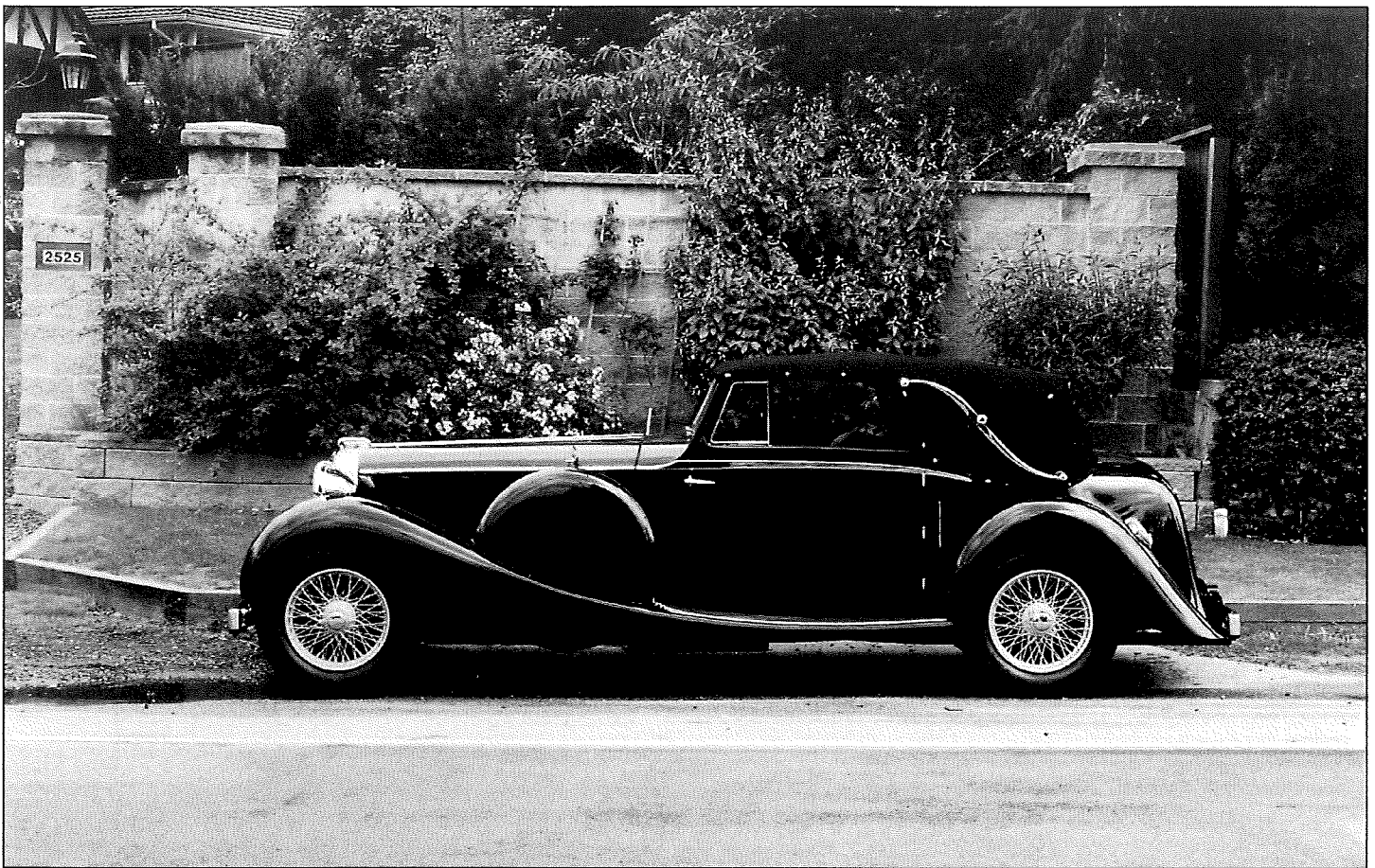




# BUMPER GUARDIAN



1936 LAGONDA  
MODEL LG 45 DROPHEAD COUPE  
*Colin Gurnsey*

July 2000 through September 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.

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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*  
6426 NE Windermere Rd.  
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Production is handled by Sunset Press.

**Jim Milligan** has been recovering at his new home in Sequim from a serious illness. He will no doubt be greatly pleased to hear from friends by phone to 360-582-0490 or card to 164 Creekside Dr., Sequim, WA 98382

# PNWR Annual Meeting Set for November 11

To be Held at Glendale Country Club in Bellevue

BY HAL MEDÉN

*I*t's calendar update time.

Action: Red-letter now Saturday, November 11, 2000, 6:00 p.m. for one of our most popular special events...our region's Annual Meeting. We'll mark this first Annual of the new millennium with a dinner meeting, election, awards and a new feature at Glendale Country Club in Bellevue. And above all, camaraderie and fun!

(You will receive a registration flyer for the meeting in the near future. Please help: the earlier you respond, the simpler it is for the event co-managers and the country club staff to create a smooth-running, enjoyable event for all.)

A key presentation during the meeting will be the Phil Schwarz Memorial Trophy, awarded periodically to the individual who best represents the late Phil Schwarz's personal attributes and high level of contribution to the club and its events.

A new highlight also is on the evening's agenda: a brief presentation of "Fashion at the Concours d'Elegance" featuring recognizable models (maybe even some CCA look-alikes) and conducted by event co-manager Darlene Kohlwes.

Election of a Regional Director for 2001 and three new Board of Managers' members for three-year terms, and a fourth member to fill the unexpired term of a retiring Board member, will be announced by Gary Johnson, current Regional Director. He also will comment on some of 1999's new club events. The traditional Car of the Day award for each 1999 event also will be presented during the meeting.

The Glendale Country Club is located at 13440 Main Street in Bellevue. Driving directions to the club will be included in the upcoming flyer you will receive. Annual meeting co-managers are Hal Medén and Darlene Kohlwes.

## A Non-paid Announcement

*I*he first 25 women and men (one per household, please) who help me locate VINTAGE CLOTHING for the November and December meetings will receive a Tiffany perfume. Do you own any Vintage Clothing? Are you interested in wearing the article or bringing it on a hanger for all to enjoy?

For December I am looking for ALL vintage FUR capes, muffs, shawls, throws, jackets, coats, hats, purses. Thanks for your help.

Darlene Kohlwes  
(206) 298-6989

## COVER STORY

# A Lagonda at Pebble Beach-1999

BY COLIN GURNSEY

*R*y January 1999 I had owned my 1936 Lagonda LG 45 Drophead Coupe for 14 years, but had never driven it. My ownership started as one of those elusive "barn-finds" or "basket-cases" which one sometimes fantasizes about finding but seldom does.

Also by January 1999, the restoration of the car was, or so I thought, substantially completed. With some encouragement by Bill Holt I decided to make my Lagonda 100th anniversary project the completion of the restoration of LG 4.5 DHC #12041 with its debut at the 1999 Pebble Beach Concours d'Elegance where Lagonda was one of the featured marques. During the course of the anniversary year I was to learn that much, much more was required before the car was suitable for Pebble Beach.

By the beginning of 1999, we had completed all the body work including all new ash coachwork. But only the body tub had received a final coat of paint. The car still needed new wheels and tires, fabrication of an interior including seats and trim, top, carpeting, re-chroming of almost everything, fabrication of fuel piping and the subsequent nickel plating, fabrication of wood trim for the interior, adjustment to the springs and all the other myriad details of a Pebble Beach quality restoration.

The schedule established in February forecast restoration completion by the beginning of July so that we would have sufficient time to road test the car and make any necessary adjustments. We decided not to paint the fenders and put them on the car until the interior trim and seats had been completed so that we wouldn't scratch the new paint. Numerous small jobs making the base for the door trim, making a new trunk (called a boot in English cars) floor and making new glass for all the windows. The latter was delayed while we researched the proper period logos for the glass. One for the "Triplex Toughened" logo and the other for the "Triplex Plate" logo, and their proper location on the six windows of the drophead coupe. These were then made up into a silk screen and acid etched onto the glass.

I spent a week working in eastern Europe at the end of January and was able to spend a day in London on my way back. Phil Earhardt of the Lagonda Club let me remove a seat from one of his cars and take it apart, photograph and measure all the

components. This became the basis for making the seats which had been thrown away by the previous owner of the car due to their poor condition. I started the seat process upon my return and had them ready for the upholsterer by April.

My notes remind me that the car returned from the upholsterer on 29 June about five weeks behind our schedule. The fenders, running boards and front apron had been painted and were installed during July. Fabrication of interior wood trim continued

into August along with various connectors for the variety of steering column linkages. During July, I began a process of stopping at the shop on my way home from the office, picking up that day's machining requirements, completing them before I turned in for the night and returning them the next afternoon as that cycle recommenced. I tried to maintain a one-day turnaround, at least for the more or less simple stuff.

The month of August is a bit of a blur. I do remember that I took holidays from work, spent about 18 hours every day at the

shop until the car left for California.

Our plans to complete the car by early July so we would have time to test drive it were not met. Nor by early August. On the 19th of August we ran the motor for an hour. On the 20th we spent a half day removing the transmission and disassembling it to find out why the main shaft had a tight spot when it was turned by hand. It seems I missed a shim when I put the new bearings and gears into it.

Finally, Monday, 23 August rolled around with the expectation that we would be given 24 hours notice as to when the truck would be ready for us in Blaine Washington, USA about 35 miles south of Vancouver. At eight a.m. Steen Monies telephoned to advise that we had to be in Blaine at four pm that afternoon. The guys at the shop were pretty glum when I told them shortly after what our make or break schedule had to be, but we parcellled out the jobs that still needed to be done and got on with it.

Up to this point we had intended to drive the car to the U.S. border. With this new schedule we decided that if we weren't sufficiently completed by noon we'd call for a tilt bed truck to

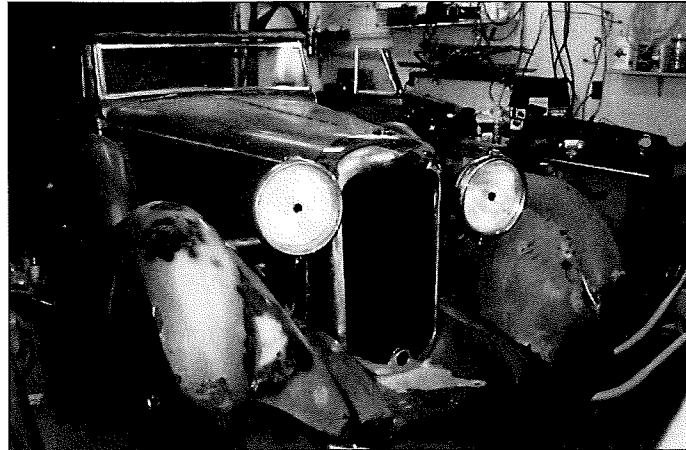


Pebble Beach Concours d'Elegance Executive Committee Member and PNWR member Glenn Mounger congratulating me on receiving "Best in Class".

Continued on Page 4...

## Cover Story - A Lagonda at Pebble Beach-1999

Continued from page 3



The car just after arrival at my garage in January 1985—as found, disassembled—fenders just sitting in place, not bolted down.

transport the car. Noon arrived and we still weren't ready, so I arranged for a truck for two p.m. The truck duly arrived at two, but we hadn't yet riveted the hinges onto the top and sides of the hood. Fortunately, the driver asked where he could get lunch rather than complain that we weren't ready for him. What followed was stressfully hectic but I finally backed the car out of the shop at 3:30 (the first time I had driven it after 14 years of ownership) and onto the trailer.

Cell phone technology is wonderful. I was able to phone Steen Monies and Bill Holt in Blaine and tell them I was on my way and would they please hold the truck? Which they did.

We didn't touch ground in Blaine. I just backed across the ramp from one truck to the other. At this point the car had moved under its own power about 150 feet. Progress...

Wednesday night, the truck and ourselves having separately arrived at the Polo Field at Pebble Beach, we unloaded the LG-45 so that I could fill its gas tank, another of the many firsts in my ownership. Bill Holt came along with me as I learned to drive it the 500 feet or so to the Pebble Beach gas station. The car seemed to work fine although the clutch didn't feel bedded in. Having no history with these cars I had no idea what one should expect. While at the gas station I installed the driving light and badge bar on the front bumper which we hadn't had time to do before we left the shop in North Vancouver.

The next morning Rudy Wood-Muller, The North American Chairman of the Lagonda Club and his wife Jenny joined us for the Pebble Beach tour which turned out to be about 42 miles long. I had read a lot about the reliability of the Meadows engine and made a hopeful assumption that it would be fine. I also had a lot of faith in Bill Mote's workmanship. The tour started out in a usual fashion for these sort of affairs with a number of the cars in front of us immediately taking the wrong turn. (I was following Bill Holt and never saw him again until after our

arrival at Carmel.) We carried on as planned for the famous 17-Mile Drive along the spectacular waterfront into Monterey. We drove past the magnificent Monterey Bay Aquarium, through town and out into the eastern wilds near Laguna Seca then up through the foothills. On a particularly steep section approaching the "Summit" I noticed my temperature gauge rising along with us. A few feet over the summit she (being the car not my blood pressure) blew...and I learned a hard lesson about LG-45 radiator caps.

Rudy told me what to expect, but in my haste I didn't listen and received a nasty burn on my forearm when I pushed aside the LG's radiator cap bar. Surprisingly my burns initially looked a lot worse than they felt. Fortunately, at the start of the tour we were given a number of bottles of water which were quickly consumed by the car in good Lagonda fashion and we were on our way. We were able to water up on the final leg into Carmel By the Sea where we parked in the main square and had lunch with the other entrants in a small park in the center of the city.

Of course my wife Laurel, like all good wives, had to ensure my arm received medical attention and asked an official where we could get assistance. With the ambient noise of the crowd of tour participants and an orchestra playing in the background, Laurel expressed that "my husband's car boiled over and be burned himself. Where might we get assistance?" The lady heard "My husband's car rolled over and he needs assistance," and we had the Police Chief, assorted security and other emergency people converging on us, all with radios and cell phones jabbering away. Laurel explained that it wasn't life threatening and a constable was deputized to walk me over to the Fire Station around the corner where the emergency response team was on standby waiting for us. I can't say enough about how very impressed I was with the helpfulness of the people of Carmel and their emergency services staff. Very pleasant and very professional.

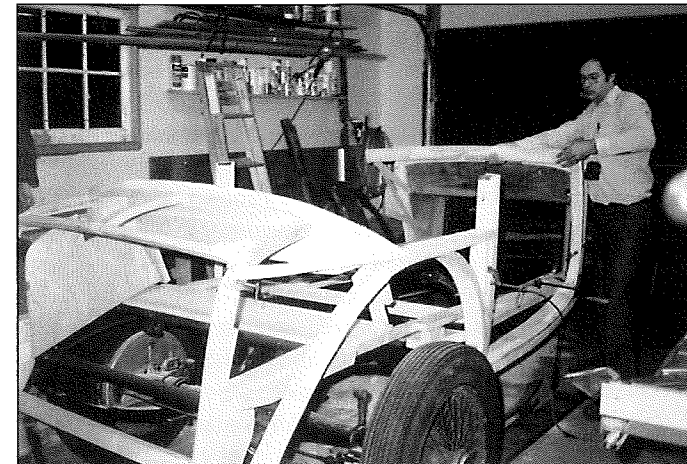
At the end of lunch we were lined up to exit Carmel one by one. As we left, an announcer described the marque and the car to the assembled crowds over a p.a. system. This experience is immortalized with the photograph on page 20 of the November issue of *Thoroughbred and Classics* magazine. My car is the blue one behind a large Packard. A short drive back to the Pebble Beach Polo Field followed after which we were given a green ribbon and a glass of champagne to celebrate completion of the tour. This ended the first event of the week with the exception of the unplanned clean-up of the hood and motor compartment.

That evening, Craig Davis and his wife Bunny hosted the Lagonda and Morgan entrants at their home on the 17-Mile Drive near Pebble Beach for a lovely dinner. Craig's enthusiasm for Lagonda and his enjoyment in driving his M45 Le-Mans Team Car was very obvious. The convivial evening allowed the Lagonda crowd to meet and get to know each other before the concours.

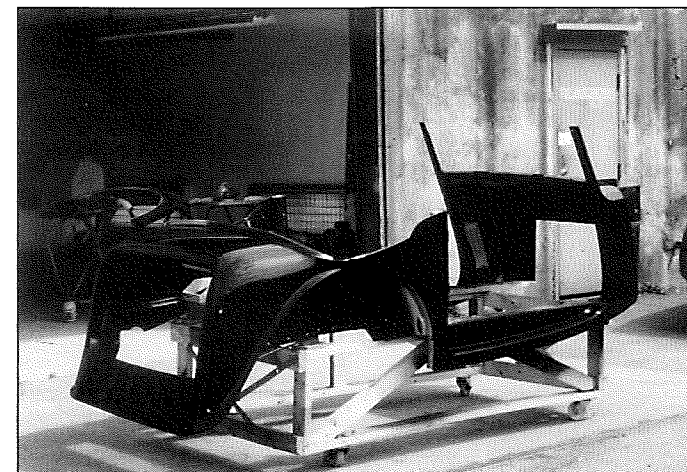
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## Cover Story - A Lagonda at Pebble Beach-1999

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Fitting woodwork in my garage-1987.



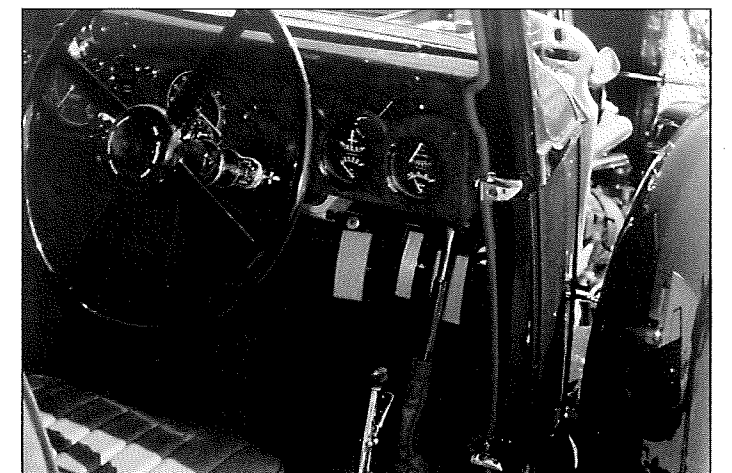
Body tub painted and ready for installation on chassis-May 1998.

The next day we organized the use of garages at private homes in the Pebble Beach area where we were able to start detailing the cars for the concours. While the men slaved over the exacting science of removing minute specks of dirt, dust, pollen or whatever from everywhere our ladies were off seeing the sights around Monterey and Carmel. Bill Holt, Steen Monies and I shared Steen's car while the ladies used our rental car. This posed interesting logistics as we were scattered in three different directions.

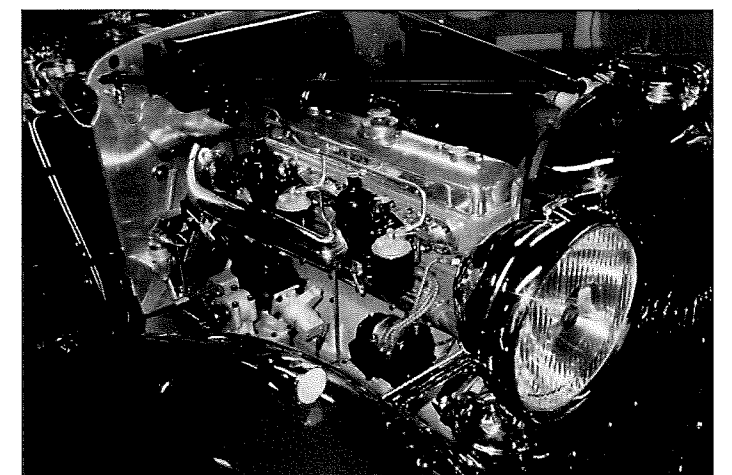
Saturday morning we again started early. Late Friday evening, Mike Taylor from RX Autoworks in North Vancouver, arrived with the remainder of the interior woodwork, along with piping and the Jack-All fluid canister for mounting on the firewall. Rudy had commented about the absence of some of the wood trim above the dash during our tour Thursday. On our way into Monterey we stopped at an automotive supply store and picked up sundries such as electrical wire, spare light bulbs and a number of other items needed to fix deficiencies identified during the tour on Thursday. Mike started installing the remaining woodwork while I worked on connecting a ground wire to the

driving light. We had painted every component of the car so well that the normal electrical grounds weren't making contact. Once the installation of the wood and piping was completed we returned to the detailing and polishing, finally finishing up at 1:00 a.m.

Sunday was the big day! We had been told to be on the field early but started late and arrived about 8:15. We were the last of the Lagondas to arrive and were placed at the end of our class. This meant of course that our car was the last to be judged. This was my first "concours" and not something I particularly enjoy. We were given a "thumbs up" by Jay Leno on our way onto the field which partly helped dispel my nerves. As I stayed by the car until judging was completed I didn't get to see much of the other cars. I'll now have to return to Pebble Beach without a car so that I can take the time to wander and look over the myriad and eclectic collection of exquisite automobiles. During the morning wait for the judges I got to talk to lots of people who were knowledgeable about Lagondas. I met a number of former and present Lagonda Club members and many others who were very complimentary about the car.



Interior and dash wood complete-July 1999. Note the center gas pedal.



Carburetors in place, gas lines fabricated and nickel-plated-1999.

Continued on Page 6...



## Cover Story - A Lagonda at Pebble Beach-1999

Continued from page 5

Then my beeper went off which meant I had to stay by the car. I should mention that the package all entrants were given upon entering the field included a pager so that judges could page an entrant if they had questions or if they were included in the awards ceremony.

We were requested to drive the car up to a holding area below the podium where they lined up the three award-winning cars in each class. When our turn came, they announced the third place car first which was Steen Monies in his elegant Lancefield bodied 1934 M-45. We were both surprised and pleased to hear the announcer state that the Montagu of Beaulieu award for the most important British Car on the field was given to "The Monies" M-45. They next called up the Roberts' 2-Litre for Second in Class which told us we were to receive first in class. When they announced our car everything started properly and we were off over the ramp and into the winners circle.

Looking back, now that the car's restoration is finished, I find I've met numerous Lagonda Club members and CCCA members

who have all been helpful and supportive of the project. Bill Holt in Vancouver taught me to set high standards and to do the best one can do. Bill Mote in Seattle helped me understand the standards expected at Pebble Beach and at the last minute loaned me carburettor parts without which the car wouldn't have run. Phil Erhardt in Ripley, south of London, always made me welcome, most recently in February when I had a one-day stopover from eastern Europe but needed specifications on how Lagonda seats were made. Steen Monies in West Vancouver helped by lending his expertise in hydraulics to rebuild my Jackall jacks. When my water pump seized two days before we had to leave for California, Steen had probably the only functioning spare in North America which he kindly loaned me. Given the results, I'm glad I stayed with the project and I'm glad that I let myself be talked into setting the stretch objective of completing the car for the 1999 Pebble Beach Concours d'Elegance. In the long run it wasn't so much a restoration but an archeological expedition. To all who helped...thanks.



Starting to use the car-September 1999. One smile says it all !!!

## Fort Casey Kite Fly-Saturday May 13

BY PETER HAGEMAN

The Fort Casey Kite Fly has always been a favorite PNWR car event. It involves a ferryboat ride to Whidbey Island, great country roads, 100-plus miles of scenery and a wonderful destination—an early 20th century coastal fort converted to a state park, providing an ideal venue for picnic and play.

This year we added a new dimension by asking our graying club members to involve the younger generation, but, although about three dozen folks turned out, only four younger drivers were included. They were the Johnsons' son Brent with his family along with Joyce and Gary driving Joyce's Lincoln Continental; the Deibels' son-in-law Chris Earle with his children driving Bill and Karel in Karel's Cadillac town car and my 15-year-old daughter Veronique driving me in our 44-year-old Bentley (nc). Deibels' daughter Marjory Earle

also drove to the event in her Dart convertible (nc). I would like to see us try this again in 2001 and see if we can rally more of this Club's future members.

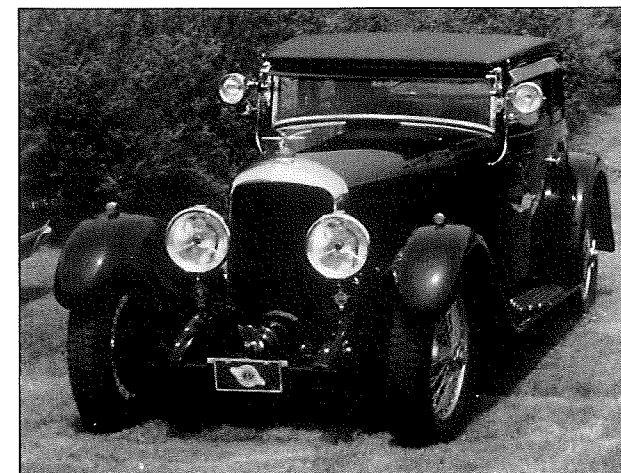


This is carrying "(nc)" way too far-Sandi Rasmusson and Al McEwan.

The stars of this event would have to be Darlene Kohlwes and Siegfried Linke for driving their "barn-find" 1928 630K Mercedes-Benz *without starter motor!*

Other members in attendance with family and guests (and Full Classics™ as shown) were

Jim Milligan-Auburn,  
Phil Grisham-Packard,  
Steve Norman-Bentley,  
Brad Ipsen-Cadillac,  
Ron Doss-Packard,  
Howard DeRusha,  
Tom Sumner,  
Al McEwan.



Steve Norman's 1929 Bentley Speed Six Martin Walter Coupe.



Darlene Kohlwes and Siegfried Linke with their 1928 Mercedes-Benz 630K.

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# Memories from the Navigator Pacific Northwest Mini-CARavan<sup>SM</sup>

July 2000

BY PAM WOUTERS

*T*he Tire-Kicking Party: July 21  
We assembled the group at Suite 200, a collection of privately owned vintage cars neatly arrayed in a nondescript commercial building just outside Kirkland. The party started immediately with ample food and adult beverages flowing freely. The atmosphere was much like a family reunion and, as the arm-waving stories commenced, the noise level reached the maximum decibels allowed by the city. The foods were, of course, plentiful and wonderful as our well experienced CARavan<sup>SM</sup> leader, Al McEwan, had employed the talents of a favorite chef, Sue Jensen. Prior to adjourning the party we were issued "THE BOOK", name badges, and meal tickets which Gary and Joyce Johnson had carefully organized.

It was purported by Al McEwan that THE BOOK had every answer and was free of directional error...

## The Start: July 22

At 8:00 a.m., we reassembled at the lovely home of Jerry and JoAnn McAuliffe. Jerry and JoAnn's estate is a master gardener's dream—acres and acres of landscaped perfection. It is a treat to the eye from every angle and has an incredible array of art, old cars and tractors, collectibles, and flora. Liz Holt had a terrible time deciding whether to stay in the gardens or continue on the CARavan<sup>SM</sup>, as she is both a master gardener and Lagonda car owner. I'm happy to report Liz chose to get into the car with Bill, but I know she has plans to make it back to McAuliffe's.

By 9:30 a.m. sharp, 34 Full Classic<sup>TM</sup> Cars blasted out of the driveway of the estate and were on the pathway to the Bavarian town of Leavenworth. Within a few blocks of the McAuliffe driveway, however, Don and Barbara Klusman thought it would be a good idea to show the group how to back down a freeway ramp. We all knew the Boo-Boo Burgie Award had their name on it.

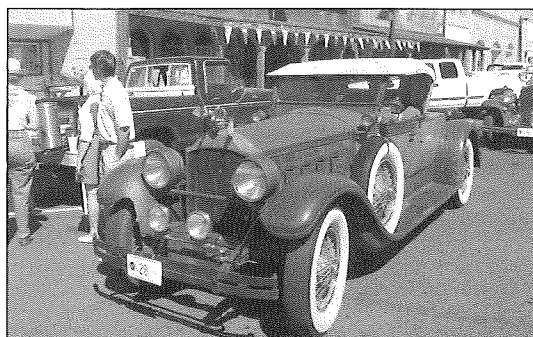
THE BOOK guided us through the back roads of Snohomish County complete with the aroma of various dairies and flattened skunks. This was one of the rare times the closed cars had a benefit over the open ones. We roared into Leavenworth after 112 miles on the road. We were enthusiastic, hungry, ready to check in and eager to enjoy the facilities offered by the Sleeping Lady Lodge. Harris and Bettina Laskey quickly headed for the swimming pool hoping to whoop it up in the heated waters. The pool was built into the rocks, somewhat like what would be designed for Fred and Wilma Flintstone. Later reports from Al McEwan and Sandi Rasmussen indicated that the medicinal results from the rock-imbedded pool were just what the various parts of a tired CARavaner required. During Happy Hour, Gary Johnson provided a technical training session for the group. Gary, we learned, had mastered a perforating tool and it was this tool he used on the meal ticket master sheet. Being that most of us were having difficulty tearing the coupons, Gary was compelled to teach the group how to tear the necessary meal coupons from the master sheet. That exercise served as the evening's entertainment. From that point on, few meal tickets were torn from the sheet and few were required for a meal.

## Sunday, A Day of Rest: July 23rd HA!

The first-time CARavaners started their morning conversation with,



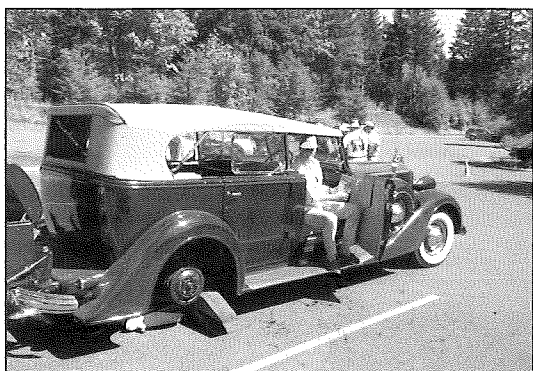
Jerry McAuliffe's—Jerry in right foreground.



Ernie Crutcher in his 1928 Packard at Toppenish.



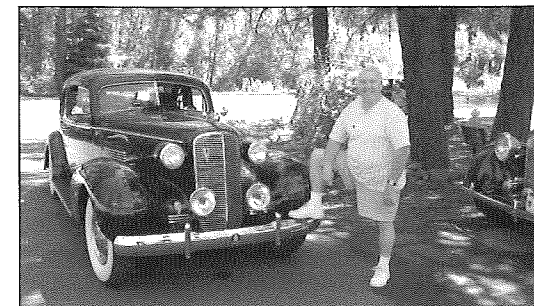
Bill and Aniece Lassiter in their 1932 Cadillac at Toppenish.



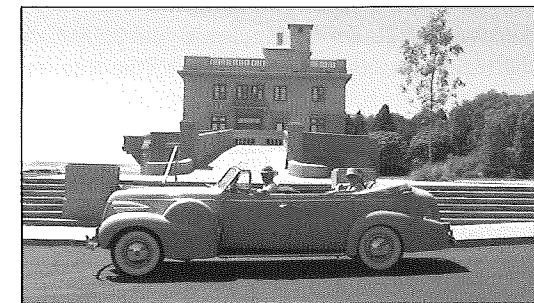
Bummer!

## Mini-CARavan<sup>SM</sup>

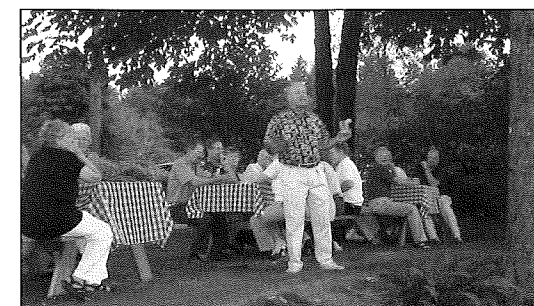
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Harris and his Caddy.



Rick Turner in the 1939 Cadillac blocking the view of Hill Museum.



Al talking.



Bar-B-Que at Skamania Lodge.



Caddies at the Columbia Gorge Hotel.

"Whad'ya mean let's go! I haven't finished my coffee" and "What's this about being in front? We're not in a race, are we?" And, to top things off, THE BOOK said it was gonna be pretty darn warm.

We cruised lickity-split on the southern route toward Toppenish, a western styled town with many painted historical murals on the buildings. We enjoyed a refreshing glass of ice tea or homemade lemonade served by a local restaurant owner who came into town from her home just to serve the group. We gratefully slurped down the refreshments, made a pit stop (the restaurant was officially closed on Sunday but she allowed access to the restrooms by our group. Whew!), glanced at the murals, and climbed back into the cars.

In 42 miles THE BOOK said to "be alert" for a driveway to the next destination—our lunch stop. THE BOOK indicated that the entrance "comes up suddenly." THE BOOK forgot to mention that, due to the slope of the highway you couldn't see the \$\$\$% driveway and the entrance sign had a name other than the name of the restaurant. So, most of the CARavaners made the left-hand turn on two or three wheels and most of the rest went up the road and turned around. We never saw Tommy Crook, Randy Small, or Gayle and Ron Doss until the evening stop. Our adventures continued in the parking lot as a local, excited to see the vintage cars, neglected to set his parking brake and his piece-of-junk car rolled backward and rammed Gary and Joyce's Packard. Only the hubcap sustained much damage. In order to reach Skamania Lodge, located just off the Columbia River, we traveled 243 miles this day. Over a steak dinner, we learned of the adventures of Don and Barbara Klusman. Apparently they had a need to clean out the fuel system in their borrowed 1947 Cadillac by pouring six gallons of diesel into the tank. Oops. Here comes the Boo-Boo Burgie Award once again.

## Monday, No Official Schedule: July 24

So, what do Conrad and I do on our day off after traveling hundreds of miles in 80-plus degree weather? We jump in the car with Kathie Olsen and Rick Turner and put in another 235 miles! Just hours before the start of the CARavan<sup>SM</sup>, Rick's lovely Cord decided not to cooperate and chose to stay in the garage at home. Rick had been lent a Tommy Crook Full Classic<sup>TM</sup>. It was a 1939 Cadillac 85 Convertible Sedan which ran like a top, of course. Other classics were made available by Tommy—Dave Kane and John Ulrich traveled in a 1938 Packard 1607 Coupe Roadster, Bill and Berit Hirsch were in a 1937 Packard 1501 Coupe Roadster and David Patridge and Mallory Hathaway floated along in a 1937 Packard 1502 Rollston Phaeton. These folks had traveled long distances and didn't bring cars. Rick was the only one loaned a car due to his car's capricious and mysterious attitude.

## Tuesday, I'm Running Out of Clean Clothes: July 25

We needed to be at the Columbia Gorge Hotel at noontime to enjoy a special luncheon in this beautiful old hotel. Rumor has it that Clark Gable and Clara Bow used the hotel as a getaway. In order to get to the hotel we had to traverse the scariest bridge in the world. It not only had see-through grids but these grids propelled your car into oncoming logging trucks. AND, you had to pay a toll at the end! We're talking real fun here! But, we were on the way to Timberline Lodge and this CARavan<sup>SM</sup> was just the right size; so on this trip we could actually stay there—not just make a pass through the parking lot. Timberline Lodge, with its history and construction, is absolutely fascinating. We took the tour offered by the US Forest Service and were enthralled by the story. Conrad had time for a swim before dinner while many of the CARavaners watched the skiers and snow boarders. (Snow in July! That's just weird.)

Continued on Page 9...

Continued on Page 12...



A happy John Campbell (PNWR member) with his 1931 Rolls-Royce P-II Continental Phaeton by A. van den Plas et fils.



# PNWR Friendship Meet Raises \$4,500 for Shrine Hospitals

BY RON DOSS

Last year following cancellation of plans for a 2000 Bellevue Place car show/fund raiser for Children's Hospital the PNWR Board of Managers expressed a desire to substitute an alternate charitable fund raising event. As a result Regional Director Gary Johnson made this one of his major goals for the Region's year 2000 Calendar of Events. In the ensuing Board discussions, PNWR member Siegfried Linke called attention to a meet format used by the Region many years ago known as a "Friendship Meet" which just brought enthusiasts and their cars together for a day of tire kicking and socialization. This input led to further discussion and a conclusion to hold such a meet, but to make it an "invitational event" to promote friendship among all regional car clubs. A steering committee was formed and the "All Car Club Friendship Meet" was in motion.

Time was short (4 months), preregistrations were slow, but after all club contacts and 6,000 flyers we had a great show. Two hundred forty collector cars on the beautiful grounds of the Nile Golf and Country Club. The third and fourth holes adjoining the picnic area were closed down and filled with cars. The third hole runs along Lake Meridian and the cars were parked along the shore on a wide fairway. (In addition to the 240 cars being shown 180 spectator cars had to be accommodated in non-show areas.)

Darlene Kohlwes setup a great registration area and provided the hit of our show—a vintage fashion show of ladies apparel with a wonderful narration by a representative of Goodwill Industries.

The Event Committee was as follows:

Ron Doss  
Darlene Kohlwes  
Siegfried Linke  
Gary Johnson  
Roy Magnuson

Manager  
Registration  
Parking and Layout  
Parking Crew and Attendee Greeting  
Treasurer and Trophies

Over two dozen other volunteers, without them this successful event would not have occurred, undertook many varied and essential tasks. Hats off to them for their commitment and a job well done.

Thanks to our member Joe DeBeauchamp and his firm, World Financial News Network, all of the show's expenses were paid. Thank you, Joe. And thanks also to Athletic Awards Company and the support we received from new member Monty Holmes, Jr.

Just six special awards were given because this show was about inter-club friendship—not judging.

These awards and their winners were:

**Long Distance Award** - Larry and Aloma Douroux, Eugene, OR\* 1957 Cadillac Sedan DeVille (nc)

**Ladies' Choice** - Jack Quillen, 1952 Cadillac Convertible (nc) (First show since restoration)

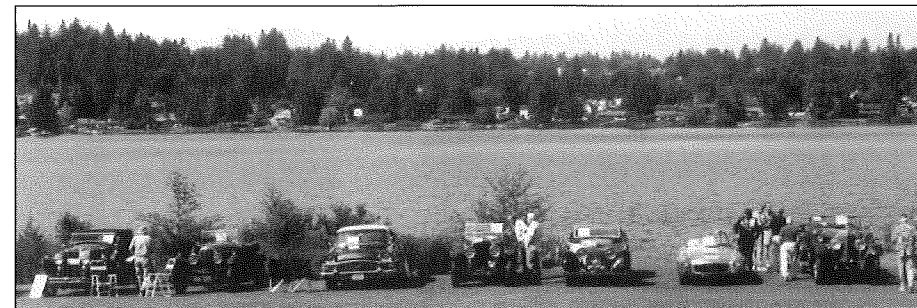
**Best Car for a Double Date** - Tim McNeeley, 1940 Chevrolet Street Rod Sedan (nc)

**Best Car for a Long Trip** - John and Pat Dennis,\* 1934 Duesenberg Model J Bohman & Schwartz Berline

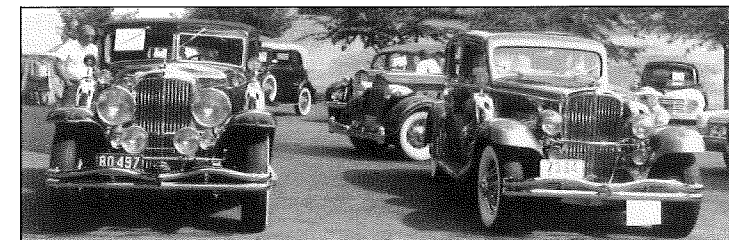
**Best Original Car** - Siegfried Linke,\* 1928 Mercedes-Benz 630K Erdmann & Rossi Tourer

**Car the Judges Would Most Like to Take Home** - Fred and Penny Cruger, Granite Falls, WA, 1912 Renault Sport Touring (nc) (This magnificent brass era car, neatly displayed with a collection of period Louis Vuitton Luggage was built for Charles Schwab.) (Charles Schwab was then the head of the Bethlehem Steel Company having previously headed first Carnegie and then U.S. Steel. Ed.)

\*PNWR member

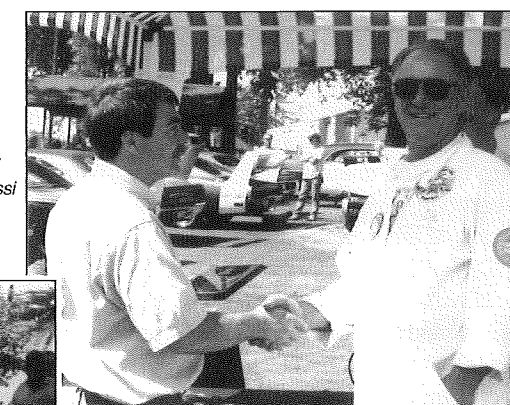


An eclectic array of collector cars lined up on the fairway along the shore of lovely Lake Meridian.



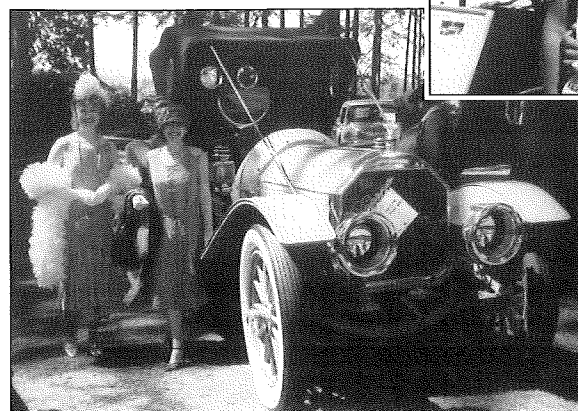
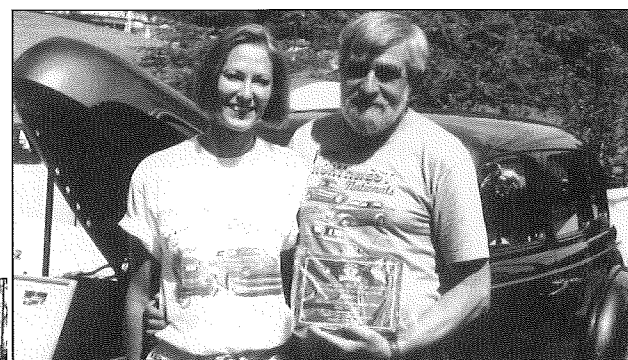
PNWR Duesy Duo—Tom Crook's 1929 J LeGrande Sedan and John Dennis' 1934 J Bohman & Schwartz Berline, winner of Best Car for a Long Road Trip award.

Roy Magnuson, left, presenting Best Original Car award to Siegfried Linke for his 1928 Mercedes-Benz 630K Erdmann & Rossi Tourer.

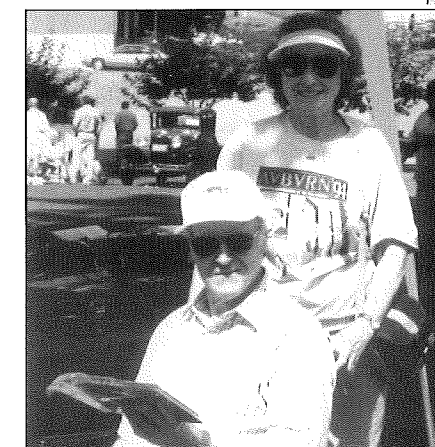


Roy Magnuson, right presenting Ladies Choice award to Jack Quillen for his 1952 Cadillac Convertible (nc).

Tim McNeeley and companion with Best Car for a Double Date award—their winning 1940 Chevrolet Street Rod Sedan (nc) in the background.



1911 was certainly a classy year—two lovely ladies, dressed accordingly, model PNWR member Ernie Crutcher's Pierce-Arrow Roadster of that year (nc).



PNWR members John and Pat Dennis with their award for Best Car for a Long Trip award (1934 Duesenberg).



1938 Bentley 4-1/4 litre Vanden Plas Drophead Coupe owned by PNWR Assistant Director Hal Medén.



Charles Schwab's spectacular 1912 Renault CE Sport Touring (nc) now owned by Fred and Penny Cruger.

Dinner was served in a new wing of the hotel, and fortunately for the other patrons of the hotel, it was located in a remote corner. We had the pleasure of having a genuine Oom-Pah Band. Yup, I'm talking tuba, clarinet and accordion complete with the Hills-Are-Alive theme music. About halfway through our dance-step demonstration of the Chicken Song, I thought Sandi Rasmussen and I were up for the Boo-Boo Award. I realized during the Bunny-hop and the third time Craig and Joan Watjen led us through "Take Me Out to the Ball Game", the Burgie would not be awarded that night.

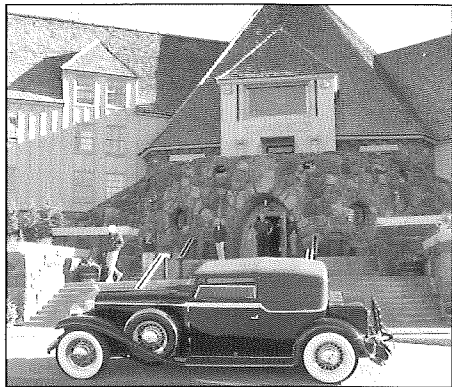
Wednesday, What "Really Good" Means to a CARavan™ Planner: July 26  
I should have read ahead. I should have known. I could have anticipated. In the Timberline parking lot Al was talking about the "really good" road we had been on Sunday, and the "really good" directions in THE BOOK for today.

The "really good" road was out of Goldendale on the way to Skamania. Even though we're hundreds of miles past this road, I recall it vividly. It was steep, without any barriers on the vertical-straight-down-thousands-of-feet side, no down the middle line, hadn't been resurfaced but didn't have pot holes, was usually wide enough to fit two cars, and had many sharp hairpin turns. At the time we were experiencing some trouble with the Bentley's voltage regulator. Conrad had borrowed a manual from Hal Medén and it instructed him to take the part out and ship it to the manufacturer. Not a really good idea at the time. But with the vibrations, gyrations, and spins required to navigate the road, the regulator self-corrected and was in perfect working order for the rest of the trip.

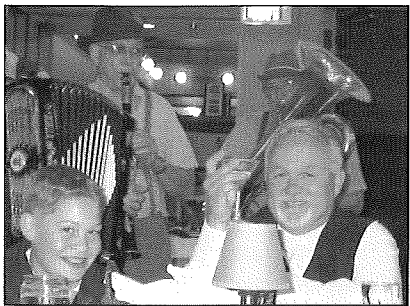
Having survived the trip on the "really good" road, I turned the page in THE BOOK and faced the "really good" driving instructions to Lake Merwin. All I can say is that the maniac that wrote them had a viable reason to hire the sheriff's wife to prepare lunch. It was so a number of us wouldn't lynch him. The second reason Al had hired the local police was because there had been a robbery. Someone stole Al's Frog Hat. Now, most street people probably wouldn't wear it, but Al loves his hat. It's his favorite hat. It has good karma. It makes him feel wonderful. Why Al hadn't noticed that Paul Hageman had been wearing the hat from the crack of dawn that morning, and had even paraded in front of Al several times, well, frankly, we're not sure. But, over homemade ice cream provided by the sheriff's relatives and friends, Al celebrated the return of the Frog Hat.

The remaining 104 miles to the Red Lion was easy. We arrived in time for a boat tour of the Astoria waterfront along the Columbia River. An amazingbuffet dinner with a Luau theme followed the boat tour. I think it was Jerry Hanauska that started to sing "Happy Trails To You, Until We Eat Again..." as the group settled down for the evening.

Thursday, See Ya Soon: July 27  
Breakfast was a slow progression of bye-for-now's and see ya-soon's. This CARavan™ started and ended in about the same manner: ample food, lots of stories, a reunion type atmosphere, and "I'll call you about that part." Ernie Crutcher's sage advice of "Ah, just hit the damn thing with a hammer" floated above the general noise. Conrad and I opted out of the lunch at the Olympia Country Club, choosing to head back home along the back roads of Interstate 5. The rest of the group proceeded north along 101 toward Olympia. Al McEwan had a very serious rear hub failure that could have been a terrible disaster if it had happened on one of the wild roads we had traveled. Al missed lunch at the Olympia Country Club but happily reported that he hadn't "bought his lunch on the highway." The Olympia Country Club is a lovely setting on the water and, by all reports, a sumptuous lunch was served.



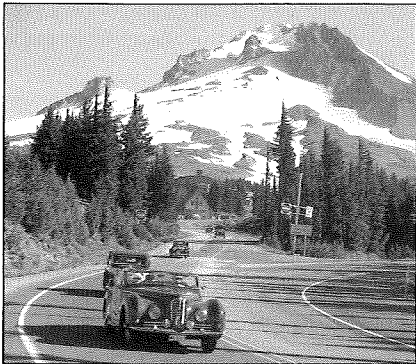
Timberline Lodge—Rittenhouses' 1933 Stutz in the foreground.



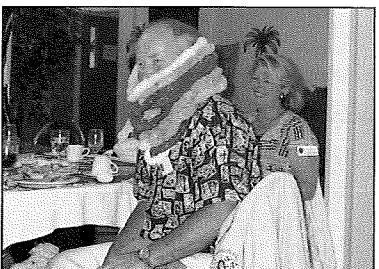
Paul and Peter Hageman with the Oom Pah band at Timberline Lodge.



Been there, done that—Wouters' 1937 Bentley leaving Mount Hood behind.



Coming down the mountain. Al McEwan in the lead in his 1948 Delahaye.



Aloha! Mini-CARavan™ Coordinator Al McEwan with Sandi Rasmussen.

Continued on Page 14...

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Phone Number ( ) \_\_\_\_\_

1. Operator License Number \_\_\_\_\_ Number of Antique Autos owned \_\_\_\_\_

2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) \_\_\_\_\_

3. Total Annual Mileage: Club Functions \_\_\_\_\_ Other Purposes \_\_\_\_\_

4. Name of antique or car club to which you belong \_\_\_\_\_

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

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

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

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

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

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

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

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

### Physical Damage

☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual 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

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2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

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

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## PNWR Mini-CARavan<sup>sm</sup> Participant List

Harry Andrews, Julie Andrews: (nc)  
Gordon Apker, Janet Erickson: 1933 Cadillac 355C Dual Cowl Phaeton  
Louis Berquist, Benita Berquist: 1935 Auburn 851 Phaeton  
Dick Boberg, Shirley Boberg: 1938 Rolls-Royce Wraith Landaulette, H.J. Mulliner  
John Clemo, Jody Clemo: 1941 Packard 1907 Formal Sedan  
Tom Crook, Randy Small: 1935 Packard 1207 Dietrich Dual Cowl Sport Phaeton  
Ernie Crutcher, Diane Crutcher: 1928 Packard 443 Roadster  
Neil DeAtley, Patricia DeAtley: 1947 Cadillac 62 Convertible Coupe  
Ron Doss, Gayle Doss: 1937 Packard 1507 Coupe Roadster  
Peter, Annemieke, Paul & Veronique Hageman: 1926 Bentley 6-1/2 litre Drophead Coupe, H.J. Mulliner  
Jerry Hanauska, June Fetzler: 1941 Cadillac 62 Convertible Sedan  
J. Patrick Heffron, Cathy Heffron: 1938 Bentley 4-1/4 litre Sports Saloon, Park Ward  
Norm Herstein, Joan Herstein: 1947 Packard 2106 Club Sedan  
Bill Hirsch, Berit Hirsch: 1937 Packard 1501 Coupe Roadster  
Bill Holt, Liz Holt: 1939 Lagonda 12 Sedan Coupe, James Young  
Gary Johnson, Joyce Johnson: 1937 Packard 1707 Club Sedan  
Barry Keating, Becky Keating: 1934 Packard 1104 Coupe Roadster  
Thomas Kerr, Carl Bomstead: 1934 Packard 1107 Coupe Roadster  
Don Klusman, Barbara Klusman: 1947 Cadillac 62 Convertible Coupe  
Bob Larrabee, Renée Larrabee: 1940 Packard 1803 Convertible Coups  
Harris Laskey, Bettina Laskey: 1937 Cadillac 85 Fleetwood Coupe  
W.G. Lassiter, Jr., Aniece Lassiter: 1932 Cadillac 355B Roadster  
Bob LeCoque, Craig Christy: 1947 Cadillac 60S Sedan  
Gerald McAuliffe, JoAnn McAuliffe: 1941 Packard 1903 Convertible Coupe  
Al McEwan, Sandi Rasmussen: 1948 Delahaye 135 Cabriolet, Henri Chapron  
Hal Medén, Joan Royal: 1938 Bentley 4-1/4 litre Drophead Coupe, Vanden Pass  
David Patridge, Mallory Hathaway: 1937 Packard 1502 Rollston Phaeton  
Ed Rittenhouse, Pam Rittenhouse: 1933 Stutz DV32 Waterhouse Convertible Victoria  
Gail Shaw, Joyce Shaw: 1936 Cord 810 Westchester Sedan  
Robert Steiner, Ann Steiner: 1929 Packard 645 Dietrich Roadster  
Rick Turner, Kathie Olsen: 1939 Cadillac 75 Convertible Sedan  
John Ulrich, Dave Kane: 1938 Packard 1607 Coupe Roadster  
Craig Watjen, Joan Watjen: 1948 Lincoln Continental 876H Cabriolet  
Conrad Wouters, Pam Wouters: 1937 Bentley 4-1/4 Sports Saloon, Park Ward

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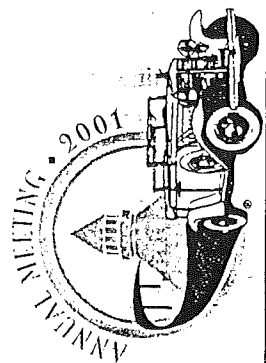
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Coronado, California  
January 4, 5, 6, 7, 2001

### Schedule of Events

**Thursday, January 4, 2001**  
12 Noon Registration until 5:00 PM  
2:00 PM Technical Seminar  
4:00 PM What to do in San Diego  
4:30 PM Tour of Navy Ship & Dinner  
Hospitality Suite selected hours 'til 10:00 PM

**Friday, January 5, 2001**  
7:00 AM Registration until 5:00 PM  
7:00 AM Continental Breakfast in Ballroom  
8:00 AM Annual Membership Meeting  
10:30 AM Annual Museum Membership Meeting  
11:00 AM Bus to Horton Plaza, Downtown, Shopping at Nordstroms, 3:30 PM return  
11:30 AM Walking Tour of Coronado  
- Lunch on your own  
1:00 PM Old Town Trolley Tour, return 3:00 PM  
1:00 PM National Board of Directors Meeting  
3:00 PM Regional Relations Meeting  
3:00 PM Regional Editors Meeting  
6:30 PM Aerospace Museum Tour & Awards Dinner  
Hospitality Suite selected hours 'til 11:00 PM

**Saturday, January 6, 2001**  
8:00 AM Registration until 10:00 AM  
8:00 AM Continental Breakfast until 10:00 AM  
8:00 AM Museum Trustee's Breakfast & Meeting  
8:00 AM Cars placed on field until 10:30 AM  
9:00 AM Judges Breakfast & Orientation  
11:00 AM Judging Commences  
11:30 AM Walking Tour of Coronado  
11:30 AM San Diego Zoo, return 4:30 PM  
- Lunch on your own  
3:00 PM Head Judges Training Session (open to all)  
6:30 PM Cocktail - No Host, Ballroom  
7:30 PM Awards Banquet & Award Presentations  
Hospitality Suite selected hours 'til 11:00 PM

**Sunday, January 7, 2001**  
9:00 AM Hotel Del Signature Brunch until 2 PM

### REGISTRATION AND ORDER FORM • 2001 CCCA ANNUAL MEETING

NAME \_\_\_\_\_ SPOUSE OR GUEST \_\_\_\_\_  
(as you wish the names to appear on the name tags)

ADDRESS \_\_\_\_\_ PHONE \_\_\_\_\_ FAX \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

NOTE: DEADLINE FOR ACTIVITIES RESERVATIONS AND REGISTRATION IS NOVEMBER 20, 2000

#### REGISTRATION FEE

Registration fee per person required and includes Continental Breakfast, Friday and Saturday

After November 20th there is a late fee per person \_\_\_\_\_

No. of Persons \_\_\_\_\_ @ \$50.00 \$  
No. of Late Fees \_\_\_\_\_ @ \$20.00 \$

THURSDAY, JANUARY 4, 2001

Early Bird Tour of Navy Ship, Dinner at the Officer's Club and Transportation (Casual)

No. of Persons \_\_\_\_\_ @ \$40.00 \$

FRIDAY, JANUARY 5, 2001

Horton Plaza, Downtown, Gas Lamp, Shopping at Nordstroms (Casual) Transportation fee

No. of Persons \_\_\_\_\_ @ \$15.00 \$

Old Town Trolley Tour - Old Town, Balboa Park, Seaport Village and more (Casual)

No. of Persons \_\_\_\_\_ @ \$20.00 \$

Walking Tour of Coronado (Casual)

No. of Persons \_\_\_\_\_ @ \$ 6.00 \$

Aerospace Museum Tour, Buffet Dinner and Regional Awards and Transportation (Jacket & Tie)

No. of Persons \_\_\_\_\_ @ \$50.00 \$

SATURDAY, JANUARY 6, 2001

San Diego Zoo Tour (Package includes admission, 35 minute guided double-deck bus tour, Children Zoo, Skyfari aerial tram (both ways) and all animal shows and exhibits) Casual

No. of Persons \_\_\_\_\_ @ \$24.00 \$

Bus Transportation to Zoo and Balboa Park

No. of Persons \_\_\_\_\_ @ \$15.00 \$

Walking Tour of Coronado (Casual)

No. of Persons \_\_\_\_\_ @ \$ 6.00 \$

Cocktails & Awards Banquet at the Hotel Del Coronado (Black Tie Opt., Jacket & Tie required)

No. of Persons \_\_\_\_\_ @ \$68.00 \$

SUNDAY, JANUARY 7, 2001

The famous Sunday Brunch at the Hotel Del Coronado

No. of Persons \_\_\_\_\_ @ \$25.00 \$

Total Enclosed \$ \_\_\_\_\_

Make check payable to San Diego/Palm Springs Region CCCA

Mail check with this reservation form to: Betsy Adams, 4163 Hilldale Road, San Diego, CA 92116 • (619) 283-4221  
Reservation deadline - November 20, 2000

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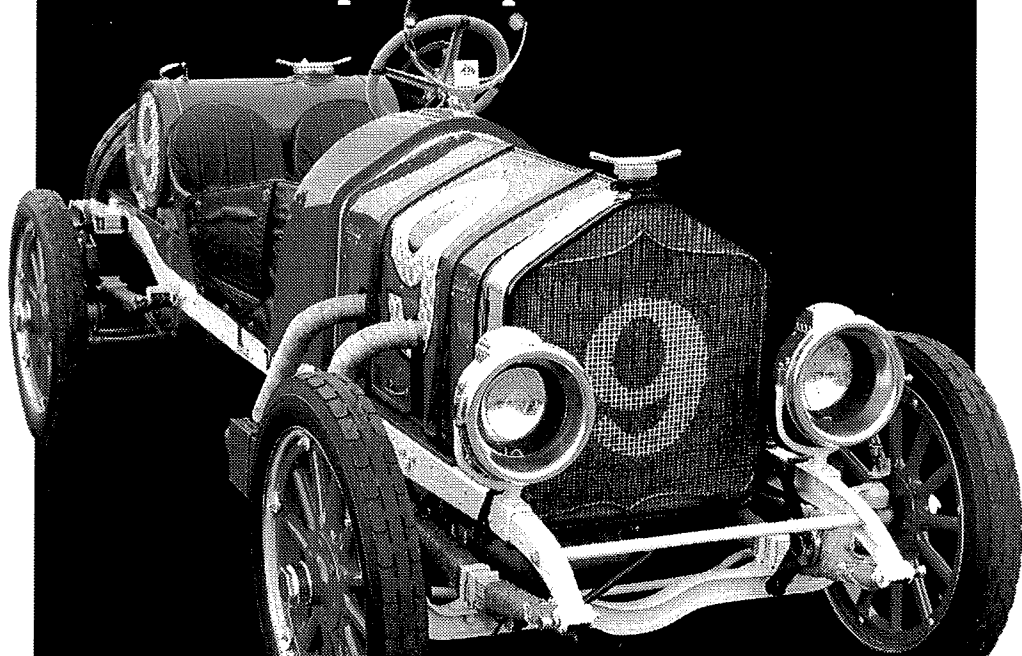
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## Book Review

BY BILL DEIBEL

# The Diesel Odyssey of Clessie Cummins

BY LYLE CUMMINS

Carnot Press 1998  
379 pages, 103 B&W photos  
plus  
many patent illustrations

I had the honor of being introduced by my boss to Clessie Cummins at a Society of Automotive Engineers meeting in Portland Oregon in 1961. He was present in the audience at a technical session. At the conclusion another veteran member present spoke up and called Mr. Cummins to the stage asking him to recount his experience with his diesel-powered Packard at Pennsylvania State University in 1930. (It seemed the engineering students considered the mere thought of such an application totally absurd—they jeered him and refused to listen to his scheduled presentation.)

The Diesel Odyssey of Clessie Cummins is a thoroughly researched biography of Mr. Cummins and history of the company bearing his name. The book

reveals how unlikely it was that an Indiana farm boy would in adulthood, without the benefit of a formal engineering education, become the first to develop a practical diesel fuel delivery system for automotive use; and how unlikely it is that a company, restrained as it was by its financiers, ever became the successful Cummins Engine Company. Mr. Cummins' constant frustration with his status as essentially only an employee throughout his career of organizing and heading the engine company is made painfully evident. This book should be both entertaining and informative to all who are interested in automotive industry history—especially Full Classic™ enthusiasts due to the various connections recounted below. Certain chapters deal with Mr. Cummins' ideas in great technical detail—the author is not only Clessie Cummins' youngest son, but also an automotive engineer—but readers are free to skip through or over this material.

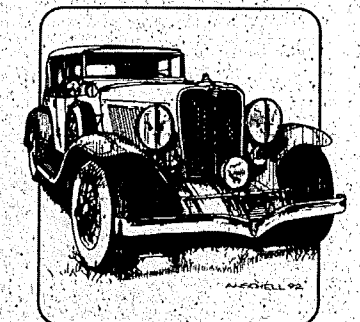
In addition to selecting a 1925 Packard limousine as his first test vehicle, Cummins chose a late 20s Packard roadster as the most suitable car for setting the first diesel speed record—80.389 mph at Daytona Beach in February 1930. Incidentally this car was driven the 2,550 miles to Florida prior to making its run. Cummins-powered Indianapolis race cars entered, one in 1931 and two in 1934, were modified Duesenberg model As—one of these set another diesel speed record at Daytona Beach of 137.195 (average of two runs) in March 1935. These cars too were often highway driven. 1935 also saw Cummins diesels installed in two Auburn model 851 convertible sedans when Auburn announced that cars so equipped would soon be offered—a program that went no further. All of these subjects are well covered in the book as are Mr. Cummins' close friendship with Fred Duesenberg and his late-in-life love of Roll-Royce cars, particularly his own 1937 Phantom III.



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# Canadian Car Clubs-Part 1

BY JOHN CARLSON,

BRITISH COLUMBIA LIAISON

The old car hobby in Canada has in excess of 400,000 collectors many of whom belong to local clubs. In Canada the **National Association of Automobile Clubs of Canada Corporation** (NAACCC) serves as an umbrella to help coordinate Canada-wide activities and interact with both the Provincial and Federal Governments. For want of a better term it is a "watchdog" to keep our hobby free from the political bureaucracy of restrictive legislation. The NAACCC is comprised of representatives from each of the 10 provinces in Canada. Annual meetings are held in Toronto to deal with the business of the corporation. There are usually 20 members in attendance. The NAACCC has its own set of judging standards which are very specific and serve as a guideline for clubs across Canada. The association also sponsors periodic Cross-Canada Tours to commemorate specific occasions, e.g. The Millennium 2000 Tour that traveled from Victoria B.C. to St. John's Newfoundland in July/August 2000. This tour had 2000 participants and took approximately a month.

In each province the local clubs select their representatives to meet as a group and select one person to represent the province. If a province has a significant number of clubs and participants it may be entitled to more than one representative based strictly on numbers. For example, Ontario has three representatives and B.C. has two. The remaining eight provinces have one representative each. The association executive is comprised of President, Vice President, Secretary, Treasurer and a Board of Directors made up from each province, including ex-officio officers such as legal counsel, chief advisory judge and membership chairman. This group of approximately 20 individuals brings input from across Canada so that the hobby is served to its best advantage. To give you an example of the power of this organization a Canada-wide lobby was initiated to do away with duty on antique car parts at the border crossings. Legal representation at the Federal level and a campaign spearheaded by the NAACCC was successful in eliminating customs duty on antique car parts and vehicles over 25 years old.

A united voice that represents our hobby is all-important at government levels. The NAACCC defends the collector car hobby in Canada.

Canadian Clubs Part 2 will deal with the Vintage Car Club of Canada in B.C.

## Classic Car Club of America Pacific Northwest Region Board of Managers Meeting

REPORTED BY TED BARBER, SECRETARY, CCCA-PNWR

JUNE 7, 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, Medén, Milligan, and Mote; Secretary Barber; Treasurer Magnuson; Membership Chr. Long; and members Barer, Crook, Doss, Linke, Reddaway, Rittenhouse, Turner, and Wouters. (Absent Board members: Norman, National Director Grisham - in transit from National meeting.) The minutes of the May 3, 2000 Board Meeting were approved. The Treasurer reported a balance of \$33,031. The membership report showed 186 members. The addendum to the Roster was approved by the Board. Membership Director Long will look into the feasibility of including this as a clip-out in the BG. Editor Deibel reported that the deadline for the next BG was past. He still needs a cover story and a Coming Out Party story. Other articles have been received. He has received another price quote for printing the BG, but it is higher than we pay now.

Dir. Johnson has ordered name badges for the upcoming mini-caravan from Don Klusman and will get more for the rest of the membership. Dr. Johnson requested a report on action items based on the recent Membership Survey (Questionnaire 2000). One comment from the Board was to designate greeters for each event. T. Barber and P. Grisham will make a separate report including such suggestions as well as items based on comments in the responses to the survey. Conrad Wouters reported on the Web Site on Hemmings Car Club Central. It provides a link to CCCA National and can access individual clubs. Conrad will set up a site for us using this link.

The HCCA/CCCA Tour to Anton's was well attended (175 people) and reports were very favorable. The Kite Fly Tour was not as well attended but was enjoyable. One comment was that the tour grouping was not so good, with lead cars taking off immediately and later cars left to fend for themselves to get to the ferry stop. This generated a suggestion that an event guide was needed to include such items as a drivers' meeting before starting. D. Kohlwes will do a draft for this.

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

**July 22-27. PNWR Mini CARavan** Mgr. McEwan. Itinerary presented. Have a few cancellations. Letter out to attendees. Eastern people shipping cars or borrowing here. Checks are in from most people. 42 Classics + service car.

**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 may be hired. A remote speaker system will be used on the field. Flyers handed out (3,000 printed), 1500 mailed. Doss, publicity chr; D. Kohlwes, registrar; S. Linke, parking; R. Magnuson, awards; Mote, dash plaques; G. Johnson, gate team. Nile org gets net proceeds after all expenses, but there is no contract or minimum we have to guarantee. **September??** At Lee Zuker's in Shelton.

**Sept 29-Oct 1. Fall Leaf Tour.** Mgr. Mote/Barer. Route is being researched, 15-20 rooms reserved. Notice to be in BG. Single-day tour is possible.

**October Overnighter to attend a theater in Vancouver BC.** Mgr. Bill Holt. Johnson needs to get with Holt and/or Carlson to settle details.

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

**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.

**March 31 (Sat), 2001. Coming Out Party.** Chr. Bomstead. Need check to guarantee date. Same place, 10-12 cars.

H. Medén has found a Board meeting site east of Lake Washington, at the Bellevue Inn, with a separate area in the dining room and individual tabs. He will prepare a notice with a map for the August meeting. R. Magnuson noted that there would be a special event for collector cars on June 25 at the Government Locks. Contact Carl King to pre-register to participate and get a free lunch.



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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNWR

JULY 5, 2000

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle. Attending were managers Bomstead, Deibel, Kohlwes, McEwan, Medén, and Norman; Secretary Barber; Membership Chr. Long; and members Barer, Crook, Doss, Linke, Reddaway, Rittenhouse, Turner, and Wouters. (Absent Board members: Campbell, Milligan, and Mote; Treasurer Magnuson; and National Director Grisham.) The minutes of the June 7, 2000 Board Meeting were approved as corrected. Membership Chr. Long is working on the addendum to the membership directory. A report from National notes that national membership is at an all-time high of 5,800. Editor Deibel reported that the BG was behind schedule but would be out in a week or so. The next deadline is Sept. 1. A cover story is needed for that issue. S. Linke suggested a "Thirty Years Ago" feature.

WCCC Liaison Deibel has sent them a flyer for our Aug. 13 meet. Dir. Johnson reported that the name badges would be available for the mini-caravan and for the rest of the membership later. T. Barber reported that the Membership Survey committee is considering action items based on membership response. D. Kohlwes suggested there is a need to greet and thank people for coming as well as inform members as they attend events. C. Wouters reported he has posted our Region on the Hemmings Car Club Central web site. A. McEwan reported that the Yarrow Point July 4 Parade was successful and had a good turnout of Classics and other vehicles.

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

**July 22-27. PNWR Mini CARavan** Mgr. McEwan. 40-41 rooms are booked. Another letter to be sent and tour book is in preparation. K. Olsen is working on graphics and R. Magnuson is preparing maps. In addition to name badges there will also be special license plates. T. Crook is providing a service vehicle. G. Johnson will check out the Leavenworth route.

**August 13 (Sun.). Friendship Meet.** R. Doss reported that registrations are slow. (We need a pre-registration of 30-40%.) Another 1000 flyers have been printed and notices have appeared in other club publications, but more publicity is needed. T. Crook will approach a prospective sponsor but this should be coordinated with Nile also. The Board agreed to contribute up to \$4,000, as necessary, to the Nile charity to ensure event continuation next year. Possible use of Mote's calliope was discussed.

**September 22-24. Fall Leaf Tour.** Note new date. Mgr. Mote/Barer. Working out details. Reservations needed by Aug 22. Flyer out soon.

**October 14-15 (Sat-Sun) Port Ludlow Tour.** Mgrs A. & S. Norman. Details presented. Tour will also include Port Gamble and Port Townsend. Overnight at Port Ludlow. More information later.

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

**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.

**March 31 (Sat), 2001. Coming Out Party.** Chr. Bomstead. Need check to guarantee date. Same place, 10-12 cars.

Other proposed events include an overnight theater tour to Vancouver BC, to be done next year (Mgr. J. Carlson), and the California Classic Collection Experience (Mgr. McEwan) and a Bainbridge Island Garage Tour (Mgr. Mounger) both to be done at some date to be determined. D. Kohlwes is preparing a preliminary Event Handbook, which will be ready for the September event. The new Board meeting location will be noted in the BG. H. Medén reported. B. Deibel noted that there will be a tour to Buenos Aires in November to view collector cars there.

REPORTED BY CONRAD WOUTERS, SECRETARY PRO-TEM, CCCA-PNWR

AUGUST 2, 2000

Attending were managers Campbell, Deibel, Kohlwes, Mote, Medén, and Norman. Board members absent: Milligan, Bomstead, Secretary Barber, and Treasurer Magnuson. Members attending: Doss, Barer, Crook, Greenfield, Rittenhouse, Wouters, Turner, Long, Linke. Acting Secretary: Conrad Wouters. Meeting was held at Jonah's Restaurant in Bellevue. Director Johnson called the meeting to order at 6:37pm. The traffic was heavy, and some members arrived late. The minutes of the July 5, 2000 meeting were read and approved as presented.

Anne Long presented the **membership report** and said that with one new member we now have 185 members. She said that a member roster addendum will be done, but there were some data base problems which have delayed it. **Editor's report:** Bill Deibel said the BG issue has been mailed, and the next issue deadline is September 1. Articles are needed for the Kite Fly and Mini-CARavan. **National Report:** Phil Grisham has moved to his ranch in Oregon, but will try to attend our meeting next month. The **Treasurer's Report** was not given because of the absence of the treasurer.

Al McEwan reported that the Mini-CARavan was a great group, even though there were some last minute cancellations. The smaller group made it easier to arrange food and accommodations, and all seemed to enjoy the excellent weather and tour. The Oompa Band at Timberline Lodge said it was the most fun group they have played to in years. Kathy Olsen did a terrific job on the tour book and her contribution was greatly appreciated. One person did put six gallons of diesel fuel in his tank (but got it out before starting the car), and three cars dropped out with mechanical problems, but most made the trip just fine. Some said it was the best trip ever.

**General Discussion:** The survey in the BG showed that no major changes were needed. There was a discussion of the expansion of the "Classic" definition. Director Johnson will summarize our input in a letter to National. It was noted that out of the 161 members in the roster that 76 had an e-mail address listed. Conrad Wouters volunteered to set up the e-mails at his office so the next flyer could be sent via e-mail in addition to being mailed.

**Name Badge Discussion:** We now have blank badges like those provided on the Mini-CARavan that just need names engraved. They look very good, and it was decided to create one for each member in the region and distribute them with the membership renewal: early registrations would get a free name badge.

**August 13 Friendship Meet at the Nile Country Club:** Ron Doss covered the ways that he has promoted the event, having passed out hundreds of flyers at other car events. Conrad Wouters put the notice of the event on the Hemmings event site. Volunteers were needed for parking, awards, and hosting the CCCA booth. The golf course would NOT be closed during the event but we would have the third and fourth holes for our use. A sponsor was obtained to help cover costs. About 70 cars were pre-registered. Gary Johnson suggested that we have a folding tent cover for the CCCA booth. Volunteers need to be there at 7:30 am. We were reminded that the intent was to meet other car club members, so please make an effort to say hello to someone you don't know and compliment his or her car.

**September 22 Fall Leaf Tour:** The flyer had been sent out. Bill Mote said that the room reservations at the Icicle Inn needed to be made by August 22.

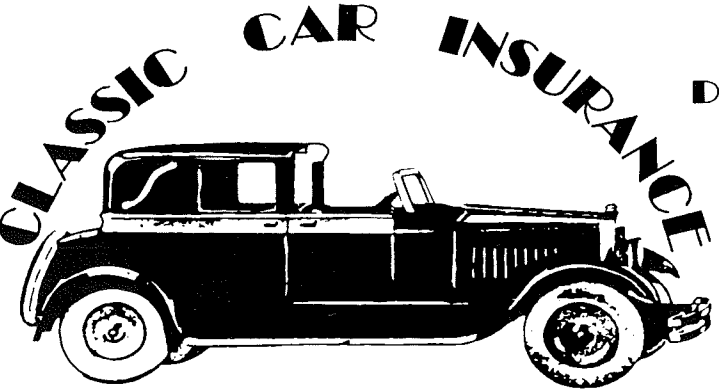
**October 14-15 Port Ludlow Adventure:** Steve Norman was finalizing the route, and it looked like a very nice weekend event.

**November 11 PNWR/CCCA Annual Meeting:** Mgr. Medén Kohlwes.

**December 10 PNWR/CCCA Holiday Party** at Broadmoor Country Club. Mgr. Kohlwes

**March 31, 2001 Coming Out Party.** Mgr. Bomstead

**July 14, 2001 Grand Classic:** There will be one here next year, and volunteers are needed. A site has not been selected yet, so any ideas would be appreciated.



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## CALENDAR OF COMING EVENTS

<u>Date</u>	<u>Event</u>	<u>Manager</u>
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



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