



BUMPER GUARDIAN



**1941 CADILLAC SERIES 62
CONVERTIBLE COUPE**

Bob Reverman

April - June 2003



BUMPER GUARDIAN

Pacific Northwest Region
Classic Car Club of America

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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.

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A Note from the Director

Dear Members:

We have reached the mid-point of the year when all excuses for not driving our Full Classic® automobiles come to an end. The Board has been working very hard this year to provide driving events with a broad appeal for a wide array of interests and ages in keeping with our theme "The Next Generation." The next several events should do just that: The Yarrow Point 4th of July Parade, the Summer Picnic on August 2 and the Tacoma Museum of Glass on October 18.

I would like to encourage members to suggest ideas for future events. You are all invited to attend the monthly Board meetings at 7:00 p.m. on the first Wednesday of each month at Jonah's restaurant located in the Bellevue Inn. Or, send me your thoughts by e-mail on any Club matter at John@mcgary.cc. If requested I will add you to the e-mail list of Board Members and others who receive a reminder and the Agenda before each meeting.

Currently the Board is starting to plan for the next Pacific Northwest Grand Classic.® Gary Steinman has agreed to be the Coordinator and a Steering Committee has been formed to guide preparation for the event. The date has not yet been selected. Let Gary know if you are willing to help stage this event.

Because of the dedicated effort by the Board and other members the first half of the year has gone smoothly. I'm sure the same will hold true for the second half.

JOHN A. MCGARY

Yarrow Point July 4th Parade

Every year since 1976 Yarrow and Hunts Points have celebrated Independence Day in the old-fashioned, small town manner. There are many and varied activities for all ages spread over the three-day weekend, but the high point has always been the parade. The parade is held on the 4th (Friday) at 11:00 a.m. and many of the CCCA members have been participating in this event for years. At the end of the parade everyone has the opportunity to stuff themselves with the best hot dogs, strawberry shortcake, beer, and pop that money can buy. And better yet, these goodies are at old-fashioned prices. In past years this parade has thrilled the residents with multiple Duesenbergs, Hispano-Suiza, Mercedes Benz 540ks Cadillac 8, 12 & 16s, Packard 8 & 12s and just about every other make of classic car. Join us this year and bring the family. It is what a 4th of July celebration is all about.

Be at the 92nd Ave. N.E. overpass where it crosses Route 520 (Entrance to Yarrow Point) by 10:30 a.m. and you will be given parking instructions.

Hope to see you on the 4th! If you have any questions call Al McEwan at 425-454-3671.

My Lotus Cream Dream

STORY BY BOB REVERMAN
PHOTOS BY BILL DEIBEL

It was late Summer, 1940, America was emerging from the depression, already World War II was raging in Europe and Cadillac was introducing its new 1941 line highlighted by the smashing Series 62 Convertible Coupe.

As a young boy, I loved this car. It meant luxury, style and success. It was stunningly beautiful. I wanted it in 1940, but had to wait until 1998 to acquire it.

It started with a phone call. Was I interested in a 1941 Cadillac Convertible? The car was located in a little town 50 miles north of Des Moines, Iowa.

On a clear winter day, I made a call to Iowa and set up an appointment to see this Caddy, described as a driver.

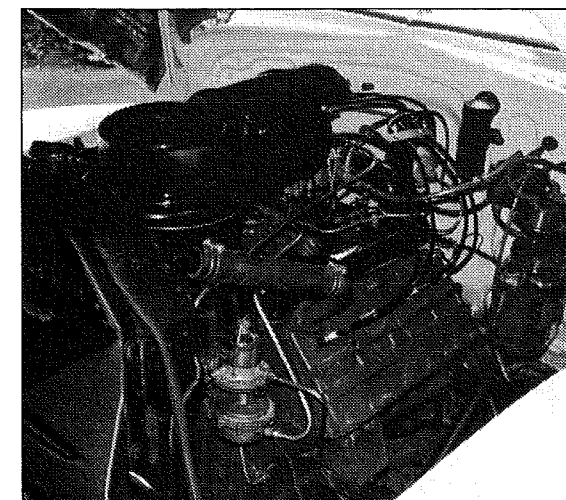
An airline ticket was purchased via Chicago to Des Moines. I rented a car, drove 50 miles across the flat, white land of winter Iowa to a little town, and then a mile more out to a big old 1890s farmhouse with a big barn out in back.

The seller greeted me with a friendly smile, and said the Cadillac was in the barn next to his well-digging equipment. It was about as described: yellow paint, 60s interior and J.C. Penny white-sidewall tires.

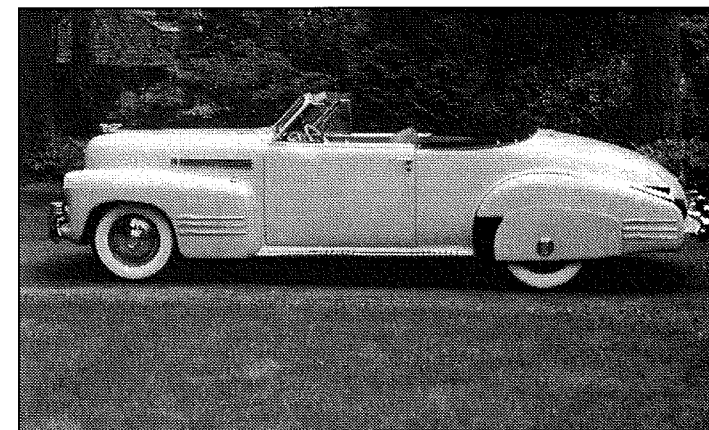
Would I like to drive it? Sure, I said. We took off down the two-lane country road. The '41 Caddy handled well, body seemed tight, engine sounded good. I was pleased.

Seller invited me to lunch back in the little town, only restaurant, he knew everyone. The food was basic but good.

Then it was time to talk business. We went to a small local bank. After negotiating, a deal was made and I finally owned a 1941 Series 62 Cadillac Convertible Coupe.



In 1941 Cadillac raised their V8's horsepower rating to 150.



Lovely fender skirts with matching wheel-cover emblem were standard on 1941 Cadillac Series 62 Deluxe models such as Bob's Convertible Coupe, Style 41-6267D.

Now the rest of the story.

I was excited when the car arrived in Bellevue in a good shape.

I had planed to clean it up and drive it as is. Sure, sure you've heard that story before.

Well, maybe I'll have it painted, how 'bout the chrome and etc, etc, etc.

Several years later it is finally done. Best in Class at the annual Cadillac Picnic. Introduced at PNWR Coming Out Party.

But *best of all*, it's great fun to drive my Lotus Cream Dream—the '41 Cadillac Convertible I've wanted since 1940. ■

Continued next page.



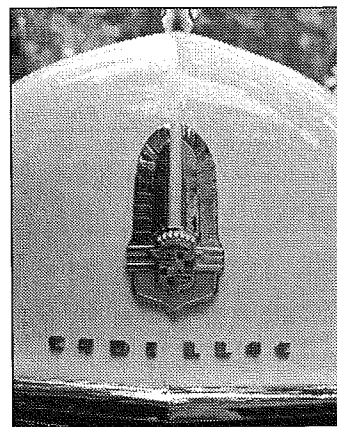
Sayonara!

My Lotus Cream Dream

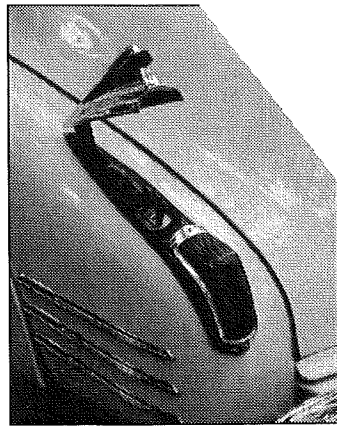
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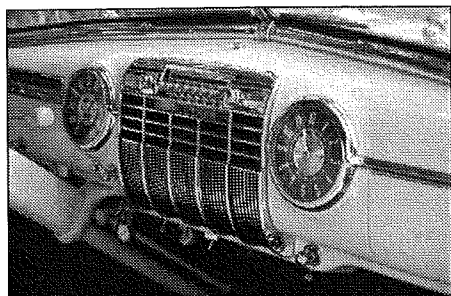
The Cadillac Goddess for 1941.



The Cadillac radiator badge for 1941.



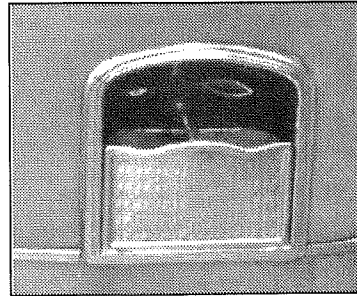
Gas cap concealed in left taillight. A Cadillac feature introduced in 1941 that would endure for many years thereafter.



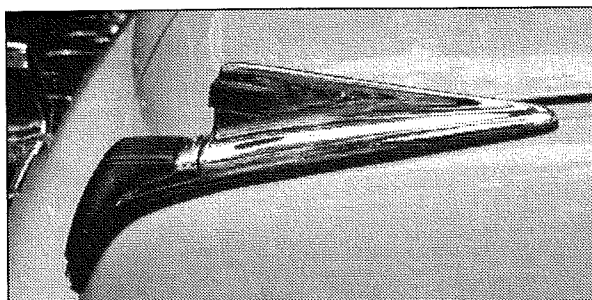
Cadillac Special Feature 41-7, Front Compartment Special Finish—Instrument panel, steering column and hand brake lever painted a special color. \$10.00 extra, list price. (Here, the body color was chosen over the standard wood-grain finish.)



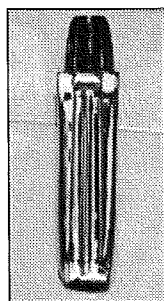
Hydra-Matic Drive, new for Cadillac in 1941, had no "park" position.



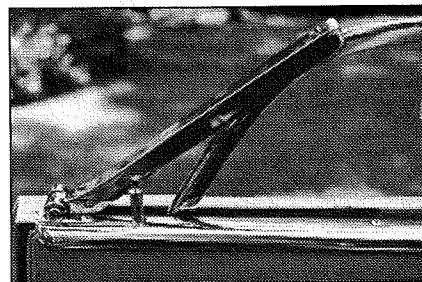
Fussy art-deco rear-seat ash tray was a carry-over piece of hardware from an earlier period. It was continued through 1947.



1941 finned taillight was a harbinger for Cadillac's signature tailfins that started in 1948.



1941 was the last year Cadillac used external trunk lid hinges—note the detail.



Ingenious Fisher body feature for the convertible coupe was this hinged, chrome bracket that supported the trailing edge of the door glass when raised and covered the gap left in the door sill caused by the curved corner of the glass when lowered.

More photos on back cover

HCCA-CCCA Tour to Anton's Sunday May 4, 2003

BY GERALD GREENFIELD

The first Sunday in May has been the traditional date for the Sea-Tac HCCA Brunch Tour to Anton's Restaurant in Puyallup. This has always been a well-attended event and this year was no exception. Over 50 Antique and Full Classic® cars and well over 150 people enjoyed an exciting Sunday morning tour through South King and North Pierce counties led by tour hosts Doreen and Gerald Greenfield.

The festivities began at Gordon Apker's collection in Zenith. Gordon and Janet opened the barn doors for all to enjoy the fabulous collection of cars and memorabilia. The HCCA provided coffee and donuts and the PNWR enhanced the parking area with a display of wonderful Full Classics.®

By 10:00 a.m. the group was ready for a tour of the Kent Valley area. The sky was overcast but the forecasted showers held off as the group toured toward the Super Mall in Auburn for a quick rest stop and regrouping. Following a brief stretch the tour continued toward the Lake Tapps area. Then the forecasted showers finally arrived as we circled the east side of the lake. Heading further east toward Buckley the cars were spread out over quite a distance due to the fact that an assortment of brass-era cars including a 1913 Cadillac added a real touch of class to the group. Leaving Buckley the tour proceeded to Wilkeson, then on to Carbonado and across a single-lane historic bridge. By this time everyone must have felt we were getting close to Mount Rainier. It was now 12:00 noon and everyone was getting hungry.

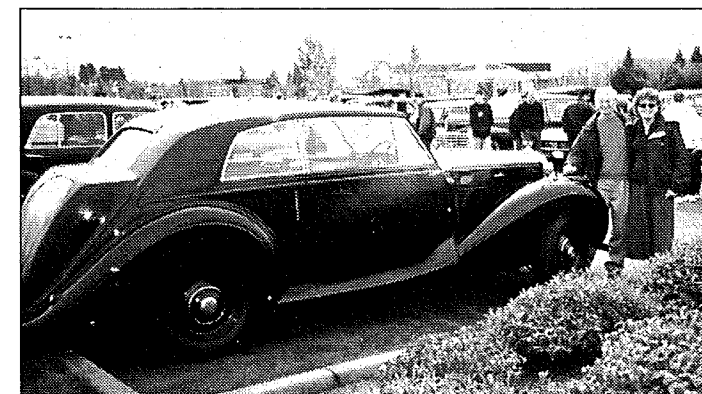
A quick turn around was made and we were off toward Orting and then on to Puyallup. By 12:45 the famished travelers arrived at Anton's where a sumptuous buffet was ready. Following the brunch all of the clubs in attendance were recognized and future events were announced. ■



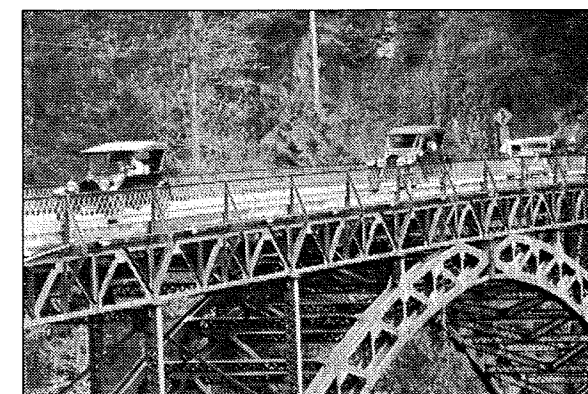
Gordon and Janet Apker in front of Tommy Crook's 1939 Cadillac Series 75 Convertible Sedan—Apker barn in the background.



Paul Murray holds the door for John and Pat Dennis arriving in their 1937 Cord 812 Supercharged Beverly.



Terry and Barbara McMichael posing proudly with their recently acquired 1947 Bentley Mark VI James Young Coupe. (See "Coming Out Party" and "Gig Harbor Garden Tour" for additional photos—not everyone gets triple-exposure in the BG!)



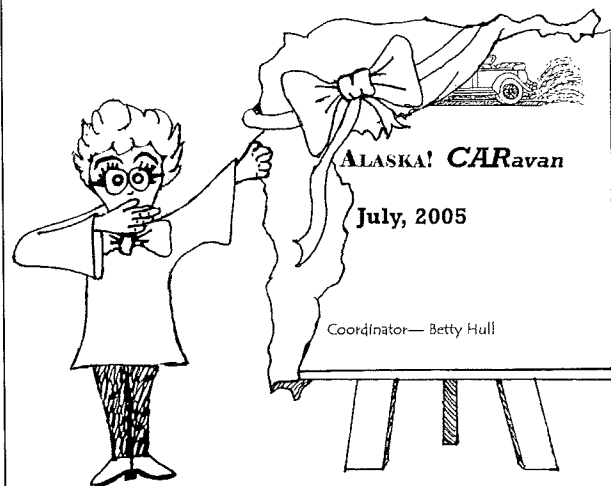
Horseless carriages on the historic one-lane trestle near Carbonado.

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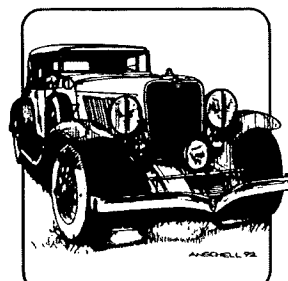
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GIG HARBOR GARDEN TOUR

STORY BY TED BARBER
PHOTOS BY ARNY AND SAM BARER

The April 27, 2003 Garden Tour for the Pacific Northwest Regions of both the Classic Car Club of America and the Cadillac-LaSalle Club was like preceding tours, a great success. The weather co-operated beautifully with a clear sunny day throughout. Deacon Henry Fleetwood (a 1940 Cadillac Series 72 Fleetwood Touring Sedan) awoke promptly as usual and we drove down I-5 and across the Nalley Valley to Route 16. Going over the Narrows Bridge, I remembered some of its

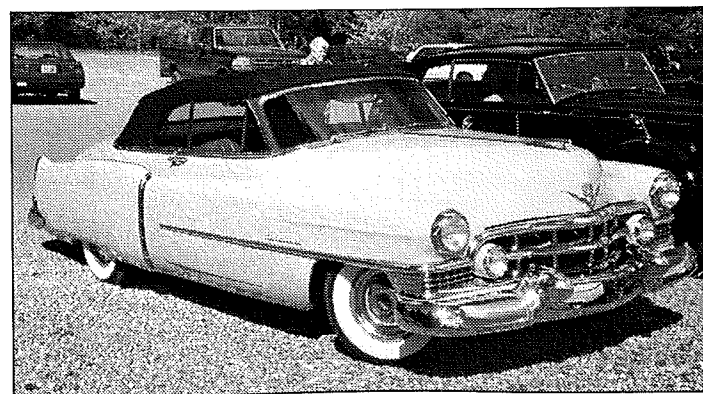


Sam Barer, next year's PNWR Editor.

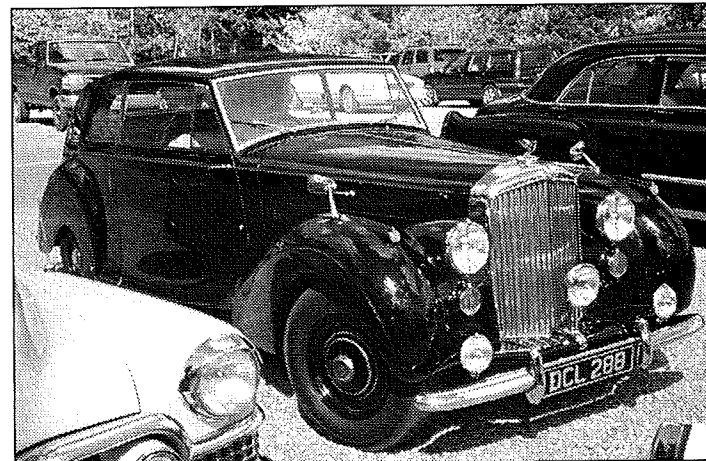
Cabriolet); Joe and Barbara Carman ('41 Packard 180 LeBaron Sport Brougham); Terry and Barbara McMichael ('47 Bentley Mk VI Coupe by James Young); Greg Nolan ('52 Hooper-bodied Rolls-Royce <nc>) with friends Bill Trombley and David Weatherford; John Voight ('65 Cobra <nc>), Dale Williams; and Lee and Marlene Zuker.

Cadillac-LaSalle Club members attending were: Sig Chrey and Bonnie Fors ('49

Series 61 Coupe), Larry Clark ('78 Sedan DeVille), Keith and Evelyn Ferrans ('67 Convertible), Sandy and Christine Haas, Virginia Houser, Doug and Kathy Huttenstine ('49 Series 62 Sedan), Don and Kathrin Janssen ('62 Convertible), Don Miholovich and Joni Reis ('62 Coupe DeVille) with friends Galen and Stephanie Goodwin, Ted and Aileen Miholovich (in their faithful Mercedes diesel), Tom Rickey and his daughter ('93 Allante), Bill and Mary Chee Sandell ('68 Sedan DeVille), Richard and Stephanie Satter ('71 Eldorado), Don and Goldie Silverman ('37 LaSalle Sedan), Robert Sondheim and Roger Haydon ('51 Convertible) along with Sally Sondheim, Margie



1951 Cadillac Series 62 Convertible Coupe (nc) owned by Robert Sondheim of the Cadillac LaSalle Club.



1947 Bentley Mark VI James Young Coupe owned by Terry and Barbara McMichael.

colorful past in windstorms and earthquakes. We crossed without incident and soon came to the Gig Harbor exit where we turned off and drove on to the Peninsula Gardens Nursery where a number of CCCA and CLC members had already gathered. Classic Car Club members and some of their interesting vehicles included Bill & Lucy Allard ('48 Chrysler Town & Country <nc>); Ted Barber ('40 Cadillac Series 72 Fleetwood Touring Sedan); Arny Barer ('29 Franklin 130 Convertible Coupe); Arny's son, Sam, with his daughter (Corvette <nc>), Sam's in-laws, Gary and Merrisue Steinman, ('48 Lincoln Continental

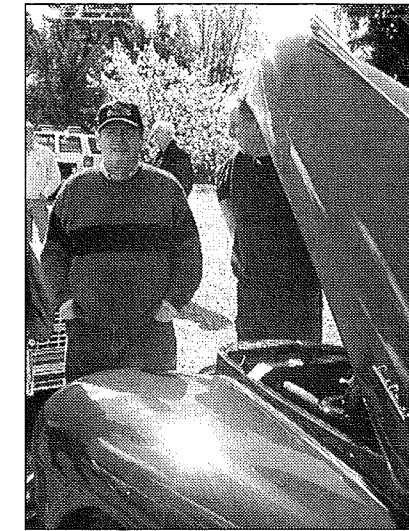
and Jack Van Volkenburg (Buick), and Robert Witham ('60 Coupe DeVille) with Doug Steeves. (Cars in this group are Cadillacs except as noted and are all non-classic.)

Our apologies if we've left anyone out or have any names wrong.

When folks had finished tire kicking and nursery purchasing (see photos), we started for Mary Davis's home with two landmarks in mind: a red barn (turn left) and a purple horse (you've arrived). This home and its gardens were the highlight of the tour. The house is an original design by Mrs. Davis and her husband, both architects, with a northwest feel for blending with its surroundings and flowing spaces reminiscent of Frank Lloyd Wright at his best but with some really great features such as plenty of storage space. Lots of outside glass provides great views of the sheltered cove and well-placed sliding glass doors allow easy access. "Inside" seems to flow "outside" seamlessly. Art objects are skillfully placed inside and outside the house. One of the more whimsical "sculptures" is the purple horse. Mary had wanted a real horse to "mow the grass", but her husband objected. She found a full-size cast resin horse in a catalog and had it painted a pale purple and surprised her husband with a "horse of another color." Anyway, the horse stayed, a



1949 Cadillac Series 61 Coupe (nc) owned by Sig Chrey of Cadillac LaSalle Club.

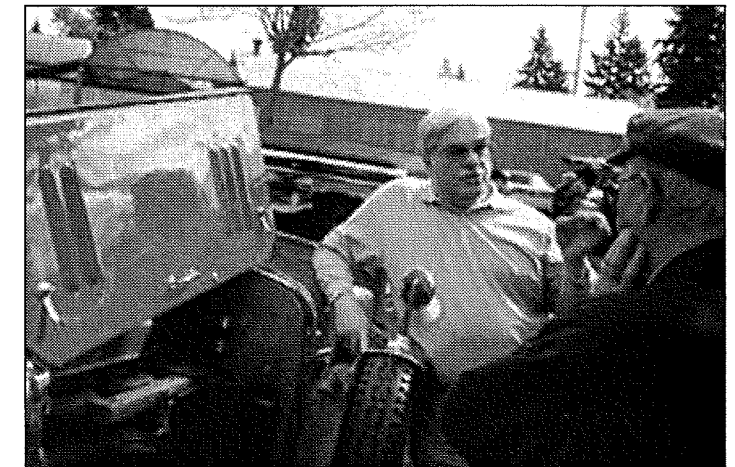


Gary Steinman in front of his 1948 Lincoln Continental's yawning hood.

permanent fixture in the beautiful gardens.

The next stop was lunch at the Harbor Inn. Service was a bit slow for some, but the food was good and the conversation great as always. Some folks had time to visit the many shops in Gig Harbor. Our final stop was the Elandan Gardens about 16 miles further out on Route 16. The Bonsai plants displayed there are famous and well worth a seeing but many people on the tour decided to shorten this stop to a brief look or to omit

it altogether. One of the best features of this establishment is



Arny Barer giving the low-down on his 1929 Franklin 130 Convertible Coupe.

"Asia", an English sheep dog who is definitely not Bonsai-proportioned.

Several of us on the tour decided to take the Bremerton ferry back to Seattle. After a short drive and a leisurely wait we did so for a restful return home. Thanks go to the nursery and gardens we visited, especially to Mary Davis for letting us see her wonderful home, but really special commendations go to Bob Sondheim and especially to his mother Sally for arranging for us to see these great places, not only this year but for the past several years. Great going, Bob and Sally! Thank you very much from both clubs. ■

Classics, Rock 'n Roll and Fun at My Girl Drive-in Event

BY SAM BARER

Over 50 Classic Car Club of America members and friends experienced a hunka-hunka good time at the My Girl Drive-in event June 1. Located in Kingston, WA, My Girl Drive-in Museum is an authentic replica of a 1950s diner.

Full Classics® started rolling into the six-acre site around 11:30 a.m. Club members and guests browsed through the 5,300 square feet of collectibles: antique toys, chain saws, outboard motors, engines and of course vintage cars including two Full Classics®--a 1931 Packard 833 Touring Sedan (for sale-see ad) and a 1932 Cadillac 370B V12 Touring Sedan. And whether sitting on a stool at the counter or in a booth, the fried-chicken lunch was enjoyed by all.

At noon, Danny Vernon, the internationally recognized Elvis impersonator took the museum bandstand. Vernon wowed the crowd with his performances of classic Elvis tunes, and even looked the part with one set in black leather "early Elvis" attire, and completing the show in the iconic white rhinestone-embazoned "late Elvis" jumpsuit.

Club members showed their moves on the dance floor, including Gary Johnson, who danced in the very same blue-suede shoes he wore in high school.

In between listening to Elvis and looking at the many historically significant pieces of memorabilia, attendees took in the 13 Full Classics® parked outside. It was easy to find a "man who owns one," as no less than seven Packards surrounded the diner, including Dick and Joyce Galleher's wonderful 1938 Darrin; Ed and Pam Rittenhouse's two fantastic 1934 eight-cylinder cars, a Sedan and a Convertible Sedan by Dietrich; Del Barton's breathtaking 1933 V12 Coupe Roadster and the 1940 Super 8 160 Club Coupe with factory air-conditioning (an industry first by Packard that year), owned by Bill Deibel.

After "coming out" this year, the 1934 Nash Ambassador Eight Sedan owned by Terry and Cherry Jarvis was also sitting pretty among other Full Classics®, including a Franklin, Bentley and Rolls Royce. The two Garys, Steinman and Johnson, brought their Lincoln Continental Cabriolets as well.

A few members chose to arrive in true period-correct style. Phil and Cheryl McCurdy's coral-colored '56 Ford Thunderbird and John Voigt's outstanding 1965 AC Cobra (both nc) looked positively perfect in the drive-in setting. Of course, it would be inappropriate to not mention the spectacular entrance of a leather-clad Al "Easy Rider" McEwan with Sandi Rasmussen, who chose to leave the Classics in the garage in favor of Al's Harley Davidson.

A surprise pair of guests arrived invited by the Deibels on the ferry from Edmonds. It seems Mona Marsh, Oregon Region Editor and her friend Sherman Williams were up visiting in Washington and passed the Deibels on I-5 driving their GMC pickup truck. Mona looked over and recognized Bill and waved. Sherman is a National CCCA charter member, a past regional editor and a current member of both the Oregon and Michigan Regions.

The My Girl Drive-in was successful in attracting multiple generations of car enthusiasts. The region appreciates the effort put forth by Gary and Merrisue Steinman for organizing and sponsoring this fun event. ■

Photos on page opposite.

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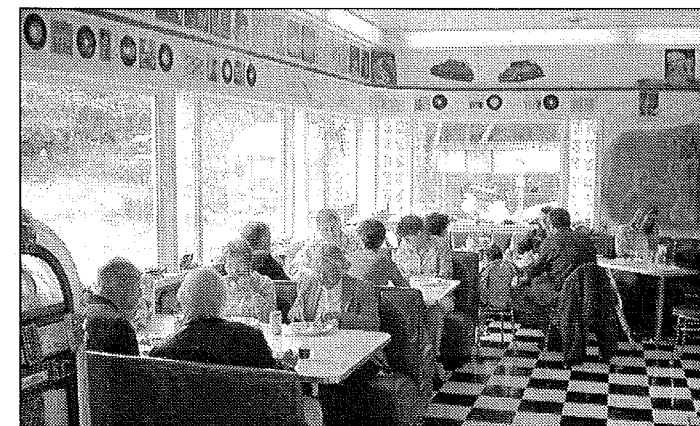
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Dick Galleher and Gary Steinman in front of Dick's 1938 Model 120 Packard Darrin Convertible Victoria later restyled by Darrin with a 1940 front end. Really now, Dick, was the fish actually that big?



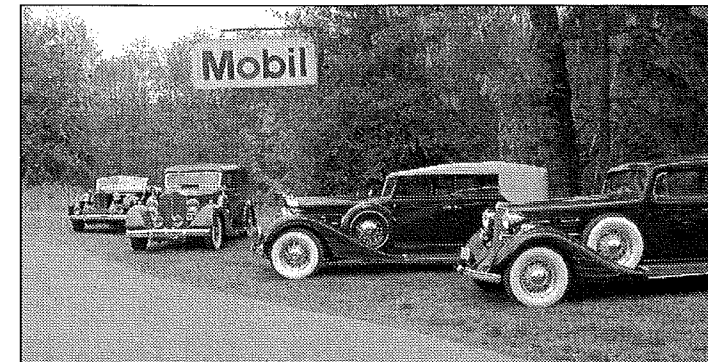
Kay McGary, Elvis in white and John McGary.
John McGary photo.



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Three Packards and a Nash—Dick Galleher's Darrin, Ed Rittenhouse's 1100 Sedan and 1101 Dietrich Convertible Sedan, and Terry Jarvis's 1290 Ambassador Eight respectively.



Elvis in black. Terry Jarvis in booth, right foreground.



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Full Classics® Debut at Annual Coming Out Party

STORY BY SAM BARER
PHOTOGRAPH BY GAIL JOHNSON

Certainly one of the most anticipated annual events thrown by the Northwest Region of the Classic Car Club of America is the "Coming Out Party." Held at the Seattle Design Center Atrium, the event again showcased numerous fine automobiles either recently acquired or restored to the highest standards.

For new members, or those who have been unable to attend the event, think of it as a debutante ball for Full Classics.®

The 220 club members and guests attending this year's Coming Out Party witnessed the unveiling of 11 glorious vehicles. In what has become tradition, cars are kept under covers until each owner is invited to the podium to tell the story of their vehicle, including its history, acquisition story and restoration summary.

The night started with the cover being lifted from Terry McMichael's recently restored 1947 Bentley Mark VI Coupe with bodywork by James Young. One of only 26 cars made with similar coachwork, the vehicle had been shipped from England to Oregon in the 1960s, where it remained until recently. Another Bentley was also on-hand, a unique 1926 Vanden Plas Boattail Speed model. Owned at one time by famous automaker, sportsman and collector Briggs Cunningham, the vehicle changed hands several times until it was rediscovered and obtained just weeks before the party by club member, and Bentley specialist, Peter Hageman. This example's white panels showed perfect contrast to brown fenders and gorgeous wood finishing on the classic tapered rear boat-tail.

When discussing boattail speedsters, the Auburn brand comes to mind. Although the lone Auburn of the evening was not a Speedster model, it was a very desirable 1932 V12-powered 12-160-A Cabriolet. Capable of reaching near 120MPH with its two-speed Columbia rear end, and offering nimble handling from adjustable shock absorbers, the Auburn 12-160-A was a successful racer in its heyday. Carl King purchased the unveiled car from his brother and showed it to the region in its unrestored state.

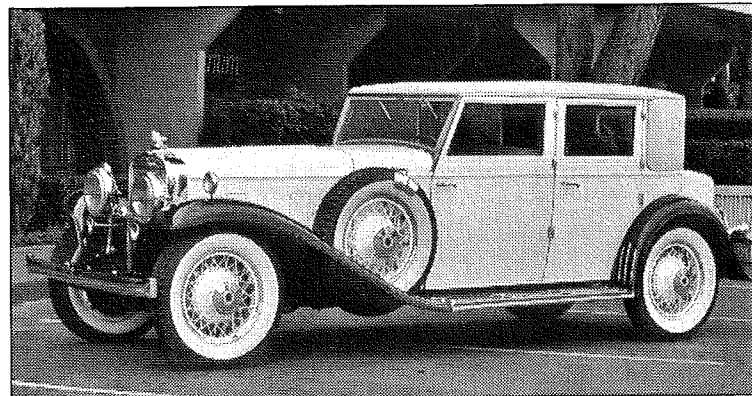
In great contrast, many of the cars coming out exhibited perfect restorations, including Anne Long's 1937 Rolls-Royce Phantom III V12 with Town Cabriolet coachwork by Vanden Plas. On its way to the Pebble Beach Concours D'Elegance in August, Anne noted the car had come a long way since it was purchased in 1986 with a burned-out engine.

The past of a 1932 Stutz DV-32 was also evident when Al McEwan unveiled it with a picture of the vehicle when new. One of five custom-bodied cars of different styles, each by a different body builder, this one-off Rollston-built Hollywood Sports Saloon was repainted white with black running boards, yet maintained the same vermilion-colored brake drums as seen in its original photo.

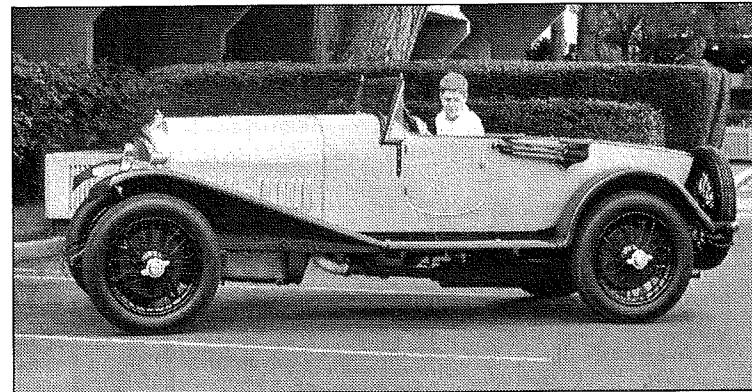
While American owners introduced all their British classics, it was England's Peter Townsend (now living in the Northwest,) who presented his American-made 1940 Packard Super 8 160 Convertible Sedan. And where there is a Packard, a Cadillac is never far, and in this case, the cover was pulled from Bob Reverman's flawlessly restored 1941 Cadillac Series 62 Convertible Coupe. Showing even mid-range American manufacturers were capable of producing luxury cars, a very rare 1934 Nash Ambassador Eight 1290 Touring Sedan was spotlighted. The subject of a thorough restoration, the Nash owned by Terry Jarvis featured many interesting technical advancements, including twin ignition and windshield wipers connected via cable to the camshaft. (For a thorough description with color photos of this car see the January-March 2003 *Bumper Guardian*.)

Winning the "just in time" award was Tom Armstrong, who introduced his newly purchased 1948 Lincoln Continental Cabriolet Convertible. Just a week prior to the event, Tom had flown to Oakland, CA to obtain and drive the Lincoln Continental back. Despite 800-plus miles, heavy rainstorms, a failing generator and inoperable wipers, the 292 cid, 120 horsepower V12-powered car made it back by show time, and even the dark blue paint and large chromed grill shined beautifully.

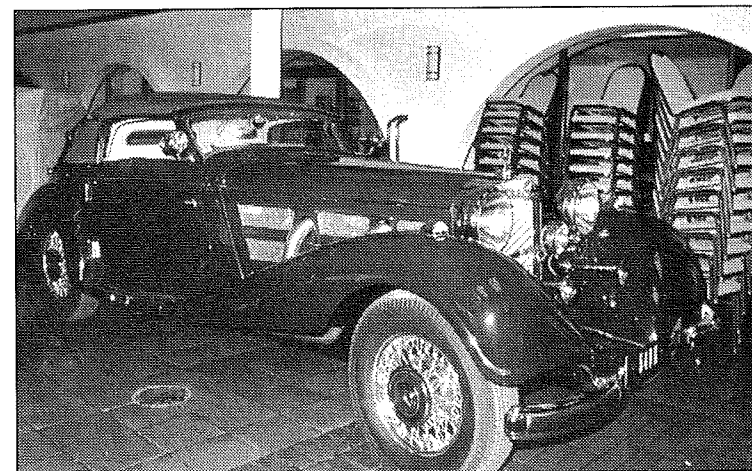
While no Full Classic® is common, the unveilings of two extremely rare 1937 Mercedes 540K examples took center-stage rounding out the evening's introduction of fine cars. The first 5.4 liter, supercharged (the "K" stands for Kompressor) work of art was a sedan owned by Fritz Gechter and restored in his two-car garage. The second was a to-die-for roadster, which despite already winning a second in class at Pebble Beach in the past, was just recently turned to a professional refreshing by its new Northwest owner, Ken McBride. ■



1932 Stutz DV-32 Rollston Hollywood Sports Saloon exhibited by Al McEwan on behalf of Peter Hageman.



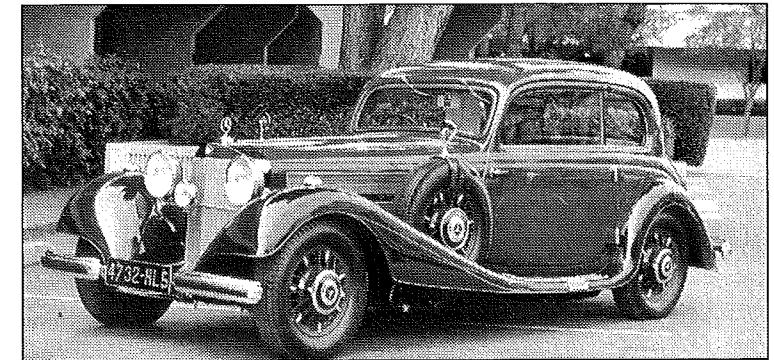
Paul Hageman at the wheel of Dad Peter's 1926 Bentley Vanden Plas Boattail Speed Model.



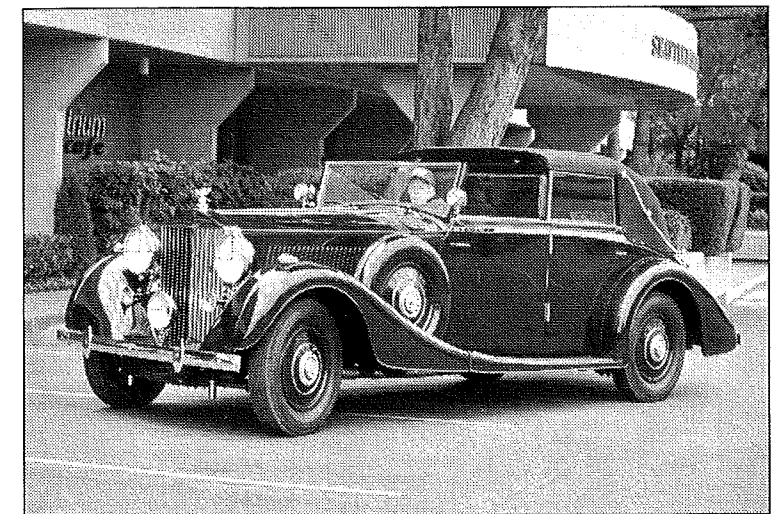
Ken McBride's 1937 Mercedes-Benz 540K Sindelfingen Cabriolet A.



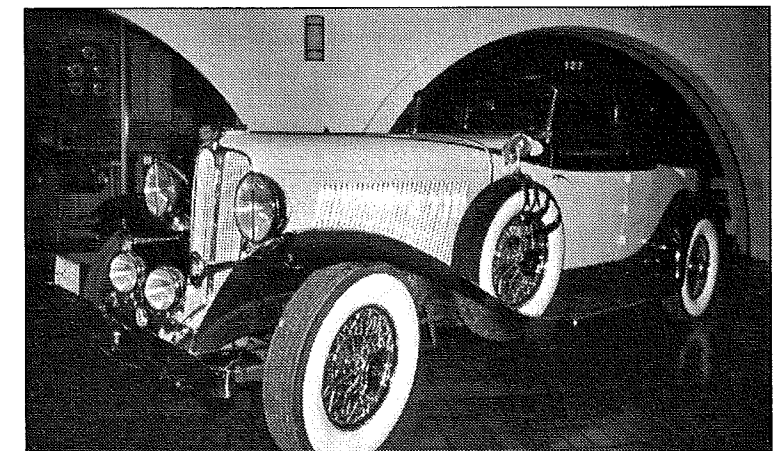
Peter Townsend's 1940 Packard Super 8 160 Convertible Sedan.



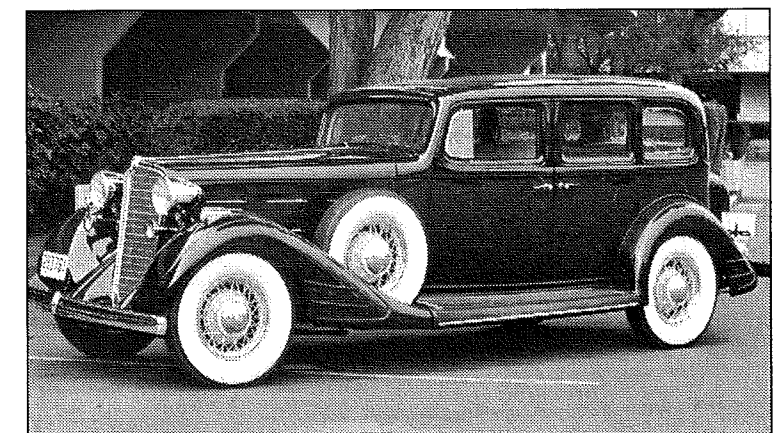
Fritz Gechter's 1937 Mercedes-Benz 540K Sindelfingen Coupe Saloon.



Joe Bridgeman at the wheel of Anne Long's 1937 Rolls-Royce Phantom III Vanden Plas Town Cabriolet.



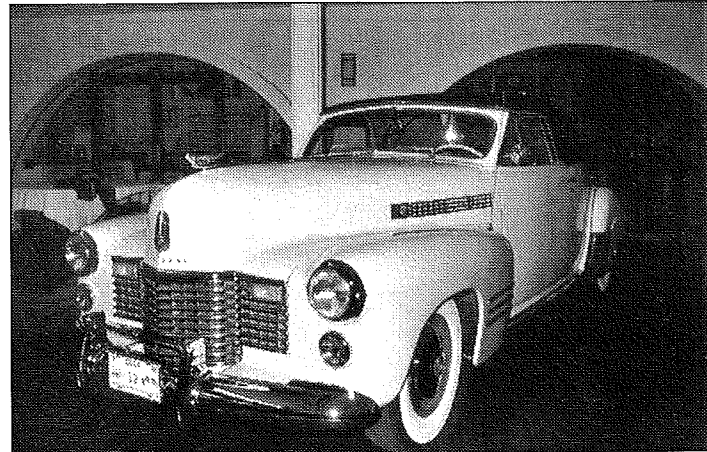
Carl King's 1932 Auburn 12-160-A Cabriolet.



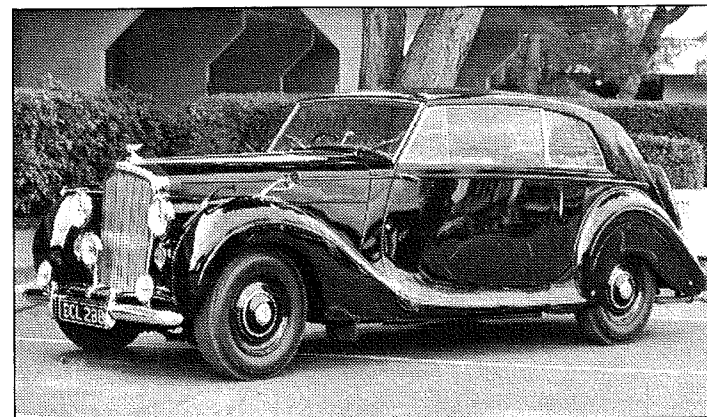
Terry Jarvis's 1934 Nash 1290 Ambassador Eight Touring Sedan.

More photos on next page.

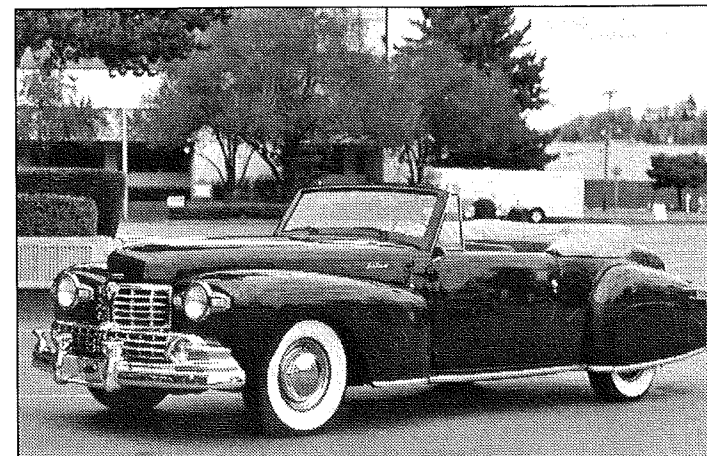
Coming Out Party continued from previous page.



Our cover car, Bob Reverman's "Lotus Cream Dream" a 1941 Cadillac Series 62 Convertible Coupe.



Terry McMichael's 1947 Bentley Mark VI James Young Coupe.



Tom Armstrong's 1948 Lincoln Continental 876H Cabriolet.

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CCCA Members Bring Home Gold At Vintage Car Club of Canada May Tour A Non-Classic Event

BY JOHN CARLSON, B. C. LIAISON

A special thank you to PNWR members Gerry Greenfield, Bill Deibel, John Carlson, Bob Reverman and their wives. All attended the VCCC annual May Tour held in Langley, British Columbia on May 16-18, 2003. Gerry Greenfield's 1951 Chevrolet placed first and Best of Class in the Original Condition category and nearly took home the high point award of the meet, Bill Deibel's wonderful 1915 Model T Ford-Special Race Car won Best of Class in the Unrestored Race Car category and John Carlson's 1950 J2 Cadillac Allard was Best of Class in the Restored Race Car category. Bob Reverman chose not to enter his lovely 1950 Cadillac Convertible for judging. This annual meet hosted 475 participants for a great weekend of touring, showing and fine dining. This popular May event, open to non-members on a space available basis, will be held in Kamloops, B. C. next year. For registration information contact Dave Dickinson, 250-578-8505 or email: hup@telus.net.

On another subject, I urge PNWR members to attend the LANGLEY CRUISE-IN at Langley B. C. September 5-7, 2003 (just north of the U. S. border). According to Dennis Gauge of *My Classic Car* this event is the Hot August Nights of the North. It is one of the top three events in North America. Last year over 2000 vehicles were in attendance. There is a special roped-off area to display your Full Classic® restored or original vehicle. To register see:

<http://www.langleycruise-in.com/index.html>.

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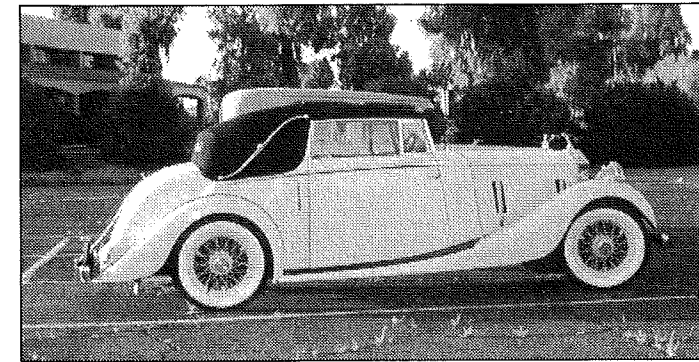
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PNWR at Scottsdale Grand Classic® March 22, 2003

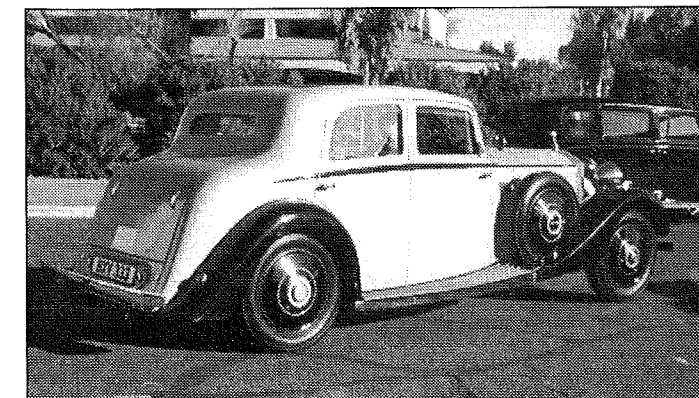
Photos sent to us by our California member
Bobbie'dine Rodda



Bill Clarke's 1937 Rolls-Royce 25/30 Salmons & Sons Drophead Coupe which received a second place in Primary Custom 1937-1939 with 92.5 points.



Neil DeAtley's 1947 Cadillac Series 62 Convertible Coupe entered for exhibition only.



Philip Birkeland's 1935 Rolls-Royce 20/25 Hooper Sports Saloon which received a third place in Touring Middle with 82.75 points.

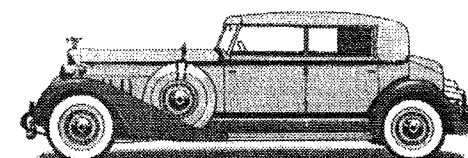
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John Richard Madden

Former long-time PNWR member John Madden "completed his final flight" on April 10, 2003. He was 69. During his career, John flew B-52s for the USAF and 747s for Northwest Airlines. Upon John's retirement he and his wife, Sissy, moved to Rancho Mirage, California, but many of us will remember John and his Sissy from their active and enthusiastic participation in club events.

John is survived by Sissy, son Marr, daughter Megan and four grandchildren.

Bill Deibel

James B. Robbins

Jim Robbins passed away on April 27, 2003 succumbing to a very long struggle with cancer. For those of you who did not have the pleasure of knowing Jim, he was the husband of CCCA Executive Administrator and former President Katie Robbins. Along with Katie Jim was a very long-time Michigan Region member and served as its Director 1967-68.

I recall that I first met Jim at a Dearborn Grand Classic® in the mid-60s and learned that he was *the* guy to call if I ever needed any no longer available piston ring sets. I believe that he was then the Sales Manager for the TRW division that produced rings. Early in Jim's career he worked for the Kaiser-Frazer Corporation. He was a graduate of the University of Michigan with a degree in Engineering.

The family was driven to the cemetery for Jim's burial in their 1938 Cadillac Series 90 Town Car. Seven Full Classics® followed in the procession.

In addition to Katie, Jim is survived by their daughter Candace Robbins-Haag.

Bill Deibel

Classifieds

For Sale: 1931 Cadillac Model 370-A V-12 Fleetwood Convertible Coupe. Black and silver with red stripe and black leather interior. 1,800 miles since frame-up restoration. Show condition, near concours. Never shown. Rare options include low-boy trunk and stainless wire wheels. Realistically priced. For pictures and more information contact Lee Zuker, Shelton, WA. Phone: 206-817-3575 or e-mail: leez33@msn.com

For Sale: 1936 Auburn 852 Supercharged Cabriolet. Meticulous frame-up restoration. Black with silver stripe, black top, gray leather interior. Lorraine Milligan, Sequim, WA. Phone: 360-582-0490.

For Sale: 1931 Packard 833 Touring Sedan. Black and yellow with red wheels and gray cloth interior. \$35,000. Car located at My Girl Diner in Kingston, WA. Robert Thompson, Phone: 360-297-1782.

For Sale: 1941 Cadillac Series 62 Convertible Coupe. Show condition. Beautiful black with correct maroon leather interior. Manual transmission. Professional mechanical and cosmetic frame-up restoration. Great driving Full Classic® \$65,000. Trades considered. Transportation available. Robert J. Reverman, Bellevue, WA. Phone: 425-885-0319 (Similar to cover car. Ed.)

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Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

Phone Number () _____

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

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

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

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

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

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

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

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

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

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

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

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

Physical Damage

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

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

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

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

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

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

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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.				

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An application may be forwarded to you for additional information.

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

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

NOT AVAILABLE IN ALL STATES.

Signature: _____ Date: _____

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



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Radial Tires on Classic Cars

By Josh Malks

Adapted and reprinted by permission from the Auburn-Cord-Duesenberg Club Newsletter.

Introduction

While the analysis and experiences below are based primarily on the use of modern radial tires on a 1936 Cord, there is reason to believe that the conclusions apply to the use of such tires on any antique car. Still, see the disclaimer at the end of this article.

Installing radial tires on my 1936 Cord is the best thing I have done to improve the car's driveability in the fifty years I have been driving Cords. Period.

Oh, there have certainly been other steps forward. The Toronado conversion universal joints added solidity to the drive train and ended maintenance headaches. The use of a 6-volt alternator solved the low battery problems and enabled me to see where I am driving at night. But none of these approached the quantum improvement imparted by the radials.

If your car is intended primarily for show, then stick to authentic bias-ply tires. But if you wanna really roll, then read on.

Radials vs bias-plys

To understand what radials are all about, we need to learn some new terms and a bit of comparative technology.

The tires that came on our classic cars are generically known as "bias-ply". They were constructed of between two and eight rubber-coated corded fabric plies that ran diagonally up one side-wall, across the width of the tread and down the other sidewall. Alternate plies ran in opposite directions diagonally, so the plies criss-crossed each other for strength. The more plies, the stronger (and usually stiffer) the tire. (Cords and Auburns were delivered with 6-ply tires.) Tire cord material improved from cotton to rayon to nylon to polyester over the decades, but the design remained essentially the same.

Radial tires use a totally different architecture. They too contain fabric corded plies, but the cords run straight across from bead to bead. Usually only one or two plies are used. In addition, several "belts" --- plies with diagonal steel or fabric cords --- wrap around the circumference of the tire.

Because the plies of the bias-ply tire solidly connect the tread and the sidewall, every element of the bias-ply tire distorts as the tire revolves under load. The "scissoring" action between the diagonal plies of bias-ply tires causes interply friction and generates much heat. In the area near the tread contact with the road, deflection of the sidewall causes a sideways "wiping" movement of the tread against the road. This is one of the main reasons for tread wear.

In the radial design the sidewall of the tire operates independently of the tread. Interply friction is virtually eliminated. The firm circumferential belts keep the tread of the radial flat on the pavement, without the wiping motion characteristic of bias-plys. This

dramatically increases traction, especially laterally, and eliminates the bias-ply tire's tendency to "wander". (This problem is especially noticeable in the narrow original equipment tires used on our ACD cars.) The reduction of heat and the elimination of the wiping are the main reasons for the radial tire's substantially increased longevity. And because the belts restrain the tread's ability to "squirm", the rolling resistance of radial tires is about 10% less than equivalent bias-plys. This helps increase gas mileage a bit.

Brief radial history

In the 1930s, Michelin began to investigate ways to reduce interply friction and tread movement. Their first production radial tire for passenger cars was on the market in 1948, aimed primarily at sports cars and sporty sedans. For some years Michelin was the major producer of radial tires, and provided them only for European cars. In 1965 Goodyear, Firestone and U.S. Rubber began selling radial tires in limited areas primarily in sizes to fit European cars. In 1966, Sears Roebuck stunned the tire industry by introducing radials made in sizes for American cars, as after-market replacements. (At that time only 1% of American cars rode on radials, as compared to 70% of the cars in France and 25% of the vehicles in the United Kingdom.) Sears and Michelin had signed an agreement a year earlier under the terms of which Michelin would supply its radial tires to Sears, branded with the Allstate name.

The Michelin/Allstate tires used steel belts, as opposed to the fabric belts used by the American manufacturers. As they grew in popularity, some manufacturers offered "radial-tuned" shocks or suspensions. These may have been intended to counter the reported harsher ride of the steel-belted radials.

Ford offered American-made radials on some of its 1967 models. Within ten years every production car offered radials, first as an option and later as standard equipment.

Measuring tires

The size of bias-ply tires is measured in inches. The two figures represent the height of the tire and the diameter of the wheel on which it is mounted. The approximate diameter of each mounted tire can be easily calculated. A 6.50-16 tire is approximately 29 inches uninstalled. This is calculated as (6.50 X 2) + 16. A 600-15 tire is about 27 inches --- (6.00 X 2) + 15.

Radial tire measurements are an odd mix of English and metric figures. They show the tire section width in millimeters, the "aspect ratio" and the wheel diameter in inches. (The aspect ratio is the sidewall height divided by the section width. The larger this number, the "taller" the tire.) The formula for diameter of the mounted tire is (section width X aspect ratio) X 2 + wheel diameter. An inch is 25.4 millimeters. So the diameter of a 225/70R16 radial is 225 / 25.4 X .70 + 16. That's about 28.4 inches.

Continued next page.

The radial experience on Cords

I had listened with interest for some years as 'early adopters' lauded the new radial tires on their Cords. But having lived through several other fads, I took this one with a grain of salt. I wanted whitewalls on my car. But the available whitewall radial conversions came only in very wide sizes, and they required spacing out of the Cord rear fenders in order to fit. I just didn't want to have to do that. In addition, the earliest radial tires had a bulky look to them that I didn't find esthetically satisfying.

I stayed in contact with several of the companies offering white-wall radials. Most prominent among these is a South Carolina firm called Diamond Back Classics (Website: www.dbclassics.com). This company buys stock radial black sidewall tires, grinds the sidewall smooth, and vulcanizes on a ring of white rubber. I also consulted regularly with Coker Tire Company, which offered a line of 15-inch radials and promised 16-inch radials "soon". I gave up on these when I learned that their 16-inch radials, to be made for them by Denman, would have only 1 inch whitewalls.

Early in 2002 Diamond Back Classics contacted me saying that they now had several tires that were the same diameter as the Cord bias-ply, but narrower than earlier radial offerings. (He also said that they had improved the sidewall technology, eliminating yellowing. I am not in a position to comment on this assertion.) They sent me several different samples. Several ACD Club members and I examined the samples on and off Cords. We agreed on a Goodyear Wrangler ST size P215/75R16. Its diameter off the car is exactly the same as a Goodyear 6.50-16, and it is narrow enough to fit the Cord's rear wheel opening with no modifications. (Close, but it does fit.) The edge where the tread meets the sidewall also had a more bias-ply "look" than do some other radials, which feature a large radius joining the tread and sidewall. The downside was a 3-inch whitewall, slightly narrower than we would have liked.

We ordered five sets of these tires for Cord owners in northern California.

Because the tires on a Cord 810/812 are fully shrouded by the fenders, the radial's different look is not that evident. Owners of other classics will have to make the esthetic decision for themselves. (Most cars that we call "classic" today were originally delivered with black sidewall tires. If your car is of a color that looks OK with blackwalls, you can get all the advantages of the radial and save a bundle by picking up a set of radials at your local Goodyear tire store.)

About rims and tubes

In 1966 Sears began selling radials to owners of existing cars. All of these tires were being installed on rims designed for bias-ply tires. Millions of miles of subsequent experience showed that mounting radial tires on rims originally designed for bias-plys was practical and safe.

It should be pointed out that the 4- width of the rim on the Cord wheel is narrower by an inch than Goodyear's recommended rim

width for the Wrangler ST P215/75R16. Technical folks at Goodyear told me that the result would be the narrowing by about 10mm of the section width dimension when the tire is mounted, but that it should not be a safety issue. Remember that this is only their opinion, and I am merely passing it on. Again, read the disclaimer at the end of this article.

Tubes are another issue. Tubeless tires were introduced in the 1950s to reduce heat buildup caused by friction between the tube and the tire and to reduce the danger of sudden blowouts when the tube was punctured. But Sears and Michelin were not certain that new radials on old rims would hold air properly. So they sold the Michelin X and the Allstate radial as tube-type tires. A special tube was used to cope with the flexing of the radial sidewalls. It was hoped that the lower heat buildup in the radial and the protective steel belts would make the tube-type radial as safe as tubeless bias-plys had become. Jim Troka tells me that within six months it became clear that the tube was not needed, and from that point on Sears sold and installed the same tire as a tubeless.

Tubeless radials have therefore been the norm for more than thirty years, but I was still a bit leery about installing them tubelessly on my Cord. The Cord owners who had pioneered the use of radials drove them tubeless, and assured me that they had had no problems. But I still wasn't sure, so I ordered a set of radial tubes from Coker. They turned out to be made by Michelin, and weighed nearly five pounds each! I decided to get some more definitive information, and using the Web I tracked down technical reps at both Michelin and Goodyear. Their recommendation was unequivocal --- never use tubes in a modern radial tire. The reason: the heat buildup from friction between the tube and the flexible inner surface of the radial sidewalls may cause rupture of the tube and may destroy the butyl inner lining of the tire, possibly rupturing the tire as well. But, said I, Michelin makes tubes clearly marked "radial". Those, said the Michelin tech guy, are made for agricultural machinery. Since they rarely exceed ten mph, friction isn't an issue.

Installation

Radials put more stress on the road wheels than bias-ply tires do. That's the flipside of the elimination of the wiping action of the tread of the bias-plys. Much of the energy creating by the deformation of the tire as it rolls is dissipated in the bias-ply by this squirming. The superior traction of the radials means that this energy is absorbed by the wheel. In addition, radials give such a sense of traction that you may be encouraged to drive in a manner that adds even more stress to those wheels. Examine your wheels minutely for cracks, especially around the bolt holes. Even a beginning hairline crack or a welded crack should disqualify that wheel as a candidate for radial installation. If your wheel is unpainted, consider subjecting them to Magnafluxing or another crack detection system.

I installed my radials without tubes. The installer, a local shop that specializes in wire wheels, sealed the rivets on the inner surface of the rim with a black gook that he uses on the spoke holes of wire wheels. May not be necessary, but I liked the insurance.

Continued next page.

Radials can't be safely mixed with bias-ply tires for normal travel. Since I travel extensively in my Cord, I didn't want to risk a flat in the middle of Wyoming that would require that I drive for a long distance on three radials and one bias-ply. So I bought five radials. But, as I'll explain later, I'm not sure you really need a radial spare.

Calculating tire measurements as described above indicates that a mounted 6.50-16 bias-ply tire is 29 inches in diameter, a radial 28.7 inches. But these figures are nominal. As any car owner who has changed brands has found, different brands of 6.50-16s are not necessarily the same size. And, the actual rolling radius is determined by many factors including tire design, air pressure and the weight carried by that tire.

I measured the Goodyear 6.50-16s on my Cord before the switch, and the radials after installation. The chart shows what I found. Rpm figures are for a 47.10 differential. While the diameter of the two tires is the same off the car, the radial is actually a bit larger on the car. That's because it seems to squash down less under load. Tire revolutions per mile, a recognized standard, is 738 for the 6.50-16 and 720 for the radial. That's about 2% larger, but for our purposes speedometer readings should be about the same. One caveat: tire manufacturers usually give tire revolutions/mile at 45mph. That's because tires "grow" by different amounts at speed because of heat and centrifugal force. It's likely that radials grow less because of lower heat and the restraining belts. My measurements were made at walking speeds, but the difference shouldn't matter that much to us.

There is lots of data on the sidewall of a radial tire, most important of which is recommended inflation. Don't get creative here. Since tire capacity, sidewall stiffness and load rating are all based on the manufacturer's recommended inflation pressure, follow it.

On the road

My radials had gone about 1,200 miles on the Cord before Don Mates, Lee Foldenauer and I set out for our 3,000-mile drive to Auburn in August 2002. We drove on 2-lane country highways and on Interstates. On all types of roads the advantages of the radials were manifest. There was a strong feeling of improved traction. The constant adjustment of the steering wheel that we're

accustomed to no longer happens. Don and Lee experimented with how far the car would go on a straight empty highway with hands not quite touching the steering wheel. We stopped the experiment at one-quarter mile. As we got used to the tires, we found ourselves taking sweeping curves without slowing, so strong was the sense of confidence they imparted. (We did try to remember that we were driving a 66-year-old machine, and restrain ourselves appropriately.)

Having heard about the reputed harshness of ride of radial tires, we paid special attention to this. None of us could feel any difference.

When a car is standing still, especially one with a weight bias to the front like a Cord, the radials with their larger contact patch make the steering wheel very difficult to turn. To avoid excessive stress on steering components, be sure the wheel starts to roll before you turn. (Actually, you should be doing this on any Cord or Auburn to ease the strain.)

My Cord has taken many very long trips. I have never completed one without a flat. Until this one. And, modern cars are often driven short distances with that silly little doughnut that passes for a spare. So maybe we don't really need a radial spare. ■

Conclusion

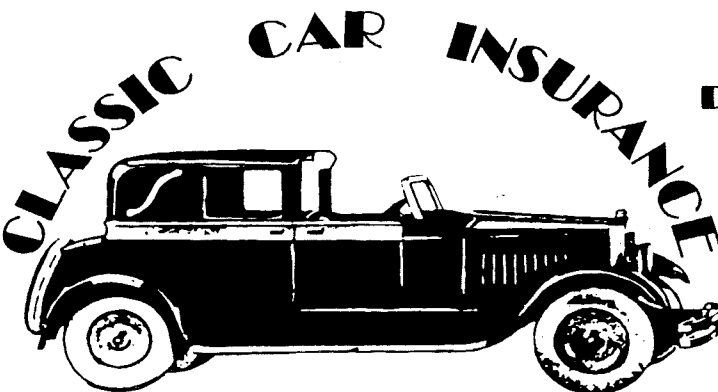
If most of your enjoyment of your classic comes from driving it, invest in a set of radials. You'll love your car more than ever.

Thanks from the author to Jim Troka, Michelin Tire Company and to Kit Car magazine for their contributions.

Disclaimers:

1. This article was submitted by the author to the Auburn Cord Duesenberg Club as a member, describing his own experiences and recorded data learned from other sources. Readers take action at their own risk. Neither the author/editor nor the Auburn-Cord-Duesenberg Club takes responsibility for the accuracy of the information in this article or for the consequences of any use of this information. (In reprinting this article the Classic Car Club of America, its Pacific Northwest Region and the Regional Editor each make the same disclaimer.)

2. The author has no financial connection with Diamond Back Classics, nor have he ever received any consideration from them of any kind.



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**PNWR Board of Managers Meeting
Wednesday March 5, 2003
Reported by Ted Barber, Secretary Pro-Tem**

The meeting was called to order by Director McGary at Jonah's Restaurant in Bellevue at 7:00 p.m. Attending were Managers Bomstead, Murray, Reverman, Rittenhouse, G. Steinman, Wouters and Zuker; Treasurer Campbell; Editor Deibel; Membership Chair M. Steinman; and members Barber, Greenfield, Hageman, Johnson, Magnuson, McEwan, Meden, Pollock, and Turner. (Absent Board members: Secretary Barer and Cook.) The minutes of the previous meeting were approved as amended. In the absence of Secretary Barer, Ted Barber served as Secretary Pro-tem. Treasurer Campbell reported a balance of \$39,818, up about \$2,000 from dues received. He requested that, when payment to the Club is needed, flyers sent to members ask that checks be made payable to PNR-CCCA. Under membership, a cut-off date was discussed, also discussion about omitting associate membership in the Regional Directory (as sent to National), merely indicating spousal relationship. Further complications are that some renewing regional members have not renewed nationally. Editor Deibel reported that the *Bumper Guardian* would be at the printers by Friday. This issue will include obituaries for Larry Justice and Allan Johnson, and notices for some upcoming tours. Next deadline is June 1.

Ed Rittenhouse reported on the General Petroleum Museum event. 86 people attended, about one-fourth were guests of members. The collection will be auctioned in June.

The *Bumper Guardian* Editor Selection Committee will meet after the Board meeting to review a tentative list of candidates under consideration.

A discussion of donations as memorials for deceased members resulted in a figure of \$100 to be sent to a charity as determined from the obituary notice or information from the funeral home or surviving spouse. In the case of the death of Joe Carman's granddaughter, a letter of condolence was sent to Joe.

A discussion of events (all in 2003 except as noted) was as follows:

March 29, Saturday, Coming Out Party. Bomstead. Invitations are in the mail. About nine or 10 cars. Price is the same as last year as is time and location.

April 27, Sunday, Garden Tour. Barber. With Cadillac LaSalle Club. Starts in Gig Harbor; lunch at Harbor Inn. Flier will be sent early April.

May 4, Sunday, Spring Tour to Anton's with HCCA. Greenfield. Meet at Gordon Apker's 9:00 a.m.; 10:00 a.m. drive to Anton's for brunch.

June 1, Sunday, My Girl Drive-In/Kingston Tour. G. Steinman. Drag Strip, Elvis impersonator, vintage movie theater, dance floor, much more. Food is not provided, but can be brought in or catered.

July 4, Friday, Yarrow Point Parade. McEwan. Same as in past years. Line up by 10:30 a.m.

August TBA. Picnic. Manager TBA. Possible stops: McKinley's, Caledon (McCaw), Reverman's.

Sept 12-14. LaConner Land & Sea Tour. Sullivan. Details not firmed up.

Sept 7-14. Golf Tour. Rittenhouse. There will be a notice in the *Bumper Guardian* to determine interest.

Oct TBA. Tacoma Museum of Glass. Barer. Details to be announced.

Nov 8, Saturday, Annual Meeting. Johnson. Newport Country Club. Possible late lunch-time. Details to be announced.

Dec 7, Sunday, Holiday Party. Kohlwes/Linke. At Broadmoor.

New Business from the Floor: C. Wouters noted that the Website calendar is blank. This will be posted as soon as various technical difficulties are overcome. Peter Hageman told of the Carillon Point Concours, planned for September, with registration by invitation only for 50-60 cars; Full Classic® Ferraris, woodies, brass cars, etc with Phil Hill (possibly) as Chief Judge. Peter also told of his experiences in France at the Retromobil meet in Versailles.

The meeting adjourned at 8:30 p.m. The next Board meeting will be Wednesday April 2 at 7 p.m. at Jonah's Restaurant in Bellevue.

**PNWR Board of Managers Meeting
Wednesday April 2, 2003
Reported by Arnold Barer, Secretary**

The meeting held at the Bellevue Inn was called to order by Director McGary at 7:00 p.m. In attendance were Director McGary, Secretary Barer, Managers Bomstead, Reverman, Gary Steinman, Cook, Murray, Rittenhouse, Wouters and members McEwan, Pollack, Barber and Merrisue Steinman. Treasurer Campbell and Editor Deibel were absent.

The minutes of the previous managers' meeting held March 5, 2003 as reported by Secretary Pro Tem Barber were approved with changes. Director McGary gave John Campbell's Treasurer's report. We have a balance in the Treasury of \$46,111.36 but still have some expenses to pay relating to the Coming Out Party. We have made appropriate donations in memory of Alan Johnson and Larry Justice. There was a discussion of the interest return and bank charges we were accumulating at our current bank. A motion duly seconded was approved authorizing the Treasurer to canvas local banks for charges and rates, and if appropriate to change banks. Merrisue Steinman reported on membership and the status of the directory. Sam Barer is updating the data base. We have over 200 members. There was discussion of getting our dues notices out earlier next year. We anticipate the new Directories out shortly. Director McGary reported for Editor Deibel that the deadline for material to be published in the next *Bumper Guardian* is June 1, 2003.

Carl Bomstead reported on the Coming Out Party held March 29, 2003. There were 197 paid reservations. The event was a great success with some wonderful unanticipated cars. As anticipated, the event ran at a slight deficit. Several members were unable to come due to illness, which caused a discussion of our refund policy. A motion was made, seconded and after discussion approved that no refunds shall be made unless a cancellation is received by the Event Manager prior to the time the club must report its count to the venue and incur an obligation. However, if the event generates a surplus, a refund may be considered for illness or other compelling circumstances. Ed Rittenhouse gave a report for the Editor Search Committee. He recommended that Sam Barer be selected to become the new Editor after Bill Deibel's term expires. After Gary Steinman (Sam's father in law) and Amy Barer (his father) made totally impartial statements in support of Sam, the committee's recommendation was approved by Board motion. The Board also moved, seconded and approved that beginning in 2004 the Editor will be provided with a complementary Regional membership.

Ted Barber discussed the Joint Spring Garden Tour with the Cadillac LaSalle Club scheduled for April 27, 2003. This year we will be going to the Gig Harbor area. Notices will go out shortly. Ed Rittenhouse reminded everyone that the annual Tour to Anton's with the HCCA would be held on May 4, 2003. Those interested should check with Gerry Greenfield. Gary Steinman reported on the tour to the My Girl Diner in Kingston scheduled for June 1, 2003. Al McEwan reminded us that the Yarrow Point 4th of July Parade would be repeated this year. Al also reported for Peter Hageman and Roy Magnuson on the August 20, 2003 Tour to Calderon. Ed Rittenhouse reported on the September 14-21, 2003 Car and Golf Tour. One tentative destination is Moses Point Golf Course but details are still being worked out. Ed Rittenhouse also discussed the LaConner Land and Sea Event scheduled for September 12-14. Amy Barer reported that he is arranging a tour to the Tacoma Museum of Glass and the Cliff House for mid- to late October.

There were two items of new business. Al McEwan reported on the proposed Bentley Club tour to Pebble Beach scheduled for August 2004 and Ted Barber noted a complaint about the model descriptions for Packard and Cadillac in the National Directory.

There being no further business the meeting adjourned at 8:30 p.m. The next meeting will be May 7, 2003.

**PNWR Board of Managers Meeting
Wednesday, May 7, 2003
Reported by Arnold Barer, Secretary**

Director McGary called the meeting held at the Bellevue Inn to order at 7:00 p.m. In attendance were Director McGary, Secretary Barer, Editor Deibel, Managers Bomstead, Reverman, G. Steinman, Cook, Murray, Rittenhouse and Wouters together with members Reddaway, Greenfield, Turner, McEwan, Johnson, Barber, Lee Zuker and Marlene Zuker. Treasurer Campbell was absent.

The minutes of the previous Managers Meeting, held April 2, 2003, were approved with changes. Director McGary gave Treasurer Campbell's report. We have a balance of \$37,374.09. There was a discussion of the interest return and bank charges we were accumulating at our current bank. A motion duly seconded was approved authorizing the opening of a new bank account at Washington Mutual. The officers were authorized to execute the resolution form required by the bank. Merrisue Steinman was absent but a report was given on membership and the status of the Directory. It was reported that the directory is complete and being proofread by Bill Deibel for accuracy and consistency of car descriptions. The new directories will be out shortly. Bill Deibel reported that the deadline for the next *Bumper Guardian* is June 1, 2003. Bill needs pictures and articles on certain events. Director McGary noted that Event Managers must pick the Car of the Day and should have a short statement regarding how they selected that particular car.

Ted Barber gave a report on the Joint Garden Tour with the Cadillac LaSalle Club. The tour was a great success, but there was only light participation by our members. Gerry Greenfield reported on the Tour to Anton's with the HCCA. There were about 150 people at Gordon Apker's and about 130 people who enjoyed the Brunch. Gerry succeeded in finding a new and interesting route. Ed Rittenhouse and Carl Bomstead reported on the Southern California Region's tour from Ventura to Morrow Bay and return to Ventura. A good time was had by all. Gary Steinman reported on the up coming Tour to the My Girl Diner in Kingston June 1, 2003. All arrangements are in place. We have retained an award winning Elvis impersonator for entertainment and the Diner has an excellent car and memorabilia collection. The Yarrow Point 4th of July Parade will again be repeated under Al McEwan's direction. Al McEwan also reported that there was still some negotiation going on regarding the August Tour to Calderon and that Roy Magnuson and Peter Hageman would report further at the next meeting. There was a discussion of the LaConner Land and Sea event scheduled for September 12-14. It was noted that it conflicted with the proposed Carillon Point Concours. It was decided that we would support the LaConner event by having a coordinator work with organizer Bill Finnefrock of the Classic Yacht group. Gary Steinman agreed to coordinate. Ed Rittenhouse reported on the September 14-21, 2003 Car and Golf Tour. Participants representing about six cars have indicated serious interest. The tentative plan for the tour is a departure from Seattle with stopovers at Moses Point and Sun Mountain, but the exact details are not yet worked out. Amy Barer reported that he had finalized our reservation for the Tacoma Museum of Glass Tour for October 18. There was some discussion of adding a garage tour with the visit to the museum. Amy said he would work on finding a suitable garage to tour. Gary Johnson reported on the Annual Meeting to be held November 8. This year it will be an early afternoon affair held at the Newcastle Country Club. Plans for a program were discussed. Ed Rittenhouse reviewed the Holiday Party to be held December 7. It will be at the Broadmoor Golf Club again and follow our time-honored format.

Bill Deibel reported on the National Board's determination not to accept Chrysler Town & Country models as Full Classics®. He also noted that the Auburn Cord Duesenberg Museum had dedicated a new Raisbeck Hall of Technology thanks to a substantial gift from our member James Raisbeck. Director McGary noted that National had in place a Directors and Officers insurance policy. There was a motion duly seconded and passed that our region should examine our existing insurance coverage and if we do not already duplicate the National program, we should participate. Director McGary also pointed out that if we wished to schedule our participation in a 2004 Grand Classic® or a later National CARavan we should make our wishes known to National. A motion was duly moved, seconded and approved that we host a 2004 Grand Classic®. It was noted that there still were Regional name badges available.

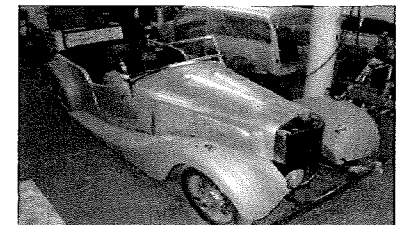
There being no further business the meeting was adjourned at 8:45 p.m. The next meeting will be June 4, 2003.



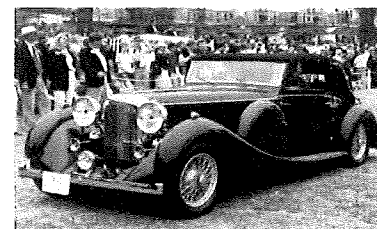
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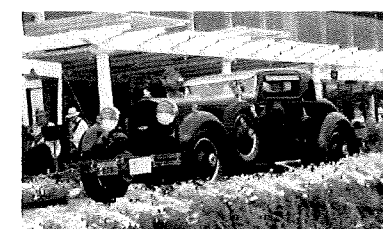
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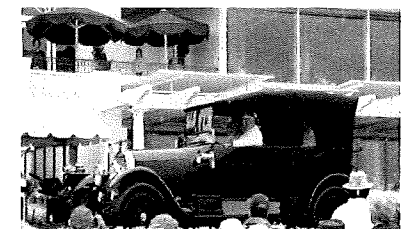
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2003 PNWR CALENDAR OF EVENTS

<u>Date</u>	<u>Event</u>	<u>Manager(s)</u>
<i>July 4</i>	<i>Yarrow Point Parade</i>	<i>McEwan</i>
<i>August 2</i>	<i>Summer Picnic at McKinleys'</i>	<i>Magnuson</i>
<i>September 13-14</i>	<i>LaConner Land and Sea</i>	<i>G. Steinman</i>
<i>September 14-21</i>	<i>Golf Tour</i>	<i>Rittenhouse</i>
<i>October 18</i>	<i>Tacoma Museum of Glass</i>	<i>Barer</i>
<i>November 8</i>	<i>PNWR Annual Meeting</i>	<i>Johnson</i>
<i>December 7</i>	<i>Holiday Party</i>	<i>Kohlwes/Linke</i>

BUMPER GUARDIAN

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