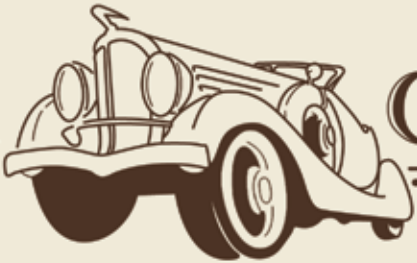


Special 2010 "Coming-Out" Party Issue

BUMPER  GUARDIAN

Summer 2010



Pacific Northwest Region -- CCCA

2010 PNR CCCA Region Events

Events in **bold-type** sponsored by PNR-CCCA.
Other events are listed for your convenience.
Details can be found at www.ccca-pnr.org or by contacting the Event Manager.

June 27

Bellevue Garden Tour

Brian Pollock PNR Contact 206.228.1814

July 4

Yarrow Point Parade

Al McEwan PNR Contact 425.454.3671

July 10

Driving Tour & Picnic - Mount Baker

Roy Magnuson PNR Event Manager 206.713.2348

August 2

Pebble Beach Tour Kick-Off

Club Auto, Kirkland

Arny Barer PNR Event Manager 206.785.2036

August 21-22

Poulsbo Garage Tour Saturday

Steinman Picnic Sunday

(Optional dinner and overnight in Gig Harbor)

Bill Deibel PNR Event Manager 206.522.7167

September 4

Steamworks Concours d'Elegance

Colin & Laurel Gurnsey PNR Contacts 604.980.7429

September 10-12

Cascade Loop Driving Tour

Al McEwan PNR Contact 425.454.3671

September 12

Kirkland Concours d'Elegance

Tom Armstrong PNR Contact 425.747.0241

October 2

Fall Tour - Woodinville

Terry Jarvis PNR Event Manager 425.483.1138

November 7

Annual Meeting - Museum of Flight

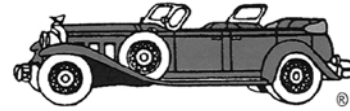
John McGary PNR Event Manager 206.909.4499

December 5

Holiday Party- Broadmoor Country Club

Darlene Linke - PNR Event Manager 360.652.9080

2010 CCCA National Events



Grand Classics®

June 5 Hickory Corners, MI

July 10 Michigan Region (MIR)

July 10 Colorado Region (COR)

Oct. 17 North Texas Region (NTR)

CARavans

June 19-27 Northwest CARavan (PNR)

July 16 -23 Automotive Time Travel (MIR)

Sept. 9-18 Autumn in the Adirondacks (MTR)

2010 PNR-CCCA Member Information

Directory Changes:

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magshop015@comcast.net

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(H) 425-222-0004

LATE RENEWALS

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craig.f.christy@boeing.com

Member News:

Club members and families
in need of caring thoughts,
cards and emails.

Recently hospitalized:

Ted Barber

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Seattle, WA 9868

John Dennis

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Mukilteo, WA 98275
jpdennis1@msn.com

Recently deceased:

Doreen Greenfield

6/2/2010
3737 197th Ave. Ct. E.
Lake Tapps, WA 98391

Ken McBride

4/13/2010
1516 Magnolia Blvd. W.
Seattle, WA 98199

Harry Wappler

4/21/2010
2430 76th Ave. SE
Mercer Island, WA 98040

Please contact Val Dickison, PNR Membership Chair
if you have member news you would like to share.

BUMPER GUARDIAN

Pacific Northwest Region Classic Car Club of America

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

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Board of Managers' Meetings:

1st Wednesday at the
Rock Salt Restaurant on South Lake Union
5:30 Social Gathering, 6:00 Dinner/Meeting.
Open to all members
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.

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Director's Message



This issue of the "Bumper Guardian" brings with it the promise of summer and the ideal of driving our Classics. Your Pacific Northwest Region offers plenty of opportunities to drive to a Club meet or associated event. See the complete listing on the opposing page beginning

with the Bellevue Garden Tour where our cars gain us free-entry to some of the top gardens in the Northwest.

Continued on page 30



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☆☆☆ 2010 PNR-CCCA Coming-Out Party

(a formal event for "débutante" automobiles)

Photography by Michael Bradley

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Cars
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Stars



Dictionary Entry: déb-u-tante **Pronunciation:** \de-byu-tänt\

PNR-CCCA Definition: An automobile of upper-class background that is presented to society, usually at a formal ball. Débutante Classics are recommended by a distinguished committee. Each beautifully prepared débutante is carefully draped before being individually introduced, unveiled and presented to the audience. After all the cars have been presented, a receiving line is formed with the owners available to answer questions.

CHRYSLER TOWN & COUNTRY CARS

Debut at the 2010 PNR-CCCA Coming-Out Party

Article by Raymond Loe



The Chrysler Town and Country came out in the middle of model year 1941, billed as a station-wagon; however, the car was more sedan-like in outward appearance with barrel-shaped clamshell-opening doors providing access to the luggage space. The result was an enduringly handsome automobile.

In 1941, Chrysler built 997 station wagons- 200 of which were six-passenger wagons with a 121.5" wheelbase and 796 were longer nine-passenger wagons on a 139.5" wheelbase. They also built one prototype eight-cylinder wagon that first year. In 1942 Chrysler continued the line, building 1,000 more wagons of which 150 were six-passenger, 849 nine-passenger and, again, there was one prototype eight-cylinder model. These two years comprised all of the Town & Country station wagons produced - a total of 1,997 units.

After the war, like most other Detroit producers, Chrysler needed only warmed-over '42s to satisfy the huge seller's market and that's what they offered through early 1949. One significant exception involved the Town & Country model, which was no longer a station wagon but a separate series of six and eight cylinder sedans and convertibles.

Chrysler had promised a full line of non-wagon six- and eight-cylinder T&Cs for 1946 including a two-door brougham sedan and even a true roadster along with a hardtop coupe. But only one prototype each of the two-door brougham and roadster were built along with just seven hardtops, created by grafting an elongated coupe roof onto the T&C convertible. This was a good

continued on page 6

Photos at Left: Top Row - Brad Huson preparing his 1941 Cadillac 6229D for her debut; Najib Azar, Stan Dickison, Diane Azar and Val Dickison enjoying the evening. Middle Row - Conrad Wouter with his new bride Glenna; Pat Goffette preparing their 1932 Auburn for public unveiling; Gayle Doss and Maryanne Harvey. Bottom Row - Sandi McEwan and Penny McDonald with matching scooters; Master of Ceremonies Gary Johnson; Jon Schoenfeld, Bill Allard, and Denny Dochnahl carefully placing the Pierce-Arrow prior to draping.

three years before GM began making their "hardtop convertibles." Also, in that first post-war year of production, Chrysler did start making the promised T&C eight-cylinder sedan, however it was stopped for good after only 100 units.

The Chrysler T&C body (excepting the sedan which had a steel roof) and doors were structurally-built using white ash wood frames. All the body and door panels were manufactured by bonding a thin layer of mahogany wood veneer to a metal backing to make what they called "ply-metal." Each ply-metal panel was hand fitted into its corresponding wood frame and finish-coated with varnish. Wood was liberally used on the interior as well, resulting in an enormous amount of handwork to build this car. It has been said that the body of the Chrysler T&C took up to 50 times more hand labor to produce than a regular model.

Finding that the exterior wood on their Town and Country cars required extensive care (including annual refinishing if left outdoors), Chrysler during the 1948 model run, replaced the wood veneer on all the ply-metal panels with Di-Noc decals. This offered owners a little maintenance relief and also made the T&C a bit less expensive to produce.

There was a penalty attached to all this beautiful wood that enhanced the first series of Town & Country in terms of both cost and performance. The most popular 1948 eight-cylinder convertible coupe sold at a 20% premium and weighed 4332 lbs. - 200 more than its non-T&C cousin. Likewise, the six-cylinder sedan sold at a 40% premium and weighed in at 3,955 lbs. - 427 over that of its non-T&C counterpart.

All of this extra weight, coupled with a de-tuning of their engines after 1942, compromised T&C road performance when compared with competing Cadillacs and Lincolns. Cadillac offered its fully automatic "Hydra-Matic" transmission and Lincoln an overdrive as options on their cars, whereas Chrysler only offered their proprietary slow-shifting, four-speed "Prestomatic Fluid Drive"

transmission in the T&C line. This placed a semi-automatic transmission in a beautiful, but heavy, underpowered car resulting in very sluggish performance by both the six- and eight-cylinder models.

The '48 Chryslers were carryover '47s, but the six cylinder T&C sedan was dropped early, leaving the straight-eight convertible as the only T&C available through the end of the model run. Overall, the convertible would be by far the most numerous of first-series Chrysler Town & Country automobiles produced.

Prewar production totaled 1,995 cars plus two prototypes = 1997 units, all station wagons. Following the war, production from 1946 through 1948 included 3,950 six-cylinder sedans, 100 eight-cylinder sedans and 8,380 eight-cylinder convertibles plus nine prototypes for a total of 12,439 units. This made a grand total of 14,436 first series Town & Country automobiles assembled in model years 1941 through 1948.

All first series Chrysler Town and Country automobiles have long been bona fide collectibles and, now having been accepted as "FULL CLASSICS"® by the CCCA, the three cars featured in this issue became eligible in 2009 for our annual PNR COMING-OUT PARTY. Now, after more than 60 years, these cars are really coming out!



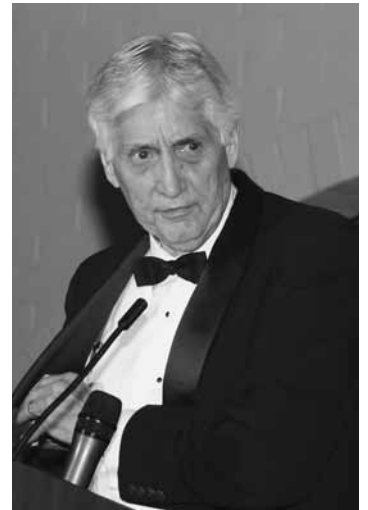
Photos by Michael Bradley page 7:

*Top - Frank Daly and his fully-restored
1948 Chrysler Town and County Convertible.*

*Middle - Tom Armstrong and his immaculate 4-door 1948
Chrysler Town and County Sedan.*

*Bottom - Bill Allard and his nearly-original
1948 Chrysler Town and Country Convertible.*

Introducing three PNR 1948 Town & Country Classics



**Frank Daly's
1948 Chrysler
Town & Country Convertible**

I purchased this Town and Country in early 2008 from Ruth Seeley, widow of Don Seeley; Don restored two T&Cs over a ten-year period (1994-2004). Don had also restored one LWB Imperial Chrysler Airflow sedan from each year of manufacture (1934-1937) and I struck up a lasting friendship with Don, while I was restoring my 1935 LWB Imperial coupe.

It was up to Ruth to dispose of the T&Cs and when only the '48 remained, I began to think about purchasing this automobile. I realized that opportunities to acquire one as well-restored as this one would be few and far between. In early 2008, I reached an agreement with Ruth and the car was mine.

According to the production record provided by the Chrysler Historical Collection, this car had a build-date of October 12, 1947. As was the case with most of these "land yachts," it was fully optioned with dual heaters, dual spotlights, an eight-tube radio, etc. "Myrna" was delivered to M&S Motor Company in Flagler, Colorado. A quick Internet search reveals that M&S Motor Company is still in business.

Don restored a vehicle which many feel did not merit even "parts-car status". He purchased "The Hulk" (Ruth's description) for \$1,300 here in Washington State. There was no upholstery, very little wood (none usable) and some of the sheet metal was missing (removed both by acts of man and nature). But restore it he did to showroom-like standards.

Don was more of a restorer than a driver, and drove the car less than 80 miles after restoration. I gently drove the car home, avoiding high-speed roads. The old girl performed well. Later that day I executed a hard left turn into a filling station and the passenger door opened - wide! I grabbed it in time to prevent major damage, but the check strap did pull from the pillar and there was some damage to the wood at the rear of the fender, caused by the leading edge of the front door. These doors surely weigh over 100 pounds, constructed as they are primarily from wood. Don had used a door latch mechanism from a "similar" car, but not a T&C. I have learned that many parts of the Town and Country are "close" to their senior Chrysler brethren, but the T&C is unique in many ways, primarily due to the abundant use of wood in their construction.

The semi-automatic transmission needed to be rebuilt, and I had difficulty with the gas tank. These and various other "fix-its" have been undertaken to make her road-worthy. I have driven the car as far as McMinnville, Oregon, to attend a regional WPC Meet. I now have over 5,000 miles on the car, and my confidence in her has grown substantially. The car is a delight to drive once you are up to speed and cruising down the highway. However, her ponderous weight, the quirky semi-automatic transmission (I have driven my 1950 Dodge over 30,000 miles with a similar transmission, so I believe that I've earned the right to call it quirky!), and the "designed for looks more than functionality" philosophy make her a bit of a handful when driving in town! And while I would prefer to keep her dry due to the somewhat delicate nature of her wood, I have in fact driven for extended distances in heavy rain and find that with a quick wipe-down, no ill effects have been observed.

I'll end with a quote from the Chrysler Shop Manual for this car:

"The Chrysler Town and Country car is designed and built for those who recognize and appreciate fine things. It has the grace and elegance of a yacht. In fact, the wood paneling is quite similar to the planking of a ship both in construction and treatment. The framing is white ash, one of the strongest and most durable of woods. The panels are mahogany veneer, known for lasting beauty. Care of the finish on the Chrysler Town and Country car should be thought of in terms of boating rather than motoring. Just as any yacht is refinished every season, so should the original beauty and luster of the wood of the Town and Country body be maintained by periodic varnishing."

When I acquired this car, she bore the license plate 746 LOY, so I named her "Myrna" after the charming actress Myrna Loy.

— Frank Daly —

**Tom & Susan Armstrong's
1948 Chrysler
Town and Country Sedan**

As a 10 year old - growing up in a small Oklahoma town, with only one paved street, I first fell in love with a car when I saw one of the new Town and Country Chryslers pass through. I thought that nothing could be so beautiful than the wood on that car and told myself

that one day I would own one. It was many years later, on a November evening in 2003 that Susan and I saw a T&C sedan for sale in a Seattle storefront window and decided that was the time and this would be the one.

The car we bought is a Catalina Tan 1948 Chrysler Town and Country Model C38 six-cylinder sedan - one of only 56 survivors listed in the T&C Registry of the 1175 produced that year. This 55 year-old car had been brought in from Texas with only 38,000 miles on the odometer. It was all original, complete in every detail, no rust nor rot, in great condition.

My experience in buying this car was not so great since the price tag was much higher than I expected. However, after three days of "discussions" I agreed to meet the asking price and drove the car home. My parting remarks were "blankety-blank, I've purchased companies easier than buying this car."

After discovering that the underside of the hood and front fenders were painted a dull green I had some concerns that the car had been in a collision. This was not so, as that paint was the original factory standard color.

Upon seeing our car for the first time, my good friend, fellow PNR member Peter Hageman, advised against restoration and pleaded with me to preserve the car "as is".

I was also aware that expert collector, Miles Collier, had put his finger on a trend when he said "there is nothing more beautiful than a prized piece of completely original art (and) the Pebble Beach Concours is moving towards that; someday a completely original car will win best of show". He went on to say "I think we're fast approaching the conclusion that a ground-up restoration of an original car - in addition to costing a lot of money - actually diminishes its value."

I'm sure in the long term they are both correct and I did consider all this good advice for a while, but I do hate dirt and, "the devil" in me wouldn't let it be. So, I went ahead and had all the wood refinished by CCCA member Don Vogelsang, the interior redone by Cedardale Upholstery, and repainted by Jon Byers. All the grunt work was done in our Issaquah shop with mechanical help from another good friend and PNR member Dr. Bill Mote.

Since these heavy cars do need more horsepower, we added some by equipping the engine with a period Edmonds High Performance aluminum head along with an Edmonds dual carburetor intake manifold. A Hemi would have been better but we didn't take it that far. We

had a wonderful experience working on this car and, in all of my 50+ years restoring cars, this is the only one that I never called any foul names.

We first showed this car at Santa Cruz "Woodies on the Wharf," where it won the Participant's Choice award. Since then we entered our T&C at the Forest Grove Concours, winning the award for "Best of Show - Post War Closed" and also showed it (display only) at the 2008 Kirkland Concours.

Susan and I really enjoy driving in our Town and Country. We use this Classic more than any of the others we own and always find that people who see it are smiling. That makes us feel good too.

— Tom Armstrong —

Bill and Lucy Allard's 1948 Chrysler Town & Country Convertible

Our T&C was sold new from Talley-Warren Motors in Rochester, Michigan and spent its entire life within twenty miles of the Detroit factory where it was assembled on July 19, 1948. The car was delivered fully-optioned with radio, clock, dual heaters and dual spotlights.

This car was originally delivered to the McCavey family who passed it down to their son and, in-turn, to his son who owned this car until selling it in 1990. There were two additional owners, also living in the Detroit area, before Lucy and I purchased it in 2002.

We had decided we wanted to own one of the early series Chrysler Town and Country convertibles because of their unique design and construction. After some time spent looking, I found one listed on eBay, but it did not sell for the asking price. So, after a short cooling-off period, I contacted the seller and eventually flew to Detroit where, after seeing its pristine un-restored condition, including the convertible top, I decided to purchase the car. Having been driven only 48,000 miles in 54 years, this car had obviously been used sparingly. Perhaps the Detroit weather coupled with all that varnished wood on the exterior played a role.

Once we got the car to Tacoma, we found it drove well as long as the gas tank was full. However, as soon as the fuel level reached three-quarters of a tank, the engine died. Some detective work revealed the fuel pickup tube inside the gas tank had a pinhole at the three-quarters

continued on page 28

Introducing Dave and Lydia Murray's 1935 Pierce-Arrow 12-Cylinder Coupe

Lydia and I found our 1935 Pierce disassembled and languishing away in a barn southeast of Ellensburg, Washington about three years ago. It had been stored there for several years as the owner had passed away and his wife sent the car home to her father's farm for



storage. The Pierce had been in the same family for 49 years. Residing in northern California its entire life, it was in excellent original condition considering the car was 73 years old when we found her. We like to call her "Bella Flecha" (beautiful arrow).



As so often happens when you start making things better than when you find them, you can get carried away. Although she was in pretty good shape, there was a little too much patina for our liking, so we decided she was worth a full massage. In less than five months "Bella Flecha" was disassembled, stripped to bare metal, repainted, re-chromed, reupholstered and reassembled. On a Tuesday evening we finished the red pinstripe and other final touches. Wednesday morning we set-off for the Pierce-Arrow National Meet (driving the car) which was held in Temecula, California near San Diego.

The Pierce-Arrow Motor Car is a work of art and extremely capable; this 1935 Pierce V-12 is no exception. Three consecutive days with temperatures ranging from 102-106 degrees and maintaining speeds of 65-75 through the mountains and the

desert, the car performed as the day it was built much more like a '56 Buick than a car of its era. We did have three flat tires owing to new tubes that were installed for the trip as a precaution. In the future, I would seriously consider using tubes that are made in the U.S. to reduce the likelihood of recurring issues with flat tires.

Bella Flecha is the only surviving example of a 1935 Pierce-Arrow 12-cyl Coupe. She was very well received at the PAS National Meet, garnering a national first prize award along with a thousand-mile award for the trip of over 2,300 miles. We were so pleased to have made the journey and are delighted with the results.

Thank you for having us present at the Coming-Out Party.

– Dave and Lydia
Murray –



Introducing Howard and Evelyn Freedman's 1941 Buick Series 90 Limousine

Evelyn and I like big long cars and bought our 1941 Buick Series 90 Limousine in the summer of 2007 from Gary Manary in Camas, Washington. Gary had owned the car for about 15 years, but he was in bad shape when we went to see the car so it was tough to learn much about its history or how such a car ended up in remote eastern Washington. He had a recent open-heart operation and was chain smoking and could not get out of his chair to show us the car.



What we bought was a moderate number 3-condition car with an aging black lacquer repaint. To its credit, the car did have a decent original interior and we believe that the odometer reading of only 65,000 miles was correct.

Evelyn and I do not really like black cars despite the fact that we have several of them in our garage now. So, we decided to change the color on this one and commenced a three-year tear-down to bare metal. We did the restoration ourselves with my mechanic friend Bob Earls, who works on other people's cars in our shop, doing much of the work. Not a body-off, but very close, because there was nothing left of the car other than the chassis and the body from the firewall back; even the doors and all of the glass were out and off the car.

After all the body-work was done we had the car painted in a single-stage acrylic base coat/clear coat by a friend in Cottage Grove, OR. That took about a year. However, we were not in a hurry since the drive train was still being overhauled and lots of chrome work needed doing as well.

When we got to the interior, we decided to leave out the jump seats and had a friend build in a wine bar cabinet and storage in that space. He designed the cabinet to light up when the doors are opened and fitted it with crystal aperitif glasses engraved "BUICK!" We also had all of the interior garnish moldings wood-grained and fabricated custom door-step plates to set off the interior.

I have not driven our car much, perhaps 400 miles in the past year. It now has about 600 miles on it since we completed the restoration. We took it to the CCCA Annual Membership Meeting in Seattle in January 2009 and again to a car show at the Marathon Coach Factory in Coburg, Oregon last August. Beyond that it has not been out much and since I don't have any of our cars judged, it will not be shown for that purpose.

We think this car typifies an old Buick tag line: "When better cars are built, Buick will build them."

— Howard Freedman —



Introducing Jack and Pat Goffette's 1932 Auburn Boattail Speedster

The Auburn Boattail Speedster is arguably the most popular and prolific of all boattail-styled automobiles ever produced. Introduced in 1928, there were eventually three different body styles offered before production ended in 1936.



In 1932, under the design direction

of twenty-eight year-old Alan Leamy, the original Auburn Speedster body was redesigned as a flowing integral unit. That year there were four different models of the newly designed Speedster body available, two with eight-cylinder engines built on a 127" wheelbase chassis and two more using twelve-cylinder engines on a 133" chassis. The most popular series 8-100A Speedster with a Lycoming straight-eight 100 horsepower engine and a Columbia Dual-Ratio rear axle originally sold for \$975.00. The companion series 8-100 using the same engine but, without the Columbia axle sold for \$845.00. Two more, much rarer, twelve-cylinder models were built on a longer 133" wheelbase. The series 12-160A with a V-12-cylinder 160 horsepower Lycoming engine and the Columbia Dual Ratio rear axle was priced at \$1,275 and the series 12-160 without the Columbia rear axle was priced at \$1,145.

Jack and Pat's Auburn Model 8-100A Speedster was first brought into to the Pacific Northwest about 40 years ago by Donna and Joe Bridgeman. It had been totally disassembled in California and, despite Joe's



good intentions to do a full restoration, it was still in that condition when he sold it 34 years ago. The interim owner also failed to get the project underway.

When Jack and Pat bought it 13 months ago, this Auburn came to them mostly still in those 30+ year old boxes.

Fortunately, after all those years being moved about in a disassembled state, most all the parts needed to restore this car to its original factory specs were still together.

Not wanting to drag this project out any longer, Jack immediately contracted with Don Vogelsang and Tom Sumner of Golden Era Motors in Seattle to do a full restoration.

Appropriately, the first showing of their completed work took place at the PNR 2010 Coming-Out Party. A great venue indeed to display this beautifully- restored car.

— Jack Goffette —



Introducing Brad Huson's 1941 Cadillac 6229D Convertible Sedan

GM introduced significant and attractive design changes for its 1941 Cadillac with a new complex egg-crate grille along with more prominent taillights, one of which concealed the gas filler. Although higher compression boosted the venerable flathead V8 to 150 HP,



the big mechanical news for 1941 was a first in the luxury class: fully shiftless Hydra-matic Drive. This combined with revised axle ratios permitted most '41 Caddys to reach a genuine 100 mph and scale 0-60 in about 14 seconds - impressive for the day. Cadillac production for model year 1941 reached a new record of 66,130 units.

Brad is not sure his 4,230 lb. car can reach 100 mph, but he is not about to find out, since it is not only the heaviest, but by far the most rare, of the 1941 Cadillac 62 series produced. It is a very early, number 15 of the only 400 convertible sedans built during that last year Cadillac ever offered four door soft tops. This one was shipped from the factory in September to a Hartford, Connecticut Cadillac dealer prior to new car introductions on October 05, 1940. The color is El Centro Green. (El Centro was the lettuce capital of the world during this time, and the car is definitely the color of lettuce, spinach or other spring vegetation). It sports a black top piped in the chestnut-colored leather of the interior.

I bought this car in 1997 and have been restoring it in fits and starts since early 1998. We picked up the partly assembled car along with many scattered pieces out of a North Seattle storage unit where it had been slumbering for some time. A very mediocre restoration had been

started and abandoned. We towed it to my garage and with considerable effort got it started. After it ran for a few minutes a large patch blew out of the side of the engine block and that facilitated what came next, a full restoration.

The body was removed from the frame. All nuts and bolts were re-plated. All chrome was re-plated by Master Craft of Seattle. Much of the paint and assembly work was done by Daniel Switzler of Tacoma. The interior and top were done by Classic Interior Restorations of Seattle. Many thanks also to Bob LeCoque, Sr. of Seattle for the replacement engine block along with the many nuts and bolts that I pilfered from his collection.

It turned out that there were many missing pieces, from one complete "B" pillar assembly to rear interior garnish moldings which had to be fabricated from scratch by Elliot Metal fabrications of Seattle. I rejected many, many trim pieces for the car, my motto being "if it's not perfect, it's not going on the car." I am very happy with the results, and the car runs and drives beautifully.

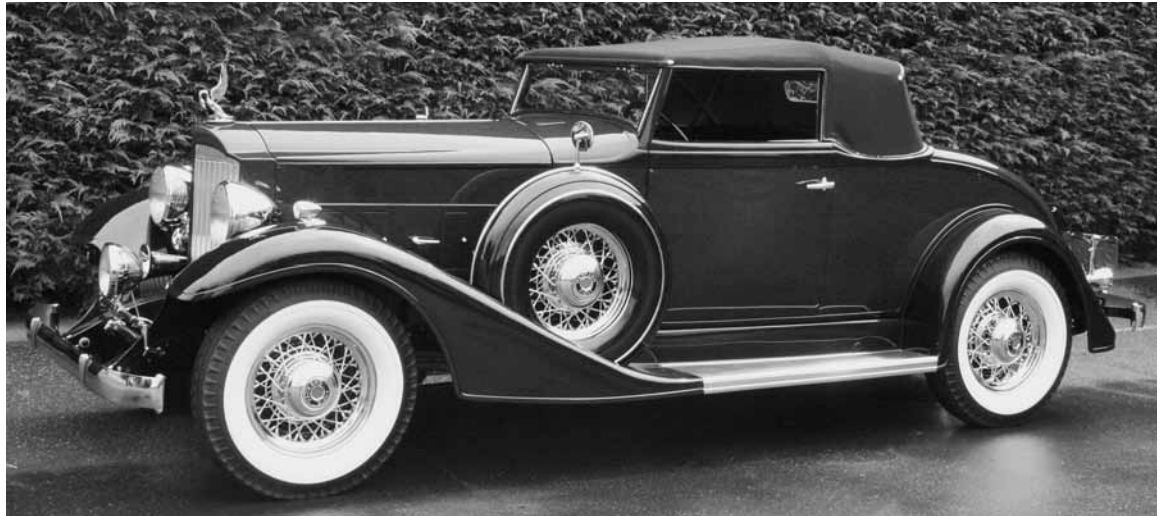


— Brad Huson —

Introducing Nancy Finelli's 1933 Packard 1001 Coupe Roadster

Joe Finelli always wanted to own a Packard. Our firm, Murray Motor Car (MMC), had restored a 1956 Chevrolet Bel Air Convertible in the '90s for him and his wife Nancy. It was sometime later that Joe told us that he was finally ready to go for his Packard. We looked at a number of cars with Joe before he picked this one. Joe said it was just the Packard he had always wanted.

This is a tale of the many owners (many of them members of the PNR-CCCA) who each contributed a bit to the restoration. This car was originally sold from the Earl Anthony Packard dealership in Oakland, CA. Although not much is known about its early history, a UC Berkley College sticker in the rear window indicates a lucky student paraded around campus in this fine convertible sometime during its past life. The known present day history of this 1933 Packard goes back to the '70s ownership by Lincoln Johnson of Centralia WA. During Lincoln's ownership period, he disassembled the car and rebuilt the motor. Lincoln sold the car to Ralph McCarty who found most of the missing parts and assembled the car to a nearly complete condition. Ralph then sold the car to John Kane, who rebuilt the carburetor, rebuilt the instruments and had the majority of the metal work roughed-out by Mark Burke. John sold the car to someone back east and sometime later Bill Scheef brought it back to the Pacific Northwest. Bill added the chrome wheels that he had bought from Ron Doss. It was Bill who sold the car to Joe and he had it



hailed to our shop on December 20th 2005. Joe finally had his Packard.

During early 2006 we worked to get the motor running correctly and had the transmission rebuilt. With the motor and transmission finished, Joe finally had the pleasure of driving his Packard for the first time. The remainder of the restoration waited until March of 2007 to get started, unfortunately, not long before Joe's untimely death late that year. As her tribute to Joe's

dream, Nancy decided to go ahead with the work. The restoration was completed in early 2010.

When Nancy presented her Packard at the 2010 COP it was the first time it had been shown complete after being under restoration for about 40 years. The car is a grand tribute to Joe's dream and Nancy's courage.

— Presented by
Nancy Finelli —

— Article written by
Al Murray —



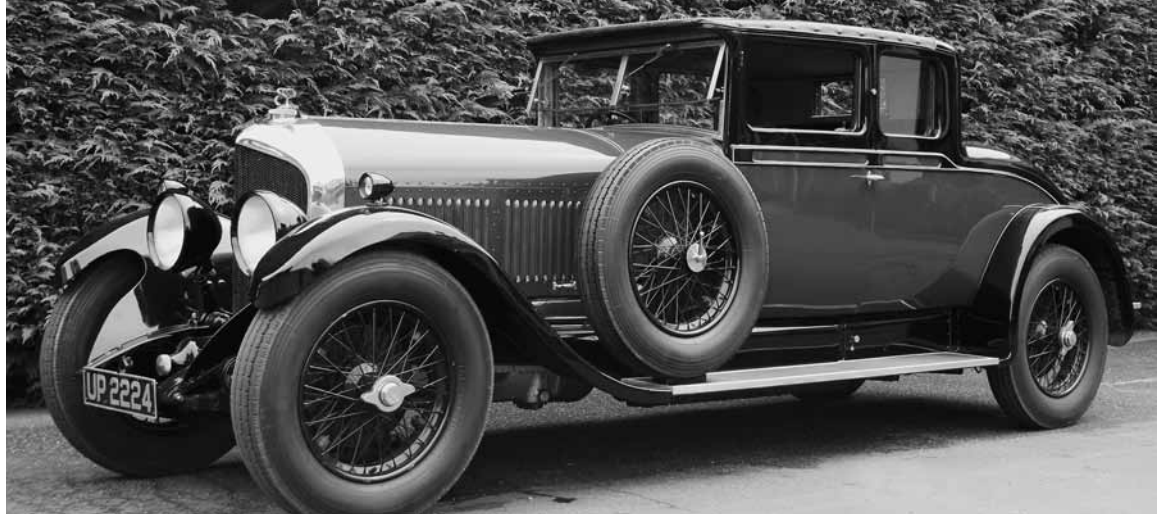
Introducing Peter Hageman's 1926 Bentley Big-Six

Peter's gorgeous 1928 Bentley featured here is one of only 362 Big-Six chassis produced over six model years, beginning in 1926 running through 1931.

The Bentley Company was founded in 1919 and began producing four-cylinder 3-litre cars and soon was winning at LeMans. In the early 1920s Bentley began to increase the displacement size and created the 6-litre series. This was Bentley's first effort to produce a six-cylinder engine and it truly was big, displacing a little over 6.5 liters.

The completed car was delivered to initial owner W. Blythe during December 1928 after having received its coachwork, including a "folding sunshine roof" from Motor Bodies of Newcastle, England. Many Big-Six chassis have had their original coachwork removed and replaced with LeMans replica bodies, but Peter's car remains original to this day. Records indicate that only 31 Big-Six chassis still exist with their original coachwork.

The Big-Six engine featured a single overhead cam, four valves per cylinder, dual ignition and a compression ratio of 4.4 to 1. Later in the production run Bentley offered an upgraded "Speed Six" model with a higher 5.5 compression ratio, a special camshaft, large dual S.U. carburetors, and ignition changes increasing output to 180 BHP at 3,500 rpm. With those improvements the Speed Six was capable



of speeds a bit over 85 MPH. There were 182 more 6.5 liter Bentley chassis produced as Speed Six models making a grand total of 544 for the entire run. This car did go back to the Bentley factory in 1930 to have the more powerful Speed Six engine installed.

With the new Speed Six series, Bentley, once again, dominated the LeMans races in 1929 and 1930. Woolf Barnato, Tim Birkin, and Glen Kidston, were the famous drivers and co-drivers who made history with the Speed Six.

Peter bought his car about two years ago in quite good condition only needing to have minor paint and chrome work done to bring it up to its current concours condition. It is a unique car that looks very sporty and fast.



Al McEwan presenting the Bentley Big-Six for Peter Hageman

CLASSIC-ERA COMING-OUT PARTY ATTIRE

Advertisement copy courtesy of Bill Deibel

In the "Classic Era", the "débutante" season was heralded by the fine society magazines and society ladies and gentlemen were dressed to the best of perfection for these gala occasions.



"An exceptionally large number of débutantes leads Providence society to look forward to the gayest season it has had in a decade or more. The first formal presentation was that of Miss Elizabeth Ostby"
"The Spur" November 15, 1925

Ladies' Attire

The silhouette of the 1920s was straight and angular with waistlines dropped to the hip. In the early '20s, skirts were almost ankle-length. In 1924, skirts began reaching mid-calf even for evening-wear. The shortest skirts of the decade, stopping just below the knee, appeared in 1926-1927. By the late '20s skirts often used panels, drapes, and pointed segments to achieve uneven hemlines. As skirts became shorter, necklaces, particularly strings of pearls, became longer. Evening dresses were generally sleeveless, with deep V or U-shaped necklines. Decorations included beading, fringes and even feathers. Tan or flesh-colored stockings were popular.

evening brilliancy

...Fashions presented by a shop that makes a special study of loveliness... achieving the rarest of all things... simplicity and sumptuousness...

"Vogue"

May 15, 1927

Gentlemen's Attire

Evening-wear generally consisted of a tuxedo in black or midnight blue with a white waistcoat and tie for the most formal of occasions. From the late '20s on, some men substituted a cummerbund for the waistcoat. Collars could be rolled, faced in silk or notched. Single-breasted styles were preferred in the 1920s, double-breasted styles in the 1930s. In the '30s and after, white dinner jackets were popular for summer affairs. Black ties were worn with tuxedos or dinner jackets.

An advertisement for James W. Bell & Co. Gentlemen's Tailors. At the top, the name "James W. Bell & Co" is written in a large, elegant cursive font, with "INCORPORATED" in small letters below it. In the center, a man in a dark tuxedo with a white waistcoat and tie stands with one hand on his hip. To the right of the man is the company logo, a stylized monogram, with "GENTLEMEN'S TAILORS" above it and "ESTABLISHED 1862" below it. Below the man, the text reads "Individual Becomingness in Evening Clothes is due to perfect fitting, an art in which we are distinguished." At the bottom, the address "522 FIFTH AVENUE-AT 44TH STREET NEW YORK" is printed. The entire advertisement is enclosed in a rectangular border.

"Fortune"

October 1932

The 1930s brought a more feminine silhouette, which emphasized the natural form of the woman's body. Dresses were long or ankle-length and the waistline returned to its natural position. Evening dresses were often cut on the bias and clung subtly to the body, emphasizing bosom, waistline and hips before flaring out to reach the hem. Bare-backed gowns and halter-type bodices were popular as were sleeveless gowns.



HCCA BREAKFAST TOUR

May 2, 2010

Article & Photography by Gerald Greenfield

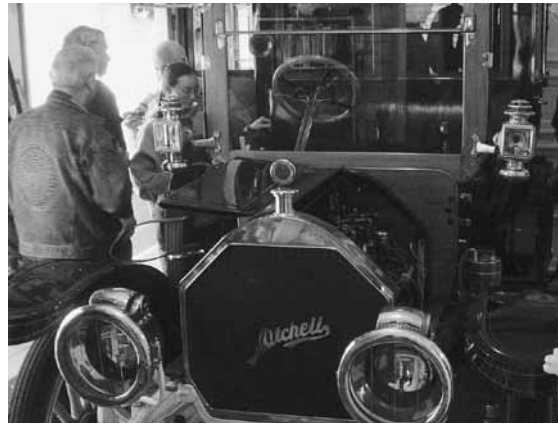
Twenty-two collector car clubs including the Pacific Northwest Region of the Classic Car Club of America participated in the 54th Annual SeaTac Region Horseless Carriage Club Breakfast Tour. Gerald and Doreen Greenfield have planned and led the tour for the past 25 years. Since they are members of both clubs, the CCCA has always been invited to participate and as usual the Club turned-out with some great Full Classic[®] cars. This year a special thank you is given to Lucy and Bill Allard who planned the route for the tour. Bill grew up in Tacoma and his expertise led the tour to many new roadways in University Place and Steilacoom on our way to Lakewood and the home of Billie and Bob Hyland.

It is difficult to get a final tabulation of cars and people, but about 125 people had breakfast at the Elks Club in Puyallup. As the Tour started, the group had grown to about 140 people, including 17 members of the Oregon Region of the CCCA (see sidebar page 20). The Oregon Region had toured to Lakewood on Saturday to visit and explore the wonderful gardens in that area. Frank Arms and Linda Lewis drove their fabulous '48 Chrysler Town and Country Sedan from Oregon, adding another Classic to the gathering.

The weather was questionable that morning with rain forecast later in the day. Fortunately, the tour was completed with only a slight mist once or twice. The weather and the downturn of our national and local economy likely contributed to a slightly lower turnout this year. Many collector car events seem to be suffering through this economic recession. This tour offered great value and a chance to forget about the economy and to have fun with our friends and fellow collectors.

Following breakfast, the tour departed on a leisurely drive through the Puyallup Valley, Tacoma waterfront and the small town of Ruston, stopping for a brief rest

at Titlow Park. During the first half of the tour, the procession of cars encountered the Tacoma Marathon along the Tacoma Waterfront. Fortunately the tour managed to miss any detours or roadblocks which could have played havoc with the tour map and mileage numbers. The final leg of the tour meandered through University Place and the quaint town of Steilacoom, ending in Lakewood at the beautiful home of Bob and Billie Hyland.



Hylands 1909 Mitchell

The Hylands graciously opened their home and garages to the tour members. On display was a

variety of early brass-era automobiles including a 1909 Mitchell which was displayed in their home. Billie also had on display a superb collection of vintage clothing consisting of dozens and dozens of shoes, dresses, purses and related accessories.

The visit to the Hylands concluded with refreshments and root-beer floats for everyone. A very special thank-you goes to Bob and Billie for their gracious hospitality. Mark your 2011 calendar for the first Sunday in May for the 55th Annual HCCA Tour. We'll look forward to seeing you there.

Editor's Note: There is a very sad footnote to this story. Doreen Greenfield passed away on June 2, 2010 after a long illness and recent hospitalization.



Doreen's 25-year tenure as "tour mistress" was a testament to her love of the car hobby. But perhaps more notable, was her love for the many friends she made on those tours. I will always remember her friendship, courage and grace. The PNR sends our sincere condolences to Jerry and his family.



Pacific Northwest Region - CCCA



Our Hosts, Bob and Billie Hyland in front of their 1909 Mitchell (nc)



Jeffrey and Brian Rohrback with their 1939 Bentley Vanden Plas All Weather Phaeton



Frank Arms and Linda Lewis' (Oregon Region CCCA) 1948 Chrysler Town and Country Sedan



Wayne Herstad, Bill Allard, Stan Dickison and Lou Berquist considering the weather before starting out on the HCCA tour.



Sig Linke with his beautiful (nc) Mercedes Gullwing



Lou and Bunny Berquest's 1932 Packard "Shovelnose" Series 900 Packard

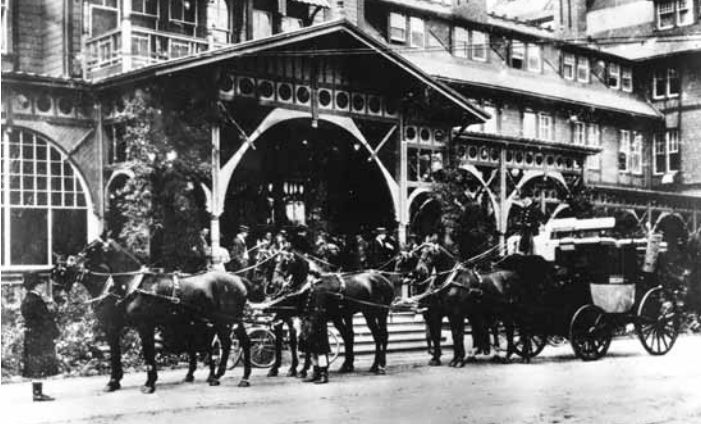


Jeffrey and Brian Rohrback with Stan Dickison and his "new" Model 356 Porsche (nc)

CORDS AT THE DEL MONTE HOTEL

Article by Karen Hutchinson

Photography by Javiar Chagoya NPS Staff Photographer



Stage Coach at Del Monte Hotel (circa 1900)
Photo from NPS archives

The Lodge at Pebble Beach is a place often frequented by Classic Car owners. But what about, the near-by, lesser-known Hotel Del Monte that was once referred to as "the most elegant seaside resort in the world"?

From the time the Hotel Del Monte was opened in June 1880 by the Southern Pacific Railroad Company, it was an immediate success. Fire completely destroyed the hotel in 1887, but a new and even more splendid Hotel Del Monte promptly replaced it. On September 27, 1924, fire again devastated the central wooden structure of the hotel. Reconstruction was complete in 1926 with the present imposing structure resembling a Spanish-Moorish fortress.

The elegant seaside resort played host to world leaders, dignitaries, American presidents, and famous film stars and artists (some of whom owned Cord automobiles - see side bar page 20). The original 17-Mile Drive led from the hotel to a private 7,000 acre-park, now Pebble Beach. The resort included botanical gardens, golf courses, polo fields, a race-track and more.

In 1942, the hotel was taken-over by the U.S. Navy and used as a pre-flight school for aviators. By the end of WWII, the Navy recognized that the facilities of the Naval Postgraduate School (NPS) at Annapolis were insufficient for the Navy's future needs. In 1945, an

act of Congress made NPS a fully-accredited, degree-granting graduate institution. Two years later, Congress authorized the purchase of the Hotel Del Monte and 627 acres of surrounding land for NPS. In December 1951, under the supervision of Rear Adm. Ernest Edward Herrmann, the Postgraduate School moved its operations across the country to its current campus in Monterey, Calif.

In 2010, the "Cord Crew", a group of four Cord owners who have previously driven together cross-country to Auburn, IN, met in Monterey for a "reunion tour". Barrie & Karen Hutchinson and Don & Arlene Wohlwend from the PNR-CCCA drove over 2500 miles to complete the tour.

On May 13th the group was invited to tour NPS and have lunch in Hermann Hall (the old Del Monte hotel). USAF Col. Pete Boerlage, Chief of Staff at the Naval Postgraduate School, arranged to have John Sanders, Special Collections Manager provide a historical tour of the facility and Javiar Chagoya, Staff Photographer, take photos of the group. Our sincere thanks to the above-mentioned and to Vice Adm. Scott Van Buskirk for his help in arranging the tour.



Barrie & Karen Hutchinson's 1937 812 Cord Beverly,
Don & Arlene Wohlwend's 1937 812 S/C Cord Cabriolet,
Gail & Joyce Shaw's 1937 812 S/C Cord Phaeton
in front of Hermann Hall (Hotel Del Monte - circa 2010)
not shown Josh & Betty Malks 1936 810 Cord Westchester

Hotel Del Monte Guests Owning Cord Automobiles

Edgar Rice Boroughts
L-29 Cabriolet
The Marx Brothers
L-29 Convertible Sedans
(they each owned one)

Cecil B. deMille*
believed 810 Phaeton

Amelia Earhart
810 Phaeton

Carmen Miranda*
812 Westchester

Johnnie Weissmuller
Cord type unknown



*Amelia Earhart
at the Del Monte
circa 1930
Photo NPS Archives*

**Assumed to be guests, no records
of their stay have been found to date.*

HCCA Breakfast Tour CCCA Oregon Region Members Attending

Linda Lewis and Frank Arms in their 1948
Chrysler 6 Town and Country Sedan,

Mona Marsh in her 1941 Cadillac V8 62 Coupe,
Sylvia and George Potter in their recently
acquired 1979 Rolls Royce Silver Cloud II (nc),

Bob Earls in his 1964 Studebaker
V8 Daytona Sedan (nc),

Bev Smith and Daryl Campbell,
Lois and Gene Bradshaw, Laura and
Frankie and Robert Douglas in their
1938 Packard Eight 1601 Sedan (nc)

Ray Foster, Jan and Rodger Eddy and
Quentin Robbins all in modern iron

Mutual members (Oregon Region and
PNR CCCA) Donna and John Koziol who
live in the Seattle area.

Tom Crook's Open House Saturday May 1st

A contingent of PNR members met at the Red Robin Restaurant in Des Moines for lunch, then caravanned two miles under partially-sunny skies to Tom's Showroom in Des Moines. Upon arrival, we found the parking lot filled with collector cars brought by members of many different local car clubs.

Once inside Tom's breathtaking showrooms, guests were treated to refreshments as they strolled among beautiful Full Classics® as well as an eclectic variety of n/c cars, ranging from hot rods and customs to original cars and Tom's custom-built Ford V-8 Motorcycle. The vehicle display against the south wall in the main showroom started with a Duesenberg and featured several Packard eights and twelves in both open and closed styles. Tom also featured one of our newest Full Classics®, a 1948 Chrysler Town & Country Convertible Coupe.

This was a casual affair and since attendance was not taken, and memories are short these days, the list of our attendees is likely incomplete. Members driving Classics included (but may not have been limited to):

- Marty Anderson (1929 Duesenberg)
- Ed Rittenhouse (1934 Packard)
- Jon Schoenfeld (1937 Cadillac)

Many of our members chose to drive other old cars from their collections: Ford V-8s, DeSotos, Porsches, and more modern cars. Included in this group were Bill & Lucy Allard, Tom Armstrong, Arny Barer, Michael Bradley, John & Jody Clemo, Stan & Valerie Dickison, Denny & Bernadene Dochnahl, Ron & Gayle Doss, Jerry Greenfield, Gary Johnson, Lee & Juliana Noble, and Willie Spann.

Many thanks to Tom Crook and Randy Small for graciously hosting this event and providing a trip down memory lane for the many participants.





*Jerry Greenfield's
1934 Ford (nc) "Red Rooster"*



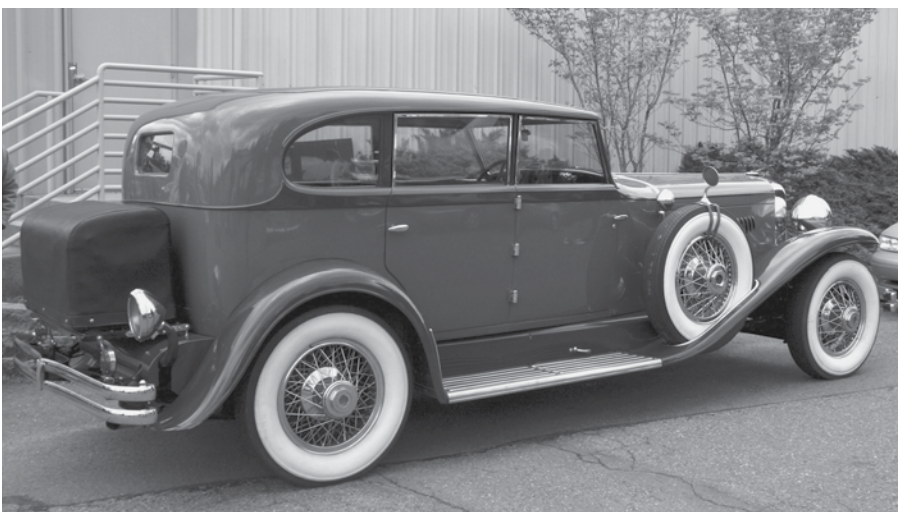
*1948 Town & Country Convertible
Tom says that this car came to him "fully-loaded"
(a bit of a surprise to find a trunk full of dynamite!!)*



Bob Gerrity's 1946 Lincoln Continental Coupe V-12



1947 Cadillac 2-door Sedanette and a 1935 Auburn Convertible



*Marty Anderson's 1929, Series "J" Duesenberg, Clear Vision Sedan by Murphy.
Out of the shop after a very long engine overhaul.*



*Tom Crook's 1937 Packard
Twelve Coupe Roadster*

SOUTH PRAIRIE FLY-IN & CLASSIC CAR GATHERING

Article & Photography by Bill Allard

Lured in-part by fresh donuts and sunny weather, PNR members, friends and families gathered at 9:00 a.m. Saturday morning, May 8th in front of the Ben Franklin Store in Bonney Lake to begin a short CARavan to the South Prairie Fly-In.

The South Prairie Airport is a privately-owned grass strip, with hanger-equipped homes lining the side of the runway. One day each year, home-owners open the strip, and in many cases their private hangers, to vintage car and airplane enthusiasts. Cars, planes and people come from miles around to enjoy the spectacular Cascade Mountains foothills scenery.

Our group arrived at the airport after a few minutes of travel and parked on the grass beside the runway. The twenty PNR members plus twenty guests and family members then spent the next two hours walking among vintage cars and motorcycles brought by members of various area clubs, all the while being entertained by a continual parade of mostly-vintage airplanes engaged in take-offs, landings and fly-overs. Once parked, the planes were available for inspection by Fly-In attendees.

At 12:30 the PNR contingent headed back into Puyallup to enjoy lunch at Mama Stortini's Italian Ristorante.

If you missed the event, hopefully the photos of the activities in this beautiful country setting will encourage you to put the Fly-In on next year's "to-do" list!



PNR members and their Classics:

Bill & Lucy Allard

1948 Chrysler T&C Convertible Coupe

Tom Armstrong

1948 Lincoln Continental Cabriolet

Lou Berquest

1935 Pierce-Arrow Convertible Coupe

John & Jody Clemo

1947 Chrysler T&C Convertible Coupe

Tom Crompton

1937 Bentley Coupe

Stan & Val Dickison

1936 Packard Coupe

Jerry Greenfield

1934 Lincoln Convertible Sedan

Paul Murray

1935 Pierce-Arrow Coupe

Jon Schoenfeld

1937 Cadillac Coupe

Willie Spann

1947 Lincoln Continental Coupe

Members attending w/o Classics:

Siegfried & Darlene Linke

Ed & Pam Rittenhouse

Peter & Frauke Townsend

Paul & Gigi Watson

Event Photos on page 29



Klassic Korner for Kids

The Hardy Boys

Ever since 1927, the Hardy Boys have been thrilling young readers, bringing them along as they go on adventures and solve mysteries. Their adventures are from a simpler time and a reminder of an era that no longer exists -- a time before television, video games, and computers. It's easy to wonder how the formative years of many of our Club members were affected by exposure to the Hardy Boys mysteries.

Edward Stratemeyer, the author of adolescent literature including several of the Horatio Alger books, had the idea of producing juvenile fiction featuring heroes and heroines of exceptional moral virtue and healthy American character in exciting adventure stories at an affordable price. The Hardy Boys series was the most popular of Stratemeyer's book syndicate which also included such other long-running stalwarts as the Rover Boys, the Bobbsey Twins, and Nancy Drew. The Hardy Boys books were such a hit that they sold over 100,000 copies in just two years.

Stratemeyer used a stable of anonymous authors who wrote under house names like Franklin W. Dixon. The authors were contracted-with to write books according to a standard format. Stratemeyer then edited the final manuscripts and sent them out to various publishers. The writers were barred by contract from revealing their real identities. In his autobiography, *Ghost of the Hardy Boys* (1976), Leslie McFarland breaks his silence and

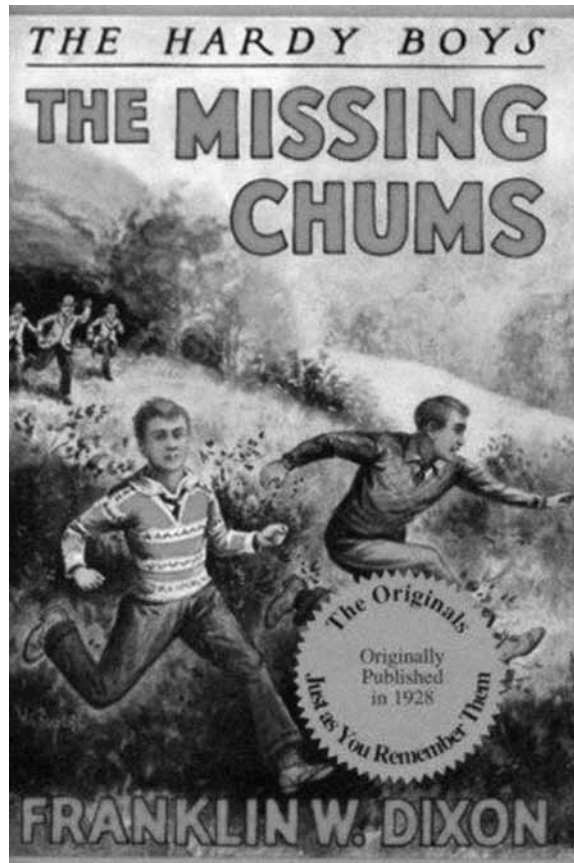
admits that he wrote the first eleven books of the series as the first Franklin W. Dixon.

"The Missing Chums", the fourth book in the Hardy Boys series, was released in 1928 just two years after our featured Bentley Big-Six was built and four years before our featured Auburn Boattail Speedster hit the market. In a story that many of you may have read, Frank and Joe Hardy piece together a number of

baffling clues after a strange craft tries to ram their boat, they witness a bank robbery and two of their best friends disappear from a masquerade party. Perhaps, for a child, the best thing about The Hardy Boys is that it seems plausible that you yourself could solve the mystery just as well as Frank and Joe Hardy.

The original thirty years of the Hardy Boys' series, like the Nancy Drew books of the same period, were revised in the 1960s to remove many of their more objectionable references to race and ethnicity and to bring them up to date. In the process of rewriting, the books lost much of their period flavor and a great deal of their character. The first six

Hardy Boys books (including "The Missing Chums") have been re-released by Applewood Books in their original versions, recapturing a piece of history from the Classic Era. Maybe it is time to dust off the books in your attic and read them once again - this time to your grandchildren.



DELCO THREE-BRUSH GENERATOR MYSTERY

Article by Don Reddaway

Last summer, the generator on our 1930 Franklin automobile failed. The five-amp field fuse was blown. A visual inspection revealed nothing was amiss. The fuse was replaced and the engine started, but still no output current. The fuse was again blown.

As a result, the generator together with a second unit, was taken to a generator shop for rebuilding. We were informed that the armature was worn out-of-round. To correct the problem, the armature of both generators needed to be turned and new brushes installed. The shop was told that the Franklin generator is a positive-grounded system.

A few days later I received a call that both generators were rebuilt and ready for pickup. The newly rebuilt generator was installed. The engine was started, and again, there was no output and the fuse was blown. The second generator installed had the same result. The generator was removed and this time a voltmeter was connected across to the output terminals and the generator spun by hand. The meter showed a positive voltage output - not the negative output which the Franklin auto requires. Having returned both generators to the rebuild shop, I was informed that they knew nothing about how to re-establish a negative output, but would call someone who might know.

By this time, my patience was running very thin. The company finally did call back and said, "Yes, indeed, three-brush generators need to be re-polarized after the armatures are turned." They claimed that nothing was wrong with their work and that something must be wrong with the car's wiring. I removed the floorboards along with the upholstery to get to the wiring of the generator. The shop also said they knew nothing about polarizing three-brush systems, and did not have the hardware to do the operation.

At this point, a second opinion was needed. I contacted a shop in North Lynnwood. I was lucky to find an older person who was an expert with these generators. I was told that the generator first needed to be polarized and reinstalled in the car so that it could not be rotated.

(Note: If this is not done, the generator will run as a dc motor.) Next, the output wire (negative) from the

battery should be momentarily connected to output terminal of the generator (just a quick touch), with the cutout relay removed. Finally, all generator system parts should be reconnected as factory original.

This time when the car was started, the generator operated correctly, but the current was at plus-25 amps. The generator output needed to be lowered. The correct output, when cold, should not be more than 20 amps. To reduce the output, the third-brush has a moveable mounting which has to be loosened and the brush moved counter-clockwise until the output is between 15 and 18 amps, cold, at about 1,000 rpm.

Removing the generator from a Franklin is no small task, because it is part of the timing chain system and is connected to the front of the engine through the timing cover.

The moral of the story is:

Find an old-time mechanic!

INTERESTING INFORMATION

- The small-size fuses (field fuses) can be purchased at the Interstate Battery Store in North Lynnwood.
- The field-fuse is a #AGA Bussman, rated at 5 amps. (cost - 85 cents per box of five units).
- NAPA no longer stocks this type of fuse, so they charge \$5.00 per box plus \$10 ordering charge.
- Interstate Battery Store stocks a large selection of battery terminals (same type as used in the 1930s).
- Interstate Battery Store stocks a large selection of six-volt batteries.
- When installing the fuse in the back of the generator, make sure the spring inside the fuse holder is holding the fuse securely and that there are no oil contaminants in the fuse holder. The spring that holds the fuse is a bronze coil which loses its tension over time or can become corroded due to oil or dirt inside the generator.





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Currently under Restoration: 1938 Alfa Romeo 8C 2900B — 1947 Mille Miglia Winner.

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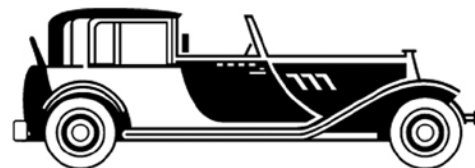
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*How to get
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Many of us are at that awkward age where we finally realize that we're not going to finish everything we've started. We realize the car we've been looking at for ten years looks like it did a decade ago.

This is where GVRS can help.

There are several ways to approach a project – depending on where your skills lie. When my father and I restored this 1934 Derham Packard, we did what we could ourselves then farmed out the rest.

This technique can work for YOU. You do your part at home; GVRS will do our part in our professionally equipped shop. We're both happy. We have the great joy of helping you change your dream into reality. You get the personal satisfaction of contributing some sweat-equity to your own project. But better yet, you reduce your labor costs while moving towards your ultimate objective of restoring the car.

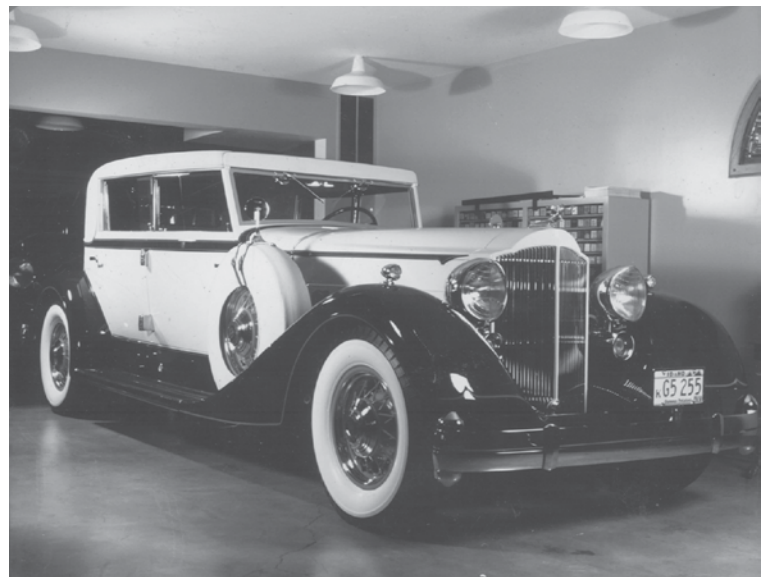
So, the question is, got a stuck project? Need a boost to get it off dead center?

Let's talk. Let's both have some fun.

You can do the easy stuff; GVRS can do the hard stuff. I trailer the project both ways at my expense.

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*...to
This!*



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Town & Country Cont. from page 8

level, so when the fuel level reached the hole, the fuel pump drew only air!

Once that mystery was solved, in trying to smooth out the idle, we found the original distributor rotor had been replaced with a similar appearing but incorrect rotor for a six-cylinder engine. The idle smoothed when the correct eight-cylinder rotor was installed. (Flathead Chrysler owners beware - there is 3/16" difference in length between these all-to-similar appearing components). Those repairs put the car back on the road in good form.

According to records from the Chrysler T&C Owner's Registry, this car is the earliest recorded vehicle to have used the "Di-Noc" decal system at the factory replacing the problem-prone "ply-metal" panels in the doors and trunk lid. Beginning with the first station wagons in 1941, and continuing into the 1948 model year, Chrysler T&C exterior body panels were made up of a bonded sandwich using a sheet-metal base covered by a thin Honduras mahogany wood surface - referred to as "ply-metal." Early in the 1948 model run Chrysler elected to replace the mahogany wood surface on the ply-metal with a decal called Di-Noc. Those same records also state "for some time to follow Wood Veneer and DiNoc (panels were) used as available" therefore inferring that even though our car is likely one of the first delivered with Di-Noc panels, some T&Cs delivered later could have been assembled using the original mahogany wood "ply-metal" body panels.

Our Town and Country convertible remains in unrestored condition with the exception of some paint repair, re-chromed bumpers and replacement carpets. During the past eight years of ownership, we have driven this car sparingly, mostly to close-in PNR events. In that time it has accumulated just 3,000 miles, bringing the current odometer reading to 51,000. As this vehicle is purported to not have been wet since the early 1950s, I've been a bit over-protective about taking it out in potentially-threatening weather, since water from hose or the heavens might stress the original wood and fabrics. To a fault, I'm probably akin to the proverbial "old lady" when it comes to driving this car.

Lucy and I have enjoyed owning our Chrysler Town and Country very much and are pleased to share its history with those who see the car.

— Bill Allard —



A Tribute to Ken McBride

May 23, 1950 - April 13, 2010

Ken McBride, a long-time member of the PNR-CCCA was a passionate collector. In the Classic Car community he collected friendships as avidly as he collected old cars.

And Ken loved collecting cars! According to Glenn Mounger, Ken had an amazing but somewhat selective memory about cars. He would read about a car in a magazine and instantly memorize details about production history and engine performance. Glenn says the details Ken knew were mind-boggling. Ken's car-friends recall late night phone calls where Ken would discuss in great detail a car he had in his sights, and it was generally believed that Ken's favorite car was always "his next car"!

Over the years, Ken built an ever-changing, world-class collection of cars that he loved to share. He hauled his kids and their friends to baseball games in a Duesenberg and was known for providing a special car for that "special occasion". He generously opened his showroom for many PNR events including last December's Holiday Party where Ken spoke passionately about his cars and his friends and almost not at all about his illness.

It was less than a year ago that Ken learned of his illness. Glenn recalls being at the 2009 Port Orchard Car Show when he received a call from Ken with the news of a devastating diagnosis. Despite an incredibly difficult treatment regimen, Ken kept his sense of humor and kept-on living. He truly made the most of every moment and whenever possible surrounded himself with his car buddies.

Glenn recalls that one of Ken's best days was at the January Scottsdale car auction when the "gang of old car friends" gathered around the fire-pit and swapped car stories over fine cigars into the wee-hours of the morning. The evening took a toll, and Ken spent the next several days in bed gathering his strength, but Ken said he would do it again and thanked his friends for being there.

Ken was a "one-of-a-kind" man and his passion for cars and compassion for people will long be remembered. The PNR-CCCA sends its heartfelt condolences to the McBride family.



*South Prairie Fly-In, May 8, 2010
Article on Page 22*



Ed Rittenhouse and family enjoying the airshow.



Jerry Greenfield's 1934 Lincoln KB Convertible Sedan



From left to right: Dave Murray's 1935 Pierce-Arrow Coupe; Lou Berquist's 1935 Pierce-Arrow Roadster; and John & Jody Clemo's 1947 Chrysler Town & Country Convertible.



Willie Spann & Jon Schoenfeld peruse a row of Full-Classics® along the South Prairie airport runway.

Director's Message

Continued from page 3

The current issue celebrates the recent Coming-Out Party; the theme of which was, "The Cars are the Stars." The Pacific Northwest Region's Coming-Out Party has been an annual event since its inaugural in 1971 when co-managers Jack Goffette and (the late) Phil Schwartz chose as the theme, "Used Cars at Bargain Prices." The Coming-Out Party was fashioned after high-society debutante balls where eligible young ladies are presented to society. For our purposes, however, the PNR Coming-Out Party features Classic Cars, either recently restored or new to the region, which are presented to the membership with a few words of introduction by their owners.

I mention the Coming-Out Party in some detail because, despite tradition, the format—a sit-down dinner amid an array of Classic Cars each highlighted in turn with spotlights and fanfare—is threatened by rising cost. During the past several years it has become necessary to subsidize the event to maintain "affordable" ticket prices. This is a practice that is not sustainable. Beginning next month, a group headed by Stan Dickison will investigate ways to continue the Coming-Out Party at reduced costs and ideas for alternatives that might serve as the Pacific Northwest Region's "signature" event. Please direct any comments or ideas you have regarding the Coming-Out Party to Stan Dickison (206) 546-3306 (home) or me, Barrie Hutchinson, at (360) 678-5453.

New subject: From time to time I mention "volunteer opportunities." It's time again because consideration of members to fill CCCA-Pacific Northwest Region Board of Manager positions will be taken-up shortly. No experience is necessary to be a member of the Board of Managers. Interest is the key. Responsibilities include light duties arranging events for the membership and weighing-in on Board discussions as they occur. The Board meets monthly over dinner at a restaurant on Lake Union. Mostly, it is a wonderful opportunity to get to know folks in the group. Please call or e-mail me to learn more or to volunteer.

Barrie Hutchinson
PNR-CCCA Director
360-678-5453
Barrie.Hutchinson@gmail.com

Editor's Message

Focusing this Bumper Guardian issue on the 2010 PNR Coming Out Party (COP) has been fun and exciting for me. Having Chrysler Town and Country cars recently accepted by CCCA as Full Classics® made them eligible, for the first time, to be featured in the COP as well as providing a host of new material, some of which can be found herein.

The unanimous opinion of the 150+ mostly formally attired guests who attended the COP was that the event was a resounding success. They enjoyed a sumptuous dining experience in the immediate proximity of nine great cars that were uncovered and introduced by their owners later in the evening. The setting was lovely and the entire affair was a wonderful experience thanks to the efforts of organizers Gary Johnson and Bill Deibel along with lots of support from their many helpers. We owe them all our heart-felt "THANKS".

In this issue we have provided a summary of the interesting background stories owners told about each of the cars during the presentation ceremony that evening. The top-notch grouping of cars spanning the Classic Era included; a 1926 Bentley, a 1932 Auburn, a 1933 Packard, a 1935 Pierce-Arrow, a 1941 Cadillac, a 1941 Buick and three beautiful 1948 Chrysler T&Cs that were indeed worthy of their new CCCA status as Full Classic® Cars. You will also find a history of the Chrysler T&C automobiles that were likely the most labor intensive vehicles ever mass-produced in automotive history.

I hope you enjoy reading this issue. It will be a hard act for us to follow!



Raymond Loe
BG Co-editor
Raymond.Loe@gmail.com

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