

BUMPER GUARDIAN

Winter 2008



1934 Cadillac V-16 Stationary Coupe
Owned by Monty and Darcy Holmes



Pacific Northwest Region -- CCCA

Director's Message



My face is new to this column, but my name, Barrie Hutchinson, may be familiar. Your regional dues have reached me as PNR Membership Chair at my Greenbank address on Whidbey Island for the past three years. Concurrently I served on the CCCA-PNR Board of Managers.

My three-year term on the Board of Managers expired on November 1, 2008 and I was looking forward to "retirement" with plenty of time to participate in PNR-CCCA activities until I was approached to serve as Director. At the December Board of Managers meeting I was elected to the position of Director *pro tempore*. (*Pro tempore* is a legal way of installing me to act as Director despite my no longer being a voting member of the Board of Managers.)

I am honored to accept the position and look forward to serving the Club. My wife, Karen, and I joined the PNR-CCCA soon after we moved to Whidbey Island early in 2000. Since then we have thoroughly enjoyed Regional and National events that have brought us in contact with the wonderful people who cherish Classics as we do.

I step into the rather large Director shoes, filled for the past three years by Stan Dickison ably supported and assisted by Val, Stan's wife. When Stan says he had lots of help with the job, Val is the first person that comes to mind. The region has prospered and distinguished itself under the Dickisons. Stan and Val, the Region thanks you.

Tommy Crook's showroom in Des Moines was the venue for a splendid PNR Annual Holiday Party held December 7, 2008. Over 100 members and guests enjoyed brunch to the music of Peter Kok and the ambiance of Tommy's first rate offering of fine Classic automobiles. Julianna Noble carried out the arrangements for the fest assisted by Laurel Gurnsey and Val Dickison. Great job, ladies, and thank you.

Continues on page 30

2009 CCCA National Events



Annual Meetings

2009

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

2010

Jan TBD.....San Diego, CA (SoCal Region)

Grand Classics®

2009

Mar 20-21..... South Florida Region

Apr 4Arizona Region

Apr 17-19.....Metro Region

Jun 6-7..... CCCA Experience

Jul 11.....Michigan, Indiana, & SoCal Regions

CARavans

2009

Jun 12-20.....Far Out West (NCR)

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

2010

July TBD..... Northwest CARavan (PNR)

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

Please check our new Website

www.ccca-pnr.org

for upcoming

2009 PNR CCCA Region Events

Finally, after an extended hiatus, new life is being pumped into a PNR web site. When it is completed it will host announcements, a calendar of events, membership information, photos and much more.

The site location is still under construction, but watch progress unfold.

The 2009 Schedule of events will be carried in the next issue of the Bumper Guardian.

BUMPER GUARDIAN

Pacific Northwest Region Classic Car Club of America

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

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Board of Managers' Meetings:

New Venue & Time:

Rock Salt Restaurant on Lake Union
1232 Westlake Ave. N, Seattle
1st Wednesday of the month
6:00 Social Gathering, 6:30 Dinner/Meeting

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.

Table of Contents

Calendar of Events.....	2
Articles:	
<i>LeMay Museum Showcase Car:</i>	
1934 Cadillac V-16 Stationary Coupe.....	4
Cadillac V16 Engines.....	8
Harley Earl: Automobile Designer.....	10
Klassic Korner for Kids.....	19
1942 - The Abbreviated Model Year.....	20
Columns:	
Director's Message.....	2
Technical Topics:	
Oil Containing Zinc.....	7
Lincoln Continental Coil.....	18
Editor's Message.....	30
CCCA National News:	
Town & Country -- A "New" Classic.....	26
PNR-CCCA Events:	
2008 PNR-CCCA Annual Meeting.....	16
2008 Car of the Day Awards.....	11
2008 PNR-CCCA Holiday Party.....	24
Pacific Northwest Events:	
Kirkland Concours.....	12

PNR-CCCA News and Notes

Save the Date

PNR-CCCA 2009 Coming-Out Party

At the Seattle Design Center

Saturday, March 21st

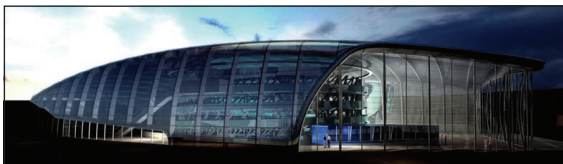
The wonderful 'debutante' ball for Full Classics® that are new to the region or newly-restored returns. Join your PNR-CCCA friends for an evening of great cars and fabulous food.

The CCCA Spirit of St. Louis Region

is hosting the 2009 CARavan

"Rivers, Roads & Rhythms"

and is encouraging PNR members to attend this fun-filled event. For more information check out their website <http://cccaspirit.tripod.com/>



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1934 CADILLAC V-16 TWO - PASSENGER STATIONARY COUPE

*Article by Raymond Loe
Photography by James Moore*



Monty Holmes with "Grace"

The Holmes' Cadillac was purchased new with cash in Houston, Texas on July 19, 1934 by Daniel B. McDaniel, owner of McDaniel Distributing Company. At that time he was also an oil-drilling contractor and owned the Cadillac-LaSalle dealership in Houston where his wife, Grace, was the Vice President. D. B. and Grace lived a very nice life in Houston, belonging to the Cork Club, Houston Club, and Ramada Club. D. B. was also an honorary member of the Texas Police Association. Later, after moving to Los Angeles, they became members of the Los Angeles Country Club. Mr. McDaniel was obviously continuing to enjoy financial success and was one of the very few people still willing to display their wealth during this difficult period.

After deteriorating under several previous owners, our feature car was purchased by Stanley Squires of North Carolina as a restoration project in 1958.

This car had obviously experienced a rough life and bringing it back turned out to be a long drawn-out affair.



The 2-Passenger Coupe provides for extra seating and lots of storage behind the front-seat.

Mr. Squires had worked in Detroit for General Motors and was able to use his connections to acquire a large quantity of new old stock parts from G. M. He also had access to all the blue prints to the V-16 chassis, engine, wiring diagrams, muffler system, etc. Stanley restored the car over a period of years, but also enjoyed taking it to events as a work-in-progress. At one show it would have no front fenders, no rear fenders and no running boards. Then at the next Classic Car® event, it would have the rear fenders and running boards, and the grill. This was the way they had fun with the car, restoring it as they went along, and yet still participating in events.

Over a period of some 20 years, Stanley got the car restored and looking very good. He received a Third Prize in 1980 in Bloomfield Hills, Michigan at the 28th Grand Classic®, and in 1981 a First Prize Pre-Primary at the 29th Grand Classic in Rochester, Michigan. After that, Stanley retired and moved to North Carolina, where the car sat for another lengthy period of time.

While shopping on eBay, Monty noticed a 1934 Cadillac tail-light for sale. Upon purchasing, the seller (Stanley) noticed that the buyer was "monty452", which he recognized as the model number of a Cadillac V-16. This prompted Stanley to question Monty if he had a V-16 to which the answer was: "Yes, I am working on my 1934 All Weather Phaeton". This was the beginning of a new and lasting friendship.

After many conversations, Monty negotiated a deal on a truckload of V-16 parts prompting him and his son, Ben to fly to North Carolina and finally meet Stanley in August, 2005.

Upon arrival and while loading those parts, Monty first saw our feature car "Grace". Asking Stanley if he would ever want to sell the car, Monty said he would

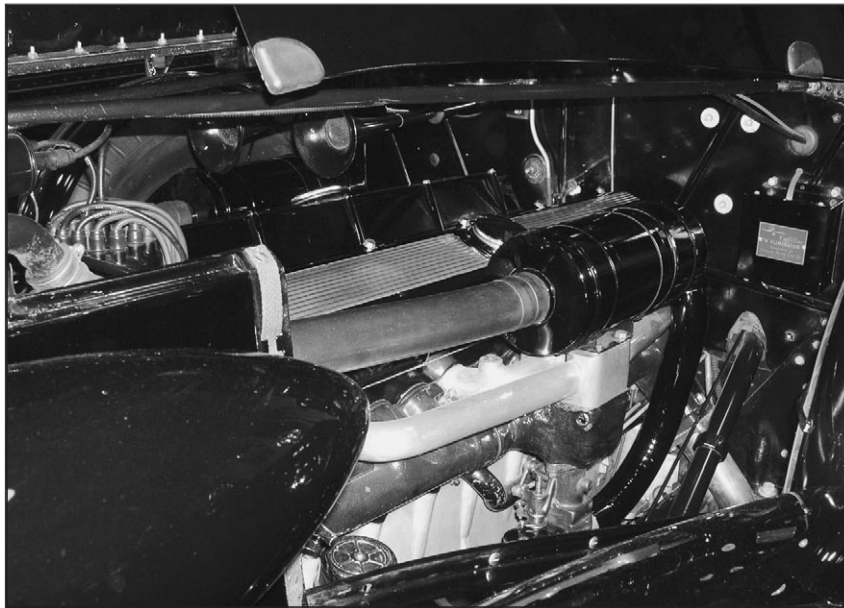
love to be her next caretaker. About a year later, Stanley called and said he would like Monty to be the new owner.

On the way to Seattle, Grace stopped in Michigan for new upholstery. She arrived at her new Seattle home in 2006, whereupon she received new paint, some new chrome, new tires and a few other cosmetic improvements.

Grace's new debut was at the 2007 PNW Classic Car Club's Coming Out Party, then on to Pebble Beach in August and afterwards to the Kirkland Concours d'Elegance where she received the Chamber of Commerce Award. Most recently she showed at the Pacific Northwest Cadillac-LaSalle Club Picnic winning Best in Show and People's Choice.

Our featured car is one of the all-time great among Cadillacs, having a gem of an overhead valve 452 cid V-16 engine producing 185 bhp and 320 lb-ft of torque. Despite its "locomotive" size, this three ton car can do 90 mph but only gets around eight miles to a gallon of gas.

Continues on page 6



Early-series Cadillac V-16 Engine



V-16 Cadillac Production

1930 - 1937 First Series (452 cid)

Model 60 & 90

1930/31- 3,250; 1932 - 296; 1933 - 12; 1934 - 60;
1935 - 50; 1936 - 52; 1937 - 49; Total = 3,882.

Two Passenger Stationary Coupe

1930/31 - 1; 1932/33 - NA; 1934 - 5; 1935 - 2;
1936 - 1; 1937 - 4. Total = 13.

1938 - 1940 Second Series (431 cid)

Model 90

1938 - 311; 1939 - 136; 1940 - 61; Total = 508.

Two Passenger Stationary Coupe

1938 - 11, 1939 - 6, 1940 - 3. Total = 20.

Over 90% of V-16 cars ever built were produced by Cadillac

Cadillac ohv 1930 - 37	3,889
Cadillac side valve 1938 - 40	508
Marmon, 1931 - 33	390
Peerless 1933	1
Total	4,788

First series Cadillac V-16's were built from 1930 through 1937. Out of a grand total of 3,882 built over eight model years, eighty-four percent were produced in 1930/31. Feeling the impact of a deepening depression, sales of such extravagant cars rapidly declined and production fell to less than two hundred over the final four years.

Cadillac remained unrepentant about the luxury of its top-of-the-line car. Their 1934 advertising campaign promoted "This One Alone," telling the reader that "The gentleman who owns this car can drive from one end of the earth to the other – and not once will he see another car precisely like his own." An ad in Fortune magazine suggested that the limited run of 400 was closing fast, but the truth was that just 60 would be sold all year, of which only five were the Model 5876 Stationary Coupe.

The factory list-price for this model was \$7,750. Of the relatively few built, we know that at least four Stationary Coupes still survive (of the 1934-37's) and two of those participated in this years Kirkland Concours d'Elegance. As far as can be determined, Grace is the only 1934 Stationary Coupe remaining.

Unlike luxury rivals, Cadillac designed and built most of its' bodies in-house, via Fisher and Fleetwood, two respected coachbuilders that General Motors had acquired. All, save one, of their V-16 production-cars were bodied by Fleetwood. Square-rigged styling began to dissolve with the 1932 Cadillac, but true streamlining wasn't evident until the 1933 models when Cadillac introduced skirted fenders, vee'd radiators, swept-back windshields and front door vent wing windows, called "No-Draft Ventilation." GM introduced "knee-action" front suspension for all models in 1934. Tom Hibbard, of Hibbard and Darrin fame, was in charge of the Cadillac styling studio from 1932 to 1934. Although Fleetwood styled the bodies, his group was responsible for the chassis sheet metal and details, including the body ahead of the dash, fenders, running boards, hubcaps, hood ornament, etc.

Harley Earl, head of GM "Art & Color Division," stepped in and revised Cadillac styling for 1934 along the lines of the exotic, experimental "Aerodynamic" fast back coupe presented at the 1933 Chicago World's Fair. One of Harley Earls' signatures on the new 1934 was the taillight. In 1934, that lens was the start of the famous "fin" design, and if you look closely, stamped on the glass are the words "Earl Light." Earl now moved GM away completely from upright forms and into the realm of pontoon fenders, sloped radiators, "bullet" headlights and rakish rear decks. V-16 styling remained basically unchanged throughout the four year period from 1934 to 1937. The only noticeable difference was that the 1934 cars were fitted with twin-bar or bi-plane bumpers superimposed on two "bullet" stanchions, which were supposedly designed to absorb energy upon impact. However, these bumpers were less sturdy than the later kind and many owners of a 1934 V-16 subsequently had the bi-plane bumpers replaced with the new, flat, single bar type of 1935-1937. Not only did that improve the effectiveness of the bumpers, but it was an inexpensive way to "upgrade" their car by one, two or even three model years.

Fisher bodies were not offered or built on the V-16 chassis from 1934 – 1937. Also there was a single wheelbase for the V-16 chassis these years; it stood at a massive 154 inches. On this chassis were built the longest, stock, passenger-cars in the world with the exception of the Bugatti Royale, of which only a

half dozen were built. Our featured car has room for two passengers to ride in comfort plus a tiny jump seat. The trunk however, is "big enough for an entire family to camp in." An "over-the-top extravagance in 1934.

The original jewel-like 45-degree overhead valve V-16 engine was dropped after 1937. Cadillac then offered a new 135-degree L-head V-16 for the next three model years. At 431 cid, and also rated at 185 bhp, the replacement power-plant was lower profile, smaller, lighter and less costly to manufacture than the original V-16 engine. However, with just over five hundred built, Cadillac found it uneconomical to continue producing their new V-16 past 1940, marking the end of an era. (See *Cadillac Late V-16 Engine* article for additional technical data and differences between the two engines).

For a full decade, Cadillac enjoyed overwhelming domination over this ultimately prestigious class of vehicle. Commentators have formulated and analyzed "the cylinder race of the '30s", but there was never a contest. Losing money on every V-12 and V-16 built, Cadillac won no battles of profits, but it did win the war of leadership. By the time would-be competitors got their responses into gear, Cadillac was well on the way to firmly establishing its leadership role with their V-8 powered luxury auto class and could begin to rest on the symbolic laurels surrounding the company crest.



214 Cadillac V-16's are listed in the National CCCA registry.

Seven of those cars belong to currently active PNR members:

Gordon & Darlene Cochran

- 1932 Convertible Coupe
- 1938 Touring Sedan
- 1939 Town Car

Brad & Hyang Ipsen

- 1938 Town Sedan
- 1939 Limousine

Monty & Darcy Holmes

- 1934 2P Stationary Coupe
- 1934 Convertible Sedan



The iconic Cadillac grille and energy-absorbing "bi-plane" bumper enhance the distinctive styling of the Coupe

Tech Tip: Oil Containing Zinc

Packard member Les Huggins has submitted information on oil containing zinc as reported in the Valvoline Bulletin 2008-003a. A portion of the report is reprinted here. Les says the oil can be purchased at Car Quest and other auto parts outlets.

These are high-zinc engine oils available to meet this need (protecting wear in older engines). It is important to note, however, that the entire additive package still needs to be balanced for best performance. For example, engine oil with a high zinc level but low detergent may not perform over a drain interval of 3,000 miles or longer.

Valvoline Racing VR1 oil is 75% higher in zinc than SM engine oil with a balanced additive package designed to work in both racing and street-legal applications. This product will protect older style push-rod and flat tappet engines. Valvoline provides this product in both multi and mono viscosity grades: SAE 20W-50 (part vv211), straight SAE 50 (part vv235), SAE 10W-30 (part vv205), SAE 30 (part vv223), SAE 40 (part vv229), and SAE 60.

Reprinted from November 2008 Packard Traveler with permission from Jim Linden, Editor

CADILLAC LATE V-16 ENGINE DESIGN (1938-1940)

*Article by Brad Ipsen
Photos Courtesy of Brad Ipsen*

There has been much speculation about the reason Cadillac designed the late V-16 engine that was used in production from 1938 to 1940. Some people believe it was for a tank engine contract that Cadillac hoped to get. Considering that the design effort would have had to start in 1934 or 1935 (at the latest) for an introduction in the fall of 1937, this seems unlikely. Defense spending was very low during this period.

More likely it had to do with GM's desire to outgun their competition with the biggest, most impressive car ever made.

In 1934, the country was in the depths of the depression, but GM had capital and was hiring designers from other failed companies. Nobody expected the depression to last as long as it did and Cadillac was optimistically looking to the future with a strong desire to bury the competition.

The early 45-degree V-16 engine would not fit the new styles that Harley Earl and Bill Mitchell were developing, and if they were going to continue the V-16, a new engine design was needed. In October 1938, Cadillac introduced an entirely new-design 135 degree V-16 that was completely integrated with the new body and frame design. All frames built for the 1938, 1939 and 1940 large series V-8 and V-16 cars were identical. Holes required for the V-16 were punched in all the frames. The fit of the V-16 engine in the chassis is down to less than a one-inch clearance to the front cross member and same for the bell housing to floor boards. It is obvious that the body and the engine had to have been designed at the

same time.

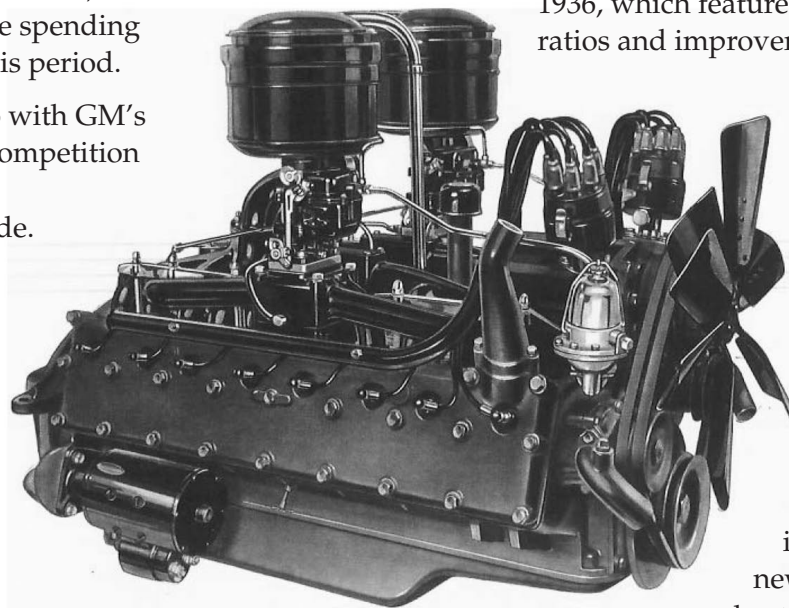
The new engine was smaller and lighter, but had the same horsepower as the one it replaced. Since the original V-16 was designed, Cadillac had made much progress in casting technology as demonstrated by the introduction of the monoblock V-8 in 1936, which featured increased compression ratios and improvements in fuel economy

and combustion chamber design. At first glance, it would appear that the new V-16 went backwards in some areas such as valve layout, but that is looking from the perspective of today.

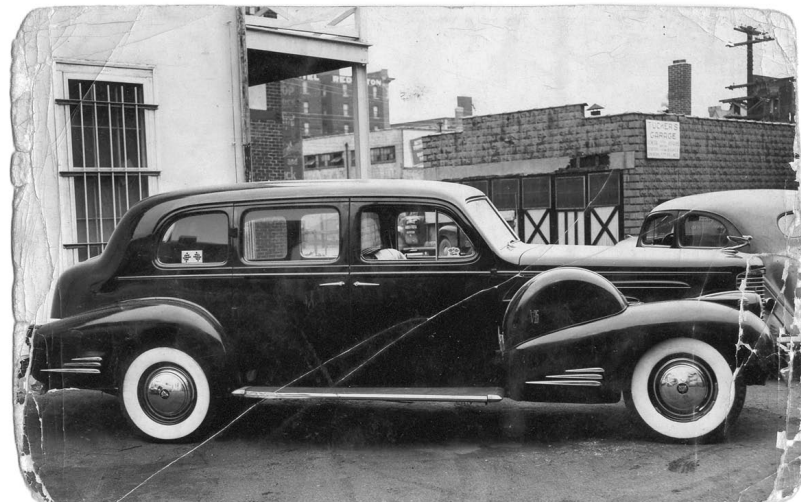
The bore and stroke of the new engine was square at 3-1/4 inches. The rods of the new V-16 were relatively short and stout and just a little longer than those of the future Chevrolet ohv V-8. Moreover, the two engines had the

exact same size rod bearings. The crankshaft was supported by nine main bearings and, except for the rod bearing journal width, looked just like a straight eight crankshaft.

The new engine used standard eight-cylinder accessories whenever practical. These items were not necessarily identical to existing components, but were similar with slight modifications. One two-barrel downdraft Carter carburetor with an AC air filter was used on each bank. Two eight-cylinder distributors were used. The left one had two sets of points; one set for the left bank and one set for the right. The right-side distributor had only a rotor, which distributed the spark to the proper cylinder. Two



1938 - 1940 Cadillac V-16 Engine



*1938 Cadillac V-16 Town Sedan
Owned by Brad and Hyang Cha Ipsen*

water pumps using early-design mechanical seals were used, as well as two standard AC fuel pumps with a cross-connection on the discharge so either could supply both banks of the engine. A few small parts were identical to the V-8 being produced at the same time such as the valve spring keepers, timing chain crankshaft sprocket, flywheel ring gear and the flywheel bolts. A positive crankcase ventilation (PCV) system that was very similar to future designs in the 60s and 70s was used.

The new V-16 was a side-valve (L-head) design as opposed to an overhead valve (ohv) design on the original. To understand why Cadillac designers made this significant change, the purpose of each design has to be examined. The ohv design allows for higher compression ratios combined with good high-speed breathing. Cadillac's work on the side-valve design found that the maximum compression ratio was about 7.5 to 1. After that, rough combustion occurred and breathing was restricted even more. After the war, better gasoline became available, which allowed higher compression ratios so the ohv was a necessity. The compression ratio of the late V-16 was 6.75 to 1. This was all that the premium gas at the time would allow. The original V-16 has an even lower compression ratio at 5.5 to 1. It is obvious from this that the purpose of the ohv design in the original V-16 was not the same as the post-war reason. The ohv design in the original engine goes back to the vee-angle for even firing in a V-16. To achieve an even

firing interval with a V-16, either a 45 or 135-degree vee is required. The 45-degree angle was required to fit the bodies at the time but this angle would not work with a side-valve engine. There would not be enough room in the vee to accommodate the valves and manifolds. With the new body styles the 135-degree design would work and accommodate the side-valve design.

Having driven my 1939 Cadillac Limousine with a late V-16 engine for more than 20 years, I can attest that the performance is quite amazing. My car can easily idle around a corner in high gear and without hesitation be cruising down the freeway in the same high gear.

During this same period GM was designing an automatic transmission that would largely obsolete the need for this feature. In 1940, after 3 years of very low sales, the era of the large and powerful V-16 automobile came to an end. There have been no 16-cylinder passenger cars of any commercial significance produced since.



*The Ipsen Family with their 1938 Cadillac
V-16 Town Sedan*

Reference:

Sixteen Cylinder Motorcars by Roy A. Schneider,
The Cadillac 1938 Sixteen Engine by E.W. Seaholm,
Chief Engineer, Cadillac Motor Car Division



HARLEY EARL'S LEGACY AT GM'S ART & COLOR DIVISION

Article by Raymond Loe

Harley Earl was born November 22, 1893 in Los Angeles, California, a city designed for the automobile. His father, J.W. Earl was a logger in Michigan before moving to the West Coast in 1889 where he became a coach-builder. In 1908, with the growing importance of the automobile. J.W. changed the name of his shop to Earl Automotive Works and began making customized parts and accessories for cars. Just three years later, the first movie was made in Hollywood and Earl Automotive Works turned its attention to customizing automobiles for the nouveau riche movie stars and industry executives. The beautiful sculpted designs were very popular with the Hollywood set.

Harley Earl was a man who made an impression. He was known as an impeccable dresser, wearing perfectly tailored and pressed suits and going so far as to keep a duplicate wardrobe at his office so he could change before attending cocktail parties. He was often described as a large man with an intimidating personality. It has been said if he smiled at you, it made your day, and if he was yelling, it made you tremble.

As a young man, Harley headed off to college at Stanford University, but returned home before completing his engineering studies to work on design and styling at his father's business. Harley had a special talent for working with the J.W.'s fast-growing custom-body clientele including Cecil B. DeMille and Tom Mix, with whom he became close friends.

In January of 1919, Harley exhibited two of his creations at the Los Angeles Auto Show; a Marmon Phaeton and a Chandler Town Car for which he received high acclaim and the notice of Don Lee, Cadillac's official West Coast distributor. Several months later, Don Lee acquired Earl Automotive Works, by then one of the six largest

builders of custom-bodies in the United States and merged it with his own Coach & Body Works enterprise. J.W. Earl continued to serve in management while Harley Earl became chief designer.



*Publicity photo of
Harley J. Earl in the 1930s
Source: WikiCars -
Gnu Free Documentation*

The Lee-Earl partnership prospered. It wasn't long before the firm was employing nearly 100 craftsmen and producing as many as 250 custom-bodied cars a year. By the early 1920s, Harley Earl was designing custom auto-bodies for Hollywood's biggest stars including a \$28,000 streamlined car body for Roco "Fatty" Arbuckle, and a custom body with a saddle on the roof for cowboy star Tom Mix. Other celebrity-clients included film-stars Jack & Mary Pickford, Douglas Fairbanks, Mabel Normand, Mary Miles Minter, Anne May, Pauline Frederick, film directors Cecil B. DeMille, Henry Lehrman and oilman E.L. Doheny Jr. By the mid 1920s the company was turning out 300 custom-bodies a year, many of them for Cadillac. During this time, Harley and Cadillac president, Lawrence P. Fisher became good friends.

Larry Fisher hired Earl in 1927 to design the new LaSalle and supervise the newly- created Art and Color Section at General Motors, the first department of its kind in the automotive world. GM President Alfred Sloan wanted varied models of cars to not only "attract the affluent and style-conscious consumer of the twenties but also to make a change in a routine part of his corporate procedures."

At first, Art & Color was responsible for selecting paint colors and fabric patterns, but it didn't take long

before they were asked to “touch-up” Cadillac’s 1928 models. Commissions from Chevrolet and

Buick were not far behind. Soon Art & Colour was given additional responsibility for grilles, badging, body accents and interiors - the body and chassis engineers controlled the rest of the vehicle. Earl was eventually given responsibility for the styling of the entire interior and exterior, providing that he could get

the designs past GM’s body engineers. In 1937, he changed his Art and Color Section name to Style Section, reflecting the new general focus on design.

Earl helped formalize and lay down the rules that still guide car design today. When Earl retired from GM in 1959, he left behind a legacy of design innovations

some of which came early enough to be evident on our featured car:



1948 Cadillac Tailfin

- Chrome body moldings*
- Streamlined fenders, headlamps, & bumpers*
- Bullet-shaped bumper-guards*
- Built-in trunk*
- All metal turret-roof*
- Double taillights*
- Streamlined coupe-body*
- Distinctive radiator grille design*
- Flexible and thin-rimmed steering wheels*
- Interior sun visors*
- Glamorized dash board designs*

Harley Earl was GM’s chief stylist for 31 years and is perhaps best remembered for his Corvette design and the big tail fins of the 1950’s. However, his lasting legacy was bringing together artists and engineers in the design process and convincingly proving to the automotive industry that appearance is of equal importance to function.



PNR-CCCA 2008 Car of the Day Award

Nov. 2007	1929 Pierce Arrow Club Brogham Owner: Roy and Roanne Dunbar	PNR Annual Meeting Manager: Bill Deibel
Dec. 2007	1934 Rolls-Royce Sedanca DeVille Owner: Conrad Wouters	Holiday Party Manager: Lee & Julianna Noble
Apr. 2008	1936 Packard 1404 Phaeton Owner: Ron and Gayle Doss	Tour to Mote’s & Sommerville’s Manager: Lee Noble and Dennis Sommerville
May 2008	1930 Packard 740 Roadster Owner: Marty and Lynn Anderson	Annual Tour with HCCA Manager: Gerald Greenfield
Jun 2008	1937 Cord 812 Cabriolet Owner: James and Sherry Raisbeck	Tour Hedman’s, Murray’s & Lakewold Garden Manager: Bill Allard
Jul 2008	1937 Bugatti 57 Drophead Coupe Owner: Brian and Randy Pollock	Annual 4th of July Parade Manager: Al McEwan
Aug. 2008	1937 Cord 812 Cabriolet Owner: Don and Arlene Wohlwend	Annual Picnic at Jerry McAuliffe’s Manager: Carl Bomstead

2008 KIRKLAND CONCOURS D'ELEGANCE Kirkland, WA

Article by Lee Zuker

Photography by Michel Bradley & Lee Zuker

As has become the custom, this year's Kirkland Concours d'Elegance was held at Carillon Point on the Sunday following Labor Day. Again this year the weather was outstanding – a bright sunny fall day, as 100 collector cars filed onto the judging grounds. Six vintage boats were moored along the marina's dock flanked by eight vintage motorcycles on the shore-side.

This was the sixth year of the event, which during its existence has donated more than \$1,000,000 to its beneficiaries – the uncompensated children's healthcare funds at Seattle Children's and Evergreen Hospital. Throughout the years the Concours has had the support from businesses in the Puget Sound Region and from CCCA-PNR, while broader support

is growing as the Concours rises in national stature. Also the Concours receives incredible support from both the City of Kirkland and the Kirkland Chamber of Commerce.



Jon and Mary Shirley's incredible 1938 Alfa Romeo 8C 2900B touring Coupe won both first place in European Classics and Best of Show.

Featured classes this year, were Historic Hot Rods, Lipstick Red Convertibles, Woodies, and Tin Wagons. CCCA-PNR members exhibited 38 vehicles, of which 14 were full Classics. Members Apker, McBride and Mounger filled the Tin Wagon class

with six of their 1950's station wagons, and Denny Aker was one of the two collectors featured, with six of his Porsche on display. See table on page ___ for a listing of PNR members and the vehicles they presented in the show. And as is always the case, our members were very active in many elements of the show including the management and judging of the Concours.

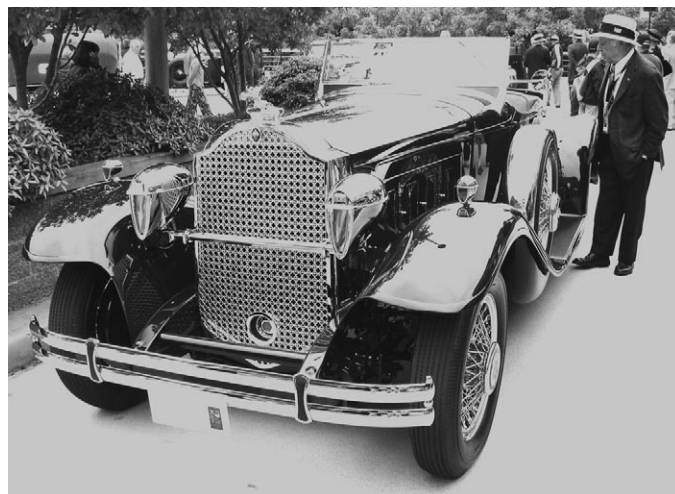
To get the show on the road, Al and Sandi McEwan organized and led the Tour d'Elegance commencing with lunch on Thursday at Glen Mounger's garage on Bainbridge Island. Eight of our members drove on the Tour, which this year was oversubscribed with 31 vehicles, but expanded to meet the demand. The Tour was centered at Alderbrook Resort in Union and featured visits to various places on the Olympic Peninsula, including lunch at Jerry McAuliffe's estate in Seabeck. At the conclusion of the tour, drivers loaded their vehicles on a ferry from Bainbridge to Seattle in time for a complimentary car wash at Park Place Motors and the evening Gala.



Don William's 1947 Rolls-Royce Phantom III Sedan De Ville (The Copper Rolls) won the Junior Judges award.



The LeMay Museum's 1948 Daimler Convertible with body by Hooper



Jules Heumann studies the lines of Ray Scherr's 1930 Packard 734 Roadster which won first place in the American Classics Class

Marc Nowak, General Manager of the Woodmark Hotel, and a Concours board member, orchestrated a great Gala, this year with a "Sixties a Go-Go" theme to complement the featured "Lipstick Red Convertible" Class; Go-go dancers entertained throughout the evening. A very short, but successful, auction raised over \$50,000 and the beautiful evening concluded with fireworks over Lake Washington.

The competition at the Concours is getting tougher each year as it becomes widely recognized and more of the best cars in the country head to the Pacific Northwest in



A partial view of the outstanding gathering of sixteen cylinder Classics. Gordon Cochran's 1939 Cadillac Town Car which won Most Elegant Closed Car is in the middle.



James and Sherry Raisbeck's 1937 Phantom III Rolls-Royce Convertible Sedan with body by Van den Plas

September. Best of Show Award was won by Jon Shirley and his incredible 1938 8C 2900B Alfa Romeo Touring Coupe, which earlier this year won Best of Show at Pebble Beach.

Major trophies won by PNR members included, Most Elegant Closed Award won by Gordon Cochran's 16 cylinder Cadillac and the Hooper Award won by Al

McEwan. Again this year the members of the CCCA-PNR sponsored the Most Elegant Open Award, won by Sam and Emily Mann's Hispano-Suiza. (Donations by CCCA-PNR members also sponsored the pre-ferry Saturday Tour lunch.) Mounger and Apker swept the awards in the "Tin Wagon" class, and Denny Akers' 1962 356B Porsche Roadster was selected for the winner in his collector class. More detailed information on other winners can be found at the Concours website: www.kirklandconcours.com.

The date for the 2009 Concours will be September 13th (the Sunday after Labor Day). Hope to see everyone there!

Continues on Page 14

Pacific Northwest Region - CCCA



Above: Sam and Emily Mann's 1935 Hispano-Suiza H6B Brandone Cabriolet was 3rd in the European Classics Class and winner of the Most Elegant Open Car, the CCCA-PNR sponsored award.

Below: Marlene Zuker discusses her newly designated CCCA Full Classic® 1947 Chrysler Town and Country Convertible with Charlie Morse.



Right: Bob Reverman shows off his 1952 Jaguar XK120 Convertible, part of the featured class of Lipstick Red Convertibles.



Above: Jules Heumann's 1922 Hispano-Suiza H6B Labourdette Skiff



Above: Five of the six Porsches Denny Akers displayed as one of the featured collections.



Above: Gordon Apker discusses his Class-winning 1955 Chrysler Station Wagon with Concours commentator Keith Martin, the publisher of Sports Car Market magazine.

Right: Paul Emple's 1930 Minerva Cabriolet was the second place winner in European Classics.



2008 Kirkland Concours

PNR Participation Roster

Last Name	First Name	Year	Class	Marque	Model
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CCCA-PNR Members with Full Classics

LeMay Museum		1929	American Classics	Duesenberg	J Murphy Conv. Coupe
Apker	Gordon & Janet	1936	American Classics	Packard 12	D.C. Phaeton
Greenfield	Gerald	1934	American Classics	Lincoln 12	K.B. Conv. Sedan, Dietrich
Rittenhouse	Ed	1931	American Classics	Cadillac	370 A V12
LeMay Museum		1948	European Classics	Daimler	Hooper Convertible
Goffette	Jack & Pat	1937	European Classics	Bentley	4 1/4 litre, Coupe
Raisbeck	James	1937	European Classics	Rolls-Royce	P-III Conv. Sedan, Vanden Plas
Cochran	Gordon	1938	Sixteen Candles	Cadillac	16, 90, Touring Sedan
Potter	George & Sylvia	1939	Sixteen Candles	Cadillac	16, 90 Limousine
Cochran	Gordon	1939	Sixteen Candles	Cadillac	16, 90 Town Car, Fleetwood
Holmes	Monty	1934	Sixteen Candles	Cadillac	16, 452D, Coupe
Ipsen	Brad	1939	Sixteen Candles	Cadillac	16, 9033 Limousine
Zuker	Marlene	1947	Woodies	Chrysler	T&C Convertible
Armstrong	Tom and Susan	1948	Woodies	Chrysler	Town & Country Sedan

CCCA-PNR Members with Non-Classics

Aker	Dennis	1964	Collector Class	Porsche	356 C Coupe
Aker	Dennis	1965	Collector Class	Porsche	356 C Cabriolet
Aker	Dennis	1962	Collector Class	Porsche	356 B Roadster
Aker	Dennis	1959	Collector Class	Porsche	356 A Conv. D
Aker	Dennis	1985	Collector Class	Porsche	Carrera Turbo Cab.
Aker	Dennis	1961	Collector Class	Porsche	356 B Sun Roof Coupe
Apker	Gordon & Janet	1932	Historic Hot Rods	Ford	AV-8
McBride	Ken	1932	Historic Hot Rods	Ford	Highboy
Linke	Siegfried	1961	Lipstick Red Conv.	Mercedes Benz	300 SL Roadster
Reverman	Bob	1952	Lipstick Red Conv.	Jaguar	XK 120 Roadster
LeMay Museum		1922	Nickel Antiques	Austro-Daimler	4 Door Sport
Hageman	Paul	1942	Special Display	Willys	Military Jeep
Morse	Charles	1956	Special Display	Alfa-Romeo	1900 CSS, Touring
McEwan	Alan	1955	Special Display	Mercedes-Benz	300 S.L. Coupe
Apker	Gordon & Janet	1955	Tin Wagons	Chrysler	New Yorker T&C
Apker	Gordon & Janet	1957	Tin Wagons	Oldsmobile	Fiesta Hardtop Wagon
Apker	Gordon & Janet	1952	Tin Wagons	Ford	2 DR. Ranch Wagon w/ Kompak Trailer
McBride	Ken	1958	Tin Wagons	Oldsmobile	Fiesta Hardtop Wagon
McBride	Ken	1957	Tin Wagons	Mercury	Turnpike Cruiser Wagon
Mounger	Glenn	1956	Tin Wagons	Ford	Country Squire
Taylor	Adrian	1947	Woodies	Chevrolet	Country Club Coupe
Mounger	Glenn	1951	Woodies	Cadillac	75 Series, Custom Sedan
Nordstrom	Blake	1948	Woodies	Chrysler	T&C Sedan

PNR-CCCA ANNUAL MEETING

Seattle Yacht Club

*Article by Raymond Loe
Photography by Michael Bradley*

This year's PNR Annual Meeting was held on November 1st at the Seattle Yacht Club, with the Board of Managers being called to order by Director Stan Dickison at 10:00AM in the Commodores Room.

New Board of Managers members Bill Allard, Brian Pollock and Brian Rohrback were elected for three-year terms replacing retiring members Gerald Greenfield, Barrie Hutchinson and Gary Steinman.

Treasurer John Cambell presented complete financial statements summing-up that our club is now enjoying the most favorable financial position of the past eight years. Much of the credit goes to Stan and Val Dickison's prudent fiscal management of the January 2008 CCCA National Meeting. John also reviewed our "Risk Management Considerations" cautioning all managers to be aware of and to guard against possible exposure. He noted that we are properly insured.

Membership Chair Barrie Hutchinson reported that renewals are falling behind last year's pace. An e-mail reminder was sent out to encourage members to renew ASAP.

Bumper Guardian co-editor Karen Hutchinson commented on the positive feed back from readers of the B.G. The 2009 budget will cover printing four issues, the preferred format for most members. Electronic copies will be available on the new website.

Newly-elected Board member Brian Rohrback demonstrated a new PNR Web site that he will have up and running very soon. It promises to be very user friendly at minimal expense to the club.

The meeting concluded with a discussion on 2009 events.

At 11:00 AM the Annual Meeting convened in the Fireside Room. There was time for fellowship,

followed by a buffet luncheon accompanied by local musician Nick Baker at his keyboard.

At the conclusion of a wonderful meal, Director Dickison began the formal portion of the Annual Meeting by recapping highlighted items from the earlier Board meeting for the benefit of the rest of the members present. Stan introduced the new Board members and recognized guests in attendance before presenting the Club's awards.

The "Most Active Participation" traveling trophy went to Gary Johnson and "Appreciation of Service" awards went to retiring Board of Managers members Gerrald Greenfield, Barrie Hutchinson and Gary Steinman. "Car of the Day" trophies were also awarded - see page 11.

Members who drove their Classics included:

<i>Bill Deibel</i>	<i>1948 Lincoln Continental Cabriolet</i>
<i>John McGary</i>	<i>1937 Rolls-Royce Saloon</i>
<i>Lee Noble</i>	<i>1936 Rolls-Royce Drop Head Coupe</i>
<i>Brian Rohrback</i>	<i>1939 Bentley All Weather Phaeton</i>
<i>Tom Sumner</i>	<i>1941 Lincoln Continental Cabriolet</i>

Stan then introduced Julianna Noble who invited the group to this year's Christmas Party being held at Tom Crook's showroom.

Finally the group gave a big round of applause thanking Stan and Val for their devotion to the Club, and the countless hours of work and planning given to make 2008 a great year. Stan indicated that since no one has yet stepped forward to fill the president's job, he will continue to serve until a candidate is found.

As no one appeared to be in a hurry to leave this lovely setting, the gathering continued with more socializing and "tire kicking" until guests started departing about 1:00 PM.





Director Dickison awarding the 2008 Participation Award to Gary Johnson in absentia.



Lee Noble and John McGary with John's 1937 Rolls-Royce 25/30 Saloon by Hooper.



Tom Sumner and guest Elena Garella enjoying the buffet brunch.



Julianna Noble & Valerie Dickison hard at work



Noble's 1936 Roll-Royce 25/30 Park Ward Drophead Coupe and Rohrback's 1939 Bentley 4-1/4 litre Vanden Plas All Weather Tourer.



Bill Allard presenting a Car of the Day Award to James Raisbeck in absentia for his 1937 Cord 812 S/C Cabriolet



Gary Steinman, Stan Dickison & Don Reddaway



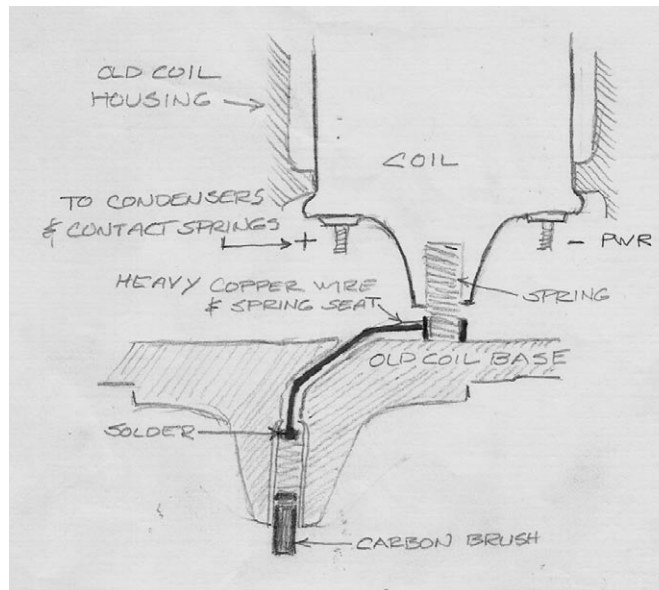
Registration Table Ladies: Georgia Loe, Joan Meden and Mary Campbell

HAVING COIL PROBLEMS WITH YOUR LINCOLN CONTINENTAL? TRY THIS.

Tech Tip sent in by Bill Deibel

After problems with the original Lincoln coil and subsequently with a rebuilt unit that included new internal coils I decided that a way must exist to adapt current production coils to the ignition system. I discussed this with our member, and Lincoln Zephyr engine expert, Jeff Norwil and he acknowledged that the old Lincoln coils were becoming unreliable and related that his experience with so called "rebuilt" units from various sources has been quite unsatisfactory. (PNR Member Gary Johnson can confirm this with his bad experiences with a succession of rebuilt coils for his Lincoln Continental.)

Jeff then showed me an adapter he had designed and made that could be mounted on the distributor that facilitated the use of two universal coils mounted remotely from the distributor. Keeping this in mind I went home and sketched up an idea of integrating two universal aftermarket coils into a reworked original coil housing with the original Lincoln coil windings removed. I then took this concept sketch to member Tom Sumner and asked him to develop the idea into



Coil Arrangement for Adapting Universal Aftermarket Units to Lincoln Engines

Designed by Tom Sumner 2008

a working unit which he quite successfully did. Tom's design drawing and a photo of the unit installed on the car are shown below.

Note that I have utilized new production 6-volt condensers as supplied from NAPA for the 40s era Ford flat-head six-cylinder engine. As shown the set up includes two NAPA universal 6-volt coils # IC7. These are Echlin brand coils which I favor, but NAPA offers a less expensive unit as well. The condensers are NAPA # FA54. (NAPA # IH200 condensers will work as

well. These are for old 6-volt, 6-cylinder International truck engines. They are a little more expensive.)

(My apologies to Mr. vonder Stun for this egregious insult to his masterwork in engineering complexity no doubt inspired by his early exposure to the frivolity of the French school of automotive design. B.D.)



Two Views: Modified Lincoln Continental Coil Set-Up



Klassic Korner for Kids

The Wizard of Oz

By Karen Hutchinson

"If I only had a brain..."

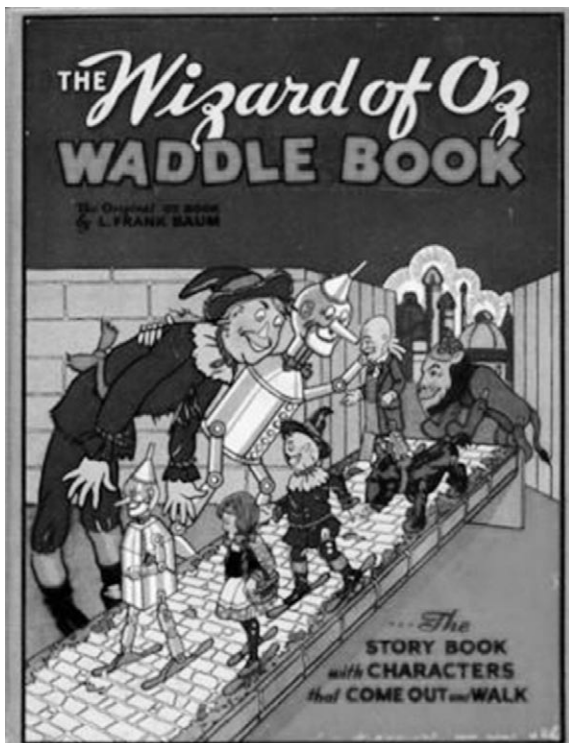
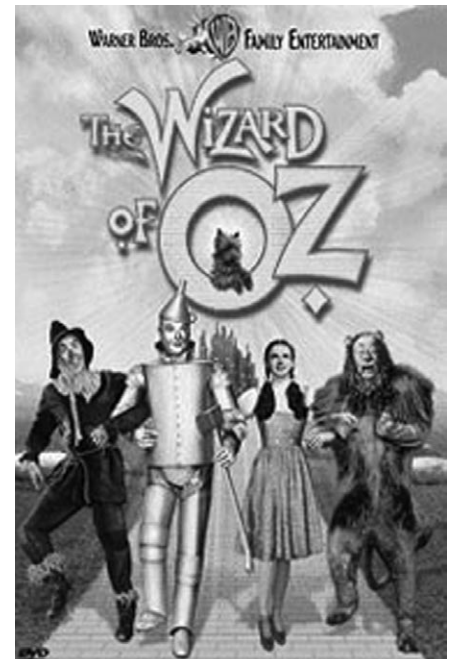
Since its publication in 1900, *The Wonderful Wizard of Oz* by L. Frank Baum has become one of America's most-loved fairy tales and most-read children's books. The OZ story captures the hearts of all fairy-tale lovers by combining magical elements such as witches, munchkins and a wizard (from Omaha) with early American elements including a young girl and her dog, a Kansas cyclone, and a scarecrow.

The Wonderful Wizard of Oz was the first of more than 40 stories set in the Land of OZ, fourteen of which were written by L. Frank Baum. The book has engendered an amazing array of sequels, stage-plays and musicals, movies and television shows, biographies, advertisements, toys, games, and other OZ-related products. In 1921 Parker Brothers issued the first edition of *The Wonderful Game of Oz*. In 1934 (the year of our Featured Classic), Blue Ribbon Books issued a novelty edition *Wizard of Oz Waddle Book*. The book included bound-in-cardboard cutouts of six OZ-

characters that could be detached and assembled into three-dimensional form to walk (or waddle) down a cardboard Yellow Brick Road that was also included with the book. Waddle toys were very popular at the time and because children played with the figures, very few complete copies of the book with original "Waddles" intact have survived.

On January 26, 1934, Samuel Goldwyn bought the film rights to *The Wizard of Oz* from Frank J. Baum for \$40,000. By 1939, when the Metro-Goldwyn-Mayer film appeared, the OZ stories and characters had been firmly established in the hearts of the public. MGM spared no expense in publicizing the film spending an amazing \$250,000 on an advertising campaign.

"Lions and Tigers and Bears, oh my!" The movie captured the hearts of the country in the 1940s, was a part of many a Classic Car owner's growing-up and continues to be loved by generation-after-generation.



1939 Wizard of Oz Cast (L-R)

- The Scarecrow -.Ray Bolger (1904-1987)
- The Tin Man - Jack Haley (1899-1979)
- Dorothy - Judy Garland (1922-1969)
- The Cowardly Lion Bert Lahr (1904-1967)
- The Wizard (not shown) - Frank Morgan (1890-1949)



THE ABBREVIATED 1942 MODEL YEAR: Federal Production Control and Curtailment: The “Black-Out Car” Regulations

Written by Bill Deibel. Published with permission from AACA. The July/August 2008 *Antique Automobile* magazine carried a slightly abridged version of this article which we now present in full.

*“---as long as it can be done without interfering with National Defense---
Cadillac will fulfill its obligations to the thousands who look to Cadillac for the ultimate in personal transportation.” So opens the foreshadowing text of Cadillac’s 1942 sales brochure printed Sept. 1, 1941 illustrating not an automobile, but a group of fighter planes, in the only photo on the page.*

On December 7, 1941, eight days before my eighth birthday, the Japanese attacked Pearl Harbor and soon thereafter my father drove off one day in my mother’s 1939 Packard Super 8 sedan and returned with what I found to be a very strange new car for her. It was a 1942 Model 2011 Packard Clipper Custom-Eight sedan. Not only was the styling inside and out radically different from the older car, *but* the decorative trim instead of being bright chrome was black and yellow on the exterior and brown on the inside. My father said it was a “black-out car.” By the time this car was traded off in 1947 I knew that the last American automobiles, of all makes, built before production ended for the “duration” were so-called black-out cars bereft of chrome and stainless trim; but I never gave much thought to just how the industry was led to simultaneously drop all brightwork for just a very few last cars. That is until 1974 when I showed my wife, Karel, a very decrepit 1942 Cadillac Sixty-Special Derham town car and convinced her to buy it.

All the bright trim on the car was painted silver and as we stripped it for restoration we found it was painted black under the silver. I thought at once that the car was a black-out model, but research revealed that it was not built as a black-out car, or 1942B in General Motors parlance. Nevertheless my curiosity was aroused enough that as I

researched the history of the car and its original owners I determined to also research the history of the black-out cars and the phase-out of production as well. This is the product of my research. *Information provided herein should be beneficial to anyone restoring a black-out car.* (Thirty-two years and 20,000 miles later Karel still has her town car—including the 2005 Alaska CARavan with the Classic Car Club of America.)



The last pre-war Packard coming off the line: a “black-out” Model 2001 Clipper Special-Eight sedan (nc).

A New Bureaucracy Springs To Life...

On September 8, 1939, just a week after Germany’s September 1 invasion of Poland, President Franklin D. Roosevelt issued Executive Order 8248 stating: “There shall be within the Executive Office of the President the following principle divisions:---.” The sixth and last division called for “---in the event of a national emergency, or threat of a national emergency such office for emergency management

as the president shall determine.” *The many federal bureaucracies that controlled war production, material priorities, consumer rationing, retail and wholesale price increases among many other things during World War II sprang from this brief stroke of the pen.*

On May 25, 1940 the president issued an “Administrative Order” establishing an “Office of Emergency Management” (OEM) pursuant to Executive Order 8248.

On January 7, 1941, by Executive Order 8629, an "Office of Production Management" (OPM) was established under the OEM. Paragraph 4 of the Executive Order reads: "There shall be within the Office of Production Management the following---: a.) a Division of Production, b.) a Division of Purchases, c.) a Division of Priorities."

On August 28, 1941, by Executive Order 8875, a "Supply Priorities and Allocation Board" under the OEM and a "Division of Civilian Supply" under the OPM were established.

On November 19, 1941 Executive Order 8942 gave the OPM "requisitioning authority" with policy to be set by the Supply Priorities and Allocation Board.

Somewhere in all this the powerful Office of Price Administration (OPA) was established.

...And The Bureaucrats Go To Work

9-13-41 *Two months before the Pearl Harbor attack* OPM issues "General Limitation Order" L-2 limiting production of passenger cars during the period August 1 through November 30, 1941 by each manufacturer and even by make in the case of the Big Three which are given a choice between two options. Chrysler and Ford select Option A while General Motors selects Option B. Quotas range from 180,509 (Chevrolet) to 1,901 (Crosley).

10-24-41 OPM issues "Supplementary Limitation Order" (SL Order) L-2-a setting maximum passenger car production for December 1941. The rate is unchanged from the monthly average permitted under the 9-13-41 limitation order.

10-27-41 OPM issues SL Order L-2-b stating "On and after December 15, 1941, no producer shall use any 'bright work', 'bright finish', metal finish, or body trim containing copper, nickel, chrome or aluminum in the production of new passenger cars, provided, however, that permission to use these materials in the plating of bumpers and in the plating of bumper guard assemblies may be given upon a showing that such use will utilize all possible conservation measures---" The order goes on to state that "effective immediately no producer shall produce" any of the above for use prior to December 15, 1941.

11-7-41 OPM issues SL Order L-2-c which sets maximum passenger car production for January 1942. The monthly rate continues to remain unchanged.

The November 24, 1941 issue of *Automotive Industries* reports that in a meeting on November 19 the "Consumers

Division of OPA suggested---that deluxe and heavy cars be eliminated, that amounts of extra equipment (such as cigar lighters, clocks, and dual tail lights) be reduced, and that colors offered be greatly curtailed." (*This seems a strange subject to be addressed by the Office of Price Administration.*)

WAR !!!

On November 27, 1941 the Chief of Naval Operations sent the following "Top Secret" message to the Commanders-in-Chief of the U.S. Asiatic and Pacific Fleets: "This dispatch is to be considered a war warning X Negotiations with Japan looking toward stabilization of conditions in the Pacific have ceased and an aggressive move by Japan is expected within the next few days X The number and equipment of Japanese troops and the organization of naval task forces indicates an amphibious expedition against either the Philippines Thai or Kra peninsula or possibly Borneo X ---"

December 7, 1941 (U.S. date) the Japanese bombed Pearl Harbor. The same day (December 8 locally) they bombed two U.S. airfields in the Philippines and followed two days later with an invasion as predicted.

December 8, 1941 the U.S. congress declared war on Japan.

December 11, 1941 Germany declared war on the U.S. This was in the spirit of its Tripartite Pact with Japan and Italy although since Japan initiated the hostilities Germany was not obligated to do so.

Now The Bureaucrats Redouble Their Efforts

12-10-41 OPM issues Amendment No.1 to SL Order L-2-b which: (a) extends the deadline for using bright trim from December 15 to December 31, 1941; **(b) exempts in addition to bumpers and bumper guard assemblies the following items from the ban on bright-work parts: "ventilator window latches, external lock cylinder caps and covers, external windshield wiper arm and blade assemblies, and body trim bright screws";** and (c) declares that "---stocks of 'bright work' parts which were in process of manufacture or on hand in the form of finished parts on October 27, 1941, may continue to be used after December 31, 1941 if, but only if, such stocks are treated so as permanently to lose their identity as 'bright work' by some practical method such as acid etching and sand blasting and are painted or enameled before being used."

Although any car assembled after December 31, 1941 had to be a black-out model, any manufacturer that ran out of a given bright-work part after October 27, had to immediately begin using a painted substitute. It is not easy to determine the exact

Continues on Page 22



1942 Plymouth Special-Deluxe sedan (nc): early production. Both photos used with permission. Copyright DaimlerChrysler Corp.



1942 Plymouth Special-Deluxe sedan (nc): black-out version. Note deleted and abbreviated fender mouldings, and painted trim and hub caps.

production start-date of black-out cars for a given make or model. Oldsmobile and Desoto changed over the first week in December and may have been the first to do so. The shipping date doesn't help in this regard--Cadillac was still shipping bright-work cars in mid January that were assembled before January 1. Note also that Packard (and probably others) shipped ostensibly bright-work cars with some painted parts mixed in during this intermediate period. Also many if not most manufacturers deleted various external trim pieces entirely—note the differences in the two Plymouth cars illustrated.

12-10-41 OPM confirming an announcement made on 11-19-41 issues SL Order L-2-d setting passenger car production limits for February 1942 reflecting a 15% reduction from the prior monthly quotas for all makes.

12-24-41 OPM issues SL Order L-2-e reducing production quotas an additional 10% from the original rate for December and January and eliminating February quotas altogether. This order also prohibited production or sales of any automobile with more than four tires. (It's hard to understand how on December 24 the December quota could be reduced retroactively to the first of the month.)

1-1-42 OPM issues SL Order L-2-f banning the sale, delivery or transfer of new passenger cars until January 15, 1942. (From this date on OPM describes the unsold cars as "frozen.")

1-8-42 (approx. date) January production allotments are restored to the 12-10-41 levels. Apparently the reduced level for December stood—possibly it corresponded to reduced production due to the Christmas holiday(s).

1-14-42 OPM issues Amendment No. 2 to SL Order L-2-f extending the sales ban until February 2, 1942. OPM also

announces that cars frozen as of January 1 will be rationed and a program will be established for this purpose by February 2. Further, all cars built after January 15 will be frozen for one year except that upon application for priority the government will release cars built for a bona fide retail order dated before January 1, provided there is proof that at least \$25.00 was paid on deposit with the order.

The government stated that the cars to be frozen for one year would constitute "a stockpile for critical civilian and military needs." Franchised dealers were to store these cars and would be allowed to add 1% or \$15.00 whichever is lower to the selling price to compensate them for the storage. The government stated that it contemplated releasing all frozen cars by the end of 1942. (This author is aware of two 1942 Packards with dealer delivery dates in 1943 stamped on their firewall plates.)

On January 16, 1942 the president issued Executive Order 9024 establishing a "War Production Board" (WPB) under the OEM replacing the Office of Production Management (OPM) and abolishing the Supply Priorities and Allocation Board by incorporating its function into the WPB. What had been the OPM Priorities Division became the WPB "Division of Industry Operations."

1-20-42 WPB issues SL Order L-2-g prohibiting manufacture of passenger automobiles after January 31, 1942, except that, by written application, producers may be granted permission to complete their January allotments through February 10. Most makes were still building out in early February, however Chevrolet, Buick and Ford, which ran right up to the February 10 deadline,

were the only ones to build significant numbers after January 31.

1-23-42 WPB issues Amendment No. 1 to SL Order L-2-e revising for the last time the January production quotas. (I was not able to find a copy of this document, but I did find reference to it and its contents.)

1-31-42 WPB issues SL Order L-2-h granting the Cadillac Motor Car Division of General Motors Corporation permission to continue assembling ambulance chassis through February 10.

2-2-42 OPA issues "Rationing Order" No. 2 directing local rationing boards to give first priority to cars ordered on or before January 1, but not to process applications before February 16. OPA had stated on January 31 that it was planned that all cars in dealer inventory before January 1 will be approved for sale under this program. Apparently rationing was logically looked at as a means of price control.

3-9-42 WPB issues SL Order L-2-i which prohibits auto manufacturers from selling steel from inventory except as approved by the War Production Board.

None of the sources I've researched for this article show any passenger car SL Orders after L-2-i dated March 9, 1942. However, endless other directives continued to pour forth covering light and heavy trucks, tires, materials and on and on. In fact there were close to 300 categories including such things as domestic refrigerators and washing machines. (Despite L-2-i, L-2 orders related only to passenger cars.)

Epilogue

I have never solved the riddle of when the trim on Karel's Cadillac town car was painted black. Most likely it was done by Derham either complying with the regulation as the final manufacturer or at the buyer's whim. The car was shipped to Derham from Detroit on December 17, 1941 but not delivered to its original owners until December 1942. By serial number this car was not built as a 1942B which would have called for two colors of gray on the trim, not black, and further the bright parts on this car were never sand blasted or etched and the multitude of vertical trim pieces as seen on Karel's car were omitted on the black-out cars.

As a layman I cannot help but question the constitutionality of the above described regulation and control of industry by executive order--particularly during a time when the nation was not formally at war. Obviously no one sought to challenge this use of executive authority.

References:

War Production Board records at The Seattle Public Library and the Suzzallo Library,

U.S. National Archives & Records Administration

Maurice D. Hendry, Cadillac, Standard of the World — The Complete Seventy-Year History

University of Washington

Automotive News, various issues



Karel Deibel's 1942 Cadillac 60S Town Brougham

PNW CCCA HOLIDAY PARTY AT TOM CROOK'S COLLECTION

Article by Laurel Gurnsey

Photography Michael Bradley and Laurel Gurnsey

On December 7, 2008 our PNR CCCA members ushered in the holiday season with an annual Christmas brunch. This year, Tom Crook was gracious in his invitation to have the venue at his stunning car collection in Kent. We were able to socialize and enjoy food prepared by Papa Eddies, surrounded by a coterie of Packards, a Jaguar, a spectacular red 1931 Duesenberg and a magnificent Cadillac V-16 limousine.

Our thanks to Tom and Randy for their hospitality and to Julianna Noble for hours of hard work organizing everything from mail-outs and money collection to charity donations and more. Valerie Dickison and CCCA members Duane Ruud and Jeanne Arvidson transformed the venue with their table decorations. The shine from the cars and the neon signs lent their own Christmas twinkle.

Members were enthusiastic in their support of "Toys for Tots", collected on-site by ServiceMaster Co, working with Marines in Western Washington. Northwest Harvest donations were collected for a food drive.

We were entertained by piano player Peter Kok from the New Orleans Jazz Club in Pioneer Square (Val and

Stan say you can hear Peter every Monday night at the club.) Lee Noble led a group of carol singers.

The reins of Club Director were officially handed over to Barrie Hutchinson, who made his first speech, thanking Stan Dickison and Valerie for their hard work for the Club in the past. Barrie also acknowledged that the brunch was being held on Pearl Harbor Day.

Official photographer for the day was Michael Bradley, with candids provided by Laurel Gurnsey and many others. Stan ended the year by selling some of the remaining goody bags from the AGM in January. There are still some available at \$10 each. Contact Stan or Valerie!

Lou and Bunny Berquest drove their 1935 Auburn 851 Cabriolet and John and Kay McGary drove their 1937 Hooper Body 2530 Rolls Royce. A few additional members braved the weather and drove their non-classic collector cars. The rest of us arrived in modern iron.

**Best wishes for a Happy Holiday and
a wonderful 2009 to everyone.**



A Partial view of Tom Crook's sparkling Collection



Tom Crook flanking his 1931 Holiday Red Duessenberg



New PNR-CCCA Director Barrie Hutchinson honoring Val Dickison for her supporting role



The "Elves" Annie Norman, Laurel Gurnsey, & Julianna Noble greeting the party-goers

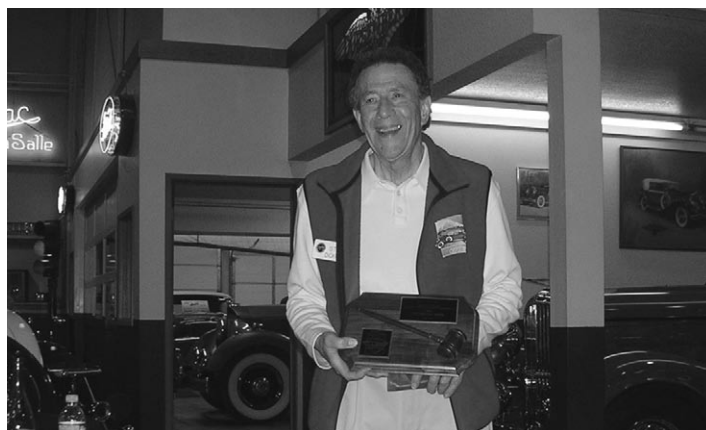
PNW CCCA members and their guests who attended were:

Denny and Sue Aker, Bill and Lucy Allard, Marty Anderson and Lynn Gabriel, Rich and Margaret Anderson, Tom Armstrong, Najib and Diane Azar, Carol and Arny Barer, Ildi and Michael Bradley, Jan and Marshall Bronson, Lou and Bunny Berquest, John and Mary Campbell and Martha Stanton, Tom Crook and Randy Small, Peter and Karen Dahlquist, Tom and Sarma Davidson, Bill Deibel, Stan and Valerie Dickison, Ascanio Afan Di Rivera, Ron and Gayle Doss, Denny and Bernadene Dochnahl, David and Dorothy Fluke, Janie and Alan Forsythe, Pat and Jack Goffett, Brian Goodell and Owen Mattson, Jerry and Doreen Greenfield, Colin and Laurel Gurnsey, Bruce and Betty Harlow, Bill and Patti Heath, Wayne and Carol Herstad, Darcy and Monty Holmes Jr., Shirlee and Monty Holmes Sr., Bill Holt and Liz Haan, Karen and Barrie Hutchinson, Lisa and Ian Hutchinson, Cherry and Terry Jarvis, Gary and Joyce Johnson, Janie and Tracy Larson, Paul and Janet Lewis, William Lowe, John and Kay McGary, Terry and Barbara McMichael, Dave and Lydia Murray, Paul and Matthew Murray, Al Murray and Marlene McCartney, Julianna and Lee Noble, Greg Nolan, Annie and Steve Norman, Sherry and James Raisbeck, Leola and Robert Reeve, Yoshi and Bob Reverman, Ed and Casey Rittenhouse, Tony and Stephanie Rittenhouse, Brian Rohrback, Duane Ruud and Jeanne Arvidson, Alfred and Laurene Stappenbeck, Duane Storkle, Tim and Kara Sullivan, Willy Vinton, Nick and Anne Weber, Don and Arlene Wohlwend and Conrad Wouters.

A note that Willy Vinton came straight from the airport after a flight in from Fairbanks, Alaska! Prize for attendee representing a spot closest to the North Pole that day!



Colin Gurnsey & Randy Small surveying the scene



Past Director Stan Dickison accepting a plaque in honor of his service

More photos page 29

CHRYSLER TOWN & COUNTRY

A New Classic

Article by Karen Hutchinson & Raymond Loe
 Photography by Michael Bradley

The first Chrysler Town & Country “woodie” came out as a station wagon in 1941. The glamorous car quickly gained popularity capturing the hearts of affluent buyer’s with it’s attractive “fast-back” styling and spacious well-appointed interior. Production of these luxury 4-door models was limited to 17 months due to World War II and fewer than 1,000 were made.



Tom & Susan Armstrong’s
 1948 Chrysler Town & Country Sedan

After the war, in late 1946, Chrysler reintroduced the Town & Country but this time using the name for a line of eye-catching convertibles, sedans and hardtops (no wagons). From 1946 to early 1949 Town & Country “woodies” were made in much larger numbers (see chart) including the first production 2-door hardtops. By late 1949 (nc), the last year of Chrysler T & C “woodie” production, only the convertible version was made (except one hardtop) and the only real wood used was limited to some trim moldings.

These cars are truly an icon of 1940s and hold fond memories for many car collectors. Many PNR-CCCA members have T & C’s as part of their collections. The Armstrong’s, Zuker’s, and Nordtrom’s entered their Chrysler T & C cars in this year’s Kirkland Concours in the “Woodie” class (see table on page 11) and drew a large crowd of admirers.

At the September 8, 2008 CCCA National Board meeting, a vote was taken granting all 1941-1948 Chrysler Town and Country six and eight cylinder cars Full Classic® status. On November 17th, CCCA President, Sally Perkins, sent a letter to the membership that said in part “We (the CCCA Board) respectfully acknowledge the dissatisfaction on the part of some of you. While the process was allowable, we now recognize that this action was not what every member of this Club would want, and we are taking the necessary steps to affect future decisions by reinforcing policies through our Classification Committee. These proposed changes will appear in the January Bulletin.” The letter continued with “While the action of the Board on September 8th might have had an

aura of obfuscation – aka back room deal – it was, in fact, a request for a policy change that would take in the Town & Country automobiles as a partial series...neither illegal nor improper, but clearly confusing and easily misconstrued. Could it have been done a different way? Perhaps. Hindsight is almost always 20-20. But the fact that some of our members are offended by the process – not the cars – has not gone unrecognized.” The letter concluded stating that additional member input would

be welcome in January after the publication of the *Bulletin* and by thanking the membership for their patience.

We think that George Holman (NER) said it best in a recent email when he commented that “WE JOIN FOR THE CARS, BUT WE STAY FOR THE PEOPLE. I for one have many friends in the CCCA who I never would have met if it was not for the Club, and I am bound and determined not to loose one friend over this issue.”

We hope that you will agree that any day you get to see a classic Town & County either on the road, in a PNR member’s garage, or out on tour is a good day.

Year	Prod.	Notes
1941	997	200 SWB 6-Pass. Station Wagon 976 SWB 9-Pass Station Wagon 1 LWB 9-Pass. Prototype
1942	1,000	150 SWB 6-Pass. Station Wagon 849 SWB 9-Pass Station Wagon 1 LWB 9-Pass. Prototype
1946 - '48	12,526	4,049 SWB Sedans 100 LWB Sedans 1 SWB Convertible 8,368 LWB Convertibles 7 LWB Hardtops 1 SWB Brougham



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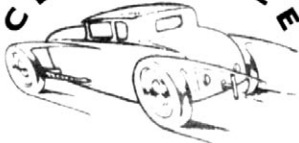


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2008 HOLIDAY PARTY



*John & Kay McGary's 1937 Hooper Body 2530 Rolls Royce
(bedecked for the holiday party)*



*Lou & Bunny Berquest's 1935 Auburn 851 Phaeton
(with Christmas red trim)*



*Lee Noble, Najib Azar, Stan Dickson & Karen Dahlquist
Dressed in Holiday Attire & Singing Christmas Carols*



*Randy Small & Valerie Dickison
with the "Toys for Tots" brought by PNR members*



*Tom Armstrong & James Raisbeck with
Tom Crook's "Christmas Red" 1931 Duesenberg*



*The PNR-CCCA Director's wives club
Karen Hutchinson & Val Dickison*

Editor's Message

It is almost hard to imagine that just over a year ago my Dad (Ray Loe) and I agreed to become co-editors of the Bumper Guardian. And what a great year this has been.

Together, we have had the opportunity meet the owners and delve into the history of our "Showcase Cars". Our thanks to Ed & Pam Rittenhouse, James & Sherry Raisbeck, Ken & Patti McBride, Tom & Susan Armstrong, and Monty & Darcy Holmes for sharing their stories with our members and for their generosity in opening their garages and archives. Special thanks go to Ray for his work on these stories and related articles. I know how much effort goes into each article and thanks to Ray, I have a much greater understanding of the history of these beloved cars. Also thanks to my friend James Moore for his beautiful photography of these cars. With great anticipation, we are beginning the selection process for next year's cover stories. We are so fortunate to have such an interesting array of unique and significant Classics in our region.

Early in our tenure as co-editors we had the pleasure of covering the 2008 CCCA Annual meeting. It was a bit daunting with so many fabulous events to cover, but with the help of our members we covered them all. Special thanks to PNR members Jerry Greenfield for working with us on the judging article, Peter Hageman and Roy Magnuson for their assistance with the "Blue Train Bentleys" article, and Valerie Dickison for reporting on the fashion show (and for all her work on the Annual Meeting).

Since then, we've covered a year's worth of PNR garage tours and car-related events – each filled with inspiring Classics and the opportunity to spend time with our fellow car enthusiasts. Thanks to the PNR members Bill Allard, Army Baer, Valerie Dickison, Laurel Gurnsey, Jerry Greenfield, Raymond Loe, Lee Noble, and Lee Zuker for contributing articles about these events to the Bumper Guardian and to Michael Bradley for his work as "staff photographer". Also, our thanks go to Gary Johnson and his granddaughters Chloe & Katie for contributing articles on the Montana CARavan and Ed Rittenhouse for reporting on his experience at the CCCA Experience and Grand Classic at Hickory Corners.

Bill Deibel gets our thanks for contributing the most technical articles but, our thanks also go to Barrie Hutchinson, Brad Ipsen and Gary Johnson for their contributions in this area.

When naming names, there is always the potential to forget to include someone who deserves recognition. If I have missed including your name, please forgive me and know that I value each and every contribution. The Bumper Guardian is a volunteer effort and simply could not be produced without member support. If you have an idea for a cover story, technical article or would like to cover an event (it doesn't have to be sponsored by our region – it just needs to have some great Classic cars) please let us know. We look forward to working with you as we continue to enhance our Region's magazine.

Karen Hutchinson
karen.htchnsn@gmail.com



Director's Message

Continued from page 2

By the time you read this, the Board of Managers will have met to plan activities for the upcoming year. As I anticipate that planning session, I forecast that events for the year will emphasize driving and maintaining our beautiful cars, include neat things like airplanes and boats and possibly a mini-CARavan.

One event already in the works is a Coming Out Party—a well-attended affair at which cars new to the area or newly restored are "presented" to the membership. Proud owners are invited to say a few words about the cars on display. We didn't have a Coming Out Party in 2008 as the Region hosted the national General Annual Meeting early in the year, but we're doing our best to continue the grand tradition of the Coming Out Party in 2009.

The 2009 PNR Board of Managers is composed of nine capable people including Bill Allard, Michael Bradley, Stan Dickison, Terry Jarvis, Ray Loe, Lee Noble, Brian Pollack, Brian Rohrbach and Conrad Wouters. John Carlson and Colin Gurnsey serve as liaisons for our Canadian members. This is your Club and I heartily encourage member participation in Club management and well as Regional activities. Call any of us with ideas, comments or concerns. Better yet, plan to join us at one of our monthly meetings. Members and spouses are always welcome. Meetings are the first Wednesday of the month and we gather about 6:30 P.M. and begin the meeting at 7:00 P.M. I may be reached at any time (360) 678-5453.



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