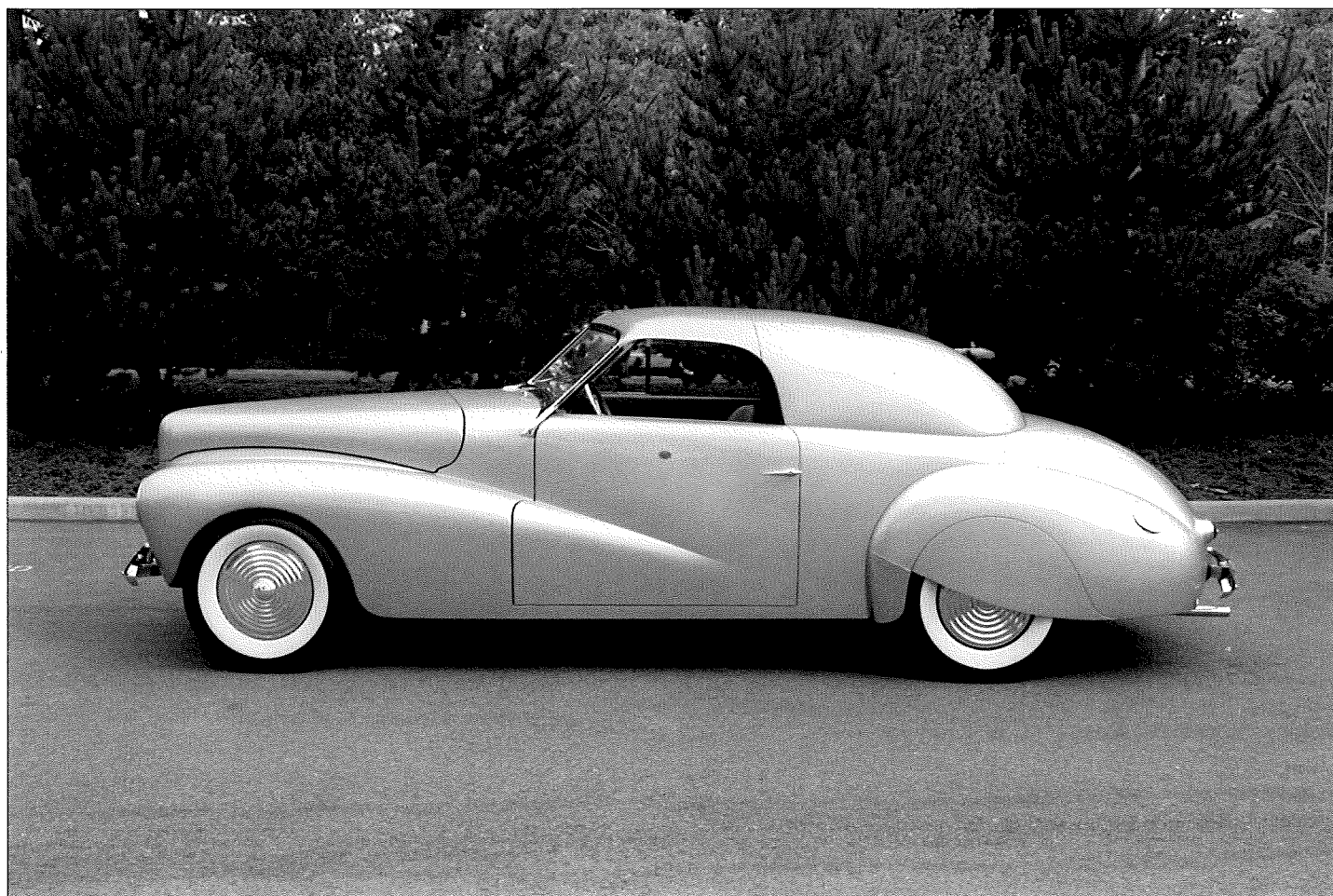




BUMPER GUARDIAN



**1941 MERCURY
SEDANCA DeVILLE BY COACHCRAFT**
The Hart Family



BUMPER GUARDIAN

Pacific Northwest Region
Classic Car Club of America

Home Work

Officers & Special Posts

| | | |
|--|--------------|--------------|
| Director, Lee Zuker | 425/641-8564 | 360/426-4388 |
| Asst. Director, John McGary | 206/522-3727 | 206/423-3675 |
| Secretary, Arny Barer | 425/454-0296 | 206/292-0088 |
| Treasurer, John Campbell | 425/885-5472 | 425/562-1960 |
| Membership Chair, MerriSue Steinman | 360/426-2232 | |
| Editor, Bill Deibel | 206/522-7167 | |
| Copy Editor, Hal Medén | 425/641-0673 | |
| B.C. Liaison, John Carlson | 604/931-5948 | |

Board of Managers

| | | | |
|-----------------|------|--------------|--------------|
| John Campbell | 2002 | 425/885-5472 | 425/562-1960 |
| Darlene Kohlwes | 2002 | 206/298-6989 | |
| Stephen Norman | 2002 | 425/774-9345 | 206/328-8787 |
| Arny Barer | 2003 | 425/454-0296 | 206/292-0088 |
| Paul Murray | 2003 | 425-483-0210 | 425-487-1902 |
| Conrad Wouters | 2003 | 206/517-7205 | 206/325-8400 |
| 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 Arny Barer for location.

Membership

Regional membership is available only to Classic Car Club of America national members. Membership forms may be obtained by calling MerriSue Steinman at 360-426-2232.

Advertising

Advertising policy/rates: The Bumper Guardian will print classified advertising free of charge to members. All other ads are priced based on size. Please inquire for rates.

Publishing

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

Send editorial correspondence to:

Bill Deibel, Editor
karelorbill@mindspring.com
or
6426 NE Windermere Rd.
Seattle, WA 98105-2056

Production is handled by AlphaGraphics.

At the July 2002 Board of Managers Meeting the Board instructed the Editor to add additional language to the *Bumper Guardian* statement of Editorial Practice. The statement as amended is printed opposite.

BUMPER GUARDIAN EDITORIAL PRACTICE

As revised August 7, 2002

To enhance professional quality, style consistency, ease of reading and to avoid bringing discredit to the Pacific Northwest Region, the editorial rules listed below shall be followed for all text and photo captions throughout the publication.

All authors are requested to make a reasonable attempt to conform to rules 1 through 11 in preparing manuscripts. **No exceptions will be allowed to rule 12.**

Whereas receiving timely, interesting material must always take precedence over adherence to these rules, authors must understand that they create considerably more work for the editors and printer, introduce more chance of publication errors and increase publication cost when they fail to conform their submissions as requested.

1. The preferred method of manuscript submission is as an attachment to an e-mail to karelorbill@mindspring.com. A PC formatted CD or 3-1/2 inch diskette is also O.K. Use MS Word for Windows format and Times New Roman font with 10 point main text—24 point titles in bold italics—10 point bold all capitals for bylines. Failing either of these methods a double-spaced, typed manuscript is desired.

2. Page set-up shall provide .5 inch margins—top, bottom and sides, single or double column.

3. Paragraphs shall be separated by a blank line spacing and shall not be indented.

4. Generic car body styles such as cabriolet, coupe, convertible, sedan etc. shall always be capitalized when used with the description of a specific car, but never otherwise.

5. Commas before the word “and” in a sentence shall not be used unless clearly required for proper communication and/or avoidance of confusion. Other uses of commas shall be minimized as shall the use of quotation marks.

6. Numbers one through nine shall be written as words. Numbers 10 and above shall appear as numerals except that anytime a number begins a sentence the word(s) shall be used.

7. Decades such as the 20s, 30s, 40s etc. shall be written as such without apostrophes except where the usage is possessive.

8. The ampersand (&) shall be avoided in favor of the word “and.”

9. Abbreviations for state names and most other words will not be used although common acronyms such as PNWR and CCCA are acceptable.

10. There shall be no spaces before or after hyphens and dashes.

11. Names of publications shall be put in italics, i.e. *Bumper Guardian*.

12. It is against CCCA policy “to print detrimental comments about products, services or other organizations.” The Pacific Northwest Region and *Bumper Guardian* interpret this to include the providers of products and services as well as members of other organizations, and to apply to products, services and their providers whether or not identified by name or brand. There shall be no exceptions to this rule.

Adherence to deadlines is of critical importance. Late submission of event reports will either delay circulation or may result in publication when the material has become stale.

A Full Classic™ Mercury???

...You Bet!!!

By BILL DEIBEL

*The problem isn't how little the people know,
it's how much they know that is wrong.*

Attributed to Will Rogers

The material in this account has been gleaned from three magazine articles dating from 1952, 1971 and 1986, a portion of another undated article and material in the possession of the current owner, some of which was copied from Coachcraft Ltd. files. There are many contradictory “facts” contained therein. Two of the articles are by noted Los Angeles-area automotive historian, the late Strother MacMinn, and even they contain at least one contradiction.

What we know that is right

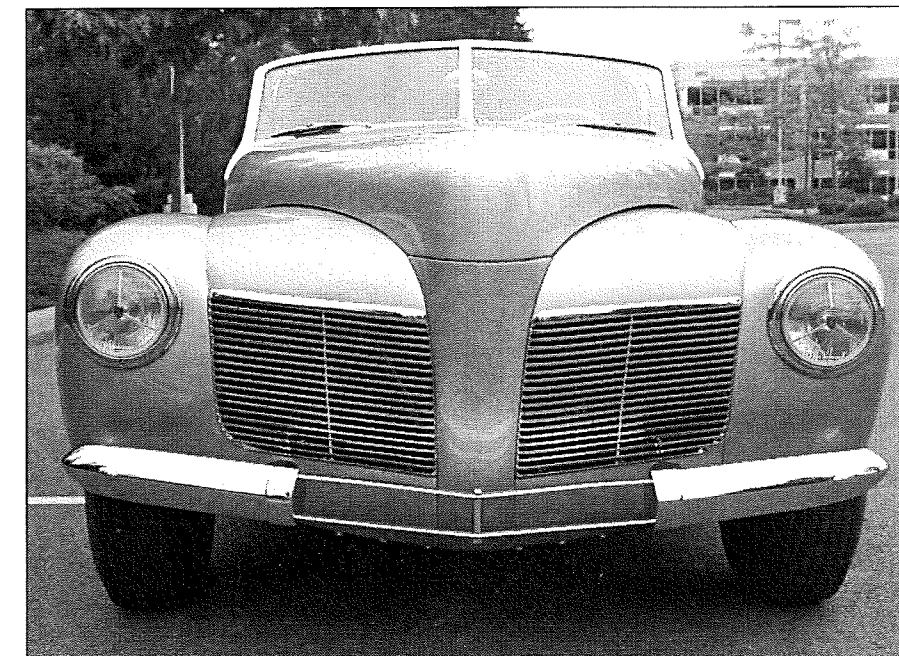
In 1941 Coachcraft, Ltd. located in Hollywood, California delivered our Cover Car to Peter Stengel. The all-steel body shell and door panels are formed over ash framework and were totally custom-built for this car. Fenders and hood are also unique excepting the front portion of the hood and portions of the fenders which are from production 1941 Ford or Mercury components. The grilles and steering wheel are production 1941 Mercury and both bumpers are front 1940 Lincoln Zephyr units. Currently the instruments and dashboard are 1940 Cadillac. No doubt other minor bits and pieces are production items as well. The wheelbase is 118 inches, new to Mercury for its 1941 cars. The “full-race” flat head engine was built up with Meyer Engineering speed equipment by Jeohnnek of Santa Barbara and indeed the finned aluminum heads and dual carburetor manifold now on the car are still the rare “Eddie Meyer” items.

The three-piece hard top of this car is another unusual feature. The forward portion is made in removable halves similar to the “T-tops” offered on some production cars in recent years. When these are removed they can be carried in the trunk. This feature

makes the car generically a Coupe DeVille, however Mr. Stengel chose to identify it as a Sedan DeVille. Once the forward halves have been taken off the one-piece rear section of the top is also removable creating a totally open car—not a convertible—since the top once removed cannot be carried with the car.

What we know and hope is not wrong

The old published accounts tell that soon after Coachcraft was founded in 1940 Peter Stengel, an heir to the “Bache fortune,” commissioned them to build this unusual car. Stengel claimed credit for its design, but others have said it was really designed by Rudy Stoessel of Coachcraft possibly based on a sketch by Carelton “Buzzy” Petersen. In addition to constructing the ash

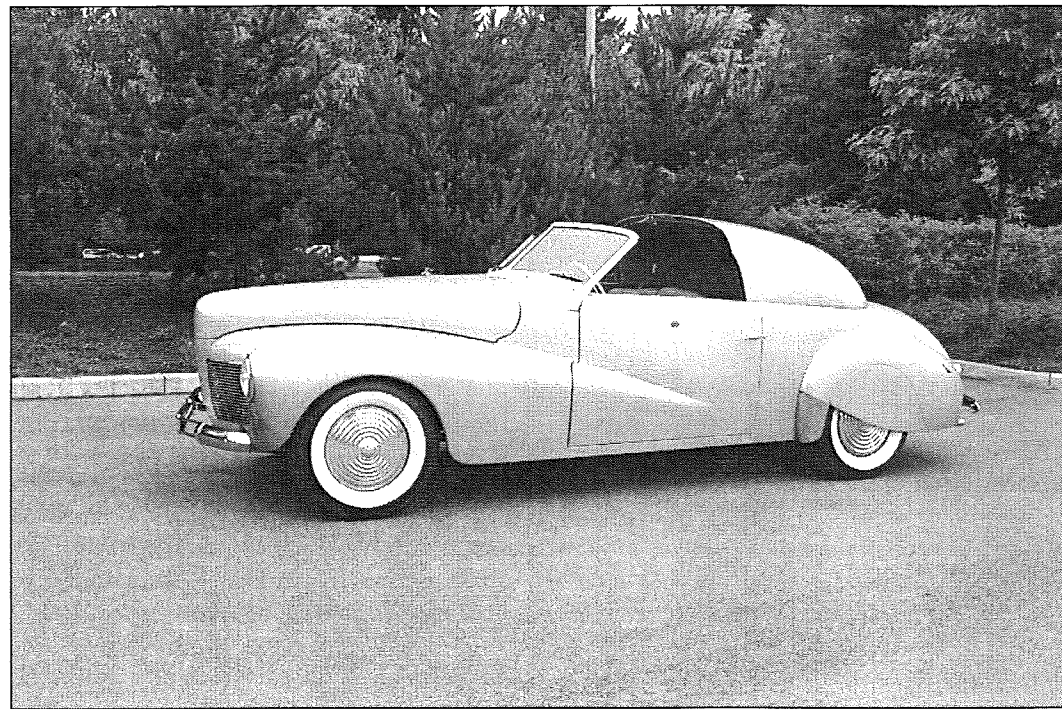


body and door framing Stoessel is generally credited with designing the graceful windshield frame and the unique door window frames which incorporate hinged vent wings that must be closed before the whole window can be rolled down—a system introduced on the 1934 Airflow Chryslers. In all likelihood the final design was arrived at in some manner of collaboration between Stengel and Stoessel and possibly Petersen. (Close examination of the Petersen sketch

reproduced nearby will show that the car as built differs in almost every single detail although at first glance a close resemblance can be one's impression. In fact the top is far more like one designed by Stoessel and incorporated by Coachcraft in a custom Ford coupe for Clarence Solomon—see inset.)

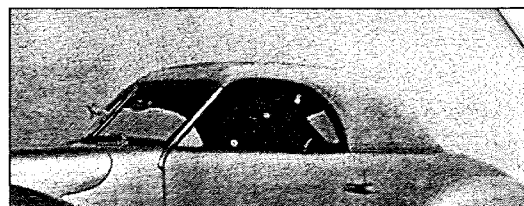
These old accounts based on interviews with Rudy Stoessel indicated that, although delivered in 1941 with 1941 Mercury grilles and sheet metal sections, the car was actually built on a 1940

Continued next page

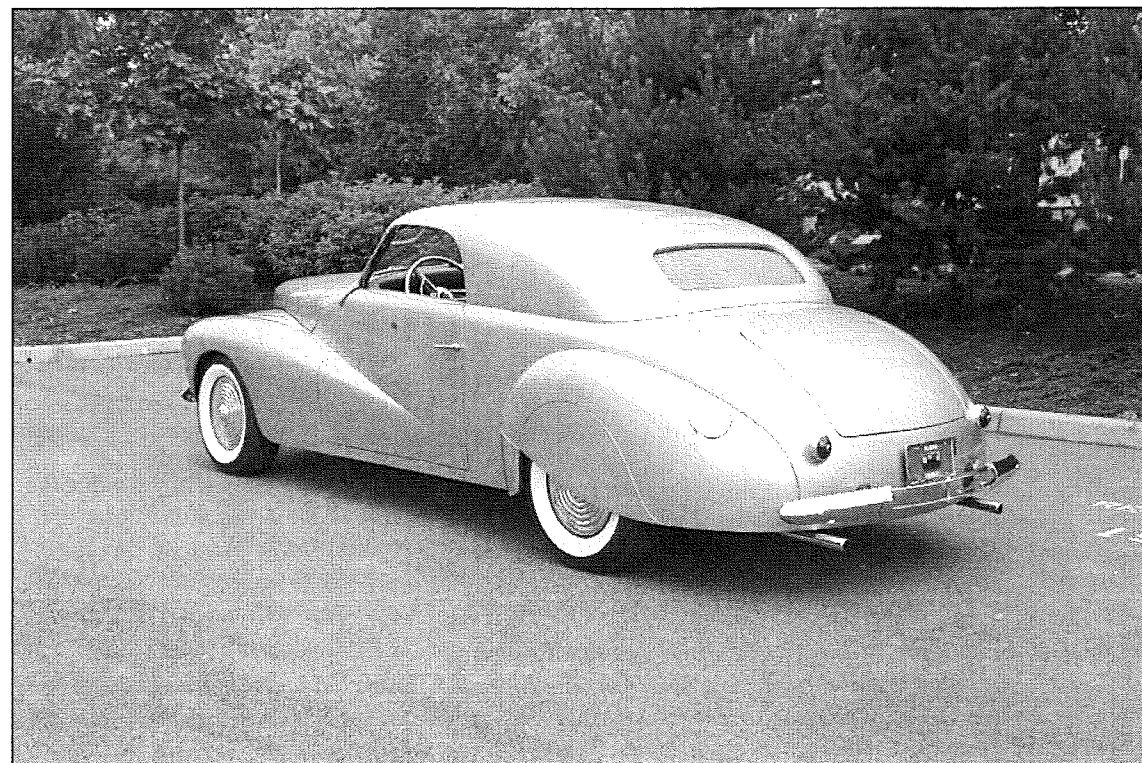


Ford 3/4-ton truck chassis which would have come with a wheelbase of 122 inches. According to Stoessel it was less expensive and easier to buy a truck chassis and work from there, purchasing Mercury bits and pieces as needed, than to buy a Mercury car and remove and discard its body. For reference the published price for a 1940 Ford Model 01D-84 3/4-ton chassis with cowl was \$540 versus \$910 for the least expensive 1941 Mercury—a business coupe. (The Ford truck offered the larger bore Mercury engine as an option, but whatever engine was used it would have been bored out to the max in the course of getting the full-race treatment.)

If such a truck chassis was used, and in restoration of the car evidence seemed to confirm it, it is interesting that they went to the trouble of shortening the frame to achieve the 118-inch production Mercury wheelbase. It would be interesting to determine with more investigation whether the Coachcraft body design utilized any of the longer frame overhang of the truck chassis. The 3/4-ton Ford chassis came with the



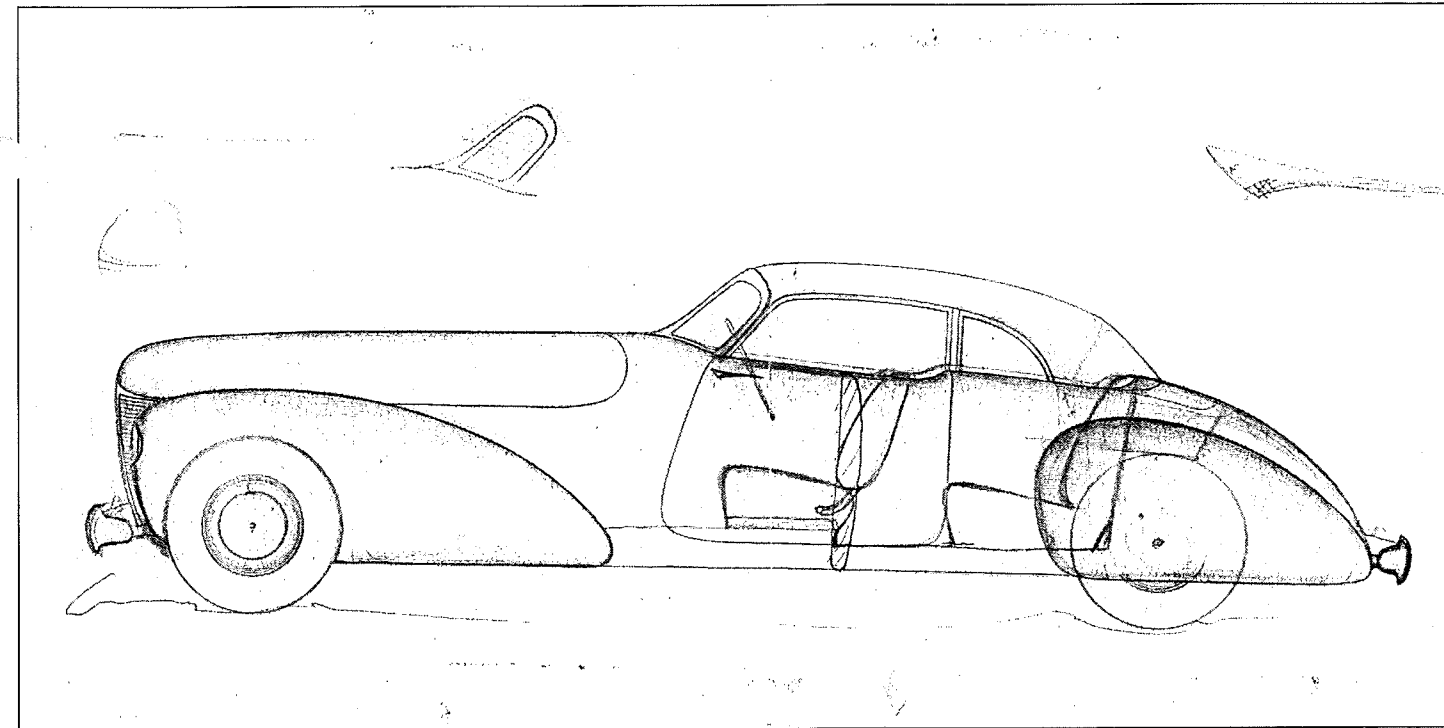
Detail view of roof on Ford coupe designed and built by Coachcraft for Clarence Solomon.



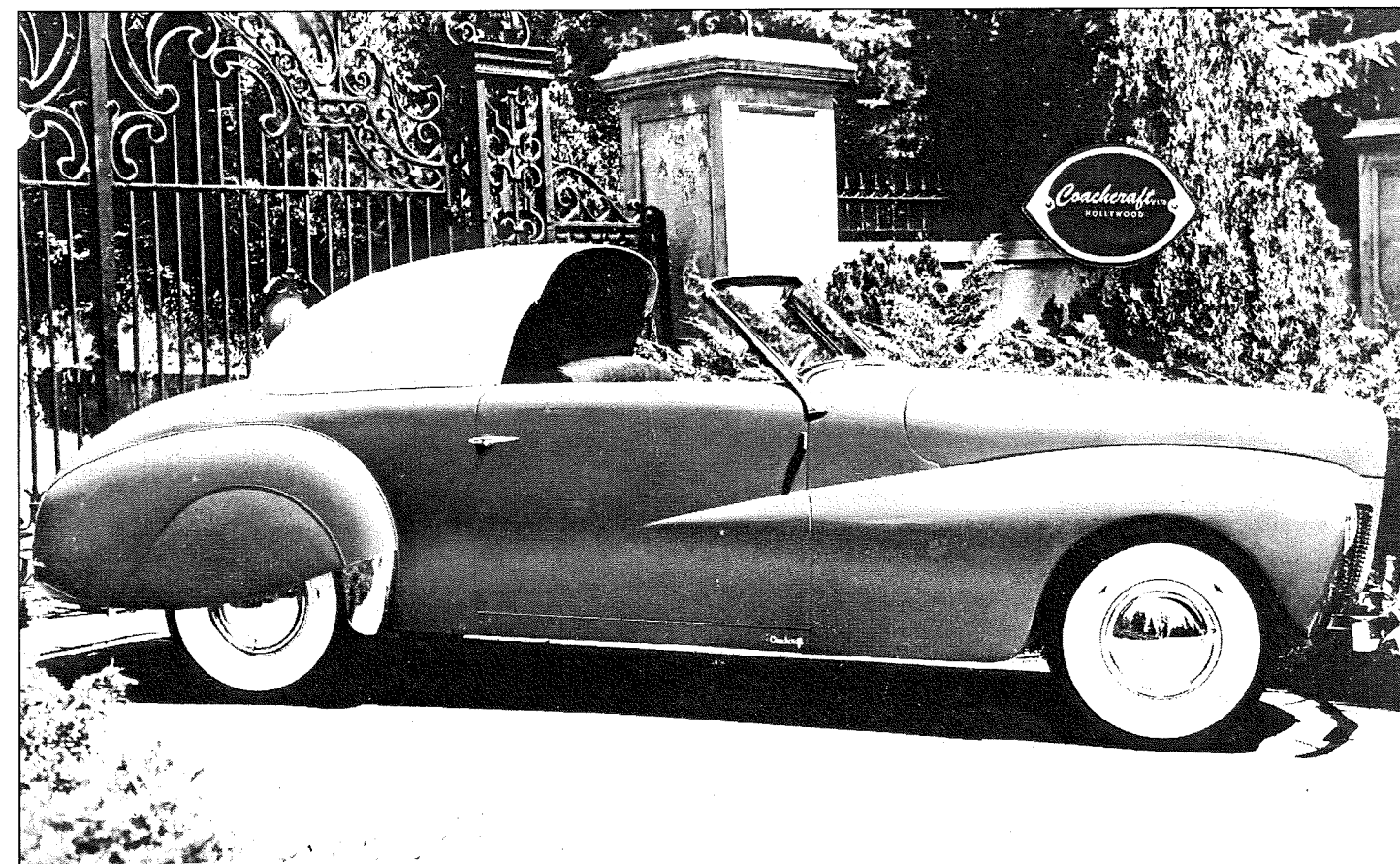
same 6.50 x 16 tires on the front as Mercury used, the rear tires and wheels would have had to be changed as well as the torque tube and propeller shaft. The truck chassis might also have been advantageous for mounting the heavy Coachcraft body.

Notwithstanding all of this it is important to note that Coachcraft, according to its files, always referred to the car as a 1941 Mercury. Mercury introduced its 1941 line in September 1940 and, all things related above considered, it seems very likely that the project was initiated following this introduction. The cost as delivered to Stengel on August 28, 1941 is said to have been \$6,000.

With the Japanese attack on Pearl Harbor barely three months later the U.S. entered World War II and Peter Stengel took a Defense Industry job with Vultee Aircraft and allegedly gave the car to his friend G. Huntington Hartford, III, who in turn provided it to his wife to drive. Hartford, as many readers will know, was an heir to The Great Atlantic and Pacific Tea Company fortune (A & P



Design sketch attributed to Carelton "Buzzy" Petersen and suggested by some as the concept from which the Peter Stengel car was derived. Is there a single feature of the car as sketched that found its way into the car as shown below in a Coachcraft factory photo of the finished product?



Coachcraft, LTD.

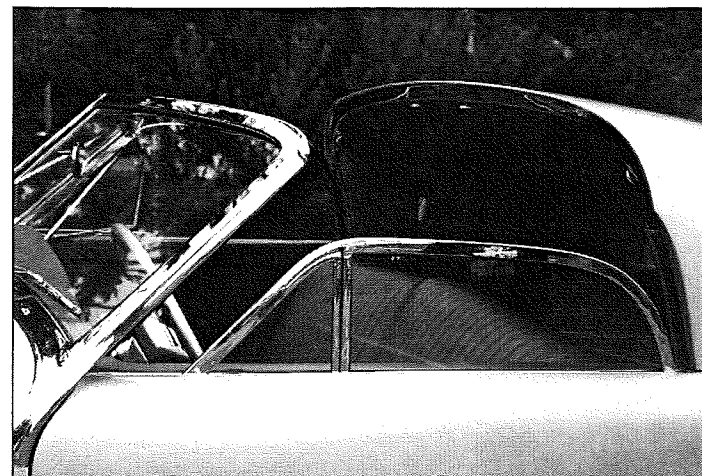
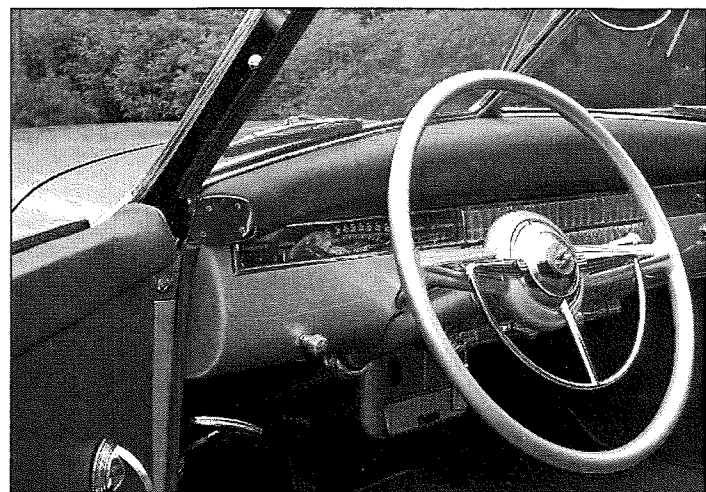
"ONE OF THE WORLD'S FINEST BODY SHOPS"

9017 Santa Monica Blvd. Hollywood 46, Calif.

CRestview 1-5273

Continued from previous page

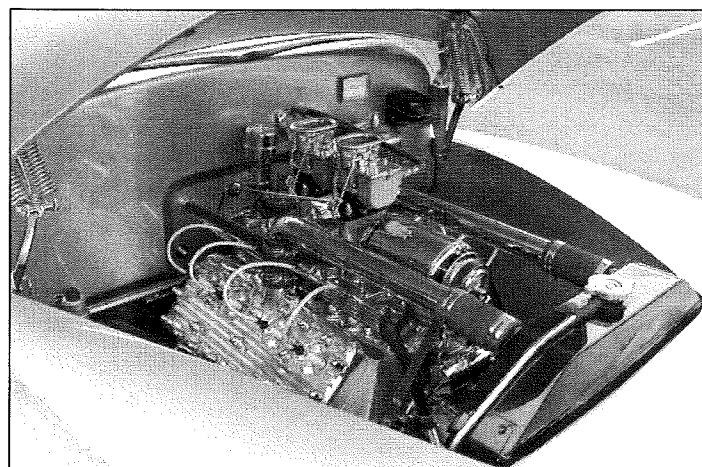
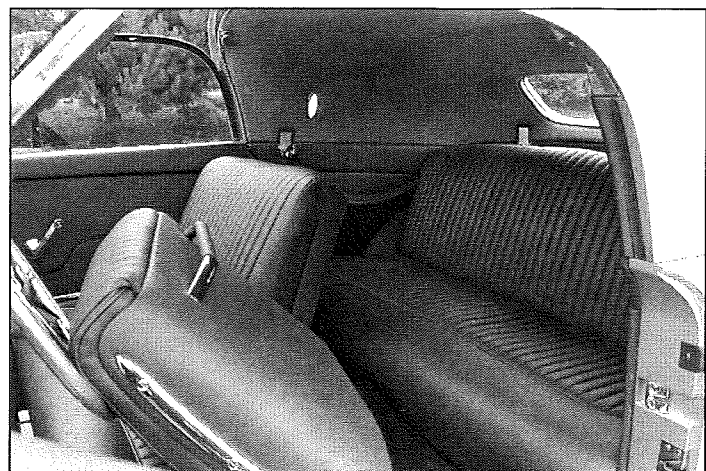
food markets). In 1950 Stengel reacquired the car from Hartford and returned it to Coachcraft for refurbishing which included among other things repainting the car from the gun metal-looking 1937 Cord Geneva Blue to a bright candy apple red and replacing the large moon-style hubcaps with wheel covers spun with concentric rings as seen on the car today. The T-top panels were painted a darker color to accentuate the DeVille look and later Stengel removed the original fabric covering from the rear top section and painted it body color. In 1951 the car won Best of Show honors at the (Los Angeles?) Motorama.



Graceful windshield frame and unique door window with folding vent that rolls down into door with the window—details designed by Rudy Stoessel.

The frame was restored by Golden Era Motors, the body and paint by Burke Fabrication. The interior was trimmed by John Parkhurst in blue leather and final assembly was completed by Pat Hart Racing. The car is now a bright metallic silver and the finish is so mirror-like that the automatic range finder on the Pentax camera used for the photos accompanying this article would not respond when pointed at a plain painted surface. Over the years other details about the car have been changed from the original as each owner has seemingly looked upon it as their own custom car. ■

1. The author assumes that this was the fortune built by Jules Semon Bache, financier and philanthropist, who among many other ventures founded the Wall Street firm of J. S. Bache & Company, but neither of J. S. Bache's daughters seems to have married anyone named Stengel. Remarkably Jules Bache served as a member of the Chrysler Board of Directors from 1929 until 1943.
2. Reference materials have referred to Mr. Hartford as II and as III. He is referred to as III in the Coachcraft files.



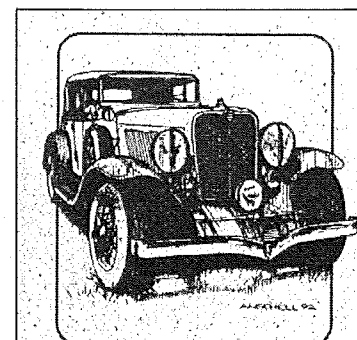
The immaculate Eddie Meyer Engineering-equipped full-race engine in the remarkably uncluttered and clean engine compartment.

Following Peter Stengel's death the car was acquired by Mark L. Dees, well known automotive history writer who authored *The Miller Dynasty*, a monumental 560-page, 9.5x12 tome on Harry Miller the man and his cars, his successors and his other creations. After the death of Dees in the mid-90s the car was purchased by PNWR member Pat Hart who commissioned a frame-up restoration of the car prior to showing it at Pebble Beach not long before his recent untimely passing. Pat had been keeping a lookout for this car over the years because as a teenager he worked at a parking lot where he was often called upon to park this very special car and ever since he had wanted to own it.

Coachcraft, Ltd

After returning from France, Howard "Dutch" Darrin went into business in Hollywood under the name "Darrin of Paris" recognizing that there was a demand there for highly personalized cars with individually stylish treatment. His first effort was executed on a 1937 Ford by partially rebodging it into what he called a sport phaeton. Generically it would have been described as a convertible Victoria. It had a very low profile with exposed rear-mounted spare tire and sloping door sills—an element that would become his design signature. All in all it had a very definite continental European, even German, look. The actual work of building the car was farmed out.

Shortly thereafter Darrin opened his own shop and over the next two years designed and crafted a variety of high style custom automobiles for the glamorous clientele he found in the Los Angeles area. Convertible Victorias characterized by a low profile and the sloping door sills seem to have constituted the bulk of these cars—many of them peppy Packard 120s. Most of his bodies, including the Packards, were created starting with the factory body and replacing or modifying various sections as needed to achieve the desired end product..



COLLECTOR AUTO
APPRAISAL CO.

CARL BOMSTEAD

18823 NE 103rd St.
Redmond, WA 98052

(206) 390-AUTO (2886)
Fax (425) 861-9475

The attractiveness of these cars, no doubt promoted by Darrin himself, did not escape the attention of Packard Motor Car Company and in 1939 Darrin and Packard entered into an agreement whereby

Darrin, in addition to his convertible Victoria for the 120, would design three bodies for the 180: convertible Victoria, convertible sedan and sport sedan. And Packard would introduce all four as part of its 1940 model lineup. The projected volume far exceeded the capacity of Darrin's small Hollywood shop so Packard, to minimize transportation costs as well, contracted with Auburn Central Corporation to build the bodies under Dutch Darrin's supervision in their idle Connersville, Indiana plant where Auburn and Cord bodies had been built. (Auburn Central was the name taken by the Auburn Automobile Company when it emerged from bankruptcy.)

As a result Darrin closed his shop on August 1, 1939. At that time his three key employees were Rudy Stoessel, Paul Erdos and Burt Chalmers. Together they formed Coachcraft, Ltd. to carry on the same kind of work that they had performed for Darrin of Paris, albeit without the design talents of Howard Darrin.

Rudolph Robin Stoessel was born in Bavaria and trained there as

a cabinet maker. After coming to the U.S. in 1926 he secured a job with Pierce-Arrow in Buffalo becoming a master pattern maker framing prototype bodies. Leaving Pierce-Arrow in 1929 Rudy Stoessel arrived in Los Angeles and found work with J. Gerard Kirchhoff, former General Manager of the Walter M. Murphy Company who had gone into business for himself. Rudy was soon put to work framing the speedster body for the only passenger car ever designed and built by Harry Miller. Next Rudy worked for O. R. Fuller, the Auburn Cord distributor in Los Angeles, helping to build a variety of custom bodies. Before being hired by Darrin to run his new shop in 1937 Rudy returned to Kirchhoff to help build a Duesenberg town car and worked for several local firms building specialized truck bodies. At Darrin of Paris, in addition to supervising the shop, Rudy personally did the wood body-framing and designed and patterned the castings including the graceful windshield frames and cast aluminum cowls which were a major structural element of the Packard Darrins.

Hungarian Paul Erdos came to America in 1914, served in the Army and after World War I became a metal shaper at the Bender Body Company in Cleveland, a prominent company in their field in the 20s. Erdos moved to Los Angeles in 1926, became acquainted with Stoessel and along with him went to work for Darrin.

Burt Chalmers came late to the Darrin fold. He had been a salesman selling fine men's haberdashery in New York City before moving to Los Angeles. Somehow he became acquainted with Darrin who provided him with an office at Darrin of Paris with the understanding that he would help with sales for Darrin while at the same time representing Renault and Citroen. Considering Darrin's French connections it may well be that Dutch introduced Chalmers to Renault and Citroen since having their sales office in his showroom would have obviously furthered Darrin's Parisian aura.

These three men at first carried on in the same capacities at Coachcraft as they had at Darrin of Paris, but eventually Rudy Stoessel bought out the other two and in time turned the operation over to his son Bill. (Possibly the last remaining custom body company with direct ties to the classic era, Coachcraft is still doing business today in Filmore, California. Ed.)

The information in this account was taken mostly from an article by Strother MacMinn appearing in the September-October 1971 issue of *Special-Interest Autos*, a Hemmings publication.

CEDARDALE

UPHOLSTERY

Established 1978

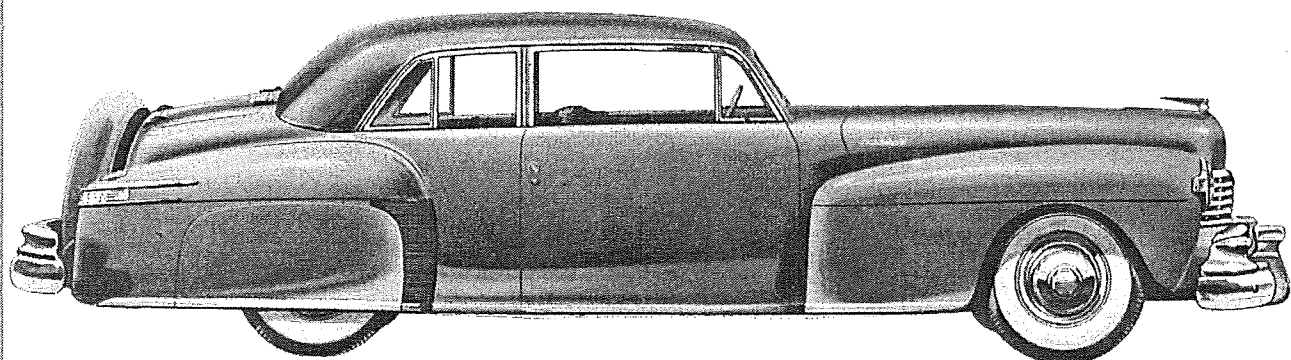
Paul Reichlin
owner

Award Winning
Craftsmanship

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

Nothing

could be finer



LINCOLN CONTINENTAL COUPE FOR 1946



Lincoln

DIVISION OF FORD MOTOR COMPANY

J.C. Taylor Antique Auto Insurance Information Sheet

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

Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

Phone Number () _____

1. Operator License Number _____ Number of Antique Autos owned _____

2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) _____

3. Total Annual Mileage: Club Functions _____ Other Purposes _____

4. Name of antique or car club to which you belong _____

5. List modern cars used for daily transportation (owned) _____ (or company cars) _____

6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____

7. Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00

☐ Uninsured/Underinsured Motorist—Rates as required by your State. Car 1 \$ _____ Car 2 \$ _____ Car 3 \$ _____

☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00

☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

Physical Damage

☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles 25 yrs. or older.

☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles 25 yrs. or older.

☐ (Note—Collision is not written as a singular coverage but is available with Comprehensive.)

☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rate—\$0.70 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles less than 25 yrs.

☐ Physical Damage (Collision)—Annual Rate—\$0.70 per \$100 of amount of insurance for each vehicle. NO DEDUCTIBLE. Vehicles less than 25 yrs.

9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

ANTIQUE AUTOS TO BE INSURED

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

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

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

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

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

NOT AVAILABLE IN ALL STATES.

Signature: _____ Date: _____

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



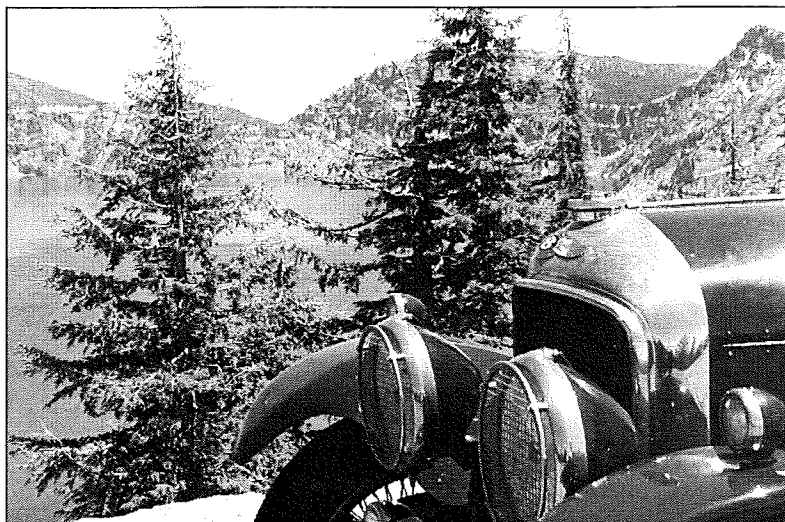
J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.

320 South 69th Street • Upper Darby, Pennsylvania 19082

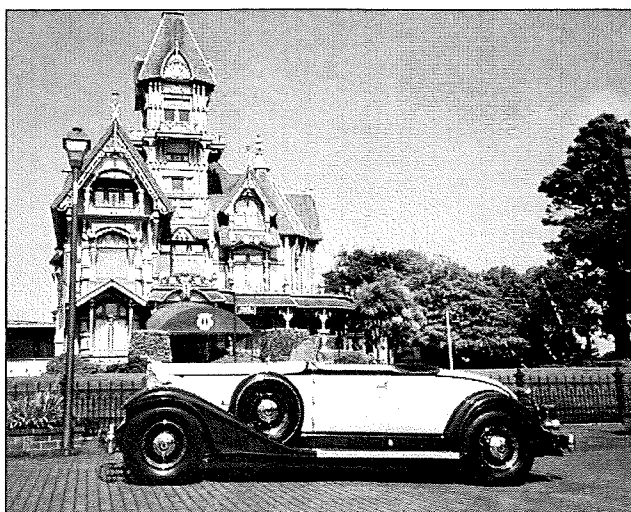
web site: www.jctaylor.com

Pacific Northwest Region (first)

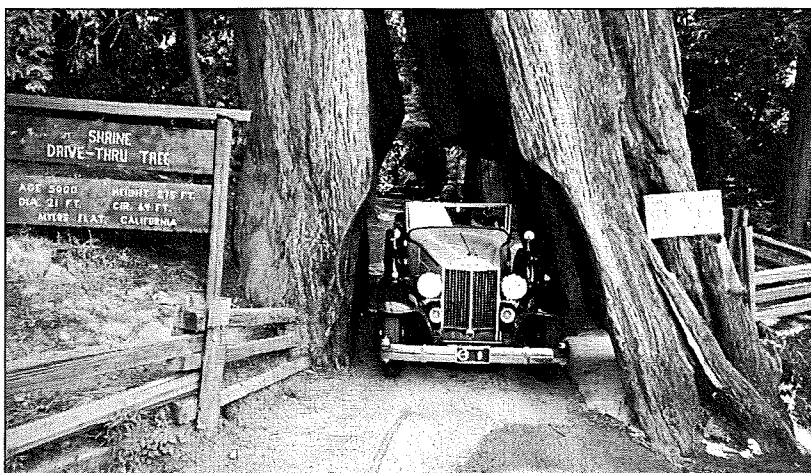
PHOTOS BY AL McEWAN



Peter Hageman's 4-1/2 litre Bentley at Crater Lake—driven by Al McEwan from Ashland, Oregon for the last two days of the first CARavan.®



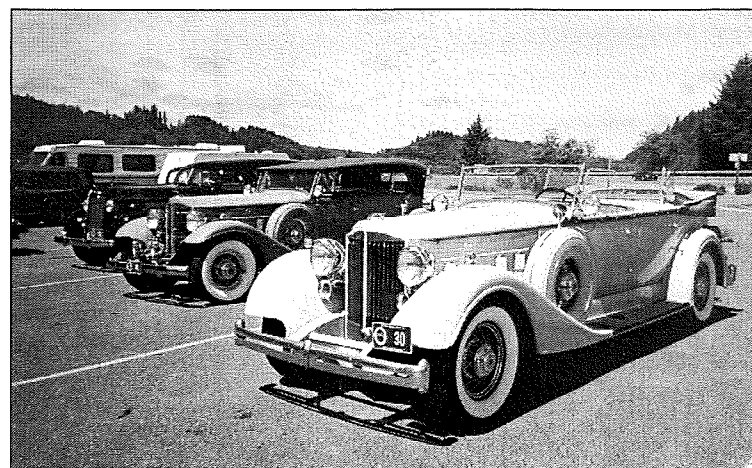
Tom Moretti's 1933 Packard Twelve in front of the Carson Mansion in Eureka, California.



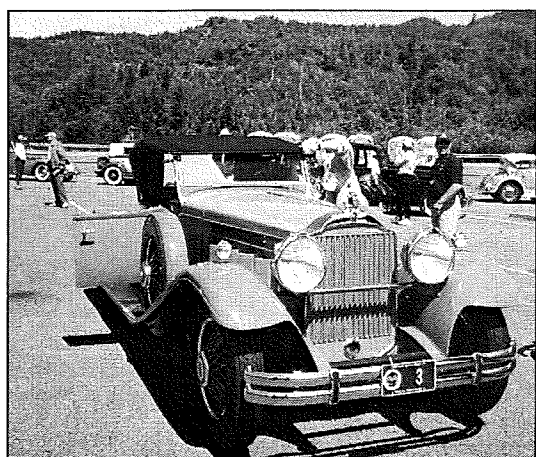
Tom Moretti's Packard again, this time coming through the tree.



Bill Davis' 1933 PII Rolls-Royce in a drive-through tree in the redwoods.



1934 Packard 1104 Sport Phaeton driven by Don and Glenda Sears. Ed and Pam Rittenhouse's 1933 Packard 1104 Sport Phaeton (behind Sears') and Lee and Sandra Gurvey's 1937 Buick 91F Formal Sedan (in the background).



Glenn and Mary Lynn Mounger's Packard 734 Speedster at a rest stop in Oregon.

CARavans® 2002

Michigan Region "O Canada"

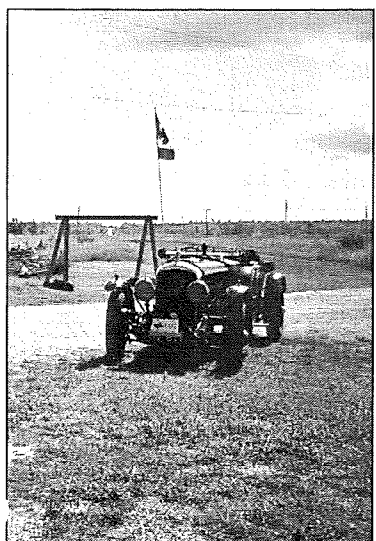
PHOTOS BY BILL DEIBEL



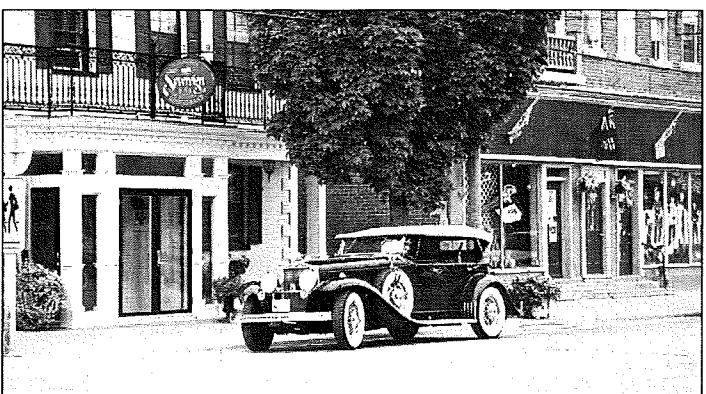
O Canada! An Ontario Odyssey CARavan® Committee Co-coordinator Phil Bray with a tethered hawk at The Falconry Centre near the village of Totenham.



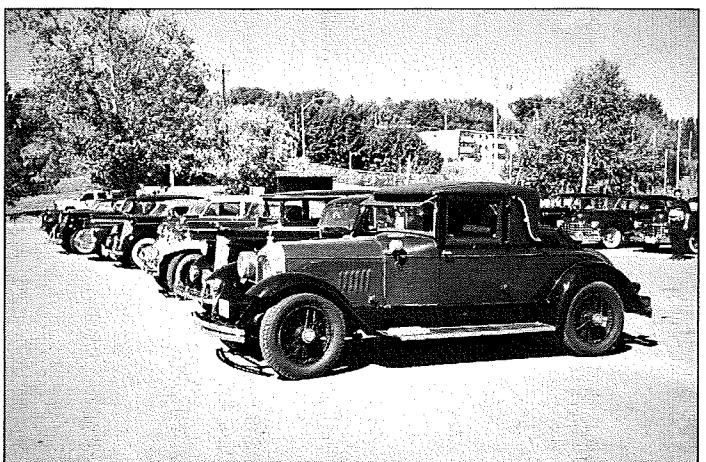
Rare 1942 Cadillac Model 63 Sedan of Roger and Eileen Loechler from Denver, Colorado. (There were four 1942 Cadillacs on the CARavan.®)



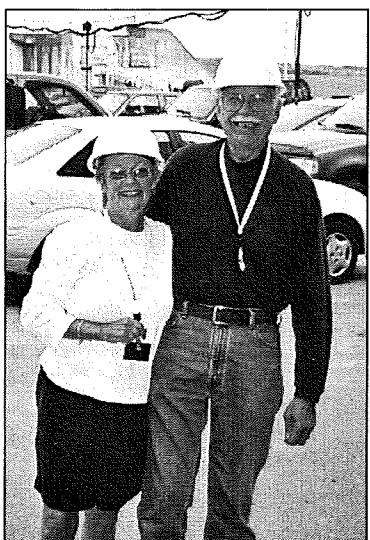
With CARavan® plate "007" is the 1929 Bentley Speed Six Tourer by Vanden Plas of Ralph Turner from North York, Ontario.



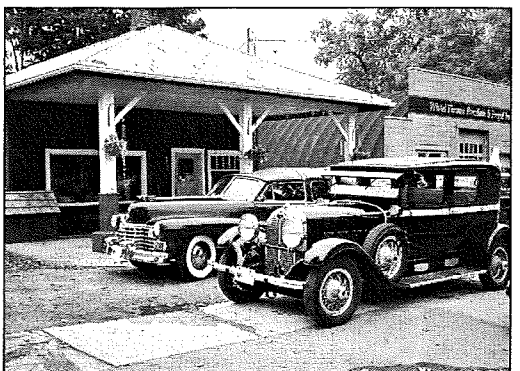
1932 Stutz DV-32 Dual Cowl Phaeton of Bill and Aneice Lassiter from West Palm Beach, Florida, winner of the William F. Crossett Award for "Best car which is making its first CARavan.®" Photo taken in the historic town of Creekmore founded in 1842.



Oldest car on the CARavan,® Jim Kaufmann's 1922 Duesenberg Model A.



Hard heads in hard hats—Karel Deibel and your Editor touring the INCO mines, mill and smelter at Sudbury, Ontario. At one time this INCO operation produced 85% of the world's nickel supply—it now generates more profit from copper than nickel.



1930 Auburn 8-125 Sedan of Jim Cox and Bev Kimes from New York City in the town of Creekmore. (Karel Deibel's 1942 Cadillac 60S Derham Town Brougham in the background—the only PNWR car on the tour.)

More photos on page 19

Eastside Garage Tour

STORY BY SAM AND ARNY BARER
PHOTOS BY MIKE HOWELL

With the weather cooperating, over 45 members, guests and drivers-by attended our August 3, 2002 Eastside Garage Tour. Featured were Dave and Dorothy Fluke's magnificent Chevrolet collection, Suite 200 and a bonus guided tour of Peter Hageman's facility. The turnout of Full Classics™ included Gary Steinman's 1948 Lincoln Continental, Phil Grisham's 1947 Packard, Steve Norman's 1929 Bentley, Bob Reverman's 1937 Cord, Ron Doss' 1936 Packard, Tom Crook's 1938 Packard and Arny Barer's 1929 Franklin. The event even drew a carload of our Vancouver, BC area members and friends.

The first stop was at the Flukes' beautiful Newport Shores home. We were treated to both the visual delight of morning beside Lake Washington and a continental breakfast, the ingestion of which was adequate to cause a flattening of full-elliptic springs. If you are car crazy and a dedicated collector there are innumerable ways that you can approach assembling a collection. Dave and Dorothy Fluke have chosen one of the most elegant approaches. The collection is reminiscent of that of a fine coin or stamp collector who exercises discipline to select a very narrow spectrum of the vast available array and then acquires the most desirable specimens within that spectrum.

The collection is composed entirely of (nc) Chevrolets from the post-1956 muscle car era, and includes the rarest, most desirable and low mileage examples of Corvette, Bel Air, Impala, Chevelle and Camaro models. Highlights of the collection include one of the original 16 1967 L89 aluminum-head-equipped 427cid/435bhp Corvettes, a 1968 Corvette Roadster with the coveted regular production option L88 427 factory race engine, the iconic 1957 fuel injected Bel Air, and two cars from 1965 with 396cid/425bhp big blocks: an Impala Super Sport Convertible and a Chevelle SS Coupe.

The most impressive fact is that, given the availability of parts and engines, one could re-manufacture cars similar to each of the collection vehicles. However, all of the Fluke cars are carefully selected and have matching numbers to establish their provenance. These are, in the

main, the most highly coveted Chevrolet muscle cars, with the two listed Corvettes being among the holy grails of the marque aficionados.

We departed from the Fluke home heading for lunch at the Newport Bay Restaurant. The Mercer Island floating bridge was closed for the Blue Angel's Seafair overflight and I 405 and SR 520 were parking lots. While no steam emerged from the grill of the 1929 Franklin, the same could not be said for several of the cars. Notwithstanding the traffic, everyone ultimately arrived at the restaurant and enjoyed a fine lunch mixed with good conversation.

Our next stop was Suite 200 in Kirkland. We were greeted by stalwart Al McEwan who graciously took time out from preparing a car for Pebble Beach to be our host. While most of us have been to Suite 200 many times, there is always amazement how its contents change from visit to visit. Even among the regular cars that we see each time, there are always favorites. Viewing them once again is like seeing a cherished old friend.

One of the highlights of this garage tour was the tour of Peter Hageman's garage including his back storage bay. Peter was at Meadowbrook, a loss which turned out happily for the tour participants because he designated his 15-year old son, Paul Hageman, to be our tour leader. Paul is a wonderful young man who treated the participants with his encyclopedic knowledge of all the cars in the collection/inventory. Those of us who took the tour saw some truly impressive unrestored Mercedes-Benz 300 and 300S vehicles, Al McEwan's magnificent Hispano-Suiza

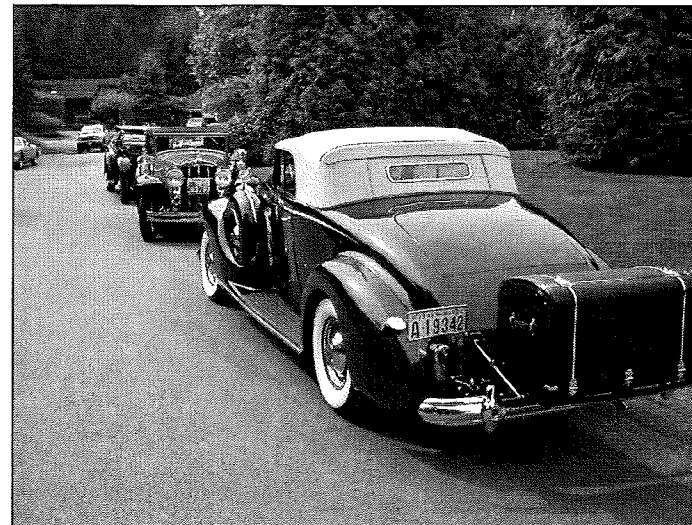
masterpiece as well as the more usual (to Peter's shop) Bentleys.

All in all, the August 3, 2002 Garage Tour was a marvelous day for the participants. We viewed some of the finest vehicles manufactured over the last century and enjoyed the best in comradeship and conversation. Those of us who brought our Full Classics™ even enjoyed a short drive through the back roads of Kirkland. ■

Suite 200 Club Auto, Ltd.

Due to the retirement of some of our founders, there are now available a limited number of memberships available in this private automobile club in Kirkland. Display space is also available for a select number of collector cars. If interested, please contact:

Peter Hageman @ 206-954-1961, or
Al McEwan @206-999-4485, or
Lee Zuker @206-817-3575



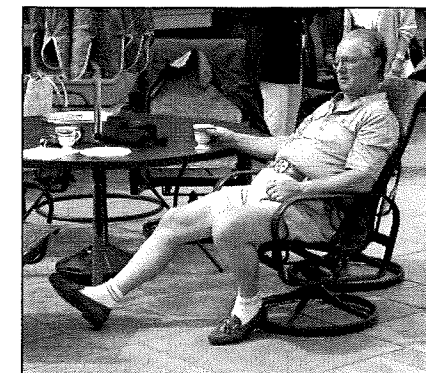
Convertible coupes—Arny Barer's 1929 Franklin Convertible Coupe face-to-face with Tom Crook's 1938 Packard Twelve.



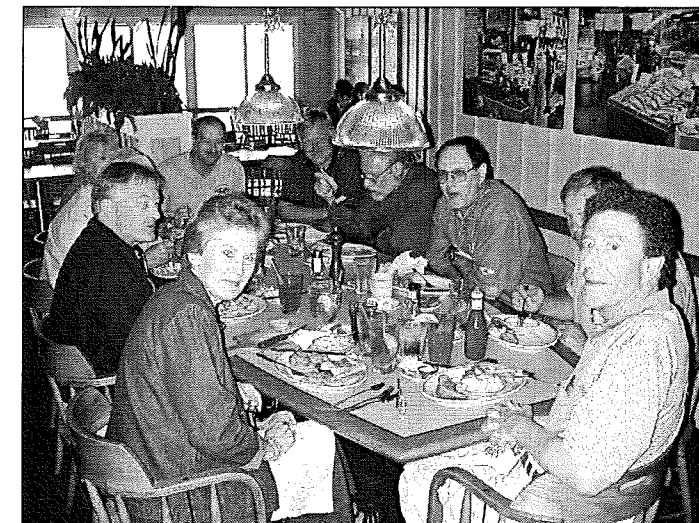
Shirley Starr and Paul Murray.



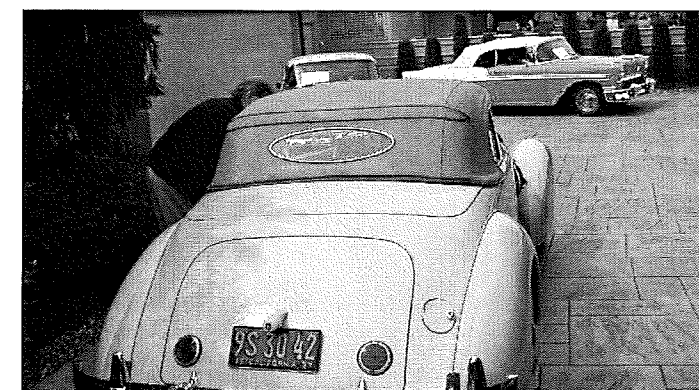
Al McEwan, right, deep in conversation with fellow tour participant.



Siggie takes a break.



Lunch at the Newport Bay Restaurant, Valerie and Stan Dickison nearest camera.



The Supercharged Cord view driver's most often see—Bob Reverman's 1937 Convertible Phaeton with one of Dave Fluke's Chevrolets in the background.



**FEDERAL MORTGAGE
COMPANY, INC.**

CONRAD F. WOUTERS

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

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

BRG

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

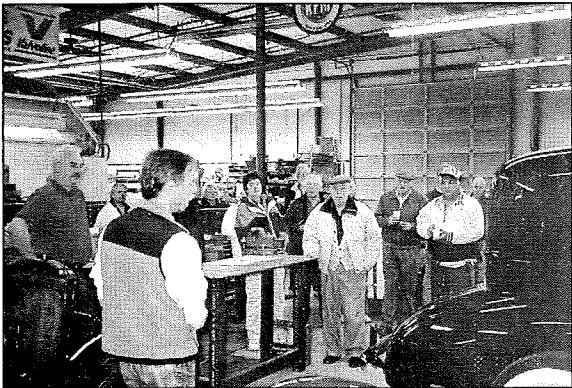
John A. Campbell
Executive Vice President
Direct: 425.467.3149
jcampbell@BaldwinRGI.com

“Ready Your Car to Drive”...

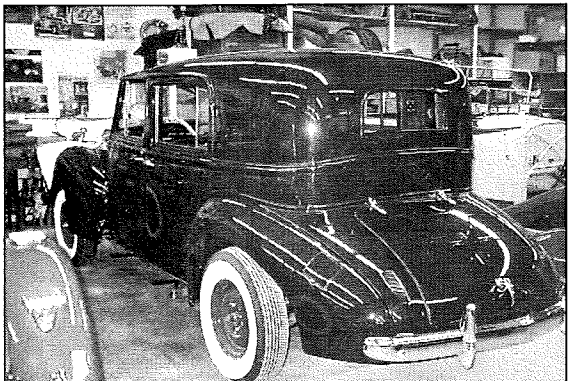
...was the theme for a PNWR seminar on how to prepare ones car for a CCCA CARavan[®] conducted by Paul Murray at Murray Motor Car in Monroe on June 8. After class, attendees had the opportunity to visit Clyde Mosslander's private collection of Indian four-cylinder motorcycles (about 35), 1934 Fords (about a dozen) and miscellaneous other items. The event concluded with a delicious lunch at the Ixtapa Mexican restaurant nearby.

At the well-attended seminar Gary Johnson presented a check list originally published by the Lincoln Continental Owners Club with additional items he had added. Starting from this the floor was thrown open to those present for suggestions and discussion and more items were added as a result. On the page opposite is the end result including even more items added as your Editor filled a '42 Cadillac trunk in preparation for the 2002 "O Canada" CARavan.[®] Obviously not every item will be appropriate in all instances.

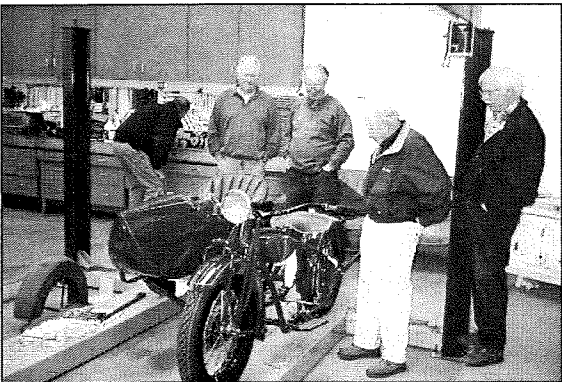
PHOTOS BY TED BARBER



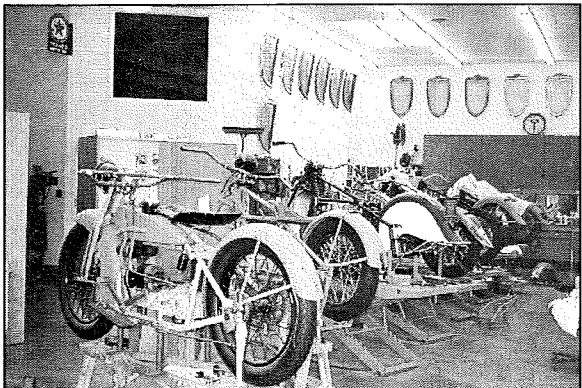
Todd Humphrey describing Russ Humphrey's 1941 Lincoln Custom 168H Brunn-bodied Town Car as Al Murray looks on at left and Todd's father (Russ Humphrey), Carl King and Don Reddaway, all wearing caps, are front and center from left to right.



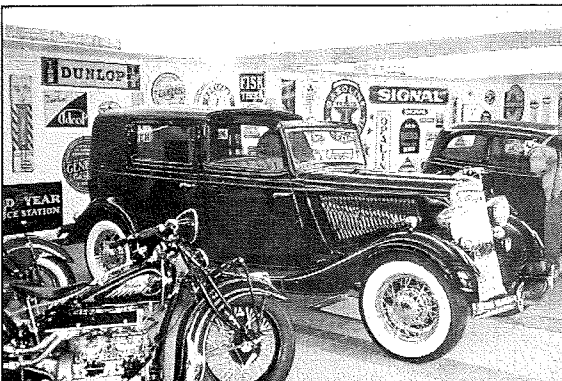
Rear view of Russ's town car nearing completion of its restoration by Murray Motor Car. When will it be "Coming Out"?



Right to left, Bill Deibel, Gary Johnson, Siegfried Linke and unknown inspect a partially restored Indian Four with sidecar at the Mosslander garage.



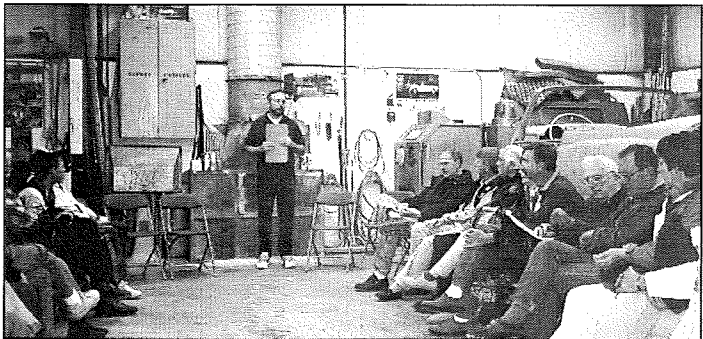
The world's only Indian Four restoration assembly line?



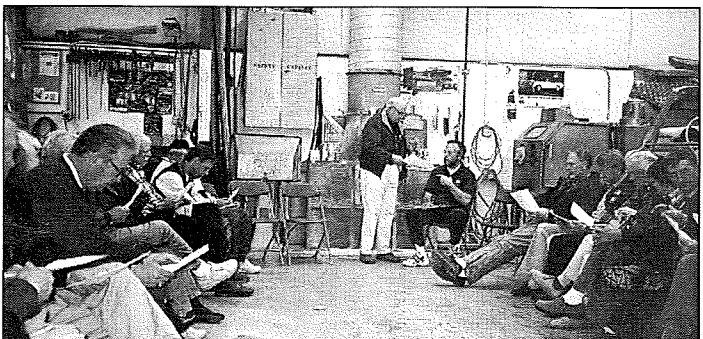
Restored Indian Four in foreground with Clyde Mosslander's 1934 Ford Model 40-V8 with Rollston Town Car body. Possible for Full ClassicTM status—we have a Mercury, how 'bout a Ford?



Lunchtime at the Ixtapa restaurant—Ron Doss, Ron Harmon, Don Reddaway and Phil McCurdy.



Paul Murray leading the seminar.



Gary Johnson distributing the checklist. (One wag has opined that a U-Haul trailer might be needed to bring it all.)

----- Cut along this line and save check list -----

A Checklist for a CARavan[®]

Emergency and safety items

- Registration certificate
- Insurance card(s) (U.S. and/or Canadian)
- Road flares and/or reflectors
- First aid kit
- Fire extinguisher
- Side cutters—in glove box
- Pocket knife
- Windshield rain repellant
- Brake fluid
- Tire gauge
- Tire inflator or hand pump
- Spare tire(s)
- Extra inner tube
- Proper jack*
- Wheel chocks
- Lug wrench
- Spare head, tail and stop light bulbs
- Spare fuses for critical circuits
- Flashlight and trouble light
- Battery jumper cables
- Starting fluid (ether)
- Tow chain or rope
- Stop leak compound
- Spare set of keys—with your companion
- Fender pad(s)
- Work gloves
- Coveralls
- Clean rags
- Hand cleaner and paper towels
- Extra motor oil and funnel
- Extra coolant
- Basic tool kit

Reference material

- Owner's manual
- Wiring diagram
- Shop manual
- Parts book

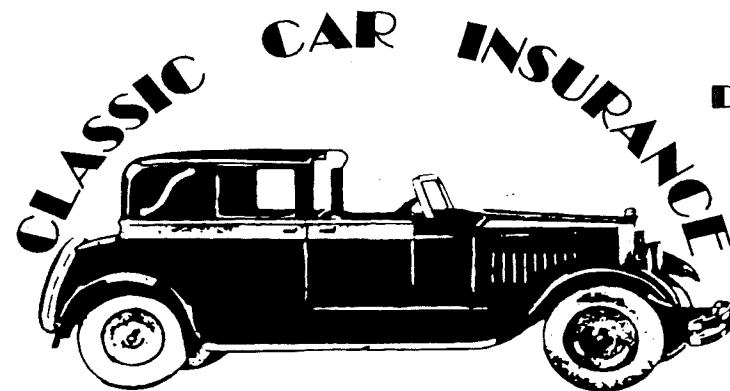
Spare parts

- Head gasket
- Manifold gaskets
- Spare fan belt(s)
- Extra wiper blade(s)
- Extra radiator hose(s)
- Spare hose clamps
- Spare fuel pump or rebuild kit
- Spare water pump
- Water pump packing
- Spare thermostat
- Gasket material, various thicknesses
- Gasket cement
- Silicone gasket maker
- Other spare bulbs
- Other spare fuses
- Electrical tape
- Spare wire in different gauges
- Wire splicing kit
- Spare set of distributor breaker points
- Spare condenser (one or more)
- Spare rotor
- Spare distributor cap
- Spare ignition coil
- New set of spark plugs
- Spare voltage regulator

Special tools and equipment

- Magnet on a wand (can be very helpful)
- Torque wrench
- Volt-ohm meter
- Dwell meter
- Timing light
- Feeler gauges for points and plugs
- Battery charger with extension cord
- Grease gun
- Engine stethoscope
- Mechanic's mirror
- Bucket with detailing items

* The jack must be able to installed under the axle or bumper with a totally flat tire and the be capable of raising the car sufficiently to remove the tire and wheel easily and it must have a base suitable for use on soft ground.



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

One Ten James Street
 Edmonds, Washington 98020

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

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

B & J Restorations Ltd.

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

BILL MOTE

ANTIQUE AND CLASSIC AUTO UPHOLSTERY

ANTIQUES-CLASSICS-COLLECTIBLES



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

books4cars.com
 4850 37th Avenue, South
 Seattle, WA 98118 U.S.A.
ALEX & RUTHIE VOSS 206.721.3077 phone
 206.721.3055 fax
 888.380.9277 toll free
 vossmotors@books4cars.com

Website: www.glennvaughn.com
 email: gvaughn@nidlink.com

Glenn Vaughn
 RESTORATION SERVICES, INC.
 "State of the Art Automotive Restoration"

(208) 773-3525
 Fax (208) 773-3526
 550 N. Greenferry
 Post Falls, ID 83854

Pacific Auto Detail
522-9920

Quality Auto Glass
523-3655

9400 B Aurora Ave. N.
 Seattle, WA 98103

Mike Renstrom
 Owner

Murray Motor Car

#1 for Restoration and Service

25 Years Restoring Antique, Classic and
 Special Interest Cars

AL MURRAY
 (425) 487-1902 (Sea)

PAUL MURRAY
 (360) 794-1902

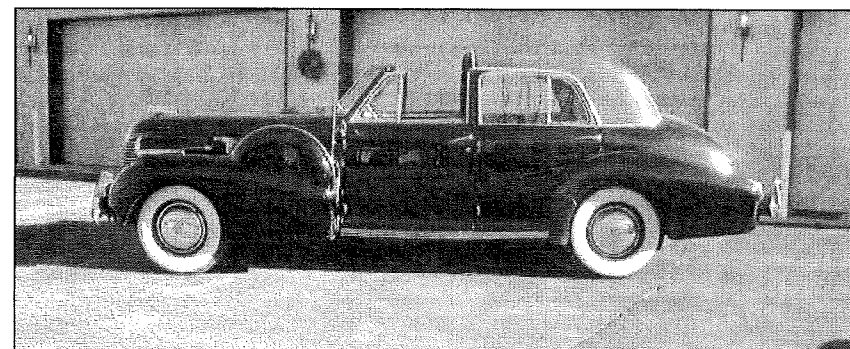
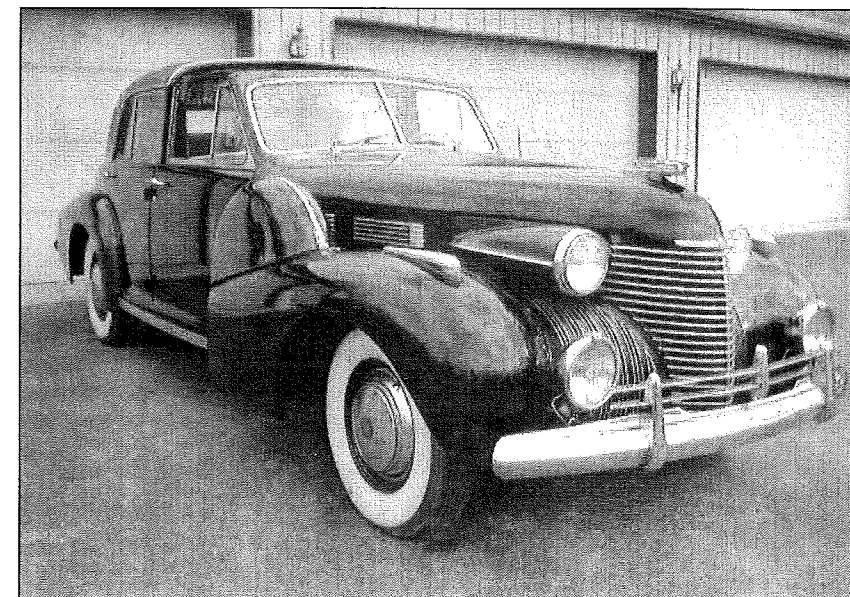
17476 D 147th St. S.E. Monroe, WA 98272
 e-mail: oldcarsmmc@aol.com - FAX: 360-805-1342

PNWR Gains Second 60S Town Car

Member STUART HALL of Anchorage writes
 as follows:

"...I acquired at the RM Classic Car Auction, Novi, Michigan, late April a 1940 Cadillac 60 Special Town Car (Model 6053LB), No. 1 of 6 built. (Or No. 2? -Ed.) Amazingly, four others already are CCCA-member owned: 3 in Florida, 1 in Illinois (the latter once owned by Nancy Reagan's father, Dr. Loyal Davis, and considered a 100-point car). This car now is in San Jose awaiting restoration—mechanics first; reportedly this car was at the CCCA Museum for 13 years, but no one I know recalls having seen it there. It does need attention mechanically, but will need other work to rid it of rust/rot, replace carpets, and work over the potmetal and some chrome. Sadly, the leather top was replaced with vinyl (also the chauffeur's canopy); and, the cigarette lighters are missing—will be tough to replace; the ashtray lids also are damaged. I will secure a build sheet from Cadillac to try to learn more about it."

(This is an all-Fleetwood bodied car and Stuart has subsequently secured the build sheet.)



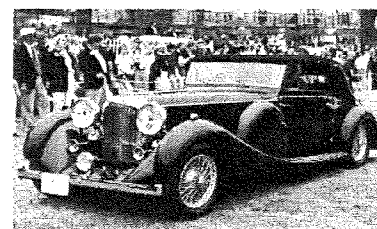
RX AUTOWORKS

VINTAGE AND CLASSIC AUTO RESTORATIONS

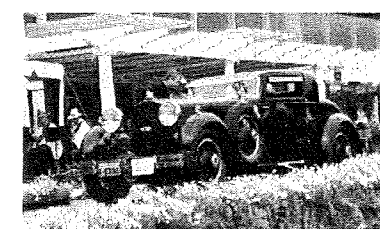
Choosing a qualified restoration facility is the single most important factor in the outcome of your classic car restoration. Our attention to quality and detail has produced many award winning restorations, including several first in class at Pebble Beach. Our satisfied clients, along with our proven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



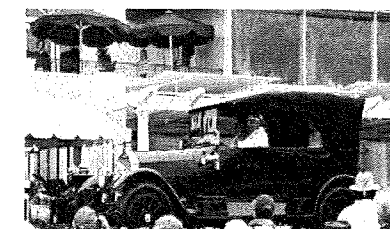
1937 Alvis Speed 25, Our most recent project to undergo restoration.



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 reclaiming class award and the Chairmans award at the 2001 Pebble Beach Concours d' Elegance.

Feel free to call for references or to discuss your restoration

983 West First Street, North Vancouver, British Columbia, Canada V7P 1A4
 Phone (604) 986-0102 Fax (604) 986-0175
 Toll Free: U.S. & Canada 1-877-986-0102

**PNWR Board of Managers Meeting
Wednesday June 5, 2002
Reported by Army Barer, Secretary**

The meeting, held at the Bellevue Inn, was called to order by Director Zuker at 7:00 p.m. In attendance were Director Zuker, Assistant Director McGary, Treasurer Campbell, Secretary Barer, Editor Deibel, Managers Norman, Murray and Wouters, and members Johnson, Barber, Meden, McEwan and Reddaway. Absent were Managers Kohlwes and Reverman.

The minutes of the previous managers meeting held May 1, 2002 were approved with changes. Treasurer Campbell reported a balance of approximately \$54,100 including funds in the CARavan® account. Our tax application is still pending. Director Zuker reported on membership. Anne Long is cooperating with Merrisue Steinman on the phase over of the membership committee chair. Bill Deibel reported that the next *Bumper Guardian* is almost ready to go. He needs a few more promised pictures and an article. He anticipates that it will go to press next week.

Director Zuker reported that there were no significant actions by the National Board to discuss. The by-law revisions discussed at previous meetings were presented by Secretary Barer. After discussion amendments to Articles 4.1, 5.2, 5.7, and 5.8 were duly moved, seconded and adapted by the requisite two-thirds vote of the managers. A copy of the amendments will be attached to these minutes and will be published in the next *Bumper Guardian*.

Gary Johnson commenced a discussion of National CARavan® preparations and was later joined by Al McEwan. There was some discussion of putting together a group convoy to the CARavan®. Gary also reported that Al had transferred his extensive club archive to Gary. John Campbell reported that there were still two copies of *Classic Era* available.

Steve Norman reported on the Fall Wine Tour, urging members to sign up early. There will be a Yarow Point 4th of July Parade. Army Barer reported that he had confirmed the September 21 date for the Jerry McAuliffe Collection/Tour, but that he would not be able to be present that date. Lee Zuker agreed to manage the tour. Army agreed to Manage an August 3, 2002 Eastside Garage tour which would include Dave Fluke's collection. Lee Zuker reported that the Oregon Region had scheduled a Mini-CARavan to Victoria. It would be in our area September 21-23, 2002. Hopefully some of our members will join the tour for at least part of the itinerary. Paul Murray urged attendance at the technical session and garage tour on June 8. Members were reminded that because of the holiday the July Board meeting will be held July 10.

There being no further business the meeting was adjourned at 8:45 p.m.

**PNWR Board of Managers Meeting
Wednesday July 10, 2002
Reported by Army Barer, Secretary**

The meeting held at the Bellevue Inn was called to order by Director Zuker at 7:00 p.m. In attendance were Director Zuker, Assistant Director McGary, Treasurer Campbell, Secretary Barer, Editor Deibel, Managers Norman, Murray, Kohlwes and Reverman, and members Holt, Greenfield Turner Hageman (with son Paul), Linke, Pollock, Bomstead, Johnson, Barber, Meden, McEwan and Reddaway. Absent was Manager Wouters.

The minutes of the previous managers' meeting held June 5th, 2002 were approved with changes. Treasurer Campbell reported a balance of approximately \$69,000 including funds in the CARavan® account. Our tax application is still pending. Director Zuker reported on membership. Merrisue Steinman and Anne Long have now brought the membership list substantially up to date and the phase over of the membership committee chair is now complete. Bill Deibel reported that the deadline for the next *Bumper Guardian* will be September 1, 2002.

Director Zuker reported on the actions by the National Board. Most significant were the approvals of the classification actions. The National Board is implementing the new policy of allowing earlier cars which are substantially identical to qualify. There is a desire to hold a National CARavan® to Alaska in 2005. This prompted some discussion.

Al McEwan gave a report on National CARavan® No. 1. Fifty seven cars started. Al discussed some of the unusual mechanical failures and generally reported on the wonderful time had by all. The pictures of the tour are up on Doc Hemp's web-site (which has been "hot-keyed" to our web-site). The discussion was followed by a progress report on National CARavan® 2. Al reported that there had been an unusually high cancellation rate and that we might have some guaranteed rooms that would be unfilled and available for members who just wanted to join for those days.

A. Barer reported on the August 3, Garage Tour. Arrangements had been made to visit Dave & Dorothy Fluke's. He was still having trouble finding a second garage. Peter Hageman offered to assist in finding a second garage. The proposed LeMay Open House Tour scheduled August 31, was also discussed. John McGary agreed to manage the tour. Lee Zuker agreed to manage the tour to Jerry and JoAnn McAuliffe's scheduled for September 21. Steve Norman reported on the October 18 Fall Wine Tour, urging members to sign up early. Carl Bomstead reported on the November 9 Annual Meeting. There was a reminder that the National Annual Meeting will be in St. Augustine, Florida.

A discussion followed regarding the *Bumper Guardian* editorial policy. The discussion was necessitated by a recent article which contained unflattering references to two professional car restorers. The editors apologized for not catching the references and it was decided to send the club's apology to the professionals, to notify the author that submitting such material was inappropriate and to specifically so clarify the *Bumper Guardian* editorial policy to prevent future occurrences. There being no further business the meeting was adjourned at 8:45 p.m.

**PNWR Board of Managers Meeting
Wednesday August 7, 2002
Reported by Army Barer, Secretary**

The meeting, held at the Bellevue Inn, was called to order by Manager Norman at 7:00 p.m. In attendance were Secretary Barer, Editor Deibel, Managers Norman, Murray, Kohlwes, Wouters and Reverman, and members Adatto, Greenfield, Turner, Hageman, Pollock, Johnson, Rittenhouse, McEwan and Reddaway. Absent were Director Zuker, Assistant Director McGary, and Treasurer Campbell.

The minutes of the July managers' meeting were approved with changes. Secretary Barer delivered Treasurer Campbell's report. There is a balance of approximately \$39,500 including \$20,170 in the CARavan® account. Our tax application has been approved and we now have a tax number. Bill Deibel reported that the deadline for the next *Bumper Guardian* deadline is September 1, 2002. There was a discussion of the editorial policy bringing the board up to date on responses to the various actions taken by the board at the previous meeting.

Steve Norman gave Phil Grisham's National Director report on national matters discussing the progress on certifying pre-1924 models, national finance, etc. Al McEwan gave a report on the status of CARavan® room guarantee negotiations.

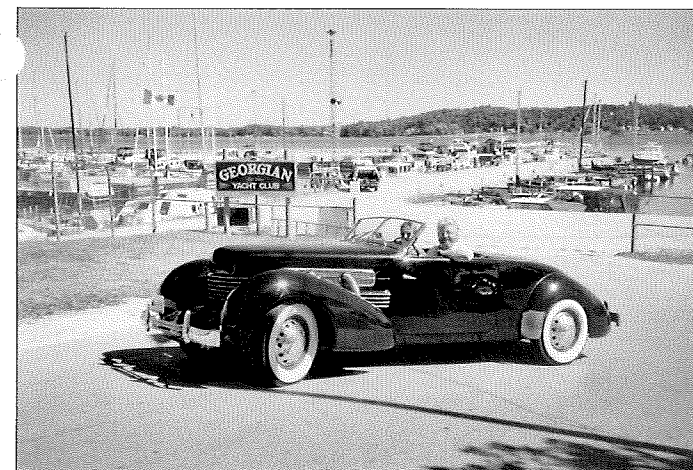
A. Barer reported on the August Garage Tour and the September 21 event at Jerry McAuliffe's. Steve Norman urged members to sign up for the Yakima Valley Wine Tour. Ed Rittenhouse reported on the annual meeting and the Holiday Party.

Bill Deibel passed on a question asked by several organizations regarding the effect of Washington's child seat restraint legislation as it relates to cars built prior to the effective date of the Federal seat belt legislation. Army Barer said that he would take an informal look at the question.

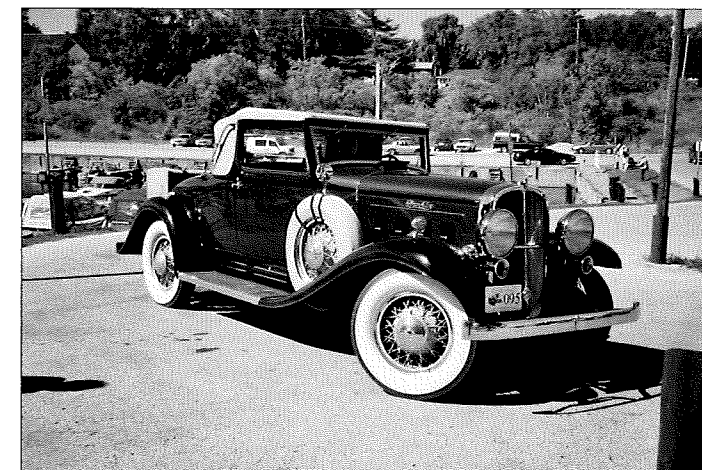
Peter Hageman gave a report on Meadowbrook.

There being no further business, the meeting adjourned at 7:55 p.m.

2002 Michigan Region "O Canada" Caravan® Continued from Page 11



1937 Supercharged Cord 812 Convertible Coupe of Michael and Wendy Fairbairn from Chatham, Ontario. Michael is associated with RM Classic Cars which furnished the trouble truck.. Photo taken following lunch in Owen Sound.



1932 Franklin 163 Supercharged Airman Convertible Coupe of Mario and Betty Cuniberti from Columbus, Ohio at the Rusty Gull Restaurant in Owen Sound.



'46 Cadillac 62 Series

WWW.CUSTOMAUTOPORTRAITS.COM (SITE UNDER CONSTRUCTION.- IN THE MEANTIME, CHECK OUT PHOTO SAMPLES ON YAHOO! GROUPS AT [HTTP://GROUPS.YAHOO.COM](http://groups.yahoo.com) - SEARCH FOR CUSTOM AUTO PORTRAITS)

CUSTOM AUTO PORTRAITS

"Uniquely Expressing the Character of Your Classic Automobile"

GREAT GIFT IDEA!
GIFT CERTIFICATES AVAILABLE

CONTACT US FOR A FREE QUOTE TODAY!

360.737.2673

E-MAIL: SHIRLEYJOVANC@YAHOO.COM

**PNWR CCCA MEMBERS
RECEIVE A 10% DISCOUNT
JUST MENTION THIS AD**

2002-3 PNWR CALENDAR OF EVENTS

DATE

EVENT

MANAGER

OCT 18-20

YAKIMA VALLEY WINE TOUR

NORMAN/ZUKER

NOV 9

REGIONAL ANNUAL MEETING

RITTENHOUSE

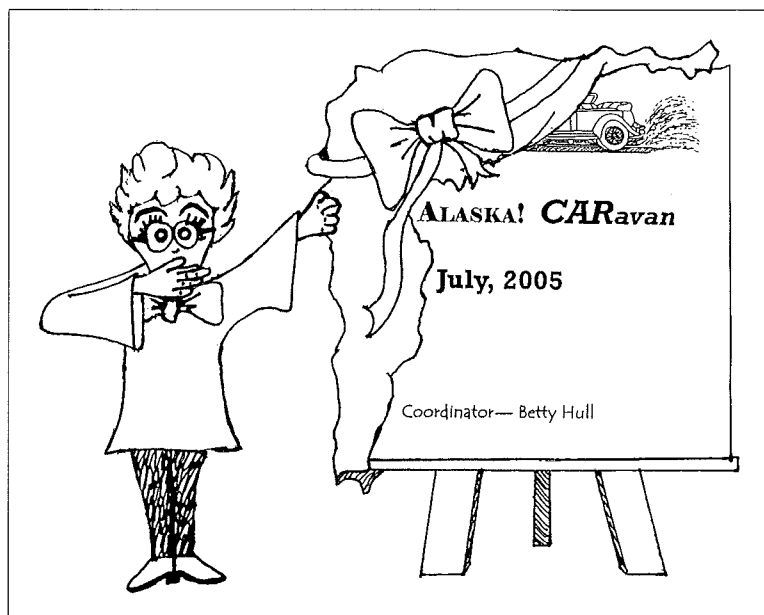
DEC 8

HOLIDAY PARTY

McGARY/KOHLWES

JAN 8-12

CCCA NATIONAL ANNUAL MTG.



BUMPER GUARDIAN

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

Address Service Requested

PRSRT Std
US Postage
PAID
#2347
SEATTLE WA

AL McEWAN
4646 92ND ST. NE
YARROW POINT, WA
98004