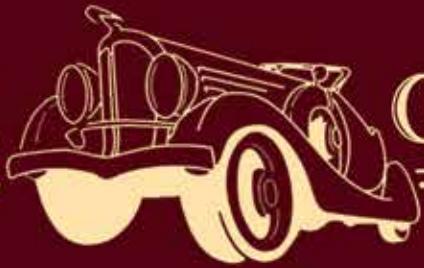


# BUMPER GUARDIAN



Winter 2021



## PNR CCCA & Regional Events

*Black type events are sponsored by the PNR. Details can be obtained by contacting the Event Manager. If no event manager is listed, contact the sponsoring organization.*

### December 19 - Annual Holiday Gala

Location: Seattle Yacht Club  
PNR Contact: Frank Daly



## Director's Message

Greetings Fellow Classic Enthusiasts!

Depending on the vagaries of the United States Postal Service, you should be receiving this issue of the Bumper Guardian in the midst of the holiday season. On behalf of the Managers,

Officers and Staff of the PNR-CCCA, I offer our wishes for healthy and happy holidays for you, as well as a most excellent 2022 for everyone!

Our Club moved a bit in the direction of normality this year, and 2022 will show even more progress. Our last event this year is the Holiday Party at the Seattle Yacht Club on December 1th, and the first event of 2022 will be an evening reception during Auction Week in Arizona in late January; more details to follow. Our Activities Director, Stan Dickison, is populating the calendar with a much more typical schedule of events. The Pacific Northwest Region is blessed with 184 dues paying Members. Many thanks to Keenon Greenfield who, aided by numerous others, assumed the role of Membership Secretary and worked hard to reach out to our Membership during the renewal period.

Your club remains financially healthy. Our fiscal year ending October 31 showed expenses exceeding income by only \$13.50, and our total assets still remain approximately \$64,000.00. William Howard has joined our Board of Managers, replacing Marty Ellison who, along with his wife Linda, have relocated to Hamilton, Montana. We thank Marty for his service and wish the Ellisons our best!

Once again, best wishes to everyone in 2022!

Frank



## CCCA National Events

### Annual Meeting

January 6-10 2022 ..... Palm Beach, FL

### Grand Classic®

2022 ..... Grand Classic Hickory Corners

### CARavans

May 26 - June 5, 2022 ..... Can-AM Tour



Monty Dion Holmes was a giant of a man with a giant heart. And he was a true CARavanner. He & Katie loved traveling in Classic cars all over the U.S., Canada and even "Down Under." Denny and I were fortunate to participate alongside Monty and Katie in the New York CARavan and to share our anniversary with them in New York. We also had the pleasure of their company on many trips to Pebble Beach and on some wonderful road trips in Canada.

Monty had Classic cars in his blood. He was raised with them. His father Monty Sr. was always on the hunt for the next car to restore and his Mother Shirlee dressed him and his sister in period outfits for car events. Over the years Monty restored many Full Classics including multiple Packards and Cadillac V-16s (some of which he took to Pebble Beach) and also some pretty incredible non-Classics.

Monty loved fishing, bird hunting with their dog Helen, Classic Cars and he especially loved Katie Nolan. Monty's loving heart, big laugh and fun-loving spirit will be missed by Katie, his sons, his family and friends forever.

– Bernie Dochnahl

*Editor's Note: I knew Monty in Junior High School (my dad went to High School with Monty Sr.) and reconnected many years later when we joined the PNR. The Dochnahl's shared a very special friendship with Monty and Katie (Denny was the officiant at their wedding) and when I asked Bernie to write a brief tribute, she provided this beautiful insight into the life of a lovely man and Katie, his beloved wife.*

<b>Pacific Northwest Region Classic Car Club of America</b>		
<i>The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America.</i>		
<i>The region was founded in 1963.</i>		
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Stan Dickison, Activities	206-949-1115	
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<b>Board of Managers' Meetings:</b>		
1st Wednesday on ZOOM		
5:00 Social Gathering BYO everything. Minutes available upon request.		
<b>Membership:</b>		
Regional membership is available only to Classic Car Club of America National members.		
<b>Advertising Policy/Rates:</b>		
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.		

## Table of Contents

Calendar of Events.....2

### Showcase Cars:

Mark & Diane Barrett's 1923 Lincoln Series L ..... 4  
 Allan Rustad's 1929 Lincoln "L" Limousine ..... 10

### Articles:

Remembering Monty Holmes Jr ..... 2  
 Brunn & Company ..... 5  
 Vintage Lincoln Advertisement ..... 7  
 Lincoln Series L History ..... 8  
 Stark Davis Lincoln Advertisements ..... 9  
 Remembering James Raisbeck ..... 25  
 Favorite Childhood Books ..... 22

### Technical Articles:

Letter to Editor - When Eight Just Isn't Enough ... 14

### Columns:

Director's Message ..... 2  
 Editor's Message ..... 31

### PNR Events/ Regional/National Events

All-British Field Meet ..... 11  
 Exotics at Redmond Town Center ..... 13  
 CCCA Centennial Beehive CARavan ..... 16  
 P-Car Tour - Idling in North Idaho ..... 20  
 Derby Bentley Drive Day ..... 23  
 PNR-CCCA Annual Meeting ..... 24  
 Dochnahl's - A Gathering of Cars ..... 27

### In this Issue

## Cars of PNR Members

Mark & Diane Barrett

Allan Rustad

Disclaimer: The technical information in this publication is provided "as is" without any representations or warranties, express or implied by PNR-CCCA. The information in technical articles is provided by the authors to the best of their knowledge as correct at the time of original publication but neither they nor PNR-CCCA will be responsible for errors.



*1923 Lincoln Model 111*

*"Beetle Back" Roadster*

*by Brunn*

*By Mark & Dianne Barrett*



## BRUNN & COMPANY

Brunn & Company of New York was renowned for their beautiful styling and superb workmanship. In 1922, when Ford purchased Lincoln, Edsel Ford selected Brunn to become one of Lincoln's most prominent suppliers of "semi-custom" bodies. Brunn offered an unusually wide range of styles for Lincoln owners ranging from formal limousines to sporting touring cars and roadsters.

Brunn's iconic Lincoln "Beetle Back" Roadster sported a tapered tail that appeared to stretch back between the rear fenders. This dramatic design was a subtle forerunner of the "boattail" design that the Auburn Automobile Company (and other manufacturers) made popular later in the decade.

Well, our thirty-plus year adventure with my 1923 Lincoln two-passenger "Beetle Back" Roadster has come to a crescendo. The car was originally sold in Aberdeen, Washington. It was one of sixty-eight produced that year and we think only three of these remain. My many trips to Hershey, where I hunted for the pieces I needed, resulted in a story for nearly every part of the car. The people I met and who helped and encouraged me are too numerous to name. The actual restoration took about ten years to complete. What an education!

We applied to the Forest Grove Concours d'Elegance and were accepted. The featured class was Lincolns. After forgetting the tool kit and the clock deciding not to work, we were very surprised when we won Best of Class and the Statesman Award.

One day a friend said you should enter the Pebble Beach Concours d'Elegance. "Are you kidding!" I said, "too rich for my blood." It is the most prestigious Concours there is and I felt I would not have a chance. Several others encouraged me to give it a try, citing the rarity of the Roadster Model 111 and speculating that the selection committee might be looking for this type of car. In 2020, we decided to submit our application with pictures and the history of the car. Out of hundreds of applications about 170 were chosen for the 70th Pebble Beach Concours elegance.

We were shocked when we received the invitation to attend. We have always considered ourselves winners because we had been chosen to attend. Later on we received regrets that the show had been canceled because of Covid-19. We were on-hold until the following year if all went well. Time crawled, then moved along and all of a sudden August 2021 was getting close. Things picked up with a long list of things to do to get ready including finding vintage clothes of the era to wear on the big day. Lots of cleaning and polishing with the help of our friend Roland Kope, who was also responsible for the beautiful paint, until the Roaster sparkled. The day arrived when the 80-foot transport truck came to take our car to Pebble Beach. We flew down to Monterey about a week





later to arrive on Tuesday of "Auto Week." If you have never been to Pebble Beach for this event, it is filled with all things auto including races at Laguna Seca. We are from a small town in Washington State and are not accustomed to seeing so many exotic and unique cars on literally every street corner.

We were anxiously awaiting the Pebble Beach Tour d'Elegance which is a 70-mile tour through the countryside to prove these cars are not just beautiful but functional. The tour led us to the private gates of Clint Eastwood's Tehama development. We meandered up, down and around this beautiful community with the homes all tucked out of sight. Then, we headed south on Hwy 1 to Big Sur taking us from sea level to 1500 feet while crossing the famous Bixby Bridge. The route can be a real challenge for old cars with mechanical brakes but we had no problems. My wife, who does not like heights, missed some of the fantastic views. At Big Sur, we turned around and motored back to the finish line where we were awarded a well-deserved green ribbon for completing the tour. About eighty cars out of the 170 participated and about five needed help from the trouble trucks.

Friday our adult children, Michelle, Jamie and Jeff arrived after driving down from Washington. We all planned to polish and clean the Roadster on Saturday to get ready for the Concours on Sunday. It was foggy much of the day, which made polishing difficult. After all the months of waiting, the big day finally arrived and we lined-up for the short drive onto the beautiful 17<sup>th</sup> and 18<sup>th</sup> holes of the Pebble Beach Golf Course. So many nice people, who all love cars, were cheering, waving and offering wishes of "Good Luck."

Our Vintage Class consisted of three Packards, two Pierce-Arrows and our Lincoln. We completed our final wipe down in the drizzle before the judging began at 8:00 am sharp. The judging went well and everything worked. The car started right up. Unbeknown to me I had used an Allen screw instead of a Bristol screw on the water pump. Also when I put the wreath on the Motometer, I did not realize I had put it on upside down. At about 1:30 they started to announce the class winners. We did not place in our class with the deductions we had, although they do not tell you your final score. That's okay, we already felt like winners just by being there. My son and I wandered-off to look at cars when my phone rang.

It was my wife calling to tell me to get back to the car, we were to get a special award. I ran back to the car as fast (not very) as I could. We were guided to the grass before the award ramp. We anxiously waited about ten minutes. We were low on fuel so we had to turn the car off. When it was our time to go the third time was the charm and she fired-off to sighs of relief and cheers of the crowd. When we arrived on the Awards Ramp we were presented with the Lincoln Trophy for the Most Significant Lincoln. We were so happy to receive it. This was the cherry on top of the cake! We returned to our class area where others in our class congratulated us. Hugs and a few tears came from our children who remember when I brought this car home so many years ago. They wondered at the time why Dad bought such a sad looking car. I myself never imagined it would come so far.



*Mark & Dianne Barrett  
2021 Pebble Beach Concours d'Elegance  
Most Significant Lincoln*



The builders of the Lincoln have gone far beyond current practice to make it the finest car available today.

LINCOLN MOTOR  
COMPANY  
Product of  
Ford Motor Company

1925 Advertisement

# Lincoln Motor Car Series L 1920-1930

By Raymond Loe



*Lincoln Motor Company adopted the greyhound as its corporate mascot in 1925. The swift, graceful animal was a fitting symbol for a company that prided itself on speedy and stylish motor cars. Gorham Manufacturing Company, a silversmithing firm based in New York City, designed the regal hood ornament that crowned Lincoln automobiles through the 1930s.*

Lincoln automobiles have continuously been on the American scene for over a century, starting in 1920 when owners Henry Martin Leland and son Wilfred ceased building Liberty aircraft engines and redirected their Lincoln Motor Company back into the car business.

The Lelands had founded Cadillac back in 1902, from the remains of Henry Ford's first company, to produce luxury automobiles, but sold Cadillac to William Durant in 1909 and continued on to successfully produce 6,500 Liberty aircraft engines during World War I. In 1917, when orders for aircraft engines started to decline, the Lelands began taking their company back into automobile production. The company was soon reorganized and the first L Series Lincoln was created in 1920, for sale as a 1921 model.

The first Series L Lincoln\* was viewed by the public as a robust but somewhat conservative design for the time. Early-on the company began providing custom coachwork for its clients through body builders Brunn and Judkins, each providing two choices. Brunn offered both a roadster and a phaeton, while Judkins offered a sedan and a berline with glass partitions.

To further accommodate clients, they provided a drivable chassis to be fitted with a body produced by another supplier. Only one engine was available at the outset of Series L production - an in-house designed 81-hp 60-degree 357.8 L-head V-8 which was mounted on a 130-inch WB chassis. Aside from extension of the wheelbase from 130 to 136 inches in 1922, the chassis of the Lincoln Model L saw few changes over its ten-year run and the 60-degree L-head V-8 remained the only engine offered.

Lincoln Motor Company struggled with the transition from making Military aircraft engines to automobiles. After producing less than 3,000 cars in 1921 and 1922 the Lincoln Motor Company went into receivership. At this time Leland had come full circle by selling out to the Ford Motor Company in January 1922. Following the purchase by Ford, both Lelands remained at the company reporting to Edsel Ford, however, after just a few months, they resigned citing differences in management style. After being appointed president of Fords Lincoln Division, Edsel brought-on Ernest Kanzler as General Manager and together, under Henry Ford's watchful eye, they started implementing production economies and trimming manufacturing costs.

To increase public acceptance, in 1923 Lincoln's approved custom body builders, by now up to seven, introduced several new body changes for the Model L and, despite having only a relatively niche market segment, sales dramatically rose to 7,875 cars and

the company was now operating at a profit. In 1924 the L Series was given a newer look especially with a nickel-plated radiator shell. Model year 1925 Lincolns can be identified by the absence of small lights on the cowl and this is when front and rear bumpers became standard. The 1926 L Series was basically the same car with some minor interior changes.

About this time Lincoln made a conscious decision not to make yearly model changes which were commonly used as a marketing tool of the time to lure new customers. Given that many of their customers were known to purchase more than one Lincoln at the same time, each with different bodywork, management decided that, if there was no other reason to do so, changing Lincoln's appearance did not need to be done to maintain their customer base.

During 1927, the L Series used smaller wheels along with 4-wheel mechanical brakes. In 1928 the venerable flat-head V-8's displacement was increased slightly to 384.8 cu. in. now rated at 90 hp. 1929 brought in safety glass and dual windshield wipers which was the end of all changes until the Series L ended in 1930.

By 1930, Lincoln had succeeded in only a decade to do what their chief competitors had taken 30 years to accomplish - acceptance by the buying public as a "luxury class" car. Serving now as a direct competitor to Cadillac, the Lincoln Model L had also become regarded as equal to other established American luxury automobile brands including Duesenberg, Marmon, Packard, Peerless and Pierce Arrow.

Continuing slow sales of luxury cars in the post Depression Era prompted the company to terminate the Model L in 1930 and introduce a new Lincoln (Model K) in 1931. (There is no known explanation as to why Ford went backward in the alphabet in choosing a name for their new model- i.e. K following L). The Lincoln Model K went on to become Ford's main luxury car for another decade. (For those of you who would like to learn more about the Lincoln Model K look for my article about that Series in the BG 2017 Winter issue available on-line.)

\* You will find throughout this article that, in describing the Subject automobiles, the words "Series" and "Model" have been used interchangeably. I have no reason to choose one word over the other only that, in researching this subject, I found my sources treated both words as meaning the same in this context.





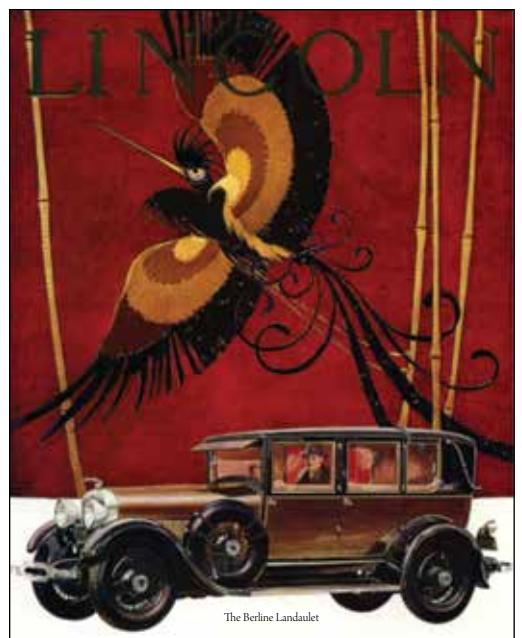
Seven-Passenger Sport Touring - By Locke

LONG, low and graceful in every line and curve, beautifully expressive of great power and inexhaustible speed... A motor as quiet and vibrationless as it is possible to make a superb piece of power machinery... Complete safety and effortless control even at the highest speeds... Equipment and

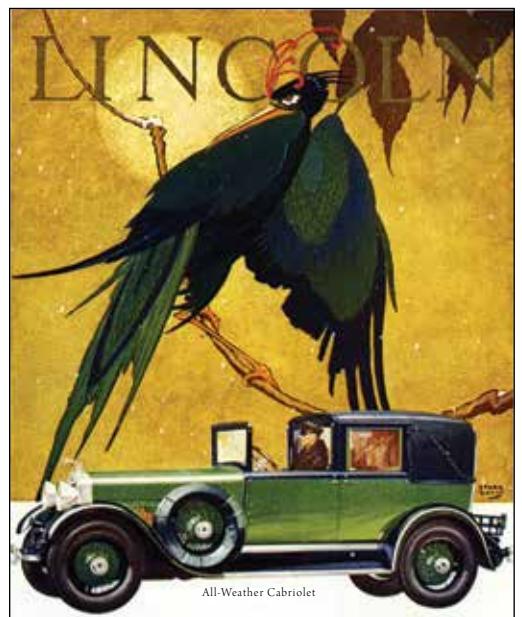
appointments as fine as the quality-markets of the world affords... Spacious room for seven - even for the two passengers in the auxiliary seats. Restful touring comfort even across a continent. These are definite Lincoln qualities that make this a master-car among all fine open cars!

*Aluminum body custom-designed by Locke - upholstered in soft hand-crushed Morroco in color to blend with the finish - a sport top of finest Burbank cloth with mahogany finished bows, nickel-trimmed, compactly folding. Unlimited selection of color combinations. Six wire wheels - spares at the side or rear. Folding trunk rack.*

LINCOLN MOTOR COMPANY  
Division of Ford Motor Company



The Berline Landau



All-Weather Cabriolet

**S**tark Davis was an artist known for painting exotic birds. Born in Boston, Massachusetts in 1885, his full name was Winthrop Stark Davis.

In the 1920s and '30s, Davis lived in Chicago, where he was affiliated with arts institutions including the Palette and Chisel Club. He exhibited at the Art Institute of Chicago (1924) and at the Chicago Galleries Association (1930), winning prizes in both shows.

From 1927 to 1929, Davis produced an artistic and colorful "Bird Series" of ads for Lincoln automobiles that ran in popular magazines including Country Life and Home and Garden. A typical ad would feature a Lincoln sedan or coupe in the foreground, with a peacock, a wide-eyed red bird of paradise, a condor or other exotic bird dramatically filling the background or framing the scene. In one instance, the ad featured a beautiful butterfly.

During his time in Chicago, Davis would make trips to Santa Barbara, California, and subsequently relocated to Los Angeles, where he worked at the Disney Animation Studios and exhibited at the Ainslie Gallery in 1936.

By 1947, Davis had retired and was living in Morro Bay on California's Central Coast. He passed away in 1950 in Marin County, California.



Four Passenger Town Sedan - By Willoughby

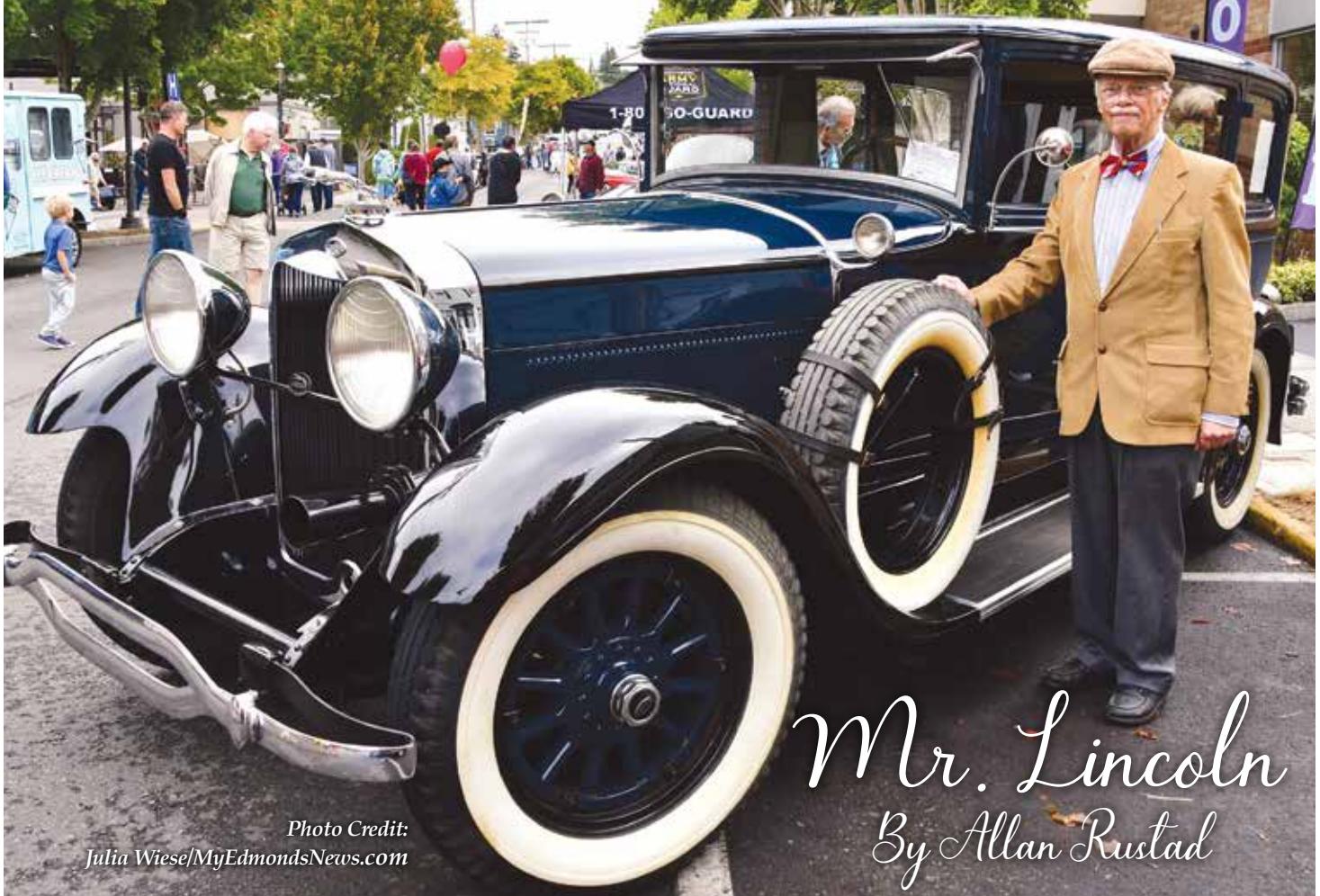


Photo Credit:  
Julia Wiese/MyEdmondsNews.com

*Mr. Lincoln*  
By Allan Rustad

## 1929 Lincoln 168-B Limousine # 60705

In the summer of 1961, a friend of my brother discovered "Mr. Lincoln" a few blocks from our family home in Tacoma, Washington. At the time, I was an engineering student at Washington State University, home for the summer. A garage was being torn down, and the car inside was destined for the scrap pile. I contacted the owner, who lived in the adjacent house and offered to match the scrap dealer's price. A few days later, my brother and I towed the car to our parent's house, and put it in the garage. It was sort of a "basket case", as the engine was out of the car and dismantled completely, except for the crankshaft being in place. Parts were strewn around the floor of the garage. A heavy wood box contained hundreds of nuts and bolts and miscellaneous small parts. The blocks had been re-bored .030 over at some previous time, and there was a set of new pistons and a gasket set. We packed up everything we found in the garage that looked like it belonged to the car, and hauled it off. There were large dents in both headlight bowls, also in one upper rear corner of the body, from timbers falling on the car during the demolition of the garage. The wood wheels and body structure were in excellent condition, there was no sign of rot anywhere. The only thing missing seemed to be the dashboard clock.

The previous owner said he thought it had originally been purchased by a wealthy family in Seattle. It then became a funeral home limousine, before eventually coming to the owner of a small repair shop in Tacoma. He had bought it from the garage owner when he retired and closed his shop.

We started by trying to put the engine back together. We had no instructions or service literature, and no one that we knew had any experience with old Lincolns. I had a 1935 Dyke's manual, and had some previous experience with old car engines, so we set out to make the car go again. After checking out the pile of parts, I found we were missing the flywheel. A pretty big item to lose! I was able to obtain one from a gentleman in Seattle who had a very early Lincoln touring car, a 1921 or 1922.

By the summer of 1963, we had assembled and started the engine. Everything seemed to work well, except the clutch was very sticky. It would not release unless there was a load on it. I had to start the engine with the transmission in gear and the clutch pedal depressed, and make sure never to put it in neutral, or it would be impossible to get back in gear. When re-assembling the clutch after having the plates re-lined, I discovered two teeth on the last plate in the stack were bent.

A bit of filing cured that and then the clutch worked very smoothly. I patched the hole in the top of the body with fiber-glass, and we replaced the canvas top covering. The patches were painted over with red primer. (original paint was dark blue and black) The car was sort of ugly, but it was fun to drive, and had lots of power. Low gear was hardly ever used, starting out in second was easy.

We drove the car quite a bit over the next few years, I was working in Longview, about 100 miles south of Tacoma, and drove it there one weekend, then took it to work every day, and drove back to Tacoma the following weekend. Brakes, steering, and suspension were in very good condition. In winters, the water was drained and the car was blocked-up in the garage. During the winter of 1968/69, something happened, and the engine seized. We tried putting penetrating oil in the cylinders, and other tactics to free it up, but to no avail. Finally, my brother took off the cylinder heads and oil pan and was able to free up the frozen piston. It turned out that water had leaked into one cylinder and rusted the rings to the cylinder wall. Once the engine turned, one valve that had also been stuck had its stem buckled when the engine was turned, breaking the valve guide.

At this point, life intervened and the car sat on blocks in the garage for many years. By 2000, my brother, who was and is still living in the family house, wanted the car out of the garage, so we put Mr. Lincoln in storage in a neighbor's garage for a year or two. My brother and sister had been nagging me for years to do something about fixing up the car. A friend of ours in the Seattle area was an antique car enthusiast, and had been pestering me for years to take the car to a shop run by two of his sons. I finally acted on this in 2002 and took the car to Al and Paul Murray at Murray Motor Car in Monroe, Washington, about 25 miles from my present home in Edmonds, Washington. It remained there in storage for nearly a year, as I had told the proprietors that I was not in a hurry for the job to be done, so to serve priority customers before me. By this time, I had discovered the Lincoln Owners Club (LOC), and became a member. I thereby obtained a service manual and service bulletins for the car.

Work started on the engine late in 2003, and progressed slowly, but very thoroughly. The blocks had to be re-bored to .060 oversize, as the water damage that had stuck the engine years before had pitted one cylinder badly. New valves of modern material were installed, as well as a new guide

to replace the broken one. The crankshaft was removed, which is a very complicated task, requiring removal of the vibration damper and all the counterweights. None of this is mentioned in the Service Manual or in the subsequent Service Bulletins. Many of the springs inside the vibration damper were broken, so all were replaced with alloy steel die springs. All the crankshaft plugs were removed, and the interior oil passages cleaned. A very large amount of dirt was found inside the hollow crank throws! They served nicely as a centrifugal separator, precipitating grit out of the oil. I am very glad this was discovered. I recall a mention in a recent LOC publication cautioning car owners to be sure to remove crankshaft plugs and clean out this crud to avoid future bearing failures. Original bearings were all in good condition, and so was the crankshaft. The cams on the camshaft were grooved from wear, so the camshaft was re-ground. The engine was re-installed and completed early 2006, and I was able to drive the car out of the shop under its own power. (38 years dormant.)

The car has since been re-painted, approximating the original colors. Interior work has not been started, The front seat is black leather, very plain, the rear is all in wool broadcloth

with a subtle vertical stripe. It is all light brown, so I do not know the original color, I suspect it was a conservative gray. Moths have enjoyed portions of the fabric. The partition window glass and track, and telephone to the driver are missing. All the window glass is being replaced. The inner layer of the safety glass was yellowed and crazed. New running boards and tires were installed in 2014.

A few small parts were found damaged or missing as the car was re-assembled. I received much assistance in locating parts from LOC members Mike Barrett, Greg Bilpuch, David Clement, and Tony Henkels. Parts that were missing, besides the clock and flywheel, were the bronze bushing that supports the front of the engine, front bumper clamps, and the side cover strips that fit on top of the frame between the hood and the insides of the front fenders. The clock and frame cover strips are still missing, but are not essential.

I am greatly impressed with the class of workmanship embodied in this piece of vintage machinery. The term "overbuilt" comes to mind. The mechanical design is very conservative for 1929, but beautifully executed. Very few of these large closed cars seem to have survived, in spite of the fact that they were produced in larger numbers than the open body styles. Here in the Pacific Northwest, a closed car is a much more practical vehicle.



# All-British Field Meet

August 21, 2021

By Brian Rohrback

On the grounds of the beautiful St. Edward State Park, a 326 acre forested spot on the border between Kirkland and Kenmore on the Northeast corner of Lake Washington, hundreds of people participated in the 2021 All-British Field Meet.

PNR-CCCA members Class(ic)ed-Up the event with Terry and Barbara McMichael and Brian and Lisa Rohrback displaying their 1947 and 1939 Bentleys, respectively.

Our All-Weather won the Best of Show award: a purposefully malfunctioning lighted tribute to Lucas!



## PNR ATTENDEES

Ron & Margie Danz

Peter Gleeson

Kenny Heng

Brian & Lisa Rohrback

Steve Larimer

Roy & Terry Magnuson

Terry & Barbara McMichael

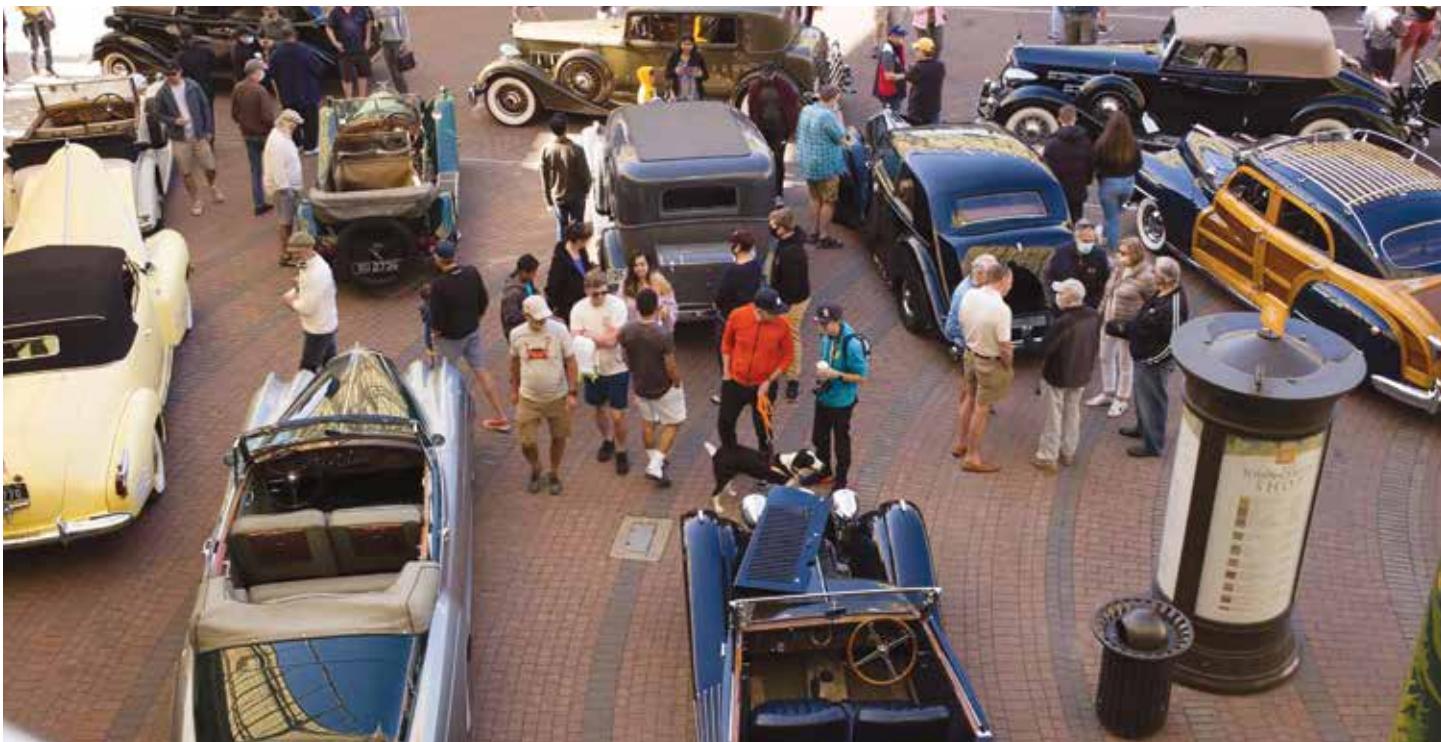
Bill Smallwood

Colleen & Jerry Tiberio

Darrin, Suki, & Kaylee Wong

Conrad Wouters





## Exotics @ Redmond Town Center

### E@RTC Classic and Collector Car Day

Saturday, August 28, 2021

Exotics@RTC is an informal weekly gathering of exotic and very rare cars that draws owner and spectators together for mutual enjoyment of all things car-related. There is no cost. Throughout each season, E@RTC hosts special events including unique themes, pre-production and prototype cars, new model unveilings, and occasional sessions with automotive company management. One such theme is *Classic and Collector Cars*.

This is considered a special day by the event organizers since the cars that show up are often cars that have never ever been seen by the younger generation. The cars draw huge fascination from those who want to learn more about how these old cars were put together - "usually by hand, with real craftspeople banging on sheets of metal to make each part." We are grateful for those who brought their Classics out and maneuvering them into the unexpectedly tight confines of the RTC Center Court.

Following the E@RTC event PNR members participated in an organized drive through the foothills to the casino in Snoqualmie for lunch. We hope to see you at this event next year.

### PNR Attendees\* with Full Classics

*Scott & Karen Anderson  
1941 Cadillac Convertible Coupe*

*Stan Dickision  
1935 Packard Conv. Victoria\*\**

*Denny Dochnahl  
1934 Packard Sedan*

*Al & Sandi McEwan  
1947 Chrysler T & C*

*Jerry & Keenon Greenfield  
1934 Packard Club Sedan*

*Lee Noble  
1924 Bentley Tourer*

*Roy & Terry Magnuson  
1929 Bentley Tourer*

*Terry & Barbara McMichael  
1947 Bentley Mark VI Coupe*

*Brian Pollock  
1935 Bugatti Type 57 DH Coupe*

*Kenny Heng  
w/ Rohrback's 1939 Bentley All Weather*

### More PNR Attendees\*

Ron Danz, Kimberly Hild,  
William Howard, Steve Larimer,  
Frank Mandarano, David Smith, Jim Tait,  
Conrad Wouters

\* Partial Lists

\*\* Awarded "Car of the Day"

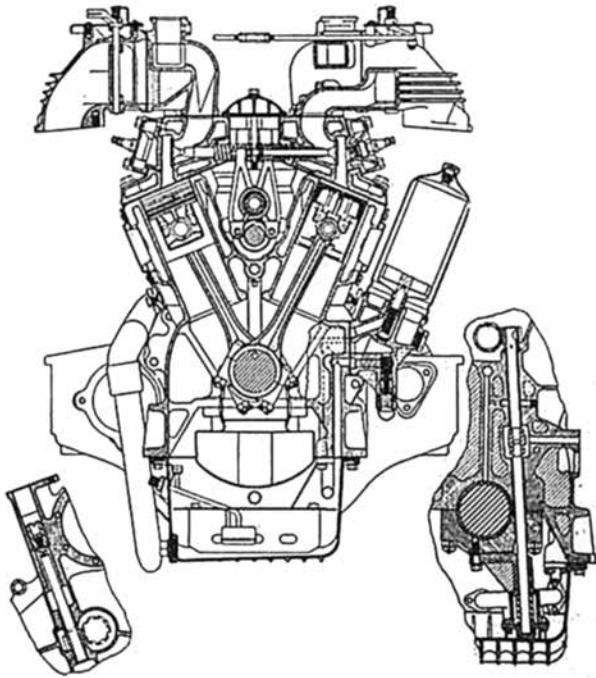
# When Eight Just Isn't Enough

Letter From Bill Deibel to Bumper Guardian Editor, Karen Hutchinson  
On the Subject of the 1932 - 1934 Auburn V-12 Engine

My interest in old cars began when I took auto-shop in High School leading to my first car, a 1930 Ford Model A Standard Roadster. My first Full Classic car was a 1935 Auburn 851 Cabriolet. I soon after also briefly owned a half interest in a 1928 Auburn 8-88 Cabriolet. Ever since then I have had a particular interest in Auburns.

My college bachelor thesis was on the subject of valve timing in gasoline engines at which point I began collecting cars with novel design features i.e. sleeve valves, air cooling, rear engine etc. Looking back, I should have sought a V-12 Auburn with its horizontal valve design of the Model BB Lycoming engine.

As would be expected I was interested in BG's article on the V-12 Auburns, and I made an effort to correct a common misleading attribution of the design origin of this engine. In my research I came across a web page which speculated that the Lycoming "pocket" combustion chamber would have reduced the efficiency of this engine. Going back to my schooling it seemed to me this arrangement would have had the opposite effect — so I decided to find the truth of this matter. I did consider that the pocket compression chambers might lead to sooner pre-ignition and limit the ignition timing advance compared to other engines of this



period. In fact the tune-up spark advance of the Auburn was 11 degrees vs 4-7 degrees for the others, and the Auburn engine tied with the Cadillac V-12 and V-16 for the best efficiency of all the V-12 and V-16 engines of the early 1930s.

When 8 wasn't Enough !	Cadillac V12	Cadillac V16	Cadillac V16	Marmon V16	Auburn V12 Lycoming BB	Franklin V12	Packard V12	Packard V12	Pierce-Arrow V12	Pierce-Arrow V12
Years	1930-1937	1930-1937	1938-1940	1931-1933	1932-1934	1932-1934	1932-1934	1935-1939	1932	1932-1933
Valve location	overhead	overhead	flat head	overhead	horizontal	overhead	flat head	flat head	flat head	flat head
V angle	45 deg.	45 deg.	135 deg.	45 deg.	60 deg.	60 deg.	67 deg.	67 deg.	80 deg.	80 deg.
Bore	3.13	3	3.25	3.13	3.13	3.25	3.44	3.44	3.25	3.38
Stroke	4	4	3.25	4	4.25	4	4	4.25	4	4
Displacement	368	452	431	490.8	391	398.2	445.5	474	398	429
BHP	135-150	165-185	185	200	160	150	160	175	140	160
@ RPM	3,600	3,800	3,600	3,400	3,400	3,100	3,200	3,200	3,100	3,100
BHP/cid	.367-.409	.365-.409	0.429	0.407	0.409	0.377	0.359	0.369	0.352	0.373
Spark advance	4 deg.	4 deg.	2.5	?	11 deg.	?	4-7 deg.	8 deg.	5 deg.	5-8 deg.
Comp. Ratio	5.38	5.35	6.75	6	6.0/6.25	5.6	6	6.4/7.0	5	6
Test pressure PSI	80	80	134	89	89/93	84	99	108/119	76	89

Another issue is that bigger valves (especially intake valves), permitted by a bigger bore, will improve volumetric efficiency. I would have added valve diameter to my data chart, but could not find this in my references. So, I looked at the bore sizes and found little differences, but the Auburn engine had among the smallest bore size so its efficiency could not be attributed to larger valves.

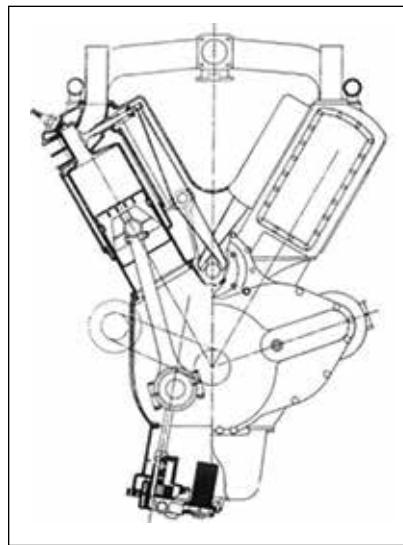
None of this should be surprising to anyone familiar with the Rochester Duesenberg engines otherwise known as Duesenberg "walking beam" engines. These were built with both single and dual camshafts to provide for either 2 or 4 valve configurations. The horizontal valve position with the vertical pocket combustion chambers are similar to the Auburn V12. Valve jobs can be performed without removing heads in either of these engines.

Finally, I compared the 4-valve engines of Stutz and Duesenberg and found that the great volumetric efficiency of these put them well ahead of all the rest. If the Marmon twin-camshaft engine have had a

four-valve arrangement, it might have aced them all.

*Bill Deibel October 22, 2021*

*Note: These data in the table below are taken from about six published sources. This author takes no responsibility for their accuracy nor for this authors transposition. The data in italics is either extrapolated or estimated by this author.*



Above: 1916 Duesenberg prototype aircraft walking beam engine. Note horizontal valve & narrow pocket combustion chamber very similar to the Lycoming BB engine used by Auburn 1932 -1934.



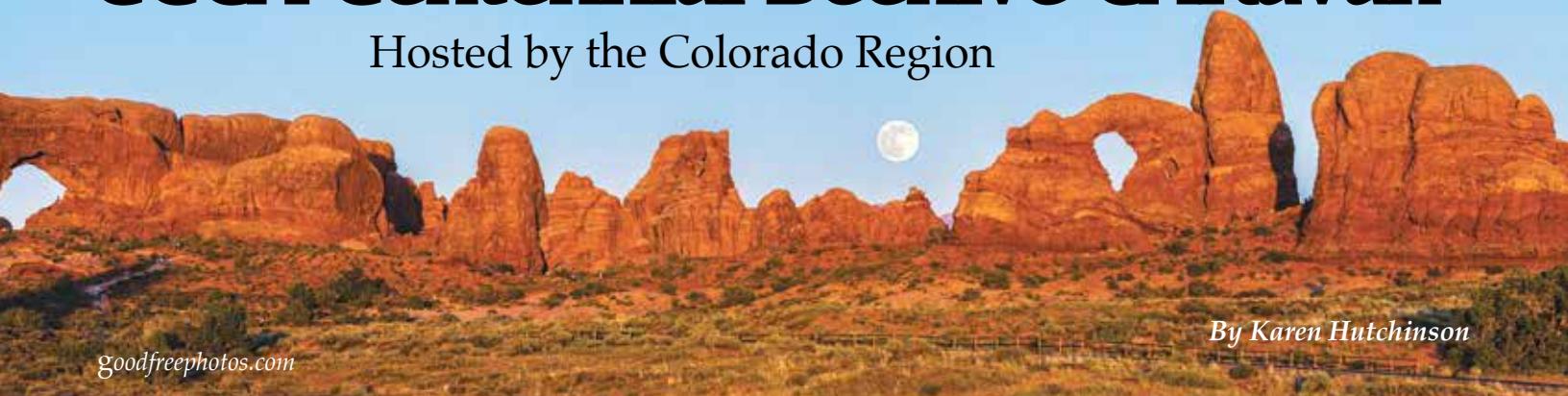
"  
Auburn's was America's  
lowest-priced V-12 by  
far. Too bad that the  
timing was wrong --  
just 2,550 were built  
over three years. ||

Dave LaChance  
Hemmings Classic Car  
V-12 Power April 2009

Pierce-Arrow V12	Pierce-Arrow V12	Lincoln V12	Lincoln V12	Lincoln V12	Lincoln Zephyr etc. V12	Lincoln Zephyr, & Continental	Lincoln Custom & Continental	Lincoln Custom & Continental	Stutz DV32	Duesenberg J, JN	Duesenberg SJ, SJN
1933-1935	1936-1938	1932-1933 SKB	1933 SKA	1934-1940	1936-1939	1940-1941	1942	1946-1948	1931-1936	1929-1937	1935-1937
flat head	flat head	flat head	flat head	flat head	flat head	flat head	flat head	flat head	dohv-4valve	dohv-4valve	dohv-4valve
80 deg	80 deg.	67 deg.	67 deg.	67 deg.	75 deg.	75 deg.	75 deg.	75 deg.	n/a	n/a	n/a
3.5	3.50	3.25	3	3.125	2.75	2.88	2.94	2.88	3.38	3.75	3.75
4	4	4.5	4.5	4.5	3.75	3.75	3.75	3.75	4.5	4.75	4.75
462	462	447.9	381.7	414	267.3	292	305	292	322	420	420
175	185	150	125	150	110	120	130	120	161,156	265	320
3,400	3,400	3,400	3,400	3400	3,900	3,500	3,800	3,500	3,900	4,250	4,200
0.379	0.4	0.335	0.327	0.362	0.412	0.411	0.426	0.411	.50/.48	0.63	0.76
5-8 deg.	5-8 deg.	7 deg.	7 deg.	7 deg.	4 deg.	4 deg.	4 Deg.	4 Deg.	?	?	?
6.6	6.7	5.25	5.3	6.38	6.7	7.2	7	7.2	~ 5 to 6	5.7	5.7
99	100	89	90	108	105	113	110	113	82	85	85

# CCCA Centennial Beehive CARavan

Hosted by the Colorado Region



goodfreephotos.com

*By Karen Hutchinson*

The nine-day CARavan brought together 49 Full Classics® and their occupants from eighteen States and one Canadian Province. As is often the case, Packards and Cadillacs were dominant but additional marques were represented including Auburn, Buick, Chrysler, Duesenberg, Lincoln, Jaguar and Rolls-Royce. Twelve PNR members in six Full Classics® (3 Packards, 2 Cadillacs and 1 Jaguar) participated. Interestingly, there were four PNR members from the Puget Sound area but they were outnumbered by PNR members from California, Maryland and Minnesota!

Knowing the CCCA National publications will carry detailed coverage of the Centennial Beehive CARavan, I thought I would try something a bit different for coverage in the Bumper Guardian. I asked each member to send me a favorite photo (or two) that encapsulates a favorite memory from the trip.



Barrie and Karen Hutchinson from Whidbey Island, Washington drove their 1948 Jaguar Drophead Coupe on its first CARavan. They loved the wide-open roads and the changing colors of the Aspen trees and autumn foliage.

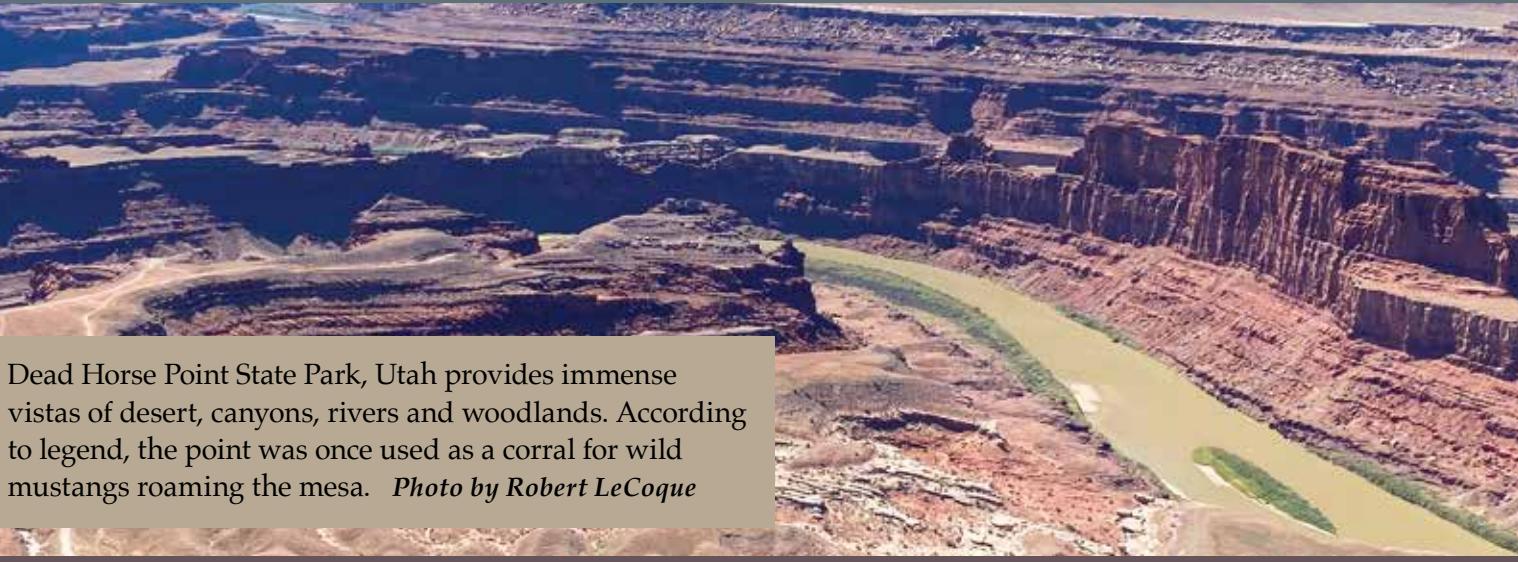
Arriving in Grand Junction, Colorado, a day early, they took a side trip and drove toward Kebler Pass where the trees had just reached peak golden color (photo on left). On Day 8, they took another side trip from Telluride to Ouray where the hillside was ablaze in color (photo on right.) The sun shone for all nine days and the blue skies were a perfect backdrop for picture-taking. (*Photos by Karen Hutchinson*)



*Johnny & Christine Crowell  
from San Ramon, California  
1936 Packard 12 Convertible Sedan*

On Day 6, the Crowell's found themselves mesmerized by the stunning views down the beautiful Animas River on the narrow-gauge steam train journey we took from Durango, Colorado to Cascade Canyon. This unforgettable day trip took us across high trestle bridges through jaw-dropping beauty deep into the Rocky Mountains. It also gave us a well-needed break from driving our Classics and provided the opportunity to converse with fellow CARavanners in the comfort of the enclosed historic railway cars. We also enjoyed a picnic lunch in the San Juan National Forest. (*Photo by Christine Crowell*)

*The Durango and Silverton Narrow Gauge Railroad, often abbreviated as the D&SNG, is a 3 ft narrow-gauge heritage railroad that operates on 45.2 mi of track. The route was originally opened in 1882 to transport silver and gold ore mined in the local mountains. It is now a tourist and heritage line hauling passengers, and is one of the few places in the U.S. which has seen continuous use of steam locomotives.*



*Dead Horse Point State Park, Utah provides immense vistas of desert, canyons, rivers and woodlands. According to legend, the point was once used as a corral for wild mustangs roaming the mesa. Photo by Robert LeCoque*

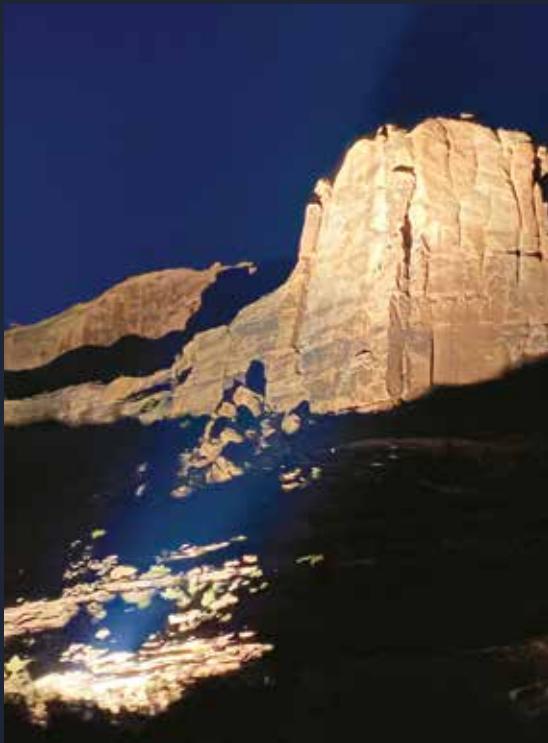
*Carl & Vicki Zeiger from Rancho Sante Fe, California  
1941 Cadillac 62 Convertible Sedan*

The Telluride Autumn Classic is a four-day festival that takes place in September amid the spectacular display of the San Juan Mountains' autumnal foliage. Enthusiasts of all makes and models convene for a world-class celebration of automobiles, motorcycles, aircraft, and so much more. From high-end restorations, vintage and exotic vehicles, to live music and a vibrant art scene, the historic town Telluride provides a perfect backdrop for the event.

Tour-master Lonnie Fallin worked with the event organizers to create a special display of our Full Classics on Main Street in downtown Telluride. Carl & Vicki Zeiger weren't alone in identifying this as a highlight of the CARavan. There were plenty of onlookers and our cars created quite a stir in town.



*Photo by Vicki Zeiger*



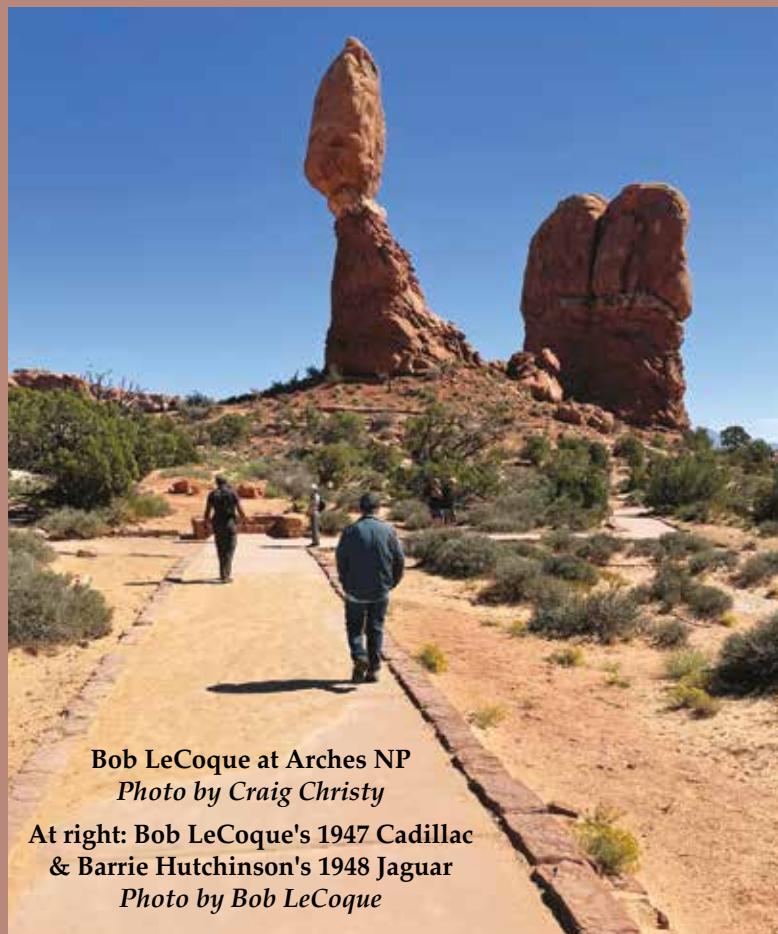
*Bob LeCoque with passenger Craig Christy  
1947 Cadillac Sedan*

*Photos by Bob LeCoque*



Day 3 of the CARavan included a "cowboy supper" and a lovely evening ride on a slow moving boat on a calm part of the Colorado River. The formal part of the evening began as darkness fell with 40,000 watts of light illuminating the canyon walls. Lights, shadows, music, and narration made the stories of the canyon's formation, creation, and history come to life. This evening was particularly impressive as a full moon rose over the canyon walls and shone on the river.

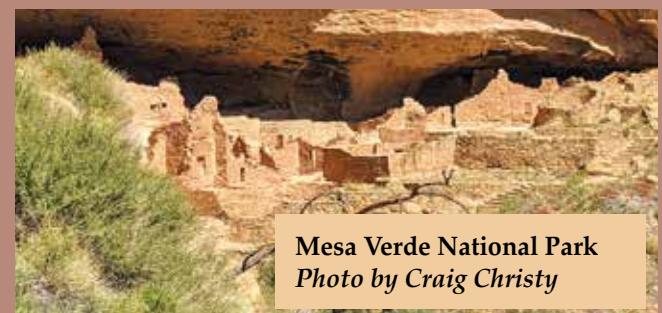
This trip was a wonderful opportunity to witness the stunning landscape of Southeastern Utah.



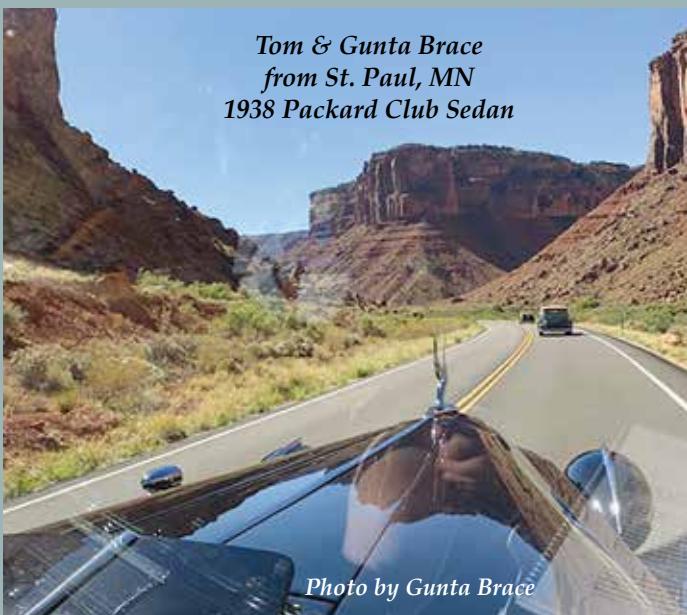
*Bob LeCoque at Arches NP  
Photo by Craig Christy*

*At right: Bob LeCoque's 1947 Cadillac  
& Barrie Hutchinson's 1948 Jaguar  
Photo by Bob LeCoque*

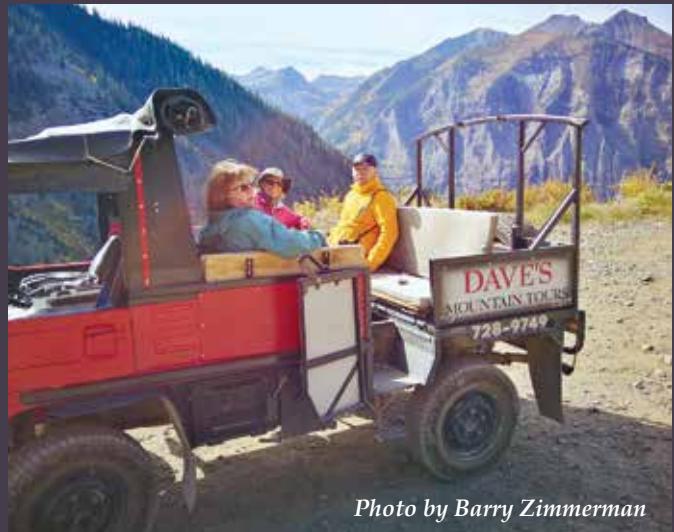
The area of the country that we toured on this CARavan has to have covered some of the most spectacular scenery, both visually and geologically, of any CARavan. The visits to the Arches and Mesa Verde National Parks were particularly grand. These parks are certainly impressive destinations on their own but, driving through the parks and this region in our Classics made for an unforgettable trek. Words cannot express the views.



*Mesa Verde National Park  
Photo by Craig Christy*

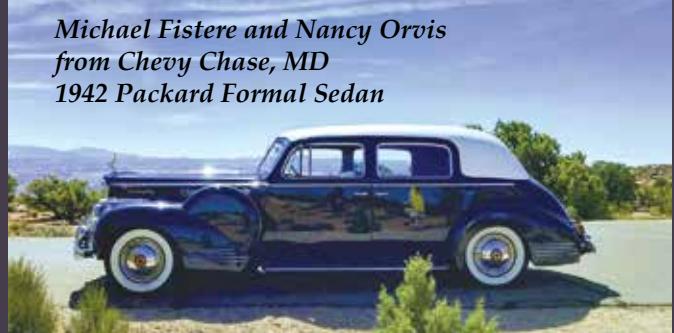


Our first day of driving took us on Utah's Scenic Byway 128, known to locals, as the River Road. This is one of the most interesting and breath-taking drives imaginable. It follows through canyons carved by the Colorado River. After winding for 30 miles through towering mesas and interesting rock formations, we arrived at the Red Cliffs Lodge and Castle Creek Winery where we were served lunch at the Cowboy Grill.



**Above left: Mesa Arch in Canyonlands National Park.**  
It is such a beautiful place that my picture, even though there were several people around, was able to catch the natural light and grandeur of such a place. Stupendous!

**Above right: Maybe most fun!** Michael and I, with our passengers Catharine Simon and Barry Zimmerman (photographer) in Telluride, going up an old mining camp road (about 11,500 to 12,000 feet!), and feeling, "Boy, we'd sure be more comfortable in a 1942 Packard sedan!" - Nancy Orvis



# 2021 P-CAR TOUR

"IDLING THROUGH NORTH IDAHO"



By Bettye Shifrin-Gluth

## PNR Members on Tour

**Lou and Bunny Berquest**  
Pierce-Arrow Owner

**Bill and Bettye Gluth**  
1937 Packard  
Convertible Sedan 1502

**Bob and Diane Koch**  
Pierce-Arrow Owner

**Paul Murray with  
son Matthew Murray**  
1923 Pierce-Arrow  
7-passenger Sedan

**Steve Pierce**  
1929 Pierce-Arrow  
Model 143 EDL

**Tom and Vivian Profit**  
1919 Pierce-Arrow  
7-passenger Touring

**Diane and Paul Shager**  
1929 Pierce-Arrow (nc)  
7-pass sedan modified

A two-year hiatus came to an end for the Pierce-Arrow Regional group by traveling to Northern Idaho to experience the beauty of painted lakes and river courses. Post Falls, Idaho on the eastern edge of the Columbia Plateau at 2200-foot elevation was the starting place for our tour, sponsored by Paul Murray.

Eighteen cars (including eleven Pierce-Arrows, three Packards, one Cadillac and three modern cars), thirty-five adults and three children participated in the four-day event. Thirteen of the participants were also members of the PNR-CCCA (see sidebar.)

Upon arrival we visited Restoration Services, formerly Glenn Vaughn Restoration Services (GVRS). When Glenn retired a few years ago, he sold the business to his employees. Vehicles there were much newer than ours, with exception of a 1927 Cadillac which had served Glacier Park. We also visited the Classic Garage on the first day.

Our second day found us at Paul Murray's new garage facility for a break and to view a couple of larger cars under restoration; a 1935 Packard V-12 and a 1938 Lincoln K LeBaron V-12. Lunch was on Lake Pend Oreille. The afternoon included road travel along the Pend Oreille River with attendant forest scenery.

We circumnavigated beautiful Lake Coeur d'Alene on Friday. Saturday found us climbing nearly to the top of Mount Spokane with a visit to Don and Carolyn Fries' collection, a reward on the way down. Barbecue dinner at the host Red Lion hotel on this final evening.

These are low-key local CARavans with great cars and camaraderie. You don't need to own a "P-car" to participate. Last year the Hutchinsons participated in their 1948 "Puma" (aka Jaguar) and, in years past, Phil McCurdy has participated in a "P-Cord." Please consider joining us for next year's tour.



## Day 1: Restoration Services



**1927 Cadillac 341-A V-8 Tourer  
Body by Fisher**

Howard Hays Sr, President of the Glacier Park Transport Company ordered seven special Cadillac touring cars. Built on a 150 inch wheelbase, these were truly imposing cars and had many special features including special split rim wheels for the fitment of heavy duty tires and a large trunk with compartments for snow chains. The cars were used within the park to transport VIP guests and, as legend has it, they were all painted in the same orange red, to match the color of certain mountain berries that grow within the park.

## Day 2: Paul Murray's Shop



*1935 Packard V-12*



*1938 Lincoln K LeBaron V-12.*

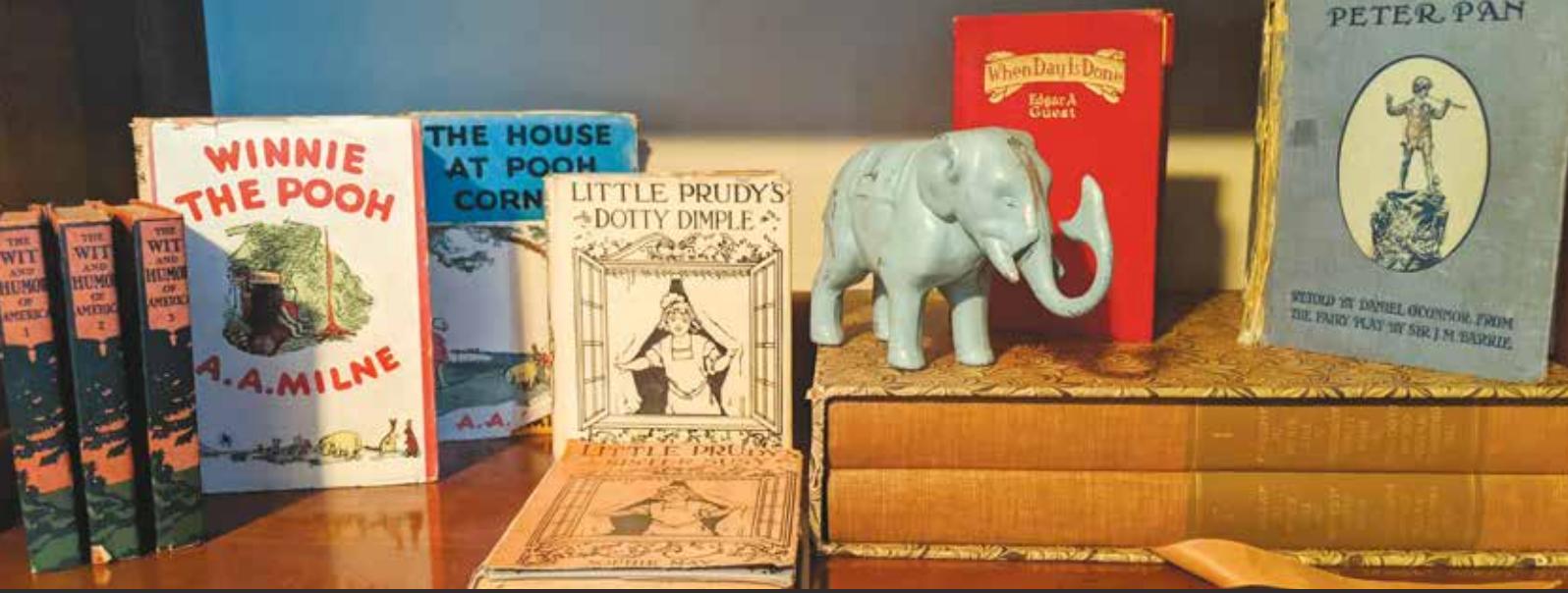


**Day 3: "P-Cars" at  
Lake Coeur d'Alene**

## Day 4: Fries' Collection

A wonderful eclectic collection of both Classic and non-Classics cars including their 1932 Pierce-Arrow convertible coupe and 1937 Pierce-Arrow Travelodge shown here.





## AN INVITATION TO SHARE YOUR FAVORITE BOOK FROM CHILDHOOD BY LAUREL GURNSEY

*Something a bit different but still related to a Classic car and a social/historical theme. This time, I am inviting 'Bumper Guardian' readers to participate. There is a request for you at the end.*



When I was small, my grandmother always sent me a book to read at Christmas. One book has stuck in my memory all these years because I was entranced by the Stutz Bearcat featured prominently in the story. I remembered the title, 'Her Father's Daughter', by Gene Stratton-Porter, published in 1921, and searched on-line the other day for the Stutz passages.

They are still delightful, although the book is dated and has some themes that are no longer socially acceptable.

The main plot involves college-aged sisters Linda and sister Eileen...recently orphaned and needing to sell the family possessions. Linda has always loved her father's Stutz and shared bonding moments with him, learning how to drive and being taught how to take care of the car.



Bonham's Advertisement

Eileen tells her they should sell the cars but Linda won't let her sell the Stutz.

*"Linda told Eileen that she might take the touring car and do as she pleased with it. For her share she wanted her father's roadster, and she meant to have it."*

Linda goes through all the steps of bringing the Bearcat back to good repair...washing it, oiling the cushioning, cleaning the engine and replacing the battery. She is under the car filling some of the grease cups when a college friend Donald shows up.

*"Leaning forward, gazing at the car with positively an enraptured expression on his eager young face, he cried... 'It's a Bear Cat!'*

Linda finally takes the car out for a spin with Donald beside her:

*"Linda settled back in her seat, took a firm grip on the wheel, and started down the broad, smooth highway, gradually increasing the speed...'Listen to it purr!' she cried to Donald. 'If you hear it begin to growl, tell me.' And then for a few minutes they rode like birds on the path of the wind before Linda slowed down... 'That was a whizzer', said the boy."*

I remember loving the name 'Bearcat'. This article is not meant to be technical or even about the car itself and

there have already been many wonderful articles about the Stutz in the BG. I understand the name 'Bearcat' was first used publicly in 1912, the name disappeared in 1922, reappeared in 1923, disappeared in 1924, reappeared in 1931, became a 'Super Bearcat' in 1933 and then Stutz ceased production in 1934. There had been both roadsters and coupes.

Bonhams ran an ad for a 1921 Stutz Series K Bearcat in 2016. It later sold for U.S. \$594,000. Can you imagine Linda riding in this beauty?

My love affair with the Stutz began with the Stratton book at age twelve but my dream to actually be in one came true when Colin and I helped to organize the Steamworks Concours (see photo below.) In 2007, the LeMay Museum entered a 1930 Stutz Boattail in the event. It wasn't a 'Bearcat', but my heart still beat faster.



See the power of a book?

There are other wonderful books I loved...mostly about horses...the Walter Farley ones about the Black Stallion were my go-to when I was a horse-crazy teen. I wonder how many of you remember school nights when you were supposed to be in bed, lights out... but pulled the covers over your head and used a flashlight to read 'one more chapter.'

*This is an invitation for you to share your own favorite books from long ago. What do YOU remember reading when you were a child or teen? I did a previous article about cars in literature but this doesn't necessarily have to be about car-related novels.*

*I would love you to email me at 'lgurnsey@telus.net'. I will do a Part 2 in the next issue and share your memories.*



Derby Bentley Drive Day  
Weekends - October 15th - 24th

*PATRON, H.M. The King*



The Derby Bentley was introduced to the world in the 27th International Motor Exhibition held in London spanning October 12th through the 21st, 1933. I note that the exhibition was sponsored by King George V. Recognition of this debut was formalized by the Derby Bentley Society (DBS), a subgroup of the Rolls-Royce and Bentley Owner's Club. I do note that the moniker of the club remains the Rolls-Royce Owners' Club - so Bentley is apparently silent, befitting the Silent Sports Car.

The DBS commemorates this introduction of the first Rolls-Royce built Bentley by promoting an event encouraging its members to get out and drive their cars, and this year's Derby Bentley Drive Day spanned two weekends October 15th through the 24th. As was true last year, this event was Covid-impacted, so I charged around solo for a bit, waving at admirers. - Brian Rohrback





## *PNR Annual Meeting November 3, 2021*

The 2021 Annual Meeting was a whole lot better than the ZOOM version we did back in 2020: how nice to be able to meet in person. Seventeen club members attended for a dinner served up by Frank Daly and Brian Rohrback. Appetizers featured fresh shrimp and special crackers, followed by a repast of superb ham, gourmet macaroni and cheese, and salad fixings. Three desserts finished off the gorging and the business meeting began.

Even though the year was hampered by health restrictions, our club managed 6 car events and participated in 7 non-PNR-managed events plus the January 2021 CCCA National Annual Meeting. Despite the small number of events, our club held on to more than 90% of our members with a few dropping out temporarily. Financial management by Terry McMichael was spot-on, balancing total income of \$12,041 against total expenses of \$12,054.

Members attending not in the caption below are Patty Alberts, Karen and Barrie Hutchinson, and Sandi and Al McEwan.

PNR CCCA Income and Expense 11/1/2020 through 10/31/2021	
<b>INCOME</b>	
B.G. Advertising	\$3,548
Dues 2021	\$7,960
Investment Income	\$13
Regional Event Income: Board Meetings	\$520
<b>TOTAL INCOME</b>	<b>\$12,041</b>
<b>EXPENSES</b>	
Administrative Expenses	\$416
Board Meeting - Food And Drink	\$379
Bumper Guardian Printing	\$9,430
National Event Expense: Hershey Set Up	\$200
Printing: Directories	\$469
Regional Event Expense	\$1,159
<b>TOTAL EXPENSES</b>	<b>\$12,054</b>
<b>OVERALL TOTAL</b>	<b>(-\$13)</b>



Photos: 2021 Meeting; Bill Smallwood; Steve Larimer; Stan Dickison; Brian Rohrback; Terry & Barbara McMichael; Frank Daly, Tom Alberts, Kim Hild, Paula Morrier, Kenny Heng, William Howard. Photos by William Howard



# Remembering James Raisbeck

*By Craig Devine*

The PNR Classic Car Club and the greater Seattle community recently lost one of its most colorful and influential individuals.

James Raisbeck

passed away in early October after struggling with a number of medical complications.

James made many important and highly recognized contributions in aviation, including leading several aviation enterprises, developing important new aeronautical designs for both small and large planes, and engineering critical safety systems for large airliners. His dedication and hard work in these companies led to great business success. James's philanthropic contributions were remarkable as well, including contributions to Seattle area arts, education, medical research, and medical services. His many achievements and contributions these areas resulted in numerous local and national awards and recognitions being given to James and his wife Sherry.

James was a friend to many in the "old-car hobby." He was energetic, funny, passionate, full of ideas, and honest. In describing James' many endeavors and accomplishments, Sherry kindly noted that she believed "he had become the man he wanted to be." Sherry's strong and consistent support was a large factor in James' many personal and organizational successes.

As the members of our Club know, James was also passionate about Classic cars. Over the years, he had many fabulous cars, made many good friendships, and shaped many memorable events. James and Sherry were regular participants in PNR-CCCA CARavans, Motoring Classics, and many other CCCA gatherings. From these events and friendships there are numerous stories of the ways James brought smiles to his friends faces.

I have fond memories of the first CCCA event that Whitney and I attended about 6 years ago. We attended "Mahogany and Merlot" at Lake Chelan with our new '29 Franklin. We met James and Sherry at a group lunch, and they were both warm and welcoming to us as new members. James and I talked at length about cars and STEM Education, and it was so enjoyable. Between James and Sherry, with Stan and Valerie Dickison's company too, Whitney and I could not have been more warmly welcomed into the PNR club.

Several of the stories involve James' 1937 Cord S/C 812, a car that James had Sherry polishing and shining-up on a number of occasions. One story James shared with me was the time when he rode in the left-hand passenger seat while Sherry was driving in the right-side driver's seat. As they drove through a big busy intersection, James playfully waved his hands in the air implying completely irresponsible driving to anyone not realizing it was a RHD car. They were promptly pulled over by a policeman who then realized that Sherry was driving the car! Another memorable moment in the 1937 Cord was when, on a PNR CARavan in Oregon, at high speed on the highway above the Rogue River, suddenly, owing to one of the Cord's inherent weaknesses, the right front brake drum and wheel broke off the car! James did a marvelous job, staying calm and keeping the car in control with little steering and even less braking! When the car finally came to a halt safely on the highway, Sherry was truly thankful for James' cool head, as were many of the CARavan attendees who witnessed the dramatic episode!

I am now the owner of the '37 Cord that was the topic of some of these stories. It's a beautiful car and I appreciate the extra efforts that James made to improve the car before it came into my possession.

James enjoyed a wide variety of Classic and collectible cars. Al McEwan shared a story of a beautiful 1957 Desoto Adventurer Convertible (nc). Al found the car in Detroit for CCCA member Fred Parsons and drove it back to Seattle. Fred owned the car and then James acquired it. The car ended up in a junkyard after an unfortunate encounter with a concrete median that broke the undercarriage. A few years later, James heard about a 1955 Imperial in a backyard that was for sale. When he tracked down the car, he was surprised to find a broken '57 Desoto Adventurer Convertible under a tree in the same backyard as the Imperial. James had a knack for remembering serial numbers and knew immediately that it was the car he'd previously owned. He quickly bought Desoto (for \$300) instead of the Imperial. Then, not long after reacquiring the Desoto that needed some serious restoration, James and Sherry took a long, unplanned drive to the country. On that spontaneous drive, they happened upon a '55 Desoto in a field that was perfect as a parts car for restoring the '57. Such luck! The '57 Desoto was repaired and beautifully restored.

Sherry kindly shared a number of these and other car stories with me. She noted that James often would surprise her with a neat "new" car, but then sometime later would decide to sell it without warning! Cars she recalled that met that fate included an MGA convertible, a '77 Eldorado Convertible,

## Pacific Northwest Region - CCCA

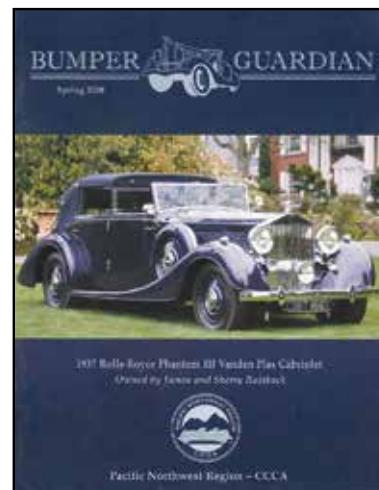
and a fancy red Cadillac convertible purchased spontaneously one day at a PNR event at Tom Crook's house.

Sherry noted too, that good judgement was sometimes superseded by the needs of the moment. One case in point was the time James asked Sherry to use her Mazda to tow home the red 1955 Desoto. Sherry's Mazda did not survive the towing assignment.

Many recall a number of great Christmas parties held at James' home. These were years that James was working very hard to build Raisbeck Engineering, and he once quipped "let's keep having the party here while I still own this house!"

James was a unique, strong, creative man who made large advances in aviation. He and Sherry then shared well with many important and valued organizations that serve many in our community. Let us fully embrace and enjoy our many fond memories of James!

*Photo by Michael Bradley*



As Editor of our Club's magazine for almost 15 years, I have had the pleasure of working with our members to feature their beautiful cars on the cover of the Bumper Guardian. Always gracious, in 2007, when I asked James if we could feature his 1937 RR, he invited me to spend the morning at his estate and in his "garage." An amazing experience. I again had the pleasure of working with James when we featured his extremely rare 1939 Atalanta in 2011. And being a Cord owner, we have shared quite a few miles with the Raisbecks. I treasure these memories.  
- Karen Hutchinson

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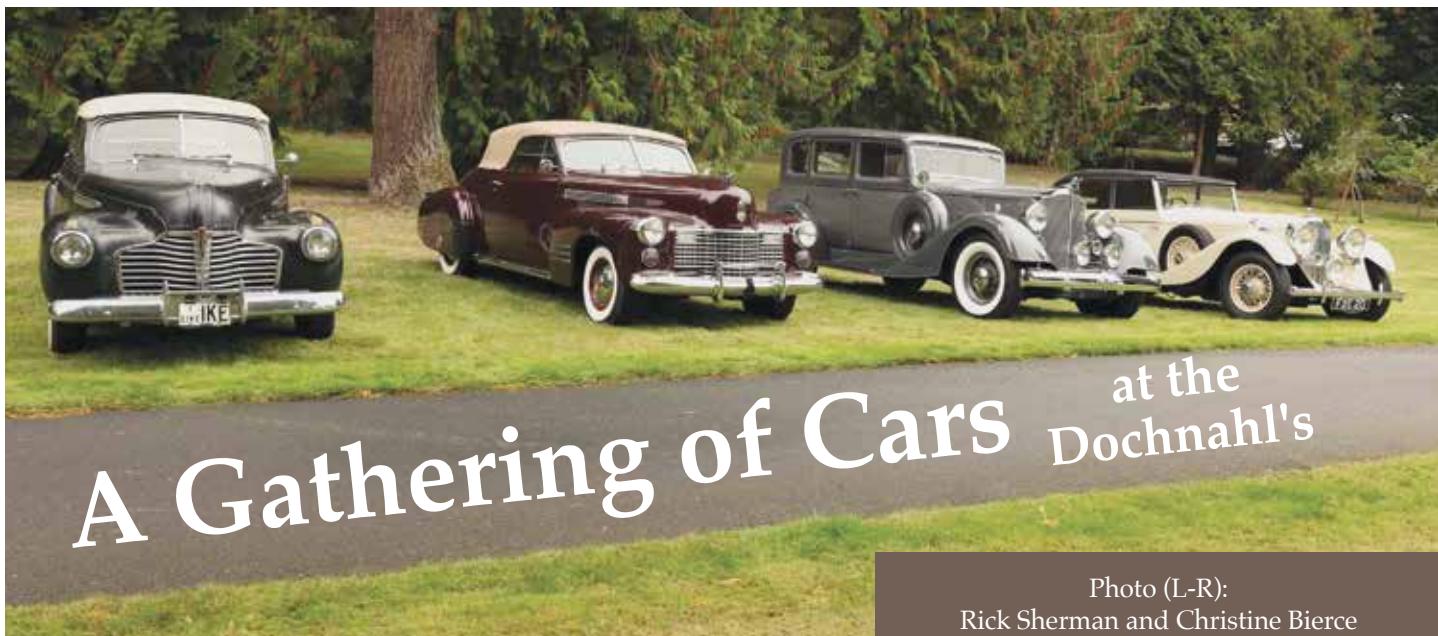
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# A Gathering of Cars at the Dochnahl's

**O**n October 3, 2021, the ever gracious Denny and Bernadene Dochnahl invited the Pacific Northwest Region of the Classic Car Club and the Ferrari Club to a drive-in gathering of special automobiles. The emphasis was to "drive your favorite car", and the weather ran a little bit of interference as an October date in the Pacific Northwest is more than 50% likely to provide some rain. We still attracted three Full Classics® and a nice 1941 Buick convertible (nc) for display on the lawn. Everyone else opted for more modern (waterproof?) rides. Ferraris dominated the show field, as expected, but a few special (and perfect) sports cars both modern and old were well-visited during the afternoon.

The event was great. A steel band kept a festive mood even though the weather was a bit cold and over 100 people showed up to enjoy the gathering. Coffee, beer and soft drinks were in abundance and a wine table was set up that featured wines from both Washington and Oregon with the winemakers present to give details on the selection. A barbecue lunch with all the sides was also provided, enough that likely no one bothered with dinner that evening. There was a short business meeting where the Ferrari Club announced the formation of the Pacific Northwest Region and installed officers. This was moderated by Frank Mandarano and William Howard, members of both clubs. PNR Board Member, Brian Rohrback, greeted the assembly and recognized the contributions of both the Ferrari and CCCA groups and how, at first blush, it would seem to be an oil-and-water mix, but combined events like this are always fun and interesting for all.

Awards were given out and one award was specified for the Best Classic. The Classic award went to longtime member Merrisue Steinman for her beautiful Jaguar E Type. Although known not to be a "Classic", the Jag was in perfect condition, classy, drove well-over 50 miles to get to the event, and has been in Merrisue's care for a long-time. It was a unanimous selection by the judges and absolutely everyone agreed that the choice was perfect!



Photo (L-R):  
 Rick Sherman and Christine Bierce  
 1941 Buick convertible (nc)  
 Denny and Bernie Dochnahl  
 1941 Cadillac convertible  
 1934 Packard sedan  
 Brian and Lisa Rohrback  
 1939 Bentley All-Weather

## PNR Members attending:

Marty Anderson & Lynn Gabriel  
 Michael & Ildiko Bradley  
 Renee & Pat Crist  
 Stan Dickison  
 Denny & Bernadene Dochnahl  
 Jerry & Keenon Greenfield  
 William Howard  
 Marty Kulina  
 Steve Larimer  
 Frank Mandarano (new member)  
 John Mitchell & Georgia Cacy  
 Brian & Randy Pollock  
 Brian, Lisa & Jeffrey Rohrback  
 Rick Sherman & Christine Bierce  
 Merrisue Steinman (center photo below)





After we talk about Classic Cars,  
let's talk about real estate financing solutions.



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**Editor's Note:** I know that I have said it before but even with the chance of sounding repetitive, it takes a village to produce our Club's "newsletter."

At a recent PNR board meeting, I was told of a very rare Lincoln Model L that was shown at this year's Pebble Beach Concours and hails from our area. Ah, an inspiration for the cover story! Jerry & Keenon Greenfield contacted the owners; the Barrett's are now members of our Club, and their lovely car is featured in this issue. In the Spring 2021 issue of the Bumper Guardian, Laurel Gurnsey wrote an article "*What Did The Simple Folk Do?*" taking her inspiration from vintage "Spur" magazines and featuring a photograph of Allan Rustad's 1929 Lincoln L limousine. That in turn inspired me to include the story of Allan's fifty-year ownership of the Lincoln in this issue.

Twelve members of our region participated in the Centennial Beehive CARavan and each submitted a favorite memory of the trip including a photo (or maybe a few.) My thanks go to Johnny & Christine Crowell, Bob LeCoque, Craig Christy, Carl & Vicki Zeiger, Tom & Gunta Brace, Michael Fistere & Nancy Orvis (and their passengers Catharine Simon & Barry Zimmerman.) Twelve more PNR members participated in the "P-Car" tour in North Idaho and Bettye Shiffrin-Gluth provided both the article and the photos of the event. Other events were covered by Kenny Heng, William Howard and Brian Rohrback.

As always, Ray Loe has provided a targeted historical look at the company (Lincoln) who manufactured our featured cars. And, Bill Deibel was inspired to send a very interesting letter to the editor that is a follow-on to our article in the Autumn 2021 issue on Auburn's V-12 engine. Laurel Gurnsey's submission this time is a request to our readers to share your memories of a favorite book from your childhood. She is hoping your input will provide her inspiration for a future article. And both Michael Bradley and Steve Larimer continue to provide photographs of the various events.

I am deeply saddened to include news of the passage of two long-time PNR members in this issue. Bernie & Denny Dochnahl were close friends with Monty Jr. and Katie Holmes and Bernie provided a heartfelt tribute to Monty. Craig Devine (who owns James' 1937 Cord Cabriolet) agreed to write a tribute to James Raisbeck. Craig spent hours talking with James' wife Sherry and several other PNR members to create a lovely capsule of memories. My personal condolences go to both Katie and Sherry and their families.

My thanks to all who participated in the creation of this issue and my invitation to all members to contribute to this publication. Your input is my inspiration!  
Karen Hutchinson, PNR-CCCA Editor

in·spire VERB  
in-spi(ə)r  
to give somebody the desire, confidence or enthusiasm to do something well; to give somebody the idea for something, especially something artistic or that shows imagination.



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