

BUMPER GUARDIAN

VOLUME 3

NUMBER 5



1994 CCCA-PNR Caravan
William F. Crossett Award

1935 BENTLEY 3 1/2 LITRE SEDENCA COUPE PARKWARD

Noel and Janet Cook

JULY - OCTOBER 1994



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. The *Bumper Guardian* is published every two months: Jan. / Feb., March / April, May / June, July / Aug., Sept. / Oct., Nov. / Dec.

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JOHN CEPHAS MARTIN

1922 - 1994

by Bob Gerrity

John Cephas Martin, 72, retired Vice President of Boeing Electronics Company and Chairman Emeritus of UTILX Corp. died on July 15, on Mercer Island, Washington, where he had been a resident for 20 years.

He was a member of the CCCA Pacific Northwest Region and the BMW Vintage Car Club of America. His immediate connection to these organizations was his restoration of a 1938 Type 328 Frazer Nash BMW roadster which he and his wife had owned for over 40 years. The restored roadster took second place in its class at the 1988 Pebble Beach Concours D'Elegance.

But, indeed, Mr. Martin grew up, married into, and spent most of his life involved in and in love with the automobile industry.

Mr. Martin was born in Elgin, Illinois, the son of Elmer R. Martin, who had earlier worked for Marmon Motors in Indianapolis where he was one of the principal designers of the "Wasp" (#32) that won the first Indy 500 in 1911. John's father had also been Chief Engineer of the Traffic Motor Truck Corporation in St. Louis and possessed several patents including an early speed governor and one of the first integrated street sweepers, which he developed in Springfield, Ohio, where John grew up and graduated from Wittenberg College.

After serving in the Army Air Corps Technical Training Command during WW II, John worked as a test engineer in the diesel research laboratory of Superior Engine Division of National Supply Company before going to MIT to earn Mechanical Engineering and Business/Engineering Management degrees in 1947/8.

In 1947, he married Nancy Chayne, daughter of Charles Chayne, then Chief Engineer of Buick and later Vice President of GM Engineering. Chayne had also worked at Marmon, during the 1920s. The first car Nancy owned as a teenager was the 1910 Buick Bug racer - built just a year earlier than John's father's Marmon Wasp - and now in the Sloan Museum in Flint. With their joint Marmon connection and mutual appreciation for automotive engineering and the joys of the open road, John and Nancy were hitched from almost their first date.

From MIT, John went to work for 3M Company where he became Plant Manager and Director of Product Development for the Detroit-based division, selling to the automobile industry, and calling on young managers like Ed Cole and Pete Estes. In 1954, he moved to the Frigidaire Division of GM in Dayton, serving as Assistant Chief Engineer throughout much of the 1960s, becoming its Chief Engineer in 1968. His son, John, Jr. recalls him periodically bringing home cars which were test-beds for new automotive air conditions. Frigidaire was the leader in automotive air conditioning and during John's tenure, branched out from GM, selling air conditioner systems to Rolls-Royce, other European makers, and even Lincoln.

The 70's and 80's saw Mr. Martin move into electronics, moving to Seattle and eventually serving as Vice President of Boeing Electronics Company and as Chairman and CEO of two Boeing subsidiaries in Texas.

In the mid-80's, the Martins partnered with fellow Boeing executive Bob Gerrity and Seattle restoration experts John Kane and Bill Mote in rebuilding their BMW, which had always just been the family's "other car". They were proudest to be invited to exhibit the newly restored roadster at the Pebble Beach Concours, where Mr. Martin's father-in-law had served as a judge from the mid-60's through the mid-70's. The Martins then became active in the CCCA and local automobile organizations and included their BMW in numerous exhibitions and meets in Washington and Oregon, most recently at the 1993 Mercer Island Concours D'Elegance.

**Pacific Northwest Region
Classic Car Club of America
1994 Calendar of Events
* PNWR EVENTS**

- November 5 * Annual Meeting - Richard Adatto
- December 10 * Christmas Party - Hal Meden
- January * National Annual Meeting
- 11 - 15, 1995 Bellevue Red Lion - Doss/Rittenhouse/Wouters
- March 18 Coming Out Party - Barb McMichael & Glenn Mounger

We will include other Northwest events of interest that are not PNR Events as dates are available.

The Pacific Northwest Caravan 1994

Every four years for the last 28 years, there has been a Pacific Northwest Caravan. July 28th was the opening of the seventh PNR Caravan at Suite 200 in Kirkland. Members have learned to arrive early enough to attend the "Early Bird" reception, because it is always special.

The "Blue Train", Siggy's "S" Mercedes, and the 1929 Isotta Fraschini were just a few of the special cars exhibited at Suite 200. They were enjoyed by a large crowd, full of smiles and anticipation of the next weeks events. The Lassiter family from Florida were able to drive a "Suite 200" car out of the showroom and take it home. Ed & Pam Rittenhouse lent them a 1934 Packard Convertible Sedan to drive on the Caravan. The Rittenhouse's had three cars on the Caravan and that good old boy Tommy Crook had about six cars out on loan.

Friday the 29th was the official opening cocktail party at Salish Lodge with dinner following.

Saturday the 30th we were off with 108 Classics starting the first leg. The route took us to Crystal Mountain and we had lunch picnic style and rode the ski lift to the very top for a breathtaking view of Mt. Rainier. There were a few white knuckles and lots of breath taken away by the trip up and down the ski lift. Paul Bonin who is from British Columbia and usually drives his '30 Packard Roadster in short sleeved shirts, was seen on the lift, wrapped up tight in a pink blanket.

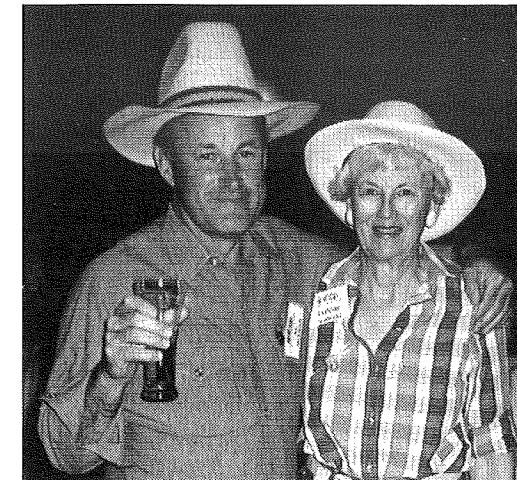
On to the Red Lion in Kelso to spend the night and then off to tour Mt. St. Helens, see the crater and have lunch on the

Columbia River. How come we only do this neat sightseeing stuff when we have out of town guests?

Now we are up to Monday, August 1. Somewhere around this time our Tour Chairman the fabled Al McEwan, put Connie Schwartz and a gang of her girls up to something. Well they designed a scavenger hunt that had two hundred and fifty or so, looking for "Mambo Socks", "Teva Sandals", Sheriffs badges, bubble pipes . . . 50 total items. The Salish Lodge key was the tie breaker. More about this later. We chugged up and down the Columbia River, we raced Packard Convertibles, at 80+, we got speeding tickets in '37 Cords, and we ate a lunch so fast there wasn't enough food for a hundred or so. We were really having a good time, and the weather was perfect. Who would have believed it?

Well, I guess some of that had to change. Tuesday, August 2nd, we started up the mighty Mt. Hood to the Timberline Lodge for lunch. This is August and Mt. Hood is so high there is still snow enough for skiing and snowboarding. The climb was fun for those who could pass and still run

cool. It was also trying for those who ran hot or were afraid to strain the old iron. It wasn't as bad as the Colorado Caravan! We had wide freeways with guard rails and gentle corners. We had oxygen, Mt. Hood is 11,235 feet, but we were only 1/2 of the way up at Timberline. By the time we were all pulling into the parking lot we had grid lock and a few boil overs. The lunch was super, and an "oompa" band played the entire time, lots of fun.

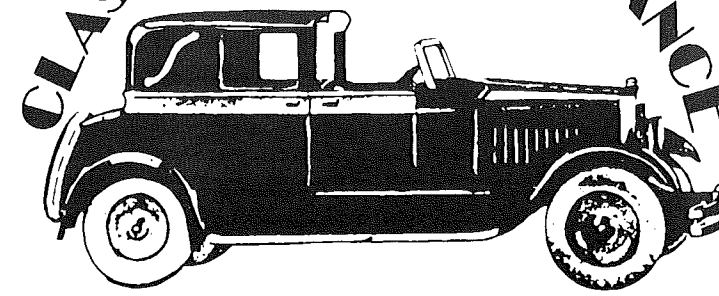


Al McEwan and Connie Schwartz cooked up some fun for everyone on the PNR Caravan.

Continued on Page 4

NOTE: The *Bumper Guardian* takes pride in the fact that there is something of interest for everybody. There are a few well placed mistakes in this newsletter for those individuals who are continually searching for and pointing out the errors of others.

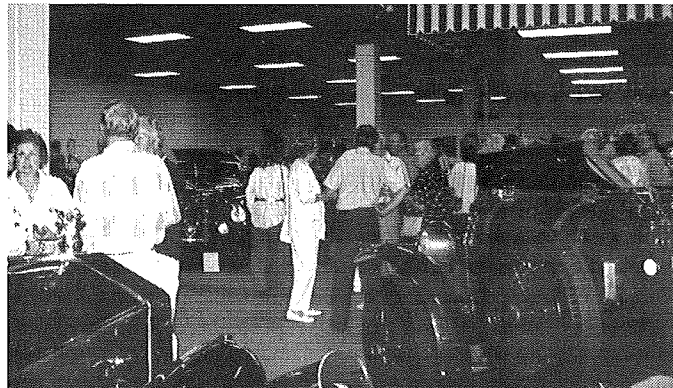
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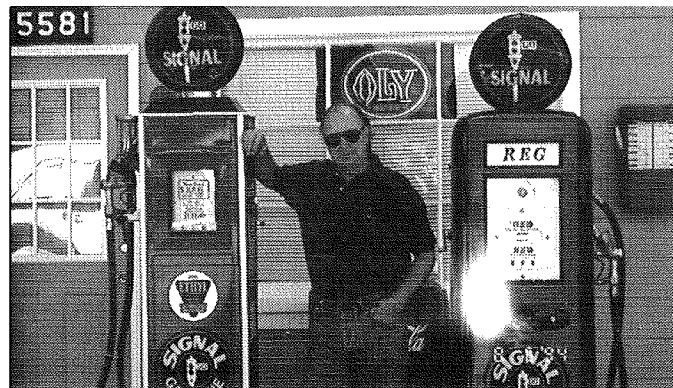
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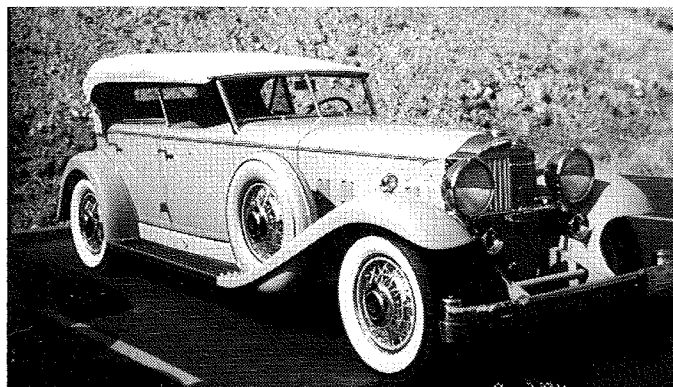
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Early Bird Reception "Suite 200"



Carl Bomstead awarded the Deutsch trophy for sportsmanship and helpfulness.



Pete & Barbara Rosi brought their '32 Dietrich Sport Phaeton from Illinois.

We left snow, worked the brakes pretty good and headed for the desert of eastern Oregon. By the time we pulled into Kah-Nee-Tah it was 95° or more and we felt pretty sizzled. For the first time the convertibles put their tops up as thunder clouds were visible in the distance. The swimming pool was the most popular spot for the next day and a half as the heat continued. We thought this was the place where we could take turns driving each others cars. It was too hot for any of that and we continued to soak in the pool and the water had to be 90°.

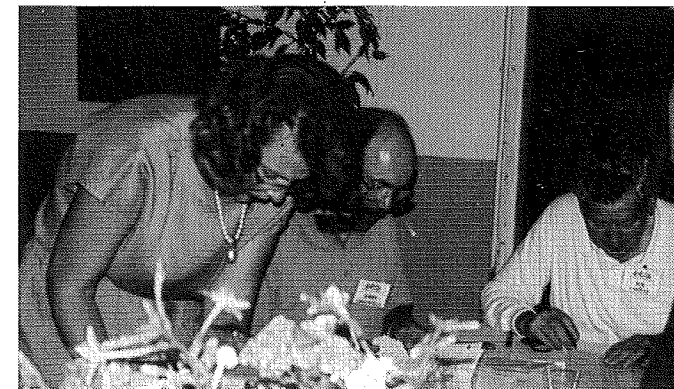
Thursday we were off again and almost everyone left very early to get across the desert before the heat came. Al said he was the lead car, left at 9:30 and had no one behind him. We crossed McKenzie Pass and the lava flows, this stuff looked like the surface of another planet for miles and miles. I had no idea this area existed and I'm glad I was taken through it. We spent the night in Eugene, Oregon and the Scavenger Hunt had really heated up by now. With a western night and cowboy duds, caravaners were asking to trade or barter for a Lion King sticker or a Pyramid Ale logo. If you had a Columbia Gorge Hotel meal ticket you could trade it for all three of the above. Wow, three for one. Some folks were trying to air express a Salish room key to our next stop. The Salish crew sent some, but alas, they sent photocopies of the room key and that ended up not counting. More about the hunt later.

Friday, August 5th, we mounted up and headed for the ocean and Highway 101 up the coast. Lunch midway at Yachats (Yaá-hots) then to Glen Eden beach and the Salishan Lodge. Scavengers picked up seaweed, crab shells and other stuff along the way. By now we were starting to count the cars that dropped out. Around five had trouble, mostly with rod bearings in the 95° desert runs. Your manual calls for 40 weight or better in the crankcase under these conditions. No one aerated a block, but a full transport left the lodge for Seattle with cars that "failed to proceed". Al tried to point at the Packards as culprits but a Cadillac and Lincoln had trouble as well. Truth was the Packards were the fastest, you know how brave and daring those dashing Packard drivers are.

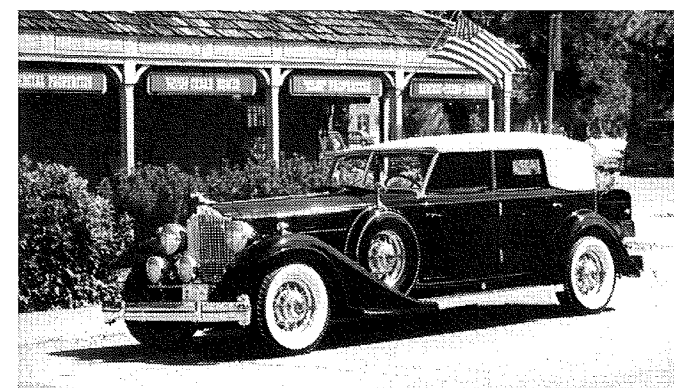
It was Saturday when we realized we had heard every angle and sales pitch Glenn was armed with. He can really sell tour polo shirts. Glenn said they were collectors items and all he had left were extra larges, but the price never came down. Still by Saturday, most of us had two polo shirts, atta boy Glenn.

The Saturday night dinner was the time to recognize all the volunteers that put this first class tour together. Cars from about sixteen states and Canada gathered with a very interesting array of Classics and everyone went home happy.

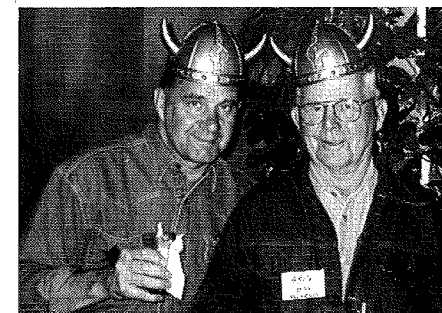
- Chairman..... Al McEwan (Legendary)
The Region is very grateful
 - Treasurer..... Joe Carmen
 - Tour Book Dick Culp
..... Susan Hanauska
..... Conrad Wouters
 - Registration Gerry Greenfield
 - Security Merrill Robison
 - Portland Parking..... Jerry Hanauska
 - Tour Shirts..... Glenn Mounger (Stealthy)
 - Trouble Trucks Tom Crook, Glenn Mounger
 - Trouble Truck Operators... Sig Linke, Bill Mote
 - Boo Boo Burgie Pat Goffette, Norm Herstein
 - Dash Plaques Carl Bomstead
 - Parking Jack Goffette, Roy Magnuson
 - Early Bird Party..... Peter Hageman, Pat Heffron
- Wow! What a good time, see ya in '98.



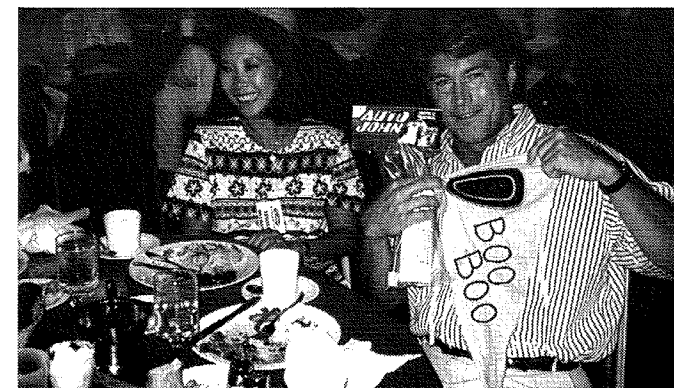
Barbra, Gerry & Joe hart at it with registration.



Bob & Julie Levine brought a Dietrich 1006 from Bedford, N.Y.



We think these two were from Manitoba.



John & Leslie Milliken won the Burgee, but only once.

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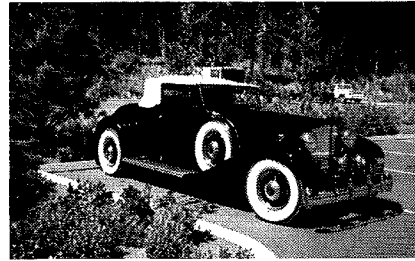
	
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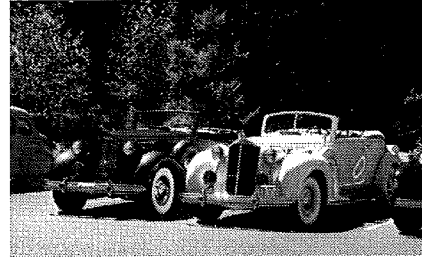


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1994 Pacific Northwest Caravan



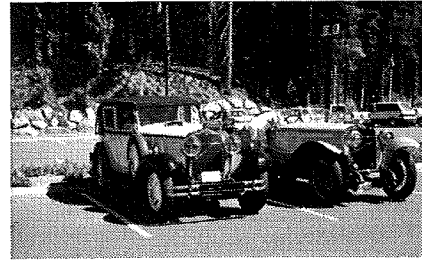
David Kane from N.J. took delivery of this 1933 Packard Convertible Coupe on the Caravan. He had not seen the car until he met up with the Caravan on Thursday.



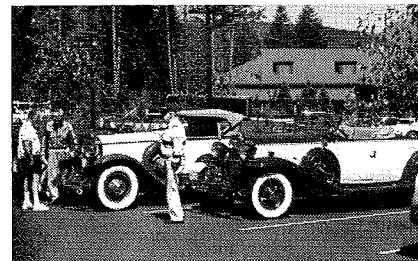
Tops were down almost all of the time. Kane's '37 12-Convertible Coupe and Doss' '38 Super eight Victoria Convertible were seen racing on Oregon freeways. The 12 won by a nose.



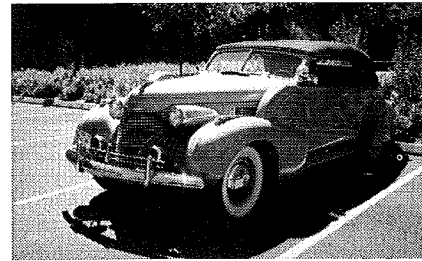
Lava Flows went on for miles in central Oregon.



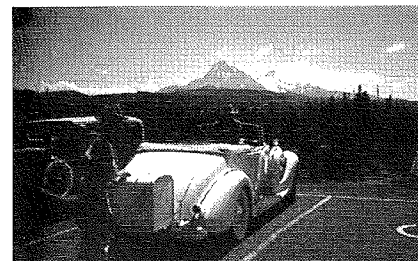
Lorin and Dolores Tryon in their '29 Hispano-Suiza next to the Hisso of their buddies, the Heumanns. Jay seen here bent over the door still avoiding Lorin's parking job.



Jim Weston next to his Buick, visiting with Ed Rittenhouse with his '32 Cad Roadster.



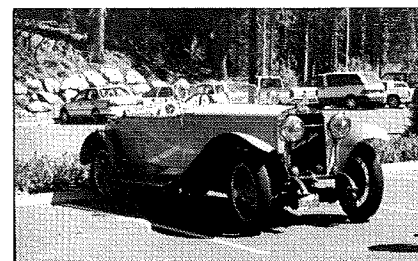
Terry Johnson brought a very rare (1 of 3) Cadillac Convertible Sedan custom with side mounts. Very attractive car in dusty gold with navy interior and trim.



Ron and Gayle Doss needed hats to shade all the sun as the Caravan headed west through Oregon.



The reader board says it all. Doreen and Gerry Greenfield with their '47 Cadillac Convertible Coupe in Lotus creme with red interior and tan top.



Jay Heumann's '26 Hispano-Suiza, his rule is, pass only in 3rd gear, only uphill, and he passed a lot, and opened our eyes to the power of Hisso.



Tips, Observations & Happenings

Kris Kringle Kaper to Kick Off Region Holiday Season December 10

Smile in anticipation and mark your calendars NOW for the 1994 Kris Kringle Kaper of the CCCA Pacific Northwest Region.

The event will be held at 10:00 a.m. Saturday, December 10 at the Tacoma Country Club (Venue courtesy of an assist from Joe Carman), on Gravelly Lake Road in Tacoma. The lovely 100-year-old club, with its long, sweeping driveway loop, porte cochers and large parking area, is a perfect setting for a classic car display—and the accompanying tire-kicking and chin-wagging.

Inside, the club will be decorated for the festive holiday season and the main dining room provides an elegant backdrop for a buffet that promises to be both a visual and gastronomic delight.

Watch for the special Kris Kringle Kaper registration form that will reach you about the second week of November. Event co-chairs Hal Meden and Pam Wouters will appreciate prompt response so that final arrangements can be made with the club in timely fashion.

To our new members, especially Carl King who kept me after this —

From the July 1993 issue of the CCCA Bulletin

"I'm a New Member"

Editor's Note: I'm not sure where this little poem appeared first, but it has appeared most recently in The Mile Post of the Milestone Car Society who reprinted it from Hudson's White Triangle News. One presumes it is in the public domain, which it surely should be. The message is universal.

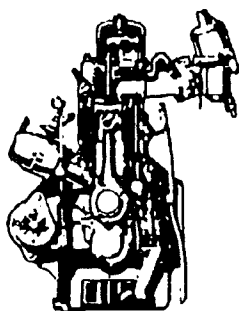
*I see you at the meetings,
But you nevery say "Hello";
You're busy all the time you're there
With those you already know.*

*I sit amongst the people,
Yet I'm a lonesome guy;
The "new members" are as strange as I
And the "old timers" pass me by.*

*But darn it, you accepted me in,
And talked of fellowship.
You could just step across the room,
But you never make the trip.*

*Why can't you nod and say "Hello"
Or stop to shake my hand,
Then go and sit among your friends?
Now, that I'd understand.*

*I'll be at the next meeting,
Perhaps a nice day to spend;
Do you think you could introduce yourself?
I want to be your friend!*



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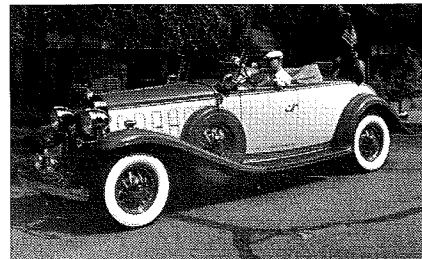
Pam and Conrad Wouters

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4th of July Parade at Yarrow Point

Photos & Story By Bruce Hill

In accordance with the tradition of many years, we repaired to the segment of Points Drive reserved for the parade muster at about 10:30, or so, on July 4th. The weather was an improvement over last year's rain; this time we had that old Pacific Northwest standby, filtered sunshine. By the time the parade was to start a little after

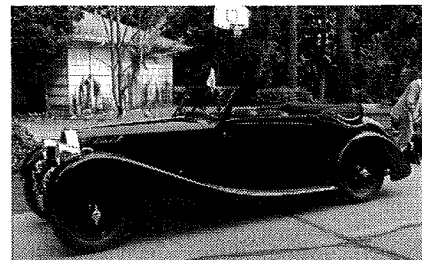


Ed and Pam Rittenhouse and the '32 Cadillac.

11:00 we had bumper to bumper cars filling the entire length of Points Drive.

A lady parade official, spotting your correspondent with camera and note pad, mistook him for a reporter from one of the daily newspapers. She was quite pleasant, until she elicited the admission that he was just writing the thing up for a couple of car clubs. She found there was urgent business elsewhere after this revelation. Before leaving, she did say the classic car parade was first done at the time of the national bicentennial in 1976 and has repeated every year since to become a tradition.

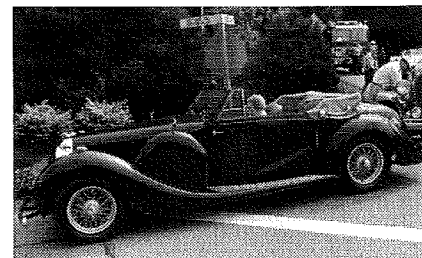
With several of the open cars bearing the mayors of Hunts Point and Yarrow Point at the head of the column we started off to the plaint of a calliope,



The Pollock's Bugatti.

conducted by Myra McEwan, joined later by a jazz marching band. In addition to the classic cars there were the usual number of near classics and really unusual vehicles. In the later category was a beautiful example of an early sixties Citroen 2CV. Another decorated vehicle featured an entire family carrying out a Fred Flintstone theme.

Along the parade route many compliments on the cars were heard and drivers were often asked for the year of the vehicle or to confirm the



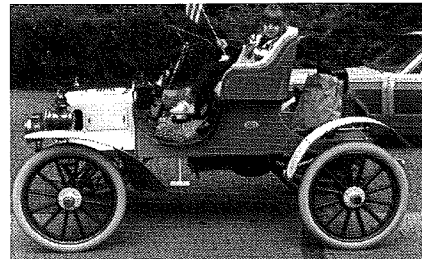
Hooper/McEwan Lagonda with Al McEwan and mother.

make. All the while dozens and dozens of video and still cameras were recording the minutest detail of the parades' progress.

At the end of the mile and something

route, all of the parade entrants found parking convenient to booths with hot dogs, beverages, and strawberry shortcake.

Al and Myra McEwan were active, as always, with the usual successful organization of the event and



OK, they're not classics, but who can pass up a Citroen 2CV and Alana Petrie in the Sumner REO.

recruitment of parade entrants. **Participating CCCA PNW Members and Guests**

Ted & Beth Barber, '40 Cadillac, Touring Sedan
John Campbell, Doug Stanton, Rachel, PJ, Lee, '31 PII, Van Den Plas tourer
Ron Danz, '48 SW, Hooper touring limousine
Ron & Gayle Doss, '47 Cadillac, Convertible

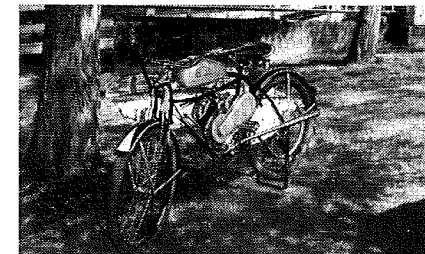
Continued on Page 8

The Apker Affair

Photos By Dick Culp

Yarrow Point Continued

Jerry & Doreen Greenfield, '47 Cadillac, Convertible
Phil Grisham, Patti Baulig, '41 Cadillac, Fleetwood sedan
Peter & Annemieke Hageman, Paul, Veronique, Annabel Jansen, Rose Jansen, Matthew Jansen, '23 20HP, Bradburn & Wedge dhc (NC)
Bruce Hill, '60 S2, Standard saloon
Dick & Carol Hooper, '35 3 1/2, Hooper allweather
Roy & Terry Magnuson, '37 4 1/4, Thrupp & Maberly allweather, '56 Corvette, Roadster (NC)
Hal Meden & Joan Royal, Lee Miller, Harriet Olsen, '33 PII, Barker dhc
Jerry & JoAnn McAullife, Rick & Janice LaHaye, '41 Packard, Convertible coupe
Bill & Judy Mote, Janice, Brandi Sceli, Bill Holt, '36 4 1/4, Freestone & Webb sports saloon
Al McEwan, '37 Lagonda, Dhc
Myra McEwan, 50 Singer, Roadster (NC)
Bob Reverman, Yoshi Aertker, '48 Lincoln, Continental convertible
Brian & Randy Pollack, '35 Bugatti, Type 57, James Young dhc
Tom Sumner, Martha Isham, Alana Petrie, '05 Reo, Roadster (NC)
Stuart Sumner & Lynn Parto, Joanne Petrie, Louise Leson, '41 Lincoln, Continental convertible
Rick Turner, Kathie Olsen, '36 Cord, Sportsman convertible

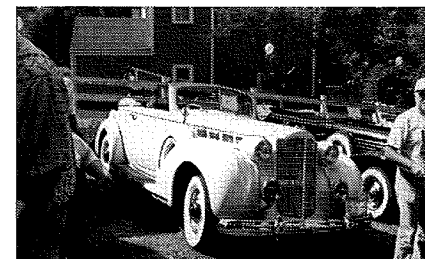


Chris Bomstead's wizzer powered Packard bike (NC).

Once again records were set:

- 1) more cars than ever before.
- 2) over \$60,000 raised to benefit Children's Hospital.
- 3) larger gate than ever before.
- 4) the longest food lines to date.

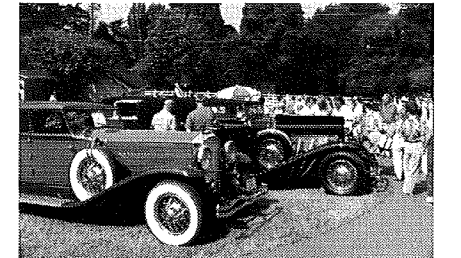
Many awards were made, but the only one an informed source could remember was "Best of Show" awarded to Glenn Mounger (sure, Gordon's buddy) for his "Big Dark Green Machine" the 1929 Duesenberg Convertible Sedan by Murphy. You might remember it from our cover story in your last issue of the BG. We have had multiple Duesenbergs together more than once this year. This day three or four were together. Tom Crooks '29 Sedan, Marty Andersons '29 Clearvision Sedan by Murphy and



Ron and Gayle Doss's 1938 Packard 1604 Victoria Convertible. Only six '38 Super 8 Victorias are known to exist. The following year Packard put the "Super 8" engine in the 120 chassis.

Gordon's '29 was inside.

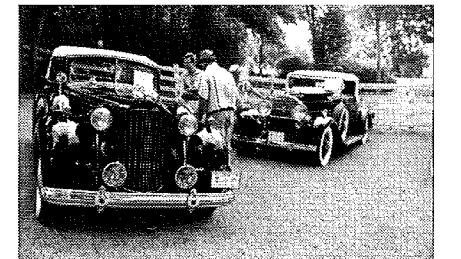
Only two or three Clearvision Sedans were ever built and seeing Marty's was a real treat. Tom Crooks Sedan was



A brace of Duesenbergs, Marty's, Glenn's and Tom's were all side by side.

built by LaGrande and Tom has driven it more than 2500 miles this summer. I'm sure most of that was also over 70 mph. (atta-boy Tom). All Duesenbergs, were coach built. These three drew lots of attention all day long.

Gordon's collection included lots of treasures including the following; a



John and Koko Carlson's 1939 Packard 1707 Convertible Victoria. One of three known.

large Black Bentley Corsica Coupe; Auburn Boattail Speedster 12, a 1941 custom Packard convertible by Bohman and Schwartz, a large Rolls Royce town car originally owned by the Reynolds tobacco family in the 20's. Many '50s cars, muscle cars, sports cars, and additional classics.

FABULOUS 10-CAR GARAGE

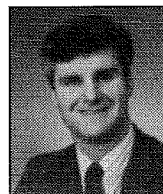
and workshop area. Lovely 5,000 sq. ft. home on sunny horse acre lot included at \$599,000. Rare opportunity for the classic car lover. For private showing or more information, call Larry Gockel.

LARRY GOCKEL

The Sign of Distinction®



REAL ESTATE



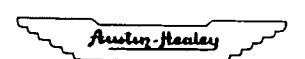
(206) 455-9440
Res. 883-4298
Fax 646-5979
1500 - 112th Ave. N.E.
Bellevue, WA 98004



911 Hildebrand
P. O. Box 11290
Bainbridge Island, WA 98110

DIANE CULP
President

(206) 842-7444
Toll Free 1-800-779-7763
Fax (206) 623-6859



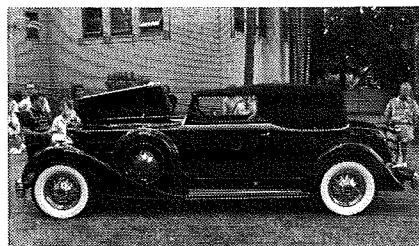
JWF RESTORATIONS
RESTORATION SPECIALIST

JIM FELDMAN

11955 S.W. Faircrest St. (503) 643-3225
Portland, Oregon 97225-4615 FAX (503) 646-4009

Forest Grove July 24, 1994 By Bruce Hill

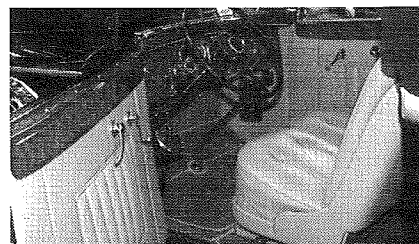
This year's theme was the Classic Car and many were on display in spite of the unfortunate conflict from the Port Gardner Bay show in Everett on the same day. Several very high-point classics from the Seattle/Everett area were brought to Forest Grove. The Best of Show, pre-war trophy was won by a Seattle car, Jerry Greenfield's 1934 Packard 12 Dietrich Victoria convertible.



Greenfield's '34 Packard



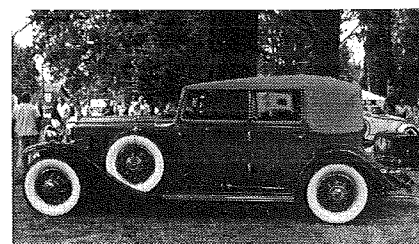
was displayed with the hood up



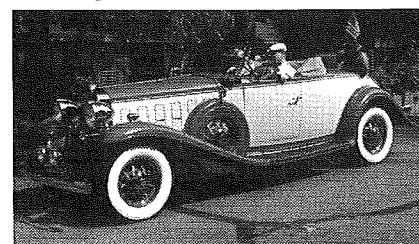
and the door open.



Cathy and Susan Hanauska.



Strandburg's Cadillac.



Ed and Pam Rittenhouse and the '32 Cadillac.

Many classics were for display only by CCCA members including Ted Reich's 8 Litre Bentley, George Doolittle's 1925 R-R Silver Ghost, Tommy Crook's 1929 Duesenberg, Ken Kinnear's 1947 Silver Wraith, Harold and Nancy LeMay's 1931 Duesenberg, Brent McKinley's 1929 Packard, Dave McCready's 1931 Packard, a 1942 Cadillac by Jerry Hanauska, a 1931 Franklin by Julian Eccles, a 1937 AC by James Feldman, Merle Greenstein's 1935 Bentley, and several A-C-D cars and Franklins from the Cliff Standburg collection in Portland including one Duesenberg Derham convertible sedan.

The chief judge this year was Walt Johnson, a retired Portland auto dealer. He was assisted by Monte Shelton, Portland's well-known R-R dealer, and Julian Eccles, a former Oregon car dealer and very longtime auto buff of great renown in the Pacific Northwest. The final judging was done on stage for the crowd's benefit.

Other CCCA members participating as judges this year were George Doolittle, Jerry Hanauska, Bruce Hill, Dave McCready, Brent McKinley, and Ted Reigh.

Entertainment was provided by one choral and several instrumental groups. The groups rotated to fill the time from opening the field to spectators, about 9:00 am, until commencement of the awards presentations at about 2:30.

Just before the stage presentation of awards, it was announced that there were approximately 282 cars on the field and about half were judged. That the show has diminished in size is evident. There were numerous empty spaces around the field and some can

remember the grand days of yore when the show drew about 425 exhibits. The reduction in size has been a managed thing to allegedly improve the quality of what is being shown and give ground where new buildings were erected. Prominent casualties to the exclusion process have been vintage commercial and military vehicles which were always interesting to see.

I should mention, the Vintage Radio Club had its absorbing exhibit set up in The Commons lobby. This became a casualty several years ago, too; it seemed like meeting an old friend to see it back. Now if they can round up that big donkey engine that use to go "Poof, chi, chi, chi, chi, poof..."

Away from our usual fields of interest, there was a very rare car sighted in the sports cars and tourers class. It was a 1954 Pegaso (Spain) with a Saoutchik coupe body. A seldom seen car, a good-looking 1954 Muntz Jet, was entered by an owner from Wisconsin. Another attractive exhibit was a 1905 Queen which was eventually to cop the Arnold N. Franks Memorial Sweepstakes Award and become the theme for next year...Brass Era Cars.

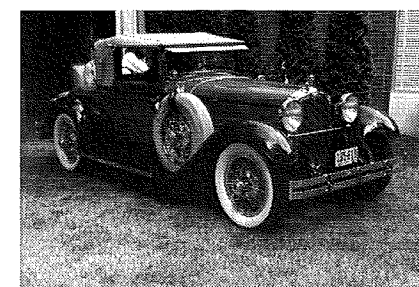
Senior Trophies

Best of Show pre-war, Jerry Greenfield, Packard President's Award, John & Leslie Milliken, Cadillac Allen Stephens Elegance Award, Bill Bauce, Cord Hugh McGilvra Futuristic Award, Bill Bauce, Cord Stanley Wanless Award, Ken & Carol Roberts, Packard

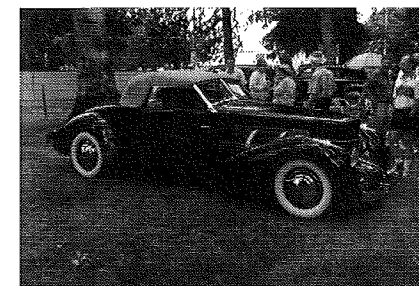
Class Trophies

3rd Classic closed '25-'36, Monte Shelton, Cadillac
3rd Classic closed '37-'48, Charles Humphries, Lincoln
1st Classic open '25-'32, Jerry Hanauska, Stutz
2nd Classic open '25-'32, Ken Brethauer, Cadillac
1st Classic open '33-'39, Bill Bauce, Cord
2nd Classic open '33-'39, Jerry Greenfield, Packard
3rd Classic open '33-'39, John & Leslie Milliken, Cadillac
1st European classic to '48, Malcolm Harris & Charles Morse, Alfa-Romeo
2nd Antiques through 1918, Ken Kinnear, Ford T

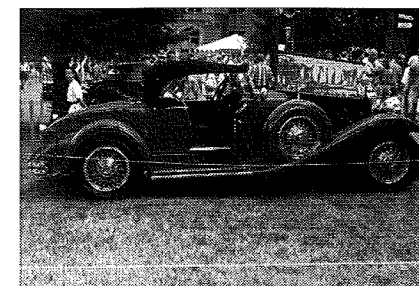
Forest Grove Continued



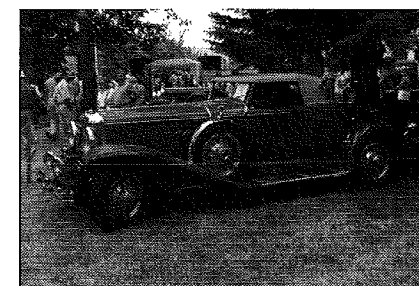
Hanauska's 1928 Stutz.



'37 Cord owned by Bill Bauce. Restored by Steve Frisby.



Ken Roberts 1930 Packard Boattail Roadster.



Harold LeMay's 1931 Deussenberg Murphy Roadster.

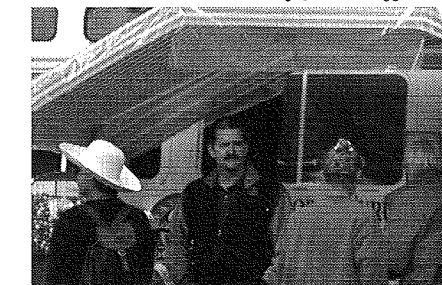
CCCA Members and Guests Present at Forest Grove from the Pacific Northwest Region and Oregon Region

Bill Bauce, Steve Frisbie, '37 Cord, Sportsman convertible
Ken Brethauer, '33 Cadillac V-12, Vohl-Ruhrbock cabriolet
Tom Crook, Randy Small, '29 Duesenberg, LaGrande sedan
George & Mikie Doolittle, '25 R-R Silver Ghost, Derham opera coupe
Julia Eccles, '31 Franklin, Sport phaeton
James Feldman, '37 AC, 4 seater dhc
Jerry Greenfield, '34 Packard V12, Deitrich convertible victoria
Merle Greenstein, '35 Bentley, Vanden Plas/Derham dhc
Jerry Hanauska, June Fezler, Susan Hanauska, '28 Stutz, Phillips cabriolet coupe
Cathy Hanauska, '42 Cadillac, Convertible sedan
Ken Kinnear, '47 R-R Silver Wraith, H. J. Mulliner limousine, '11 Ford T, Touring
Harold LeMay, '31 Duesenberg, Murphy roadster, J-217
Brent & Connie McKinley, '29 Packard, Open touring
John & Leslie Milliken, '39 Cadillac, Fleetwood convertible, '41 Buick, Eight passenger sedan
Ken & Carol Roberts, '30 Packard, Runabout Monte Shelton, '33 Cadillac, Fisher touring sedan
Cliff Strandburg, '31 Duesenberg, Derham sport phaeton, '32 Auburn, Speedster, '30 Franklin, Pirate phaeton
Malcom Harris/Charles Morse, '46 Alfa-Romeo, Pinin Farina cabriolet
Ted & Gloria Reich, '31 Bentley, 8 Litre, Vanden Plas tourer
Bruce Hill
Mona Marsh



July 4, SIR

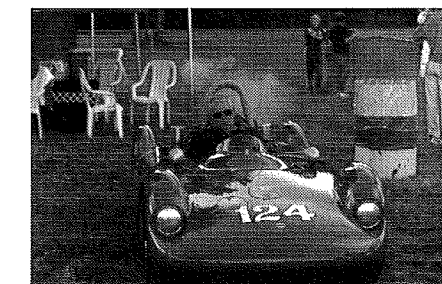
Photos By Jack Goffette



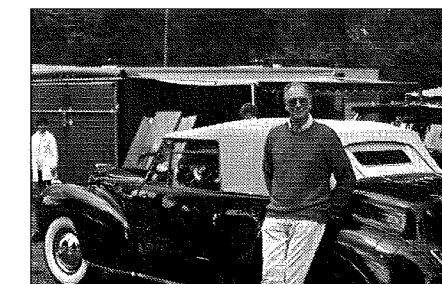
Adatto — doesn't anyone race French cars?



Well...this Ferrari 250 SWB (NC) was the Paris Show Car.



Denny Akers and his Porsche powered Cooper (NC) "The Pooper".



Tom Sumner and his '41 LC Cabriolet.

JOHN KANE CO.
Automotive Detailing • Restoration
323-7848

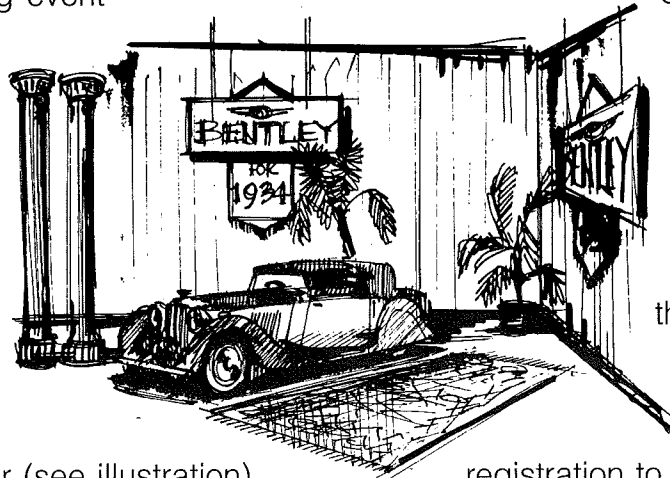
COLLECTOR AUTO SERVICE COMPANY

Carl Bomstead
• COLLECTOR AUTO APPRAISALS
P.O. Box 1083, 506 E. Lake Stevens Rd.
Lake Stevens, Washington 98258
206.334.5215

**Imagine! Your Classic photographed
in a setting like this! It will happen
if you register NOW!** Forms on Pages 14 and 15

The National Annual Meeting is in Bellevue, Washington from January 11 through the 14th. This event promises to be a great time. The Region is staging a "1934 Auto Salon" as the setting and decorations for the "Grand National" Auto Show. This is a National judging event and the only judging event

all year where a "Best of Show" is determined with the awarding of the Warshawsky Award. We are planning to exhibit 75 to 100 cars in a well lighted, heated and decorated street level garage at the Bellevue Red Lion Hotel. One or two special sets will be constructed for photographing your car (see illustration).



You need to make reservations for your car by registering with a National NOW! If you are going to exhibit your car National needs \$10.00 and your registration for each car. **You need to make reservations with the Red Lion** NOW for Thursday night, Friday night, and Saturday night. Stay at the Hotel, there are so many activities and events it will be a wonderful get away after the Holidays, and you won't miss a function or be hassled with a commute. **You need to make reservations with the Region to register for each event.**

You need to do all of this NOW!

The forms are printed in the "August 1994 CCCA Bulletin" and in this issue of the Bumper Guardian. We will be sending a mailer but don't wait for that! Register **NOW** and attain "peace of mind", for yourself and the Annual Meeting Committee. Call Ron Doss or Gayle Doss with any questions at (206) 881-6977 Days or (206) 881-8794 from 5 pm until 9 pm PST. In addition,

let Ed Rittenhouse know how many cars you can commit to exhibit. Ed is planning the arrangement of cars by manufacturer and by coach builder, it should be really exciting. I'm not aware of this ever happening before. We will have full time 24 hour a day security and only members registered for the event will be allowed to see the car show. The registration fee is \$15.00 per family (even if you have six children and grandparents). This will get you all name badges for the event and entrance to the show. What if you want to show a business associate the show? See

registration to check out a "VIP" pass for your guest. The show will be set up by Wednesday night and not torn down until Sunday am.

If you need help getting your cars to the Red Lion, contact Ed Rittenhouse at 232-1117. He has some members who will lend their trucks and trailers to help those that really need help. Some members have committed to show three cars. Please show as many as you possibly can. Setup is on Wednesday, January 11th from 8 am till late in the evening. All cars need to be in place Wednesday and all decorating completed.

Thursday it starts and Thursday night we tour two private collections and dine at the Boeing Museum of Flight.

Friday we have meetings all day and have our "1934 Auto Salon" party with the cars at night. The Bobby Medina Band will play dance music as you enjoy a heavy hors d'oeuvres dinner, coffee and tea bar and dessert bar. A dance floor will be set up, and we will auction off our

1995 National Annual Meeting

marque banners as well as some other art used in our decorations.

The aisles will be carpeted in red carpet, Jerry McAuliffe is bringing in potted palms and trees, large banners and pieces of art are being prepared to display. A large entrance archway is designed for the grand entrance and we are working on greek pillars to add to the decorations. You **need** to be at this party! Attire semi-casual, period attire or black tie optional.

Saturday we continue to enjoy our friends from all over the country and prepare for the Saturday night banquet in the ballroom. Piano music will entertain during cocktails. The menu looks terrific and then the awards will

start. Here it gets different. The Grand National Awards come first, culminating with the "Best of Show" Warshawsky Award. Then the National Board will make their awards. To keep the award process as short as possible, National will make 1st, 2nd, and 3rd place awards simultaneously. This promises to reduce the time spent by 66%. We will stage a photo area off site to keep the program moving along. When we are done, we can continue to visit in the banquet hall or go across the breeze way for a last look at "1934 Auto Salon".

It promises to be an event you don't want to miss. So, lets show lots of cars, stay Thursday night, Friday night and Saturday night at the Red Lion, so you don't miss any activity, and have an exciting get away after the holidays.



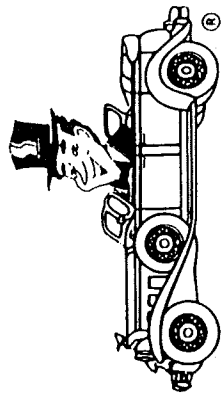
Auto Salon Grand Entrance Concept

Plans are afoot, decorations are being made, popcorn stands are being lined up, contracts are signed, and laser beams will be cutting lots of foam blocks into columns and a large archway. Coach builder displays are in

the planning and we are all set for what promises to be the event you don't want to miss.

See ya January 10th for setup!

YOU'RE INVITED TO
Bellevue, Washington



CCCA ANNUAL MEETING

Classic Car Club of America

The Red Lion Hotel

Schedule Of Events
Wednesday, January 11, 1995
 3:00 PM REGISTRATION until 5:00 PM
Thursday, January 12, 1995
 8:00 AM REGISTRATION until 4:00 PM
 12 Noon Museum Trustees Luncheon Meeting
 1:00 PM Technical Seminar
 3:00 PM Bus departs for Collections Tour & Boeing Museum of Flight
 6:00 PM Boeing Museum of Flight Dinner
Friday, January 13, 1995
 8:00 AM REGISTRATION until 4:00 PM
 8:00 AM Annual Membership Meeting
 10:15 AM Museum Membership Meeting
 1:00 PM Board of Directors Meeting
 (National & Regional Directors)
 2:15 PM Regional Relations Meeting
 2:15 PM Regional Editors Meeting
 6:00 PM New York Auto Show Party & Dance
Saturday, January 14, 1995
 8:00 AM REGISTRATION until 12:00 Noon
 10:00 AM Judges Brunch
 11:00 AM Tour to Snohomish Antique Shops
 11:00 AM Judging begins
 6:00 PM Cocktails
 7:00 PM Banquet
 8:30 PM Awards Presentation
Sunday, January 15, 1995
 No Planned Activities

*** No Host Cocktail Party**
 Make check payable to Pacific Northwest Region CCCA
 Mail check with this reservation form to
GAYLE DOSS, 19109 NE 151 ST., WOODINVILLE, WA 98072
 Phone (206) 881-8794

REGISTRATION AND ORDER FORM - 1995 CCCA ANNUAL MEETING

NAME _____ SPOUSE OR GUEST _____
(as you wish the names to appear on the name tag)
 ADDRESS _____ PHONE _____
 CITY _____ STATE _____ ZIP _____

NOTE: DEADLINE FOR RESERVATIONS - DECEMBER 21, 1994

REGISTRATION FEE PER FAMILY (Required to attend any event) \$ _____ \$15.00

THURSDAY JANUARY 12, 1995

APKER & CROOK COLLECTIONS & BOEING MUSEUM OF FLIGHT (Casual)
 Boeing Dinner and Museum Fee @ \$34.50 \$ _____
 Transportation Fee @ \$11.00 \$ _____

FRIDAY, JANUARY 13, 1995

NEW YORK AUTO SHOW PARTY & DANCE (Black Tie Optional)
 Heavy Hors d'oeuvres, No Host Bar @ \$35.00 \$ _____
 (Dancing will be amid the Classics)

SATURDAY, JANUARY 14, 1995

ANTIQUING IN SNOHOMISH
 (Casual dress and good walking shoes) @ \$11.00 \$ _____

AWARDS BANQUET (Black Tie Optional) *
 No. of Persons @ \$39.50 \$ _____

TOTAL ENCLOSED \$ _____

Home Region _____ Need Trailer Parking? _____
 I Will Be Available To Judge _____ First CCCA National Meeting? _____

Make Hotel Reservations Directly with the:
 The Red Lion, Bellevue Washington - (206) 455-1300
 Reservation Deadline - December 21, 1994

Mention CLASSIC CAR CLUB for special rate
 Double or Single - \$93.00 per night plus taxes, currently 14%

CLASSIC CAR REGISTRATION FORM

ANNUAL MEETING—BELLEVUE, WASHINGTON

JANUARY 14, 1995

INSTRUCTIONS:

- Please print or type the form below (one per car).
- To enter a car in the 1995 Annual Meeting, fill in the form completely. Incomplete entries will be returned to owner for missing information. Include the appropriate fees for the Division you enter. For additional car entries, use facsimile forms and include appropriate fee for each car.
- Be sure to indicate correctly the Division in which you wish to enter your car. A car judged in the wrong Division will be disqualified and any award will be forfeited. For further information, consult your current CCCA *Directory*.
- Make your check or money order (in U.S. funds) payable to: Classic Car Club of America. Send the registration form and your remittance to:

 Classic Car Club of America
 O'Hare Lake Office Plaza
 2300 E. Devon— Suite 126
 Des Plaines, IL 60018
- Regular entries must be postmarked no later than December 24th. Late entries for judging include a \$15 surcharge for processing and must be postmarked no later than January 6, 1995. Refund deadline is January 10, 1995. Exhibition cars may be entered up to date of show, subject to space availability.
- Dinner reservations are NOT to be sent with car entries. Instructions and the proper form for dinner reservations are on the activity flyer page opposite.
- IMPORTANT—NO CLASSIC WILL BE JUDGED OR EXHIBITED WITHOUT PROPER LIABILITY INSURANCE. SHOW INSURANCE CARRIER AND POLICY NUMBER ON REGISTRATION FORM.**
- SENIOR** Classics must have affixed visible to the exterior of the car the Senior registration badge to be judged in National meets. Cars entered in Premier Division **MUST** have affixed to their car, and around the Senior badge, the oval Senior Winner recognition badge to be judged in National meets. Premier Classics must affix visibly the Premier crown.
- The Pre-Primary Division requires that a car entered which scores over 90 points is automatically disqualified from the Division. The Division is designed for older restorations or original cars.
- Classics to be judged or exhibited **MUST** have U.L. approved fire extinguishers in the car.
- Non-authentic bodied Classics may be exhibited at National meets only after acceptance by the Classification Committee. Consult your current CCCA *Directory* under "Non-Authentic Division."
- All Classics will be required to stay in the judging area until judging is completed.

(DO NOT USE THESE BOXES)

Entry No.	Div.	Class.
-----------	------	--------

CCCA ANNUAL MEETING JANUARY 14, 1995



Owner _____ Street _____
(As listed in CCCA Directory)

City _____ State _____ Zip _____ Phone _____

Incomplete Entries Will be Returned to Owner for Missing Information

Year _____ Make of Car _____ Cyl. _____ Model or Series _____

Body Style _____ Body Maker _____
(only if custom)

Serial No. _____ If Senior, give Plaque No. _____ (plaque must be displayed)

Is this an authentic bodied class? Yes No
(If non-authentic rebodied, see number 11 on back for rule.)

Liability Insurance Carrier _____ Policy No. _____

Mail To: CLASSIC CAR CLUB OF AMERICA
 O'HARE LAKE OFFICE PLAZA
 2300 E. DEVON, SUITE 126
 DES PLAINES, IL 60018

Check Division	Regular Fee Until	Late Fee Until
<input type="checkbox"/> Premier	\$25 Dec. 24	\$40 Jan. 6
<input type="checkbox"/> Senior	\$25 Dec. 24	\$40 Jan. 6
<input type="checkbox"/> Primary	\$25 Dec. 24	\$40 Jan. 6
<input type="checkbox"/> Pre-Primary	\$25 Dec. 24	\$40 Jan. 6
<input type="checkbox"/> Senior Emeritus	\$10 Jan. 14	Nonjudging
<input type="checkbox"/> Exhibition	\$10 Jan. 14	Nonjudging
<input type="checkbox"/> Non-Authentic	\$10 Jan. 14	Nonjudging

Deadline: Regular Fee, December 24, 1994

Late entries must be postmarked by January 6, 1995

- Yes, I would be available for judging.
 Yes, I am bringing an unrestored original car.

The Lady in Gray is the Signature for the 1995 Annual Meeting



1934 AUTO SALON

1995 ANNUAL MEETING
CLASSIC CAR CLUB OF AMERICA
JANUARY 11 - 14, 1995 • BELLEVUE, WASHINGTON

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 _____

- Operator License Number _____ Number of Antique Autos owned _____
- List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) _____
- Total Annual Mileage: Club Functions _____ Other Purposes _____
- Name of antique or car club to which you belong _____
- List modern cars used for daily transportation (owned _____ or company cars _____?) _____
- Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____
- 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**

ANTIQUE 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/PAC4

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



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



CLASSIC CAR CLUB OF AMERICA

MEMBERSHIP
RECRUITMENT
KIT

MEMBERSHIP APPLICATION - Classic Car Club of America

List only Classics you desire listed in directory.
List associate members and their cars separately. DATE _____
Provide complete information below or this form will have to be returned. For additional classics use separate sheet.

FOR OFFICE USE ONLY

GIVE
CCCA
SENIOR
BADGE
NO.

MAKE OF CLASSIC	YEAR	CYL.	MODEL or SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	ENGINE & SERIAL #	

* A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.

Members, Please PRINT name and address here:

Check one
New Renewal

Active, \$30	\$ _____	LIFE, \$600 U.S.	\$ _____
Associate, \$5	\$ _____	LIFE, \$840 FOREIGN	\$ _____
(spouse of active member only, No publication)		(after 10 years)	
Canadian & Foreign, \$42	\$ _____	LIFE ASSOCIATE \$60	\$ _____
Associate, \$5	\$ _____	FOREIGN LIFE ASSOCIATE \$84	\$ _____
Total enclosed (U.S. Funds)	\$ _____	No publication, spouse of life member only.	
		Total enclosed (U.S. Funds)	\$ _____

Club year begins
November 1

Spouse's name:

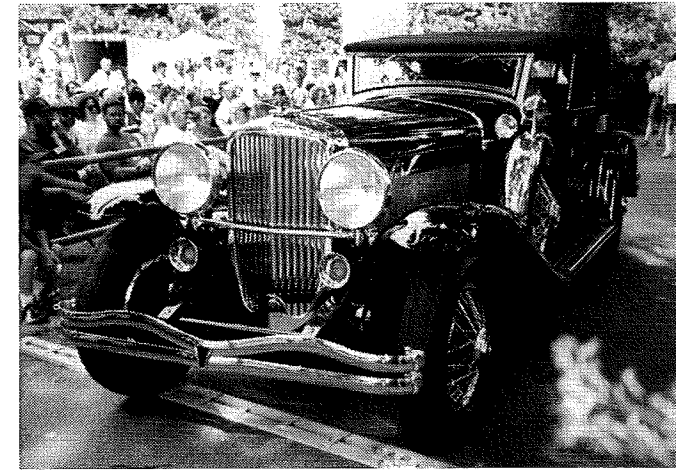
Residence Phone _____ Business Phone _____

Foreign air mail: Add \$40 (U.S. Funds) for Central and South America and Europe.
Add \$50 (U.S. Funds) for Africa, Australia, New Zealand and the Far East.

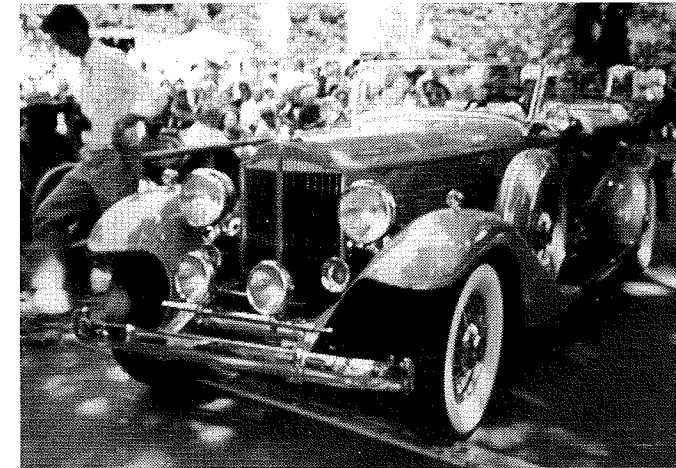
Complete above application and mail to: CLASSIC CAR CLUB OF AMERICA, O'Hare Lake Office Plaza, 2300 E. Devon Ave., Suite 126, Des Plaines, IL 60018
Or send it to us, but Separate checks please and we will forward to National.
(\$28 for the Classic Car Club of America Magazine; \$2 for the Classic Car Club of America Bulletin).

This comes first (because CCCA membership is an imperative prerequisite for belonging to any region). Make \$30 check payable to CCCA (\$35 if spouse is included.)

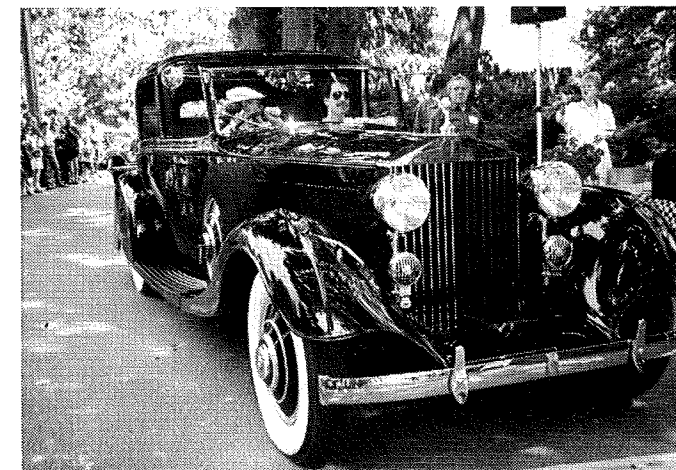
Port Gardner July 24, 1994



Best of Show and Artisans Award went to Glenn Mounger and his '29 Duesenberg.



Best Class Open Late to Ed Rittenhouse, 1993 Packard.



Best Theme Car, Ty Long, 1934 Rolls Royce PII

What a day, what a setting, and what a lot of fun! The Port Gardner Bay Classic Concours D'Elegance benefits Deaconess Children's Services. This was the third year for the car show and Deaconess is pleased to have met most all of their goals. Next year the show will be held on July 23rd and will not conflict with Forest Grove. The CCCA Caravan this year and other constraints made the conflict unavoidable. Fifty nine judges were enlisted, many from CCCA PNR ranks, and they judged more than 25 classes and 140 cars. Several PNR members won wonderful cut crystal trophies. Ron Doss was awarded the appreciation trophy for his efforts as Judging Chairman. Richard Adatto was the Head Judge for the event, and ran a smooth effective show. Richard and Ron presented the awards and the winners from our region were:

Best of Show and Artisans Award
Glenn Mounger
1929 Duesenberg J
LWB Convertible Sedan Murphy

Best Open Classic - 25 to 32
Joe Carmen
1927 Rolls Royce PI
Springfield Picadilly Roadster

Best Open Classic - 33 to 48 and Most Elegant Award
Ed Rittenhouse
1933 Packard 8, 1004
Dual Cowl Phaeton

Best Theme Automobile
Ty Long
1934 Rolls Royce 6 PII
Sedanca DeVille Thrupp & Maberly

Best Model A or T
John Carlson
1931 - A400 Ford Model A (NC)

The recurring conversation has been about how much fun this show is, and what a good time everyone had. We also had three Duesenbergs on display with John Dennis' 1934 J Berline Sedan and Bill Deibels 1935 JN Berline Rollston all next to Glenn's '29.

This year's theme was, "Cars of the Famous and Infamous." The show had Marty Andersons Doble Steamer once owned by Bob Hope. In addition, cars owned by Elvis, the Beatles, and a host of others. I think 27 famous cars in all. Good food and live entertainment, made the day "just right".

Even the second and third place trophies were crystal rather than the customary ribbons.

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Pacific Northwest Region

MEMBERSHIP APPLICATION

MAIL TO: BARBARA McMICHAEL
CCCA-PNR MEMBERSHIP CHAIRMAN
4005 PARK AVE. N., RENTON, WA 98056

DUES
\$30.00

You may call with any questions at 228-3286. Send both forms and both checks to Barbara and we'll do the rest.

Here's my check for \$ _____ for my 1995 membership in the CCCA Pacific Northwest Region.

NAME: _____ ASSOCIATE (spouse): _____

Street address: _____ City: _____

State: _____ Zip: _____ Home Phone: (_____) _____

MAKE OF CLASSIC	YEAR	CYL.	MODEL OR SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	CHECK IF CCCA SENIOR

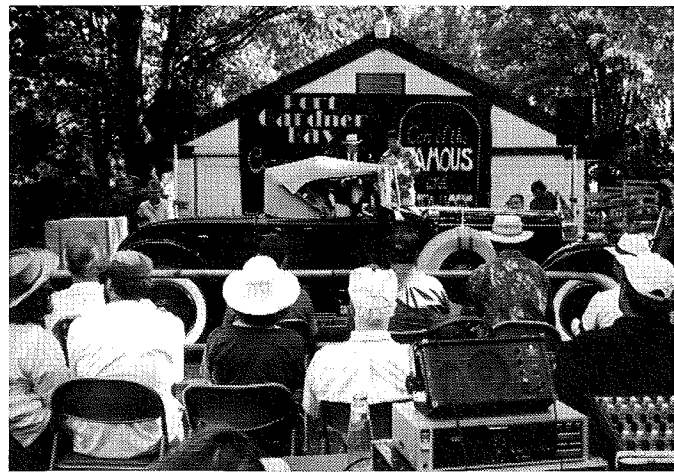
✓ A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.
(Give Senior Number, if known, or previous owner and Manufacturer Serial Number).

(Separate checks please) - You can photocopy this application.

Club year begins November 1st - All amounts payable in U.S. funds.

Gift Memberships Look Good on These Forms.

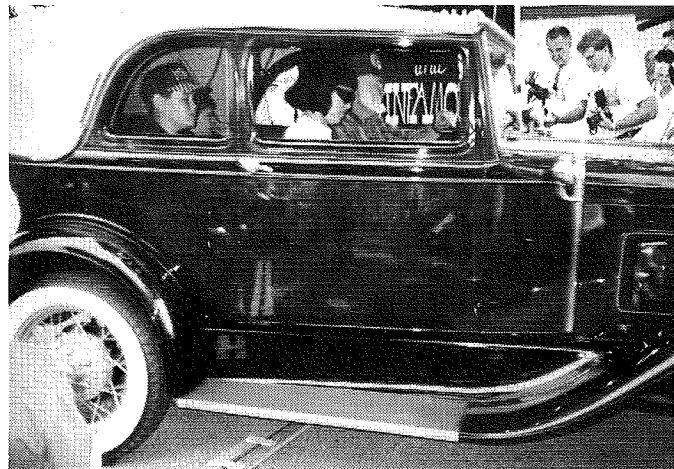
Membership Information: BRING IN A NEW MEMBER!



Best Classic Open - Joe Carmen 1927 Rolls Royce PI.



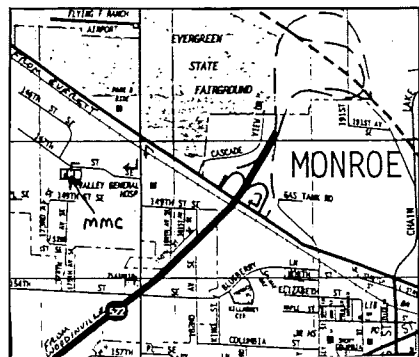
Richard Adatto and Ron Doss passed out 65 trophies in 45 minutes. (Record time to cut down on bollovers.)



Best Model A or T (NC) to the Carlsons from Vancouver, B.C.



MURRAY MOTOR CAR



WE HAVE MOVED TO A NEW 10,000 SQ. FT. FACILITY IN MONROE. TAKE 522 NORTH TO HIGHWAY 2. TURN RIGHT TOWARD FAIRGROUNDS. AT FAIRGROUND LIGHT, TURN LEFT. JUST PAST CLINICS TURN RIGHT ONTO 147 ST. S.E. FOLLOW ROAD PAST LARGE BLUE WAREHOUSE. TURN LEFT IN BETWEEN THE BLUE WAREHOUSE AND OUR NEW GRAY BUILDING. WE ARE IN THE S.E. CORNER. COME BY AND SEE US. WE ARE OPEN MOST EVENINGS AND SATURDAYS.

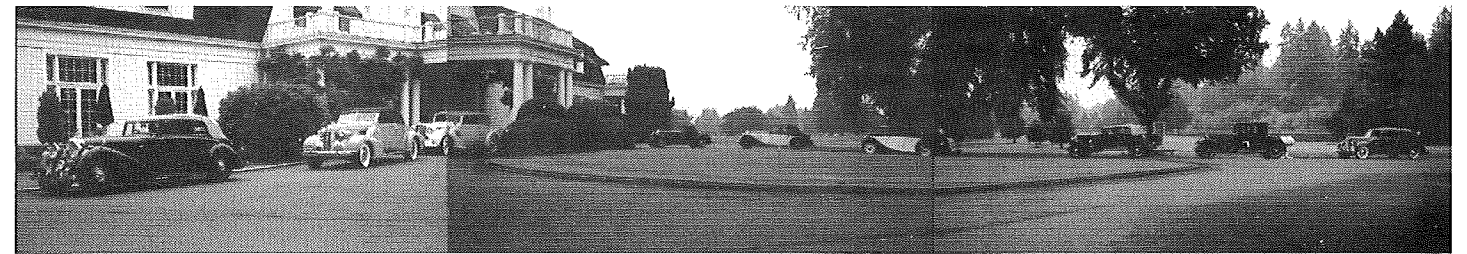
Al Murray Paul Murray

(206) 487-1902

17476C 147TH STREET S.E.
MONROE, WASHINGTON 98172

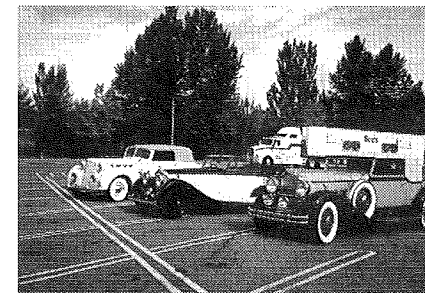
(206) 794-1902

Newberg Vintage Festival



Sunday morning brunch was as elegant as it was tasty at the Waverly Country Club outside of Portland.

Leslie Milliken did it again. Our mini-caravan to Newberg was the best. I have to start off with an explanation. Right after the NW Caravan, and with threatening weather, only three fearless couples made the trip from Seattle to Newberg. Tom Crook and Randy Small drove "Miss Vicky" a 1931 Packard Victoria Convertible. Followed by Hal Meden and Joan Royal in a 1938 Bentley 4 1/4 Drop Head, as well as Gayle and Ron Doss in a 1938 Packard Victoria Convertible.



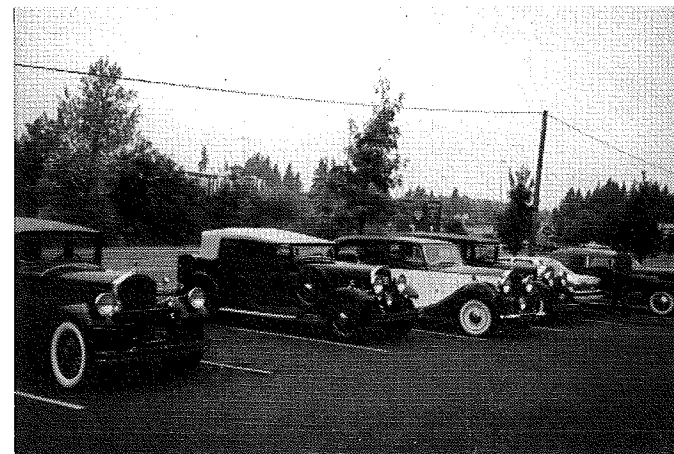
3 Brave Souls.

Tom led the pack since his was the oldest car. Ron went last since he had the strongest towing chain. That '31 set a 65 mph pace that we stuck to all the way down and back.

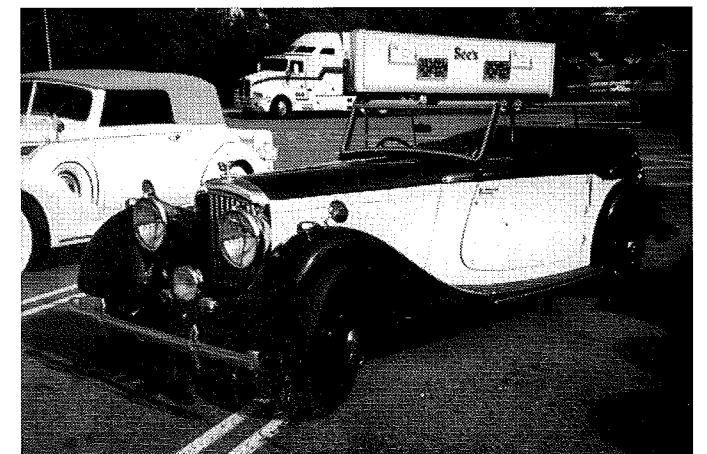


Forming up for breakfast.

Friday night we met all of the Portland folks and had a terrific BBQ at Frank and Leslie Cabels home. Saturday morning we toured to the show site. Airplanes, boats, a craft fair, wine tasting booths, and sixteen classes of cars made a terrific day. The Ford Tri-Motor landing was a thrill, several lucky people were made passengers at the end of the day when we all lined the runway for its take

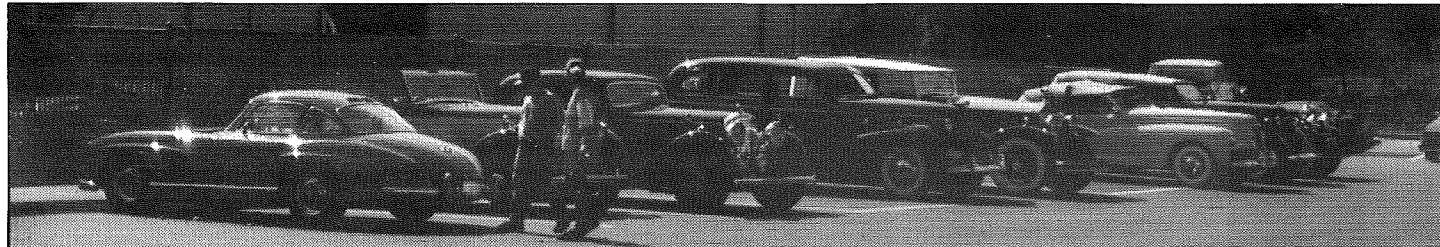


off. Each entrant was presented with a pair of wine glasses with the events logo, and a bottle of wine. Saturday night we dined at the Sokol Blosser winery with a string trio playing chamber music. Sunday morning our group formed up at the Holiday Inn (over 25 cars) and we toured to the lovely Waverly Country Club. It was the perfect setting for classic cars. Our thanks to the Maitlands for hosting our group at their club. The only mishap occurred when a '48 Buick (NC) on the tour, accidentally rolled into the Doss' Packard. The Packard had its touring trunk on the trunk rack. Lifting that Packard trunk the way Ron had it stuffed was about all the Buick could do. The Buick needs some chrome work, a hood straightening, and a new emblem on the hood. The Packard need to paint a few chips on the trunk rack. Message, Packards are stronger than Buicks.



Medens Bentley

Lots of members turned out for the Garage Tour September 17th



There were line ups of cars everywhere you looked.

Eighty-five members and guests had lunch at the Crab Cooker in Kirkland on a perfect sunny day. We were joined by another fifteen for the tour to Patrick Harts collection in Kirkland. The Harts have a stunning collection of classic MG's as well as other very interesting cars. He also has great "stuff". Twenty-six Classics and 10 other cars then drove to



Bruce McCaws Race Shop. Byron Sanborn led us through the shop which is extensive. Byron fired up a 2 Litre BRM team car for us and a Lotus. The 12 cylinder Porches were awesome. The back room was kept closed, Bruce said it wasn't finished and he wants to show that area to us personally. Bruce, we're looking forward to it. Thanks to Glenn Hart, Patrick and Doris Hart and Bruce McCaw for the fun day.

Some PNR members attending the event were: Richard Adatto, Glenn Mounger, Tom Crook and

Randy Small, Hal Meden and Joan Royal, Carl Bomstead, Stan and Valerie Dickson, Ron and Gayle Doss, Tom Sumner, Dick Culp, Roy and Terry Magnusen, Noel and Janet Cook, Gerry and Doreen Greenfield, Brian and Randy Pollock, John and Pat Dennis, Conrad and Pam Wouters, Peter Hageman, Pat Heffron, John Kane, Russ Humphrey and son.

With eighty-five in attendance, no list of names and my memory, this is about as good as it gets.

The weather was perfect, mid-seventies and not a cloud in the sky as we ended the touring season with this terrific event planned by Roy Magnusen and Conrad Wouters.



Classic Car Club of America - Pacific Northwest Region Board of Managers Meetings

Reported by Ted Barber, Secretary, CCCA-PNR

JUNE 1, 1994

The meeting was called to order at about 6:30 pm by Director Adatto at Latitude 47 Restaurant in Seattle. Attending were Managers Culp, Deibel, Doss, Goffette, Magnuson, McMichael, Meden, and Mote, Murray, Rittenhouse, and Zuker. The minutes of the May 1994 meeting were approved. Treasurer Wouters reported a balance of \$14,260.73. Membership Chr. McMichael reported that there were 190 paid members (including three new members). The roster (in a smaller format and including the by-laws) will be out mid-June. Editor Culp reported that the next issue of the *BG* would be out before the Caravan. Extra copies will be available for Caravan packets. Chr. Goffette reported that the Hill-Climb/Kite-Fly tour was a good event though there were few Classics attending.

1994 events were discussed as follows (dates of non-Club events of interest are shown in *italics*):

June 4; South Sound Tour. Chr. Deibel. Starts at Keyport at 11 am and includes the Keyport Museum and a private museum on Stretch Island. Dinner at Olympia. Confirmations have been made.

June 24-26; Land, Sea, and Air Rendezvous. Port Ludlow. Event notice to be in *BG*.

July 3, 4; SIR Vintage Races, report by J. Goffette: event starts Friday. CCCA tickets cost \$5 and include admission to pits. Classics will drive around track. The Board voted to support this event.

July 4; Yarrow Point Parade (Chr. McEwan), Bainbridge Isl. (Chr. Mounger).

July 24; Forest Grove and Port Gardner Concours.

July 29-Aug 6; PNWR Caravan. Chr. McEwan. 110-115 cars and 264 people are expected. He passed out the committee list. Still needed: co-ordinators for hospitality, children's activities, bus, and hotel check-in. A letter with the roster will be sent. A cartoon is needed for the burgee. Doss et al will work on this. Continental style breakfasts will be features. An AQ article is being considered for inclusion in the packet.

August 14; Apker Affair. Chr. Apker. Theme: "Super Cars and Vintage Motorcycles."

August 28; Pebble Beach Concours.

September 9-11; Newberg Vintage Tour. Chr. Doss. Leave Friday, return Sunday. Included will be a Ford tri-motor among the vintage aircraft.

September 17; Garage Tour. Chr. Magnuson/Wouters. Included: Hart garage, other possibilities.

November 5; Annual Meeting. Need chr; location: Petroleum Museum or possibly Bellevue Place.

December 10; Christmas Party. Chr. Meden/P. Wouters. Tacoma Country Club, cost \$15-20.

Jan 11-15, 1995; National Annual Meeting, at Red Lion. Chr. Doss. Bomstead will be Head Judge and will do a seminar (date open). National has approved format, program, Banners are being priced. Pictures of auto shows circa 1934 are needed. Cars will be displayed Wed-Sun.

March 1995; Coming-out Party. Room to be reserved. Details to be left to event chairman. Dir. Adatto announced that Bellevue Place would pay the Club \$1000 for a fall-winter event there, possibly the Annual Meeting. This could offset dinner and other costs. This must be decided by the next meeting.

The meeting adjourned at about 8:30 pm. The next meeting will be on July 6, 1994.

JULY 6, 1994

The meeting was called to order at about 6:30 pm by Director Adatto at Latitude 47 Restaurant in Seattle. Attending were Managers Culp, Deibel, Doss, Goffette, Magnuson, and Wouters (Treasurer); Secretary Barber; Past Director Bomstead; and members Apker, Crook, Greenfield, Holt, Mote, Reddaway, Rittenhouse, and Zuker. The minutes of the June 1994 meeting were approved. Treasurer Wouters reported a balance of \$12,207.58. Membership Chr. McMichael reported that there were 178 paid members. The roster has been sent out and extra copies are available for sale. Editor Culp reported that the next issue of the *BG* would be out by June 21 with extra copies for the Caravan. The next deadline will be delayed to include Caravan news. Bill Deibel reported that 36 members attended Races at SIR on July 2 and 3, with Classics touring the course. Also Classics were in evidence at the Yarrow Point Parade on July 4.

1994 events were discussed as follows (dates of non-Club events of interest are shown in *italics*):

July 24; Forest Grove Concours. Theme: "Year of the Classic".

July 24; Port Gardner Concours. R. Doss reported that R. Adatto

would be head judge and that a few more judges were needed. Three Duesenbergs, some Pebble Beach cars, and brass cars not shown before are expected. There will be two open Classic classes. Field is limited to about 150 cars.

July 29-Aug 6; PNWR Caravan. L. Zuker and J. Greenfield reporting for Chr. McEwan (in absentia). 110-115 cars and 264 people are expected. License plates and Caravan bags were shown. A video professional will prepare a tape of the event.

August 14; Apker Affair. Chr. Apker. Theme: "Super Cars and Vintage Motorcycles."

August 28; Pebble Beach Concours.

September 9-11; Newberg Vintage Tour. Chr. Milliken/Doss. Leave Friday, return Sunday. Included will be a Ford tri-motor among the vintage aircraft. Flier will be sent in August.

September 17; Garage Tour. Chr. Magnuson/Wouters. Included: Hart and McCaw garages.

November 5; Annual Meeting. Need chr; location: Petroleum Museum or possibly Bellevue Place.

December 10; Christmas Party. Chr. Meden/P. Wouters. Tacoma Country Club, cost \$15-20 for brunch. RROC and Bentley Drivers Clubs will be invited.

January 11-15, 1995; National Annual Meeting at Red

Lion. Chr. Doss. Bomstead will be Head Judge and will do a seminar (date open). National has approved format, program. Banners are being priced. Pictures of auto shows circa 1934 are needed. Cars will be displayed Wed-Sun. Committees still needed: attendance, hospitality greeting.

March 1995; Coming-out Party. Room to be reserved. Details to be left to event chairman. Washington Car Council news reminded members that cars with collector car plates don't need to carry proof of insurance, but that the State Patrol sometimes has problems tracing "year-of-model" plates. A nominating committee consisting of Bill Deibel, C. Bomstead, and H. Meden will select a slate of new Board members. Also needed: a new treasurer.

The meeting adjourned at about 8:30 pm. The next meeting will be on September 7, 1994.



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Bill Rehberg



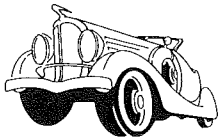
**CLASSIC CAR CLUB OF AMERICA
PACIFIC NORTHWEST REGION**

PRESENTS...

**November 5..... PNR Annual Meeting
Petroleum Museum**

**December 10 Kris Kringle Kaper
Tacoma Country Club**

**January 11 - 14..... CCCA Annual Meeting
and Grand National
Presentation of
"1934 Auto Salon"**



BUMPER GUARDIAN

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