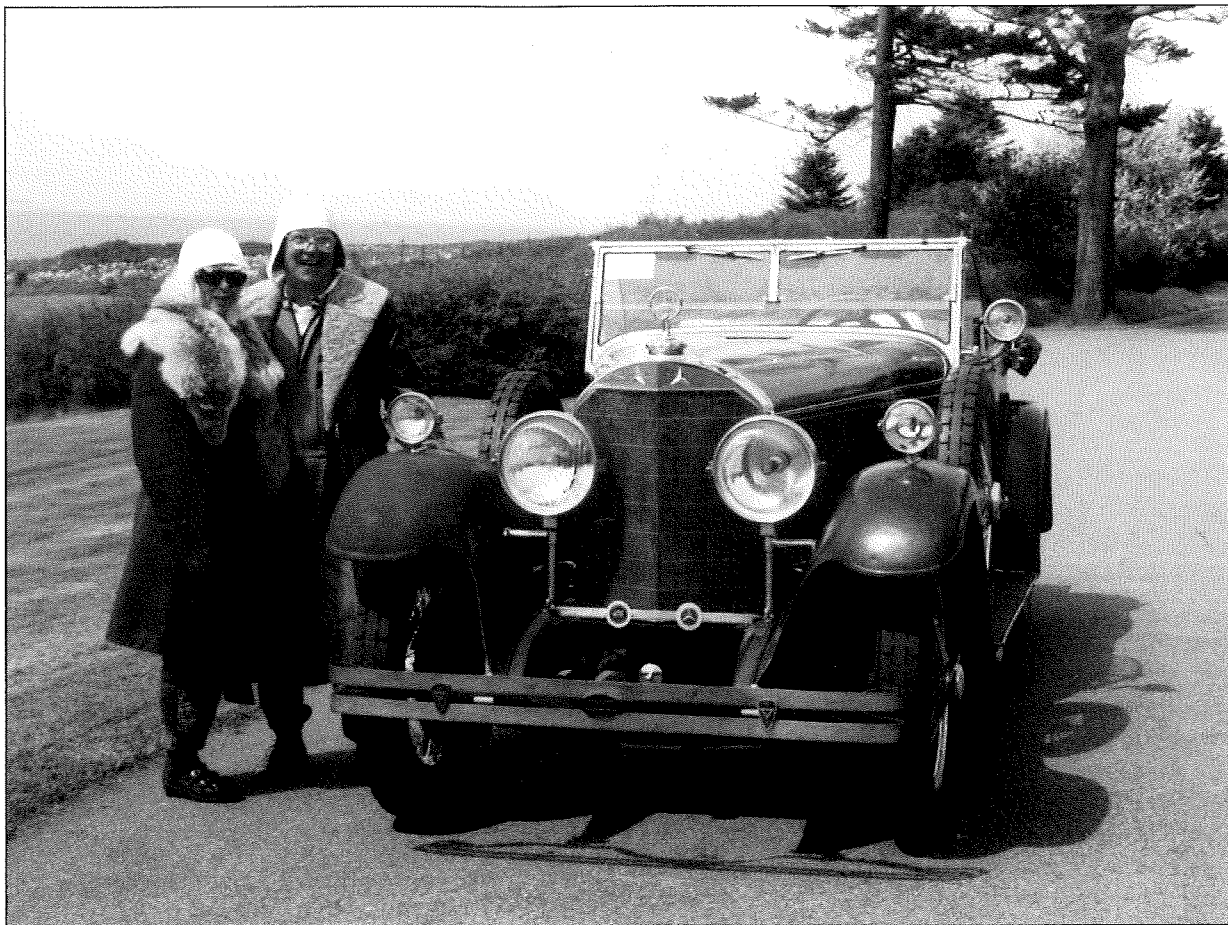




BUMPER GUARDIAN



1928 MERCEDES-BENZ
630 MODEL K ERDMANN & ROSSI TOURER
Darlene Koblwes and Siegfried Linke

April 2000 through June 2000



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 quarterly.

Officers	HOME	WORK
Gary Johnson, Director	425/746-1098	425/649-8636
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Ted Barber, Secretary	206/431-1441	
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John Carlson, B.C. Liaison	604/931-5948	

Board of Managers

Carl Bomstead	2000	425/898-8075
Bill Deibel	2000	206/522-7167
Hal Medén	2000	425/641-0673
Gary Johnson	2001	425/746-1098 425/649-8636
Al McEwan	2001	425/827-2187
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Bill Mote	2001	206/937-3959 206/621-9603
John Campbell	2002	425/885-5472 425/562-1960
Darlene Kohlwes	2002	206/298-6989
Stephen Norman	2002	425/774-9345 206/328-8787

The Board of Managers holds a dinner meeting the first Wednesday of each month at 6:30 p.m. Members are encouraged to attend. Call Ted Barber for location.

Membership

Regional membership is available only to Classic Car Club of America national members. Membership forms may be obtained by contacting Anne Long at 425-747-7774.

Advertising

Advertising policy/rates: The *Bumper Guardian* will print classified advertising free of charge to members. All other ads are priced based on size. Please inquire for rates.

Address correspondence to
Editor, *Bumper Guardian*
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Seattle, WA 98105-2056

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PLEASE!

Please, Please, Please advise membership chair Anne Long or your editor when you change your address. With each BUMPER GUARDIAN issue we have been getting several \$.50 postal penalties the U.S. Post Office assesses for forwarding our publication.

Dumont Staatz

Dumont was born in 1918 in Kalispell, Montana, and left us suddenly with a heart ailment on December 30, 1999.

He was a long-time member of our Region and participated in many events in the early days. Those of us who knew Dumont remember his hearty personality, his enjoyment of life and his 1929 Pierce-Arrow convertible coupe.

The car and Dumont seemed made for one another. Few of us knew of his many accomplishments. He graduated from medical school in 1943 and served as a doctor in World War II. After the conflict, he entered general practice and later specialized in orthopedics. He was a co-founder of the Tacoma Orthopedic and Fracture Clinic, a past president of the Northwest Orthopedic Association and was highly distinguished professionally.

Dumont gave of his talent volunteering for the poor and handicapped children in Tacoma. He later extended his volunteer efforts to Ecuador, Jamaica, Bangladesh and more than once in Ethiopia.

At home, and in his neighborhood, he is remembered for his kindness and his care for his wife, Marian, who passed away over a year ago. He is survived by his twin Mortimer, brother Karl, five children and 10 grandchildren.

Joe Carman III

PNWR BOARD MEETINGS

Members are always welcome at PNWR Board of Managers' no-host dinner meetings. They are scheduled for 6:30 p.m. the first Wednesday of each month. The location in recent months has been the Rock Salt Steak House (formerly Latitude 47) at 1232 Westlake Avenue, Seattle. (Phone: 206-284-1047) This venue may change from time to time to an Eastside location for the convenience of members on that side of Lake Washington. Our first Eastside Board meeting in some time will be held at 6:30 p.m. August 2 at Jonah's Restaurant in the Best Western Bellevue Inn 11211 Main Street, Bellevue. (Phone: 425-455-5240) As stated in our BUMPER GUARDIAN masthead at left, Ted Barber can be called in advance of a meeting to confirm its location.

Ted's phone number is 206-431-1441.

COVER STORY

"The Best...or Nothing"*

FROM THE COMING OUT PARTY PRESENTATION OF SIEGFRIED LINKE

Thanks to PNWR member John Kane I was alerted to the fact that a local car dealer had a line on a car that I might be interested in. This local car dealer is known to most of us as a purveyor of Full Classic™ automobiles and the supplier of cars to CARavanersSM in need of Full Classics™ to drive. His name is Tom Crook. But just wait a minute; Tom is a Packard dealer and most of you who know me know that I have been associated all my life with a different make of car—in particular a German make of car. Maybe Tom has a German Packard! Well John showed Darlene and me pictures of the car and we liked what we saw. I called Tom, asked him to try to buy the car and set off to Germany. Soon I received a call in Germany from Tom saying our offer was accepted and we had the car.

Now I wanted to see this German Packard—that's why I had come to Germany. Unfortunately the car was right in the USA where it had always been *since new!* So we bought it sight unseen. Would you buy a car from a dealer sight unseen? If his name was Crook? You "betcha." Tom made all the arrangements including transportation. In the negotiation he got the car for us at a price \$10,000 below our offer; then Tom told us he had another buyer offering \$30,000 more—just in case we wanted to make a fast profit. *That's an honest car dealer!!!*

Now let me tell you about the car. It was constructed in 1928 and delivered to New York for exhibition by its coach builder, Erdmann & Rossi, at the Automobile Salon that December (See page 128 from *The SPUR*, December 1, 1928 reprinted nearby. Ed.), or by Mercedes-Benz at the International Auto Show in January. It was there that a Texas oil millionaire fell in love with it and took it home with him to Texas where it spent almost all its life. In 1946 the oil man gave the car to one of his caretakers who kept it until 1992. At that time the car was brought to Ohio by Dale Adams from whom Tom was able to acquire the car. Amazingly this car is still almost entirely original and it has never been restored. It took 73 years to build up its patina—and we will keep it that way. It runs just as if it had left the factory last year! It has logged just 30,000 miles—an average of only 400 miles for each year of its life.

The builders of this car were people who knew what they were doing—you know their names. Ferdinand Porsche designed the engine. He was then Chief of the Construction Bureau of Austro-Daimler and came over in 1926 to the new company, Daimler Benz, created by the merger of the firms of Gottlieb

Daimler and Karl Benz. (Daimler Benz the company manufactured the Mercedes-Benz cars.) At Austro-Daimler, Ferdinand Porsche worked under the direction of Paul Daimler who is best remembered for his experiments and success with superchargers and for his racing victories.

Ferdinand Porsche was placed in charge of Development and Construction at Daimler Benz and was quick to capitalize on the victorious supercharged race cars he and Paul Daimler had built.

He developed the supercharged four-cylinder engine into six- and eight-cylinder types. The best remembered Porsche creations of this period were the powerfully supercharged Mercedes-Benz sports models beginning with the Model K in 1927. This was the first automobile introduced by the new Daimler Benz A.G. The "K" may have stood for "Kurz" (Short) or "Kompressor" (Supercharger). Its engine was essentially derived from the predecessor Mercedes (without the -Benz) 6.2-litre, six-cylinder 24/100/140 model by shortening the wheelbase from 147.5 to 139.9 inches and increasing the engine displacement to 6.3 litres. In its most powerful version it was capable of 140-160 HP with supercharger engaged and a maximum speed of 145 kph (approximately 95 MPH).



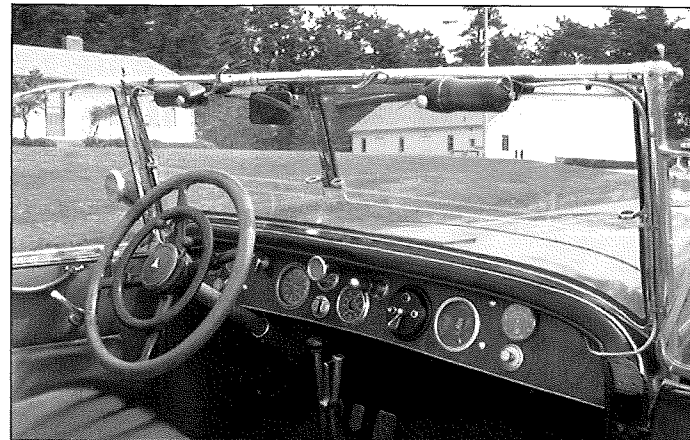
Subsequently this engine was to power the *most famous racing cars of the era*: the Mercedes-Benz models S, SS, SSK introduced in 1928 and SSKL introduced in 1932. Changes to the engine for these cars included double carburetors, larger bore sizes resulting in 6.8-litre and 7.1-litre versions and a bigger supercharger. In its final 7.1-litre configuration with "elephant blower" this engine developed over 300 HP. The flexible exhaust pipes jutting boldly from the right side of the hood were a Mercedes-Benz feature subsequently copied by a number of other marques equipped with superchargers—most notably Duesenberg, Auburn and Cord.

Because the chassis alone weighed 1-1/2 tons, the K is a handful to drive! One British road tester complained only about the heaviness of the clutch after lapping Brooklands at high speed. Others lamented the inadequacy of the brakes—a common failing of high performance cars of the day. (Ettore Bugatti in a celebrated remark said: "I make cars to go—not stop.") The K would go over 90 MPH and Rudolf Caracciola managed to adequately stop his each time after winning six races and hill climbs in 1927.

Continued on Page 4...

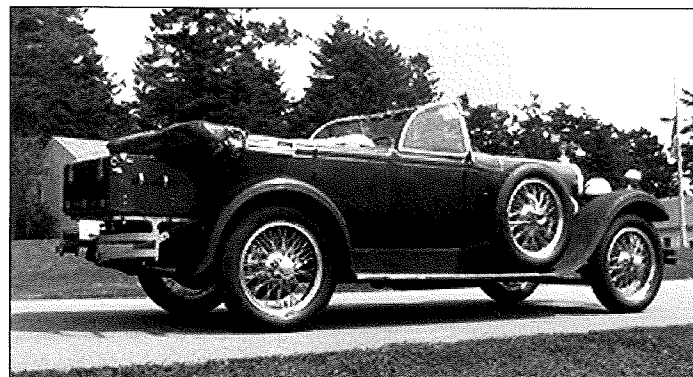
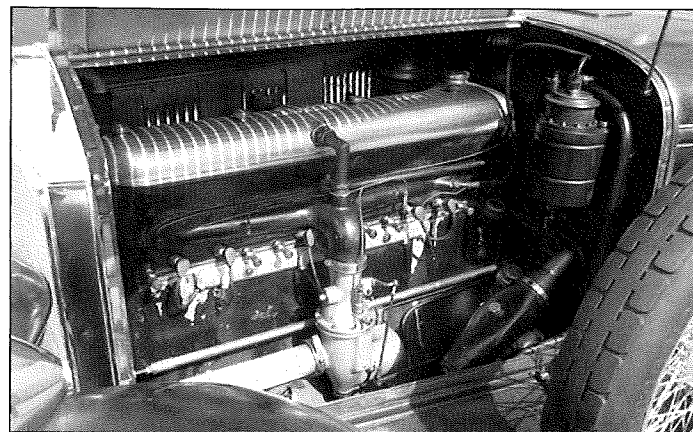
Cover Story - The Best...or Nothing

Continued from page 3



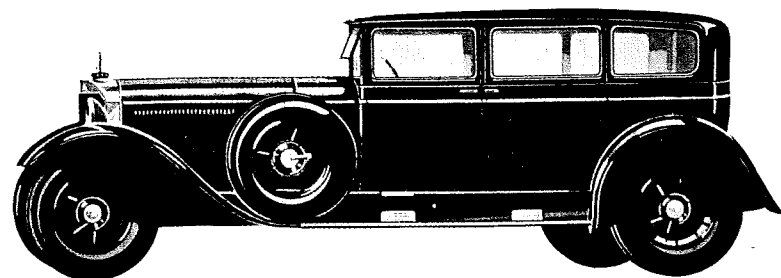
Less than 250 Mercedes-Benz model Ks were built through 1930 including factory and custom body versions. Our 1928 Mercedes-Benz model K, by virtue of its Erdmann & Rossi touring body, qualified for exhibition at the New York Automobile Salon which was limited to cars presented by custom body builders.

* Gotlieb Daimler's quoted objective for his cars.



Distinction

... that indefinable quality which cannot be copied, which is simply there, a mark of absolute perfection and ultimate refinement—is a feature of the MERCEDES-BENZ motor car. This car is not a product of fashion, changing dress with every mood, but the logical result of decades of pioneering.



Cars on exhibition at International Show, Grand Central Palace, January 4th to 11th
Automobile Salon, Los Angeles, February 8-15 San Francisco, February 22 to March 1

MERCEDES-BENZ

PARK AVENUE AT 47TH STREET : NEW YORK

California Sales and Service
5746 Sunset Blvd., Los Angeles

Chicago Service
147 E. Superior Str.

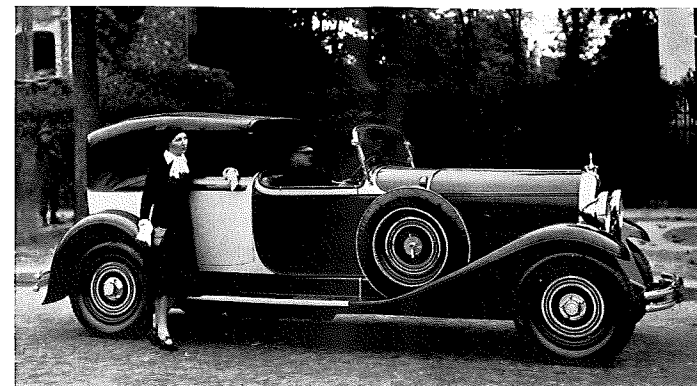
WHAT PARIS SAW AT ITS MOTOR SALON

By André de Fouquières

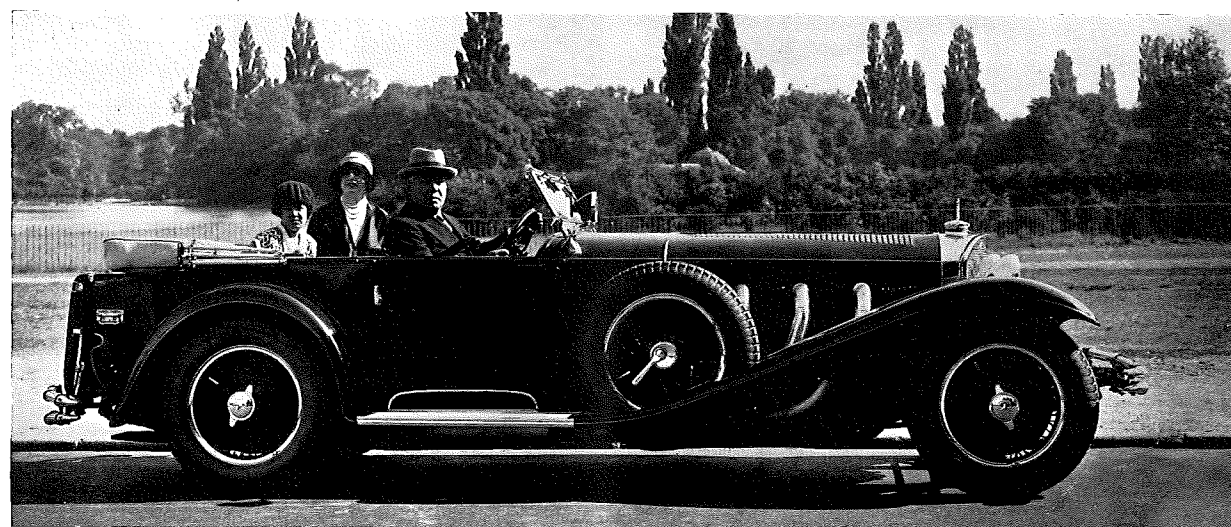
THE automobile salon in Paris more than any of its predecessors displayed the mastery which the industry has attained since it first saw the light of day and which has not ceased to increase in the way of invention and design. There is no denying the magnificent effort that is being made on the part of the French to maintain their standards in the automobile world and keep up with modernization in the methods of production, simplicity of mechanism, clearness and harmony in design and the striving for beauty.

The successful twenty-third exhibition evidenced the ardent competition in the automobile industry between the European nations, with their

undeniable fact that the Americans show to the world some beautiful models. There were several six- and eight-cylinder models which made an impeccable exhibition, with the quietness of the motors causing considerable astonishment. Everyone agreed that the American manufacturers are past masters in the art—in France it is considered an art as well as a science—of having a car run with as little noise as possible, especially in the matter of shifting and operation. But the question of silence comes much from the manner the factory turns out its cars. If we would do it, if our manufacturers could purchase the machines necessary—really indispensable tools—we would not be behind in



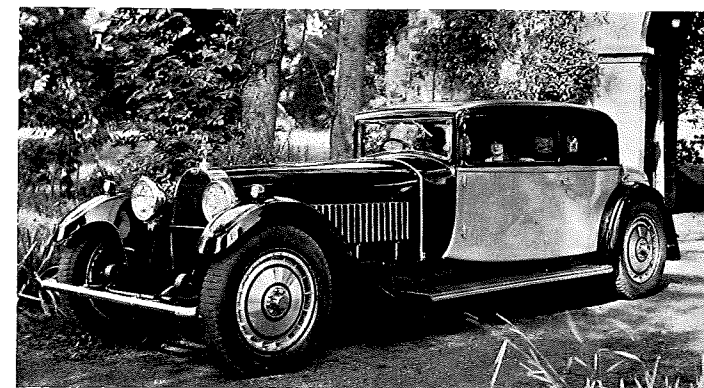
WITH HER EIGHT-CYLINDER TALBOT TOWN CAR
Yolande Laffon of the Théâtre de l'Oeuvre about to step into her distinctive automobile, which expresses in marked degree the high art of body design



THE SPORT FEATURES OF THIS MERCEDES APPEAL STRONGLY TO COLONEL SIR IBRAHIM, SULTAN OF JOHORE

increasing activity, and the United States. For, after all, it is to Paris that people from all over the world flock to see what is offered in the Grand Palais on the way of novelty. Among the hundred and five different manufacturers represented there, fifty were from France with the United States next with thirty. Then came Germany with nine makes, Italy with seven, England with four, Belgium with three and Austria and Czechoslovakia with one each. This is truly an international gathering.

Looked at in the cold light of comparison, these statistics indicate the competition French manufacturers have to contend with, especially on the part of the United States. It is an



DRIVING A MODEL OF THEIR FATHER'S CONSTRUCTION
Jean Bugatti and his sister in the new eight-cylinder Bugatti which made an unusually successful showing at the automobile salon

the making of cars just as noiseless as the Americans.

One of the dominating notes in the salon was the principle adopted by the majority of builders that the motor of average power is a necessity. Of course, one always finds the high-powered car but for the most part they are of exacting and precise mechanism and therefore expensive. It is deceiving to manufacture a high-powered motor cheaply, for whether we want to acknowledge it or not there is the difference of class in mechanical work as there is in society. The majority of engine designers seemed to be in accord in the idea of bringing out a car that is useful to everybody. The (Continued on page 86)

PNWR NEEDS YOU!!

Support the Region by bringing
any collector car to this event!

Use this form to Register your car for the All Car Club Friendship Meet.

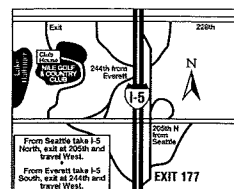
Name _____
Address _____
City _____ State _____ Zip _____
Ph. Day _____ Evening _____
Insurance Co. _____
Policy No. _____
Car Year and Make _____
Model & Body Style _____
Club Affiliation _____

Send this form with check for \$10.00. Fee includes cost of Admission for car, driver, and all passengers made out in U.S. funds to:

CCCA-PNR
Darlene Kohlwe
2381 W. Viewmont Way W.
Seattle, WA 98199

Advance Registration through August 10, 2000.

Nile Shriners
6601 - 244th St. SW
Mountlake Terrace, WA 98043



Regional Survey Synopsis

PREPARED BY PHIL GRISHAM

Special thanks to the many people who took time to respond to the recent regional survey. The information obtained will be useful in shaping the future for our region.

There were 76 responses, of which 58 offered one or more comments. Demographically the biggest category for years of membership, both regionally and nationally, was 11-20 years and age 55-64 years. Sixty-five percent of respondents have one or two Full Classics™ and 65% also have non-classic collector cars. Day events and one- to two-day events are very popular but there seems to be marginal interest in concours and slightly more in Grand Classics. Garage tours and the Coming Out Party are our most popular events. Regional CARavansSM are slightly favored over National CARavansSM. Fifty-one percent have little or no interest in being a judge. Interest in helping with events and activities was low.

The publications and fliers received high marks. Twenty-two of the 76 respondents regularly attend board meetings but most others know they are welcome. Fewer than half have attended

AUGUST 13, 2000

*All Car Club
Friendship
Meet*

A Car Show featuring Hundreds of Fabulous
Vintage Autos...Every Car, Every Car Club,
Everyone Welcome!

Open to the Public

Admission \$5.00 – under 12 FREE

Enter Your Car Now!

Car Registration \$10.00 in advance
...\$15.00 the day of the show
...just a few special Awards given
...hours 9am to 5pm
...location Nile Golf & Country Club
Parking on the Fairways
...Entertainment - Great Food
No Pets Please

We hope to see 750 Cars! & All Proceeds go to Shrine Children's Hospitals
Deductible as a Charitable Contribution

Sponsored by
The Classic Car Club of America -
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For more information
Call either
North 425-869-5733 - Ron
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HCCA-CCCA May Breakfast Tour

BY GERALD GREENFIELD

The first Sunday in May has been the traditional date for the Sea-Tac HCCA breakfast tour to Anton's Restaurant in Puyallup. This year's tour broke all records for attendance. Over 70 Antique and Full Classic™ cars and 178 people enjoyed a beautiful Sunday morning tour through South King and North Pierce counties led by tour hosts Doreen and Gerald Greenfield.

The festivities began at Gordon Apker's collection in Zenith, Washington. Gordon opened his barn doors for all to enjoy his fabulous collection of cars and memorabilia. The HCCA provided coffee and donuts and the CCCA enhanced the parking area with a wonderful display of Full Classics™.

By 10:00 a.m. the sun had burnt off the overcast and the tour left Gordon's for a scenic drive toward Old Town Tacoma. The hour-long tour ended at the historic Buick dealership in North Tacoma now occupied by Walt Sharp's USA of Yesterday. The tour members were able to see close to 100 collector cars offered for sale as well as a well-stocked parts department.

After a 45-minute visit to USA of Yesterday, the tour enjoyed some of the lovely historic residential areas of North Tacoma. The gardens were spectacular and our Full Classics™ looked right at home in these vintage neighborhoods.

The tour next headed toward Puyallup following some of the less traveled roads across the valley and along the Puyallup River. By 12:45 the hungry travelers arrived at Anton's where a sumptuous buffet was ready. Following the brunch all of the clubs in attendance were recognized and future events were announced. The CCCA invited all in attendance to our All Car Club Friendship Meet on August 13, 2000.



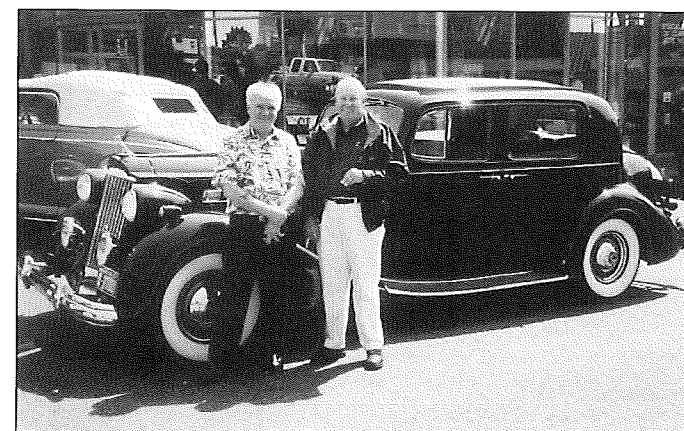
Kathie Olsen, Rick Turner, Randy Small and Gayle Doss.



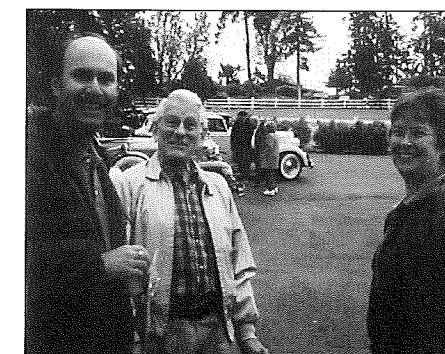
A Classic Display: Arnie Barer's '29 Franklin, Bob Gerrity's '46 Lincoln Continental, Emie Crutcher's '28 Packard, Tom Crook's Duesenberg Replicar (nc), Gary Johnson's '37 Packard, Rick Turner's '36 Cord.



Doreen Greenfield, Sandi Rasussen and Al McEwan in front of "USA of Yesterday".



PNWR Member and Owner of USA of Yesterday Walt Sharp with PNWR Director Gary Johnson—Gary's '37 Packard Twelve as background.

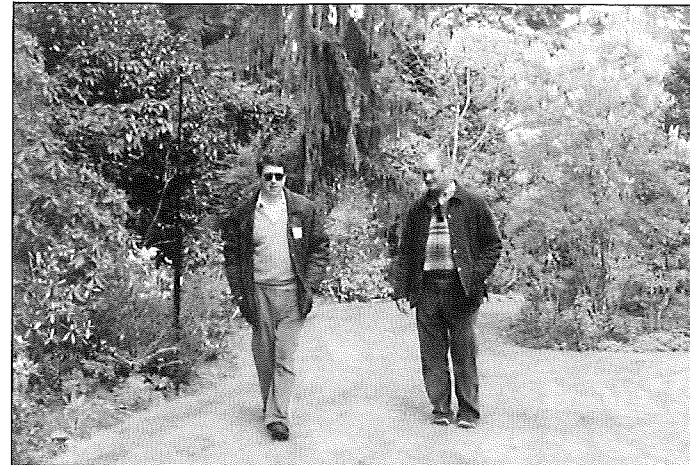


Gerald Greenfield, John Clemo and Judy Clemo outside Apker's Barn.

Spring Garden Tour

BY PHIL GRISHAM

Although the early-morning skies were threatening, April 29, 2000 proved to be a beautiful day in many ways. Some of us arrived at the Edmonds-Kingston Ferry a bit too early (you know who you are) to catch the 9:25 a.m. boat. After killing some time driving around Edmonds, we lined up and, indeed, caught the recommended sailing. We convened in the Thriftway parking lot, where Glenn Mounger and Dick Culp reviewed the recommended driving course to the three gardens that had been arranged for by Sally Sondheim. We were soon on the road and after a short, scenic drive, arrived at Ann Holt's beautiful, six-acre woodland garden paradise. There are 2.5 acres under "cultivation." The grounds, sloping down to the waterfront, contained many interesting trees, shrubs and perennials. Some of the creative and unusual features included a maze garden, a



Brad Huson and Mark Neilsen enjoying the Holt garden.



Gracie and Dan Dinsmore with Judy Mote reflecting the mood of the day at the Holt home.



Pool at the Holt home.

small building with a plant-covered roof, and a pond with a fountain. A favorite feature for many was the walled garden. The Holts have owned this property since 1953 and started the gardens in 1978. They look at it as a "work in progress."

Our tour then led us to the home of Sally Sondheim. Her picturesque waterfront home is beautifully enhanced by a meticulously maintained garden. The grounds were tranquil and serene and offered a stunning view of Rich Passage. Sally provided refreshments to fortify us for our journey. After driving approximately halfway down Bainbridge Island we arrived at Elizabeth Fiskens' garden and home. The house, built in 1913 by Mr. Fiskens' grandfather, has old-world charm and elegance and a breathtaking view from every room. We were all amazed by the warmth and cozy feeling of a home of such impressive size. The gardens combined mature specimens of trees and shrubs with an incredible variety of perennials including many rare plant



Pat Heffron's Bentley and Gary Johnson's Packard at the Sondheim home.

Spring Garden Tour

Continued from page 9



The Fiskens house and garden.



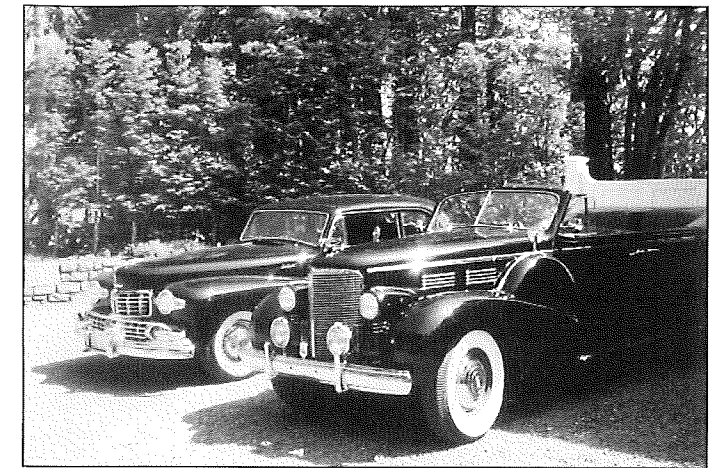
Big-time conference at the Fiskens residence.

selections. This garden is maintained by a very knowledgeable gardener who was in attendance and kindly answered many questions.

After a brief drive, we arrived at a waterfront home whose interior and landscape were designed by club member, Bradley



"Hurry up! We'll miss lunch."



Bob Gerrity's Lincoln Continental and Brad Huson's Cadillac.

Huson, who also prepared a world-class lunch. This comfortably elegant home is situated on waterfront property with wonderful views of downtown Seattle and Blake Island. The gardens that surround the home are planted with an aspiring array of perennials, partially bordered by an English hornbeam hedge. After considerable visiting and enjoying the ambience of this home, we disbanded and went home.

Approximately 33 cars and 85 people signed up for this event and only two cars and four to five people did not attend. There was a wonderful variety of Cadillacs, LaSalles, Full Classics™ and other collector cars. As with last year's garden tour, the attendees seemed to enjoy each other's company, as well as the tour, the cars and the gardens. Many people inquired about the possibility of a garden tour next year.

The success of this tour is due to the efforts of many people who helped make it happen. Thanks go out to Ted and Beth Barber for helping with the flier, Glenn Mounger and Dick Culp for helping with our arrangements, Bob and Sally Sondheim for arranging for us to see the first three gardens and Bradley Huson for arranging the visit to the fourth garden as well as organizing, preparing and serving an outstanding lunch.



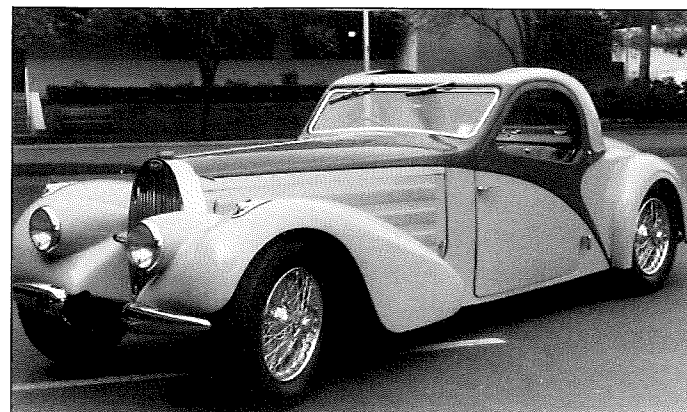
Final stop: "What a house!"

“March 25 marked the largest Coming Out Party in the Club’s history in terms of both cars displayed and people in attendance. This event has been held for 22 years to showcase members’ newly restored or acquired cars which have not previously been seen in the area.

There were 198 people at the Design Center who enjoyed a delicious dinner (Prime Rib or Chicken Piccata) surrounded by the covered cars shrouded in mystery. This was followed by the presentation of the cars...and what a presentation it was!

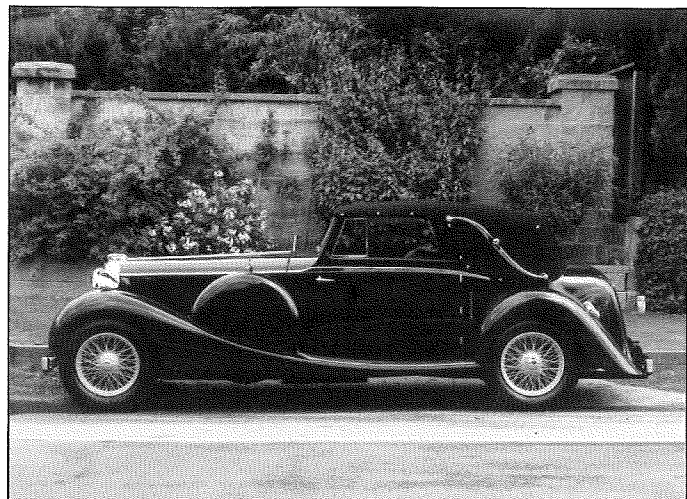
Gordon Apker, the very able event manager for the last several years, introduced each presenter as the room lights were dimmed. Then each presenter gave a short (in most cases) history of his or her car, the spotlights focused on the car and the cover was removed. Voila! You could hear the gasps.

Paul and Shirley Risinger presented their 1938 Type 57C Bugatti Atalante Coupe by Gangloff in two-tone gray and dark blue.



The car body was hidden and replaced with a small old lorry body during World War II, and the engine was detuned to burn low octane gas. The Gangloff body has a very rare drop head called a Duculet.

Colin Gurnsey from British Columbia presented a beautifully restored 1936 Lagonda, Sanction 1, LG-45 Drophead Coupe which won Best in Class at the 1999 Pebble Beach Concours d’Elegance.

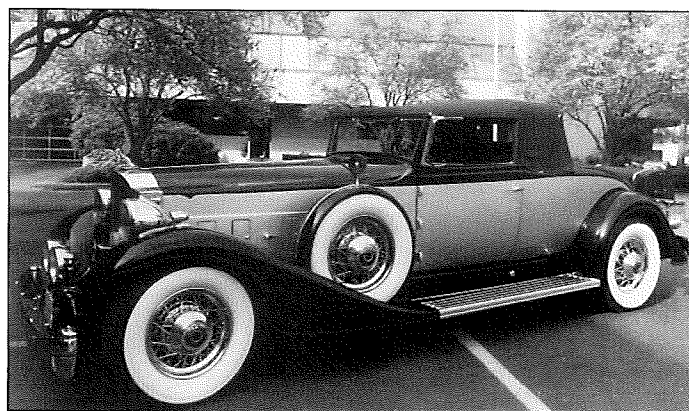


They Don’t Get Any Rigger Than This 2000 Coming Out Party

BY GARY JOHNSON

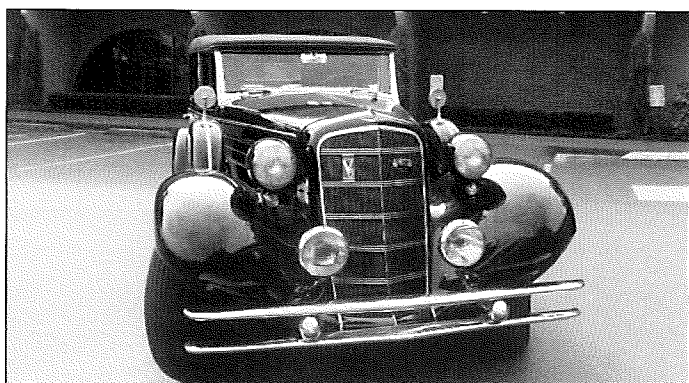
It took 14 years to restore this lovely work of art with its six-cylinder, 4.5-litre engine, hydraulically operated jacks at all four wheels and clutch-pedal-operated lubrication system.

Bob and Renee Larrabee showed their “Valentine Special.” A beautiful 1933 Packard 1005 12-cylinder Coupe Roadster delivered by Earl C. Anthony on February 14, 1933 in Los Angeles.



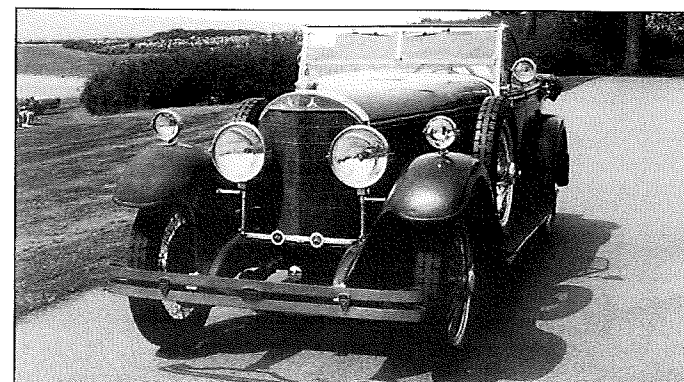
This was just one of several cars presented that were purchased by their current owners from Tom Crook.

A 1934 Cadillac V8 Convertible Sedan was presented by Bill and Carrie Scheef.



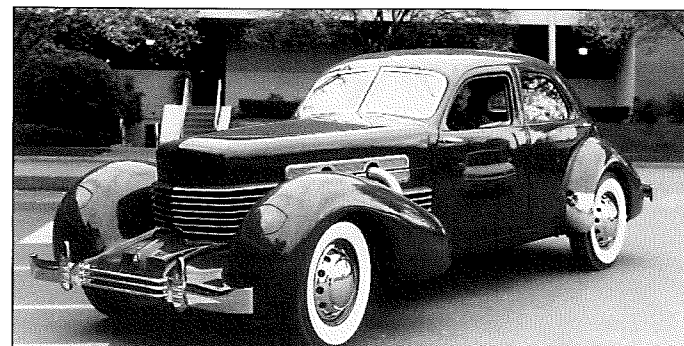
Their car reflected Cadillac’s completely new body and fender style for 1934 featuring sleek bullet headlights, unique “biplane” bumpers which could recoil and return two inches on impact and independent front suspension—also new for Cadillac that year.

Siegfried Linke and Darlene Kohlwes dispelled the rumor of what was lurking under the cover concealing a car with a mascot threatening to be the largest Packard cormorant in existence. The car wasn’t a Packard at all but a 1928 Mercedes-Benz 630 Model K Erdmann & Rossi Tourer.



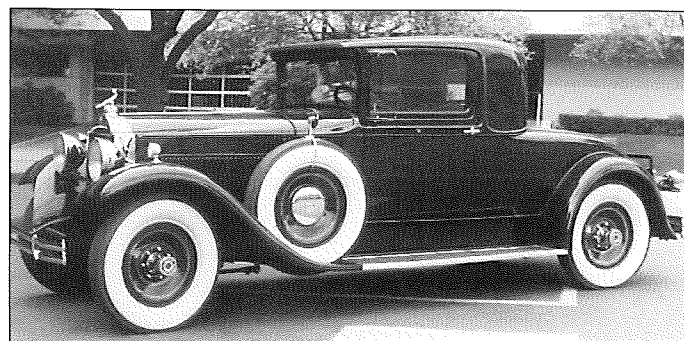
But it was still purchased through Tom Crook. This largely unrestored automobile is impressive in both its massive body and six-cylinder, 6.3-litre, 160-horsepower, supercharged engine. (See cover story starting on page 3.)

John Upthegrove announced that he and Cindy, unlike many of the presenters, *did not* purchase their 1937 Cord 812 Supercharged Westchester Sedan from Tom Crook.



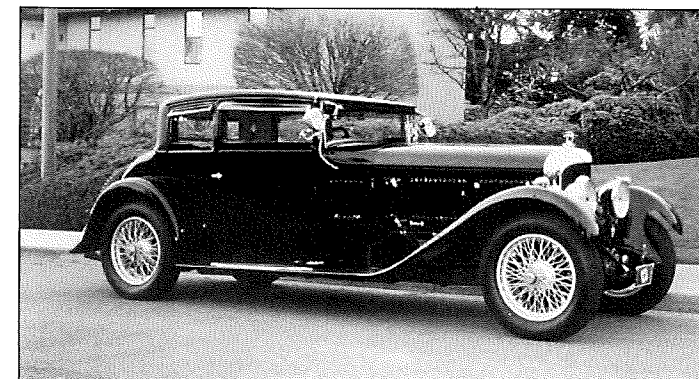
He said he’d never even met Tom Crook, a detail that was remedied immediately after the presentation. This car previously belonged to Buzz O’Connor in Richland, Washington. A Geneva Blue beauty with gray leather interior, it was one of the last Westchesters produced.

Carl and Karen King presented their carefully restored 1930 Packard Standard Eight Coupe with rumble seat.



Karl does most of his own restoration work and completed this car over a 15-year period. He put on deluxe hubcaps, Visional windshield wiper and extra right-side taillight plus a few other extras to improve its performance and drivability. Otherwise it’s restored to its original condition and ready to perform flawlessly on the road.

The black beauty in the corner was not one of Steve and Annie Norman’s BMWs, but its name did begin with a ‘B.’ It turned out to be a 1929 Bentley Speed Six Martin Walter Coupe.



This unique car was the Martin Walter show car at the 1929 Olympia Motor Show in London. It originally belonged to T.S. Thistlewayte who was on the Board of the Martin Walter company. It is one of only two Bentley coupes built in 1929.

Bob Reverman has a love affair with 1946-48 Lincoln Continental Cabriolets. At one time he owned four simultaneously.



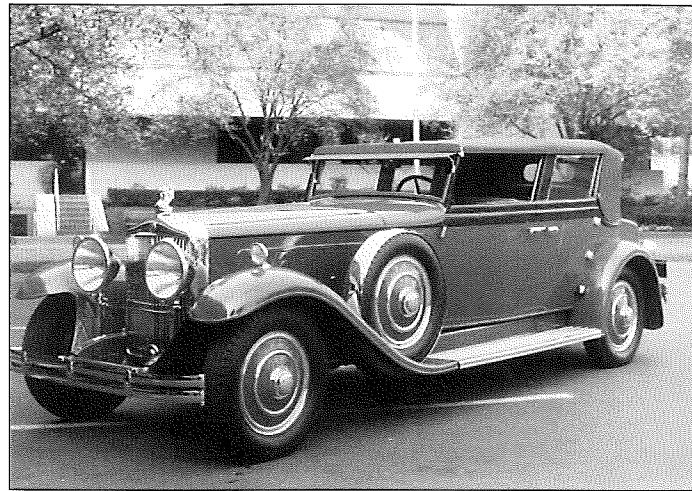
He presented his Voltana Coach Maroon 1947 model that had just received a new top as well as several mechanical updates.

Charlie Morse was out of the country so Al McEwan presented Charlie’s awesome 1931 Minerva 8AL Rollston Convertible Sedan.

Continued on Page 12...

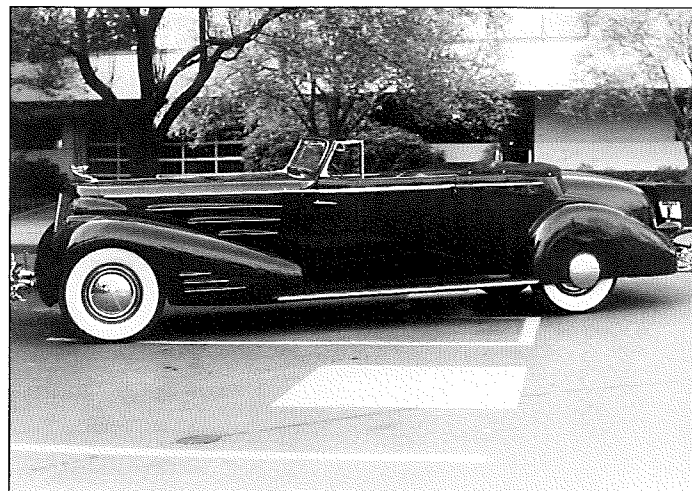
2000 Coming Out Party

Continued from page 11



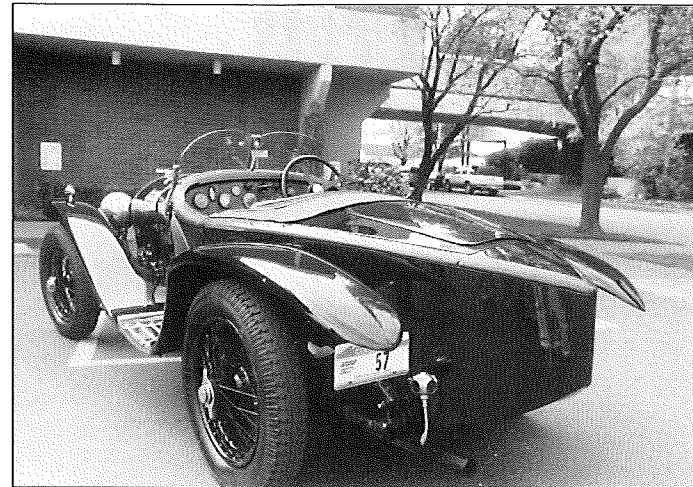
This Pebble Beach Best of Show Winner is a stunning car in its Ocean Blue paint and unique slanting doors that make you feel like you'd better run to jump in even when it's sitting still. Everything about this massive car reeks of the luxury and wealth of a bygone era. Al had prepared a lecture about its sleeve-valve engine but we prevailed upon him to postpone it to another time.

James and Sherry Raisbeck presented by far the longest car at the party—a 1934 Cadillac V16 five-passenger Convertible Coupe, the only one built in 1934 and one of only five such victoria-style convertibles built altogether.



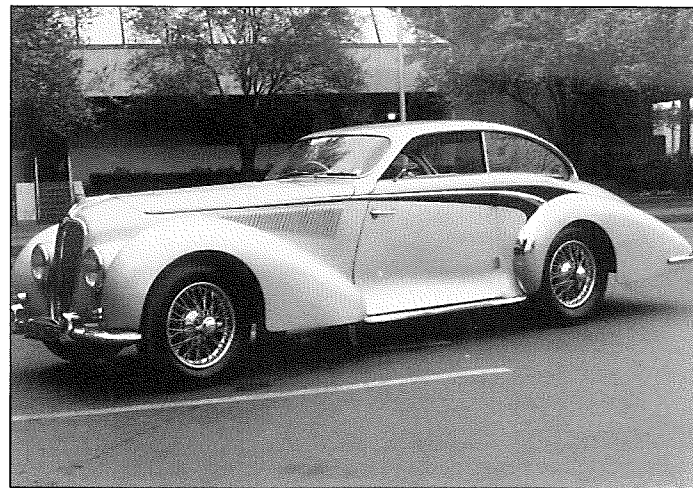
This red beauty has a 154-inch wheelbase and measures 22 feet overall, not including the external trunk and rack. In fact, James had just received these items because, when in place, the car would not fit on the transport trailer. R & M Classics had to remove them for shipping to the Scottsdale auction where Jim bought the car.

Peter and Annemeike Hageman introduced their 1926 Bentley 3-Litre Surbico Supersport Boat Tail guaranteed to go over 100 mph off the showroom floor.



It looks fast sitting still. It is one of only 18 Supersport models produced and one of only two known to still exist. Peter and Al McEwan drove this car on the Colorado Grand, and you can bet you'll see it at coming events.

We even prevailed on Gordon Apker to introduce his newest Full Classic™ acquisition, a 1947 Delahaye 135 MS Sport Coupe by Lagenthal of Bole, Switzerland.

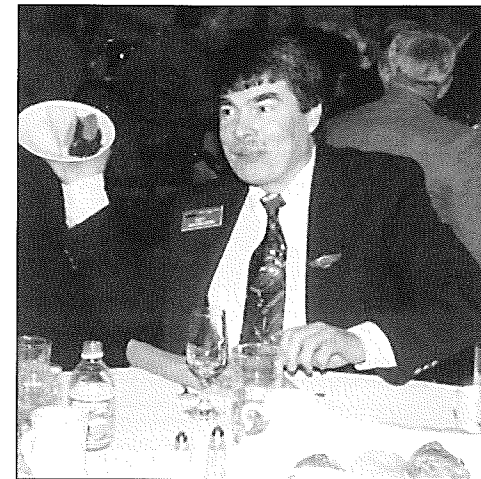


This "swoopy" Delahaye started life as a convertible but had a fixed metal top attached by Lagenthal in 1948. It seems the original owner didn't like wind in his hair and defied the adage "if the top goes down the price goes up." The convertible top well is still there and it appears to be a rather simple process to change the car back to a convertible.

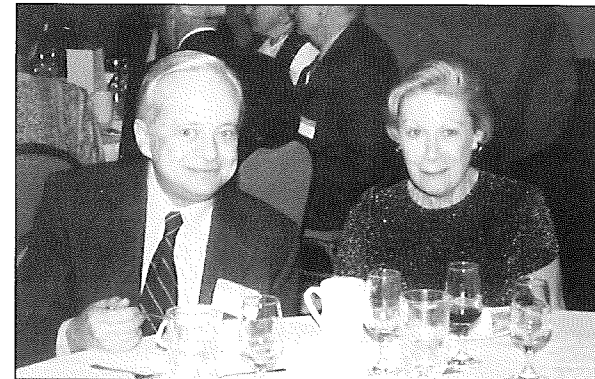
After co-chairing and chairing this event for several years, Gordon is passing the baton. We want to thank Gordon for all his work over the years. He certainly is retiring on a high note with one of the most successful events we've held. Thanks Gordon!

Carl Bomstead is the new chairman, or event manager, and has already scheduled next year's Coming Out Party for March 31, 2001 at the Design Center. If you have a car that meets the criteria (or wonder if it does) give Carl a call. We all love to see these cars!

Continued on Page 13...



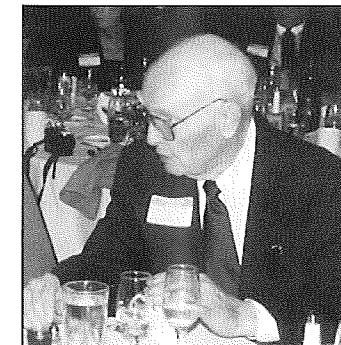
"Ready Aim Roy" Magnuson.



"It ain't raining inside tonight"—Harry and Mary Wappler



"Franklin folks have more fun"—Adrian and Susan Taylor.



"I'm serious"—Larry Justice.



"Do they have this much fun in Oregon?"—Oregon Region Director and PNWR Member Jerry Hanauska and June Fetzler.



"Old grad table"—Gordon Apker, Susan Armstrong, Tom Armstrong.



"In his cups...the definition"—Liz and Bill Holt.

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Northwestern northwesterners Tim Sullivan, Arlene Wohlwend, Don Wohlwend.

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"Counting on at least one Bentley"—Jack and Pat Goffette.

Auburn Epilogue

BY BILL DEIBEL

any readers will know that, after "The Last Auburns" were built (See *BUMPER GUARDIAN* January-March 2000 page 7), the Auburn Automobile Company continued to produce Cord cars for another year. But less well known is the fact that the Auburn Automobile Company continued in the automotive business for quite some time thereafter. I mentioned in "The Last Auburns" that the company began making stampings (for kitchen and appliance cabinets) in 1935, but following the end of Cord production in 1937 more work was found, much of it car and light truck related. The following is a recap of these activities taken from "Celebrating 100 Years of the Auburn Automobile Company," Part 3, by Stan Gilliland as published in the Auburn Cord Duesenberg Club *Newsletter*, Issue No. 3, 2000.

June, 1936 Last Auburn car built.

August 7, 1937 Announcement made of the sale, to a large consortium, of Cord Corporation including its Auburn Automobile Company subsidiary.*

August 21, 1937 Last Cord car built.

November 30, 1937 Cord Corporation name changes to Aviation and Transportation Corporation (ATCO).

December 11, 1937 Auburn Automobile Company (Auburn AC) files for bankruptcy under Chapter 11 while continuing to look for new products.

August, 1938 Auburn AC acquires manufacturing rights for the **Pack-Age-Car walk-in door-to-door delivery van** from the Stutz bankruptcy liquidation. To facilitate financing this project a new subsidiary is formed. (A subsidiary of a subsidiary.) Production of the Pack-Age-Car continues profitably until March 1941. During this period Auburn AC produces **stampings used in General Motors, Hudson and Packard cars as well as International trucks.** (Stampings for kitchen and appliance cabinets continues.)

In 1940 and 1941, according to Gilliland, Auburn AC builds "Darrin" bodies for Packard. (Should this be 1939 and 1940? Ed.)

May 13, 1940 Auburn emerges from bankruptcy with the new name of Auburn Central Manufacturing Company (Auburn CMC). (It appears from this name change that the former Cord Corporation subsidiary and Auburn AC body supplier, Central Manufacturing Company, was by now combined with Auburn AC. This would have been the logical place to build the Darrins.)

March 1941 Auburn CMC receives an order from Willy-Overland for **Jeep bodies** and an order for **Bantam trailers** (from American Bantam Car Company? Ed.). Production of Jeep bodies continues through and after World War II until nearly 600,000 military and civilian units are delivered.

March 1942 Auburn Central Manufacturing Company changes its name again to American Central Manufacturing Company (American CMC). (Patriotism is running strong during

the War. Ed.)

Spring 1945-Fall 1946 Aviation and Transportation Corporation changes its name to Aviation Corporation (AVCO), acquires several more kitchen and appliance products companies, combined them with American CMC and absorbs the combined subsidiaries into AVCO as the American Central Division (American CD).

1946-? American CD manufactures **body stampings for Crosley cars, Willys station wagons and Willys Jeepsters.**

1951 American Central Division changes its name once more to the AK Division (for American Kitchen no doubt) and is sold.

1975 AVCO sells its Richmond, Indiana plant which still wears on it the "Auburn Automobile Company," "Cord" and "AVCO" names. Also that year, Herb "Slim" Davidson retires from the Richmond plant as the only 50-year employee tracing his career back to the Auburn Automobile Company starting work in 1925.

* According to Gilliland the buyers of Cord Corporation were Victor Emanuel and his backers, Schroder-Rockefeller & Company; Corburn Darling; Henry Lockhart of Shell Union Oil (? Ed.); Thomas Girdler of Republic Steel; John Hertz of Hertz Rentals, TWA (and Yellow Cab, Ed.); The Aviation Shares Company and Lehman Brothers. (These were indeed some heavy hitters. Ed.)

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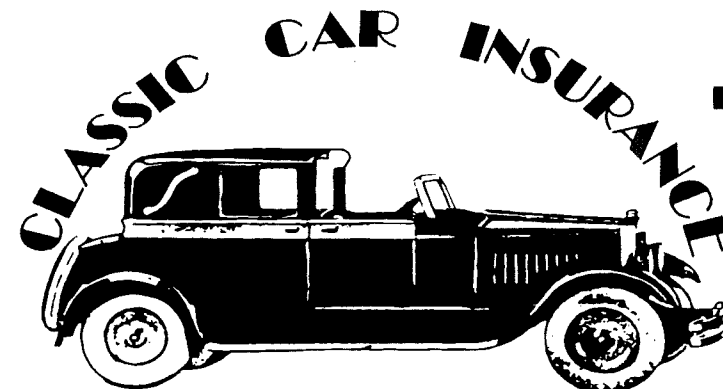
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Tech Tips

The Mystery of Hissing Tires

By Allan Franz

Beware all purchasers of reproduction whitewalls from "vintage tire dealers." It is the industry practice for the tire inspector to place two 1/2-inch square tags on the inside of the tire casing if it passes the quality test.

This seemingly innocent trivial item played a major role in our winning the hard luck trophy in the "Ozarks Revisited" CARavanSM this past June.

We wanted to have zero problems on this CARavanSM, so in addition to many other preparation details, we opted for new tires and tubes, because the tires on our Lincoln were at least 15 years old and had many dry rot cracks. A local tire company agreed to order new Firestone wide whitewalls and tubes. The tires were mounted with care after they were removed from the plastic wrappings. On the trip home the tires rode much better than our old ones, and the car handled like new.

But after arriving at the Lodge of the Four Seasons and parking to register, I returned to my wife sitting in the Lincoln with air hissing out of the right front tire. I was shocked, but thankful that it had occurred in a parking lot rather than on the highway. Brad Knudsen, the trouble truck mechanic, was called. He removed the wheel and left the Lincoln sitting forlornly on a jack in the middle of the reception area. Brad returned with the tire mounted with a new tube, and the news that two small plastic tags had worn small holes in the tube!

The next day was a free day that we used to explore the town of Osage Beach with its discount mall and assorted tourist traps. That afternoon another tire went flat. Another trip to the tire store revealed two of the same tags, resulting in the same story. At this point, we decided to put new tubes on the remaining two tires. You guessed it, the tags were there, but they had yet to do their mischief.

Back home we contacted the vintage dealer who said, "It is common knowledge in the industry that these inspection tags are inside the casing, and they should be removed."

So, when you purchase new whitewalls, please look for these tags, unless you enjoy living dangerously.

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Repairing Damaged Holes for Trim Screws in Body Sheet Metal

By Jack Collins /Belton, Missouri

A stripped trim-attaching hole in body sheet metal is a frustrating problem frequently encountered during the installation of trim such as door panels. Stripped holes are easily remedied using a very common household item. Anyone who has had occasion to hang a picture for the "significant other" should have an assortment of plastic screw anchors. Usually rediscovered in the bottom of the household repair toolbox with the rusty nails and screws, these "leftovers" can be a real lifesaver.

When installed properly into a previously stripped hole, screw anchors serve not only an effective repair, but also allow the screws to be removed and reinstalled repeatedly if necessary. For door panel attaching screws in particular, I used 3/16" diameter anchors so that the original trim screws could be reused.

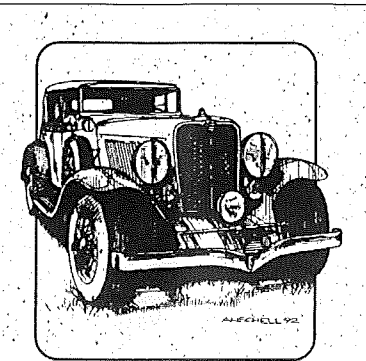
To properly install the anchor, I designed a special tool to reshape and extrude the stripped hole to properly accept and hold a plastic screw anchor. Easily fabricated from a 1/4" diameter screwdriver or punch, the shaft of the screwdriver (or punch) is simply filed of ground down into a triangular configuration. Taper the shaft larger back from the tip. The finished size

should be slightly smaller than the diameter of the 3/16" plastic anchor to insure a snug fit.

The shaping tool is simply tapped into the stripped hole (trim panel removed) until the hole is extruded and sized to tightly accept the plastic anchor. The plastic anchor is then pressed into the enlarged, triangular shaped hole to complete the repair.

Why a triangular extruded hole? The triangular configuration allows the anchor to be easily inserted while the extruded hole firmly grips the anchor, effectively prohibiting the anchor from turning while the original screw is re-inserted and tightened.

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Ted and Beth Barber
Arnie Barer
Del Barton
Fred and Brenda Bonin
Guy and Carita Boswell
John and Mary Campbell
Rob Campbell and Jonathon Jenks-Bauer
Joe and Barbara Carman III
John and Jody Clemo
Tom Crook and Randy Small
Ernie and Diane Crutcher
Pete and Karen Dahlquist
Bill Deibel
Stan and Valerie Dickison
Dan and Gracie Dinsmore
Ron and Gayle Doss
Peter Hageman
Ron and Gail Harmon
Bill Holt
Brad Huson
Brad and Hyang Cha Ispen
Loren Knutson and John Gruenewald
Siegfried Linke and Darlene Kohlwes
Jeff, Sun, and Kume-Yong Low, and Mary Low (Jeff's Mother)
Rick and Marcia Mahaffey
Philip and Cheryl McCurdy
Dave McCready
Al McEwan
Terry and Barbara McMichael
Hal Medén and Joan Royal
Jim and Lorraine Milligan
Bill Mote and Bill Holt and Colin Gurnsey
Paul Murray
Greg Nolan and Gerald Anderson
Virgil and Deborah Parker
Jim Raisbeck
Ted Reich
Klaus and Christel Schultz
Gene and Barbara Schwartz
Larry Shandola and Pam Paul
Dennis Sommerville and Carl Lingstrom
Gary and Merrisue Steinman
Tim Sullivan
Arnie Taub
Bill Trombley and Ray Howard
Rick Turner
John and Cyndi Upthegrove
Don and Arlene Wohlwend

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Anyone interested in going on a tour to this event and visits to local collections in November please call
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ERRATA
Credit for National Annual Meeting photo of Bobbie'dine Rodda receiving special photography award should have been given to Diane Conrad.

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNWR

MARCH 8, 2000

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle. Attending were managers Bomstead, Campbell, Deibel, Kohlwes, McEwan, Milligan, Medén, Mote and Norman; Secretary Barber; Treasurer Magnuson; Membership Chr. Long; National Director Grisham; members Barer, Crook, Doss, Greenfield, Hageman, Linke, Pollock, Reddaway, Turner, Wouters, and Zuker; and guest Richard Sanders (Chmn Bentley Drivers Club). (Absent Board members: None.) The minutes of the February 2, 2000 Board meeting were approved. The Treasurer reported a balance of \$37,488. Membership Chairman Anne Long reported 158 regional members to date. The Directory is proofed and ready for printing (due date March 10). Advertisers (in BG) will be listed. Reports from National on regional members who are not national members and national members who are not regional members were given to Chr Long. D. Klusman sent sample name badges - we need to decide which to use. Editor Bill Deibel reported that the next BG deadline is March 8. Much material is available and the issue will be about 24 pp. New advertisers include Grundy insurance and others. Investigation of possible new printers has shown we have a very good rate now. Possibility of upgrading the publication with them will be investigated. T. Barber reported that the survey "Questionnaire 2000" had received over 75 returns. A report on results will be given at the next meeting. Results of the calls to National members who are not regional members will be given next week.

National Director Grisham reported that National is reviewing mandatory deductions in judging and is considering having outside judges at some meets, loans to regions for caravans. A Ballot (French) model is under consideration for Classic status. A CCCA award at Pebble Beach is in process. The Feb 26 event was attended by 86 people with ten Classics and six non-Classics collector cars driven.

A discussion of upcoming events for 2000 as follows. (Regional events shown in bold-face):

March 25, 2000 (Sat.) Coming Out Party. Atrium. Mgr. G. Apker. Arrangements all set. More cars than before.

April 29 (Sat.). Garden Tour. Mgr. Grisham. Joint with Cadillac-LaSalle Club. Final arrangements underway.

May 7 (Sun.). HCCA Tour to Antoine's. Mgr. Greenfield. Starts At Apker's.

May 13 (Sat.) Kite Fly Tour to Whidbey Island. Mgr. Hageman/Long. Young person (in family) to drive?

July or Aug. PNWR Mini CARavan. Mgr. McEwan. Four days, explore National Park lodges.

August 13 (Sun.). Carnival of Cars? Friendship Meet? Concours? Steering Committee is considering Nile CC, inviting Clubs all over the state. Board approved. Need support of other clubs.

September?? At Lee Zuker's in Shelton.

October 21-22. Fall Leaf Tour. Mgr. Mote/Barer.

Nov 11 (Sat.). PNWR/CCCA Annual Meeting. Mgr. Meden/Kohlwes. About \$35/person.

Dec 10 (Sun.). PNWR/CCCA Holiday Party. Mgr. Kohlwes. Broadmoor. Cost about \$29/person. Set fee @ \$35.

Sept?? Land-Sea-Air. Deibel checking on this.

J. Campbell requested having alternate meetings on the East side. H. Medén will look into this, noting that we like separate checks. Catering at Suite 200 was suggested.

The meeting adjourned at 8:20 pm. The next meeting will be April 12 at the Rock Salt Steak House.

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNWR

APRIL 12, 2000

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle. Attending were managers Bomstead, Campbell, Deibel, Kolhwas, McEwan, Milligan, Medén, Mote and Norman; Secretary Barber; Treasurer Magnuson; National Director Grisham; members Crook, Doss, Greenfield, Linke, Reddaway, Rittenhouse, and Turner; and guest Russ Huntoon. (Absent Board members: None.) The minutes of the March 8, 2000 Board Meeting were approved as corrected. The Treasurer reported a balance of \$40,170. No membership report was given but it was noted that 16 former Regional members had not renewed to date. (This was partially due to several members who had sent their renewals in envelopes intended for the recent survey.) Lists of these members as well as of new members (23) were distributed. Editor Deibel said the BG is due out on Friday. He passed out samples of color photo reproductions and mentioned costs of various ways of upgrading the BG, including better paper as well as color options. Director Johnson noted that Bill had an article published in the national Classic Car and offered congratulations and a round of applause was given. National Director Grisham reported that a more flexible policy on home regions is being considered, urged regions to send audit sheets in early, noted that visible turn signals were back in, outside judges might be used for special awards, and award ceremonies would be shortened. Deibel reported from WCCC that the idea of a friendship meet was greeted enthusiastically, liking the charity idea, entry fee of \$15 max, and made other suggestions. Repeal of VIN no. inspection for used vehicles wasn't passed, but may not be funded.

Dir. Johnson showed samples of name badges. It was suggested that an ad for the nationally provided badge be put in the BG. The Board decided to explore the use of this badge, adding the regional name. (Johnson will pursue this.) T. Barber reported on the survey *Questionnaire 2000* giving out copies of written comments by members. A report on tabulated results will be given at the next meeting. A report on the Coming Out Party noted there were 13 cars displayed and 198 people attending. Date for next year's party has been set. Questions have been raised on how cars are selected for coming out, and will be covered in a future BG article. Displayed cars or driven-to-the party cars may be considered for Car-of-the Day awards. Deibel pointed out that this was at the discretion of the event manager. New calling lists for event reminders will be prepared. Event managers must be contacted by callers.

A discussion of upcoming events for 2000 as follows. (Regional events shown in bold-face):

April 29 (Sat.). Garden Tour. Mgr. Grisham. Joint with Cadillac-LaSalle Club. Flyers out soon.

May 7 (Sun.). HCCA Tour to Antoine's. Mgr. Greenfield. Starts At Apker's, to USA of Yesterday in Tacoma and on to the restaurant. Flyer in newsletter.

May 13 (Sat.) Kite Fly Tour to Whidbey Island. Mgr. Hageman/Long. All set for this date.

June Possible Tacoma or Pt. Ludlow event. (Or maybe Pt. L in Oct.) Bomstead/Deibel/Norman. See below.

July 22-27. PNWR Mini CARavan. Mgr. McEwan. Itinerary presented.

August 13 (Sun.). Friendship Meet. Nile CC, date set, inviting Clubs all over the state. Goal is 750 cars, proceeds to charity. Committee putting together package. Year cut-off discussed; Board decided to go on "honor system".

September?? At Lee Zuker's in Shelton.

Sept 29-Oct 1. Fall Leaf Tour. Late Sept better. Mgr. Mote/Barer.

Nov 11 (Sat.). PNWR/CCCA Annual Meeting. Mgr. Meden/Kohlwes. About \$35/person.

Dec 10 (Sun.). PNWR/CCCA Holiday Party. Mgr. Kohlwes. Broadmoor. Cost about \$29/person. Set fee @ \$35.

Sept or Oct Land-Sea-Air. Deibel checking on this. Pt. Ludlow has promised to rectify previous complaints.

Another suggestions concerns an overnighter to attend a theater in Vancouver B.C. The meeting adjourned at 9:00 pm. The next meeting will be May 3 at the Rock Salt Steak House.

MAY 3, 2000

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle. Deibel, Kohlwes, McEwan, Medén, Milligan, Mote, and Norman; Secretary Barber; National Director Grisham; Membership Chr Long; and members Barer, Carman, Greenfield, Kane, Linke, and Wouters. (Absent Board members: Bomstead, Campbell, Treasurer Magnuson.) The minutes of the April 12, 2000 Board Meeting were approved as corrected. The membership report showed 171 members as of May 2. Seven of the 16 non-renewers have now renewed. An addendum to the Roster will be prepared for the directory. Editor Deibel reported that the next deadline for the BG was June 1. He also presented a report showing the various cost factors of publication especially the effect of using a color cover as well as other upgrades and a price increase this year. The end result of this was that it would cost over 50% more to have a color cover and require close monitoring of the printing process to assure proper quality. The Board voted to return to a black and white covers. National Director Grisham reported that the National headquarters was doubling their space; two and five point mandatory deductions will be eliminated in judging. National is concerned about replies to their questionnaire about enlarging the Classic car base to cover more years and models. A discussion on this by our Board followed.

Dir. Johnson will order name badges for the upcoming mini-CARavan and will get information about ordering more for the rest of the membership. P. Grisham and T. Barber reported on the survey *Questionnaire 2000* giving out copies of tabulated results and written comments by members on the subject of annual meetings. P. Grisham reported on the Garden tour (April 29): over 80 people and about 30 cars attended. New calling lists for event reminders will be prepared. Event managers must be contacted by callers.

A discussion of upcoming events for 2000 as follows. (Regional events shown in bold-face):

May 7 (Sun.). HCCA Tour to Antoine's. Mgr. Greenfield. Starts At Apker's, to USA of Yesterday in Tacoma and on to the restaurant. Flyer in newsletter. The Friendship Meet will be publicized.

May 13 (Sat.) Kite Fly Tour to Whidbey Island. Mgr. Hageman/Long. All set; flyer out soon.

June ??? Volunteer needed to plan event.

July 22-27. PNWR Mini CARavan. Mgr. McEwan. Itinerary presented. Now sold out, but may have one or two cancellations. Letter out to attendees. Eastern people shipping cars or borrowing here. 30 cars from Region and 16 others.

August 13 (Sun.). Friendship Meet. Nile CC, date set, inviting Clubs all over the state. Goal is 750 cars, proceeds to charity. Committee putting together package. Year cut-off discussed; Board decided to go on "honor system". A '40s to '50s style band will be hired. There will be a meeting on May 11 with Nile CC and a flyer for the HCCA tour will be available. (See above.) A remote speaker system will be used on the field. R. Doss is publication person and will get a letter out after the May 11 meeting.

September?? At Lee Zuker's in Shelton.

Sept 29-Oct 1. Fall Leaf Tour. Mgr. Mote/Barer.

October Overnighter to attend a theater in Vancouver BC. Mgr. Bill Holt.

Nov 11 (Sat.). PNWR/CCCA Annual Meeting. Mgr. Meden/Kohlwes. About \$35/person. Program also.

Dec 10 (Sun.). PNWR/CCCA Holiday Party. Mgr. Kohlwes. Broadmoor. Cost about \$29/person. Set fee @ \$35. The Board approved hiring a harpist at a fee of \$250.

H. Medén has been checking on Board meeting sites east of Lake Washington. So far terms of hall rental and use of menu seem to eliminate this possibility.

The meeting adjourned at 9:00 pm. The next meeting will be June 7 at the Rock Salt Steak House.

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

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

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

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

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

☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00

☐ Uninsured/Underinsured Motorist—Rates as required by your State. Car 1 \$ _____ Car 2 \$ _____ Car 3 \$ _____

☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00

☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

Physical Damage

☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rate— \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles 25 yrs. or older.

☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles 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)—Annual Rate—\$0.70 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles less than 25 yrs.

☐ Physical Damage (Collision)—Annual Rate—\$0.70 per \$100 of amount of insurance for each vehicle. NO DEDUCTIBLE. Vehicles less than 25 yrs.

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

ANTIQUE AUTOS TO BE INSURED

We Require: 1. PHOTO of all vehicles listed 2. APPRAISAL for each vehicle valued at \$20,000 or over

Year	Make	Body Type Series or Model	V.I.N. (Vehicle I.D. Number) Serial 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.

NOT AVAILABLE IN ALL STATES.

Signature: _____ Date: _____

Note: Your insurance will become effective upon payment of the entire premium, acceptance of the risk and compliance with all state specific laws and regulations. Please sign and forward with your remittance, payable to:



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

320 South 69th Street • Upper Darby, Pennsylvania 19082

web site: www.jctaylor.com

CALENDAR OF COMING EVENTS

<u>Date</u>	<u>Event</u>	<u>Manager</u>
July 22-27	PNWR Mini CARavan	McEwan
August 13	All Car Club Friendship Meet	Committee
Sept. 22-24	Fall Leaf Tour	Mote/Barer
October 14-15	Ports Townsend, Gamble, Ludlow	Normans
November 11	PNWR Annual Meeting	Medén/Kohlwes
December 10	Holiday Party	Kohlwes
March 31, 2001	Coming Out Party	Bomstead



BUMPER GUARDIAN

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FORM 3547



ALAN MCEWAN
5210 LAKE WASHINGTON BLVD. NE
APARTMENT 101
KIRKLAND, WA 98033