

BUMPER GUARDIAN

Spring 2023



*1937 Pierce - Arrow V-12
1703 Enclosed Driver Limousine*

Owned by Bob & Diane Koch

PNR CCCA & Regional Events

Black type events are sponsored by the PNR.

TBD	<i>Tiptoe Through the Tullips</i> Contact: Jim & Irene Tait
July 4	<i>Yarrow Point Parade</i> Contact: Al McEwan
July 16	<i>Forest Grove Concours</i>
July 22	<i>CCCA Tour and Picnic</i> Contact: Merrisue Steinman
July 23	<i>Mercer Island Cruise & Car Show</i> Contact: Tom Albers
Aug. 7	<i>Motoring Classic Kickoff</i> Contacts: Larimer & Howard
Aug. 20	<i>Pebble Beach Concours</i>
Aug. 26	<i>LeMay Family Collection Show</i>
Sept. 9	<i>LeMay ACM GALA</i>
TBD	<i>PNR Annual Meeting</i>
TBD	<i>Holiday Party and Awards</i>

2023 CCCA NATIONAL EVENTS

Grand Classic®

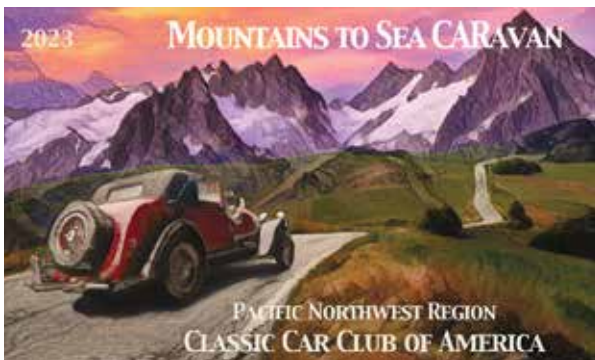
May 4 - 7 SoCal

CARavans®

April 15 - 22..... Gateway to the Stars

May 3 - June 2 Can-AM Tour

Sept 10 - 20 PNR Canada & Eastern WA



OUR 17TH CARAVAN
SEPTEMBER 10-20, 2023



Director's Message
Greetings Fellow
Classic Enthusiasts!

I hope this issue finds you well; as of the writing of this note, winter is still with us here in the Pacific Northwest. But I've had a few of my Classics on short local drives between clouds – I hope you have, too!

I enjoyed seeing many of you at the well attended Christmas/Holiday Party, and I hope those of you who were there enjoyed the festive event.

The September PNR CARavan is coming together well. This will be the McEwan's 17th CARavan! As of a few weeks ago, 37 cars had registered, and with a cap at 50 if you are interested you should perhaps register soon. It can be easily done online via the CCCA website or you can download a registration form.

With all that experience under his belt, Al has chosen "The best of the past and some spectacular new routes and venues". We'll start at Carillon point, cross the Cascades and spend two nights each at Sun Mountain (outside Winthrop), the El Dorado Resort (Kelowna), Sun Peaks Lodge (outside Kamloops), Whistler Mountain (B.C.) and end up at the beautiful Bellwether Resort in Bellingham, WA. I have stayed at or visited each property with Al and Stan Dickison, and I can tell you that each offers something unique and special. Of course it goes without saying that the scenery along the mostly back roads which Al has plotted is beyond spectacular. It's a local CARavan, why not sign up now?

Vicki Zeiger, CCCA V.P. Regional Relations keeps us Regional Directors on our toes, and she hosts several virtual meetings each year. I'd like to share with a bit of information presented during the most recent meeting.

Many of you may recall that several years ago there was concern about the financial situation at the National level. The rate of depletion of our equity hinted at dire straits in the not too distant future. Under the devoted attention of President Steve Babinski, Treasurer Fred Lax and Finance Committee Chair Joe Pirrone, a concerted effort was undertaken to reduce expenses, streamline operations and in general improve the financial situation at the National level.

Without going into too much detail, I'd like to share with you a few important facts and figures.

Operating income from 2010 – 2019 amounted to a loss of \$652,744.00.

Operating income from 2020 – 2022 improved to a gain of \$250,842.00.

Net assets on hand (equity) at the end of 2019 were \$157,831.00.

As of December 31, 2022, that balance had improved to \$441,347.00.

These folks, with the help of many others, have righted the financial ship and the future of the Classic Car Club of America looks sound.

We remain financially very healthy at the Regional level. Incoming Treasurer Steve Larimer is committed to protecting our assets as effectively as our ten year plus Treasurer Terry McMichael did. Hats off to both.

Remember that ALL Members are welcome to attend our monthly meeting held on the first Wednesday of every month at the Danz garage. Wine, beer and pizza for \$10.00 – what could be better? We even have a (mostly) serious meeting to follow the fun part, and Member input is highly valued. Come join the 20 – 25 folks who are there each month and throw (soft) tomatoes at your Director!

Classic-ly-
Frank

**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 of the month
5:00 Social Gathering, 6:00 Meeting
Minutes available upon request.

Membership:

Regional membership is available only to Classic Car Club of America National members.

Advertising Policy/Rates:

The Bumper Guardian will print classified advertising free of charge to members on a space available basis. Display advertising rates are available on a prepaid basis only.

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On the Cover:
1937 Pierce-Arrow
V-12 1703 EDL
(Enclosed Driver Limousine)
Owned By Bob & Diane Koch

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.

*1937 Pierce-Arrow
V-12 1703*

Enclosed Driver Limousine

Owned by Bob & Diane Koch





"As found in the doorless garage. The weather took its toll on the front end. The only non-authentic items visible are the light conversions to sealed beams."

Bob Koch

The high point in my car hobby was the 2018 invitation to the Pebble Beach Concours d'Elegance Third in Class (tied).



Photo: MaynardsGarage.com



Our model 1703 Pierce-Arrow is a 147-inch wheel base Imperial Salon Twelve and is one of four 1937 Enclosed Driver Limousines known to survive. There were only approximately twenty-eight 1703s (of all models) originally built and cost \$7,597.28 delivered to the West Coast. Fords of the era cost about \$700. Brooks Brierly's book *There is no mistaking a Pierce-Arrow* shows only two new Pierce-Arrows were registered in Washington state in 1937.

We are the third owners of this car, according to the previous owner, Jerry Covey. He purchased it from the used car lot of Root Brothers Hudson Dealership, Everett, WA. He understood that the original purchaser had traded it in on a new Hudson. Jerry drove it around Bremerton until a cold-snap froze the engine and cracked the aluminum heads. He parked it in his garage, where I found it in 1989 (with the cracked heads still on the running boards).

I learned from my neighbor, John Ramage, that a friend of his had a Pierce-Arrow and he offered to take me to see it one day. I said "No, not one day. Get in the car. We'll go now!" The car was all original and nearly complete, but needed a complete restoration and was not for sale. Jerry said that he intended to restore it after he retired later that year. I asked him to call me if he ever changed his mind. He said that all of the car guys

in Kitsap County had seen it and I would be about 100th on the list to call.

Jerry did retire that year and moved to his original family home near Spokane, WA. At Christmas time that year, I got Jerry's new address from neighbor John and sent a card asking about his progress and reminding him of my interest in purchasing the car. The following June, he called to offer the car. Since we belonged to the same credit union, they were able to help us complete the sale via telephone. I will always believe that the Christmas card made it possible.

I began the restoration upon my retirement in 1993 and decided to make it as original as possible and do everything myself, with the exception of plating and upholstery. Since most of my automotive experience was in mechanical repairs, I set about learning the skills needed to do bodywork (including lead work), painting, rubber casting and mold/pattern work for metal castings. Those tasks extended the restoration time out to 2016 - some 23 years! For bodywork and painting, I underwent an "apprenticeship" with fellow PNR member Walt Johnson. He guided my efforts for about a year and personally created the soft gray-green color we painted the exterior. My car would not have become concours quality without his assistance. Every mechanical component

got a complete overhaul/restoration using OEM or faithful reproductions of original parts.

For example, the runningboard end trim pieces were corroded and fairly-well dinged up and the 1936 Oldsmobile headlamp buckets were converted to the Pierce-Arrow configuration to restore them to original. I made a forming template from steel flatbar and hammer-formed replacements from sheet aluminum to the original contour. They were then polished, clear-coated and mitered to mate with the side trim pieces.

The most difficult and time-consuming tasks were the adjustments in body-to-frame shimming to obtain alignment of the front sheetmetal and cowl with the hood. I had used the original shim thicknesses when landing the body back on the frame. After several days of trial-and-error, I concluded that the body needed to be raised about one-quarter inch.

Thus, the four posts and four chain falls in the picture. I also found that the hood latches needed some "grooming" to engage properly and that was not possible with the hood in place. I constructed a mock-up of the hood top pieces which allowed access to adjust the radiator support rods and cowl latch catches. At last, the alignment and gaps were completed!

We have entered the car in five competitions and it has performed well:

2017 Forest Grove Concours d'Elegance
Best in Class, Runner-up Best in Show

2017 Saints Car Club Cruz,
Best in Show

2018 Pierce-Arrow Society National Meet
Best in Show

2018 Pebble Beach Concours d'Elegance
Tied - 3rd in Class

2019 Bremerton Elks Car Show
Best in Show, People's Choice



Bob Koch's Hand's-On Restoration 1937 Pierce-Arrow V-12 1703



Running Board End-Trim Fabrication



Aligning Hood to Body with Mock-Up of Upper Hood



Front Fenders Fresh from Paint Booth



Newly Cast Visor Brackets



Rebuilt Engine



CLASSIC CAR CLOCKS

BY COLIN GURNSEY

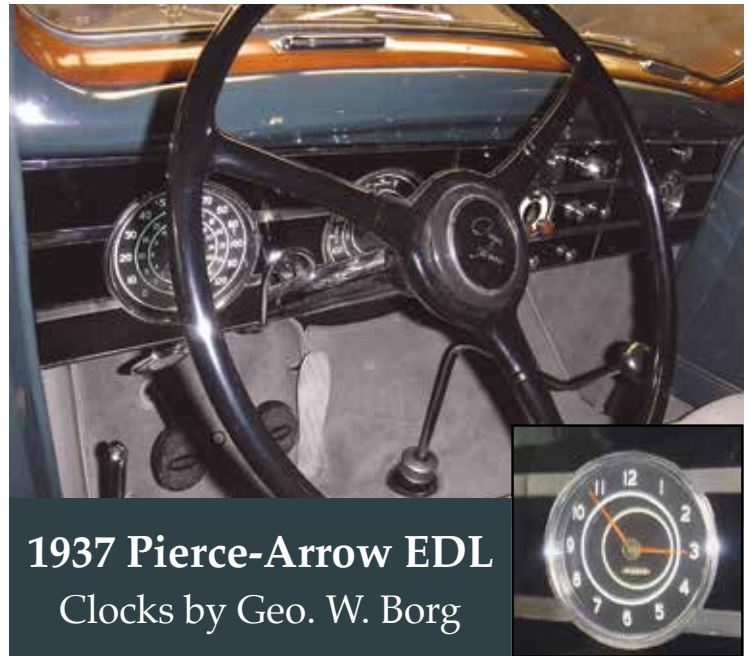
I was looking for references for clocks on dashboards and the first one I came to was a Bebe Peugeot with a

beautiful clock, gold surround and white face – black letters, dated from 1913. I recollected the PNR-CCCA's trip to Los Angeles in 2005 to visit some wonderful car collections. I still vividly recall the Type 11 Bugatti, at the General Lyons collection. This was the first automobile completely built by Ettore Bugatti. Its simplicity and elegance of design stood out. It of course followed the Type 10, which was a contract to design... the Bebe Peugeot. Another car, the Type 13 Bugatti, although small, had a full and well laid out set of instruments at a time when these were at best, marginal on many other cars.

Clocks were often centerpieces of a well-made dashboard. On American Classics such as a Springfield Silver Ghost one could see a clock by Waltham, an American clock maker, while in the UK a dashboard clock on the same make would most likely be made by Smiths and Sons. On the continent, manufacturers often specified clocks by Jaeger, which could be seen on the dash of a Delage, Hispano-Suiza or Bugatti. Occasionally a coachbuilder's client would specify a much more rarified clock such as one made by Breguet.

The concept of having a carriage clock is said to have been started by Napoleon, who needed an accurate timepiece to wage his war campaigns. A 100 or so years later when the production of automobiles began to require instruments and gauges to inform the chauffeur or operator of the running condition of the vehicle, clock makers became the turn-to people for various other instruments such as chronometric tachometers, speedometers, temperature and oil pressure gauges. These companies were still clock makers of course and were able to provide a suite of gauges for the dashboards which for the elegant and more bespoke automobiles often included a matching clock.

As time travelled on, companies such as Smith and Sons in the UK expanded their business and bought out other clock makers or rights to produce other clock makers' patterns. A Jaeger Clock or instrument on a British car of the forties or fifties was often made by Smiths. Today, if you want a set of original Smiths gauges for a eight litre Bentley of 1930, you could get these from Speedy Cables, a derivative of Smiths and Sons, the original manufacturer.



1937 Pierce-Arrow EDL
Clocks by Geo. W. Borg

George William Borg (1887-1960), an American industrialist and inventor, started his automotive career at Borg & Beck, formed in 1914 by his father Victor Borg and Gary Marshall Beck. He was instrumental in developing the first successful automobile clutch, a revolutionary clutch using a circular pressure plate that would hold well when engaged yet slip as needed when starting out. The younger Borg managed the partnership, which was ultimately merged with Warner Transmission in 1922 to form Borg-Warner Corp.

In 1925, Borg collaborated with William Greenleaf to develop a new venture in automobile clocks. Following a brief partnership with Greenleaf Corp. from 1926-1927, he set up the George W. Borg Corp, whose clocks first appeared in 1928. With the Depression soon at hand, Borg's lower-cost clocks were in demand, and soon Borg clocks were sold as factory equipment in a wide-range of automobiles including two in our featured 1937 Pierce-Arrow 1703. The passenger compartment clock is above the divider window and is accessed via a trap door in the driver's compartment.

Source: Wikipedia





★Months ago engineers drafted the basic design of a new motor car. They planned to make it the world's finest . . . They did not know what its price would be.



★They visioned surpassing beauty and luxury. No one, indeed -- not even Pierce-Arrow—had ever built such a car, and so they had to begin at the very beginning - the frame, itself.



★Side by side with the men who have devoted lifetimes to quality, who have built world's champion engines, they enriched their creation with newly born mechanical perfections.



★From models of clay they projected a new body architecture and, under their guidance, veteran Pierce-Arrow craftsmen endowed their handiwork with the richest fabrics, the choicest appointments.

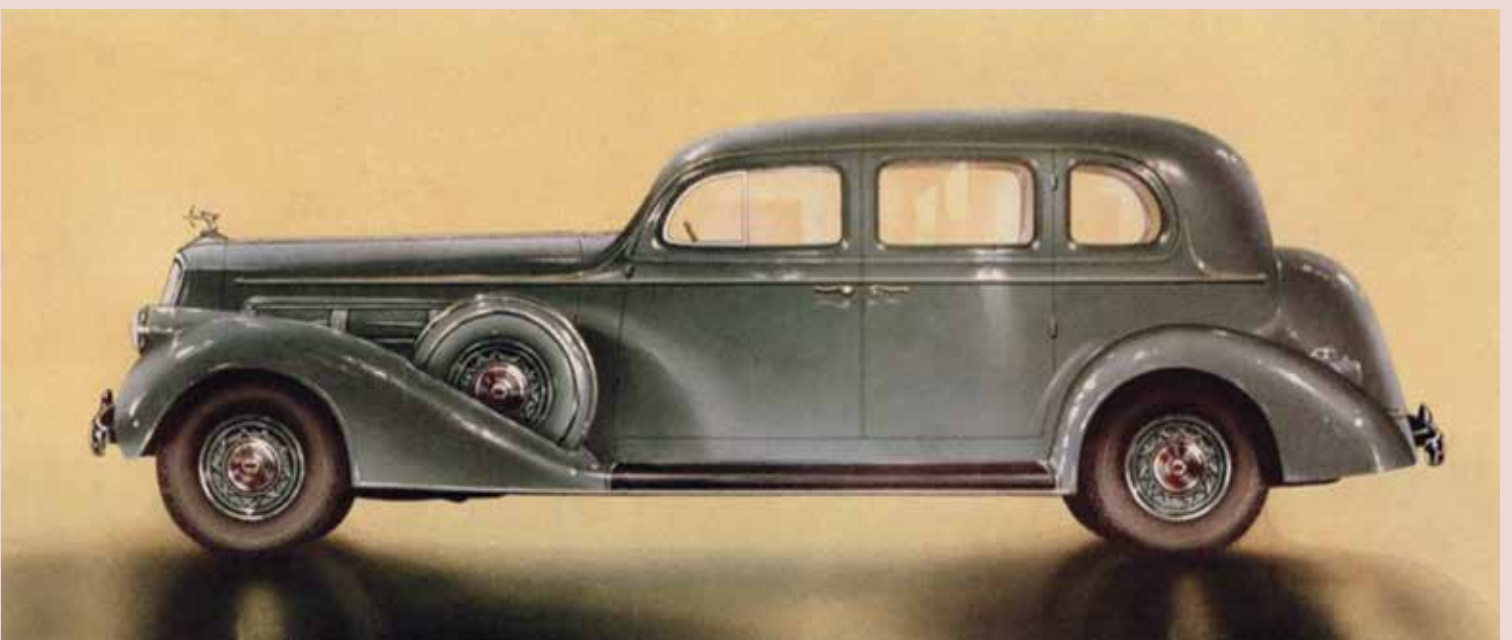
★To prove its greater and safer highway speeds, its greater power, its indescribable balance and stability on the road, its instant response to the controls, they put the final product to every known test . . .



. . . and the proud result is the

1936 PIERCE • ARROW

ON EXHIBIT THIS MONTH FOR THE FIRST TIME AT THE NATIONAL AUTOMOBILE SHOWS





*From
start to
finish.*

By Raymond Loe

Since Pierce-Arrow (P-A) automobiles continue to be well represented (17) in our PNR club membership collections, we feel it is timely for the BG to feature another very interesting P-A. Some of you will likely recall previously reported historical information being repeated herein, however, know that we have done so to provide a comprehensive story in this issue for all our readers to enjoy.

Pierce-Arrow automobiles were first produced in Buffalo, New York during 1901 and did so continuously for the next 38 years. The first model "Pierce Motorette," powered by a 2 ¾ hp De Dion engine, was George N. Pierce's initial venture into automobile production. It was successful enough for George to continue his new enterprise into 1902 offering a similar car with the engine enlarged to 3 ½ hp. In 1903 the line was re-identified "Arrow" offering a single cylinder engine rated at 6 ½ hp and a two-cylinder engine rated at 15 hp. The Arrow became the "Great Arrow" in 1904 with a four-cylinder 28 hp engine and, by 1908, the engine had grown in size to six cylinders rated at 60 hp.

In January 1909, George Pierce resigned from active management and petitioned the Board to elect Charles Clifton to be elected President/CEO of the newly named Pierce-Arrow Motor Car Company. The car name "Pierce-Arrow" was introduced at that time. By 1910 customer demand was exceeding supply causing P-A management to discontinue producing the four-cylinder engine and reduce the number of car models offered to fifteen.

In 1911 P-A introduced a five ton truck which quickly gained the reputation of one of the finest trucks being built at that time. That year the company produced 2,200 cars and trucks. 1911 was also the year that George N. Pierce died suddenly at age 64.

In 1913, the first Pierce-Arrow with trumpet-shaped headlights integrated into the front fenders appeared—a trademark that would identify and endure through the lifetime of the marque. Thereafter, the vast majority of P-A cars would be so equipped, however, the less popular detached drum-style headlights continued to be offered (at extra cost) for those cars being registered in the few states (including P-A's home state of New York) having antiquated regulations prohibiting fender-mounted headlights.

By 1914, Pierce-Arrow cars were getting big and pricy. Their Model 66, reportedly the largest and most powerful car ever built in the USA, was powered by a six-cylinder 825 cu. in. engine mounted on a 147" chassis priced between \$4,300 and \$7,300. A potential buyer that year could choose from a total of thirty-five factory built body types mounted on one of three chassis. P-As were often sold with two bodies, one open and one closed intended to be alternated with the seasons. By 1915 Pierce-Arrow had sold between twelve and fifteen cars and was now considered a top prestige car.

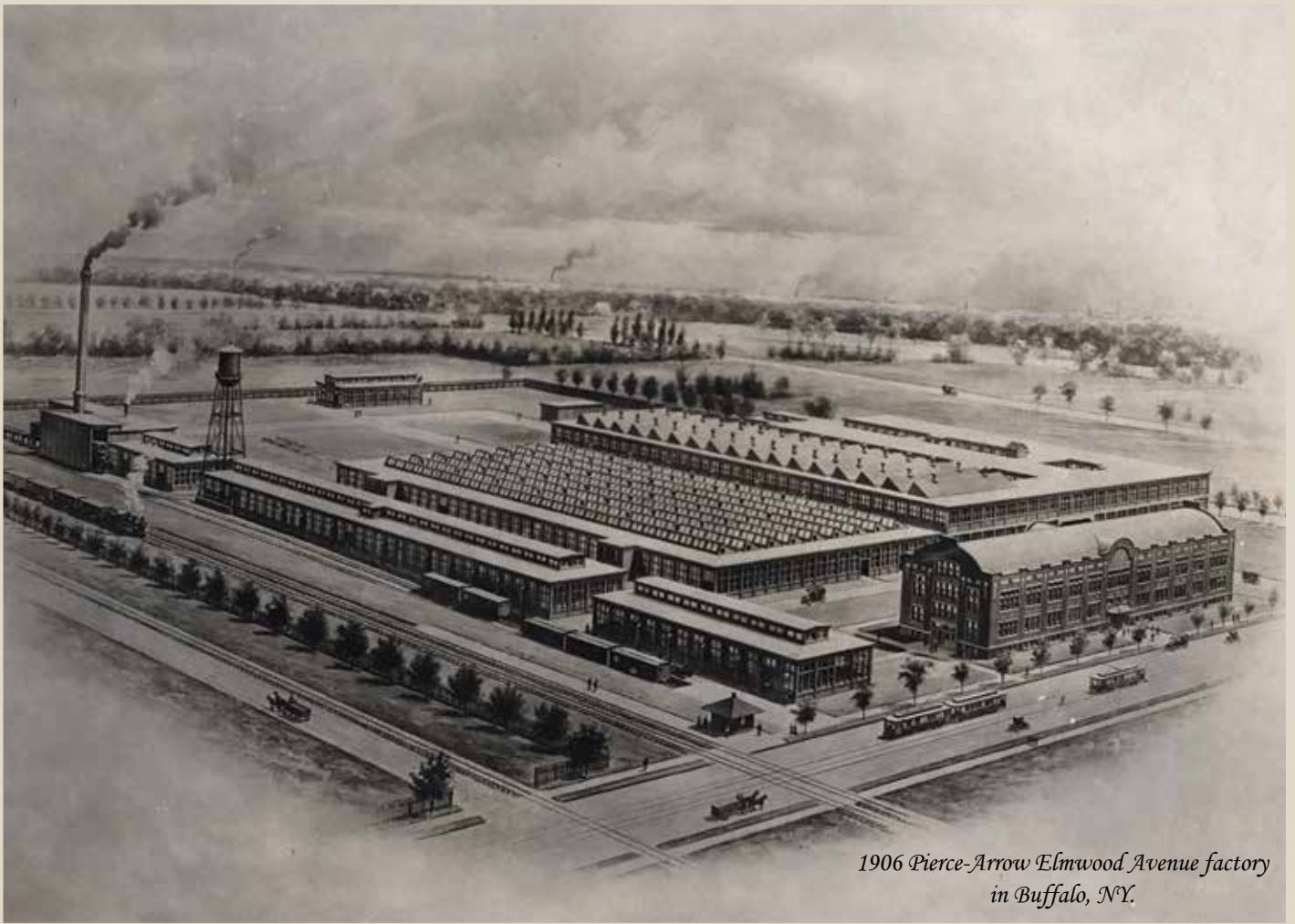
After years of strong sales, cost was beginning to interfere with profitability, so, in 1921, their new P-A Model 32 was introduced to replace all previous

models. It was only offered on a single 132" wheelbase powered by a 38 hp six-cylinder engine with overhead dual valves. Austerity now prevailed at Pierce-Arrow with the Model 32 being carried over the next two years as a Model 33 with very few changes.

Despite the aforementioned maneuvers, P-A management became convinced that a single expensive car line could not sustain the company going forward. Thus on July 31, 1924 the company announced a new, moderately priced car line - the Series 80. (It was at this time that all advertising reference to any P-A "Model" was changed to "Series") and the more expensive Series 33 was continued into 1926 without change. Likewise, the Series 80 was continued into 1927 also without any modifications or price revision. However, despite record sales, the company recorded a deficit of \$783,000 and filed for bankruptcy that year.

Management had concerns that Pierce-Arrow's remaining small number of dealers, lofty price structure and now only offering a single, older design, six-cylinder engine was limiting their sales potential. Therefore, in June 1928, P-A officials met with the officials of the Studebaker Corporation to discuss a merger of their two companies and on August 7, 1928, Pierce-Arrow became a subsidiary of Studebaker.

Pierce soldiered-on into the Depression as an independent division offering the same high-quality product until 1932 when they produced two new in-house built V-12 engines. This event



*1906 Pierce-Arrow Elmwood Avenue factory
in Buffalo, NY.*

was followed in January 1933 with the debut of a new model - "Silver Arrow." Although this futuristic four-door sedan was received well by the public, since it was priced at \$10,000, (almost \$210,000 today) this dream car would remain just that and only five were ever built.

Parent-company Studebaker declared bankruptcy in the Spring of 1933 and receivers ordered the Pierce division to be sold. In August, ownership passed to a group of Buffalo-area businessmen who paid one million dollars for a chance late (1936-1938) around making P-A independent again and ironically, healthier than Studebaker. Optimistically, the new owners hoped to make back their investment with production of just 4,000 cars.

Sales continued to slide, and failing merger efforts with Reo and Auburn, Pierce-Arrow declared bankruptcy again in July 1934. After slashing the workforce by 70%, there emerged in

May 1935 a reorganized and leaner new company -Pierce-Arrow Motor Corporation. Despite a threadbare budget, Pierce managed an attractive redesign for 1936. Pierce-Arrows had always been easy to drive, but improved steering, brakes, suspension and weight distribution gave the 1936 cars outstanding road performance despite the near three-ton bulk of some models.

Registrations climbed 25% in the first four months of 1936, but the calendar year sales ended below the previous year total at 787 cars. Pierce carried-on with little-changed 1937 models, but sold only 166 for that entire model year. The very rare Pierce-Arrow 1937 Model 1703-EDL (Enclosed Driver Limousine) featured in this issue is one of those 166 cars.

Pierce announced almost identical 1938 models in October of 1937, but fewer than forty cars were completed before shutting-down production for good. Pierce was the only luxury brand that

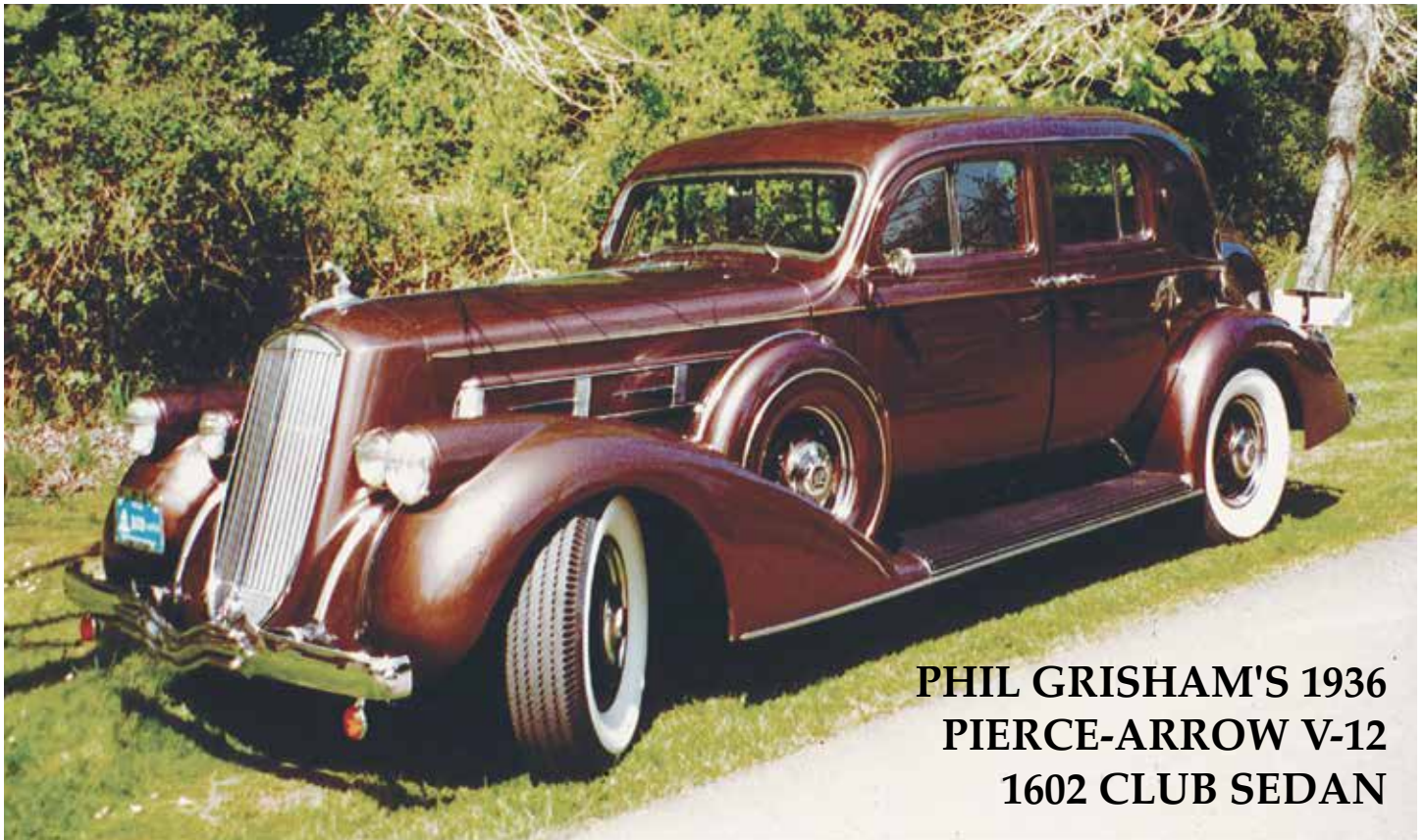
did not field a lower-priced car to provide cash-flow and without sales or funds for development, the company declared insolvency in 1938 and closed its doors.

The final forty Pierce-Arrows were assembled from parts secured from the company's receivers. The company's assets were sold at auction on May 13, 1938.

In 2006, a group of Classic Car enthusiasts from Switzerland intended to revive the company name in the form of a Pierce-Arrow II, however the US Trademark Trial and Appeal Board later ruled that "Pierce-Arrow cannot be registered by an unrelated third party as a trademark for the production of a new automobile." thus ending plans for a new Pierce-Arrow automobile.

A sad ending for this American marque.





**PHIL GRISHAM'S 1936
PIERCE-ARROW V-12
1602 CLUB SEDAN**

Late (1936-1938) model Pierce-Arrows are "rare as hen's teeth" and four of these beautiful cars reside with members of the PNR. Three have been featured in previous issues of the Bumper Guardian (1998 - Phil Grishman, 2013 - Monty Holmes, Sr. and 2018 - Bob Koch.) Dave Murray also has a '36 P-A but, alas, his is a work in progress. This time we have told the story of the end of production for the Pierce-Arrow Company in one issue.

Pierce-Arrow brought out their last all-new model in 1936. The bodies were redesigned, with still more rounded styling. The 1936-38 cars have a distinctive arrangement of four front lights. An overdrive transmission and vacuum-boosted brakes were standard equipment. The 1936 Pierce-Arrows were considered among the finest cars the company ever produced and they produced just 787 that year. The 1937 and 1938 cars were minor modifications of the 1936 design.

In 1937, the year of our cover car, the company offered five distinct series and three different wheelbases, with a choice of eight or twelve cylinders, and outstanding quality—yet Pierce-Arrow produced less than 200 cars for the entire year. A small number of 1938-spec cars were produced—well under 85 according to reports. That May, the company was sold at auction, and that was the end. - Editor

For many years I admired Pierce-Arrow automobiles. I purchased mine in 1986 from a retired new-car dealer in Provo, Utah. He had a number of collector vehicles, and my 1936 1602 V-12 Club Sedan was the last one he painfully sold.

Early in my ownership, new tires were purchased. The original aluminum heads were long ago replaced with iron heads. I was able to secure reproduction aluminum heads. The ambient cooling system was upgraded with an overflow tank and a three-pound radiator cap. Other changes included installing turn signals and an electric fuel pump.

Before retiring to Central Oregon, our Pierce-Arrow was on many PNR tours, taken to two Pierce-Arrow Society events and driven on four CARavans. It had 27,000 miles on the odometer when I purchased it and now has 38,000.

I look forward to a few more years of ownership before finding a lucky new owner for this rare vehicle. Only seven 1936 1602 V-12 Club Sedans are thought to exist.

If you are interested in additional information on my Pierce-Arrow, look at the PNR CCCA website (<https://home.ccca-pnr.org>) for the June-July, 1998 edition of the Bumper Guardian. -Phil Grisham





MONTY HOLMES SR.'S 1936 PIERCE-ARROW V-12 1602 SALON CONVERTIBLE COUPE

PIERCE-ARROW DESIGN CHARACTERISTICS

- ➔ The 1936, 1937, & 1938 Pierce-Arrows alone have automatic overdrive. It cuts in silently and automatically at speeds between 40 – 45 miles per hour.
- ➔ The transmission is synchromesh type, silent in all gears.
- ➔ Safe, positive control without road shock has been attained by mounting the steering arm and sector ahead of the front axle. Pierce-Arrow cars steer as easily as light cars and are inherently stable under all road conditions.
- ➔ V-12 cylinders generate 185 HP with double downdraft carburetors.
- ➔ Suspension springs are long and mounted far apart. They are French-point, semi-elliptic, and made of silco-manganese alloy steel.
- ➔ Ball-bearing spring shackles are pre-lubricated for extended service.
- ➔ Valve adjustment is automatically maintained by oil under pressure; valves are always quiet, eliminating periodic settings.

The rarest of the rare. Only three Pierce-Arrow V-12 Salon Convertible Coupes were made in 1936 and only two remain. Monty's car is different from the other "more stock" one. His car was custom ordered by Preston Tucker, famous for the Tucker car he produced at a later date. At the time, a manager for the Pierce-Arrow Agency in New York, Tucker ordered changes to the roadster eliminating the rumble seat, side tire mounts (no fenderwells) and driving/passing lights.

Monty purchased the Pierce-Arrow from Norton Shafer in Seattle in 1979. It had 42,000 miles on the speedometer and was in good original condition. In 1988 Monty restored it with new paint, new convertible top, new chrome, new upholstery, new running boards, new tires, did the engine work, new water jackets & valves, and new wiring brackets.

Bernard J. Weis, Editor Emeritus of "The Arrow" magazine for The Pierce-Arrow Society, researched the car and found it had once been owned by Tom Waters of Grand Rapids, Michigan who, in 1961, sold it to Mills B. Lane, Jr. of Atlanta, Georgia. In a copy of a letter from Mr. Waters to Mr. Lane, he wrote that this particular car "was especially built for Preston Tucker and that Tucker set some speed records on the Bonneville Salt flats with the car."



PIERCE-ARROW TRAVELODGE

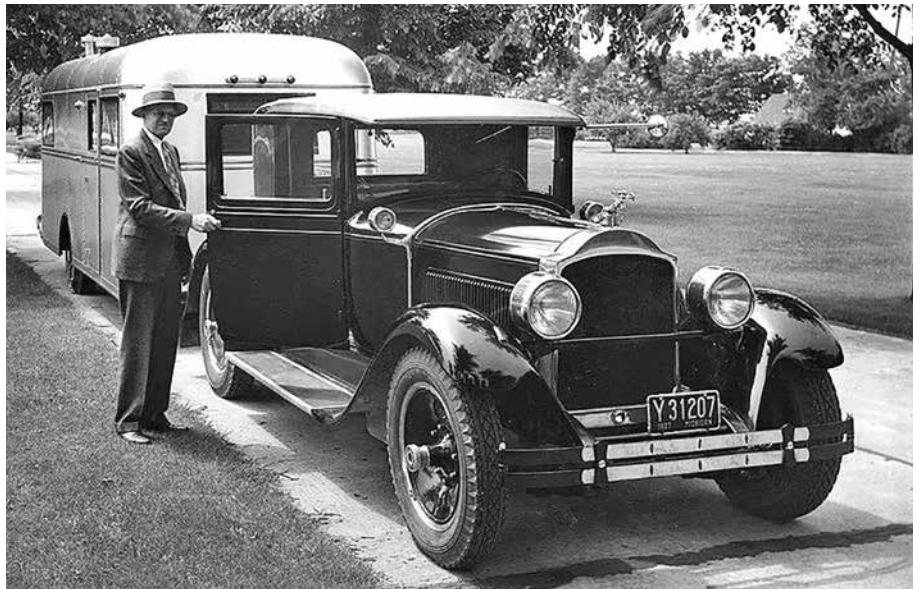
Throughout the Depression, Pierce-Arrow, like many American luxury automakers, was struggling financially and looking for another source of manufacturing. Ultimately, in 1936, the company decided to add a luxurious travel trailer to their line-up of automobiles and trucks.

Produced by a separate division at the Buffalo factory, the Pierce-Arrow Travelodge was built to the same outstanding standard as the company's cars, with a steel frame covered by sheet aluminum outer panels. It was mounted on a fully independent suspension and featured a Bendix hydraulic brake, actuated by a vacuum cylinder connected by hose to the trailing car.

Although the Travelodge appeared fairly spartan from the outside, the cabin was a nice and very comfortable place featuring an interior of beautifully finished birchwood cabinets and red gum plywood walls with linoleum floors. Inside was a dinette with booth-style seating, a folding table, refrigeration/icebox, a hand-pumped sink, and a stove. The trailer also came with a roof hatch, mosquito screens, plate glass windows and more.

Production started in mid-summer 1936 and lasted less than a year. Total known production is just over 500 units with only 20 or so of these Travelodge campers known to exist, so they're pretty hard to acquire. Three models were offered: Model A-19', Model B-16'6" and the rarest Model C-13' 7". The Model C was priced at \$784, with all equipment standard and fewer than 100 units were produced..

Perhaps repeating the same mistakes as they made with their cars, Pierce-Arrow made multiple Travelodge models and of course made them of the highest quality – which just like their motor cars, made them too expensive for any significant sales volume.



Travelodge Model A: *Two rooms, full accommodations for four. Studio, couch, two beds, bathroom. complete kitchen, pullman dinette, refrigeration, wardrobe, heater, and writing desk.*



Travelodge Model B: *Kitchen facilities, dinette, refrigeration, two double beds, bath-room, heating stove, wardrobe, china and cove cabinets, cupboards, drawers.*

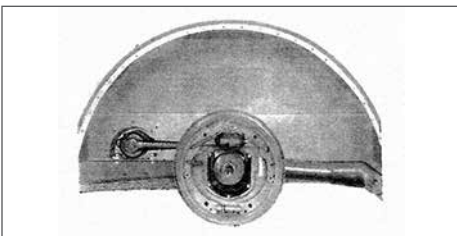


Travelodge Cabin: *Salon w/ wood stove; dinette with booth seating and table; galley.*

PIERCE-ARROW ENGINEERING INFLUENCE



All-Steel framework - the girders and channel sections welded into one rigid integral unit.



Independent wheel suspension, hydraulic brakes and built-in shock absorbers



Travelodge brakes are interesting: Pierce used 1936 GMC/Chevrolet truck hydraulic brakes, although they stayed with mechanical brakes on their passenger cars.

Under the Travelodge front seat, there was a brake master cylinder connected to a vacuum chamber by means of a bellcrank. In 1936-1938, Pierce-Arrow autos had vacuum boosted brakes with both an operating cylinder and tank under the rear floor.

For towing a Travelodge, a long hose with a check valve near the disconnect was attached to the trailer. When vacuum was applied to the piston in the vacuum chamber, the bellcrank would move to operate the hydraulic master cylinder. Rube Goldberg LIVES!

<https://forums.aaca.org/topic/323006-1937-pierce-arrow-travelodge-a-class/>



Travelodge Model C: *Light, compact, full measure of utility to accommodate two people. Equipped with cooking stove, large double bed, china cabinets, drawers and wardrobe.*



An Invitation to Discontent ... with all others

• STEP in and start. The silken power of 185 thoroughbreds is yours to command. One mile - and discontent with all other cars begins.

Drive . . . over hills and on the roughest roads, maneuver through the crowded traffic lanes of city streets . . . and learn discontent with any performance that falls short of new Pierce-Arrow standards now revealed.

Stop . . . in full flight. Effortlessness breaking brings the car to a velvet-smooth stop in less than half the distance safety laws demand. Two and three-tenths seconds to stop at forty miles an hour. Twenty-two stringent state laws allow six seconds.

Compare, point by point, with any other car, You will find Pierce-Arrow unequalled in power, in silence, smoothness, stability and safety. Compare the sheer luxury of its appointments. Compare your own degree of relaxation at the wheel . . . your confidence, the delight and justified pride that are your when you drive this car.

If you are one of those who must know WHY these things are true, compare every mechanical specification. Put the car on a rack and look at it from beneath . . . or come to Pierce-Arrow's great factory and see it built with all of today's most modern precision equipment by master craftsmen who, for thirty-six years, have been building fine cars exclusively.

The innate luxury, the matchless comfort, the breath-taking beauty, the superb performance, and, perhaps above all, the greater safety of this car of cars yield priceless dividends in satisfaction and pride in the ownership of what is recognized everywhere as America's finest motor car.

This is an invitation to discontent with all other motor cars, because it is an invitation to test the new Pierce-Arrow in your own way. Accept it, if you will, in this spirit . . . as a friendly challenge to the eternal discontent that step by step leads you to the finest in everything.

PIERCE-ARROW MOTOR CORPORATION, BUFFALO, N.Y.

Pierce-Arrow's new six percent payment plan offers a sound, convenient method of paying out of income.

PIERCE-ARROW

THE ONE GREAT NAME THAT IDENTIFIES
FINE CARS EXCLUSIVELY

ARIZONA[®]

Concours d'Elegance

Best of Show

1947 Talbot-Lago T26 Record Cabriolet

Owned by Ray & Bonnie Kinney, Dallas, TX



The 2023 Arizona Concours d'Elegance, held on January 22nd, featured nearly 100 rare and special automobiles at a new Scottsdale venue.

Previously held at the Arizona Biltmore Resort in Phoenix, the newly renovated Scottsdale Civic Center, adjacent to the Scottsdale Center for the Performing Arts and Scottsdale Museum of Contemporary Art, provided a stunning venue for the event.

The "Art of Aerodynamics" was this year's theme with cars ranging from Full Classics[®] to historical race cars and current exotic supercars.

The 1975 book *Rolling Sculpture* by Gordon Buehrig looks at Classic Car design as works of art. The same can be said for many high-end cars seen at the Concours.

Concours co-director Ed Winkler, a Classic Car Club of America member and enthusiast who has participated in many PNR-CCCA CARavans, said that the connection with Scottsdale Arts seems like a natural fit.

He also noted that the newly renovated Scottsdale Civic Center was the ideal setting for an exhibition of rolling art and said that "By partnering with Scottsdale Arts, which is well-known for delivering artistic programs to the community, the Concours adds to the organization's calendar of lifestyle events."

This sleek and sexy 1947 Talbot Lago T26 Record Cabriolet with custom coachwork by Figoni et Falaschi won Best of Show. Winners of each of the twelve judged Concours classes were eligible for Best of Show, with contenders including (among others) a 1958 Ferrari 250 Granturismo Ellena, a 1936 Lincoln K330 convertible roadster and a 1913 Bugatti T-22 Grand Prix.

Concours Judges

The juried Arizona Concours d'Elegance brought fifty automotive judges from the United States, Canada and Europe to evaluate entries in twelve classes. Seven of these judges are members of the PNR-CCCA.

Chief Judge
John Carlson

Honorary Chief Judge
Gerald Greenfield

Chief Class Judges and Class Judges

Stan Dickison
Al McEwan
Brad Pelling
Kim Pierce
Jim Tait

Also Judging were friends and family of the PNR

David Carlson, J.J. Carlson,
Alfred Stappenbeck, and Jon Pelling.

Class judging at the Concours d'Elegance examined originality, condition, and presentation of each entry in categories including Coachwork, Interior, Paint & Finish, and Accessories. Final judgements of ranking within the class also take into account the vehicle's design, historical significance, provenance, and overall appeal.

The PNR has a very active group of Car Judges that work at Concours d'Elegance across the county and sometimes around the world. A list of PNR Judges can be found on Page two of your Membership Directory. If you are interested in learning more about being a Concours Judge, more information can be found on the CCCA (website <https://www.classiccarclub.org/judging>) or by asking a PNR Judge.



Concours Judges Stan Dickison and Kim Pierce

Chief Judge John Carlson

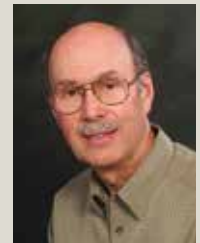


John Carlson is the President/CEO and Chief Judge for the National Association of Automobile Clubs of Canada Corporation. He has been a Pebble Beach Concours judge for over two decades. He is also a CCCA Master Judge and the Chief Judge for the Cobble Beach, Crescent Beach and Hilton Head Concours. He has written countless articles dealing with vintage car restoration.

John is an International Chief Judge Advisory Group (ICJAG) founding and charter member. He has served on the LeMay-America's Car Museum for over twenty-years. He is an avid hands-on restorer and maintains his personal car collection. He has been inducted into three Motor Sports Halls of Fame and is a recipient of the Lee Iacocca award.

John has two "car-guy" sons, J.J. and David, and lives with Koko, his wife of fifty years, in Belcarra, British Columbia.

Honorary Chief Judge Jerry Greenfield



Dr. Gerald Greenfield is a Life Member and Master Judge in the Classic Car Club of America. He also belongs to six additional car clubs. His interests ranges from Model A Fords to Classic Packards and Lincolns.

Dr. Greenfield judges at numerous Concours d'Elegance events around North America. He has served as Honorary Chief Judge at The Kirkland Concours, the Cobble Beach Concours, the Forest Grove Concours and multiple other events. He has also served as Chief Judge at CCCA Grand Classics and a CCCA National Meeting. This will be his 20th year serving as an Honorary Judge at the prestigious Hilton Head Island Concours.

His current Full Classic is a 1934 Packard V-12 Club Sedan.

Gerald currently serves on the Board of Directors for the LeMay-America's Car Museum and chairs the Collection and Exhibit Committee.

COLDER THAN SEATTLE IN SUNNY SCOTTSDALE

BY JERRY GREENFIELD

Car Week in Arizona. The thoughts of sun and nearly endless car events is very enticing considering it is winter in the Pacific NW. We had nine days of beautiful sunshine but temperatures at or near freezing early in the morning. However, by noon temps in the 50-60 degree range warmed our souls.

The first weekend centered around the new Arizona Concours d' Elegance. A new location near the center of Old Scottsdale worked out very well. Ed Winkler and Chuck Stanford are the new Co- Chairmen. Years of planning resulted in an excellent Concours receiving high praise from the Collector Car Community. A Saturday evening dinner party at the Musical Instrument Museum kicked off the weekend. The Concours on Sunday attracted superb cars from around the country. This Concours is destined to become one of the finest Concours events in the country.

Peter Gleason was the only region member providing cars for the Concours. Shown were two very rare BMW's including a 1971 3.0 CSL Race Car and a 1971 3.0 CSL Alpina. BMW was the major sponsor.

The concours provided a tour on Monday Morning to three local Collections. The tour started at the Penske Race Car Museum followed by a fabulous Brass Car Collection and ended at the Clive Cussler Collection. Wonderful cars and gracious hosts. Following the tour, Keenon and I and our son-in-law Alfred Stappenbeck headed to the Barrett Jackson (BJ) Auction site for preview afternoon.

Tuesday was a very busy day shopping and preparing Kim and Kristy's beautiful home for the traditional PNR-CCCA Arizona Party. Stan Dickison, John and Koko

Carlson and Keenon and I headed to Costco for another load of supplies. The party was well attended by both PNW Region Members and a few members of the local Arizona Region.

Wednesday was a very busy day starting with a brunch arranged by the Arizona Region CCCA at the McCormick Ranch Resort. After the brunch the CCCA Members were guests of Bonham Auction Company for a preview tour of their auction inventory. Next that afternoon we headed to The RM Auction Preview at the famous Biltmore Hotel complex.

Thursday morning we headed back to the BJ Auction site. Ford, GM and Dodge provided test rides in their latest muscle cars. Keenon and Koko went "drifting" in new Mustangs and Dodge Chargers. Nothing but smiles from the gals. Afternoon provided a party/ tour of a new condominium car storage facility followed by dinner for a gathering of Club Members at Tonto Bar and Grill in Cave Creek, AZ., one of Frank Daly's favorite places.

Friday started with The Lemay Museum Committee Meetings at the Gainey Hyatt Ranch Resort. The Carlsons and Greenfields then headed to Fountain Hills for the MAG Auction on the We-Ko-Pa Casino Resort.

Saturday again started with the full Board meeting for the Museum. Saturday afternoon provided time for visiting art galleries in Old Town Scottsdale. Saturday evening ended with the traditional Lemay America's Car Museum Patio Party, however the very cold temperature forced most folks inside.

All in all, it was a fabulous nine days. Mark your calendars for Car Week, 2024!





Al McEwan and Ashley Shoemaker



Patricia & Rick Slenes



Dana & Adrian Taylor



Stan Dickison and Marty Ellison



Kristy & Kim Pierce



Peter Hageman and Koko Carlson

PNR Car Party Attendees

Our Hosts

Kim and Kristy Pierce

Members

Carl and Chris Bomstead

John and Koko Carlson

Stan Dickison

Marty Ellison

Jerry and Keenon Greenfield

Peter Hageman

John and Anne McGary

Al and Sandi McEwan

Brad and Jan Pelling

Dennis and Nancy Rood

Ashley Shoemaker

Rick and Patty Slenes

Bill Smallwood

Jim and Irene Tait

Adrian and Dana Taylor



PNR POOL PARTY IN SCOTTSDALE, ARIZONA

On Tuesday January 25th, Kim and Kristy Pierce hosted a PNR CCCA happy hour event at their home in Paradise Valley, Arizona for the second consecutive year. Greeting the attendees were granddaughters Kara and Carly (photo at right.) The party was well attended by our region's members (see page 15). Classics were invited too, but due to the distance needed to travel for a three-hour event none were in attendance.

Throughout the week PNR members saw many friends at the different auctions and events. Last year there were eight auctions, this year there were only four and they did not disappoint. All said, it was another great year for Car Week in sunny (but cool this year) Arizona. Hope to see you next winter for Car Week.

- Kim Pierce



Louis Charles Huck

Last of the Classic Era American Brake Inventors

By Bill Deibel

I have written a series of articles both brief and detailed on four-wheel automotive brakes, principally those used on Full Classic cars. In doing so I have covered at least Henri Perrot, Malcolm Loughhead, Fred Duesenberg, Bert A. Linderman, F. H. Royce, and E. A. Rockwell. I have been putting off the prolific Vincent Bendix for last and was about to start on his work, but suddenly realized I had left out Louis C. Huck.

Louis Huck was born in Noshota, Wisconsin in 1896 and graduated from Cornell University in 1917 with a degree in engineering. He started work for the Diamond T truck company as a production engineer and shortly left after entering the US military in World War I.

Following the brake inventions described below Mr. Huck designed the Huck rivet in 1932 famous for its use in aircraft, especially during WWII, and the Huck Bolt in 1944 that has found use in multiple applications to this day. After founding companies to manufacture these and other things, Mr. Huck died in 1952 in Gross Point, Michigan at the young age of 56.

In 1928 Mr. Huck filed for his first of several patents, later granted, relating to a mechanical brake for passenger cars featuring two very non-identical shoes that claimed advantages in shoe alignment with the drum when applied and a uniform shoe clearance from drum when released, US Patent 1,816,256. First introduced on 1929 Cadillac and La Salle cars, these brakes were cam-

operated and are too complex to describe in words alone (see below).

Huck brakes employed a long primary shoe and a short secondary shoe. In forward direction the primary shoe was self energized and in reverse the small secondary shoe was self energized. As designed and, used only in 1929, the rear brakes had two small additional shoes operated separately from a hand lever that comprised the parking brake. In 1931 Huck filed for a patent, later granted covering an hydraulic version.

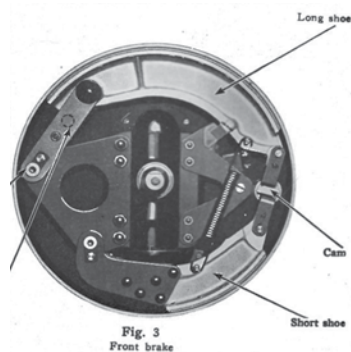


Image from "Brakes" 9th edition Chilton & Company 1936

Huck brakes were utilized only by General Motors, but extensively there as listed below. All were mechanical except 1936 -1950 Chevrolet brakes which are hydraulic.

Make	Years
Buick	1930-1935
Cadillac	1929-1935 & 36 V16
Chevrolet	1930-1950
LaSalle	1929-1934
Pontiac	1933



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Part II - The Restoration of 43GX's Running Boards

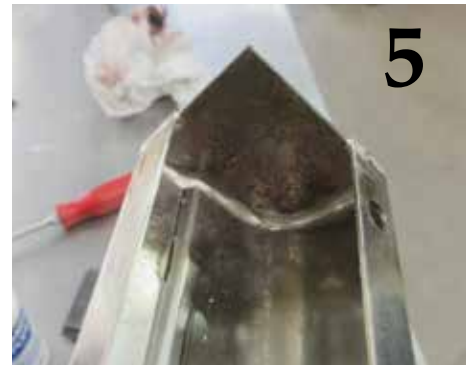
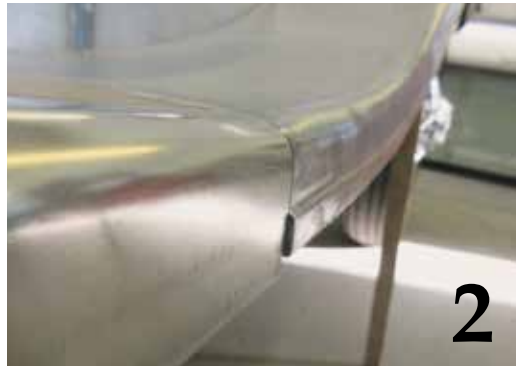
(see Bumper Guardian Winter 2022 for Part 1)

By John and Mary Campbell and Mike Taylor

Editor's note: John and Mary Campbell's Rolls-Royce was the featured car in our Summer 2020 Issue. It is currently under restoration at RX Autoworks in Vancouver, BC.

Fabricating the Outboard German Silver Edge

The sheet metal for fabricating the outboard finishing edge was found at OnlineMetals.com. The piece was made from 6 ft by 4 in by .04" thick annealed sheet metal using a nickel-silver alloy #770 (55% Copper, 20% Zinc and 18% nickel), and after cutting to length, the first curve was formed using a six-foot leaf brake and radius die. It was then mounted with lag bolts to define where the lower edge should bend to match the fenders. A Pullmax electric reciprocating machine with a custom die was used to profile the outside edge to match the contours of the bottom edges of the fenders. Next the end pieces were cut, silver-soldered, mounted and polished. The result was a nice, tight fit when finished.



1. Matching the top curve
2. Locating the fender edge profile
3. Making the contour dies
4. Pullmax ready to go
5. Silver-soldered end pieces
6. Polished end pieces
7. Mounted with a tight fit

Fabricating and attaching the metal strips:

Based on the early photos of 43GX it was determined that the strips would be 5/16th inch wide and ¼ inch high with the tops slightly rounded to a shallow ¼ inch radius.

After looking for a fabricator who could provide the finished strips, it was decided to project-manage the sourcing and waterjet cutting of rectangular bar stock, with the final top profile and polishing to be done by RX. This plan resulted in a 3,000-mile circuit across the country.

Severe supply-chain issues affected the availability of many metals used for architectural and aerospace applications, making sourcing the silver-nickel bar stock a challenge. Our search was for two 6' pieces of ¼" thick, 4" wide stock and a way to cut that into uniform strips. Mike Taylor at RX was able to find 16' lengths at Julius Blum & Co., an architectural metal supply company founded in 1910 and located just west of New York City in New Jersey (www.juliusblum.com.) Their city block-sized warehouse had once provided materials used in the ornamental elements of the Empire State Building. It was terrific that the needed material was in stock, but Blum would not cut the 16 ft pieces into shorter lengths!

Bob Monetti, located in New Jersey and doing business as "Steering Wheel Bob" (www.steeringwheelbob.com) had worked on the restoration of 43GX's steering wheel. He is a real "car guy" and came to our rescue. Bob and a friend were able to travel to the Blum location and cut the long piece into two 6' and one 4' length on-site, and later package them up for shipping via UPS.

It was serendipitous that Bob's son-in-law Chip Gerber manages Acutech Metalworks in Columbia Falls, MT (www.acutechworks.com), a precision metal manufacturing company with a long-bed waterjet cutting capability. (There are many waterjet cutting services, but not many that have the necessary length capability.)

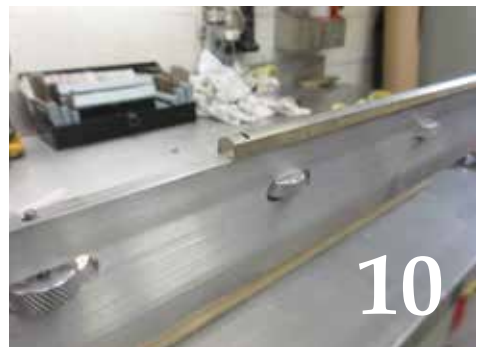
CNC waterjet cutting provided a way to make the long, thin pieces needed for the strips with minimal loss of materials and without heat, which could cause bending. The machine could also plunge-cut, creating a long "grill" in the bars and eaving them attached at both ends. That provided strength in shipping – the final shaping and cut to length occurred at RX. Using slippery plastic boards, RX created a router jig to make the top ¼ in radius shallow curve. The high-speed carbide bit left fine lines across the face which needed to be removed by sanding before polishing

To ensure the quality of the final finish and save many man-hours in handling, a jig was made out of a thin piece of aluminum to hold the strips. The jig incorporated knurled knobs with threaded rods for fast set-up and allowed access to all visible surfaces for smoothing and final polishing.

An 18-inch body file was used to knock off the marks, followed by 150 and 320 grit sandpaper for smoothing before polishing. The decision was made to polish the strips later, and in the meantime to use test strips to determine how long it would take for the nickel-silver metal to tarnish and to test a clear ceramic coating.

Next the boards were prepared to receive the strips, placing the marks for the holes eight- inches apart, with diameters to be a little oversize to allow for heat expansion. Brass screw rods, washers and nuts were used to attach the strips. It was necessary to antique the nuts so they wouldn't be too bright and shiny.

As they say, timing is everything, and so the final steps of running board completion will now wait until just after the final painting of the body and fenders.



8. Waterjet cutting "grill" for strips

9. Shaping strip top radius curve

10. Strip on aluminum jig

11. Ready for final steps



A Bridge Too Far

By Laurel Gurnsey



The inspiration for this article was the above postcard of the George Washington Memorial Bridge (1932) in Seattle, Washington. It was sent to Karen Hutchinson by John Koziol, PNR member from Bend, Oregon. Karen said there were many bridges in Washington State that were built in the 1930s and would likely have carried Classic Cars then and in the years since: the Grand Coulee Bridge crossing the Columbia River (1934), the Deception Pass Bridge to Whidbey Island (1935) and the Granite Falls Bridge crossing the Stillaguamish River (1934). They all have interesting histories of their own and are remarkable feats of engineering.

My first step is always to link an idea with cars and I found quite a few PNR members with cars from 1934 that might have crossed those bridges – and the story took off.

I wanted to explore connections to bridges in history, literature and geography. How did bridges begin? What kind of things have been transported across those bridges other than our Classics? The site, www.historyofbridges.com, simply states that a “bridge is a structure that provides passage over obstacles such as valleys, rough terrain or bodies of water”. The article says the first bridges were simple and made of natural materials such as logs, tree branches or stone.

Roman engineers could span larger distances when they developed mortar. Their bridges could even transport water itself...the aqueduct. Rome’s bridges and road systems made it possible for the world to discover other cultures and do business far from home. In today’s world, vast bridges span countries (from the U.S. to Canada at Detroit), the bridges from mainland to islands (to Prince Edward Island, in Canada from New Brunswick...this is the world’s longest bridge over ice-covered water.) The longest bridge in the world is the Danyang-Kunshan Grand Bridge in China at 102.4 miles long. It takes the high-speed train between Beijing and Shanghai.

Apparently, the Chesapeake Bay Bridge (suspension and truss), in Maryland, is the world’s scariest bridge. It is

extremely high, has narrow spans with no hard shoulders, has low guardrails, usually buffeted by high winds and is often closed during hurricanes. You can hire a valet to drive your car across for you.

I remember, as a teacher, doing bridge-building projects with my classes...handing out Lego sets, toothpicks, balsa wood, cardboard and marshmallows (yes, marshmallows) and having my students research the main kinds of bridges and problem solve how to construct a bridge and test its strength with various weights. The children learned about the main kinds of bridge styles: cantilever, truss, arch, tied-arch, suspension cable-stayed and more. We talked about emergency bridges like the Bailey Bridges of World War II.

The Ashanti, in Ghana, pounded forked tree trunks into a streambed, placed beams along the forks and finally used cross-beams covered with dirt. South, and Central America had long-used rope bridges and one of those led me to literature. *The Bridge of San Luis Rey*, by Thornton Wilder, (1927) is about a group of people who die when an Inca rope bridge in Peru collapses. The story is about who they are and how they came to be on the bridge. It was made into a movie in 2004 with Robert De Niro.

Bridges feature in many other novels and movies...*A Bridge Too Far*, *The Bridge to Terabithia*, *The Bridge over the River Kwai*, *The Bridges of Madison County* (with its iconic covered bridges), *The Bridges at Toko-Ri*. And then there is the Golden Gate Bridge, munched by Godzilla in the 2014 movie. Scary!! Less scary, but sad, was 1940’s *Waterloo Bridge*, a wartime romance with Vivienne Leigh and Robert Taylor.



Courtesy IMDB: *Bridge Over the River Kwai*

There isn't enough room in this article for photos of the world's most iconic bridges, but among them are: London Bridge, Le Pont Neuf in Paris, Brooklyn Bridge, Ponte Vecchio in Florence, Tower Bridge in London, the Bridge of Sighs in Venice and the Chapel Bridge in Lucerne.

How about expressions using bridges: 'A bridge to nowhere', 'water under the bridge', 'burn bridges', 'cross a bridge when one comes to it', 'bridge a gap', 'I have a bridge to sell you.'

And finally, answering my question - "Do cars have bridges?" - Barrie Hutchinson says "Bridges are everywhere in a car. The fuel line is a bridge between the fuel tank and the engine. The axle is a bridge between the wheels and the transmission. Both the intake and exhaust manifolds are bridges." And Colin says the spark between the negative and positive side of the sparkplug 'bridges' the gap.



PNR members with 1934 cars:

- J. Martin Anderson/Lynn Gabriel
1934 Pierce-Arrow Coupe
- Barry and Sharon Briskman
1934 Packard 2-4 Coupe
- David and Adele Cohen
1934 Bugatti Type 57
- Tom Crook/Randy Small
1934 Packard Convertible Victoria
- Denny and Bernadene Dochnahl
1934 Packard 4-door Sedan
- Gerald and Keenon Greenfield
1934 Packard Club Sedan
- James and Mary Harri
1934 Packard Convertible Sedan
- Terry and Cherry Jarvis
1934 Nash Sedan
- Ron Leventon/Dori Gustafson
1934 Packard Sedan
- Brown Maloney
1934 Packard Sedan
- Al/Sandi McEwan
1934 Bentley Tourer
- Rick Sherman/Christine Bierce
1934 Buick Limo
- Jim and Irene Tait
1934 Cadillac 7-pass. Sedan

Bentleys at Golden Gate Bridge (1933-1937) - Photo by D. Cohen



1934 Packard
Photo courtesy G. Greenfield



1934 Bentley
Photo courtesy A. McEwan



1934 Packard
Photo courtesy B. Malony



Bentley on Nisutlin Bay Bridge (1957)
Photo by L. Gurnsey



1934 Nash - Photo courtesy T. Jarvis

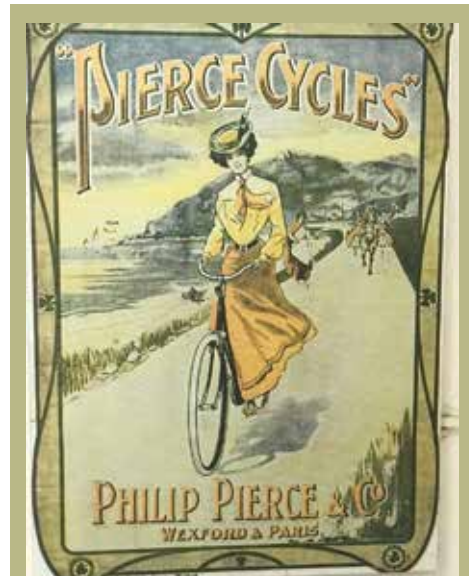


1934 Cadillac - Photo courtesy J. Tait



Klassic Korner for Kids "Whizzer"

Whizzer Motor Co. dates back to 1939 when a company called Breene-Taylor Engineering began selling Whizzer install-it-yourself kits that could take some of the legwork out of riding your Schwinn, Roadmaster, Western Flyer or J.C. Higgins bicycle. The Whizzer kit, dubbed the Model D, sold for \$54.95 and included everything you needed to convert your bicycle into a motorbike. At the heart of the kit was an air-cooled 8.45-cu.in. single-cylinder 1-3/8 horsepower engine.



Sales of the bicycle engines had not been entirely successful, having sold only about 2,500 units and in 1942, the Whizzer operation was sold to Dietrich Kohlsatt and Martin Goldman.

In 1943, with the advent of WWII, Whizzer Motors was forced to lobby the United States Government for the right

to continue production of what was argued to be a great way for defense workers to travel to and from work. At the conclusion of the War, Whizzer was able to increase production of engines and once again make them available to the general public.

By early 1948, the company had over 12 dozen warehouses nationwide that supplied 3,500 dealers and had sold 150,000 Whizzer engines.

In June 1948 the Whizzer Pacemaker was introduced and sold for \$199.50 - complete. Selling a pre-assembled motorized bicycle was a change from the company's early days of offering add-on engine and drivetrain kits. The 24-inch Pacemaker included a new telescopic front fork with twin springs. Pacemaker production continued through 1952. Engine offerings varied, but most of the chassis were manufactured by Schwinn.

Fully restored original Whizzers are currently selling for between \$5,000 and \$6,000.



The George N. Pierce Company began by producing bicycles 1891. Over the following decade, the bicycle gained in technical complexity as innovative features were introduced. While some of the major innovations such as the chainless drive, cushion frame and coaster brakes were shared industry wide, others such as the front spring fork appear to have originated with Pierce.

The successful incorporation of these improvements and attention to detail helped to establish Pierce as one of the most respected names in the industry. The bikes were not inexpensive and, in 1901, ranged in price from \$40 for the standard model to \$80 for the chainless with optional coaster brake.

When the company split in 1906, the Pierce Cycle Company was formed and the nameplate changed accordingly. These models were continued with little change until the company's dissolution in 1918.

ARNOLD BARER (1936-2023)

NO EULOGY IS DUE TO A MAN WHO DOES HIS DUTY AND NOTHING MORE.
-ST. AUGUSTINE, THEOLOGIAN AND PHILOSOPHER (354-430)

ARNOLD J. BARER IS DEFINITELY DUE A EULOGY.

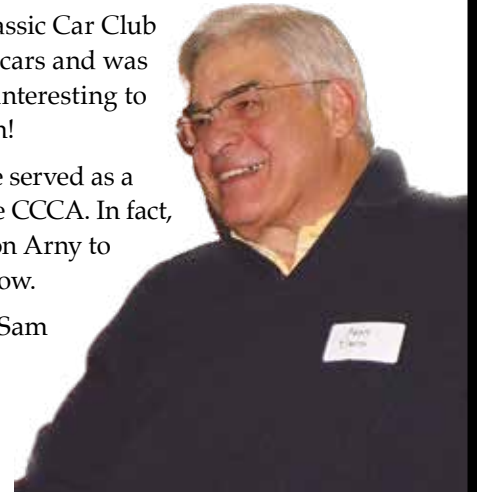
Arny will always be remembered as a very unique and special man, whose passions of course extended well into the car hobby, but also spanned a number of long-term community activities. Washington born and UW educated for undergraduate and law degrees, he connected with many of the causes and issues that are central to life in the Pacific Northwest, he helped complete Gas Works Park, promoted Volunteer and Sand Point Parks, and provided pro bono support of the Seattle Indian Center for decades.

Although not as active in recent years, Arny was a very active member of the Classic Car Club of America and the Pacific Northwest Region also for decades. He loved Classic cars and was passionate about his 1929 Franklin. Arny was a big man and it was also always interesting to see how he fit into his 1964 Lotus Elan, particularly when son Sam rode with him!

Arny had the interesting combination of a very deep voice and loquaciousness. He served as a Manager and Officer of the Club and was our Club's Secretary the year I joined the CCCA. In fact, he was the first one I met in the Club (and I joined anyway). I could always count on Arny to be interested in the things and people around him and he was a great friend to know.

Arny is survived by Carol Barer, his wife of 55 years, his sons Joe (Karyn) and Sam (Lisa) plus granddaughters Jessica, Alison, Rebecca, and Naomi.

Rest in peace, my friend.
Brian Rohrback



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Permission to use photo of Niko given by his father.

Niko is a James Bond fan...
I made him a license plate with Nik007.
- Colin Gurnsey

Half-Scale 1922 Bentley

Early in 2022 our local Harbor Freight equivalent had a sale on Honda Clone engines for \$139. This tempted me into turning my hand into creating a cycle-kart. Then my friend Tom Mellor offered me a half-scale Bentley chassis he had made 20 years ago for his grandson. The project was never completed, the grandson grew up and the chassis hung on the wall of his workshop. I decided to make a half-scale early 1922 Bentley.

I began by widening and stiffening the chassis, procuring 18-inch wire wheels from a Kawasaki dirt bike, and researching how to make axles, mount the engine and all the other imponderables when you start a new project. I remade the front axle, mounted an Austin Seven steering box, made a mechanism to easily remove the steering wheel and made a dashboard for mounting period-correct Austin Seven Smith gauges.

The midget Bentley has a hydraulic master cylinder and disk brake on one side and a mechanical disk brake activated by a period-correct hand brake on the right side. It has a fake but correct Brookland exhaust pipe and muffler along with the fishtail at the end. A brake light sits on the rear and a fake gas filler cap sits on the rear boat tail. The kill switch for the engine is a period-correct switch on the dash, as is the headlight switch.

My next project is a burned-up 1933 Lagonda from the Santa Rosa fires in California. I realized I didn't have space for the half-scale Bentley and my new project, so I let it be known that I would gift it to a father with a young son. Eric Scott and his 10-year-old son Niko are the happy new owners. I reconfigured the brakes and gas pedal for Niko and made them all adjustable in one-inch increments. Then made a seat and finally started it up so Niko could take a test drive.



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MEMBER PROFILE: STEVE LARIMER PNR MANAGER AND CLUB TREASURER

By Keenon Greenfield

Steve Larimer has recently been elected as the new Treasurer of our Pacific NW Region. He has lived his entire life in the historic East Seattle neighborhood of Mercer Island. He studied accounting and finance in college and was a licensed Certified Public Accountant.

His hobbies include collecting and using cameras and optical tools as well as driving and admiring cars. Steve is a fixture at car gatherings and frequently drives to shows, collections, museums, and other beautiful places up and down the West Coast.

Steve joined the Classic Car Club in 2014. When asked why Classic Cars he said, "The Classics are simply the most beautiful automobiles ever created.

Literally rolling art. I like to photograph them. They also often have interesting historical significance due to the application of the most advanced technologies and luxury available at the time, many of which also have significant provenance. Regardless of how I feel about the cars, it's the people who are truly the Crown Jewels of the Club. Such interesting and genuinely nice people. Nearly everyone is a character! It's a great group. I feel privileged to be a member."



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Editor's Note



My sincere thanks to Bob and Diane Koch for allowing us to feature their rare and beautiful 1937 Pierce-Arrow V-12 Enclosed Driver Limousine on our cover. Classic owners who do their own restoration work are becoming a rare breed and Bob ranks among the best. His car also provided a theme for this issue - Late Model Pierce-Arrows (1936-1938). As I searched our regional and national directory for local owners of these cars, I found just four - Bob Koch, Phil Grisham, Monty Holmes, Sr. and Dave Murray. Since Dave's "car" is still in boxes, it will have to wait for another issue. My thanks also go to Monty and Phil for their contributions to this issue.

I also want to thank our members who are regular contributors to the Bumper Guardian. Raymond Loe (as always) provided a unique look at the history of the Pierce-Arrow Motor Company; Laurel Gurnsey (with the help of an old postcard provided by John Koziol) created a particularly interesting piece on Depression Era bridges; John Campbell completed his technical series on restoring Rolls-Royce running boards; Bill Deibel continued his series of articles on Classic Era brakes, Kim Pierce and Jerry Greenfield recapped "Arizona Car Week" activities, Colin Gurnsey provided two interesting technical articles; Brian Rohrback wrote a lovely

tribute to Arnie Barer's legacy in the old car hobby and, in this issue, Keenon Greenfield resumed the Member Profile series started several years ago by Val Dickison.

Often, in an effort to fill the pages of the magazine with interesting content, I find myself asking members who regularly contribute to **please** write another article. If I am still in need of content, I put pen to paper and write the missing links. In this issue, I wrote the pieces on the *Arizona Concours d'Elegance*, *PNR Judges*, *Pierce-Arrow Travelodges*, *Clocks by C.W. Borg*, *Whizzer motorbikes*, and *Pierce-Arrow bicycles*.

I'd really rather not be both editor and author and so, once again, I am asking for your participation in our Club's award-winning magazine. These pages are open to all Club member's who would like to contribute an article. As examples, it can be a technical article on a restoration project, an outing you took with your Classic or a bit of history on the Classic Era. Maybe like John Koziol, you can provide the spark (in this case an old postcard) which leads to an interesting story.

Please contact me if you would like to join our team of regular and irregular contributors. Ask any our members who provided content for this issue and they will tell you that "it really isn't hard to do."

Looking forward to working with you in the future.

CORD-ially

Karen Hutchinson



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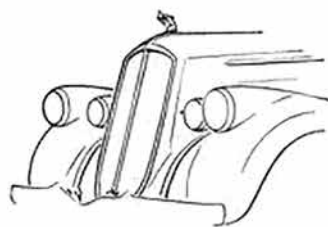
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