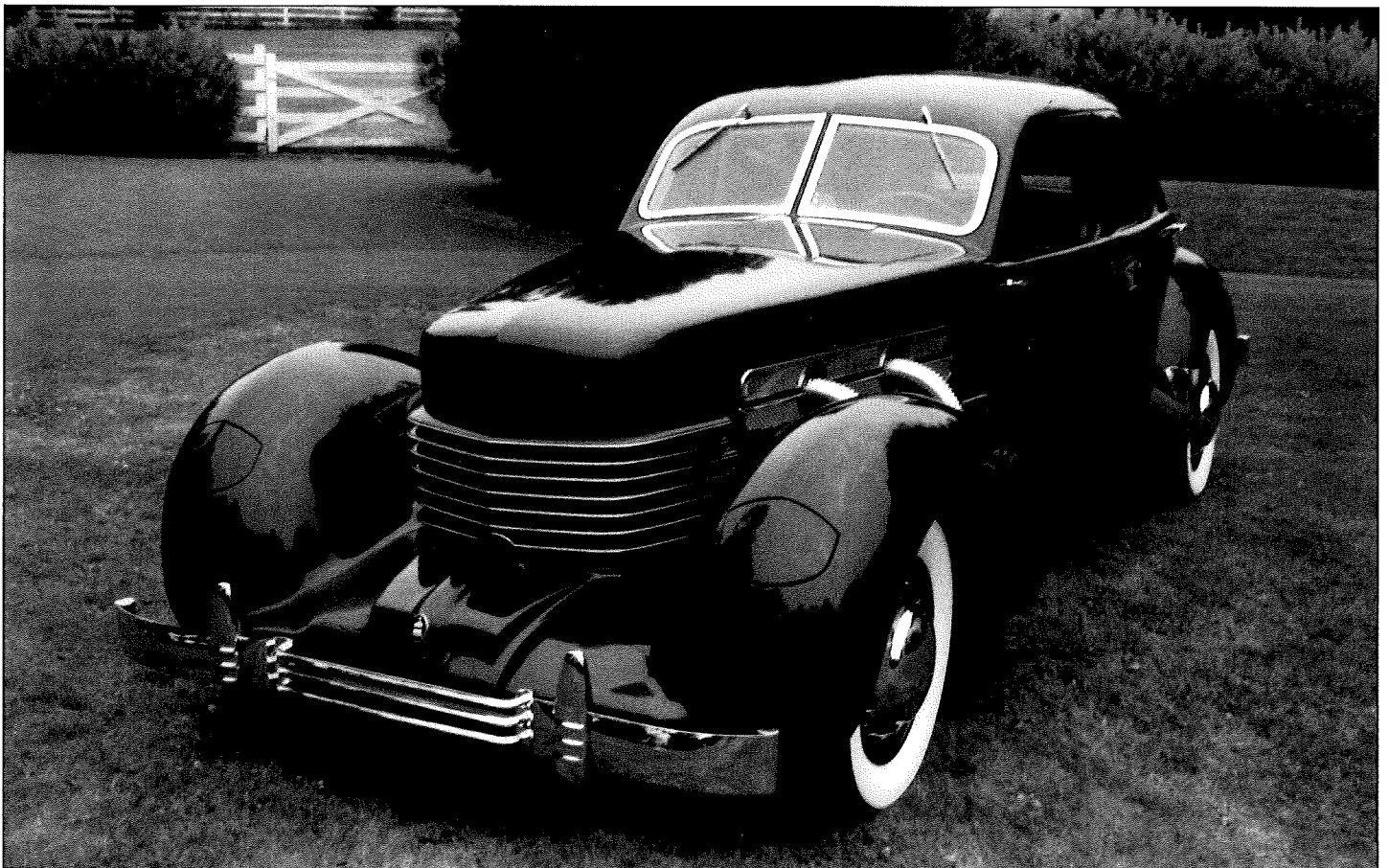


BUMPER GUARDIAN



1937 CORD
MODEL 812 SUPERCHARGED WESTCHESTER SEDAN
John Upthegrove

July 2001 through September 2001



BUMPER GUARDIAN

Pacific Northwest Region
Classic Car Club of America

Home Work

Officers & Special Posts

Gary Johnson, Director	425/746-1098	425/649-8636
Lee Zuker, Asst. Director	425/641-8564	360/426-4388
Ted Barber, Secretary	206/431-1441	
Roy Magnuson, Treasurer	425/745-9648	425/252-7022
Anne Long, Membership Chair	425/747-7774	425/763-8050
Bill Deibel, Editor	206/522-7167	
Hal Medén, Copy Editor	425/641-0673	
John Carlson, B.C. Liaison	604/931-5948	

Board of Managers

Gary Johnson	2001	425/746-1098	425/649-8636
Al McEwan	2001	425/827-2187	
Bill Mote	2001	206/937-3959	206/621-9603
Lee Zuker	2001	425/641-8564	360/426-4388
John Campbell	2002	425/885-5472	425/562-1960
Darlene Kohlwes	2002	206/298-6989	
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

Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was granted a charter in 1963. *Bumper Guardian* is published quarterly.

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

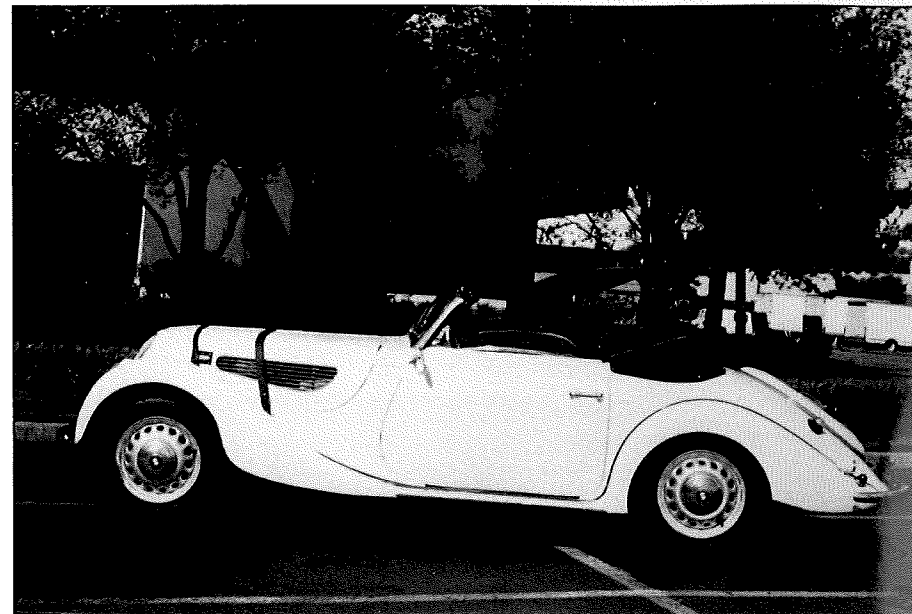
Production is handled by AlphaGraphics.

PLEASE!

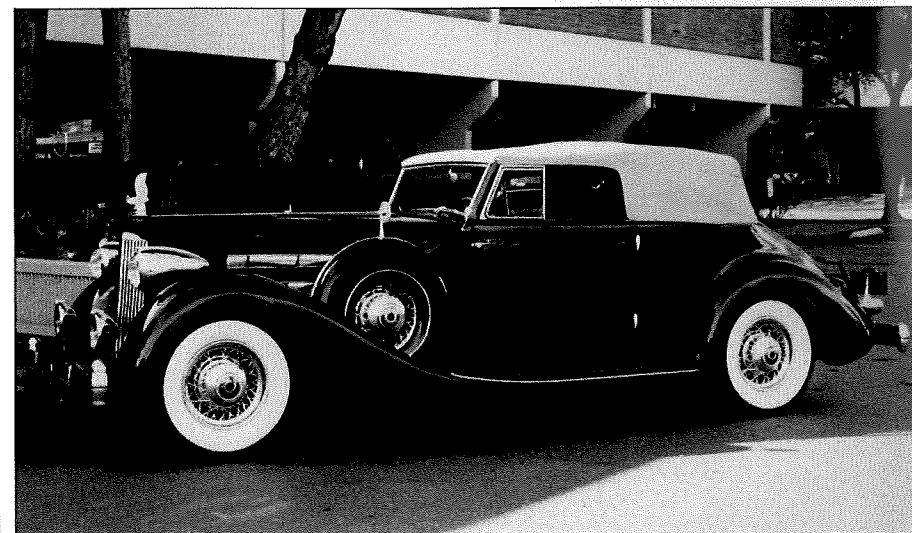
Please, Please, Please advise membership chair Anne Long or your editor when you change your address. With each BUMPER GUARDIAN issue, we have been getting several \$.50 postal penalties the U.S. Post Office assesses for forwarding our publication.

Humble Apologies... to Gerald Greenfield and Stephen Norman

In the Coming Out Party coverage in our last issue Steve Norman's 1938 BMW 327 Cabriolet was misidentified as Gerry Greenfield's 1935 Packard Twelve Convertible Victoria and a photo of Gerry's car omitted. Below are these cars correctly captioned.



Steve Norman's 1938 BMW 327 Cabriolet.



Gerald Greenfield's 1935 Packard Twelve 1207 Convertible Victoria.

Attention: 2002 National CCCA Annual Meeting Attendees

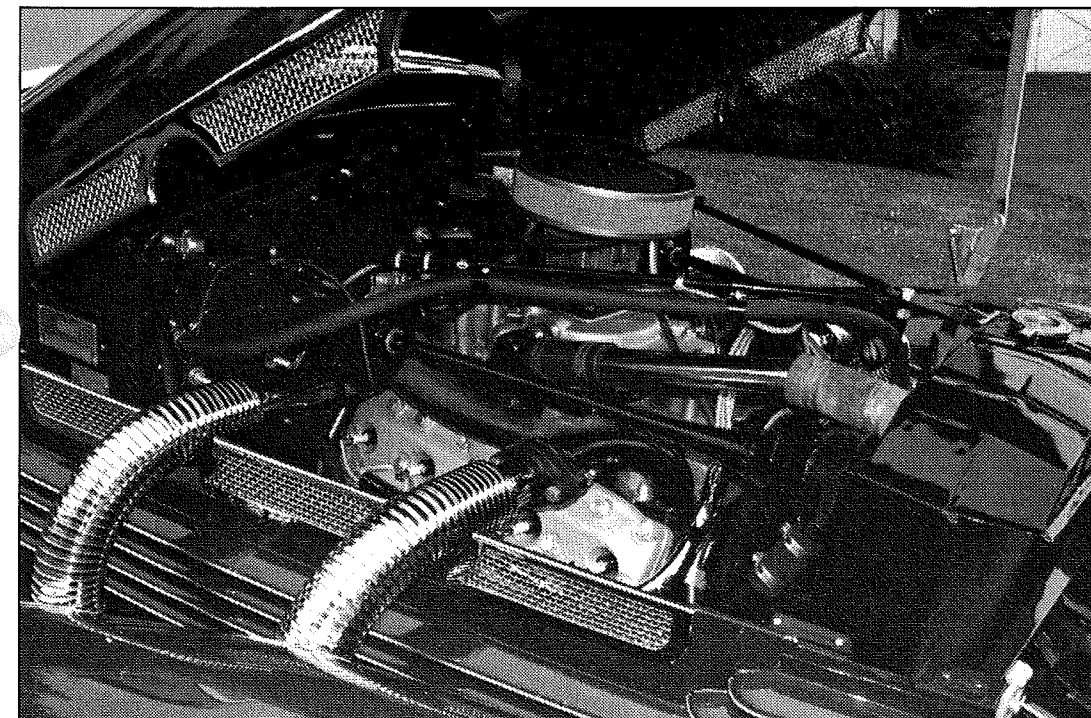
Any members with an interest in jointly hiring a truck to take their car to the National Annual Meeting in San Jose, California
January 9-13 please contact Bill Deibel
by FAX: 206-985-1447 or e-mail: karelorbill@mindspring.com

OLD BLUE

STORY BY JOHN UPTHEGROVE
PHOTOS BY BILL DEIBEL

'Old Blue' brings a gleam of recognition to the eyes of many CCCA members, as much for their memories of the late Douglas C. "Buzz" O'Connor as for their memories of his Cord. It is a great car. People have thought so for a long time.

Old Blue is a 1937 Cord Model 812 Supercharged Westchester Sedan and I am proud to own it and be its current caretaker. The best information I can find tells me that Old Blue was purchased by 'Buzz' O'Connor in Arizona in 1969 who then brought the car to his home in Richland, Washington. Numerous telephone calls and other research have failed to tell me from whom he bought the car, though I do know that it was purchased directly from its owner, rather than at auction. A machinist by trade and a passionate Cord aficionado, Buzz restored the automobile



in the early 70s. He finished the restoration in 1975 and, although not a 'trophy hunter,' drove the car to Auburn, Indiana, to attend his first Auburn Cord Duesenberg (ACD) Club reunion and to compare his car to other Cords. While there he discovered that he had a special car. In particular, the exterior-mounted trunk hinges and interior of Old Blue were different than the typical 812 Supercharged Westchester.

Buzz was one of the first Cord collectors ever to drive his car to Auburn from the West Coast. His brother, Ken O'Connor, recalls Buzz telling him that when he arrived in Auburn he took the car to the local car wash and then on to the meet. He showed it and took Third Place in Primary. Ken has kept the trophy so he is able to confirm this date. Following the judging Buzz asked the judges what he might do to improve the car. They told him that there were a few paint chips and the undercarriage needed to be cleaned. When Buzz informed them that he had driven the car to the re-

union from the State of Washington they could not believe it. They said that if they had known that prior to judging they would have scored him higher.

Buzz drove this car. On one of his trips he blew out four or five brand new tires. The manufacturer sent him new replacement tires along the way! On another trip he broke his front spring. He stopped at Jimmy Howell's in Chicago and borrowed one from Howell's car to get to Auburn and back home. He then sent Jimmy's spring back to him. In 1977 Buzz again drove to Auburn. He received a plaque for this trip which covered 5,932 miles. For all of his driving, the ACD Club recognized him that year by awarding him the Wat Adams ring. He was particularly proud of that award.

In 1979 he made the trip a third time and received a plaque acknowledging 4,000 miles driven. Both plaques were given for the "Long Distance Award." Buzz toured with the CCCA on a Northwest CARavan®, drove to California several times to visit his family, and drove to Glenn Pray's place in Broken Arrow, Oklahoma a couple of times. Glenn Pray had about 1960 purchased the remaining Auburn and Cord factory parts inventory. He and Buzz became old friends. As you can see Old Blue was not a 'trailer queen.' When Buzz took his car to meets he did not enter it for judging—it was a 'driver.'

In 1982 when certification was started Buzz was one of the first

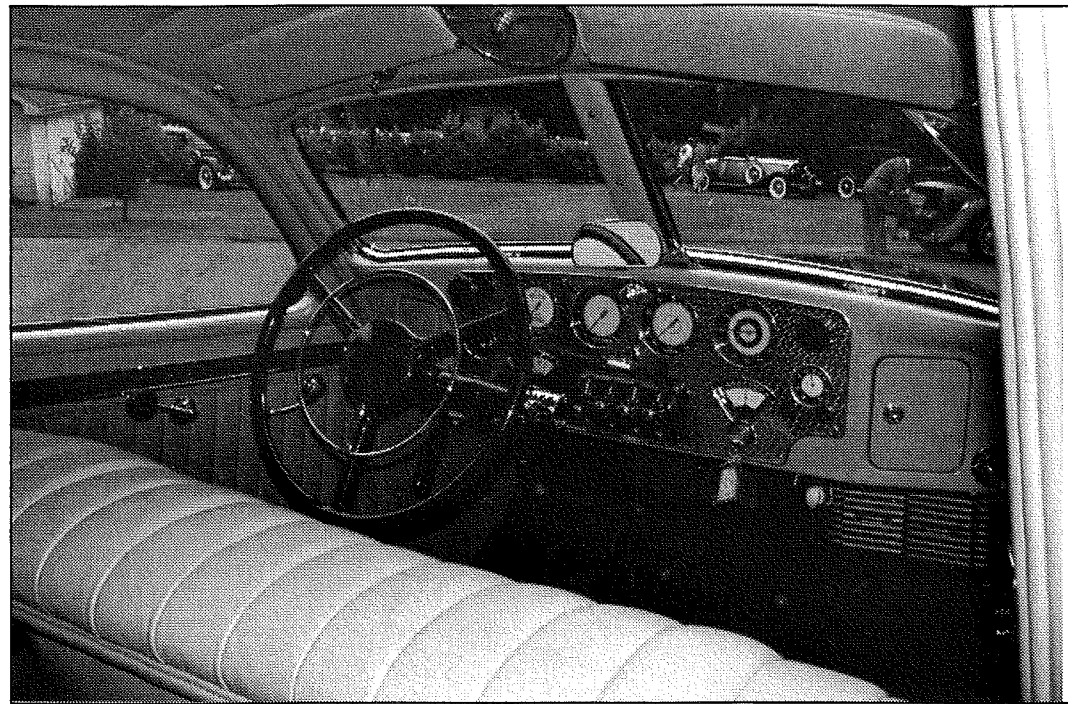
to have his car certified by the ACD Club, with the special certificate #037 assigned to him. In the process he learned that his car was among the last Cords built and that, although correctly identified as a Westchester, it like other very late Westchesters was fitted with a Beverly interior probably based on balancing out the remaining inventory of body shells and interior components (see sidebar).

Ken O'Connor also remembers that the Silverado Concours one year featured ACD cars. Buzz drove Old Blue down to California for the meet not planning to enter, but he was prevailed upon to do so in order for the Closed Car Class to have enough cars to permit granting of awards to other cars. The judges all knew his car was not competitive but they completed a score sheet on his car. When asked to operate the passenger side wiper Buzz informed them that the last time it worked was when it was shown last, and that

continued on following page

Cover Story—OLD BLUE

continued from previous page



My first view of Old Blue was in Buzz's barn in West Richland where it sat entirely disassembled with the parts boxed and placed in the body. I purchased it there from Buzz's brother, Ken, and moved it to the shop of PNWR member Phil McCurdy. The purchase agreement included a promise to restore the car to its original condition and, with the exception of changing the upholstery from broadcloth to leather, this promise has been kept. Restoration was completed by Phil in time for Old Blue's debut at the 2000 PNWR Coming Out Party.

I have had the opportunity to show Old Blue a couple of times. In 2000 I attended the Forest Grove Concours where Old Blue sparkled and was re-certified by the ACD Club. Most recently Old Blue

was in Auburn at his first meet. He tried the wiper and it worked! When the judging was completed Buzz tried it again and it would not work. He then laughed and said it must just peak for shows.

His brother recalls another trip in the early 80s when Buzz drove down to California and had to pass through Red Bluff. On that day the temperature hit an all-time high of 120 degrees F—and the Cord kept on going although the transmission locked in fourth gear. Nevertheless he managed to drive from there to Fremont by finding every level road he could. Upon arrival he took off the transmission cover and let it sit overnight. In the morning it had cooled down and shifted OK. Buzz's mother, who rode with him, was suffering from heat exhaustion.

Buzz and Old Blue with its 'CORD SC' license plate were familiar visitors at auto shows and swap meets in the Pacific Northwest. It seems everyone knew both Buzz and the car! Prior to his accidental death in 1995 Buzz had put about 90,000 miles on the car and had started a second restoration.

withstood inspection at the 2001 Pacific Northwest Grand Classic® receiving a First Place award. Mostly though, I am looking forward to taking Old Blue onto the open road again to join members of the CCCA on tours and area events.



Owner John Upthegrove, left, and restorer Phil McCurdy are all smiles with Old Blue after the judging at the 2001 Pacific Northwest Grand Classic®. They were to learn at the banquet that Old Blue scored 99.5 points when it was awarded a First Place in Primary Production 1937-39.

Cord Sedans—Beverly or Westchester?

BY JOHN UPTHEGROVE

Confusion exists with respect to the differences between Cord Beverly and Cord Westchester sedans. By addressing these differences we hope to clarify this issue.

In 1936 the only difference between a Beverly sedan and a Westchester sedan was the interior. Both sedans were built with the "fast back" with the taillights mounted in the trunk lid. The Beverly featured fixed center arm rests front and rear, and was designated a four-passenger sedan. The Westchester came with no center arm rests and was designated as a five-passenger sedan.

The standard interior fabric in the two sedans was broadcloth, but leather upholstery was a published option available on both models. When equipped with broadcloth, Westchester seats had a single plain panel of fabric across both the cushion and the back, with plain wide bolsters across the top of the backs and across the front of the cushions. When leather was selected, pleats were used in the main panels and the leather bolsters remained plain. Beverly seats were pleated in both broadcloth and leather without bolsters. The pleats ran vertically to the top of the back, and from back to front down to the floor on the cushions.

All 1936 Cords were given the Model number 810. In 1937, they were assigned Model number 812. However, a number of unsold 1936 Beverly sedans were renumbered as Model 812 at the beginning of 1937. And beginning in 1937, for the first time, all model 812 Cords offered a supercharged engine as an option.

The Beverly sedan was the only body style to undergo extensive changes in 1937. Some buyers of 1936 Model 810 sedans had complained of scanty trunk space so the factory developed a bustle-shaped accessory trunk lid that could replace the original lid. Few were delivered and those that were used were said to have made the car "look like it was wearing a knapsack." The 1937 Beverly was redesigned with an integrated bustle-shaped trunk with the taillights moved from the trunk lid to the body. Cord owners refer to these model 812 Beverlys as "bustlebacks."

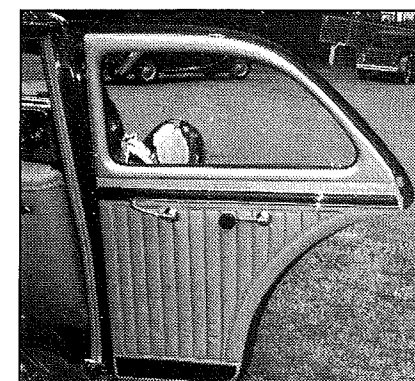
Another criticism of the 810 Beverly was also corrected in 1937. The 812 model Beverly abandoned the fixed center arm rests found in the 810 and offered a redesigned, pleated interior with bench-style seats and pull-down arm rests front and rear. This increased passenger capacity and made it possible to slide across the seat to get out on the opposite side of the car. (Fixed arm rests, front and/or back remained available by special order.)

This "Deluxe Beverly interior" was used in some original 812 model Westchester sedans. This occurred either due to buyer preference or, in late model year production, as the factory attempted to use only existing component inventories whenever possible.

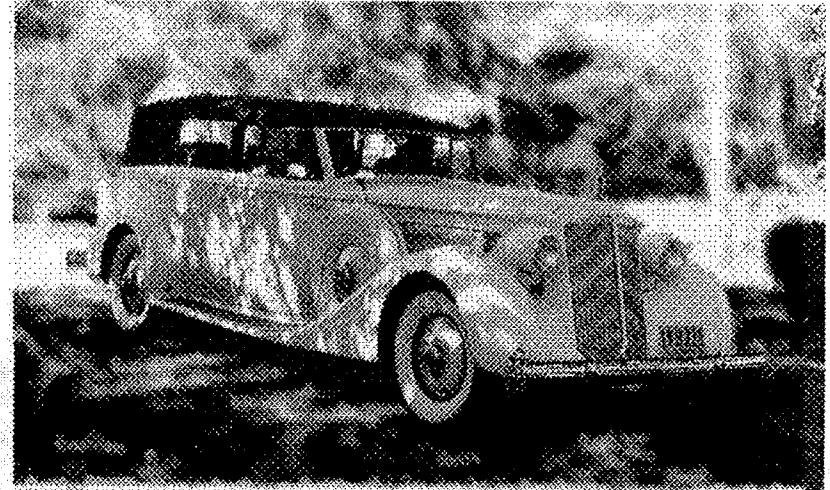
Adding to the confusion of body styles and types were the Model 812 Custom Beverly and Custom Berline. These cars had an extended wheelbase (from 125" to 132"). No Westchesters were built with the extended wheelbase.

A total of 2,900 Cords were manufactured, including 1,300 Westchester sedans. Our cover car, one of only 81 supercharged 812 Westchesters, was built with a Beverly interior, as authenticated by the ACD Club. Records show that only four Westchester sedans were manufactured later than this one.

Reference: 1. *Cord 810/812 The Timeless Classic*, Josh B. Malks, Krause Publications, 1995. 2. *The Classic Cord*, Dan R. Post, Dan R. Post Publications, 1952.



Two photos of Old Blue's 1937 Cord 812 Deluxe Beverly interior.



Stanley and Myrna Zimmerman's 1936 Packard Twelve Convertible Sedan, a recent total restoration from Glenn Vaughn Restoration Services, Inc.

GLENN VAUGHN RESTORATION SERVICES, INC.

Everyone remembers that Michelangelo painted the Sistene Chapel ceiling. How many people recall which Pope financed it?

The car featured above is owned by Stanley and Myrna Zimmerman of Beverly Hills, California and without them I wouldn't have had the chance nor the privelege and honor to produce such a fine automobile. After taking a first in class at the 100th Anniversary of Packard at Warren, Ohio, it was more recently honored with 100 points at the Southern California CCCA meet at Cal Tech. It was also invited to Pebble Beach this year and a future Rose Parade.

It has been by privilege to put out many award-winning cars throughout my career. What I never forget is that without willing clients I would have nothing in my shop. All of my outstanding staff would be idle.

Thank you Stanley and Myrna. Thanks to all of my great clients, past, present, and future.

If you are interested in discussing your restoration needs, you can go to www.glennvaughn.com, email gvaughn@midlink.com, or call Glenn at 208/773.3525 and request a video.

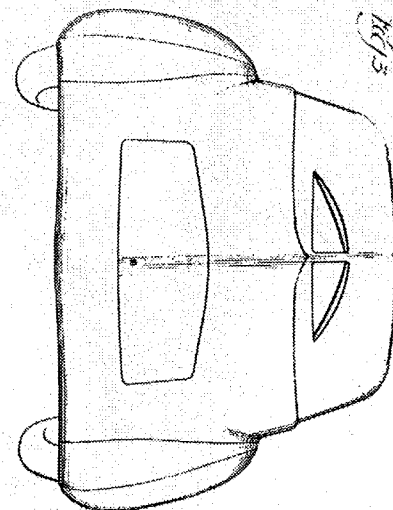
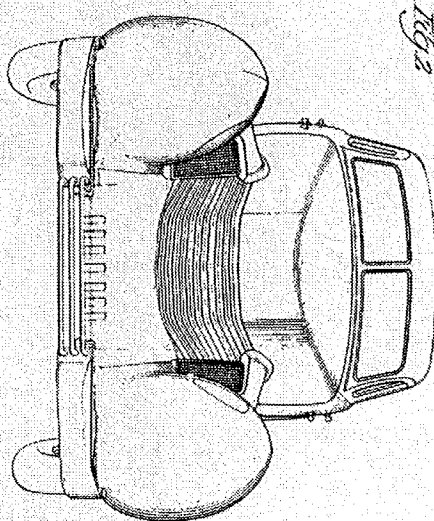
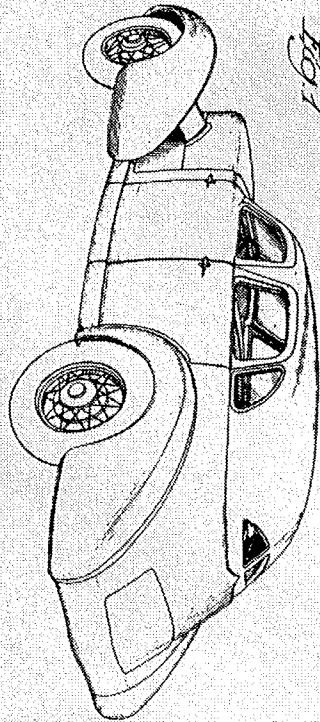
For those of you who remember Hill and Vaughn, my father is doing quite well, thank you

Oct 2, 1934.

G. M. BUEHRIG
AUTOMOBILE

Des. 93,451

Filed May 17, 1934



UNITED STATES PATENT OFFICE

53,451

DESIGN FOR AN AUTOMOBILE

Gordon Miller Buehrig, Auburn, Ind., assignor to
Card Corporation, Chicago, Ill., a corporation
of Delaware

Application May 17, 1934, Serial No. 51,322

Term of patent 7 years

To all whom it may concern:
Be it known that I, Gordon Miller Buehrig, residing at Auburn, Indiana, in the county of DeKalb, and State of Indiana, have invented a new, original, and ornamental design for an automobile, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof.
Figure 1 is a perspective view showing the automobile of my new design.

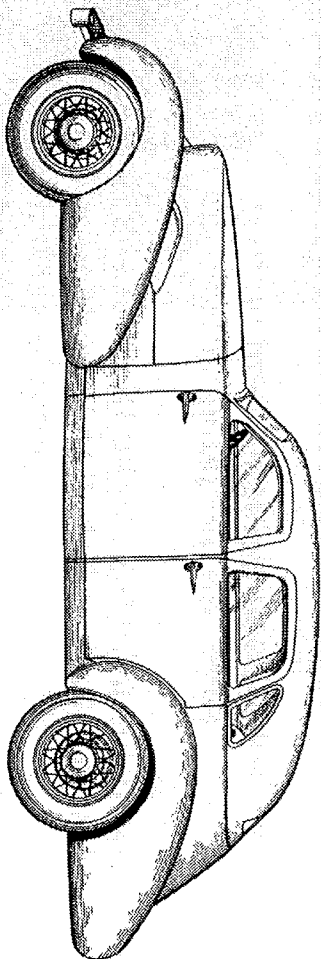
Figures 2 and 3 are front and rear views respectively of the automobile; and
Figure 4 is a side view of the automobile.

I claim:

The ornamental design for an automobile substantially as shown.

Witness my hand and seal, this 9th day of May, 1934.

GORDON MILLER BUEHRIG.



*Restored by
Glenn Vaughn
Myrna & Stanley
Buehrig*

Vancouver, B. C. Garden Tour

STORY BY LIZ HOLT
PHOTOS BY ARNY BARER

The First Biennial Vancouver Garden Tour was held the weekend of June 2 - 3, 2001—a combined regional event for the CCCA and the Cadillac-LaSalle Club. The gardens we visited were all private gardens, the personal gardens of their owners. The 17 cars, some non-classics, met at the Lynden/Aldergrove border crossing. Amazingly all were early, except Ted Barber who took the scenic drive north, but there was plenty of time to head to historic Ft. Langley for lunch. Food and company were great. Hal Medén left his Bentley umbrella behind at the restaurant, but more about that later.

It was a drizzly day but a few, like Bill Clarke, insisted on tops down when we started off for our first garden, "The Secret Garden" of Dr. Norm Todd in Chilliwack. Well this didn't last as the drizzle soon became rain. Cars everywhere were hastily lifting canvas. Luckily when we arrived at the Todd's the clouds parted and we had a delightful two hours marveling over the amazing collection of mature Magnolias, Stewartias, Styxas and species Rhododendrons. Dr. Todd grew many of his 40 Magnolias from seed. His garden has some of the finest specimens of unusual trees to be seen in a private garden. Then it was on to the freeway and an involved route to our hotel in Richmond. The rain poured down but the cars coped. We didn't lose anyone, although we did worry when Bill and Karel Deibel freelanced and the cars behind followed. They were soon back on the route and the drive to Richmond was smooth sailing.

Saturday evening Dave and Doreen Godwin hosted dinner for the group at their home with a commanding view of Vancouver, Burrard Inlet and the North Shore mountains. Lots of talk, good food, good company and a little light refreshment. It was a perfect end to our first day.

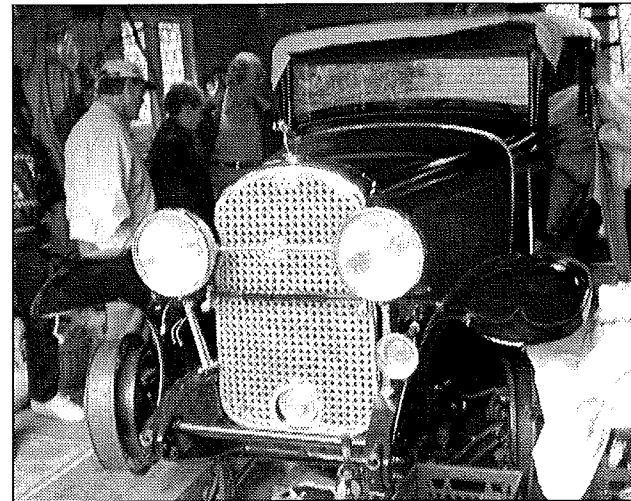
On Sunday the cars arrived promptly at the home of Lesley Findlay, a rose lover. She has a wonderful one-acre property and heritage home in Vancouver filled with every imaginable rose bush; modern and old. To top it all, Lesley is the gardener. She maintains this property herself and to impeccably high standards. Lesley was able to give us great information and advice. We had three gardens to view that morning so we were soon off to the second, Patricia North's on the University Endowment Lands. Patricia is a perennial lover with an amazing depth of knowledge and great design sense. Her home backs onto the forest of Pacific Spirit Park which is a nice backdrop for her to play with. On her lower patio she had a freestanding rock wall built just to display small alpine and rock plants. Her "Patty's Plum" poppy evoked gasps and envy. There was just so much unusual plant material to see and so many great plant combinations it was hard to leave, but we had to.

The last garden of the tour was Rachel MacKenzie's, another hands-on gardener. This too is a large property with magnificent, mature Cedars and Firs, right in the heart of Vancouver. Rachel is also a perennial lover, so there were many interesting unusual plants. Her shade borders are special. If you needed help planning a shade garden there was lots to learn here. This ended the gardens and all went back to the Holt's for a light lunch and a lot more chatter. After lunch the group left for home, I think without mishap. Oh yes, the restaurant did mail Hal his Bentley umbrella. He had a little trouble remembering where he ate but with the help of a competing restaurant he did zero in on it.

Continued on following page



Bill Holt's beautiful 1939 Lagonda V12 Sedan Coupe by James Young preparing to lead the tour from the meeting place at the U. S. border.



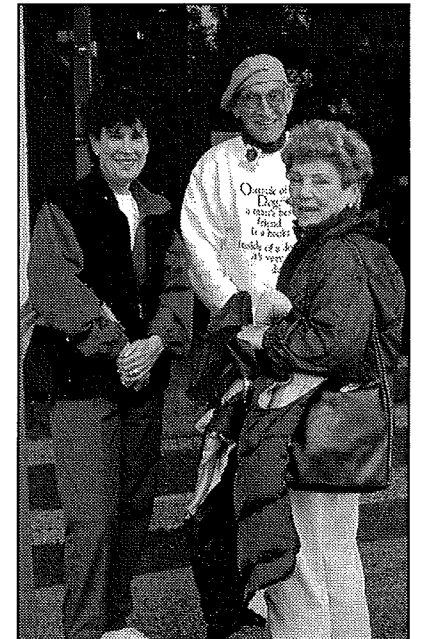
Dr. Kelvin Findlay's rare Canadian-built 1931 McLaughlin-Buick Series 90 Victoria Coupe under restoration by Dr. Findlay himself at his home.



Bill Holt with his Lagonda Umbrella.



Hal Medén with Joan Royal holding Hal's Bentley umbrella...obviously before lunch.



Carol Barer, left, with Dick and Joyce Galleher in Fort Langley, B. C.

continued from previous page

So, it was a successful weekend, only a little rain and then only when we were driving, no accidents or breakdowns, no one lost, many interesting gardens and gardeners, good food, and above all, great company. Note, I didn't list the cars, I'm a gardener! (There was also a special treat for the car people which was the rare Full Classic™ 1931 McLaughlin-Buick Series 90 Victoria Coupe being personally restored by Lesley Findlay's husband, Kelvin right there at their home. Ed.)



Seattle Collector's Garage
Dixon A. Schwenk
587-0880

Safe, secure, downtown near Denny, easy access to I-5
Expert detail, maintenance and valet services available
Call for Prices

Exclusive Automotive Storage for Collectible and Special Interest Autos

A B C Tire

2714 Broadway Everett, Washington 98201
425-252-7022 abctire@aol.com
252-1505 fax Roy Magnuson

Tires for most all your needs
Wire wheel restoration and truing
Tire truing



**FEDERAL MORTGAGE
COMPANY, INC.**

CONRAD F. WOUTERS

2371 EASTLAKE AVENUE EAST
SEATTLE, WA 98102
VOICE MAIL (206) 517-7205

PHONE (206) 325-8400
FAX (206) 325-8482
EMAIL conrad@fedmtg.com

**ANTIQUE AND CLASSIC
AUTO UPHOLSTERY**

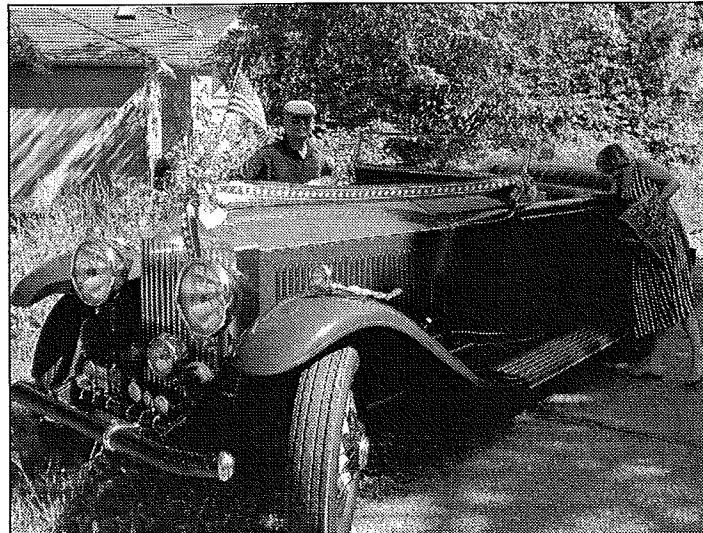
ANTIQUES-CLASSICS-COLLECTIBLES



KEITH MC GOWAN
6821 92NS ST. E.
PUYALLUP, WA
253-841-1126

There's Nothing Quite Like Good Old Fourth of July on Yarrow Point

PHOTOS BY ARNY BARER



John Campbell with his 1931 Rolls-Royce Phantom II Continental Tourer by V. van den Plas e Fils.

*The Brits might have won the war if they'd
been equipped with a fleet of Rolls-Royces like
the one John has here...*



Brian Pollock's 1935 Bugatti Type 57 Drophead Coupe by James Young.



Tom Sumner and Sherry Ruxer in (or on) Tom's 1905 REO Runabout (nc).

*...and really Tom, George Washinton never rode in
your REO.*

Second Annual All Car Clubs Friendship Meet August 11, 2001 150 Cars Attend—\$5,500 Raised for MS Society

BY RON DOSS

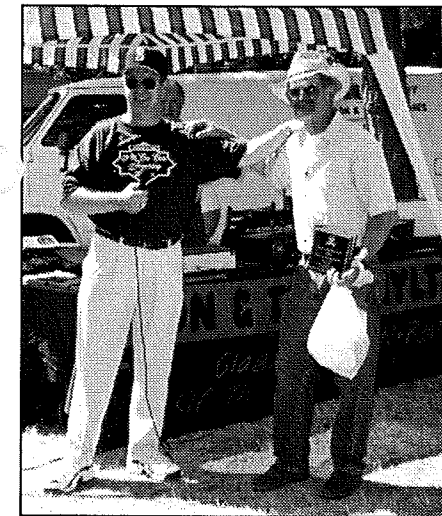
Just like life itself this event has been full of triumphs as well as setbacks. Unable to reach an acceptable arrangement with the Nile Country Club we decided to move our event to Bellevue community College in April and received BCC confirmation in mid-May that our request was accepted. That left 90 days or less to make this event happen.

Only due to the efforts and contributions of many it was accomplished. Many thanks go to Steve and Annie Norman through whose great generosity BMW of Seattle contributed \$5,000 to this event and to Tom Crook's Classic Cars which contributed an additional \$500. With this sponsorship money in hand we were on our way.

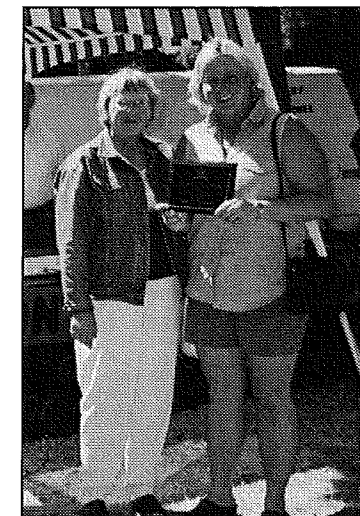
One hundred fifty cars attended this year's show. Green and Gold Ribbons were placed on the cars judged in the "Top 20." (Most in this group were not Full Classics.™) Other awards were as follows:

- "The Car One Would Most Like to Take Home" was Tom Crook's 1931 Duesenberg J Bohman & Schwartz Convertible Sedan.
- "The Ladies' Choice" was Steve and Annie Norman's black 1929 Bentley Speed 6 Coupe by Martin Walter.
- "The Most Original Car" was Ernie Crutcher's 1928 Packard 443 Roadster.
- "The Car to Double-Date In" award went to a very nice couple for their 1950 Ford Coupe (nc).
- "The Best Car for a Long Road Trip" was judged to be Tom Sumner's Rolls-Royce Silver Cloud Saloon (nc).
- "The Long Distance Award" went to Lorraine Milligan who, accompanied by her daughter Dierdre, drove from Sequim in her 1936 Auburn 853 Supercharged Cabriolet.

The most unusual car was a 1958 Nash Metroplolitan with a blown Big Block brought by Neil and Noreen Millen of Redmond—you just had to see it!



Event manager Ron Doss, left, giving Ernie Crutcher the award for "Most Original Car."



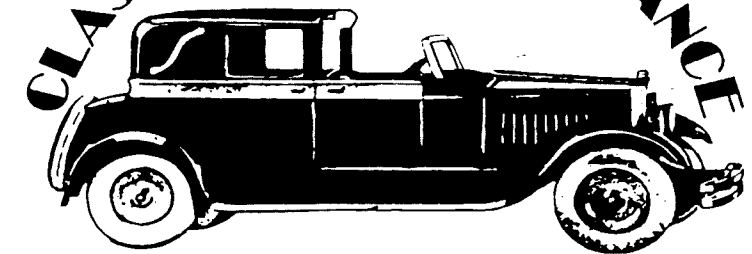
Lorraine Milligan, left, and daughter Dierdre with the "Long Distance Award."

Some of the folks who helped with the event were: Gary and Joyce Johnson, Darlene Kohlwes, Siegfried Linke, John Campbell, Peter Wolff, Lou Berquist, Bill Deibel, Joe Gordon, John Kerr, Hal Medén, Paul Murray, Gary Steinman, John and Cyndi Upthegrove, Don and Arlene Wohlwend, Jeff Norwil, Arny Barer, Gerry Greenfield, Adrian Taylor, Ron Harmon, Gayle Doss, Bill Mote, Bruce Eardley and Vickie Willson.

As a result of this event and our great sponsors the Pacific Northwest Region donated \$5,500 to the Greater Washington Chapter of the National Multiple Sclerosis Society . With the \$4,500 raised for the Shrine Hospital last year our region now has donated \$10,000 to worthy charities in two years.

continued on page 16

CLASSIC CAR INSURANCE



DICKISON INSURANCE AGENCY
Stan and Valerie Dickison
425-640-6400

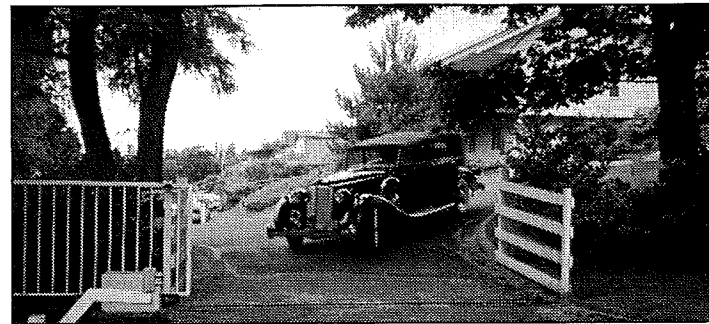
One Ten James Street
 Edmonds, Washington 98020

Representing:
 American Collectors • Condon & Skelly
 J. C. Taylor • James A. Grundy

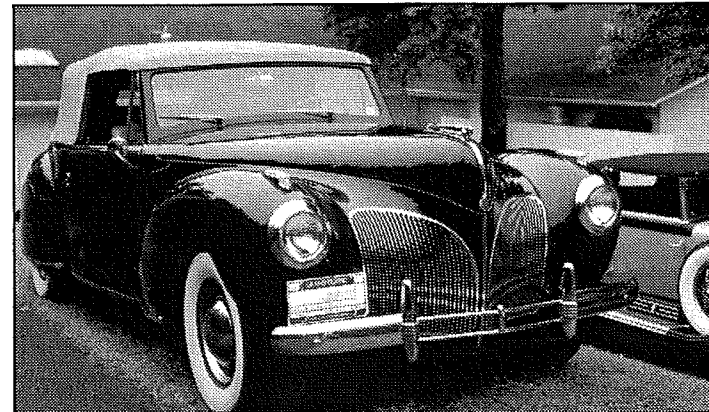
Pacific Northwest Grand Classic® 2001

By all accounts the Pacific Northwest Region succeeded in producing a great Grand Classic® this year. Participants enjoyed the opportunity to browse Tom Crook's magnificent showroom, socialize among the cars in the presence of the 200, display their cars and admire the cars of others at the show, wander through Gordon and Janet Apker's lovely estate with its wonderful automobile museum and finally wrap up the fun with a great banquet at the Marriott. Approximately 180 members and guests were registered for the event with about half attending the banquet. Twenty-two cars were judged and an additional 38 cars were entered for exhibition making a total of 60 cars displayed for all to see.

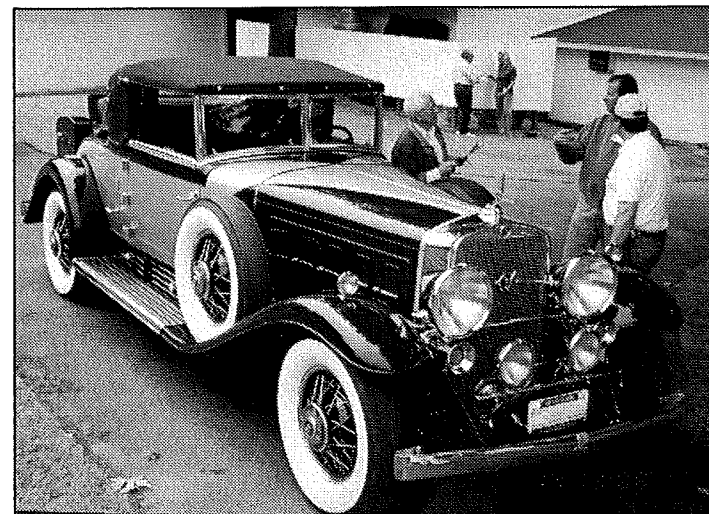
Complete results of the judging and a list of all exhibition-class cars will appear shortly in *The Classic Car* along with a full write up of the event by Conrad Wouters.



Vern Howell's 1936 Packard Twelve 1408 Convertible Sedan approaching the entrance gates to Gordon Apker's lovely estate. Vern's car was awarded a First Place in Production Primary 1933-36 with 98.0 points. Ted Barber photo.



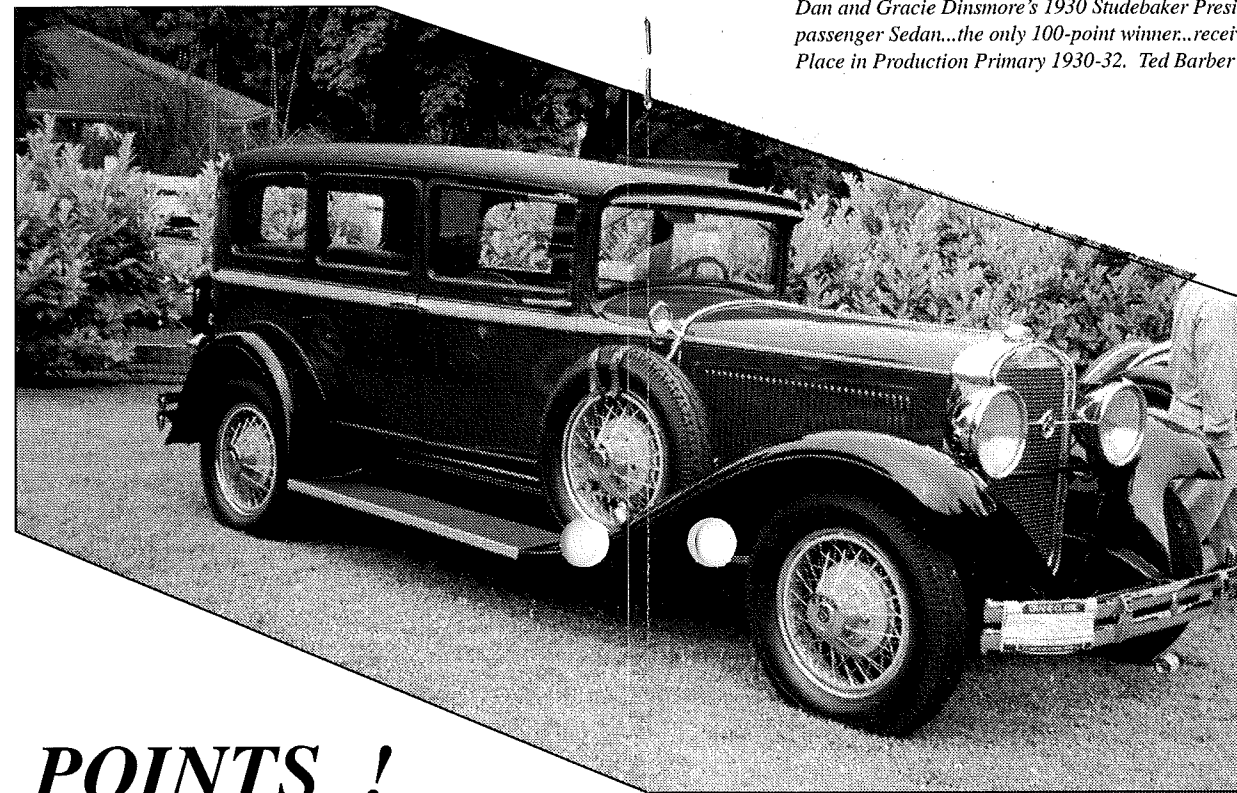
Craig Watjen's 1941 Lincoln Continental 16H Cabriolet which received a First Place in Production Primary 1940-42 with 96.5 points. Gary Johnson photo.



Bill Scheef's 1930 Cadillac V-16 452 Fleetwood Convertible Coupe which received a First Place in Primary Custom 1930-32 with 99.0 points. Ted Barber photo.



Roy Matson's 1930 Franklin 147 Seven-passenger Sedan coming through Gordon Apker's covered bridge. No less than five Franklins were brought to this event. Ted Barber photo.



Dan and Gracie Dinsmore's 1930 Studebaker President Seven-passenger Sedan...the only 100-point winner...received a First Place in Production Primary 1930-32. Ted Barber photo.

100 POINTS !

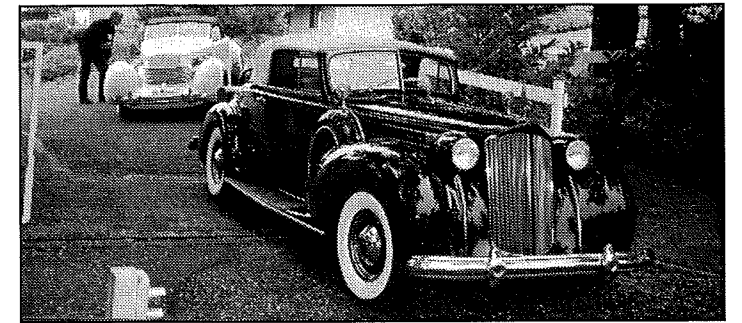
A Word from the Head Judge

Four teams, consisting of a team leader, three judges and one apprentice each, judged a total of 22 cars at our Grand Classic®. I have compared and analyzed the scoring within each team and advised all apprentices of how their scores compared to the official scores announced for the cars they judged. I have also done the same with non CCCA-accredited judges where there was a wide disparity in their scores in comparison with the official scores. All judges with whom I have not spoken should feel free to call me with any questions about how their scores compared. Of course I will not disclose the scoring of any other judge.

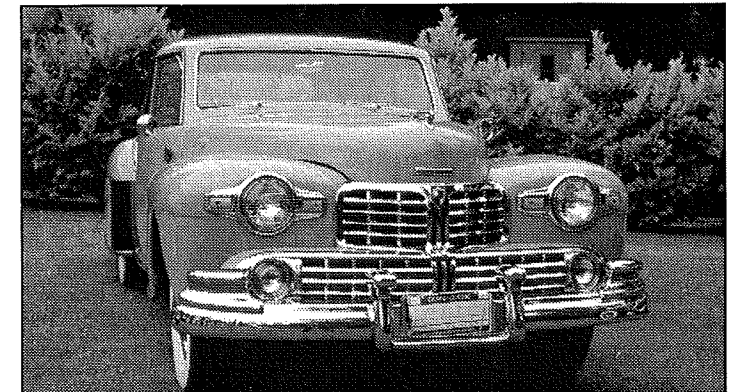
As you all know the high and low scores for each car are discarded and the remaining two are averaged to reach the official score. In this regard it is noteworthy that three judges had none of their scores discarded and another three had only one of theirs left out.

Finally, I wish to thank again all of the members who either attended our February Judging Seminar or participated in the actual judging. Your willing efforts were essential to the success of this event.

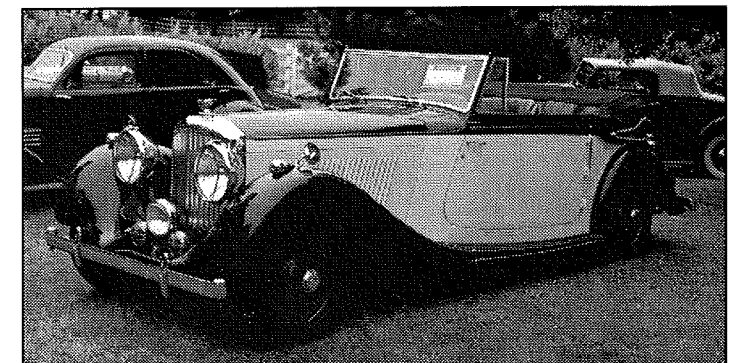
Bill Deibel



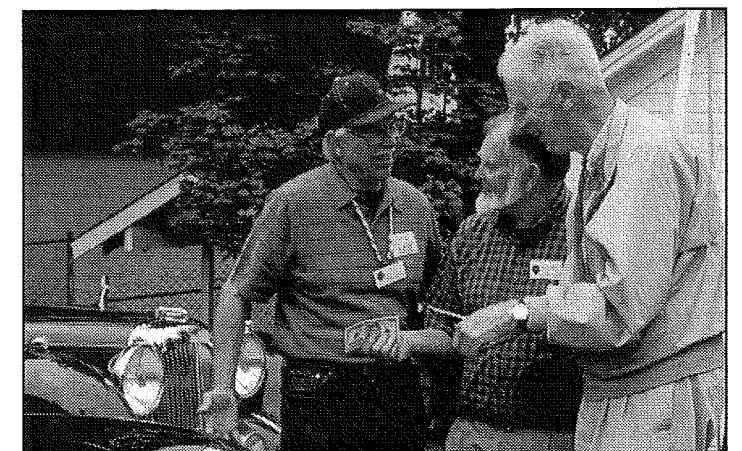
Tom Crook's 1938 Packard Twelve 1607 Convertible Coupe arriving at the meet followed by Rick Turner's 1936 Cord 810 Convertible Coupe. Tom's Packard was selected by National CCCA Directors for the Best Original Car award. Ted Barber photo.



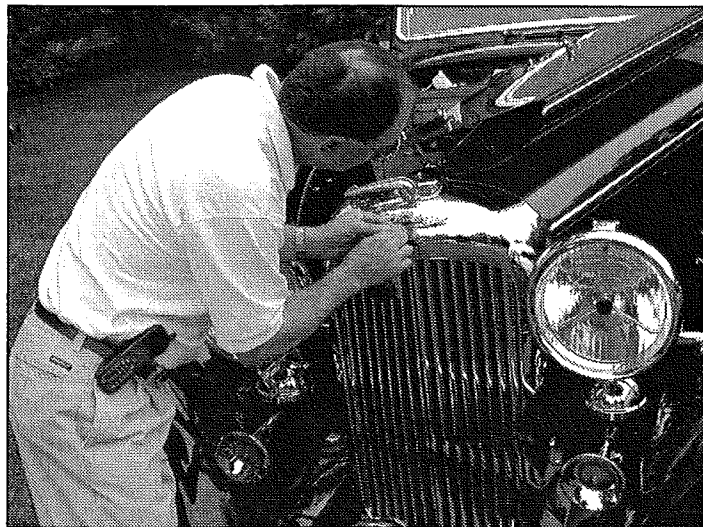
Jeff Norwil's 1948 Lincoln Continental 876H Coupe which received a First Place in Primary Production 1946-48 with 97.25 points. Gary Johnson photo.



Hal Medén's 1938 Bentley 4-1/4 Litre Drophead Coupe which received a First Place in its Touring Class with 92.0 points. Gary Johnson photo.



Was he serious? John Carlson approaching Head Judge Bill Deibel, left, and Bruce Hill, Judging Team Leader for John's class, with "baksheesh" prior to the judging of John's 1947 Cadillac 62 Convertible Coupe. Gary Johnson photo.



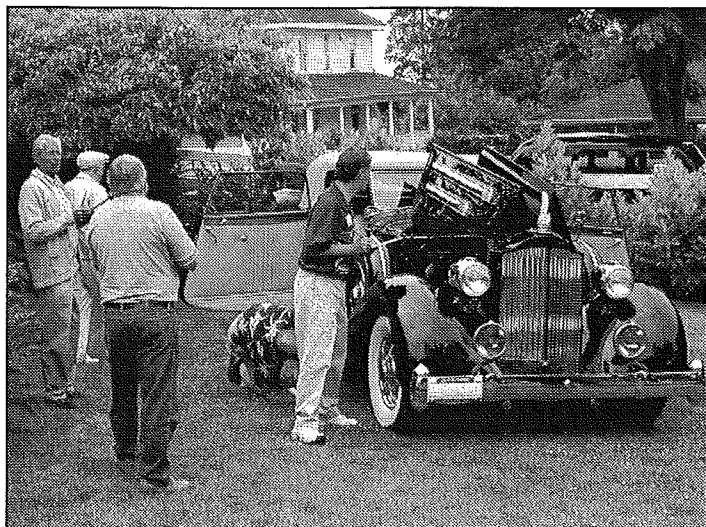
Can't have a smashed bug on our radiator medallion can we? Colin Guernsey didn't think so and his 1936 Lagonda LG-45 received a First Place in Primary Production 1933-36 with 98.5 points. Driving to the event Colin's car suffered only minor damage when his steering linkage came apart on I-5—damage incurred on the way to a judging event is not scored against the car under CCCA rules. Amy Barer photo.



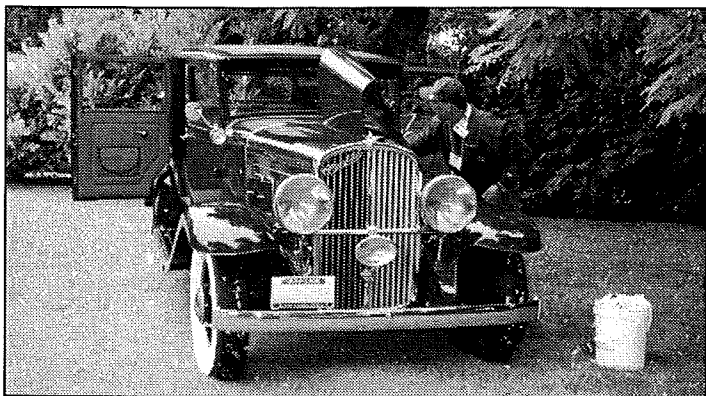
Peter Dahlquist's 1946 Lincoln Continental 66H Cabriolet which received a First Place in Primary Production 1946-48 with 98.75 points. Gary Johnson photo.



Del Barton, right, looks on as Team Leader Gordon Apker, left, and Judge Bradley Huson judge Del's 1933 Packard Twelve 1005 Coupe Roadster which received a First Place in Senior Production 1933-36 with 98.25 points. Amy Barer photo.



Team Leader Carl Bomstead, on his knees, and Judges, left to right, Peter Wolff, Hal Meden, Dan Dinsmore and Fred Bonin (Apprentice) judging Gerald Greenfield's 1935 Packard Twelve 1207 Convertible Victoria as Gerry looks on in the background. This car received a First Place in Primary Production 1933-36 with 99.0 points. Amy Barer photo.



Adrian Taylor doing final engine detailing on his 1931 Franklin 153 Sedan which received a First Place in its Touring Class with 92.0 points. Ted Barber photo.



Judging intensity was never greater. Left to right, Team Leader Bruce Hill and Judges Robert A. LeCoque, John Clemo and Ted Barber judging Bill Hallett's 1931 Studebaker President Roadster which received a First Place in Senior Production 1930-32 with 98.25 points. Amy Barer photo.

Let the Real Workers Be Known

As Head Tabulator for the July 14, 2001 Grand Classic®, I received repeated accolades at the Awards Banquet. A leader is only as good as the team she/he leads. Everyone knows I accepted the job of Head Tabulator a couple weeks before the event; no one knows that the tabulators and runners were asked after that. I did not have one person decline my request or not show up on Saturday.

The praises should go to the following people for their efficiency in performing the assigned tasks. The people tabulating the judging sheets: Pam Rittenhouse, we had worked on the Grand Classic together at McAuliffe's under the 100 point system—we old dogs do learn new tricks, and fast. Barbara McMichael, volunteered at Tom Crook's party on Friday when she found out I was short-handed—we tabulated together at the '97 Grand Classic. Laurene Greenfield, this girl has grown into an attractive and bright young woman who took to the tabulating procedures quickly and accurately with the first judging sheet. I asked for new, young participants and Laurene came through with flying colors. She is now a veteran—initiation by fire. Linda McCollough, Randy Small's friend and guest of Del Barton. She worked all day in tabulating and didn't even get to reap the benefits of her labors by going to the Awards Banquet. Del Barton started feeling ill so Linda tried to find two people to use their dinner tickets. Neither she nor Del knew they would miss getting a first place award at the banquet. It turned out to be all work and no play for these two that day. Kathie Olsen, number cruncher at the best! She handled many of the responsibilities of the head tabulator. She was the third check if the tabulating team had a discrepancy, she filled out 99% of the judging summary sheets as I was "interrupted" by runners, judges, and helper questions. She could definitely be head tabulator.

Ann Marie Steig, came with her husband, Carl Steig, CCCA National Board President, to the Pacific Northwest Grand Classic® because no other National Board member would be here. (Even our own Phil Grisham was out of town—he was at the Pierce Arrow meet.) Fortunately for me, Ann Marie knew all of the summary sheets required by National CCCA. She not only gave me the knowledge, but she volunteered to help. Ann Marie sat at the typewriter all day. She and Carl delivered all completed forms to Bill Deibel at the hotel so he could prepare for the Awards Banquet. Gary Johnson also needed these results so he could have the slide presentation in order. You have to admit I really know how to show guests a good time. I'll bet they can hardly wait to come back to Washington.

Where would the tabulators be without the runners? No one realizes how instrumental the runners are in the efficiency and accuracy of the tabulations. Although they are not popular with the judges when judging sheets are returned, they are only following the instructions given in the judges' meeting. Therefore, it was like pulling teeth to find runners. But Randy Small was the first to volunteer for the job. Then Paul Hageman said his dad could spare him on Saturday so he'd be a runner. The third recruit, David Carlson, was volunteered by his mother, Koko, on Saturday morning. Paul and David took their jobs very seriously and carefully scrutinized the judging sheets for unmarked boxes long before we saw them in tabulating. When I thanked these two young men for bringing completed forms to us, they said they were just following my instructions. But they also commented that they weren't very popular with some of the judges. I hope we can get them to be runners again because they were the best ever. Judges, don't shoot the messengers!

Last but by no means least, I have to thank Randy Small for being persistent, maybe even tenacious in checking out all of the Senior Emeritus and Exhibition cars present. Also, she got all of the details for the five cars that registered

the day of the event. Head Judge Bill Deibel needed to know the number of judged cars, exhibition cars and Senior Emeritus for his 4:00 p.m. call to National. Randy spent the entire day checking and rechecking the details for that final report. This friend of mine went out on the limb for me. She does not participate in judging events except to show her own restored Packard. She does drive a car for exhibition for Tom Crook. She is the hostess when Tom Crook opens his building for us. But a special thanks for doing something she would rather not because I desperately needed help to carry off my task of head tabulator. She was my first volunteer.

Let it be known that Gayle Doss was a "hero" only because my team did everything right July 14. We should have applauded Ann Marie Steig, Kathie Olsen, Pam Rittenhouse, Laurene Greenfield, Linda McCullough, Barbara McMichael, Randy Small, Paul Hageman, and David Carlson at the Awards Banquet.

Gayle Doss

CEDARDALE

UPHOLSTERY
Established 1978

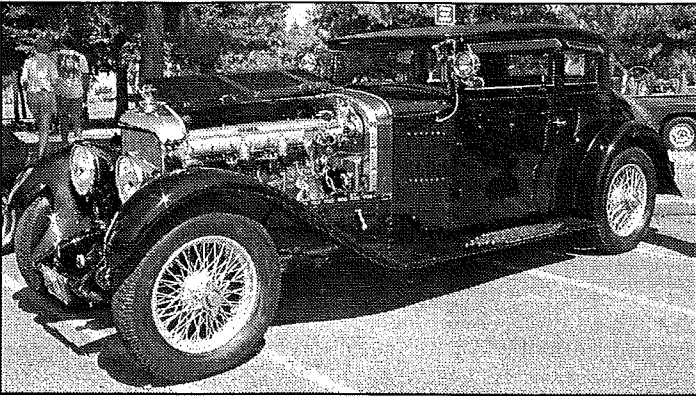
Paul Reichlin
owner

Award Winning
Craftsmanship

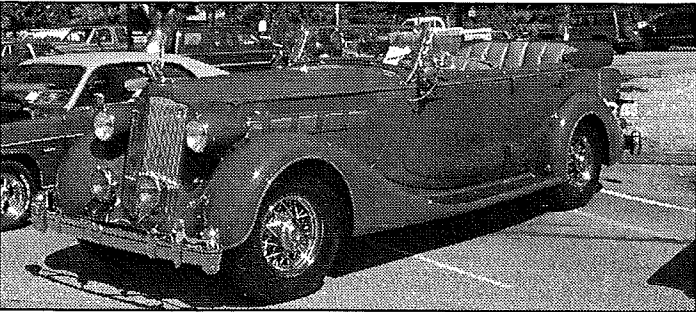
18768 BURKLAND ROAD
MOUNT VERNON, WA. 98274
1-360-424-7961

**COLLECTOR AUTO
APPRAISAL CO.**

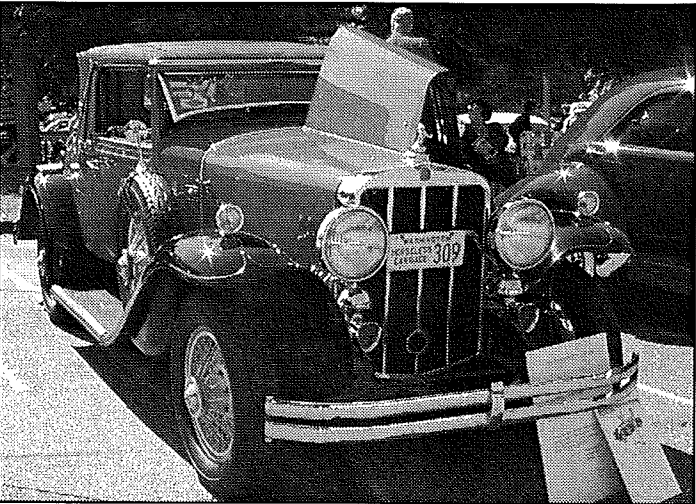
CARL BOMSTEAD
18823 NE 103rd St.
Redmond, WA 98052
(206) 390-AUTO (2886)
Fax (425) 861-9475



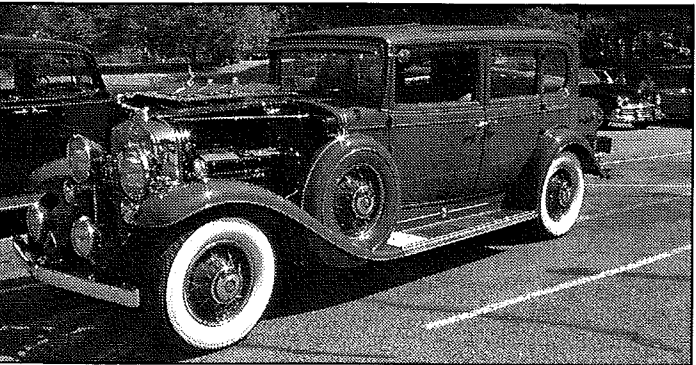
"Ladies Choice"—Steve Norman's 1929 Bentley Speed 6 Coupe by Martin Walter.



Ron Doss's 1936 Packard Super Eight 1404 Phaeton.



Army Barer's always-present-and-accounted-for 1929 Franklin 130 Convertible Coupe.



Ed Rittenhouse's 1931 Cadillac V12 370A Sedan.

BRG Expanded Views Valued Relationships New Perspectives

Baldwin Resource Group, Inc.
Business Services and Risk Management
Bostick-Moloney, Insurance Division
www.BaldwinRGI.com
brginfo@BaldwinRGI.com

John A. Campbell
Executive Vice President
Direct: 425.467.3149
jcampbell@BaldwinRGI.com

B & J RESTORATIONS, LTD.
4222 6TH AVE SO.
SEATTLE, WA. 98108
TEL (206) 621-9603

B & J Restorations Ltd.

MECHANICAL & ELECTRICAL
AUTO RESTORATION & SERVICE
ANTIQUE & CLASSIC
FOREIGN & EXOTIC

BILL MOTE

books4cars.com
4850 37th Avenue South
Seattle, WA 98118 U.S.A.

ALEX & RUTHIE VOSS 206.721.3077 phone
206.721.3055 fax
888.380.9277 toll free
vossmotors@books4cars.com

SMS Auto Restoration Services
Your #1 source for HOOD HINGES
rebuilding services

Using high quality factory-designed rivets, these new hinges will give you a perfect symmetry between your hood and fenders.

Available for:
Chevrolet - Oldsmobile - Lincoln - Chrysler - Dodge
Pontiac - Cadillac - Mustang - DeSoto - Plymouth
Buick - T-Bird - All trucks Ph.: 450-638-2324
Fax: 450-638-0400
Sylvain Lizotte Web site: www.sms-auto.com

J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)
with offices and claim facilities in principal U.S. cities.
1 (800) 345-8290 (610) 853-1300

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

ANTIQUE AUTOS TO BE INSURED

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

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

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

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

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

NOT AVAILABLE IN ALL STATES.

Signature: _____ Date: _____

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

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



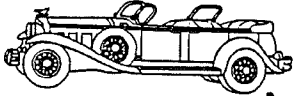
320 South 69th Street • Upper Darby, Pennsylvania 19082

web site: www.jctaylor.com

(DO NOT USE THESE BOXES)

Entry No. Div. Class.

**CCCA ANNUAL MEETING
JANUARY 12, 2002**



Owner Street
(As listed in CCCA Directory)

City State Zip Phone

Incomplete Entries Will be Returned to Owner for Missing Information

Year Make of Car Cyl. Model or Series

Body Style Body Maker (only if custom)

Serial or Chassis No. Engine No. Body No.

Is this an authentic bodied Classic? ☐ Yes ☐ No
(If Modified rebodied Classic, see number 12 below.)

If Senior, give Plaque No. (plaque must be displayed)

Liability Insurance Carrier Policy No.

Mail To: CLASSIC CAR CLUB OF AMERICA
1645 DES PLAINES RIVER ROAD, SUITE 7
DES PLAINES, IL 60018-2206
(847) 390-0443

Check Division

Check Division	Regular Fee Until	Late Fee Until
<input type="checkbox"/> Premier	\$35 Dec. 20th	\$70 Jan. 3rd
<input type="checkbox"/> Senior	\$35 Dec. 20th	\$70 Jan. 3rd
<input type="checkbox"/> Primary	\$35 Dec. 20th	\$70 Jan. 3rd
<input type="checkbox"/> Touring	\$35 Dec. 20th	\$70 Jan. 3rd
<input type="checkbox"/> Senior Emeritus Judging	\$35 Dec. 20th	\$70 Jan. 3rd
<input type="checkbox"/> Senior Emeritus Exhibit	\$10 Jan. 12th	Nonjudging
<input type="checkbox"/> Exhibition	\$10 Jan. 12th	Nonjudging
<input type="checkbox"/> Modified	\$10 Jan. 12th	Nonjudging

Deadline: Regular Fee, December 20, 2001
Late entries must be postmarked by January 3, 2002

☐ Yes, I would be available for judging.
☐ Yes, I am bringing an unrestored original car.

(Make checks payable to CCCA - U.S. Funds)

CLASSIC CAR REGISTRATION FORM
ANNUAL MEETING • SAN JOSE, CALIFORNIA
JANUARY 12, 2002

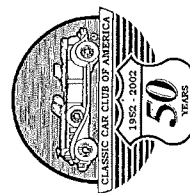
INSTRUCTIONS:

1. Please print or type the form below (one per car).
2. To enter a car in the 2002 Annual Meeting, fill in the form completely. Incomplete entries will be returned to owner for missing information. Include the appropriate fees for the Division you enter. For additional car entries, use facsimile forms and include appropriate fee for each car.
3. Be sure to indicate correctly the Division in which you wish to enter your car. A car judged in the wrong Division will be disqualified and any award will be forfeited. For further information, consult your current CCCA *Directory*.
4. Make your check or money order (in U.S. funds) payable to: Classic Car Club of America. Send the registration form and your remittance to:

Classic Car Club of America, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018-2206

5. Regular entries must be postmarked no later than December 20th. Late entries for judging include a \$35 surcharge for processing and must be postmarked no later than January 3rd, 2002. Refund deadline is January 7, 2002. Exhibition cars will be accepted, subject to space availability.
6. Dinner reservations are NOT to be sent with car entries. Instructions and the proper form for dinner reservations are on the activity flyer page opposite.
7. **IMPORTANT—NO CLASSIC WILL BE JUDGED OR EXHIBITED WITHOUT PROPER LIABILITY INSURANCE. SHOW INSURANCE CARRIER AND POLICY NUMBER ON REGISTRATION FORM.**
8. **SENIOR** Classics must have affixed visible to the exterior of the car the Senior registration badge to be judged in National meets. Cars entered in Premier Division **MUST** have affixed to their car, and around the Senior badge, the oval Senior Winner recognition badge to be judged in National meets. Premier Classics must affix visibly the Premier crown.
9. The Touring Division requires that a car entered which scores over 93 points is automatically disqualified from the Division. The Division is designed for older restorations, original cars, or touring classics.
10. Senior Emeritus Judging is for Senior and Premier cars that have not been judged for over three years. Multiple Firsts will be awarded to cars scoring 93 points or more. No scores will be announced, recorded or returned to the owner.
11. Classics to be judged or exhibited **MUST** have U.L. approved fire extinguishers in the car.
12. Modified bodied Classics may be exhibited at National meets only after acceptance by the Classification Committee. Consult your current CCCA *Directory* under "Modified Classic Division."
13. All Classics will be required to stay in the judging area until judging is completed.
14. All wishing to judge, check and remit registration card even though you may not be entering a car for judging.

Classic Car Club of America
50TH ANNUAL MEETING



The Fairmont Hotel
San Jose, California
January 9, 10, 11, 12, 13, 2002

Schedule of Events	
Wednesday, January 9, 2002	
1:00-6:00 PM	Registration
2:00-9:00 PM	Car Check-in, Parkside Hall
7:00-10:00 PM	Registration & Hospitality Suite
Thursday, January 10, 2002	
6:00-7:30 AM	Continental Breakfast
7:00-10:00 AM	Registration
8:00 AM - 5:00 PM	Arturo Keller Classic Car Collection, Pyramids Winery & Wine Country Lunch
1:00-9:00 PM	Car Check-in, Parkside Hall
5:00-7:30 PM	Registration & Hospitality Suite
6:30-7:30 PM	Dinner On Your Own
8:00 PM	Historical Forum
	Hospitality Suite following Forum
Friday, January 11, 2002	
7:00-9:00 AM	Registration
8:00 AM	Annual Membership Meeting
10:00 AM	Annual Museum Membership Meeting
12:00 PM	Lunch & Sight-Seeing on your own
1:00 PM	Judges Breakfast & Orientation
2:00 PM	Regional Editors Meeting
2:00-4:00 PM	Regional Relations Meeting
3:30-4:30 PM	Registration
5:30 PM	Buses depart for Blackhawk
7:00 PM	Cocktails
Saturday, January 12, 2002	
8:00-10:00 PM	Registration
8:00 AM	Museum Trustee's Breakfast & Meeting
8:00-10:30 AM	Car Check-in, Outdoor Parking Only
9:00 AM	Judges Breakfast & Orientation
10:30 AM	Judging Commences
12:00 PM	Lunch & Sight-seeing on your own
	(Museum of Art, St. Joseph Cathedral, Tech Museum of Innovation, etc.)
6:00 PM	Cocktails
7:00 PM	Awards Banquet & Awards Presentation
	Hospitality Suite Follows
Sunday, January 13, 2002	
10:00 AM - 2:00 PM	National Board of Directors Meeting

REGISTRATION AND ORDER FORM • 2002 CCCA ANNUAL MEETING

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

ADDRESS

CITY STATE ZIP FAX

REGISTRATION

NOTE: DEADLINE FOR ACTIVITIES RESERVATIONS POSTMARKED BY NOVEMBER 20, 2001

After November 20th there is a late fee per person

Continental Breakfast

Early Bird Tour (Casual): Arturo Keller's Private Exotic & Classic Auto Collection & The Pyramids Winery.

The Pony Track Ranch, the largest private Military Tank collection in the world. Lunch in the Sonoma Valley at the Viansa Winery. Tour space is limited. Please register early.

FRIDAY, JANUARY 11, 2002

Blackhawk Museum & Dinner Transportation Fee

Awards Banquet (Black Tie Opt., Jacket & Tie required)

SATURDAY, JANUARY 12, 2002

Make check payable to Northern California Region, CCCA

Mail check with this reservation form to:
Dean Scott, 8 Via Cerrada, Alamo, CA 94507 (925)837-4727

Reservation deadline - November 20, 2001

Home Region

I Will Be Available To Judge

I am bringing Classic Car(s) - You must register your Classic with National on the appropriate form. Classics will be shown at the Parkside Exhibition Hall across the street from the Fairmont on Park Avenue

Need Trailer Parking

First CCCA National Meeting?

No. of Persons @ \$65.00 \$
No. of Late Fees @ \$35.00 \$
No. of Persons @ \$12.50 \$
No. of Persons @ \$90.00 \$
No. of Persons @ \$65.00 \$
No. of Persons @ \$20.00 \$
No. of Persons @ \$79.00 \$
Total Enclosed \$

Make Hotel Reservations directly with **The Fairmont Hotel**

170 S. Market Street, San Jose, CA 95113
Reservation (800) 44-1414 - (408) 998-1900
Reservation Deadline - November 20, 2001
Same Rate Available 5 Days Before And After

Mention CLASSIC CAR CLUB for special rate, Double or Single Room \$145.00
This is Club's 50th Anniversary, come help us celebrate

CLASSIC CARS MUST BE REGISTERED WITH NATIONAL, USING NATIONAL REGISTRATION FORM

Save the Date!

When? Saturday night, November 10, 2001

For what? The CCCA-PNR Annual Meeting

Where? At Pat Hart's Automobile Collection.

Anything Else Special?

Of course!

Glenn Vaughn will be with us to discuss the halcyon days

of Hill and Vaughn, with exciting slides

of some of the many great cars

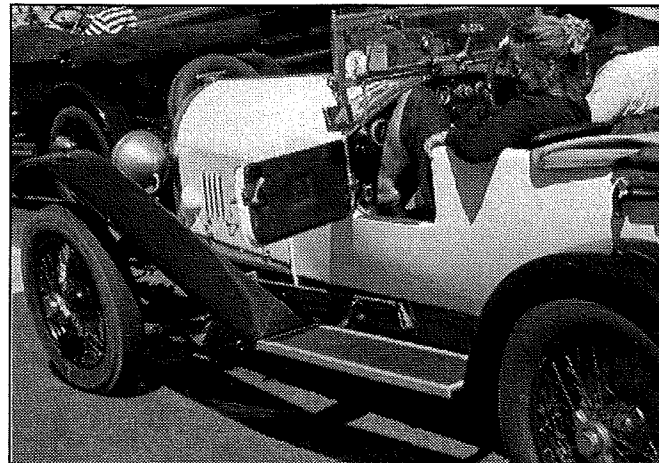
that passed through their doors,

and some insight into their operation.

Look for the official announcement

In your mailbox soon.

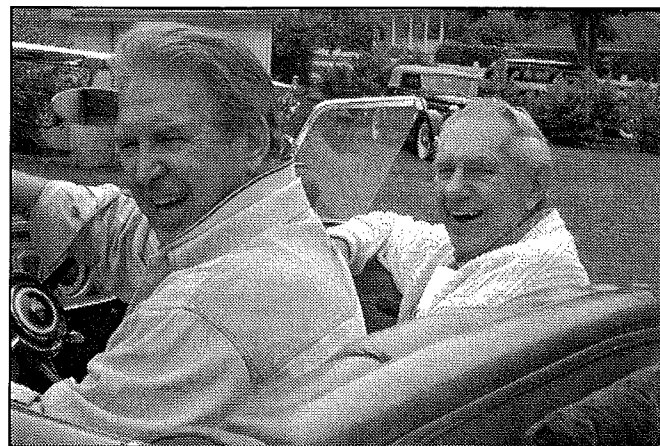
"Kneaded"...



...other photos from the Suite 200 Sendoff Reception for the Bentley Tour To Pebble Beach for the next *BUMPER GUARDIAN*.

Was the Grand Classic® Fun?

These guys sure thought so!

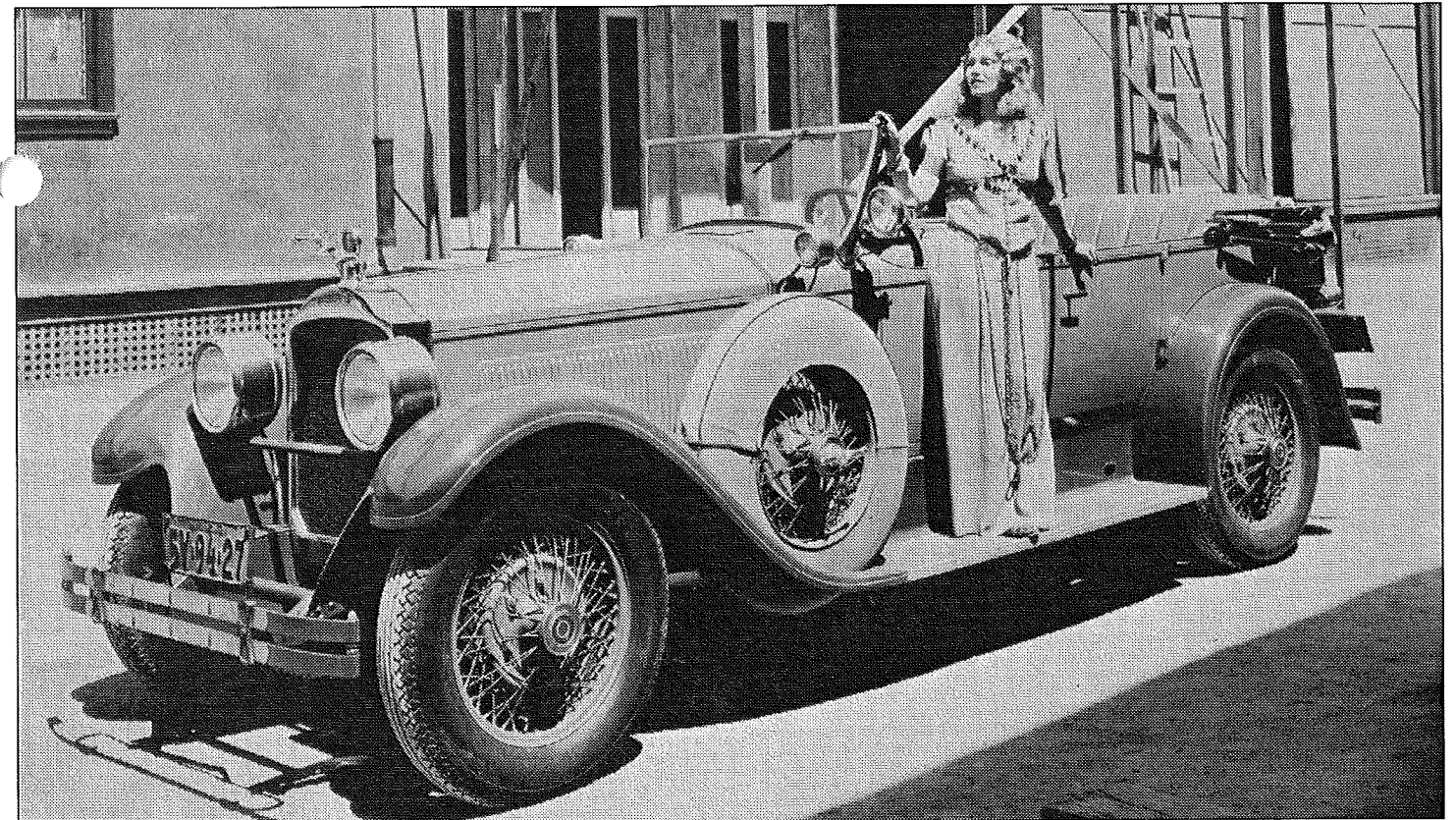


Ron Doss, left, and CCCA National President Carl Steig.

CLASSIFIED

TIRES FOR FULL CLASSICS™

Four single-white-sidewall Bedford Famous Coach 7.50X18 tires, three unused, one used only briefly as a sidemount. Whitewall not as wide as some—more like 7.00X18 (4-3/4"). \$300 for all four. Jerry Schimke 206-932-8520



Actress Gilda Gray in 1927 with a snazzy Packard. Photo from the Carl Bomstead Collection.



RX AUTOWORKS

VINTAGE AND CLASSIC AUTO RESTORATIONS

Our attention to quality and detail has produced many award winning restorations, including first in class at Pebble Beach as well as numerous other concours. Choosing a qualified restoration facility is the single most important factor in the outcome of your classic car restoration. Our satisfied clients, along with our consistently proven track record, make your decision easy. Due to the favorable exchange rate our American clients can enjoy up to a 40% savings on their restoration costs.

Currently under restoration:

1914 Mercedes 22/50	2- E type Jaguars
1948 Rolls Royce	MK II Jaguar
1953 Cadillac	1960 Porche 356 B
1955 Bel Air Conv.	1960 Austin Healey

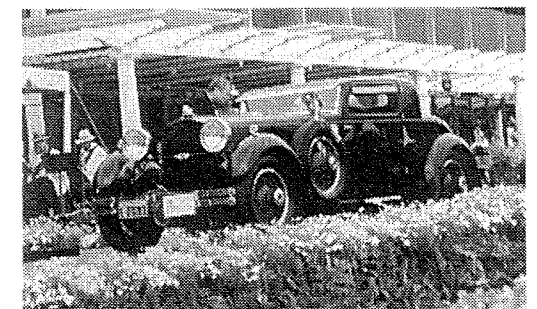
Feel free to call for references or to discuss your restoration

983 West First Street, North Vancouver, British Columbia, Canada V7P 1A4

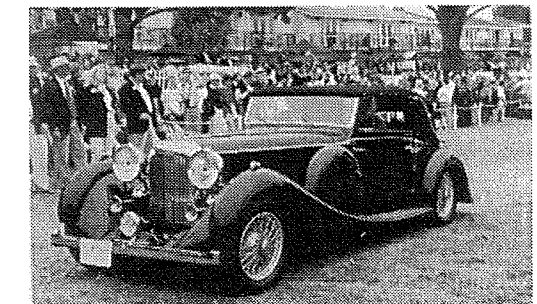
Phone (604) 986-0102

Fax (604) 986-0175

Toll Free: U.S. & Canada 1-877-986-0102



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.

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

June 6, 2001

The meeting was called to order by Director Johnson at Jonah's Restaurant in Bellevue. Attending were managers Barer, Campbell, Kohlwes, McEwan, Murray, and Wouters; Secretary Barber; Treasurer Magnuson; Editor Deibel; National Director Grisham; Membership Chair Long; and members Armstrong, Doss, Greenfield, Hooper, Linke, Medén, Reddaway, Reverman, Rittenhouse, and Turner. (Absent Board members: Mote, Norman, Zuker.) The minutes of the May 2, 2001 meeting were approved as corrected. Treasurer Magnuson reported a balance of \$30,038. Membership Chair Long reported that we have 174 members. She will send letters to new National members. Director Johnson has a 16-name list of non-renewed regional members. Name badges will be distributed at tours, meetings, etc. Anne will provide mailing labels for fliers but is not responsible for mailing fliers or other publications. Editor Deibel reported that the *BG* will be out before the next meeting. The Board approved printing the cover in color. The Board approved a motion to extend condolences to the family of deceased member Wade Carter and make a contribution of \$100 to charity in his name. A. Barer will write an obituary for the next *BG*. Bill Deibel announced that the Oregon region would have an Oregon-California tour September 9-16. John Campbell urged that we still need events to interest younger people.

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

May 6 (Sun). Breakfast Tour to Anton's, with HCCA - Started at Tom Crook's at 8:30 a.m., leaving at 9:30 to go to B. Melby's. Manager Greenfield reported it was a great tour with 20 Classics, 75 cars overall, and 162 people.

June 2-3 (Sat, Sun). Garden Tour to Vancouver - Manager Liz Holt. Including Cadillac LaSalle Club. A. Barer reported that it was a great tour although weather was wet. Possible location next year: Oregon.

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

July 13-14 (Fri-Sat). Grand Classic® - Manager 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 9am, 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 *CCCA Bulletin*. More workers needed for Friday party, hospitality suite, guards (Barer in charge of security). Only 14 registrations so far. Breakeven point is 50 cars, 75 hoped for. Phone committee may be needed.

July 27-29 (Fri-Sun). Theater Overnigher to Vancouver "Bard on the Beach" - Manager Carlson. Carlson needs firm commitments for hotels, etc. Flyer to be out soon. Fireworks performance on, dinner included.

Aug. 8 (Wed). Host for Reception (for Vintage Bentley Tour) at Suite 200, afternoon - Managers Hageman/McEwan. Club host TBD. Event includes Pebble Beach cars. Flyer to be sent.

Aug. 11 (Sat). Annual All Car Clubs Friendship Meet - Manager Doss, goal this year is 300 cars. Now at Bellevue Community College for a fee of \$1,283 including security, power. Flyers out. expenses estimated at \$3,500. Charity donee needed, H. Medén suggested Multiple Sclerosis Society/Western Washington Chapter. Board approved. A continuing format for the event must be developed; new manager next year.

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

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

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

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

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

Long-Range Planning: 2002 PNWR CARavan® - Manager McEwan. Date: July 25 (Thursday) to Aug 3 (Saturday). **2002 Art of the Car** - Bellevue Art Museum - Managers Campbell/Hageman. Campbell reports that CCCA does not fit in with the Museum's concept. **2002 Private Estate Golf/Train Event** - Manager Hageman **2005 National Annual Meeting** - Open for sponsorship.

The meeting adjourned at 9 p.m. The next meeting will be July 11, 2001 at the Rock Salt Steak House in Seattle at 7 p.m.

July 11, 2001

The meeting was called to order by Director Johnson at the Rock Salt Steak House in Seattle at 7 p.m. Attending were managers Campbell, Kohlwes, McEwan, Mote, Wouters, and Zuker; Secretary Barber; Treasurer Magnuson; Editor Deibel; Membership Chair Long; and members Bomstead, Crook, Doss, Greenfield, Pete Hageman and son Paul, Herstein, Linke, Medén, Reddaway, and Rittenhouse. (Absent Board members: Barer, Murray, Norman.) The minutes of the June 6, 2001 meeting were approved as corrected. Treasurer Magnuson reported a balance of \$29,930 (affected by advance to Grand Classic and payment of *BG* printing bill). Membership Chair Long reported that we have 175 members. Several applications have been sent out to prospective members and two new ones were given to her by D. Reddaway. She will send letters to new National members. Director Johnson has not yet contacted non-renewing Regional members. New name badges were given to members present and will be distributed at the Grand Classic. Editor Deibel reported that the *BG* was out and the next deadline is Sept 1. He handed out a cost analysis sheet which shows that the color cover, with the present printer, costs about \$500 more per issue than all B & W, but is still less than all B & W with the previous printer. The new printer is getting new color machines and will do a sample for us. Another color cover is not planned as yet. S. Linke thinks members should be informed about these costs.

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

July 4 (Wed). Yarrow Point Parade - Manager McEwan reported more vehicles than ever, a good show.

July 7-8. SOVREN Pacific Northwest Historics - P. Hageman went; attendance "enormous", Dan Gurney was guest, cars came from all over, event is growing year-by-year.

July 13-14 (Fri-Sat). Grand Classic® - Manager Greenfield gave thanks to key people: John Campbell, Bill Deibel, Darlene Kohlwes, Sig Linke, Army Barer and others. Hotel is Seatac Marriott, judging site at G. Apker's. About 50 (25 to be judged) cars and 100 people expected. Deibel is Head Judge. Featured: unrestored cars. Hospitality suite open at noon. Friday evening event at Suite 200. Apker's open 8 a.m., judges' breakfast 9 a.m., judging 10 a.m. Trailers available to transport some non-running cars. Open to Club members and friends. More workers needed for Friday party, hospitality suite, guards (Barer in chg of security). Breakeven point is 50 cars, 75 hoped for.

July 27-29 (Fri-Sun). Theater Overnigher to Vancouver "Bard on the Beach" - Manager Carlson. **CANCELED.** Board members expressed that too many things were going on for people to attend the event; one per month is enough.

Aug. 8 (Wed). Host for Reception (for Bentley Tour) at Suite 200, afternoon - Managers Hageman/McEwan. Pat Heffron all set as host, flyer to go out right away. Zuker will check on flyer. Event includes Pebble Beach cars.

Aug. 11 (Sat). Annual All Car Clubs Friendship Meet - Manager Doss, at Bellevue Community College. Flyers distributed at Saturday shows. Expenses estimated at \$3,500. Food service will be Subway shop with trailers. Charity donee is Multiple Sclerosis Society/Western Washington Chapter. H. Medén lining up sponsors. Bill Mote working on trophies. G. Johnson will run gate. Tents, banners, tables set. New cars to be shown.

Sept. 29 (Sat). Bainbridge Tour - Manager Wouters. Date set, includes Roberts collection.

Oct. 5-7. Frederickson Classic Auto Show - CCCA contacts: Armstrong/Doss. Benefit car hobby, charity. Eight Duesies, woodies, race car haulers, Bentleys, other Full Classics™ and motorcycles. 150+ cars, \$10 admission, donation from entrants. "Peoples Choice" but no judging.

Oct. 13, 14 (Sat, Sun). Peninsula Tour - Manager Norman. Overnigher, includes Ferrari/Jaguar/BMW clubs.

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

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

Jan. 2002. National Annual Meeting, San Jose, CA. Letter from SoCal region inviting PNWR to bring Classics.

Long-Range Planning: 2002 PNWR CARavan® - Manager McEwan. Date: July 25 (Thursday) to August 3 (Saturday). Various plans discussed. AI will work on details after August. **2002 Private Estate Golf/Train Event** - Manager Hageman.

The meeting adjourned at 9 p.m. The next meeting will be August 1, 2001 at Jonah's Restaurant in Bellevue.

August 1, 2001

The meeting was called to order by Director Johnson at Jonah's Restaurant in Bellevue at 7 p.m. Attending were managers Barer, Campbell, McEwan, Murray, Norman, Wouters, and Zuker; Secretary Barber; Editor Deibel; Membership Chair Long; and members Bomstead, Ellis, Greenfield, Hageman, Herstein, Medén, Pollock, Don Reddaway and son David, and Turner. (Absent Board members: Kohlwes, Mote, Treasurer Magnuson.) The minutes of the July 11, 2001 meeting were approved as corrected. Treasurer Magnuson reported (in absentia) that the treasury was in satisfactory condition. Membership Chair Long reported (in absentia) that she would contact National members in the PNWR who are not currently regional members. New name badges were given to members present and will be distributed at future events through the Annual Meeting. Editor Deibel reported that the next deadline is September 1. He will be gone from August 22 through September 8 but will assemble the next issue of his return. He has plenty of pictures from the Grand Classic®; C. Wouters has prepared story on the GC for National. Bill has cover story for the next *BG*. Ron Doss reported (in absentia) that the new membership form is at the printers.

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

July 13-14 (Fri-Sat). Grand Classic® - Manager Greenfield commended all who worked on the event. Director Johnson said that it was well organized. There were about 60 cars; 250 lunches served Saturday, 300 attendees. Head Judge Deibel noted that some judges felt that the judging took too long and the form was too long. J. Campbell noted some attendees were confused by the car entry fee being sent to National and other fees paid to the region. Deibel and Campbell will write letters about these items. Some attendees missed some of the more remotely parked cars and felt a PA system was needed. Major committee heads will keep records of their activities to assist those doing the next GC.

Aug. 8 (Wed). Host for Reception (for Bentley Tour) at Suite 200, afternoon - Managers Hageman/McEwan. Pat Heffron all set as host, flyer has been sent. Pete will check with Pat H. Event includes Pebble Beach cars.

Aug. 11 (Sat). Annual All Car Clubs Friendship Meet - Manager Doss, at Bellevue Community College. Flyers distributed at 13 events. Expenses estimated at \$3,500. Food service will be Subway shop with trailers. H. Medén and R. Doss lined up sponsors: Steve Norman, Tom Crook. Various details set: car "guides" (Meden), signs ordered, readerboard, Subway shop food trailers, espresso vendor, dash plaques, trophies (B. Mote), gate operation (G. Johnson), fashion show, tents, banners, tables, T-shirts for workers. More workers needed. New cars to be shown, S. Norman may bring Aston-Martin.

Sept. 8 (Sat). Edmond's Hot Autumn Nites car show in downtown Edmonds - Need 5-10 "ultra classics." If interested call 425-771-8475, Bruce and Elaine Nickolson.

Sept. 29 (Sat). Bainbridge Tour - Manager Wouters. Date set, includes Roberts Collection, possibly Mounger's also.

Oct. 5-7. Frederickson Classic Auto Show - CCCA contacts: Armstrong/Doss. Benefit car hobby, charity. Eight Duesies, woodies, race car haulers, Bentleys, other Full Classics™ and motorcycles. 150+ cars, \$10 admission, donation from entrants. "Peoples Choice" but no judging. Flyers not yet mailed (per Hageman).

Oct. 13, 14 (Sat, Sun). Cascade Tour (name and location changed) - Manager Norman. Overnight optional, start at Salish Lodge, drive route, return to Salish. (Advance reservations through Salish.) Includes Ferrari/Jaguar/BMW clubs.

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

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

Jan. 2002. National Annual Meeting, San Jose, CA. Letter from SoCal region inviting PNWR to bring Classics.

Long-Range Planning: 2002 PNWR CARavan® - Manager McEwan. Date: July 25 (Thursday) to August 3 (Saturday). Various plans discussed. AI will work on details after August. G. Johnson will look at Bellwether Hotel. **2002 Private Estate Golf/Train Event** - Hageman

Director Johnson noted that six board members will be retiring (including the Secretary). Jerry Greenfield will chair the nominating committee, J. Campbell and G. Johnson will serve on the committee.

The meeting adjourned at 8:30 p.m. The next meeting will be September 5, 2001 at the Rock Salt Steak House in Seattle.

Murray Motor Car

#1 for Restoration and Service

25 Years Restoring Antique, Classic and
Special Interest Cars

AL MURRAY

(425) 487-1902 (Sea)

PAUL MURRAY

(360) 794-1902

17476 D 147th St. S.E.

e-mail: oldcarsmmc@aol.com

Monroe, WA 98272

FAX: 360-805-1342



BMW Seattle
NORMAN ENTERPRISES, INC

714 East Pike Street
Seattle, Washington
98122-3720

Stephen F. Norman
President

Telephone
Sales (206) 328-8787
Service (206) 328-2300
Parts (206) 328-7788
WATS (800) 782-8780
Fax (206) 777-1354

Direct Line (206) 777-1477
Cellular (206) 972-8714

E-Mail
NORENTE@MSN.com

2001 PNWR CALENDAR OF EVENTS

DATE

EVENT

MANAGER

OCT. 13,14

PENINSULA OVERNIGHTER

NORMAN

NOV. 10

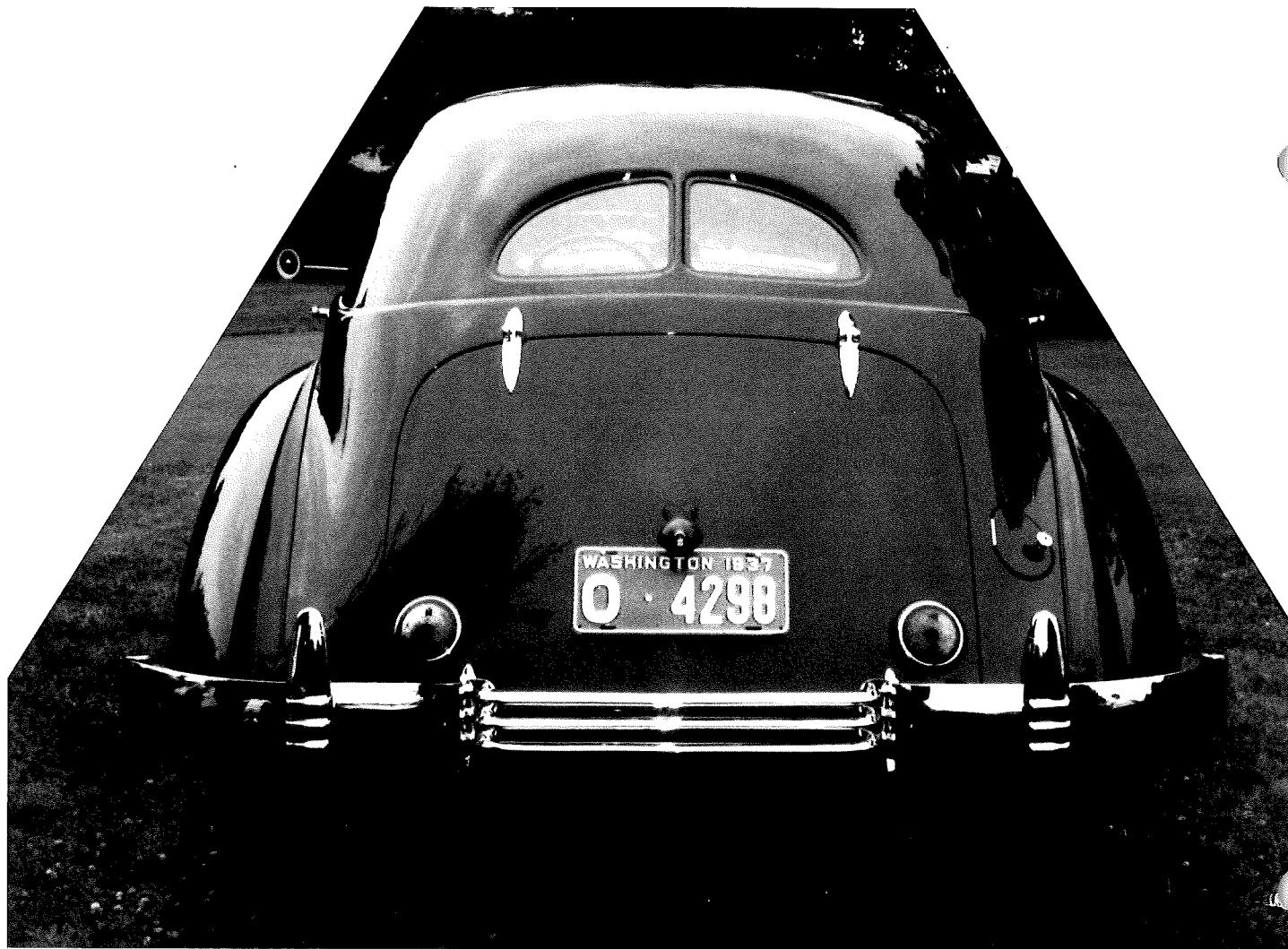
ANNUAL MEETING

ZUKER

DEC. 9

HOLIDAY PARTY

KOHLWES



"It...looked like a beautiful thing that had been born and just grew up on the highway."
Designer Gordon Buehrig's favorite compliment about his 810 Cord as related in *The Classic Cord*, Dan R. Post Publications 1952.

BUMPER GUARDIAN

6426 N.E. Windermere Rd., Seattle, WA 98105

Address Service Requested

PRSRT STD
US POSTAGE
PAID
#2347
SEATTLE WA

Alan W. McEwan
4420 Bonnybrae Drive
Yarrow Point,, WA 98004