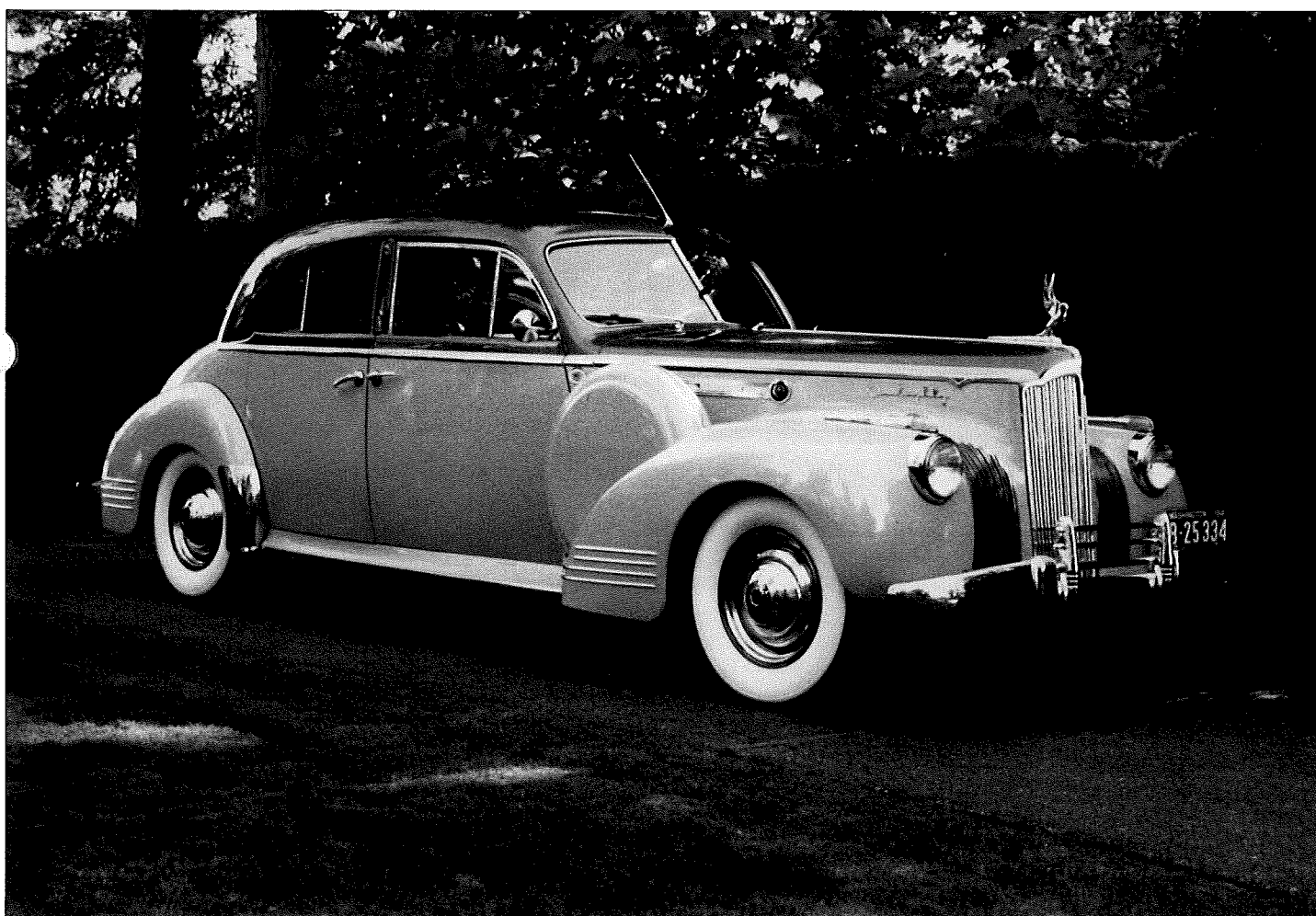




# BUMPER GUARDIAN



**1941 PACKARD  
SUPER EIGHT 180 MODEL 1907  
LeBARON SPORT BROUGHAM**  
*John and Jody Clemo*

October - December 2002



## BUMPER GUARDIAN

Pacific Northwest Region  
Classic Car Club of America

### Officers & Special Posts

	Home	Work
Director, John McGary	206/522-3727	206/423-3675
Asst. Director, Ed Rittenhouse	206/232-1117	
Secretary, Army 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

Army 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	
Carl Bomstead	2005	206/390-2886	
Noel Cook	2005	206/232-6413	206/443-9424
Gary Steinman	2005	360/426-2232	253/531-7111

### 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 Army 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:

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

Production is handled by AlphaGraphics.

### Larry G. Justice

Just before going to press *Bumper Guardian* learned that longtime PNWR member Larry Justice passed away on December 7 at the age of 90. A full tribute to Larry will appear in our next issue.

## LARRY DOUROUX

Larry Douroux passed away on his 61<sup>st</sup> birthday, November 26, 2002. He was born in New Orleans, Louisiana in 1941. In 1966 he married Aloma and they gradually migrated to the Pacific Northwest, settling in Eugene, Oregon. On the way they lived in Los Angeles.

Larry was an avid sportsman, playing baseball and football in high school and college. Later it was archery and golf. Golf being his favorite sport he continued the game regularly and was considered by his playing partners to be a very tough competitor. During the Vietnam conflict he joined the Navy and served aboard a destroyer for two years. For most of his career Larry was a firefighter/engineer, retiring in 1997 with 24 years service in this field.

He and Aloma were both very interested in collector cars and Larry became an accomplished restorer over the years. They were members of the Oregon and Pacific Northwest Regions and the National CCCA as well as Packards of Oregon and the Emerald Empire Vintage Auto Club. They owned many fine Full Classics™ over the years, primarily Packards. We all remember the two of them driving Matilda, a 1934 Packard, 8, 1101, Five-Passenger Coupe on many CARavans<sup>®</sup> throughout the Western United States and Canada. They were both very good dancers and were usually the life of the party at Club functions with their big smiles and great sense of humor.

Larry will be missed by his family and all the many friends of his in the old car hobby. June and I will miss him as one of our closest friends, having CARaved thousands of miles with him and Aloma over the years.

Jerry Hanauska

## A Full Classic Mercury???...You Bet!!!

Last issue's cover story failed to give credit to PNWR member Don Vogelsang for his extensive wood restoration and reconstruction of the Coachcraft body framing in Pat Hart's 1941 Mercury Sedan De Ville.

We also failed to express our appreciation to Bill Hart for making the car and the Hart family file on it available for photographing and research, and for making Tony Garmey of Hart Racing available to assist us in this regard. We wish to thank Tony as well for his enthusiastic help in the article's preparation.

Our apologies to all three of you. Bill Deibel, Editor (and author of the story).

### Correction with apology:

In the article *Ready Your Car to Drive*, *Bumper Guardian* July-September 2002, the '34 Ford and motorcycle collection was inadvertently accredited to Clyde Mosslander whereas it is actually the collection of Dave Holzerland.

## 50<sup>th</sup> Anniversary Packard, Yet It's a '41?

STORY BY JOHN CLEMO

PHOTOS BY BILL DEIBEL

It wasn't that we needed another car, but it was like this...I had been asking Jody for quite some time what she would like to do to celebrate our 50th wedding anniversary which would be coming up in March. I had suggested all the traditional things like dinners, parties, tours, cruises etc., but nothing seemed to be just right. It was late January and planning time was growing short when Jody said "I know it is a little strange, but how would you like to seek out an anniversary car. We could make a list of acceptable cars and keep looking and traveling until we find just the right one." Well, how could I pass on that one, it sounded like a lot of fun.

So we got right to work on the list of what would be acceptable. Cars like a '40-'42 Packard Darrin, or a '41 Packard LeBaron Sport Brougham, yes a custom body would be good, a '40-'42 with seal beams, good wipers, pressurized cooling system, overdrive, freeway cruising speed, a good hill climber—all the good things for a tour car. Should point out at 90-plus, that would be a good starting list.

Step two. We started looking in the usual places such as *Hemmings* and checking around to see what we could find out. Received the notice that the Pacific Northwest Region was going to have a judging seminar to train new judges. It was to be held at Tom Crook's showroom. This would fit in nicely, just a brush-up on identifying a 90-plus point car—so we signed up. When we arrived we found that the senior judges had already picked two cars to be judged, and you can see from our list that we would be quite interested in one of them, a 1941 Packard LeBaron Sport Brougham. This model features a 138-inch wheelbase for a smooth ride and a 356 cubic-inch engine with eight cylinders in line and a nine-main-bearing crankshaft that develops 160 horsepower at 3,600 RPM—this should make a strong, reliable, comfortable car indeed.

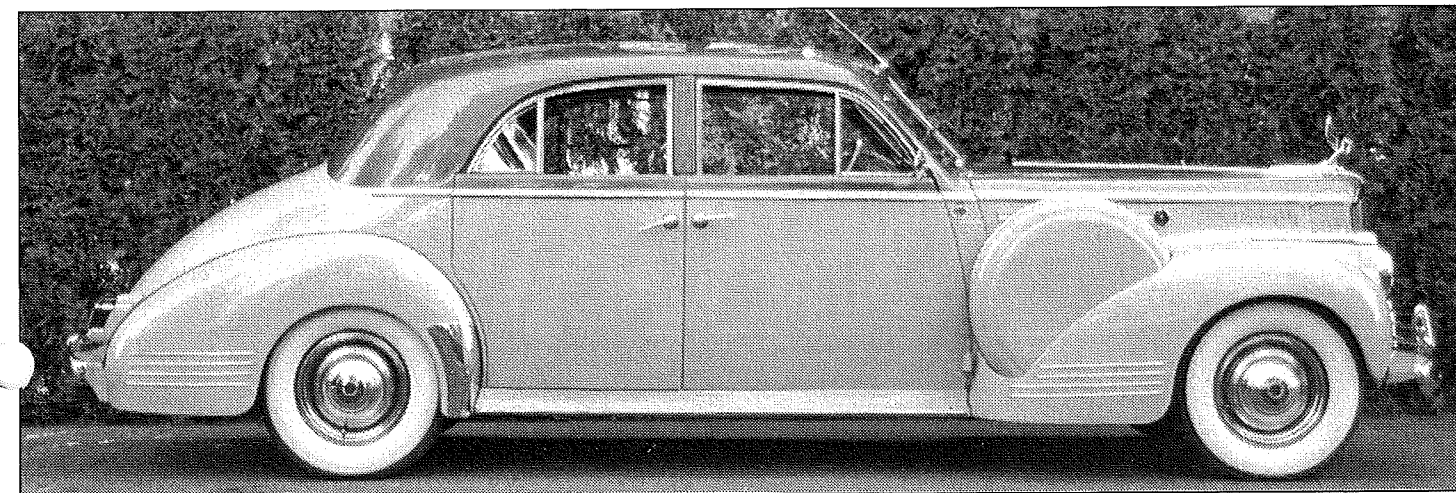
The Senior Judges had already judged both cars and they gave the rest of us instructions on proper judging procedures. Jody and I with the others on several teams judged the cars independently. The two of us came up with 90 and 93 points on the Packard and then learned that the Senior Judges had averaged 92 points.

Since the car appeared to be just what we were looking for the next step was to find out a little of the car's past history, then take it for a drive and proceed with the purchase. The history was quite interesting. Before Tommy acquired it, the car had belonged to a Thurman Decker for quite some time. Decker had restored the car to show and had shown it many times. It has already earned a CCCA Senior Badge and Senior Winner Ring. Prior to Thurman Decker this car had belonged to William J. Smith of Aurora, Colorado. According to a letter and purchase order William Smith had rented the car in 1971 to Alfran Productions for a starring role in Paramount Pictures' movie *The Godfather*. It appeared in several scenes, some of them quite long. At that time the car was painted a very dark color or black.

We checked the car out a bit more, looking at details. (We had a new unbroken tail light lens if needed.) Tom had found the sporadic electrical problem that showed up during the judging of the car—it was due to the absence of a brass nut found on the frame near the battery ground strap. This car has hydraulic windows which can be a big problem, but they weren't given another thought because we had the same kind on our 1941 Packard Formal Sedan and we knew Bill Mote could fix them if needed—he had done a great job for us on the '41 about a year prior.

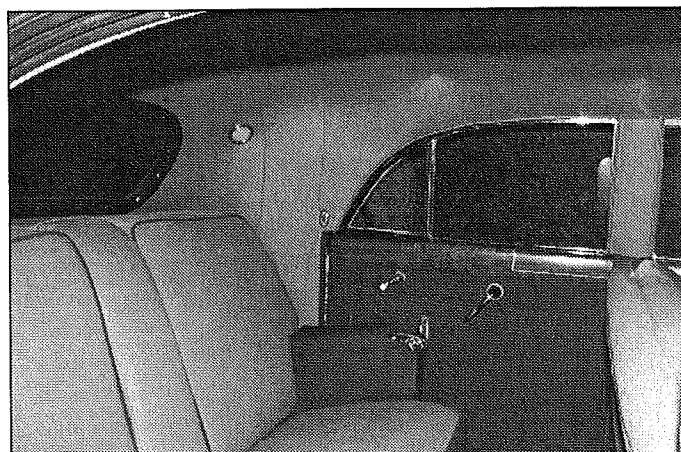
Tom of course made the negotiations a pleasure and we drove our LeBaron home. ■

*Continued next page*

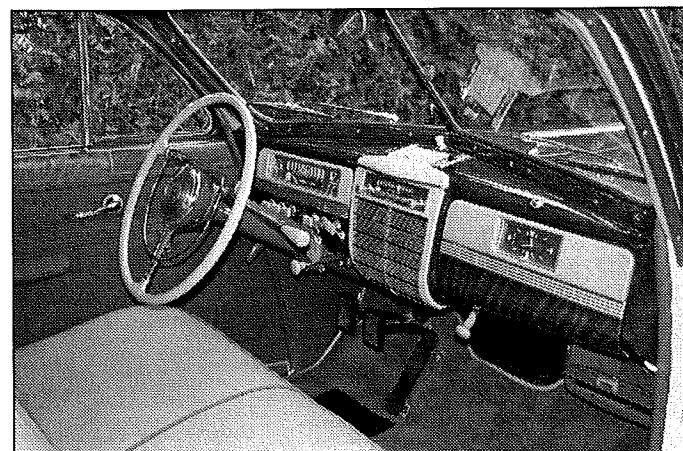




# 50<sup>th</sup> Anniversary Packard Continued From Prior Page



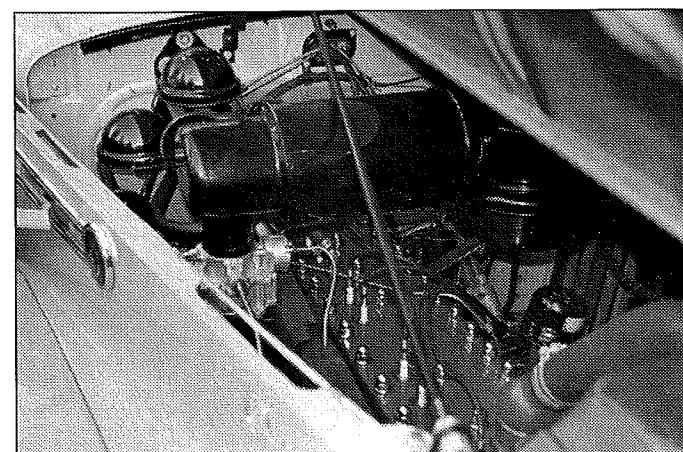
View of rear seat interior.



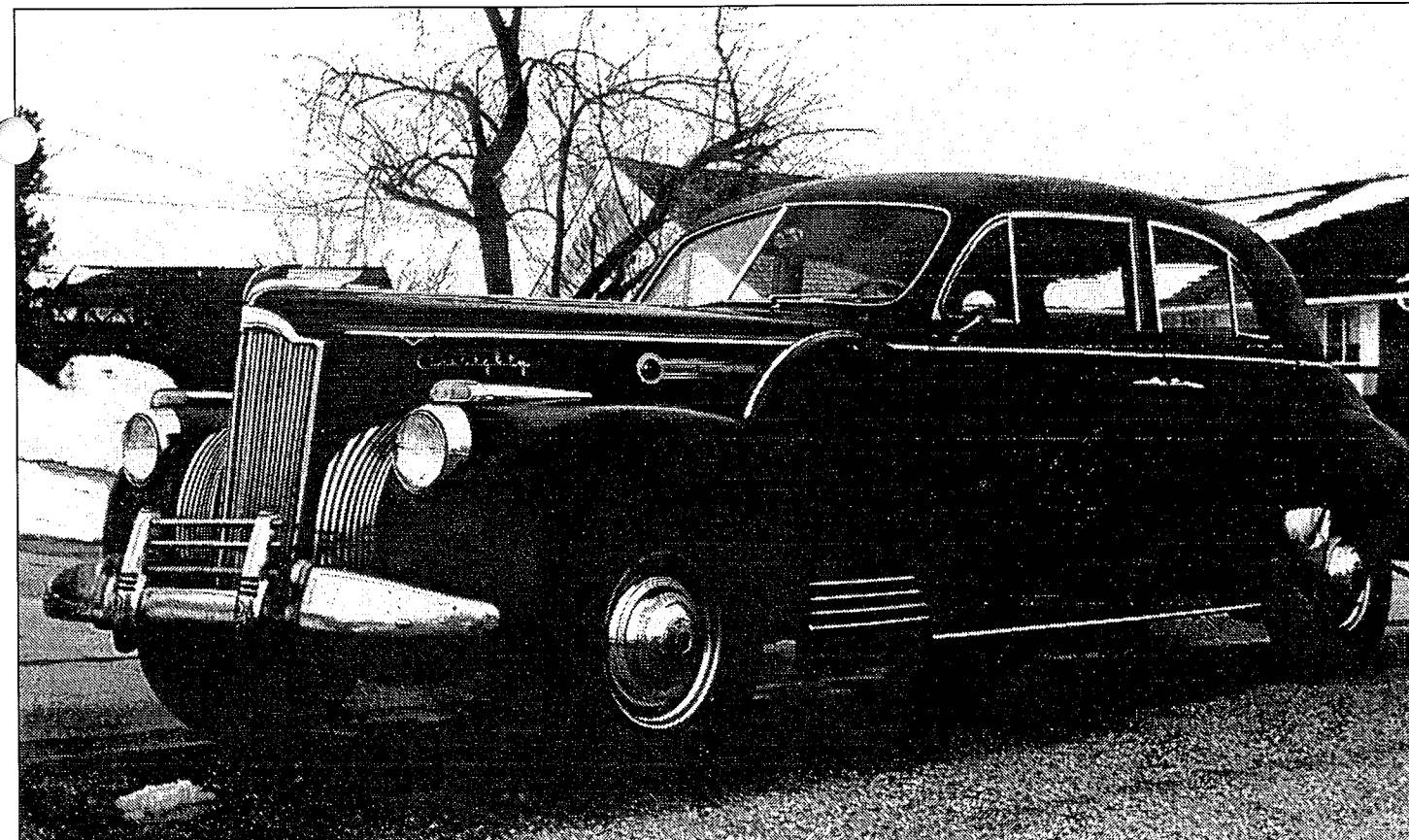
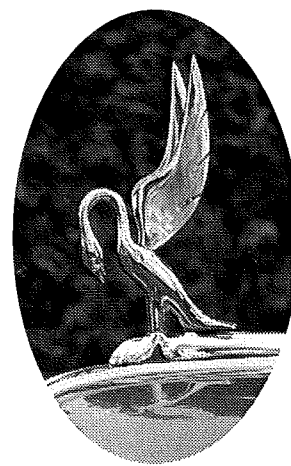
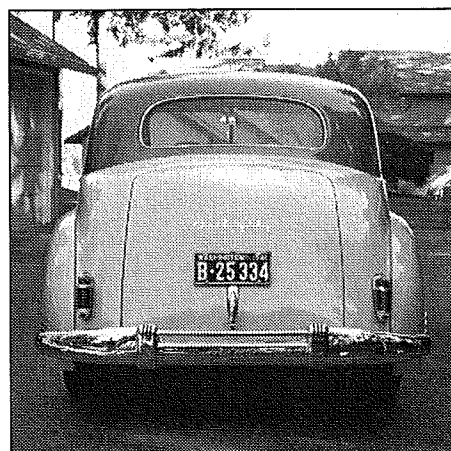
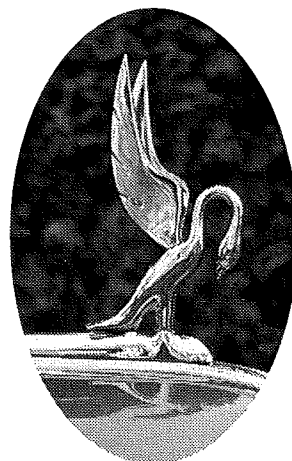
Front seat, steering wheel and instrument panel. Switches left and right of ashtray control the hydraulic front door windows.



Close-up of rear door interior showing lovely Deco-style wood garnish molding with burl inlay, art moderne upholstery design and power window button.



Engine compartment—chrome acorn head nuts were a detail feature standard only on the 180 model.



John and Jody's LeBaron Sport Brougham as it appeared in 1971 at the time of the filming of "The Godfather".



March 4, 1971

Mr. William J. Smith  
507 Oakland Court  
Aurora California

Dear Mr. Smith:

We, Alfran Productions Inc./Paramount Pictures Corporation located at 246 East 127th Street, New York City agree to rent your 1941 Packard Custom Eight, 180 Sport Broughn Serial # 1452-2075 for a period of one month for which we will pay \$550.00 upon delivery, with the option to rent weekly on a pro-rata basis, but not to exceed three months.

While your vehicle is on rental to us it will be fully insured for any liability, and the vehicle itself at a stated value of Four Thousand (\$4,000.00) Dollars.

You hereby grant to Alfran Productions, Inc. and Paramount Pictures Corporation the right to drive and photograph the herein described automobiles in connection with the motion picture entitled "The Godfather".

The rights granted also include, but are not limited to, the right to reproduce the likeness of said automobile for advertising purposes.

FCC:s1

Sincerely,

*Fred C. Caruso*  
Fred C. Caruso  
Production Manager

ALFRAN PRODUCTIONS, INC. 5451 MARATHON ST., HOLLYWOOD, CALIF. 90038

TEL (213) 463-0100

## PURCHASE ORDER

ALFRAN PRODUCTIONS / PARAMOUNT PICTURES  
"THE GODFATHER"  
% FILMWAYS STUDIO  
246 EAST 127TH STREET • NEW YORK, N. Y. 10025  
212 • 289 • 9539

No. 2

TO: Mr. William J. Smith  
ADDRESS: 507 Oakland Ct  
CITY: Aurora, Cal.  
SHIP TO: Antique Classic Car Store  
ADDRESS: 1454 Willow Ave  
CITY: Hoboken STATE: N.J.

DATE: 3/4/71  
HOW SHIP: ☐ RAIL ☐ EXPRESS ☐ TRUCK ☐ PARCEL POST  
ROUTING: \_\_\_\_\_  
DATE REQUIRED: \_\_\_\_\_  
TERMS: \_\_\_\_\_  
CUSTOMER ORDER NO.: \_\_\_\_\_

QUANTITY	RECEIVED	STOCK NUMBER	DESCRIPTION	UNIT PRICE	TOTAL
1			1941 Packard Custom		
2			Super Eight 180 Sport		
3			Brougham		
4					
5			One month rental - weekly		\$550.00
6			three after on pro-rata		
7			basis.		
8					
9					
10					
11					
12					
13					
14					
15					
16					

IMPORTANT  
OUR ORDER NUMBER MUST APPEAR ON INVOICES,  
PACKAGES AND CORRESPONDENCE.  
ACKNOWLEDGE IF UNABLE TO DELIVER BY DATE REQUIRED.

PLEASE SEND WITH ORIGINAL BILL OF LADING  
COPIES OF YOUR INVOICE  
PURCHASING AGENT  
*Tom Wright*

SPECIAL INSTRUCTIONS: \_\_\_\_\_

## Motor Car Specifications

### Price, Weight and Body Data

*Following are delivered prices at factory for cars with standard equipment and include all federal taxes with exception of Ford, Lincoln-Zephyr, Mercury and Willys. Optional equipment, state or local taxes, transportation charges and finance charges are extra.*

BODY, MAKE AND MODEL	Delivered Price	Shipping Weight	BODY, MAKE AND MODEL	Delivered Price	Shipping Weight	BODY, MAKE AND MODEL	Delivered Price	Shipping Weight	BODY, MAKE AND MODEL	Delivered Price	Shipping Weight	BODY, MAKE AND MODEL	Delivered Price	Shipping Weight	BODY, MAKE AND MODEL	Delivered Price	Shipping Weight
<b>BANTAM</b>			<b>CHEVROLET</b>			<b>DODGE</b>			<b>LINCOLN-ZEPHYR</b>			<b>PACKARD</b>			<b>PONTIAC</b>		
Master Coupe, 2p.	449	1271	Master Del.			DeLuxe			Standard			One Ten			(Continued)		
Master Road, 2p.	449	1271	Bus. Coupe, 5p.	712	3020	Coupe	825	3020	Coupe, 3p.	1390		Bus. Coupe, 2p.	907	3160	Streamliner		
Pickup Truck	475	1256	Coupe, 5p.	743	3025	Sedan, 2d., 5p.	880	3083	Club Coupe, 5p.	1450		Tr. Sed., 2d., 5p.	1000	3200	Six		
Panel Truck	489	1331	Town Sedan, 5p.	754	3050	Sedan, 4d., 5p.	920	3165	Conv. Coupe, 5p.	1750		D. Ch. Cps., 2-4p.	1024	3245	Sedan Coupe, 4p.	923	3306
Conv. Coupe, 2p.	625		Sport Sedan, 5p.	796	3090	Custom						Tr. Sed., 4d., 5p.	1024	3245	Sedan, 4d.	980	3365
Conv. Sedan, 4p.	640	1296	Special Del.			Brough, 2d., 5p.	925	3166	Custom			D. Tr. Sed., 2d., 5p.	1054	3270	Sup. Sed. Cps.	989	3320
Sta. Wagon, 4p.	578	1411	Bus. Coupe, 5p.	789	3040	Club Coupe, 5p.	960	3156	Coupe	1465		D. Tr. Sed., 2d., 5p.	1054	3270	Sup. Sed., 4d.	1029	3400
			Coupe, 5p.	800	3050	Sedan, 2d., 5p.	965	3191	Sedan	1545		D. Tr. Sed., 4d., 5p.	1116	3319	Custom Six		
			Town Sedan, 5p.	810	3058	Town Sedan, 5p.	955	3220	Club Coupe	1545		Conv. Cps., 2-4p.	1170	3310			
			Sport Sedan, 5p.	861	3125	Sedan, 7p.	1175	3200				D. C. Cps., 2-4p.	1220	3315	Sedan Coupe	995	3350
			Cabriolet, 5p.	940	3285	Limousine, 7p.	1250	3585				Sta. Wag., 5p.	1231	3450	Sedan, 4d.	1052	3250
			Sta. Wagon, 5p.	995								D. Sta. Wag., 5p.	1280	3470			
<b>BUICK</b>			<b>CHRYSLER</b>			<b>FORD</b>			<b>LINCOLN-CONTINENTAL</b>			<b>One Twenty</b>			<b>DeL. Eight</b>		
Special 41-40			Royal			Special			Cabriolet, 5p.	2700		Bus. Cps., 2p.	1112	3355	Coupe	953	3220
Tour. Sedan, 4d.	1662	3730	Coupe, 3p.	945	3205	Bus. Coupe	670	2754	Club Coupe, 5p.	2850		Club Cps., 2-4p.	1205	3430	Sedan Coupe	980	3250
Tr. Sed., SE., 4d.	1134	3790	Brougham, 4p.	1021	3305	Tutor Sedan	700	2869				Tr. Sed., 2d., 5p.	1230	3504	Sedan, 2d.	939	3250
Bus. Coupe	938	3630	Sedan, 4d., 5p.	1051	3350	Fordor Sedan	740	2919	<b>LINCOLN-CUSTOM</b>			Tr. Sed., 4d., 5p.	1230	3510	Sedan, 4d.	945	3255
Sedanet, 2d.	1008	3700	Town Sedan, 5p.	1111		DeLuxe-95			Sedan, 5p.	2550		Conv. Cps., 2-4p.	1377	3525	Conv. Sed. Cps.	1048	3390
Sedanet, SE., 2d.	1065	3690	Club Coupe, 5p.	1041	3295	Coupe, w.f.a.	695	2953	Limousine, 5p.	2970		Sta. Wagon, 5p.	1439	3728	Streamliner		
Estate Wagon	1360	3919	Limousine, 7p.	1400		Coupe, f.a.	725	2981				D. Sta. Wag., 5p.	1722	3725	Eight		
DeLuxe			Windor			Tutor Sedan	735	3095	<b>MERCURY</b>			Super			Sedan Coupe	948	3270
Special 41-40			Coupe, 3p.	958	3205	Fordor Sedan	775	3121	Coupe, w.f.a.	818	3006	One Sixty			Sedan, 4d.	1005	3425
Tour. Sedan, 4d.	1096	3730	Sedan, 2d., 5p.	1072	3306	Station Wagon	929	3412	Coupe, f.a.	810	3049	1903			Sup. Sed. Cps.	994	3350
Tr. Sed., SE., 4d.	1079	3730	Sedan, 4d., 5p.	1121	3355	Super			Sedan, 2d.	880	3184	Bus. Coupe, 5p.	1128	3378	Sup. Sed., 4d.	1061	3460
Bus. Coupe	1060	3730	Club Coupe, 5p.	1096	3302	DeLuxe-80			Sedan Coupe	950	3118	Tr. Sed. Cps., 2-4p.	1170	3365	Custom Eight		
Sedanet, SE., 2d.	1071	3690	Town Sedan, 5p.	1173	3350	Coupe, w.f.a.	740	2969	Sedan, 4p.	1070		D. C. Cps., 2-4p.	1207	3398	Sedan Coupe	1020	3225
Estate Wagon	1368	3913	Conv. Coupe, 5p.	1275	3575	Coupe, f.a.	770	3001	Station Wagon	1110	3468	Conv. Sedan, 5p.	2187	4010	Sedan, 4d.	1077	3430
Super 41-50			Sedan, 7p.	1395	3770	Tutor Sedan	780	3110				D. Conv. Sed., 5p.	2405	4160			
Bus. Coupe	1031	3670	Limousine, 7p.	1410		Fordor Sedan	820	3149	<b>NASH</b>			1904					
Sport Coupe	1113	3670	Saratoga			Conv. Club Cps.	810	3052	Ambassador			Tr. Sed., 4d., 5p.	2008	4306	<b>STUDEBAKER</b>		
Conv. Coupe, 4d.	1186	3770	C-30-M			Station Wagon	906	3073	Special 500			1905			Champion		
Conv. Phase, 4d.	1257	3810	Coupe, 3p.	1195	3670		907	3419	Business Coupe			Tour. Sedan, 7p.	2161	4495	Custom		
	1365	4014	Brougham, 4p.	1248	3780	<b>HUDSON</b>			Sedan, 4d.			Limousine	2239	4570	Coupe	890	2355
Century 60			Sedan, 4d., 5p.	1278	3790	Traveler-10						One Eighty-			Coupe, 5p.	725	2375
Bus. Coupe	1195	3670	Club Coupe, 5p.	1289	3785	Coupe, 3p.	713	2790	DeLuxe 500			1906			Club Sedan	730	2420
Sedan, 2d.	1241	3920	New Yorker			Sedan, 2d., 5p.	763	2850	Business Coupe			One Eighty-			Coupe, 5p.	725	2375
Tour. Sedan, 4d.	1288	4028	C-30-K			Club Coupe, 5p.	806	2840	Brougham, 2d.	783		1907			Club Sedan	770	2450
			Coupe, 3p.	1278	3670	Sedan, 4d., 5p.	811	2900	Sed., Del., 4d.	810	2830	Tr. Sed., 4d., 5p.	2587	4350	DeLuxe		
Roadmaster			Brougham, 4p.	1325	3780	DeLuxe-10			Sedan, trk., 4d.	860	2855	Formal Sed., 5p.	3045	4385	Coupe	720	2365
11-70			Town Sedan, 5p.	1335	3780	Coupe, 3p.	821	2840	Ambassador 6			Formal Sed., 5p.	3045	4385	Coupe, 5p.	725	2375
Sport Coupe	1292	3920	Conv. Coupe	1495	3835	Club Coupe, 5p.	824	2900	Sed., Spl., 4d.	923	3180	Brougham, 5p.	3500	4450	Club Sedan	730	2420
Tour. Sedan, 4d.	1347	4010	Spec. Twn. Sed.	1745	3900	Coupe, 3p.	821	2840	Brougham, 2d.	923	3180	Cabriolet	4650	4075	Cruis. Sedan	770	2450
Conv. Coupe	1457	4045	Crown Imp.			Sedan, 2d., 5p.	824	2900	Sed., Del., 4d.	980	3300	Sport Sedan, 5p.	4750	4490			
Conv. Phase, 4d.	1776	4258	C-33			Club Coupe, 5p.	824	2900	Sedan, trk., 4d.	1030	3300						
Limited 41-90			C-33			Club Coupe, 5p.	824	2900	Ambassador 8			1908			Coupe	720	2365
Tour. Sedan, 5p.	2165	4575	Sedan, 4d., 5p.	2295		Club Coupe, 5p.	824	2900	Sed., Spl., 4d.	1061	3465	Tour. Sedan, 7p.	2724	4590	Coupe, 5p.	725	2380
Tour. Sedan, 6p.	2360	4627	Limousine	2295		Convertible, 5p.	1063	2990	Brougham, 2d.	1061	3465	Tr. Lim., 7p.	2868	4650	Coupe, 5p.	790	2400
Formal Sed., 5p.	2465	4780				Super Six-11			Sed., Del., 4d.	1101	3475	Town Car	2775	4200	Club Sedan	795	2445
	2310					Coupe, 3p.	901	2935	Sedan, trk., 4d.	1151	3475	Tr. Sed., 4d., 5p.	3530	4740	Cruis. Sedan	835	2478
						Sedan, 2d., 5p.	921	3000				Tr. Lim., 7p.	5600	4829			
<b>CADILLAC</b>						Club Coupe, 5p.	921	3000	<b>OLDSMOBILE</b>			1909			Commander 6		
Series 61						Club Coupe, 5p.	921	3000	Special Six			1910			Custom		
Coupe, 5 p.	1345	3985				Club Coupe, 5p.	921	3000	Bus. Coupe, 3p.	682	3145	Coupe, 2p.	685	2800	Cruis. Sedan	985	3135
DeL. Coupe, 5p.	1435	4005				Club Coupe, 5p.	921	3000	Sedan, 3p.	883	3185	Sedan, 2d., 5p.	739	2859	Land Cruiser	1030	3160
Tour. Sedan, 5p.	1445	4063				Club Coupe, 5p.	921	3000	Sedan, 4d., 5p.	889	3180	Sedan, 4d., 5p.	780	2899	DeLuxe-Tone		
DeL. Tour. Sed.	1535	4085				Convertible, 5p.	1175	3125	Sedan, 4d., 5p.	945	3250	Utility Sed., 2d.	793	2794	Coupe	720	2365
Series 62									Conv. Cps., 3-5p	1104					Coupe, 5p.	725	2380
Coupe, 2p.	1420	3930							Dynalmo Six			DeLuxe			Coupe, 5p.	725	2380
Tour. Sedan, 4p.	1620	4230							Club Sedan, 5p.	984	3325	Coupe, 2p.	729	2839	Coupe, 5p.	790	2400
Del. Tr. Sed.	1585	4050							Sedan, 4d., 5p.	1010	3390	Sedan, 2d., 5p.	770	2899	Club Sedan	795	2445
Del. Conv. Cps.	1643	4055										Sedan, 4d., 5p.	820	2924	Cruis. Sedan	835	2478
Del. Conv. Sed.	1868	4230													President 8		
Series 63												Special DeL.			Custom		
Tour. Sedan, 5p.	1995	4110										Coupe, 2p.	760	2859	Cruis. Sedan	1115	3390
Series 60S												Coupe, 2-4p.	805	2934	Land Cruiser	1160	3420
Tour. Sedan, 5p.	2195	4230										Sedan, 2d., 5p.	810	2934	DeLuxe-Tone		
Tr. Sed. Div., 5p.	2348	4290										Sedan, 4d., 5p.	840	2969	Coupe	720	2365
Series 67												Conv. Cps., 2-4p.	970	3185	Cruis. Sedan	1050	3155
Tour. Sedan, 5p.	2695	4555										Sedan, 7p.	1045	3379	Land Cruiser	1095	3160
Tour. Sedan, 7p.	2738	4630										Station Wagon	995	3194	President 8		
Tr. Div., 5p.	2830	4705													Custom		
Tr. Imperial, 7p.	2890	4705													Cruis. Sedan	1115	3390
Series 75															Land Cruiser	1223	3435
Bus. Sedan, 5p.	2995	4738													DeLuxe-Tone		
Tour. Sedan, 5p.	2995	4760													Coupe	720	2365
Bus. Imperial, 5p.	3050	4780													Coupe, 5p.	790	2400
Tour. Sedan, 7p.	3140	4800													Club Sedan	795	2445
Tr. Sed. Div., 5p.	3150	4810													Cruis. Sedan	835	2478
Tr. Imperial, 7p.	3262	4860													Commander 6		
Formal Sedan, 5p.	3290	4915													Custom		
															Cruis. Sedan	985	3135
															Land Cruiser	1030	3160
															DeLuxe-Tone		
															Coupe	720	2365
															Coupe, 5p.	725	2375
															Club Sedan	730	2420
															Cruis. Sedan	770	2450
															DeLuxe		
															Coupe	720	2365
															Coupe, 5p.	725	2375
															Club Sedan	730	2420
															Cruis. Sedan	770	2450
															DeLuxe-Tone		
															Coupe	720	2365

## ***PNWR YAKIMA VALLEY FALL WINE TOUR***

**(A JOINT ACTIVITY WITH BMW CLUB, BENTLEY DRIVERS CLUB AND FERRARI CLUB)**

**BY STEVE NORMAN**

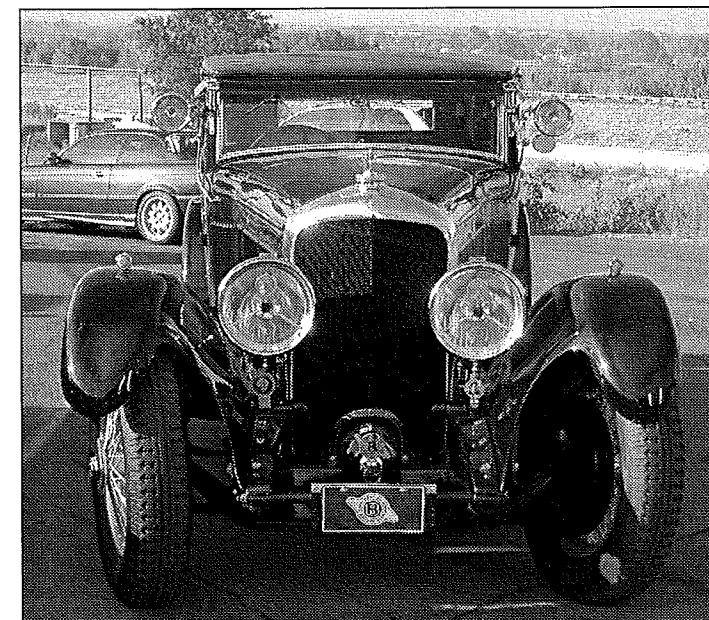
This was the most successful Fall Tour that I have experienced while a member of the CCCA. The total credit for the success goes to Director Lee Zuker of the Classic Car Club of America, Pacific Northwest Region and Doug Breithaupt of BMW Club and Ferrari Club fame.

Lee Zuker, who spends a significant amount of time in the Yakima Valley arranged the visits to several wineries, the driving scheme to those wineries, the food served for lunch and the fabulous banquet at the Yakima Convention Center.

Doug Breithaupt, the very experienced Rally Master of the Fall Tours over the two previous years, planned the drive from the Seattle area to Yakima and the return drive.

The tour began on Friday October 18 and ended Sunday October 20, 2002. The extra day for driving added a significant value to the Tour since we could go farther and see more of the Yakima Valley.

Doug started the Tour at the Outlet Mall in North Bend. As seems to be a recent pattern of the Norman Family, it took us two cars to get to the starting location. Fortunately the group waited for us to get to North Bend after taking our BMW 327/28 back to the garage and replacing it with our Bentley Speed 6. Doug had already passed out the driving instructions for the whole tour by the time we arrived.



*Steve Norman's 1929 Bentley 6-Litre Coupe by Martin Walter.*

Upon our arrival at the Outlet Mall we determined that there were only three Full Classic™ cars, (Judy Mote's 1936 4-1/4 Litre Bentley Sports Saloon by Freestone & Webb, Bill Deibel's 1940 Packard 1803 160 Club Coupe and the Normans' 6-1/2 Litre 1929 Bentley) along with eight Ferrari Club cars and six BMWs.

At the appointed hour (plus 35 minutes) we all left the Outlet Mall, jumped onto I- 90 heading toward Ellensburg. The plan was to meet at the Exxon Station at Exit 109 which leads to the Canyon Road which follows the river down to Yakima. The Ferraris and most BMWs exited the Outlet Mall first and led the way to Ellensburg. The older cars followed very shortly and CARavanned to Ellensburg with no problems. There were no heating problems with any of the cars, and all the cars drove in a very responsible manner.



*Judy Mote's 1936 Bentley 4-1/4-Litre Sports Saloon by Freestone & Webb.*

When we arrived at the Exxon Station in Ellensburg, the Ferrari Club and BMW leaders were waiting patiently for our portion of the group. We all chatted for a while and the Ferrari guys took off in the lead towards Yakima via the Canyon Road. We were joined by another BMW guy and by our chase vehicle driven by Dave Beddows of Vancouver B.C., an old Suburban towing a long trailer which we never had to use. The group of remaining Full Classics,<sup>TM</sup> BMWs and Ferraris followed the leaders down the Canyon Road at a comfortable pace in beautiful Fall weather.

We watched the fly fisherpersons on the river, the clear road ahead and the great scenery while winding our way to Yakima and the Oxford Suites.

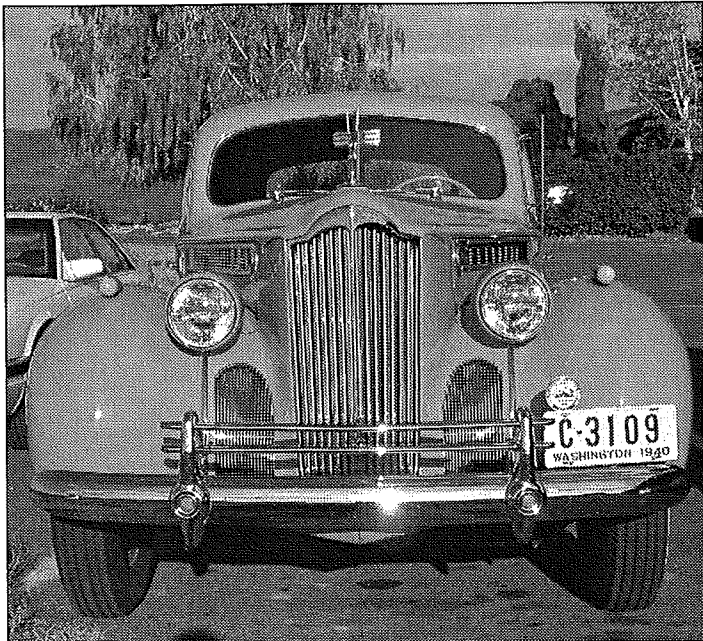
When we arrived at the Oxford Suites in Yakima, we were greeted by Lee and Marlene Zuker who welcomed the Tour group and provided us with lists and advice on places for dinner Friday night. We were joined here by PNWR member Army Barer and his guests in their modern Cadillac, BMW Club member as well as CCEA probable member Joel Norman and his family in their BMW.

After getting settled and freshened up several of us enjoyed din-



ner at Café Melange on Front Street just off of Yakima Avenue. We almost took over the whole facility with our group. The Motes and the Deibels drove together to an October Fest sponsored by the Yakima Rotary Club and were entertained by an eclectic band reported to be really great.

Saturday October 19 we all met in the Breakfast Room of the Oxford Suites to have a great breakfast prior to our departure on the Tour of Wineries. At 9:00 Lee and Marlene, who had provided us with the driving plan to the wineries on Friday's arrival, introduced us to their newly acquired and outstanding 1957 Bentley Continental Saloon (nc). Even though it was only able to represent the Bentley Drivers Club, the Anthracite Grey paint and perfect body would lead everyone to believe it was really a Classic when it was only a classic.



Bill Deibel's 1940 Packard Super-8 160 Club Coupe.

With Lee and Marlene leading the way to the wineries in their Bentley, what a surprise it was to the folks on the freeway to see them and a collection of cars from the 1929 Bentley, the 1936 Bentley, the 1940 Packard up to 1960s and later Ferraris (and including a 2002 BMW) all followed by a 1980s Suburban towing a trailer. It was fun to watch the people speed by watching us.

The first winery stop was Sagelands Winery. The route to Sagelands took us on back roads through the hop fields on Thorpe road just outside Yakima. Although some of our group took limos to some other wineries, there was a group of 13 beautiful automobiles arriving at Sagelands. We all went inside and visited the tasting room and several of us purchased some of the Sagelands Winery product.

We next went to Claar Cellars which was 12 miles south on Route 12. This winery tasting room is easily visible from the highway. We all went in there and sampled the offerings, and again acquired some of their product. Claar is a new winery, with some award-winning wines. I believe everyone agreed with the awards.

We then visited Bonair Winery. They put on a great show for all of us. Their owners provided us with adequate samples and spent a lot of time showing us how to correctly sample wines. Their facility was on a short gravel road, but no one refused to visit the site. We spent a significant amount of time at Bonair Winery and purchased a lot of product.

We drove to Wineglass Cellars and, in addition to tasting their offerings, we were able to see the pressing process. No, they did not put beautiful young ladies in the barrels and make them stomp the grapes. This is a huge barrel like device with a bladder inside that when inflated with compressed air, squeezes the grape juice out and it is pumped into a barrel on the back of a truck. What a surprise.

We then went a very short distance to Hyatt Vineyards again at the end of a very short gravel road. The wine was great.



Lunch at the Silver Lake Winery.

We ended the morning at Silver Lake Winery where we had lunch. An outstanding lunch was arranged by Lee Zuker, who has family contacts in the Yakima. The mother of Lee's son-in-law provided the lunch at Silver Lake and at the Yakima Convention Center for the Saturday night Banquet. Silver Lake Winery is the previous Covey Run Winery. The quality of everything is outstanding. This includes the facility, the food, the service and the wine.

After lunch people had options to visit other places from the wineries in Yakima Valley down to Toppenish and over to Maryhill.

Our group visited an antique mall in an old farmhouse recommended by Lee's daughter, Pam. Many interesting items there. The Motes, Deibels and a Beemer drove south to view from the road a disused wrecking yard fenced off from the public which appeared to have only one car built after World War II. Most chassis have been dismantled and each building has transmissions or fenders or axles etc. visible through openings. Possibly there are as many as 500 vehicles including many from the 20s.

We then went back to the hotel while others went to Toppenish and other places.

Continued on page 17

# 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

For most of the week the weather forecast had been iffy—the Puget Sound area weather folks *do* have a tough time getting it right. But fortunately this Saturday dawned bright and warm. Most members on the east side of Puget Sound took the ferry, while a few braved the Tacoma Narrows Bridge. Altogether about 50 people, most in Full Classics™, arrived at the new McAuliffe estate without incident although the cancellation of the Vashon ferry caused an overload of the Bremerton ferry, which in turn meant some of us had to wait for a second ferry.

The McAuliffe property lies on the eastern shore of a small peninsula in the Hood Canal just north of the Bangor Naval Station providing a panoramic view of the Cascade Mountains and Mt. Baker. On a really clear day one can also see Mt. Rainier. According to Gerry, submarines can be seen coming and going from their base. The estate was built in the 20s and includes, in addition to a rambling house that will soon be replaced, a guest cottage, a boat house and a number of other auxiliary buildings. Gerry told us that he has had a crew of people working on the grounds since the day they moved in ... and the results attest to the effort.

For years, the McAuliffe home, nursery and garage in Kirkland was the site for many Classic Car Club functions including Grand Classics® and CARavan® stops. So when Gerry and JoAnn moved across the sound to Seabeck we were concerned that we might not see them nearly so often. We were therefore very pleased when they invited us to have an event at their new place on the Olympic Peninsula.

One enters the grounds through the original entrance gate and continues down a narrow, winding driveway through a stand of old cedars. Gerry had us park our cars both in front of the house on the water side, and on one of the sweeping lawns. The yard, which is of course a work-in-process, contains many planted sites throughout the large expanse of lawn containing many both beautiful and whimsical elements. These include a large number of small carved bears and a topiary frame of a golfer.

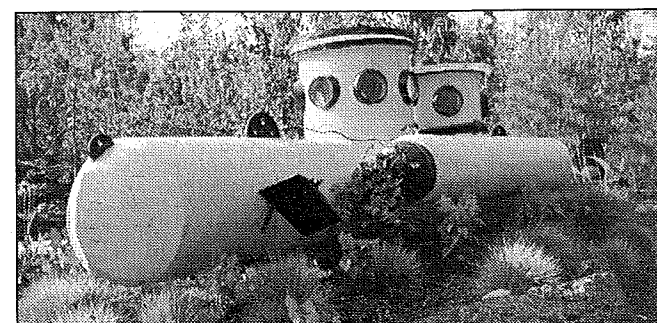
The garage is across the highway on another parcel of land acquired by the McAuliffe's and brought to life by Gerry. In addition to the building there are a series of water features built around the concept of collecting as much of the available rain water as possible, and then recycling it. A brand new vegetable garden, bordered by annuals and perennials, had already grown to Paul Bunyon proportions, with two-foot cucumbers and four-inch diameter beets.

## McAuliffe Picnic, a Grand Affair

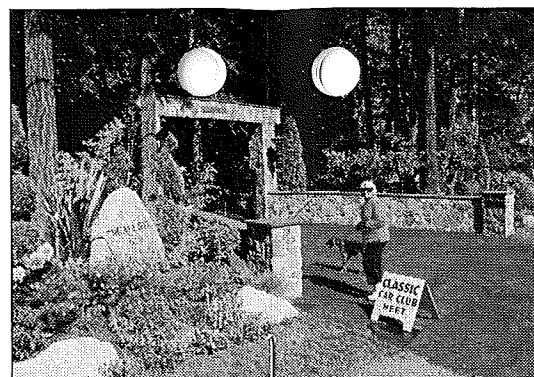
BY LEE ZUKER



The McAuliffe homestead with Seabeck Bay in the background. The car is Gerry's 1941 Packard 160 DeLuxe Convertible Coupe. Gerry and JoAnn's other passion of golf is reflected in the art-form figure.



Gerry's yellow submarine.



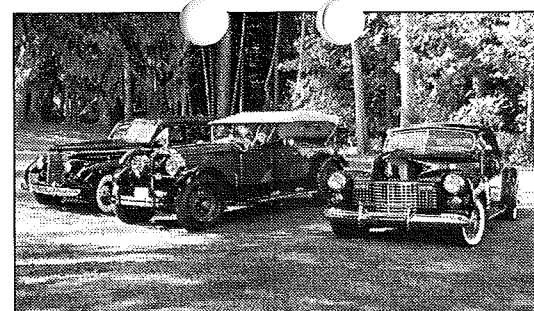
Marlene Zuker and "Ginger" at the entrance to the McAuliffe estate.



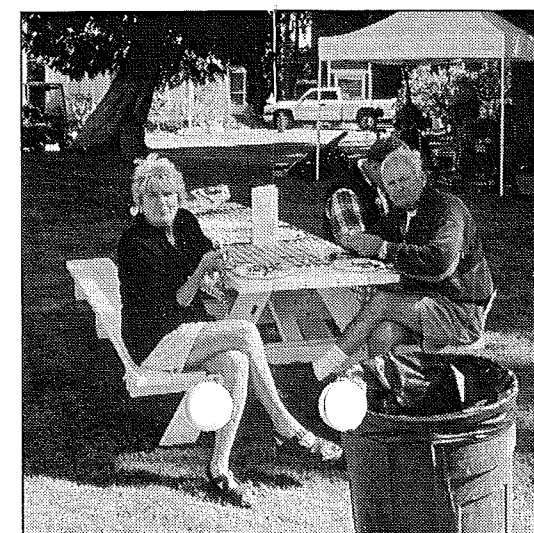
Inside the museum—Gerry's 1935 Rolls-Royce "SHRUBS," a 20/25 Sedan DeVille by H. J. Mulliner in the foreground.



Left to right, Ron Doss, Don Wohltwend and Tommy Crook in the museum.



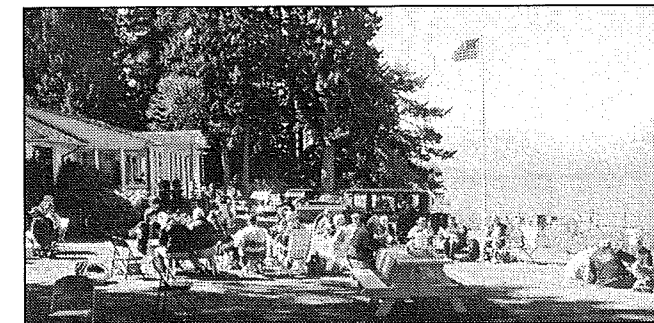
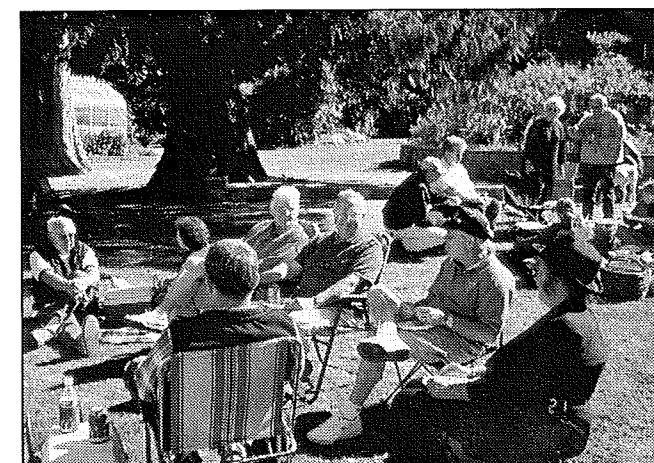
Left to right, Brad Ipsen's 1939 Cadillac 16 Series 90 Fleetwood Limousine, Bruce Armstrong's 1926 Packard 236 Touring Car and Virgil Parker's 1941 Cadillac Series 62 Convertible Coupe.



Our gracious hosts, JoAnn and Gerry McAuliffe.



James Raisbeck and Gerry McAuliffe—two Grumpy Old Men?



Picnic in the waterfront yard, mountains in view across the water and National CCCA member Jim Barnes's 1929 Franklin 135 Sedan parked among the picnicers.

Gerry's new garage is a reflection of his old garage in Kirkland, but more so. The basic building is of prefabricated steel modified to meet his needs in housing not only his automobile collection but also the numerous other collections that he has accumulated over the years: radios, bicycles, hotel keys, automobile mascots, signs, gas station collectibles, etc. Many of the latter are housed in a mini gas-station within the garage. In the inimitable McAuliffe fashion the interior of the building was lined with cedar planking that he had had milled from trees he cut down on the property. The car collection is broad including Full Classics™ and non-classics from a Model T Ford, to a 1934 Rolls-Royce Town Car, to some limited production late model American cars—even a couple of old trucks bearing the "McAuliffe Landscaping" logo.

Walking to and from the garage one notices Gerry's collection of antique farm implements residing in the gardens and on the lawn including a tractor whose radiator has three well-placed holes which spray water into a pond. And perched high on the corner of the property adjacent to the garage is his latest find: a two-man submarine painted, naturally, bright yellow.

After our tour of the garage, we went back to our cars to retrieve our picnic lunches, then on to the lawn overlooking the sound where Gerry and JoAnn had prepared fresh crab, trapped off the end of their dock for us, together with fresh oysters that were being either smoked or barbecued. The McAuliffes also treated us to entertainment with a local blue-grass band, whose upbeat music seemed just right for the occasion and the locale.

We believe that all participants really enjoyed the day and the hospitality and we hope we were right in discerning an indication that we may be able to do this again in the not too distant future. In fact, an annual event would probably be just fine with most of our club members.

Those attending this event included:

Bruce and Betty Armstrong, Carl and Chris Bomstead, Noel and Janet Cook, Tom Crook and Randy Small, Ron and Gayle Doss, Brad and Hyang Cha Ipsen, Gary and Joyce Johnson, John and Victoria Kerr, Gerry and JoAnn McAuliffe, Terry and Barbara McMichael, Hal Medén and Joan Royal, Virgil and Deborah Parker, James and Sherry Raisbeck, Bob Reverman and Yoshi Aertker (now Mrs. Bob Reverman!), Bill and Meri Roberts, Gary and Merrisue Steinman, Tim and Kara Sullivan, John and Cindy Upthegrove, Don and Arlene Wohltwend, Lee and Marlene Zuker. ■



# 2002 PNWR Annual Meeting

STORY BY ED RITTENHOUSE  
PHOTOS BY GARY JOHNSON

The Annual Meeting of the Pacific Northwest Region of the Classic Car Club of America was held November 9, 2002 at the Snoqualmie Ridge Golf Club. It was a dark, rainy night limiting the number of Full Classic™ cars driven to just one. However, the beautiful clubhouse setting and wonderful food made for a successful outing.

During dinner 2002 Director Lee Zuker introduced guests and gave thanks to the 2002 Managers and Officers for their help and service to the Region. The minutes of the 2002 Annual Meeting were approved, the Treasurer's report was given and the results of the election for Board of Managers to the 2003-2005 term were announced. Outgoing Managers John Campbell, Darlene Kohlwes and Stephen Norman were thanked for their service and newly elected Managers Carl Bomstead, Noel Cook and Gary Steinman were welcomed. Officers elected by the Board for 2003 in a meeting just prior to dinner were announced by outgoing Director Zuker as follows: Director, John McGary; Assistant Director, Ed Rittenhouse; Treasurer, John Campbell; Secretary, Arnold Barer; Editor, Bill Deibel. Lee also announced that Copy Editor Hal Medén, Membership Chair Merrisue Steinman and B.C. Liaison John Carlson had agreed to continue in their posts for another year. Lee then turned the meeting over to John McGary.

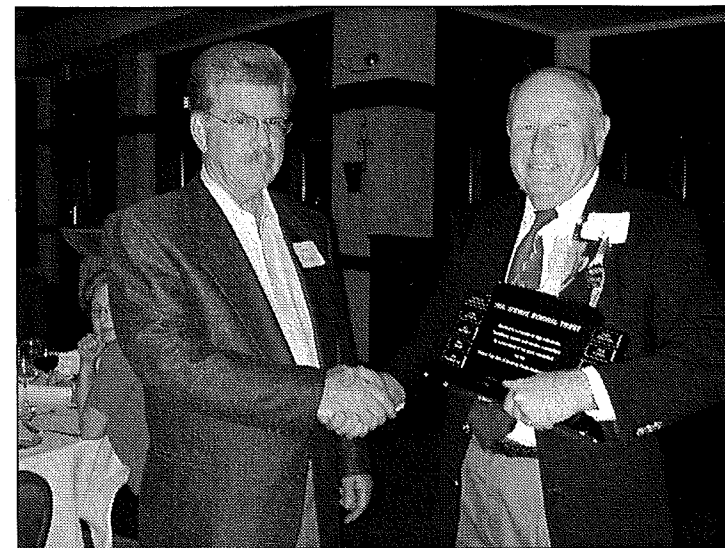
John spoke a few words and presented his goals for the coming year. John then introduced Gary Johnson who presented the Schwarz Award for 2002 to Tommy Crook, and then announced that Bill Deibel and Ron Doss had tied for the 2002 Participation Award. As the 2001 winner, Bill suggested that Ron hold the trophy for the coming year. Both names will appear on the trophy plate. Finally John recognized and thanked the 2002 Event Managers and presented the 2002 Car of the Day Awards as follows:

Event	Chair	Recipient	Car
Holiday Party 2001	Kohlwes	Dan and Gracie Dinsmore	1930 Studebaker President 7-passenger Sedan
Annual Meeting 2001	Zuker	Brian Pollock	1935 Bugatti Type 57 James Young DH Coupe
Sports Car Garage Tour	Hageman	Lee Noble	1936 Rolls-Royce 25/30 Park Ward DH Coupe
Coming Out Party	Bomstead	Glenn and Mary Lynn Mounger	1930 Packard 734 Speedster Runabout
Spring Garden Tour	Barber	Brian and Fran Harding	1940 Cadillac 60S Fleetwood Sedan
Spring Tour to Anton's	Greenfield	Rick Turner and Kathie Olsen	1936 Cord 810 Convertible Coupe
Tech Session at Murray's	Murray	Tom Crook	1934 Packard 1107 Dietrich Convertible Victoria
4th of July Parade	McEwan	Tom Sumner	1941 Lincoln Continental Cabriolet
LeMay Collection	McGary	Arnold and Carol Barer	1929 Franklin 130 Convertible Coupe
Eastside Garage Tour	Barer	Gary and Merrisue Steinman	1948 Lincoln Continental Cabriolet
McAuliffe Picnic	Zuker	John and Victoria Kerr	1934 Packard 1107 Coupe Roadster
Yakima Valley Wine Tour	Norman	Judy and Bill Mote	1936 Bentley 4-1/4-Litre Freestone & Webb Saloon

Following dinner a particularly interesting program was presented on automotive memorabilia by Carl Bomstead. Four items: a Lalique ornament, an oil company sign, a 1930 Keystone Packard fire-truck toy, and an oil can with a picture of a race car were exhibited. The attendees were asked to estimate the value of these items and submit a ballot. Most people did not realize the Lalique was an original early piece worth upwards of \$20,000.00. Even though the sign was a reproduction, it was worth about \$1,000.00 because it was embossed exactly like the original, otherwise well-done and rare. Carl estimated that the fire truck was worth about \$2,000.00 while guesses ranged from \$300.00 to \$3,700.00. He valued the "picture can" at \$1,300. He then gave an interesting talk about automobiles in general. A good lesson to all was that it is important to know the authenticity and market value when purchasing collectible items.

Following coffee and dessert people continued their friendly conversations until it was time to head home.

Members and guests attending were: Marty Anderson, Tom and Susan Armstrong, Arny and Carol Barer, Carl and Chris Bomstead, John and Mary Campbell, Tom Crook and Randy Small, Bill and Karel Deibel, Stan and Valerie Dickison, Denny and Bernie Dochnahl, Ron and Gayle Doss, Gerald and Doreen Greenfield, Peter and Paul Hageman, Gary and Joyce Johnson, John and Victoria Kerr, Tom and Jihl Kinsman, Paul and Janet Lewis, Anne Long, Al McEwan and Sandi Rasmussen, John and Kay McGary, Terry and Barbara McMichael, Hal Medén and Joan Royal, Bill and Judy Mote, Paul Murray, Steve and Annie Norman, Virgil and Deb Parker, Brian and Randy Pollock, Ed and Pam Rittenhouse, Shirley Starr, Tim and Kara Sullivan, David Williams, Conrad Wouters and Rhonda Kaye, Lee and Marlene Zuker.



Gary Johnson, right, presenting the Schwarz Award to Tom Crook.



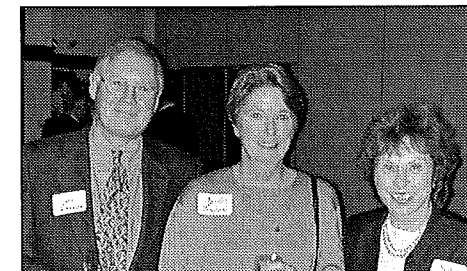
Hal Meden, John Campbell, Sandi Rasmussen and Al McEwan.



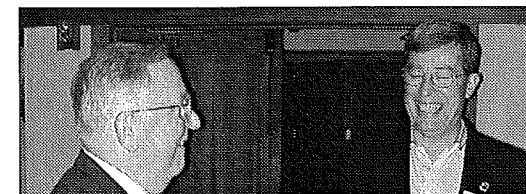
Randy Small and Tommy Crook.



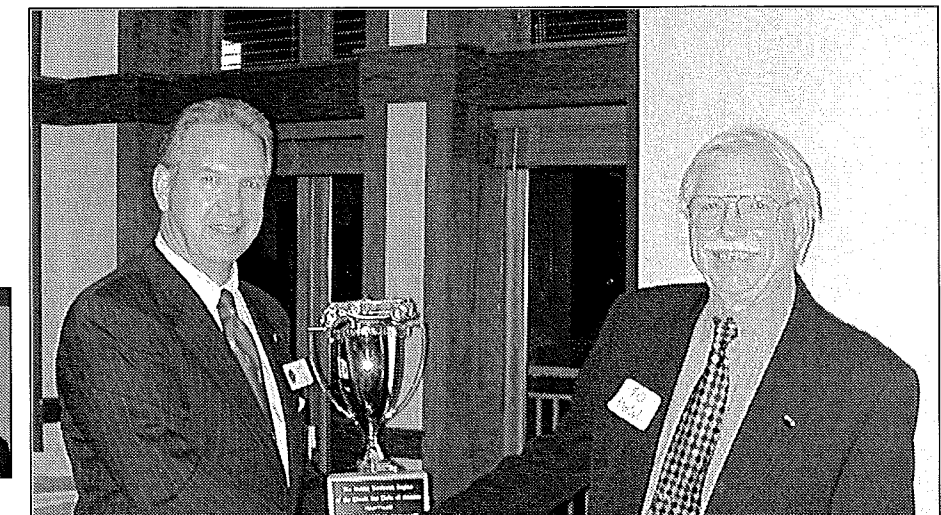
Karel Deibel and Bernadene Dochnahl.



Steve Norman, Anne Norman and Susan Armstrong.



Virgil Parker and Tim Sullivan.



Ron Doss and Bill Deibel sharing the Participation Trophy.



2003 PNWR Director John McGary, right, presenting a plaque to 2002 Director Lee Zuker in recognition for Lee's service to the Region.



Tom Armstrong, Randy and Brian Pollock.



The empty oil "picture can" worth \$1,300.

## Casa Classica?

New waterfont home/carriage house on the east side of Lake Washington. Built to be the caretaker's home and a carriage house-style garage, the buildings will be sold as a single structure. The home has first-class heating, air conditioning and high-tech wiring. The property includes a dock and boat ramp.

This is a lead from Al McEwan who suggests that this place would be ideal for a car collector, particularly one with a boating interest. Al points out that he has no financial interest in the sale of this property, which has not yet been listed.

Call or e-mail Al at 206-999-4485 or [almcewan@msn.com](mailto:almcewan@msn.com).

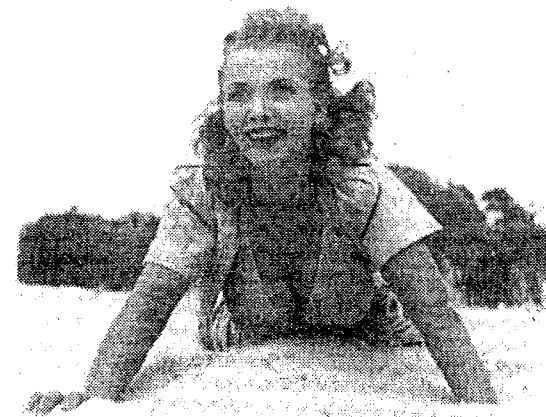
## Classic Trivia Quiz

What major oil company's gasoline in 1941 turned "ping to purr"? Did they put a "tabby" in the tank to do it? See below. Send answers to *Bumper Guardian*.

### Ping Girl

Sirs:

In your June 30 issue of LIFE, you stated that Carole Landis achieved national fame under the title of "Ping



### MAKES MEN PURR

Girl." Will you please explain what a Ping Girl is?

LOIS HICKMAN

Sanger, Calif.

● Ping Girl derives from an oil company advertisement which says: "Changes ping to purr." Ping Girl Landis makes men purr.

## Wanted: Full Classics™

New to the Area or Newly Restored  
for  
Coming Out Party March 30, 2002

Call Carl Bomstead  
425-898-8075

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

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

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

### PACKARD CARBURETOR (Model 426-433)

The Packard carburetor as used on the 426-433 six-cylinder car and 336-343 eight-cylinder car is similar in principle of operation to previous models, as explained on page 140. The carburetion mixture is heated and vaporized by means of an exhaust heated intake manifold.

#### Gasoline System

**General principle:** The gasoline supply of 21 gallons is carried in the main tank at the rear of the frame. From there it is drawn to a vacuum tank on the dash by suction from the engine. From the vacuum tank it flows to the carburetor by gravity. Gasoline gauge: A gauge (the Golan, similar to that shown in Fig. 16, page 650) is mounted on the instrument board to indicate the amount of gasoline in the tank. Gasoline filter: To prevent water and sediment from accumulating in the carburetor, a gasoline filter is located below the vacuum tank in a handy valve position.

<sup>1</sup> Refer to six-cylinder cars (model 426-433). The 8 cyl 336-343 eight-cylinder carburetor is similar.

#### Carburetor

The carburetor is of the automatic float-feed air-valve type, with a single stage spray nozzle and a cylindrical mixing chamber.

**Carburetor control:** The throttle (5) (Fig. 1) of the carburetor may be operated either by means of the throttle lever on the steering wheel sector or the accelerator pedal.

The accelerator pedal is set to have a clearance of  $\frac{1}{4}$ " between pedal and top of footboard when throttle is wide open. A clearance is necessary in order to obtain the full range of throttle opening.

The primary air intake contains a shutter (29) which is normally open and not in use when running. This shutter is operated by the carburetor control on the instrument board, which also operates the auxiliary air valve and is used to choke the engine for starting when cold.

By pulling the carburetor control all the way out, the auxiliary air intake is completely closed and the primary intake practically closed, allowing a very rich mixture to be drawn into the cylinders.

The control should be pushed in, at least part way, as soon as the engine has started firing.

The throttle valve (5) is of the butterfly type and is located in the carburetor body above the spray nozzle (26). It is controlled by a hand lever on the steering wheel and by the accelerator pedal.

An adjustable stop screw (7) holds the throttle valve (5) slightly open and allows a small amount of mixture to reach the cylinders with the throttle lever above the steering wheel in the closed position. The minimum amount of mixture for idling is thus supplied.

To increase the minimum speed, loosen the check nut (8) and turn the set screw (7) to the right. To decrease the speed, back off the set screw.

The auxiliary air valve (32) is in a housing forward of the mixing chamber and is controlled by the tension of two springs (39, 41), one within the other.

At low speed most of the air is admitted through the primary air intake around the spray nozzle (26).

To prevent too rich a mixture at greater throttle openings, the auxiliary air valve (32) is opened because of the increase in suction. The carburetor thus automatically produces a more nearly correct mixture for all engine speeds than could be obtained by manual control.

The normal running position for the carburetor auxiliary air valve is attained when the carburetor control is against the instrument board. The engine while cold, however, will require a richer mixture initially than after it has become warm by running. This rich mixture may be obtained by keeping the control two or three notches out.

Due to the thermodynamic water control, the engine warms up very rapidly and the control should not be allowed to remain out of normal running position any longer than is necessary.

If convenient, idle a cold engine after it has been started before running the car. By allowing the engine to heat up in this way, it will pull with greater efficiency when put under load.<sup>1</sup>

Too rich a mixture supplied to an engine will cause a waste of gasoline, an accumulation of carbon, may seriously interfere with the proper lubrication of the cylinder walls, and is apt to foul spark plugs.

**Caution:** When supplied with too rich a mixture, either through closing the carburetor too much in starting or through opening the engine with the carburetor control too far out, the engine is liable to refuse to run.

To overcome the "loading" open throttle and crank the engine by the starter and with the carburetor control pushed against the dash. After the cylinders are blown out, partially close throttle and start the engine in usual way.

**Auxiliary air valve adjustment:** Permanent adjustment of the auxiliary air valve (32) is made by changing the tension of air valve springs (39 and 41).

<sup>1</sup> A  $\frac{3}{4}$ " gap at spark plugs gives a good spark for slow running and for hard pulling and is the best all around adjustment for this suction tube, as applied to the carburetor with fuelizer, can be seen by referring to Fig. 52, page 140.

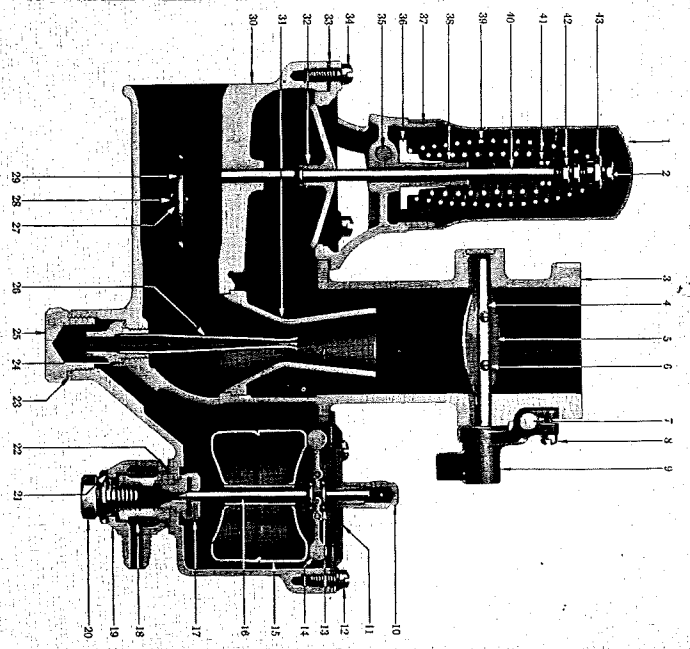


Fig. 1. Sectional view of the Packard six carburetor, as used on model 426-433 (also applies to the eight, model 336-343).  
**Names of parts:** 1, air valve spring adjusting lock nut at top of air valve stem; 2, carburetor body; 3, carburetor body; 4, throttle valve shaft; 5, throttle valve; 6, throttle valve adjusting screw; 7, throttle valve adjusting screw; 8, throttle valve lock screw; 9, throttle valve shaft; 10, carburetor float chamber; 11, needle valve; 12, float assembly; 13, float chamber; 14, float chamber needle valve; 15, float chamber needle valve seat; 16, float assembly; 17, float chamber needle valve; 18, gasoline inlet tube connection screen; 19, gasoline inlet tube connection; 20, gasoline inlet tube connection screw; 21, gasoline inlet tube connection gasket—small; 22, gasoline inlet tube connection gasket—large; 23, body plug gasket; 24, spray tube gasket; 25, body plug; 26, spray or nozzle tube; 27, air valve stem; 28, air valve stem; 29, air valve shutter; 30, air valve shutter; 31, air valve shutter; 32, auxiliary air valve; 33, air valve stem; 34, air valve stem; 35, air valve stem; 36, air valve stem; 37, air valve stem; 38, air valve stem; 39, air valve spring; 40, air valve spring; 41, air valve spring; 42, air valve spring; 43, air valve spring adjusting nut.

These springs which control the action of the valve are, in addition, adjusted for temporarily varying operating conditions by means of a cam on camshaft (35) which is operated by the carburetor control on the instrument board.

The proper adjustment for normal running conditions is obtained when the carburetor control is against the instrument board. To enrich the mixture, pull the control out as required.

The auxiliary air valve (32) itself should be adjusted to the least possible mixture at which the engine will idle properly when hot.

The dash adjustment should be pushed all the way in and the air valve (32) should have a  $\frac{3}{4}$ " drop from its seat when depressed to the point where air valve spring nut (42) touches inside spring (41).

To check, proceed as follows: Push the carburetor control all the way in. Measure height of top of air valve stem (40) from some fixed point on the engine. Depress air valve until nut (42) strikes inside spring (41). Measure height of top of stem as before. The difference in these two measurements is the air valve drop.

The outer spring (39) should be adjusted so that the air valve just touches its seat when the carburetor control is against the dash. Then with the engine warm reduce compression of this spring as much as possible, retaining smooth engine operation.

Make sure that air adjusting connecting rod clevis is so adjusted that the air shutter (29) completely closes when the carburetor control on the instrument board is pulled all the way out.

**Caution:** In warm weather, or if the engine is warm, the mixture may be so rich if the carburetor control is pulled out too far that the charge will not ignite and the surplus of unburned gasoline may interfere with the proper lubrication of the cylinder walls. See Caution in left column.

**Suction tube:** A suction tube leads from the base of the spray mixing tube (26) into the upper part of the mixing chamber above the throttle valve.

The function of this tube is to prevent loading of the engine when it is idled or driven by the car in coasting with the clutch engaged. This is accomplished by the tube removing the gasoline which collects in carburetor body due to condensation.

It also prevents loading under continued low throttle driving and aids in giving immediate response in acceleration.

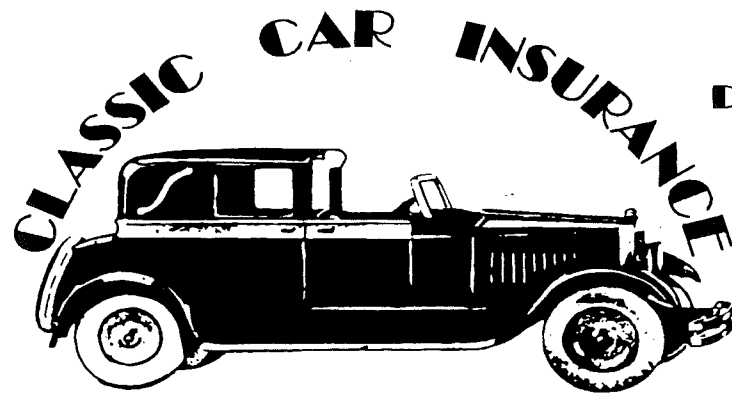
Failure of the suction tube to function properly is evidenced usually by gasoline dripping from the carburetor and by loading of the engine as described.

The cause of failure would be air leakage into the tube or connections, or, more frequently, clogging of the passage way either in the tube elbow or carburetor body.

The best way to clean this passage way is to remove the tube and blow it out, together with the lower elbow connection and the drilled leads in the carburetor, with compressed air.

**Float-level adjustment:** The needle valve (16) (Fig. 1) must have not less than  $\frac{1}{4}$ " movement. Needle valve (16) and needle tube (26) float weights (14) must be approximately horizontal (position as shown in Fig. 1).





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### Yakima Valley Wine Tour continued from page 8

At 7:00 that evening we went into Yakima to the Convention Center. We had a very big room with 25-foot ceilings as our banquet room. There was more than enough room for everyone. What a feast. All arranged by Lee's family connections. No one went home hungry.

We again met in the Breakfast room of the Oxford Suites on Sunday October 20 for instructions and new opportunities. Those of us that were going back to Seattle were instructed to meet at the parking lot to depart toward Seattle at 9:30 a.m.

Doug Breithaupt was leading the group of 12 cars in his Red Ferrari followed by a Maranello, 4-1/4 Bentley, the other Ferraris, BMWs, and a 6-1/2 Bentley—all trailed by an old Suburban towing an empty trailer. What a picture.

We took the freeway out of Yakima and exited at the Selah exit and headed through Selah onto Highway 823, N. Selah Loop Road, Gore Road, S. Wenas Road and onto Old Naches Highway, stop at Naches Avenue, left onto W. Fourth St, onto Old Naches Highway again and then onto Highway 410. All of this cross-country travel is on simple narrow county roads toward Chinook Pass.

We regrouped at Highway 410 and took off toward Whistling Jack's Lodge 20 miles away. All of the cars stayed fairly close together considering the differences in power and weight. The Ferraris, BMWs and a lone Bentley 4-1/4 led the whole way with the old 6-1/2 Bentley and a Suburban following the group. We visited the facilities at Whistling Jack's Lodge while waiting for the leaders to start heading West. We need to visit Whistling Jack's again. It looks like a great place for lunch. We continued



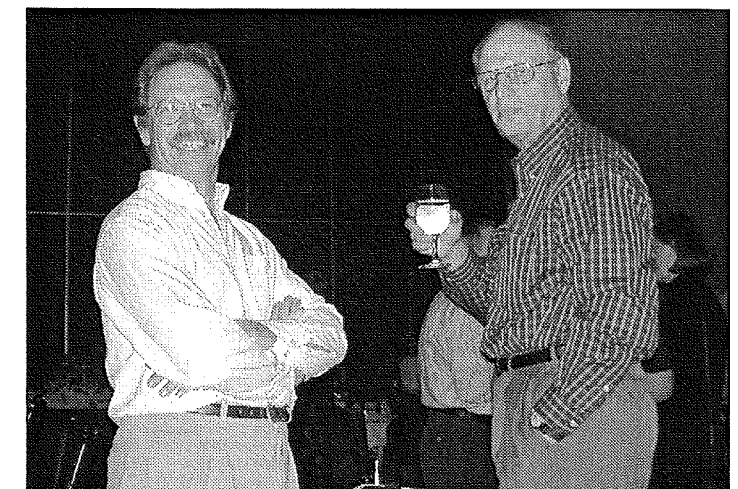
Line-up for photo-op on Chinook Pass.

on West with several stops at photo opportunities on Chinook Pass. What fun to see a line of 12 unique autos all lined up on the side of the road.

Doug had arranged for lunch at the Mazatlan Restaurant in Enumclaw. We made the drive to Enumclaw, even with plenty of photo ops, in lots of time to have a huge brunch at the Mazatlan. We recommend that you stop there the next time you are on Highway 410.

I hope that you enjoy the photos. If you would like to see other photos of the trip, look on Eric Hawley's site for his photos. Eric is the publisher and photographer for the Ferrari Club. His site is [www.brokenpoint.net/fclub/yakima/index.htm](http://www.brokenpoint.net/fclub/yakima/index.htm).

Thanks to Lee and Doug for the great event. We look forward to having more CCCA members join this event next year. ■



Event Managers, PNWR Director Lee Zuker, right, and BMW Club/Ferrari Club rallymaster Doug Breithaupt.

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**PNWR Board of Managers Meeting  
Wednesday, September 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, Treasurer Campbell, Secretary Barer, Manager Norton and members Medén, Herstein, Turner, Rittenhouse, Mote and associate member Marlene Zuker. Absent were Assistant Director McGary and Managers Wouters, Reverman, Murray and Kohlwes.

The minutes of the previous managers' meeting held August 7, 2002 were approved with changes. Treasurer Campbell reported a balance of \$41,632 including funds in the CARavan® Account. Director Zuker reported on membership. Merrisue Steinman has now brought the membership list substantially up to date. There was a discussion of *Bumper Guardian* costs. Norm Herstein suggested that we investigate pre-printing "shells" for the *BG*.

Director Zuker reported his conversations with Phil Grisham on the actions by the National Board. The pre-1925 classification program is going well. The board has refused status for late 30s Buick Roadmasters. Most importantly, the National Board has adopted a policy precluding discrimination against cars based upon age for CARavan® events. This later policy apparently is designed to end practices such as ours of running a CARavan® for earlier cars.

Director Zuker revisited the *Bumper Guardian* editorial policy. The specific added language to the Editorial Practices Statement suggested by the editor to implement last month's policy statement adopted by the Board is reflected in item #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.**

A. Barer reported on the new children's car seat legislation. It is coordinated with the existing seat belt legislation. Thus, if a car is not required to have seat belts, it is not required to have children's car seats. He also reported on the August 3, Garage Tour and the LeMay open house. Lee Zuker reported on the Jerry McAuliffe Garage Tour and Picnic. Steve Norman reported on the October 18 Fall Wine Tour, urging members to sign up early. Ed Rittenhouse reported on the progress of the planning for the November 9 Annual Meeting at Snoqualmie Ridge Country Club. Carl Bomstead will present a program.

Manager Zuker announced that he had designated John Campbell, Bill Mote and Peter Hageman as members of the 2003 Nominating Committee. He then discussed the necessary procedure.

There not being a quorum present for business, the meeting was adjourned at 8:20 p.m. The next meeting will be October 2, 2002

**PNWR Board of Managers Meeting  
Wednesday, October 2, 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 Reverman, Kohlwes, Wouters, Murray and members Barber, McEwan, Greenfield, Hageman, Medén, Mote, Gary Steinman, Merrisue Steinman, Linke, Pollack, Rittenhouse, Turner, and Marlene Zuker. Absent was Manager Norman.

The minutes of the previous Managers Meeting held September 5, 2002 were approved with changes. Treasurer Campbell reported a balance of \$39,325 including funds in all accounts. Merrisue Steinman reported on the progress getting the membership list up to date. There was discussion of how the ballots for the election of 2003-2005 Managers would be mailed.

Bill Deibel discussed the *Bumper Guardian*. It is currently at the printer. There was a reprise on the issue of publication standards. The revisions to Standard 12 have been adopted. Bill pointed out that National Policies require that names of participants in events be set forth in articles. Thus this should be done if at all possible.

There was a short post CARavan® report by Al McEwan. The disposition of vests, bags, name tags, license plates tour books and tour plaques was agreed to. Some will become door or raffle prizes.

John Campbell gave the report of the nominating committee. The nominees for manager positions are Noel Cook, Gary Steinman and Carl Bomstead. Each will stand for election unopposed for a three-year term from November 2002 thru November 2005. In order to configure the 2003 Board of Managers in accordance with the recent change in by-laws reducing the number of Managers to nine, three each serving three-year successive terms, Lee Zuker agreed to resign the remaining two years of his Board term.

Director Zuker reported on the *McAuliffe Picnic* of September 21. It was a great success. Zuker also briefed the members on the plans for the upcoming October 18-20 *Wine Tour to Yakima*. It will feature a catered lunch at Silver Lake Winery and a banquet at the Yakima Convention Center. The event will be headquartered at the Oxford Suites. Ed Rittenhouse reported on the progress of the planning for the November 9 **Annual Meeting** at Snoqualmie Ridge Country Club. Carl Bomstead will present a program. Assistant Director McGary reported on the **Holiday Party** scheduled for December 8, 2002. As usual Darlene Kohlwes will be handling the program while he is handling the administrative details. There will be wonderful entertainment, but we do need more door prizes. McGary also reminded the members of the **National Annual Meeting to be held in St. Augustine, Florida Jan 8-12, 2003**. It promises to be spectacular event in a truly wonderful venue.

Bill Deibel reported on the Washington Car Club Council meeting. There was discussion of the problems faced by the LeMay family with cars stored on their property as reported in the WCCC meeting. Lee Zuker raised the question of whether we wanted to make a nomination to National for the Classic Spirit Award.

The next meeting will be at 5:15 p.m., November 9, 2002 before the annual meeting. The meeting adjourned at 9:00 p.m.

**PNWR Board of Managers Meeting  
Saturday November 9, 2002  
Reported by Army Barer, Secretary**

The meeting, held at Snoqualmie Ridge Country Club, was called to order by Director Zuker at 5:15 p.m. In attendance were Director Zuker, Assistant Director McGary, Treasurer Campbell, Secretary Barer, Managers Wouters, Murray, Norman and members Rittenhouse, Marlene Zuker and Kay McGary. Absent were Editor Deibel and members Kohlwes and Reverman.

The minutes of the previous Managers Meeting held October 2, 2002 were approved with changes. Treasurer Campbell reported a balance of \$36,942 including funds in all accounts. He also presented a detailed analysis of results from operations for the previous fiscal year.

Army Barer reported on the ballots for Managers and the winners of the activity Participation Award. Our new Managers will be Carl Bomstead, Gary Steinman and Noel Cook.

Steve Norman gave a brief report on the success of the **Yakima Valley Wine Tour** held October 18-20. Although the participation from our organization was light, there was a good showing from the other organizations. All participants had an excellent time.

The Managers then held an election for Officers for the coming fiscal year. Upon nomination, the following officers were duly elected for the 2003 year.

Director:	John McGary
Assistant Director:	Ed Rittenhouse
Treasurer:	John Campbell
Secretary:	Arnold Barer
Editor:	Bill Deibel

Proper motion was made and approved to fill special posts as follows:

Copy Editor:	Hal Meden
Membership Chair:	Merrisue Steinman
B.C. Liaison:	John Carlson

Upon motion by John McGary thanks were given by the board to Lee Zuker for his excellent leadership and to all members leaving the board for their wonderful service.

John also noted that, to ensure continuity, it would be necessary to recruit one or more persons to understudy the Editor since Bill Deibel has announced that he does not wish to continue as editor after the end of 2003 and Copy Editor Hal Meden also wishes to step down at that time as.

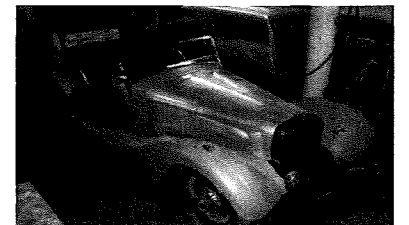
There being no further business the meeting adjourned at 5:50 p.m.



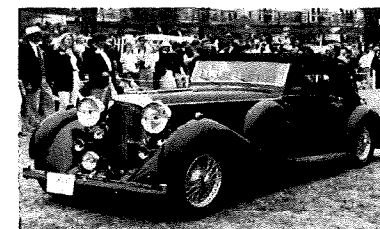
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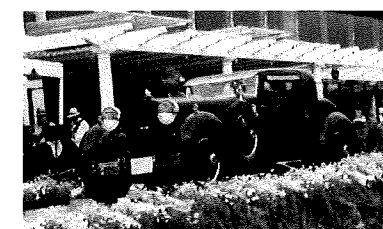
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# 2003 PNWR CALENDAR OF EVENTS

## DATE

## EVENT

## MANAGER

**JAN. 8-12**

**CCCA NATIONAL ANNUAL MTG.**

**FEB. 2**

**GENERAL PETROLEUM MUSEUM**

**RITTENHOUSE**

**MAR. 29**

**COMING OUT PARTY**

**BOMSTEAD**

**APR. 27?**

**GARDEN TOUR W/ CAD-LASALLE**

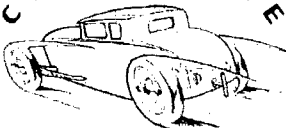
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