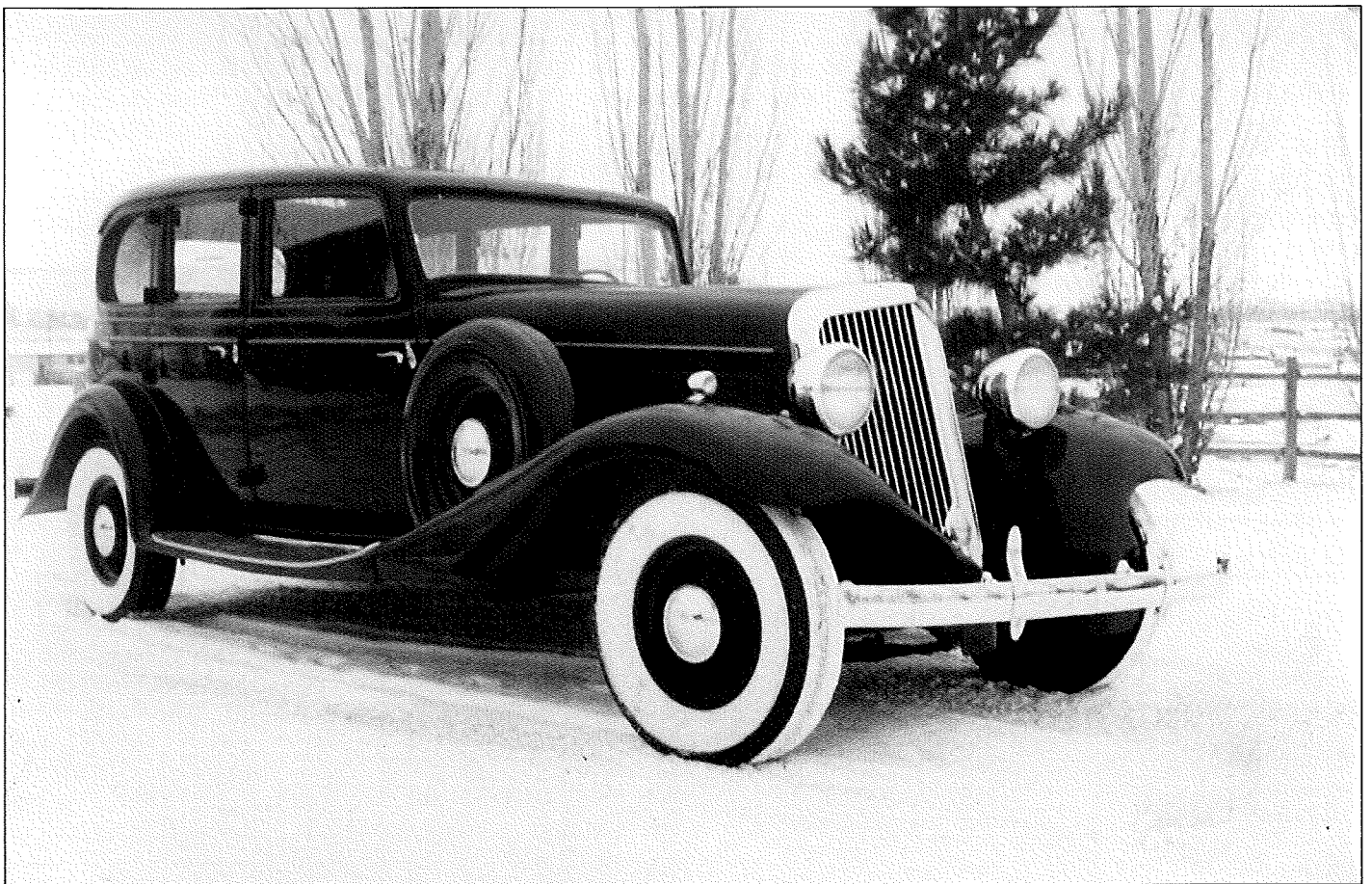




BUMPER GUARDIAN



1933 FRANKLIN V-12
SERIES 17, MODEL 173 SEVEN - PASSENGER SEDAN

Bob Larrabee

October 2000 through December 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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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.

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Address correspondence to
Editor, *Bumper Guardian*
6426 NE Windermere Rd.
Seattle, WA 98105-2056

Production is handled by Sunset Press.

Region Loses Active Board Member James S. Milligan

Long-time CCCA member and serving PNWR Board Manager Jim Milligan passed away from lung cancer at Olympic Memorial Hospital in Port Angeles on September 27, 2000. He resided in Sequim, Washington and had been a resident of Lake Forest Park, Washington for 28 years and before that lived in the Queen Anne neighborhood of Seattle for 10 years.

Jim was born December 23, 1936 in Vancouver, British Columbia where he grew up and went to school. His father always drove a big car, usually a Buick, and his mother had a touring business in which she took customers on road trips in her car. Needless to say, Jim was introduced to the automobile at an early age. He started saving for a car of his own with a newspaper route and money earned by collecting old car batteries and selling them for scrap.

He attended college in San Francisco where he earned a degree in Hotel and Restaurant Management. His training included classic/gourmet cooking and wine knowledge. Even while studying, Jim found time to pursue his interest in cars. He and his roommates made extra money during their college years by buying, fixing up and reselling automobiles.

Over the years, Jim bought, sold, traded and restored many cars. It was during the restoration of his 1936 Auburn Supercharged Cabriolet that he decided to start his own business, Auburns West. The business was basically started due to the sheer frustration of not finding the parts or the quality needed to restore his car. Jim's Auburn Cabriolet was the featured car in the January-March issue of *Bumper Guardian*. As might be expected, Jim was a long-time member of the Auburn Cord Duesenberg Club. In addition Jim belonged to the Horseless Carriage Club of America and was a past president of the Washington Chapter of the Model A Ford Club for which he organized the first national meet to be held in Seattle.

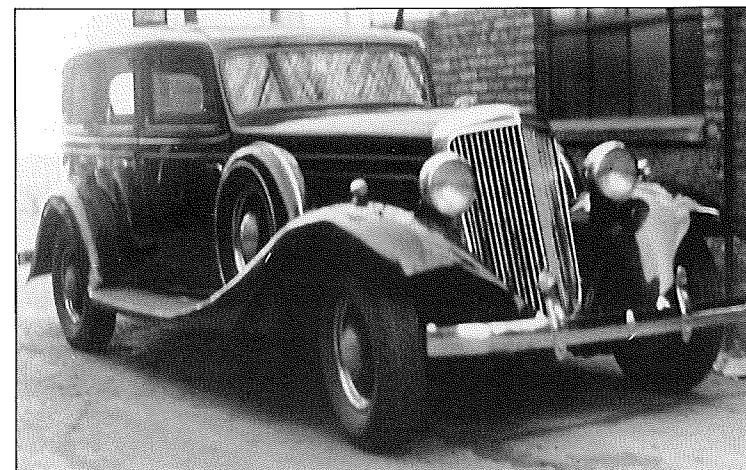
Jim is deeply missed by his family, friends, car enthusiasts and customers of Auburns West. He will always be remembered for his sense of humor, generosity, love of animals, the outdoors and his knowledge and sharing of anything related to cars. His favorite car and swap meets were the Auburn Cord Duesenberg Club national meet at Auburn, Indiana and the Antique Automobile Club of America national meet at Hershey, Pennsylvania.

Jim Milligan is survived by his wife Lorraine and daughter Deirdre Milligan, both of Sequim; brothers Donald Milligan of Vancouver, British Columbia and John Milligan of Montgomery, Alabama; and numerous nieces and nephews. A memorial service in the Spring of 2001 is being planned by Jim's family.

Deirdre Milligan

My 1933 Series 17, Model 173, V-12 Franklin Seven-Passenger Sedan

BY BOB LARRABEE



Our Cover Car on the day in 1937 when it sold for \$198—95% depreciation in four years.
D. Cameron Peck photo.

My first Franklin was a 1925 Series 10C Phaeton and I joined the H. H. Franklin Club to get information for the restoration of that car.

In response to an ad, I traveled to Genesee, Idaho to look at a non-classic 1934 Franklin Olympic sedan. Interestingly the Olympic was equipped with big 12-cylinder Franklin bumpers, and during the visit I learned that this car had been purchased from a professor at Eastern Washington University who still owned two other Franklins including a V-12. This information was eight to ten years old so the person in Genesee couldn't remember the professor's name, although he thought it might be "Tallon" and that he had moved to California.

When I returned home, having passed on the Olympic, I called the operator and asked if she could check to see if any "Tallons" lived in Cheney, Washington home of Eastern Washington University. In a few minutes I was talking to Mrs. William Talyon, Jr. I asked her if she, by any chance, knew what had happened to the old Franklins that her father-in-law had owned. She told me that they were in an old garage out back, and that her father-in-law was living in a retirement home in Redondo Beach, California. Naturally I asked if it would be possible to see the cars. She obliged.

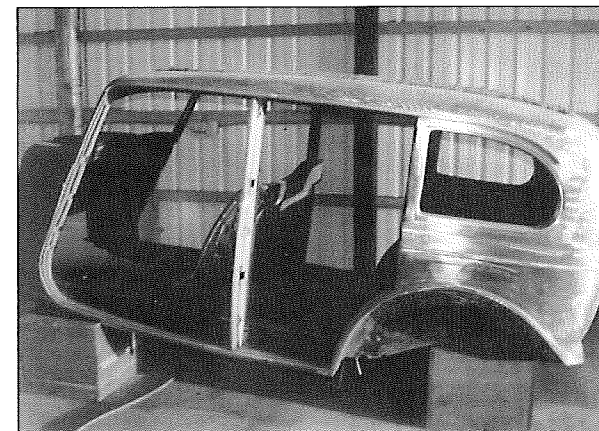
In Cheney I found the two large cars in a small, rotted-out garage. To get the 1933 V-12 in and then shut the door, the bumpers had been removed and the car jammed in tight with a 1930 Model 147 sedan.

I wrote to Professor Talyon in California and was able to purchase the two cars. I then sold the 1930 Model 147 sedan to the late Dean Spencer, a long-time PNWR member. Tom Hubbard, Franklin historian, and founder of the H. H. Franklin Club told me later that I had purchased a car that he had spent many years trying to find.

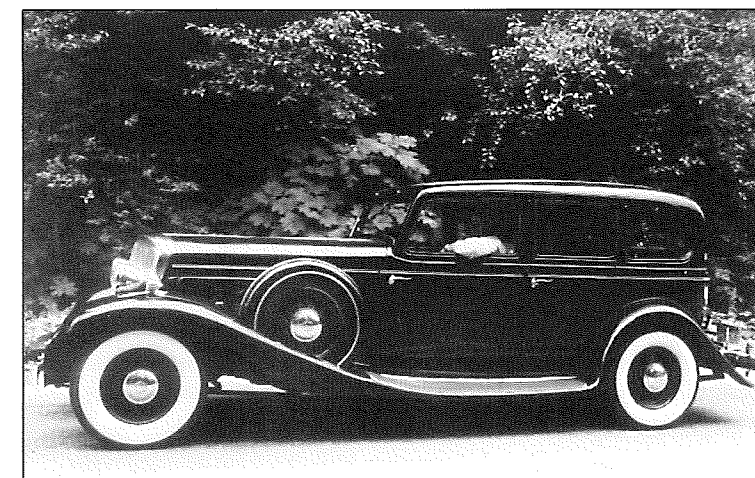
This V-12 Franklin had come from D. Cameron Peck's collection in Chicago. Peck's collection had more cars in the 30s and 40s than William Harrah had in the 60s, 70s and 80s. I had

the privilege of visiting Cameron Peck in Arizona before his death. He had files on all the cars he had ever owned. He showed me that he had paid \$198.00 for my car in 1937, and he gave me a picture taken the day he had bought it. It had the same tires on it then as it did when I purchased it. Mr. Peck also told me that he had the practice of using his cars and would call for a particular car for lunch and a different car for dinner. He said that he enjoyed his big Franklin V-12 as much as any of his Duesenbergs, his Bugatti Royale or his Rolls-Royce Silver Ghost.

Continued on Page 5...



"Total body-off restoration," the definition.



Rolling satisfaction—Bob Larrabee at the wheel of his splendid 1933 Franklin V-12 on the 1990 Pacific Northwest CCCA CARavart™

SNEAK PREVIEW - - - SNEAK PREVIEW - - - SNEAK PREVIEW - - - SNEAK PREVIEW

CANADIAN CAPER #3

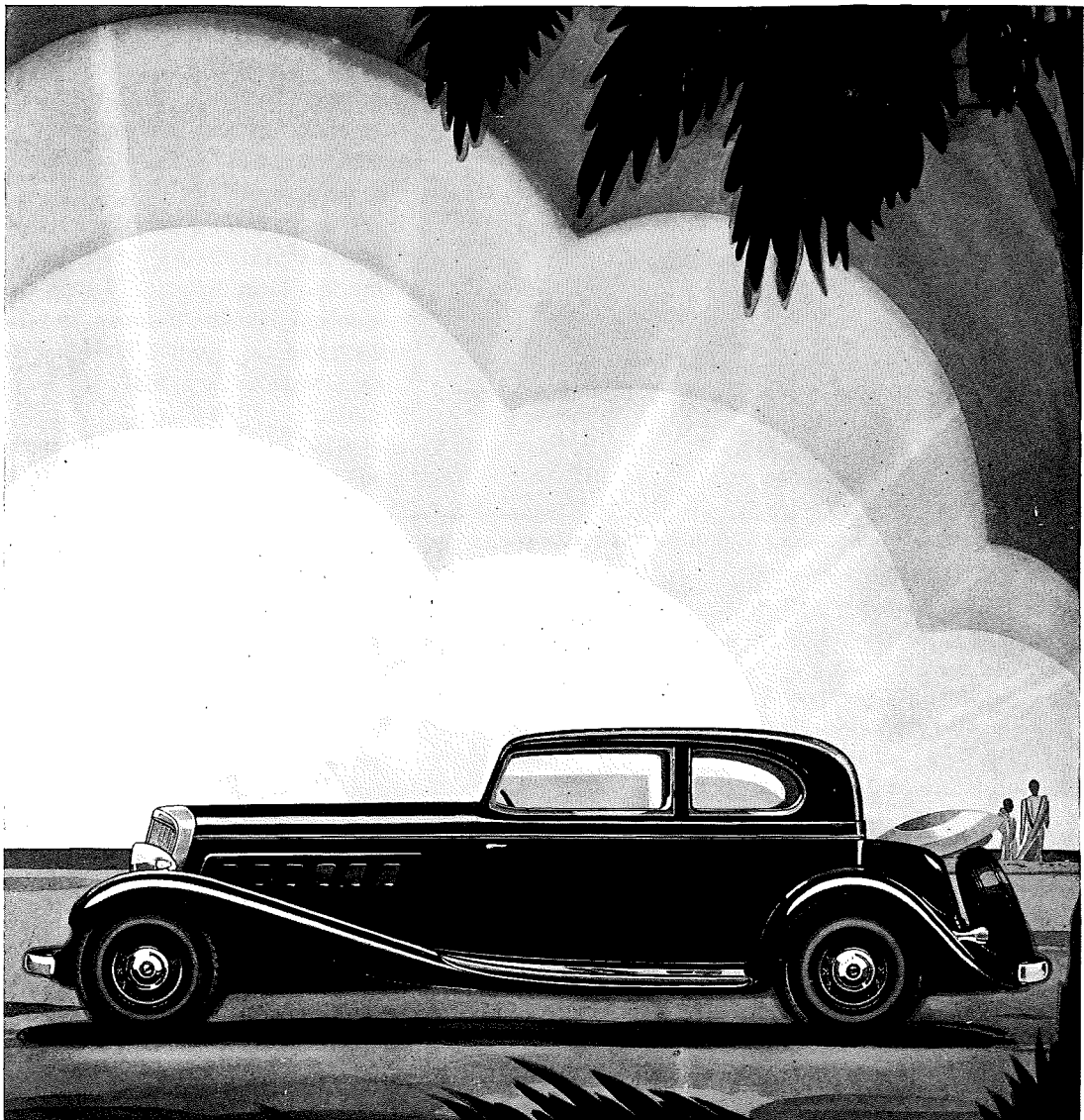
BARD ON THE BEACH—FIREWORKS—CLASSIC CARS

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The Supercharged, air-cooled FRANKLIN TWELVE

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Come enjoy a new kind of performance. A performance in the tempo of tomorrow, that completely shadows all your present conceptions of fine car travel. A super-performance made possible in Franklin alone, by the new supercharged, air-cooled, twelve cylinder airplane engine.

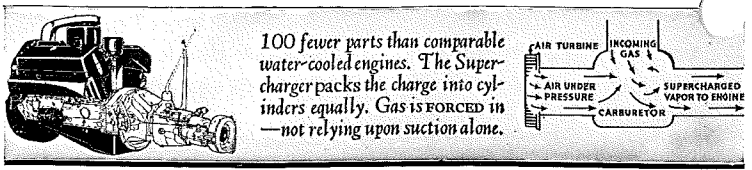
Just mentioning some of the specifications of this new Twelve should quicken your heart and make you anxious to get behind the wheel—to put it through its paces—to discover once more the thrills that were yours when you first learned to drive a car.

This is the character of the new Franklin Twelve: 150 horsepower from the twelve cylinder, air-cooled engine—the same type of engine that has given aviation its greatest impetus. Supercharger which forces the ingoing charge of mixture into every cylinder equally and in maximum quantity. Thus adding power—adding smoothness—and adding acceleration to an already sensational powerplant. Pressure air-cooling affords greater engine efficiency and economy,

perfect cooling, and brings new freedom to touring. Now you can drive *all day at high speed* without overheating or loss of power—without the least thought or worry of the engine. And there is no water to boil, freeze, or leak.

Le Baron styled this long, low car of 144-inch wheelbase. Wherever it is seen, its brilliance, modernness, and freshness of design win new laurels for Franklin.

Come see the Franklin Twelve and enjoy its luxurious performance. Franklin also offers the 100-horsepower, Supercharged Airman of 132-inch wheelbase, with prices ranging from \$2345 f. o. b. factory. Franklin Automobile Company, Syracuse, New York.



1932-34 Franklin Supercharged Airman V-12 Brainchild of the Bankers

BY BILL DEIBEL

In 1928 with only a six-cylinder engine developing a paltry 46 HP, Franklin was at a great disadvantage to major competitors in its price range such as Cadillac, Lincoln and Packard; all of which offered eight-cylinder engines producing 82 to 108 HP. To counter this situation Franklin that year commenced design and development of a powerful V-12 engine—air-cooled of course. By 1930 work had progressed to the point that all-new bodies for the 1933 Series 15, Model 153 cars were designed to accommodate the V-12 as an option to the 100-HP cross-draft six scheduled for production in 1930. These cars, both sixes and twelves, were to have a 137-inch wheelbase and the latter were expected to weigh approximately 4,500 pounds.



At the same time Franklin was having difficulty producing all the cars it could sell and anticipated a much greater need for 1929 with restyled bodies and improved six-cylinder 50- and 60-HP engines, but the company lacked the working capital for expansion. So early in 1929 Franklin arranged to borrow around \$4 million from a consortium of eight banks. By the start of 1931 in the aftermath of the 1929 stock market crash and with the onset of the great depression Franklin was financially bleeding badly and the V-12 introduction was put on hold. Then in mid-1931 the consortium of banks took de facto control of Franklin in the person of Edwin McEwan who was appointed Vice President and General Manager.

McEwan, despite the fact that prototypes of the planned V-12 cars had been built and tested, terminated the project and planned and ordered that a whole new chassis be designed to receive a completely different group of bodies in four styles which, though designed by LeBaron, would be built in-house by Franklin. (Considering what LeBaron would have charged and the short timing required, almost certainly these bodies had already been

designed for another manufacturer or merely on speculation by LeBaron.) The new Franklin chassis was to use conventional semi-elliptic springs unlike all previous Franklins which used full elliptics. And all intention of maintaining a light weight was abandoned with solid, in lieu of tubular, front axles and the massive LeBaron-designed steel bodies which required huge amounts of lead due to the primitive tooling the budget allowed. The resulting cars with their 144-inch wheelbases weighed in at approximately 6,000 pounds. Nevertheless with a 398-cubic-inch, supercharged,** 150-HP engine they were capable of sustained cruising at 70 MPH when equipped with a Columbia two-speed drive axle—standard after the first few units.

Factory records indicate that an even 200 of these cars were built. Introduced in April of that year 103 were sold as 1932 Series 17 Model 173 cars and the remainder as 1933 Series 17 Model 173 and 1934 Series 17B Model 174. At least two chassis were stretched to provide a 161-inch wheelbase and equipped with Cunningham hearse bodies—and one chassis was equipped with a custom body of some sort. Standard body styles and pricing were as follows:

	1932	1933	1934
Club Brougham	*	\$3,885	\$2,885
Sedan, five-passenger	*	3,885	2,885
Sedan, seven-passenger	*	3,985	2,985
Limousine, seven-passenger	*	4,185	3,185

* Probably the same as 1933

** From 1932 on the intake air on all Franklin engines was delivered by the sirocco cooling fan giving a boost, however slight, above atmospheric pressure.

Cover Story - My 1933 Series 17...

Continued from page 3

A total body-off restoration over a three-year period has been accomplished in my backyard shop. During this effort the missing bumpers were retrieved after finding and plating a proper set for the owner of the Olympic. Subsequently the V-12 took first in class at Forest Grove and second in class at Pebble Beach. My wife, Renee, and I have taken our Franklin V-12, air-cooled

sedan on several Pacific Northwest Region tours as well as several Franklin Westreks. It drives as well as any Full Classic™ I've driven, and with the factory two-speed rear axle we can travel 65 to 70 MPH mile after mile.

I feel very privileged to be the custodian of this fine automobile.

Autumn Leaf Tour

BY ARNY BARER

It was a small but enthusiastic group of 21 people in 10 cars that assembled on Friday, September 22 at the old smokestack in Monroe for the start of the 2000 Autumn Leaf Tour. The Indian summer sunshine and the crisp view of the mountains for the entire three days of the tour proved that the weather gods are truly classic car enthusiasts.

Lining up behind tour director Bill (and his director, Judy) Mote's 1936 Bentley Sports Saloon were Bill and Liz Holt, who had left the Lagonda in their Vancouver B.C. garage to drive a 1967 Chevrolet Corvette(nc). However, devotees of the marque had no reason to be disappointed. Bill and Meri Roberts brought their beautiful 1939 Lagonda Drophead Coupe. James and Sherry Raisbeck dipped into their collection to appear in a 1937 Cord Sportsman. Sherry set the style by wearing her 1920s style leather (driving/flying) helmet acquired at their recent excursion in a Colorado mountain run.

When Bob Reverman and Yoshi Aertker drove up in their car they were surprised to see another 1948 Lincoln Continental Cabriolet. Gary and Merrisue Steinman chose the tour for the first outing of their 1948 Continental Cabriolet recently acquired in New England.

It isn't a proper tour unless you have representation from Packard and Cadillac. With their Duesenberg sold, Bill and Karel Deibel chose their 1940 Packard 160 Coupe. Dick and Joyce Galleher drove their eggplant 1938 Packard Darrin Convertible. Tim and Kara Sullivan and their passengers Don and Arlene Wohlwend rode in comfort and style in a 1946 Cadillac 62 Sedanette, complete with an "I Like Ike" plate on the front bumper. Bringing up the rear as co-tour director and literally in terms of speed, was Arny Barer's 1929 Franklin 130 Convertible Coupe.

The participants had booked a two-night reservation at the Icicle Inn at Leavenworth. For Friday's leg routemeister Mote gave the

participants a choice of crossing Stevens pass on Highway 2 or taking either or both of two circular additions. The first optional addition was a route toward Index following both paved and hard-surfaced roads returning to Highway 2 near Skykomish. The second addition left the Stevens Pass highway after the summit and wound over to Lake Wenatchee and then to Leavenworth.

Whether they took the short, the longer, or the longest tour, the participants were blessed with some of the most magnificent vistas of mountains, colorful foliage, and cascading creeks imaginable. By the time the last of the drivers and their passengers checked into the Icicle Inn at about 5:30 p.m. everyone was on sensory overload from the scenery. However that didn't stop everyone from cleaning off the road dust and trying Leavenworth's various bierstuben and kellern. Much shouting of car talk could be scarcely heard over the accordion music while the members and their guests ate Weiner schnitzel and drank Bavarian beer.

Saturday's tour commenced with a drive up Icicle Canyon. The road twists up alongside a mountain stream, past the trail heads for hikers into the Mountain Lakes Area and a number of overnight camping areas, into the Wenatchee National Forest preserve. After about 17 miles the road becomes a challenge as the pavement ends. The corrugated hard surface then separated the coucours enthusiasts from the intrepid tourers. Ultimately the washboard road ends traversing a creek bed to the summit. One of the travelers reported that as he turned around near the summit, he saw that Jim Raisbeck, after being the only participant to reach the summit, had parked his Cord and was sitting on a boulder sketching the unbelievable scenery.

The caravan reassembled back at the foot of Icicle Canyon and then moved on up Highway 2 to Coles Corner, turning toward Kahler's Glen for lunch. Kahler's Glen is a golf course and resort nestled into the mountains near Lake Wenatchee. It is physically one of the more beautiful places one can find to

Autumn Leaf Tour

Continued from the preceding page

spend an hour or two to talk cars and friendship. That, added to the fact that the food is good and not too expensive, made it an ideal spot for the group to lunch.

After lunch the tour wound its way toward Plain then up the switch-backs of the Chumstick Road past old (and new) barns and agrarian vistas to return ultimately to Leavenworth. The remainder of the afternoon was left to wander the town's many shops. There is little doubt that for the next few years the curios purchased by the participants will support a lot of their household dust.

Saturday night the tour featured a group dinner at King Ludwig's. Over platters of Bavarian food and pitchers of dark or amber beer many stories were told, some of them were even true. It shouldn't surprise anyone that feet which can double-clutch a cranky crash gearbox from second into low up a steep hill can do a mean polka. However, seeing our semi-geriatric group circled for purposes of doing the chicken dance is something else again. There was also a lot of singing. However if the truth was known, but for the novelty, it's a good bet that we all would have preferred listening to the metallic scream of the supercharger gears on the Raisbeck Cord or the fabulous full throated rumble of the Roberts' Bentley-designed Lagonda V-12 as opposed to hearing several of our members sing Du, Du, Liegst Mir Im Herten or the Wanderer's Song.

Sunday morning came all too soon. Several of the participants decided to go back over Stevens Pass. Some followed the group over Blewitt Pass and then turned west to return over I-90. The stalwarts turned east toward Yakima. At Naches those hardy ones headed toward Chinook Pass.

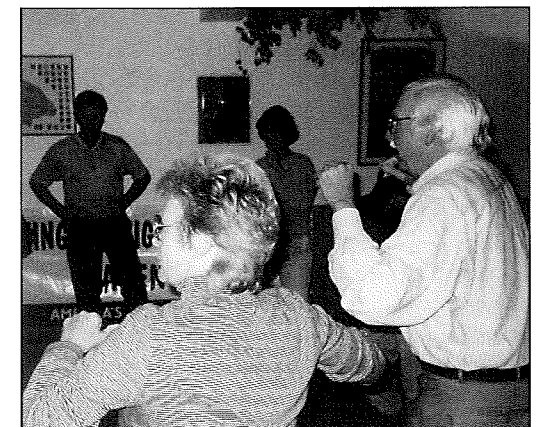
Lunch was arranged at Wistln Jack's at Cliff Dell Resort. Along the route the majestic peaks of the Cascade Range appeared so close you felt you could almost grab off part of their tops and make snow balls. After lunch the group continued along U.S. 410 on the flank of Mt. Rainier past Crystal Mountain. Ultimately the caravan broke up about 5:00 p.m. at Enumclaw with everyone going their own way back home.

Though small in the number of participants, the 2000 Autumn Leaf Tour was great in the opportunity to both enjoy the wonderful experience of driving our precious treasures and visiting with our old friends and newly made friends. We will always remember the fabulous weather, the spectacular scenery and the interesting roads. However, while the mountain vista is

miraculous, it is made even better with two Lincoln Continentals in the foreground. And even though only God can make a tree, perhaps its best function is to stand tall over a beautiful 1940 Packard or 1946 Cadillac. If the sun is out and the sky is crystal clear, it has to be time to enjoy a top down drive with the 1938 Packard Darrin that "Dutch" liked so much he wanted to buy it back. Who wants to sign on for the Fall of 2001?



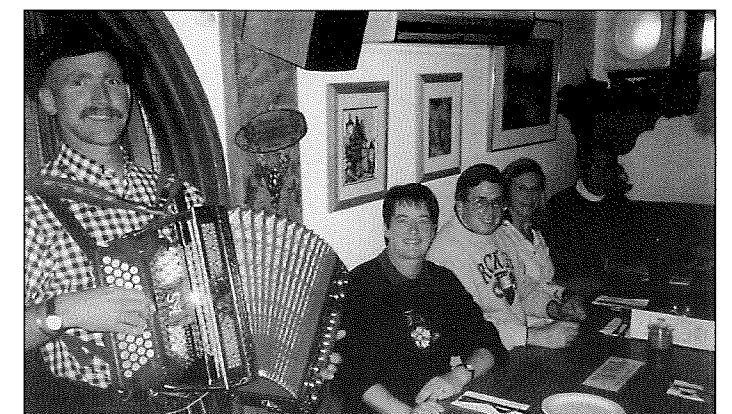
James "Krupa" Raisbeck sits in.



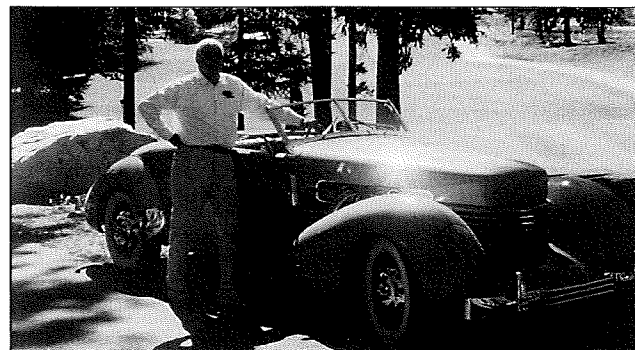
Funky chickens, Karel and Bill Deibel.



Where's the beer? (l. to r.) Karel Deibel, Arlene Wohlwend, Bob Reverman, Yoshi Aertker, James and Sherry Raisbeck, Don Wohlwend, Tim and Kara Sullivan.



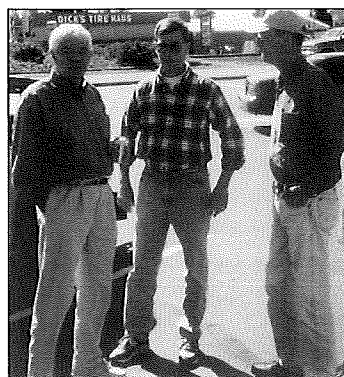
Ja, Ja, Ja, Ja-Judy Mote, Gary and Merrisue Steinman, Dick Galleher.



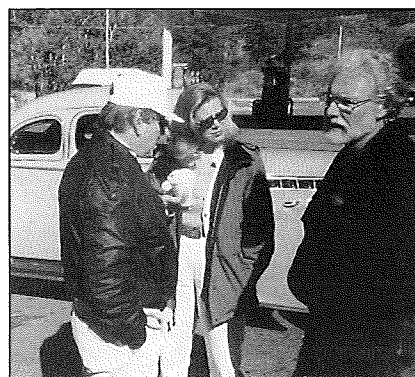
Supercharged Sportsman, James Raisbeck.



Merrisue Steinman with Dick and Joyce Galleher-Galleher Packard Darrin.

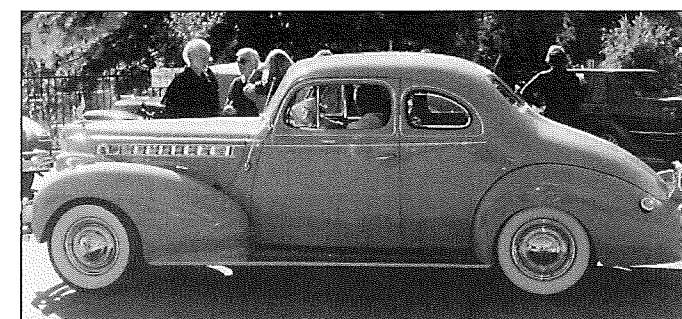


"The Bowery Boys": Jim, Tim and Don.



Gary and Merrisue Steinman with Bill Holt.

Continued on the next page...



Karel Deibel- "The Drivin' Lady" -in Bill's Packard coupe.

PNWR 2000 Annual Meeting...

A Very Stylish Affair Indeed

BY HAL MEDÉN
PHOTOS BY HAL MEDÉN AND GAYLE DOSS

"It was great!" "Super fun!" "I really enjoyed it!" "Tops!" "Where ever did they get all those beautiful vintage dresses and hats?"

Judging by such post-meeting comments from many of the 79 attending members of our Region, the 2000 Annual Meeting held Saturday evening, November 11, was a big hit. Sparked by awards, election of directors and officers, an outstanding dinner, recognition of our Region's key contributors of time and effort...and a fabulous mini fashion show (20 minutes on the nose), the meeting had the key elements for success. Add the ambiance of Glendale Country Club, the faultless, well-paced staff service and a great group of attendees...and you have a truly memorable evening.

As co-manager of the event with Darlene Kohlwes, Hal Medén welcomed the group and said the Regional Director Gary Johnson would follow with announcement of the newly elected members of the Board of Managers. Hal noted, however, that despite the fact that all three nominees were unopposed, one was demanding a recount...and a second said if there was any recount he was calling CCCA headquarters!

This report proved somewhat exaggerated and Gary, following a call on his cell phone, said that now everything was under control. He introduced the newly elected managers to a strong round of applause. Elected for three-year terms are: Arny Barer, Paul Murray and Conrad Wouters. They replace retiring managers Carl Bomstead, Bill Deibel, and Hal Medén. Lee Zuker was appointed to fill the unexpired term of Jim Milligan



Our gracious check-in team...Joan Royal (left) and Barbara McMichael. Check out those vintage hats from the fashion show collection. Joan and Barbara also served as models in the show.

who passed away recently. Elected officers are: Regional Director, Gary Johnson; Assistant Director Lee Zuker; Secretary, Ted Barber; Treasurer, Roy Magnuson; Membership Chair, Anne Long; *Bumper Guardian* Editor, Bill Deibel.

The Phil Schwarz Memorial Trophy award was a key recognition highlight of the evening. This trophy is awarded periodically to the member who best represents the attributes and personal characteristics of the late Phil Schwarz. Phil was an active leader and sparkplug of club events from the Region's inception in 1963. He had a special gift of warmth for welcoming, helping and involving new members...and a distinct capability for maximizing the fun quotient in club activities.

The beautiful trophy, contributed by the Schwarz family, was presented to Joseph L. Carman III, a charter member of the Region who has served with distinction in several Regional and National leadership posts throughout the past 37 years. He now is Vice President, Membership of the CCCA Museum, which he headed as President in 1997 and 1998. Joe was selected unanimously as the Schwarz Memorial Trophy winner by a three-man committee, Ron Doss, Jerry Greenfield and Al McEwan—all past winners. (See "Joe Carman—a Man for all Seasons" for more information on Joe's impressive CCCA history.)

In accepting the trophy when Al presented it to him Joe said he was "...very honored to receive this wonderful award." He commented briefly on his years with the CCCA stating that

Continued on the next page...



6:45 p.m. — Valerie and Stan Dickinson smile for the camera.



6:46 p.m. — Photog asks them to look at each other. Wow...pure rapture!

PNWR 2000 Annual Meeting

Continued from preceding page

"...they have been and continue to be a lot of fun for me." He added "...and of course, the best part of all has been the people I have met and worked with and the wonderful friendships formed through the years."

Continued on the next page...



Joe Carman receives the Phil Schwarz Memorial Trophy from presenter Al McEwan, recipient of the Trophy in 1998.



Gary Johnson examines the Participation Cup he was just presented by Ron Doss, who originated the annual award last year to encourage participation in regional and key national events.



Ron Doss toasts John and Pat Dennis after announcing that John's Duesenberg won Car of the Day at the Friendship Meet.

Joe Carman— A Man For All Seasons

With poetic license and speaking figuratively, we could agree that any 37-year period of change and growth will include a broad array of "seasons." Under that premise, Joe Carman without doubt is a man for all seasons in the Classic Car Club.

In presenting the Phil Schwarz Memorial Trophy award to Joe at the PNWR 2000 Annual Meeting, Al McEwan outlined Joe's lengthy and impressive service to the club. It all started late in 1963 when Al wanted to hold a Pacific Northwest Region board of managers meeting. But there wasn't any board. Al fixed that with the appointment of Joe, Phil Schwarz and George Shufelt to the first PNWR Board of Managers.

Joe followed Al to become the second Regional Director in 1966. A consistent participant in the CCCA CARavansSM hosted by the Pacific Northwest Region, Joe served in the key roles of registrar and treasurer for all seven such CARavansSM from 1970 through 1994.

Joe was elected to the CCCA National Board of Directors in 1991 and served six years on the Board, actively participating on the Finance, Long-Range Planning and Classification Committees. In 1997 and 1998 Joe served as President of the CCCA Museum and in 1999 became the Museum's Vice President, Membership.

As in all his activities with the CCCA, Joe energetically supports the Museum. He personally conducts an ongoing, one-on-one membership campaign with any CCCA member at hand...or even near at hand. This supplements his other efforts before group meetings anytime he can get to the lectern, with or without microphone.

As a Full ClassicTM enthusiast, Joe bought a Rolls-Royce Phantom I Picadilly Roadster in 1953. A full restoration was completed several years ago and he sold the car recently to fellow PNWR member Bill Roberts. In 1967 Joe acquired a 1939 4 1/4 litre Bentley Allweather Tourer with Vanden Plas coachwork (CCCA Senior #200). He has used this car extensively on touring events with his wife Barbara as his copilot. A few years ago Joe bought a 1941 Packard 180 1907 Sport Brougham by LeBaron (CCCA Senior #1393S).

Clearly, even in his car collecting Joe's a man for all seasons.

PNWR 2000 Annual Meeting...

A Very Stylish Affair

CONTINUED FROM THE PRECEDING PAGE



Del Barton and Christel Schultz. Christel served as one of the models for "Fashions at the Concours d'Elegance."



Our leader...reelected Regional Director Gary Johnson displays his new chapeau, guaranteed to reduce scalp glare in the sun or lighted areas.



With straight-faced demeanor Terry McMichael regales Rich and Marcia Mahaffey. Must have been a great story, or joke!



Happiness reigns (l. to r.) Dick Hooper, Joyce and Gary Johnson, Carole Hooper.



Each with a conviviality glass (l. to r.) Judy Mote, Marlene and Lee Zuker, and John Campbell.



◀ New Board member Amy Barer (left) shares some fun with Wade and Mary Carter.



▶ Bill Mote and Membership Chair Anne Long oblige the photographer's request for "...nice smiles please."

Presentation of the PNWR 2000 Participation Cup was made to Gary Johnson by Ron Doss, originator of the award last year. This award is designed to encourage participation in our Region's and key National events. The winner is determined through an attendance scoring system that considers such factors as driving a Full Classic™ to the event, tour or meet, number of cars brought to an event, distance traveled, etc. All Region-sponsored events since the 1999 annual meeting were included, plus the National Annual Meeting, all national Grand Classics, national multi-week CARavanSM, Grand Experience at the CCCA Museum and Forest Grove Concours—a total of 22 events, tours and meets.

Gary's driving participations were either in his 1937 Packard 12 1507 Club Sedan or his 1948 Lincoln Continental Cabriolet, with his wife Joyce as co-pilot.

A dynamite fashion show, titled "Fashions at the Concours d'Elegance," was produced enthusiastically by Darlene and featured a mind-boggling array of classic-era finery. Darlene was narrator with assistance from Sig Linke.

Eleven models professionally paraded their lovely attire through the audience with beautifully executed twirls, graceful swings and pretty smiles. CCCA models were: Mary Carter, Valerie Dickinson, Gayle Doss, Doreen Greenfield, Joyce Johnson, Barbara McMichael, Joan Royal, Christel Schulz and Randy Small. Two additional models, Janice Denny and Tiffany Hatch also participated, courtesy of Goodwill Industries, Seattle. Tiffany brought five historical outfits provided by Lorraine Weeks of Goodwill's Community Relations and Goodwill's Director of Vintage Clothing.

The vintage fashion theme captivated the distaff audience members as they donned their choice of classic-era chapeaus from Darlene's collection, all creatively arrayed by Sig Linke

on a special, help-yourself table. Barbara McMichael and Joan Royal also sported their choice of hats at the check-in table, effectively setting the vintage fashion theme right from the get-go.

Twelve Car of the Day awards were announced by John Campbell. During the year, each event manager selects a Car of the Day from those driven to his/her event. Reasons for selection vary with the particular event manager. Of the 12 winners for events since the 1999 Annual Meeting, seven car owners were in attendance and John presented their crystal awards that evening. The remaining five awards will be presented to their respective car owners in the near future. (See "2000 Car of the Day Awards" for a listing of all winning cars, owners, events and event managers.)

Gary concluded the meeting with a review of the year's activities and the achievement of objectives set forth at the year's outset, including increases in both membership and event attendance. He cited, in particular, two new 2000 activities that met with outstanding success. They were the Region's first six-day Mini-CARavanSM under manager Al McEwan, and the Friendship Meet, a charitable benefit event under manager Ron Doss. The latter event, resulted in a \$4,500 donation to the Shrine Hospitals for use in their work with crippled children and the organization's Burn Centers.

Gary also paid tribute to the full spectrum of the Region's past and current office-holders and to the membership at large for their continuing support and interest in the club, its objectives and activities. He urged all attendees to increase their participation, introduce potential new members to the club's benefits and continue emphasizing efforts to have fun in our classic car hobby.



Great dinner underway with (l. to r.) Phil and Patty Grisham, Pat and John Dennis, newly elected Board member Paul Murray, and Chuck Anderson.



Show model Joyce Johnson with husband Gary. Whose vintage hat do you prefer?



Treasurer Roy Magnuson looks off into the distance...even though he's flanked by two lovely models, Darlene Kohlwees (left) and Doreen Greenfield. Darlene tripled in brass as meeting co-manager, fashion show producer and model.



Totally model models (l. to r.) Doreen Greenfield, Darlene Kohlwees and Joyce Johnson.



Backstage with six of the 11 models in the show (l. to r.) Barbara McMichael, Randy Small, Tiffany Hatch, Janice Denny, Valerie Dickinson and Doreen Greenfield. Tiffany and Janice are from Seattle Goodwill Industries, which also provided some of the vintage finery for the show.



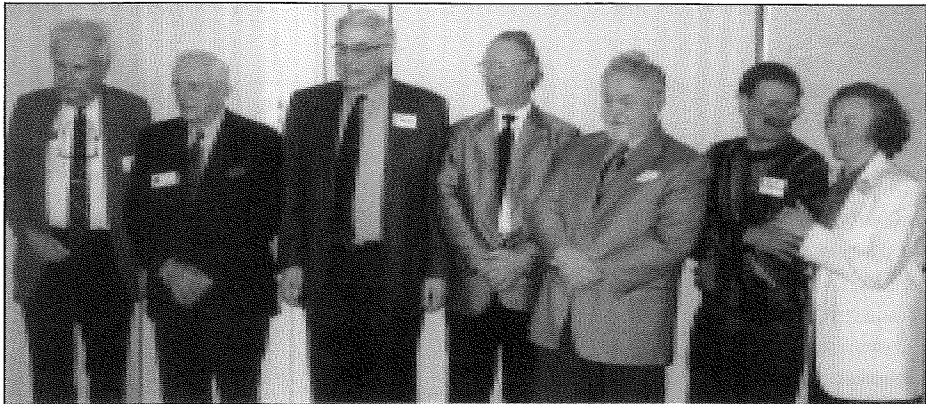
◀ Mary Campbell and Barbara Carmen attired in their own elegant fashions.



▶ Model Doreen Greenfield in a show-stopper vintage coat of beige silk with orange buttons and gold trim...all complemented with an orange hat, white gloves and black purse.

Continued on the next page...

2000 Car Of The Day Awards



Car of the Day owners in attendance at the Annual Meeting (l. to r.) Secretary Ted Barber, meeting co-manager Hal Medén, newly elected Board member Amy Barer, Sig Linke, Peter Hageman, Erinie Crutcher and John Dennis's wife Pat.

Car of the Day	Event/Date	Event Manger
1940 Cadillac 8 Fleetwood Touring Sedan (Ted Barber)	1999 Annual Meeting November 20	Brian Pollock
1927 Bentley Speed Six Tourer (Peter Hageman)	1999 Holiday Party December 12	Roy Magnuson
1929 Franklin 130 Convertible Coupe (Arny Barer)	Tech Seminar at Griot's/Tour February 26	John Campbell
1930 Packard 8 733 Coupe (Carl King)	Coming Out Party March 25	Gordon Apker
1941 8 62 Cadillac Convertible Coupe (Glenn Mounger)	Garden Tour w/ Cadillac-LaSalle Club April 29	Phil Grisham
1941 Packard 180 Formal Sedan (John Clemo)	HCCA/CCCA Tour to Anton's May 7	Jerry Greenfield
1928 Mecedes-Benz 630 Model K Erdman & Rossi Tourer (Siegfried Linke & Darlene Kohlwes)	Fort Casey Kite Fly May 13	Peter Hageman
1947 Cadillac 8 62 Convertible Coupe (Carl Bomstead)	Yarrow Point Parade July 4	Al McEwan
1928 Packard 8 443 Runabout Roadster (Ernie Crutcher)	Mini-CARavan SM July 22-27	Al McEwan
1934 Duesenberg 8 J-450 Berline Sedan, Bohman & Schwartz (John Dennis)	Friendship Meet August 13	Ron Doss
1940 Packard 8 1803 160 Club Coupe (Bill Deibel)	Fall Leaf Tour September 22-24	Bill Mote, Arny Barer
Bentley 4 1/4 litre Drophead Coupe Vanden Plas (Hal Medén)	Tour-Ports Ludlow, Gamble and Townsend October 15-16	Steve & Anne Norman

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☐ 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.
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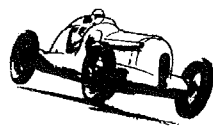
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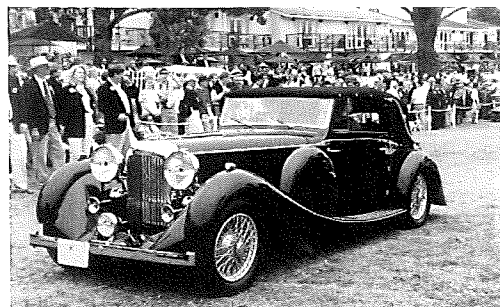
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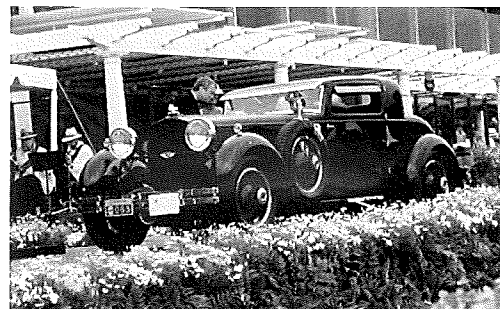
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1936 Lagonda DHC. 1st in class, 1999 Pebble Beach Concours d' Elegance.



1929 Stutz, supercharged straight eight, 1st in class and Briggs Cunningham trophy winner, 2000 Pebble Beach Concours d' Elegance.

The Franklin Automobile Company

BY SINCLAIR POWELL

Society of Automotive Engineers, Inc. 1999

438 pages with many B&W illustrations

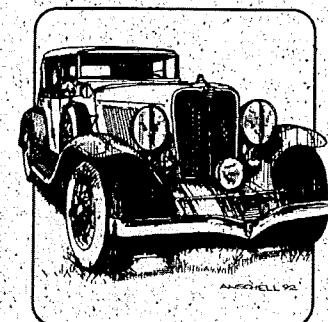
The Franklin Automobile Company, published just last year, is an exhaustively researched history of what were actually two interrelated corporate entities that built and marketed the Franklin cars. The book also includes considerable biographic coverage of the principal individuals involved. It is very well written and illustrated and should be of interest to all automotive history buffs—particularly Franklin owners.

Herbert H. Franklin was the CEO who managed directly the financial, administrative and manufacturing functions from start to finish and John Wilkinson was responsible for the engineering and marketing through the formative years of the business. The publicly held H. H. Franklin Co. designed and manufactured the cars and sold them to the Franklin Automobile Company at a discount from the price that the latter company subsequently

charged the dealers. The Franklin Automobile Company, privately owned by Mr. Franklin, always made a profit regardless of the fortunes of the public company and had no creditors. The unique arrangement made Herbert Franklin a very rich man which he remained after the eventual bankruptcy of the H. H. Franklin Company. The financial details of the public company are described throughout its history with considerable text devoted to the struggle and collapse in the final years when arguably the finest and most attractive Franklin cars were produced.

It was interesting to me to learn that Ray Dietrich had his own permanent office at Franklin and directly oversaw almost all of the body design work in the '29-'31 period. Also the book describes how Franklin, with no doubt a good inventory on hand, in late 1931 terminated its relationship with the Walker Body Company which was supplying most of the Franklin bodies. Since Franklin was Walker's principle customer this caused Walker to immediately file for bankruptcy. The H.H. Franklin Company then proceeded to buy the Franklin body tooling and what other equipment it wanted from the Walker bankruptcy trustee for a song. As a result, from the beginning of 1932 to the end in April 1934 all Franklin bodies except the Reo-supplied Olympic models were built in house and not by Walker as I had always believed.

This comprehensive book also includes a great deal of facts about what was occurring in the automobile industry at large coincidental with the material related to Franklin.

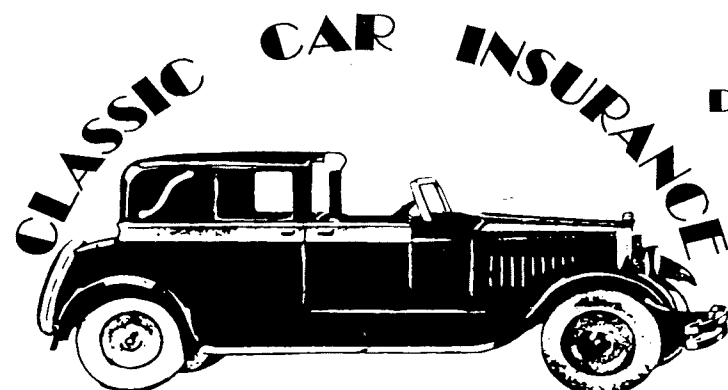


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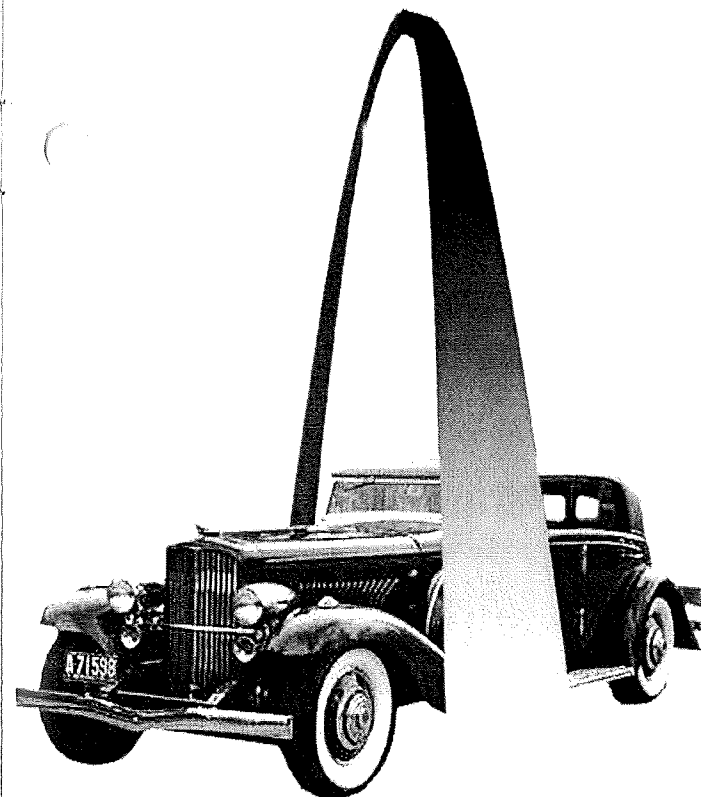


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Guy R. Boswell - Mukilteo, Washington
David and Adele Cohen - W. Vancouver, British Columbia
Vernon Cunningham - Kelowna, British Columbia
Frederic Davis - Walla Walla, Washington
Neil DeAtley - Asotin, Washington
Joseph DeBeauchamp - Seattle, Washington
E. J. Ferulla - Mercer Island, Washington
Dick and Joyce Galleher - Poulsbo, Washington
Richard Goodwin - Mercer Island, Washington
H. Michael and Lynn Green - Carnation, Washington
John S. Hanson - Coeur d'Alene, Idaho
Richard Kunzler - Bellevue, Washington
Robert and Devree LeCoque - Renton, Washington
Jeffery C. Low - Bellevue, Washington
Ken and Patty McBride - Seattle, Washington
Ralph and Charlotte McCarty - Everett, Washington
John A. McGary - Seattle, Washington
Charles A. Morse - Seattle, Washington
Carl Munson - Seattle, Washington
Dave Murray - Fircrest, Washington
Gregory Nolan - Vashon Island, Washington
Bloor and Pat Redding, Jr. - Vancouver, Washington
Klaus Schulz - Issaquah, Washington
Dixon Schwenk - Seattle, Washington
Steven Sharp - Seattle, Washington
William Summers - University Place, Washington
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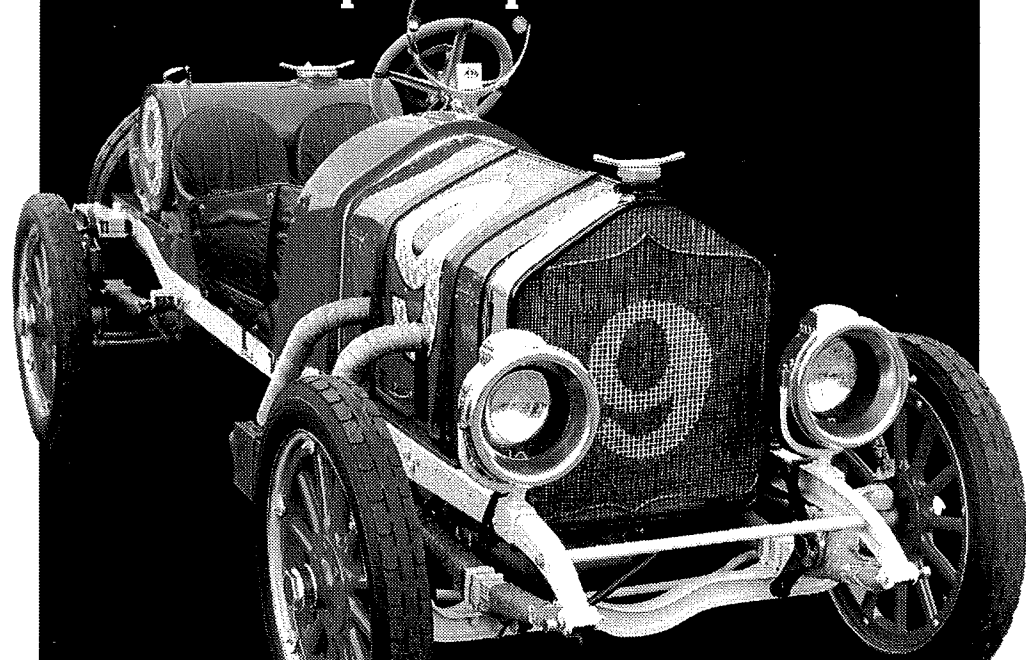
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Achievement of 2000 Goals

BY REGIONAL DIRECTOR GARY JOHNSON

1. Increase Regional Membership a net of 15 members, focusing on attracting younger Members.

Membership increased a net of 23 Members. We now have 182 Members and 76 Associate Members. Unfortunately we're still too old.

2. Make a significant financial contribution to a local charity.

Through the First Annual All Car Clubs Friendship Meet headed by Ron Doss and Darlene Kohlwes we gave \$4,500 to the Shriners Hospital.

3. Increase the members and guests attendance at events by 20%.

Exact percentage has been hard to calculate but we are quite certain this goal was reached.

4. Hold at least one Technical Session with wide member interest that meets attendance goals.

John Campbell managed one of our best attended events - a Technical Seminar at Griot's Garage.

5. Increase *Bumper Guardian* advertising revenue enough to cover the cost of color covers on all issues.

The revenue increased but the Board voted to discontinue the color covers because of cost versus color quality value. However, under the leadership of Bill Deibel and Hal Medén the *Bumper Guardian* is now one of the premier publications of the Classic Car Club. He needs more articles, technical materials, historical articles and pictures from you.

6. Hold a Mini-CARavanSM of four or more days for Full ClassicsTM only.

Al McEwan organized a five-day CARavanSM that was mini in name only. Because of Al's reputation we had outstanding participation *and* we had *fun*! And we had even more fun!

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Editor's Report for the Year 2000

Continuing the policy established at the start of 1999, *Bumper Guardian* was published quarterly during 2000. At the direction of the Board of Managers two issues were printed with color outside covers as an experiment. The quality of reproduction desired was not achieved and the cost of printing and circulation was almost doubled. Accordingly the Board with my concurrence decided to return to a quality black-and-white format.

I hope that the cover stories have continued to meet your expectations, but you should know that I continue to operate hand-to-mouth, just barely finding a Cover Story in time for each issue. Please, please, please help me out by voluntarily contributing material for future issues—particularly photos—since I will be happy to help with story preparation if so requested. Although sufficient other material has so far been available I encourage members to submit other material, particularly technical items and photos of members and Full ClassicsTM from years ago or from non-Club activities.

I want to remind you and emphasize that classified ads for Full ClassicsTM cars, parts and literature are free to members. In the past two years I've only been asked to run two such ads.

On behalf of you readers and myself as Editor I want to thank each and every author that has contributed to the *Bumper Guardian* this past Club year. I want also to recognize Gary Johnson, Jim Milligan (posthumously), Sig Linke and Colin Gurnsey for their excellent cover stories, and single out Gary Johnson, Hal Medén, Ron Doss and Pam Wouters for other literary contributions deserving special merit.

Finally, I want to offer my special thanks and appreciation to Hal Medén for his painstaking and time-consuming efforts in copy editing, proofreading and kibitzing me with each issue. You also have Hal to thank for urging me to arrive at a consistent, hopefully attractive layout style and format as well as convincing me of the value in standardizing the use of punctuation, numerical form, grammar and general English mechanics. I strongly believe that the *Bumper Guardian* has benefited greatly from his input.

Bill Deibel

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNWR

SEPTEMBER 6, 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, Mote and Norman; Secretary Barber, Treasurer Magnuson; and members Barer, Green field, Linke Hageman, Herstein, Morse and Turner. (Absent Board members: Milligan, and National Director Grisham.) The minutes of the August 7, 2000 Board Meeting were approved as corrected. Treasurer Magnuson reported a balance of \$33,537. An addendum to the directory will be put in the *BG*. Editor Deibel reported that all materials were in for the next *BG*, which will be at the printer Friday. he noted that the superscript symbols TM and SM with the terms "Classic" and CARavan", respectively should be used in publications, and that event articles should include names of attendees. The Board approved an award for the best article submitted, to be given at the discretion of the editor. The next deadline is Nov. 21. National Director Grisham reported (in absentia) that changes at the National level in classifications are coming, and he will summarize our previous discussions on this at National meetings.

WCCC Liaison Deibel reported that the current head of the WCCC has resigned. R. Doss suggested that we wait until the new Board is formed to consider our future participation in this group. R. Doss reported that the August 13 Friendship meet was a success with 240 collector cars. Most attendees had a good time. Mixing up the cars instead of club/category array worked well. The Club took in \$6500. The Board moved to give \$4500 to the Nile foundation, about \$400 to come from the Club treasury. The Board also moved to continue the event next year, on about Aug 11 or 12.

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

Sept 22-24, Fall Leaf Tour. Note new date. Mgr Mote/Barer. Working our details. Reservations needed by Aug 22. Flyer out soon. Signed up so far: 22 people, 9 cars.

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. Information sheet about tour passed out at meeting.

Nov. 11 (Sat). PNWR/CCCA Annual Meeting. Mgr Medén/Kohlwes. About \$35/ person. Program: fashion show. Flyer out soon. Members expressed concern about length of business agenda/awards. Suggestions included lining up Car-of-the-Day recipients, state reasons for giving awards, withhold applause until all awards are handed out. N. Herstein agreed to do Car-of-the-Day awards again.

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. Other plans in the works.

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

July 14 (Sat), 2001. Grand Classic. Mgr Greenfield/Deibel/Taylor. Behind on planning, need to find location. Suggestions: Nile CC, St. Michelle, Sand Point, other CC, Apker's, Bellevue or S. Seattle Comm. Coll. Goal is 75 cars (47 last time). Need to find hotel near display area. Featured: marque or unrestored cars ("barn finds").

Other proposed events include an overnight theater tour to Vancouver BC, to be done next year (Mgr J. Carlson) possibly combined with a Garden Tour to BC (Mgr L. Holt), the California Classic Collection Experience (Mgr McEwan), Trident Submarine tour (Mgr B. Harlow), and a Bainbridge Island Garage Tour (Mgr Mounger) to be done at some date to be determined. A nominating committee consisting of R Magnuson, T. Barber, & A. McEwan was formed to select a slate to replace the managers whose terms expire this year: Bomstead, Deibel, & Medén, and also to select a replacement (to be appointed by the Board) for Manager Jim Milligan, who is ill and is expected to resign. His term ends next year.

The meeting adjourned at 8:30 p.m.

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

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

OCTOBER 11, 2000

Attending were managers Deibel, Mote, Campbell, Norman, Medén, Kohlwes, and Bomstead. Members attending: Doss, Barer, Crook, Greenfield, Wouters, Turner, Long, Linke, Grisham, Reddaway, Magnuson, Reverman, and Hageman. Acting Secretary: Conrad Wouters. Meeting was held at Jonah's Restaurant in Bellevue. Director Johnson called the meeting to order at 6:32 pm. The minutes of the September meeting were read and approved as presented.

It was sadly noted that board member **Jim Milligan** had passed away after a long illness. A memorial is planned but no details were available yet. A member would need to be appointed to cover his remaining term on the board.

Roy Magnuson reported that the nominating committee for the board positions had firmed up some nominees, including John Clemo, Arny Barer, and Paul Murray. The intent was to recruit some new board members that have not been real active, so that we can get some fresh new ideas and energy.

Anne Long presented the **membership report**, and said that we now have 193 members total with two new members this month. She said that we have 35 new members to the region this year. She is getting ready to send out the renewal information for the 2001 year. There was a short discussion regarding the form for recruiting new members, and it was desired that we have an easy method to sign up new members. **Editor's report:** Bill Deibel said the last issue of the *Bumper Guardian* was well received, and the next issue deadline is November 21. **National Report:** Phil Grisham noted that the new England CARavan was filling up fast, and anyone wanting to go needed to sign up fast. Roy Magnuson's **Treasurer's Report** noted that we were able to contribute a nifty \$4,500 to the Shriners Hospital from the proceeds of the August 13 Friendship Meet. Our accounts totaled \$34,504.84 in funds.

General Discussion: An event calling list was discussed, so that members could be called and reminded of upcoming events. The member list was divided up, and many individuals at the meeting volunteered to call those on the list regarding the upcoming annual meeting. **Al McEwan** indicated that a little money was left over after the MiniCARavan, and will consider refunding some of the deposits for those who needed to cancel. It was reported that everyone doing the **Fall Leaf Tour** had a good time. Bill Deibel reported that the WCCC meetings were a bit boring and tedious. The director had resigned and the groups future was undetermined.

Upcoming Events:

Oct 14-15 Port Ludlow Adventure: Steve Norman reported that all was set for the weekend event, with dinner at Port Ludlow on Saturday then a drive to Port Townsend and lunch at the Manressa Castle on Sunday.

Nov 11th PNWR/CCCA Annual Meeting Mgr Medén, Kohlwes: All was set at the Glendale Country Club. About 75 people were needed to break even.

Dec 10th PNWR/CCCA Holiday Party at Broadmoor Country Club. Mgr Kohlwes. We will have excellent food, including waffle station, and an omelet station. There will be a vintage fashion show, so ladies wear your vintage holiday hat!

March 31, 2001 Coming out Party. Mgr Bomstead has the Atrium reserved. Many terrific new cars in the area will be unveiled.

July 14, 2001 Grand Classic: Volunteers are needed. It will be at Apkers. A motion was called for the club to pay for two lunches for each Full Classic Car presented, and the board approved it.

The meeting was adjourned at 8:13 pm.

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CALENDAR OF COMING EVENTS

<u>Date</u>	<u>Event</u>	<u>Manager</u>
January 4-7	National Annual Meeting	
February 3	Grand Classic Judging Seminar	Deibel
March 31	Coming Out Party	Bomstead
April ?	Trident Submarine Tour	Harlow
May ?	Garden Tour to Vancouver B.C.	Holt
June	Open	
July 12	Grand Classic, Des Moines, WA	Greenfield
July 27-29	Canadian Caper #3, Vancouver, B.C.	Carlson
August ?	All Car Clubs Friendship Meet	Doss



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