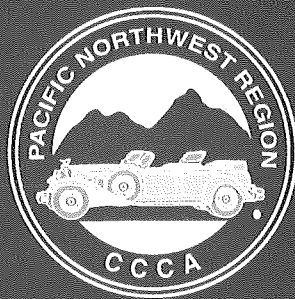


# ● BUMPER GUARDIAN

December 2006



1933 Packard V-12 1005 Coupe Roadster  
*Del Barton*



Pacific Northwest Region – CCCA

# 2007 Calendar of Events

Events sponsored by the Pacific Northwest Region of the Classic Car Club of America are listed in bold type. Other events are listed for the convenience of our members in planning their annual "Car Calendar". Event flyers usually go out to all members 3-4 weeks prior to each event. Please feel free to contact the Event Manager with any questions.

## February

### February 24 – Coming Out Party

Great Hall on Lake Union, Seattle, WA  
Ed Rittenhouse, Manager, 206-232-1117,  
edwardas@comcast.net  
Conrad Wouters, Manager, 206-517-7205,  
cwouters@aol.com

## March

### March 24 – CCCA Judging Seminar /

**LeMay Club Auto** Suite 200, Kirkland, WA  
Don Reddaway, Manager, 206-363-8623,  
Dredd60@aol.com  
Gerald Greenfield, Manager, 253-862-2630,  
greenfieldtva@msn.com

## April

### April 21 – Spring Garage Tour and Lunch at Sig Linke's

Stanwood, WA  
Gary Steinman, Manager, 360-426-2232,  
merrisuegarystein@msn.com

## May

### May 5 – Puyallup CCCA / HCCA Tour

Start at Puyallup Elk's and then tour to Gordon Apker's Collection  
Puyallup, WA  
Gerald Greenfield, Manager, 253-862-2630,  
greenfieldtva@msn.com

## June

### June 21-23 – Vancouver, BC Tour: 3 days

Visit garages, car collections, and gardens  
Liz Haan and Bill Holt, Managers, 604-261-6933,  
Lhaan@telus.net

## July

### July 4 – 4th of July Parade

Yarrow Point  
Al McEwan, Manager, 206-999-4485, alncewan@msn.com

### July 28 – South Sound Tour at Harlow's

Picnic and Swing Band at Bruce Harlow's waterfront home  
Poulsbo, WA  
Lee Zuker, Manager, 360-426-4388, 206-817-3575,  
Leez33@msn.com

## August

### August 6 – Pebble Beach Kick-Off Party

Suite 200, Kirkland, WA

### August 7 – Rolls-Royce National Meet

**August 25 – Tour and Picnic at McAuliffe's**  
Seabeck, WA  
Carl Bomstead, Manager, 425-898-8075, carlbomer@v-link.net

### August 31 – Steamworks Concours d'Elegance

Vancouver, B.C.  
Colin Gurnsey, Co-Chairman, 604-9809-7429, gurnsey@telus.net

## September

### Sept. 8 – Kirkland Concours Gala

Kirkland, WA

### Sept. 9 – Kirkland Concours d'Elegance

Kirkland, WA

## October – TBA

## November

### Nov. 3 – PNR Annual Meeting

Sand Point Country Club, Seattle, WA

## December

### Dec. 9 – Christmas / Holiday Party

# PACIFIC NORTHWEST REGION – CCCA

## 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 granted a charter in 1963.

#### Officers:

Stan Dickison, Director	206-546-3306
Gary Steinman, Asst. Dir.	360-426-2232
Ed Rittenhouse, Past Dir.	206-232-1117
Army Barer, Secretary	425-454-0296
John Campbell, Treas.	425-885-5472
Barrie & Karen Hutchinson	
Membership Chm.	360-678-5453
Merrisue Steinman, Editor	360-426-2232

#### Home:

#### Board of Managers:

Stan Dickison	2007	206-546-3306
John McGary	2007	206-552-3727
Ed Rittenhouse	2007	206-232-1117
Jerry Greenfield	2008	253-862-2630
Gary Steinman	2008	360-426-2232
Barrie Hutchinson	2008	360-678-5433
Lee Noble	2009	206-768-5140
Conrad Wouters	2009	206-517-7205
Lee Zuker	2009	360-426-4388

The Board of Managers holds a dinner meeting the first Wednesday of each month at 7:00 p.m. at the Woodmark Hotel in Kirkland. All members are welcome to attend.

#### Membership:

Regional membership is available only to Classic Car Club of America national members. Membership forms may be obtained by contacting Barrie or Karen Hutchinson at 360-678-5453 or BarrieHutch@wildblue.net

#### Advertising:

Advertising policy/rates: The *Bumper Guardian* will print classified advertising free of charge to members. Display advertising rates are available on a prepaid basis only. If you are interested in ad space, please contact Noel Cook at 206-232-6413 or [noelnjan@aol.com](mailto:noelnjan@aol.com)

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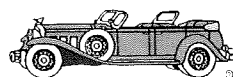
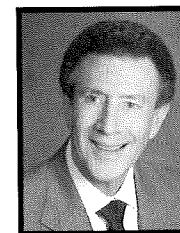
## Director's Message

It hardly seems possible another year has passed. With the holiday season behind us, I would like to wish you all a most prosperous and happy New Year. It is always a challenge to express appreciation to individuals who made things happen, as someone is bound to be left out. That said, those of you who opened your collections, garages and homes, please accept my appreciation and heartfelt "thank you". Also, to members who managed and/or assisted in making our events memorable, my wholehearted "thank you".

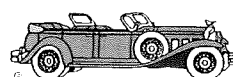
We now look forward to 2007, and a year full of exciting Classic car activity. Your Board of Managers, led by Activities Chairman Gary Steinman, has more great events planned for your enjoyment. Whether you drive your Classic or modern-iron, please make plans to attend.

Membership renewal is at a high percentage, showing, in my belief, a healthy region. Those who haven't renewed

Continued on page 30



## CCCA National Events



### Annual Meetings

2008 Jan 10-13 .....Seattle, WA

### Grand Classics

2007 April 21 ...Indiana, FL, Lone Star  
2007 July 14 ...Chesapeake Bay, MI, S. CA  
2008 April 18 ...Indiana, N. TX,  
San Diego/Palm Springs

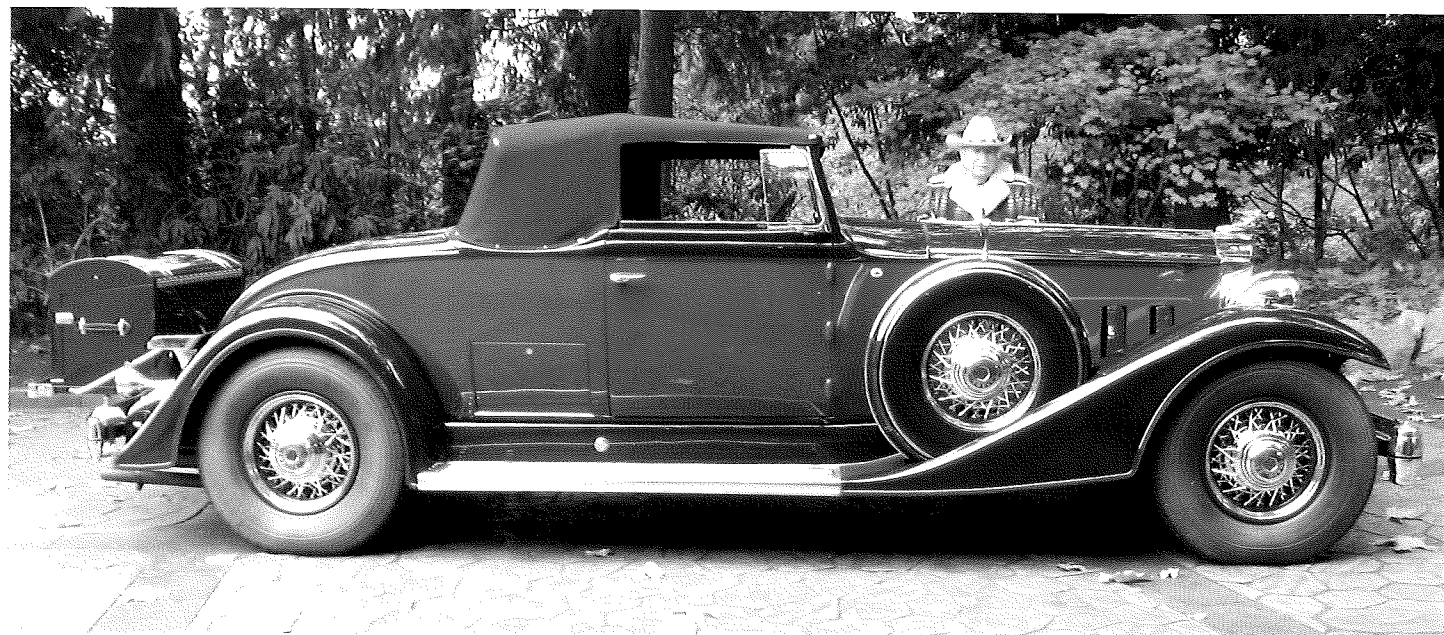
### CARavans™

2007 Spirit of the SW, April 26-May 5 ... [www.arizonaccca.com/caravan.htm](http://www.arizonaccca.com/caravan.htm)  
2007 Western Pennsylvania, Aug ..... Jon Leimkuehler, Tourmaster  
2008 European CARavan™, May (tentative) Christine Snyder  
2008 Classic Europe, May 3-24 (tentative)  
2008 Colorado, June 19-27  
*The CCCA Museum Grand Experience featuring Cadillac*  
2007 June 1-3 ..... Hickory Corners, MI

1933 PACKARD V-12 1005 COUPE ROADSTER

by Ray Loe

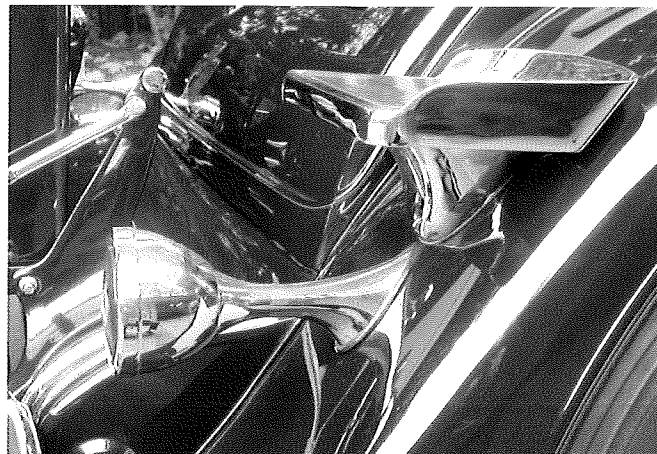
Photos by Merrisue Steinman



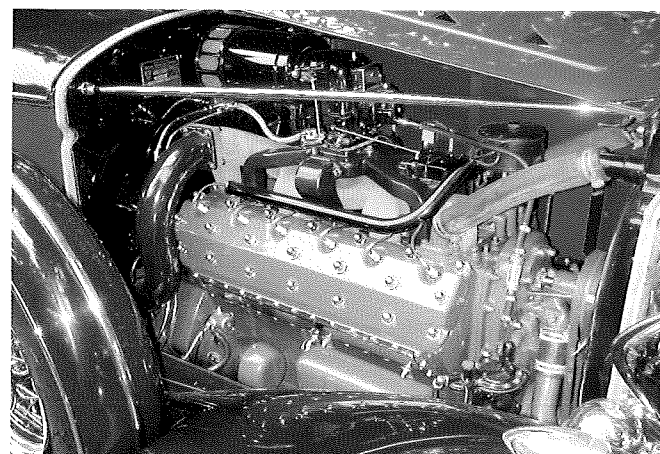
Ask the man who owns one!  
Del Barton at home with his Packard

Del Barton's 1933 Packard V-12 1005 Coupe Roadster represents the perfect automobile for a man who loves cars and is also an accomplished artist. A retired businessman who manufactured finished-wood-products for furniture, Del is a talented sculptor, using granite, stone, cast-metal, and wood to create beautiful images of natural wildlife, fish, and birds.

Thus you know why Del is drawn to the 1933 Packards, with their classic beauty. Shining in the garage alongside Del's maroon 1933 Coupe Roadster, rests a beautiful 1933 Packard V-12 Victoria Convertible by Dietrich. The similarities between the curving lines of his own artwork and that of the full-size automobile-art in his driveway become quickly apparent, and Del's eyes twinkle as they view the



Curving chrome beauty of rear fender accessories



Powerful twelve-cylinder engine

sleek, swooping Packards.

Packards are renowned for their mechanical excellence, and such cars would appeal to a producer of precision woodworking. Del has owned his Packard Coupe Roadster for about ten years. This Packard arrived with its Senior Badge when Del purchased the car, and it required just a little tuning by the Murray Brothers to make it a fine driver. Del has driven it to PNR-CCCA events in the past.....a gifted artist actually driving a different art medium!

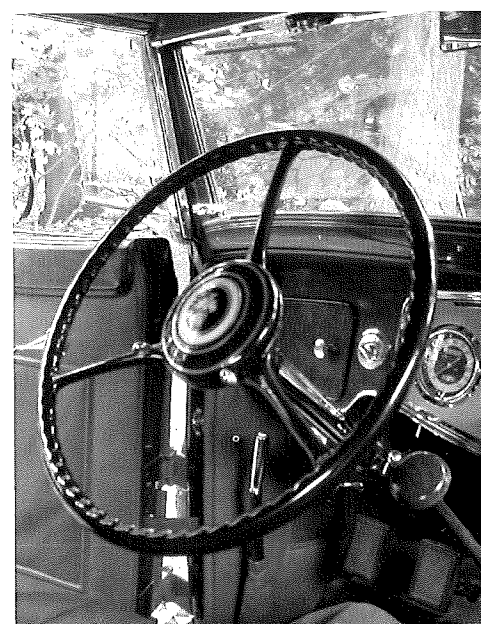
These lovely Packards were produced at the depth of the Great Depression, when the bottom had fallen out of the luxury car market in the USA. Due to continued strength in overseas sales, Packard was still optimistic, and continued offering their top-of-the-line Twelve cylinder cars in 11 body styles in the series 1005 Series on a 142-inch wheelbase, and 9 variations with Packard Custom coachwork on the 147-inch Series 1006 platform. In 1933, there were eight Dietrich and LeBaron-bodied Individual Customs. Prices for the 1933 Packards held firm with the 1005 series car selling new from \$3,700 to \$7,000..... a princely sum in those difficult days. Our featured car is one of only 244 Model 1005's and one of 525 total Packard V-12's produced in this their tenth series model year. The 1933 Packard V-12



Rear trunk adds extended elegance

instrument panel has hand-finished burl wood, and chromed bezels surround the instruments. Body changes from the previous year's models included a rigid windshield, and removal of the battery and toolbox from the front fenders, so skirts could be added. There were also several mechanical changes leading to improved brakes, better handling, and a smoother ride. Provisions for a dash-mounted radio were also made for the first time.

This was to be a pivotal year for the American luxury automobile industry following the disastrous sales year of 1932. Packard was vying with Cadillac for first place, with both manufacturers continuing to offer twelve-cylinder engines in competition with Auburn, Franklin, Lincoln, Marmon, and Pierce-Arrow. Other firms looking for scarce buyers of expensive automobiles were Chrysler Imperial, Duesenberg, Peerless and Stutz. Of these, only Cadillac, Chrysler, Lincoln and Packard would survive into the next decade. Packard was still financially strong in 1933, but concerned about the shrinking percentage of the fine-car market. Packard had lowered costs by bringing many operations within its own corporate sphere. Packard tried to build all its own standard bodies in-house, but it was the expensive custom bodies that brought Packard the most prestige at car shows and exhibitions. There was no doubting that the Packards for 1933 were highly refined, carefully developed, and beautifully manu-



Plush interior and steering wheel

## COVER STORY – 1933 PACKARD COUPE ROADSTER



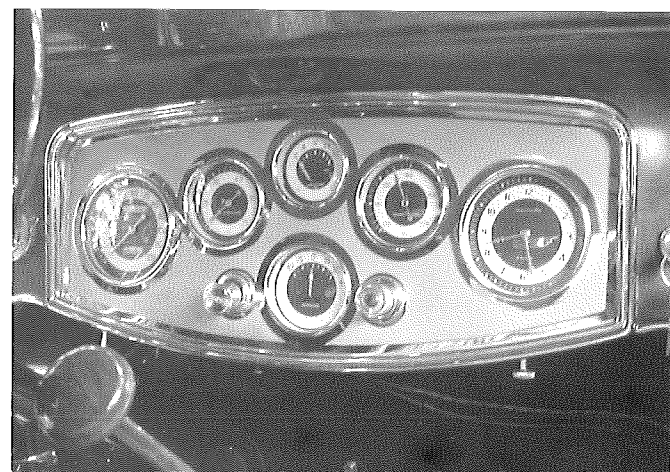
Packard mascot



Regal Packard emblem

factured automobiles; but it was unfortunate that more people could not afford them. The dark Depression days were brightened for the company by the Century of Progress Exposition in Chicago, when a Packard Twelve was chosen for the position of honor in the big rotunda of the Transportation Building. On March 4th, 1933, a Packard carried Franklin Roosevelt to the Presidency. However, the 1933 model year was the shortest in Packard history. Packard's Tenth Series was delayed until January 1933, and production was halted eight months later to introduce the 1934 models.

Del Barton's graceful V-12 Packard is a wonderful example from the bygone era of Classic automobiles.



Instrument panel with burl wood surround



Serial number plate

### In Remembrance

*Regrettably, Del will not see his Packard on the cover of Bumper Guardian. Del passed away January 1, 2007. His family wants to thank friends and members for their support, visits, and shared memories during his illness. He had many happy memories of car shows, events, and outings. It had been his wish to recover, get back "in the driver's seat", and enjoy the camaraderie of his Classic Car Club friends and members.*

## YOU BE THE JUDGE!

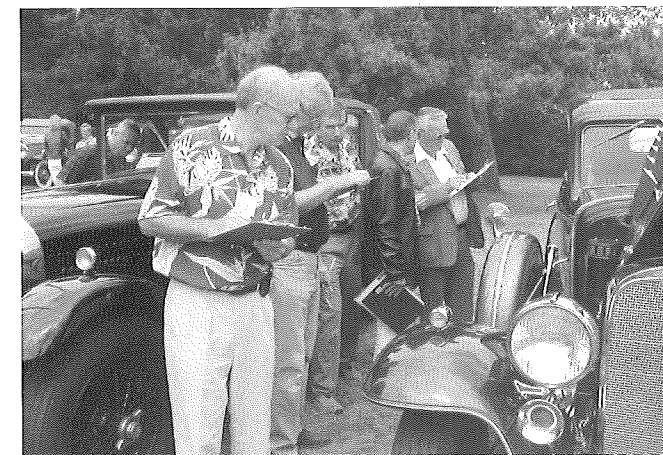
### YOU BE THE JUDGE!

By Merrisue Steinman

Have you wondered how you as a member of Classic Car Club of America can become involved in the judging of Classic Cars at CCCA events? At 10:00a.m. March 24, 2007, PNR-CCCA along with LeMay Club Auto will host a seminar on CCCA judging techniques at Suite 200, Kirkland, WA. This is a wonderful opportunity for members to start their formal CCCA judge accreditation process. The information that you receive will help you with evaluating your own cars. The seminar will include handouts, a film, and then "hands-on" judging of cars. Judging is a great way to meet new people, learn more about Classic car marques, and provide a service for fellow members by evaluating their cars. If you are new to the hobby and are thinking about purchasing a car, you will gain fantastic knowledge that will help you in making an informed purchase.

Chuck Conrad is National Head Judge for CCCA, and he reports that there are four Classifications in the CCCA Judging System: Master Judge, Accredited Judge, Judge, and Judge in Training. Knowledge and experience determine an applicant's status and path for advancement. Master and Accredited Judge status requires approval of the CCCA Awards Committee. The formal process to Judgeship starts with your calling CCCA National offices at (847) 390-0443 and requesting An information packet that will include a Judge's Manual, a Judge's Resume, and a Judge's Questionnaire. The questionnaire is an open-book test over the Judge's Manual. All of the answers are in the Manual, but there are a few trick questions, so double-check your answers! Chuck said that if you answer 90% correctly, you are on your way! Perusing the CCCA test before the Judging Seminar may help you identify important aspects of the seminar. The test is intended to assure that you know the judging rules.

The Resume asks you questions about your previous experience in attending Judging Seminars, judging at Grand Classics and/or Annual Meetings, experience judging at other clubs' meets and/or Concours,



PNR members judging at a Grand Classic

restoration experience of a Classic (or similar car), years and makes of Classics that you own or have knowledge of, or would be interested in judging. If you have judged many times, an approximate figure will suffice. Chuck will keep a database of your resume and where you are in the accreditation process. He says some applicants already may have enough experience to reach the Judge or Accredited Judge level. After completing your paperwork, it should be mailed back to Chuck Conrad, P.O. Box 1008, Kilgore, TX 75663-1008.

If you are a beginner, you will start as an Apprentice Judge or Judge in Training. You will ask the Head Judge of the specific Grand Classic and/or Annual Meeting to be a Judge in Training when you fill out your application for the event. Your scores for that particular Grand Classic or Meeting will be thrown out, but you will gain experience by comparing your scores with the final, tabulated results. You will have a great experience! Those members who have had previous judging experience should definitely fill out an application packet and see how high a Judgeship they will receive! Chuck says that he welcomes female participants as Judges and hopes that they also will participate. Attend the March seminar and discover judging techniques and levels of judging!

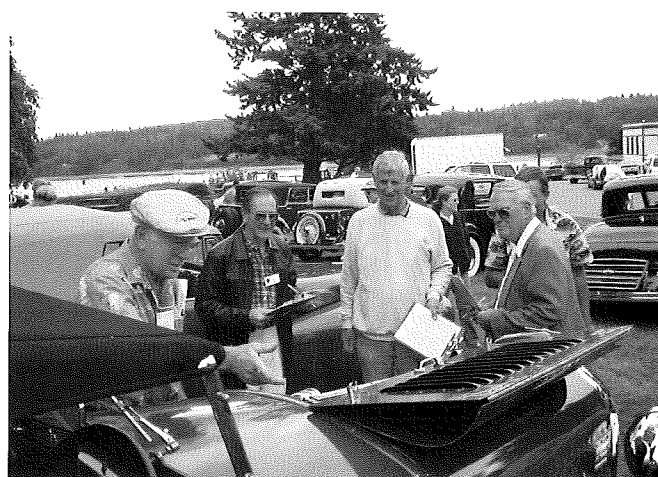
CAN WE COUNT ON YOU TO BE A TABULATOR?

By Merrisue Steinman

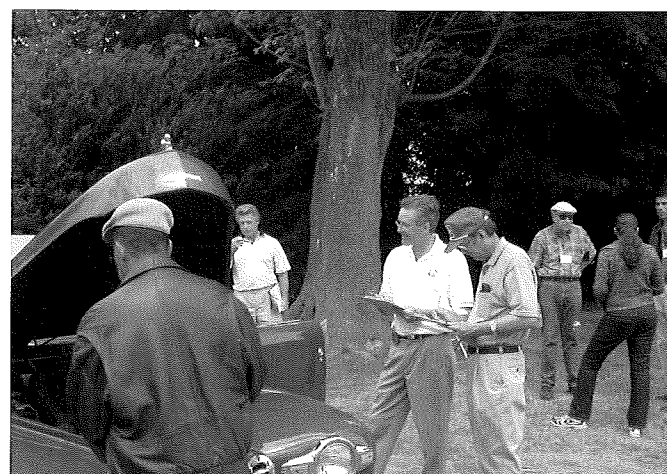
The Tabulating process is crucial to the Judging of Full Classics at any National Meet or Grand Classic. It's also an enjoyable way to meet other members of the Club! A Tabulator totals the scores received by the judged cars, and a point total for each car is determined following CCCA rules. After the judging score data is compiled, the Tabulators assign the First, Second, and Third Place awards to the cars in each category. The Accreditation Program for this very important job is overseen by the National CCCA. A packet consisting of a Tabulating Handbook, a Resume of past Tabulating and Judging experience, and a Tabulating Questionnaire can be obtained by contacting National CCCA at (847) 390-0443. National will keep records of your progress through the levels, so you need to enroll with them. Also it would be beneficial to attend the Judging Seminar being held March 24, 2007, at Suite 200, Kirkland, WA. Judging Seminars count towards your experience-score.

There are three levels of qualification: (1) Enrolled Tabulating Judge. This is the first step and represents a member who successfully completes the Questionnaire, but may have limited experience. (2) Accredited Tabulating Judge. Here is a member who successfully completes the Questionnaire and perhaps has some Judging experience. The Accredited Tabulating Judge will receive a Card identifying the member's accreditation. (3) Master Tabulator. The Master Tabulator has experience Tabulating and likely has served as a Head Tabulator. Judging experience may also be included. The Master Tabulator will receive an Identification Card and a Numbered Enameled Pin.

One simply fills out the Resume, completes an open-book Tabulator's Questionnaire, and returns both to: Sandra Lee, 115 Bath Road, Brunswick, MA, 04011. That's what I am going to do. I've looked at the Questionnaire and it is very consistent with the information found in the Tabulating Handbook.



Judges examining car for correctness before awarding points



Judging sheets being filled out for later tabulation



OCTOBER FALL-COLOR AND GARAGE TOUR

By Paul Murray, Merrisue Steinman, and Bill Allard

Photos by Michael Bradley and John Campbell



Lynn Sommer's garage display with two-story high murals

On October 14, 2006, the Fall leaves were out in full-color, and many PNR members of the CCCA drove their Classics while enjoying the scenery and touring two fantastic garages and collections.

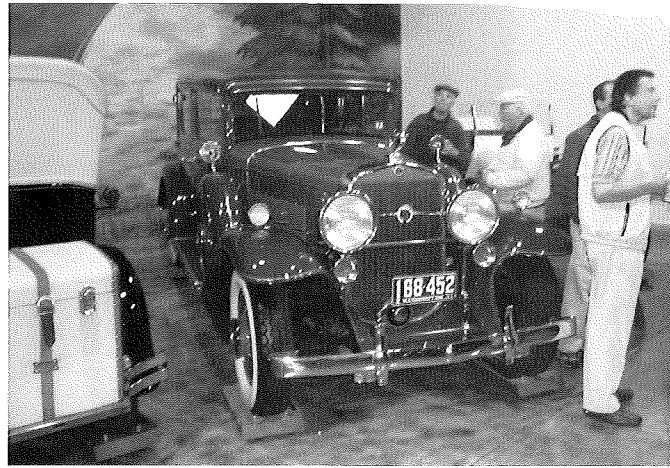
First stop was Lynn and Kathy Sommers' car collection and restoration shop comprising two suites in Lynn's own industrial building in Sumner, Washington. Lynn's car collection contains Classic and non-Classics in one suite, uniquely painted with a two-wall, two-story-high mural depicting a vintage town and rural scene. Lynn said that he was looking for a muralist and found one who lived only three blocks from his site! Blending into the background scene on the showroom floor are Lynn's varied vehicles, which include a Classic 1931 Cadillac V-12 370 Town Sedan and a vintage Franklin perched on top of the interior office! The suite next door is Lynn's workroom, containing a paint booth and equipment for repair and restoration of his vintage cars. All automobile aficionados present were envious of Lynn's well-equipped garage!

After a sight-seeing trip through colorful scenic back-roads, members stopped for lunch at Gloria's Restaurant in Maple Valley. However, a few misguided members did not read their maps and followed other travelers who were not part of the car tour. They forgot Al McEwan's CARavan advice to never blindly follow the car in front of you. Fortunately, these unnamed members realized their error, and eventually caught up with the PNR group.

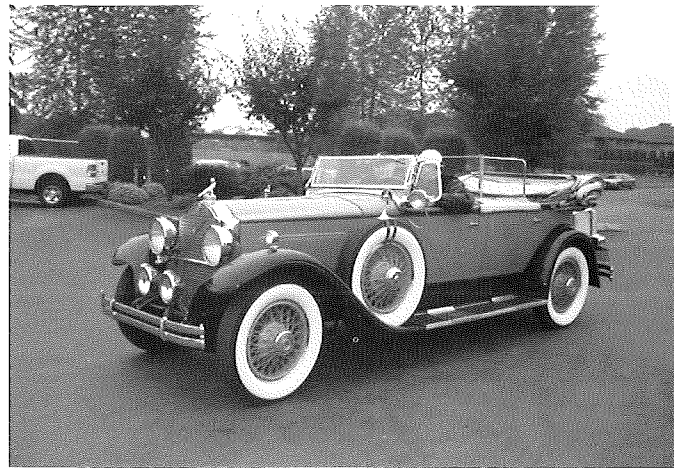
The Fall Tour continued to Ravensdale to visit Bud and Marilyn Melby's extensive collections and new 15,000 square foot, three-story log castle home. Marilyn gave tours of the inside of the lovely home, and talked about the diverse treasures displayed within. Bud's car collection actually can be moved inside the house. He can drive through the main floor garage door, onto a car elevator, and descend one floor to a massive recreational room where he can feature different cars from his collection. Wait, there is

Continued on page 10

## OCTOBER FALL-COLOR AND GARAGE TOUR



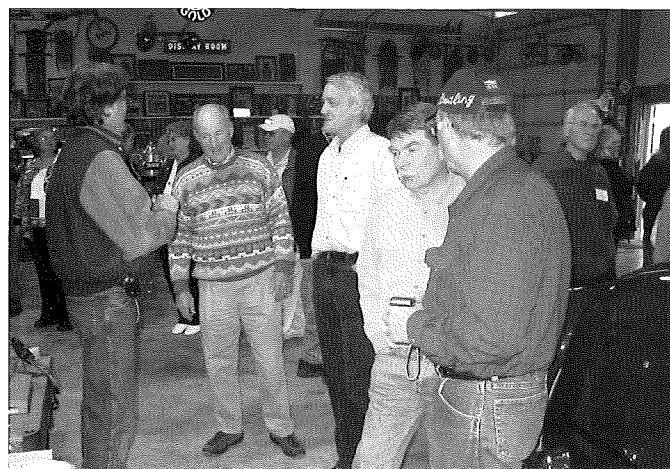
1931 Cadillac V-12, 370 Town Sedan  
Owners: Lynn and Kathy Sommers



1930 Packard, 8, 733 Sports Phaeton  
Owners: Monte and Darcy Holmes, Jr.

even more to make a PNR member's heart race..... an automobile collector's utopia. Next to the house sits a huge restoration shop building where Bud stores his cars and an awesome collection of memorabilia, including a group of rare prototype automotive engines. Maintenance, machining of parts, and full restorations can all be performed in this building.

Thank you to Lynn and Kathy Sommers, and Bud and Marilyn Melby for opening your collections to us! Thanks also to Paul Murray for putting together such a great tour! Departing PNR members went home eagerly anticipating how concepts from the two collections could be integrated into their displays.

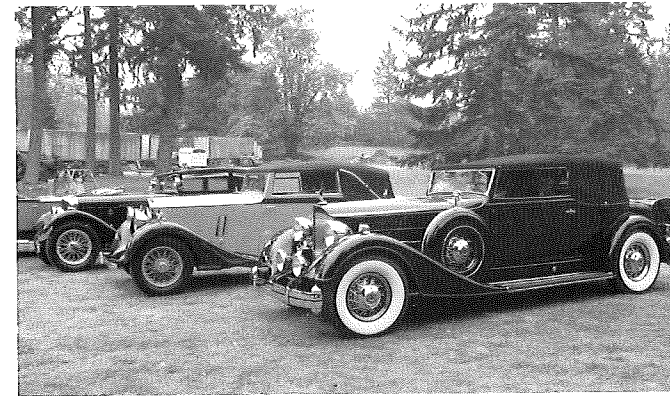


PNR members enjoying Bud Melby's collections



Bud and Marilyn Melby's log castle home

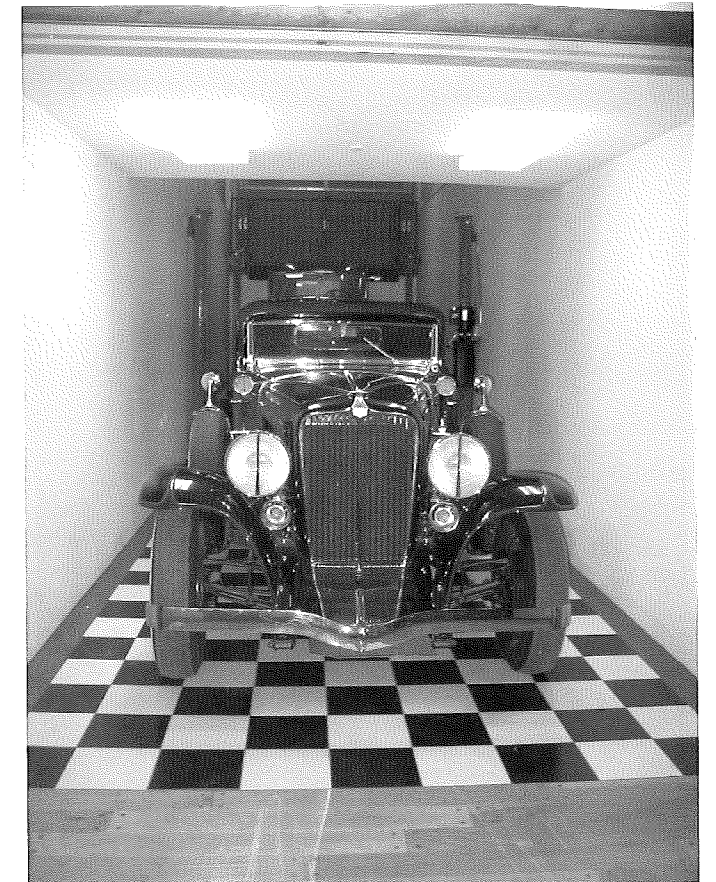
## OCTOBER-FALL COLOR AND GARAGE TOUR



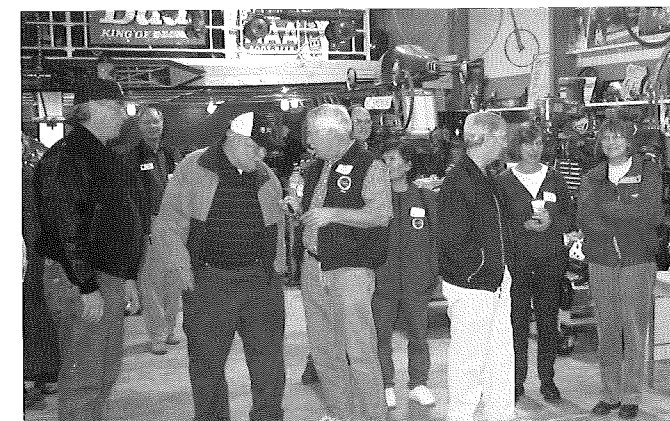
Car lawn-display at Melbys' estate



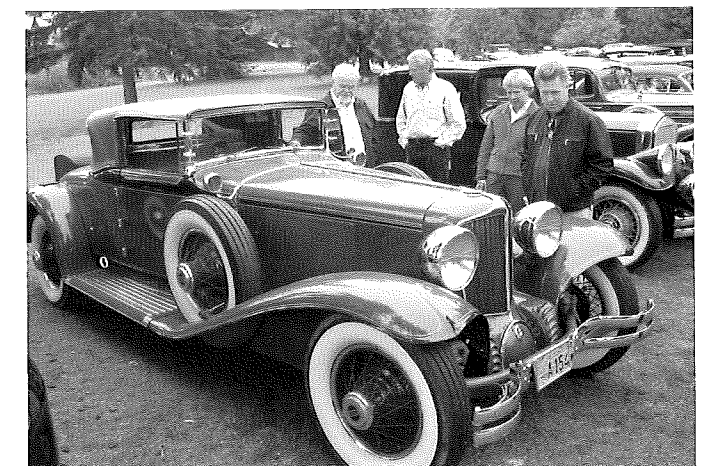
Dave Murray gently thanking Bud Melby for his hospitality



Bud's Auburn goes for a ride in his car elevator



Conversation amid two stories of automobilia collections

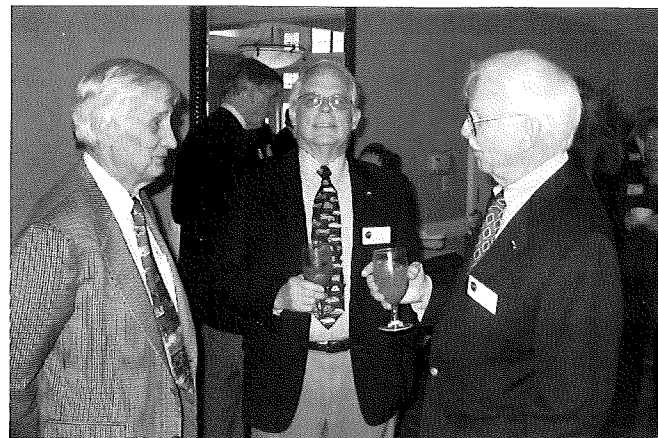


Peter Hageman, Conrad Wouters, and John Kane admire Bud's L-29 Cord

ANNUAL MEETING AND ANTIQUES ROADSHOW

Article by Merrisue Steinman

Photos by Michael Bradley



Tom Armstrong, John Campbell, and Bill Deibel enjoy good company



Anne Long, Barrie Hutchinson, Bill Allard, and Mary Williams chatting before lunch

High up in the Eastside hills, The Golf Club of Newcastle was the site for the Annual Meeting of Pacific Northwest Region of Classic Car Club of America on November 4, 2006. The two Classic cars that climbed up the winding road to Newcastle in the torrents of rain were Barrie and Karen Hutchison's 1937 Cord 812 Beverly and Tom and Susan Armstrong's 1948 Lincoln Continental Cabriolet.

Members enjoyed friendship, lunch, a silent auction of Christmas items, and appraisals of antiques. Over twenty items were available for the silent auction and the bidding was competitive but friendly. A super THANK-YOU to Val Dickison for organizing the auction and donating the collectibles and hand-crafted masterpieces that were sold! PNR coffers were enhanced as happy-bidders left with their treasures.

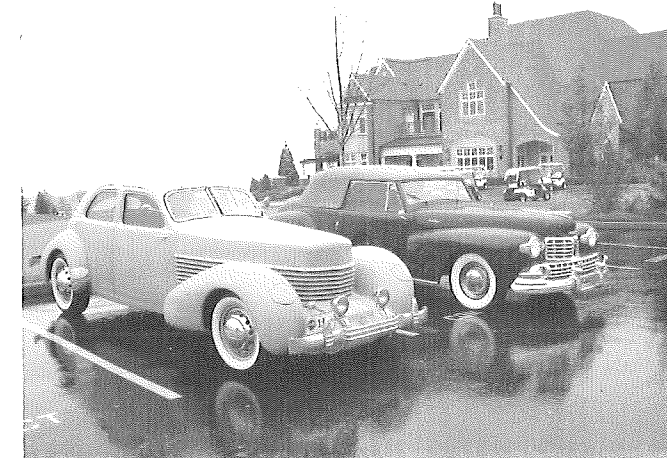
Appraisers Karen Lorene of Facerie Jewelry Art and Brad Ries of Chelshea Antiques and Appraisals

examined members' vintage jewelry and antiques and then reviewed the history of the items and their values. The demonstration was very informative and seated PNR members actively discussed the values as the items were circulated amongst the tables. This is definitely a favorite part of the Annual Meeting!

The business-agenda took over with the recognition of 2006 Managers and Officers, plus-Past National and Regional Officers. After the minutes of the 2005 Annual Meeting were read and approved, the Treasurer's Report was presented and approved. The outgoing Managers were acknowledged: Ron Doss; Monte Homes, Jr.; Gary Johnson; and Lee Noble. The results of the Election were acknowledged, and the new Managers were introduced: John McGary; Lee Noble; Conrad Wouters; Lee Zuker. 2006 Officers were announced: Director-Stan Dickison; Asst. Director-Gary Steinman; Secretary-Army Barer; Treasurer-John Campbell; Editor-Merrisue Steinman; Membership- Barrie and Karen Hutchinson; B.C. Liaisons- John Carlson and Colin Gurnsey.



Pat Goffette, Anne Long, Mary Williams, and Bunny Berquest examining auction items



Barrie Hutchinson's 1937 812 Beverly and Tom Armstrong's 1948 Lincoln Continental Cabriolet



Annie and Steve Norman view Bunny Berquest's tray of antiques



Val Dickison displaying antique jewelry to Conrad Wouters and Sig and Darlene Linke



Stan Dickison presenting the 2006 Participation Award to Gary Steinman



Catherine and Gary Harris conversing with Stan Dickison

The Participation Award was given to Gary Steinman for his attendance at PNR-CCCA and CCCA functions. The Car of The Day Awards were presented to: Brian Rohrback's 1939 Bentley for the 2005 Annual Meeting; Lee Zuker's 1940 Cadillac for the Christmas Party; Steve Norman's 1929 Bentley for the February Garage tour; Lee Noble's 1936 Rolls-Royce for the Greenfield Tour; Bill Deibel's 1940 Packard for the June Garage tour; John

Campbell's 1931 Rolls-Royce for the 4th of July Parade; Barrie Hutchinson's 1937 Cord for the August Garage Tour, and Monte Holme's 1930 Packard for the October Garage Tour.

Our many thanks go to Stan and Val Dickison and Monte and Darcy Holmes Jr. for their planning of a great 2006 Annual Meeting!



## CLARK TRANSMISSION REBUILD PROBLEMS

By Don Reddaway

While rebuilding a Clark Transmission for a 1930 Pierce Arrow, I found some interesting problems. Clark Transmissions are very unique in the fact that the input and cluster gears are double herringbone in design. Therefore, they are in constant mesh. During the manufacturing process, the machinist marked the input and cluster gears with timing marks as the gear cutter had to be started at an exact starting point so that the gears would fit together. These gears are made in matched sets.

In my case, the transmission was disassembled and the cluster gear was from a different transmission. During the reassembly process I found that all the gears and pieces had to be installed in the transmission case with the cluster gear going in first. Next, the cluster gear was to be raised up in place to mate with the input gear followed with the cluster gear shaft sliding into place. The reassembly did not go as advertised. There was not enough room for two mirrors (to see the timing marks), a pen light to see the parts, and two hands to lift the cluster gear in place.

I talked to Bill Mote. He suggested I mount the transmission in a vertical position and remove all drain and fill plugs to make room for the two mirrors and pen light. With the transmission in this position, it was easy to slide the cluster gear into its proper (timed) position. The cluster gear shaft dropped in like hot butter. I used Machine Blue Dye on both input and cluster gears and tried to rotate the gear set. The gear set locked up in the 180 degree position. This was due to the fact that the gears were not made up as a matched set. The Machine Blue Dye clearly showed the area on the gear set which did not match up. With careful use of either a die grinder or Dremel tool this area was polished down. Next I connected a large drill motor to the input shaft of the transmission and rotated the transmission for several minutes. This was to insure the gear set was now running smoothly. Problems solved!



## KIRKLAND CONCOURS D'ELEGANCE -2006

By Lee Zuker

Photos by Michael Bradley, Merrisue Steinman, Lee Zuker

On September 11, 2006, Carillon Point on the Kirkland waterfront was the location for the 2006 Kirkland Concours d'Elegance created for the benefit of Children's Hospital and the children's portion of Evergreen Hospital. Tom Armstrong, Peter Hageman, and Dick Clark, the original 2003 organizers of this world-class automobile Concours, chose the Woodmark Hotel as the base hotel. Marc Nowak, the hotel's General Manager became a key member of the organizing team. Tom Armstrong had assumed the Chairmanship for the first three years with the dual responsibility of attracting outstanding automobiles locally and throughout the country and selecting a team of people to make the event a success. For three years the Concours had been growing in stature, attracting national attention and participation.

### Event for 2006

This year Dick Clark, the Event Vice-Chairman for the first three years, was named Chairman. In addition to Peter Hageman and Tom Armstrong, PNR-CCCA members active on this year's board included Carl Bomstead, David Madeira, Sandi McEwan, Lee Zuker, and Glenn Mounger who served as Chief Judge. Ed Hermann, noted actor and automobile aficionado, was again the Honorary Chairman of the event and Keith Martin, publisher of Sports Car Market magazine, the event commentator. Honorary judges were Jules Huemann, Peter Brock, Miles Collier, David Gooding, Bill Warner and Don Williams, all noted national automobile authorities. Phil Smart has been the Title Sponsor all four years, and for 2006 the LeMay Museum was the Presenting Sponsor.

After a year of preparation, this year's Concours started with a Gala and Auction the previous night of September 10. The September PNR-CCCA



Tom Armstrong and Peter Hageman view the beginning of the Kirkland Concours d'Elegance 2006

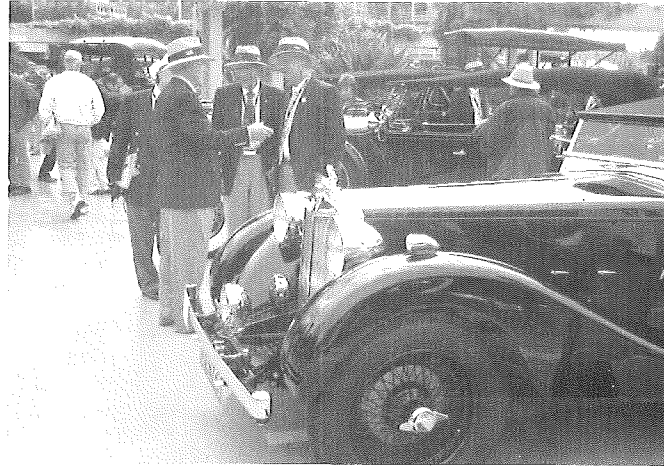
CARavan, which was timed to link to the Concours, included both the Gala and the Concours as its opening events. A special parking area was provided at Carillon Point for the Classics participating in the CARavan and five of the cars participating in the CARavan were also invited entries in the Concours. This year there were nine judged classes plus three non-judged, numbering 79 cars, nine motorcycles and eight vintage wooden boats. The Hart and the Watjen Collections were two of the judged classes.

### Gala and Auction

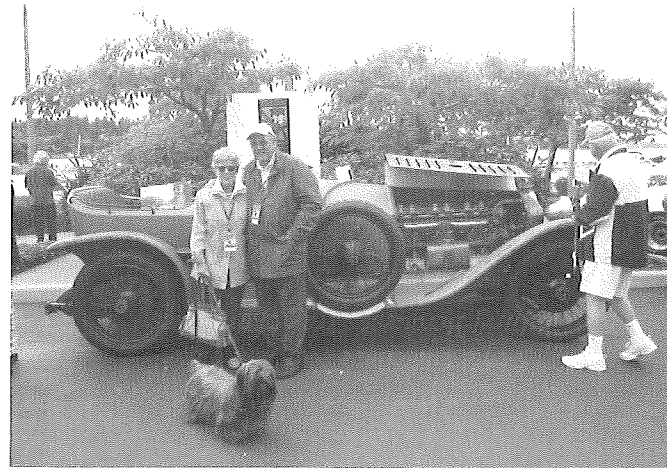
The Friday night Gala was held in an enormous tent on the circle at Carillon Point overlooking the waterfront. The theme this year was "Hollywood in Black and White", with McBride Construction the presenting sponsor. Surrounded by black and white pictures of early movie stars, Gala guests were served creative hors d'oeuvres and refreshments including both a hosted wine bar and a scotch tasting station. An orchestra provided music during the evening for



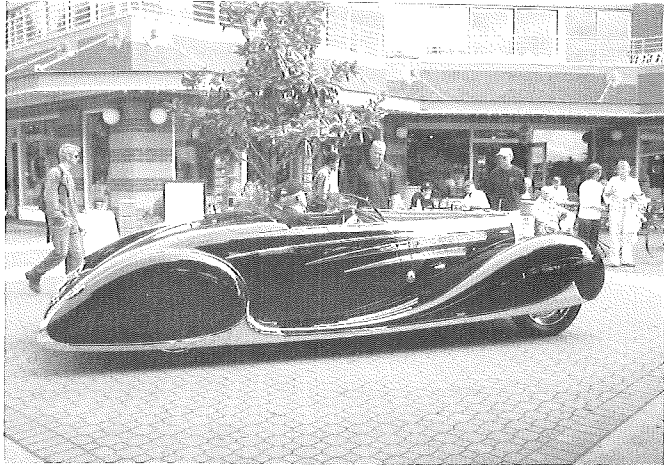
KIRKLAND CONCOURS D'ELEGANCE – 2006



Concours Hosts preparing for the upcoming event



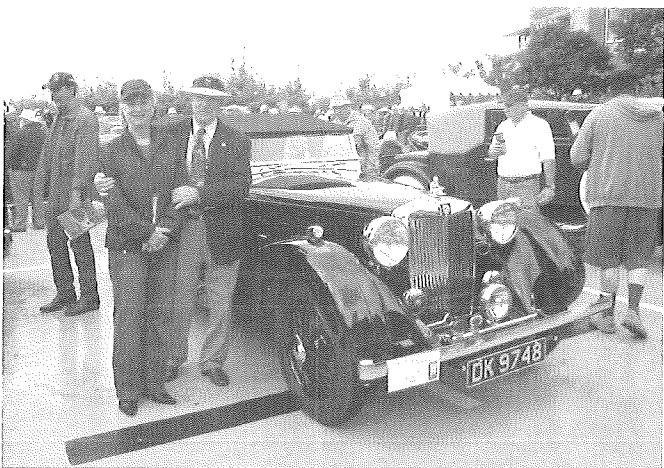
Charles and Alex Morse with their Evergreen Hospital Award-winning original 1919 Turcat Mery (NC)



Best of Show Award winner! 1937 Bugatti T-57 Roadster, once owned by the Shah of Iran



Craig and Joan Watjen beside their First-in-Class 1941 Lincoln Continental Coupe

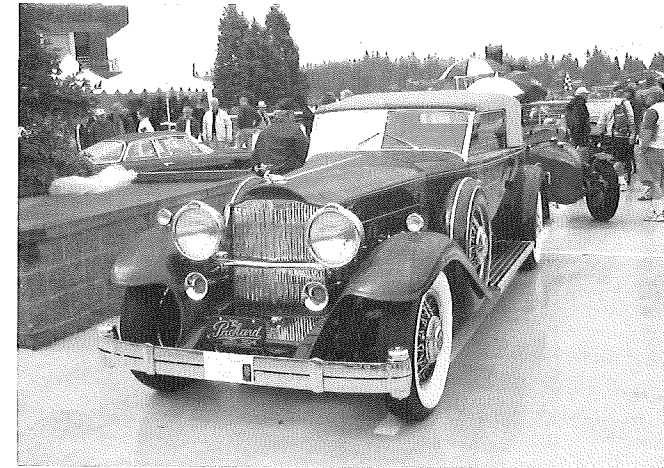


Sharon and Barry Briskman with their 1937 MG, 6, SA, Tourer, Charlesworth

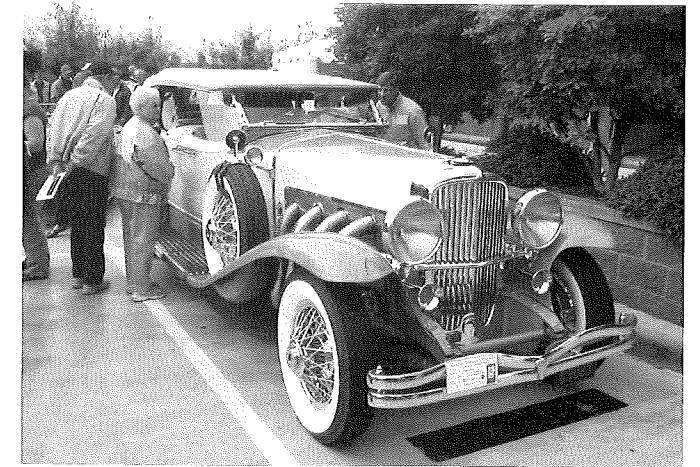


1941 Lincoln Cabriolet, Third-in-Class Owners: Craig and Joan Watjen

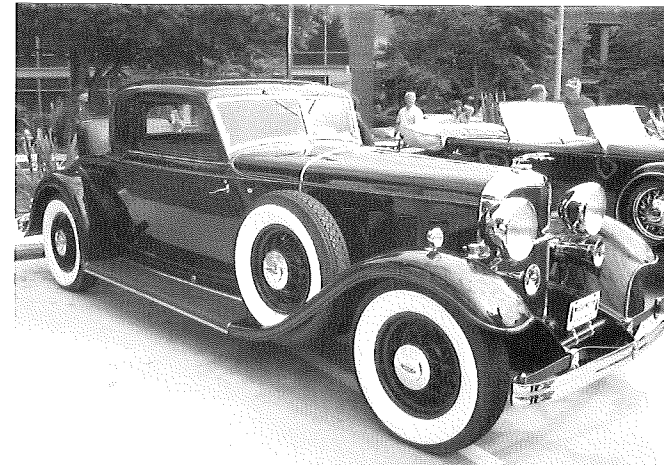
KIRKLAND CONCOURS D'ELEGANCE – 2006



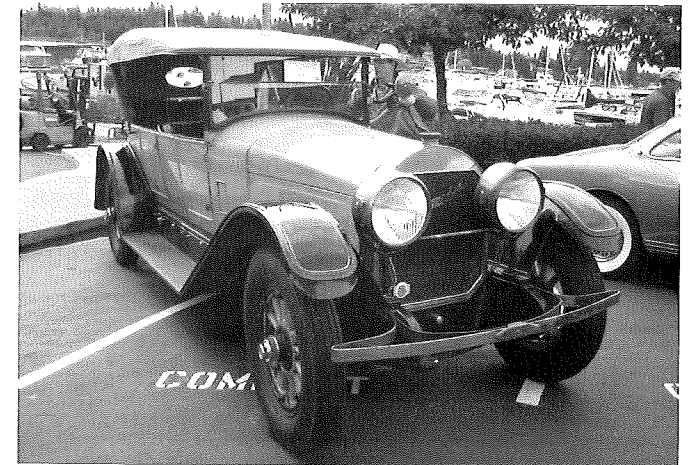
Most Elegant Classic Award : Ken and Patty McBride's 1932 Packard Convertible Victoria



CARavan participant 1931 Duesenberg J-492 D.C. Phaeton, Le Baron. Owner: Bill St. Claire



1932 Lincoln, 12, KB Coupe, Dietrich Owners: Glenn and Mary Lynn Mounger



Original 1923 Locomobile 6, 48 Sportif Owners: Wayne and Carole Herstad



Colin Gurnsey standing by his 1936 Lagonda 6, LG-45, Drophead Coupe



Judy Mote admiring Jon Shirley's Alfa Romeo

## KIRKLAND CONCOURS D'ELEGANCE – 2006

dining and dancing. A limited number of automobile-related items were auctioned, with Peter Hageman serving as the auctioneer and David Gooding the announcer. More than \$30,000 was raised for the hospitals.

### The Day of the Event

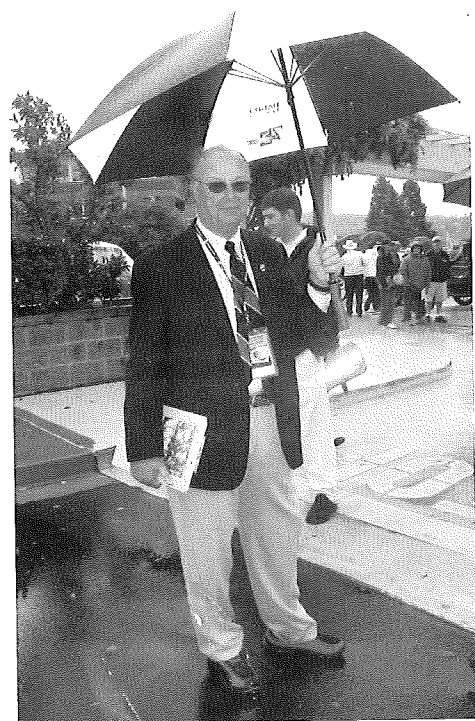
Cars began arriving at 9 a.m. in the morning, and, in spite of a little rain, each had their photograph taken before taking a place on the judging field. Like Pebble Beach, each class had a host whose responsibility was to provide whatever help and assistance the entrants might need. Adrian Taylor was the Chairman of the Hosts, and PNR-CCCA members Bill Allard, Dick Buckingham, Terry McMichaels, and Don Reddaway served as hosts.

The Judging staff included many PNR-CCCA members including: Michael Bradley, Barry Briskman, Stan Dickison, Lonnie Fallin, Jerry Greenfield, Peter Hageman, Paul Hageman, Pat Heffron, Monty Holmes, Jr., John Kane, Sig Linke, Tom Kinsman, David Madeira, Al McEwan, Bill Mote, Al Murray, Paul Murray, Roy Magnuson, Brian Pollock, Ed Rittenhouse, Conrad Wouters, and Lee Zuker. Judy Buckingham and Shirley Starr served both as judges' assistants and registrars while Sandi McEwan hosted the VIP suite.

PNR-CCCA plus CARavan Entrants with Full Classics are listed in the table below. Additionally several of our members entered non-classics, including Craig and Joan Watjen who displayed six vehicles from their lovely collection of Lincolns and Model A's (NC).

### Awards

A number of our members received class awards, which are also shown on the list below. Two were the recipients of sponsored awards: Ken and Patty



*Kirkland Concours Board Member Carl Bomstead*

McBride's Packard received the award for the Most Elegant Classic and Charlie and Alex Morse's very rare Turcat Mery the Evergreen Hospital award. The Best of the Show award went to an exquisite 1937 Bugatti T-57 roadster, owned by the Shah of Iran, displayed by the Peterson Museum. Another elegant vehicle on display was the Rolls Royce Phantom I that had belonged to Fred Astaire; the trunk contained still contained some of his artifacts.

The Bottom line. With the help and support of many of our members, the Concours was very successful and a record amount of money was raised for the two hospitals.

## KIRKLAND CONCOURS D'ELEGANCE – 2006

### Entries by PNR-CCCA members and CARavan participants

	Members	Year	Marque	Model	Award
	<b>Custom Dietrich</b>				
	Ken and Patty McBride	1932	Packard	Convertible Victoria, Dietrich	Second in Class, Most Elegant
	<b>Open</b>				
	Glenn & Mary Lynn Mounger	1932	Lincoln	12 KB Coupe, Dietrich	
	<b>Full Classics</b>				
	Barry and Sharon Briskman	1937	MG	6, SA, Tourer, Charlesworth	Third, Late Elegant Classics
	Tom Crook and Randy Small	1931	Duesenberg	J Conv. Sedan, Bohman & Schwartz	
CARavan	Tom Crook and Randy Small	1932	Auburn	Boat Tail Speedster	
	Lonnie and Betsy Fallin	1934	Packard	12, 1107 D.C. Sport Phaeton	Second, Late Elegant Classics
	Mike Green and Ann Jenson	1940	Packard	180 Darrin	
CARavan	Colin and Laurel Gurnsey	1936	Lagonda	LG-45, D.H. Coupe	
	Richard and Carol Hooper	1938	Lagonda	LG-6, Drophead Coupe	Collector's Choice
	The LeMay Museum	1930	Stutz	DV-32 Speedster	
	Ted and David Reich	1927	Bentley	3 Liter Tourer	
CARavan	Don Sears	1930	Packard	734 Speedster Phaeton	First, Early Elegant Classics
CARavan	William and Chris Snyder	1931	Packard	845 C.Y. Rollston	Third, Early Elegant Classics
CARavan	Bill St. Clair	1931	Duesenberg	J-492 D.C. Phaeton Le Baron	
	Julie and Cliff Stranburg	1930	Franklin	Convertible Coupe	
	<b>The Watjen Collection</b>				
non-classic	Craig and Joan Watjen	1930	Ford (NC)	Model A Roadster	
non-classic	Craig and Joan Watjen	1929	Ford (NC)	Model A Sedan	
non-classic	Craig and Joan Watjen	1931	Ford (NC)	Model A Victoria	Second in Class
	Craig and Joan Watjen	1941	Lincoln	Continental Cabriolet	Third in Class
	Craig and Joan Watjen	1941	Lincoln	Continental Coupe	First in Class
	Craig and Joan Watjen	1947	Lincoln	Continental Coupe	
	<b>Antiques</b>				
non-classic	The LeMay Museum	1916	Pierce-Arrow (NC)	Model 38	
	<b>Special Display</b>				
non-classic	Tom and Susan Armstrong	1953	Cunningham (NC)	Vignale Coupe	
non-classic	Bill Deibel	1951	Hudson (NC)	Hornet Club Coupe	
	Wayne and Carole Hersted	1923	Locomobile	6, 48 Sportif	
non-classic	Charles and Alex Morse	1919	Turcat Mery (NC)	Touring	Evergreen Hospital Award
	<b>Wooden Boats</b>				
non-classic	Alan and Sandi McEwan	1955	Greavette	Streamliner - 24 ft.	
	<b>Italian Sports Cars</b>				
non-classic	Malcolm S. Harris	1966	Alfa Romeo (NC)	2600 Sprint Zagato	
non-classic	Ken and Patty McBride	1956	Ferrari (NC)	Super America Series 1	

## LE MAY MUSEUM SOCK HOP

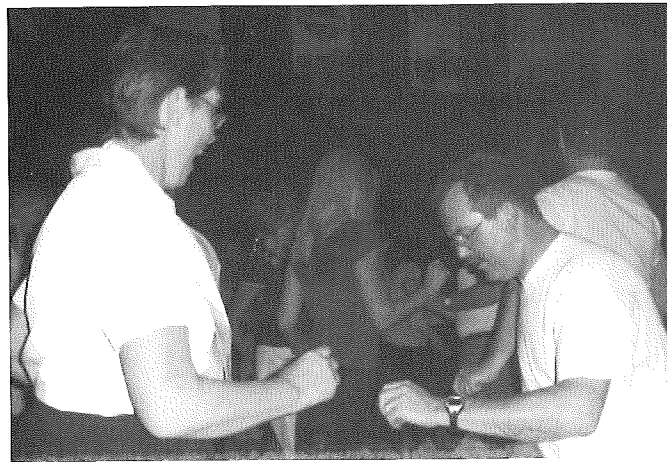
### LE MAY MUSEUM'S FABULOUS FIFTIES SOCK HOP

By Merrisue Steinman

Photos by Bill Allard

PNR-CCCA members dined and danced at the sold-out LeMay Museum's Fifties Sock Hop on November 18, 2006. The Fourth Annual Dance headlined Danny Vernon and his Band performing the "Illusion of Elvis" and "The Wolfman" as MC for the evening. Nostalgia and memories were galore amidst the backdrop cars, lettermen's jackets, poodle

skirts, and rhythmic beat of the old-time music. Car-related items and desserts were auctioned off to raise money for the museum. Door prizes were given to lucky winners. All attendees were in the swing of the Fifties and the Marymount dance floor was HOT! HOT! HOT!



Susan and Adrian Taylor swinging at the Hop!



Bunny and Lou Berquest resting for a moment



"Alvis" and Sandi McEwan made an appearance



Susan and Tom Armstrong in their lettermen's jackets

## SOCK HOP / BREAKING IN YOUR TIRES

Those seen dancing were Bill and Lucy Allard, Tom and Susan Armstrong, Lou and Bunnie Berquest, Jerry and Doreen Greenfield, Daryl Hedman and Sharon Starr, Nancy LeMay, David and Lynda Madeira, "Alvis" and Sandi McEwan, Dave and Lydia Murray, Gary and Merrisue Steinman, and Adrian and Susan Taylor. If any car-lovers want to attend next year, just contact the LeMay Museum or any of this year's attendees.



Nancy LeMay having a great time dancing!



Jerry and Doreen Greenfield feeling in a party mood



### BREAKING IN YOUR TIRES

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As any autocrosser or racer who has tread rubber shaved off of his tires will tell you "low tread depth tires respond quicker." Don't be surprised if your new tires are a little slower to respond (even if you use the exact same tire as before). Their new, full depth brings with it a little more tread squirm until they wear down.


**NOTE:** Be careful whenever you explore the capabilities of your new tires. Remember that every tire requires a break-in period for optimum performance.

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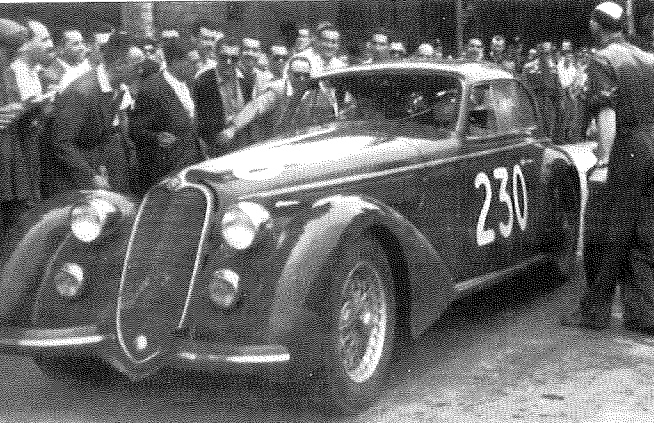


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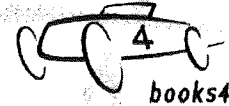
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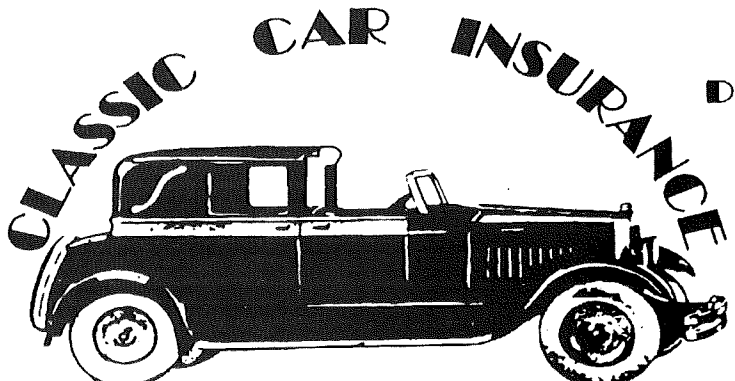
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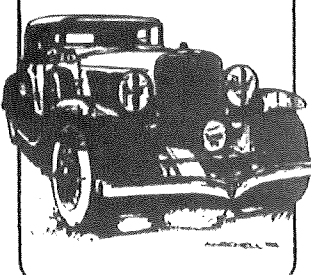


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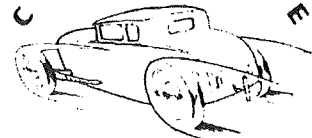


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WHAT YOU MIGHT WANT TO KNOW TO RESTORE A 1942B

By Bill Deibel

Few CCCA members will ever be faced with restoring a 1942 "black-out" car produced after chrome-plated and stainless trim was prohibited or be concerned with such questions as whether a particular car based on its production date was originally a black-out car and if so which if any trim items were exempted in the regulation. I was so-confronted in restoring Karel's 1942 Cadillac 60S Town Car, but the car turned out not to be a 1942B in GM parlance, so the second question became moot. Nevertheless, when I was researching the car for the article subsequently published in *The Classic Car*, I decided to research the whole subject of the federal regulation of the auto industry in preparation for war. The following is condensed from a more lengthy article on the subject still in draft form that is not suitable for the *Bumper Guardian* due to length and its limited direct relation to Full Classic Cars.

**Background**

Things started with President Roosevelt's Executive Order 8248 issued September 8, 1939, just a week after Germany invaded Poland. Among other things this order provided for the establishment of an "Office of Emergency Management" (OEM). Subsequently FDR established the OEM by Administrative Order on May 25, 1940, and on January 7, 1941, by Executive Order 8629 he established under the OEM an "Office of Production Management". Two months before the Pearl Harbor attack, the OPM issued "General Limitation Order" L-2, limiting production of passenger cars, by make, retroactively from August 1 through November 30, 1941. Quotas were set and reset thereafter, until production was ended entirely on February 10, 1942.

**Specific issues of interest to the restorer**

On October 27, 1941, The Office of Production Management issued Supplementary Limitation Order L-2-b which stated "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 went on to state that "effective immediately no producer shall produce" any of the above for use prior to December 15, 1941. Then on December 10, 1941, OPM issued Amendment No.1 to SL Order L-2-b which: (a) extended the deadline for using bright trim from December 15 to December 31, 1941; (b) exempted 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) declared 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 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. For instance the 1942B Cadillac Sixty-Specials lost all their fender, fender skirt and rear quarter "hash marks."



Board of Managers Meeting Minutes

Abridged  
September 6, 2006

The monthly meeting of the Board of Managers of PNR-CCCA was called to order at 7:00 PM by Director Stan Dickison. Also in attendance were Secretary Arnold Barer, Treasurer John Campbell, Managers Gary Steinman, Monte Holmes, Jr., Lee Noble, Jerry Greenfield, Barrie Hutchinson, members Merrisue Steinman, Valerie Dickison, Juliana Noble, Bill Deibel, Al McEwan, Don Reddaway and Lee Zuker. Absent were Managers Ed Rittenhouse, Gary Steinman, and Ron Doss.

Arnold Barer presented the minutes of the August Managers Meeting which were approved as corrected. John Campbell presented his Treasurer's Report. There was an extensive discussion of the effect of rising costs of events upon our budget. We can no longer afford to cross-subsidize our events. In order to meet the new cash realities the board entertained and passed a motion to increase our annual dues to \$40 per year.

Barry Hutchinson reported the status of membership. Merrisue Steinman reported on the *Bumper Guardian*. There was a general discussion of events. Member participation was excellent. Gary Steinman was congratulated on the quality of this year's events. Event managers were thanked for jobs very well done. Gary also laid out a tentative plan for next year's events. We probably will return to the South Lake Union facility for the Coming Out Party. Various garage tour possibilities will be investigated. An interesting plan for a mid-west garage tour patterned after our successful California tour will be investigated. All in all it looks like we will have a great calendar next year.

After completion of discussions, the meeting adjourned at 9:10 P.M. The next meeting will be at the Woodmark on October 4, 2006.

Respectfully submitted,  
Arnold J. Barer, Sec.

Board of Managers Meeting Minutes

Abridged  
October 4, 2006

The monthly meeting of the Board of Managers of PNR-CCCA was called to order at the Woodmark Hotel at 7:15 PM by Director Stan Dickison. Also in attendance were Secretary Arnold Barer, Treasurer John Campbell, Jr., Managers Gary Steinman, Monte Holmes, Jr., Lee Noble, Jerry Greenfield, Barrie Hutchison, Ed Rittenhouse, members Merrisue Steinman, Valerie Dickison, Paul Murray, Juliana Noble, Bill Deibel, Ted Barber, Al McEwan, Don Reddaway, Lee Zuker, and Marlene Zuker. Absent were Managers Gary Johnson and Ron Doss.

Arnold Barer presented the minutes of the September Managers Meeting which were approved as corrected. John Campbell presented his Treasurer's Report. We have a balance of \$3,780 after paying our Kirkland Concours obligation and the advance deposit for the Annual Meeting. Barry Hutchinson reported on membership and noted that a meeting was scheduled to get membership renewal invoices out. Merrisue Steinman reported on the *Bumper Guardian*. We will have 32 pages with extra color this issue.

Al McEwan reported on the September Caravan. All in all the event went very well. Al promises that this will be his last Caravan. However, the Managers believe that it will hard to keep the Great Caravan Master down. Stan Dickison reported on the 2008 National Annual Meeting to be held in Bellevue. Everything is moving on schedule. Gary Steinman led a discussion of the balance of this year's upcoming events. Gary also laid out a tentative plan for 2007 events. There was some discussion of the Coming Out party. It will be held at the South Lake Union facility and is tentatively scheduled for February 24, 2007. The cost will be about the same in the \$50-60 range.

After completion of discussions, the meeting adjourned at 8:50 P.M. The next meeting will be the formal Annual Managers meeting prior to the Annual Meeting at Newcastle on November 4, 2006

Respectfully submitted,  
Arnold J. Barer, Sec.

**Board of Managers Meeting Minutes**

**Abridged  
November 4, 2006**

The annual meeting of the Board of Managers of the PNR-CCCA Club was called to order at the Golf Club at Newcastle at 10:35 A.M. by Director Stan Dickison. Also in attendance were Secretary Arnold Barer, Treasurer John Campbell, Gary and Merrisue Steinman, John McGary, Barrie Hutchinson, Conrad Wouters and Lee Noble. Absent were Jerry Greenfield and Lee Zuker.

Arnold Barer reported that he had received 128 ballots all without write-in and that Conrad Wouters, Lee Noble and Lee Zuker should be seated as Managers for a three-year term ending in 2009 and John McGary should be seated as Manager for a one-year term ending in 2007. The report was duly approved and the new managers deemed elected by the membership. Stan Dickison called for nominations for officers for the next year. The Board nominated, elected, and approved Stan Dickison as Director, Arnold Barer as Secretary, John Campbell as Treasurer, Merrisue Steinman as *Bumper Guardian* Editor, Barry Hutchinson as Membership Chairman.

Arnold Barer presented the minutes of the October Managers Meeting and they were approved as correct. John Campbell presented the Treasurer's Report. We have \$19,546 +/- the resolution of the outstanding debits and credits from this year's CARavan account. John also brought the Board up to date on our risk management policies and insurance situation. There was general discussion of the budget report and the need for sponsorship of some of our events and a possible "budget balancing event" as well as the seeking of some donations. Conrad Wouters described the winding up and resolution of the Caravan account. Barry Hutchinson noted that we have about 175 members, that statements for dues have been sent out and that about half of the members' responses have been received. Merrisue Steinman gave a short *Bumper Guardian* status report. Gary Steinman quickly reviewed the forthcoming event calendar.

The meeting was adjourned at 11:25 A. M. for the purpose of conducting the Annual Membership Meeting.

Respectfully submitted,  
Arnold J. Barer, Sec.

**2006 Directory Changes**

**Welcome to New Members**

**Pat Krake**  
23803 NE 128th St.  
Brush Prairie, WA 98606  
Home: 360-253-9829  
Work: 360-604-0934  
1936 Cord, 810

**Jeffery Lawrence**  
2623 Aberdeen Ave. NE  
Renton, WA 98056

**Eric & Richard Quarnstrom**  
518 Goodrich Rd.  
Centralia, WA 98531  
Home: 253-887-1282  
Work: 425-706-6555  
Cell: 206-734-9966  
1940 Cadillac

**Gary & Diane West**  
P.O. Box 459  
Kirkland, WA 98083

**Address Changes:**

**Michael and Ildiko Bradley**  
10812 64th Ave. Ct. NW  
Gig Harbor, WA 98332

**Mrs. Joan Meden**  
164 141st Pl. NE  
Bellevue, WA 98007  
(425) 747-2168  
Email: redcpt@aol.com

**HOLIDAY CHRISTMAS PARTY**

*By Julianna Noble and Merrisue Steinman*

The Pacific Northwest Region of CCCA held the Holiday Christmas Party at a new venue, the Seattle Yacht Club, on Lake Union December 10, 2006. Seventy-four members and guests were surrounded by lovely seasonal decorations, traditional architecture, a glowing fireplace, and delightful marine views. Director Stan Dickison welcomed us, and expressed wishes for happy holidays on behalf of PNR-CCCA. Many thanks were given for the toys and cash-gifts generously donated by our members to Toys for Tots.

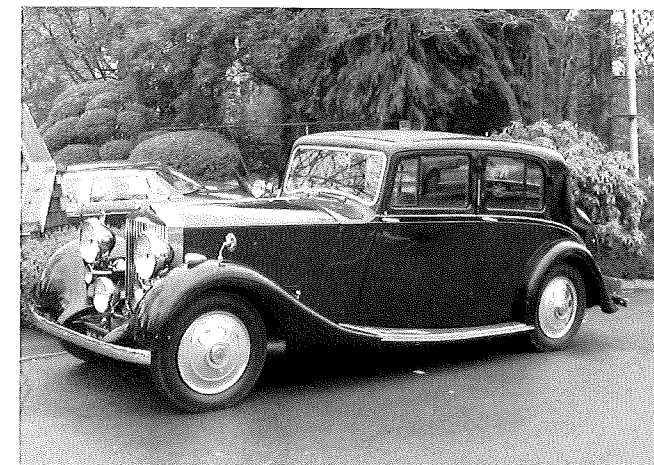
Members enjoyed the festive occasion by feasting on a delicious brunch. Bethany Duper, a Cornish School of Arts student, provided holiday background music. Darlene Linke brought cheer, acting as our "Entertainment Director". After passing out lyric-sheets in case members had lapses in memory, she asked for volunteers from the audience to become PNR "choir leaders". Amidst applause and encouragement, Stan Dickison, Ray Loe, Lee Noble, Bob Reverman, and David Williams joined Darlene to lead us in Christmas carols and song. With our



*Lee Noble's Rolls-Royce, Monte Holmes, Jr.'s Packard, and John Campbell's Rolls-Royce*

hearts full of cheer, and smiles on our faces, PNR members left the Yacht Club for the drive home.

Cars attending were driven by John Campbell, Monte Holmes, Jr., Gary Johnson, Lee Noble and Tom Armstrong.



*John McGary's 1937 Rolls-Royce*



*Karel Deibel's Lincoln Continental and Gary Johnson's Packard*

## HOLIDAY CHRISTMAS PARTY



Bethany Duper entertained PNR members with her piano expertise



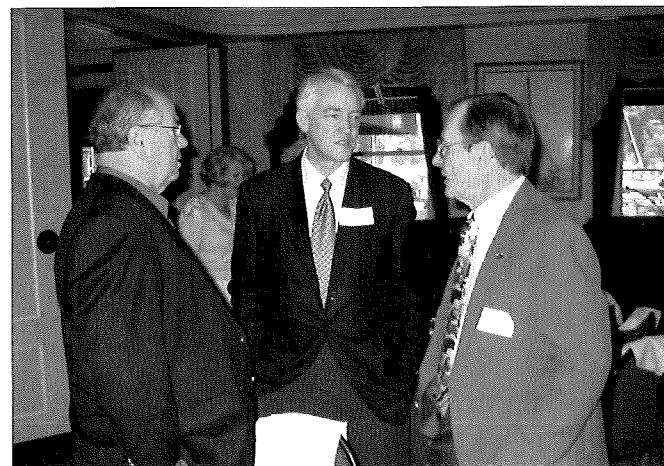
Carl Bomstead enjoying the Christmas spirit with Steve and Annie Norman



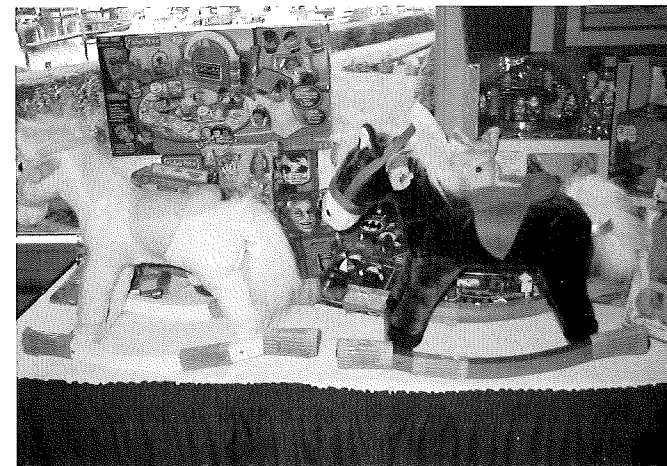
"Choir" members Ray Loe, Bob Reverman, Stan Dickison, Darlene Linke, Lee Noble and David Williams



Janet Cook, Yoshi Reverman, and Noel Cook singing along with the "Choir"



Jack Goffette, Conrad Wouters, and Bill Mott discuss their Christmas lists



Donated gifts for Toys for Tots

## HOLIDAY CHRISTMAS PARTY



Jack Goffette, Lee Noble, Pat Goffette, and Judy Mote spread Holiday cheer



Val Dickison checking Gary Harris and Bill Deibel "twice" for Santa's record



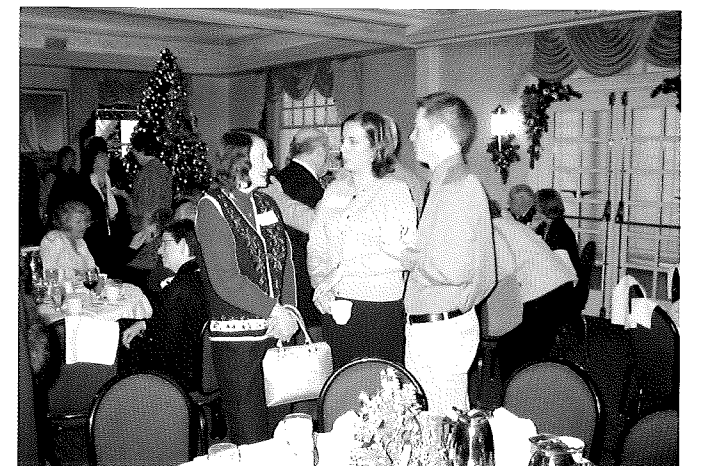
Richard Hooper, Jack Goffette, Tom Armstrong, Pat Goffette, and Bill Mote enjoyed the Brunch



Everyone is talking! Stan Dickison, Darlene and Sig Linke, and Colin Gurnsey



Barbara McMichael, Barrie Hutchinson, John McGary, Kay McGary, and Brian Harding chat



Doreen Greenfield, Laurene Greenfield and Alfred Stappenbeck enjoying the Party



**EDITOR'S MESSAGE**

Thank you all for helping to create this *Bumper Guardian*. Members' input is necessary to broaden the appeal of our regional magazine. Your stories, photos, and ideas are all welcome. We'll be glad to review and proof any copy you submit, so don't be bashful about contributing! I encourage you to participate in PNR activities even if you have not been a "regular" in the past. Our club thrives on the friendships created through attendance at functions, such as business meetings or social activities. Come to the monthly Board meetings...have dinner and talk "cars" with your compatriots. We meet at the Woodmark the first Wednesday of each month. Spouses are welcome too!

When we joined PNR-CCCA, I didn't know anyone. I knew nothing about Classic cars. At first, I stood at the edge of a group, not sure of the names or the topic. Each additional function that I attended brought me several more friends. Although I'm a shy person, I introduced myself to people, and found other members to be eager to engage in conversation. I have met many wonderful people just by attending club functions and discovering all the things we have in common.

Merrisue Steinman  
301 E. Wallace Kneeland Blvd. #224-313  
Shelton, WA 98584  
360-426-2232  
merrisuegarystein@msn.com



**ON THE FRONT & BACK COVER**

1933 Packard V-12 1005 Coupe Roadster  
Owned by Del Barton

**Editorial Board:**

- Editor: Merrisue Steinman
- Copy Editor: Bill Allard
- Advertising Manager: Noel Cook
- Cover Story and Color Cover Art Manager: Raymond Loe
- Technical Writers: Bill Deibel, Carl King, Lou Berquest, Don Reddaway
- Photographers: John Campbell, Conrad Wouters, Michael Bradley, Steve Norman
- Editor's Committee:  
Bill Allard  
Ray and Georgia Loe  
Barrie and Karen Hutchinson

**DIRECTOR'S MESSAGE**

*Continued from page 3*

please consider doing so soon, so as not to miss an issue of the *Bumper Guardian*. Merrisue Steinman and her committee are turning out a first-class publication. Included in the dues statement was the opportunity to add an extra voluntary contribution to assist the region. Several of our members did add to their dues and for that my appreciation and "thank you". Your Board of Managers is making every effort to be fiscally responsible by managing the Pacific Northwest Region in a business-like manner.

As a reminder, any member is welcome at the monthly Board of Managers' meeting. The Board meets the first Wednesday of every month (except November) at the Woodmark Hotel at Carillon Point in Kirkland. We gather about 6:30 p.m. and begin the meeting at 7:00. Although most of us order dinner (during the meeting) it is optional. Spouses are also welcome. This is your club and all interest and input is welcome.

One more reminder: Next January our Region will host the Classic Car Club's 2008 Annual Meeting. Plans for tours and dinners are coming together. However it takes members to assist with each activity. Willingness to assist in any aspect of the event is greatly appreciated. Come to a Board meeting or give me a call at 206-546-3306 and volunteer.

Stan Dickison, Director



**J.C. Taylor Antique Auto Insurance Information Sheet**

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)  
with offices and claim facilities in principal U.S. cities.  
1 (800) 345-8290 (610) 853-1300

Applicant \_\_\_\_\_ Date of Birth \_\_\_\_\_ Occupation \_\_\_\_\_  
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.
  - Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00
  - Uninsured/Underinsured Motorist—Rates as required by your State. \$ \_\_\_\_\_ Car 1 \$ \_\_\_\_\_ Car 2 \$ \_\_\_\_\_ Car 3
  - Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00
  - Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

**Physical Damage**

  - 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.)*
  - Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.
  - 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**

**ANTIQUÉ AUTOS TO BE INSURED**

(Include photo of all vehicles listed and include appraisal for each vehicle valued at \$20,000 or over)

Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
1.				
2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

If you are a resident of FL, PA, or NJ, send copy of regular car policy.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Note: Your insurance becomes effective upon payment of the entire premium and acceptance of the risk.**  
Please sign and forward with your remittance, payable to:

CC/PACII

**J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.**

320 South 69th Street  
Upper Darby, Pennsylvania 19082  
1 (800) 345-8290 (610) 853-1300





