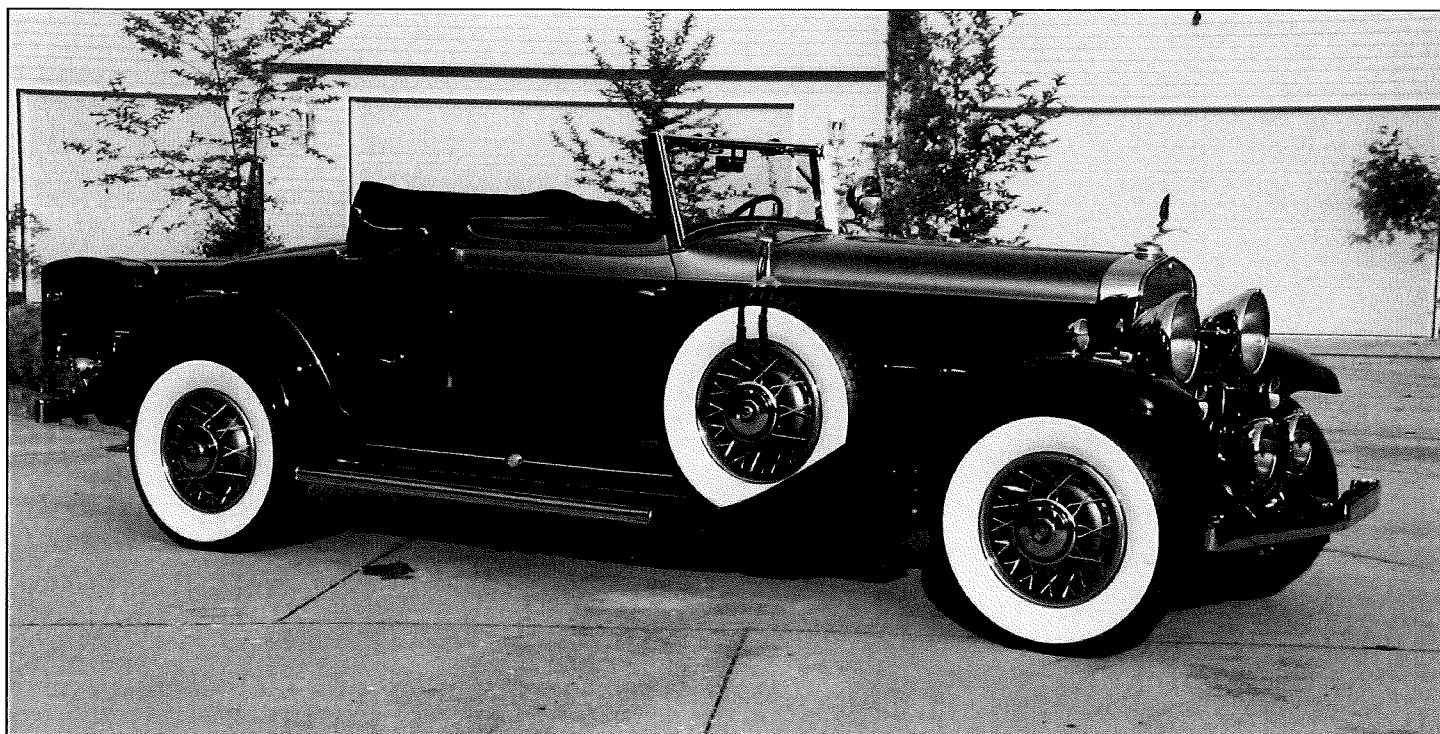




BUMPER GUARDIAN



1931 CADILLAC V-12
MODEL 370A CONVERTIBLE COUPE
LEE ZUKER

April 2001 through June 2001



BUMPER GUARDIAN

Pacific Northwest Region
Classic Car Club of America

Home Work

Officers & Special Posts

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Lee Zuker, Asst. Director	425/641-8564	360/426-4388
Ted Barber, Secretary	206/431-1441	
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Hal Medén, Copy Editor	425/641-0673	
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Gary Johnson	2001	425/746-1098	425/649-8636
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Stephen Norman	2002	425/774-9345	206/328-8787
Arny Barer	2003	425/454-0296	206/292-0088
Paul Murray	2003	425-483-0210	425-487-1902
Conrad Wouters	2003	206/517-7205	206/325-8400

Meetings

The Board of Managers holds a dinner meeting the first Wednesday of each month at 7:00 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.

Publishing

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Send editorial correspondence to:
Bill Deibel, Editor
6926 NE Windermere Rd.
Seattle, WA 98105-2056

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PLEASE!

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

Wade Carter

PNWR CCCA members were shocked and saddened by the accidental death May 11, 2001 of Wade Carter. He was killed when the helicopter in which he and another man were flying crashed near a golf course in Port Orchard. Wade, an experienced pilot, was planning to take delivery on a new helicopter. Wade and his wife Mary were longtime members of our CCCA Region and active participants in our activities. Their distinctive Bentley Allweather Tourer, with beautiful Thrupp & Maberly coachwork, was frequently seen in the tour queue and on CARavan®. To have Wade and Mary at your table always made for a very enjoyable afternoon or evening.

Wade's friendship and motoring relationship with many of our members went back to the late 50s when he began a long-time hobby of racing sports cars. In those days the racing cars we now consider vintage were contemporary and Wade was a successful contender at Shelton, Arlington, Westwood and other area events driving Porsche and Lotus cars. He continued racing through the advent of vintage racing. In that sport his smooth consistent driving of his beautiful 907 Porsche Trans-Am delighted vintage racing fans at Northwest and California circuits.

About 1960 Wade, who had been living in Salem, Oregon, took the opportunity of opening a Volkswagen dealership in Ballard. The agency prospered. He added a Saab dealership in Ballard and opened a Subaru dealership in Shoreline. His success was certainly based upon his reputation, not only of being an innovative dealer, but also of personally being a Class Act.

His success allowed him to indulge his passion for unique and wonderful cars. In addition to the Bentley and his vintage racers, he owned the beautiful 300SL Gullwing shown at last year's Friendship Meet and maintained an extensive collection of other highly desirable vehicles.

Wade is survived by his wife, Mary, his son Wade Carter III, daughter-in-law Rebecca and their child Allison, and his daughter Sara Carter. Wade and his participation in the Region's activities will be sorely missed. At its regular June 6, 2001 meeting the Board of Managers unanimously voted to express the membership's sorrow over his death, to extend the membership's condolences to his family and to make a contribution in memoriam to the Boys and Girls Club of Seattle.

ARNY BARER

B. C. Liaison Commentary BY JOHN CARLSON

The "Langley Cruise-In" is slated for September 8, 2001. **Book Accommodations now**—the hotels will be sold out!!! This is a great meet. In past years as many as 3,000 vehicles participated. There is a classic and vintage car component. These vehicles are all pre-registered and are on display in the adjoining park—good security—**very nice non-judged event.**

I will say again: **This is a great meet!!!**

To pre-register contact Steve Paul at 604-985-0883

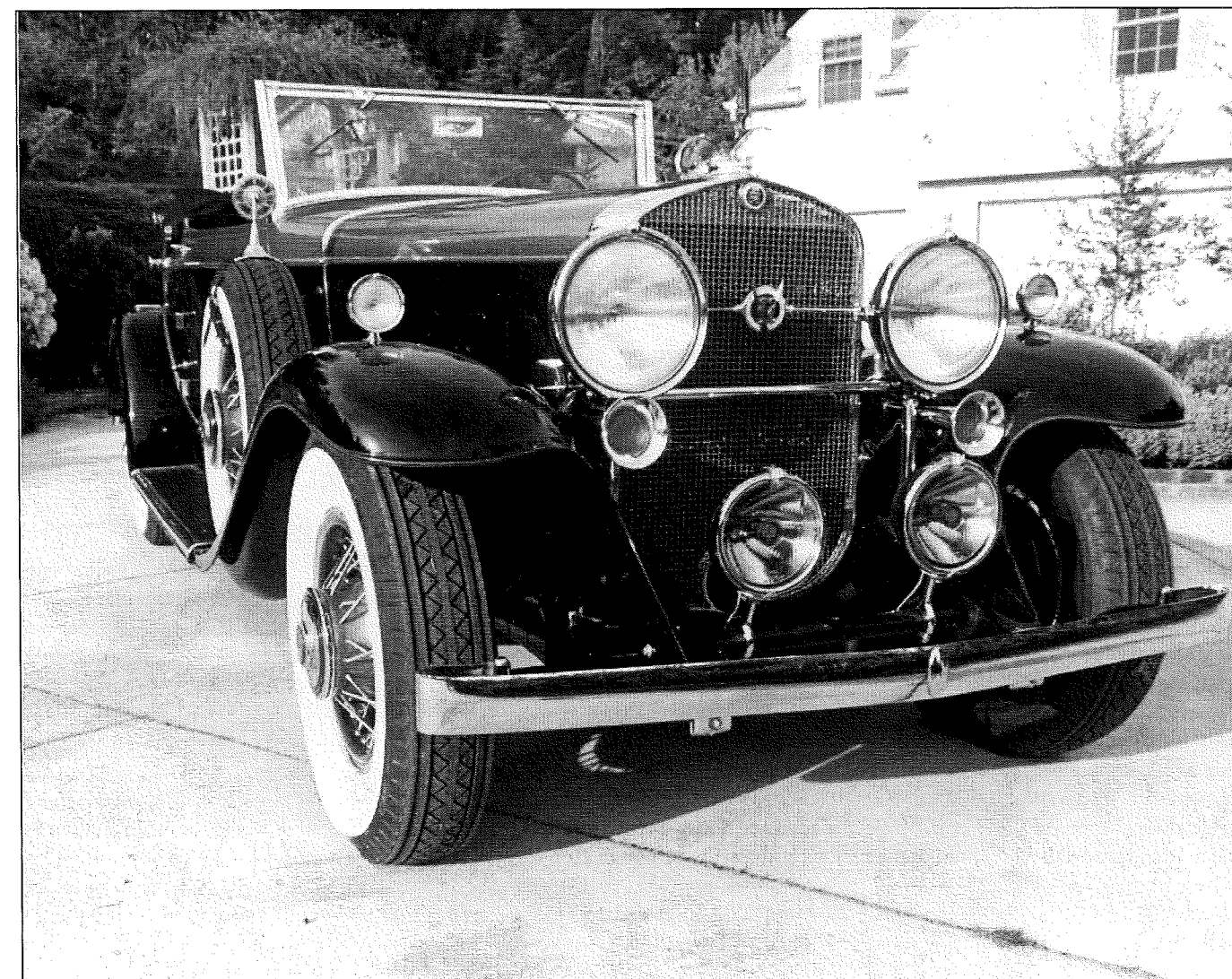
Tell Steve that John Carlson said to call him.

This is his private number and for classic and vintage car people only.

(For those who don't know, Langley, B.C. is on Canada Route 1 just west of the highway from the Linden, WA border crossing. Ed.)

A 1931 Cadillac, Model 370A, V-12 Convertible Coupe

BY LEE ZUKER



BACKGROUND—MODEL YEAR 1930

Model Year 1930 would be a very exciting year for Cadillac. In 1929, not anticipating the depression, which would start following the stock market crash in October, Cadillac prepared three new engines and two new chassis series for the coming year.

The V-8 engine, first introduced in 1920, was slightly increased in displacement and horsepower. This new V-8 engine/chassis combination was known as the Model 355A and was introduced in September 1929.

In January 1930, Cadillac announced the V-16 engine in a new chassis series, the Model 452 with 148" wheelbase. The V-16 would be a totally custom-bodied automobile with the vast majority of the bodies produced by Fleetwood, which had been acquired by Cadillac in 1925 and by now had moved its manufacturing operations from Pennsylvania to Detroit.

Soon after the V-16 announcement there were hints of yet another model to come, but it was not until October that Cadillac rolled out another new chassis series, the Model 370A with V-12 engine and a choice of two wheelbases 141" and 143". The V-12 was basically the same engine as the V-16, with two cylinders removed from both the front and the rear of the engine, and a slight increase in bore. In a departure from traditional Cadillac engineering both of these new engines employed push-rod operated overhead valves. Also new with both the V-12 and V-16 were patented "valve quieters," which were actually rotary hydraulic silencers incorporated in the overhead valve rocker arms. Carburetion was essentially the same on both—a pair of Cadillac/Johnson updraft units, one per side. (Model year 1931 would be the last year for these carburetors as Cadillac would switch to Detroit Lubricator down-draft carburetors in 1932.)

MODEL YEAR 1931

The three 1931 Cadillac models and the LaSalle Model 345A are summarized below:

Model	345A	355	370A	452A
Cylinders	V-8	V-8	V-12	V-16
Valves	Side	Side	O'head	O'head
Bore (inches)	3.375	3.375	3.125	3.00
Stroke (inches)	4.94	4.94	4.00	4.00
Displacement (cubic inches)	353	353	368	454
Horsepower	95	95	135	185
RPM @ Rated Horsepower	3,000	3,000	3,400	3,400
Wheelbase(s) (inches)	134	134	140, 143	148
Price Range (\$)	2,195-3,245	2,695-3,795	3,795-4,895	5,350-9,200

All of these chassis employed a three-speed transmission with synchromesh, a feature introduced to the industry by Cadillac in 1928.

THE 1931 V-12 CONVERTIBLE COUPE

There is some confusion over the 1930 versus the 1931 model year V-12. Some references indicate that the initial V-12 cars were 1930s designated as Model 370 in traditional fashion while others indicate that the first V-12s were sold as 1931 Model 370A cars and none were ever sold as Model 370s. (Perhaps this was an early occurrence of a model year starting earlier than usual for a particular model, just as some of the 2002 model cars have been out since February of this year.) Overall there were 5,700 V-12 chassis made before the beginning of model year 1932. There were available four standard open bodies: convertible coupe, roadster, phaeton, and convertible sedan. All of these were built by Fleetwood while all the standard closed bodies were built by Fisher.

Both the convertible coupe and the roadster were mounted on a 140" wheelbase chassis. The differences between the two are essentially what one would expect for that period the roadster has a curved cowl, chrome plated windshield frame with wind wings and side curtains, while the convertible has a more rectilinear cowl, integral painted windshield frame and roll-up windows. Moreover, the convertible doors hinge from the rear, while the roadster doors hinge from the front. Both have rumble seats. No information is available as to the production breakout of the various body styles, although 10% seems to be about the normal percentage of convertibles and roadsters during those years. Of these there are at present only six roadsters and eight convertible coupes listed in the Classic Car Club Directory. A 1931 Cadillac V-12 roadster was driven by Bill Raeder as the pace car of the 1931 Indianapolis 500, and reportedly drove at speeds in excess of 100 MPH.

The V-12 cars came standard with four, painted, wood artillery wheels with demountable rims carrying 7.00 X 19 tires. A spare rim and tire were rear mounted.

Options available for these models are listed below:¹

- o Four natural wood wheels - \$10 (with demountable rims)
- o Five demountable wood wheels* - \$50 (with integral rims)
- o Six demountable wood wheels* and trunk rack (spares side-mounted) - \$230
- o Five wire wheels* - \$70
- o Six wire wheels* and trunk rack (spares side-mounted) - \$240
- o * All demountable wheels came equipped with 7.50 X 18 tires
- o Trunks - \$110 - \$119
- o Tire Covers - \$5 - \$40
- o Mirrors - \$10 - \$32 per pair
- o Heron or Goddess Mascot - \$20
- o Auxiliary Lights - \$37.50 - \$75.00
- o Radio - Price on Application



The \$20 heron.

OUR CAR

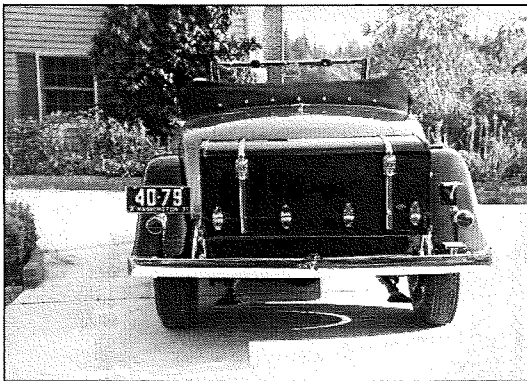
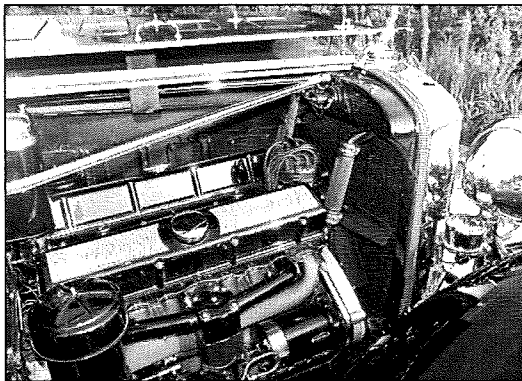
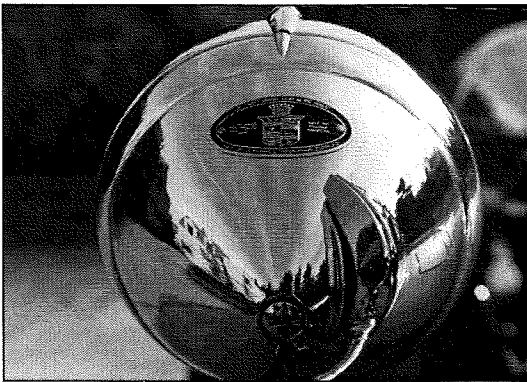
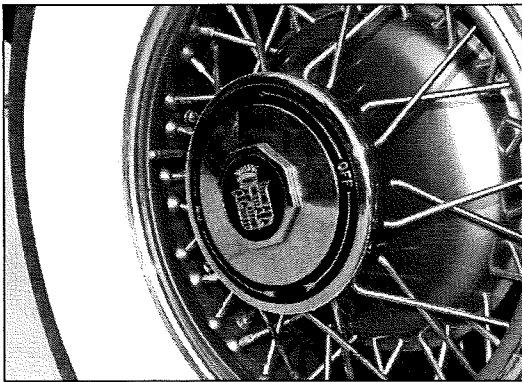
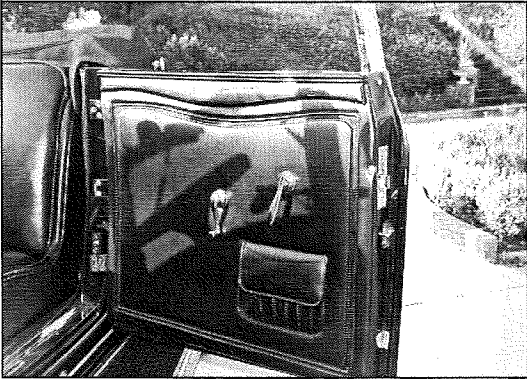
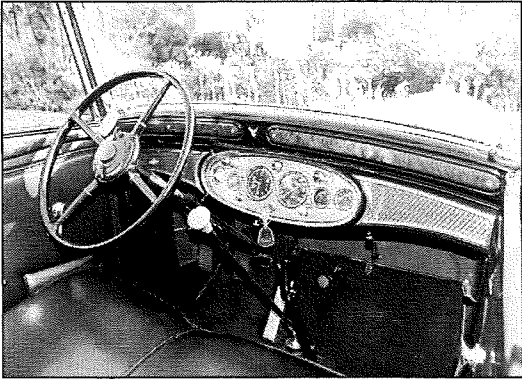
Over the years we had really admired this particular car, and so when it came on the market we were very interested in buying it, and, after a rather lengthy period of on-again, off-again discussions, we finally came to agreement, and it headed for our garage.

It was the 1,016th car of the series, so if there were some "1930 models", this one is definitely a 1931. It has the six wire-wheel option, the heron mascot, a pair of Trippe lights, "low-boy" trunk, spare-mounted rear view mirrors and a fairly rare Cadillac spotlight. The latter was probably a dealer-installed accessory as opposed to the factory options listed above. The majority of these can be seen in the various photographs. Also seen is the standard golf club compartment door on the passenger side. The golf club space is also the foot-room for the rumble seat. It is interesting to note that in the advertising drawing of the car, the artist took the liberty of moving this door around to the driver's side. Base list price for this body style was \$4,045 (versus the roadster which listed at \$3,945) and with its options our car's price was probably about \$4,450.

Not a lot is known of the background of our car, but it is on our list of "to-dos" to check it out in the not-too-distant future. Reportedly it was a low-mileage car, in storage in New York from before World War II until the early 80s, when it was bought by a restorer from Troy, New York. After completing a body-off restoration it was bought by a person from Vancouver, B.C. In the mid eighties it was purchased by Bart Nygard of Vancouver, who sold it soon thereafter to PNWR member Ed Rittenhouse, from whom we purchased it. It has been driven about 1,800 miles since restoration, and our intention is to put many more miles on it, to include the 2002 PNWR CARavan®.

1 Kimes/Clark The American Automobile, 1906-1941

ITS ALL IN THE DETAILS



April 7 Eastside Home and Garage Tour

BY RON DOSS AND ANNE LONG

Photos also from T. Armstrong, T. Barber and G. Johnson

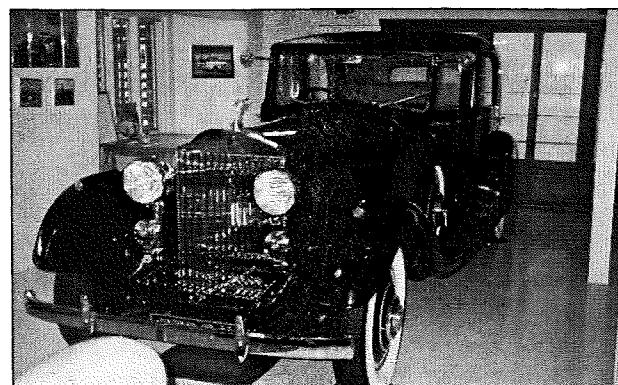
More than 100 old car friends gathered at Tom and Susan Armstrong's 5th Place Garage in downtown Issaquah. We were all out early in the morning to start a very full day. The coffee and doughnuts were just inside the door of a very special nest of great cars.

Tom started telling us about each car and its history from the Websters and Lola clear through the new addition of a legendary Corvette ZOG race car. The Ford GT40 was in the line, but the Corvette Grand Sport was out for paint. Tom has had a lifelong love for Corvettes and was very proud to show us his 1954 Waldorf Nomad Corvette with ZR1 rolling chassis. Believe us, this is an awesome car, as are all of Tom and Susan's cars.

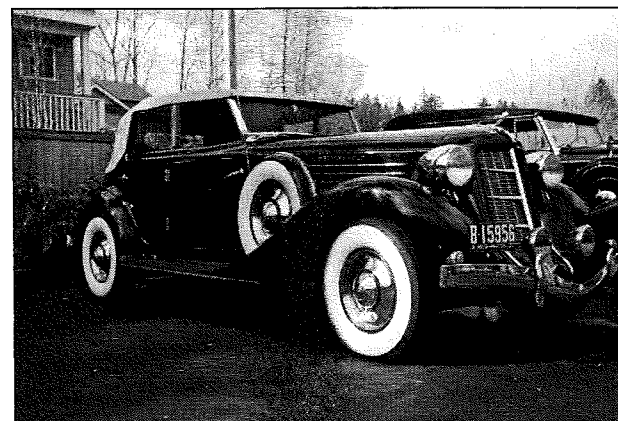
Soon we left for Cougar Mountain and a tour of the Armstrong's home garage. Three Full Classics™ reside there. The Duesenberg Convertible Sedan has been brought to perfection in recent years and now sports a supercharger and blackwalls. The Auburn 12 Cabriolet is a piece of art and the black Cord Convertible Phaeton is flawless. A 1948 Ford Woody has fresh paint (black of course) and the flathead motor has been righteously rodded. The Jag D-Type snarled at all of us with a "drop dead look" that many designers envy. All eight automobiles are housed in a garage clean enough to double as an operating room. It was all over too soon and then we were off to Anne Long's for a catered lunch provided by the Club. Anne's home is lovely and next door she has built another she likes even better. We were able to visit Anne's Rolls-Royce PII Sedan DeWolfe, the Elsie DeWolfe town car which was the *Bumper Guardian* Cover Car for August 1992. We still would like to know where the jewelry box is hidden. Anne's garage also contains a 1969 Boss Mustang (only 700 horsepower), a 1956 Chevrolet Convertible and a souped-up 1958 Cameo Pickup which belongs to her daughter. Those who had time went over for a look at the new house after lunch. Joe Bridgeman brought a 1953 Corvette, #93, to dress up the garage at her new house. This car, which had belonged to Ty Long at one time, was parked beside Anne's son-in-law's 1978 Silver Anniversary Corvette.

Regional Director Gary Johnson offered a driving tour following the above activities.

(The Auburn, Cord and Duesenberg are Full Classic™ all other cars mentioned are non-classic. Ed.)



Hostess Anne Long's superb 1934 Rolls-Royce Phantom II Thrupp & Maberly Sedan originally owned by Elsie DeWolfe.



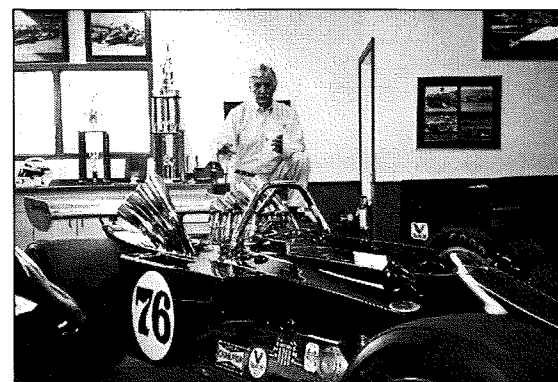
Lou Berquest's 1935 Auburn 851 Supercharged Phaeton.



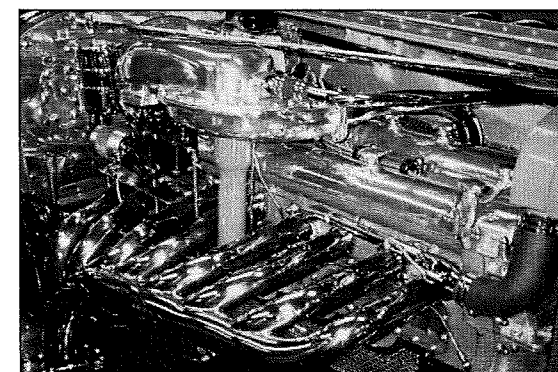
Bob Gerrity's 1946 Lincoln Continental Coupe. (See related photo on page 8.)



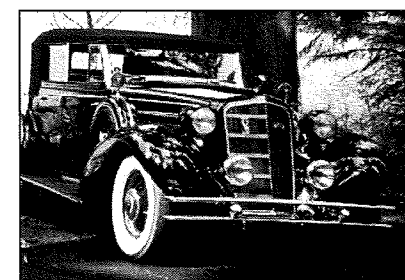
Barbara and Joe Carman III (center) with Roy Magnuson.



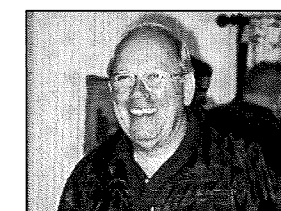
Host Tom Armstrong describing his 1970 Webster Indy Car and its Gurney-Westlake Ford V-8 engine (nc)...



The flawlessly restored engine in Tom Armstrong's 1931 Duesenberg Derham Convertible Sedan sporting its supercharger and one-piece stainless steel exhaust header.



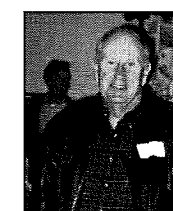
Bill Scheef's nifty 1934 Cadillac 355D Convertible Sedan.



Now that's a smile... Dave Ellis.



Jack Goffette telling Sig Linke a "good one."



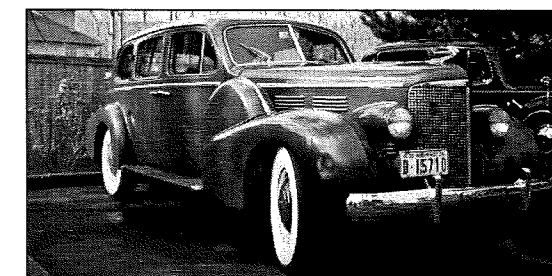
Regional Director Gary Johnson obviously approved of things.



...to a very attentive audience.



The eight piston and steel connecting rod assemblies from the Duesy engine just prior to restoration showing large chunks of missing bearing babbitt—a major event in the making.



Dave Ellis' 1938 Cadillac Series 75 Fleetwood Touring Sedan.

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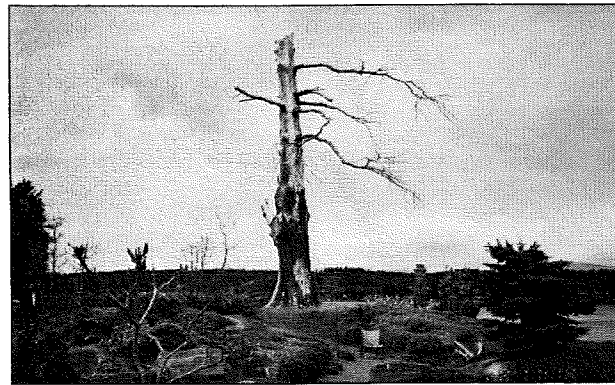
BY TED BARBER

The Third Annual Spring Garden Tour was held on Saturday April 28, 2001. Most of the 20 + cars on the tour started from the Edmonds ferry, several drove from locations on the peninsula or Tacoma and one, Deacon Henry Fleetwood ('40 Cadillac) driven by this reporter took the Bainbridge ferry from Seattle. Deke and Ted arrived at the first stop (the Horders) well ahead of the rest with Deke parked so he could be seen easily as the other cars arrived. This proved to be the easiest stop to find of the three gardens visited, and a fine one it was with its focusing view from the living room showing plantings leading to a spectacular dead tree on a rise overlooking the inlet. The house was certainly an inviting space with its long living room with ample bookcases as well as its views in two directions. Refreshments and the company were delightful, even though a spring drizzle had started.

The second stop proved more difficult to find especially since we took a scenic route somewhat different from the one on the map handed out. Deke and I were near the end of the line and got lost (along with the Raisbecks and the Silvermans, and maybe several others). We did get there in time to see the Charles Andersons' impressive bonsai garden and enjoy shmoozing and tire kicking with friends from both car clubs. The third stop was even more difficult to find since the only viable approach was not the one shown on the map, but we got there eventually. Mrs Jetta Lord's house is at the edge of the Grand Forest and the garden is designed to blend in with it. By this time, the drizzle was pretty steady and most of the tour participants huddled on the porch or in the house.

The tour concluded with lunch at the Winslow Way Cafe. Those who made it that far had an excellent lunch and enjoyed good company. After lunch the group dispersed, driving back home via ferries and peninsula routes. Among many memorable cars on the tour was Bruce and Betty Armstrong's excellent original 1941 Cadillac Series 63 sedan which they acquired from Joshua Green's chauffeur more than 30 years ago and have kept in immaculate condition since. Classic Car Club members driving Cadillacs also included Jim and Sherry Raisbeck in their '38 Series 75 formal sedan, Carl and Chris Bomstead in their '47 Series 62 convertible, and Arnie Barer in a modern Cadillac. Among Cadillac-LaSalle Club members were Sig Chrey, Bradley Huson, and Doug Titus. Also Don and Goldie Silverman drove their '37 LaSalle sedan, Don Miholovich and Joni Reis drove their '55 Coupe de Ville, Jack Minton and Joe Williams drove their '60 convertible, and Jerry and Tina Leighton drove their '66 convertible (all nc). Also attending were John and Janice Allen, Roger Hayden, Ted and Aileen Miholovich, Bob Sondheim, his mother Sally, Doug Steeves, and Robert Witham. Sorry if I missed anyone or didn't identify or photograph all of the cars but I guess I was too busy getting lost.

Continued on page 15



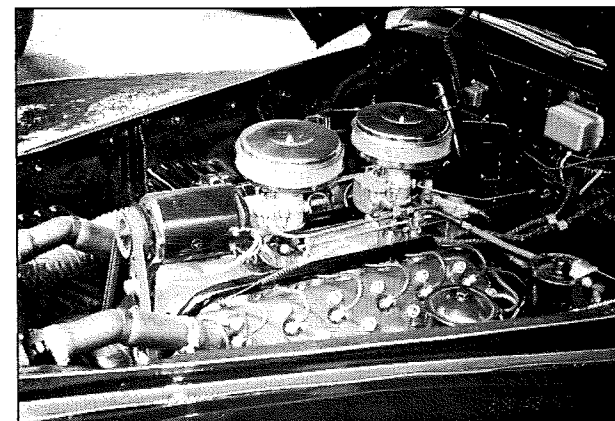
The Horders' garden and its focal point... the tree.



Bob Reverman and his 1947 Lincoln Continental Cabriolet—the yellow one.



Cadillac-LaSalle Club members Robert Witham (left) and Doug Stevens in the Horders' garden.



Bob Gerrity's 1946 Lincoln Continental engine equipped with dual carburetor intake manifold designed and manufactured by Ron Bloom. (See photo of car on page 6.)

AUGUST 11 2001

All Car Club
Friendship
Meet

Second
Annual
All Car Club Meet

Saturday
August 11, 2001

Held at Bellevue Community College
3000 Landerholm Circle, S.E. Bellevue, WA 98007

You and your great automobile are invited to join us for cars, food and music. Last year we had over 240 show cars and another 500 spectators came to see your display. Bring a picnic to our new location.

Enter Your Car NOW!

Car Registration \$15.00 the day of the show for car and all occupants. Spectators \$5.00 each or \$15.00 per car load. Preregistration \$10.00 per car until 8/7/01.

Hours 9am to 4pm

We'll have a vintage fashion show and a great D.J.

* Don and the Vinyl Tones *

Bring a picnic and your pet if you like
Brass Cars, Hot Rods, Customs, Trucks,
Classic Cars, and great restorations will be there featuring
unrestored survivor cars. Awards at 2:30pm.

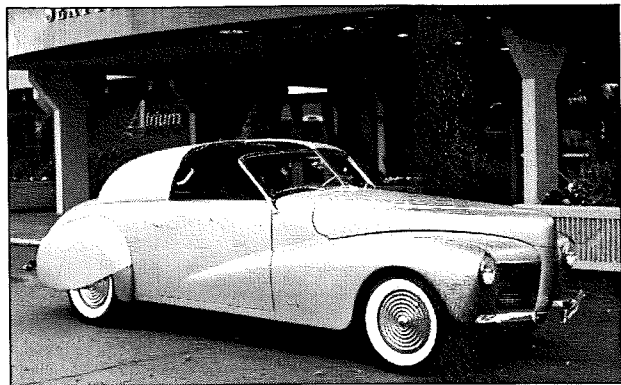
All proceeds given to local charities

Deductible as a Charitable Contribution

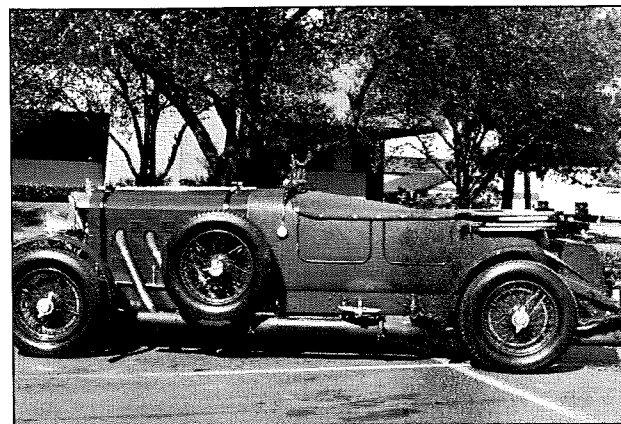
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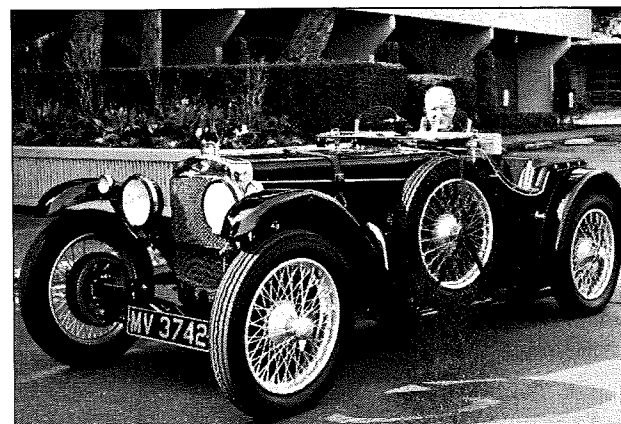
For more information
Call either
North 425-869-5733 - Ron
Central 206-298-6989 - Darlene



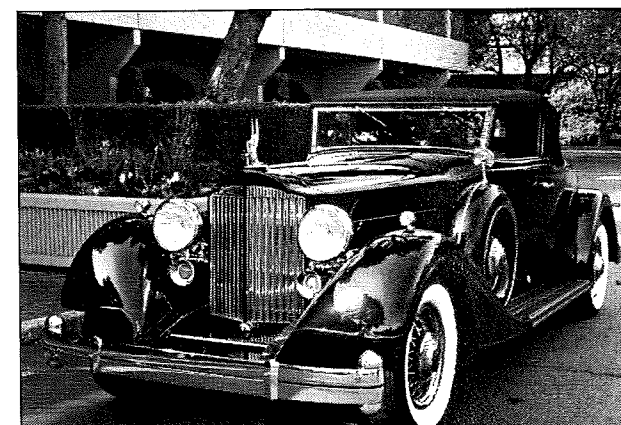
Pat Hart's 1940 Mercury Coachcraft Coupe DeVille.



Jack Goffette's 1931 Bentley 8 Litre Tourer.



Charles Morse's 1934 Frazer-Nash chain-drive Tourist Trophy driven by Al McEwan.



John Kerr's 1934 Packard Twelve Coupe Roadster

2001 COMING OUT PARTY

STORY BY CARL BOMSTEAD
PHOTOS BY GARY JOHNSON, except as noted

The Coming Out Party has been a staple of our Region's event calendar for over 20 years and has consistently been one of our more popular events. This year's event—held March 31 at the Seattle Design Center—was no exception as 168 members, family and guests were in attendance.

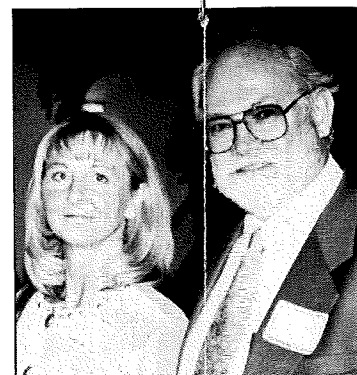
The highlight of the evening was, of course, the presentation of Full Classics™ that were new to the Region, newly restored, or otherwise deemed of interest by the event chairman. This year 11 cars were presented. The proud owners focused on the

interesting stories about the acquisition, history and restoration of their car and saved the technical discussions for the informal gatherings at the conclusion of the formal presentations.

The event for 2002 is scheduled for Saturday, March 30 and will again be held at the Seattle Design Center. If you are contemplating a new purchase or will have a fresh restoration done by that time contact the event chairman, Carl Bomstead, and make arrangements to present your pride and joy. We would love to see it... and hear about it!



National Director and PNWR member Phil Grisham (right) with his wife Patty.



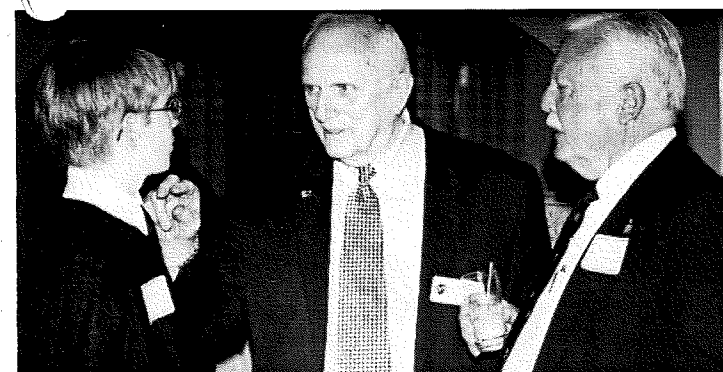
Connie and Brent McKinley.



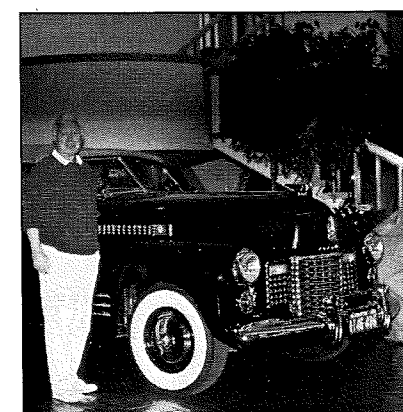
Joe and Yolanda Gordon



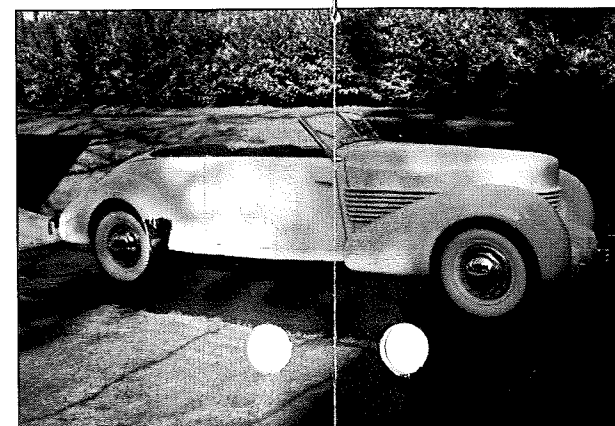
Loren Knutsen, Lorraine and Larry Justice, and Bob Reverman (l. to r.).



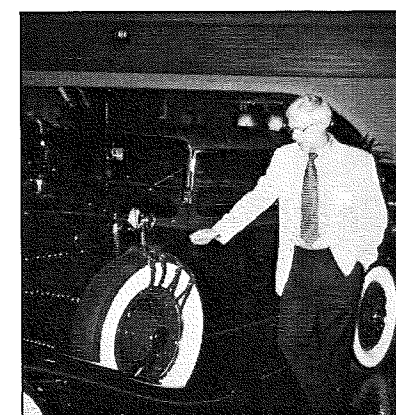
Hal Médén taking affirmative action to recruit a younger member as guest Guy Boswell (right) looks on.



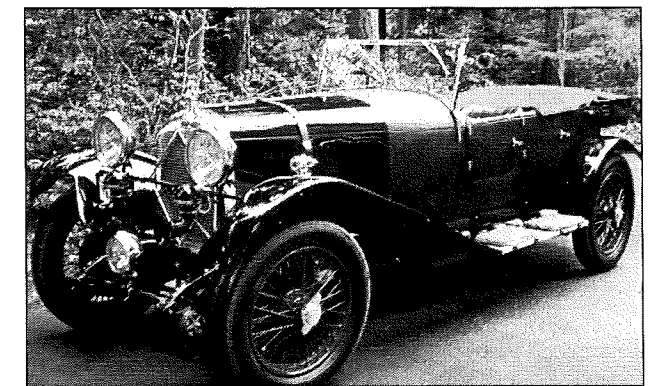
Bob Reverman with his 1941 Cadillac Series 62 Convertible Coupe.



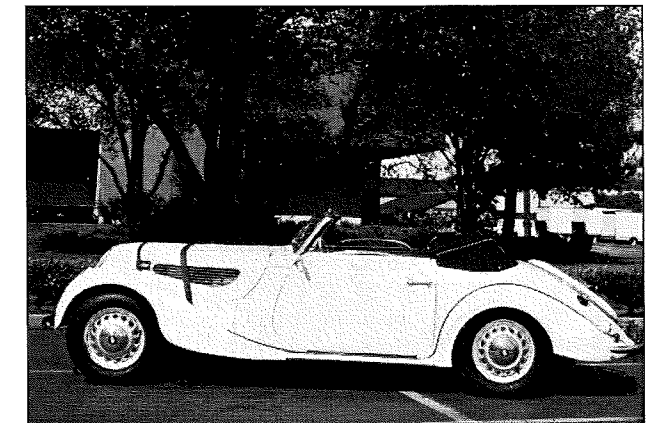
Gordon Apker's 1936 Cord 810 Convertible Phaeton. G. Apker photo



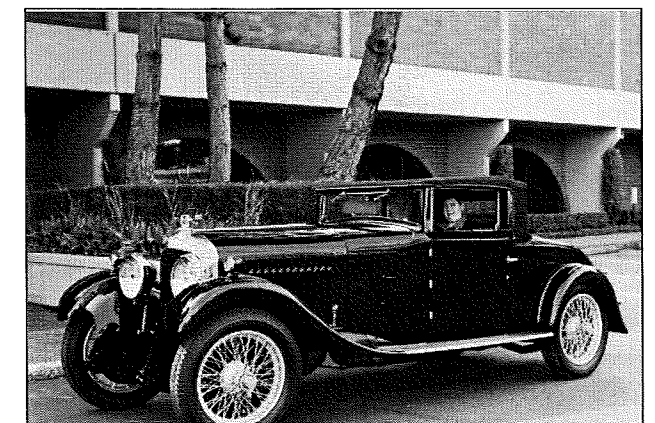
Dave Murray with his 1931 Auburn 898A Cabriolet. D. Murray photo



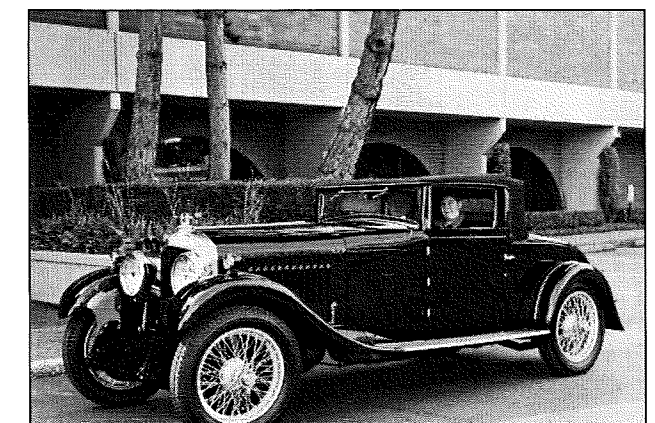
Bill and Meri Roberts' 1929 Lagonda High-Chassis Speed Model Tourer... driven by them to and from the party. M. Roberts photo



Gerald Greenfield's 1935 Packard Twelve Convertible Victoria.



Steve Norman's 1938 BMW 327 Cabriolet.



Peter Hageman's 1929 Bentley Martin Walter Drophead Coupe driven by Peter with his son Paul.

HCCA - CCCA
May Breakfast Tour

BY GERALD GREENFIELD

The first Sunday in May has been the traditional date for the Sea-Tac HCCA breakfast tour to Anton's Restaurant in Puyallup. This year's tour had a record number of cars. Seventy-five Antique or Full Classic™ vehicles and 162 people enjoyed a beautiful Sunday morning tour through south King and north Pierce counties led by tour hosts Doreen and Gerald Greenfield.

The tour began at Tom Crook's showroom in Kent. Tom graciously opened his fabulous collection for all to enjoy. Both clubs provided coffee and donuts while all attending had a chance to visit and inspect the wonderful cars on display.

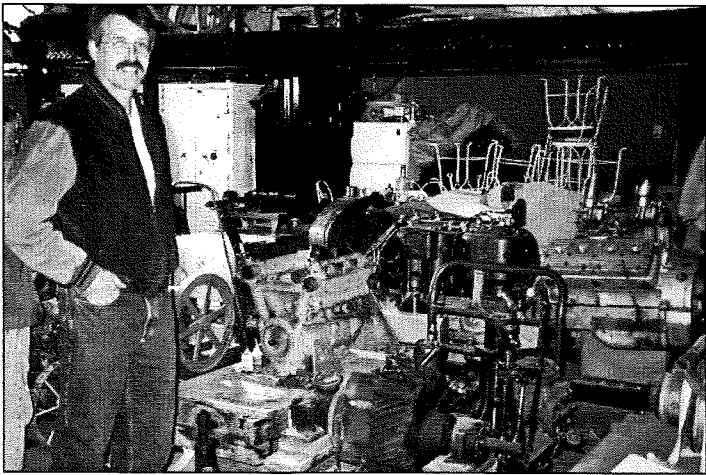
By 9:30 a.m. the sun was shining brightly and the tour departed Tom's for a scenic drive toward Ravensdale. Following a 45-minute tour the parade of cars arrived at Bud Melby's museum, one of the most fantastic collections of cars, engines and memorabilia in the Northwest. Where else would you have the chance to hold the last pistol owned by Elvis—documented to have been found under his pillow!

After an hour visit the tour departed Bud's and headed toward Black Diamond. Antiques and Full Classics™ were scattered for miles as the tour continued into Enumclaw and then on toward Orting. The Orting Valley was in full Spring bloom as the tour headed toward a 12:45 p.m. arrival at Anton's.

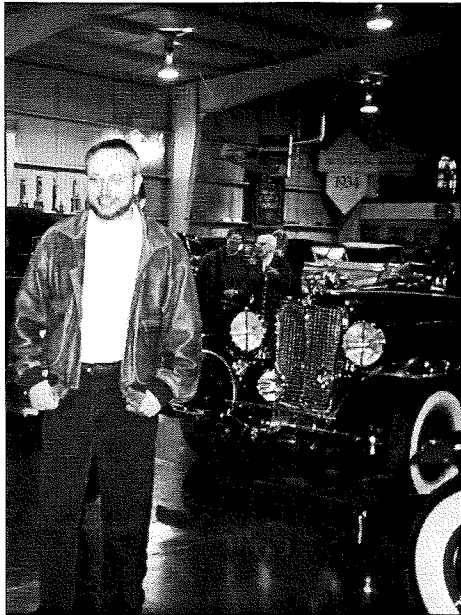
Following a sumptuous buffet all clubs having members in attendance were recognized and future events were announced. The PNWR CCCA invited all those present to our All Car Clubs Friendship Meet in August.



John and Pat Dennis toasting our host, Bud Melby, outside his museum building.



Rick Turner admiring Bud Melby's extraordinary engine collection.



Paul Murray with Bud Melby's Auburn in background.



John Kane (left) with Del and Dottie Barton in front of Bud's 1905 one-cylinder Cadillac (nc).



Tom Crook and Walt Sharp discussing the merits of selling old used cars.

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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.

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☐ 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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1.				
2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

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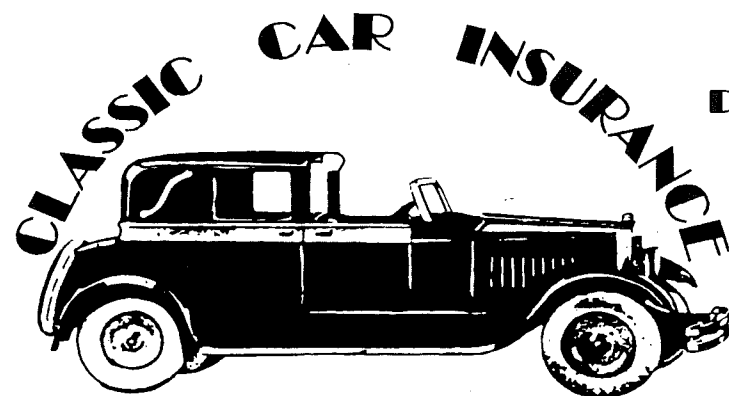


CCCA is GOING to SAN JOSE

2002 will be a special year for the Classic Car Club of America, as we will be celebrating our **50th Anniversary**. The Northern California Region is hosting the **Annual Meeting** for this milestone occasion in San Jose, California at the elegant **Fairmont Hotel**, January 9th through 13th, 2002, and we plan a great celebration in this beautiful venue. San Jose is now the third largest city in California and boasts a marvelously revitalized downtown.

Spectacular activities planned include a visit to Arturo Keller's Pyramid Collection of exotic foreign cars, reputedly the world's largest private collection of Mercedes-Benz and Hispano-Suizas. This alone will be a rare opportunity, as the collection is not often opened for viewing. We also plan visits to a huge private collection of Military tanks and Ordnance and to the world class Blackhawk Automotive Museum. Our classics will be shown in the City's 30,000 sq. ft. Parkside Hall virtually across the street from the hotel.

So **MARK YOUR CALENDAR NOW** and plan to attend this auspicious occasion. Details will be forthcoming in CCCA Bulletins. Plan to make your reservations early to take advantage of our special room rates. Keep in mind that the San Jose International Airport is only two miles from our hotel, and San Francisco International is about 35 miles away. Additional information may be obtained from Ed Gunther, Coordinator for this event, at 408-269-0191.



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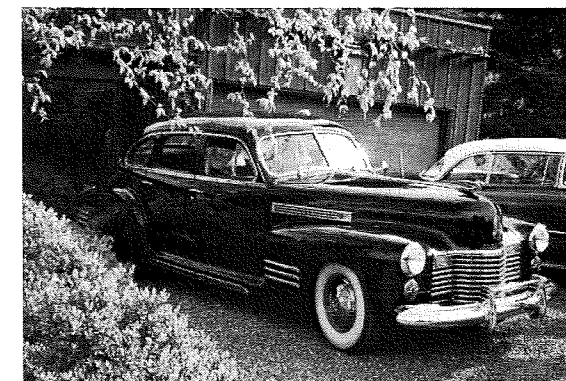
SPRING GARDEN TOUR

Continued from page 8

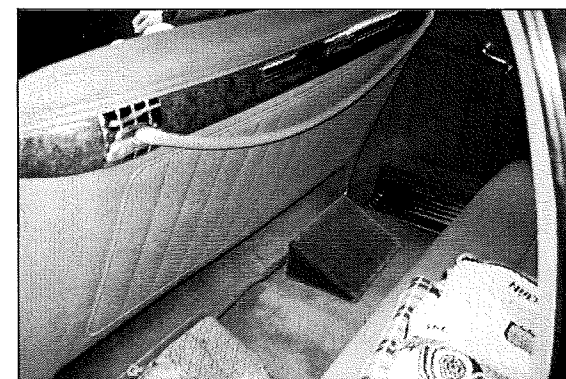
Memorable non-Cadillac Full Classics™ were two Lincoln Continentals driven by Bob Reverman and Bob and Louise Gerrity (with Ron Bloom riding along to keep tabs on his dual-carburetor installation which uses a vintage dual manifold and air cleaners made from chromed pot lids). I hope you all got to look under the hood to see that.

One hard-luck note: Bill and Karel Deibel attempted to make the tour in her 1942 Cadillac 60S Derham custom town car but were stopped as they approached the Edmonds Ferry Terminal when the oil pump/distributor drive idler gear in their engine stripped. (The failed gear was a reproduction part not produced by Cadillac—see related article on page 17. Ed.)

Special thanks go to our hosts and hostesses along the way, and of course, to Bob Sondheim and Sally Sondheim for planning the event.



Bruce and Betty Armstrong's all original and rather rare 1941 Cadillac Series 63 Sedan. This car was purchased new by Seattle banker Joshua Green and was acquired by the Armstrongs from Mr. Green's chauffeur.



Rear seat interior details in the above car—note the loose foot hassocks.



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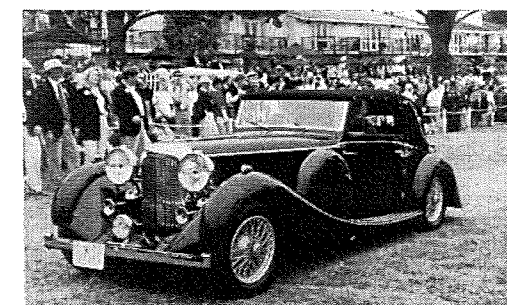
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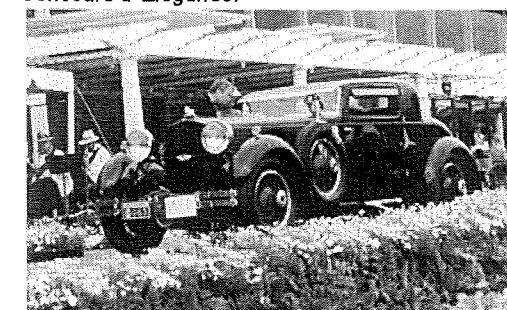
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1948 Rolls Royce	MK II Jaguar
1953 Cadillac	1960 Porche 356 B
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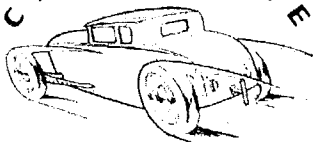


1936 Lagonda DHC. 1st in class, 1999 Pebble Beach Concours d' Elegance.



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

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A Heads-Up for 1936-1948 Cadillac V-8 Owners ...Who Don't Want Their Hoods Up!!!

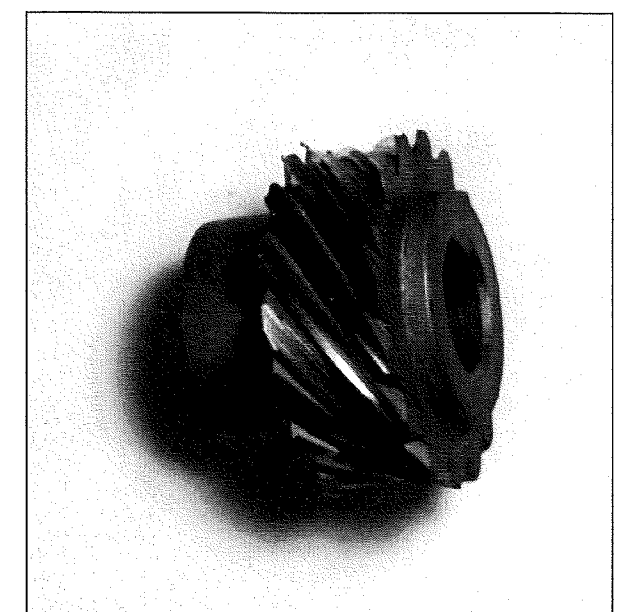
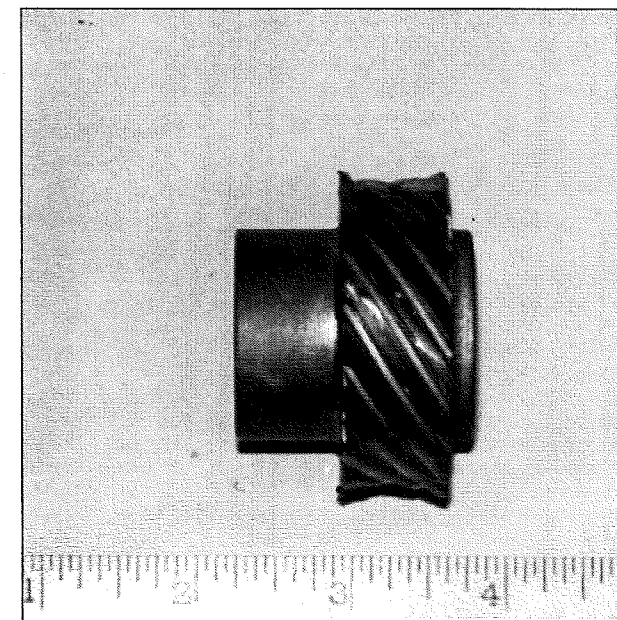
BY BILL DEIBEL

Karel and I set off for the Spring Garden Tour with the Cadillac-LaSalle Club in Karel's '42 Cadillac 60S Town Car and as we began to coast down the hill leading to the Edmonds ferry dock the engine began to backfire both through the exhaust and the carburetor. I declutched and coasted to a stop in the then closed excess ferry back-up lanes. The engine was stopped and would not restart. My first suspicion of the problem turned out to be correct—a failed oil pump/distributor drive idler gear. Somewhere back in my memory I had heard a tale about such a failure being common with some reproduction idler gears and I knew that the one I used in rebuilding my engine in 1975 was a reproduction gear. Its source of manufacture was never known to me.

After having the car towed to my garage in Fremont and confirming the gear failure I talked to three or four people I knew that I thought might have information on the subject and all confirmed familiarity with the problem. As best as I could find out ALL reproduction idler gears from whatever source should be viewed with suspicion. This part is made of a special bronze and I was informed that in 1936 when Cadillac introduced it they immediately had problems necessitating further research to develop an alloy that would live in the application.

I had put 12,500 miles on my engine when the gear failed including trips from Michigan to Seattle and Seattle to Santa Barbara and back as well as two CARavans®. The actual failure occurred under the most fortunate conditions imaginable. Under other circumstances the outcome could have been worse than I would care to think about. My sources of information were surprised that the part had lasted as many miles as it did. I had not increased the oil pressure relief valve setting as some owners have done which helped with longevity. Increasing the oil pressure increases the load on this gear which would be detrimental to the life of a factory gear as well.

As the bad reproduction gears wear they produce small bronze shavings that accumulate in the gear's vicinity unlike the factory gears which wear away slowly leaving only trace debris in the oil along with the other normally wearing engine parts. If a suspicion arises about a particular engine it is an easy procedure to remove the distributor tower and with a light look at and feel the gear to determine its condition. Mine had burrs on the teeth sharp enough to cut a finger. Below are photos of my failed gear—note that the tooth top profile would be flat when viewed at right angles.



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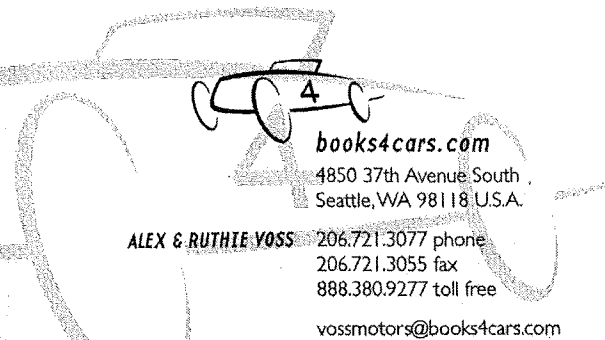
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Classic Car Club of America
Pacific Northwest Region
Board of Managers Meeting Minutes
Reported by Ted barber, Secretary PNWR CCCA

March 7, 2001

The meeting was called to order by Director Johnson at Rock Salt Steak House in Seattle. Attending were managers Campbell, Kohlwes, McEwan, Mote, Murray, Norman and Wouters; Secretary Barber; Treasurer Magnuson; Membership Chair Long; Editor Deibel; National Director Grisham; members Crook, Greenfield, Hageman, Linke, Méden, Reddaway, Rittenhouse, and Turner; and guests Susan Benfell and David Reddaway. (Absent Board members: Barer, Zuker.) The minutes of the Feb 7, 2001 meeting were approved as corrected. Treasurer Magnuson reported a balance of \$32,367 (reflecting dues received and \$2500 loaned to the Grand Classic account. Membership Chr. Long reported that there were 165 renewals. The roster will be done this week and mailed next week. Chr. Long will send names of members to D. Klusman for badges. Editor Deibel reported that the BG will be at the printers on Thursday. (This is a new printer, who does the Arizona Region's publication, and will simplify typesetting and give better photo reproduction.) Next deadline is June 1. Cover story and other inputs needed. The new mailing procedure requires the stating of a regular place of business (Conrad Wouter's office), certain masthead changes and an indication of the proportion of dues going to publication costs. National Director Grisham reported that the National board is still dealing with the survey responses, but no direct action is expected soon other than a possible follow-up questionnaire. As the Vice-President of regions, he noted that several new regions have been formed. The site for the 2005 Annual Meeting has not been decided yet. The cross-country CARavan, lost money, and National now has an attorney to review hotel contracts (over \$5000) for such events.

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

Feb 3 (Sat). Judging Seminar Mgrs. Deibel/Reddaway. 59 attended; over half willing to be judges at GC.

March 31 (Sat). Coming Out Party. Mgr. Bomstead. 12 cars invited. Club may have to subsidize.

April 7, Eastside Home & Garage Tour. Mgr. Long. Includes Armstrongs. Assisted by Murray. The Club will provide lunch.

April 28, Cadillac-LaSalle Club Bainbridge/Bloedel Tour. Mgr Barber. (Date changed. from May 5.)

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. Including Cadillac Club again. First garden just across 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 Classic. Mgr. Greenfield. Hotel is Seatac Marriott, judging site at G. Apker's. About 50 cars and 100 people are expected. W. Deibel is Head Judge. Featured: unrestored cars ("hidden treasures"). There will be a Friday night event at Suite 200. Trailers available to transport some non-running cars. Open to members and friends.

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.

Aug 12 (Sun). Annual All Car Clubs Friendship Meet. Mgr. Doss, goal this year is 300 cars. Approved by Potentate's staff; info going to other Clubs. Fees: \$10/car registration, \$5/spectator, \$15/spectator car. Ferrari concours off.

Sept 15 (?) (Sat). Bainbridge Tour - Mgr. Wouters. Mounger has OK'd but no firm date yet. May include Robert's, motorcycle collection.

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 PNWR CARavan®, - Mgr. McEwan. New National rules. R. Doss is writing letter.

D. Kohlwes will follow up with R. Doss on inputs to NW Car Club Calendar. J. Campbell is reviewing Club insurance options. JC Taylor covers the Club nationally and Grundy will cover the Regional board. Limits and exclusions were discussed. P. Hageman will inquire about a new restaurant on Roosevelt Way as a possibility for board meetings. A. McEwan reported that the state licensing department is being more meticulous about tracking down collector cars unlicensed in the state.

The meeting adjourned at 8:30 pm. The next meeting will be April 4, 2001 at Jonah's Restaurant in Bellevue.

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

April 4, 2001

The meeting was called to order by Director Johnson at Jonah's Restaurant in Bellevue. Attending were managers Barer, Campbell, Kohlwes, McEwan, Norman, Wouters, and Zuker; Secretary Barber; Treasurer Magnuson; Editor Deibel; National Director Grisham; and members Armstrong, Doss, Greenfield, Hooper, Linke, Méden, Reddaway, Rittenhouse, and Turner. (Absent Board members: Mote, Murray, Membership Chair Long.) The minutes of the March 7, 2001 meeting were approved. Treasurer Magnuson reported a balance of \$32,178. Membership Chr. Long reported (in absentia) that there were 170 members. The roster has been sent to members. Some errors were noted in the directory and corrections and additions will be sent out later. Chr. Long will send names of members who have not yet renewed to Director Johnson. Editor Deibel reported that using the new printer for the BG has resulted in significant savings: \$1678 for 28 pp vs \$1805 for 24 pp. A color cover would cost an extra \$500 although some savings on future issues will occur from not having to rescan the masthead and continuing ads. Next deadline is June 1. Since the proposed new mailing process would save only \$2 per issue, requiring 40 years to pay back the initial fee, it will not be used. R. Doss reported that the new membership form would be a two-part form. J. Campbell gave a further report on the process to obtain liability coverage for the regional Board. R. Doss led a discussion on the PNWR oversubscribed CARavan, policy letter he had written to National modifying their lottery policy. The Board approved the letter.

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

March 31 (Sat). Coming Out Party. Mgr. Bomstead. 11 Classics presented. 165 people attended. Director Johnson reported that it was a great event. Broke even within \$100 or so.

April 7, Eastside Home & Garage Tour. Mgr. Long. Includes Armstrongs. The Linkes will assist with parking. The Club will provide lunch.

April 28, Cadillac-LaSalle Club Bainbridge Tour. Mgr. Barber. Flyer will be sent to both clubs.

May 6 (Sun). Breakfast Tour, with HCCA. Chr. Greenfield passed out flyers. Will start at Tom Crook's, go to B. Melby's. A different route will be used.

June 2-3 (Sat, Sun). Garden Tour to Vancouver. Mgr. Liz Holt. Including Cadillac Club again. A. Long and T. Barber will send mailing labels to Liz Holt, who will then send out flyers.

July 4 (Wed). Yarrow Point Parade - Mgr. McEwan. Same as previously.

July 7,8 (Sat, Sun). SOVREN Pacific Northwest Historic races. T. Armstrong gave review; event raised \$500,000 last year; invited members to lunch at his "paddock".

July 13-14 (Fri-Sat). Grand Classic. Mgr Greenfield. Hotel is SeaTac Marriott, judging site at G. Apker's. About 50 cars, 100 people expected. Deibel is Head Judge. Featured: unrestored cars ("hidden treasures"). Friday night event at Suite 200. Apker's open 8 a.m., judges' breakfast 9 a.m., judging 10 a.m. and on. Trailers available to transport some non-running cars. Open to Club members and friends. Registration forms out in next Classic Car. Runners, other workers needed.

July 27-29 (Fri-Sun). Theater Overnighter to Vancouver - "Bard on the Beach" 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.

Aug 12 (Sun). Annual All Car Clubs Friendship Meet. Mgr. Doss, goal this year is 300 cars. New Potentate wants contract to give \$4500 to the Nile Country Club. The Board authorized Doss to negotiate the best deal possible to get max \$ to charity.

Sept (??) Submarine Base Tour. Mgr. Harlow. Possible other day, later in year or next year.

Sept 15(?) (Sat). Bainbridge Tour - Mgr. Wouters. Date not yet firm yet.
October 13, 14 (Sat, Sun). Peninsula Tour - Mgr. Norman. Overnighter, includes Ferrari/Jaguar/BMW clubs.

Nov 10 (Sat). Annual Meeting - Mgr. Zuker. Possibly at Hart facility. (Could be moved to Nov. 3.)

Dec 9 (Sun). Holiday Party - Mgr. Kohlwes. At Broadmoor. Will be earlier in day.

Long-Range Planning: 2002 PNWR CARavan®, - Mgr. McEwan. Date needs to be set. Traditionally last week in July.

S. Linke has portable tents available for use for Club outdoor functions.

The meeting adjourned at 8:50 pm. The next meeting will be May 2, 2001 at the Rock Salt Steak House in Seattle.

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

May 2, 2001

The meeting was called to order by Assistant Director Zuker at the Rock Salt Steak House in Seattle. Attending were managers Campbell, McEwan, Mote, Murray, Norman and Wouters; Secretary Barber; Treasurer Magnuson; Editor Deibel; National Director Grisham; and members Greenfield, Pollock, Reddaway, Rittenhouse, Taylor, and Turner. (Absent Board members: Barer, Johnson, Kohlwes, Membership Chair Long.) The minutes of the April 4, 2001 meeting were approved as corrected. Treasurer Magnuson reported a balance of \$31,177 with bills paid including \$1300 spent on the April 7 tour. Editor Deibel reported that the next deadline is June 1 and that he will be out of town from May 13 to June 1. Inputs are needed from Barber, Bomstead, Carlson, and Zuker. National Director Grisham reported on the recent national board meeting. Dues will be raised to \$45 to compensate for a \$30,000 shortfall. National has agreed for the most part with the Doss letter, approving it for 2002 CARavans, with very minor changes. A by-law has been proposed directing the Classification Committee to consider pre-1925 cars which are identical to already accepted Classics. The Classic Experience will feature Buick.

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

April 7, Eastside Home & Garage Tour. Mgr. Long. Includes Armstrongs. The Linkes assisted with parking. The Club provided lunch, with 80 or 90 attending, costing about \$1300.

April 28, Cadillac-LaSalle Club Bainbridge Tour. Mgr. Barber. Most enjoyed the tour. Some got lost, including Mgr. Barber. Routes need to be more carefully laid out in the future.

May 6 (Sun). Breakfast Tour to Antone's, with HCCA. Will start at Tom Crook's at 8:30 am, leaving at 9:30 to go to Bud Melby's. A different route will be used.

June 2-3 (Sat, Sun). Garden Tour to Vancouver. Mgr. Liz Holt. Including Cadillac Club. Flyer to be in mail tomorrow.

July 4 (Wed). Yarrow Point Parade - Mgr. McEwan. Same as previously, be there by 10:30 am.

July 13-14 (Fri-Sat). Grand Classic. Mgr. Greenfield. Hotel is SeaTac Marriott, judging site at G. Apker's. About 50 cars and 100 people expected. Deibel is Head Judge. Featured: unrestored cars ("hidden treasures"). Friday night event at Suite 200. Apker's open 8 a.m., judges' breakfast 9 a.m., judging 10 a.m. and on. Trailers available to transport some non-running cars. Open to Club members & friends. Registration forms out in next CCCA Bulletin. More workers needed. Only four registrations so far. Break even point is 50 cars, 75 hoped for. Flyer to be sent to all Oregon and Washington national members.

July 27-29 (Fri-Sun). Theater Overnighter to Vancouver - "Bard on the Beach". Mgr. Carlson. Carlson needs firm commitments for hotels, etc. Flyer to be out soon. Program may be scaled back since fireworks performance may be omitted, but promises to be a great affair.

Aug 8 (Wed). Host for Reception (for Vintage Bentley Tour) at Suite 200, afternoon. Mgr s. Hageman/McEwan. Zuker and Johnson will be Club hosts.

Aug 12 (Sun). Annual All Car Clubs Friendship Meet. Mgr. Doss, goal this year is 300 cars. New Potentate wants contract to give \$4500 to the Nile Country Club. The Board authorized Doss to negotiate best deal possible to get maximum dollars to a charity. Other possible locations were discussed: St. Edward Park, Lakeside School, Bellevue Comm Coll, though Nile is not yet out.

Sept (??) Submarine Base Tour. Mgr. Harlow. Possible other day, later in year or next year.

Sept 15(?) (Sat). Bainbridge Tour - Mgr. Wouters. Date and other arrangements not yet firm.

October 13, 14 (Sat, Sun). Peninsula Tour - Mgr. Norman. Overnighter, includes Ferrari/Jaguar/BMW clubs.

Nov 10 (Sat). Annual Meeting - Mgr. Zuker. At P. Hart facility.

Dec 9 (Sun). Holiday Party - Mgr. Kohlwes. At Broadmoor. Will be earlier in day.

Long-Range Planning:
2002 PNWR CARavan®, - Mgr McEwan. Date last week in July.
2002 Art of the Car - Bellevue Art Museum - Campbell/Hageman
2002 Private Estate Golf/Train Event - Hageman
2005 National Meeting open for sponsorship.

S. Norman moved that the meeting time be changed to 7 pm. Seconded and passed.

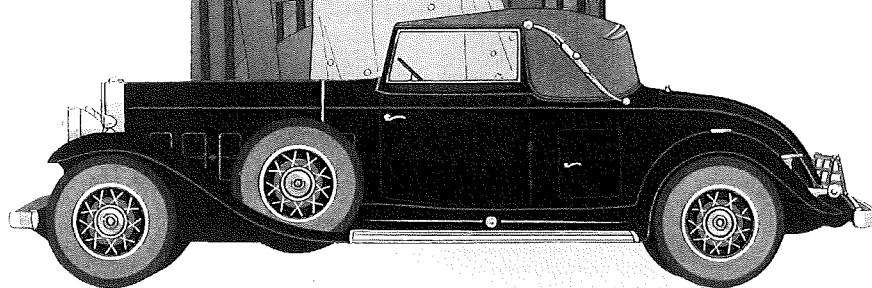
The meeting adjourned at 8:40 pm. The next meeting will be June 6, 2001 at Jonah's Restaurant at 7 pm in Bellevue.

2001 PNWR CALENDAR OF EVENTS

DATE	EVENT	MANAGER
JUL. 4	YARROW POINT 4th OF JULY PARADE	McEWAN
JUL. 13-14	GRAND CLASSIC SM	GREENFIELD
JUL. 27-29	CANADIAN CAPER #3, VANCOUVER, B.C.	CARLSON
AUG. 8	BENTLEY TOUR RECEPTION, SUITE 200	HAGEMAN/McE.
AUG. 11	ALL CAR CLUBS FRIENDSHIP MEET	DOSS
SEP.	TOUR	WOUTERS
OCT. 13-14	PENINSULA OVERNIGHTER	NORMAN
NOV. 10	ANNUAL MEETING	ZUKER
DEC. 9	HOLIDAY PARTY	KOHLWES



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