

BUMPER GUARDIAN

Autumn 2008



1931 Duesenberg SJ-488 Convertible Sedan
Owned by Tom and Susan Armstrong



Pacific Northwest Region -- CCCA



Director's Message

Winter is fast approaching and many of our Classics are back in their secure garages until the flowers bloom next Spring; at least for us "fair weather" drivers.

In spite of weather, a Director's job is never done. The same holds true for your Officers, Board of Managers and the folks already contemplating activities for 2009.

When this issue of the *Bumper Guardian* is in your hands there will be only two PNR activities remaining for 2008: the Annual Business Meeting and the Holiday Party. Please consider being there.

The Managers of both (Ray Loe for the Annual Meeting and Julianna Noble for the Holiday Party) are working to make these events well worth attending.

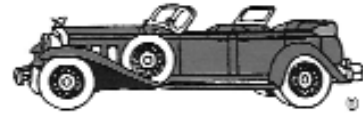
This has been an active year for our PNR Region. From the National Annual Meeting through to and including the Kirkland Concours the members of our region have been highly involved in the various activities. Once again I want to express my appreciation for all the assistance given to make the National Annual Meeting a great success.

The Kirkland Concours is not a CCCA event as you know. However with so many of our members being active in administrating that event it certainly feels like it's one of ours. From the inception of the Kirkland Concours the PNR has sponsored the Most Elegant Award (Open). Three years ago your Board of Managers decided it best to ask our membership to contribute directly to the Concours and assist in the cost of the award rather than taking money from our General Fund. I am delighted to report your generosity not only covered the award but allowed us to have a full page ad in the Program.

Ed Rittenhouse has an article in this issue covering the 2008 Hickory Corners' events. Congratulations to Ed and his 1933 Chrysler CL Imperial Roadster

Continued on page 30

2008 CCCA National Events



Annual Meetings

2009

Jan 7-11. Cincinnati, OH (Indiana Region)

2010

Jan TBD San Diego, CA (SoCal Region)

Grand Classics®

2009

Apr 17-19 Florham Park, NJ (Metro Region)

CARavans

2008

Oct 12-18 Independence Trail (DVR /CBR)

2009

Jun 12-20 Delta to Desert (NCR)

Sept 18-26. Rivers, Roads and Rhythms (SLR)

2010

July TBD Northwest CARavan (PNR)

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

2008 PNR CCCA Region Events

Events sponsored by PNR-CCCA are listed in bold type. Other events are listed for the convenience of our members. Event flyers usually go out to all members 3-4 weeks prior to each event. Please feel free to contact the Event Manager with question.

November 1st

**PNR CCCA Annual Meeting
Seattle Yacht Club, Seattle**

Raymond Loe, PNR Event Manager • 360-678-9366

December 7th

**Holiday Party
Tom Crook's Showroom**

Julianna Noble, PNR Event Manager • 206-226-6153

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 Woodmark Hotel, Kirkland
6:30 Social Gathering, 7:00 Dinner/Meeting.
Open to members. Minutes available on 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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Attention Classic Car Lovers

*Do you have a friend that ought to be a member?
Membership in the CCCA-Pacific Northwest Region
is open to all members of*

The Classic Car Club of America.

For information and membership applications

contact:

Barrie Hutchinson

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1931 DUESENBERG SUPERCHARGED SERIES J DERHAM CONVERTIBLE SEDAN

Article by Raymond Loe

Photography courtesy of Tom Armstrong and James Moore

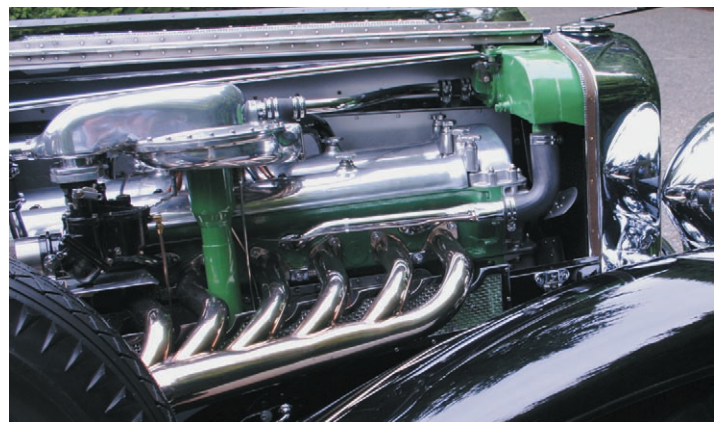


According to noted Duesenberg historian Randy Ema, our featured Armstrong car is one of the documented 481 original Series J Duesenbergs built between 1929 and 1937 of which a remarkable 378 remain. The body on this car is one of five convertible sedans designed by Gordon Buehrig and built by the Derham Custom Body Company (one of America's leading coach builders at the time) for installation on the Duesenberg short-wheelbase (142.5 inch) chassis. Randy's records show that Duesenberg purchased this particular body direct

from Derham "in the white" for factory installation and finishing. The completed car was then likely used as a factory "demonstrator"



before being sold to the original owner. This was somewhat unusual as most Series J Duesenbergs were sold by the factory as "chassis only" requiring the purchaser to contract separately with a coachbuilder to design, build and install a custom body before the car was ready to take to the road.





Tom Armstrong says that he always wanted to own a Duesenberg. Over 30 years ago, in October 1977, Tom and Susan Armstrong realized that dream when, after a prolonged pursuit, they were able to purchase their Duesenberg from Charles Norris of Portland, Oregon.

Duesenbergs have always been both rare and expensive and Tom recalls that at the time, the purchase price of the car was more than twice the price of their house. Susan recognized this was a unique opportunity and heartily encouraged the purchase. Although Charlie had done some restoration work on the car, the Armstrong's undertook the task of bringing it back to the original factory "fit and finish" standards, a project that spanned 25 years.

When Tom and Susan took possession of the car, it was partially disassembled but amazingly it was nearly complete. For example, Tom was able to piece together all of the interior walnut trim with the exception of one-half inch piece on the passenger side door. He also recalls buying the missing rear-seat chronograph clock for what was a very princely sum at the time.

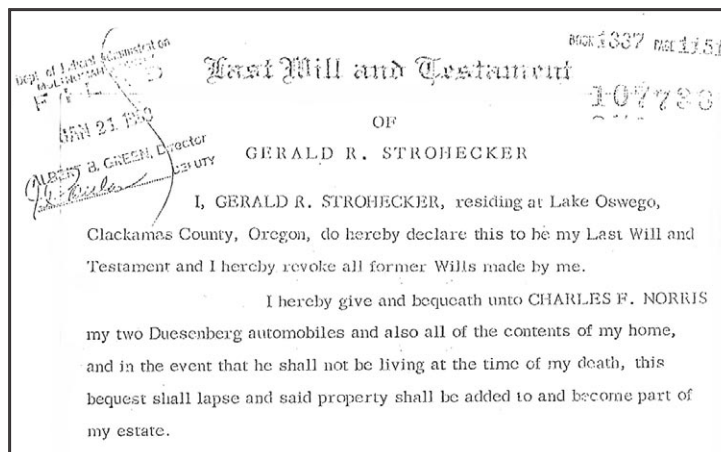
The first major project was replacing the incorrect and broken wheels. To finance the purchase of the correct wheels, Tom sold his 1959 Corvette. Next came extensive mechanical repairs and a complete rewiring of the car. Restoration of the body included reworking the

skirted fenders back to the original open configuration along with sheet-metal repairs, repainting the car and fitting a new black top. Black is Tom's favorite color for a car because "one must take a black car seriously." Most recently the leather interior was replaced.



A dual overhead cam, 420 cid, four valves per cylinder, supercharged straight-eight engine delivering 320 bhp powers this "King of the Classics." Protruding from the right side of the hood of engine J488 is a rarely seen one piece, 8-port exhaust manifold that feeds into a single large exhaust pipe. In contrast most supercharged Duesenberg engines have

split manifolds carrying the exhaust through four giant chromed flex pipes that have become its signature. In either configuration, a Duesenberg Supercharged J could hit over 100 mph in second gear and exceed 130 mph flat-out, remarkable performance for a vehicle weighing in excess of 6,000 pounds.



Tom has taken this car twice to the Annual ACD Labor Day Reunion in Auburn, in 1978 and 2002. On 9/3/82, this was the sixth Duesenberg certified by the ACD Club. In January of this year, at the CCCA Annual Meeting in Bellevue, the Armstrong car was awarded a First Place in Primary Custom.





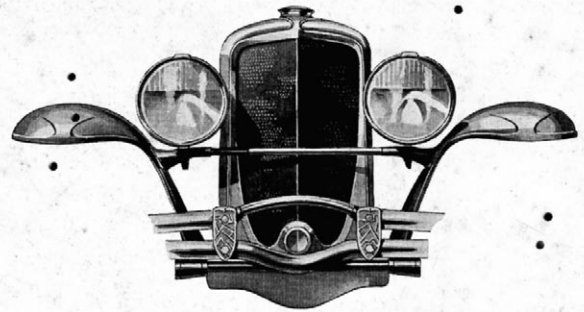
Article by Raymond Loe

The Series J Duesenberg has long been regarded by many as the most outstanding example of design and engineering of the Classic Era. Introduced in 1929, trading was halted on the New York Stock Exchange for the announcement. At \$8,500 for the chassis alone, it was by far the most expensive car in America. With coachwork, the delivered price of a Duesenberg could come to \$20,000 (or more), a staggering sum at a time when a typical new family car cost around \$500.



The story of Fred and August Duesenberg and E. L. Cord is among the most fascinating in automotive history. The Duesenberg brothers were self-taught engineers and car builders whose careers started in the Midwest at the beginning of the twentieth century. Their beautiful engines performed on a par with the best in the world. The finest materials were used throughout; fit and finish were to tool-room standards. In 15 consecutive Indianapolis 500s,

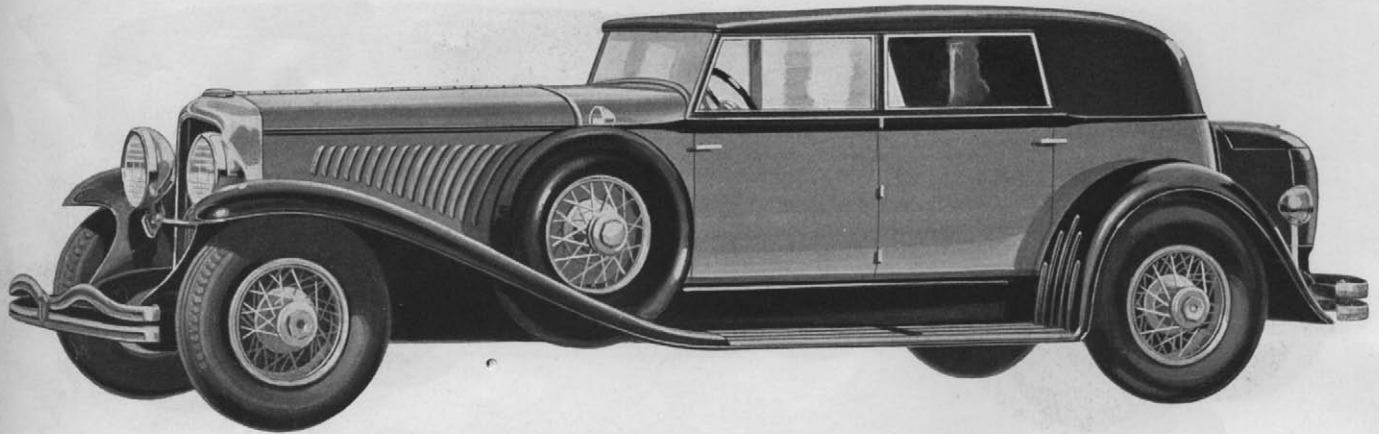
It is a monumental answer to wealthy America's insistent demand for the best that modern engineering and artistic ability can provide . . . Equally it is a tribute to the widely-recognized engineering genius of FRED S. DUESENBERG, its designer, and to E. L. CORD, its sponsor, for these men in one imaginative stroke have snatched from the far future an automobile which is years ahead and therefore incomparably superior to any other car which may be bought today.



starting with their first appearance in 1913, seventy Duesenbergs competed. Thirty-two – an amazing 46 percent of them finished in the top ten.

For several years Errett Lobban Cord had been following the progress of Duesenberg Inc. An admirer of Fred and Augie's creative genius, Cord deplored the sloppy management that had driven the company to the brink of failure. In 1926 he finally stepped-in adding the financially ailing Duesenberg Motors Company to his rapidly growing Cord Corporation that included the Auburn Automobile Co., Lycoming Manufacturing Co. and Columbia Axle Co. among a host of other transportation-related companies – land, sea and air. Cord's vision was to create an automobile that would surpass the great marques of Europe and America and Duesenberg was to be his chosen instrument. He presented Fred Duesenberg with the opportunity to create the greatest car in the world and two years later Fred obliged with the mighty Series J.

The Duesenberg Series J was conceived and executed to be superlative in all aspects and its effect on America cannot be minimized. Even in the misery of the depression its introduction on December 1, 1928 at the New York Auto Show was front-page news. The combination of the Duesenberg reputation with the Series J's grand concept made it the star of the show



CONVERTIBLE SEDAN

With top up this car is an inconceivably smart sedan. Windows, windshield and back panel have the same harmonious slope. In a jiffy it becomes a most attractive sport touring car by dropping the windows into the doors and lowering the top which folds into small space to form a horizontal line perpetuating the wide bell moulding. The wheelbase is 142½ inches.

and the year. After the introduction of the Series J, and shortly before his death, Fred sought to increase the power of the Duesenberg's 265 horsepower engine by adding a supercharger. The Model SJ with its 320 horsepower was a legendary exercise in excess, a car that was the most powerful in the world made even more so, a level that would not be approached again for another 20 years.

The first customer delivery came in May 1929, barely five months before Black Tuesday. The fortunes of Duesenberg Inc., as a business, were affected by the sharp downturn in the world-economy as were all luxury cars and other goods. Unfortunately, following the untimely death of Fred Duesenberg in 1932, Duesenberg, Inc. no longer got the financing and support it needed from the now struggling Cord Corporation, foretelling a limited future.

Throughout the years before closing in 1937 the Duesenberg organization carried-on gallantly in its struggle to survive. Many of the most individually-different bodies were created in the final years including 10 Model JN & SJN cars. The series "N" represented Duesenberg's "last gasp" effort to promote sales. Duesenberg elected to update their image by selecting 10 chassis to be bodied exclusively by Rolston (in-the-white) for sale as complete factory autos. These cars were "modernized" in several ways including having the body lengthened to cover the gas tank and the doors extended down to cover the frame rails. However, these were hard times and Duesenbergs were expensive cars and sales continued to evaporate. Only 10 of the Series N were built and after one of them was sold to "Bo Jangles Robinson" it eventually ended up in the hands of fellow PNR member Bill Deibel.

The magnificent history of Duesenberg makes it is easy to see why "She's a Duesy," still means a slick, quick, smooth and desirable automobile of the highest quality.

Ed's Note: Graphics courtesy of Bill Deibel from a "marked" Original Duesenberg Sales Brochure. Convertible Sedan shown from brochure is not the featured Armstrong Duesenberg.



GORDON BUEHRIG - AUTOMOBILE DESIGNER

THE EARLY YEARS

Article by Raymond Loe



Gordon Miller Buehrig (1904–1990) was among the last of the great individual American car stylists who designed automobiles that make Classic Car lovers' eyes light up - names as Cord, Duesenberg, Stutz, and Auburn.

Born in Mason City, Illinois, Buehrig had a

lifelong passion for cars. His design experience began with Packard, General Motors and Stutz. At Packard, he split his time working as a detailer and as a full-size body draftsman, earning \$200 a month. In 1927, he took a \$30-a-month cut in pay to become one of the first designers at General Motors' Art and Color Section, under the direction of Harley Earl. In 1928, he visited the New York Auto show where he first saw the Model J Duesenberg, never dreaming that he would soon be chief designer.

Looking for more challenge, he joined Stutz on December 10, 1928 where he designed the boat-tailed bodies for the three Stutz 1929 Le Mans entries. These were the first Buehrig-designed bodies built by Weymann American Body Company of Indianapolis. They later produced a number of Buehrig's designs.

During the roaring twenties, young American men would have done most anything to get close to the American dream machines--the Duesenbergs. A chance meeting with Duesenberg sales manager Harold T. Ames led then 25-year-old Buehrig to his ultimate dream job, Chief Designer for the world's fastest, most prestigious and luxurious motor car.

Buehrig's first challenge was to design more exclusive bodies for Duesenberg patrons. Working with the sales department he prepared side view drawings of proposed designs that were presented to customers. When an order came in, Buehrig drew an eighth-scale body-draft that was then turned-over to the selected coachbuilder to produce.

Buehrig's favorite "Doozie" was the Derham Tourster, a show car finished in goldenrod yellow with pale green fenders. Displayed at the Drake Hotel Salon and later at Los Angeles, it was purchased by actor Gary Cooper. Buehrig's next-favorite model and the only car he designed to a customer's specific wishes, was the Brunn Torpedo Phaeton built for Marc Lawrence. Considered by many to be the most elegant open Duesenberg, it became one of the first Model SJ's. Buehrig also designed the Derham Convertible Sedan featured in this issue. In the early 1980's, Tom Armstrong had the honor of driving Gordon in his car and listening to him reminisce about the design process. Gordon commented that this car was part of his "hinge-period" as he pointed out the massive chrome piano hinges on the doors.

Buehrig left Duesenberg in 1932 as luxury car sales, which had been slowing even before the Depression, continued to lag. In the fall of 1932, Howard O'Leary, Harley Earl's assistant at General Motors, invited Buehrig to rejoin the Art and Color Section at GM, which he did in February 1933.

Ever restless, Buehrig rejoined Duesenberg in the fall of 1933 to work again for Ames, who was by now company president. Ames wanted Buehrig to design a Duesenberg made from off-the-shelf Auburn parts. On November 7, 1933, Buehrig drew two small pencil sketches of a streamlined sedan, his idea for the baby Duesenberg, with sealed hood and external radiators. A prototype was started on an experimental chassis designed by August Duesenberg. The car, completed in the spring of 1934, was a clear reflection of Buehrig's sketches. But by this time Ames had more pressing problems and he took Buehrig off the project to provide a fast face-lift to the 1935 Auburn line. There is much more to tell about Gordon Buehrig's fascinating career and the fate of the "baby Duesenberg" but that will have to wait for a future issue of the *Bumper Guardian*.



33RD ANNUAL 4TH OF JULY PARADE Yarrow Point, WA

Article by Valerie Dickison
Photography by Sandi McEwan



Ted and Beth Barber's
1940 Cadillac Touring Sedan

If you are looking for a bit of nostalgia, the fabled 4th of July parade on picturesque Yarrow Point with views of sparkling Cozy Cove is sure to conjure up memories. A tradition since 1976, this fun-filled weekend includes an old-fashioned parade of adults and kids alike, with homemade floats, decorated bikes and trikes, and, thanks to Al McEwan, classic cars.

All you have to do to participate is to decorate your car with flags and bunting and

coast down the hill. Even an "engineless" car will manage this parade. Hundreds of fans come out the front doors of their residences to the street edge. Grandparents, adults and kiddies alike holding flags cheer the cars along as they coast down the hill. Motorists throw candy to the crowd. Hotdogs and other summertime foods await at the foot of the approximately 10-block-long parade, after the cars and drivers have had a casual coast down the long hill. This is a delightful and easy event for old cars (even cranky ones) and well-worth attending.

It's great to see John Kane out in his cars again.
Happy 4th of July



Arny Baer's
1929 Franklin Convertible Coupe



Brian and Randy Pollock's
1935 Bugatti Type 57 Drophead Coupe



Brian Rohrback's
1939 Bentley 4 1/4 Allweather Van Den Plas



John and Mary Campbell's
1931 Rolls-Royce P-II Continental Tourer Van Den Plas



John Kane's
1953 Cadillac (nc)

MURRAY & HEDMAN GARAGE TOUR Gig Harbor, WA

Article by Bill Allard

Photography by Bill Allard & Michael Bradley



Brian Pollock, James Raisbeck, and Terry McMichael enjoying morning refreshments on the Murray's porch.

Cool weather and hot cars; well, hot-looking anyway, as Saturday June 14th, highlighted eleven Classics and several non-classics parked on the lawn at the home of Dave and Lydia Murray in Gig Harbor, where owners and guests viewed the manicured grounds and combined car collections of the Murrays and Daryl Hedman. Dave Murray specializes in Pierce Arrow cars and parts, while Daryl is an eclectic gatherer of vintage-iron from many different manufacturers.

As attendees admired the collections and exchanged the latest news, the Murrays graciously opened their deck and home for the serving of refreshments. If you needed motivation to improve the appearance of your landscaping, Dave's obvious gardening skills were amply-evident in the surrounding yard and garden!

The next step of the tour included passage across the new Tacoma Narrows Bridge, and lunch at the very

comfortable Ruby Tuesday Restaurant in University Place. Diners ordered from the menu, and were VIP-seated, allowing them to view the Classics parked in a reserved section of the parking lot.



Dave Murray's well-stocked garage

Full tummies launched the next leg of the driving-tour, which included a brief stop at the new Chambers Bay Golf Course in University Place. With the sun now breaking-through, the spectacular view of Puget Sound from the lookout came as a surprise to those who were not familiar with this off-the-beaten-path destination.

The final 10 miles of driving brought the group to Lakewold, on Gravely Lake in Lakewood. This early 1900s estate encompasses 10 acres, and displays the designs of noted landscape architect Thomas Church. Lakewold officials gave us permission to park the Classics on the driveway in front of the manor. The scene would likely have appeared "normal" to anyone visiting the estate in the 1930s! Joining us on the tour at Lakewold was Barbara Carman, wife of the late PNR



member Joe Carman. Barbara described how Joe's parents had been married at this site in 1922.

After a walking tour of the home and gardens, PNR members and guests bid each other farewell, and returned home under pleasant temperatures and sunny skies. PNR will be offering additional driving-events in the near future, so even if you missed this one, get that Classic tuned and plan to join in the fun with fellow Club members!



Daryl Hedman's 1930 and 1932 Packards



Dave & Lydia Murray's 1930 Pierce Arrow



Jerry & Doreen Greenfield's 1934 Lincoln at Chamber's Bay



Jim Tallman's 1930 Chrysler CG Custom Imperial Roadster



Brian Rohrback, Barbara Carmen & Karel Deibel with Wayne & Carol Herstad's 1923 Locomobile Sportif

Photo Page 10: From left - James & Sherry Raisbeck's 1937 Cord 812 S/C Cabriolet RHD, Jerry & Doreen Greenfield's 1934 Lincoln K Dietrich Convertible Sedan, Lou & Bunny Berquest's 1935 Auburn 851 Phaeton, Brian Rohrback's 1939 4.5L Derby Bentley, Stan & Val Dickison's 1934 Packard Sedan, Lee & Julianna Noble's 1936 Rolls 25/30 Park Ward DHC, Jon Schoenfeld's 1937 Cadillac Series 70 Coupe, Jim Tallman's 1930 Chrysler CG Custom Imperial Roadster, Barrie & Karen Hutchinson's 1937 Cord 812 Beverly, and Gary & Joyce Johnson's 1937 Packard-12 Club Sedan.

Photo at Right: James & Sherry Raisbeck in their 1937 Cord Cabriolet



SUMMER PICNIC AT JERRY MCAULIFF'S Seabeck, WA

Article by Raymond Loe

Photography by Raymond Loe & Karen Hutchinson

Despite periods of uncertain weather leading up to this event, Saturday August 2nd turned out to be a clear and beautiful day for PNR's annual picnic at Jerry McAuliffe's Seabeck estate on the shore of South Puget Sound. Members drove in from all directions, however, those few of us who wanted to ferry from Whidbey Island via Port Townsend were detoured through Clinton-Mukilteo-Edmonds-Kingston, because of unusually low tides. This turned the normal transit time of 2 hours to cover the 50-mile distance into a 4 1/2 hour marathon involving multiple ferries. Upon arriving however, the rewards were well worth the effort it took to get there.

What a delight to enter Jerry's magnificent estate and arboretum where every square foot is manicured and trimmed by his professional staff. Hundreds of plants in-bloom filled the flower-beds and large displays of cut-flowers were on tables dotting the spacious lawns overlooking Hood Canal. Also, Jerry has a well-tended vegetable garden located farther back from the water which is "big enough to share with the deer."

Anticipating the beauty of his estate is part of the fun and mystique in attending this event, and we all agree it simply gets better every year. Jerry is constantly adding to his beautiful landscaped grounds and to his extensive auto and memorabilia collections.

After settling-in and greeting each other, members took time to wander the grounds closely examining the lovely gardens, visiting each others' Full Classics[®],

sipping cool drinks and listening to the live band music provided by Jerry.

Everyone was invited to tour Jerry's garages and display areas. Club members cheerfully followed Jerry across the highway to his large "shop" where we all could closely examine the latest additions to

his collection of cars and related memorabilia. This was the time for "tech-talk" and solving car-related problems with other members.

We saw Tom Armstrong and Don Wohlwend engaged in deep discussion while crouched by the front wheel of Don's Cord. Doubtless they were talking about

all of the work Don has done to deal with the problem of wheel hub and bolt-circle cracks that plague late model Cord owners. Opportunities for information sharing often present themselves at these outings and offer a great learning experience for those of us who own Classic Cars[®].

Following the tour everyone was invited to partake in a wonderful catered lunch featuring prime rib with all the trimmings including a variety of deserts.

This year's tour and picnic was an event to remember, and, for those of you that missed it, be sure to highlight the date on your next years' calendar. PNR visits to see members' personal collections don't get any better than this.



*Jerry McAuliffe's '41 Packard Super 8 160 Deluxe Convertible Coupe
with Jerry's everyday view from his house out over Seabeck Bay*





*Franklin in repose
Bill Deibel's '32 Dietrich Speedster*



*Connie Schwarz (left) with host Jerry McAuliffe
studying a document in great detail*



*Val Dickison, Lee, Ed & Maurine Noble, Stan Dickison
and Julianna Noble enjoying the BBQ Prime Rib*



*Don Wohlwend (left) and Tom Armstrong discussing the
wheels and hubs of Don's '37 Cord SC Cabriolet*



*It was surely a day to put smiles on all faces
as seen here on Carl Bomstead & Stan Dickison*



*There IS one HERE - just try to find it.
Jerry McAuliffe's museum of everything*

MOTORING CLASSIC SEND-OFF Kirkland, WA

Article by Army Baer

Photography by Michael Bradley & James Moore

Every year Pacific Northwest Region Classic Car Club of America, in cooperation with the LeMay Museum hosts a send-off party at Suite 200/Club Auto in honor of the intrepid tourers involved in Al and Sandi McEwan's Pebble Beach Motoring Classic.

The tour is open to vehicles that have either qualified to be displayed "on the grass" at the Pebble Beach Concours or are otherwise significant motoring icons. The reception gives tour members an opportunity to meet PNR members, view the Suite 200/Club Auto collection and have an afternoon of conviviality before the tour begins. Our members enjoy the benefit of refreshing old friendships, initiating new ones and viewing the spectacular participating vehicles. Everybody always enjoys the complimentary drinks and the Costco catered buffet. A particular favorite each year is the rapidly-consumed trays of prawns.

If there was a theme for this year's event held Monday, August 4, it was "People, Prawns and Peking to Paris." For the two most eye-catching tour entrants were the 1907 Itala 40HP (nc) owned by David & Karen Ayre of Berkshire, England and the 1908 Clement Talbot 35 Roi Des Belges (nc) owned by Daniel & Jean Ward of Ripon, England. Both of these cars competed in the recreation of the legendary 1908 Peking to Paris race. The great Itala with its "Pekino" and "Parigi" legends painted front and back was a particular sight to behold both at rest and in booming motion.

Equally impressive was the show of Alfa Romeos. The five participants thrilled the Alphisti. How often does one see two 1932 8C2300 LeMans (John Bentley

& Tamsin O'Brian of North Yorkshire, England and Jack & Harald Braam Ruben of Maastricht, The Netherlands), a 1933 8C2300 Convertible by Castagna (Arturo & Deborah Keller of Petaluma, CA) and a 1933 1750 GS Spyder by Touring (Hugo

Modderman & Fiona de Vos van Steenwijk of Monte Carlo, Monaco) parked together in an area the size of Suite 200's parking lot?

Another crowd pleaser was the bright red 1932 Rolls Royce P-II Henley Roadster by Brewster. To those of us who went to Pebble Beach this year, this great car was a 76 year-old precursor of the new bespoke Rolls Royce Hyperion (nc) Roadster unveiled at Goodings by Pininfarina and displayed in connection with the Concours.

With the weakness of the dollar against the Euro it was

no surprise that many of the tour participants were European. No less than five of the twenty-five cars had been shipped from Europe for the tour. Two of the cars, Jay & Christine Moore's 1934 Packard 1107 Phaeton and David & Lucette Walters' 1937 Rolls Royce P-III Sports Limo by Hooper, were shipped from Hawaii.

PNR members traveling on the Motoring Classic this year were Peter Hageman who traveled with Paul and Veronique in their 1930 Bentley 4.5 Liter 2 Seater VDP, Al & Sandi McEwan who drove their 1934 Bentley 3.5 Liter Tourer by Vanden Plas and Roy Magnuson who drove the Trouble Truck. Over thirty members showed up for the event which was managed by Army and Carol Barer.



1932 Alfa Romeo 8C2300 LeMans
Bentley & O'Brian, N. Yorkshire, England





*1933 Alfa Romeo 8C2300 Convertible Castagna
Arturo & Deborah Keller, Petaluma, California*



*1934 Packard 1107 Phaeton
Jay & Christina Moore, Lahaina, Hawaii*



*1907 Itala 40 HP (nc)
David & Karen Ayre, Berkshire, England*



*1908 Talbot 35 HP Roi Des Belges (nc)
Daniel & Jean Ward, Ripon, England*



*1936 Ford Station Wagon (nc)
Patrick Anderson & Kathy MacCarthy, Barrington, IL*



*1929 Bentley 4 Liter Drophead Coupe
Maggie Newman, Tampa, Florida*



*1930 Lincoln L Landauette, Willoughby
Rick and Don Eagen, Evergreen, Colorado*



*1933 Alfa Romeo 1750 GS Spyder, Touring
Hugo Modderman, & Fiona de Vos van Steenwijk
Monte Carlo, Monaco*

RADIATOR EXPANSION TANK SAVES COOLANT

Article and Photography by Barrie Hutchinson

It was while idling on hot asphalt, in line waiting to cross the Canadian border, that a lady dashed across the tarmac wildly exclaiming our car (Tinkerbelle—an 812 Cord Beverly) was leaking green liquid near the front wheels. This was one more indication Tinkerbelle couldn't hold her coolant. In the past Tinkerbelle had often required additional coolant after long driving stints, and sometimes, usually at idle, the bubble disappeared from the King Seeley temperature gauge face although the car never "boiled over."

At the 2007 Palo Alto Concours, Josh Malks suggested I lessen both the need for additional coolant and the car's propensity to overheat by adding an expansion (overflow) tank and mildly pressurizing the cooling system. Josh showed me his set-up and suggested I talk with Jim Lawrence who, to the best of my knowledge, pioneered the concept on Cord 810/812 series cars.

Jim was a Volvo dealer and, accordingly, adapted a Volvo expansion tank to retain overflow. Jim told me he installed a radiator pressure cap rated at four pounds and an eight millimeter (5/16") rubber hose to connect the tank with the overflow tube running down the left (driver's) side of the radiator.

Before the next driving season I collected a Volvo 164 tank (because it has a nice shape, fits into the space



Installation supplies - tank, hose, clamp, pressure cap & NAPA box

available, hangs nicely from the radiator-to-firewall strut and was what Jim recommended), a radiator cap from NAPA (part #703-1412), a suitable length of rubber hose and two hose clamps. With a hook fashioned from a piece of brazing rod I installed the tank in about a half-hour. It can be dismantled in less than five minutes and re-installed in about the same amount of time.

Some maintain every drive in a Cord is a test drive. Our test for the newly-installed expansion tank occurred on the 2008 Big Sky CARavan. In all, Tinkerbelle traveled about 3,000 miles in all kinds of conditions. Throughout the CARavan the car did fine losing little or no coolant.

The acid test came during our return from Big Sky to our home in Puget Sound. The temperature was well over 100 degrees and Tinkerbelle was pulling long mountain passes. Occasionally, we would stop at idle for a few minutes. If ever a car should have balked, it was then. Tinkerbelle did not flag. She required no additional coolant and did not overheat. At the end of the day another car traveling with us was topped off with six quarts of water!

If you are a long-distance driver or drive your car in very warm weather you might consider installing an expansion tank with a low pressure cap. It is easy to do and can be removed easily for any reason. We found with Tinkerbelle the loss of coolant during stressful drives was dramatically reduced.



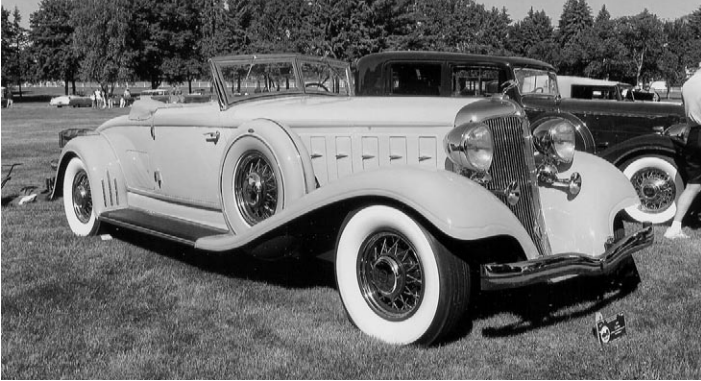
Tidy removable installation



CCCA GRAND CLASSIC & EXPERIENCE

Hickory Corners, MI

Article and Photography by Ed Rittenhouse



*Ed & Pam Rittenhouse's
1933 Chrysler CL Convertible Roadster*

Those who have not been to the CCCA museum at Hickory Corners MI the first week in June should put it on their "to do" list. This year the weather was perfect and the location in farm country surrounded by century-old barns is an ideal setting.

Combined with the Gilmore Museum, the CCCA Museum houses hundreds of cars. The complex includes the Barrett Barn, the Erle Heath addition, the Robbins Gallery, the Fernquist Gallery, the Kughn Gallery, the Tamaroff mascot collection and the John & Dora McMullen Gallery. In addition, there are original works of Gordon Buehrig and Ray Dietrich in the Thompson Library. The Bill & Aneice Lassiter Research Center was recently opened.

The Grand Classic® was held on Saturday May 31, 2008. There were about 65 wonderful Classics. At the Awards Banquet that night we were fortunate our car received a score of 100 points and earned a senior badge. There were several 100-point cars at the show.



GM's Futurliner

The Grand Experience was held the following day on Sunday, June 1. The theme of the show was the first 50 years of General Motors with cars through 1958 displayed. Of course all of the Full Classics® were welcome as well. One of the more interesting cars was an original 1929 Duesenberg Murphy Roadster owned by Katherine Hepburn. Despite its Murphy Convertible Roadster coachwork being the most common on the Duesenberg chassis, Katherine's car, J-192, serial no. 2212 has stood apart from the rest since new. It has only been titled to women and Katherine was the fourth to own it. The car sports a leather convertible top and that is unique to the car's past. An unrestored car with an incredible presence, this survivor has logged only 33,000 miles since new.



Katherine Hepburn's 1929 Duesenberg

Another interesting display was one of the 10 Futurliner buses (nc) produced in 1939. The Futurliners were originally used to transport a traveling exhibit called "The Parade of Progress" that was based on the success of the General Motors Science and Technology exhibit at the Chicago World's Fair.

The Grand Experience attracted 84 cars. One of the more interesting parts of the day was the awards drive-by where the announcer recited some of the attributes of each car. Many different cars were honored and ours received the Grand Marshal's Award. It was presented by the Grand Marshal Rob Meyers.

The combined events of Saturday and Sunday plus an opportunity to see all of the cars in the barns makes this a very worthwhile trip.



BUILDING CLASSIC MEMORIES

By Gary Johnson

A couple of weeks ago I was talking to a friend who is not involved in the "Old Car Hobby". He was recovering from his second stroke. He said, "A few years ago I told my family that I was not going to leave them any money when I died. I was going to leave them something more valuable. I was going to leave them memories. Since then I've taken my grandchildren to Disneyland, Mount Rushmore, Yellowstone Park and Hawaii, among other places. We've built some memories together that are priceless- and will stay with them a lot longer than money."

As I've grown older and witnessed the dispersal of car collections accumulated over years, the disposal of ribbons, plaques, and awards highly-prized when they were won, or the rush by the kids to sell the inherited "old car" and get the money, it strikes me that our focus needs adjustment. Maybe we should be less "Caretakers of Classics" and more "Builders of Classic Memories". Maybe our Classics can be used in a unique way that will outlast them and us. After all, I've never seen a Classic owner driving his car to his own funeral, let alone pulling a trailer full of his money behind it!

Building memories won't come from showing our cars to young people while reminding them to keep their hands off. Memories (like the computers kids love) are interactive. You've got to do something with a Classic to love it. You've got to first ride in it, then fix it, polish it, study it, and even drive it to develop the memories. None of this passive looking-at-it stuff.

All old car clubs fret about the "graying of their members". It seems the younger people are paying exorbitant prices for muscle cars from the '70's that older people remember as poorly made and designed. Why? Because these are the cars with which these younger people have developed memories. Is the answer to attracting younger members so obvious that it's easy to overlook?

Lawyers sometimes set up "Generation Skipping Trusts". I don't understand them (nor lawyers), but I think I'm involved in generation skipping. When my own children were growing up I was too busy working and lacked both the time and the resources to be involved with Classic Cars. As a result my own children lack the memories with the cars that I wish I'd been able to instill. As Joyce and I've traveled on many CARavans since our children are grown it seems that many of you are in the same boat. But the opportunity to create those memories

with our grandchildren and involve them in the hobby stares us in the face. Could they be our future new Classic Car Club members and owners of our Classics?

I'm aware that I may be in the minority about involving grandchildren in CCCA events. A survey was recently conducted by our Region including a question that was interpreted, by those tabulating, that members were not interested in having children involved in events. The "why" was unaddressed.

If this was due to concerns about behavior I have seen nothing but exceptionally well-behaved young people at CCCA events. (Besides, it's a given grandchildren always behave better when they are away from their parents). Also, there seems to be little advantage of bringing children under the age of 8 or 9 to these events in terms of what they or you will see, learn or enjoy.

If possible don't bring brothers and/or sisters together. You will avoid all of the sibling conflict and rivalry. Cousins of the same sex and approximately the same age work well for us. It will also make rooming accommodations easier and less expensive. Having two young people together makes some social interactions easier, but one grandchild will find friends at the "kid's table". You'll find that having grandchildren with you will in no way cramp your style unless your focus is on heavy libation and late hours. You'll find you have plenty of time to socialize or "kick tires" in the parking lot with friends.

Every event is not suited to children. The events they will enjoy are those where you are going and doing. Take your grandchildren on a CARavan! It's the perfect venue. They will see beautiful scenery, meet new people, expand their social skills, and make new friends young and old. They'll experience the lost art of "motor touring". In today's world it's all about getting there. In the Classic Era it was about the journey. Maybe you and they will learn about how to enjoy the journey together. Isn't that what life is really about?

And you'll have time to talk. Talk that goes beyond the monosyllabic answers to questions you don't know how to ask. Talk about feelings, goals, experiences and maybe even dreams. And maybe you'll learn how to play "Hey, Cow!" because you don't have air conditioning and your windows are down. And you can laugh and joke and be a bit of a child yourself, letting the kids do things their parents won't.

The memories are priceless!



CARAVANING MEMORIES FROM GRANDKIDS

By Katie and Chloe Johnson

Katie's Turn

Introduction: Have you ever been to Yellowstone and Glacier National Parks? Seen Helena, Montana from the Last Chance Tour Train? Learned about computing history and how to use binary in America's Information Age Museum? Have you ever stayed at a hot springs resort, seen a grizzly bear roll in the grass, and been given the grand tour of three lumber mills in Columbia Falls, Montana?

Have you ever seen the majestic beauty of The Grand Tetons? Visited Montana-of-old in the ghost towns of Nevada and Virginia City? Seen amazing wildlife paintings and sculptures at the National Museum of Wildlife Art or been given a tour of Montana's State Capital building by the retired Lieutenant Governor of Montana?



From left: Chloe, Gary, Katie & Joyce Johnson with their Packard 12



Glacier National Park

My cousin and I were invited to come with our grandparents and we all had the time of our lives. We were lucky enough to have done all those things and we did them while driving with our grandparents in their 1937 Packard Twelve during the Big Sky Car Tour this summer.

Katie's Trip Diary: Day 1 (6/18) OK, where do we even start? How about the beginning? We met together in Bozeman, Montana. That day we went to the America's Information Age Museum. There we learned about the origins of the information age some 20,000 years ago and then about our progress towards our current information technology (a.k.a computers). Later that day we checked into our hotel. We ended our first day with a cocktail party and a very nice dinner. We enjoyed meeting all the people on our tour. They were extremely nice.

Day 2 (6/19/08) Today we visited the capital city, Helena. We saw the Capital Building first. While we were giving ourselves a self-guided tour, a retired Lieutenant Governor of Montana asked us if we wanted an exclusive tour. His tour involved seeing the governor's office and other things you otherwise couldn't see. We thought it was great! We then proceeded to go on the Last Chance Train Tour where we learned about the history of Helena. We then proceeded to go see the Montana Historical Society Museum. We finished up our day with a cocktail party and a nice dinner.

Day 4 (6/21) After a traveling day, we took our Packard up to Glacier National Park where we saw three mountain goats, a mama and two babies. We ate at an inn and then went horseback riding up the mountain. The view was amazing and we were surprised to still see snow on the mountains. After touring a bit more, we headed to our hotel and had a great buffet dinner. (Almost all of the caravan meals were buffets.)



Katie and Chloe at the sawmill in Columbia Falls MT

Day 5 (6/22) On day five we visited three sawmills in Columbia Falls, Montana. The mills make plywood. The mills were very loud so the tour guide had to shout for us to hear him.

Day 7 (6/24) After traveling all Day-6, we came to one of the most interesting and fun days in the caravan: the ghost town day. We took the self-guided tour of Nevada City including old houses, shacks, outhouses, and even a music hall! It was really cool because we love historical buildings. We had some ice cream and then headed over to Virginia City where we got one of those cool old west photos. For lunch we went to Doe Brothers, a really great restaurant with a soda fountain. We headed back to our hotel, went swimming and had a great (you guessed it) buffet dinner.

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*Barrie Hutchinson, Al & Sandi
McEwan in Yellowstone Park*

Day 8 (6/25) Yea! Finally the day we had all been waiting for arrived! From the moment we entered Yellowstone we knew we were in for a treat. Right away we spotted a baby eaglet and its mother in a tall tree. The day only got better as we saw Old Faithful, Yellowstone Lake (it's HUGE), lots of buffalo and deer, and the sulfur-smelling hot spring which were beautiful (but the smell made you want to throw-up). After lunch we decided to ride in our friend Sydney's car. We rode up to the upper waterfalls and realized that grandpa and grandma weren't behind us. Luckily we all reunited for dinner at a restaurant. We were relieved that we found our grandparents again. Even though we lost our grandparents for a little bit the day was truly amazing!!

Day 9 (6/26) Today we spent the day at Big Sky Resort. We took a chair lift to the top of a mountain and hiked down. The view was totally and utterly amazing. The hike down was pretty, but we really wanted to see a bear. We ate lunch at a great Italian place at the resort after the hike. After that we swam and chilled-out for the rest of the day. And we finished off with a you-know-what for dinner.

Day 10 (6/27) Today was last official day of the caravan. We headed out to the Grand Tetons and we soon came to a traffic jam! We saw people getting out of their cars and taking pictures of a huge grizzly bear rolling in the grass! We took a lot of pictures! We saw lots of deer, elk, and bison. We truly loved seeing perhaps the most beautiful of all mountains, the Grand Tetons. After spending all day there we headed home to have the final banquet meal (it wasn't a buffet)! The food was delicious and we had great singing entertainment from the ladies on our caravan! We were so sad when we had to go home. We truly felt that we were a family. We are so happy to be able to be a part of this great caravan, and we hope we can do another one sometime in the future. We want to say thank you to our grandparents, Gary and Joyce Johnson, for their love and generosity in letting us come on this great trip. We also want to thank all the people who worked hard to plan and prepare such a great experience. We will never forget this experience and we just want everyone to know how much we enjoyed the Big Sky Car Tour of 2008!

Chloe's Turn

This was my first caravan so I didn't know what to expect, but it was so much fun. Each day we did something new, except for the driving part, but even that was fun because we had "Hey Cow." (Thanks for the game Al McEwan)

We went to the airport to pick up Katie and boy, did we get some attention. (We were in our 1937 Packard-Twelve Club Sedan) Even the security guards didn't mind us sitting in the drop off and pickup areas for about two hours. People were coming up and asking all sorts of questions. I think my grandpa said the year and model of the car fifty times. A lot of times people would roll down their windows and take pictures as they drove by. Finally, Katie's plane landed, I was so excited to see her.

At all of the cocktail parties I got the same thing (a Shirley temple with two cherries). If you go on a caravan you better get used to buffets, you will get a lot of them.

One day Grandpa forgot to take the cleaning supplies off the running board as we left the Hilton Garden Inn. Someone caught us and told us that it was there. Grandpa was worried that we were going to get the buffalo chip award. It was very funny.

On the last night I gave a speech and my topic was families. We all have families consisting of mothers, fathers and so on, but once you go on a CARavan you have a new family, one that you can kick tires with, and even though you don't know them very well, they still care about you and want to know if you are having a good time, and that is one of the reasons I had a great first CARavan.

We saw the capitol building of Helena. It was spectacular. We even got a private seeing with the lieutenant governor, he was so nice, he had a buffalo head in his office and he said that every morning as he came into his office he would rub the buffalo's nose for good luck. We also went on the Last Chance train and got a full tour of Helena. We saw so many things like mansions, mines and even a naked boy.



Hey Cow



CARAVANING MEMORIES FROM GRANDPA

Article by Gary Johnson

Photography by Gary Johnson & Judy Mote

This was our sixteenth CARavan but only the second one on which we have taken grandchildren. In 2007, we took cousins Jake (10) and Dillon Johnson (14) on the Indiana CARavan, which was oriented towards “kids of all ages”. They had such a fantastic time that on the third day they were begging us to take them in 2008. We told them it was their sisters’ turn. They argued in adolescent chauvinistic: “The girls won’t appreciate the cars like we do”. I told them our CCCA President for 2008 was a “girl” and she appreciated the cars just fine!

Joyce and I raised 3 sons and 1 daughter. We’ve always found boys to be less complicated, with fewer hormonal issues, and much less messy in the bathroom. Boys tend to keep their bags packed rather than spread about the room and are minimalist in clothing, showers and shopping. We shared a room on both CARavans so we knew the experience with the two groups would be different.

Chloe (Dillon’s sister) rode with us as we towed the Packard from Bellevue to Bozeman. We arrived in Bozeman Wednesday June 18th and headed to the airport the next morning to pick up Katie (Jake’s sister) who had endured an 8-hour trip from North Carolina. The Packard attracted a lot of attention as I waited in the tow-a-way zone at the airport. I now had 3 women in the car that, as expected, had ignored the request to pack lightly so the bags were loaded and unloaded from the trouble truck each traveling day.

Thursday night we had the kick-off dinner and the inimitable Sharon Briskman introduced the Buffalo Chip Award. The Banner would be given to the CARavaner who it was deemed had fouled-up most eloquently on each previous day’s trip. It would be easy to avoid these people with the banner flying from their car. It was suspected, but not proven, that one person filled up with gas and drove off twice without paying. (At 8 miles per gallon and almost \$5 per it is easy to understand a little larceny).

On Friday morning 102 Classics headed off for the 150-mile drive to Helena. This included 30 members of the Pacific Northwest Region: Ray & Georgia Loe, Gary & Joyce Johnson, Al & Sandi McEwan, Tom Crook & Randy Small, Barrie & Karen Hutchinson, Ron & Gayle Doss, Tenny & Toby Natkin, Neil & Patricia DeAtley, Virgil & Deb Parker, Brad & Hyang Cha Ipsen, Tim & Kara Sullivan, Peter & Karen Dahlquist, Barry & Sharon Briskman, Brad Huson & Ordeen Braathen, and Jan Taylor & Bob Newlands.



The PNR Region CARavan Gang

We were on our own in the afternoon to explore the Capital of Montana. The Capital Building contains some exceptional murals in the rotunda depicting the settlement of the state and its mining and livestock industries. Since Joyce and I had recently visited the Capital with another car group

I’d inadvertently become a quasi guide, desperately over my head lacking of reliable information. We were wandering down the hall toward the rotunda and in a last ditch attempt to bolster my reputation that “Grandpa knows everything”; I spotted a distinguished looking gentleman. I approached with, “This gentleman looks like he could tell us more about the capital.” He replied, “I might be able to help some. I’m a retired Legislator here for an event and I’d be glad to show you around”. And show us around he did. We explored every nook and cranny, learned where the lobbyists buttonholed the legislators and topped things off with a private audience with the Lieutenant Governor, a Republican, serving with a Democratic Governor. I nodded knowingly throughout the tour. I don’t think my cover was blown.

After a City Tour on the rubber-wheeled train with the hard wooden seats in the 95 degree heat, Joyce and the kids took a quick peek at the Museum of Natural History while I fell asleep on the couch in the lobby. Stress makes you tired.

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Pacific Northwest Region - CCCA

Dinner was at the Red Lion Colonial Hotel. No formal table had been set aside for the kids on this CARavan as was done in Indiana. We tried to set one up with the help of the Quick's from St. Louis but some of the young people were a little shy and wanted to stick with their adults. After dinner, our girls swam in the pool while a cowboy with his "geetar" entertained us.

Saturday we were off early for a beautiful 211 mile drive to Whitefish, Montana. I love Montana. If I had to live anywhere else other than Puget Sound it would be Montana. When they say "Big Sky" they really mean it. I don't know how the sky gets any bigger from one place to the next, but there must be some kind of magic in Montana.

At lunchtime, we parked the Classics under big shade trees at the Double Arrow Resort. The Resort is a dude ranch and convention/reunion center. We ate in a huge barn with open beams and a wood floor while some of the car hoods were raised to cool them off. When you travel with two or more young people there are predictions that you can make with great accuracy – a) if there is a place to wander off to, they will, and b) when you get ready to go, they aren't. Don't worry you'll get used to it.

Whitefish is a typical small western town close to Glacier National Park. We stayed at the Red Lion Colonial Inn not far from the Canadian Border. Our formal dinner at the Hotel was the first for the "Kids Table". Most of the kids sat together, got acquainted and made fast friends. Diversity in age doesn't seem to make too much difference except to the "breakaway" older teenagers. These teens typically don't like anyone (including their parents) congregating where they are, now. "It's sooo boring". As Mark Twain said, "They should be put in a barrel, the top sealed, and fed through the bung hole until they are twenty one." Not all go through "breakaway", but if they are, you and they are better off to follow Mark Twain's advice or at the least leave them home—or in the reformatory.

Sunday we were on our own to explore Glacier National



Glacier Park, MT

Park. The Going-To-The-Sun road was closed by an avalanche part way up. Karen Hutchinson told us about the "Many Glaciers" area which we had never visited. It was a spectacular, steep, winding road. Up to this point we had seen deer, red fox, and moose but no bears. As we rounded a curve we saw a large black animal by the side of a stream with two cars parked close by. We grabbed our cameras. Joyce remarked, "What's that fool guy doing so close to that bear?" The next instant we realized what he was doing. He was feeding his big dog!



Katie & Chloe enjoying the outdoors

We had lunch in the old lodge built by the CCC in the 1930's as we looked over the lake and the glaciers. It was spectacular. But according to Katie and Chloe, the best thing on the trip was riding horses into the backcountry. Luckily, I still retained my riding skills from when I was a boy, but I was afraid they were going to have to get out the mini-crane to get me off. I managed to slide down the horse's side in a controlled collapse while the girls weren't looking. Maintaining your reputation takes planning and diversion. We topped the day off at a little diner near the bottom of the mountain that featured homemade pies and ice cream.

We awoke for the early tour of Plumb Creek Lumber on Monday. I got out of bed very slowly hardly noticing the back spasms. After the obligatory bacon and scrambled egg breakfast (What else can you do for a buffet? Jake says B-U-F-F-E-T stands for Big-Ugly-Fat-Folks-Eating-Together) we were off for the short ride. The girls loved the robots at the plywood mill, couldn't get over how the computer calculated how to cut the logs in the lumber mill, and marveled at how 18 inches of wood fiber could be compressed to a 3/8 inch sheet in the MDF plant. We all got to wear hard hats, reflective vests and ear plugs which added to the mystique. Plumb Creek hosted us to a great barbecue on their grassy grounds among the Classics. Many strings were pulled by one of our Colorado member's who is a customer of Plumb Creek to make this possible.

Our afternoon destination was a water park on the outskirts of Whitefish. While the ladies visited the water park I cleaned the many colored bugs and caked-

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on dirt from the car, under a large shade tree. I think we all felt good about what we'd done.

On Tuesday we traveled 245 miles from Whitefish to Fairmont Hot Springs via Missoula, Philipsburg, Anaconda and Butte. Since we needed another fix, lunch was at the drugstore in Philipsburg where we'd stopped for delicious chocolate malts on the way to the



Two Cords in Anaconda, MT

CARavan. On arrival at Fairmont Hot Springs, the doors to the Packard flew open and there was a dash to the pool with its 350-foot slide. Chloe and Katie tried to set a new record with 39 trips up and down this five story structure. There was a contest between Ron Verschoor, our esteemed Classic Car Editor, and the girls, each claiming victory. Joyce went once but came out upside down at the bottom of the tube. I claimed an old injury to avoid losing face, but I'm certainly smarter than to go on something like that.

Wednesday we left for the 187-mile drive to Big Sky. It was a reluctant departure for the girls but we forced them in the car with the promise of Yellowstone Park. We stopped on the way in Nevada City and Virginia City, two old "Ghost Towns" now tourist sites. Buildings have been preserved in both to give the feel of the old mining towns. Ice cream churned with an old one-lung engine and a good lunch fueled us. But first we needed to fall into the tourist trap of an "old tyme" photo, complete with guns and costumes. "Its only money" is our mantra.



A parking lot of Full Classics®

Arriving at the base of the Road to Big Sky our journey up revealed huge homes, golf courses, and multiple condominiums built around this ski resort. It's a significant climb with multiple deer crossing signs. (Carl Steig unfortunately hit a deer with his 1941 Cadillac) The girls hit the swimming pool again before the dinner—and after. The kids' table was now in full operation at dinner. Barriers were gone and friends were made.

Thursday was the first trip into Yellowstone. We joined up with Tom & Kristy Quick and their niece Sydney Doering and Steve & Michelle Snyder and their two daughters, Kristin and Nicole. At Old Faithful, the kids wanted to ride together, so one went with Quick's and the other with Snyder's. Joyce and I proceeded alone with the idea of meeting the others to fill up the cars at the Old Faithful Gas Station. Unbeknownst to us there are two gas stations. I went to one, they went to the other. The Keystone Kops were now loose. We chased them. They chased us. At the end of the day we're waiting at the entrance to the Park when the other two cars show up and we claim our grandchildren. They all had a good time. Joyce and I wondered what to tell their parents.

Friday, I took the Packard back to Bozeman and put it in the trailer, left the trailer and drove the Denali back to Big Sky. Joyce and the girls went on the chairlift to the top of the mountain and walked down with a group of CARavaners. We still hadn't seen a bear, so Joyce and John Kernan from San Diego doctored some pictures to make me believe they saw a bear. I bought the story for a while, but Joyce just can't tell a lie.

The final banquet in the Huntley Dining Room was plated and elegantly served to people in jeans – ranging from the eloquent Pete Dahlquist in his broad brim hat and white vest and to the rest of us dressed in lesser Western attire. Lonnie Fallon, tour director and Sally Perkins our President gave great send-off speeches. Sally asked Katie, Chloe and Sydney to make short speeches about the great time they had on the CARavan and then followed with her remarks about how "the future of the Club will some day be in the young people's hands". This was followed by the traditional "last person standing" recognition of those who have attended the most CARavans (an astounding number by Don Peterson) and the long awaited performance of "The Classy Chassis and one Bent Bumper". Sharon Briskman, Karen Hutchinson and Sandi & Al McEwan kept us laughing as they tried to get us into the act.

Like every CARavan we've been on, it was the very best. As the young people say "CARavaning is where it's at!"



SIXTH ANNUAL STEAMWORKS CONCOURS D'ELEGANCE 2008 Vancouver, Canada

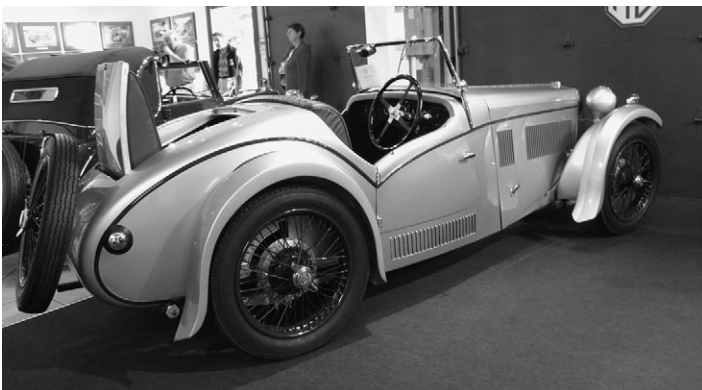
Article & Photography by Laurel Guernsey



*Brian and Lisa Rohrback's 1939 Bentley 4 litre
and Stephen Norman's 1929 4.5 L. Bentley*

On August 30, 2008, Eli Gershkovitch and Steamworks Restaurant in Gastown, Vancouver, B.C. hosted over 80 entrants at the Sixth Annual Steamworks Concours d'Elegance. Colin and Laurel Gurnsey were the event organizers, assisted in the massive sourcing job by Nigel Matthews (regular "Driving" column writer for the "Vancouver Sun") and John Carlson, Head Judge.

Vehicle classes on Saturday spanned domestic and foreign, from pre-1917 to the 1970s. Featured Classes were "100 Years of General Motors" and a special display of racing motorcycles. GM had a "General Motors Garage" which showcased new and test vehicles. GM also provided us with some great music. A 1906 Züst owned by Harry and Shirley Blackstaff of Vancouver



*Peter Welch's rare
1932 MGF2 (nc)*

Island was on display as one of only three cars to make it across the finish line in the 1908 Great Race from New York to Paris.

Colin organized a garage tour Friday that visited RX Autoworks in North Vancouver, with Ian Davey, Mike Taylor and Rob Fram hosting. Then we were off to lunch at the Red Lion Pub, followed by a tour of David Cohen's magnificent collection of cars in West Vancouver. The final stop was Peter Welch's massive MG collection. Peter has one of every model MG made.

On Saturday, while the cars were being judged, the ladies met with Tim Strang, of Hill's Native Art, in Gastown. Tim talked about transformation masks, potlatches and first nation's peoples' traditions. Hill's has been the generous sponsor of our class awards for four year's running.



*Tim Strang of Hill's Native Art
with a collection of Classic Car Club ladies*

Gary Johnson won the first "Bolt-Cutter Award", presented to entrants who lock their car keys in their car trailer! Gary won First In Class for his 1941 Cadillac and the NAAACCC "Best Restoration" award. Other award winners were Deibels, Normans, Rohrbacks, Jarvis', and Cohens. Jerry and Doreen Greenfield's 1951 Chevrolet Styline (nc) received a blue ribbon rosette for the Featured Class of 100 Years of GM and the Insurance Corporation of British Columbia special award for "Best Original Unrestored Automobile."



*Colin Gurnsey and Joyce Johnson
checking out the display of entrant cars*



*Fred and Brenda Bonin
at the General Motors display (nc)*

PNR Classic Car Club members attending:

1941 Cadillac Convertible Coupe
1951 Hudson Hornet 7 A
1936 Packard 1404 Coupe
1939 Bentley 4 L. Overdrive
1934 Nash Ambassador 1290
1929 4.5 Bentley Coupe M.W.
1951 Chevrolet Styline Coupe
1912 Rolls Royce Silver Ghost

Gary and Joyce Johnson
Bill and Karel Deibel
Stan and Valerie Dickison
Brian and Lisa Rohrback
Terry and Cherry Jarvis
Steve and Annie Norman
Gerry and Doreen Greenfield
David Cohen

Chief Judge: John Carlson

Judging Team: Koko Carlson, J.J. and David Carlson, Bill Holt, Army Barer,
Lee and Julianna Nobel, Fred and Brenda Bonin.

Event Organizers: Colin and Laurel Gurnsey



*Laurel Gurnsey, David Cohen
and Julianna Nobel*



*Brian and Lisa Rohrback
on Water Street surrounded by entrant cars*

More photos page 29



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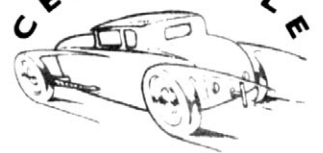
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Would You Believe??? by Bill Deibel

I was doing some research to see if anyone other than C. F. Kettering, himself, was granted one or more patents that Kettering's company, The Dayton Electric Laboratories Company (Delco) relied upon in their development of the first electric self-starter introduced on the 1912 Cadillac. While on the U. S. Patent Office web site I began to wonder who invented the single-coil, breaker-point ignition system that became the industry standard until the breakerless system came out in the 70s.

I entered "ignition auto distributor" and got a long list of hits. The title "Unitized Dual-Ignition Instrument" aroused my curiosity and when I clicked it I was astonished to see that it illustrated, almost exactly, the '35 Lincoln Zephyr distributor and coil assembly I am so familiar with on Karel's '48 Lincoln Continental. This patent, # 1,026,354, applied for in June 1932 was issued in September 1935 to a man named Desaad vonder Stun as inventor and assignor to the Ford Motor Company. I had no recollection of ever hearing of this guy or even seeing his name anywhere in print.

With little hope of finding anything I Googled his name. The hits received had nothing to do with automobiles, but rather with his authorship of a 1948 book entitled *The Agonies of Creativity*. A brief bio showed that Mr. vonder Stun was born in 1900 in Copenhagen, Denmark and earned a degree in engineering from Danmarks Techniske Universitet in 1922. Subsequently he served an apprenticeship with the Voisin company in France before emigrating to the U. S. in 1929 whence he became "associated with" the Ford Motor Company.

I next tried Yahoo, since I have often had better luck there business related subjects, and got the same hit, but also a second one. It was a Detroit newspaper article dated December 17, 1940 relating the outcome of a criminal trial, *The People of Wayne County vs. D. vonder Stun* in which Mr. vonder Stun had been charged with "contributing to a suicide." The defendant had pleaded insanity and had been committed indefinitely to the Michigan State Hospital for the Criminally Insane. The article went on to note that the victim, William Lebid, was a garage mechanic from Dearborn who left a wife and two adult children. I could find no photo of Mr. vonder Stun, but have come up with some of Mr. Lebid.

I found no evidence that Mr. Kettering had help from others with his starter, but I was unable to ascertain the inventor of the single-coil, breaker-point ignition system.

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STEAMWORKS 2008
(continued from page 25)



Gerry and Doreen Greenfield with the Featured Class blue ribbon rosette for their 1951 Chevrolet Styline Coupe (nc)



1906 Züst (nc) that took part in the 1908 Great Race from New York to Paris



Terry and Cherry Jarvis' 1934 Nash Ambassador 1290



Colin Guernsey presenting Gary Johnson with his Bolt Cutter Award and First In Class Award



Bill Deibel with his 1951 Hudson Hornet 7 A (nc)



David Cohen's 1934 Alfa Romeo on the garage tour

Editor's Message

We hope you enjoy this edition of the *Bumper Guardian*, our fourth since Karen and I agreed to give it our best shot. We welcome your comments on how we can improve the magazine to better serve our club.

In my role as Feature Story Editor, I have especially enjoyed being able to select feature cars that come with a fascinating history. As with most of our featured cars, this month's Duesenberg prompted much research and many in-depth conversations with "experts" to ferret-out the real story of its early history. Tom trusted me with many valuable documents to aid in my research including a copy of Gerald Strohecker's Last Will & Testament bequeathing two Duesenbergs to Charles Norris from whom Tom eventually bought his car (see excerpt shown on page 4). Several discussions with Duesenberg historian Randy Ema helped me to better understand this car's early history. Research by former Duesenberg owner Bill Deibel along with consulting my own library helped me to round-out the very interesting story about the companies and people involved in producing the Armstrong car. Also, my many thanks to Bill for digging into his personal archives and sharing his original Duesenberg sales brochure with the membership.

I also cover the technical end of this business and will use the remainder of this space to encourage those of you with technical stories to make the effort to share them with the rest of us. Publishing technical articles is almost a mandate by National. Articles such as Barrie Hutchinson's "Radiator Expansion Tank Saves Coolant" in this issue are not only interesting to read but give those of us in a similar situation a "heads-up" on work already done that might help solve a problem of our own. So, please let us publish your knowledge that could help your fellow Classic Car owners work out a perplexing situation. Don't wait, call me and I'll help you put your experience and expertise in print for fellow Club members to enjoy!

Raymond Loe
rayloe@hughes.net

Director's Message

Continued from page 2

for a 100-point, Senior Custom First Place at the Grand Classic and the Grand Marshal Award at the Grand Experience.

As we move into 2009 and a new calendar of events I hope you will join your other club members in attending. Consider bringing non-member friends with you. Not only is this an excellent source of new members for our club, the experience could open up a whole new world to those unfamiliar with our cars. Where appropriate bring young people, children and grandchildren so that they may get a taste for the cars and appreciate them. Please read Gary Johnson's article also in this issue.

It should be noted at the Kirkland Concours there are "Junior Judges". These children ranging from 8 to 12 years learn a lot about the cars. As a group they debate and make their choice of car to receive the "Junior Judges Award". These young people really get into the spirit of selecting the car. They are the future of car collecting, Classic or otherwise. It's great to have them participate.

My year as your Director is drawing to a close. I have enjoyed working with everyone these last three years. Valerie has shared the same experiences and feels the warm kinship of the members. The reason we are brought together is our common interest in Classic automobiles. We are the custodians of these moving pieces of art and wish to share them with others wherever appropriate. Besides our fun with the cars, the benefit of our club membership is the wonderful friendships we make with other members. I hope you will each nurture and develop that process.

I trust your 2009 is full of good happenings, non-leaking radiators and Classic cars that never "fail to proceed".

We'll look for you "on the road."

Stan Dickison
PNR-CCCA Director

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