



# BUMPER GUARDIAN



1926 PACKARD SECOND SERIES EIGHT  
MODEL 236 FIVE-PASSENGER TOURING CAR, STYLE 244

*Bruce and Betty Armstrong*



## BUMPER GUARDIAN

Pacific Northwest Region  
Classic Car Club of America

### Home Work

#### Officers & Special Posts

Director, Lee Zuker	425/641-8564	360/426-4388
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John Campbell	2002	425/885-5472	425/562-1960
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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
John McGary	2004	206/522-3727	206/423-3675
Bob Reverman	2004	425/885-0319	
Ed Rittenhouse	2004	206/232-1117	206/215-2800
Lee Zuker	2004	425/641-8564	360/426-4388

#### 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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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.

## Pat Hart

On November 17 I said good-bye to a great friend of many Pacific Northwest auto enthusiasts. Patrick A. Hart (Pat) and his wife Doris moved to Seattle about 10 years ago. They had spent the previous 37 years in Hawaii, California and Florida. Both Pat and Doris had always enjoyed the Pacific Northwest and finally decided to move their business headquarters to the Eastside of Lake Washington. They chose the Overlake area and their beautiful offices became one of the premier gathering places for members of the CCCA, Ferrari Club and SOVREN (The Society of Vintage Racing Enthusiasts), and it became a favorite site for many charity events—especially for Children's Hospital.

At Pat's funeral service and the following celebration of his life I learned a lot about a man I had admired and considered a friend. He was born March 22, 1928 in Los Angeles where he grew up in an affluent neighborhood. Although Pat's family was not rich, Pat, through his friendships with local families, was introduced to and developed an appreciation for art, music and architecture. In his childhood he took an interest in boats, car racing and auto restoration. When once asked which of his many cars was his favorite his answer was: "The next one we begin working on!" His interests also included collecting fossils and minerals and he created one of the finest collections in the United States.

His career started in the business end of construction specifically lathing. In the late 1960s he and Doris started a drywalling business in Hawaii. It was a grass roots effort for the two of them with Doris acting not only as a partner but as secretary and frequently a heavy duty truck driver! Later they became involved in commercial real estate acquiring holdings in Hawaii and many areas of the continental United States. Pat was extremely astute and acquired a tremendous amount of knowledge in all phases of real estate development and real estate tax laws. He was an excellent negotiator and very involved in all phases of his projects. He liked things done correctly and insisted on excellence even if doing it right wasn't the most economical way.

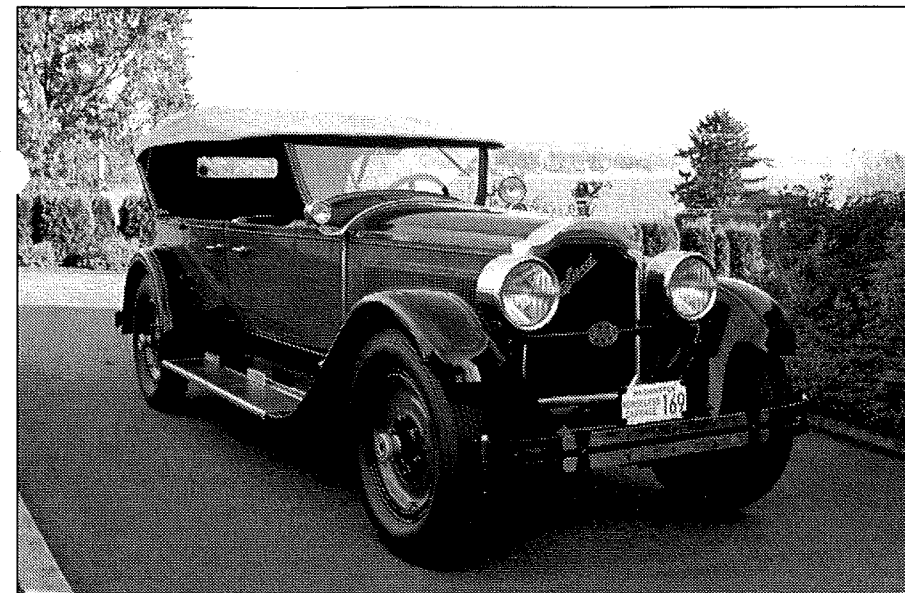
One of the first organizations that Pat joined upon moving to Washington was SOVREN. Through this organization he was introduced to the Pacific Northwest Histories and to Children's Hospital and Regional Medical Center. He and Doris became strong supporters of the hospital and its mission of providing care for all children no matter what their parents' financial condition. They became members of the SOVREN Guild of Children's and Pat became very active on the sponsorship committee. Much of the charitable financial success of the annual Sovren race at SIR is a direct result of his enthusiastic efforts in finding race sponsors.

Of all the things that Pat loved and enjoyed the most important were his wife Doris and his family. He was very proud of his five children and six grandchildren and I think he was particularly thrilled when his son Bill took up vintage racing.

Pat was diagnosed with advanced lung cancer this past Spring and he faced it head on, fighting it with chemotherapy and radiation. It was not his style to dwell on it and he rarely spoke of it to anyone including me. Although I knew his chance of survival was slim, I prayed for Pat and was not ready to lose him as a part of my life when he died on November 10. There is so much about Pat—his honesty, initiative, humor, generosity and much more—that I and others who have been influenced by him will miss.

Pat is survived by his wife Doris, his sons, Bill, Glenn, Jim and Chuck, and his daughter Catherine. Memorials may be sent to: Memorial Department—Memory of Pat Hart, Children's Hospital, P.O. Box 5371, Seattle, WA 98105

Elna Duffield



## Our Old Lady

BY BRUCE AND BETTY ARMSTRONG  
PHOTOS BY BILL DEIBEL

We have affectionately dubbed her the "Old Lady." Not Betty, but rather our 1926 Packard because she is the oldest car we have and because we have owned her for 48 years—nearly as long as we've been married. She is specifically a Model 236 Second Series Eight five-passenger touring car.

We bought this car locally from Glenn and Ann Bussman, now of Buffalo, New York, with whom we continue to be good friends. Glenn acquired the Packard from a Kaiser/Frazer dealer in Vancouver, Washington who had previously been a Packard dealer to whom the car had been loaned for display purposes by the widow of its original owner. This lady had moved into a nursing home so when the dealership changed brands she had no way to take the car back. She, therefore, asked the dealer to sell the Packard for her and that is how Glenn came to own it. This makes us the third owner.

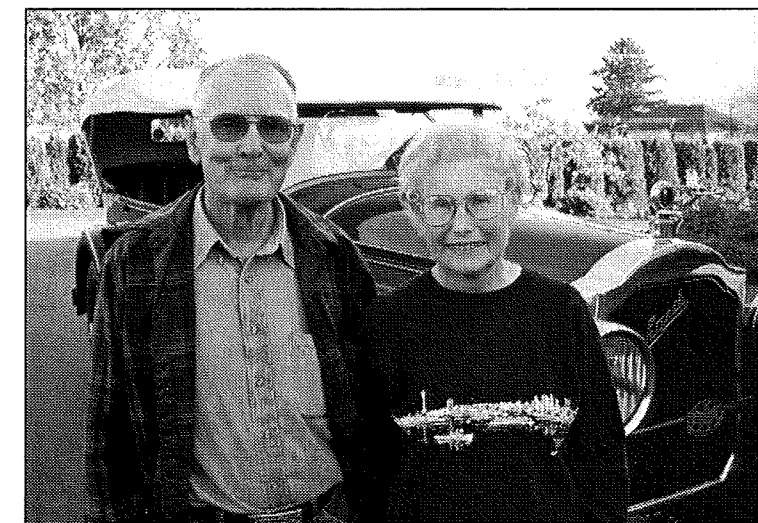
The serial and engine number is 217165 indicating a late production 1926 car. As such it is finished in Duco pyroxylin lacquer and quipped with the then new Bendix three-shoe, four-wheel, mechanical brake system—features added as running changes to the Second Series Eight. Accessories include the patented "Packard DeLuxe Emblem" radiator mascot, a second rear-mounted spare tire and wheel, an exhaust cutout and a rear-floor exhaust heater. This car, like all Packard Second Series Eight and companion Third Series Six cars, is equipped with Bijur one-shot chassis lubrication—the first industry application of this system.

The Old Lady has been driven 70,769 miles since new and is completely original except for the front and rear tires and the top which was replaced by Bert Lobberegt, Jr. about 25 years ago. The only other work done on the car has been routine maintenance and a valve job. All paint and striping is original as is the upholstery and all other interior details. We have the original side curtains complete with their original isinglass—all in excellent condition due primarily to the fact that we have kept them stored away.

The two things that the Old Lady has a claim of fame to are her participation in the Packard Experience at the Classic Car Club Museum in 1994 and, more importantly, her being used to head the parade with Washington Governor Arthur Langlie, Seattle Mayor William Devin and the then reigning Miss Washington at the opening of the Alaskan Way Viaduct in Seattle on April 4, 1953. Glenn Bussman was the driver.

The Old Lady only gets driven perhaps 100 miles a year now since its owners are also getting along in years. But she is enjoying a good clean environment in a heated basement garage and she seems quite content.

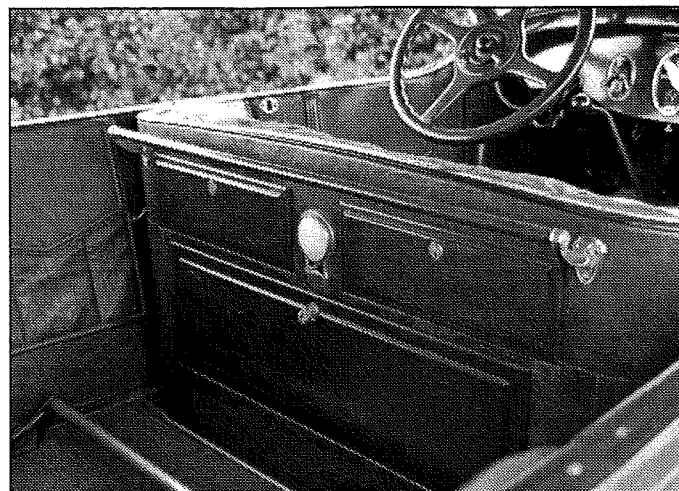
(Editor's comment: With the CCCA approaching its 50th anniversary it is appropriate to note that although Bruce Armstrong is not a charter member of the Pacific Northwest Region, founded in 1963, he was, in 1959, the first among our current members to join the national club from within our present regional territory. The Old Lady is present among the three Classics Bruce listed for the 1960 CCCA Directory.)



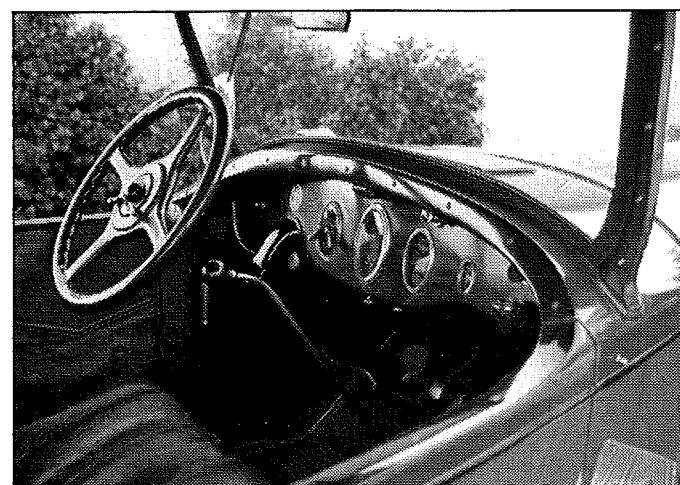
more photos on page 4 Lookin' Proud! Bruce and Betty Armstrong with "The Old Lady."



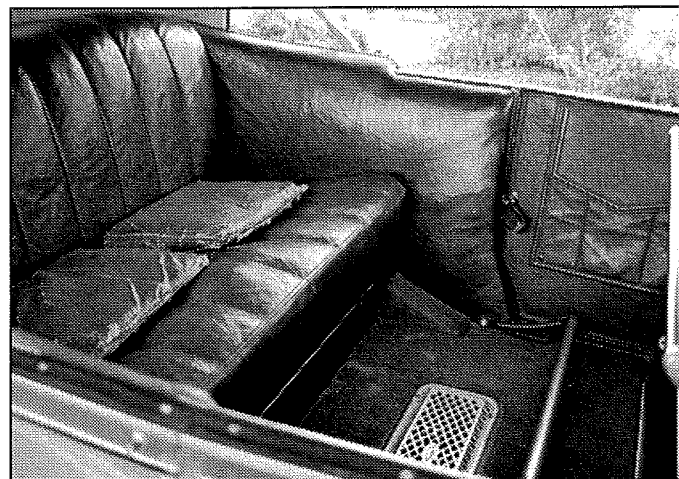
Motometer with patented "Packard DeLuxe Emblem." Often referred to as the Goddess of Speed or Donut Chaser; this ornament, introduced in 1926 and continued in modified forms through 1950, was in use longer than any other American radiator mascot.



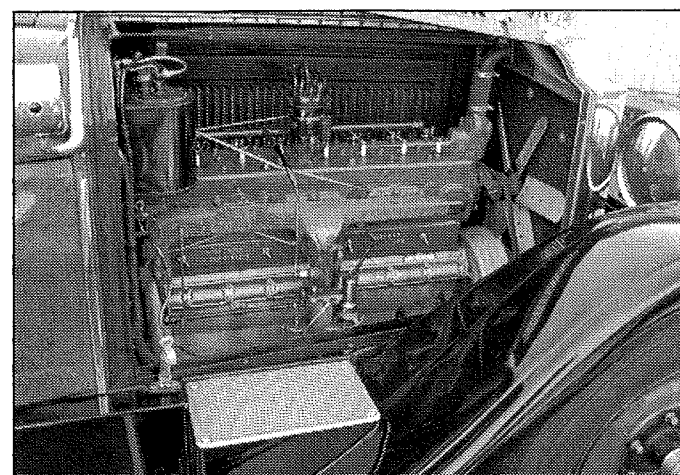
Three elegant wood-faced storage enclosures in the front seat-back include large lower unit for side curtain storage and twin, small upper compartments which open only 45 degrees and offer barely room for gloves or a map or two.



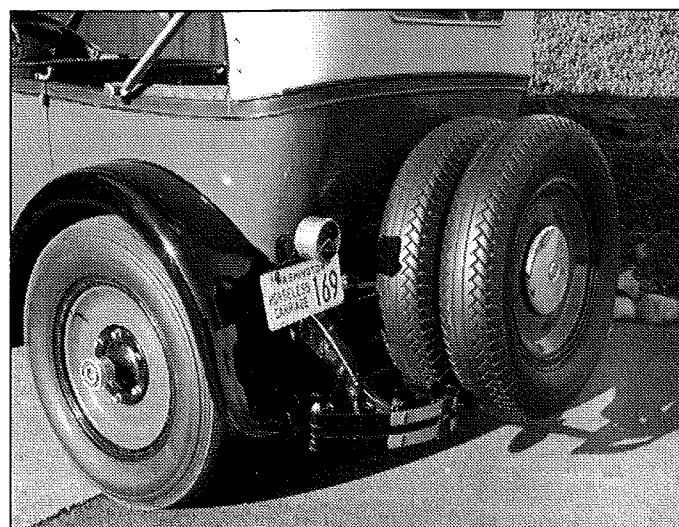
Control station. Note the Bijur control knob visible below the steering column bracket. Packard introduced this driver controlled chassis lubrication system to the automobile industry in 1926 as standard equipment on all models.



Rear seat area showing exhaust heater outlet in floor and original leather upholstery. The two throw pillows are done in color matching imitation leather and may or may not have been Packard supplied.



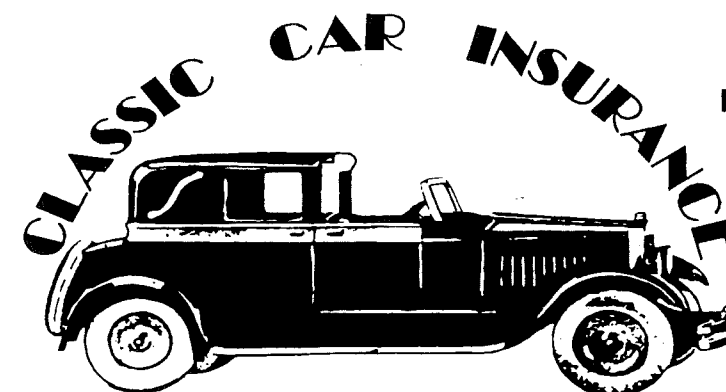
Packard L-head, in-line, eight-cylinder engine—85 brake horsepower @ 3,000 RPM from 358 cubic inches.



Dual rear mounted spare wheels with "Kelly Balloon" tires—two of six such classic era tires installed on the car when Bruce purchased it. The second wheel and tire was a factory option.



The Old Lady in the lead driven by then owner Glenn Bussman carrying Washington State Governor Arthur Langlie, Seattle Mayor William Devin and Miss Washington to open the new Alaskan Way Viaduct in Seattle on April 4, 1953. Photo from collection of Bruce Armstrong.



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## Packard Six Owners Are Loyal

PERHAPS you have wondered why so few Packard Six cars are offered for sale by used car dealers.

The reason—98 out of every 100 Packard Six owners remain loyal to Packard, never giving up their cars for any other make.

For example—of the Packard Six cars sold during the last five years in the following cities (51 of the 873 in which Packard cars are sold and serviced) only 2 out of every 100 have been replaced. And these generally for reasons having nothing to do with either car or service.

Atlantic City	Evansville	Pittsburgh
Aurora	Grand Rapids	Portland
Baltimore	Hartford	Rochester
Boston	Houston	Rockford
Bridgeport	Indianapolis	St. Paul
Brooklyn	Jacksonville	Salt Lake City
Buffalo	Jersey City	Savannah
Camden	Kansas City	Seattle
Chattanooga	Louisville	South Bend
Cincinnati	Milwaukee	Stamford
Cleveland	Minneapolis	Toledo
Columbus	Montreal	Toronto
Davenport	New Orleans	Trenton
Dayton	Omaha	Washington
Denver	Oshkosh	Williamsport
Duluth	Peoria	Wilmington
Easton	Philadelphia	Worcester

Evidently, the chances are really 100 to 1 that you too will be satisfied if you buy a Packard Six.



Packard Six and Packard Eight both are furnished in ten body types, four open and six enclosed. Packard distributors and dealers welcome the buyer who prefers to purchase his Packard out of income instead of capital.

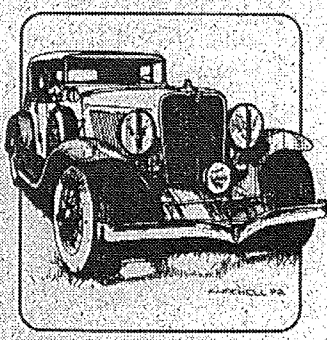


—of a distinguished family

# PACKARD

ASK THE MAN WHO OWNS ONE

*Page opposite.* The Packard Third Series Six was a companion to the Second Series Eight in 1925 and 1926. With one exception identical Packard-built bodies were offered on both and features were the same except engines. The 60-horsepower Packard Six models sported shorter hoods and correspondingly shorter wheelbases.



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A \$5,500 CONTRIBUTION to the National Multiple Sclerosis Society/ Western Washington Chapter is presented to Jim O'Donnell, Chapter Chair (center). The check represents the proceeds from the All Car Clubs Friendship Meet sponsored by the PNWR CCCA. The proceeds included generous support from Norman Enterprises, Inc. and Tom Crook Classic Cars. The Club designated the NMSS Chapter as beneficiary in advance of the 150-car event. In addition to the contribution, the Chapter gained public exposure on banners, Meet T-shirts and in the Meet's media publicity. Ron Doss (left) was manager of the event. Hal Medén (right), retired NMSS Chapter Trustee and Volunteer of the Year in 1999, is also a former member of the PNWR Board of Managers. He remains active in Club affairs and is currently serving as Regional Copy Editor. The Chapter tie-in with the PNWR Friendship Meet, unanimously approved by the Region's Board of Managers, was initiated by Hal.

## Welcome to New PNWR Members

joining in club year 2001

Ronald Benach, Lake Forest, IL  
Guy and Carita Boswell, Mukilteo, WA  
Michael Bradley, Seattle, WA  
Barry and Sharon Briskman, Scottsdale, AZ  
Lowell and Shirley Brown, Seattle, WA  
Bob Crades, Redmond, WA  
Gordon Fouts, Seattle, WA  
Lee and Sandra Gurvey, Riverwood, IL  
William Hallett, Seattle, WA  
Malcolm Harris, Seattle, WA  
Loren and Shirlee Holmes  
Tom and Marge Kane, Bainbridge Island, WA  
Brian and Debby Kenworthy, Kirkland, WA  
Tom Kinsman, Mercer Island, WA  
Thomas and Patricia Moreland, Sammamish, WA  
Craig and Jean Risinger, Bellevue, WA  
Walter Sharp, Tacoma, WA  
Lynn and Kathy Sommers, Tacoma, WA  
Alex Voss, Seattle, WA  
Ron and Penny Zega, Sammamish, WA







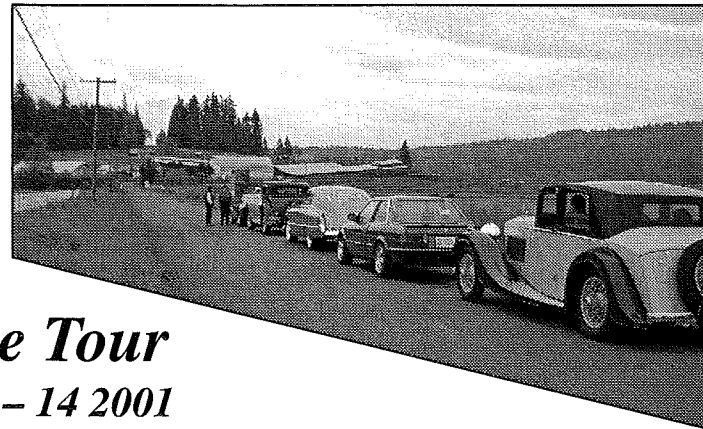
## Cascade Tour October 13 – 14 2001

BY STEVE NORMAN

The Fall tour was a joint drive again this year. Last year we only invited the Ferrari Club, but this year we also invited the BMW Car Club of America, local chapter. We had 42 cars scheduled for the drive and 46 individuals for cocktails and dinner.

On Saturday at 1:00 p.m. we met all the participants at the parking lot just east of the Salish Lodge at Snoqualmie Falls for a quick description of the route we would be using and the rules of the road. The whole tour was again designed and led by Doug and Vickie Breithaupt of The College Planning Network. Doug and Vickie have been the Rallymasters for the last six years of the BMW Seattle Rally and last year's PNWR Port Ludlow Tour. The College Planning Network was the beneficiary of donations by most of the participants in this year's Cascade Tour.

The tour started out with The Breithaupts leading the group with their beautiful black Ferrari 400i (nc) followed by the writer's black 1929 Bentley Martin Walter Speed 6 coupe, Roy Magnuson's 1925 Bentley 3-litre Vanden Plas Tourer, Army Barer's 1929 Franklin 130 Convertible Coupe and Bill Mote's 1937 Bentley 4 - litre Sport Saloon by Freestone & Webb with Dan and Gracie Dinsmore riding along. We were then followed by non-classic cars made up of Mike Becker's 1949 Cadillac Coupe and Lee Zuker's red van. These were among the folks at the start.



Shortly after the start we were joined by Regional Director Gary Johnson in his 1937 Packard Twelve 1507 Club Sedan, James Raisbeck in his 1938 Cadillac 75 Fleetwood Formal Sedan and Peter Hageman in a Mercedes-Benz 300 SL Gullwing (nc). The Ferrari guys had 348 Spiders, 308 GTSs, and a 400i (all nc).

The BMW Club produced the widest array of vehicles. They included M3, M5s, 3.0 CS, 328i, 530i of Henry Polin, an X5 SAV and a couple of new BMW Sportwagons driven by CCCA future members related to some Bentley people. We even had a BMW Club member driving a Porsche because his BMW had problems and I think that his wife prefers the Porsche to a 13-year-old BMW. (All nc.)

The tour initially took us on a short acclimatization run in the immediate area of the Salish Lodge. We drove narrow roads up into remote family neighborhoods in the hills, back to a dead end that took two turns to reverse direction in the 1929 Bentley—I am not sure how the Raisbecks made it in their huge Cadillac. And we drove through the upper valley in a sedate manner to allow all vehicles to catch up. What fun to drive on old, narrow roads with the locals waving at us in a friendly manner.

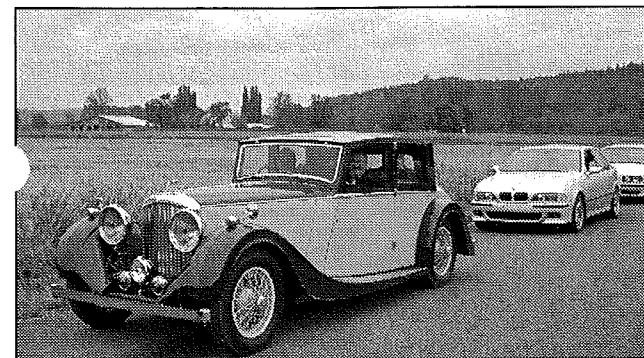
Some of the roads we drove were the following: Highway



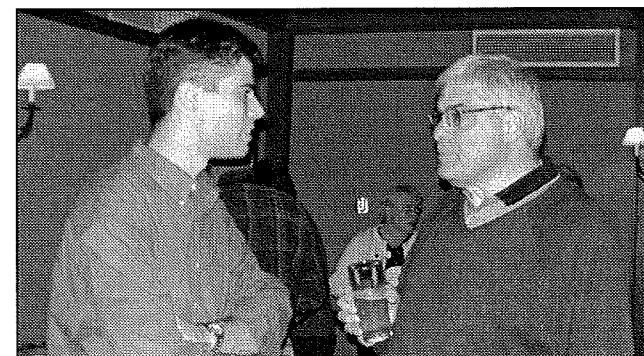
People and cars gathering at the Salish Lodge. Steve Norman's 1929 Bentley Speed 6 Coupe by Martin Walter in the center.



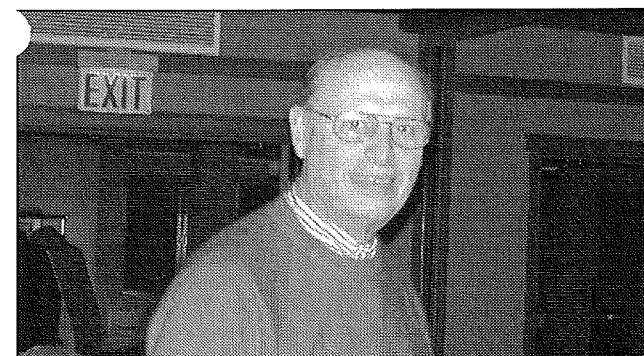
Drivers receiving their instructions from the Rallymaster amidst the cars in the Salish parking lot.



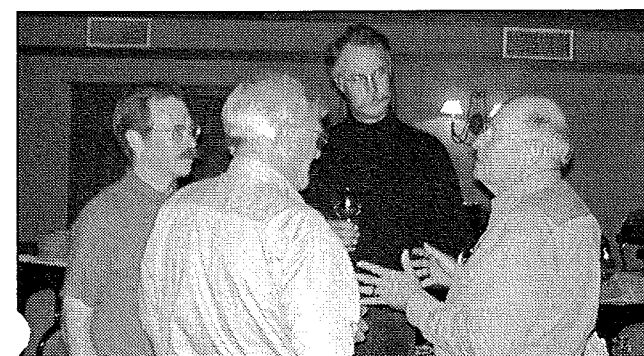
Bill Mote's 1936 Bentley 4-1/4 L Sports Saloon by Freestone & Webb.



Father and Son – Army, right and Sam Baren.



Lee, soon to be Director, Zuker.



The hard sell? Director Gary Johnson, right, looks to be pitching membership in CCCA to Ferraristis and/or Beamer Boys.

202, Millpond Rd., SE Renig Rd., Northfork Rd., Ernie's Grove Rd., NE 70<sup>th</sup> St., SE 72<sup>nd</sup> St., SE 92<sup>nd</sup> St., 430<sup>th</sup> Ave. SE, SE 88<sup>th</sup> St., 436<sup>th</sup> Ave. SE, and Moon Valley Rd. These were the names we saw in the first 10.64 miles. Each of the above roads had instructions to turn left, right, go straight or stop. For full instructions ask and I will be happy to send them to you.

Our target for the first 50.14 miles was arrival at the Lewis Street Park in Monroe. It took 34 instructions such as the above to arrive at the park in Monroe. The instruction most enjoyed by all the drivers, especially the BMW and Ferrari guys was:

41.78 Right at West Snoqualmie Valley Road. (Cars seeking a more spirited drive may choose to proceed on their own to the break in Monroe, where the tour will reassemble. Those wishing to continue at the same pace can pause in the gravel lot at West Snoqualmie Road.)

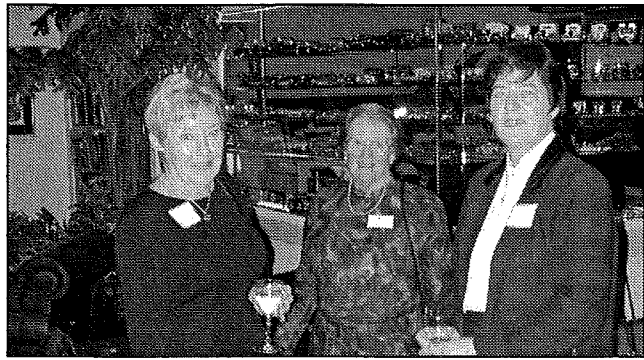
The Lead Car of Doug and Vickie Breithaupt, the second car—the black Bentley, followed by Bill Mote's 1936 Bentley Sports Saloon, a black BMW 3.0 cs and a very few other cars took the second option. Of course the Lead Car had to stay and lead, what a frustration for Ferrari driver Doug.

We arrived at the Lewis Street Park and took about a half hour look around and at the other cars. We also chatted about who went the fastest in the above instruction. It is amazing how fast some of the old cars go.

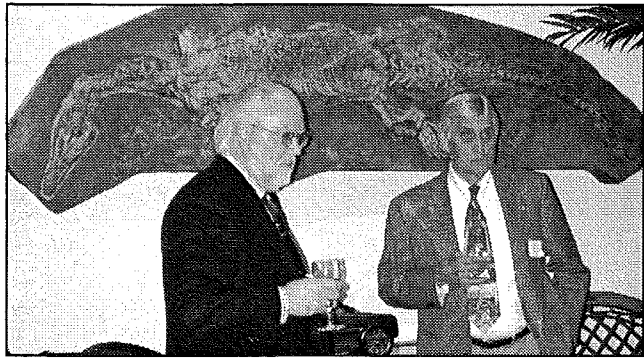
The instruction that I enjoyed most was at mile 36.62: "left onto I-90 East." In my normal leisurely manner I drove as fast as the old car would go; the fun came in the freeway entrance which is downhill onto a very downhill portion of I-90. I thought that we were doing a very good job until I looked in the mirror to see Bill Mote playing with me in his Bentley Sports Saloon filled with people. Bill was very polite in that he did not pass me in front of the whole group. The group left the Freeway at Snoqualmie Falls Parkway and proceeded to Salish Lodge across the new road through the Snoqualmie Ridge development. Where do all those people come from to live so far out in the woods?

Part 3 of the Drive was cocktails and dinner at the Salish Lodge. Those of us that were staying at the Lodge were allowed to park in front of the Salish. The others parked across the bridge. The cocktail hour leading up to dinner was filled with people as may be seen in the photos. The groups mingled fairly well considering the relative ages of the CCCA folks, the Ferrari guys and the BMW kids, or is it the other way around.

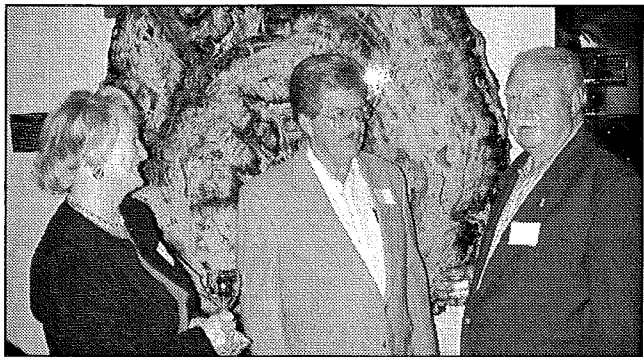
We did not have much of a program because everyone was chatting so well. We did have a presentation by Doug and Vickie Breithaupt on some of their coming rallies, and their organization, College Planning Network. Since dinner was hosted it was suggested that contributions might be made to College Planning Network in lieu of paying for dinner. We were successful in this effort. Doug has notified me that most of the participants have contributed. Thank you for your contributions. It is fun to do something that you like and also have an organization benefit from your having fun.



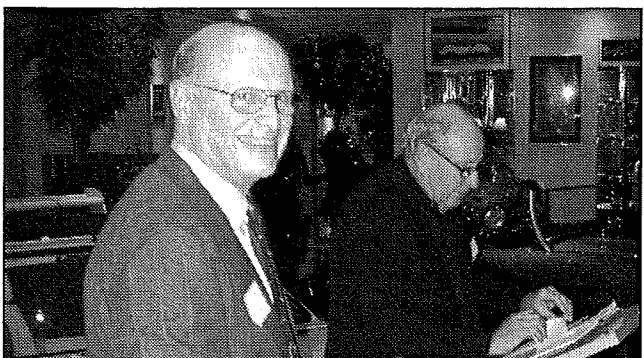
*Arlene Wohlwend, Barbara Carman and Judy Mote.*



*PNWR stalwarts Gordon Apker and Tom Armstrong in front of one of Pat Hart's interesting fossils.*



*Linda McCollough, Tom Crook and Del Barton.*



*Present and Past. Newly elected Director Lee Zuker with outgoing Director Gary Johnson.*

## *PNWR Annual Meeting Nov. 10, 2001 at the Hart Collection*

BY LEE ZUKER  
PHOTOS BY ARNY BARER

The 35<sup>th</sup> Annual meeting was held at the marvelous collection of Pat and Doris Hart in Redmond. The last time the club visited this site was four years ago on a garage tour. Since then it has almost doubled in size and features a very interesting selection of MGs and Ferraris as well as an eclectic assemblage of other cars from racing prototypes to a Full Classic™ Mercury, to a Batmobile.

The evening opened with a brief Board of Managers meeting which dealt with the Board election results and the election of officers for next year. This was followed by a cocktail hour and a catered buffet dinner.

After dinner Gary Johnson, outgoing Regional Director, called the meeting to order and opened with the basic business functions—approval of the minutes of the 2000 Annual Meeting and the financial report for this year. The results of the election were announced; John McGary, Bob Reverman, Ed Rittenhouse and Lee Zuker were elected to serve three-year terms expiring at the 2004 Annual Meeting. Gary then announced the Officers and Special Posts for the new year as follows:

Lee Zuker, Director  
John McGary, Assistant Director  
John Campbell, Treasurer  
Arny Barer, Secretary  
Bill Deibel, Editor  
Hal Medén, Copy Editor  
Anne Long, Membership Chair  
John Johnson, B.G. Liaison

He then thanked the outgoing Officers and Managers. These were Secretary and Manager Ted Barber, Treasurer and Manager Roy Magnuson, and Managers Al McEwan and Bill Mote. He also recognized the past and present National and Regional Directors in attendance and introduced incoming Regional Director Lee Zuker and presented the Director's pin to him.

Lee Zuker then introduced Joe Carman, last year's winner of the Schwartz Award, who announced this year's winner, Gary Johnson, and presented him with the Award which will be in his possession for the next year.

Ron Doss announced that Bill and Karel Deibel were the winners of the Participation Award and presented the trophy to Bill. This annual award is given to the club member(s) who participated to the greatest extent in attending the past year's events and driving their Full Classic(s)™.

Gary Johnson paid a special tribute to and presented an engraved crystal bowl to Ted Barber for exceptional service as Secretary of the Region for 30 years.

Lee then announced the Car of the Day awards for the past year, while Ron Doss presented the trophies. See list on page following.

After a series of announcements relative to coming events, Lee introduced Glenn Vaughn, a member of our region and the son of Ken Vaughn who with Phil Hill founded the famous Hill and Vaughn restoration business. Glenn gave a very interesting retrospective on the early days of Hill and Vaughn where he worked for some 10 years before starting his own restoration business in Post Falls, Idaho. The mix of cars being restored was particularly interesting in that they included both Full Classics™ and race cars. Included in the nostalgic pictures were even some cars belonging to members of our region.

Following the presentation, Glenn was thanked and the meeting adjourned.

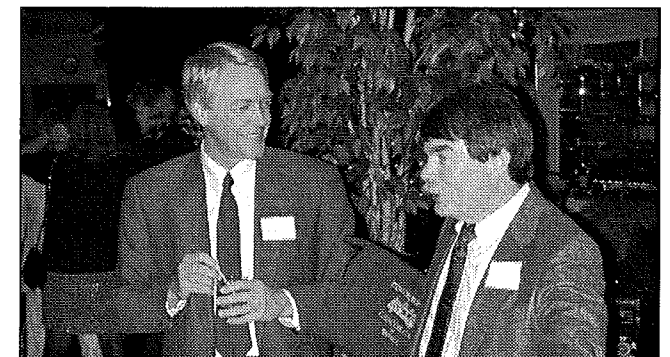
*Any report of this meeting would be incomplete without mentioning the very unexpectedly and ironic passing, this very evening, of Pat Hart, our host for the event. We will miss him, and send our condolences to Doris and the other members of his family.*



*Ted Barber receiving plaudits for his 30-year service to the region as Secretary—a post he is vacating.*



*Ron Doss, Mary Lynn Mounger and Gayle Doss, back to camera.*



*Conrad Wouters and Roy Magnuson.*



*Joe Carman III, back to camera, Peter and Annamieke Hageman.*



## Car of the Day Winners for Club Year 2001

Event Manager	Recipient	Event/Occasion	Car
Hal Medén	Rick Turner	2000 Annual Meeting	1936 Cord Convertible Coupe
Darlene Kohlwes	Peter Hageman	2000 Holiday Party	1926 Bentley Drophead Coupe
Bill Deibel	Tom Crook	Judging Seminar	1941 Packard & 1940 Cadillac
Carl Bomstead	John Kerr	Coming Out Party	1934 Packard 12 Coupe Roadster
Ted Barber	Bruce Armstrong	Bainbridge Garden Tour	1941 Cadillac Series 63 Sedan
Long/Armstrong	Bob Gerrity	Eastside Garage Tour	1946 Lincoln Continental Coupe
Gerry Greenfield	Bob Reverman	HCCA Breakfast tour	1947 Lincoln Continental Cabr.
Gerry Greenfield	Colin Guernsey	Grand Classic®	1935 Lagonda Drophead Coupe
Liz & Bill Holt	George & Sylvia Potter	B.C. Garden Tour	1934 Packard 8 Coupe Roadster
Al McEwan	Hal Medén	July 4 Parade	1938 Bentley Drophead Coupe
Hageman et al	Noel Cook	Bentley Tour Kickoff Party	1935 Bentley Drophead Coupe
Ron Doss	Gerry Greenfield	Friendship Meet	1935 Packard 12 Conv. Victoria
S. & A. Norman	Roy Magnuson	Cascade Tour	1925 Bentley 3-Litre Tourer



## RX AUTOWORKS

VINTAGE AND CLASSIC AUTO RESTORATIONS

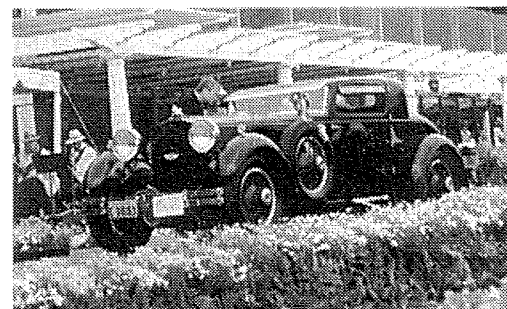
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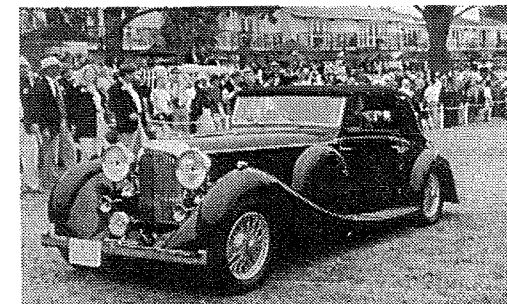
1914 Mercedes 22/50	2- E type Jaguars
1948 Rolls Royce	MK II Jaguar
1953 Cadillac	1960 Porche 356 B
1955 Bel Air Conv.	1960 Austin Healey

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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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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.

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NOT AVAILABLE IN ALL STATES.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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## **\*\* RENEW NOW!!! \*\***

The PNWR club year runs from October 31 to October 31. Therefore, your membership renewal should be in by November 1. Late renewals have been a chronic problem for our Region and make untold extra work for our Membership Chair as well as those volunteers who make the follow-up calls. In addition they result in an incomplete PNWR Directory.

**PLEASE DON'T BE PART OF THE PROBLEM!**

### **PNWR Web Site**

<http://communities.msn/NWCCCA/nwccca.msnw>

Arny Barer has created a web site for the Pacific Northwest Region. It is up and running, but still under development with more links and features planned including a Club Calendar, Directory, member e-mail addresses etc. Arny would like all members to visit the site and let him know your comments and suggestions. Arny's e-mail address is abarer@barerlaw.com.

### **Color vs. Black & White**

Readers will have noticed that your editors in cooperation with our Board have been experimenting with different paper stock as well as color printing for the Bumper Guardian covers. Six or more CCCA Regions regularly provide color covers on their magazines and the Board believed that we should investigate offering the same to our members. To this end we have tried color with two different printers. In neither case have we been entirely satisfied with the results and for this reason it has been decided that the additional cost of printing is not justified on an ongoing basis, although we may from time to time provide a color cover.

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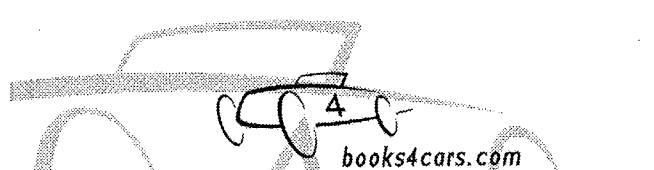
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## **Looking Back – Reflections on the Past in Anticipation of the CCCA's 50th Anniversary**

### **Classic Cars in 1954, The Almost-Classic Cars of 1956, One Classic that Left and Returned**

BY BILL DEIBEL

#### **Early CCCA Directories**

Remembering that I still had some old CCCA Directories, I decided to dig them out to look through prior to attending the 50th Anniversary Annual Meeting in San Jose. In my search I found all the issues from 1954 through 1960 except 1955 and sporadic later issues down through the years. (I'm listed in all of these)

Over the years the list of Classics, now identified as Full Classic™, has grown and most members are familiar with the controversies over adding the 1946-48 cars, the Cadillac Series 62, the 1934 LaSalle (not added), and presently the adding of pre-1925 cars. But few today are likely to know that at least one of today's Full Classics™ started out as a Classic and then was dropped only to return quite a few years later; or that the club once embraced not only Classics but also "Special Interest" cars. In fact prior to 1956 no specific list of approved Classics existed at all. (In early Directories the term "Full Classic" is used to describe a make of car of which all models are Classic indicated by the notation "\*\*\*")

#### **Classic Cars in 1954**

Among the cars listed by members in the 1954 Directory are these: 1928 Durant, 1930 Durant, 1929 Essex, 1933 Graham Page (sic), 1941 Graham Hollywood, 1938 Lincoln Zephyr, and no less than seven Hupmobiles 1929-39. Unless equipped with custom coachwork none of these would be Full Classics™ today. Since in many cases no model for the car is given, it is likely many Packards and other cars listed would also not qualify today.

#### **The Almost-Classic Cars of 1956**

In 1956 an official list of Classics appeared in the Directory for the first time. All American makes and the more common European makes were listed stating which models were "\*\*\*" indicating Classic and which were "NON" Classic. Strangely, without explanation, the following cars are defined as "Special Interest" (Almost-Classic?): all Auburn four- and six-cylinder models, all Auburn 1930-36 eight-cylinder models except speedsters and some Auburn 1925-29 eight-cylinder models; 1940-42 Cadillac Sixty-Specials (apparently the 1938-39 60Ss were NON which probably reflected whether the bodies were badged as Fisher or Fleetwood); 1932 Packard Model 900 and 1940-42 Packard Super-8 160 models; and a 1935 White Custom Sedan. The very next year the "Special Interest" classification was dropped without comment from the 1957 Directory, apparently because it suggested second class status.

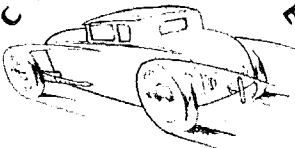
#### **One Classic that Left and Returned**

In 1956 the 1939 Packard Super-8 models 1703 and 1705 were designated \*\*\* Classic, but in 1957 the 1703 became NON Classic while the long wheelbase 1705 remained \*\*\*.

It is worth noting that over the years all of the 1956 Special Interest cars as well as the Packard 1703 have become Full Classics™ except the four- and six-cylinder Auburns and the 1935 White which, by the way, was just recently featured in the AACAA's quarterly, Antique Automobile.

I'm now looking forward to San Jose!

**CEDARDALE**

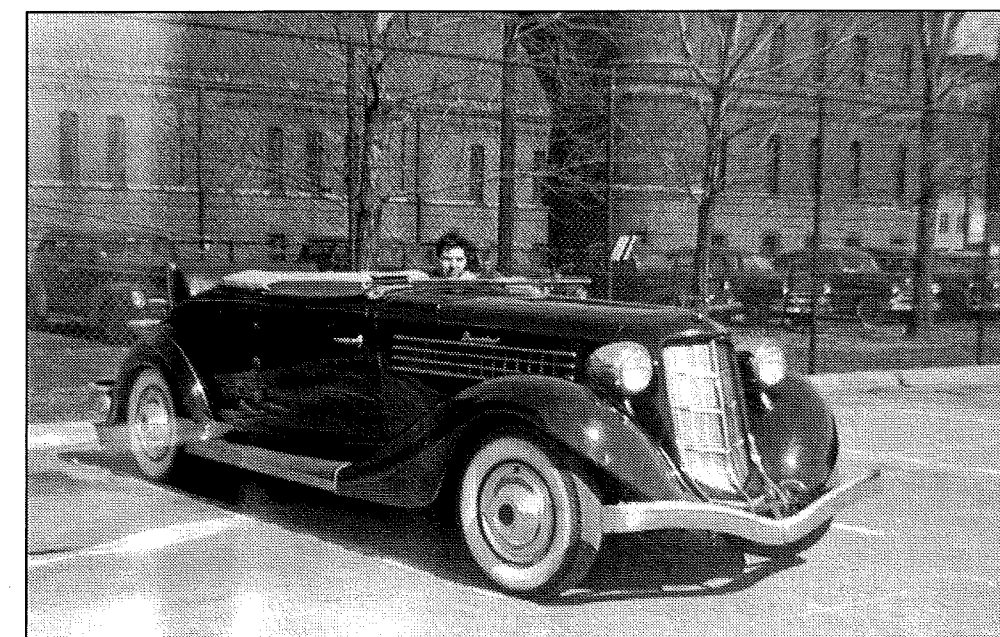


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1935 Auburn 851 Cabriolet, a CCCA Special Interest car in 1956. (1952 photo with this author; the owner; at the wheel.)



## Spark Interference Elimination . . .

1. Install an interference condenser on the generator, fastening it under the ground screw on the generator (See Figure 5). Do not use the "FIELD" terminal. Connect the condenser lead to the "A" terminal on the generator. If generator interference persists, it can be eliminated by cleaning the commutator and re-seating the brushes.

2. Connect an interference condenser to the feed lead on either the ignition switch or the ammeter. Try both locations and install the condenser where it is the most effective. The condenser can be mounted on the flange of the instrument board.

3. Cut the distributor-to-coil high tension lead about one inch from the distributor cap and install the screw-in type resistor. (See Figure 5).

4. To check for ignition interference, turn on the radio, start the motor and disconnect the antenna lead-in from the Receiver. If there is any interference coming thru when the volume control is three-quarters open and the Receiver tuned between stations, carefully relocate the speaker cable and ammeter lead so that the interference is reduced to a minimum and fasten at that point. Reconnect the antenna lead and if some interference is still present, move the antenna lead to the most quiet position.

Interference from electric clocks can be eliminated by connecting an additional interference condenser to the ammeter terminal.

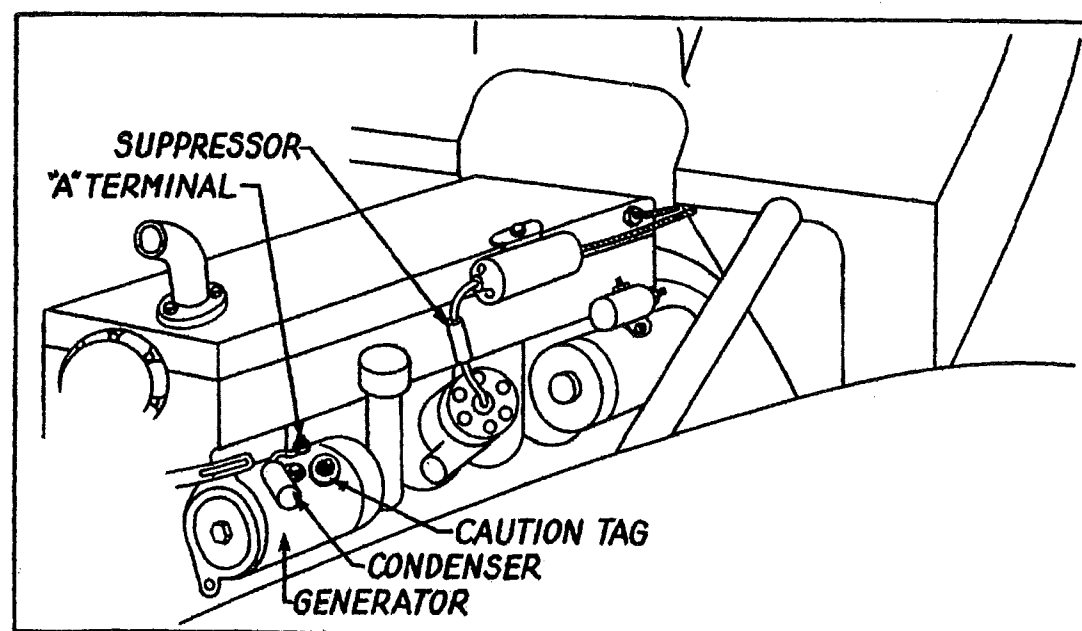


FIGURE 5

## COOLANT

### What You Should Know To Make Good Choices

The following article written by CCCA member Bob Agnew of the Old Car Garage of Albuquerque was forwarded to the Arizona Region's *Roadrunner* Magazine by Paul Arnt, who received it from James Lobenstein of Centennial, CO and is presented here as an item of general interest.

The engine coolant most people are familiar with is the green colored **Ethylene Glycol (E.G.)**.

This has been the mainstay of automotive anti-freeze for many, many years. Straight E.G. freezes at about 8 deg F, boils at 330 deg F (at sea level). It carries heat about 15% less efficiently than water, but when mixed in equal parts with water, it carries a coolant well suited to year-round driving.

With a 50/50 mixture of E.G. and water you are protected to -34 deg F freezing and 265 deg F boil over in a radiator with a 15 PSI cap at sea level. With 70% E.G. and 30% water the freezing point drops to -84 deg F and boiling goes to 276 deg F at sea level with a 15 PSI cap. Mixtures above 70/30 are not recommended because of the coolants poor ability to carry heat.

Another coolant choice today is **Propylene Glycol (P.G.)**. P.G.'s thermal characteristics are similar to those of E.G.'s. A 50/50 mixture of P.G. and water provides freezing protection to -26 deg F and boil over to 255 deg F. A 60/40 mixture gives -54 deg F freezing protection and 261 deg F boil over. Pure P.G. provides freezing protection to -70deg F and boil over to 270 deg F. All with a 15 PSI cap.

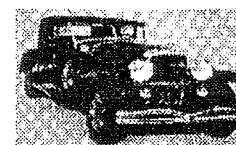
P.G., unlike E.G., has a good ability to carry heat. P.G. is used straight without any water as a coolant in many racing applications. Running straight P.G. provides better cooling because there is no water to vaporize in hot spots in the cylinder head and block.

### Other advantages of P.G. over E.G.:

1. Non-toxic to pets (this does not mean it is safe to drink).
2. When leaked into the engine, does not cause galling.
3. When used straight, allows the use of very low pressure or no pressure cooling systems.

Both E.G. and P.G. have equal additive packages. Both should last about 3 years before breaking down and neither coolant should be mixed with **softened** water.

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

September 5, 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 Barer, Campbell, McEwan, Mote, Murray, Norman, Wouters, and Zuker; Secretary Barber; Treasurer Magnuson; and members Crook, Doss, Greenfield, Medén, Reverman, Rittenhouse, and Turner. (Absent Board Member Kohlwes, Editor Deibel, Membership Chair Long.) The minutes of the August 1, 2001 meeting were approved as corrected. Treasurer Magnuson reported a balance of \$28,208 + \$2,079 still in the Grand Classic account. Membership Chair Long reported (in absentia) that the membership count was as previously noted. Editor Deibel reported (in absentia) that he has most of the material he needs for the next BG. He will be gone from August 22 through September 8 but will assemble the next issue on his return. Ron Doss showed the new membership form and distributed copies to members present.

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

**August 8 (Wed). Host for Reception** (for Bentley Tour) at Suite 200, afternoon - Managers Hageman/McEwan. A. McEwan reported that the reception came off very well. Thanks were given by tour attendees. Director Johnson expressed his thanks to Pat Heffron. About 12 cars from CCCA attended; lots of good tire kicking; enjoyed by all.

**August 11 (Sat). Annual All Car Clubs Friendship Meet** - Manager Doss. At Bellevue Community College. R. Doss reported that he had anticipated up to 800 cars attending and was disappointed at the turnout of barely 150. He felt that there was not enough advance publicity. Doss recommended we do the event again next year, but with another event manager and another location. Marymoor or back to the Nile Country Club was suggested. Sunday is a better day for food service people. Bob Reverman volunteered to help with advance TV publicity. About \$7,700 was received, including \$5,500 from sponsors Norman and Crook, expenses were about \$4500, for an actual loss of about \$2300. The Board passed a motion to donate \$5,500 to the Multiple Sclerosis Society/Western Washington Chapter

September 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.

**September 29 (Sat). Bainbridge Tour** - Manager Wouters. Problems encountered with this date; plans include Roberts collection, possibly Moungers also. October 5-7. Frederickson Classic Auto Show - CCCA contacts: Armstrong/Doss. No financial backing for this event at the present time. May be rescheduled for April or May 2002.

**October 13, 14 (Sat, Sun). Cascade Tour** (name changed) - Manager Norman. Overnight optional, start at Salish Lodge, drive route, return to Salish. (Advance reservations through Salish.) Includes Ferrari and BMW clubs. Flyers handed out.

**November 10 (Sat). Annual Meeting** - Manager Zuker. At P. Hart facility. Glenn Vaughn may present slide show. December 9 (Sun). Holiday Party - Manager Kohlwes. At Broadmoor Golf Club. Will be earlier in day than previously. January 2002. National Annual Meeting, San Jose CA. Letter from SoCal region inviting PNWR to bring cars.

Long-Range Planning:

**2002 PNWR CARavan®** - Manager McEwan. Date: July 18 -27 (1937 and earlier cars) and August 29-September 7 (all Full Classics™). Area centers on central Oregon. (G. Johnson discussing future CARavan® locations reported that the Bellwether Hotel at Bellingham does not have enough rooms.)

**2002 Private Estate Golf/Train Event** - Proposed by Hageman

Gerry Greenfield will chair the nominating committee for new Board members, J. Campbell and G. Johnson will serve on the committee. The Regional Directory shows six Managers' terms expiring in 2001. So far, four names have been suggested: John McGary, Bob Reverman, Ed Rittenhouse, and Lee Zuker; the latter depending on the allowance of a consecutive term following a partial term if permitted by the Club by-laws.

The meeting adjourned at 9 p.m. The next Board meeting will be October 3 at Jonah's Restaurant in Bellevue.

October 3, 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, Kohlwes, Mote, Murray, Norman, and Zuker; Secretary Barber; Treasurer Magnuson; Editor Deibel; Membership Chair Long; and members Doss, Greenfield, Hageman, Linke, Medén, Reverman, Rittenhouse, Taylor, and Turner. (Absent Board members: McEwan, Wouters.) The minutes of the September 5, 2001 meeting were approved as corrected. Treasurer Magnuson reported a balance of \$24,355. This includes disbursements for the Multiple Sclerosis Society donation (see below) and BG costs. Membership Chair Long reported two new members; dues renewal notices will be sent soon; she will order additional name tags. Editor Deibel reported that the BG would be in the mail October 2. Costs are up but may be adjusted in our favor. He passed around samples of glossy and heavier cover stock. He will check the effect the weight of these would have on postage. The next deadline is December 1.

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

**August 11 (Sat). Annual All Car Clubs Friendship Meet** - Manager Doss. R. Doss and H. Medén presented a check from the Club for \$5,500 to J. O'Donnell, Board Chair of the Multiple Sclerosis Society/Western Washington Chapter, who was duly pleased and sent the Club a thank-you note. Director Johnson noted that we need to get the next Friendship Meet date listed in the All-Car Club directory of events..

September 7-15. Down-East CARavan. Several PNWR members attended. Spectacular Packard display. The hosts were helpful to CARavaners during the national emergency.

**September 29 (Sat). Bainbridge Tour** - Manager Wouters. **CANCELED.** B. Pollock will get info on later Ferrari tour to L. Zuker. **October 13, 14 (Sat, Sun). Cascade Tour** - Manager Norman reported 54 signed up so far, 23 from CCCA - reservations are needed for dinner. (It's too late for special rate hotel reservations.)

**November 10 (Sat). Annual Meeting** - Manager Zuker. At P. Hart facility. On schedule - info out next week with ballot. **December 9 (Sun). Holiday Party** - Manager Kohlwes. At Broadmoor Golf Club. Similar to last year, buffet starts at 11 a.m., social hour starts 10 a.m. Donation for Toys for Tots. January 9-13, 2002. National Annual Meeting, San Jose CA. Attendees need to register soon. (See notice in BG.)

Long-Range Planning:

**2002 PNWR CARavan®** - Manager McEwan. Dates changed: June 23-July 1 (1937 and earlier cars) and July 19-27 (all Full Classics). Area centers on central Oregon.

**2002 Private Estate Golf/Train Event** - Proposed by Hageman

The four candidates previously reported: McGary, Reverman, Rittenhouse, and Zuker will be included on the ballot to be mailed with the Annual Meeting notice. It was noted that the Club by-laws presume the Secretary and Treasurer to be Board of Managers members. These positions will be appointed from the Board next year and by-laws changes considered later. Bill Deibel inquired whether any local members would be attending the Ontario CARavan® September 13. J. Campbell noted that he was having difficulty getting a copy of the Club insurance policy from the carrier.

The meeting adjourned at 9 p.m. The next Board meeting will be Saturday November 10 at 5:30 pm before the Annual Meeting at Patrick Hart's facility.

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

November 10, 2001

The meeting was called to order by Director Johnson at P. Hart's Museum/Office at 5:30 p.m. Attending were Managers Barer, Campbell, Kohlwes, McEwan, Mote, Murray, Norman, Wouters, and Zuker; Secretary Barber; Treasurer Magnuson; Editor Deibel; and Membership Chair Long. (Absent Board Members: McEwan, Wouters.) The minutes of the October 3, 2001 meeting were approved. Treasurer Magnuson presented a complete report of the year's expenditures and receipts, which was approved. Secretary Barber announced that Candidates McGary, Reverman, Rittenhouse, and Zuker had been chosen on all ballots received, and the Board approved the election. Board Member Campbell presented the following slate of officers: Lee Zuker (Director), John McGary (Assistant Director), Army Barer (Secretary), John Campbell (Treasurer) and Bill Deibel (Editor). The Board unanimously approved the slate. Editor Deibel reported that the next BG deadline is December 1. A letter was read from the Northern California Region requesting material for a commemorative 50th anniversary booklet for the Annual Meeting to be held there. They need this by November 20. D. Kohlwes will show this to S. Linke (Club Archivist). A. McEwan and R. Magnuson also have access to photos and other material. A. Barer has drafted by-law changes to be discussed further.

December 9 (Sun). Holiday Party. Manager Kohlwes reported: Event at Broadmoor. Fee will just cover expenses. Social hour starts at 10 a.m. Buffet starts at 11 a.m. Donations for Toys for Tots, Northwest Harvest (food or cash). Door prizes are needed.

Retiring Director Johnson thanked all the Board Members for their cooperation during his term and welcomed the new members and officers.

The meeting adjourned at 6 p.m. The next Board meeting will be December 5 at 7:00 pm at the Rock Salt Steak House in Seattle.

Classic Car Club of America  
Pacific Northwest Region

2001 Annual Meeting Minutes

Reported by Ted Barber, Secretary PNWR CCCA for Approval at 2002 Annual Meeting

November 10, 2001

The Annual Meeting was convened at 8:15 p.m at the Patrick Hart Museum by Director Johnson who welcomed all members attending. He then noted that Patrick Hart was in poor health and was in the hospital. (Mr. Hart, in fact, passed away later in the evening.) The Secretary's and Treasurer's reports were submitted and approved. In addition to the printed report, the Treasurer noted that the Club's current balance exceeded \$24,000. The Director then introduced guests Sandra Kasky, Executive Director of the Pebble Beach Concours de Elegance (guest of Glenn and Mary Lynn Mounger); our speaker, Glenn Vaughn; Karl and Karen Schuele (guests of Bill and Karel Deibel); Sharilynn Ferrel (guest of A. McEwan); Bill O'Donnell and Barbara Peterson (guests of Bill and Judy Mote); Henry Mueller (guest of Sig Linke and Darlene Kohlwes); Linda McCullough (guest of Del Barton); and Lee Noble, prospective new member. He also recognized National Director Phil Grisham; National Museum Director Joe Carman; and past National Directors Apker, Carman, and Doss.

Director Johnson noted that we are celebrating our 38th year as a Region and gave thanks to all former Regional Directors as well as the managers and officers of the previous year and outgoing Managers McEwan, Mote, Barber, & Magnuson. He welcomed incoming Managers McGary, Reverman, Rittenhouse, and Zuker; and new officers Lee Zuker (Director), John McGary (Assistant Director), Army Barer (Secretary), and John Campbell (Treasurer). He noted that Ted Barber is retiring as Secretary after a total of 30 years in that office. A round of applause was given for all. Gary then presented the Director's pin and his gavel to Lee Zuker. Joe Carman then presented the Phil Schwarz Award to Gary Johnson in recognition for his exemplary service to the Club and enthusiasm as Regional Director for the past two years and many other contributions in the spirit in which the award is intended. Gary followed with a very gracious acceptance speech. He then gave a special award to Ted Barber for his long service as Secretary of the Region. Ron Doss then presented the Participation Award to Bill and Karel Deibel.

Car of the Day awards were announced by Lee Zuker while Ron Doss presented the trophies as follows:

Event Manager	Recipient	Event/Occasion	Car
Hal Medén	Rick Turner	2000 Annual Meeting	1936 Cord Convertible Coupe
Darlene Kohlwes	Peter Hageman	2000 Holiday Party	1926 Bentley Drophead Coupe
Bill Deibel	Tom Crook	Judging Seminar	1941 Packard & 1940 Cadillac
Carl Bomstead	John Kerr	Coming Out Party	1934 Packard 12 Coupe Roadster
Ted Barber	Bruce Armstrong	Bainbridge Garden Tour	1941 Cadillac Series 63 Sedan
Long/Armstrong	Bob Gerrity	Eastside Garage Tour	1946 Lincoln Continental Coupe
Gerry Greenfield	Bob Reverman	HCCA Breakfast tour	1947 Lincoln Continental Cabr.
Gerry Greenfield	Colin Guernsey	Grand Classic®	1935 Lagonda Drophead Coupe
Liz & Bill Holt	George & Sylvia Potter	B.C. Garden Tour	1934 Packard 8 Coupe Roadster
Al McEwan	Hal Medén	July 4 Parade	1938 Bentley Drophead Coupe
Hageman et al	Noel Cook	Bentley Tour Kickoff Party	1935 Bentley Drophead Coupe
Ron Doss	Gerry Greenfield	Friendship Meet	1935 Packard 12 Conv. Victoria
S. & A. Norman	Roy Magnuson	Cascade Tour	1925 Bentley 3-Litre Tourer

Plans for coming events were reviewed: Holiday Party, December 9 (by Darlene Kohlwes) and the 2002 PNWR CARavan® June 23-July 1 and July 19-27(by A. McEwan). The meeting concluded with a slide show and reminiscences by member Glenn Vaughn about his days in his father's restoration shop—Hill and Vaughn—which Glenn's father ran with Phil Hill in Los Angeles.

The meeting was adjourned at 9:30 p.m.



## **2002 PNWR CALENDAR OF EVENTS**

<b><u>DATE</u></b>	<b><u>EVENT</u></b>	<b><u>MANAGER</u></b>
<b>JAN 9-13</b>	<b>CCCA ANNUAL MEETING, SAN JOSE</b>	
<b>FEB</b>	<b>GARAGE TOUR</b>	
<b>MAR 30</b>	<b>COMING OUT PARTY</b>	<b>BOMSTEAD</b>
<b>APR</b>	<b>PREPARE FOR TOURING</b>	<b>MURRAY</b>
<b>MAY</b>	<b>ANTON'S WITH HCCA</b>	<b>GREENFIELD</b>
<b>JUN</b>	<b>GARDEN TOUR W/ CADILLAC-LaS.</b>	<b>BARBER</b>
<b>JUN 23-JUL 1</b>	<b>PNWR CARAVAN<sup>®</sup>-PRE '38 CARS</b>	<b>McEWAN</b>
<b>JUL 4</b>	<b>YARROW POINT PARADE</b>	<b>McEWAN</b>
<b>JUL 19-27</b>	<b>PNWR CARAVAN<sup>®</sup>-ALL CARS</b>	<b>McEWAN</b>
<b>SEP</b>	<b>FRIENDSHIP MEET</b>	<b>LINKE/KOHLWES</b>
<b>OCT</b>	<b>FALL WINE TOUR TO YAKIMA</b>	<b>NORMAN</b>
<b>NOV 9</b>	<b>PNWR ANNUAL MEETING</b>	<b>RITTENHOUSE</b>
<b>DEC 8</b>	<b>HOLIDAY PARTY</b>	<b>McGARY</b>

### **BUMPER GUARDIAN**

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