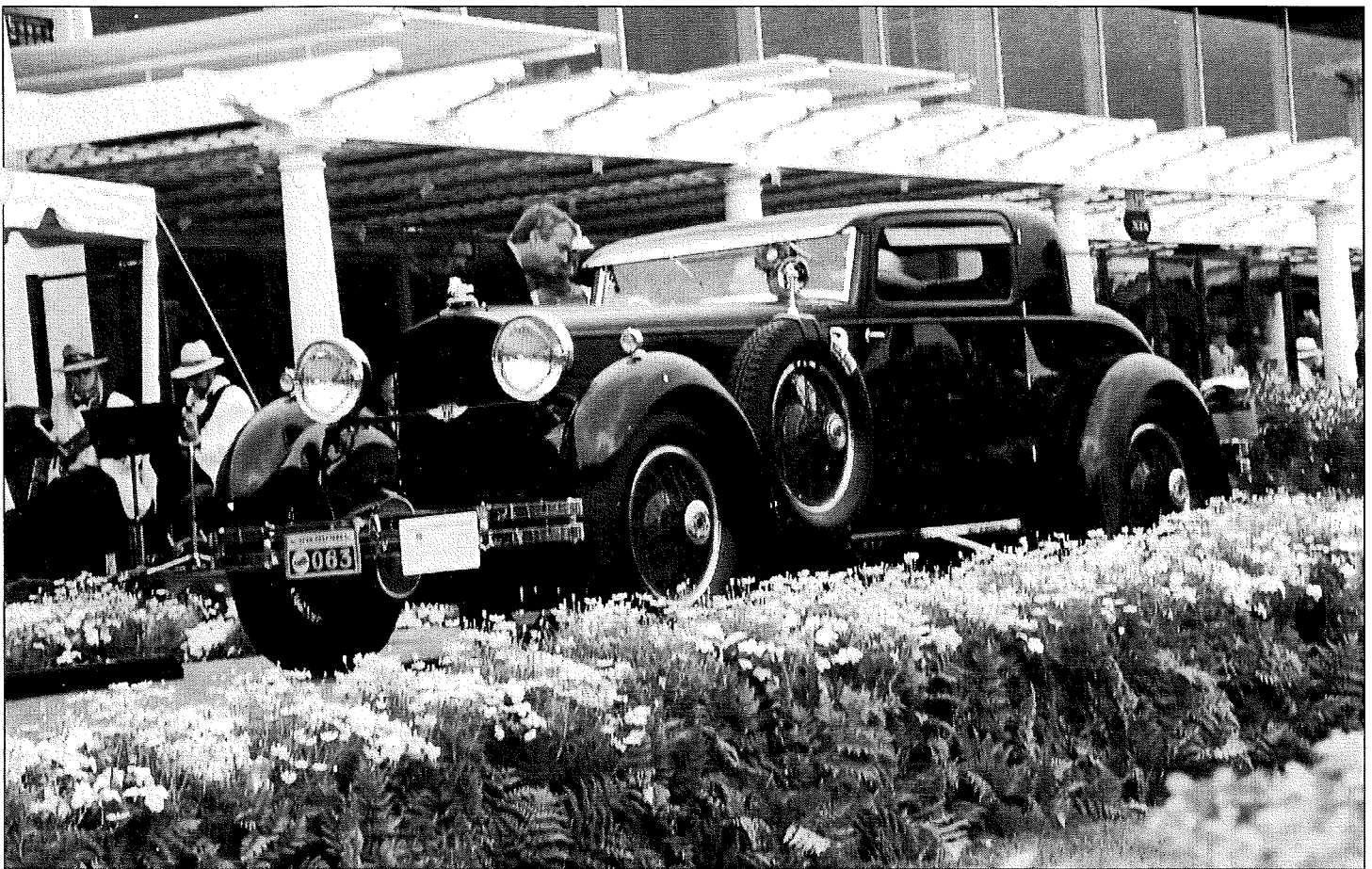




BUMPER GUARDIAN



1929 STUTZ
SUPERCHARGED MODEL M LANCEFIELD COUPE
David and Adele Cohen



BUMPER GUARDIAN

Pacific Northwest Region
Classic Car Club of America

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Meetings

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 calling 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.

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Bill Deibel, Editor
6926 NE Windermere Rd.
Seattle, WA 98105-2056

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6926 NE Windermere Rd.
Seattle, WA 98105-2056

PNWR Charter Member and past Board Manager...

GUY C. CARR

Long-time Classic Car Club of America member Guy Crockett Carr passed away on December 8, 2000 in Portland, Oregon one week prior to his 99th birthday. Guy was instrumental in the founding of the Pacific Northwest Region in 1963 and served on its Board of Managers through 1967. He and his wife Flo were more recently members of the Oregon Region.

Guy was one of the early collectors of Full Classic™ cars in our area. He and Flo participated in several early Pacific Northwest CARavans™ and they were involved over the years in many car-related activities until constrained by Guy's ill health several years ago.

Born in Telluride, Colorado and raised in Virginia, Guy was engaged in various automobile-related businesses from age 19. He built his last business into one of the largest and most successful Chevrolet dealerships in Oregon before selling it in 1987.

Guy was a great person and he will be missed by his many CCCA friends.

JERRY HANAUSKA

\$4,500 for Shrine Hospital



Shriners' Potentate Jerry Selden accepting a \$4,500.00 check from Ron Doss; this money was raised for the Shrine Hospital by the PNWR from the 2000 All-Car-Clubs Friendship Meet.

SNEAK PREVIEW... SNEAK PREVIEW...

CANADIAN CAPER #3

BARD ON THE BEACH—FIREWORKS—CLASSIC CARS

July 27, 28 and 29, 2001 Vancouver, British Columbia

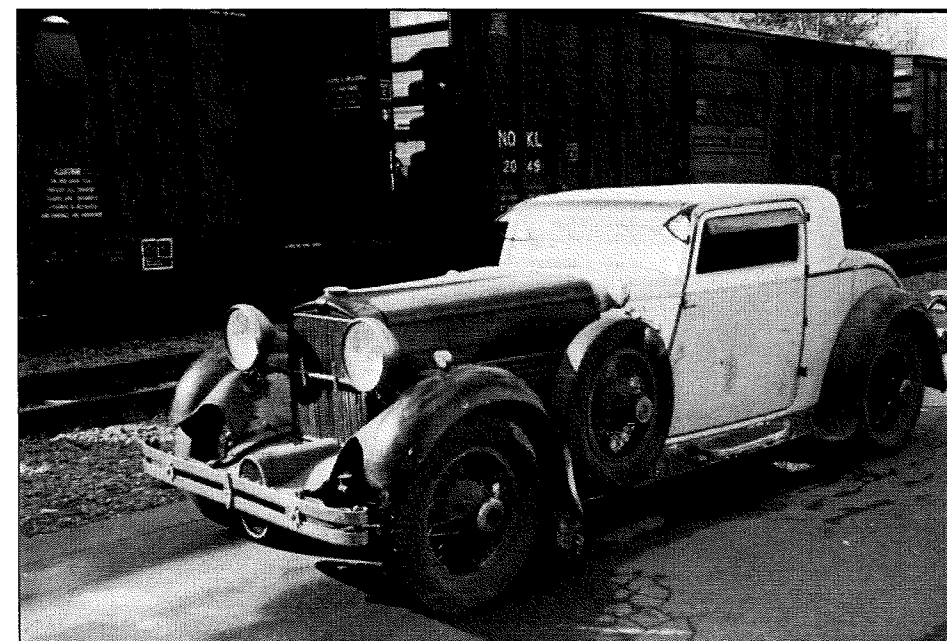
Plan now to attend and wait for details, or contact John Carlson 604-931-5948

Production is handled by AlphaGraphics.

COVER STORY

Peking to Paris Via London... Stutz and Bentley Provide Vintage Adventures

BY ADELE COHEN

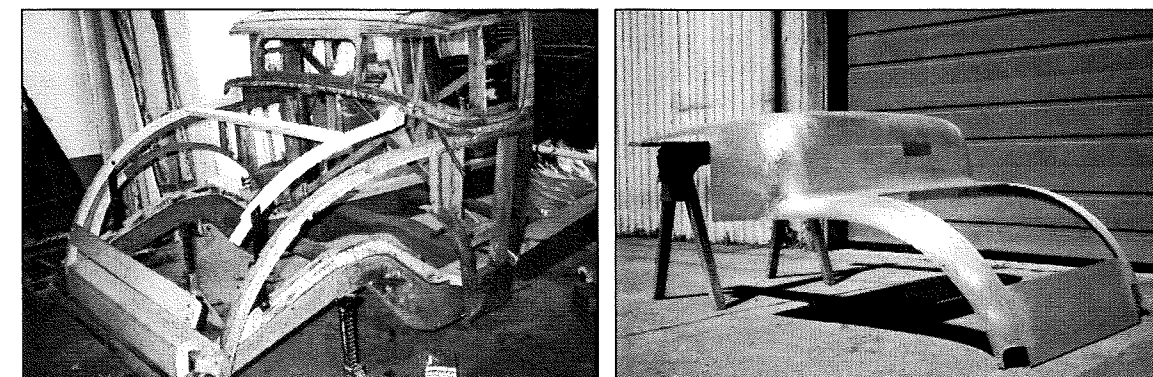


Before...the 1929 Stutz coupe as purchased from the A. K. Miller auction...

In 1907 the world's first motor rally took place—the Peking to Paris Rally. On September 6, 1997, this rally was revived for the second time in 90 years, as foreign vehicles were given temporary permission to drive across China and Tibet before heading on to the subcontinent, Middle East and finally Europe. For many of us participants, the culmination of two years of preparation included filling in a mountain of red ink, hoping our cars were in one piece at Xingang's port, working in a mad flurry of last minute "rebuilt," and partying at Beijing's upbeat Hard Rock Cafe. Much discussion took place when eyeing some cars with sophisticated equipment, under both body and bonnet, which totally disregarded the regulations set by the rally organisers in the spirit of the event (scrutinizing was superficial and a blind eye was turned to most infringements).

Nine months prior to the rally, my husband Dave bought our 1929 Stutz at an auction in Vermont from the A. K. Miller collection (it had been stowed in a barn for 40 years). Since the renovation of the car took longer than planned, we were denied the opportunity to test-drive and become familiar with the vehicle—a major problem when doing a rally such as this one. To our disappointment, we were forbidden to drive around Beijing as the cars were locked in a compound after we collected them from Xingang (the first time I got to actually try out the passenger seat!). Dave was keen to do the rally as close to the original one as possible, thus I agreed to participate provided he used a closed car (how ironic as Dave had originally entered his open Bentley which we eventually used to complete the rally).

We were given a stirring ceremonial sendoff from the Great Wall with the pomp and glory of a band, a dragon dance show, and speeches by members of the Chinese government. At last the flag dropped and 96 vintage/classic cars and crews began rolling westward covering the first of the 10,000 miles that separated us from Paris. A "million" well-wishers turned out to send us on our way while 5,000 policemen were mobilised to keep a vigilant eye on all the rallyers. Consequently we were forced to endure two days of driving in convoy through industrialised eastern China. The landscape was dreary—consisting of steel-works, basic apartment blocks, lumbering coal-wagons and a fog of pollution that yellowed the light and made one's eyes smart.



During...the bare essentials of a Lancefield Coupe...

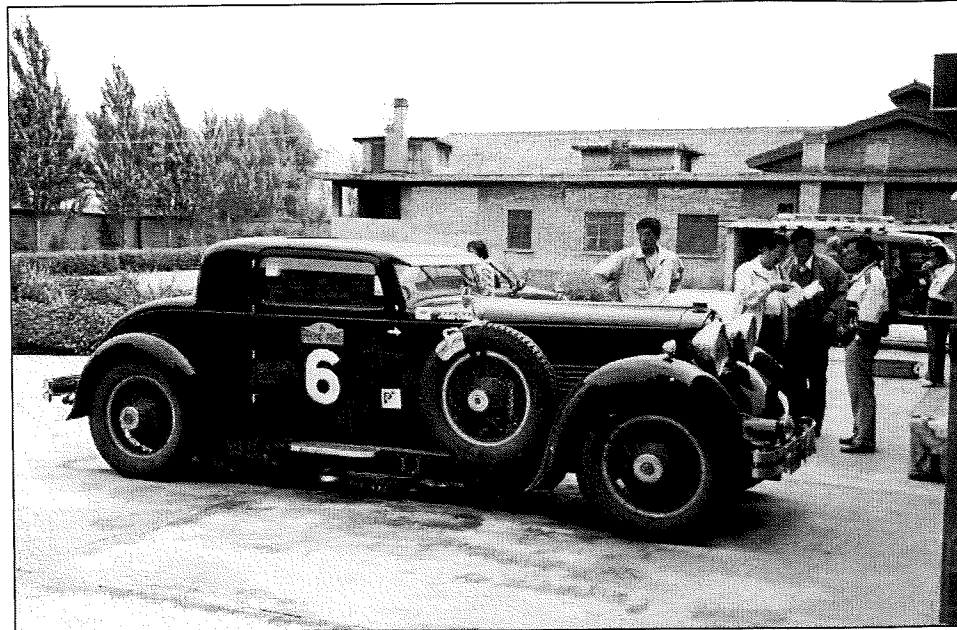
Continued on page 4

Our Cover Car is seen here on the Pebble Beach Concours d'Elegance winners' platform in 2000 where it took First in Class and received the Briggs Cunningham Award for Most Exciting Car Present. This was Pebble's 50th Anniversary. The car, a 1929 Stutz Supercharged Model M Coupe by Lancefield of England, was sold new by the London Stutz dealer, Warwick Wright, Ltd. Its 322-cubic-inch, single-overhead-cam engine with Roots crankshaft-driven supercharger delivers 155HP. This fast, 134.5-inch-wheelbase car came equipped with a Detroit four-speed transmission, a Timken worm-drive rear axle and hydraulic brakes. Only 24 supercharged Stutz cars were built and with its one-off Lancefield body this car is truly unique. To our regional misfortune the Cohens have recently sold this great Full Classic™.

Cover Story - Peking to Paris

Continued from page 3

Finally the police decided that we were far enough across the country to begin serious rallying, although they continued to lurk around every corner (or eye us with video cameras from their unmarked, tinted-window, 4 X 4 vehicles). This, however, did not stop the police from posting a list of rules and complaints on the bulletin board each evening on how we were to behave (e.g., we were to stop only for gas and the call of nature). Most of the traffic on the roads consisted of thousands upon thousands of trucks, new government civilian and army 4 X 4 vehicles, animal-drawn carts, putt-putts and various sized tractors as well as bicycles and pedestrians. Moreover, roads varied from brand-new highways, some with tolls, to treacherous tracks.



... and After...fully restored and ready to rally—across China no less!

Gradually, as we continued to follow the Yellow River, the heavy industrialised areas gave way to agricultural and then semi-arid areas on the edge of the Gobi desert. Colourful roadside displays of good quality fruit such as watermelons and peaches were a welcome relief from the monotony as we traveled through the various towns. Interestingly, Inner Mongolia has whole villages consisting of mud houses with caves above them in the nearby mountains which, we were told, sheltered the villagers when the plains are flooded. We were greeted with great enthusiasm, especially by the children—who were surprisingly well dressed. Moreover, we were impressed by the cleanliness of the sidewalks and areas surrounding the homes.

Although breakdowns were nerve-racking, they provided an unscheduled opportunity to interact with the locals. Subsequently, traffic would grind to a halt and a traffic jam would ensue in minutes. On one occasion, we had the driver of a truckload of beehives as one of our spectators! Furthermore, areas that appeared to be sparsely populated produced hundreds of curious bystanders and, when there was no visible police presence, some of our valuable tools disappeared in seconds. I say valuable because everything including the common screwdriver became irreplaceable. When both the car's battery and the spare went dead, Dave isolated the electrical problem to a faulty voltage regulator. Like many of the other competitors, we had arranged to have parts couriered to us at the main centres such as Lhasa and Katmandu, but although we tried every avenue the necessary part was unobtainable. Hours were then spent at so-called "workshops" where further damage was inadvertently done to some of the car's instruments.

Dave, as driver and mechanic, had his hands full while I, as navigator, was also fully occupied. Not only did I have to do the usual calculations in order to know when to change direction, or which route to follow, or when to clock in at Time Controls at

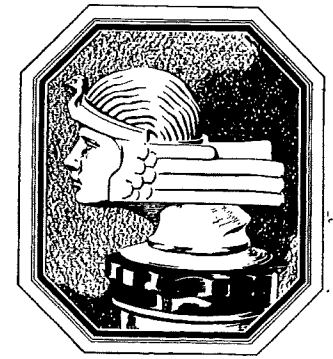
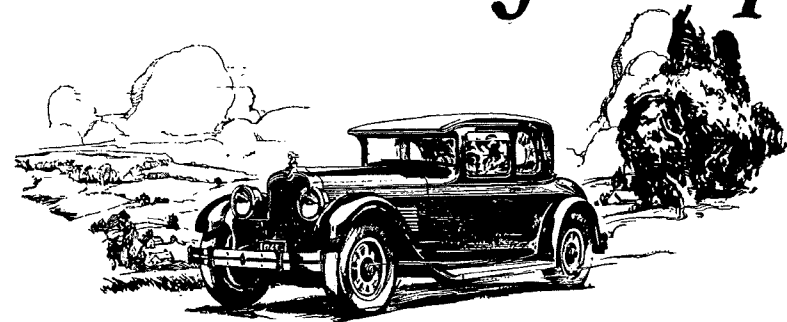
exactly the prescribed minute, I also had to do a conversion of miles to kilometres in addition to making an 18% correction to compensate for the inaccurate instrumentation of our vintage vehicle. Concurrently, we operated without the benefit of modern rally equipment, such as a Terratrip, etc. For the first few days we also had to grapple with the unknown gas consumption rate of the Stutz since our car had gone straight from the body shop in North Vancouver, British Columbia to dockside for shipping on to China (it literally had a one-hour test drive).

While navigation gets the adrenaline flowing, breakdowns push it to a higher level. The first time we saw the inside of a truck repair shop (found by our Chinese support team as there were no exterior signs), was when both of our batteries were dead. The Chinese team explained our problems to the mechanic who estimated that it would take two hours to repair the electrical fault. In fact, it took eight hours to complete. By that time we were completely on our own with only a contact name should we be unable to continue and be forced to return to Beijing. While the mechanic was busy with the car, I had the opportunity to chat with a lovely first-year medical student, Hannah-Lily, who could speak a smattering of English. She had been hauled in by her brother, the local head policeman, to assist us. This angel from heaven was somehow able to act as an interpreter between Dave and the mechanic. Once again we had a large audience watching us as they hadn't seen foreigners before. They were particularly fascinated by the colour of our eyes. Eight hours later, when we were ready to leave, some of the little girls presented me with their handiwork, good luck bracelets for the journey.

That day we had a good taste of driving in China alone—no police assistance to get us through the crowded streets or

Continued on page 7

What Stutz claims, the facts prove



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- 3 That it is the most "gentle" car to handle, and the most nearly effortless car to drive in existence; and
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These claims, again, are each and all supported by definite, visible and demonstrable features of the New Safety Stutz engineering.

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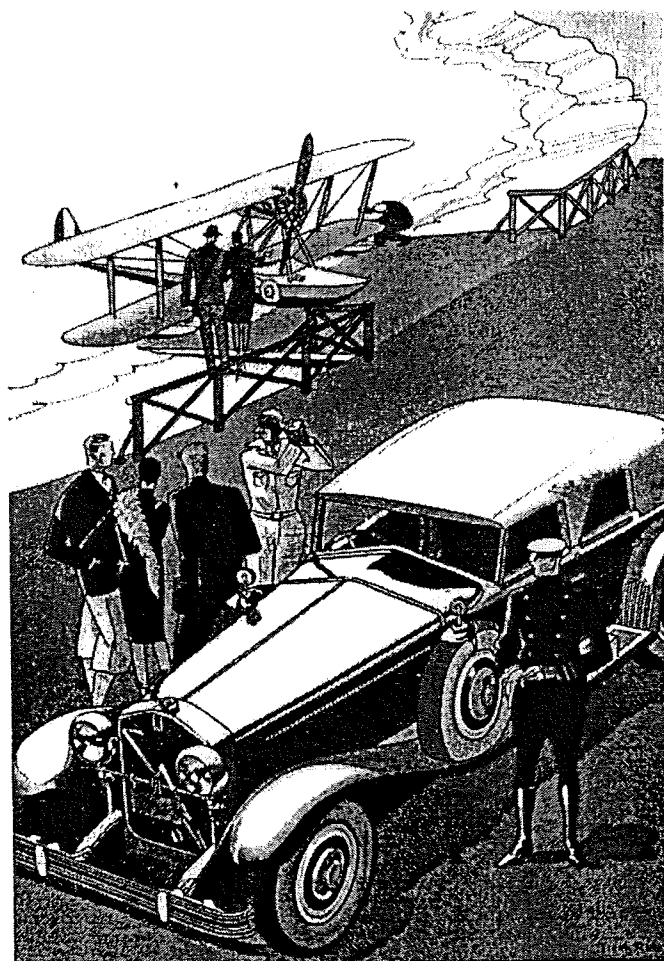
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The Museum is a 501 c(3) non-profit corporation, operated separately from the Classic Car Club of America and is tax deductible.

Cover Story - Peking to Paris

Continued from page 4

provide a sweep car as a backup. To make it more challenging, we were aware that our route book was inaccurate and that the police placed roadblocks at will. My navigational strategy now included a wave to the bystanders—a positive response would lead us to keep going the way we were until we came upon some identifiable landmark. We drove into the night and before our lights faded we realised how thick and putrid the smog was. Lights couldn't penetrate the night air even though we opened up the windshield to increase visibility. Without lights we traveled for 100 miles. At first we followed behind a truck. When it turned off, to our relief four men in a car agreed to allow us to follow them to our destination for the night. They sped off at breakneck speed as if this was the Indy 500 we had to win! Like most of the Chinese drivers they appeared totally untutored in the road rules as known to us. We followed Chinese style, honking and overtaking all visible objects—it was a nightmarish trip. All of a sudden their car stopped in the middle of nowhere and our "guides" crowded around our car; we thought they were demanding payment. With the useful script that Hannah-Lily had written in Chinese characters indicating our destination, we were once again able to make them understand where we were heading. All four men jumped back in their vehicle and our night chase continued. What a wonderful feeling to arrive at the town of our destination and our hotel. Although we offered them payment, they only wanted the privilege of gaining entrance to the international hotel complex where the driver (our "guide") greeted us with "Welcome to China" and they all proudly posed for a photo with our car.

The next day we drove through more interesting landscape and the car performed well. This was followed by our first day of rest and we all took the opportunity to sort out our car problems. While Dave went in convoy to a designated repair shop, my mission for the day in Lanzhou was tracking down some luggage straps to secure our luggage that was bouncing all over the place, especially on the brutal, unpaved roads. The parking grounds of the hotel were a real sight to see—many cars dismantled almost to the chassis so that nuts and bolts could be tightened or cars could be repaired after the past few bone-shaking days. Dave arrived back at the end of the day absolutely livid, fuming that the so-called "auto electrician" in this town had broken some of his instruments and made the problem worse. And for this privilege Dave had to pay in dollars! Late into the night Dave, together with some of the participants, tried to rectify the new problems. By dawn we were on our way again for the next 12-hour stretch.

Our final breakdown happened on the edge of the Tibetan Plateau, 25 miles from our campsite, when the generator/voltage regular problem forced us to stop entirely. It was raining and had turned quite cold. The support team was unsuccessful in assisting us, they signed off (which effectively put us out of the rally) and insisted that we go back three-and-a-half hours down the mountain to Xining. They said we were welcome to rejoin if we could solve the problem. We were left in the hands of the Quighai Mountaineering Association since the Chinese organisation that was meant to assist us had their own drama—one of their vehicles had crashed over the side of the mountain and their only other vehicle was sent to rescue them! Thus a random truck driver coming down the mountain was stopped and ordered to tow us to Xining. This was our second nightmare in four days, being towed down the mountain for three-and-a-half hours by a driver—who had probably never towed a car before—in the rain and dark (remember our car had no lights) through potholes, overtaking other vehicles on bends and stopping suddenly whenever the driver had to off-load goods.

In Xining a so-called "mechanic" was waiting to assist us at 10:30 p.m. that night. However, due to communication problems, it was impossible to assess whether he could genuinely help and we were rapidly running out of time. It was difficult to know if we could solve our problem and keep the car going until we reached Lhasa, four days away. We were confronted with formidable challenges—no medical help should we suffer altitude sickness and no help for any future breakdown. More worrying was the situation should we be unable to catch up in time to cross the Tibet/Nepalese border with the rally group since this closed border was to be opened especially for our rally (the first time in



David and Adele Cohen with their Stutz in China

Continued on page 8

Cover Story - Peking to Paris

Continued from page 7

20 years). In addition the Chinese Mountaineering Association only appeared interested in getting us out of Xining and onto a plane back to Beijing the next morning.

As a number of teams were forced to retire those first few days in China one of the participants observed how one saw everyone at breakfast but, as in war, how many would appear for dinner that night? Now it was our turn to be left behind. Back in Beijing, as one of the retired teams, we had the opportunity to commiserate with each other before saying our farewells. From Beijing we flew to London where we spent a few days recovering both mentally and physically from this most exhausting experience. Then, while booking our flights back to Vancouver it occurred to me that we should try rejoining with Dave's open 1931 Bentley 8 Litre Corsica Tourer which was stored right here in London. From reading the reports on the Internet we got the impression that teams with car problems were being trucked forward until they could find help—an option that had not been available to us where we broke down. People were being incredibly resourceful in keeping up with the rally, using vast amounts of money for the challenge, flying parts and even mechanics to main centres to overcome problems. The organisers turned a blind eye to the many rules which were being violated. This, however, worked to our benefit when we requested an opportunity to rejoin the rally in Turkey.

The Bentley proved to be a most suitable car for the European leg of the rally. Preparation was minimal—Dave checked water, oil and gas; pumped the tyres and tightened two bolts. We had to purchase a new set of maps, a first aid kit and tools. In addition, we had Canadian flags and a copy of the rally route book couriered to us from Vancouver. (Fortunately we had a photocopy there of the rally book since we were warned that if we misplaced these books, we would be disqualified.) We drove from London to Venice, caught a ferry to Izmir, Turkey and traveling 375 miles north, arrived in Istanbul a day ahead of the rally. This trip in itself was made more

enjoyable by the many people who approached us en route to enquire about the rally as the Peking to Paris insignia was prominently displayed on the car.

It was a most exciting moment meeting up with the group and being warmly welcomed back into the fold. As we dashed toward Paris, highlights of the European leg of the rally were the vastly changing scenes such as the varied architecture (mosques, Greek temples and then Gothic-styled churches), the driving styles, the culinary specialties and the climate (from sunny Mediterranean and Italian lakes to snow-covered mountain passes and ski resorts). The organisers made sure that we didn't forget this was a motor challenge by taking us over such roads as part of the old rough Acropolis Rally route. In return we were rewarded with some spectacular scenery, like Meteora in Greece where monasteries are perched on soaring outcrops and the only access is via baskets being raised and lowered to the valley.

Even though we were unable to complete the entire distance and feel the same satisfaction as the successful teams, we felt fortunate to have had the opportunity to participate in the second ever running of the Peking to Paris Motor Challenge... thanks to Phillip Young of Classic Rally

Association and his incredible team. On the one hand, we really regret missing out on the memorable day when the group crossed the very challenging four-mile strip of no-man's land and Friendship Bridge (closed for 20 years) to the overwhelming welcome of a "million" Nepalese school children all dressed in uniform. On the other hand, we were fortunate to miss out on the tragic day when a German father and son team were killed in a car accident in Pakistan—and the fear participants felt for their personal safety. In parts of both Pakistan and Iran, cars were stoned and those in open cars were subjected to punches as they passed hostile crowds. Not surprisingly, and without exception, all the women vowed never to set foot in Iran again under the present regime.

As expected, it was great fun being in Paris among so many new friends toasting their incredible determination, and sharing in the joy and sheer relief of their successes. We were also grateful that the Chinese authorities returned our Stutz in good condition to Vancouver and were delighted to learn from a letter, received from Hannah-Lily, that we had brought great excitement to the people of her home town.



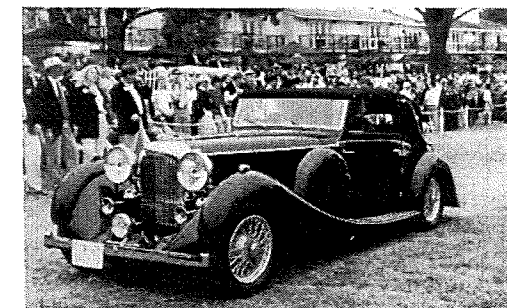
The author with the backup Bentley at Lake Garda in Italy. (What could be nicer than having this 1931 8 Litre Corsica Tourer in reserve?)



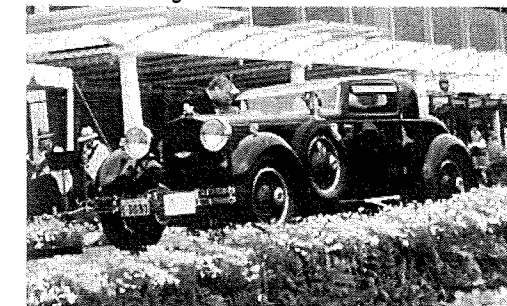
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1936 Lagonda DHC. 1st in class, 1999 Pebble Beach Concours d' Elegance.



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

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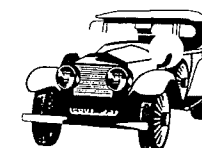
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My not-so-classic classy car is a 1968 Dodge Dart Convertible!

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Port Ludlow Saturday Night and a Three Ports

SUNDAY DRIVE

October 14-15, 2000

BY STEVE NORMAN

Well, they all seemed to have a great time!

The first ever and hopefully First Annual Joint CCCA PNWR and Ferrari Club of Washington SUNDAY DRIVE began with checkin at the Port Ludlow Resort condos, conversation with other CCCA and Ferrari folks, and subsequently dinner at the resort's Quatermaster banquet facility on Saturday night, October 15.

The buffet and bar provided food and beverages for the whole group of 27 CCCA and seven Ferrari folks. The dinner group ranged from an 11-month-old up to the really old guys of indeterminate age. We know who we are. We discussed all those things that we needed to and a few that we didnt. We



Gary and Merrie Sue Steinman in their 1948 Lincoln Continental Cabriolet

planned the Sunday morning departure, and then got a good night's sleep in the condos..

Sunday morning we met at the Quatermaster for breakfast, worked at getting a BMW 327/28 running (thank you Ron Doss for the use of a neat little battery), and drove off to the Port Gamble General Store to meet the other participants. Our SundayDriveMaster, Doug Breithaupt presented the driving instructions, rules of the road and some general advice on how to have a Great Sunday Drive.

Doug is the Official Rallymaster of the BMW Seattle, College Planning Network Classic Motorcar Rally. Doug also lives on the Peninsula, and knows

Continued on next page



Drivers' Meeting at Port Gamble—Tom Crook's original, unrestored 1939 Packard Twelve Convertible Coupe just waiting to go.

all the neat roads that you would never see on a normal drive. Doug had been asked to prepare a drive for the CCCA folks for the weekend of October 15-16, and had magically been asked to do the same thing for the Ferrari Club. Doug asked if it was OK with us to do a Joint Sunday Drive, and I agreed very quickly. Best agreement of the month.

The group departed Port Gamble at 10:00 a.m. with all the cars following Doug Breithaupt and his family, (Vickie, Bentley, Amanda and a daughter as of then unborn). Our target was Port Townsend. To get there we drove East, North, West, and South over the Floating Bridge (Southbound) just to get to Port Townsend. We made it.

It is interesting to see a lineup of Bentleys, Ferraris, Packards, Rolls-Royce, Lincoln Continental, Cadillac, BMW, Bugatti and a huge Mercedes-Benz open car, with a fulltime supercharger, tooling down the road followed by BMW Sportwagon chase vehicles.

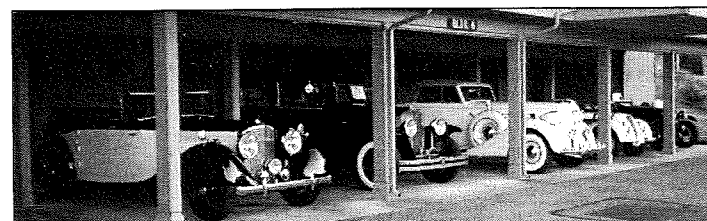
The SundayDriveMaster was wise in his planning. He took us on narrow roads that couldnt be driven at high speeds especially by some of us, and then when we came to the wide open roads, he allowed the fast cars to take off at a comfortable clip to a specific meeting place. This allowed the Packards

and Ferraris to clean the carbon out of their engines after the slow driving with the rest of us.

Our entrance into Port Townsend came via Fort Casey. This backway is a lot more fun than the regular highway. We went through downtown to the Manresa Castle for lunch of crab crepes arranged by SundayDriveMaster Doug.

We unfortunately overwhelmed the Manresa Castle with our numbers. We had 53 people arrive for lunch and we had only guaranteed 25 people from the CCCA based upon reservations received plus a fudge factor. Nevertheless, the staff at the Manresa Castle served us all, just a bit slower than is their standard.

We received a special surprise when Lorraine Milligan and her daughter, Deirdre, joined us at the Manresa Castle for lunch. They drove over from Sequim in the cleanest Auburn cabriolet that I have ever seen. The car had been meticulously restored by Lorraine's late husband Jim, who died last year while serving on the PNWR Board of Managers. This was a special surprise set up by CCCA members. Great Job.



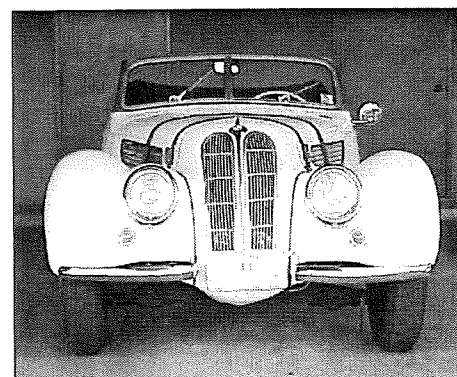
Full Classics™ all tucked in for the night.



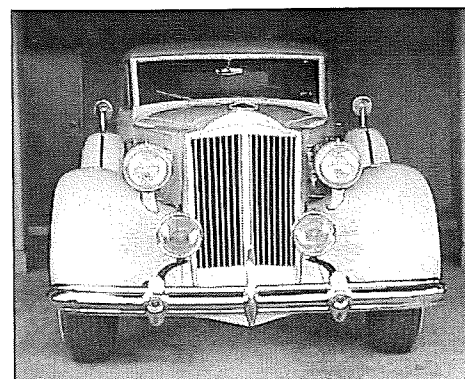
All in the family—Army Barer, right, with daughter and son-in-law Merrie Sue and Gary Steinman.



Hal Medén's 1938 Bentley 4-1/4 Litre Vanden Plas Drop Head Coupe and the 1928 Mercedes-Benz 630 Model K Erdmann & Rossi Tourer of Sig Linke and Darlene Kohlwees in front of the Port Gamble General Store. Hal's Bentley was chosen Car of the Day!



Steve Norman's 1938 BMW 327/328 Cabriolet.



1937 Packard Twelve Coupe Roadster owned by Ron Doss

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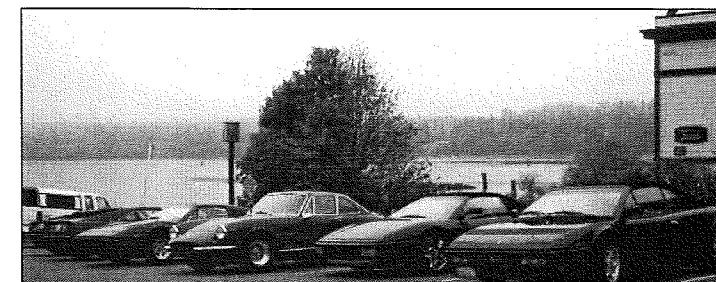
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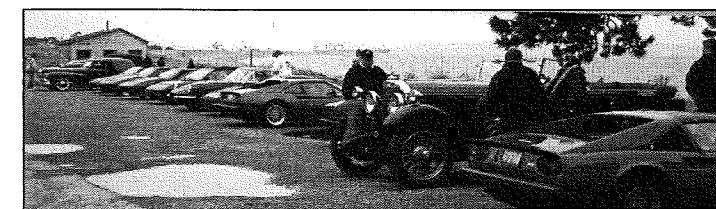
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Five (nc) Ferraris, five, count 'em.



Eight (nc) Ferraris!!! (And a couple of Full Classics™)

M and M Old Cars Tour to Argentina

BY BILL DEIBEL

On November 8, PNWR member Bob Reverman, Yoshi Aertker and I joined six other Americans and four people from England on a six-day tour in the Buenos Aires area organized by Mario Kaplan, MD and his son Marcelo. The Kaplans live in Buenos Aires where Dr. Kaplan has been involved in finding and exporting collector cars for many years. The Kaplans' object was to promote sales of cars either owned by them or offered for sale by other parties, but the tour package provided plenty of pleasure for those of us who did not find that one more car we couldn't resist.

After a delightful get-together reception at Dr. Kaplan's home the evening of our arrival we were treated with a number of garage tours in the area over the course of the first two days. These ranged from neat private car museums, where we were served wonderful, leisurely lunches with great local wines and German beer each day, to warehouses where a wide assortment of cars, mostly non-classics from the 30s were found—some for sale, some not. A highlight of the second day was a ride on the freeway in one collector's 1932 Auburn convertible sedan—a very nice all-original, unrestored Full Classic™ which was not for sale.

On Saturday we were turned loose at Auto Clasica 2000 held on a large open field adjacent to a horse racetrack at San Isidro, an attractive suburb of Buenos Aires. This was at least the third year of this event which consists of a concours and flea market. This year's event featured approximately 400 original or restored collector cars of all types from turn of the century vehicles to some premium, late-century European GT cars—I think with a cutoff of 1980. There were at least 25 Full Classics™ many of which will be featured in a future issue of Bumper Guardian. The cars were divided into about a dozen classes with at least half of them arranged under tents which came in handy during the late afternoon downpour. Fortunately we had plenty of time to see the show before the rain started. Various car clubs had tents of their own as did the Mercedes-Benz company. I found no bargains in the flea market—a tail light for my '51 Hudson (nc) was priced at \$90 so I didn't bother to even ask about a 12-cylinder Autolite distributor.

In between these principal activities the tour included a Buenos Aires city tour, an evening trip to a tango museum and show in a fine 1892 mansion, a traditional Argentine bar-b-que, a boat trip through the islands of the Rio de la Plata delta where locals have vacation cottages reachable only by water taxi or private boat. There also was a visit to the famous Sunday flea market in the antique shop district more correctly referred to as San Telmo. There was still plenty of time left for walking, shopping and dining on our own and all concurred that the food was superb—even fish

and fowl selections contrary to the rumor that all there is to eat in Argentina is beef.

The three of us from Washington had a big added dividend thanks to PNWR member Ted Reich from Portland who called me following my notice of this tour in a prior Bumper Guardian. Ted purchased a Bentley in Buenos Aires and gave me the names of two friends he had made there. I contacted one of these men, Wency Luiggi Arias, by e-mail before the trip. As a result Wency treated Bob and I to a sit-down dinner at the club house of Club de Automoviles Clasicos San Isidro (where women are not allowed). Many members drove their old cars which are the only cars allowed to park in the club courtyard. At this gathering were a number of men from Europe who had just completed the Argentine Mille Miglia which is run in the resort area of Bariloche. I believe this event and Auto Clasica are scheduled together

because many of the cars that participated in the rally were entered in the concours.

Una hora estupenda!

Full Classic™ items for sale that I observed are as follows. Prices shown are my recollection F.O.B. Buenos Aires and subject to error.

1930 Cadillac V-16 engine, transmission, axles, frame and radiator shell: \$19,000. 1931 Marmon Eight engine, transmission, axles, Buffalo wheels, frame & radiator shell: \$8,000. 1928 Cunningham V-8 ambulance: \$19,000. Although a Full Classic™ chassis the ambulance body renders this vehicle non-classic, but it is in extremely good unrestored original condition and appears totally complete. It is quite majestic!

Other Full Classic™ cars listed by the Kaplans as available at the prices listed, but which we did not see are:

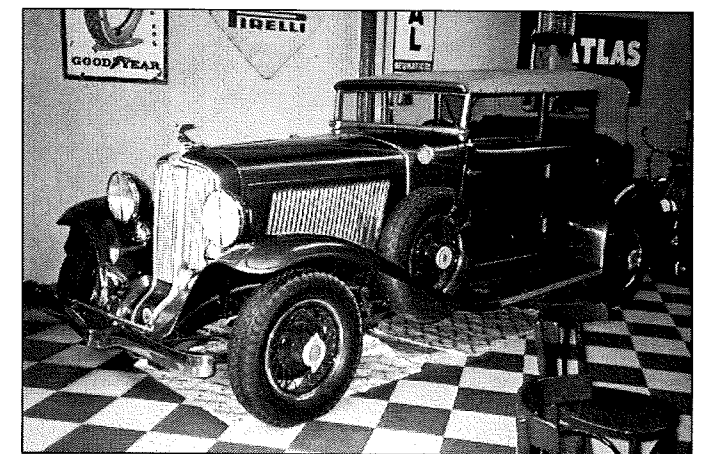
1932 Auburn 8-100A cabriolet, unrestored: \$30,000.
1929 Cadillac 341B touring car, restored \$80,000.
1928 Packard 443 roadster, original, unrestored: \$69,000.
1928 Packard 443 limousine, restored: \$55,000.
1930 Packard 640 Phaeton, restored: \$71,000.
1938 Delahaye replica LeMans body, restored: \$55,000.

The Kaplans can be reached by e-mail at mkaplan@elsito.net or mvkaplan@intramed.net.ar and you can visit their web site <http://SpecialCar.com/m&mkaplan/> where pictures of particular cars can be posted upon request.

Continued on page 13



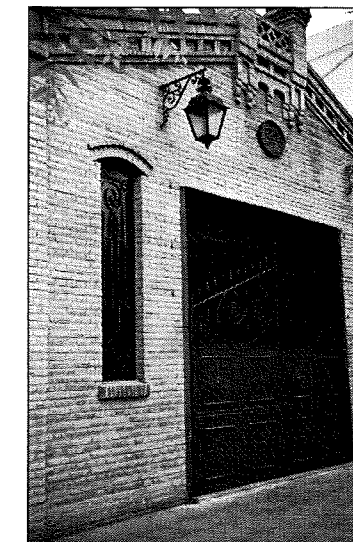
Nicely restored 1929 Rolls-Royce 20 HP chassis with locally styled reproduction tourer type body (nc) at an attractive private car museum in Buenos Aires—first stop on the tour. Rolls-Royce 20 HP authority and author John Fasal from Wormley, Hertfordshire, England standing on the left next to David Roser(?), a Silver Ghost collector from Sussex, England; tour leader Marcelo Kaplan stands in the rear.



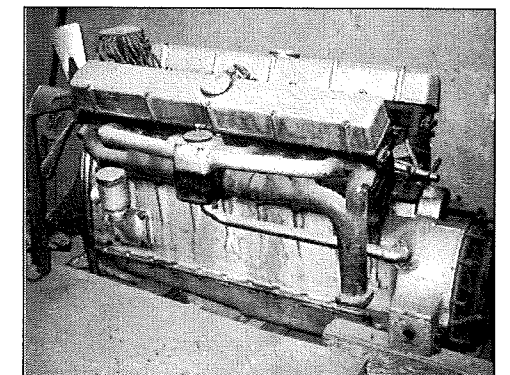
Essentially unrestored, original 1933 Auburn 8-105 Convertible Sedan owned by Roberto P. Marenzi of Buenos Aires. Sr. Marenzi acquired this car from the family of its original owner and took two groups of tour participants in it for a 65 MPH ride along an expressway.



Lunch time in Roberto Marenzi's "garage"—Auburn in background.



Elegant street entrance to the Marenzi garage museum.



1930 Cadillac V-16 engine for sale. This engine and its associated running gear had been slated for assembly into a "bacquet" or home-built, 1930s grand prix-style race car. Bacquet racing was very popular in Argentina for many years.



M & M Tour organizer Mario Kaplan, MD sits at his dining room table in front of the tour group at the arrival-day reception. Bob Reverman and Yoshi Aertker right foreground, Bill Deibel center rear.



Santa Gary and Joyce Johnson

They Wished You a Merry Holiday and a Happy New Year

BY DARLENE KOHLWES

Amid a few slow-falling snowflakes on December 10 several Full Classics™ pulled up to the Broadmoor Golf Club entry circle for our last gathering of 2000: the annual Holiday Party of the Pacific Northwest Region of the CCCA. Event Co-Manager Siegfried Linke, along with Joe Gordon, manned the welcome table to greet everyone as they arrived.

A total of 79 PNWR Members shared the Guest List with a few invited Friends, Special Family Members, Several Santas, Daniel Boone, a World Famous Harpist, a Christmas Angel and a few Male Fashion Models.

Everyone dressed festively. The Christmas tree and decorations were magnificent...the service impeccable and Broadmoor's Special Occasion Brunch was excellent as usual. All of our Broadmoor Golf Club servers received tickets for two or four people to a special screening of the new Nicolas Cage movie, "The Family Man," compliments of a secret Santa.

At the beginning of our brunch, acclaimed harpist Bronn Journey played many arrangements of old and new Christmas music. It was a rare treat to have such talent present. (For Bronn's 2001 concert schedule or any of his marvelous CDs or tapes call 360-793-1610 or log onto bronnjourney.com.)

The featured accessory of the day was anything in Vintage Fur—and enthusiastic members really did their part to add fun and fashion to the program. Show 'n Tell included many members bringing, wearing and displaying furs and taking part in the informal Fashion Show.



Joe Carman III, our lead male fashion model, modeling his rare wombat coat. His shoes complete the outfit!



Conrad Wouters, in his 20-minute pose, manikin-modeling Tom Sumner's vintage cane/umbrella.



Sherry Ruxer with her 1960s sable-mink cape and muff.

Joe Carman, III wore his huge, heavy, wombat coat with racoon collar and was our Lead Male Fashion Model...telling us interesting facts and history of his rare fur from a small Australian marsupial. Barbara Carman also wore a fur, her full-length racoon coat from I. Magnin. Barbara McMichael displayed several furs, Gayle Doss modeled various fur coats and capes, Gerry and Doreen Greenfield's daughter, Laurene, and her friend Tara Staudinger modeled different types of fur hats, capes, muffs, coats, jackets and the ugliest rare South American animal purse which complimented Daniel Boone's (alias Al McEwan) coordinated outfit statement.

Several Santas impersonated themselves and added color and personality to the affair. Hal Medén loaned his Santa hat to Peter Hageman's son, Paul, as he assisted in the

fur-drawing part of the program. One of our new members, Jeff Low, donated four more Santa hats; and also, being a banker, he printed up the \$2 bills given back to the 10 members who paid for this party at the November Annual Meeting.

This was a rare time when individuals who paid in advance received \$\$ back! The current economy has been so bullish that that

a few members like Jack and Pat Goffette "used their discretion" and overpaid for their brunch. Co-Manager Darlene Kohlwes accused them of "fuzzy math;" and Bob Reverman sent in his money before the event was even planned! Upon hearing this, Peter Hageman also overpaid.

Tom Sumner brought his stylish wood cane with a secret umbrella concealed inside which Conrad Wouters mannequin-modeled on stage—adding much "English ambiance" as one member noted. Conrad also held the microphone (which never worked). Sherry Raisbeck modeled her hand-made pheasant-feather boa and elaborate matching hat. Joyce Johnson gave a walk through the audience showing her silver mink coat and several other furs.

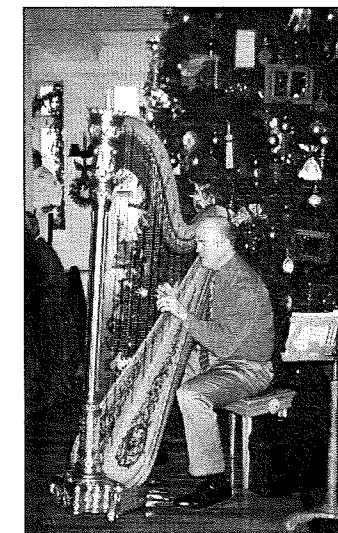
Sherry Ruxer modeled her 1960s sable/mink cape and matching muff with exquisite long mink tails. Gregory Nolan brought along his 1940s four-pelt mink scarf with its four "faces" which he received as a Christmas present two years ago. Bernice Rind wore her Persian lamb coat and Karel Deibel wore a white ermine evening cape that had belonged to Bill's Mother. Fur pieces were draped over many chairs and Fur was flying...everywhere! Siegfried forgot and left his 1939 German officer's leather and fur coat at home in the closet as he was busy moving Darlene's fur collection.

For every fur piece a member brought, he or she could register their name for several drawings. Three people including Al McEwan and Sherry Raisbeck forgot to enter the drawing and stormed the inoperable microphone. So Darlene had to change the rules mid-stream and allow them to cast their names into the hat after all. Next time Carl Bomstead may decide to bring his recently acquired WTO riot gear to help in future crowd control when members get totally out of hand. All ladies left with an aqua Tiffany & Co. box and velvet earing pouch. The men had a velvet cufflink pouch by their table service.

The event finale, "A Band of Singers," which included all the PNWR Board, Officers and Others (except Ron Doss who suffered from a severe sore throat!), sang "We Wish You a Merry Christmas." Their musically talented leader, James Raisbeck,



Santa Wade and Mary Carter



Bronn Journey



Tara Staudinger modeling Daniel Boone's rare purse.

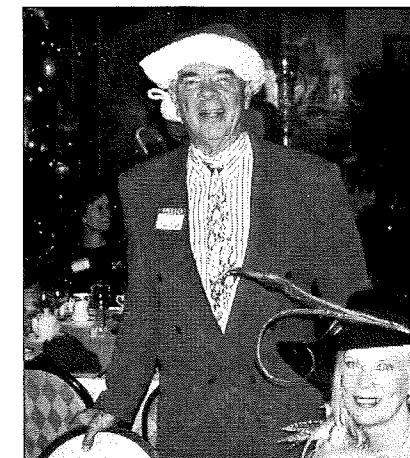
made this a cultural event. Even though they needed the sheet music for this basic song, they sang with real gusto and stayed on key! By next year's Holiday Party, "The Band of Singers" will have become so famous and sought after that we may not be able to afford them. They were a pleasant highlight to the festivities...another Class-ic Act.



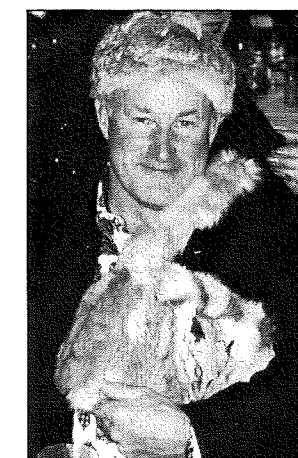
Jeff Low and Ron Doss who was suffering from a severe sore throat.



"A Band of Singers" Tara Staudinger and Laurene Greenfield "awed" by the harmony of left to right : Hal Medén, Leader James Raisbeck (back to camera), Lee Zuker, Al McEwan, Darlene Kohlwes, Conrad Wouters, Peter Hageman, Gerry Greenfield, Carl Bomstead, Bill Deibel, Bill Mote, Rick Turner, Paul Murray and Director Gary Johnson.



Would the REAL Santa PLEASE STAND UP? Santa James and Sherry Raisbeck.



Daniel Boone (alias Al McEwan) with his racoon hat and matching South American animal purse.

Continued on next page

2001 CCCA Annual Meeting January 4-7 Provides Great Opportunity to Explore and Feast in San Diego

BY GRACIE DINSMORE
PHOTOS BY GARY JOHNSON AND BOBBIE'DINE RODDA

The 2001 Annual Meeting of the Classic Car Club of America has come and gone. San Diego, or should I say Coronado Island, was wonderful! Headquarters for the meeting was the Hotel Del Coronado. Most of you may remember this hotel from the Marilyn Monroe, Tony Curtis, Jack Lemon movie "Some Like It Hot."

Dan and I flew down one day early. Bob and Renee Larrabee were also on the Alaska Airline flight. Just before landing the captain came on the loudspeaker to reassure everyone that the smoke we were smelling was not coming from the plane, but from the brush fires being fought in nearby Alpine.

The Hotel Del Coronado looks pretty much like it did in the movie. There have been some changes, but not enough that you can't recognize it. They have enclosed the front porches and made them into office space and have added some newer buildings that are closer to the beach. The view and weather were really something special!

Thursday was the first official day of the meeting. The room set up for registration was not going to open until noon, so Dan and I decided to walk around town and get something to eat. Just after we were seated in a little restaurant and reading our menus we noticed some long-time CCCA friends from Arizona standing outside trying to decide if they wanted to come in. They did and we had a great visit and lunch with Don and Barbara Klusman, and Bill and Joan Clayton. By the time we got back to the hotel the registration room was open and packed elbow to elbow with club members. It was super to see so many old friends.

That same afternoon we took buses to the aircraft carrier U.S.S. Constellation for a tour before our buffet dinner at the nearby Officers' Club. The U.S.S. Constellation will be retired when the U.S.S. Ronald Reagan is finished in a couple of years. We ate dinner with Gary and Joyce Johnson, and Phil and Patty Grisham. If people walk away from a buffet dinner hungry it's their own fault.

The annual business meeting was on Friday morning. Dan and I aren't really into all the stuff that goes on there. When we go, we like to take in a lot of sights. We had tickets for the city trolley ride and caught the earliest one heading out. We had the best time. Our trolley driver said that he always asked a few trivia questions and the winner would get a big token called the "vacation decision maker." It is a big token with "Heads" on one side and "Tails" on the other. Dan won the prize because he knew what Balboa was famous for, but the trolley driver forgot to give it to him. Since we left so early we had time to get off the trolley several times. We got off at Balboa Park and walked through a few of the building exhibits.

Later after a fantastic Mexican lunch we decided to take the next trolley back to the hotel. Much to our surprise we were back on the first trolley we had taken. The driver again said that he had a couple of trivia questions and Dan asked where the prize was that he had won in the morning. By the time we got back to the hotel we both had a "vacation decision maker" because I answered the second question. I guess that we will never be able to decide what to do on a vacation if we both bring our tokens.

Friday night's dinner was at the AeroSpace Museum in Balboa Park with a tour of the adjacent San Diego Automotive Museum before-hand. Dan and I belong to several CCCA Regions so we were invited to dine this night with Oregon Region members. Jerry Hanauska and June Fezler, Larry and Aloma Douroux, and Howard and Evelyn Freedman who are also PNWR members were among the group. Friday is the night that all regional awards are presented. I know that the Pacific Northwest Region won a few awards, but the acoustics in the room were terrible and the building is in the flight path of incoming airplanes. We had some very nice views of the undersides of landing jets.

Dan and I took several early morning walks on the beach. One morning as we were headed back to the hotel we were surprised to see a sea gull fly up and land on the balcony of a hotel room. The sliding door was open and the sea gull hopped in and started to eat off a room-service tray. That evening we were talking to a couple from Colorado and it turned out that it was their room the sea gull flew into.

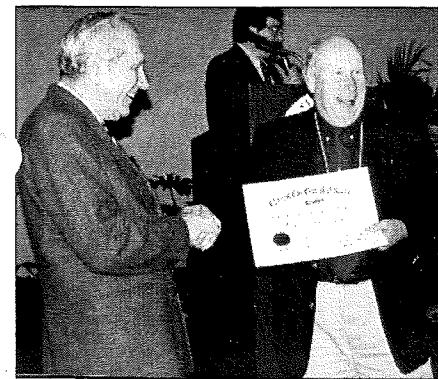
Saturday morning was car judging and Gary Johnson and Al McEwan from the PNWR were among the judges. For some of us it was also the day for a trip to the San Diego Zoo.

On our many bus trips we were driven by the home where former President and Mrs. Clinton stayed when they were in San Diego. The house belonged to M. Larry Lawrence, the friend of the Clintons who claimed to have served heroically in the merchant marine during World War II, and was therefore allowed to be buried in Arlington National Cemetery—a claim later found to be a big lie. One bus driver told us that they had to dig him up and that he is now buried in a cemetery in San Diego.

Saturday evening was the final banquet. No bus trip or buffet dinner this night. Instead a sit-down dinner was provided inside a big enclosed tent on the grounds of the hotel. Dan and I hadn't eaten with our Arizona friends, so we sat with them that evening. After dinner a lot of club members headed back to the hospitality room to talk and say their farewells.

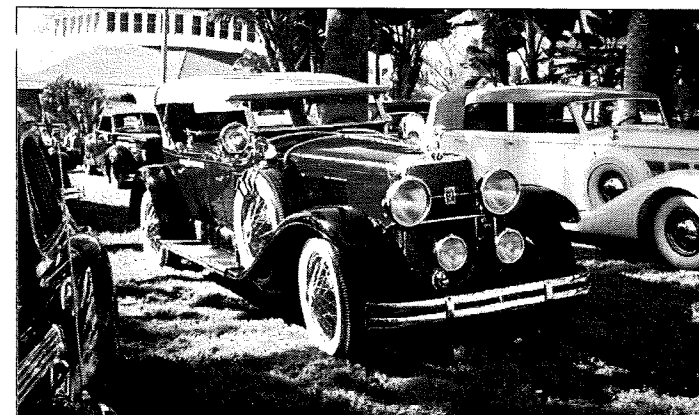
Sunday morning the club had made arrangements for a brunch outside. They served all the usual fare, but they also had

Continued on page 17



Regional Director Gary Johnson receiving the Dietrich Trophy certificate from CCCA President Carl Steig.

National Director and PNWR member Phil Grisham with wife Patty.



Full Classics™ ready for judging in front of the Hotel Del Coronado.



PNWR member photo op. Left to right: Larry and Aloma Douroux, Glenn Mounger, June Fezler, Joyce Johnson, Bobbie'dine Rodda, Al McEwan, Joe Carman III, Dan and Gracie Dinsmore.

PNWR and Other Highlights from the 2001 National Annual Meeting

Dan Gernatt was presented with the Club's most prestigious award, the Citation for Distinguished Service in recognition of his many years of outstanding service.

PNWR member Glenn Mounger, Chairman of the Pebble Beach Concours d'Elegance presented a check in amount of \$25,000 from the Pebble Beach Concours to the CCCA Museum.



Glenn Mounger announcing the Pebble Beach Concours d'Elegance \$25,000 gift to the CCCA Museum.

The Pacific Northwest Region was honored to receive the Dietrich Trophy for best regional attendance at last year's National Annual Meeting and received third place recognition in the Primary Division of the Turnquist Trophy competition for best regional publications.

Incumbents Bill Snyder, Dave Mitchell and Tom Goad were re-elected to the National Board of Directors along with newcomers Tom St. Martin and Fred Guyton.

Annual Meeting

Continued from page 16

a table with shrimp, crab legs and more exotic things. More yummy food than we could eat.

Next year will be the 50th Anniversary of the CCCA. The Annual Meeting will be in California again. From what we were told they are planning some pretty special things. Maybe more of our PNWR members will be able to attend.

PNWR members attending the meeting in addition to those mentioned above included: Joe and Barbara Carman III, Glenn Mounger, Bob Reverman and Yoshi Aertker, and David and Mary Williams.

CANADIAN CAR CLUBS PART 2

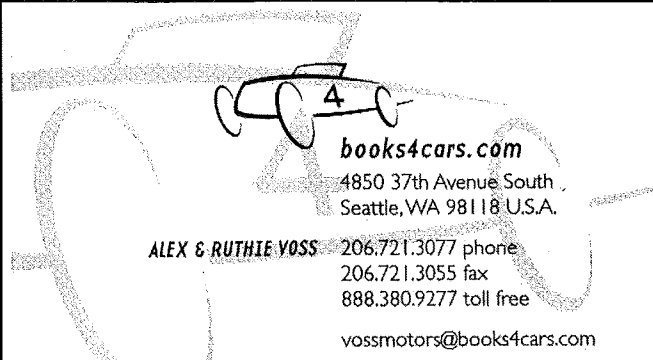
BY JOHN CARLSON, VCCC DIRECTOR AND PNWR LIAISON

The Vintage Car Club of Canada is the largest single, operating collector-car club in British Columbia. Six or seven old car enthusiasts who had a vision and recognized the need for a government watchdog, as well as just plain having fun with old cars, formed VCCC in the mid-50s. Today this is a registered society that hosts 23 chapters and has more than 1200 members in British Columbia. The VCCC hosts various events around the province, including the Annual May Tour, which is held in a different part of the province each year. Anyone may attend this event and there are often a number of families from the U.S. who attend each year. For example the late Harold LeMay and his wife Nancy members of the VCCC attended as many May Tours as they could.

The May Tour is held on the May 20 weekend each year (our Victoria Day three-day weekend). This is a driving tour that is hosted by a different chapter each year. Along with all the festivities there is a mini-concours complete with judging and awards. This has been a tradition for more than 40 years. On average 30% of the tour participants have their cars judged by over 50 judges. This event usually attracts 200 owners and their vehicles. This May the popular event will be held in Sicamous, B. C. (east of Kamloops) and it is already full. If you have any desire to participate in this event, registrations for the following year, when the tour will be held in Campbell River on Vancouver Island (salmon fishing capital of the world), will open in June 2001. I anticipate the 2002 tour will be full by October 2001. For information contact me during the summer or early fall for details. The air is clean, the cars are slow, the exchange rate is in your favor and the fishing is great. This will be a very folksy, family-oriented, laid-back affair.

The VCCC is managed by a National Board of Governors, which is headed by a President and executive members representing each of the chapters. Their prime function is to promote the acquisition, restoration, preservation, salvage and maintenance of motor vehicles, 25-years old or older. There is a special committee that oversees government legislation and acts as a watchdog provincially so that we may continue to enjoy our cars. There are more than 700 pre-50s vehicles, including the Antique Chapter catering to pre-1915 vehicles which currently has over 50 vehicles on its roster.


In each section of our province there are chapters that host a variety of car-related events throughout the year. If you are traveling in B.C. all you have to do is contact a specific chapter to find out what is happening on any given weekend. Both club and non-club members alike are invited to join in the activities. The VCCC has an open membership policy and anyone from the United States or Canada may join and take advantage of its monthly newsletter, membership roster and year round activities.



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Judging Seminar Well Attended New Rule Changes Explained

BY BILL DEIBEL
PHOTOS BY DON REDDAWAY

Tom Crook's Classic Cars was the scene Saturday, February 3, for a Judging Seminar in anticipation of the forthcoming Grand ClassicSM to be hosted by the PNWR on July 14 this year. Fifty-five full and associate members and four guests turned out to participate. At 10:15 a.m. following coffee and donuts Bill Deibel and Don Reddaway, Head Judge and Assistant Head Judge designates, respectively, conducted the program. The participants were asked to judge two of Tom Crook's cars after which they compared their scores with the consensus of a four-judge team of recognized CCCA Master Judges. This procedure followed a showing of the new 2001 CCCA judging tape and explanation of the new one-sided judging form and recent rule changes. With ample time for questions the seminar was concluded by 1:30 p.m.

Major changes to the judging rules enacted last year are as follows:

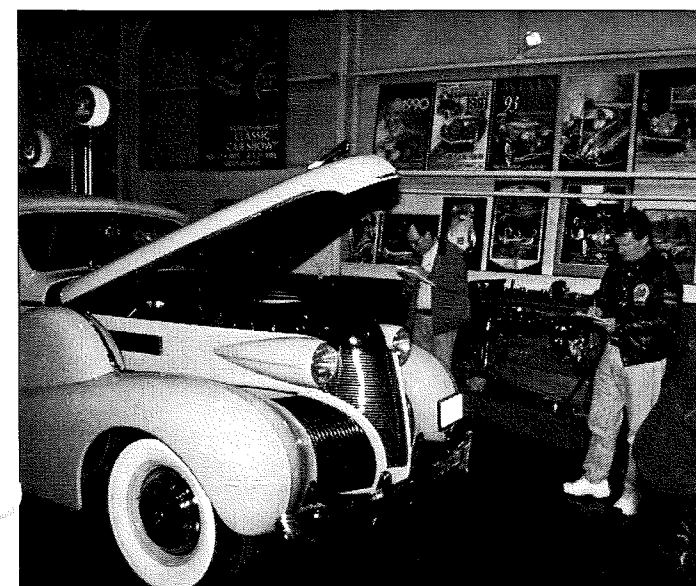
- Missing badge or ring on a Senior or Premier car no longer disqualifies it for judging, but calls for a deduction of five points instead.
- There are no longer any mandatory point deduction items.
- Beveled non-safety glass is now permissible in wind wings that were so manufactured when new.
- Modern turn signal switches openly installed are now permissible along with extra period style front and/or rear signal lights without point deduction provided these items are installed tastefully in a workmanlike manner.



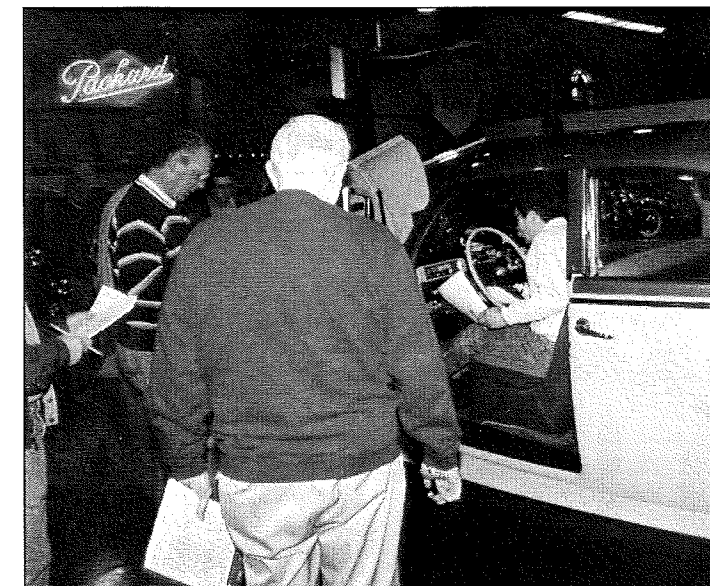
It's classroom time.



Seminar participants prepare to judge Tom Crook's 1941 Packard Model 180 LeBaron Sedan.



Bill Mote and Fred Bonin judge Tom Crook's 1939 Cadillac Model 75 Fleetwood Convertible Sedan.



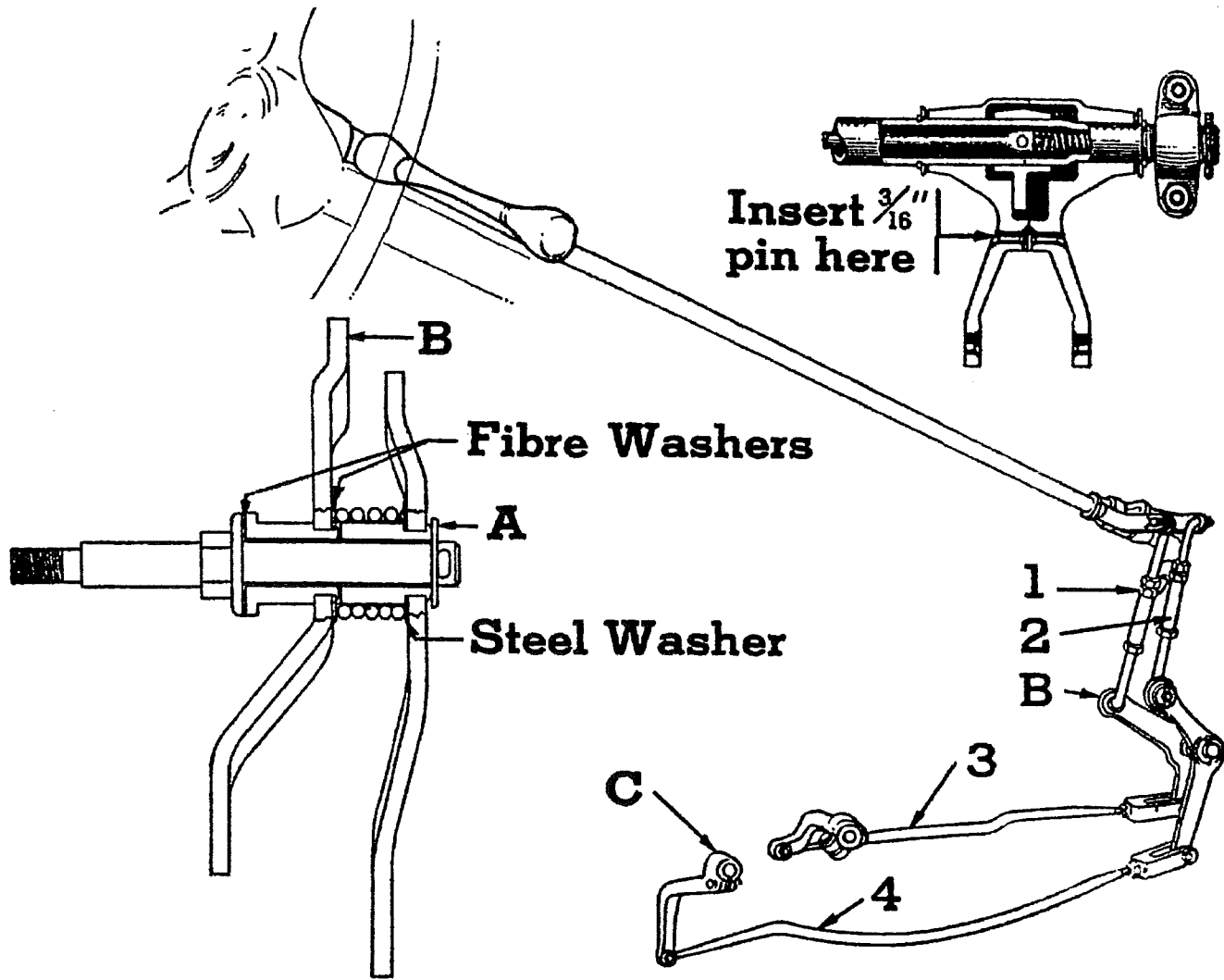
Sig Linke, Hal Medén, back to camera, and Bill Mote at the wheel, getting with it on the Packard.

Attention '39 - '47 Packard Owners...
Heed the Following and Don't Get Yourself Stuck In Gear

Packard Transmission Shifter Mechanism Adjustment—1939 to 1947

The adjustment on all these models is very similar. Before beginning check for worn parts and repair as necessary.

To adjust insert a 3/16 inch rod or drill through the aligning holes in both of the column lower levers. Disconnect linkage rods 1, 2, 3, and 4. Set the gearshift and levers on transmission cover in neutral position. Adjust rod lengths to fit and reconnect them to the levers. Be sure to tighten the turnbuckle locknuts. With all rods disconnected, the friction drag should be 2 to 4 pounds on a spring scale hooked in the top hole of the long lever B. If friction drag is less, wash all oil and grease from shaft bearing with solvent and add a shim washer at A as necessary to restore the proper friction drag. The 1939 model gear shift bell cranks are provided with oil impregnated bushings riding on a zinc plated shaft and should never be lubricated. The addition of lubricant on these models will reduce their natural damping characteristics and may cause excessive gearshift vibration at the steering wheel. When applicable the second/high lever to steering-column stop should be adjusted so that the rubber cap is compressed at least 1/8 inch when high gear is engaged.



Transmission shifter mechanism

J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)
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Applicant _____ Date of Birth _____ Occupation _____
Address _____ Zip _____
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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We Require: 1. PHOTO of all vehicles listed 2. APPRAISAL for each vehicle valued at \$20,000 or over

Year	Make	Body Type Series or Model	V.I.N. (Vehicle I.D. Number) Serial or Motor Number	Present Valuation (Amount of Insurance)
1.				
2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

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

NOT AVAILABLE IN ALL STATES.

Signature: _____ Date: _____

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



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and a Three-Ports
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Gary Johnson	1937 Packard Twelve Club Sedan
Hal Medén	1938 Bentley 4 1/4 litre Vanden Plas Drophead (with top down)
Arny Barer	1929 Franklin 130 Convertible Coupe
Chuck Anderson	1934 Rolls-Royce Brewster Town Car
Ron Doss	1937 Packard Twelve Coupe Roadster
Tom Crook	1939 Packard Twelve Convertible Coupe
Gary Steinman	1948 Lincoln Continental Cabriolet
Sig Linke	1928 Mercedes-Benz 630 K Erdmann & Rossi Tourer
Joel Norman	1938 BMW 327/28 Cabriolet
Annie Norman	1928 Bugatti Type 44 Roadster
Greg Nolan	
Bob Reverman	
Bill Deibel	1989 Prowler 10M Motoryacht (nc!!!!)

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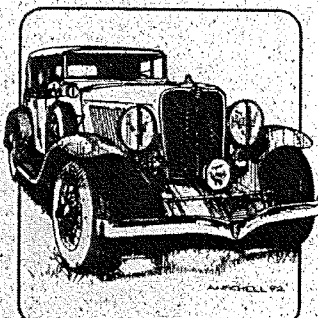
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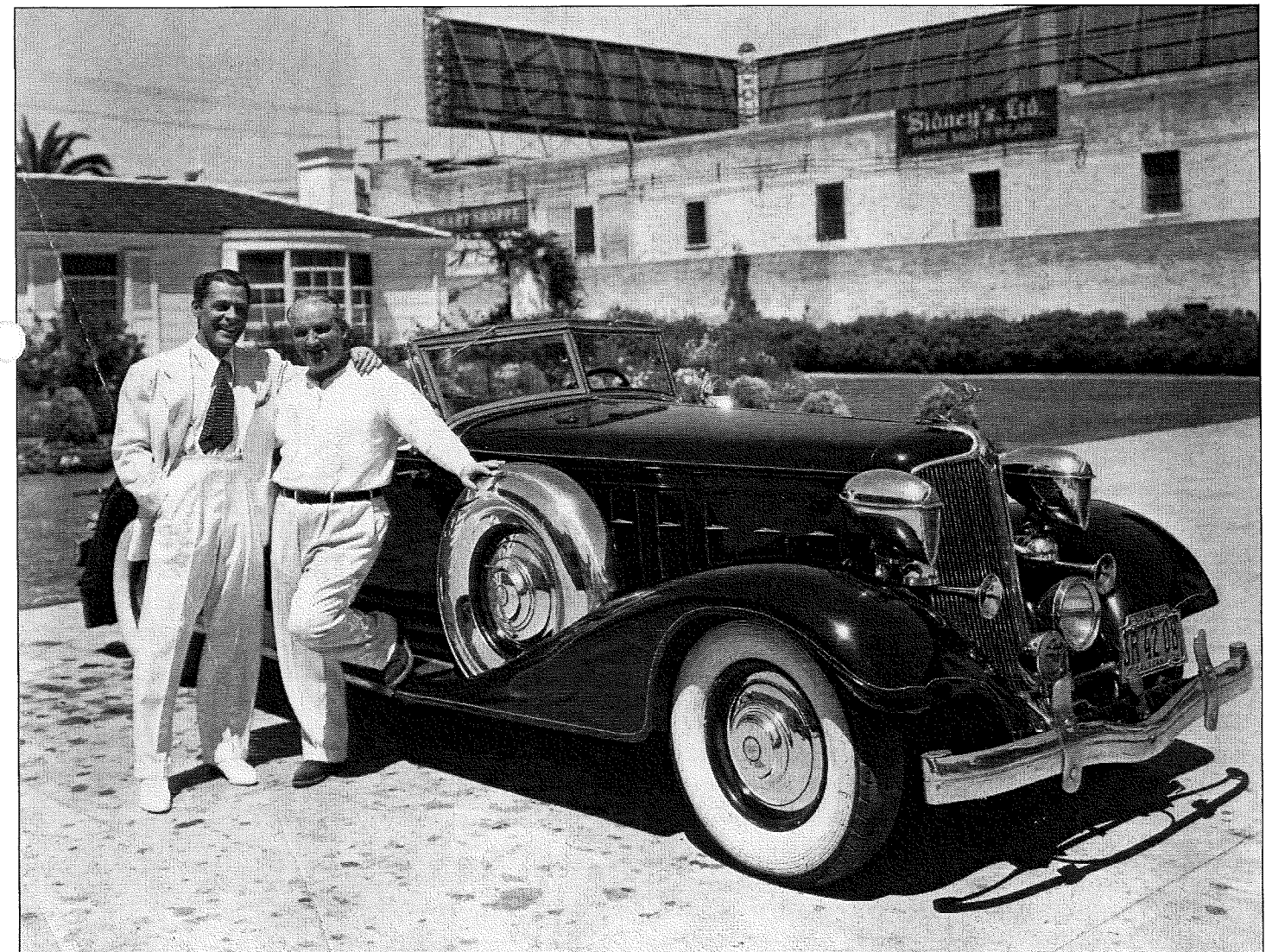


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**These Boys Look Ready for the
2001 Pacific Northwest Grand Classic®**

Are You?



Brian Donlevy, left, in 1936 with Alan Dwan who was then directing the 20th Century Fox film "Trouble Makers." These guys could probably make lots of trouble in this 1933 Chrysler Custom Imperial Phaeton by LeBaron. Note the Woodlites, an unusual option for this car, the single Pilot Ray driving light and the full chrome tire and wheel covers yet painted radiator shell. Photo from the Carl Bomstead collection.



Taken at the Newport Concours d'Elegance. Left to right: Glenn and Ken Vaughn, Alma and Phil Hill.

Glenn Vaughn Restoration Services, Inc.

550 North Greenferry Road • Post Falls, Idaho 83854

It was at the 17th annual Newport Beach Concours d'Elegance in the final months of 1999 that the legendary Phil Hill and Ken Vaughn met to be honored.

Judged to be the most significant restoration shop of last century, Hill and Vaughn was truly a magical moment in history. Ken was excellent with cosmetics such as color and texture while Phil was unsurpassed at getting the mechanics just right. With these two on the management team, the customers were assured of exceptional quality.

There was one show where five Hill and Vaughn cars were to be debuted at once. When my father gave me the assignment to get them ready for the show, we simply pulled together and met the deadline. We didn't know it then, but this became our signature as word spread that the five cars scored 499¾ points in a tough CCCA show.

Interestingly enough, this carries into the present where it is not unusual to see an advertisement in Hemmings in which the owner will state that what is offered for sale is a Hill and Vaughn.

Glenn Vaughn Restoration Services, Inc. is carrying on this great tradition. A staff of eight work in a spacious, 10,000 square foot modern facility built specifically for the particular needs of the restoration process. Every aspect of the work is handled in-house – body work, paint, upholstery and mechanics.

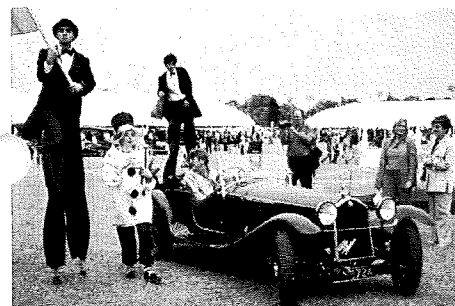
There are some fine restoration shops in the Northwest. We at GVRS are proud to count ourselves among them.

Please call as it would be my pleasure to discuss your restoration needs.

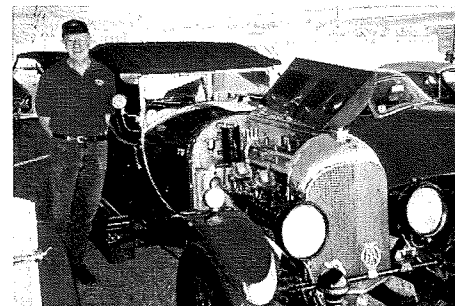
Glenn Vaughn

- Call or write to request a video of GVRS.
- Contact Glenn Vaughn at 208/773-3525
gvaughn@nidlink.com or www.glennvaughn.com

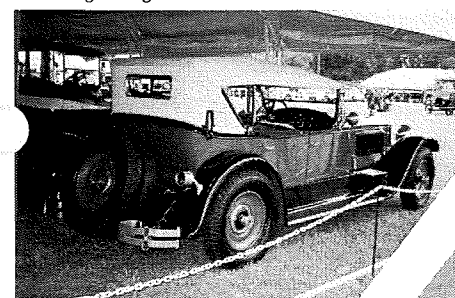
Next issue: Don't restore that car! Preserve it.



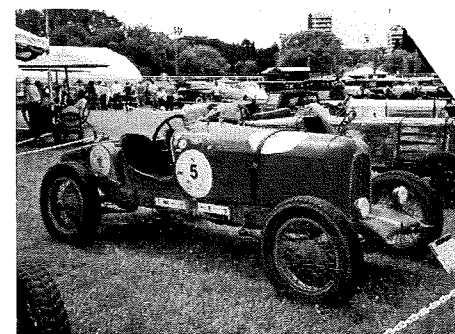
Luis Alberto Gold in his 1931 Alfa Romeo 1750 Roadster with tall friends as he prepares to join a parade of Italian cars celebrating the completion of the Argentine Mille Miglia.



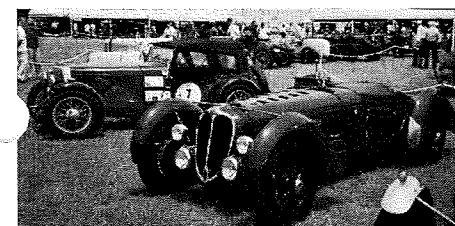
Former CCCA member Rueben Roges, wearing CCCA shirt, with his 1927 Bentley 3Litre Speed Model Vanden Plas Tourer, "the only original Bentley in Argentina" according to Roges.



Superb 1926 Packard 236 Dual Windshield Sport Model seemingly misidentified as a 1927. This car was spotted "tooling" down the freeway on the Monday after the show.

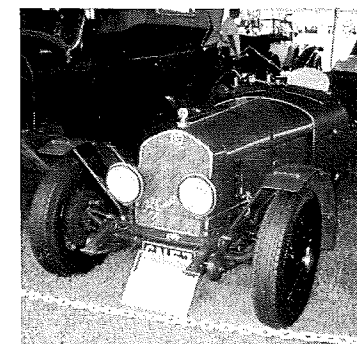


A row of "baquets." Car #5 in foreground, a 1923 Studebaker (nc), had just completed the Argentine Mille Miglia.

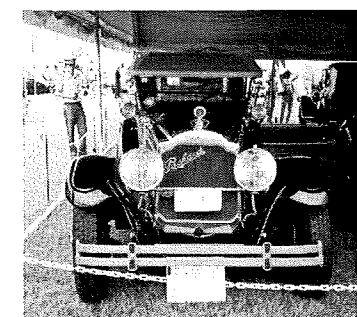


19?? Delahaye cycle-fendered Race Car with 1934 Aston Martin 1-1/2 Litre Mark 2 Tourer in background.

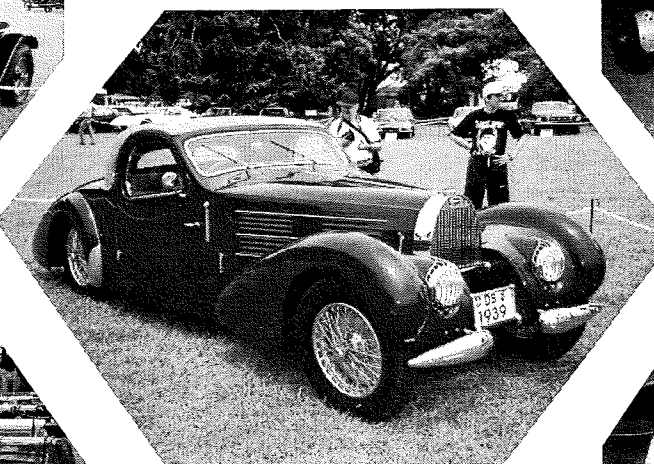
M & M Tour See page 12



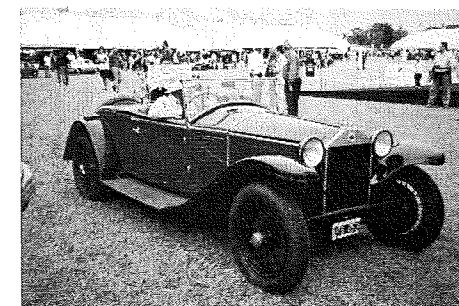
1930 Alfa Romeo 1750 Open Sports Car, "Corroceria realizada on Ingleterra corrio el Tourist Trophy."



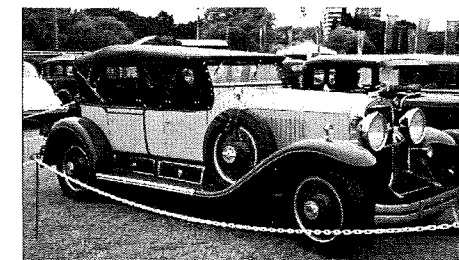
The 1926 Packard 236—front view.



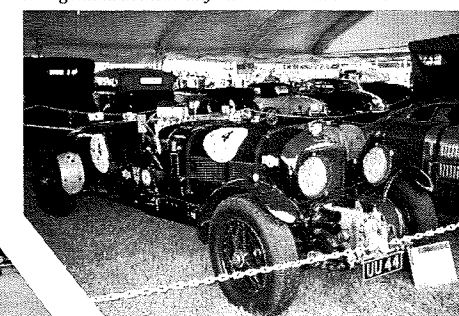
1939 Bugatti Type 57C Gangloff Coupe.



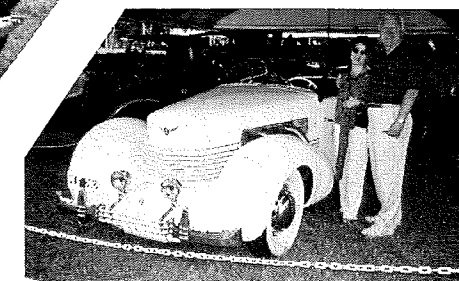
Italian Ambassador to Argentina, Miguel Pollitti, as the guest of honor, riding in this 1929 Lancia Lambda Roadster as it leads off a parade of Italian cars in recognition of the just-completed Mille Miglia of Argentina.



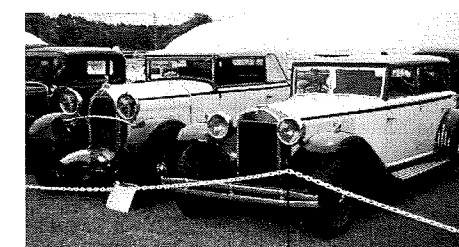
Beautifully restored 1929 Cadillac Phaeton with right-hand drive. Traffic in Argentina during the classic era kept to the left, British style, and most U.S. cars manufactured for export to Argentina in those days were built with RHD.



19?? Supercharged Bentley Race Car bearing its Mille Miglia #4 decals. This car had been transported from overseas to participate in the rally.



Bob Reverman and Yoshi Aertker with 1937 Supercharged Cord Convertible Phaeton. Were you missing yours Bob?



1930 Talbot 2 Litre Cabriolet and 19?? Lancia Pininfarina Sedan

Pacific Northwest Region, Classic Car Club of America
Meeting Minutes
Reported by Ted Barber, Secretary

November 11, 2000 Board of Managers and Annual Meeting (combined report)

A Board of Managers Meeting was held at 5:30 pm. Attending were G. Johnson (Regional Director), T. Barber (Secretary), R. Magnuson (Treasurer), A. Barer, J. Carlson, A. McEwan, H. Medén, W. Mote, C. Wouters, and L. Zuker. The minutes of the previous meeting and treasurer's report were approved. T. Barber announced that Board of Managers candidates Barer, Murray, and Wouters had been chosen on all ballots received and the Board approved their election. The Board also approved the appointment of L. Zuker to fill the unexpired term of deceased Board member J. Milligan (term expires 2001) and officers for the coming year as follows: Gary Johnsonas Director; Lee Zuker as Assistant Director; T. Barber and R. Magnuson continue as Secretary & Treasurer, respectively; W. Deibel editor, Anne Long Membership Chair, and John Carlson as BC Liaison. The meeting was adjourned at about 6 pm.

After an introduction by H. Medén, the Annual Meeting was convened by Director Johnson who welcomed all members attending and asked for a moment of silence for deceased members J. Milligan and H. LeMay. The Secretary's and Treasurer's reports were submitted and approved. The Director recognized previous Regional Directors attending, National Director P. Grisham, J. Carman (CCCA Museum), R. Doss (former National Director), Managers and officers of the previous year, outgoing Managers Bomstead, Deibel, and Medén and incoming Managers and officers as given above. He noted that T. Barber is planning to retire as Secretary after the following year, making a total of almost 30 years in that office. A round of applause was given for all. Al McEwan then presented the Phil Schwarz Memorial Trophy to Joe Carman in recognition for his exemplary service to the Club for the Museum, as Regional and National Director, CARavan Registrar, and many other contributions in the spirit in which the award is intended. Joe then gave a very gracious acceptance speech. Ron Doss then presented the Participation Award to Gary and Joyce Johnson.

H. Med én introduced D. Kohlwes who began the evening's special program with a discussion and display of vintage fashions. The display continued later after the meeting with clothes modeled by several Club members.

Car of the Day awards were presented by John Campbell as follows:

Event Manager	Recipient	Event/Occasion	Car
Brian Pollock	Ted Barber	1999 Annual Meeting	1940 Cadillac Fleetwood Sedan
Roy Magnuson	Peter Hageman	1999 Holiday Party	1927 Bentley Speed Six Tourer
John Campbell	Arnie Barer	Tech Seminar (Griot's Gar.)	1929 Franklin 130 Conv. Coupe
Gordon Apker	Carl King	Coming Out Party	1930 Packard 8 730 Coupe
Phil Grisham	Glenn Mounger	Garden Tour	1941 Cadillac 62 Conv. Coupe
Jerry Greenfield	John Clemo	HCCA Breakfast Tour	1941 Packard 180 Formal Sedan
Peter Hageman	S. Linke/D. Kohlwes	Fort Casey Kite Fly	1928 Mercedes-Benz 630 Model K
Al McEwan	Carl Bomstead	July 4 Parade	1947 Cadillac 62 Conv. Coupe
Al McEwan	Ernie Crutcher	Mini-Caravan	1928 Packard 8 443 Runabout Rdstr.
Ron Doss	John Dennis	Friendship Meet	1934 Duesenberg J Berline Sedan
W. Mote/A. Barer	Bill & Karel Deibel	Fall Leaf Tour	1940 Packard 1803 160 Club Coupe
S. & A. Norman	Hal Medén	Pt. Ludlow & Gamble Tour	1938 Bentley Vanden Plas Drphd Cp.

Director Johnson outlined the goals and achievements for the previous year and planned events for the coming year, especially the upcoming Holiday Party. He concluded with thanks to Hal Medén and Darlene Kohlwes for their planning and efforts in bringing about a very successful Annual Meeting. The meeting was adjourned at 9:20 pm.

Classics driven to the Annual Meeting: G. Johnson, 1937 Packard 12 Club Sedan; T. Barber, 1940 Cadillac Series 72 Sedan; R. Turner, 1937 Cord Convertible Coupe.

December 6, 2000 Board of Managers Meeting

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle. Attending were managers McEwan, Mote, Murray, and Wouters; Secretary Barber; Treasurer Magnuson; Editor Deibel, and members Bomstead, Crook, Greenfield, Hageman & son, Medén, Reddaway & son, Rittenhouse, Taylor, and Turner. (Absent Board members: Barer, Campbell, Kohlwes, Norman and Zuker.) The minutes of the Oct 11 and Nov 11, 2000 meetings were approved as corrected.

Treasurer Magnuson reported a balance of \$31,351. Director Johnson introduced the new Board members present. Editor Deibel reported that the BG will be on its way to the printer by Monday. It will be about 20 pages and be out by the end of the year. A suggestion to scan meeting minutes and print as an insert in the BG was discussed and rejected. The oversubscription of the Down East CARavan was discussed. Al McEwan will bring up the problem at the National Annual meeting with reference to the plan for dealing with such situations submitted by the PNWR (and approved by National). Director Johnson has recommended to Membership Chr. Long that she order name badges from Klusman in batches. A new membership form has been devised for current members to give to new prospects. Six persons who canceled the week prior to the Mini-Caravan have received refunds. Director Johnson handed out lists of 2000 events and proposed goals for the Region for 2001. He stated that these need to be finalized more quickly for 2001 than last year. The regional Annual Meeting on Nov. 11 was a great success. Many favorable comments were made on how well the meeting went with congratulations to H. Medén and D. Kohlwes for their efforts. Attendance was 79 persons and the Club came out ahead by about \$400.

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

Dec 10 (Sun).	PNWR/CCCA Holiday Party. Mgr. Kohlwes. Broadmoor. Cost about \$29/person. Set fee @ \$35. 72 have registered so far. Late registrants may call Darlene now and pay at the door.
<u>Jan 4-7, 2001.</u>	<u>National Annual Meeting.</u> San Diego. 20-25 cars expected. A few extra events are included.
Feb. 3 (Sat).	Judging Seminar planned, either at Tom Crook's or possibly at Suite 200.
March 31 (Sat).	Coming Out Party. Chr. Bomstead. Design Center, plenty of cars (10-12) .
April ?	Trident Tour. Date to be determined.
May 6 (Sun).	Breakfast Tour, with HCCA. Chr Greenfield.
May ?	Garden Tour to Vancouver. Chr. Liz Holt. Possibly including Cadillac Club again.
June ?	Tour to Mounger's(?). Chr. Wouters. Possible tour tto Mounger and Roberts collections.
July 12-14 (Thu-Sat).	Grand Classic. Mgr. Greenfield. Hotel is Seatac Marriott, judging site at G.Apker's. Goal is 75 cars (47 last time). W. Deibel is Head Judge. Featured: unrestored cars ("barn finds, hidden treasures, or sleeping beauties").
July 27-29 (Fri-Sun).	Theater Overnighter to Vancouver. Mgr. Carlson. He needs firm commitments for hotels, etc. Announcement in next BG, flyer late April.
Aug ?	Annual All-Car-Clubs Friendship Meet. Needs to be co-ordinated with new Shrine head.
Aug 9? (Thu).	Host for Vintage Bentley Tour reception at Suite 200. Board approved up to \$1,000.
?2001	Southern Calif Classic Collection Experience. Need someone in CA to coordinate that end. Our participation may be postponed to a future year. Coord A. McEwan.

Editor Deibel then reviewed some of the highlights of his recent trip to Buenos Aires for garage tours and a concours held there and the meeting adjourned at 8:25 p.m. The next meeting will be January 10, 2001 at Jonah's Restaurant at the Best Western Bellevue Inn, 11211 Main Street, Bellevue.

January 10, 2001

Board of Managers Meeting

The meeting was called to order by Director Johnson at Jonah's Restaurant in Bellevue. Attending were managers Barer, Campbell, McEwan, Mote, Murray, Norman, Wouters, and Zuker; Secretary Barber; Treasurer Magnuson; Editor Deibel; Membership Chair Long; and members Bomstead, Doss, Greenfield, Medén, Pollock and Reddaway. (Absent Board members: Kohlwes.) The minutes of the Dec 6, 2000 meeting were approved as corrected. Treasurer Magnuson reported a balance of \$31,370. Director Johnson encouraged Board members to consider ways to spend some of this to benefit the Club. It was noted that our National insurance premium had been paid. Membership Chr. Long reported that there were 145 renewals (including three carry-overs) with more coming in. The Director will arrange for Board members to call non-renewers. The roster will include a list of our advertisers and a list of events. Badges still need to be obtained and sent to members. Editor Deibel reported that the BG was mailed last Saturday. He noted that it could be sent as a publication for a one-time \$300 fee and reduced postage thereafter. The Board approved this. Next deadline is March 1. A Bumper Bolts including Regional goals, an events list and Grand Classic information will be sent by Feb 7. An important goal, Director Johnson said, is to have publicity of our planned events sent to other car clubs in the area. Assistant Director Zuker is handling this.

A discussion of events (all in 2001 exc. as noted) was as follows. (Regional events shown in bold-face):

January 4-7, National Annual Meeting, San Diego - G. Johnson reported it was a pleasant event, 15 PNWR members attended, and the cars shown were very nice. He obtained the latest judging handbook to cover our Grand ClassicSM. G. Mounger presented a \$25,000 check from the Pebble Beach Concours to the CCCA Museum. CCCA will have a trophy at Pebble in the future. PNWR won first place in Dietrich award, third in Turnquist award.

Feb. 3 (Sat). Judging Seminar - Mgrs. Deibel/Reddaway. Starts 10 a.m. at T. Crook's showroom.

March 31 (Sat). Coming Out Party - Mgr. Bomstead. Design Center, plenty of cars (10-12). He would not discuss specific cars.

April ?, Trident Tour - Date to be determined. Mgr. Bruce Harlow.

May 6 (Sun). Breakfast Tour with HCCA - Mgr. Greenfield.

June 2-3 (Sat, Sun). Garden Tour to Vancouver - Mgr. Liz Holt. Includes Cadillac Club again. There will be a flower show (plants may be purchased and taken over the border).

July 4 (Wed). Yarrow Point Parade - Mgr. McEwan. Same as previously. July 12-14 (Thu-Sat). Grand ClassicSM - Mgr. Greenfield. Hotel is Seatac Marriott, judging site at G. Apker's. About 50 cars and 100 people are expected. The event will break even with a \$2,500 contribution from the Club (approved). W. Deibel is Head Judge. Featured: unrestored cars ("barn finds, hidden treasures, or sleeping beauties"). Greenfield needs a copy of the GC handbook. Doss provided a copy from last time. There will be a Friday night event at Suite 200. Trailers will be available to transport some non-running "treasures".

July 27-29 (Fri-Sun). Theater Overnighter to Vancouver - Mgr. Carlson. Carlson needs firm commitments for hotels, etc. Announcement in next BG, flyer late April. Promises to be a great affair.

Aug. 8 (Wed). Host for Reception (for Vintage Bentley Tour) at Suite 200. Board approved up to \$1,000.

Aug. 12 (Sun). Annual All-Car-Clubs Friendship Meet - Mgr. Doss. Goal this year is 300 cars.

Sept. 15(?) (Sat). Bainbridge Tour - Mgr. Wouters. Mounger has OK'd but no firm date yet. May include Roberts' and motorcycle collections.

October ?. Peninsula Tour - Mgr. Norman. Overnighter, includes Ferrari Club.

Nov. 10 (Sat). Annual Meeting - need manager.

Dec. 9 (Sun). Holiday Party - Mgr. Kohlwes. At Broadmoor.

Long-Range Planning: 2002 PNW CARavanSM - Mgr. McEwan. Still in early planning stage.



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February 7, 2001

Board of Managers Meeting

The meeting was called to order by Director Johnson at The Rock Salt Steak House in Seattle.. Attending were managers Barer, Campbell, Kohlwes, McEwan, Mote, Murray, Norman, and Wouters; Secretary Barber; Membership Chair Long; and members Bomstead, Doss, Greenfield, Linke, Anne Norman, Rittenhouse, and Turner. (Absent Board members: Zuker, Treasurer Magnuson, Editor Deibel.) The minutes of the Jan 10, 2001 meeting were approved as corrected.

Membership Chr. Long reported that there were 170 renewals. (She had called previous non-renewers). The roster will include a list of our advertisers and a list of events. Badges still need to be obtained and sent to members. Chr. Long said that some members did not indicate the form they wanted their names to appear on badges. R. Doss will design a new three-piece membership form. In the absence of Editor Deibel and Copy Editor H. Medén, Director Johnson reported that the Bumper Guardian was mailed Feb 5. Next deadline is March 1. Secretary Barber will send minutes to Editor Deibel via e-mail or floppy disc. Director Johnson reviewed the Regional goals, as contained in the recently sent BB. He will follow up on L. Zuker's efforts to send publicity of our events to other clubs.

National CARavanSM oversubscription policy was discussed. A recent National letter follows the policy proposed by PNWR and approved by the National board. Our Board approved a \$100 contribution in memory of Guy Carr, recently deceased founding PNWR board member.

A discussion of events (all in 2001 except as noted) was as follows: Feb 3 (Sat). Judging Seminar Mgrs. Deibel/Reddaway. Approximately 60 people March 31 (Sat). Coming Out Party. Mgr. Bomstead. He has had some problems with maintaining desired number of cars.

April 7 (Sat). Eastside Home & Garage Tour. Mgr. Anne Long. Includes Armstrongs. Assisted by Raisbeck, Murray, Doss.

April 28 (Sat). Cadillac-LaSalle Club Bainbridge/Bloedel Tour. Mgr. Barber. Date changed, from May 5 due to Portland Swap Meet.

May 6 (Sun). Breakfast Tour with HCCA. Chr. Greenfield. Will start at Tom Crook's, go to B. Melby's.

June 2-3 (Sat, Sun). Garden Tour to Vancouver. Mgr. Liz Holt. Includes Cadillac Club again. There will be a flower show (plants may be purchased and taken over the border). Stay at downtown Canadian Pacific Hotel.

July 4 (Wed). Yarrow Point Parade. Mgr. McEwan. Same as previously. July 13-14 (Fri-Sat). Grand ClassicSM. Mgr. Greenfield. Hotel is Seatac Marriott, judging site at G. Apker's. About 50 cars and 100 people are expected. The event will break even with \$2500 contribution from the Club (approved). W. Deibel is Head Judge. Featured: unrestored cars ("barn finds, hidden treasures, or sleeping beauties"). There will be a Friday night event at Suite 200. Trailers will be available to transport some non-running "treasures". Board approved J. Campbell to be in charge of finances for the event.

July 27-29 (Fri-Sun). Theater Overnighter to Vancouver. Mgr. Carlson. Carlson needs firm commitments for hotels, etc. Announcement in next BG, flyer late April. Promises to be a great affair.

Aug 8 (Wed). Host for Reception for Vintage Bentley Tour at Suite 200, afternoon. Mgrs. Hageman/McEwan. Board approved up to \$1,000.

Aug 12 (Sun). Annual All-Car-Clubs Friendship Meet. Mgr. Doss, goal this year is 300 cars. Approved by Potentate's staff; there will be a new caterer; info going to other Clubs. Registration fees: \$10/show car and occupants, \$5/spectator to \$15 max. per car.

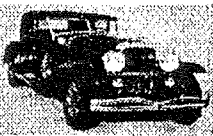
Sept 15(?) (Sat). Bainbridge Tour. Mgr. Wouters. Mounger has OK'd but no firm date yet. May include Roberts' and motorcycle collections.

October ?. Peninsula Tour. Mgr. Norman. Overnighter, includes Ferrari Club.

Nov 10 (Sat). Annual Meeting. Needs manager. L. Zuker proposed as mgr.

Dec 9 (Sun). Holiday Party. Mgr. Kohlwes. At Broadmoor.

Long-Range Planning: 2002 PNW CARavanSM. Mgr. McEwan. Still in early planning stage.



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2001 PNWR CALENDAR OF EVENTS

<u>DATE</u>	<u>EVENT</u>	<u>MANAGER</u>
MARCH 31	COMING OUT PARTY	BOMSTEAD
APRIL 7	EASTSIDE HOME & GARAGE TOUR	LONG
APRIL 28	CAD/LaS INVITATIONAL GARDEN TOUR	BARBER
MAY 6	TOUR TO ANTONE'S WITH HCCA	GREENFIELD
JUNE 2-3	GARDEN TOUR TO VANCOUVER, B.C.	HOLT
JULY 4	YARROW POINT 4th OF JULY PARADE	McEWAN
JULY 13-14	GRAND CLASSIC®	GREENFIELD
JULY 27-29	CANADIAN CAPER #3, VANCOUVER, B.C.	CARLSON
AUGUST 12	ALL-CAR-CLUBS FRIENDSHIP MEET	DOSS
SEPTEMBER	BAINBRIDGE ISLAND GARAGE TOUR	WOUTERS
OCTOBER	PENINSULA OVERNIGHTER W/ FERRARIS	NORMAN
NOVEMBER 10	PNWR ANNUAL MEETING	
DECEMBER 9	HOLIDAY PARTY	KOHLWES



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