

BUMPER GUARDIAN

Autumn 2010



PNR -- CCCA

2010 PNR CCCA Region Events

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

September 4

Steamworks Concours d'Elegance

Colin & Laurel Gurnsey PNR Contacts 604.980.7429

September 10-12

Cascade Loop Driving Tour

Al McEwan PNR Contact 425.454.3671

September 12

Kirkland Concours d'Elegance

Tom Armstrong PNR Contact 425.747.0241

October 2

Fall Tour - Woodinville

Terry Jarvis PNR Event Manager 425.483.1138

November 7

Annual Meeting - Museum of Flight

John McGary PNR Event Manager 206.909.4499

December 5

Holiday Party- Broadmoor Country Club

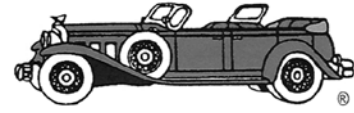
Darlene Linke - PNR Event Manager 360.652.9080

Thanks to Amy Bernhardt, Michael Bradley, Brian Rohrbach, & Jan Taylor for allowing us to use their photos of the 2010 PNR-CCCA CARavan.

Front Cover: Denny & Sue Aker's 1932 Auburn 12-160 Phaeton, Lou & Bunny Berquest's 1935 Pierce-Arrow 845 Convertible Coupe, Howard & Evelyn Freedman's 1941 Packard 1907 Limousine (driven by CCCA president Al & Sarah Kroemer), and Steve Kreisman & Jane Billings' 1941 Cadillac 62 Convertible Coupe in downtown Winthrop, WA.

Rear Cover: Left Row - Bob Newlands and Jan Taylor's 1937 Packard 1501 Coupe-Roadster (gold headlight assembly), Pierre Lemieux' 1938 Packard 1603 Sedan, Stan & Val Dickison's 1936 Packard 1404 Coupe (driven by Gary & Brian Mays). Right Row - Jay & Chris Moore's 1934 Packard 1107 Phaeton, Ernie & Diane Crutcher's 1928 Packard 443 Phaeton, Tom Crook & Randy Small's 1933 Packard 1006 Phaeton, Wayne & Peggy Bemis' 1941 Cadillac 62 Convertible Sedan, Barrie & Karen Hutchinson's 1937 Cord Beverly waiting for the BC Ferry to carry them from Horseshoe Bay to Nanaimo.

CCCA National Events



Grand Classics®

Oct.17 North Texas Region (NTR)

TBD 2012 Pacific Northwest Region (PNR)

CARavans

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

March 5-12, 2011 Southern Spring

June 8-17, 2011 Some Enchanted

June 25 - July 9 2011 . . . Cruisin' on the Rock (NER)

Annual Meetings

Jan. 5-9 2011 Palm Beach, FL

Jan. 4-7 2012 Dallas/Ft. Worth, TX

Director's Message



November begins a new year for the Region along with a new administration. Accordingly, this will be the last Director's Message I write.

As I prepare to hand-off the duties as Director to my successor, I want to express a few thoughts. First, it was my great honor and pleasure to serve two years as Director of the Pacific Northwest Region. Being active in the workings of the Region added a new dimension to my life and exposed me to wonderful people, local and national, with whom I might not otherwise have worked. For this, I thank the membership.

Second, the success of the Region depends, not so much on the Director, but on the coming together and contributions of many, many people. These people are often unsung yet make activities happen and offer ideas that benefit the Club. In particular,

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BUMPER  GUARDIAN

**Pacific Northwest Region
Classic Car Club of America**

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

Officers and Appointed Posts:

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Board of Managers' Meetings:

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

Membership:

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

Advertising Policy/Rates:

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

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**2010 PNR-CCCA
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Members who would enjoy your caring thoughts, cards and/or emails.

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John Dennis

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jpdennis1@msn.com

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



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2010 PACIFIC NORTHWEST CARAVAN

The 14th PNR-CCCA CARavan brought together over 100 folks from as far away as Massachusetts, Florida and Hawaii for ten glorious days of driving Full Classics® on the spectacular backroads and byways of Washington and British Columbia. Twenty-two PNR members and their spouses/family members drove Classics on the tour.

Starting in Kirkland, WA the CARavan followed the North Cascades highway to Sun Mountain Lodge in Winthrop before heading north into Canada's wine country and a stay at the Delta Resort on Lake Okanogan. From there, we crossed Coquihalla Pass to reach Whistler Village, where CARavan members took advantage of the numerous recreational opportunities including; zip-lining, jeep touring, horseback riding, hiking, biking, riding the new peak-to-peak tram and more. Finally, we took the BC Ferry from Horseshoe Bay to Nanaimo and drove down the east coast of Vancouver Island to reach Victoria, our final destination.

The cars on the tour were extraordinary. There was a plethora of Packards and they were certainly stunning both individually and as a group. Other makes included Auburn, Bentley, Bugatti, Cadillac, Cord, Lincoln Continental, Pierce-Arrow, Rolls Royce, and Stutz.

Our sincere thanks to Al & Sandi McEwan and their able assistants Stan & Val Dickison for another fabulous tour. Also thanks to Tom Crook for the use of his Trouble Truck rig and to Roy Magnuson for keeping us all on the road.



From L to R: Bill & Berit Hirsh's 1940 Packard 160 Convertible Coupe, Johnny & Christine Crowell's 1932 Cadillac 452 Dual Cowl Phaeton, Denny & Bernadene Dochnahl's 1934 Packard 1100 Sedan, Fred & Brenda Bonin's 1933 Packard 1004 Phaeton

2010 PACIFIC NORTHWEST CARAVAN

The tale of first two and then one Stutz

Article by Raymond Loe

One of the most unusual cars participating on this year's PNR CARAVAN was George and Pat Holman's wonderful Weymann-bodied 1932 Stutz DV32 Super Bearcat with a wheelbase of 132.5 inches. (The Bearcat had a longer 145 inch wheelbase.) Beginning in 1928, Weymann produced coachwork for Stutz that featured padded leatherette bodies. These unusual fabric bodies were light, strong, safe, elastic and durable. Compared to steel shells they soaked up more noise and road shock, lasted longer and were easier to repair. Color was impregnated in the lacquer-coated cloth, so the Weymann bodies never faded or needed repainting.



In 1931 Stutz engineering came up with the DV32, a new version of their Vertical Eight engine. Although the Vertical Eight SV16 had been improved from 92 to 113 bhp and, with a short-lived, optional, supercharger reached 143 bhp, Stutz needed a more powerful engine to compete with the 12 and 16 cylinder engines being produced by better-funded companies such as Cadillac and Marmon. The new DV32 peaked out at a very respectable 161 bhp and was guaranteed to exceed 100 mph.



An even rarer Stutz also registered for this CARAVAN - a beautiful 1932 DV32 Dragon Phaeton that has been a cornerstone of the Lassiter Collection for over 30 years. The unique (one-off) body was originally produced for Stutz by The Rollston Company of New York City to be displayed at the, then, world famous annual New York Auto Show. This was the only Stutz "Dragon" ever produced.

The Dragon is a big car, having the longer 145" wheelbase and weighing in excess of 4,500 lbs. The car is powered by the same state-of-the-art 308 cubic inch, dual overhead cam, 32-valve, straight-eight

DV32 engine as George Holman's Bearcat. The all aluminum Rollston body features a serpent-like molding atop the engine hood and a drop in height at the rear doors. Originally painted tan with chocolate fenders, the Lassiter car now sports a flashy two-tone red color scheme and is appropriately named "Big Red".

Details on this car's ownership history are sketchy. It is not certain who was the original purchaser of the one and only Stutz Dragon, however, it is believed that this car was owned for a period in the early 1940s by Paul Caldwell of New York. Sometime in the 1950s the Dragon was acquired by A.C. Baker who, in turn, sold it to Durwood Fagan of Palos Heights, Illinois in 1964. Bill and Aneice bought the Dragon on 7/30/1980 and it has remained a star in the Lassiter collection.

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STUTZ MOTOR CAR CO. OF AMERICA INC.

Article by Raymond Loe



Beginning in 1911, the Ideal Motor Car Company located in Indianapolis made Stutz racing cars. In 1913 the name was changed to Stutz Motor Car Company, reflecting its founder, Harry C. Stutz.

First offered in 1914, the Bearcat speedster became Stutz's most famous passenger

car and one of the best known of all American sports cars. This famous model was the greatest rival of the Mercer Runabout, featuring a low-hung chassis and a big slow turning proprietary engine. The rest of the Bearcat consisted of a hood, fenders, raked steering column, a couple of bucket seats with a fuel tank behind them and very little else. Under Harry's leadership annual production of Stutz automobiles grew from 759 cars in 1913 to over 2,200 in 1917.

As was often the case during those early days of automobiles, founder Harry sold his interest in the Stutz Motor Car Company in 1919 and moved-on to produce an assembled car, the H.C.S. For awhile, the high priced H.C.S. sold reasonably well on the strength of its promoter's name, but the firm died in 1925 making only taxicabs.

After Harry's departure there was a change in direction at Stutz; taking the company towards European fast touring cars. New president, Fred Moskovics, introduced several beautiful open and closed "Safety Stutz" models all carrying a new "Vertical Eight" engine. This was an in-house designed, European-inspired, inline, eight-cylinder engine featuring a single over-head cam (SV16) and dual ignition.

As the roaring 20s gave way to leaner times, Stutz sought to shore-up sagging sales by offering the less expensive "Blackhawk." This lighter-weight companion series sold just under 1,600 cars over the 1929-30 model years, all powered by a new six-cylinder derivative of the Stutz Vertical Eight or a Continental L-head eight engine.

In another effort to stem sliding sales, Stutz revived a line of "Stutz" full-sized cars using that same six-cylinder engine

designated LA for 31 and LAA for 1932-33. Using an 85 bhp engine to propel a vehicle weighing better than 4,300 pounds, the LA/LAA cars were hardly swift on the road or on the sales chart, so Stutz also gave-up on them after 1933. After abandoning the Blackhawk and LA/LAA series, Stutz was left with nothing to sell but expensive cars, leaving them struggling to compete with Cadillac, Marmon, "The Three Ps" and others in the luxury-car field.

Although Stutz was not financially able to develop their own V-12 or V-16 engine, in 1931 they did successfully modify their existing SOHC 16-valve straight-eight (SV16) engine to provide competitive performance. This was accomplished by engineering a new cylinder head containing 4 valves per cylinder (DV32). There was a small sacrifice, however, in that the DV32 couldn't offer Dual Ignition as the new head no longer had room for two spark plugs per cylinder as did the SV16. Both the SV16 and DV32 engines continued to be offered in all Stutz senior cars until production ended in 1936

Stutz was never a high volume producer. In addition to their standard-bodied cars selling upwards of \$3,000 (a lot for "hard-times"), they also offered over thirty custom styles from high-priced crafters like Le Baron, Fleetwood, Rollston, Weymann, Brunn, Waterhouse and Derham.

Stutz started losing money in 1930, earned a meager profit in 1931 and in 1932 continued their downward slide towards oblivion. Management sought refuge by contracting to build a line of small delivery trucks called Pak-Age-Cars but that wasn't near enough to keep things going, so Stutz was forced to declare bankruptcy in April 1937.



“TAKE ME TO YOUR LEADERS”

(The truth behind the Pacific Northwest CARavan legends Al & Sandi McEwan)

By Val Dickison, PNW Region Membership Chair



*Al & Sandi McEwan and their
1934 Bentley 3 1/2 Litre Tourer*

Al and Sandi McEwan, our 2010 Pacific Northwest National CARavan tour leaders, are no strangers to a challenge. Starting in 1970, Al and Sandi have created and conducted fourteen Pacific Northwest CARavans. They are extraordinary purveyors of FUN, and as a result their tours are always well-attended and greatly enjoyed. Over the years, hundreds of CCCA members have had the opportunity to experience the beautiful venues our area has to offer and to bask in the elegant style that Al & Sandi promote.

Born in Agawam, MA., Al attended RPI in New York, receiving his degree in aeronautical engineering in 1957. Al is retired from Boeing. The father of two and grandfather of two, Al remains close with his first wife Myra, and his extended family.

Al is a dynamo of energy with a knack for details. His memory of cars, their history, and vehicles' former owners is amazing. It is mesmerizing to watch him pursue his old car interests through his worldwide network of friends. I'm always intrigued when he calls my husband Stan, to tell of his latest adventures.

In Classic Car circles Al is a "Master Judge" (M-30). He has been a Pebble Beach judge since 1986 and is currently Chief Judge of European Classics and serves on the Pebble Beach Selection Committee. Al has also served in many roles at the Kirkland Concours d'Elegance.

Born in Stamford, CT., Sandi attended college in Ohio and Switzerland before moving to Seattle to study law. She served two clerkships at the Court of Appeals before joining Bagley Mullins Law Group in Seattle. She has a very capable legal mind, and is currently a freelance attorney with a twenty-foot commute and consequently, significant time for Al and the old-car hobby. Her quick sense of humor often leaves you wondering whether she is telling the truth or pulling your leg. Through dewy eyes, she will tell you her Mother ran away from home to join the circus; although this, she assures me, really is the truth.

Al & Sandi met in 1985 while serving on ski patrol at Crystal Mountain. They were married in 2005. All you have to do is watch them dancing together to know they are a matched pair and meant to be together. They currently reside in Redmond with their Norwegian Elk Hounds, Bjorn & Bonnie, along with their 1924 Bentley 3-liter Vanden Plas Tourer, 1930 Hispano-Suiza H6C D'Ieteren Freres Transformable, 1932 Rolls Royce Phantom II Continental Hooper Sports Saloon, 1947 Chrysler Town & Country Sedan, and 1953 Hudson Hornet Sedan (NC). They also enjoy their 1955 24-foot Greavette Streamliner watercraft and 1998 Harley Davidson Road King Classic.

Al has owned many interesting cars including a 1933 Phantom II Continental (which he owned for 46 years); 1931 Bentley 8 litre (previously owned by Jay Leno); 1930 Hispano Suiza H6B; and two Isotta Fraschinis. Al often involves Sandi in the hunt for Classic cars. Before marrying, Sandi had convinced Al to take her to Italy. Sandi stated that no car-hunts were to be included on this trip. So imagine the dissonance that occurred when Peter Hageman called to say that two cars Al had been following for forty years were for sale in Greece! With the promise of an additional week in Athens, Sandi agreed to change their itinerary and meet with the owner, Mr. Kanges, a ninety-two year-old living in a nursing home. Nikos, Kanges' agent, was to broker the deal with the proceeds going to support a local orphanage. Terms were reached, Drachmas were converted to US dollars and Sandi, the diligent

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ONE WOMAN'S PROSPECTIVE ON THE 2010 PNW CARAVAN

By Val Dickison, PNW Region Membership Chair

The Caravan begins its march towards Washington's Cascade Mountains as rain spatters the windshield, and the manicured lawns of beautiful Kirkland grow faint in the rearview mirror. Soon the clouds begin to lift and we see little cottages set away from the winding road. Trees are now covered in moss and gullies are teeming with ferns. As we climb into the mountains, sunshine brings views of foxglove, white dogwood, purple lupine, pink wild roses and daisies. I must be getting giddy from the smells and visions of nature, because things begin to look a bit silly to me.

There is a sign "Lone Pine Campground." I ponder, "Who would want to stay at a campground with only one tree?" I hear a tweeting coming from under the hood of our 1935 Packard. Stan can't hear it and asks what it sounds like. I reply "Sort of like squirrels on an exercise wheel." He shrugs and says "Maybe its bad gas." I sigh and think "Or maybe squirrels with bad gas." We reach Mazama, not far from our first night's destination of Winthrop. A Prius driver carelessly pulls out in front of us. Stan hits the brakes and horn simultaneously. The Prius attempts to accelerate away. Our horn sticks. We follow him for five miles with the dual horns blaring before finding a spot in the road wide enough to pull over and disengage our dual-trumpet serenade. We finally arrive at the beautiful Sun Mountain Lodge and open a much-needed bottle of wine.

While driving through Winthrop the next day I notice "Twin Lakes Campground. 5 mph speed. KEEP OUT!" With such a greeting, I suspect their yearly earnings are probably quite meager. There is a business in town called "Heenan's Burnt Finger BBQ." I wonder if they burn 'um or serve 'um. The nearby town of Twisp has a clinic called "Sawtooth Dental Care". Yikes. Then I remember the Sawtooth Mountains are nearby.

En route to Kelowna, we pass the "Wak & Yak Beauty Parlor". I can just imagine the good ol' gals waddling in to talk about what Mabel did in the tavern last night. At Tonasket we pass a small cemetery with many flowers

on the graves. I remember it is June 20th - Father's Day. Near Penticton on Lake Okanogan, I read a sign "Beef for Sale & Bull Test Station". I wonder - "Can't you just tell by looking?" Between Kelowna and Whistler there is a sign for a "High Kill Zone." Our CARAVAN tour book tells us to "watch for snipers." On Loup Loup Pass there is a 6% grade for six miles and we are warned to watch for cows the next sixteen miles. What cow can stand sideways on a 6% grade? Brings new meaning to "tipping cows." At dinner that night Roy Magnuson tells of his near-encounter with a bear that crossed the road and sat by the trouble-truck while he was working. So does the question - "Why did the bear cross the road?" finally have an answer?

At Whistler, Sandi McEwan wanted to go zip-lining. She had foot surgery not long ago and can wear only open-thong sandals. She was told she could wear her sandals but they would have to be duct-taped to her feet. On second thought she and Al agreed she could wear his socks and shoes. All worked out well but Sandi did look and feel like "Bozo The Clown" flopping her way up the pavement to the zip-line.

En route to Victoria after our ferry ride from Horseshoe Bay, we were all tired from the last night at Whistler where we partied in an Irish Pub. I read a sign at the outskirts of Victoria: "Sawyer's Sewing Center. We sell Singers". While wandering around in Victoria on my own I noticed a shoe repair shop with a sign in the



Zip-lining crew Georgia Hummel, Al & Sandi McEwan, Al Kroemer, and Christine Crowell.

One Woman's CARavan continued from page 8

window "We Fix Cracked Souls." I stop for lunch at the Irish Times Pub. I read the menu for amusement. There were some mysterious choices like "Toad in a Hole," "Bubble & Squeak" and "Bangers & Mash." Only the Brits and their transplanted Canadians can come up with this stuff. Tetley's not only makes tea bags now, but also beer. They wake you in the morning and put you to sleep at night.

On a personal note, helping Al & Sandi with the CARavan planning was great fun for Stan and me. We have wonderful memories of all the great people and great Classic cars.

My best to all and start noticing those signs! Laughter is good for the "sole". Happy Motoring

Editor's Note: Val graciously donated a large number of handmade jewelry items to help defray hospitality room expenses. These items were to be for sale to CARavaners at the various functions. CARavaner Gary May generously underwrote the purchase of one item for each lady on the CARavan. Many thanks to Val and Gary adding to everyone's enjoyment and for helping to improve the bottom line.



Al & Sandi McEwan continued from page 7

barrister, wrote the contract using plain paper and carbon paper. Al and Nikos sought formal authorization from the local authorities while Sandi got better-acquainted with Mr. Kanges. After a week of inventorying Mr. Kanges car parts before they could go into a ship's cargo hold, Sandi told Al flatly while enroute back to America, "Remember, Al, when I told you I would go on the Greek car-search if you gave me an extra week in Greece? Well, that's was not 'the week.' You still owe me".

When it comes to this grand couple one fact is for sure: They are as they seem: genuine. They are loyal to our Club, our members and to the vintage car hobby. You can always count on these two hardworking enthusiasts. I am pleased to call them friends and want to keep the laughs coming for many, many years.



A CARAVANER'S SEARCH FOR THE PERFECT CUP

by Brian Rohrback

Given that many of the intrepid CARavaners hail from the coffee capital of the known Universe (aka Seattle and its environs), a common quest was to search out the local baristas for a latte, an espresso or just a good morning brew.

A real find in Kelowna, BC was a small coffee shop two blocks from our CARavan hotel, the Delta. Giobean Espresso is run by Giovanni, the patriarch from Italy and is staffed by his wife, young son and even younger daughter. As our visit coincided with World Cup soccer, and the Italian team was still in the hunt, the place was humming. The Italian flag was on proud display outside and sometimes on the shoulders of Giovanni fils.

The coffee was great, the pastries fresh, warm and tender, and the enthusiasm for a three-month-old establishment made for several fun but relaxing Kelowna interludes. I highly recommend the shop for any travelers to this part of the world. Unfortunately, Italy lost their World Cup match on the day we departed, ending their attempt to defend their championship title; but the great coffee and ambiance lives on.



Lassiter Stutz continued from page 5

After CARavanning for 25 years with great reliability Big Red experienced serious engine trouble early this event. After determining that her Stutz could not be driven further Aneice, along with her sister, dealt with the problem by renting a car to complete the tour as planned. Carrying on the Lassiter tradition of CARavanning, after Bill's passing, Aneice completed this tour, her 33rd CARavan, in Bill's honor. Indeed a fitting tribute!



BELLEVUE GARDEN TOUR & PICNIC

Article & Photography by Brian Pollock



The CCCA-PNR had its annual Garden Tour on June 27th. We joined up with the Bellevue Garden Club to participate in their 'Symphony of Gardens' tour which benefited the Bellevue Philharmonic Orchestra.

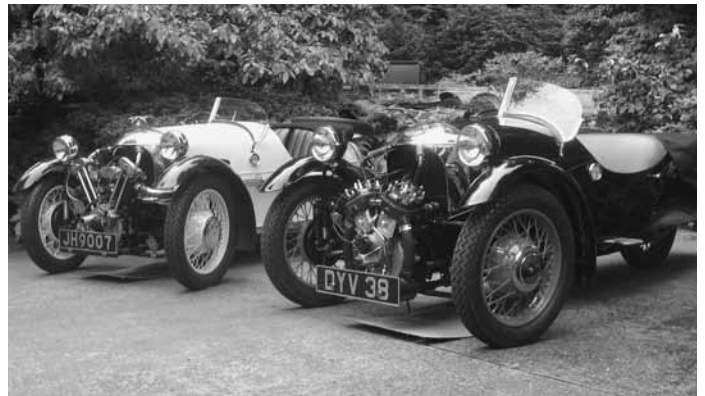
After forty days and forty nights of rain and Club members working on building arks, the rain finally stopped. We were able to visit five beautiful garden

venues and at the same time enhance these gardens with our cars, both Classic and non-Classic.

The car-displaying participants gathered at Club Auto in Kirkland for coffee and directions as to where their cars were to be placed for the morning display. After displaying our cars, we met for a picnic lunch at the Bellevue Botanical Garden. After lunch, we were free to tour any of the gardens that we had not seen in the morning.



*Noel and Janet Cook's
1935 Bentley Sedan Coupe*



*Brian and Randy Pollock's
1934 Morgan Super Sports (nc) and
1937 Morgan Sports (nc)*



*Brian and Randy Pollock's
1935 Bugatti James Young DHC and
Terry and Barbara McMichael's
1947 Bentley James Young Coupe*



*Brian and France Harding's
1940 Cadillac Fleetwood Sedan*



*Roy Dunbar's
1928 Pierce-Arrow Brougham*

Displaying their cars were Noel and Janet Cook (1935 Bentley Sedan Coupe), Roy Dunbar (1928 Pierce-Arrow Brougham), Brian and France Harding (1940 Cadillac Fleetwood Sedan), Siegfried and Darlene Linke (1957 Mercedes Benz Gull Wing Roadster-nc), Terry and Barbara McMichael (1947 Bentley James Young Coupe), and Brian and Randy Pollock (1934 Morgan Super Sports-nc, 1935 Bugatti James Young DHC, 1937 Morgan Sports-nc, 1966 Jaguar Sedan-nc).

A good time was had by all and a thank-you note from the Bellevue Garden Club Chair mentioned that a woman stated "my husband was only willing to come because of the cars".



*Siegfried and Darlene
Linke's
1957 Mercedes Benz Gull
Wing Roadster-nc*



*Brian and Randy
Pollock's
1966 Jaguar Sedan - nc*



A Tribute to Doreen Greenfield

May 23, 1950 - April 13, 2010

Written by Bill Allard

Doreen Greenfield, wife of longtime PNR member Jerry Greenfield passed away June 2, 2010 after spending twelve weeks in the I.C.U. at Swedish Hospital in Seattle. She had been in declining health for some time.

Doreen enjoyed family and friends as well as an occasional game of cards; played sometimes for fun and sometimes for profit! She also enjoyed dancing, gardening, an occasional feline companion and reading romance novels. In addition, she helped manage the family's business activities.

Unlike the wives of some "car-guys," Doreen readily identified herself as a "car-girl," characterized for decades by having her own Corvette parked in the garage! She even held a trophy for a 2nd place finish in her Corvette during a 1981 autocross event!

Survivors also include a daughter Laurene Stappenbeck (Alfred) of Seattle, sister Isobel Goodchild of Auburn and a newly-arrived granddaughter Ava Doreen Stappenbeck.

Doreen's friendly nature and eager enthusiasm will be missed by PNR members who enjoyed her company at various Club events and activities for many years.

PNR extends our deepest sympathies to Jerry and other family members.



PREPARING FOR THE 2012 GRAND CLASSIC

(It is never too soon to think about car judging)

Article by Don Reddaway

Using the CCCA judging form with respect to your classic car can be a good aid in determining its overall condition as well as preparing your classic for a judging event. In addition, the form is a useful aid in checking out any classic car you might want to add to your collection. This form covers most major items in both functionality and authenticity. Using this form as a guide, you are not likely to overlook an important item.

The judging form is also useful to determine if the classic should be restored or just given a fact lift. Do not forget about the Touring Division. It is a great division for an original car or an older restoration. Remember: an original car is only original once. Note: when conducting a full restoration, fabrics and hardware like the original may no longer be available.

If you do wish to use the judging form as a guide, ask a friend to help you go over your classic -- or perhaps one of the club's longtime members may be glad to give you a hand. It will be fun and a good chance to have lunch together.

One of the often overlooked items is the engine of the classic. With over eighty years of various owners, the engine in your classic may be incorrect for its year of manufacture. The judging manual states that your classic car may be disqualified if there is any question about an incorrect engine. You may write the Classification Committee for determination of eligibility. **Other disqualifications include:**

- No fire extinguisher exhibited
- Non-safety glass (exception: bevel glass in rear window and side wind wings)
- Non-authentic brakes
- Replica Body

Judging authenticity items #19, #20, #39, #40:

Team judges must present all authenticity items to the Team Leader, who in turn must discuss the issue with the car exhibitor and inform the Team Judges of the exhibitor's comments. All authenticity deductions must be explained by the judge and initialed by the Team Leader in the space provided on the judging form, attesting that the proper procedures have been followed. This does not necessarily indicate agreement of the Team Leader.

Other easily overlooked items:

- Top boot for convertibles not displayed out in the open
- Holes for accessory items left open, i.e., cigar lighter, missing radio knobs or mismatched ones
- Inner tube stems with modern caps or mismatched ones
- Inner tube stems should all be the same style and length

Items not to be judged:

- Glove box and trunk interior. These spaces are considered personal areas.
- Spare tires that are incased in full tire covers, or if only the tire tread is covered, but side walls are exposed. The side walls can be judged along with the tires on the car.

If you owners have any questions pertaining to judging, please contact Brian Harding or Don Reddaway. We will find an answer for you. Or, if you have any judging items you would like covered, please let us know.

Note: Judges Manual, Tabulators Manual, judges resumes and questionnaires are on line for download. Please enter the Judges Program if you are interested.

Editor's Note: The CCCA Grand Classics are the premier National shows for Classic Cars, The next Grand Classic to be held in the Pacific Northwest Region will be in 2012. My thanks to Don Reddaway (Master Judge # 207) and Brian Harding for agreeing to write a series of articles for the Bumper Guardian to help you prepare to participate in the Grand Classic either by entering your car, serving as a judge, or volunteering for other duties.



YARROW POINT 4TH OF JULY PARADE

Article and Photography by John Campbell



Campbells' guest Rebecca Chan and tall friend

July 4th marked the 35th Yarrow and Hunt's Point Parade, a great family event that was first held during the 1976 Bicentennial Celebration. We had a cool overcast day; although since the parade course runs downhill and most people turn-off their engines and coast, there's hardly any chance of overheating even when it's sunny and hot.

Lead-off music was provided by Brass Band Northwest, followed by a Clown

on very tall stilts (he's there every year) and then Al McEwan's 1934 Bentley. There were more children and dogs around this year, and drivers had to be ready to stop quickly when the kids ran after the candy that was thrown from the cars. Even though we tried to hold back, we finished-off the candy about two-thirds of the way through.

There were approximately twenty five cars involved, and other interesting vehicles besides the Classics included a huge orange Unimog, a WWII Personnel Carrier (chock full of kids), and Roy and Terry Magnuson's beautiful '56 Corvette. Hot dogs, strawberry shortcake, sno-cones, ice cream, beer and soft drinks were waiting at the bottom of the hill. Per usual, there was a politician giving a stump-speech near the Town Fountain (this time it was US Congressional Candidate Tim Dillon.)

We can recommend the Independence Day Parade as always being a very enjoyable event. It's like entering a small-town Norman Rockwell painting with patriotism on full-stop display: Cub Scouts, kids on decorated bikes, babies in decorated strollers, a brass band, American flags everywhere – and lots of people (well over 1000??) all having a bunch of fun!

Continues on page 23



From top to bottom: Tom Sumner's 1910 Brush (nc) always draws a crowd; Campbells' 1931 Rolls-Royce PII Continental and decorating crew; Army Barer arriving in style in his 1929 Franklin.

MOUNT BAKER CARAVAN & PICNIC

Article and Photos by Roy Magnuson

There are about 150 "Scenic Byways" and "All-American Roads" in the U.S.

The one chosen for our July outing was State Route 542 - the "Road to Mount Baker." Beginning in Bellingham and winding east through the Nooksack River Valley and old growth forests to the Mount Baker Ski Area and Artist Point, this is one of Washington's most magnificent driving roads.

Seven members left south Everett and headed north with picnic lunches in the back seat.

- Roy & Terry Magnuson in their 1928 Bentley 4_1/2L Vanden Plas Tourer
- Barrie Hutchinson in his 1937 Cord Beverly
- Stan & Val Dickison in their 1962 356 Porsche Coupe (nc)
- Steve & Annie Norman in their 2000 BMW Z8 (nc)

Our first stop was in the town of Acme. A time to stretch and visit the Acme General Store, with creaky wooden floors, that pre-dates our 'Classics'.



We were blessed with a perfect day for a picnic at the Ranger Station near Glacier. Glacier is one of several towns we passed-through that looked as it may have 75 years ago.

The road from there has a few challenging curves, but each one brings into view more snow-capped peaks until you are completely surrounded when the road ends at Artists Point - elevation 5,140 feet.

On the way down, 9,100 ft. Mount Shuksan fills the windshield view for more than a mile. Our trip home led us past Lake Whatcom and the Skagit Speedway, with a final stop at Snow Goose Produce for ice cream.



THE MOUNT BAKER DEVELOPMENT CORP.

(the building of the Mount Baker Highway and Lodge)



Ranger placing road sign near Mt. Baker Lodge, Mt. Baker National Forest, Aug. 1930.

Albert Weisendanger in picture. Photographer unknown, photo courtesy of Keep Oregon Green, Salem, Oregon.

Bert Huntoon and nine Whatcom County developers formed the Mount Baker Development Company in 1923. They proposed construction of a luxury lodge at Austin Pass Meadows. The Company leased a 5-acre tract from the U.S. Forest Service for \$125 a year over 15 years, with renewal privileges. On the Company's guarantee to build, backed by \$25,000, the federal government agreed to fund construction of a nine-mile extension from the end of the road at Shuksan to the new hotel.

In 1925, the Mt. Baker Development Co. issued its first \$250,000 in stock. More

By 1929, the Highway Department finished the road 3 miles beyond Heather Meadows to Artist Point. The 58-mile Mount Baker Hwy. finally was completed at a cost of \$800,000.

At 5:20 a.m. on Aug. 5, 1931, tragedy struck Mt. Baker Lodge. An electrical fire swept through the main hotel, igniting an oil tank and sending flames 1,000 feet into the air. By 7:45 a.m., the building was gone. Fortunately, no lives were lost. Guests were housed in the annex, and the resort stayed open through the Depression, though it was falling into disrepair. A last "hurrah" came in 1934 when Twentieth Century Pictures chose Heather Meadows and the Nooksack River to film "Call of the Wild." Cast and crew stayed at the lodge.

The state highway department plowed the road to the Lodge each winter until the onset of WWII forced gas rationing. Heather Meadows' reputation as a ski area grew. Mt. Baker Development Co. installed a cable-drawn sled for skiers. In 1937, the first bonds the company had borrowed against matured. Another movie filmed at the lodge that year, "The Barrier," paid enough to keep bill collectors at bay. But in 1941, Mt. Baker Development Co. went bankrupt. The Lodge was sold at auction.

Out of the ashes rose the Mt. Baker Recreation Company, which has owned and operated the Mt. Baker Ski Area since 1952. In 1995, the company completed the final phase of a six-part ski area expansion project by building the \$2.5 million White Salmon Day Lodge (Hwy. Mile 52).

In the early 1990s, the Forest Service and the Federal Highways Administration spent \$2 million to improve Heather Meadows, including re-vegetation, trail work and roadwork. More recently, the National Climatic Data Center recognized Mt. Baker as breaking the world record for the most recorded snowfall in one season in 1998-1999.

Source: <http://www.bellingham.org/index.php/communities/mt-baker-corridor/lodge>

than 850 shares, valued at \$100 each, sold within two hours. That year, forest rangers completed the trail to Table Mountain, overlooking Austin Pass Meadows. In 1926, the hotel site was renamed Heather Meadows (Hwy. Mile 55) to avoid confusion with Austin Pass. By autumn, the road to Heather Meadows was finished.

Thanks to Huntoon and local legislators, Washington State paid for the final section of Mount Baker Hwy. They lobbied for an Act making the highway (from Bellingham east) part of the Pacific Highway being built along the West Coast.

The new highway led to the Mt. Baker Lodge, which opened to a grand celebration on July 14, 1927. Total cost for the resort was \$500,000. Each of the 100 guest rooms had hot and cold running water and a telephone. Fir pillars supported cathedral ceilings, cedar shakes covered the roof and interior walls. The lodge even had a hydroelectric power plant on Bagley Creek.

The Forest Service estimated that 11,700 guests visited the lodge its opening year. Hollywood stars were among them when William Fox Films shot "Wolf Fangs" there. In 1928, a 32-room annex was built to increase capacity.



THE GURNSEY'S IN GUERNSEY

Article by Laurel Gurnsey

Photography by Colin and Laurel Gurnsey

The island of Guernsey lies tucked away in the English Channel between France and England. With a total area of only twenty five square miles it is a tiny, tiny blip in a lot of ocean. Not large maybe, by geographical standards, but huge in terms of the impact it had on us this summer.

Since Colin's family has no connection, spelling or otherwise, to Guernsey, it took Classic Cars, curiosity, the novel "The Guernsey Literary and Potato Peel Pie Society" (well worth a read) and last year's Bentley Alaska Tour to bring us thousands of miles across the Atlantic and then the Channel to reunite on Guernsey with participants and car owners from that tour.



The Coastline on the Isle of Guernsey



St. Peter Port on Guernsey

We flew to England in July and were picked-up by Nowell and Bibbi Stebbing from Buckinghamshire, (owners of a 1923 3/8 Bentley Special they had shipped to Vancouver for the Alaska tour). A few jet-lagged days later, we left behind Nowell's new 1926 Hispano-Suisa to brave a fifty miles-per-hour gale and pitching seas for the ferry ride to St. Peter Port on Guernsey.

Now jet-lagged AND seasick, we would spend almost a week with Rolf and Edda Aschmann at their bed and

breakfast "Les Guilberts Farm" on the southern tip of the island. Tucked away behind ancient stone walls was their Bentley, a 1937 4_1/4, stripped and almost ready to be shipped off to England for restoration work.

Rolf is the former president of the Guernsey Old Car Club, "formed in 1969 for owners and enthusiasts of Veteran, Vintage, Post-Vintage and Classic Cars. Current membership is just over a hundred and costs twenty five pounds a year." This club motors in the warmer months



Driving the narrow roads of Guernsey

and socializes in the winter. Owners take their cars over to France and Jersey for tours. Colin is now the proud owner of a Guernsey Old Car Club shirt, hat and tie.

Guernsey's strategic position in the Channel has made it the site of many power struggles over the centuries, from medieval times to the Napoleonic era to World War II with the German occupation. It is fascinating to



Laurel Gurnsey in a Morgan on Guernsey



Duncan & Sue Young

drive around the rugged coastline and pick out the subtle differences between the 1800s Napoleonic 'martello' towers (defensive towers resistant to cannon fire) and the wartime observation towers built by the German army.

There are other stone mounds. Scattered all around the island are Neolithic standing stones and fairy rings that go back centuries and still watch out over crashing surf. Stone walls of yet another kind line both sides of many of the main roads of Guernsey. The speed limit on the island is thirty five miles per hour out of sheer necessity. Cars really do need to be small to negotiate corners. Larger



Stebbing's Hispano-Suiza

Classic cars take their front bumpers in peril if their drivers aren't careful.

We left the almost French Riviera-like whitewashed St. Peter Port for a much calmer trip to Brittany, where a week of castles and enchanting villages and chateaux (and lots of wine and cheese) set us up for yet more Bentleys on our return to England.

We spent several days with Liz and Bernard Darby in Northamptonshire at their newly restored barn conversion...spectacular house and gardens and a garage in the old stables that would make any car owner drool. Bernard keeps several cars there, including his 1936 4¼ Bentley.



Colin & Laurel Gurnsey

Back at Stebbings we had a full-scale Bentley reunion bringing participants from as far away as Yorkshire to eat great food, reminisce and share car stories. Almost a month of Shakespeare plays in London, visits to stately homes and castles; treks through tiny French villages with crowded, crowded history and all through it threaded the shared love of Classic Cars.



PEBBLE BEACH MOTORING CLASSIC KICKOFF

Article by Army Barer

Photography by Army Barer & Michael Bradley

Each year the PNR-CCCA holds a "kick-off" reception for The Pebble Beach Motoring Classic at the LeMay Club Auto in Kirkland. Entry to the Classic is limited to cars, which have either qualified at one-time for the Pebble Beach Concours or are of extraordinary importance. The event gives Region members and their guests an opportunity to meet the participants and a chance to view these outstanding cars-all while having a glass of wine and enjoying a light repast. This year about forty members and guests participated.

The Classic attracts owners and vehicles from all over the world to assemble in Kirkland in order to commence Tour Master Al McEwan's eight-day back-road luxury sojourn to the Monterey Peninsula.

This year's twenty three participants included a 1955 Lancia Aurelia B 24S "America" Spyder (nc) from Monaco, a 1954 Ferrari 250 Europa GT, Vignale (nc) from Mexico and a 1930 Bentley 4 ½ Liter Supercharged Tourer, Vanden Plas from England.

The uncontested poster-car for this year's event was clearly Arturo and Deborah Keller's 1902 Mercedes 28HP Tourer (nc). This painstakingly restored first Mercedes drew gasps for both its uniqueness and the idea that the Kellers were prepared to drive this 108-year-old car on a 1000+-mile tour. A slightly younger tour-mate was the impressive 1915 Rolls-Royce SG Tourer, Maythorn (nc) driven by Frank Miller and his son Rob.

The "newest" car on the tour (aside from a new Bentley demo provided by the factory) was Jon & Mary Shirley's 1967 275 GTS/4 Ferrari NART Spyder (nc) - one of only 10 of these quadcam jewels ever to leave Maranello. If the Keller car drew gasps, a view of the Shirley Ferrari clearly reminded the tifosi of the exit line from the

Maltese Falcon -- "The stuff that dreams are made of."

PNR CCCA members participating in this year's tour were Al & Sandi McEwan with their 1934 Bentley 3 ½ Liter Tourer, Vanden Plas, Steve & Annie Norman with their 1928 Bugatti Type 44 Roadster, Peter Hageman (with Kristy Gomez) in a 1955 Mercedes-Benz 300SL Coupe (nc), Neil & Patricia De Atley in their 1934 Packard 1104 Coupe-



Arturo Keller in his 1902 Mercedes 28HP Tourer

Roadster and Roy and Terry Magnuson in the LeMay Trouble Truck and Trailer (nc).

Other Full Classics® participating in the tour were the LeMay 1927 LaSalle Roadster, a 1935 Hispano Suiza J-12 Pillarless Sedan, a 1925 Lincoln L Sport Phaeton, a 1933 Pierce-Arrow 1247 Conv. Sedan, LeBaron, a 1940 Packard Conv. Sedan, Darrin, a 1934 Packard 1107 Phaeton, a 1936 Bentley 4 ½ Liter Tourer, Vanden Plas, a 1930 Packard 740 Conv., and a 1938 Bugatti 57C Aravis, Gangloff.





1925 Lincoln L Sport Phaeton -
Ian Kelleher, Chris Kidd, Richard Rowlands, CA



1941 Packard Conv. Sedan, Darrin -
Edgar Masters & Deborah Cohen, NY



1967 275 GTS/4 Ferrari NART Spyder (nc) -
Jon & Mary Shirley, WA



1928 Bugatti Type 44 Roadster - Steve & Annie Norman, WA



1934 Packard 1107 Phaeton -
Jay and Chris Moore, HI



1938 Bugatti 57C Aravis, Gangloff.- Bill Pope & Ronnie Collins, AZ



1937 Bentley 4 1/4 Litre Tourer, Vanden Plas
John & Claudette Nicolai, CA

WESTSOUND WEEKEND

Article by Bill Deibel / Photography by Michael Bradley

Give the weatherman his due for Saturday based on his 10% chance of rain, and maybe he also hit with his 50% chance on Sunday if you count rain on the Eastsound and no rain on the Westsound as 50%. In any event with only a brief, light shower Sunday morning and moderate temperatures for our angry-when-hot engines, ambient conditions could not have better for the 34 PNR members, 8 guests and eleven Full Classics® that participated at least one day.

Our first event was a visit to the collections of Dennis Johnson and his son Dan who lives next door in the farmhouse built by Dennis' grandfather in 1900. The houses and outbuildings containing the two collections are on a four-generation homestead with a sweeping view overlooking Liberty Bay and the town of Poulsbo. Dennis' collection consists of about 20 Chevrolets from 1914 to around 1941 along with a beautifully restored 1914 Cadillac touring car. Dennis does most of the work in his basement with help from friends. Dan has newer Chevrolets from the World War II era into the 70s, a GMC Sprint, a WW II 1-1/2 ton Chevrolet 4x4 that has served as a fire truck and did time at McCord AFB and the Grapeview, WA School District before retiring as what may have been a tow truck. He also has a one-man self-launching glider and a really nifty 16-foot Bell Boy cabin cruiser.

Dennis and his lovely wife Gerri set up a hospitality tent with good coffee, cold water, table and chairs—they have many groups that visit, as we did, this summer—even the National Chevrolet Club. The Deibel's brought donuts to round-out the fare. Valerie Dickison was certainly surprised to learn that Stan was related to Dan Johnson's wife, Sheri.

From here most, if not all, of the group proceeded to the Clearwater Casino for a buffet lunch. Less than a mile away is the home and private museum of Ed Johnson including an eclectic selection of interesting cars from the 50s -- a limited-edition Studebaker Speedster, a '55 Kaiser Manhattan two-door sedan and a '55 Packard 400 hardtop with factory manual transmission and dealer installed Caribbean trim—all very rare cars offering great eye-candy. Ed also opened his very well-equipped shop where an early Ford Thunderbird and an Edsel convertible were undergoing restoration. Ed and his wife, "the enabler,"

Tanya were great hosts and provided us with soft drinks while Ed gave a brief explanation of why he bought each car. Like the Dennis Johnsons, the Ed Johnsons have a beautiful waterfront home overlooking in this case Agate Passage and Bainbridge Island.

The detailed turn-by-turn directions for a 54-mile tour to The Inn at Gig Harbor were too daunting for many and as a result all but about three or four cars just sped ahead on the freeway to Gig Harbor. Only the Cooks stopped at the Olalla Vineyards and Winery on the route and were pleasantly delighted. Noel & Janet Cook, Bill & Karel Deibel, Stan & Valerie Dickison, Bob Newlands & Jan Taylor, Bob & Yoshi Reverman, Jon Schoenfeld and Don & Arlene Wohlwend all spent the night at the inn. "Commuters" Michael & Ilde Bradley, Lou Berquest and Bill Allard, who drove his '48 Chrysler Town & Country convertible over for a cameo appearance, joined the group for dinner at the Tanglewood Grille. During our stay, The Inn at Gig Harbor treated us to a glorious, but messy, Osprey nest with chicks set atop a power pole by the parking lot.

Sunday morning the sleep-overs were joined, for a 52-mile back-roads tour to Gary and Merrisue Steinman's home on Mason Lake, by Bill & Lucy Allard (in modern iron), Lou Berquest with his '35 Pierce-Arrow 845 Convertible Coupe, and newcomers Dave Murray with his '35 Pierce-Arrow 1245 Coupe, Jerry Greenfield with Adrian Taylor (in modern iron) and Gary & Joyce Johnson (in semi-modern iron.) Gary proclaimed it was raining in Bellevue and that all his Classics were unsuited for inclement weather. Based on Saturday's experience it was decided to make the tour bumper-to-bumper following tour-master Deibel. Unfortunately, as the tour-master neared the Steinmans, he mistook E. Mason Lake Rd. E. for E. Mason Lake Dr. E. and led the group several miles into the hinterland before frantic cell-phone calls were used to unscramble the mess and get us to our destination where Gary and Merrisue were just getting ready to serve a wonderful picnic lunch with wine and other beverages.

The weather was by then just perfect for lunching and socializing on the porch and lawn looking out on beautiful Mason Lake and browsing through Gary's recently

Continues on page 23



WESTSOUND WEEKEND PARTICIPANTS

Members Driving Classic Cars in Attendance

Lou Berquest and 3 guests	'35 Auburn 851 SC Phaeton (Saturday) '35 Pierce-Arrow 845 Conv. Coupe (Sunday)
Bill & Karel Deibel	'48 Lincoln Continental Cabriolet
Stan & Valerie Dickison	'35 Packard 1207 Convertible Victoria
Bill & Bettye Gluth	'28 Packard 443 Roadster*
Dave Murray	'35 Pierce-Arrow 1245 Convertible Coupe**
Bob Newlands' & Jan Taylor	'37 Packard 1501 Coupe Roadster
Brian Rohrback, son Jeffrey and 2 guests	'39 Bentley 4-1/4L All Weather Saloon*
Jon Schoenfeld	'37 Cadillac Series 70 Coupe
Don & Arlene Wohlwend	'37 Cord 812 SC Convertible Coupe
Bill Allard	'48 Chrysler Town & Country Conv.***

* Saturday Only, ** Sunday Only, *** Car at Saturday Dinner Only

Members Driving Non-Classics in Attendance

Saturday & Sunday: Ray & Georgia Loe & guests and Bob & Yoshi Reverman
 Saturday Only: Bill Allard, Michael & Ilde Bradley, Noel & Janet Cook,
 Bruce & Betty Harlow, and Terry & Cherry Jarvis
 Sunday Only: Bill & Lucy Allard, Jerry Greenfield, Gary & Joyce Johnson,
 John & Donna Koziol and Adrian Taylor

Top Left: Stan & Val Dickison's 1935 Packard 1207 Convertible Victoria; Lou & Bunny Berquest's 1935 Auburn 851 SC Phaeton; Bob Newlands' & Jan Taylor's 1937 Packard 1501 Coupe Roadster; Don & Arlene Wohlwend's 1937 Cord 812 SC Convertible Coupe

Top Right: PNR CCCA members milling in front of one of Dan Johnson's garages.

Bottom Left: Don & Arlene Wohlwend, Ray Loe, Lou Berquest, Darrel Hagen, Jon Schoenfeld & Darrel's son.

Bottom Right: One lucky dog with Ray Loe, Bob Reverman, Bill Allard & Bill Deibel.

RING AND PINION REPLACEMENT IN A CHRYSLER TOWN & COUNTRY

Article & Photography by Bill Allard

I suspect most T&C's of the 1940s (and probably a lot of other cars too) now leak at least some gear oil from the rear axle pinion seal. The factory seal incorporated a leather ring to keep differential lubricant inside the housing. Eventually that leather wears and hardens. The result is gear-oil on the underside of the car and on the garage floor. Remember too, that a spinning driveline can sling leaking gear-oil onto your tires; and you know what oil does to rubber!

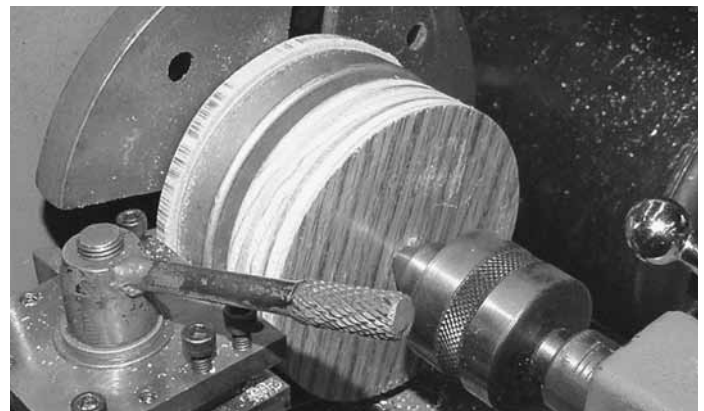
As such, I decided to replace the pinion seal on my C-39 Town & Country. Before proceeding, I checked the pinion bearing's preload (adjusted using metal shims), and verified that the flange upon which the seal rides didn't have excessive wear. If the flange is worn, a Speedi-Sleeve is available to restore the surface. With nothing out of specs, the next step was replacement of the pinion seal itself. However, locating a workable replacement seal proved problematic, as the only currently-available replacement seal I could find also utilized a leather ring, and it started leaking a bit of oil after a few hundred miles. So, that left only one option; adapt a modern rubber seal to fit the T&C.

Unfortunately, no contemporary oil seal offered the required O.D./I.D. combination. That meant obtaining a seal with the correct 1.750" I.D. for the pinion flange, and an O.D. slightly smaller than the original. Then I'd machine an aluminum bushing to make-up the difference between the outside of the new seal and the inside bore of the differential housing.

To minimize the size of the bushing, I chose the largest available O.D. seal that incorporated a high-temperature fluorocarbon seal (C/R #17448). I also worried that trying to drive the unprotected aluminum bushing into the differential housing might cause the bushing to expand, and perhaps seize before the unit was fully seated. Therefore, I decided to buy another replacement leather seal; cut it apart, and use the steel shell to house the new seal and bushing. Thus when this unit was

pressed back into the differential, the steel shell, not the aluminum insert, would be in contact with the differential housing.

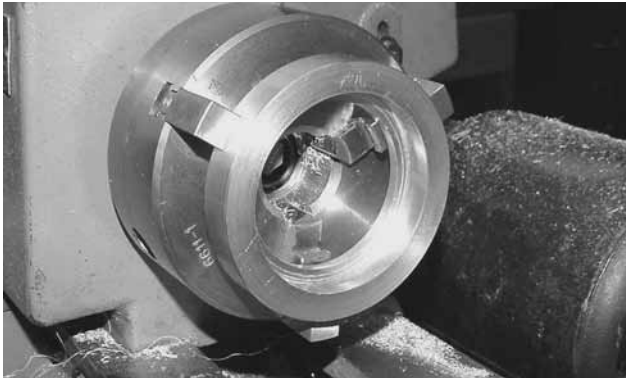
The following photos show the basic steps in this process. I now have over a thousand miles on the new seal, with no sign of leakage.



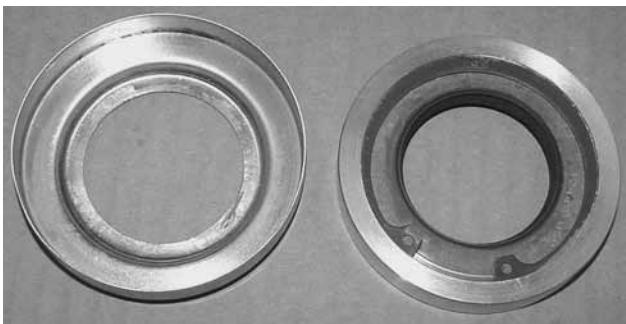
1) Cutting an original seal apart to obtain the outer "sleeve" which will hold the new seal.



2) After machining-open the original seal, the metal "sleeve" (on the right) will be kept.



3) Machining an aluminum bushing to fit the sleeve, and the modern oil seal.



4) Steel "sleeve" on left; aluminum bushing with modern seal pressed inside, on right.



5 & 6) Aluminum bushing and seal, pressed into steel "sleeve." Felt "washer" helps keep road dust from reaching inner seal. Once installed in car, the new portion of the seal is totally concealed within the original steel shell.



Westsound Weekend continued from page 21

expanded and embellished collector car garage now including a 50s-style lounge area and a wrap around wing housing five post Classic Era collector cars. In the original building with the lounge were Gary's '48 Lincoln Continental cabriolet, his '31 Cadillac 370A convertible coupe and his '33 Lincoln KA town sedan. All the while we were entertained with live music by Kel Schmitz on his electric guitar.

All accounts so far suggest that the event was quite successful and well received. Lou Berquest is due special recognition for bringing a different Full Classic® each day.



4th of July continued from page 13

**Yarrow Point 4th of July
Members with Classic Cars Attending:**

- Al and Sandi McEwan
1934 Bentley 3_Liter Tourer
Brian and Randy Pollock
1935 Bugatti Type 57 Drophead Coupe
Arnold Barer
1929 Franklin, 130 Convertible Coupe
Tom Sumner
1941 Lincoln Continental Cabriolet,
1910 Brush Single-Cylinder Roadster (nc)
1913 Model T Ford (nc)
John Campbell with guests
Martha Stanton and Rebecca & Allen Chan
1931 Rolls-Royce PII Continental
Dual Cowl Open Tourer



Craig M. Watjen
July 22, 1936 - August 13, 2010

The PNR-CCCA mourns the loss of long-time member Craig Watjen. Craig passed away on Friday, August 13th after a long illness. Craig was an inspiration to all who knew him. Like so many others, we knew Craig for his role as CFO at Microsoft, for his love of baseball and for his incredibly generous support of music and arts organizations in our community -- but we also knew Craig for his love of old cars. In his retirement, Craig put together a wonderful collection of Model A Fords and pre-and post-war Lincolns. In 2008 Craig graciously opened his collection to attendees of the CCCA National Annual Meeting held in Bellevue, WA (see Spring 2008 BG). We send our sincere condolences to Craig's family.

ALL BRITISH FIELD MEET 2010

Article by Brian Rohrback

Photography by Brian Rohrback & John Campbell

The All British Field Meet was held on Saturday, July 24th 2010. The PNR-CCCA members came out in force, but there were only a few select Full Classics® (OK, make that only two) that were on display. The remainder of the membership managed in a purely uncoordinated way, to bring their also-significant, but non-Classic automobiles to show. Kudos go to PNR member John Campbell and his 1931 Rolls-Royce P-II Continental Phaeton (Vanden Plas) and to Walt and Rosemary Carrel for their 1926 6 ½ liter Bentley (again Vanden Plas).

But, even John Campbell caught the non-Classic bug and corralled his two sons to function as wingmen with a very special 1956 Austin Healey 100-M (LeMans) and the very first left-hand drive production Jaguar XJ sedan, a 1968 purchased into the family by his father in 1973. More about John's tour-de-force later. Peter Hageman was seen tooling-about in his MG TC. Not to be out-smalled, Brian Pollock had not one but two three-wheeled Morgans (1934 and 1937) that were so small, it seemed like half the engine had to be mounted in front of the bonnet. Arny Barer flashed-around in his 1964 Series 1 Lotus Elan and Brian Rohrback showed-up with a 1975 Jensen Healey (that he made sure to mention, even to total strangers, that he had purchased new). Moving on to truly modern fare, Terry and Barb McMichael rumbled-in to the meet grounds in an Aston Martin DB-7 coupe (just so this millennium).

At least six awards were given to club members and John Campbell executed a sweep, winning awards in all three categories he entered. Bronze medal went to the Healey, silver was earned by the Rolls and Gold was achieved by the meticulously-restored Jaguar.

Although about 600 cars showed up on a sunny but not-too-warm day, there was a sad tone to the festivities. The event organizer, long-time PNR-CCCA member Arnie Taub passed-away earlier this year. In tribute to him, his family carried-on and did a fantastic job stepping-up to the challenge.



John Campbell and his 1931 Rolls-Royce P-II Continental Phaeton (Vanden Plas)



Brian Pollock had not one but two three-wheeled Morgans (nc) (1934 and 1937) on display



1975 Jensen Healey (nc) purchased new by Brian Rohrback





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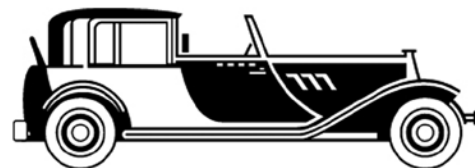
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Many of us are at that awkward age where we finally realize that we're not going to finish everything we've started. We realize the car we've been looking at for ten years looks like it did a decade ago.

This is where GVRS can help.

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

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

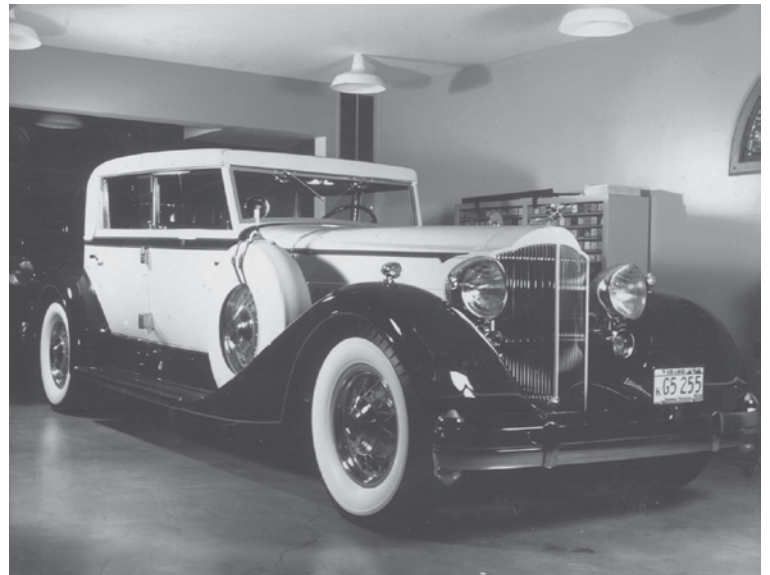
So, the question is, got a stuck project? Need a boost to get it off dead center?

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

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

Shop rate still under \$50/hour. Call.

*...to
This!*



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PNR-CCCA Members on CARavan

Denny & Sue Aker
1932 Auburn 12-160 Phaeton

Lou & Bunny Berquest
1935 Pierce-Arrow 854 Convertible Coupe

Fred, Brenda & Chanel Bonin
1933 Packard 1004 Phaeton

Bill & Janis CLarke
1937 Rolls Royce 25/30 Sedan & Drophead

Tom Crook & Randy Small
1933 Packard 1006 Phaeton

Ernie & Diane Crutcher
1928 Packard 443 Phaeton

Neil & Patricia DeAtley
1934 Packard 1104 Coupe-Roadster

Bill & Karel Deibel
1940 Packard 160 Club Coupe

Stan & Val Dickison*
1935 Packard 1207 Convertible Victoria

Denny & Bernadene Dochnahl
1934 Packard 1100 Sedan

Ron & Gail Doss
1937 Packard 1507 Coupe-Roadster

Barrie & Karen Hutchinson
1937 Cord Beverly

Gary & Joyce Johnson
1948 Lincoln Continental Cabriolet

Al & Sandi McEwan*
1934 Bentley 3 1/2 Litre Tourer

Bob Newlands and Jan Taylor
1937 Packard 1501 Coupe-Roadster

Steve & Annie Norman
1928 Bugatti Type 44 Roadster

James & Sherry Raisbeck
1937 Cord S/C Cabriolet (RHD)

Ed & Pam Rittenhouse
1934 Packard 1101 Convertible Sedan

Brian Rohrback & Duane Storkel**
1939 Bentley Allweather

Jon Schoenfeld**
1937 Cadillac Sport Coupe

Diane & Paul Shager**
1929 Pierce Arrow 133 7-Passenger Sedan

Max & Carol Shields
1935 Packard 1205 Convertible Sedan

Conrad Wouters & Glenna Olson**
1937 Bentley Sports Saloon
and Roy Magnuson driving the "trouble truck"

Tour Leaders * First Time CARavaner **

NATIONAL CARAVAN AWARDS

Crossett Award - Denny Dochnahl
Awarded to the "best car which is making its first CARavan
(under current ownership).

Deutsch Memorial Trophy - Denny Aker
Awarded to the CARavaner who best exemplifies the type
of sportsmanship and helpfulness which characterized
Bill Deutsch.

Dudney Trophy - Peirre Lemieux
Awarded to the CARavaner who has the
best-prepared Classic.

Editor's Note: PNR members fared very well on the CARavan, winning two of the three National honors awarded. Congratulations to PNR members Denny Aker and Denny Dochnahl. Pierre Lemieux, hailing from Palm Springs, CA, traveled solo and won the award for being most prepared. Thanks to Al & Sandi McEwan and Stan & Val Dickison for their endless attention to detail and the superb tour! Also, congratulations to the PNR members and their spouses for whom this was their first CARavan. We look forward to seeing you at future driving events!

Photos opposite page (top to bottom, left to right:
Neil & Patricia DeAtley's 1934 Packard Coupe Roadster,
Denny & Bernadene Dochnahl's 1934 Packard Sedan
(Crosset Award Winner), Paul & Diane Shager's 1929
Pierce Arrow 7-Passenger Sedan, Gary & Joyce Johnson,
Bill & Karel Deibel's 1940 Packard Club Coupe, Brian
Rohrback's 1939 Bentley Allweather (hood) & Barrie
Hutchinson's 1937 Cord Beverly, Ernie Crutcher's 1928
Packard Phaeton, Ed Rittenhouse and his 1934 Packard
Convertible Sedan, James & Sherry Raisbeck's 1937 Cord
S/C Convertible Coupe (RHD), Steve & Annie Norman's
1928 Bugatti Type 44 Roadster, Denny & Sue Aker's 1932
Auburn Phaeton, Lou & Bunny Berquest.



Director's Message

Continued from page 3

my thanks go out to the members of our Board of Managers. Over the past year the Board has consisted of: Michael Bradley, Terry Jarvis, Ray Loe, Bill Allard, Brian Pollack, Brian Rohrback, Roy Magnuson, Don Reddaway, and Jon Schoenfeld.

Others, although not serving on the Board, deserve recognition and high praise. Karen Hutchinson and her dad, Ray Loe, have for several years produced the "Bumper Guardian" which I regard as a first-class magazine—extraordinary for a Club our size. Army Barer has served tirelessly as secretary for many years, and has John Campbell served as Treasurer. Those two lend reassuring stability to the Region.

Four individuals deserve great credit for their efforts culminating in a wonderful 2010 CARavan through Washington and British Columbia. Al McEwan led the effort ably assisted by his wife Sandy, and Stan and Valerie Dickison.

Others have contributed in many ways to the success of the Region and the enjoyment of its members. Noteworthy are planners of major events such as the Coming-Out Party, the Annual Meeting and the Holiday Party. Finally, I want to thank the people on whom I relied for advice and guidance along the way. I called them my "kitchen cabinet" (with apologies to Harry Truman). They know who they are.

Be sure to attend the Annual Meeting of the Pacific Northwest Region on November 7, 2010 to be held at the Boeing Museum of Flight. In addition to the meeting and lunch there will be plenty of time to tour.

As Director, I bid you farewell and hope to see you down the road.



	<p>Official PNR-CCCA leather Mascot Bags Great for CARavans, just \$30 Contact John McGary at: 3950 NE Surber Dr. Seattle, WA 98105</p>
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Editor's Message

The PNR-CCCA provides an amazing array of opportunities to drive your Full Classic® in the company of fellow aficionados, tap into a wealth of automotive expertise, and simply enjoy the camaraderie of like-minded folks. As co-editor for the Bumper Guardian, each quarter I spend many hours writing, editing and/or laying-out articles about these events. It is a big job that is made much easier thanks to the contributions of members of the Club.

With this issue I am delighted to announce that Val Dickison, Membership Chair, has agreed to write a regular series that provides an in-depth look at one (or more) of our members. You will find her article about Al & Sandi McEwan on page 7. Laurel Gurnsey has also agreed to be a regular Bumper Guardian contributor and this quarter has written a delightful article about how a Bentley Tour to Alaska led to an interesting adventure on the Isle of Guernsey (see page 16). In addition, Don Reddaway and Brian Harding have teamed-up to write a series of articles about preparing for the 2012 PNR Grand Classic. You will find Don's informative article on page 12. Having regular contributors helps to keep the content fresh and eases the job of the editor! Sincere thanks go to Val, Laurel, Don and Brian.

Also, thanks are due to PNR Event Managers Army Barer, Bill Deibel, Roy Magnuson, and Brian Pollock for providing articles and photos for their respective Club events. Whenever possible, we like to extend BG coverage to non-PNR events that include our members and their cars and for that we rely on our PNR roving reporters. Thanks to Brian Rohrback for providing an unsolicited article on the All British Field Meet (see page 24). Also in this issue is Bill Allard's interesting technical article on replacing the pinon seal in a Chrysler Town & Country.

Lastly, my thanks to Michael Bradley for much of the photography used in this and every issue of the BG and to Bill Allard, Bill Deibel and Jan Taylor for their assistance with editing and magazine layout.

Karen Hutchinson



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Address _____ Zip _____

1. Operator License Number _____ Number of Antique Autos owned _____

2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) _____

3. Total Annual Mileage: Club Functions _____ Other Purposes _____

4. Name of antique or car club to which you belong _____

5. List modern cars used for daily transportation (owned _____ or company cars _____?) _____

6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____

7. Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

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- Uninsured/Underinsured Motorist—Rates as required by your State. \$ _____ Car 1 \$ _____ Car 2 \$ _____ Car 3
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- Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

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- Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
- Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
(Note—Collision is not written as a singular coverage but is available with Comprehensive.)
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- Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle, Less than 25 yrs.

9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

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