

BUMPER GUARDIAN

VOLUME 4

NUMBER 2

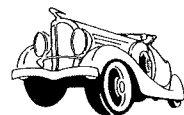


1934 PACKARD V-12 CONVERTIBLE VICTORIA

Gerald and Doreen Greenfield

March through November 1995





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. The *Bumper Guardian* is published every quarter - March, June, September and December.

Officers	HOME	WORK
Conrad Wouters, Director	282-9431	325-8400
Assistant Director / Activities		
Richard Adatto, Past Director	286-8325	292-9906
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Bill Deibel	1995	522-7167	382-2500
Conrad Wouters	1995	282-9431	325-8400
Richard Adatto	1996	286-8325	292-9906
Rick Turner	1996	742-1147	
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Lee Zuker	1997	641-8564	

The Board of managers holds a dinner meeting the first Wednesday of each month at Latitude 47's Topside Room, 1232 Westlake Ave. No., Seattle at 6:30 p.m. Members are encouraged to attend.

Membership

Regional membership is available only to Classic Car Club of America (national) members and may be obtained by contacting Barbara McMichael, membership chairman.

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.

All ads are priced based upon business card size or multiples thereof. If you are interested in other types of ad space, please inquire.

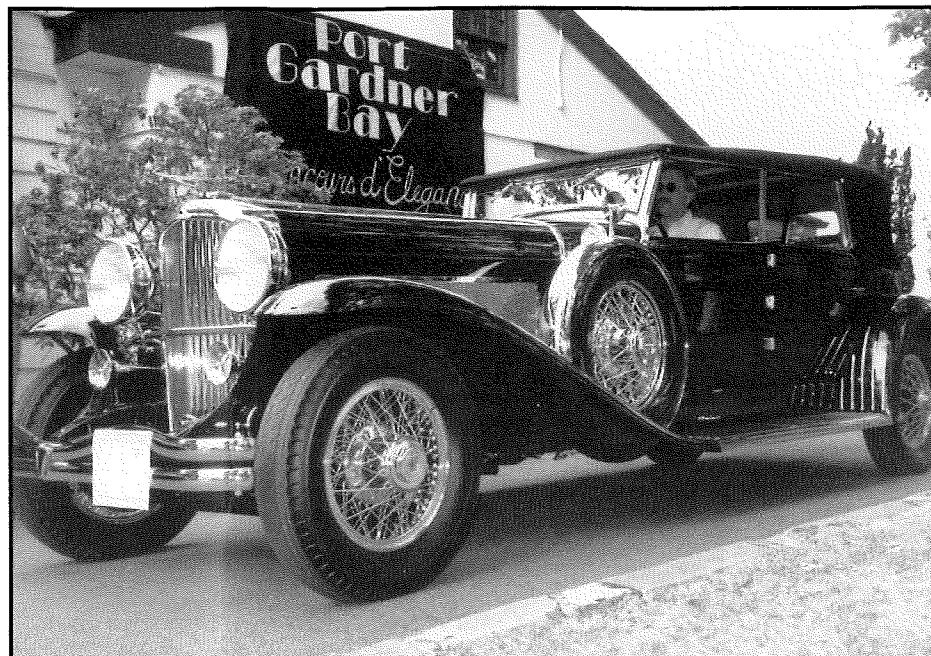
BUSINESS CARD (3-1/2" wide x 2" high) \$95
PER CALENDAR YEAR.

The *Bumper Guardian* is the official publication of the Pacific Northwest Region, Classic Car Club of America.

Editor is Conrad Wouters, 2829 29 Avenue West, Seattle, WA 98199, (206) 282-9431.

Advertising Manager is Shirley Starr, 1619 - 168th Ave. N.E., Bellevue, WA 98006, (206) 562-7122.

Production is handled by Sunset Press.



Glenn Mounger's 1929 Duesenberg —8— J-225 Convertible Sedan by Murphy won The Port Gardner Concours Artisans Award for 1995.

Pacific Northwest Region Classic Car Club of America 1995 Calendar of Events

* PNWR EVENTS

October 14	Garage Tour
* November	Annual Meeting
* December 2	Christmas Party

1996 Calendar of Events

March 30, 1996	Coming Out Party
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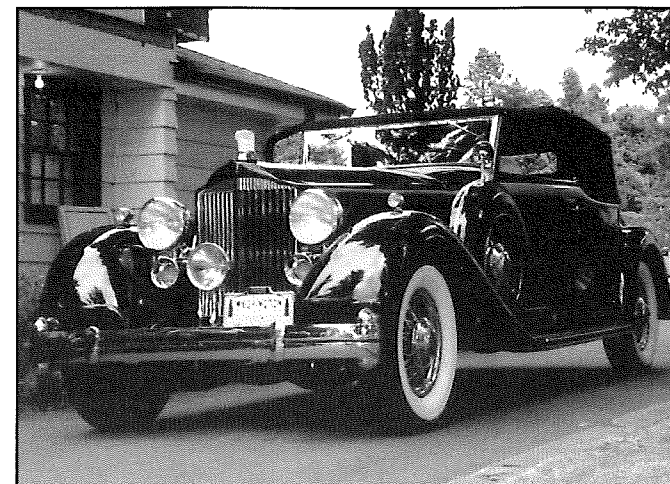


Phil Grisham's great '41 Cad 60 Special is Classic Closed Class winner at Port Gardner Concours.

COVER STORY

Port Gardner Concours 1995

BY JACK A. GOFFETTE



Best of Show - 1934 Packard 12 Victoria Convertible (Senior 1915) Gerald and Doreen Greenfield.

cars for display. I see it as an opportunity to undertake a worthwhile project which benefits the community as well as giving the club an annual midsummer event to look forward to.

Deaconess Children's Services, now in its 97th year, serves as an important resource to hundreds of families each year through five different programs it administers. These programs provide community support for families in crisis who would not otherwise have anywhere to turn to for help.

I believe that the Pacific Northwest Region of The Classic Car Club of America would miss a marvelous opportunity if we fail to become a major sponsoring force behind this event.

So many Classic Car Club members were participating as Judges and showing cars we really must simply say the majority of our members were in attendance and participating.

Over \$20,000 dollars after expenses were raised for "Deaconess Kids." We think that is a great start for the wonderful things this Concours promises to provide in the future. One hundred and seventy

On Sunday, July 23, 1995 I attended the 4th Annual Port Gardner Bay Concours d'Elegance at the beautiful Legion Park at Everett, Washington. This is a wonderful event which takes place at an elegant setting that is very easily accessible - especially to those of us who live in the northwest.

I believe this event, which benefits Deaconess Children's Services, a nonprofit multi-service agency, could become a major event for the Classic Car Club - Pacific Northwest Region. The show has taken place for four years now, and each year I have seen tremendous improvement in both the quality of the event and the quantity of the participants. The Concours offers several levels of participation including judged and display only classes.

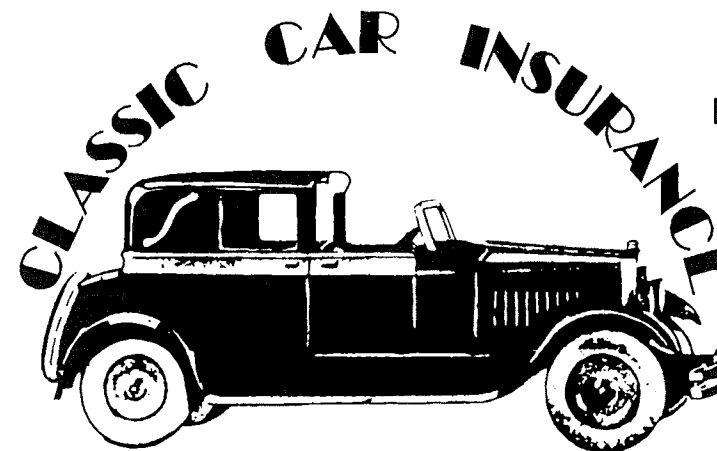
I can envision CCCA-PNR getting involved by providing qualified concours judges, volunteers to help with ticketing and promotion, and



Here is Head Judge Richard Adatto presenting Best of Show to Gerry.

Continued . . .

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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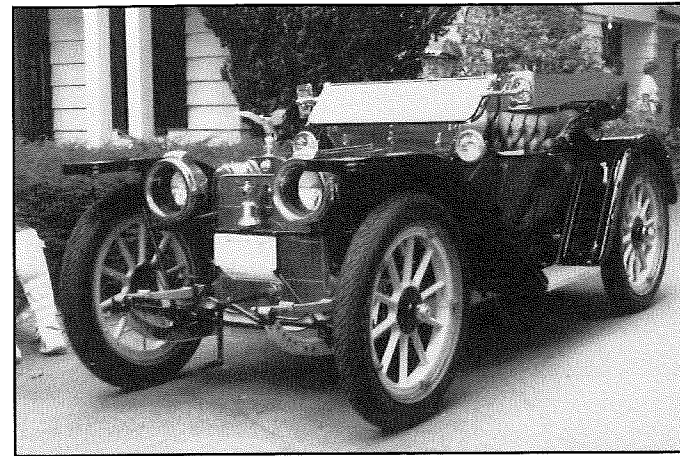
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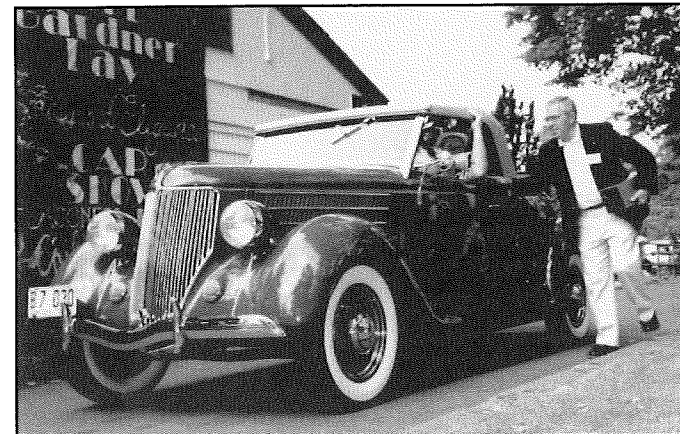
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Cover Story Continued . . .

eight cars were on the field including a "breathtaking array of Packards" to quote the *Packard Traveler*. The Feature Class this year was "Pre '56 European Race Cars," 15 were in attendance and owners started their engines for the crowds throughout the day. Attendance at the gate exceeded 6,000 or about one-third of Pebble Beach attendance. Not bad in the fourth year for Port Gardner. The great location, super weather and emphasis on fun make this the premier event of this kind in the Puget Sound Region.



Ralph McCarty's 1913 American Underslung won Top Brass Honors.

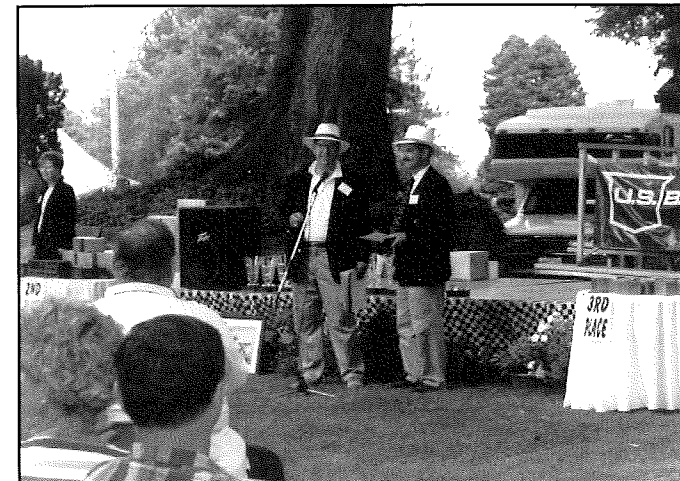


Gary Johnson won his class in a Springtime Torquoise 1936 Ford Roadster.



David Smith had Best "Theme Car" with a 750 Monza Ferrari.

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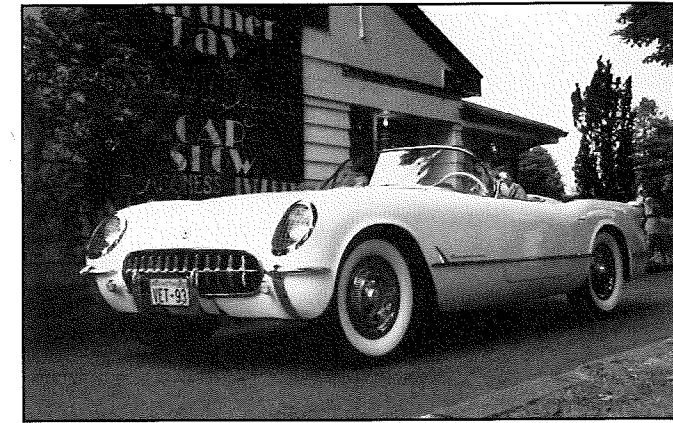


Head Judge Richard Adatto and Judges Chairman Ron Doss presided over Award Ceremony



"Class Winner" and "Most Elegant" as well as "People's Choice" was Steve Frisbys 1948 Daimler - restored for Wes La Matta.

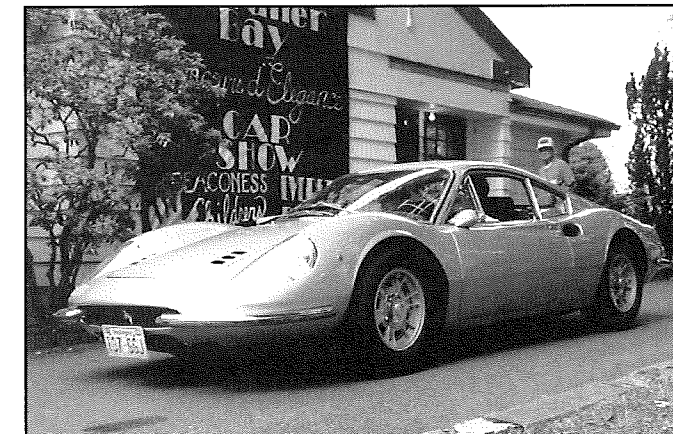
Cover Story Continued . . .



Ty Long's 1953 Corvette #93 won First Place in Class.



John Dennis showed his 1941 Mercury Convertible and his stunning light yellow 1935 Boattail Auburn Speedster. The Speedster was classed with LeMatta's Daimler and placed Second by a fraction of a point. The Speedster was also in hot contention for many awards including Best of Show.



Brian Pollock won Best Original with his silver 1970 Dino Ferrari 246.

Preview of 1996

Incoming Director Ron Doss has started rumors of several new events slated for 1996.

* Watch for a resurrection of the St. Valentine's Day Massacre Party with spaghetti and dancing.

* This year we will have a picnic at Tom Crook's new estate, maybe around his birthday.

* Gerry and Doreen Greenfield will host a Golf and Classic Car combined event.

* The Coming Out Party will move to the Red Lion in Bellevue.

* We are working on Al McEwan to organize a mini-caravan.

* A spring social progressive brunch and garage tour.

So, get the old grease slapper running and reliable - we're going to put some miles on them this year.

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Newberg Vintage Festival was the "Best Ever"

STORY BY RON DOSS AND JOHN MILLIKEN
PHOTOS BY MONA MARSH AND GAYLE DOSS

The PNWR and Oregon Regions got together from September 7th through 9th for the Seventh Newberg Festival. A small caravan left from the Southcenter theatre at 10:30 am Friday. We proceeded on the freeway at full tilt with no problems after Sherri Vig figured out a detour route around fresh oil at Spanaway. We arrived at 3:00 pm at the Century Plaza in Tualatin. Rick Turner drove his rare right-hand drive Cord Sportsman, Gayle and I drove the '38 yellow Victoria Packard, Carl and Chris Bomstead were in their newly acquired 1947 Cadillac convertible, Gary and Sherri Vig drove a 1936 Packard Super Eight convertible coupe and Bill and Karel Deibel were in a restored Corvair (nc).

At 6:00 pm John Milliken led everyone on a tour through Stafford, Oregon up to Pete's Mountain and the beautifully prepared estate of Ken and Carol Roberts. John's 1939 Cadillac convertible was great to watch on the road through the wonderful countryside. The Robert's huge garage is filled with cars and very large neon signs. In the center of it all he has constructed a complete Mobil gas station: roof, walls, island, display cases, doors, a register, phone, really complete! One corner held a large soda fountain where dessert was served.

Kens emphasis is on 'fifties convertible GM cars. Classics among the collection were a 1930 Packard boattail speedster and a 1927 Franklin convertible. More than seventy of us sat down to a catered barbecue.

After dinner the guests toured the Roberts' home. It is filled with vintage dolls, posters, games and pinball machines. a Nash Metropolitan is hung on the living room wall. The game room kept lots of us busy for hours.

Saturday morning was bright and sunny and John showed up in his 1934 Packard convertible sedan. He led us to Newberg Airpark where the classics were parked under a Ford Tri-Motor airplane. We watched 30 vintage airplanes land and park along the runway. Twenty-one classes of cars were parked in front of the planes. Vintage motorcycles, trucks, bicycles and wooden boats were everywhere you

looked. Then the day was spent shopping the arts and crafts fair, wine tasting and sampling the large number of food concessions.

Around 4:30 our caravan of classics was joined by the Oregon Pakcard Club. We all set out for the Duck Pond Winery for a wonderful catered dinner. Entertainment was supplied by Julie Strandberg and her Cadillac V-12 towed in by a red 1953 Packard. Dave McCready and his son got the Cad running, unhooked it from their Pakcard, then Cliff Strandberg arrived to limp the V-12 home on 6 cylinders.

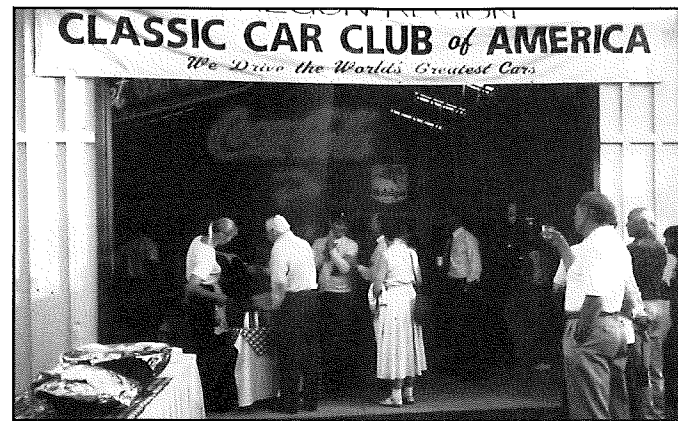
At near dusk the temperature was still very hot outside, so eight of us decided after dinner it was "cruising time." Howard Freeman led us to Milwaukie, Oregon (40 miles) to join the annual "Cruise In" at Louie's Diner. This was the one summer night my memory will hang on to all winter long. Top down, over 80°, the big Packard performing flawlessly in the dark, in overdrive, with '50's oldies playing loud on the tape deck, smuggled into the glove box. Whoa! It was great!!

Louie's was hopping, over 350 cars, both vintage and street rods. People were very friendly and spanned all ages. Our classics drew large crowds and we fielded questions for a long time. Rick assured lots of folks that his Cord wasn't glass. John admitted that those tires could still be bought, and the beat goes on. We left at 11:00 and headed for the Hotel.

We sure appreciate Leslie Milliken for making all of the arrangements and single-handedly putting this event together for three clubs.

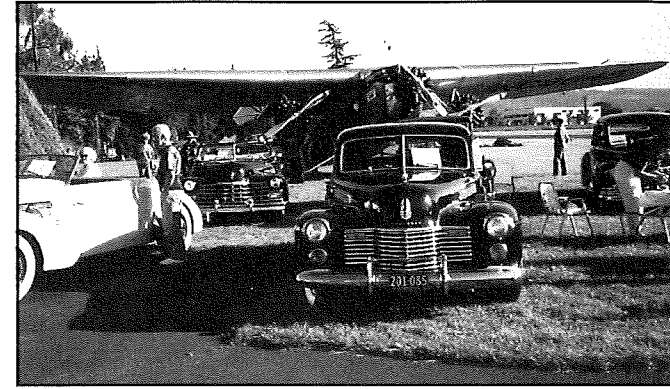
Sunday morning the Seattle folks wanted to travel home at their leisure rather than in a group. This allowed for some antiquing along the way. Rick Turner kept his Cord close to our Packard on the way home, I think because he saw the great tow chain in the Packard's trunk. We drove home at the full legal limit most of the time. On one occasion we sped up to 85 to go by an unsuspecting Bomstead couple, we hoped to give them a little surprise. Another occasion we were passing very large oatmeal cookies between cars at 70 MPH. We hope to never grow up and play with old cars always.

Continued on page 7

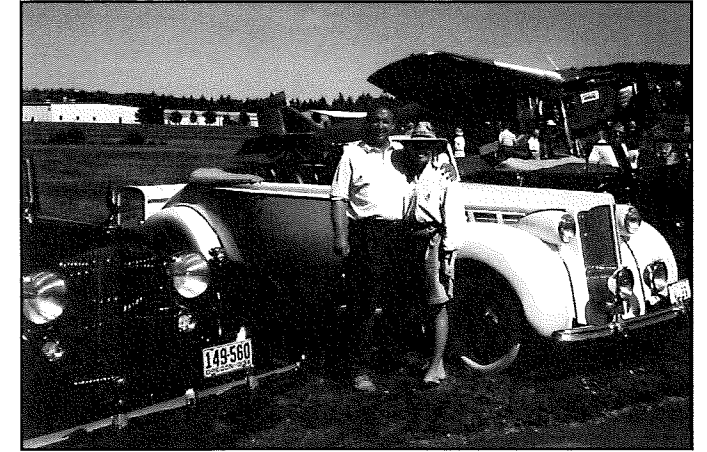


Barn Entrance at the Roberts Estate

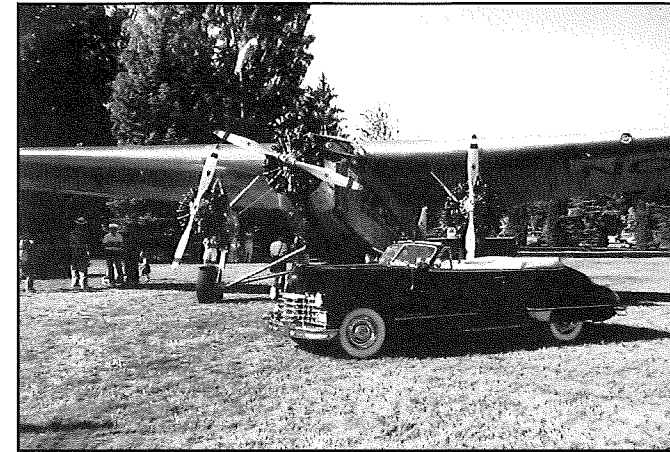
Newberg Festival Continued . . .



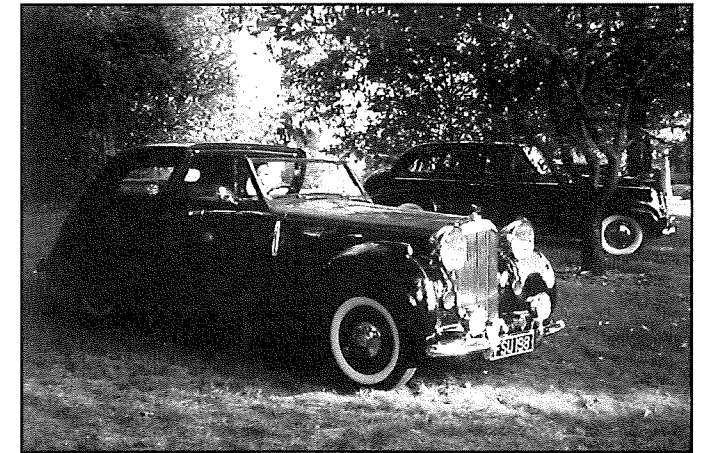
The Big Ford Tri-Motor (nc) as a backdrop.



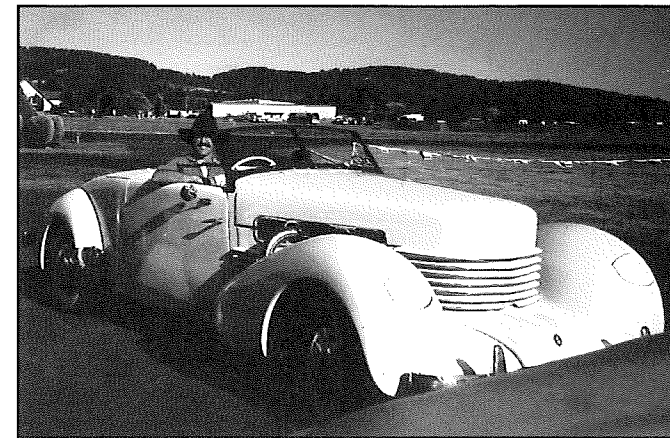
Ron and Gayle with lots of blue sky and Packards.



Chris and Carl Bomstead's 1947 Cadillac convertible.



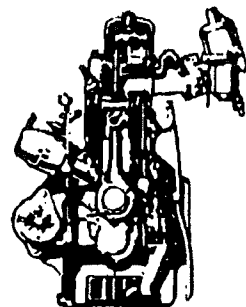
A custom bodied Bentley Sedan with middle east coats of arms all around.



Rick, ready for some serious road time.



The Millikens great Packard. It's showboat John blocking an otherwise clear shot of the car.



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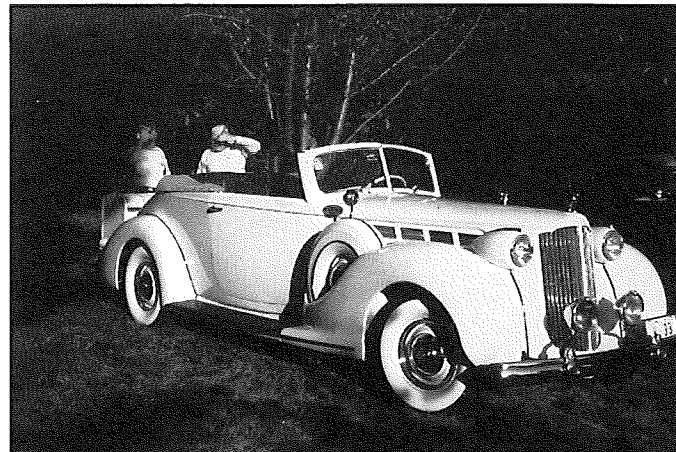


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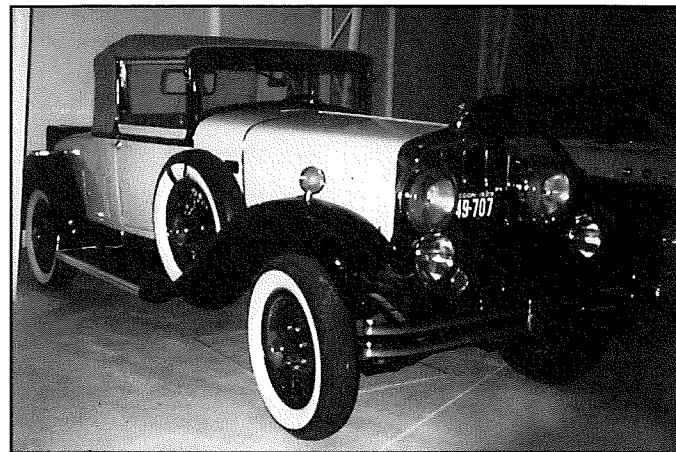
Pam and Conrad Wouters

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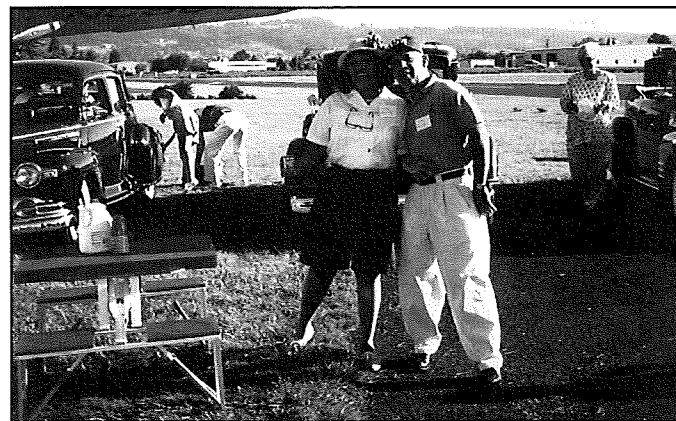
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Ron and Gayle's 1938 Packard Victoria.



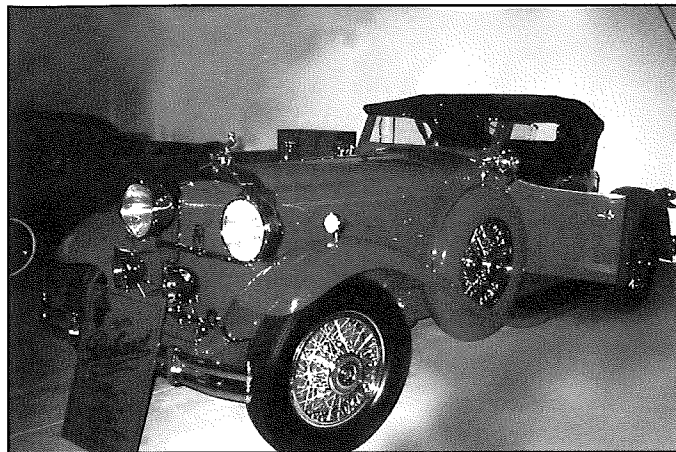
Ken Roberts 1930 Franklin.



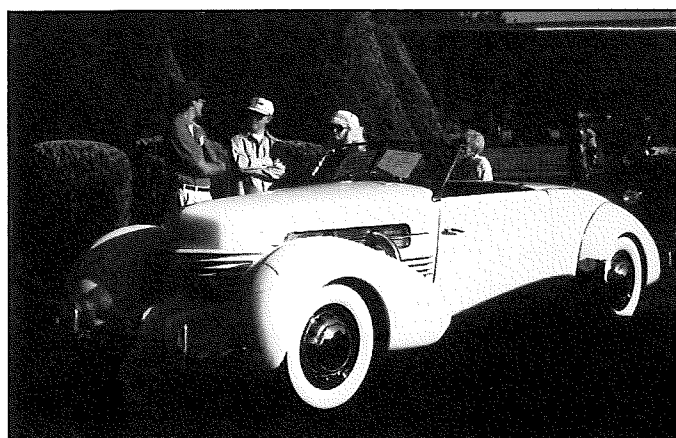
Larry and Aloma Duroux.



Foosball is serious stuff for Rick Turner.



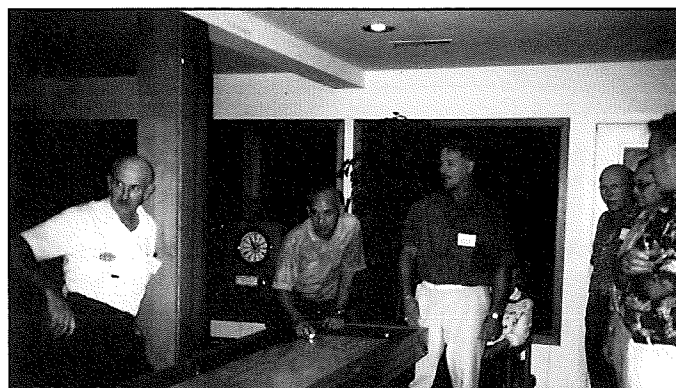
Ken and Carol Roberts 1930 Packard Boattail.



Rick Turner and Kathy Olson's 1935 cord Sportsman right hand drive.



A complete gas station in the car barn.



Larry at shuffleboard.

Land-Sea-Air Rendezvous Wrap-up

BY BILL DEIBEL

Early risers on Saturday, June 17 were greeted with a gray morning that had a definite foreboding of rain, probably contributing to the turnout, at least of day trippers, to our joint June meet with the Classic Yacht Association at Port Ludlow that weekend. Classics were in evidence during the day Saturday which saw only the slightest sprinkle from the sky to dampen an otherwise very pleasant day. The cars and their crews were as follows:

- '37 Packard Super 8 convertible sedan - Tom Crook and Randy
- '42 Cadillac 60-Special town car - Bill and Karel Deibel
- '36 Packard Super 8 phaeton - Ron and Gayle Doss
- '37 Cord 812 SC convertible phaeton - Peter and Mary Jane Gagan
- '35 Lincoln K convertible sedan - Russ and Janette Humphrey
- '37 Packard Twelve coupe roadster - John Kane and friend Beverly
- '47 Lincoln Continental cabriolet - Bob Reverman and friend Yoshi
- '35 Rolls Royce P11 limousine - Jim Warjohn and family
- '48 Lincoln Continental coupe - Conrad Wouters

A like or greater number of non-Classic cars were present including two Buick Skylark convertibles, a Continental Mark II coupe, an S-type Bentley saloon and a Rolls Royce - possibly a Classic Silver Wraith.

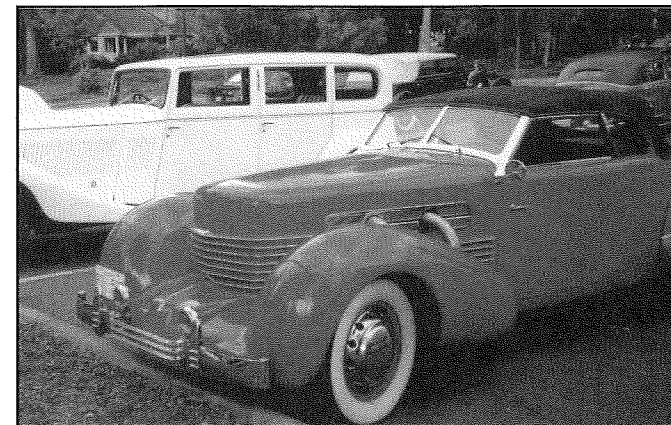
There was an equivalent turnout of classic cabin cruisers and runabouts / speedboats including two of the former skippered by PNWR members Monty and Shirlee Holmes and Jim and Sherry Raisbeck with family. We also encountered former PNWR member

Walt Smith who happened by in a modern Jaguar - quite coincidentally I believe.

Arrangements with the Port Ludlow Resort were handled by Stuart Ferguson, Commodore of the Classic Yacht Association. The resort did themselves up proud with an outstanding dinner that was truly the "sumptuous meal of barbequed salmon" as advertised. The banquet and the preceding cocktail hour were held at the Port Ludlow Resort Recreation Center which is situated on high ground opening out onto an expansive lawn leading down to the shore across the bay from the marina. Car participants gladly provided transportation for the yacht people to and from this function.

Many of those attending the banquet wore classic period attire and participated in a fashion show contest. All the while the festivities were enhanced by a live group playing popular music from the past. The evening closed on a highlight when B.C. members Peter and Mary Gagan won the "People's Choice" car award for their red Cord convertible!

Approximately half of our contingent made the event an overnighter including Karel and me who tried out the brand new Inn at Ludlow Bay built out on the spit of land where the cars were displayed in prior years. We found the room and related service basically first class but overpriced, especially considering that many small amenities customarily found in a luxury suite were absent. We ate dinner there Friday evening with Bob and Yoshi and the majority of us judged the food excellent.



"People's Choice" 1937 Cord Phaeton of Peter and Mary Jan Gagan.



Bill and Karel Deibels' 1942 Cadillac 60 Special Town Car.

Membership Renewal Time
Use the Regional Application on Page 14

Do It Now



Pebble Beach Concours D'Elegance

BY CONRAD WOUTERS

The members of the Pacific Northwest Region of the CCCA turned out in force for the 45th Annual Pebble Beach Concours d'Elegance, and came prepared with nine very well prepared automobiles. And judges, too: Richard Adatto, Gordon Apker, John Carlson, Steve Frisbie, Alan McEwan, Glenn Mounger, and Brian Pollock all looked very official in their judging uniforms (blazer, slacks, and straw hat).

Jerry Greenfield had his immaculately prepared 1934 Packard Convertible Victoria ready to be judged with the restorers Al Murray and Paul Murray standing close by to observe the judging. When I asked Paul Murray if I could quote him regarding his feelings about the car soon to be judge he said, "I gotta go pee". As it turns out, the car was very highly regarded and won First in Class D-1, American Classics 1925 - 1941 Open. Before the judging, a gentleman approached Jerry and talked about the car and the fact that he really liked the Pacific Northwest. He had lived there for a while and only visited once a month now, as he was on the board of a company based there. He now lives in the Detroit area. Jerry didn't know him, but they had a nice conversation. (Later Jerry found out it was Don Peterson, ex Chairman of Ford Motor Company. The company he is on the board of is Boeing).

David and Jody Smith had their gleaming black and yellow 1938 Bugatti Type 57S on the field, which was competing against a spectacular 1938 Delage D8-120 DeVillars Cabriolet with fins on the fenders entered by Sam and Emily Mann. When the three top cars for the class were told to drive to the ramp, Sam and Emily were making gestures and pointing toward David who was with his wife and their son, Spencer. At the tender age of fourteen months, Spencer went up the ramp in a First in Class Bugatti Type 57S. When the car was in the winners circle, I spoke with David, and he said that he was very, very pleased and looked forward to bringing the car back home and just driving the car. He said that he was really looking forward to just hopping in and going to Safeway and getting some groceries in it.

While he was waiting for the final Best of Show decision, Jay Leno spoke with David Smith for quite a while about the car, attracting all the paparazzi as he was showing the engine compartment and most of the finer details that David had assembled to make it the First in Class car. Later on the Bugatti won Most Elegant Closed Car, a very prestigious award, in addition to his First in Class award.

Richard Adatto won a special award for his most valuable contribution in volunteer effort in helping assemble the Concours event. Richard also had the opportunity to present some of the awards to the car owners after having judged a very difficult class. Gordon Apker won the Lucius Beebe Memorial Trophy for the unique 1930 Rolls Royce Phantom I Brewster Trouville he displayed.

Lee and Marlete Zuker unveiled their 1928 Rolls Royce Phantom I Brewster Ascot. With its yellow-creme paint and fresh restoration, it really stood out amongst the darker cars. I spoke with Lee for just a few minutes and he was very pleased to have the car there, complete and ready to go for the concours, so that he could trailer it back to Seattle and "finish the restoration". Personally, I could not find a single thing wrong with his car. And it won Second in Class H-2.

Steve Frisbie presented a fresh restoration of Wes Lemattas' 1948 Delahaye 135MS Franay Cabriolet, which won Best in Class for the European Custom Coachwork, Postwar. Al McEwan and Richard Hooper presented their nicely detailed 1930 Isotta Fraschini Tipo 8A SS Castagna Cabriolet, which won Second in Class, second only to the car that won Best in Show.

Bruce and Betty Armstrong displayed their 1934 Packard 1104 Coupe newly restored by Walt Johnson in the American Classic 1933

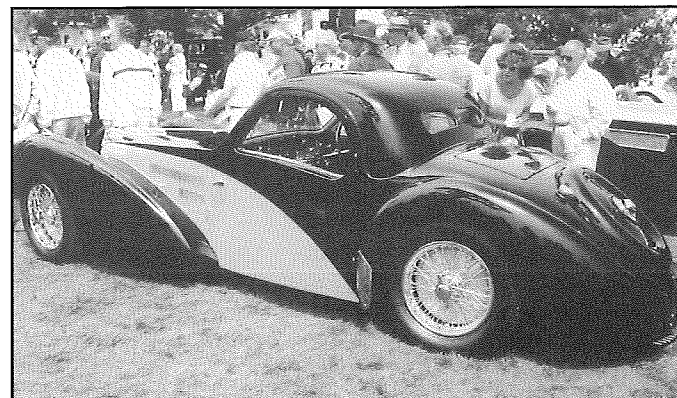


Jay Leno chats with David Smith about Bugatti's.

- 1941 Class. It looked like a new car, and won Best in Class.

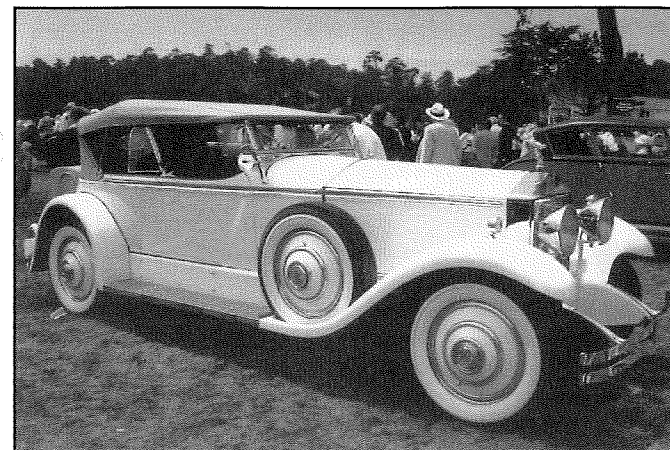
Marty Anderson showed his 1932 Chrysler Imperial Series CH Bowman and Schwartz Convertible Coupe. (The rolling chassis was isplayed at the CCCA Annual Meeting in Bellevue). It looked articularly impressive being triple black and with a very low and racy rofile it really stood out. Evidently the judges thought so too, as it was warded Best in Class of American Classics 1925 - 1932 Open. It hould also be noted that Marty did most of the work himself in his own hop, which makes the award even more impressive. Also, Bob Lutz Chrysler Corporation CEO) really liked the car.

With five Pacific Northwest cars in the winners circle, it was exciting to see the anxious faces while waiting for the Best of Show to be announced. While the Best of Show Award went to the 1931 Isotta Fraschini Tipo 8A Viggo Jensen Cabriolet d'Orsay, our region still showed the crowd at the Concours a group of award winning cars which demonstrated that the CCCA Pacific Northwest Region is a world class region.

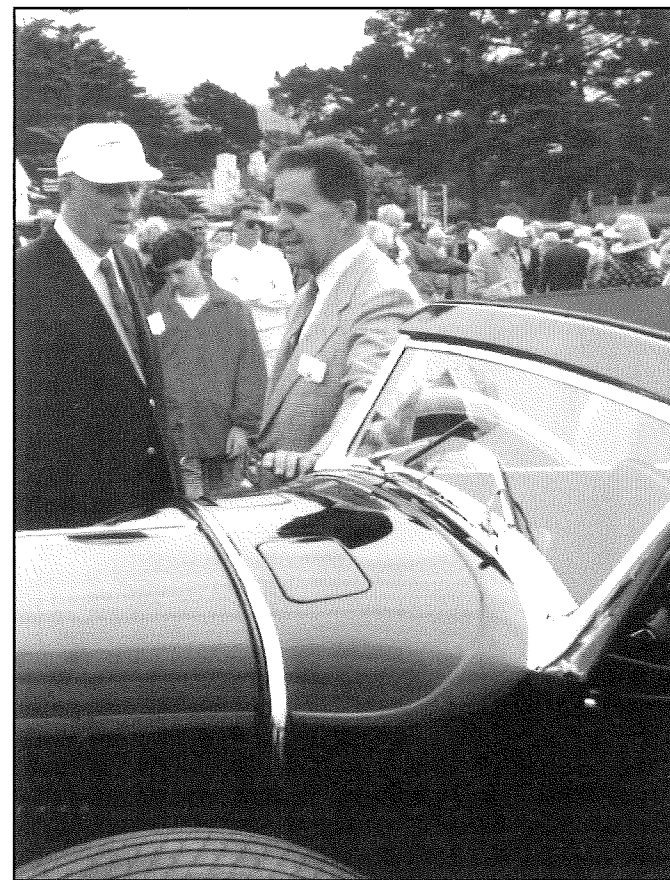


David and Jody Smith's 1938 Bugatti Type 57S.

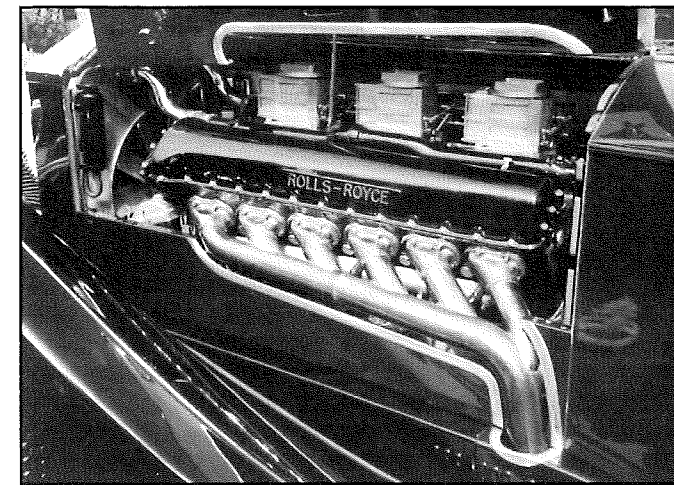
Pebble Beach Continued . . .



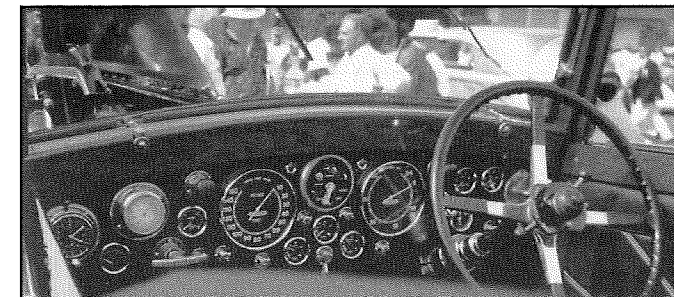
1928 Rolls Royce Phantom I Brewster Ascot of Lee and Marlene Zuker.



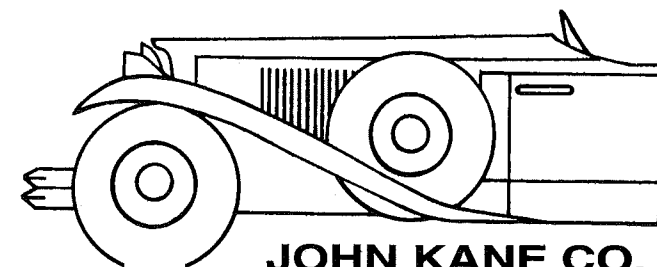
Marty Anderson explains the finer points of his 1932 Chrysler Imperial Series CH Bowman and Schwartz Convertible Coupe.



Rolls Royce merlin Powered P11 note 150MPH speedometer on dash below.



Al McEwan fills out his paperwork.



JOHN KANE CO.

Automotive Restoration

569 Ward Pl. • Seattle, WA 98109 • 206-286-8637 • Mobil 719-8519



COLLECTOR AUTO SERVICE COMPANY

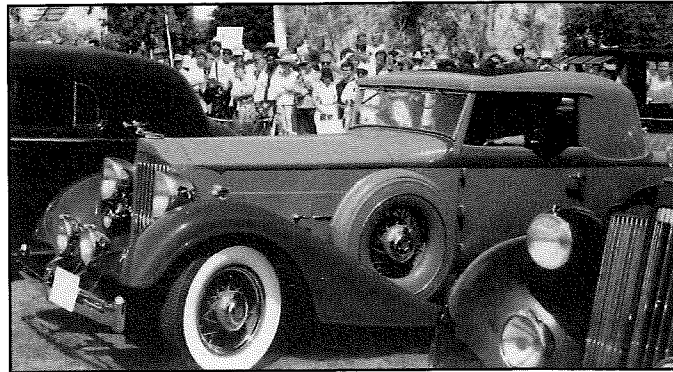
Carl Bomstead

• COLLECTOR AUTO APPRAISALS

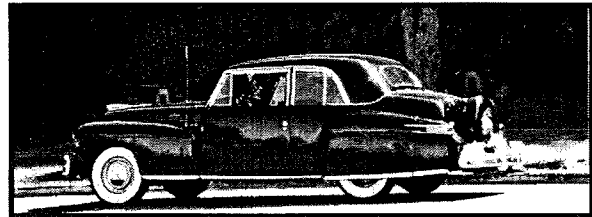
P.O. Box 1083, 506 E. Lake Stevens Rd.
Lake Stevens, Washington 98258.

206.334.5215

Pebble Beach Continued . . .



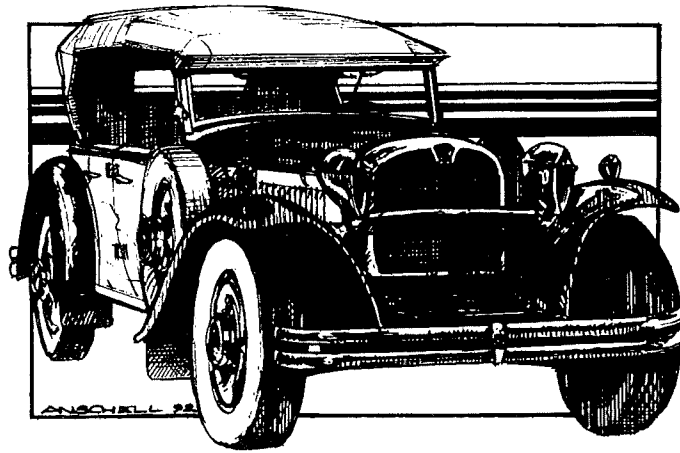
Bruce Armstrong lines up for his First in Class award.



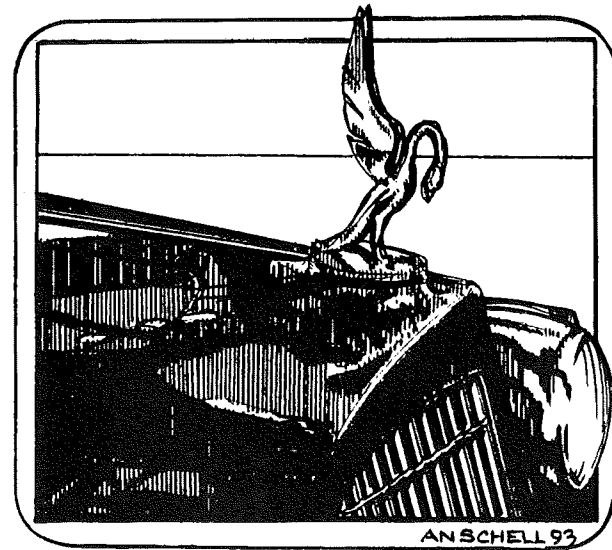
1948 Lincoln Continental V12 Coupe

If you are looking for a special 48 Lincoln Continental V12 Coupe, this one could be it. It is original with only 36,000 miles and a very solid rust free car. It has been carefully maintained and has new or rebuilt according to original specs: brakes, generator, starter, coil, carburetor, wiring under hood, transmission, overdrive, tires, tubes, and new hoses and belts everywhere. The interior grey bedford cord seats were replaced with original type wool fabric and the original blue leather top and sides carefully retained. The new carpets match the original. This car is tight and drives straight with no fuss at 65 MPH all day long with the 12 cylinder motor running very quiet and strong. Completed 2 CCCA Pacific Northwest Caravans over three mountain passes and never overheated. A 100% complete car that always starts is a joy to drive. \$22,000 is a good deal and I really hate to let it go for that, but new acquisitions beckon me. Call Conrad on (206) 517-7205 or (206) 282-9431.

Strange, But Maybe True . . .



You have to disconnect the engine from the transmission of a Ruxton to change a fan belt.



The Packard Club admits this is a pelican and not a cormorant.

The Packenberg was really built in the '50's in California.

Doc McCarty has traded his '32 Cad for a '34 Packard 12 Victoria Convertible - hope it's at the Coming Out Party.



Seattle Collector's Garage
Dixon A. Schwenk
641-6628

Safe, secure, downtown near Denny, easy access to I-5
Detail, maintenance and valet services available

Exclusive Automotive Storage for Collectible and Special Interest Autos

Murray Motor Car

#1 for Restoration and Service

Recent Awards Include:
Best in Class - Packard Experience
Best in Show & Most Elegant - Forest Grove
Road & Track Award - Pebble Beach
2 - 1st in Class (100 pt) - CCCA Annual Meeting
Best in Show - CCCA Annual Meeting

AL MURRAY (206) 487-1902 (Sea) 17476 D 147th St SE.
PAUL MURRAY (360) 794-1902 Monroe, Wa. 98272

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 / PAC6

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

Club year begins
November 1

Spouse's name: _____

Residence _____ Phone _____
Business _____ Phone _____

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	
Total enclosed (U.S. Funds)	\$ _____	ASSOCIATE \$84	\$ _____
		No publication, spouse of life member only.	
		Total enclosed (U.S. Funds)	\$ _____

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.)

Pacific Northwest Region

MEMBERSHIP APPLICATION RENEWAL FOR 1996

MAIL TO: RON DOSS
19109 N.E. 151st
Woodinville, WA 98072

DUES
\$30.00

You may call with any questions at 937-3959 (evenings), or 965-7495 weekdays. Send both forms and both checks to Bill and we'll do the rest.

Here's my check for \$ _____ for my 1993 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!

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

June 7, 1995

The meeting was called to order by Director Wouters at Latitude 47 Restaurant in Seattle. Attending were managers Adatto, Deibel, Culp, Hageman, McMichael, Meden and Zuker (Treasurer); Secretary Barber; and members Bomstead, Hooper, McEwan, Mounger, Murray, and Reddaway. (Board member absent: Doss.) The Treasurer reported a balance of about \$2,943 in checking and \$15,074 in the money market account. B. McMichael, Membership Chr, reported that there are 170 paid members to go into the roster now at the printers. S. Starr will be Membership Chr starting later this summer. Editor Culp reported that he needed the actual articles promised covering the Coming Out Party, Bellevue Place, and the Kite Fly Tour. Chr Meden read a presentation statement he composed for the Phil Schwarz award, to be included in a future publication. C. Bomstead will design the trophy. A selection committee is yet to be determined.

Upcoming events were discussed as follows:

June 16, 17, 18, 1995. Land-Sea-Air meet. Chr Deibel. Information will be sent to members. Rooms have been blocked for members.

July 1, 2, 1995. Sovren Historic Races, SIR. A flyer will be sent. Mounger, Yarrow Point Parade starts at 11 am. Cars line up at 10:30, this is a Club event. Judges are needed. A budget was approved for a Club tent. Cars are needed for Classic classes.

Sept. 9, 10, 1995. Newberg Vintage Festival, Newberg, OR., Chr Milliken.

Oct. 1995. Fall Garage Tour. Chr P. Hageman. M. Homes and Bucklin collections suggested.

Nov. 5, 1995. Annual Meeting. Chr S. Hanauska/McEwan. Other sites being considered.

Dec. 9 or 10, 1995. Christmas Party. Joint event with RROC. Carillon Pt. Chr S. Linke.

Participation of pre-WWII cars in a September 2 WWII Victory Parade in Seattle is needed. This event is sponsored by the State of Washington. Contact Pete Peters, 784-8559.

Other events mentioned: Forest Grove Concours, July 2; RROC National, Aug. 8-12; Packard Tour, Aug. 13-20; Pebble Beach, Aug. 20; ACD at Rainbow Falls, Sept. 17; British Drive to Whistler, Sept 23; Carlisle Swap Meet, Sept. 29 - Oct. 1; Hershey Swap Meet, Oct. 5-8.

The meeting adjourned at about 9 pm. The next Board meeting will be on July 5, 1995.

(Apologies for the typed minutes due to a broken printer. Permanent copies will be available when the printer is repaired.)

July 5, 1995

The meeting was called to order by Director Wouters at Latitude 47 Restaurant in Seattle. Attending were managers Deibel, Doss, McMichael, Meden, and Zuker (Treasurer); Secretary Barber; and members Bomstead, Greenfield, Grisham, McEwan, Milligan, Mote, Mounger, Murray, and Reddaway. (Board members absent: Adatto, Culp, Hageman.) The minutes of the June 7, 1995 meeting were accepted. The Treasurer reported a balance of about \$3,864 in checking and \$15,074 in the money market account. B. McMichael, Membership Chr, handed out copies of the roster to members present. S. Starr will be "up and running soon" as Membership Chr. Editor Culp reported (in absentia) that the next issue was almost ready. Bill Deibel reported on the Land-Sea-Air meet. The Club had the best representation of any car club there with ten Classics, but he felt that there could have been more thorough advance participation from the Club. C. Wouters reported good Club participation from members at the Sovren historic races at SIR and A. McEwan and G. Mounger reported the usual Club representation at July 4 events.

Upcoming events were discussed as follows:

July 23, 1995. Pt. Gardner Concours. Chr Adatto. R. Doss reported that 111 cars have been registered with up to 175 expected. About 48 people have signed up to be judges. A budget was approved for a Club tent. Trophy presentation will be different from previous years.

Sept. 9, 10, 1995. Newberg Vintage Festival, Newberg, OR. Chr Milliken (OR) / Doss (WA). Doss reported that the event is well-organized with several special events. A flyer will be sent to Club members.

Oct. 1995. Fall Garage Tour. Chr P. Hageman. M. Holmes and Bucklin collections suggested.

Nov. 4, 1995. Annual Meeting. Chr S. Hanauska/McEwan. At Patrick Hart's museum.

Dec. 9 or 10, 1995. Christmas Party. Joint event with RROC. Site to be determined. Chr S. Linke.

March 30, 1996. Coming Out Party. Chr G. Mounger/P. Wouters. At the Atrium.

Participation of pre-WWII cars in a September 2 WWII Victory Parade in Seattle is needed. This event is sponsored by the State of Washington. Contact Pete Peters, 784-8559 or Vern Salisbury, 454-5840. Other events mentioned: RROC National, Aug 8-12; Packard Tour, Aug. 13-20; Pebble Beach, Aug. 20; LeMay open house, Aug. 26; ACD at Rainbow Falls, Sept. 17; British Drive to Whistler, Sept. 23; Carlisle Swap Meet, Sept. 29 - Oct. 1; Hershey Swap Meet, Oct. 5 - 8.

The meeting adjourned at about 9 pm. The next board meeting will be on August 2, 1995.

August 2, 1995.

The meeting was called to order by Director Wouters at Latitude 47 Restaurant in Seattle. Attending were managers Deibel, Doss, McMichael, and Meden; Secretary Barber; and members Goffette, Greenfield, Murray, Starr, and Turner. (Board members absent: Adatto, Culp, Hageman, Zuker.) The minutes of the July 5, 1995 meeting were accepted. The Treasurer reported (in absentia) that the Club bank balances were the same as previously reported, within about

\$100. B. McMichael, retiring Membership Chr and S. Starr, new Membership Chr, reported one new member for a total of 181. Director Wouters reported that Editor Culp had resigned and that the Director would assume responsibilities as editor. He estimated a cost of \$300 per issue. Ron Doss reported on the Port Gardner Concours. There were 168 cars, 54 judges, and eight special awards as well as class awards. The CCCA was heavily represented by cars entered and judges participating. There was good participation from other clubs as well. Voluntary donations from registrants exceeded what would have been expected from registration fees. (No such fee was charged.) Overall gate receipts exceed the previous year by a factor of three. J. Goffette suggested that the Club could sponsor a trophy next year. W. Deibel suggested having two classes for best of show, such as 1948 and older and 1949 and newer to encourage entering older cars. Also noted was that pre-publicity could be better next year.

Upcoming events were discussed as follows:

Sept. 9, 10, 1995. Newberg Vintage Festival, Newberg, OR. Chr Milliken (OR) / Doss (WA). Doss reported that the event is well-organized with several special events. A flyer has been sent to Club members.

Aug. 13, 1995. "Ogle and Guzzle Instant Tour" Chr. Goffette / Murray. View Packard tour.

Sept. 16, 1995. Fall Garage Tour I. Suggested by R. Doss. (he will do flyers.) Anderson, Johnson collections, lunch in Renton.

Oct. 14, 1995. Fall Garage Tour II. Chr P. Hageman. M. Holmes and Bucklin collections suggested.

Holmes collection may not be available. Possible alternates:

Lobberegt, Klineburger, Ball or Bergstrom, Bucklin, Mounger with a trip to Pt. Townsend.

Nov. 4, 1995. Annual Meeting. Chr S. Hanauska / McEwan. Site TBD. Suggested: Club Auto.

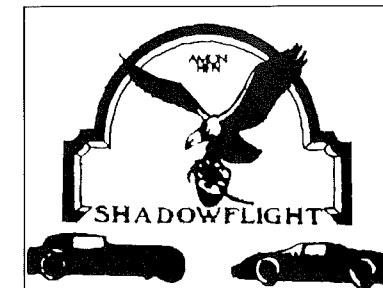
Dec. 10, 1995. Christmas Party. Joint event with RROC. At Patrick Hart's Museum. Chr S. Linke.

March 20, 1996. Coming Out Party. Chr G. Mounger / P. Wouters. At the Atrium.

Director Wouters also announced the resignation of R. Culp from the Board. Member Turner was nominated and seconded to succeed him.

Participation of pre-WWII cars in a September 2 WWII Victory Parade in Seattle is needed. This event is sponsored by the State of Washington. Contact Pete Peters, 784-8559 or Vern Salisbury, 454-5840. Other events mentioned: RROC National, Aug. 8 - 12 (viewing fee \$20); Packard tour, Aug. 13 - 20; Pebble Beach, Aug. 20; LeMay open house, Aug 26; ACD at Rainbow Falls, Sept. 17; British Drive to Whistler, Sept. 23; Carlisle Swap Meet, Sept. 29 - Oct. 1; Hershey Swap Meet, Oct. 5 - 8.

The meeting adjourned at about 8:30 pm. the next board meeting will be on September 6, 1995.



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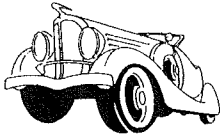
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Bill Rehberg

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

PRESENTS...

October 15	Garage Tour
November 11	Annual Meeting
December 2	Christmas Party
March 30, 1996	Coming Out Party



BUMPER GUARDIAN

2829 29 Avenue West, Seattle, WA 98199

Address Correction Requested

Alan W. McEwan
4420 Bonnybrae Dr.
Bellevue WA 98004

