars or, sadly, pass away.

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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.

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**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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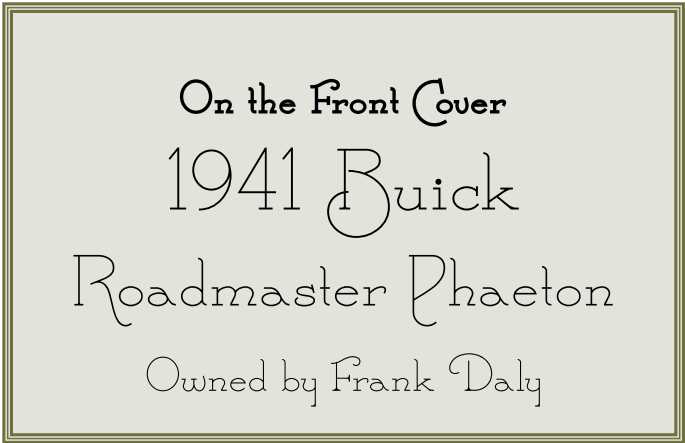
1st Wednesday at
 The Danz Garage, Totem Lake, Kirkland
 5:00 Social Gathering, 6:00 Dinner/Meeting.
 Minutes on the web and available upon request.

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.



1941 BUICK ROADMASTER PHAETON
OWNED BY FRANK DALY



Like many of us who admit to having contracted 'Old Car Disease', I've had an interest in old cars (not exclusively Classics) since my early teens. My interest was limited to prewar cars produced by the Chrysler Corporation until about ten years ago. However, for some reason I was instantly attracted to the 1941 Buick when I first saw a photo of one in a book when I was not of driving age. I thought that the car looked fantastic with the top up or down, and I admired the double curved grill which was common to many GM products but, in my opinion, was best executed on this Buick. When I learned how rare they were, just 312 having been produced, I never thought that I would own one – much less, two of them!

In those pre-internet days, swap meets were the source of parts and literature for vehicles like these, and in Southern California, where I lived, the Pomona Swap Meet was the granddaddy of them all. During my annual trek there in the mid to late 1970s, I perused Buick

literature while searching for Mopar parts. I was always on the lookout for a picture of the 1941 Buick Roadmaster Phaeton. I stumbled across a premium showroom brochure which included several artist's renditions of the car, but was set back by the price of \$90.00 which was astronomical to me and probably about half of what I had in my wallet for the entire expedition. Nevertheless, at the end of the day I circled back and purchased it, thinking that this would be as close to owning one I would ever come.

In 2012, my friend and body and paint 'guy', Jon Carson, asked me if I had any interest in a prewar Buick. I told him that there was only one that I might be interested in and my jaw nearly hit the floor when he said that a friend of a friend was selling a 1941 4-door convertible and that the car was located in Madison Park!

I immediately went to look at the car and determined that it met my primary criterion – it was all there. The car had never been restored, still in its Rainier Blue paint and leather oxblood interior. But it was in sad

shape. The upholstery, especially the front seat, was severely deteriorated. It was quite rusty in all the usual places, to the extent that the front of the rear fenders had disappeared and you could see the ground through the holes in the trunk. And that was only the beginning of the rust.

Nevertheless, I was smitten and purchased the car. I had a friend follow me home in my pickup truck, with semi-serious instructions that if the car broke down on the 520 bridge to push me across! At 50 mph so many tufts of cotton were blowing out of the holes in the seats that I felt that I was in a cottonwood tree grove in early fall. But the car made it home.

Shod in new tires, I drove the car sparingly, donating more upholstery to the road each time. It actually ran quite well. After about a year, my schedule permitted me to begin the restoration.

Disassembly revealed far more rust than first observed. New floor panels, rockers and trunk floor were procured. The previous owner had supplied two used but good 'half'



front fenders. The engine was rebuilt and the chrome was sent to the shop. An interior upholstery kit was (amazingly) available from Hill Jenkins in Wilkesboro, NC. Mr. Jenkins specializes in interior kits for Buicks and Cadillacs from this era, and owned a 1941 Buick similar to mine.

Then along came the unique (in the true sense of the word) 1935 Chrysler Imperial CW Limousine. It was much higher on my priority list, so the '41 Buick was set aside for nearly 5 years.

The '41 Buick Roadmaster was recently recognized as a Full Classic® by the CCCA. This is the third car I've owned which became a Classic after I purchased it. During a visit to my shop in February of this year, Al McEwan mentioned that there was a '41 Buick Roadmaster offered for sale at \$90,000 in the Classic Car Club Bulletin. Again, you could have knocked me over with a feather. Moreover, I was scheduled to attend a Chrysler Airflow gathering the very next week, and would be visiting family who lived less than 20 miles from where the car was located.

Nine days later I viewed and drove the car at ten o'clock in the morning. At approximately 1:00 that afternoon a cashier's check was passed from my hands to those

of Steve Snyder who was brokering the car out of his shop, Classic Car Vault. He and the owner were flexible as to price, and I remain very happy with the deal.

This car is my 'new' 1941 Buick which was shown at the Coming Out Party this spring.

One of the special features of this car is what Buick called "Compound Carburetion". It consists of a rather complex (but still primitive and inefficient) intake manifold and a second carburetor. When the throttle is depressed to a certain point, the second carburetor (high speed circuit only, no choke) is mechanically engaged. This setup allowed Buick to advertise the car as having the highest horsepower (165) of any production American car of that model year. The car really does have plenty of horsepower and torque.

Upon getting the car home, I got it on the lift and along with Rob my mechanic/friend we began looking at things. Receipts which came with the car indicated that it had been in a small restoration shop in Orange County, CA for over 13 years just prior to being offered for sale. It definitely shows ample evidence of a case of "get the car together, I've got to sell it". No criticism of the restoration shop is intended – they did a beautiful job. However, it needed (and still needs) a lot of 'dialing in'. Thank heaven it had not been driven any great distance. Many critical nuts, including tie rod ends and other suspension parts, were only finger tight. Cotter pins on castellated nuts were missing. Rob noticed that there were no front seat arm rests, which he thought unusual for a high end car. It turns out that they were simply AWOL. The radio is not correct although it was made to look correct by GLUING in the plastic knobs.

I am still working through mechanical issues. Most pressing at the moment is the rocker arm assembly. Buick's "Valve in Head" design was ahead of its time, but for some reason the valve stems receive none of the required lubrication. Many other minor issues are on the to-do list.

Nevertheless, it is still a solid, beautiful car. The dark green exterior and tan/taupe leather interior are very pleasing to the eye. The engine-turned dash sparkles. Buick claims that the self cancelling turn signals were an industry first, even if the stalk is located on the passenger side of the steering wheel! In what little driving I've done, the 320 cubic inch straight-eight engine motivates the fairly heavy car well, and the ride is solid and smooth.

With the driving season fading, I'm confident that the winter months will provide plenty of time to get the car sorted out so that it can join the other classics 'on the road' come springtime!



The Beginnings of Buick

By: Raymond Loe



Over the past 30+ years, the Bumper Guardian has featured 30 different Classic Cars marques (some several times) but never a Buick. So, in this issue we are featuring three Buicks - all approved "CCCA Full Classics".

- 1941 Buick Series 70 Roadmaster Four Door Convertible Phaetons*
- Frank Daly
- 1939 Buick Series 90 Limited Four Door Limousine
- Roy Dunbar

**Frank has two of these extremely rare cars out of the total 312 produced.*

David "Dunbar" Buick founded the Buick Auto-Vim and Power Company which built the the very first "Buick" automobiles between 1899 and 1900. (Despite the coincidental name, PNR member Roy Dunbar denies knowing of any relationship between his and the David Buick family)

David Buick was financed by his friend Benjamin Briscoe who, in turn, sold control to James Whiting (Flint Wagon Works) who then moved the company from Detroit to Flint. Buick stayed on as a manager working with chief engineer Walter Marr to develop a new engine. Their efforts resulted in a US patent for an "OHV" valve-in-head design which became the basis for almost all Buick engines produced over the next 50 years. [In 1907 the first full-sized Buick (Model D) was introduced equipped with a four cylinder T head engine, the only side-valve engine that Buick ever made.] Whiting built only a few automobiles in 1904 before he ran out of capital, causing him to bring in William Durant as controlling investor. By this time, Durant also

had become a co-owner with Joshiah Dort of the Durant-Dort Carriage Company, then the biggest carriage-making company in the country.

Durant orchestrated Buick's recovery from near bankruptcy, spending the next four years turning Buick into the biggest-selling automobile brand in the US (8,800 units in 1908.) After selling all his stock David Buick departed the company in 1906, left the automotive industry and lived in modest circumstances until he died some 25 years later. Meanwhile, Billy Durant, who was a natural promoter, using Buick as his base, embarked on a series of corporate acquisitions. In 1908 Durant made Buick the cornerstone of his newly formed holding company called "General Motors" (GM). Durant went on to acquire Cadillac and Oldsmobile incorporating them with other existing brands by then under his control.

This is where the GM early management story gets more complicated. Billy Durant became financially overextended after he pulled more than 30 companies under his GM umbrella then lost control of GM in 1910 to a financial group (headed by E.I. Dupont). As it was his nature not to give up without a fight, Durant then joined together with Louis Chevrolet to develop the Chevrolet company in 1911 and then was able to use Chevrolet as a key element in his successful strategy to regain control of GM in 1915-16.

When originally forming GM, Billy Durant had brought in Charles W. Nash as its first president and shortly thereafter Nash hired Walter Chrysler to be Buick's works

manager. Ironically, when regaining control, Durant sacked Nash and appointed himself as GM's new president and then elevated Chrysler to be president of Buick. In a later dispute with Durant, Chrysler resigned and, in due course, went on to found his own competing company. In 1920, Durant found himself once again overextended in the stock market and lost control to DuPont who had taken a controlling position in GM stock. Dupont first brought in their own man, Alfred P. Sloan, as VP of Operations and then, in 1923, elevated him to President forcing Durant out for good. Sloan, credits Buick's strong reputation and financial position as a major factor in pulling GM through this turbulent period. With GM management turmoil now over; Sloan went on to lead General Motors as president for 14 years, Chairman for another 20 years and, after retiring in 1956, became Honorary Chairman until his death at 90 years of age in 1966.

One of Sloan's early innovations to promote automobile resales was to stack GM brands in descending order of MSRP (Manufacturers Suggested Retail Price) i.e. - Cadillac, Buick, Oldsmobile, Oakland (forerunner of Pontiac) and Chevrolet. Although Oldsmobile and Pontiac brands have now been discontinued, Sloan's positioning continues to define the remaining GM brand relationships in the marketplace.

Buick's star climbed steadily during the roaring twenties with

production reaching more than 260,000 units in 1926, as the cars reliability became world famous. However, as a maker of premium automobiles Buick was harder hit by the great depression than most of its competitors. In 1933 production had plummeted to a little over 40,000 units and by late that year, Harlow Curtis, the 39 year-old president of GM subsidiary AC Spark Plug, was brought in to bring Buick back to its former greatness.

A super salesman in the Durant mold, Curtis brought power and speed back to Buick. In 1934 he introduced a smaller model (Series 40) with exceptional performance and production was almost doubled within a year to 78,000 units. By 1936 their product line was greatly expanded and production was more than doubled again to almost 200,000 units. Buick was "off relief."

Buick continued to break ground in styling and engineering thru the late thirties and early forties, the period during which our featured cars were built. The Series 80 & 90 used their biggest 320.2 cu. in. 141 hp Straight-8 engine, now with newly introduced automatic spark advance. In 1939 Buick fitted all their cars with a steering column mounted shift lever and became the first car to introduce turn signals, which did not appear on other car brands until almost a decade later.

After WWII, the Buick brand would play a key role in General Motors' rise to become the world's largest automaker, a title they held until relinquishing it to Toyota in 2008. It is interesting to note that in 2015 there were 1,231,941 Buicks sold - 80% of them in China but that is a story to be told at another time and place.



Editor's Note: The famous "trishield" logo of Buick is inspired by the family coat of arms of David Dunbar Buick, the company's founder. The early emblem contained a red shield with a checkered silver and azure diagonal line. Above it was a stag, while a punctured cross was placed below it.

It's time to put your foot down...firmly!

"Best Buick Yet"
EXEMPLAR OF GENERAL MOTORS TRUST

Illustration by Frankel Red designed by Walter Gropius

This woman-is-a-fragile-vessel stuff is all right - within limits.

It's comforting on rainy nights when you like the shelter of his big umbrella - and it's cozy in soft firelight when the feel of masculine tweed against your cheek suits your mood.

But this idea that a woman's car has to be a little car just because your muscles don't bulge - well *that's* an idea to be stepped on!

My goodness - can't a man see that a girl likes a little zip and ginger in her getting-about-town?

Doesn't he suppose you get as much kick as he does out of bossing around a big

strapping, 165-horsepower FIREBALL straight-eight engine?

Can't he see how easy it is to manipulate this gorgeous big Buick ROADMASTER-how docile all that power is under your slipper's touch?

Besides, you watch over the family budget, don't you? You buy a lot fo the gas - out of pin money, like as not - and you have a right to see it's frugally used!

So take our tip - and take you stand!

Let it be known now - that your next car is going to be an honest-to-goodness big car!

That it's going to be smart and trim, roomy

and easygoing, that it's going to have all the latest and best things a car ought to have - including that Compound Carburetion business that steps-up power, cuts down need for shifting, saves up to 15% in gas consumption, and generally makes a modern car modern (adv't.)

In short that you're holding out for a ROADMASTER - maybe one of those two-tone beauties or possibly that convertible coupe with the one-finger upsy-daisy automatic top.

So go ahead - call your Buick dealer - arrange to have a ROADMASTER brought around for trial this weekend - and then see to it that you get it to keep!

CCCA approved Full Classic® Buicks:

1930 Series 60

1931-42 Series 90

1931-33 & 1936-39 Series 80

1940 Series 80 Limited

1941 Roadmaster Series 70 Convertible Phaeton



Of the almost 208,000 1939 Buicks originally produced 8,276 have been designated as "Full Classics" by the CCCA and, of those only 5,619 (less than 3%) are Roadmaster Sedans.

This group of Buicks all weigh over 4,200 pounds and are mounted on long wheelbase chassis of either 133 or 140 inches all powered by GMs biggest 320.2 cu.in. straight eight overhead-valve engine. This was Buicks biggest engine installed as standard in all their top models from 1936 through 1952 when it was replaced by a new OHV V-8 in keeping with competition of the period.

1939 Buick Model 81 Roadmaster Four Door Touring Sedan

Owned by Roy Dunbar

Roy's interest in owning an old car goes back to his early years when he and a buddy could often be found playing in a neighborhood automobile junk yard only a couple of blocks from where they grew up. It was during that time that Roy began to fantasize about eventually acquiring a 1939 model car (the year of his birth).

As time marched on Roy refined his search to American cars that are big enough for him to be comfortable driving and affordable both to buy and restore as needed to be a reliable driver rather than a "trailer queen."

While searching for his "dream car" Roy found and bought a 1929 Pierce-Arrow which he proceeded to fix-up and now drives to area gatherings mainly focused on supporting non-profit causes. Since his Pierce-Arrow happened to fall within the CCCA criteria of a "Full Classic" car Roy became involved with our organization and eventually decided that his continuing search for a 1939 Dream Car would have to be limited to another "Full Classic" as well.

Roy never stopped looking for his 1939 Classic Car until about two years ago when he came across an advertisement for a 1939 Buick Roadmaster sedan that

caught his eye. He said that it had been very difficult to find what he was looking for under \$15,000 but, after considerable negotiations, Roy convinced the seller to hold that price and include transportation of the car from Sacramento to Mukilteo where he picked it up and drove it to his home on Whidbey Island.

Although the car drove "OK" when Roy brought it home there were some mechanical issues that needed his immediate attention including replacing the wiring along with all the tires. Currently replacing the interior is a work-in-progress and repainting the exterior will follow thereafter as time and budget permit. Meanwhile the car is now quite drivable and can be seen cruising the roads of Whidbey on many a sunny day.

I have enjoyed taking this opportunity to tell you about Roy's car along with featuring Frank Daly's other two Buicks elsewhere in this issue encompassing all the Classic Buicks that are currently registered in the PNR.

Raymond Loe
Feature Editor





PNR'S LINK WITH ALASKA AIRLINES

By: Brian Rohrback



So, just how is the Pacific Northwest Region of the CCCA connected to Alaska Airlines; enquiring minds want to know. A tenuous thread to be sure, but it makes for an interesting trail back through time.

One of the originating members of our club was Joseph Lincoln Carman III, my father-in-law. His father, Joseph Jr., was a Seattle and Tacoma furniture manufacturer who also had a passion for aviation. Beginning in the late 1920s, he owned a flight school and did charter aviation throughout the Northwest. Joe Junior's vision was to create an airline that would service Asia from Seattle and started with the first leg to Alaska in 1929. This business proposition was at the earliest stages of the airline industry; Charles Lindberg had only just crossed the

Atlantic (1927) and the predecessor to TWA (originally TTA) was also formed in 1929.

On April 15, 1929, the first flight of 940 miles was flown by pilot Ansel Eckman, navigator Bob Ellis (we will get back to him), and mechanic Jack Halloran. With this initial successful flight to Juneau, Carman Alaska-Washington Airways (AWA) was formed. Within a year, the company purchased a

second Lockheed Model 5 Vega floatplane equipped to land in the inland waters and was soon operating frequent flights between destinations in Washington, British Columbia and Southeast Alaska.



The always-attentive and infinitely-knowledgeable Peter Hageman happened on an estate sale and noticed a photograph reproduced here. It is a picture of the then-new Juneau aircraft taxiing for take-off in Alaska.

Registration	Name	Fate
NC432E	Juneau	Burned on water 1930
NC200E	Taku	Damaged and scrapped
NC675E	Ketchikan	Sold to Shell Oil, crashed 1930
NC102W	Taku II	Destroyed in fire, Vancouver BC
NC103W	Skagway	Crashed on Annette Island
NC336H	Petersburg	Sold to Alaska-Southern Airways
NC974H	Sitka	Sold, later crashed in Pinta Bay 1934

Information is a bit spotty, but one report showed that the company operated ten Fairchild 71 planes as well as the two Vegas. Another company, Inter Cityair Express was purchased in April of 1930 and four more float-equipped Vegas were added to the fleet to manage the traffic in Alaska.

But weather, terrain, and lack of support infrastructure makes it difficult to manage a commercial

flight operation, particularly considering we are only 26 years from the Wright brothers first power glide. Essentially, the fate of the company was dictated by the impact of the Great Depression and inadequate technology for radio communication and weather forecasting. The Washington portion of the service was losing money and a series of mishaps created financial difficulties. The last straw was the loss of the aircraft Skagway while on a search and rescue mission near Ketchikan leaving the pilot and two passengers dead.


Alaska-Washington Airways went out of business in January of 1932, not quite 3 years after if formed. The assets of the corporation were purchased by a fixed

base operator and reformed into Alaska Southern Airways.

Remember the navigator on the first flight of the nascent airline? The same Bob Ellis went on to fly for a subsidiary of Pan American, then started Ellis Airlines in Ketchikan, merged with Alaska Coastal, and was purchased by Alaska Airlines in 1968.



CRESCENT BEACH



CONCOURS D'ELEGANCE

It's become a tradition now to bookmark the weather site the week before the event and worry about it days in advance, but we were once again lucky and woke to sunny skies.

This year there was a sad note to the day, as miles away there was another gathering...the memorial services for Gary Johnson. Many PNR members were at the Concours and had Gary on our minds. So we took a moment at noon to meet at the Hospitality Tent and lift a glass of sparkling apple juice in his memory and e-mailed the photo to his family.

Colin and I remember Gary and Joyce coming up for the Steamworks Concours years ago and Gary had been having mechanical trouble with his entry. In the companionable spirit of the hobby, with all of us at one point or another knowing what this feels like, our judging team awarded Gary with the Broken Wrench Award. We remember his grin as he accepted it with great humor and grace.

PNR entrants did well this year, with Kirk Stevenson winning Best in Show with his 1931 Pierce-Arrow 8 Dual Windshield Phaeton. Stan and Val Dickison took home the Elegance in Motion Award for their 1935 Packard 1207 V8 Convertible Victoria 'Miss Vicky'. And Kirk, once more, accepted the Most Elegant Pre-War Car award for a second entry...his 1931 Packard 845 Rollston Convertible Victoria. Also, PNR members swept the Classics Class (see photos on page 11.)

We had a great PNR representation in the Pre-War Packard Feature Class (not judged) with the following taking home blue ribbon rosettes:

Fred Bonin	1933 Packard 1004 Phaeton
Stan & Val Dickison	1935 Packard 1207, V-8 Convertible Victoria
Kirk Stevenson	1931 Packard 845 Rollston Convertible Victoria
Frank Daly	1935 Packard 8, Club Sedan

A very unique class this year was the English Specials. Very rare; two of these owner-designed entries were shown by PNR members Colin Gurnsey (1949 Bentley Special) and David Cohen (1928 Riley Brooklands Special.)



Gurnsey's Bentley Special (nc)



Cohen's Riley Brooklands Special (nc)

CCCA Judges & Officials

John Carlson* (Chief Judge)
Koko Carlson (Tabulator)
Gerald Greenfield (Chief Class Judge)
Colin Gurnsey (Chief Class Judge)
Paul Iaurario** (2018 Honorary Judge)
David Cohen
Stan Dickison
Kim Pierce

*Sons J.J. & David Carlson also judged.

** Paul is a CCCA Master Judge and came all the way from Duncan, South Carolina for the show.

Crescent Beach Concours Organizing Committee

Brad Pelling
Primary Sponsor, Chair
Jan Pelling
Primary Sponsor, Hospitality
Colin Gurnsey
Chairman Emeritus and Judge
Laurel Gurnsey
Registration and Event Liaison
John Carlson
Chief Judge
Koko Carlson
Tabulator

Also Attending

Fred Bonin with guest Lauren Young
Dinky Iaurario
Adele Cohen
Bill and Judy Mote
Danielle Stevenson
Lee Noble with guests
Theresa & Joanna Renico

Peter F. Young Best In Show & 1st in Classics Class

1931 Pierce-Arrow 8 Dual Windshiel Phaeton

Owner: Kirk Stevenson



PNR Members
Honor Gary K. Johnson
(above & below)



2nd in Classics Class

1948 Jaguar 3 1/2 L Drophead Coupe

Owner: Barrie & Karen Hutchinson



Elegance in Motion

1935 Packard 1207 Convertible Victoria

Owner: Stan & Valerie Dickison



3rd in Classics Class

1934 Packard 1100 Sedan

Owner: Denny & Bernadene Dochnahl



Most Elegant Pre-War Car

1931 Packard 845 Rollston Convertible Victoria

Owner: Kirk Stevenson





2018 PNR-CCCA Annual Meeting

2018 PNR-CCCA Annual Meeting Highlights

- Membership has remained steady. Historically for the last five years PNR has hovered at 200 members, or households (double that for couples). It remains status-quo as members leave due to age and illness and new members come on board. Whereas other regions are dwindling annually we are still making headway.
- The PNR is fortunate to have a strong Board of Managers. Jim Tait was elected to the Board of Managers beginning 2019. Attending the Monthly Board of Managers meetings is a great way to learn about the PNR.
- The treasury is strong and when compared to financial summaries from the last 10 years is higher than average. While this last year was lower than the three previous years, the treasury in 2019 will benefit from the planned Pacific Northwest CARavan thus assuring our future financial stability.
- Stan Dickison (PNR Activities Chairman) is working on finalizing the 2019 Calendar of Events. There are openings on the calendar in February, March and April and suggestions are welcome.
- Complete minutes of the meeting will be included in a forthcoming Bumper Bolts newsletter or by contacting Club Secretary Val Dickison.

America's Automotive Trust (AAT)

Michael Clark, Major Gift & Planned Giving Director for America's Automotive Trust (AAT) was the invited speaker for this year's Annual Meeting. Michael develops and implements fundraising strategies to carry forward the mission of the Trust. AAT and its entities rely on donations to achieve their mission.

AAT, a not-for-profit corporation, was created to secure America's automotive heritage for generations to come. AAT is committed to ensuring that our nation's automotive legacy is celebrated and the skills and knowledge necessary to support the future of the collector community are transferred to the next generation.

The Trust has four founding institutions:

- LeMay - America's Car Museum
- The RPM Foundation
- Club Auto
- Concours Club

Organizations interested in joining the movement to preserve America's automotive legacy are welcome to join. Participating institutions can benefit from the Trust's expertise in education, fundraising, management, marketing, events and more. Cost efficiencies may also be obtained by reducing staffing requirements and sharing marketing, development, finance accounting and other administrative functions.

For additional information, contact Michael Clark by email at michael.clark@aat.org or by phone at 253-683-3943.

Managers attending: Frank Daly, Val Dickison, Kenny Heng, Steve Larimer, Al McEwan, Brian Rohrback, Bill Smallwood
Members attending: Bill & Lucy Allard, Craig DeVine, Stan Dickison, Denny & Bernie Dochnahl, William Howard, Barrie & Karen Hutchinson, Warren Lubow, Sandi McEwan, Terry & Barbara McMichael, Jim & Irene Tait, Jim Warjone, Darrin Wong, Conrad Wouters





Frank Daly & Michael Clark (AAT)



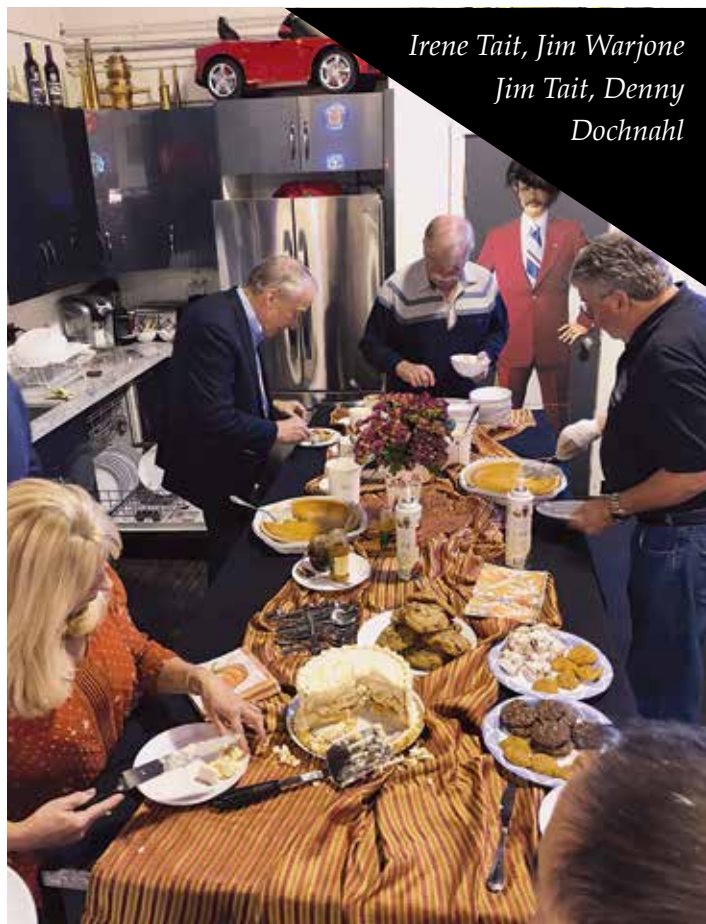
Sandi & Al McEwan with Jim Warjone



Darrin Wong
William Howard
Bill Smallwood



Stan Dickison
Frank Daly
Val Dickison



Irene Tait, Jim Warjone
Jim Tait, Denny
Dochnahl





John & Anne McGary

HOLIDAY PARTY



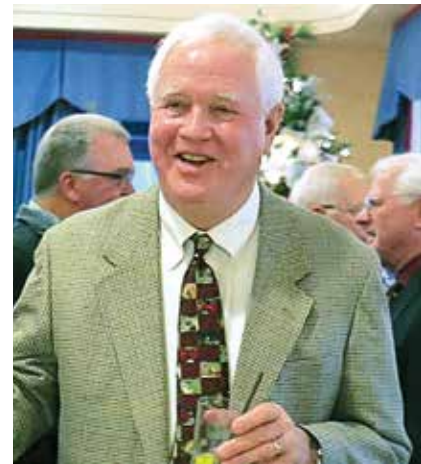
Suki & Darrin Wong



Roy Dunbar & Suzanne Dobrin



Guests Theresa & Joanna Renico with Lee Noble



John Koziol



Georgia Loe & Karen Hutchinson



Barrie Hutchinson's 1937 Cord



Ashley & Sean Shoemaker



Jim & Irene Tait



Mike Peck's 1936 Packard



Jody & David Smith

The ATTENDEES

Bill & Lucy Allard
 Marty Anderson & Lynn Gabriel
 Scott & Karen Anderson (with guest Charles Sandidge)
 Lou & Bunny Berquest
 Michael & Ildiko Bradley
 John & Mary Campbell
 Noel & Janet Cook
 Frank Daly
 Bill & Karel Deibel
 Craig Devine
 Stan & Val Dickison
 Denny & Bernadene Dochnahl
 Roy Dunbar & Suzanne Dobrin
 Marty & Linda Ellison
 Amanda Friedman
 Peter & Jennifer Gleeson
 Jerry & Keenon Greenfield
 Colin & Laurel Gurnsey
 Kenny Heng with guests son Giles
 and guests Jerry & Colleen Tiberio
 Jim Huckeba & Laurel Becker
 Barrie & Karen Hutchinson
 Terry & Cherry Jarvis
 Don & Arlene Jensen
 John & Donna Koziol
 Steve Larimer
 Steve Libby & Mary Hogan
 David Lightfoot
 Ray & Georgia Loe
 Phil & Cheryl McCurdy
 Al & Sandi McEwan
 John & Anne McGary and guests Tim & Jan Sprake
 Terry & Barbara McMichael
 Kai & Chris Nielson
 Lee Noble with guests Theresa & Joanna Renico
 Mike Peck
 Kim Pierce
 James & Sherry Raisbeck
 Brian, Lisa & Jeffrey Rohrback
 Ashley & Sean Shoemaker
 Bill & Erin Smallwood
 David & Jody Smith
 Dennis Somerville & guest Tom Crompton
 Jim & Irene Tait
 Adrian Taylor
 David & Mary Williams
 Darrin & Suki Wong
 Conrad Wouters & Glenna Olson

The Auction

Fabulous auction items were donated by over a dozen members. A sampling of items includes: handmade jewelry (Val Dickison), handmade shopping bags (Lucy Allard), Motoring Classic apparel, CARavan & Grand Classic memorabilia, vintage jewelry, silk scarves, ladies purses, artwork, automotive books, a Hispano-Suiza hood ornament, gas cans and so much more.

A big thank-you to PNR members for their generous contributions and to Val Dickison for organizing the auction and bringing-in \$2,576 for the Club.

The Event Team

Event Manager & Master of Ceremonies:	Frank Daly
Greeter:	Terry Jarvis
Registrar:	Cherry Jarvis
Invitation Design & Production:	Karen Hutchinson
Drink Script Sales:	Amanda Friedman
Silent Auction Manager:	Val Dickison
Silent Auction Set-Up:	Scott & Karen Anderson, Stan Dickison, Steve Larimer, Kim Pierce & Charlie Sandidge



*Judges & Tabulators Award
 Val Dickison receiving for PNR*



*Turnquist Award
 Ray Loe & Karen Hutchinson Co-Editors*

Inclement weather did not deter 96 PNR Members from attending the annual Holiday Party on December 9th, 2018. The event was held for the third year in a row at the Seattle Yacht Club, which always proves to be an attractive venue for our gathering. We do fill the Fireside Room with its lovely view of the marina.

Winners of the various awards are shown nearby. Hats off especially to Kim Pierce and all who helped the Pacific Northwest Region capture the Bigelow Award. This award recognizes, based on quite a number of criteria, the Region which exhibits the best overall management and performance. I was honored to present this coveted certificate to Kim.

A note of appreciation to two parties who graced the Seattle Yacht Club parking lot with their Classics! Mike Peck brought his recently acquired 1936 Packard 8 Coupe, and Barrie and Karen Hutchison (with Roy Dunbar and Suzanne Dobrin as passengers) piloted their 1937 Cord through the torrential rain all the way from Whidbey Island – wow!

Al McEwan and Stan Dickison shared information regarding the 2019 CARavan, which our Region is hosting next September. Dates and the itinerary will be posted in the next issue of The Classic Car, so watch for it and sign up early!

2018 PNR Awards Ceremony at the Holiday Party

"Car of the Day Award"



Noel Cook accepting Car of the Day Award

Roy & Terry Magnuson

1928 Bentley
4 ½ litre Tourer
May 19 • Somerville Picnic

Brian & Randy Pollock

1935 Bugatti
Drophead Coupe
June 24 • Picnic at Dochnahl's

Noel & Janet Cook

1935 Bentley
3 ½ litre Sedan Coupe
July 4 • Fourth of July Parade

Monty Holmes & Katie Nolan

1930 Packard
Sports Phaeton
July 8 • Car Corral at Dochnahl's

Bob Newlands & Jan Taylor

1936 Packard
Club Sedan
Aug 4 • McEwan/Daly Garages

Jim & Rosemary McAuliffe

1937 Cadillac
Limousine
Aug 13 • PBMC Kick-off Party



"2018 Participant of the Year" Frank Daly

Two cars at the COP
Chrysler Airflow limo at the
LeMay Museum for 12 months
Hosting garage tour & lunch



"Thank You" Bill Smallwood III

for his years of service
PNR Board of Managers
2012 - 2018



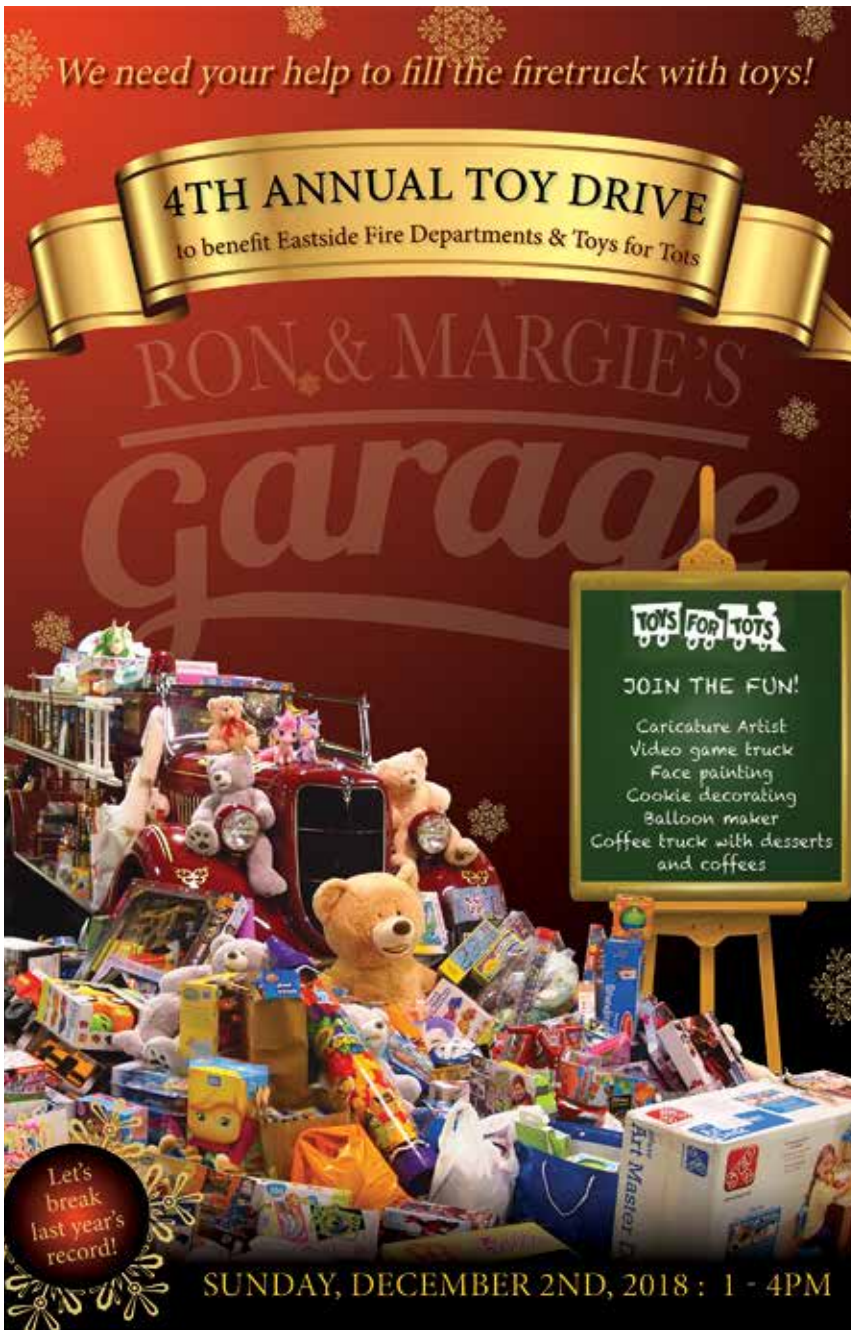
New PNR Board Member Jim Tait

I was born and have always lived in the Puget Sound area. In 1967 I graduated from Lake Washington High School and then graduated from Western Washington University in 1972. Most of my working career was in Operations Management at State Farm Insurance.

My passion for cars started when I was young. My dad was a mechanic and taught me how to work on cars. Over 40 years ago I restored my first car, a 1915 Model T Ford. It was followed by a 1931 Cadillac V12, a 1930 Pierce Arrow and many more. My most recent project is a 1934 Cadillac V16. Other restorations are waiting in the garage. There will always be another project on the horizon.

Irene and I met in 2015. Our first date was at the PNW Concours Gala. In 2017 we got married and were chauffeured from our wedding in my 1931 Cadillac limousine.

We joined the PNR in early 2018 and have both enjoyed attending events including the Gardens & Garages Tour in Vancouver BC and many of the monthly Board meetings. I look forward to serving the Club as a newly elected member of the Board of Managers.



Ron & Margie Danz' annual toy drive was once again a smashing success. PNR members helped to fill the firetruck to overflowing with toys and games.

PNR Members Attending (there were likely more)

- Michael & Ildi Bradley
- Frank Daly
- Ron & Margie Danz
- Stan & Val Dickison
- Marty Ellison
- Jerry & Keenon Greenfield
- Barrie & Karen Hutchinon
- Steve Larimer
- Warren Lubow
- Al & Sandi McEwan
- Terry & Barbara McMichael
- Paula Morrier & Tom Astrof
- Brian & Lisa Rohrback

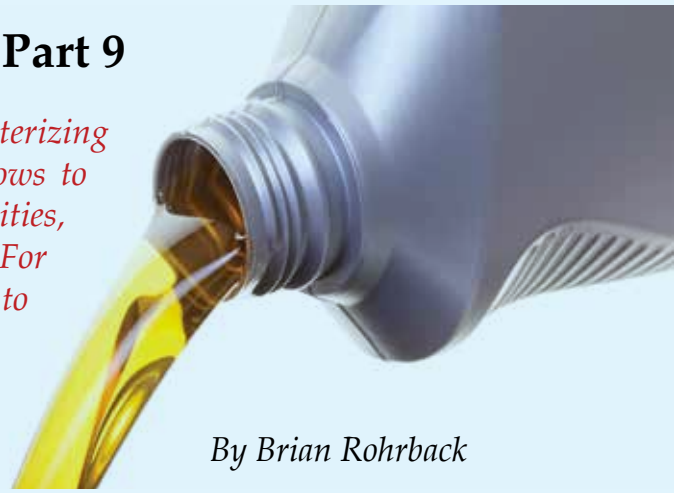
Photos below (L-R):
Margie Danz with Sandi McEwan
Fire truck full of toys (2018)
Ron Danz with young lad



Meandering Through the Oil Industry: Part 9



This technical article is in a series characterizing the process that the oil industry follows to bring us one of our favorite commodities, the gasoline that powers our Classics. For engine life, the name of the game is to reduce friction, but there is more.



By Brian Rohrback

THE ROLE OF MOTOR OIL

There are five main fluids circulating around in our Classics:

1. Gasoline (which this series is beating to death);
2. Water used to cool the engine;
3. Air, a very versatile player, employed to cool the water, cool the engine directly, reduce the heat in various mechanical parts, mix with the gasoline, and fill the tires;
4. Hydraulic fluid – not always employed - the y-vowel of the automotive fluid regime; and
5. Motor oil (to keep the moving bits moving).

We, of course, want to keep these fluids separate from one another and hopefully we succeed most of the time, except for that blending of gasoline and air prior to sparking it into (mostly) carbon dioxide and water. The series has mentioned the listed gasoline and water, but what is motor oil and how much do we need to be concerned with the type and brand we buy?

I will admit that my knowledge of motor oil is far more theoretical than practical. But, the Classic Car Club of America is a veritable fountain of information about every topic even remotely related to cars (I personally am always impressed with what Laurel Gurnsey delivers in this magazine). So, I turned to the expertise of the Indiana Region, the source of "Classic Car Oil". More than a little help from our friends, Dr. John Klein has a series of articles you can find on-line at <http://classiccarmotoroil.com/articles.html>. EVERYONE



should read his articles for an in-depth evaluation of additives that are no longer integrated into everyday brands. I do my breezy paraphrasing here to whet your appetite. But first, an overview.

Originally, motor oil was just a raw production cut from the refining process, but we are far more sophisticated than that now. Clearly, we need oil for its lubricity, but there are other roles we assign to motor oil that causes us to review several, sometimes conflicting, jobs:

1. Foremost, motor oils form a protective layer that keeps adjacent metal parts from munging up one-another, thus minimizing wear. Modern oils have additives that make this process more efficient than the pure hydrocarbon oil would accomplish alone.
2. Oil evens out the temperature profile across the engine, shuffling the heat away from the cylinder area (which can exceed 500 degrees F) to the rest of the engine block.
3. It also keeps corrosion at bay. In my case, with a British Classic, this constitutes extended protection to the exterior of the engine and any of the bits below.
4. Finally, oil keeps an engine clean by spiriting away deposits from the works and encapsulates it much like white blood cells attack invaders. Don't be fooled by the garage mechanic that shows you a drop of new oil and a black drop from your engine to push an oil change; this is just evidence that your oil is doing its job.

Multi-grade versus Mono Grade and Synthetics

As our engines and the outside world vary in temperature, we want to make sure the oil performs its functions regardless of the thermal environment. Single-grade oil has significant limitations when tasked with a transition between cold and hot ambient environments. Multi-grade is designated by two lube performance characteristics. For example, 15W-40 lists the low temp ("Winter") number followed by a viscosity number. The viscosity number tells how thick the oil will be at the boiling point of water (212 degrees F); the higher this number, the thicker. Hot weather means you want a higher number so the oil does not thin out too much. The Winter number indicates the temperature in degrees F where the oil retains the higher temperature flow characteristics. The lower the Winter number, the less it thickens in the cold. Leave the mono-grade oils for your chain saw and lawn mower; it will also work fine in a Bijur system (I use SAE30, non-detergent); a multi-grade oil will outperform in an automobile of pretty much any vintage (I am not sure about the pre-Classics).

You can also choose between a mineral oil base and a synthetic. For my money, the synthetic is the way to go, but really, because Classic owners change their oil well before the oil has worn out its welcome, it should not matter much. Regular 'ole' oil is just a cut from the refinery distillation process that has gone through a step to remove waxes (straight-chain hydrocarbons) that would gum up the works. A synthetic is more expensive in that it is a manufactured entity and does not degrade and form sludge as much as a distillation cut does.

Additives and our Classics

When we think about additives, the key is that they have made their appearance as we learned more about protecting engines and to accommodate the changes in engine design over the years. Because our Classics were designed well before oils we see in the auto aisle of Fred Myer,

some additions are beneficial, some are detrimental. Detergents, dispersants, and the antis (anti-wear, anti-oxidants, anti-friction, anti-rust, anti-foam) are good in general. But there is a clash between new and old oils relating to the concentration of zinc and phosphorous in the oil. Zinc dialkyldithiophosphate (ZDDP) is the most common zinc-based additive and is used primarily as an anti-wear agent, providing corrosion and oxidation protection as well. On the other hand, the zinc and phosphorus found in ZDDP reduces the life of the platinum in catalytic converters. The shift was in the mid-1970s, so you should seek higher phosphorous content than what is available in oils from most of the usual suspects. Post-1970s motor oil formulations cut ZDDP levels in half or more and are sacrificing engine protection for our Classic cars. Do check out the link to the Indiana region for an in-depth series as well as the excellent Bumper Guardian articles written by Bill Deibel (Issue 2008-1, page 19, Issue 2009-3, page 15), Les Huggins (Issue 2008-4, page 7), and Gary Russell (Issue 2007-1, page 20) – they are all on-line at <https://home.ccca-pnr.org>.

I have done some experimentation with motor oil for my Bentley, but after (finally) reading the Indiana Region's articles on motor oil, I am switching to CCMO to keep up my Classic (and support that fine Region of our Club.)



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Sandi McEwan enjoyed a spirited ride in the 1929 Mercedes Benz 710 SS that won the 2018 Preservation Class at Pebble Beach.

The car was built for the German ace Rudolf Caracciola to run in the '29 Ulster Tourist Trophy race -- which he won. He then drove it in the '30 Irish Grand Prix, the '31 German Grand Prix and and the '31 Mille Miglia. This car remains in very original condition.

Klassic Korner for Kids*

- Cigarette Trading Cards -

W.D. & H.O. Wills was a British tobacco importer and cigarette manufacturer based in Bristol, England. It was one of the founding companies of Imperial Tobacco. The company was founded in 1786 and went by various names before 1830 when it became W.D. & H.O. Wills.

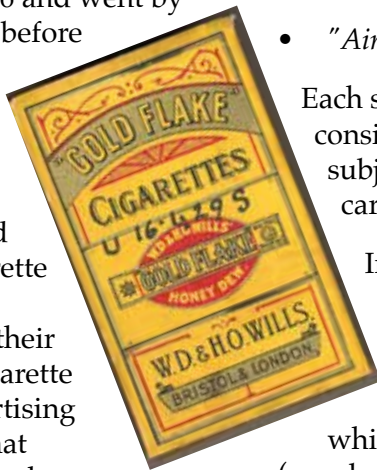
W.D. & H.O. Wills pioneered the use of cigarette cards ("tobacco cards") within their packaging. Cigarette cards are advertising (trade) cards that functioned to both stiffen cigarette packaging and, as a collectible, to advertise the cigarette brand.

In 1895, Wills produced their first general interest set of cards "Ships and Sailors". Examples of Classic Era sets include:

- "Lucky Charms" (1923)
- "British Butterflies" (1927)
- "Motor Cars" (1929)
- "Famous Golfers" (1930)
- "Garden Flowers" (1933)
- "Air Raid Precautions" (1938)

Each set of cards typically consisted of 25 or 50 related subjects, but series of over 100 cards per issue are known.

In the 1929 W.D. & H.O. Wills' card series of 50 Motor Cars, card number 29 was devoted to the 1929 Mercedes-Benz in which Sandi McEwan rode (see above). The text from the back of the card follows.



Wills for Quality

(b) Motor Cars

-- A Series of 50 --
29

ULSTER T.T. RACE 1929.

By general consent, the performance of Herr Rudolf Carraciola in winning the Ulster T.T. Race at 72.82 m.p.h. was the greatest achievement in the history of road-racing. The giant Mercedes Benz which was driven so amazingly well, was installed with a six-cylinder engine of 7,100 c.c., and was served by a super-charger which, as the white monster roared round the course, whined intermittently. On one lap it averaged 77.8 m.p.h., and on the level stretches it travelled at nearly two miles a minute. It is computed that a quarter of a million people saw this epic drive.

W.D.&H.O.WILLS

ISSUED BY THE IMPERIAL TOBACCO CO
(OF GREAT BRITAIN & IRELAND), LTD.

* Well, perhaps this time, for kids over 18

HISTORY OF THE GAS STATION

By Brian Rohrback

Now that we have extended the range of the Classic Era back to 1915, we can reflect on how the distribution of motor fuels has changed from this onset of casual driving. In the earliest times, the demand for gasoline was only a microscopic fraction of the current demand and there was a need to use an existing channel of distribution.

It has been a long time since we bottled up gasoline and sent it to local drugstores for sale to the auto-enthusiast. At that time, there would be absolutely nothing to gain from economic fraud. In the times immediately prior to the Classic times, gasoline was considered a waste product of the refining process (which focused on the production of kerosene for lighting plus heavier oils for heating and running machinery). This waste product was often poured onto the ground just to get rid of it; insert a collective shudder here.

As automobiles came into their own as part of society's fabric, the means to dispense gasoline, diesel, and natural gas went through a series of evolutionary steps. The first place to dispense fuel for a road trip is reputed to be a pharmacy, the Stadt Apotheke, in Wiesloch, Germany. The year was 1888 and the purchaser was Bertha Benz (I have heard that name somewhere) en route from Mannheim to Pforzheim, a route that zips past Heidelberg and is revisited as a commemorative drive each year. We bumped around with an inadequate distribution system until Henry Ford launched his latest car company spurring demand.



First Drive-up Gas Station
Pittsburg, PA (1913)

Although the first for-purpose station was built in St. Louis in 1905, it should be proudly noted that the population of gas stations doubled over the next two years when the second station was opened in our very own Seattle (chants of "we're number two" ring out). The first drive-up pump did not make an appearance until 1913. Clearly, most of the fuel as the "New" Classic Era emerged was supplied as a side business by other stores.

From this modest start, the number of fueling stations ballooned to somewhere around 180,000 spanning the US and Canada, probably peaking in the 1980s. Since that time, a decline in the personal service component, more fuel-efficient cars, and the advent of warehouse fueling locations has dropped the number of gas stations north of our border with Mexico.



Remembering Shirley LeCoque: Long time CCCA Associate Member Shirley LeCoque passed away on Oct. 29th from complications of Multiple Myeloma that she had fought for eight years. She was 88. Shirley participated in the CCCA and Cadillac & LaSalle Club events for five decades. She also had numerous hobbies of her own. Working in resin, Shirley developed reproduction Tail Light Jewels for 1941 Cadillacs. Bob and Shirley produced over 2500 sets of Jewels that were sent all over the world. She also sewed, knitted, painted and, worked in stained glass. Bob and Shirley also had a love for the road and traveled extensively in their RV. Shirley is survived by husband of 60 years Robert E. (Bob), sons Robert A. (Bobby) (wife Devree) and Thomas (wife Jodie), along with three grandchildren, Linnane, Robert, and Dallas.



Remembering Evelyn Freedman: Val Dickison informs us that Howard Freedman's wife, Evelyn, has passed on. For the last year or so, Evelyn was in a health care facility, but in past years she was very active in the CCCA. Howard serves on the CCCA Museum board and the two of them often traveled in their motorhome back to Hickory Corners, Michigan for CCCA Museum events. Together, they were active in their home region (Oregon) and also belonged to the PNR. Evelyn was also deeply involved in her Jewish faith and recognized by her Jewish peers for her service. Val recalls that Evelyn loved to read and that she could often be found in the lobby of a hotel at a CCCA event with a smile on her face and a book in her lap. Evelyn will be missed by many.

2018 PIERCE-ARROW TOUR "ON THE BOUNDARY OF THE OLYMPICS"

PNR Members Driving Classics:

Tom Crook & Randy Small
1940 Packard Touring Sedan

Bill & Bettye Gluth
1928 Packard Roadster

Bruce & Betty Harlow
1937 Packard Convertible Coupe

Barrie & Karen Hutchinson
1937 Cord Beverly

Phil McCurdy
1937 Cord Custom Beverly

Bob Newlands & Jan Taylor
1937 Packard Convertible Coupe

In Modern Cars

Bob & Diane Koch

Paul & Matthew Murray

Photos Page 18 - Tom Crook's 1940 Packard; Bruce Harlow's 1937 Packard; Barrie Hutchinson's 1937 Cord & rear views of Crook and Harlow Packards.

Photos Page 19 - Barrie Hutchinson's 1937 Cord; Bill Gluth's 1928 Packard; Bob Newlands 1937 Packard; Phil McCurdy's 1937 Cord.





The 2018 "P-Car" tour brought together 28 old-car buffs (including 15 who are members of the PNR) for four enjoyable days of exploration on the Olympic Peninsula. The Red Lion Hotel in Port Angeles provided comfortable accommodations and was well-situated for this hub and spoke tour.

Highlights of the tour led by Bill & Bettye Gluth included:

- A break in the storm resulting in unexpectedly beautiful weather for the drive to Hurricane Ridge with an elevation of 5,242 feet. From the summit we were able to see across the Strait of Juan de Fuca to Victoria B.C. All the cars on the tour successfully completed the drive.
- A city park with a vintage log cabin and a blazing fire proved to be the perfect venue for a group lunch on a blustery day. Tour members enjoyed lingering and sharing stories while enjoying delicious soup and sandwiches.
- A tour of budding winery and Yak farm including three baby yaks.
- A portable saw mill demonstration followed by a tour of the Gluth's lovely home and garage(s). The Gluth's neighbor Dennis Wilhelm demonstrated his lightweight portable mill that was designed to be transported into the jungle via river travel.
- A drive to Crescent Lake and a brief stop at the historic Crescent Lake Lodge once visited by Teddy Roosevelt.
- A visit to the recently renovated Sol Duc Hot Springs Resort inside the Olympic National Park Boundary. Unfortunately, there was not time to soak in the springs.
- A second delicious hot lunch in a park shelter with yet another roaring fire.
- A tour of Scott Taylor's garage in Sequim. His large largely Brass Era collection is housed in a pristine Victorian-styled garage with the tools to design and manufacture almost any part he could possibly need. Scott explained to the group how he made copper tube Cadillac radiators and also a helmet-shaped brass cover for a Cadillac carbide generator. Simply amazing!!
- A tour of Rick Leenstra's military vehicle collection in Sequim. Rick's collection includes vehicles, weapons, and artifacts from WWII & the Korean War.
- A visit to a local alpaca farm including a small gift store with lovely hand-knit alpaca sweaters, hats and mittens.
- A final banquet at the Kokopelli Grill where Ernie Crutcher was able to join the tour group for the evening.

DINING OUT IN A CLASSIC'Please pass the Grey Poupon'

By: *Laurel Gurnsey*

Whenever we get together with our Classics we seem to be surrounded by food. Lots of it... many times gourmet, many times with a flourish, sometimes just casual and cozy.

We have had get-togethers with pie. Get-togethers with hamburgers, get-togethers with wine at some of the Mahogany and Merlot tours.

But when Colin and I headed our Lagonda home from the Grand Classic in Sequim, we thought it would be fun to do the old carhop thing and stop at a fast food restaurant for a picture. When we pulled into the Burger Master in Mount Vernon, our carhop Leslie graciously posed with our tray. Flashes of memories from carhop experiences when we were young. A question...how many places still use carhops? And when did this practice first start? As another burst of nostalgia, the sound system was playing 'Dream Lover' by Ricky Nelson.

When we had taken the ferry earlier, there were two lovely young high school students, Caleb and Cassidy, selling bags of popcorn in the parking lot, to raise money for their high school choir's trip to sing at Carnegie Hall in New York City.

They thought our Classic was 'cool' because they said modern cars all look like mushrooms and are all the same.

Our CCCA PNR group loves to dine well. We look forward to many sit-down dinners like the Coming-Out parties with napkins and wine glasses. And Christmas would not be Christmas without the Christmas lunch. We have a broad range then... from Grey Poupon mustard occasions to French's mustard occasions.

Did you know that Dijon mustard has been around since the 1800s? Maurice Grey had a Dijon mustard machine in 1855 and won medals and a Royal Appointment. He joined with Auguste Poupon, another mustard fellow and they started making Grey Poupon mustard together in 1866 in Dijon, France. It appeared in the U.S. in the 1970s/80s. This whole-grain mustard with a little wine can appear with its head held high at Royal dinners.

How about French's? George and Francis French started making the famous yellow mustard in Rochester, New York in 1904. They sold their company to J. & J. Colman of the UK in 1926 but their mustard retained its name. It joins other condiments on

the shelf of grocery stores all over the U.S. and Canada. This is a mustard that sits happily on carhop trays.

Now, all of this brings to mind the proper eating etiquette required for a Grey Poupon dinner, especially if you are at a car event dinner 'overseas'.

Belonging to the Lagonda Club and being at event dinners in England, Colin and I have often met with the daunting task of having to learn the etiquette for not just using the correct cutlery for a 'fine dining' occasion in another country, but knowing how to fold a napkin properly and how to corral the last three peas on the plate or how to cut cheese and with which one of the cheese knives.

It is a matter more of dealing with different customs than with being a polite eater but I thought a one-night etiquette course might be fun and instructive and Colin was a good sport and went along with me.

We found 'Elizabeth Etiquette', run by a former British nanny and had a fascinating evening.

Elizabeth does etiquette classes and tea parties for little children at libraries, group sessions for adults like ourselves, private lessons for diplomats heading overseas and

business people needing to interact with important clients. <https://elizabethetiquette.com>

She began by asking about our car world and the kinds of situations we are faced with in different countries.

She taught us not just how to fold that napkin (open end facing you on your lap) and how to use the bewildering assortment of cutlery, but how to do the Royal Bob (rather than the seldom used curtsy) if we meet nobility, which could happen at a car event overseas.

We are now prepared to pass the Grey Poupon properly if called for and to squirt the French's with relish (pun intended.)



2018 Dinner
Gardens & Garages



After the
Coming-Out Party

The History of Carhopping

The iconic movie 'American Graffiti' and the television show 'Happy Days' both gave us a glimpse of young teenagers hanging out at fast food restaurants with a burger, fries and a Coke or a milkshake. Waiters (often young themselves) and often on roller skates, brought food out to the cars on trays that slid into the front seat and hooked onto the window frame on both sides of the car.

According to various websites, the first carhop waiters/waitresses were employed in 1921 in the U.S. A&W Restaurants took advantage of the blossoming car trade in 1923 with carhops serving quick meals and root beer floats to people who wanted to stay in their cars. (One of Colin's first jobs was as an A&W carhop.) Women replaced men carhops during WW2 and after the war restaurants used both men and women. Carhops started to disappear when drive-through restaurants became popular but chains like the 'White Spot' in Vancouver still have some branches with carhops.



Colin, the Lagonda & Leslie the Carhop

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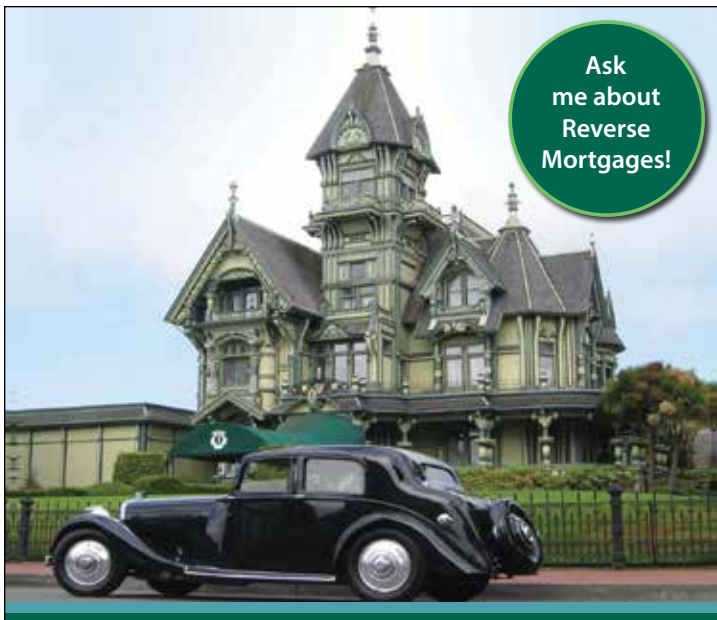
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**Mark your calendars for
September 2019**

The national CCCA CARavan (hosted by the PNR) takes us from Kirkland to Sun Mountain (2 nights) and then into British Columbia with overnight stops at Kamloops (1), Whistler (3), Powell River (1) and Victoria (2) The drive on secondary roads is through beautiful country. This is not a "drive till you drop" CARavan. There will be outstanding activities (horse drawn wagons to a cowboy barbecue, musical entertainment at several of our stops, historical sites, zip-lining and more) and plenty of time for exploring and shopping.

Sign-up information will be in the January, 2019 CCCA Bulletin. As always, space will be limited, so when you receive your national CCCA bulletin, be sure to send the paperwork to the national office promptly.

Happy motoring,

The CARavan committee
Al McEwan, Tour Master
Sandi McEwan, Tour book author
Stan & Val Dickison, Facilities and other details

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PNR MEMBERSHIP UPDATES

Returning Member:

John Townsend
1648 S 310th St #6,
Federal Way, WA 98003-4954,
(H) 253-838-2947
petert8@me.com

New Member:

Rick & Patricia Slenes
6823 150th Pl SE
Snohomish, WA 98296
425-338-5984
rslenes@aol.com

Contact Change:

Allan Rustad
rustad.allan@yahoo.com

Ronald Benach
apartment #34A (not 344)

Randy & Carmel Tanner
(mailing address)
PO Box 4335
Roche Harbor, WA 98250-4335

New Address:

Ed & Pam Rittenhouse
3106 SE 161st Ave
Vancouver, WA 98383

Ed Barrett & Teri Gustafson
2553 Mackenzie Rd
Bellingham, WA 98225-9204

Craig and Whitney DeVine
1818 210th Ave E
Lake Tapps, WA 98391
Business phone is deleted

Tim & Edie Johnson
PO Box 3145
Bellevue, WA 98009

Lee Noble & Theresa Renico
20200 156th Ave NE
Woodville, WA 98072-7052

Greg Nolan
302 Regency Dr No
Palm Springs, CA 92264

William & Janice Clarke
email: janisclarke1@gmail.com
(delete all other contact info)
(SOLD) 1937 Rolls Royce

Cars:

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(SOLD) 930 Packard
(AVAILABLE) 1933 LaSalle

Jim Tait
(NEW) 1938 Rolls-Royce
Phantom III Touring Limo

Remembering Gerald Schimke

At age 85, Gerald passed away peacefully in Aptos, CA at the home of his daughter. His immediate family was at his side. If Gerald had a motto it would be "Make Life Interesting!" Among his notables: A world traveler, an accomplished skier and basketball player, a successful business executive, top rifleman in the US Army's training academy, a unique enthusiast of Classic cars, a self-recognized challenger of commonly-held assumptions, and keeper of detailed family history and genealogy. He loved playing the piano, enjoyed celebrating his grand-children's milestones, and through the end was ever the most consummate host. Gerald is survived by his son Brent, husband to Joan and father to their son Alexander (18), and his daughter Carol, wife to Angel and mother to their daughter Olivia (13); we are grateful for the life he provided and shared with us.

*Congratulations
on your new venture
PNR Board Member Kenny Heng*



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Director's Message Continued from page 2

Financially we are in good shape as well. Your Board of Managers and Officers are a fairly frugal bunch. Events such as the Grand Classic, regionally hosted CARavans and the holiday auction all tend to offset costs and, in most cases, increase the value of our accounts. Hats off to those who make these 'cash positive' events possible!

You'll be hearing more about it, but mark your calendars for September 9 - 17, 2019 if you have ANY interest in joining the McEwan/Dickison very special "Canadian Adventure" CARavan. All involved are working hard to put together a first class event. CARavans in our own back yard are rare, so give it some serious thought.

I hope that 2019 is a wonderful year for you and your loved ones!

Happy Classic-ing-
Frank



Remembering Norma Sola-Pierce

Norma & Kim at 2016 COP

Today I find myself questioning what kind of world lets someone so full of love and so pure of heart suffer from such an insidious disease. After a long and extraordinary courageous battle with cancer, Norma passed away on December 14th at the age of 62. She was at home, surrounded by the love of Kim, her family and friends.

Norma often lived with pain but she was brave and kind and stoic. She understood that life was to be treasured and she used her time to bring joy and light and laughter to those around her. Looking through photos of the many PNR events Norma and Kim (PNR Director 2016-17) attended, hers was always the brightest smile in the room.

I grieve Norma's passing and I don't believe that time heals these types of wounds. But, Norma taught us all that we are given 24 hours each day to decide how to live. I will honor Norma's amazing spirit by embracing the memories and concentrating on living life as she did -- with a true sense of wonder and a deep sense of compassion.

- Karen Hutchinson

Editor's Message

This is the time of year when I reflect the many ways that members of the PNR contribute to the Bumper Guardian.

For over a decade, I have had a wonderful dedicated "staff." My dad, Raymond Loe, has been the magazine's Feature Editor since 2007. He helps to identify candidates for the Feature Car of the issue and then gets to work helping members bring their personal stories to life and researching the history of the marque. Bill Allard (Copy Editor) and Bill Deibel (Caption Editor) have also been on-board since I took on the role of Editor-in-Chief. Laurel Gurnsey (Classic Life Editor) came aboard just two years later. Also indispensable are Staff Photographers Michael Bradley and Steve Larimer. The most recent addition to our "staff" is Darrin Wong who replaced Noel Cook as Advertising Manager.

My thanks to PNR members who agreed to have their cars featured in 2018. The Spring Issue featured Peter Gleeson and Al McEwan's Isotta Fraschinis including great photos from Pebble Beach. The Summer Issue was dedicated to the biennial Coming-Out Party with stories of nine Classics from seven members: Frank Daly, Barrie Hutchinson, Bob Koch, Al McEwan, Terry McMichael, Tom Profit, and Adrian Taylor. Barrie Hutchinson's Jaguar graced the cover of the Autumn Issue and of course, Frank Daly's Buick is on the cover of this issue.

I am indebted to Brian Rohrback for his continuing technical series on the Oil Industry. Who knew there was so much to write about! Other contributors of technical articles include: Craig DeVine, Bill Deibel, Marty Ellison and Kim Pierce.

Event Managers who provided stories in 2018 include: Tom Crook, Frank Daly, Ron Danz, Craig DeVine, Val Dickison, Bernie Dochnahl, Laurel Gurnsey, Al McEwan, Brian Rohrback, Bill Smallwood III, Dennis & Dalene Sommerville, and Darrin Wong.

And there were beautiful contributions from Denny Aker, Jeff Clark, Bill Deibel, Val Dickison, Howard Freedman, Jerry Greenfield, Phil Grisham, Laurel Gurnsey, Bob LeCoque, Jr., and Roy Magnuson eulogizing members lost in 2018.

Lastly, deep gratitude to the PNR Board of Managers for their continued support. This is first year that our Board approved additional spending for a full-color publication. With this investment, we are able to create a more dynamic magazine and hopefully better serve the membership.

My sincere apologies if I have missed listing PNR members who contributed stories to the 2018 Bumper Guardian. We are always seeking contributions. If you have story or an idea for a story please contact me.

Cordially,
Karen Hutchinson -- PNR-CCCA Editor-in-Chief

PS: My Christmas list this year includes:

- More technical articles (so many of you are working on interesting projects that need to be shared!)
- A modern, industrial strength, color printer (is anyone upgrading or retiring their office equipment)



