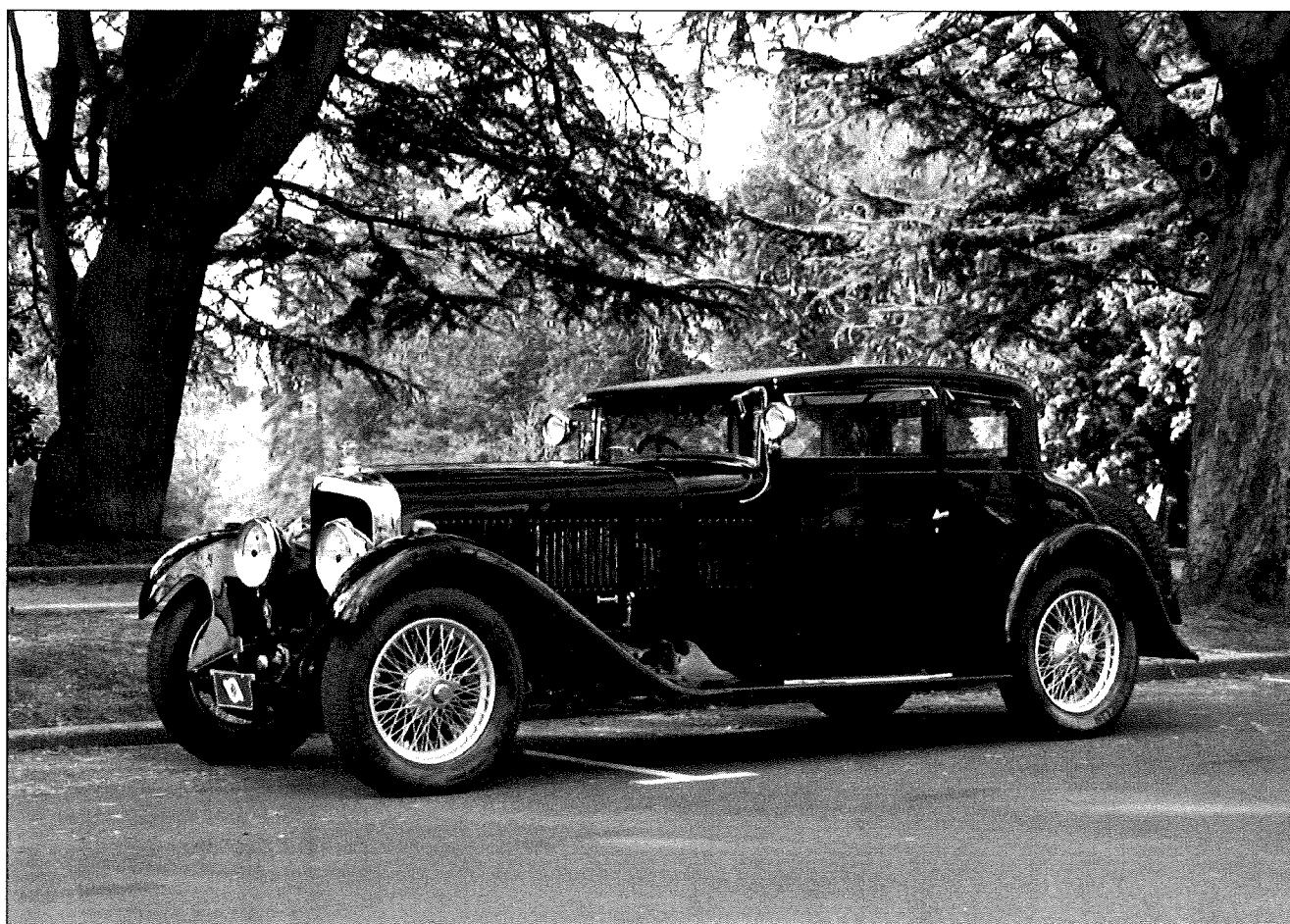




BUMPER GUARDIAN



**1929 BENTLEY SPEED SIX
MARTIN WALTER COUPE**
Steve and Annie Norman



BUMPER GUARDIAN

Pacific Northwest Region
Classic Car Club of America

Home Work

Officers & Special Posts

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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.

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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.

Marty Rind

World War II combat veteran, accomplished Seattle businessman and prominent community leader and philanthropist Martin Bernard Rind passed away peacefully on January 28, 2002. Marty was the beloved husband of our long-time PNWR CCCA member Bernice Rind. Born February 13, 1920 and a lifelong Seattle area resident he graduated from Queen Anne High School in 1937 and the University of Washington in 1941.

Following his graduation from the UW Marty served as a lieutenant in the US Army during WW II. He fought in North Africa and Europe, including the invasion of Normandy. After his discharge from active duty in 1946 as a captain, he joined his father and his aunt at Milwaukee Sausage Co., a local meat processing company. Marty was made general manager in 1954 and served in that capacity until the company was sold in 1970. He founded a meat importing company in the 1950s, first known as Milwaukee Import Co. and later as Rind International Trading Co., and served as president until his retirement in 2001. Marty was a man of few words and countless good deeds. He was a tireless worker in the community and he was humble to a fault. There are few institutions in either the Jewish or secular communities, especially in the area of education, that he did not touch. He was a past President of the Jewish Federation of Greater Seattle, Jewish Community Center, Evergreen School and Seattle Beersheva Sister City Committee. Professionally, he was past President of the Western States Meat Association, Food Industries, Inc., Western States Meat Packers, Washington State Meat Board and Allied Employers. He was a founding board member of the Evergreen School and the Overlake School, and he was a founder of the Jewish Day School of Metropolitan Seattle, among a handful who purchased and donated the campus. In addition to the above organizations, Marty was a past board member of the Seattle Symphony, Temple de Hirsch Sinai, Israel Bonds (where he was honored as Man of the Year in 1969), AIPAC, United Way, World Affairs Council, Overlake School, Ad Astra School for Gifted Children, and B'nai B'rith.

FROM SEATTLE POST INTELLIGENCER DEATH NOTICE JANUARY 2002

Joe Gordon

The Bumper Guardian learned as we go to press of the passing of long-time member Joe Gordon. A note of remembrance will appear in the next issue.

Humble apologies to long, long-time member, "Monty" Holmes (Sr.) for welcoming you and Shirlee in last month's Bumper Guardian as New Members. How were we to know that the newly listed Loren Holmes was really just you!

The Black Bentley

BY STEVE AND ANNIE NORMAN
PHOTOS BY BILL DEIBEL

We refer to our 1929 Speed Six Martin Walter Coupe as The Black Bentley for two simple reasons. The first is that it is black and the second is that we have owned another Bentley since 1992 and it is white.

Our relationship with The Black Bentley (TBB) started when Jack Goffette, a friend and neighbor in Edmonds, showed me a photo of a big, beautiful, black and yellow Bentley that he had seen and driven several years ago and asked if I had any interest in looking at it. Apparently it was for sale.

As you probably know, Jack and Pat Goffette have quite a stable of Bentleys in their possession and we get to see them driving up the street in different vehicles on a regular basis. They knew of my interest in these big cars, so it was only natural that Jack would want to give me the opportunity to acquire something that we seemed destined to own. Being then a car dealer (ex-dealer now) I did not jump at the chance. And, Jack, knowing me, chose not to press the matter. I did nothing further about it for quite a while. Then Jack told me that "my car" had now been painted all black, getting rid of the light yellow body panels. I thought that the yellow looked pretty good but did not say anything that would disclose my opinion or interest.

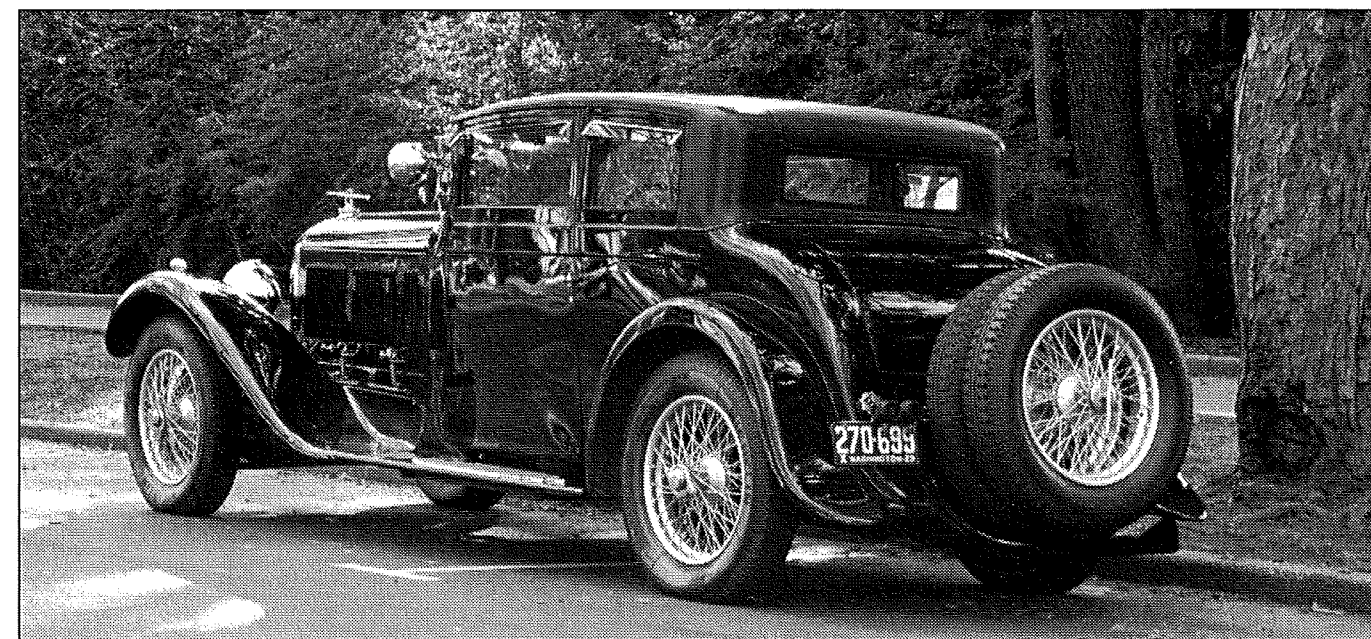
More time passed until one day Jack told me that "my car" was now at Peter Hageman's shop getting prepared for delivery. It just so happened that there was an event at Suite 200 a few days later, so Annie and I went over to the event planning to look in at Peter's shop.

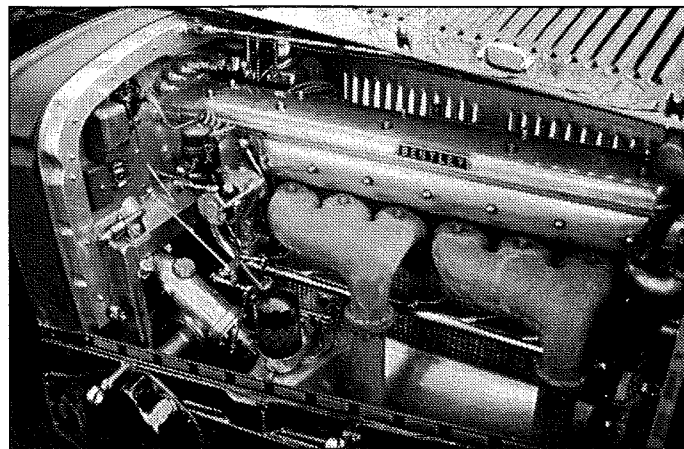
When we arrived the big all-black Bentley was parked outside. I got in the car behind the wheel, Annie got in the left side and I started the engine. A young gentleman rushed over to find out what the h— I was doing, so I told him I was the owner of the car. He then treated me politely and I drove off the lot. I turned left and went to the stoplight and down into Kirkland.

I had never driven a car this old and I had never driven a right-hand-shift, right-hand-drive car before. I know now that I drove off up the steep driveway of Suite 200 in third gear thinking that I was in first! Imagine my surprise when I found out how much power there was when properly starting out in the real first gear. I was hooked. I made a few payments to Jack (who you may have surmised now owned the car) and took possession of TBB.

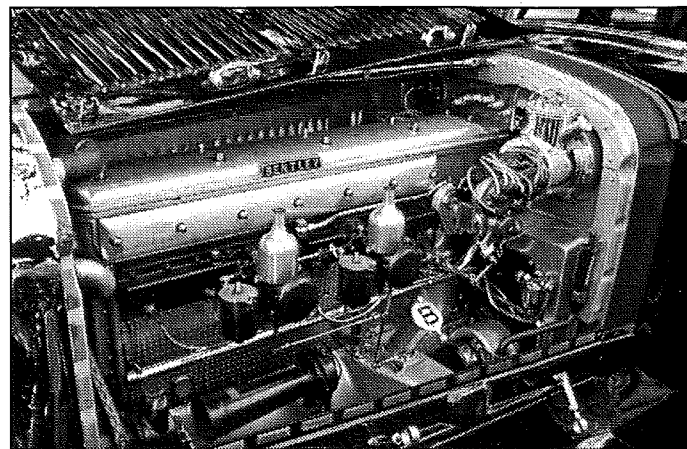
Our first outing was to Vancouver, BC. The drive was very easy until we got into the city. The 6 _ Liter engine runs great but it does not have much of a fan to control radiator temperature in downtown driving. As we drove through Vancouver we were advised at every stop that we were losing water. But at least the locals did not spit on us as they had with our white Bentley S3 Continental (nc). We stayed at the Pan Pacific Hotel on the waterfront and attracted a significant amount of attention by pulling up front and asking for the bellman to carry our luggage to our room.

Continued on next page

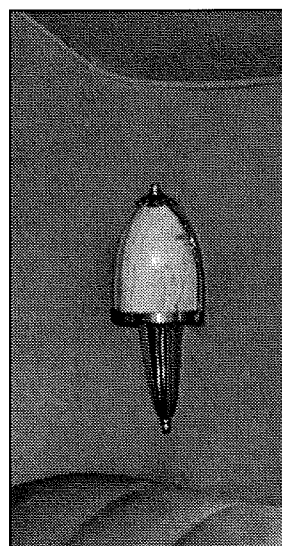




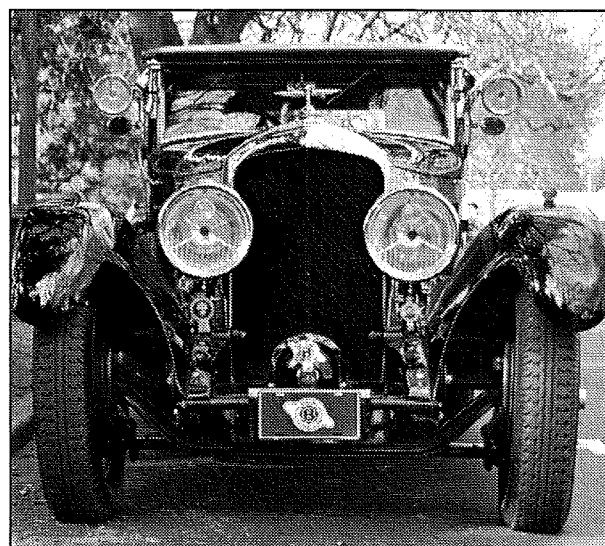
Driver's side of the Bentley 6-1/2-litre six-cylinder, single-overhead-camshaft, four-valve-per-cylinder engine showing the efficient dual exhaust manifolds.



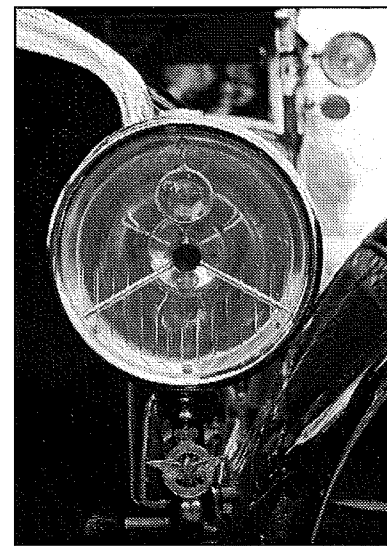
Left side of the engine showing the twin S.U. carburetors which identify it immediately as a Speed Six rather than its tamer "Big Six" sibling.



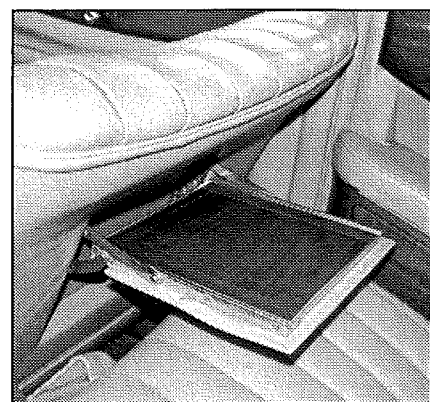
Lovely interior quarter lamp with opaque alabaster lens. These unique lenses were replicated during restoration by PNWR member Tom Sumner's son Stuart Sumner. They are real pieces of art.



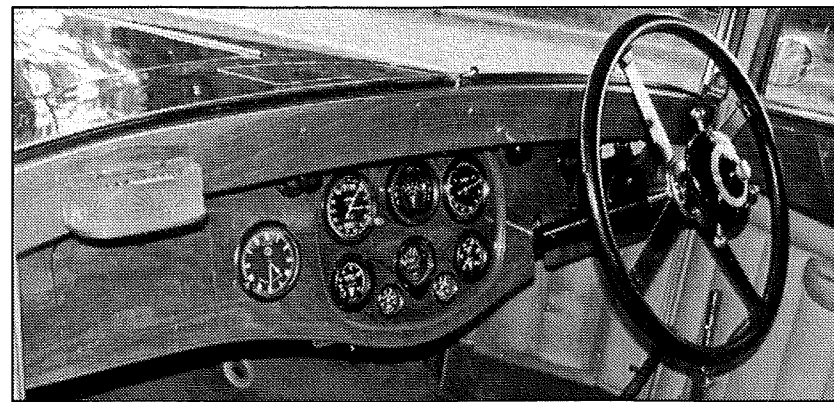
With racing coachwork the 6-1/2-litre Bentley performed with great distinction. Le Mans—twice entered, twice won—is only one example. (No small credit must go to the very free engine breathing provided by W.O.'s two-carb, four-valve, split-exhaust head design.)



Sophisticated optics were employed by Lucas in the impressive head lamps. (Was Joseph Lucas really the Prince of Darkness?)



Polished wood writing tables for the rear-seat passengers provide a luxurious touch—but these writers' cramps would have been in their legs.



Handsome, traditionally British, wood instrument facia with elegant, cut-crystal, cigarette-ash receiver.

The Black Beauty *continued from last page*

We parked as protected as possible in the garage under the hotel but we still found that people looked into our car by standing on the nice shiny black-painted running boards. It appeared that two or three golfers in their golf shoes did some of the looking and we got out of town the next morning.

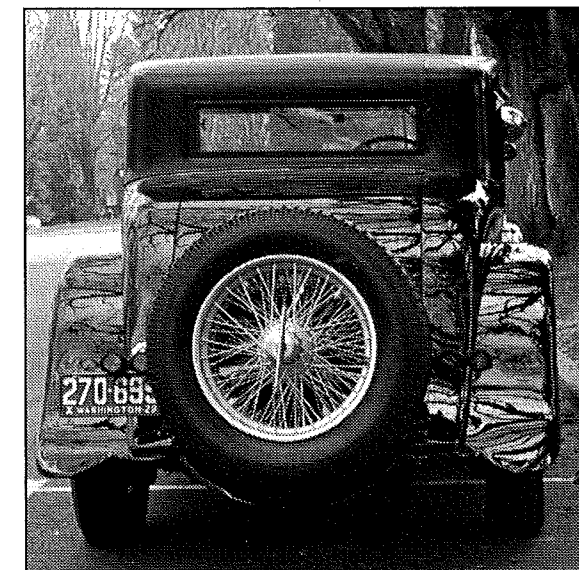
We then headed to Fort Casey on Whidbey Island for a PNWR Kite Fly event. We took way too long to get there and were the last to arrive. Again we attracted much attention and were even persuaded to let other members of the Club drive TBB around the Fort. I had gotten used to some gear grinding while shifting. Unfortunately some of the drivers did some gear clashing but they were very apologetic. I guess their old Packards had better transmissions.

We drove back to Seattle with several newer CCCA cars and had no difficulty keeping up. I am sure we never exceeded the speed limit, just as no one else did either.

We have not put many miles on TBB over the few years we have owned her, although we have driven around the Seattle area, gone on a CCCA tour from the Salish Lodge and driven around the Cascade Foothills.

Our ownership experience has been outstanding. We have only had one failure in TBB. It was not a failure of TBB, but a failure of the driver to pay attention to TBB's gas gauge. I had not had to walk for gas for about 25 years, but I got to walk to an Issaquah gas station, buy a plastic gas can for \$6.25 and a gallon of gasoline for \$1.45 and walk back to TBB, put the gallon in and drive back to the gas station. The whole event took about an hour. No one even offered to help us.

If you want to know how we like TBB, just ask. We will say great things about her.



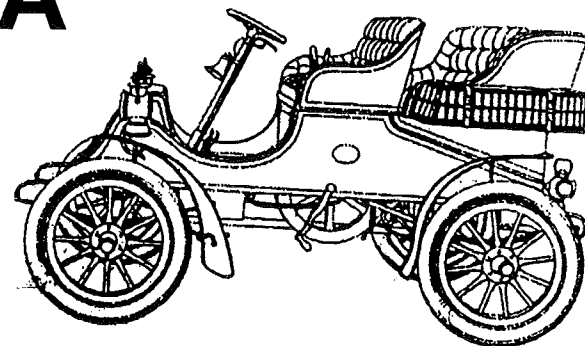
Martin Walter Ltd.

Researching information on our 1929 Bentley Speed Six coachwork turned out to be one of the most frustrating aspects of preparing for my several minutes as a writer.

More time than desired was spent on the Internet researching the coachbuilder, Martin Walter Ltd. of Folkestone, Kent, England. There I found two slight references related to vehicles other than Bentley and one reference to a 4-litre racing body commissioned by one Thomas Thistlethwayte who is referred to as a wealthy playboy in Michael Hay, Bentley, Factory Cars 1919 – 1931 published by Osprey Publications, 1998. From a report made to Jack Goffette concerning this car, by James E. Hadley I found that Martin Walter built two of these coupes for Bentley. So I then spent time reading Michael Hay, Bentley, The Vintage Years 1919 – 1931, Second Edition, published by H.M. Bentley & Partners, 1997 to see if I could find information that James E. Hadley might have missed. I did not find anything. At the last minute I discovered in the September, 1999 issue of The Classic Car a photo of a Martin Walter bodied Chrysler accompanying Matthew C. Sonfield's "International Listing of Custom Coachbuilders for Classic Chassis." I have also heard of a Mercedes-Benz bearing a body from this rather obscure firm.

Steve Norman

PACIFIC NORTHWEST C.C.C.A. AN INVITATION TO ATTEND THE ANNUAL SEA-TAC HCCA BREAKFAST TOUR



Sunday, May 5, 2002 9:00 am

Meet at Tom Crook's Showroom
24620 Pacific Highway South (Old 99)

Just past the Midway Swap Meet
on the east side of the street.

Snack on donuts and coffee
while we enjoy Tom's
collection.

Tour leaves promptly at 10:00 am

Tour to Anton's in Puyallup for a delicious brunch
\$ 10.00 per person and \$ 6.00 for children under the age of 6
Tickets available at HCCA meetings or at Tom Crook's on the
morning of the tour.

"A Great Spring Tour To Start The Season"
For more info call Gerald Greenfield at
(253) 862-2630

February Garage Tour

BY TED BARBER

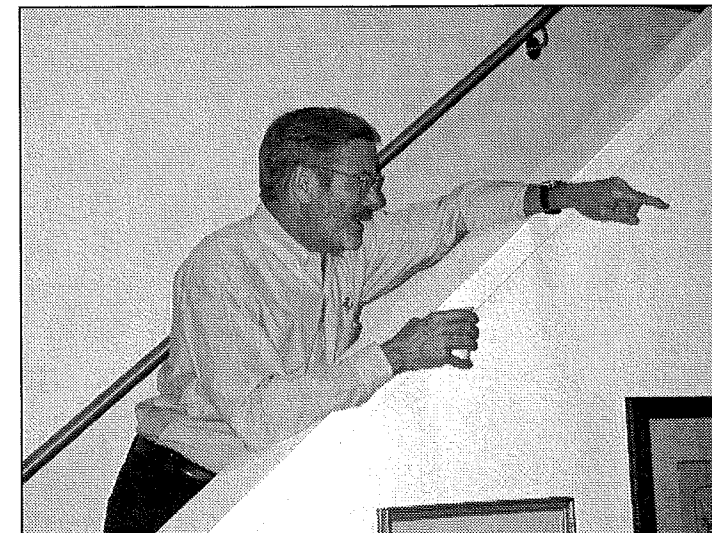
On a rainy Saturday morning (February 23, 2002) a large contingent of PNWR members and friends made their way to see three outstanding automobile collections in Bellevue. Several members came in their Full Classics™: Ted Barber in his 1940 Cadillac Series 72 Touring Sedan, Lou Berquest and guests in his 1935 Auburn 851 Phaeton Sedan, Tom Crook and guests in a 1938 Packard Twelve Convertible Sedan, Peter and son Paul Hageman in their 1938 Bentley 4-1/4 Litre Park Ward Sport Saloon, John and Kay McGary in their 1937 Rolls-Royce 25/30 Hooper Saloon and Rick Turner in his 1936 Cord 810 Convertible Coupe.

The first and largest collection, belonging to Jon Shirley, consists of a splendid assortment of race and sports cars, including several rare Ferraris and an Alfa Romeo which, though obsolescent at the time, Tazio Nuvolari drove in the late 1930s to defeat the German Auto-Union cars using pure driving skill and a bit of luck. (Hopefully the film record will show up again on the Speed Channel where it has been broadcast in the past.) A popular item in the collection is the Ferrari racing team's auto carrier which was found hauling hay in farm service and restored at the Carrozzeria Bartoletti which had performed its original conversion from a Fiat bus. There were also many fine car models and other automobilia in a gallery upstairs.

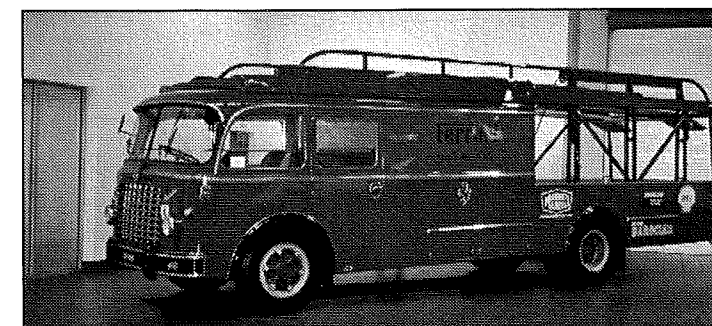
The next collection, belonging to PNWR members Craig and Joan Watjen, consisted mostly of Lincoln Continentals and other non-classic Ford Motor Company cars including a rare 1941 Lincoln Zephyr Convertible and a Model A Ford with a very unusual radiator ornament. The third collection, belonging to Greg Whitten, contained more rare vintage racing and sports cars.

The next stop was lunch at The Keg, near the Bellevue/Kirkland road, although a number of people elected to go to the nearby Newport Bay restaurant, probably a good idea in view of the number of people participating in the tour. Too stuffed already, most of the folks passed up a culinary dessert before topping off the tour with a visit to Carl Bomstead's Automobilia Garage Collection at Carl and Chris's new home in Redmond. By then, the weather had cleared, so there was some enjoyable tire-kicking outside as well, and a pleasant drive home afterward.

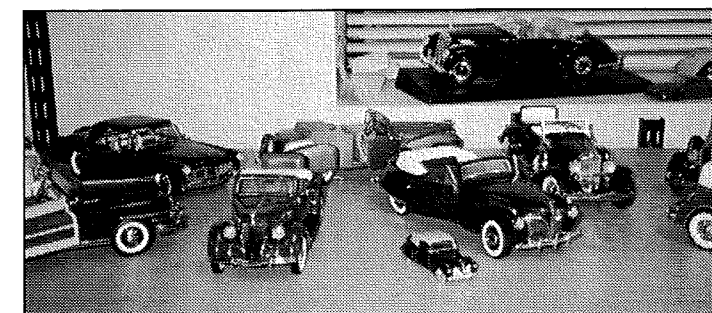
Thanks to all our hosts and to all the people who came, especially those who drove their Full Classics™ and other special vehicles. Sorry we didn't get all your names but there were so many of you—congratulations to our Event Managers John McGary and Peter Hageman for this very successful Garage Tour. (Several people have estimated as many as 200 people participated making this one of PNWR's best attended events. Ed.)



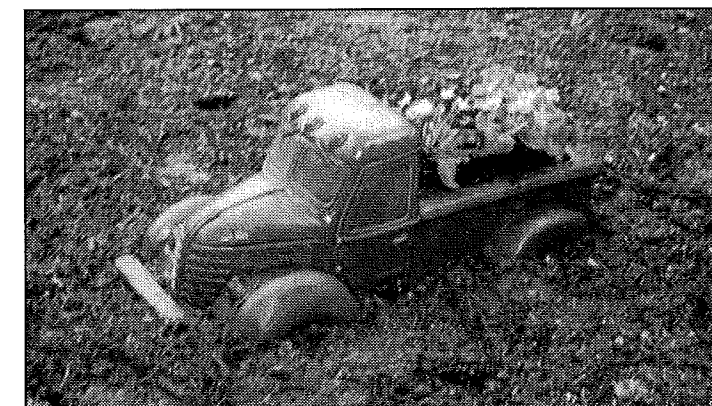
Jon Shirley relating the history of his vintage Alfa Romeo race car once driven with great success by the famous Tazio Nuvolari.



Former Ferrari racing team car-carrier constructed from a Fiat bus.

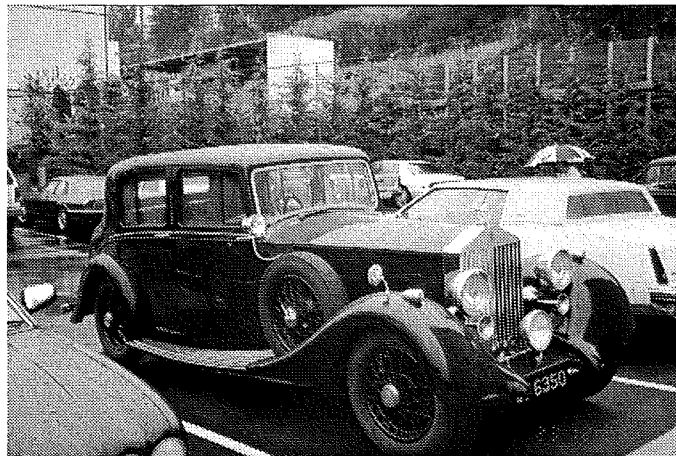


Part of Craig Watjen's model car collection—any doubts that Craig likes Ford products?

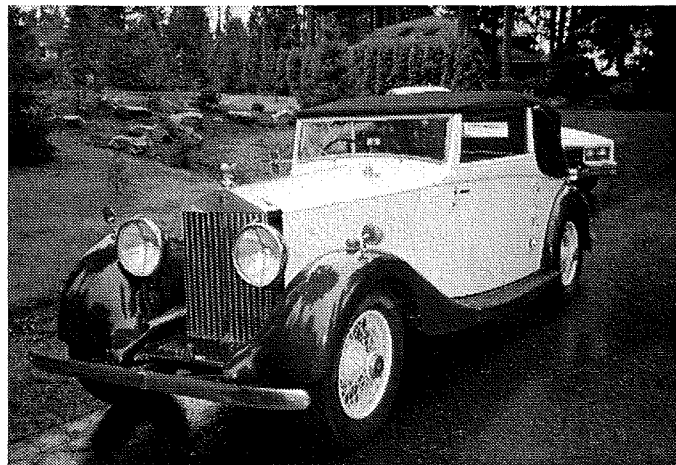


"Old Stuck in the Mud?" Bomstead garden decoration. Carl, Jerry McAuliffe may charge you with plagiarism.

more photos on next page



Assistant Director John McGary's 1937 Rolls-Royce 25/30 Hooper Saloon.



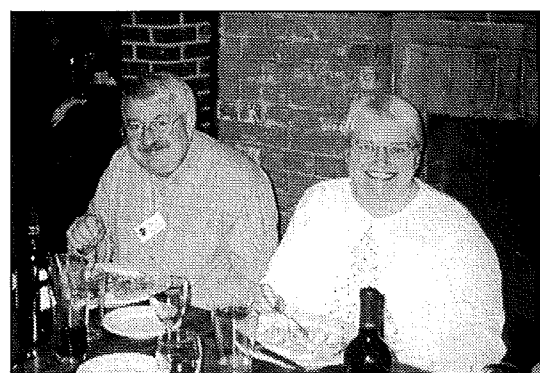
New PNWR member Lee Noble's 1936 Rolls-Royce 25/30 Park Ward Drophead Coupe.



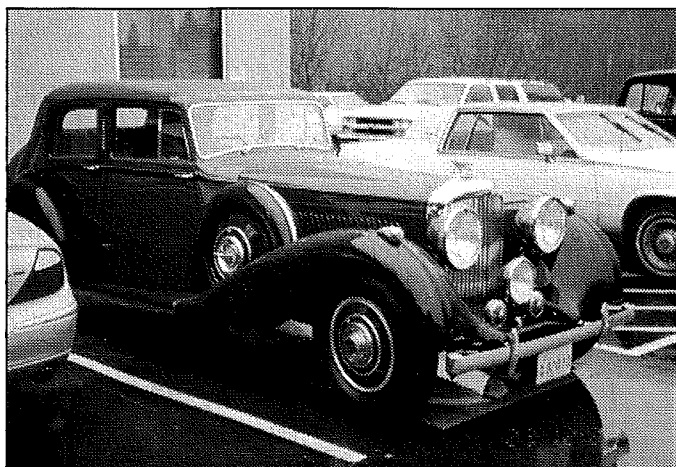
Tom Crook and Randy Small looking like kids in a candy store.



Liz Holt, not the only Canadian making the trip down for this great event.



Dan and Gracie Dinsmore obviously enjoying lunch at The Keg.



Peter Hageman's 1938 Bentley 4-1/4 Litre Park Ward Sport Saloon.



Director Lee Zuker with Lou Berquest's 1935 Auburn 851 Phaeton Sedan and Ted Barber's 1940 Cadillac 7219 Sedan.

CCCA - PNWR YAKIMA VALLEY MOTOR AND WINE TOUR

October 18, 19 and 20, 2002

The plan is to tour from Seattle to Yakima over an interesting route on Friday arriving in plenty of time for a leisurely cocktail hour and dinner.

Beginning Saturday morning

Lee Zuker, who is well acquainted with the area, has arranged a Wine Tour including lunch.

Given sufficient interest, optional travel by motor-coach will be provided for imbibers.

Lee is also arranging for a group dinner Saturday night at one of Yakima County's best eateries.

Sunday we will tour back to the Seattle area by a different interesting route from the one on which we traveled over.

Those wishing to drive over and/or back on their own are of course free to do so, joining and/or leaving the event later or earlier than the above schedule.

Please sign up ASAP for this, our Annual Fall Tour

by calling Steve Norman at 425-774-9345
or better yet e-mail him at norente@msn.com

Overnight lodgings will be at the Oxford Suites in Yakima.

Their phone number is 1-800-404-SUITES (7848), their web address is www.oxfordsuites.com
Oxford Suites will provide preferential rates if you tell them you are with the CCCA.
Please make your reservations early.

**This *will* be a terrific driving event
as well as a great opportunity to taste the best wines
produced this close to home !!!**

They Wished You (again) a Merry Christmas and a Happy New Year

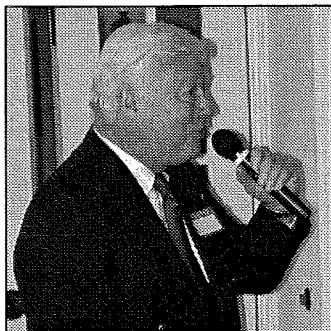
BY DARLENE KOHLWES
PHOTOS BY GARY JOHNSON AND ARNY BARER



Sherry and "Santa Jim" Raisbeck.



Director Lee Zuker and Event Manager Darlene Kohlwes, at the mike.



The "Voice of Radio Enumclaw," Bob Reverman croons a Christmas carol.



Jeff and Sun Low with a prince and princess.

Amid a cool crisp morning on December 9 that later heralded sunshine, 14 Full Classics™ pulled into the Broadmoor Golf Club entry circle for our last gathering of 2001—the annual Holiday Party of the Pacific Northwest Region of the CCCA.

Ed Rittenhouse greeted everyone and was Imperial Manager of Parking for the Full Classic™ cars. Joyce Johnson and Pam Rittenhouse greeted everyone as they arrived and presented favors at the welcome table. Event Manager Darlene Kohlwes added "sparkle dust" to the women's hairstyles. Darlene and Siegfried Linke took the generous donations of food, toys and money to the display table. These were later given to Northwest Harvest and Toys for Tots at the Magnolia fire station. Additional money was contributed by purchasing a Santa hat or paying a penalty for *not* wearing one! Jeff and Sun Low donated three Santa hats and John McGary also donated a hat. John insisted on buying a different hat to take home, while Hal Medén, Peter Hageman and Carl Bomstead paid penalties for not wearing Santa hats. Arnie Taub was the only member who paid several times not to wear a hat—and by the end of the party gave Darlene all the money left in his wallet as a major donation!

A total of 91 PNWR members shared the guest list with a few invited friends and family members. Regional Director Lee Zuker and Darlene invited six special family members—celebrating Lee's birthday weekend in addition to the holidays. John and Mary Campbell's guest, Helen Mahan, also was celebrating her birthday. Lee greeted the group and introduced the special family members and friends while Darlene presented lady guests with the famous aqua Tiffany boxes—in hope that their Santa would fill them! Everyone dressed festively. The Christmas tree and decorations were magnificent, the service

impeccable and Broadmoor's Special Occasion Brunch was excellent as usual. There were two Santas per table and Santa Tom Sumner also had delightful Mickey Mouse ears. Again Sherry Ruxer wore fur, fur, fur.

At the beginning of our brunch pianist Primo Kim played traditional Christmas music while our own PNWR member Bob Reverman sang three carols and his friend, new PNWR member Lee Noble, sang an impromptu song as well.

Al McEwan gave details regarding our 2002 CARavans® and during the brunch seven ladies wished Al Happy Holidays and he in turn gave them miniature bottles of perfume; and when other ladies wished Lee Zuker Happy Birthday he did the same. Noel Cook, Steve Norman, Ed Rittenhouse, Arnie Taub, Hal Medén and Gary Johnson received special recognition from Darlene for sending their reservations in early and received Primo's CD as their reward. And just when one assumed the brunch was ending Darlene played one song on her secret violin. It was obvious she never had a lesson in her life!

This year Siegfried wore his 1939 German officer's leather coat. Tom Sumner told the story of how he killed Sherry Ruxer's fur muff, but I tend not to believe any of his road-kill stories! Many members came in color coordinated outfits, glittery sweaters, sequins and clean white shirts. Jeff and Sun Low had their two tiny children in beautiful Korean ceremonial outfits—they looked like the Imperial Family.



Joan Royal and Hal Medén looking T-riffic!



Merrisue and Gary Steinman with Arny Barer, Merrisue's father.



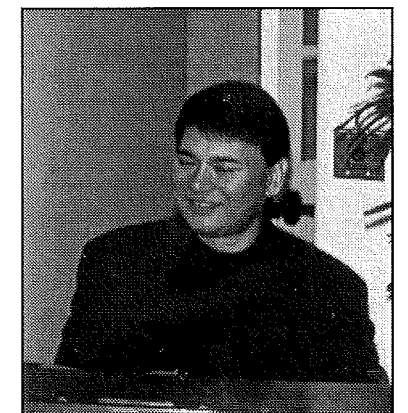
Bill Mote with morning libation.



Paul and Veronique Hageman raking in the cash as Noel Cook and Lee Zuker look on in back.



Mary and John Campbell with Helen Mahan, Mary's cousin and godmother.



Pianist Primo Kim at the keys.



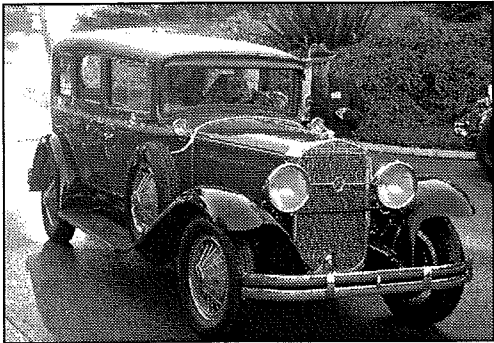
Pat and Jack Goffette with Chris Bomstead, center.

For the first time when Darlene asked the PNWR members to share any car story, the male members became "Silent Night," so she suggested that maybe the girls could put on some lipstick and go outside and kick some tires!. It was a fun morning.

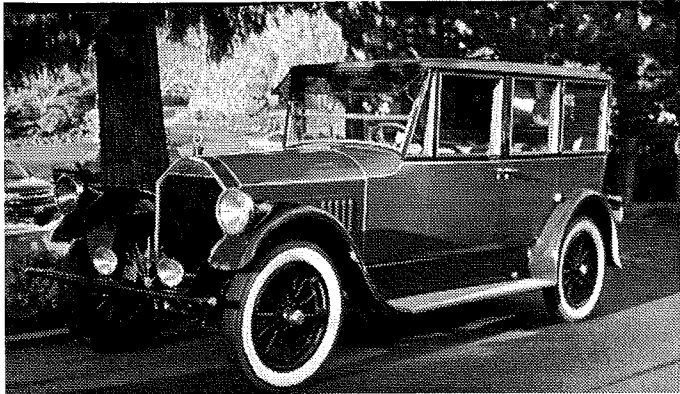
The highlight of the day came when the men, those Board Members, officers and other gentlemen did it again! Back by popular demand and taking a lot of guff from each other, the men now known as "The Bank of Singers" gave new meaning to melody as they sang "We Wish you a Merry Christmas." Their illustrious leader, James Raisbeck, with arms raised directed their voices even through the second verse. The ladies, and the very few men left in the audience, thoroughly enjoyed their spirit. The names of these singers read like a who's who on the "Fortunate 500" list; we love them; we appreciate all they do: Lee Zuker, Steve Norman, Ed Rittenhouse, Siegfried Linke, Hal Medén, Gary Johnson, John Campbell, Bill Deibel, Conrad Wouters, Bill Mote, Peter Hageman, Paul Murray, Al McEwan, Rick Turner, Bob Reverman, Arny Barer, Noel Cook, Joe Carmen III, Carl Bomstead and Dick Hooper. After lengthy applause James Raisbeck gave praise and gifts to Veronique and Paul Hageman as the Bank of Singers gave them dollar bills for their college education. We enjoy Veronique and Paul's presence at our PNWR meetings.

The morning ended with Lee Zuker saying good-byes and thanking Gary Johnson for taking photos of all the Santas and other Beautiful People.

Special thanks are in order for Steve and Annie Norman for a very generous cash gift to Toys for Tots. The Rittenhouse, Hageman, Johnson, Hooper, Mote and Taub contributions and all the other Santa money was split between Toys for Tots and Northwest Harvest. I want to sincerely thank each PNWR member attending on behalf of myself and our two beneficiaries—your participation made this Special Occasion Brunch very special indeed. Let it snow, let it snow, let it snow. Darlene



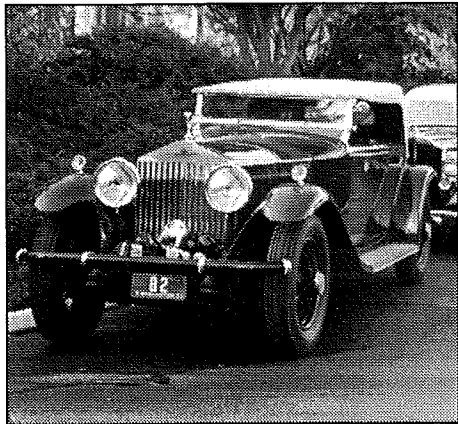
Dan Dinsmore's 1930 Studebaker President seven-passenger Sedan—driven down all the way from Arlington for this winter event.



Paul Murray's 1923 Pierce-Arrow Series 33 seven-passenger Sedan. Non-classic today—probable in the future.



The Editor's 1932 Franklin 163 Dietrich Speedster in front of the lovely entrance to the Broadmoor Golf Club.



John Campbell's 1931 Rolls-Royce P-II Continental Phaeton by A. van den Plas e fils.

Website: www.glennvaughn.com
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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.

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

NOT AVAILABLE IN ALL STATES.

Signature: _____ Date: _____

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

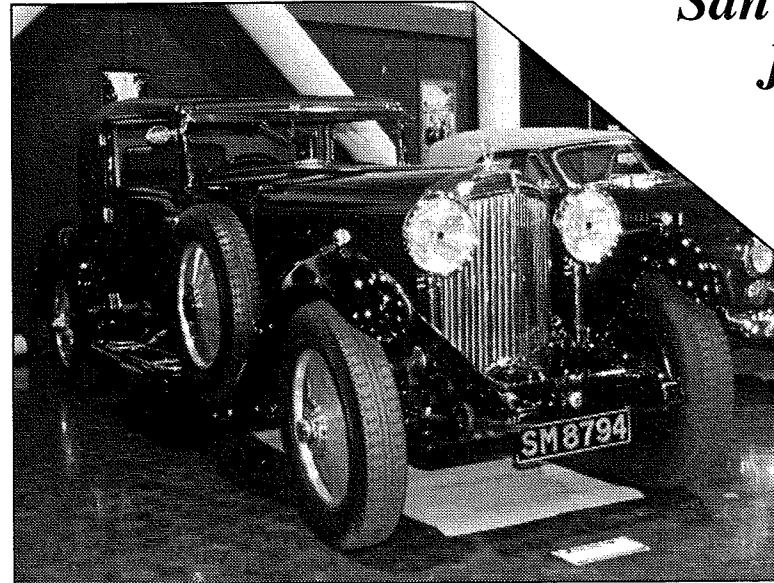


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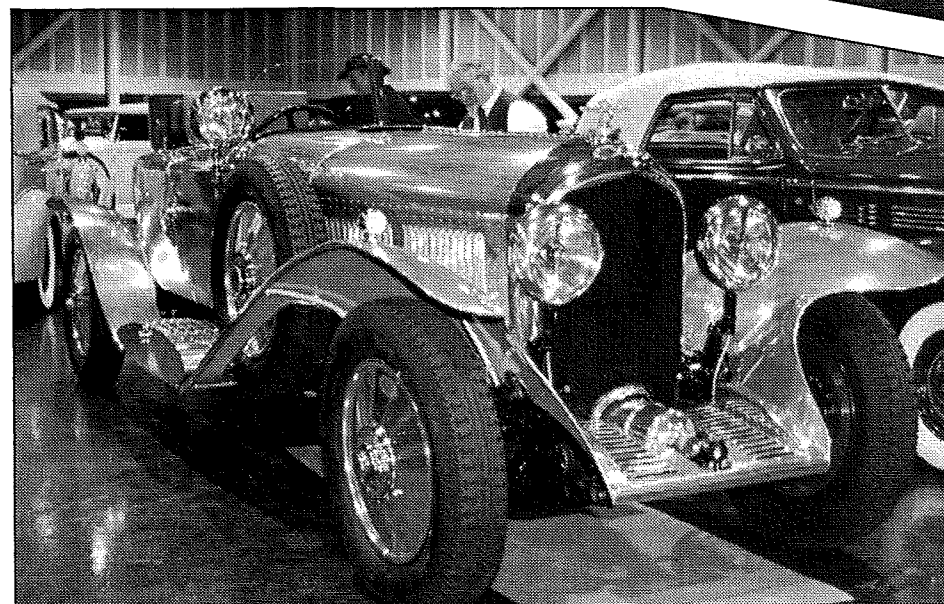
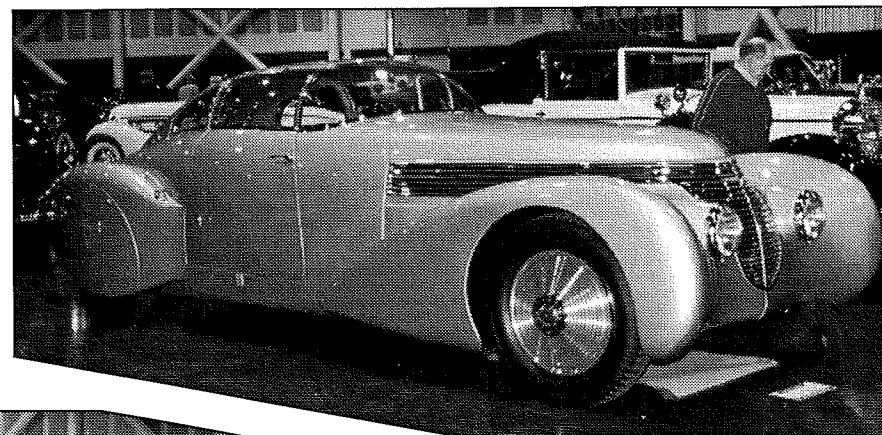
web site: www.jctaylor.com

*Photo Gallery**
Pacific Northwest Region Participation
50th Anniversary National Annual Meeting
Classic Car Club of America
San Jose, California
January 2002



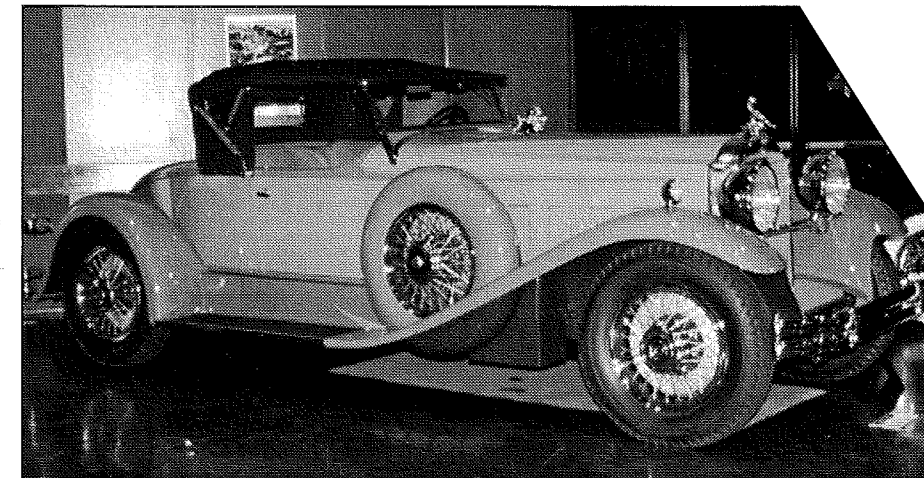
Steve Norman's 1929 Bentley Speed Six Coupe by Martin Walter; this issue's cover car. (The car was not entered for judging.)

Charles Morse's 1932 Hispano-Suiza based Dubonnet prototype Coupe by Saoutchik arranged for and presented by Al McEwan as a "Special Display."



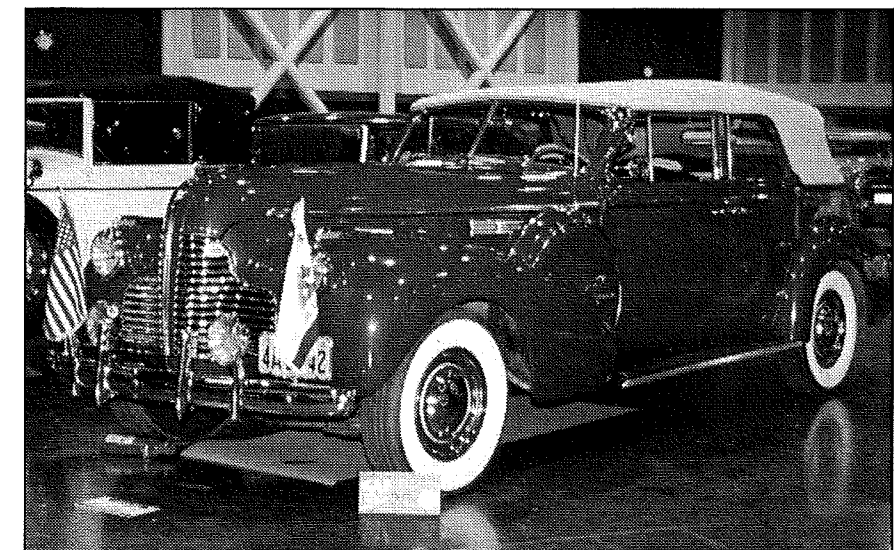
Peter Hageman's 1928 Bentley 6-1/2 Litre Open 2-Seater by Barker. Peter's Bentley was awarded a first place trophy with 98.00 points in Primary Custom 1925-1929.

Bill Deibel's 1932 Franklin Supercharged Airman Speedster by Dietrich. Bill's Franklin was awarded a first place trophy with 91.25 points in Touring Early 1925-1932.



Glenn Mounger's 1930 Packard Model 734 Sportster Runabout. (The car was not entered for judging.)

Stuart Hall's 1940 Buick Limited Convertible Sedan. Stuart's Buick was awarded a first place trophy with 91.75 points in Touring Late 1940-1948. Stuart, who lives in Anchorage, is a native of San Jose, this meeting's site, where he keeps his Buick.



** All photos by and courtesy of Bobbie'dine Rodda
 PNWR Member from Glendale, California*

Al McEwan and Pebble Beach Honored by SAH

Our own Al McEwan was presented with the E. P. Ingersoll Award by the Society of Automotive Historians (SAH) at their Annual Meeting in Hershey, Pennsylvania last October. This prestigious award is given for "excellence in presentation of automobile history in other than print media" according to CCCA's own Beverly Rae Kimes who made the presentation to Al. In the past this award has been given for films, TV shows and web sites, but this past year it was given for an event—the Pebble Beach Concours D'Elegance and presented to Al in his capacity as a member of the Pebble Beach Advisory Board. Beverly explained the background of the award in the November-December 2001 *SAH Journal* as follows:

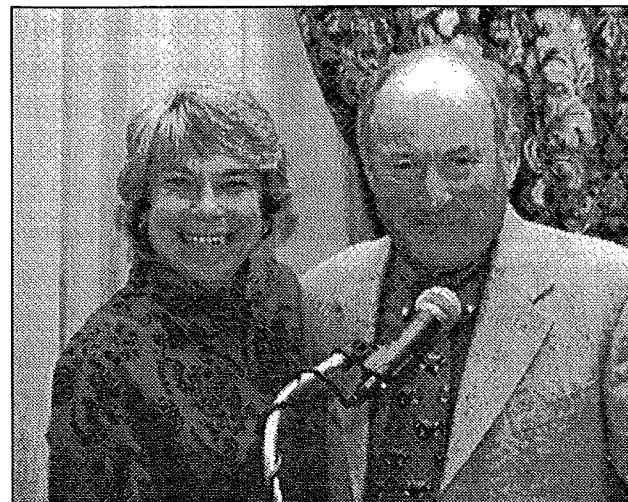
"E.P. Ingersoll began presenting automobile history in 1895. He didn't know it at the time, of course. Actually, over fifty years ago, neither did the Pebble Beach people who first got the idea of reviving the European concours d'elegance. Social arbiter Lucius Beebe was among the perennials of those early events. Indeed, his spirit was its spirit, Pebble Beach was a party.

"It still is—a splendiferous party, to be sure. But since the early seventies it has become much more than that. Jules Heumann and (the late) Lorin Tryon took over the direction of the Pebble Beach concours at that time and set it on an historic course. One example: In 1985 all six Bugatti Royales were brought together at Pebble Beach, a gathering that no one in the world, not even Ettore Bugatti, had ever seen before. Since then, this sort of singular presentation has become a routine occurrence for automobiles as various as the American Underslung and W.O.'s 8 Litre Bentleys.

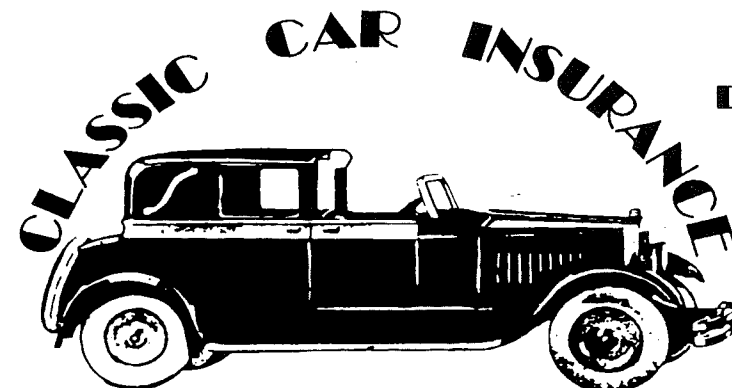
"Last August, Pebble Beach presented what was unquestionably among the most strongly historic fields in the concours' history. The historian in me reveled in the experience."



Al McEwan receiving the E.P. Ingersoll Award from Beverly Rae Kimes.
(I assume the box is the award. Ed.)
Bobbie' dine Rodda photo



Beverly Rae Kimes at the lectern with Al McEwan as he accepts the Ingersoll Award.
SAH Journal photo



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The "Langley Cruise-In" is getting ready to host in excess of 2000 collector vehicles again SEPTEMBER 7, 2002. This event is televised and is considered one of the top 10 collector car events in North America by Dennis Gage of TV's "My Classic Car." Plan to attend this event and display your Full Classic™ (or other fine collector car) in a roped-off section set aside specifically for Vintage Vehicles. Contact Mr. Steve Paul for information at 604-857-1011 or refer to the Internet at CruiseIn.com

In 2003 the Vintage Car Club of Canada, Vancouver Chapter will be hosting its annual May Tour on the weekend of May 17. The tour takes place Friday evening, Saturday, Sunday and Sunday evening. These tours are usually sold out well in advance.

Plan to attend a fun-filled weekend of costume and vehicle judging, tours, great food and Canadian Hospitality.

From Paul Murray A Safety Tip found in The Manifold magazine March 2001

Static Electricity Fires Can Occur at Gas Stations

From information provided by (Oregon?) Deputy State Fire Marshal Paul Ness as printed in *Pipeline* January 2001

Please be aware of the possibility of static electricity fires. These fires occur when a spark ignites gasoline fumes. Although this does not happen frequently, there is no way to tell when it may happen. Static electricity occurs during cold dry weather.

One thing to avoid is filling gas cans in the back of cars or pickups. When a plastic gas container is dragged along a plastic bed-liner or other static producing material, the container can become charged. If the attendant does not place the container on a conductive surface, such as concrete, and then touches the nozzle to the container, a spark can be produced. (It should be noted that asphalt is not conductive.) Although this won't happen every time, the one time it does may produce devastating results.

Another growing cause of fire due to static electricity occurs where self-fueling is allowed. Customers get out of their car, start the fueling procedure and then get back in their car. When the customer gets out of the car again, their clothing gets charged from rubbing against the seat. They then touch the nozzle and a spark is created. Numerous fires across the United States have been attributed to this activity. (Emphasis added by *Bumper Guardian*.)

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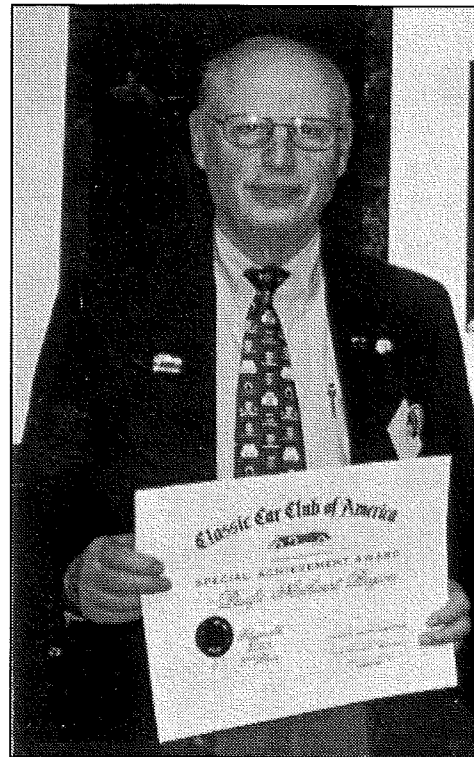
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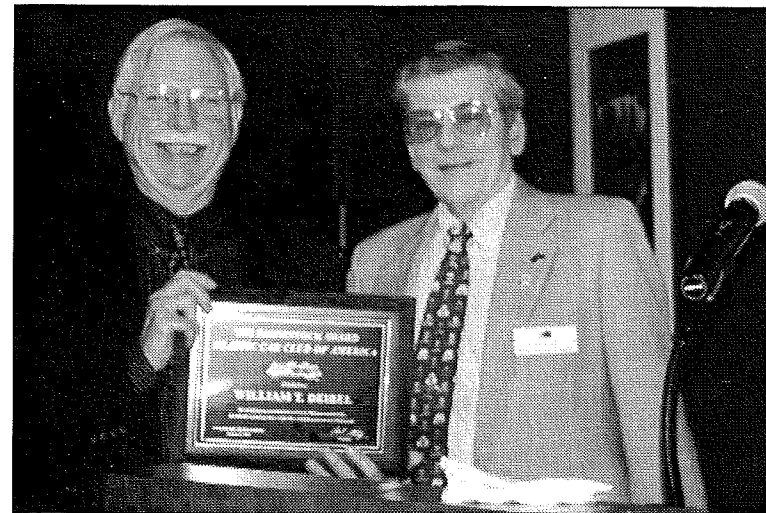
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More about the PNWR at the National Annual Meeting

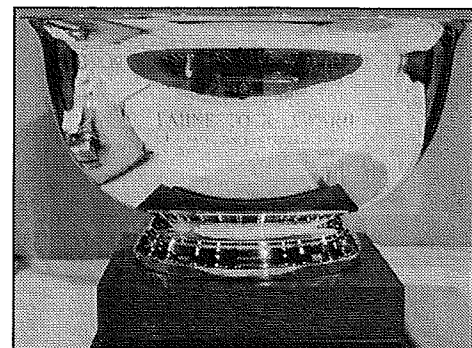
Lee Zuker accepting the certificate for third place in the Fitzgerald Trophy competition on behalf of our region. The Fitzgerald Trophy is awarded to that region whose associate membership is highest as a percent of total membership. The PNWR tied for third with the Ohio Region with 35% behind the Arizona Region at 38% and the Indiana Region at 37%—a close race.



A very surprised and delighted Bill Deibel receiving the Fahnestock Award plaque from National Director Tom Goad, Chairman of the CCCA Publications Committee. The Fahnestock Award is given for "excellence in contributions to CCCA national publications." Tom cited Bill's article on the history of Karel's 1942 Cadillac 60S Town Car appearing in *The Classic Car* last year as the basis for his award.



All photos this page by Bobbie'dine Rodda

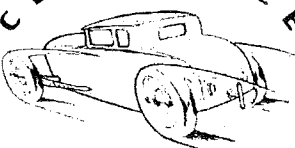


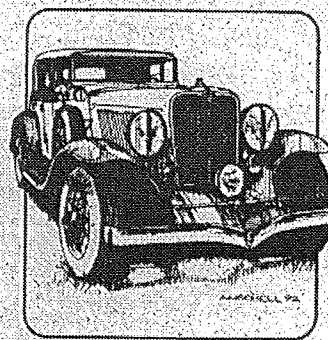
The actual Fahnestock Award bowl which is kept at CCCA headquarters.

PNWR members registered as of December 2001

Carl and Chris Bomstead
Barry and Sharon Briskman
Joe and Barbara Carman III
Bill Deibel
Dan and Gracie Dinsmore
Ron and Gayle Doss
Larry and Aloma Douroux
Howard and Evelyn Freedman
Gerry and Doreen Greenfield
Phil and Patti Grisham
Stuart Hall

Jerry Hanauska and June Fezler
Gary and Joyce Johnson
Ken McBride
Al McEwan
Hal Medén and Joan Royal
Glenn Mounger
Brian and Randy Pollock
Bob Reverman and Yoshi Aertker
Ed and Pam Rittenhouse
Bobbie'dine Rodda
Lee and Marlene Zuker

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Classic Car Club of America Pacific Northwest Region Board of Managers' Meeting Wednesday, December 5, 2001 Reported by Arnold J. Barer, Secretary PNWR CCCA

The meeting held at the Rock Salt Steak House was called to order by Director Zuker at 7:00. In attendance or arriving during the meeting were Director Zuker, Assistant Director McGary, Treasurer Campbell, Secretary Barer, Managers Kowles, Reverman, Rittenhouse, Murray, Norman, Johnson, Editor Deibel, Membership Chair Long, Members Turner, Mote, Greenfield, McEwan, Barber, Carman and Linke. Absent was Manager Wouters.

The minutes of the previous managers meeting held November 10, 2001 were approved as corrected. The Board also reviewed the Minutes of the Annual Meeting held the same date. Treasurer Campbell reported a balance of \$29,565 and called for the presentation of any outstanding bills. He also reported that our insurance coverage was renewed and in place. Bill Deibel reported that the *Bumper Guardian* deadline was December 1, 2001, but that he would be able to push it forward to accommodate late stories. There was a discussion of the need of *Bumper Bolts*.

It was pointed out that the annual meeting scheduled for January 9, 2002 in San Jose was approaching and discussion occurred regarding input to and from Phil Grisham regarding national issues and elections. National is also seeking materials on the early history and evolution of the Region. It was pointed out that we have grown more and faster than any other region. Joe Carman and Al McEwan undertook to try to put together a representative display of collectibles. Bob Reverman volunteered to try to put together a montage.

The discussion on changes to the by-laws continued. There was some question regarding the composition. It was generally felt that the Board should be Nine plus Director, Assistant Director and Immediate Past Director. The *Bumper Guardian* Editor did not need to be a required Manager. It was decided that a concrete proposal should be again presented to the board. Arny Barer volunteered to rewrite the earlier submission.

A discussion of events followed: **Holiday Party:** Darlene reported on progress. It looks like the event will be well attended. **Run to Anton's:** We will again co-sponsor this event, Jerry Greenfield will coordinate with HCCA. **Spring Tour:** We again will coordinate a spring garden tour with Cadillac Club. Ted Barber is manager. Preparing For **CARavan®:** There was discussion of a Tech session on preparing for **CARavan®**. Paul Murray volunteered.

Al McEwan discussed the progress on the two **CARavan®**. Registration closing, before the national lottery will be December 20. Routes will be from Eugene along Oregon Coast to California Redwoods and back to Bend, OR. Later Al discussed his pending proposal for a Cadillac tour similar to last year's Bentley tour to Pebble Beach. It was agreed that if the event occurs we will sponsor a **Hospitality Reception**, similar to last year's Bentley Reception. It was felt that we should continue the **Friendship Meet**, but try for a new location and possibly move the time away from the "Pebble crunch". It was suggested that Ron Doss try to re-contact the Shrine with a possible early September date. Lee Zuker and Steve Norman volunteered to investigate a **Wine Tour in the Yakima area** for the fall. We also need to check on possible **Canadian tours**.

There was a discussion of our new internet site. A. Barer explained that we were being hosted on a free *Hotmail* site which limited the availability of features such as member passwords. Hopefully we will move to our own site after we have debugged the concept. It was decided not to put our membership roster up on the site at this time.

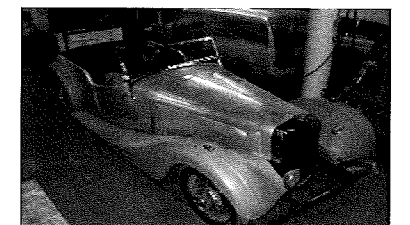
Because of the National Annual Meeting it was decided not to have a regional managers meeting in January. The next meeting will be at 7:00 p.m. on February 6, 2002 at the Bellevue Inn. The meeting was adjourned at 9:20 p.m.



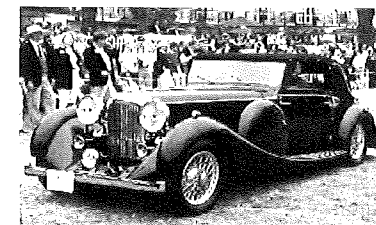
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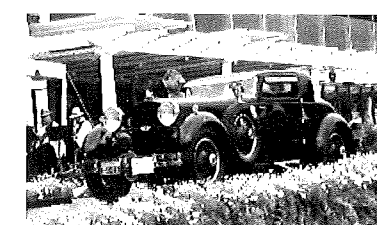
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1936 Lagonda DHC. 1st in class, 1999 Pebble Beach Concours d'Elegance.



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



1914 Mercedes 22/50 relieving class award and the Chairmans award at the 2001 Pebble Beach Concours d'Elegance.

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2002 PNWR CALENDAR OF EVENTS

<u>DATE</u>	<u>EVENT</u>	<u>MANAGER</u>
MAR 30	COMING OUT PARTY	BOMSTEAD
APRIL 21	GARDEN TOUR W/ CAD-LAS CLUB	BARBER
MAY 5	SPRING TOUR TO ANTON'S W/HCCA	GREENFIELD
JUNE 8	SEMINAR-READY YOUR CAR TO TOUR	MURRAY
JUN 21/JUL 1	FIRST 2002 PNWR CARAVAN[®]	McEWAN
JULY 4	YARROW POINT 4TH OF JULY PARADE	McEWAN
JUL 19-27	SECOND 2002 PNWR CARAVAN[®]	McEWAN
AUG 31	LEMAY OPEN HOUSE	BOMSTEAD
?SEP 21	GARAGE TOUR TO MCAULIFFE'S	TBD
OCT 18-20	FALL WINE TOUR TO YAKIMA	NORMAN/ZUKER
NOV 9	REGIONAL ANNUAL MEETING	RITTENHOUSE
DEC 8	HOLIDAY PARTY	McGARY/KOHLWES

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