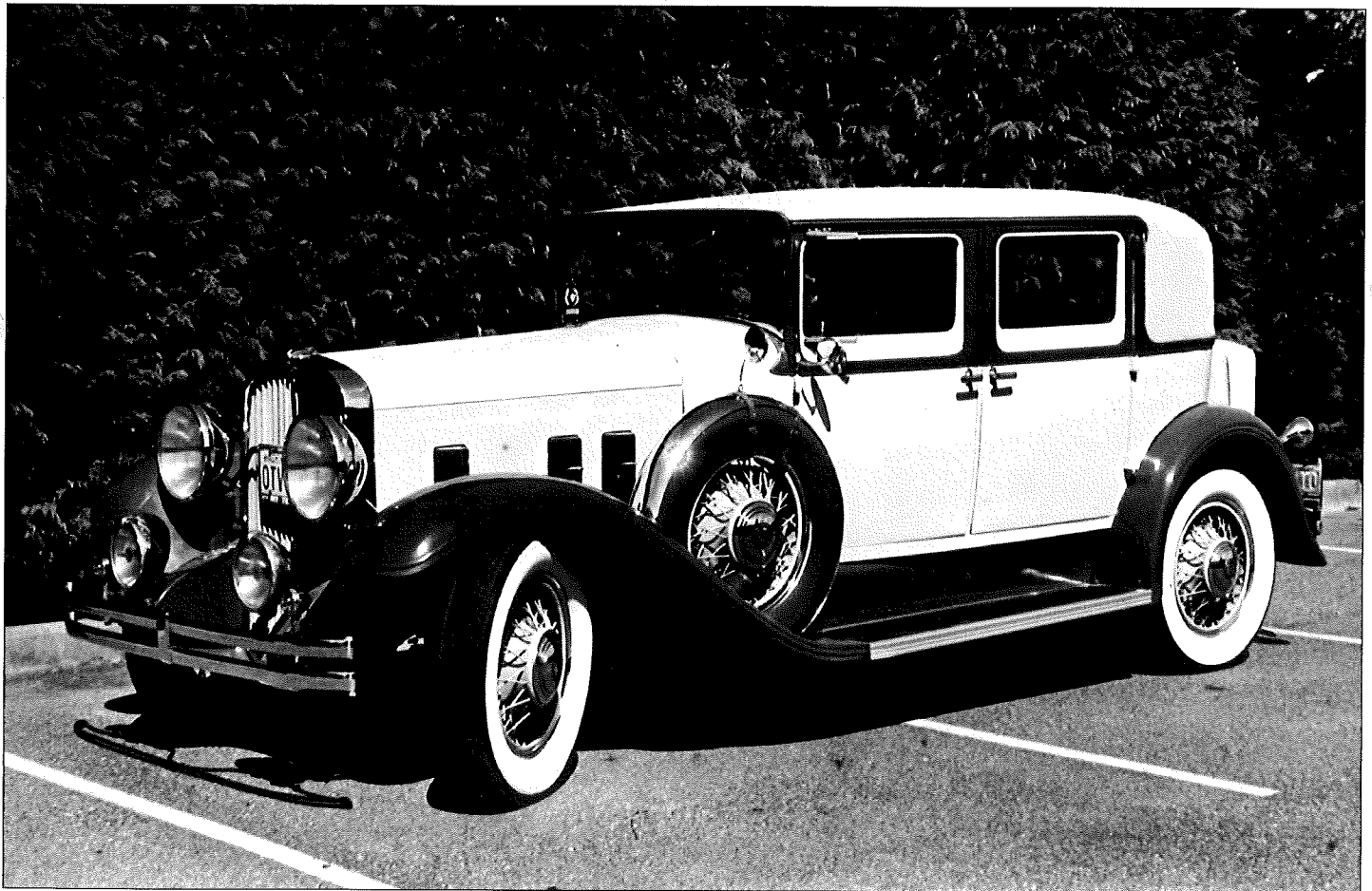




BUMPER GUARDIAN



**1931 FRANKLIN
SERIES 15 TRANSCONTINENT MODEL 152
SPORT SALON**

Don Reddaway

July - September 2003



BUMPER GUARDIAN

Pacific Northwest Region
Classic Car Club of America

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The Board of Managers holds a dinner meeting the first Wednesday of each month at 7:00 p.m. Members are encouraged to attend. Call Arny Barer for location.

Membership

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

Advertising

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

Publishing

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

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Seattle, WA 98105-2056

Production is handled by AlphaGraphics.

Apologies to Bruce Armstrong...

...for failing to note in our last issue his presence with Betty at the **My Girl Diner** event in their Pebble Beach First-Place winning 1934 Packard 1104 Coupe.

With this, my last issue...

...I sit ruminating on how round numbers can sometimes align. I am approaching my 70th year of life, my 50th year as a CCCA member, my 25th year as a PNWR member and the conclusion of my 5th year as your Editor.

I wish to thank...

...the many members of our Pacific Northwest Region that have contributed to the *Bumper Guardian* over the past five years. Without your stories, photographs and suggestions I could not have provided you with a publication. I would also like to thank all of our members for their indulgence of my presentation of the material.

I would be less than honest if I did not acknowledge that putting out our magazine takes a fair amount of time, but I am honest in saying that I have greatly enjoyed the honor it has been to serve in this post. However, my greatest reward has been in the self-satisfaction of being able to do the magazine my way and publish various things that were interesting to me, hoping that they would be of interest to at least some of you as well.

Sam Barer will be taking over...

...as Regional Editor with our next publication and I'm sure he will be bringing fresh new ideas of his own—a good thing, I think, for the Region, because any one style can over time become stale. I wish Sam well and will give him such help as he may request and I ask all members to willingly do the same.

And Hal Medén...

...my diligent and talented Copy Editor, how can I ever thank you enough, not only on behalf of myself, but also on behalf of all our members. Without your substantial time, help and encouragement with grammar, syntax, punctuation, spelling and formatting the *Bumper Guardian* would just not have been anywhere near as well-regarded a publication as it is.

BILL DEIBEL



Il Gigante and the Pixie. Isotta Fraschini Sedan and Aston Martin Open Two-Seater—regular drivers in the spectator parking field. Thompson Raceway, Connecticut, 1955. Bill Deibel photo

Search and Rescue: The Story of my 1931 Franklin

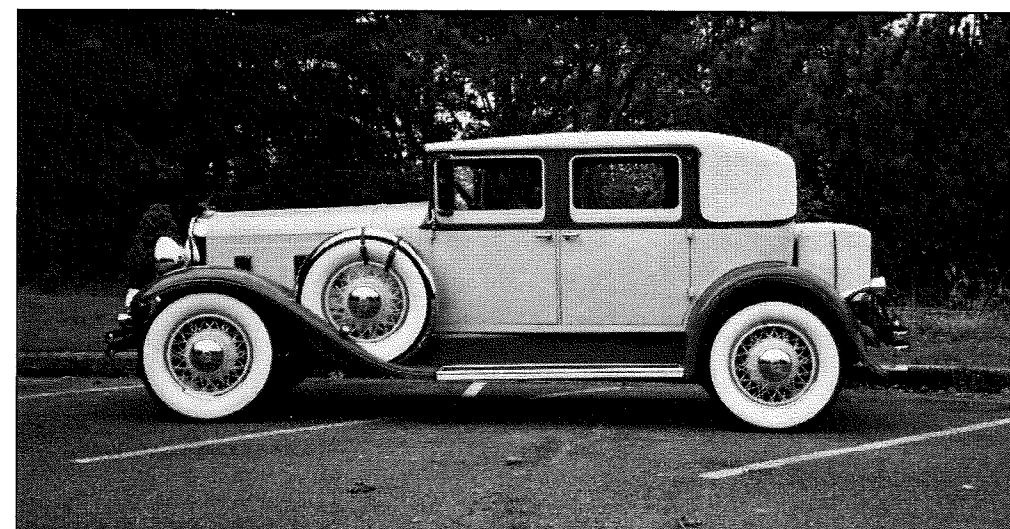
BY DON REDDAWAY

My interest in Full Classic® cars is due, in large part, to a former neighbor who worked as a chauffeur for several Seattle families. Among the many interesting stories he shared with me was the following: "My son bought me a two-year-old 1947 Chevrolet four-door car with every option. Two weeks later I traded off that Chev for my Packard. In the glove box I have the original Owner's Manual together with 12 years of maintenance receipts." His 1937 Packard Super Eight Coupe with twin spares and driving lights was beautiful. He concluded with "now I have a real car."

Then and there I promised myself that one day I would own a classic car. In the ensuing years I bought every *Fawcett* paperback book published that featured antique cars. Almost every one of these contained an article on the Franklin automobile. So, from that time on my focus was to own a Franklin automobile.

Then in December, 1969, I spotted an ad in the *Seattle Post Intelligencer* listing a 1931 Franklin for sale (best offer). Quickly I arranged a meeting with the seller at a restaurant in the "old town" section of Everett just a few days before Christmas. As

planned Carole and I met the seller and went to look at the car after traveling what seemed to be up and down every alley in Everett the dark of night. Finally we arrived at an old, leaning and falling-down garage which, to our surprise, housed a Franklin auto, in lots of pieces, needing much work. We were assured that



Dietrich achieved the striking visual attraction of the Sport Salon by mounting the close-coupled, five-passenger body with rear-platform mounted trunk on Franklin's long-wheelbase chassis and reducing the windows approximately three inches in height as compared with the other Franklin sedans. Compare the difference in appearance with the Franklin illustrations reproduced on page 4.



It took several days to haul all the parts home. The biggest surprise was that the car turned out to be one of only nine such cars that are known to have survived. In fact only 36 of this particular 1931 model were built to begin with. Designed by Dietrich Inc. and built by the Walker Body Co., Franklin called this five-passenger sedan body a Sport Salon.* It was available only on the long-wheelbase version of the Series 15 Transcontinent (Model 152) primarily used for seven-passenger bodies. It carries the body designation L25. Later research, including an original factory drawing, revealed that Dietrich, Inc. had designed this body utilizing panels from five other Franklin bodies offered in the Series 14, Model 147 of 1930 and/or the Series 15, Model 152 of 1931.

The Sport Salon, base retail price \$2,595, was built at four different times during the 1931 model run. In checking with the other eight owners of the surviving cars and comparing body serial numbers it appears that only nine were produced at any one time. Our car was built in the earliest production of 1931 cars and sold new by a Bellingham dealership to a family in Lynden, Washington.

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Search and Rescue continued from previous page.

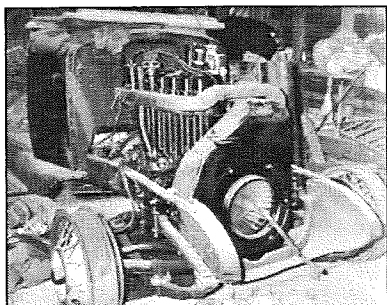
The Franklin company offered three different Models in the 1931 Series 15: Transcontinent 151 (125" wheelbase), Transcontinent 152 (132" wheelbase) and DeLuxe 153 (132" wheelbase). The same six-cylinder, 274-cubic-inch, 100-horsepower air-cooled motor powers all 1931 Franklins. Franklin used the Warner Four-Speed Hi Flex transmission in the Sport Salon. It was an extra cost option in all other models.

After getting my car home I discovered that the wood in the body was not salvageable but was intact enough to be used as patterns for replacement. At the time I had never worked on any wood project which required a craftsman touch, but Emil Gislason offered his woodshop and all furniture-making power tools. I purchased a good supply of white ash planks, sought the help and advice of many friends, and took a crash course in woodworking and how to make tight-fitting finger joints. Then, filled with a lot of excitement, I made the sawdust begin to fly.

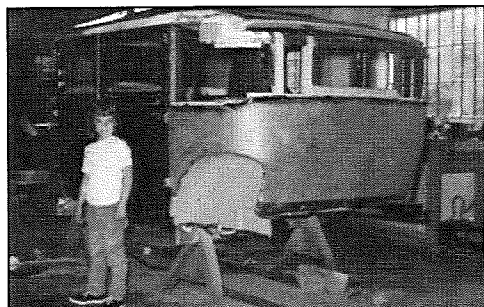
The body was finished by July of 1970 and we drove the chassis to Emil's woodshop where we recruited all his neighbors to help lower the body on. During the body reconstruction, when I had had enough sawdust, a friend and I had restored all the running gear. So Carole and our six-year-old daughter, Julie, headed off for the Bothell Parade on the 4th. We had a good time and the car ran like new. The top material was still missing and bed sheets covered the interior seat springs, but nobody seemed to care. Six months and a lot of midnight candles had paid off.

We have had a lot of fun touring in this Franklin including showing it at movie premiers and the first Seattle Concours d'Elegance sponsored by the Boy Scouts of America at the old Sick's Baseball Stadium. A *Seattle Post Intelligencer* reporter took photos of our car to represent the show. The photos and a story were both printed in the *P.I.* Our longest tour was to the 1972 West Coast Franklin Club meet held at Santa Rosa, California. We had a good time and toured from Seattle with four other Franklins. We have owned our Franklin for 33 years and it has proven itself a very reliable and comfortable car. ■

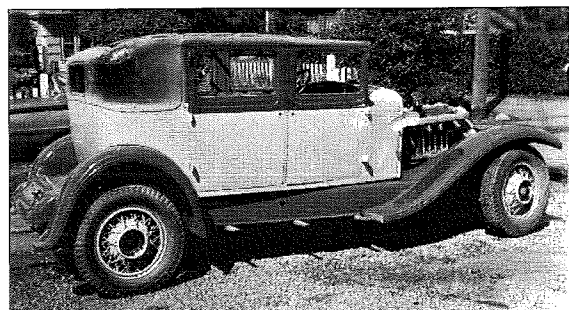
* Dietrich, Inc. was hired in 1928 by H.H. Franklin to style Franklin bodies following the death of Frank deCausse. Mr. deCausse had brought Franklin styling into the classic era with the 1925 Series 11 chassis and bodies which were continued with modification through the Series 13 of 1929.



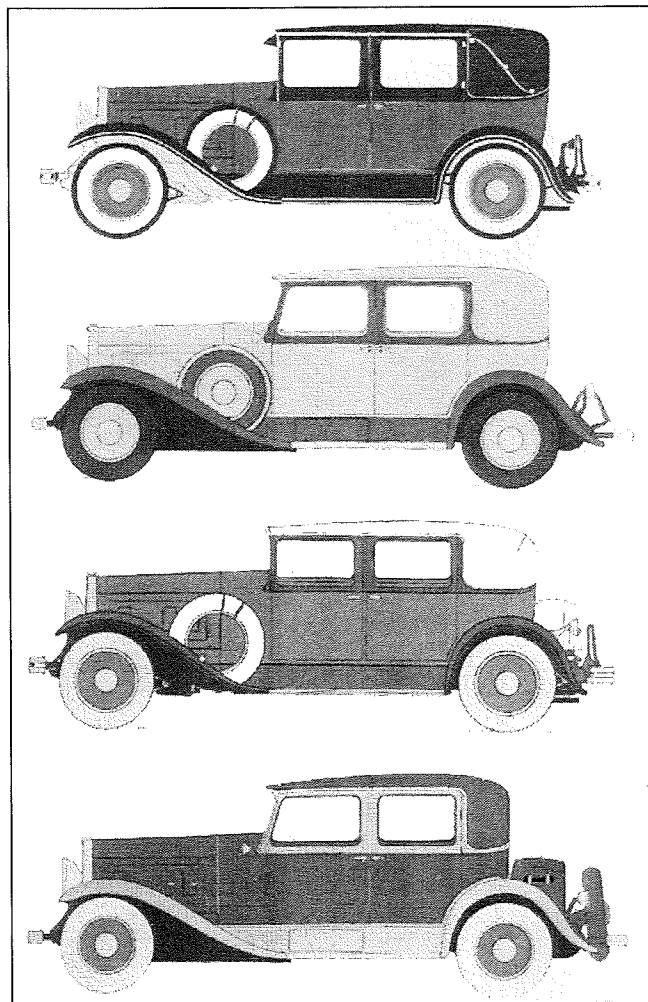
The Sport Salon as found in a garage on December 15, 1969.



The body, off the car, in process of restoration.

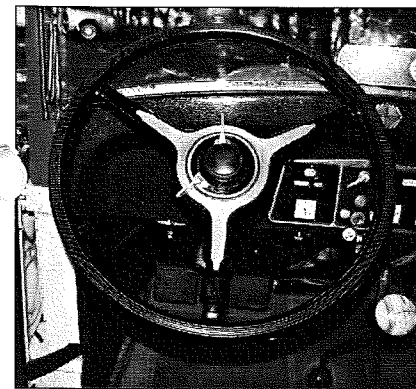


The body, freshly painted, back on its chassis.

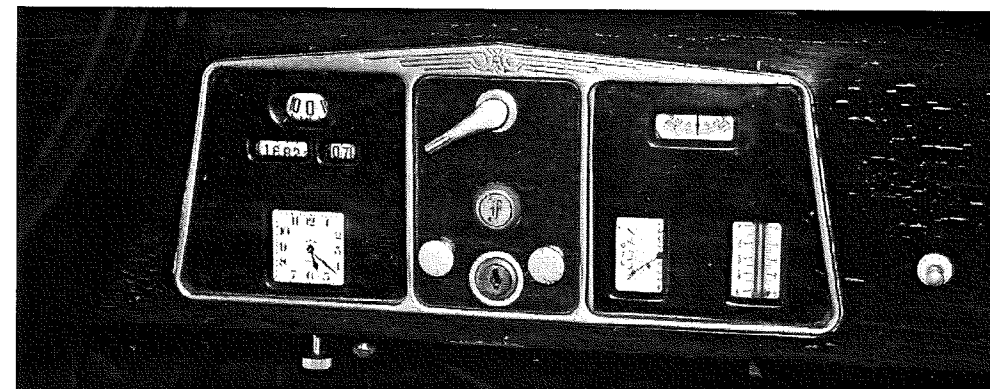


Side views of four 1931 Franklin five-passenger sedans. From the top: two Town Sedans, the Sport Salon and a Club Sedan.

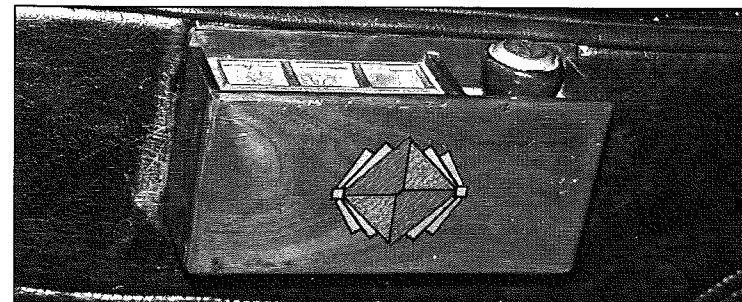
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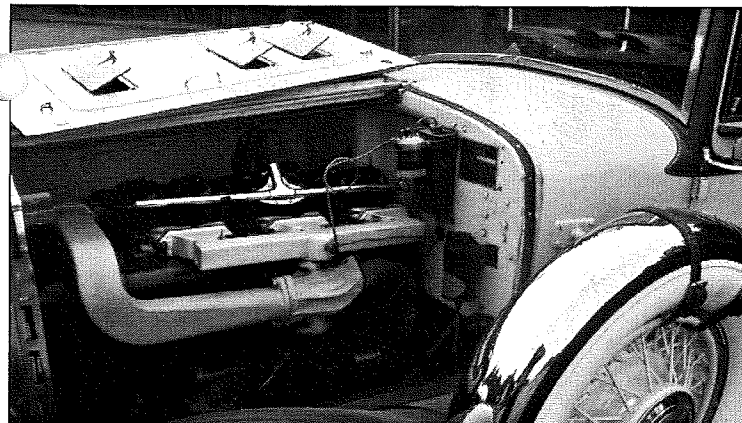
Unique Franklin steering wheel with composition rim and raised, polished surfaces on the aluminum spider.



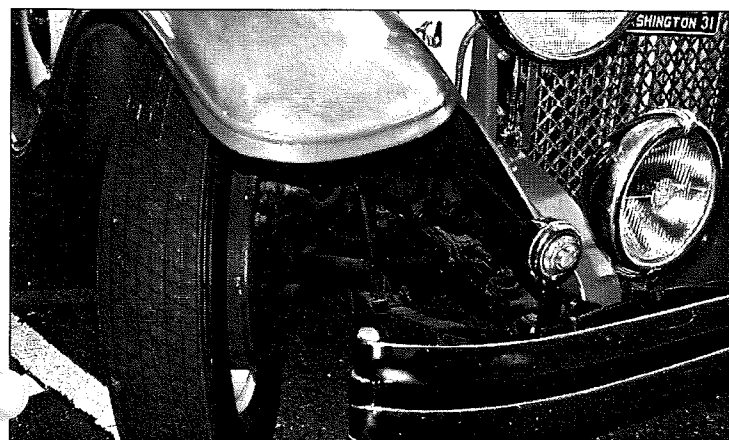
Art Deco Franklin instrument cluster last used on the 1931 Transcontinent models. Lever switch for lights has two "on" positions for headlights: with and without instrument lights. (Dimmer switch is over the horn button.)



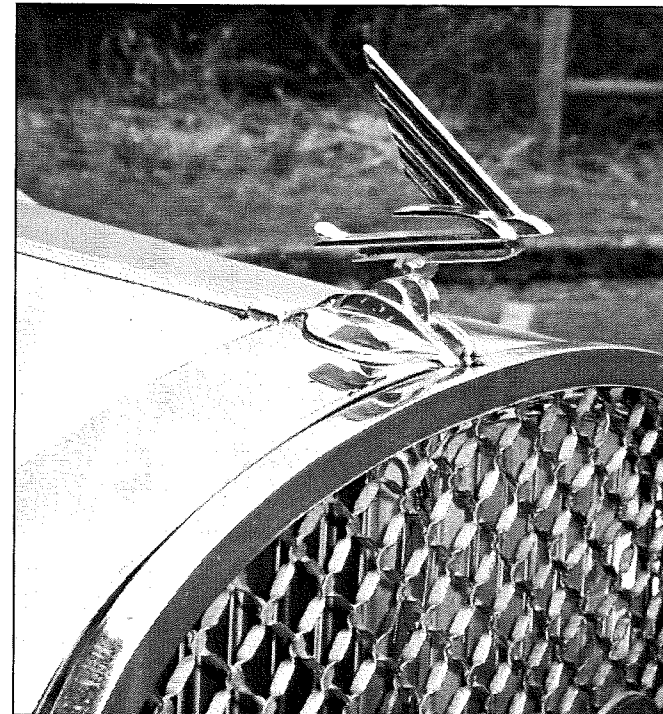
Exquisite backseat smoking set includes Art Deco-design wood inlay, Deco ash tray, and cigar lighter with Franklin monogram in raised relief. The inlay and monogram repeat those on the windshield molding and instrument cluster respectively as depicted in the above photos.



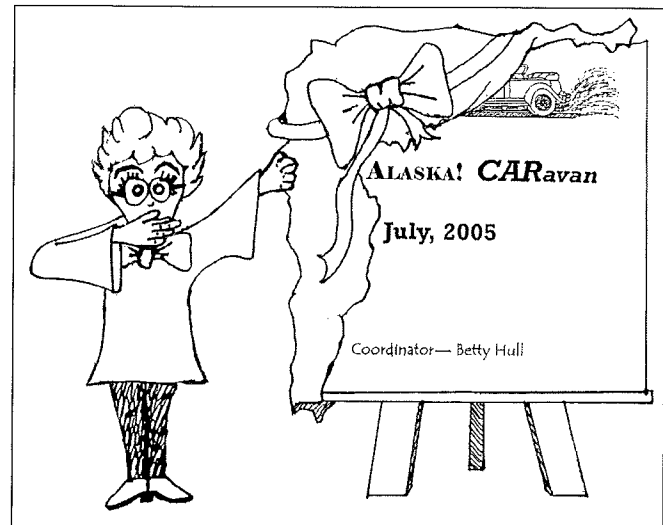
Left side of engine compartment showing remote brake fluid reservoir and aftermarket upper-cylinder lubricator which meters oil into the intake manifold.

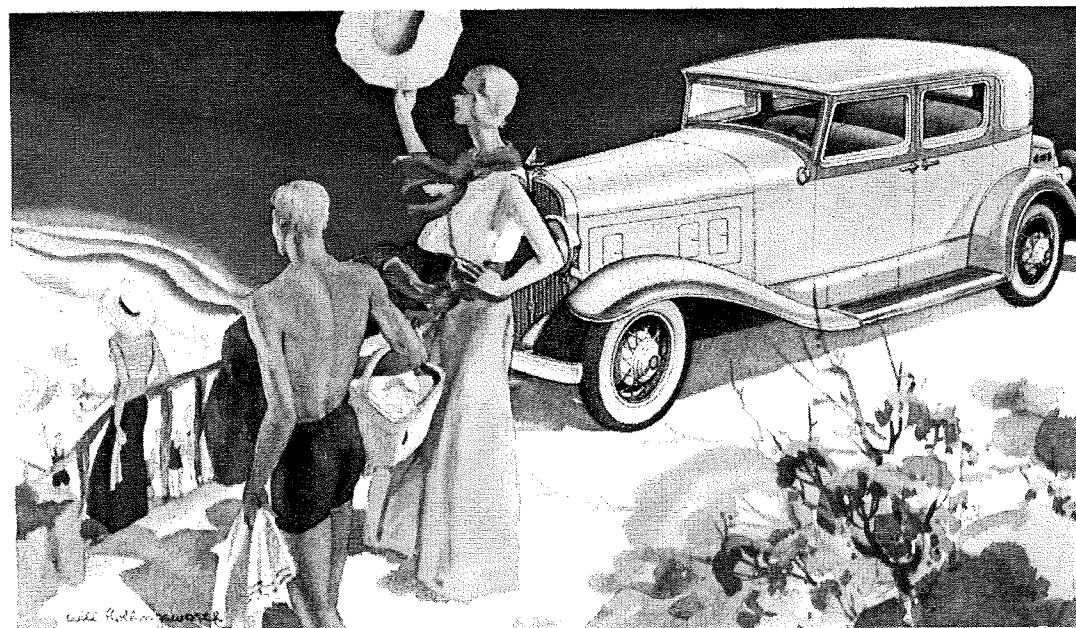


Full-elliptic front spring. Full-elliptic springs were a Franklin signature item, both front and rear from the beginning, accounting for the soft ride of these cars. (Only the 12-cylinder Series 17 and Reo-based Series 18 cars had otherwise.)



"The new Series 15 hood front ornament in brilliant chrome epitomizes the tempo of flight so frequently referred to in 1931 advertising. This conventionalized conception of an airplane in flight lends further emphasis to the thought of Franklin airplane design and the close relationship between Franklin air-cooling and the widespread use of air-cooling by aviation. No. 55011 \$8.00" From the Catalog of Fine Accessories for Franklin Motor Cars. Stone guard is a very costly honeycomb-style aftermarket accessory.





BECAUSE OF AIR-COOLING

ONLY A FRANKLIN RIDE CAN BE DIFFERENT...CAN BE SO SMOOTH
...SO FLEXIBLE...SO LIKE GLIDING

How much would you pay for an air-cooled, airplane engine in your automobile?—for the extra power and dependability, the additional flexibility and comfort, the greater safety of air-cooled, airplane performance? Right away you can see a good many advantages in an airplane engine for an automobile. But you have to *ride in a Franklin* to get the full significance of airplane power.

How much is the luxury of complete mental and physical comfort worth to you—the floating, *airplane feel*—the feeling of absolute security—knowing you can accelerate out of a tight place when you are going 65—or can slow down to nothing in almost the time it takes to tell it, without a jerk or jar? You shoot up to 80 and over,

and it seems like an unusually steady 50. You cruise at a mile-a-minute gait—as comfortably and safely as at an ordinary 40 or 45. You go into a sweeping curve and straighten out again with the speedometer needle sticking to 60 without a waver...yet you haven't felt a thing to mar the floating, airplane feel. You take high hills without changing gear—and in the same way slow down to five or less to wait for the green light.

The *Franklin ride* is the only one of its kind. You would expect to pay well above the cost of the average fine car for such performance—for an airplane engine. Yet you actually pay less for the airplane-engined Franklin than for cars of comparable quality powered with ordinary water-cooled engines. Franklin Automobile Company, Syracuse, N. Y.

FRANKLIN

THE AIRPLANE-TYPE
CAR

Fourth of July

on

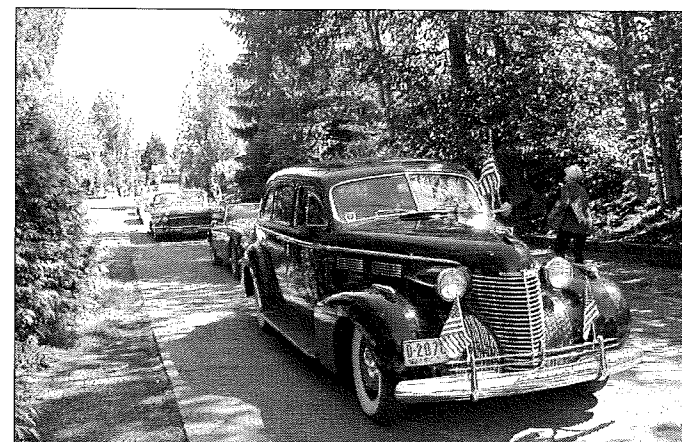
Yarrow Point

2003

PHOTOS BY ARNY BARER



Classification Committee weighing the potential of a Custom Model T as a Classic?



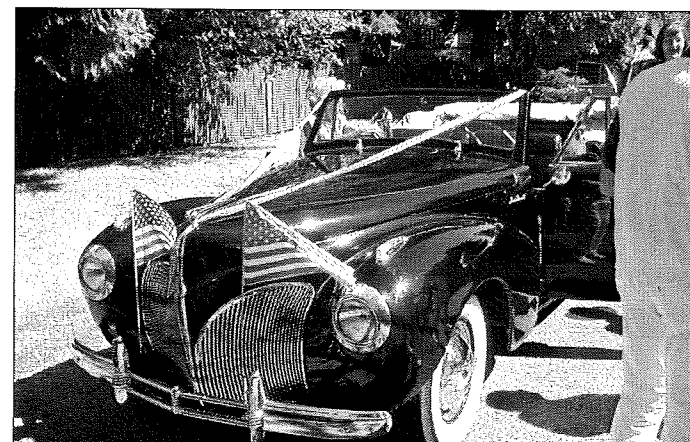
The "Deacon" right out front. Ted Barber's 1940 Cadillac Series 72 Fleetwood Touring Sedan.



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



Carol, Jessica and Ali Barer riding in the rumble seat with Victoria and John Kerr in their 1934 Packard Twelve Coupe Roadster.



Tom Sumner, back to camera, with his 1941 Lincoln Continental Cabriolet.

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Steamworks Elegance-----A WINNER!

BY JOHN CARLSON, B.C. LIAISON

VANCOUVER, BRITISH COLUMBIA—Eli Gershkovitch and Donna Kitagawa, owners of the Steamworks Brewery Pub and Restaurant, hosted the inaugural Steamworks Concours d'Elegance on August 29-31. Eli was the show chairman. The event took place in Vancouver's picturesque Gas Town.

The entire main street was closed for the day. Wandering musicians and costumed participants strolled the cobblestones and marveled at the ocean views. The day was perfect with 75 invited participant vehicles. The range of automobiles rivaled some of the best shows in North America. There were many Full Classics® including the 1938 8C 2900 Alpha Romeo owned by David Cohen. The show featured a wide range of vehicles including several world-record vintage racers, woodies, classics and brass era cars. The 75 vehicles were displayed over a three-to-four block area in stationed-off settings with an early 1920s and 1930s backdrop. The participants and judges were wined and dined at no cost with no expense spared both Friday and Saturday evenings. An estimated 20,000 spectators reminisced and stepped back in time.

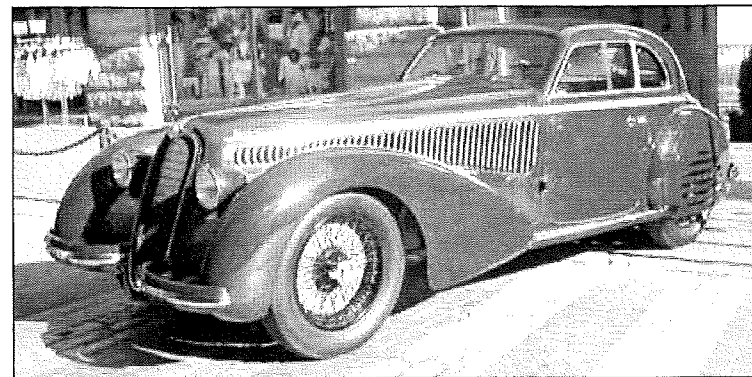
Several Seattle participants joined the festivities. Dr. Jerry Greenfield served as a judging team leader. Seattle Doctors Bob Eilert and Tom Beffa were awarded the National Association of Antique Automobile Clubs of Canada Corporation Award for Best Restoration for their 1946 Ford Sportsman Woody. David Cohen won Best of Show with his 1938 Alpha. Terry and Jim Johnson won Peoples Choice with their 1932 Auburn Speedster. John Carlson served as Chief Judge and presided at the awards ceremony.

Details and many great pictures of the day may be viewed at www.carnut.ca. The event was hosted to raise awareness and provide complementary screening for prostate cancer. Vintage sports car racer and well-known collector Dr. Rob Fallows and his staff provided free PSA screening for more than 200. This was truly an 'Elegant,' fun, laid-back event with a fabulous setting. It could not have been any better! ■

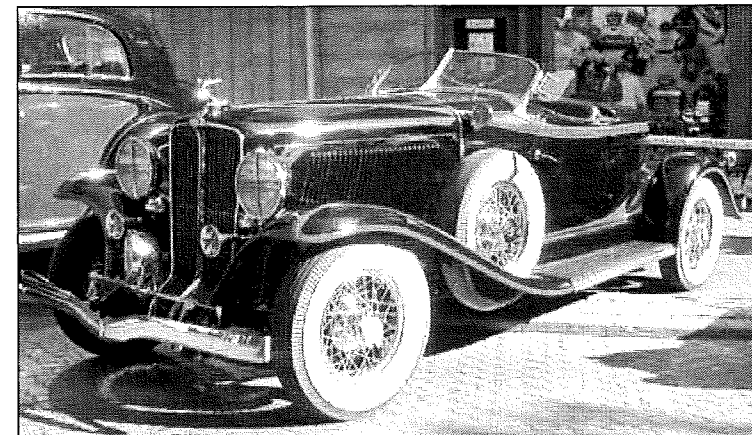
(In addition to Chief Judge Carlson and Team Leader Greenfield, other PNWR members Fred Bonin and Colin Gurnsey acted as judges. Colin's 1936 Lagonda LG-45 Drophead Coupe was awarded Second Place: 1930-39 and Most Elegant Prewar Car. Full Classics® swept the field in the 1930-39 category: Cohen's Alpha Romeo, First; Gurnsey's Lagonda, Second; and Johnson's Auburn, Third. Ed.)



The Event Poster Car—a Lincoln Continental Coupe.



1938 Alpha Romeo 8C 2900B Coupe owned by David Cohen. First Place: 1930-39, First Place: Race Cars, NAAACCC High Point Award and Best of Show.



1932 Auburn Speedster owned by Terry Johnson. Third Place: 1930-39 and Peoples Choice.

Off to the Country...

...for a Picnic at the McKinleys

STORY BY EGBERT SOUSÉ
PHOTOS BY HIS ALTER EGO ROY MAGNUSON

We threw the gears into mesh and left south Everett on our way to visit Brent and Connie McKinley. We had decided to let Event Manager Roy Magnuson lead the way, because he knew a *shortcut*. Normally the trip up north would take about 35 minutes but cutting across the Indian Reservation could save valuable time—we had ice cream waiting. As we pulled into Squeedunk the road Ts in front of Bad Bill's Bar. Right seemed the right way to go. That got us there, alright. When we arrived at McKinleys, there was Terry McMichael, who had left last, waiting for us; a fine layer of dust covered his Bentley. To Terry, turning left at Bad Bill's Bar seemed right—"after the pavement ran out I went past the third mailbox and *then* turned right and ended up back on the pavement just a half mile down the road from McKinleys" he explained.

Others found their way to Mckinleys on Saturday, August 2, some with Full Classic® cars, some without. All had a wonderful time due to the very gracious hospitality of Brent and Connie McKinley who in addition to serving us the delicious ice cream deserts opened the doors, not only to their auto and western collections, but to their lovely home and sparkling new equestrian center. ■

Those with Full Classics®

Tom and Susan Armstrong, 1948 Lincoln Continental
Carl and Chris Bomstead, 1947 Cadillac 62
Fred and Brenda Bonin, 1933 Packard
Tom Crook and Randy Small, 1931 Duesenberg
Bill & Karel Deibel, 1948 Lincoln Continental
Dan and Gracie Dinsmore, 1930 Studebaker President
Ron and Gayle Doss, 1937 Packard Twelve
Fritz and Mariel Gechter, 1937 Mercedes-Benz
Brian and Fran Harding, 1940 Cadillac 60 Special
Bradley Huson, 1935 Cadillac V-12
Gary and Joyce Johnson, 1948 Lincoln Continental
Roy and Terry Magnuson, 1928 Bentley
Al McEwan and Sandi Rasmussen, 1933 Bentley
Terry and Barbara McMichael, 1948 Bentley
Bill and Judy Mote, 1937 Bentley
Lee Noble, 1936 Rolls-Royce
Don and Arlene Wohlwend, 1931 Packard

Those without

Bill and Lucy Allard
Michael and Ildiko Bradley
John and Koko Carlson
Tom and Joy Crompton
John and Pat Dennis
Stan and Valerie Dickison
Jack and Pat Goffette
Jerry and Doreen Greenfield
Ralph and Charlotte McCarty
John and Kay McGary
Connie Schwarz
Tom Sumner and Sherry Ruxor
Harry and Sally Beattie, guests
Dean and Leota Daughenbaugh, guests
Todd and Mimi Menenberg, guests
Al and Shirley Scholes, guests

Photos next two pages

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The lovely McKinley Estate



The wide entrance-drive—Fred and Brenda Bonin from British Columbia arriving in their newly acquired 1933 Packard Phaeton.



The magnificent McKinley homestead.



Inside the museum—Brent McKinley's 1932 Auburn 8-1004 Speedster in foreground.



Ready for takeoff—the aviation section.

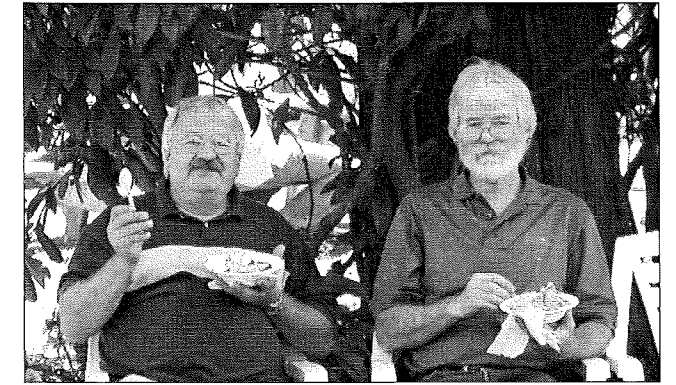


The brand new equestrian center.

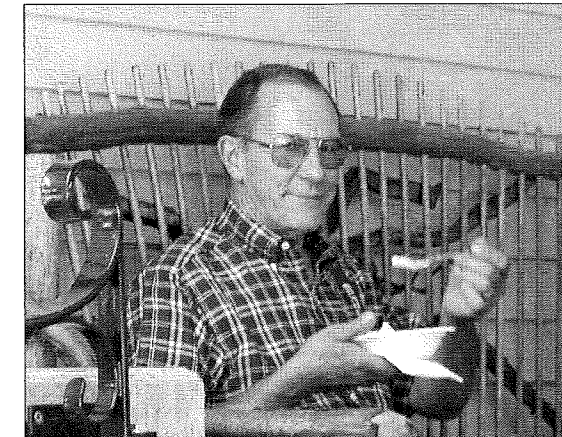
*You scream,
I scream,
we all
scream for
ICE
CREAM!*



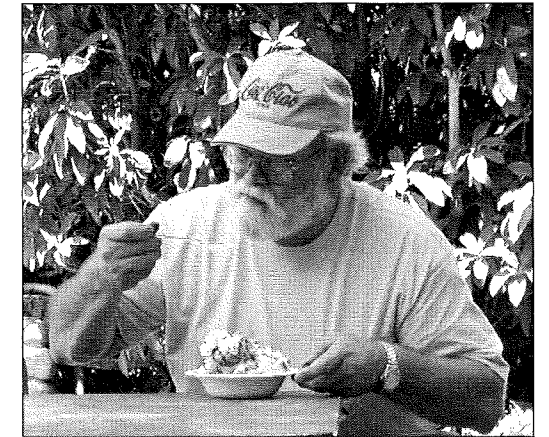
Sandi Rasmussen takes a bite.



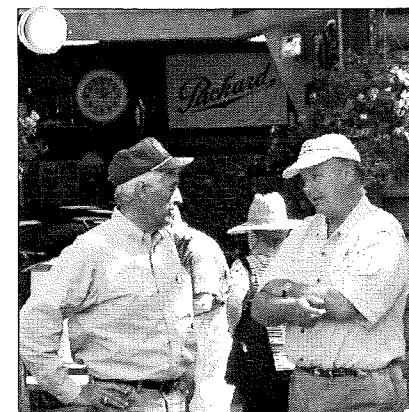
Dan Dinsmore and Tom Crompton enjoying theirs.



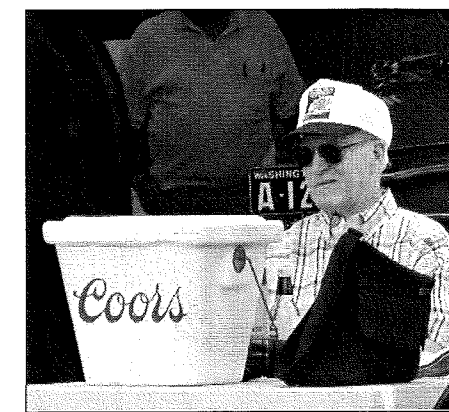
Bill Mote has some too.



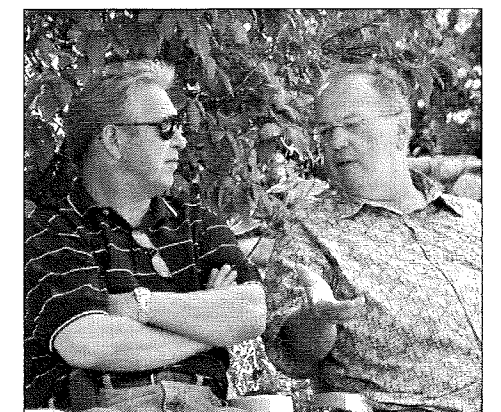
Even Brent himself can't resist.



This looks like serious business. Tom Armstrong and Carl Bomstead.



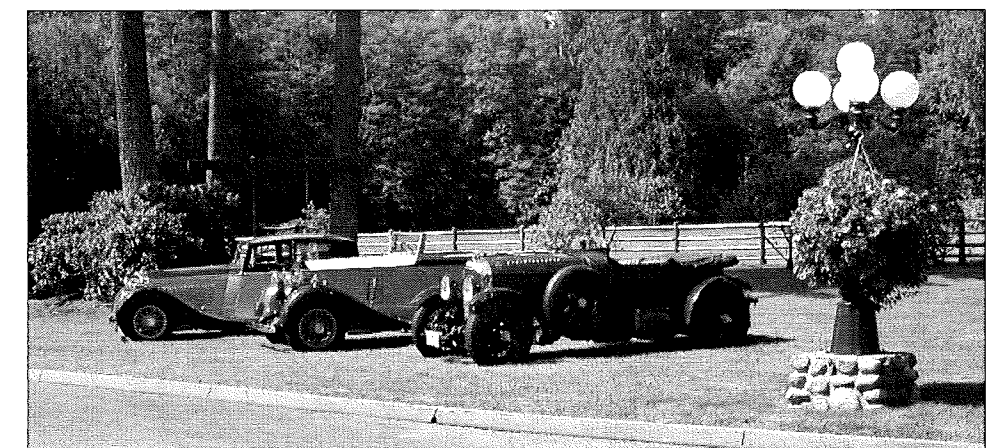
John Dennis, did you drink that whole bucket???



Ron Doss getting the lowdown from Jack Goffette.



Karel Deibel and Terry Magnuson.

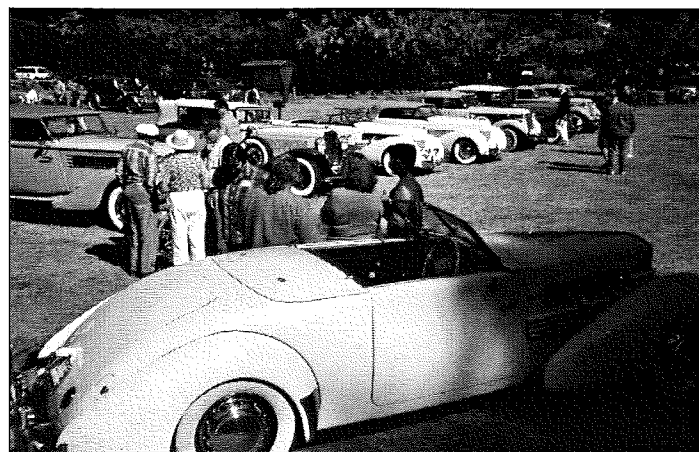


On the lawn—three Brits and a bouquet.

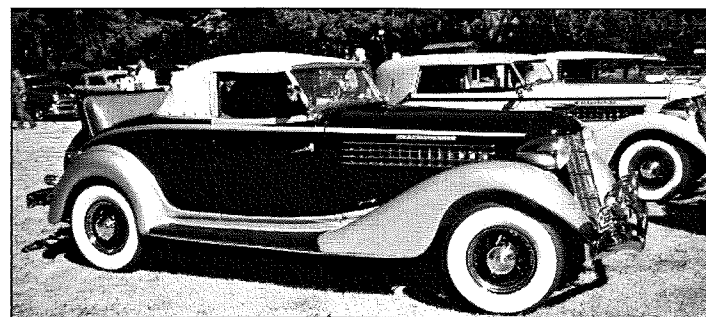
Joint ACD/HET Meet at Rainbow Falls September 21

Excellent weather delivered a good turnout for the annual Auburn Cord Duesenberg Club Fall Meet at Rainbow Falls held jointly this year with the Hudson Essex Terraplane Club.

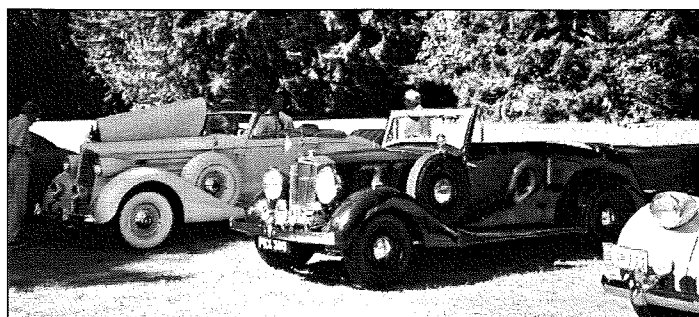
We counted 11 or 12 Full Classics:® seven or eight Auburns, three Cords and a Packard plus a Hudson-based 1939 Railton (classic status unknown). In addition to the Railton there were nine or ten non-classic HET cars as well as four or five other non-classic collector cars. PNWR members in attendance included: Denny Aker, Lou Berquist, Tom Crook, Bill Deibel, Ron Doss, Dave Ellis, Barrie Hutchinson, John Kane, Tom Sumner and Rick Turner. (Who have we missed?) ■



Rick Turner's 1936 Cord 810 Convertible Coupe with right-hand drive in front of the ACD lineup.



Dave Ellis's 1936 Auburn 852 Supercharged Cabriolet.



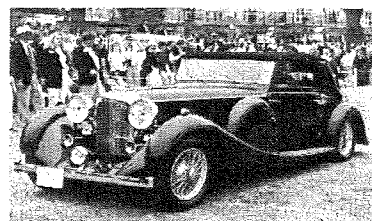
Ron Doss's 1937 Packard Twelve 1507 Coupe Roadster with hood up and non-member Dave Keister's 1939 Railton Drophead Coupe (classic status unknown).



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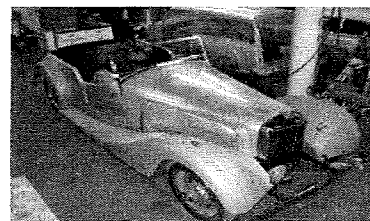
Choosing a qualified restoration facility is the single most important factor in the outcome of your classic car restoration. Our attention to quality and detail has produced many award winning restorations, including several first in class at Pebble Beach. Our satisfied clients, along with our proven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



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



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



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



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

Feel free to call for references or to discuss your restoration

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Raisbeck Engineering Hall Opens

From *The Accelerator*, Publication of the Auburn Cord Duesenberg Museum, Volume 30, No. 1, Spring 2003.

The Auburn Cord Duesenberg Museum opened its Raisbeck Engineering Hall of Technology to the public Thursday, April 10, at 7 p.m. during a Gallery Spotlight. About 80 people attended the free, public event.

The new gallery showcases the innovation, initiative and intellect of the Auburn Automobile Company in the number of great ideas conceived and patented in its 37-year history that are still a part of automotive technology today.

Matt Short, the museum's director of programs, said the gallery raises the museum's educational programs to a new level. The gallery especially highlights five technologies developed or promoted by the Auburn Automobile Company and Duesenberg Inc., which are still in today's production cars: retractable headlights and unit body construction, both first used in a 1936 Cord; front-wheel drive, first used in a 1929 Cord L-29 production car; hydraulic brakes, first used in a 1921 Duesenberg Model A; and superchargers, first used in a 1924 Duesenberg racer and in 1932 Duesenberg passenger cars.

Visitors will see the engines and technology related to the Auburn, Cord and Duesenberg automobiles. Among the artifacts are a Cord L-29 chassis, Duesenberg Model A and J engines, two Duesenberg aircraft engines, an Auburn engine and a Cord 810 engine. A life-size mural of a Duesenberg Model J blueprint covers one wall.

Biographies on the company's key engineering figures bring to life the people behind these revolutionary technological achievements. The gallery greatly expands the stories of Fred and August Duesenberg, Cornelius Van Ranst, Harry Miller, Walter Troemel, James Crawford, Gordon Buehrig and Herbert Snow.

James and Sherry Raisbeck of Seattle, Washington, are the gallery's sponsors. James is a 1958 engineering graduate of Purdue University and a Cord automobile owner. His company, Raisbeck Engineering Co., developed Learjet wing modifications for improved performance in the 1970s and most recently, become the first company to design and produce security cockpit doors installed in airplanes after Sept. 11, 2001.

Artifacts contributed to the new gallery and their donors are:

Duesenberg Model J Engine - donated by C.W. "Bill" Bocock Estate of Kerrville, Texas;

1930 Auburn Engine-donated by Esther Price Candy Company of Dayton, Ohio;

1930 Cord L-29 chassis - museum collection, restored by Richard Saddler;

Duesenberg Model A Straight Eight Engine-on loan from Grace and John Miller, and Bill and Sonya Miller, at of Frankfort, Indiana;

1936 Cord 810 V8 Engine - donated by Al and Patricia Hatch of Grand Blanc, Mich., with assistance from George Arakelian, Stan Gilliland, Tom Dudley and Greg Frownfelter;

Duesenberg V16 Model H Aircraft Engine - donated by Dee and Georgia Howard of San Antonio, Texas;

King-Bugatti 16-Cylinder Aircraft Engine - donated by Tom Perkins of Belvedere, California;

1935 Auburn 851 Supercharger - from the museum collection; and Startix-donated by the C.W. "Bill" Bocock Estate of Kerrville, Texas.

The Raisbeck Engineering Hall of Technology follows the opening of another major exhibit at the museum this year. The museum expanded its Duesenberg exhibit in February to include 13 Model Js. ■



The Raisbeck Engineering Hall of Technology highlights the many engineering innovations at the Auburn Automobile Company. The new gallery opened to the public April 10.



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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:

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web site: www.jctaylor.com



2004 Pacific Northwest Region Grand Classic® at Historic Port Gamble

The Pacific Northwest Region, CCCA will hold a 2004 Grand Classic® the weekend of July 9-11 on Washington's scenic Kitsap Peninsula. The judging will be held on picturesque lawns overlooking Hood Canal at historic Port Gamble near Kingston. A full schedule of additional events will expose attendees to the breathtaking scenery and interesting activities in nearby locations.

Participants and guests are invited to check in at the Red Lion Silverdale Hotel, located on the shores of Puget Sound's Dyes Inlet, on Friday July 9. At 11:00 a.m. shuttles will transport participants from the hotel to several exciting activities. The first stop will be an hour-long tour of the Marine Undersea Museum in Keyport hosted by a retired nuclear submarine captain. Shuttles will then take the group to Clearwater Indian Casino for two hours of lunch and gambling. Touring the wonderful collection of fine automobiles at the Bainbridge Island home of Glenn and Mary Lynn Mounger will provide the day's final stop. Shuttles will then return to the hotel where attendees can explore Silverdale's many antique stores, other shops and dining establishments.

The judging will begin at 9:00 a.m. Saturday at Port Gamble, a National Historic Landmark recognized as North America's oldest continuously operating mill town. Up to 70 Full Classics® in various judging and exhibition classes are expected to line the lawns. A 14-piece swing band will provide music from the Classic Era. During the event there will be opportunities to visit the Port Gamble Historical Museum, Tea House and local boutique shops. By 3:00 p.m., the judges will have ruled and the scores will have been tallied.

The Awards Banquet will take place Saturday evening at the Red Lion Silverdale. After dinner, continued socializing will be encouraged at the hosted hospitality suite. A farewell breakfast is scheduled for Sunday morning.

Cost of the event is to be determined. Fifty water-view rooms at the hotel have been reserved at a very reasonable rate of \$95 per night. ■

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ANTIQUES-CLASSICS-COLLECTIBLES

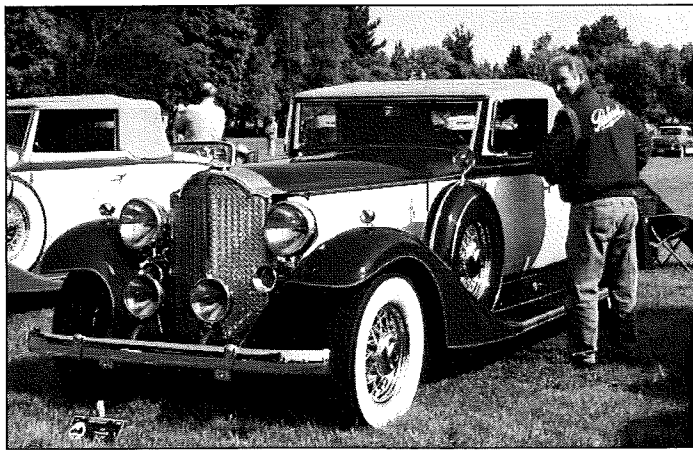
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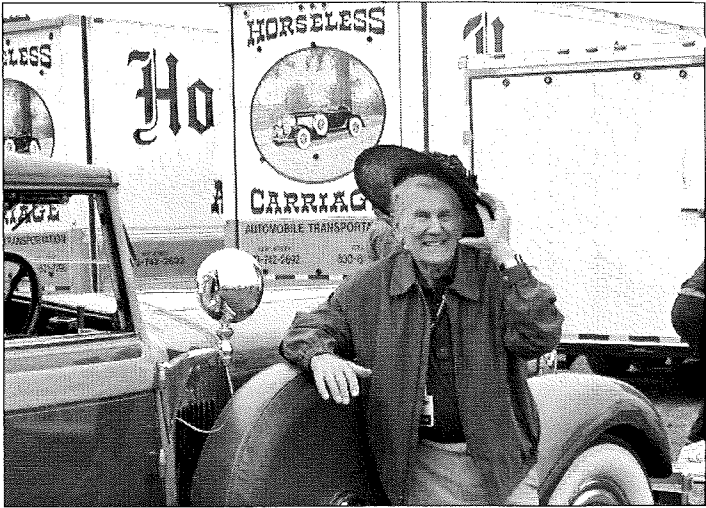
Caught on camera...



...at the Kirkland Concours: Judges Roy Magnuson, Sherry Raisbeck, John Carlson and Terry McMichael. Roy Magnuson Photo



...at the Grand Experience: Ron Doss with a Packard Coupe Roadster. Bobbie'dine Rodda Photo



...at the Polo Field, Pebble Beach: Dick Hooper with his Isotta Fraschini. Roy Magnuson Photo



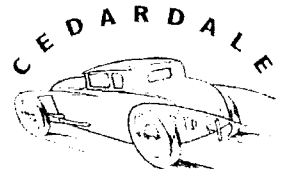
...at the Grand Experience: Randy Small and Tom Crook. Bobbie'dine Rodda Photo



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...at the Grand Experience: Grand Marshall Glenn Mounger breaking ground for the new addition to the CCCA Museum. Bobbie'dine Rodda Photo



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Classic Car Club of America
2004 ANNUAL MEETING • Novi, Michigan
January 7th - 11th



Schedule of Events	
Wednesday, January 7, 2004	
1:00-5:00 PM	Registration
4:45 PM	Buses depart champagne reception. Ed Meurer Collection
7:00-10:00 PM	Registration & Hospitality
Thursday, January 8, 2004	
8:00-10:00 AM	Registration
9:00 AM	Depart for Lincoln Plant & Pollard Collection & Lunch
1:30-5:00 PM	Classics enter Expo Center
1:30-5:00 PM	Registration
2:15 PM	Technical Seminar
3:45 PM	Depart for McMullen's Collection & Dinner
10:00-11:00 PM	Hospitality Suite
Friday, January 9, 2004	
7:00-9:00 AM	Registration
8:00 AM	Annual Membership Meeting
10:00 AM	Annual Museum Membership Meeting
10:00-5:30 PM	Classics enter Expo Center
12:00 Noon	Buses depart - GM Special Vehicles & Cadillac Museum-Box Lunch provided
1:00 PM	(National & Regional Directors don't sign-up)
2:00-5:30 PM	National Board of Directors Meeting
3:00 PM	Regional Relations Meeting
3:30 PM	Regional Editors Meeting
5:30 PM	Buses Depart, Regional Awards Dinner at Henry Ford Museum
6:15 PM	Cocktail - Cash Bar
7:00 PM	Dinner & Regional Awards Presentation
10:00-11:00 PM	Hospitality Suite
Saturday, January 10, 2004	
8:00-10:00 AM	Registration
7:30-9:30 AM	Classics enter Expo Center
8:00 AM	Museum Trustees' Breakfast & Meeting
8:30 AM	Judges & Tabulators Breakfast and Meeting at Novi Expo
10:00 AM	Judging Commences
10:00 AM	Bus departs, Ladies Fashion Show & Lunch, Somerset Collection
11:00 AM	Bus departs for Weaver's Fire Engine Museum, Hudson Garage & Lunch
3:00-4:30 PM	Classics may Exit Expo Center
5:00 PM	Bus Depart for DAC
6:00 PM	Cocktail - Cash Bar at Detroit Athletic Club (DAC)
7:00 PM	Awards Banquet & Award Presentation (DAC)
10:00-11:00 PM	Hospitality Suite
Sunday, January 11, 2004	
7:30-10:30 AM	Classics Exit Expo Center
9:00 AM	Buses depart for Whitney Brunch & International Auto Show
11:00 AM	Depart for Auto Show from Whitney
5:00 PM	Buses return to Hotel

REGISTRATION AND ORDER FORM • 2004 CCCA ANNUAL MEETING

NAME _____ SPOUSE OR GUEST _____
(as you wish the names to appear on the name tags)

ADDRESS _____ PHONE _____ FAX _____

CITY _____ STATE _____ ZIP _____

NOTE: DEADLINE FOR ACTIVITIES RESERVATIONS POSTMARKED BY DECEMBER 1, 2003

REGISTRATION FEE	
Registration	
After December 1st there is a late fee per person	No. of Persons @ \$35.00 \$
Champagne Reception at Ed Meurer Private Auto Collection, Champagne Reception Transportation fee	No. of Late Fees @ \$35.00 \$
Lincoln Assembly Plant Tour, Pollard Collection & Lunch.	No. of Persons @ \$15.00 \$
John McMullen's Private Automobile Collection and Dinner at White Horse Inn (est. 1850)	No. of Persons @ \$15.00 \$
GM Special Vehicle Collection, Cadillac Museum, Box Lunch provided (National & Regional Directors & Editors do not sign up for this trip.)	No. of Persons @ \$35.00 \$
Box Lunch for those Attending Meetings (no Lunch served at Hotel Restaurant)	No. of Persons @ \$35.00 \$
Henry Ford Museum, Admission, Dinner and Regional Awards Presentation Transportation Fee	No. of Persons @ \$15.00 \$
Ladies Sommerset/Nieman Marcus Lunch, Fashion Show, Makeup Presentation Transportation Fee	No. of Persons @ \$30.00 \$
Fire Engine Museum, Original Hudson Dealership/Museum, Haabs Lunch Transportation Fee	No. of Persons @ \$15.00 \$
DAC Private Club (est. 1887) and Tour - Awards Banquet (Black tie Opt., Jacket & Tie Req.) Transportation Fee	No. of Persons @ \$40.00 \$
The Whitney Famous Brunch - Formal Style - in an historic 1894 Mansion Transportation (To The Whitney returning to Hotel after Auto Show)	No. of Persons @ \$15.00 \$
Auto Show	No. of Persons @ \$38.00 \$
Total Enclosed \$ _____	

Make check payable to Michigan Region, CCCA
Mail check with this reservation form to: Patty Moss, 3377 Timber Crest Court, West Bloomfield, MI 48324
Reservation deadline - December 15, 2003 - (248) 360-9818 - Email lp moss@hotmail.com.

Home Region _____ First CCCA National Meeting _____

I Will Be Available To Judge _____
Bringing _____ Classic Car(s) - You must register your Classic with National on other form.

Classics will be shown in Novi Expo Center - Trailers parking on Expo Grounds

Make Hotel Reservations directly with
HOTEL BARONETTE

27790 Novi Road, Novi, MI 48377 (248) 349-7800 - (800) 395-9005
Hotel Reservation Deadline - December 15, 2003

C.C.C.A. for special rate, Double or Single Room \$119.00 (includes full Breakfast & evening reception with drinks)
(Same rate applies a couple days before and after event)

"An Exclusive Automotive Event" by the Michigan Region, CCCA
CLASSIC CARS MUST BE REGISTERED WITH NATIONAL USING NATIONAL REGISTRATION FORM

**PNWR Board of Managers' Meeting
Wednesday, June 4, 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, Editor Deibel, Managers Reverman, Steinman, Cook, Murray, Rittenhouse and members Reddaway, Turner, McEwan, Johnson, Barber and Norman. Treasurer Campbell and Managers Wouters and Bomstead were absent.

The minutes of the previous managers' meeting held May 7, 2003 were approved with changes. Director McGary gave Treasurer Campbell's report. We have a balance of \$37,600 that now has been moved to Washington Mutual. Membership Chair Merrisue Steinman was absent but Gary Steinman reported that the 2003 PNWR Directories have now been sent out. Bill Deibel reported that the *Bumper Guardian* was nearing completion and would be mailed shortly.

Gary Steinman and Ed Rittenhouse reported on the tour to the **My Girl Diner** in Kingston on June 1, 2003. There was a good attendance and the event was a great success. Everyone enjoyed the place and its décor as well as the excellent car and memorabilia collection. Of particular interest was the award-winning Elvis impersonator and his lovely accompanist for entertainment. The participants were also treated to a "time warp" dancing display featuring Al McEwan and Sandi Rasmussen.

Al McEwan reported that the **Yarrow Point 4th of July Parade** will again be repeated under his direction. He also reported that the August **Tour to Calderon** wouldn't happen as planned. There was a discussion of a repeat of the picnic at the Brent McKinley Estate. Bill Deibel agreed to contact Brent to see if the scheduled date of August 2 would be workable. John McGary discussed the **LaConner Land and Sea** event scheduled for September 12-14. Gary Steinman agreed to coordinate for the club with Bill Finnefrock of the Classic Boat group. John McGary discussed the availability of rooms and facilities. Ed Rittenhouse reported on the September 14-21 **Golf Tour**. About eight drivers have indicated serious interest. There is a possibility of a kick-off brunch that would be open to all PNWR members as well as non-member attendees of the Kirkland Concours scheduled for that weekend. Army Barer reported that he had finalized our reservation for the **Tacoma Glass Museum Tour** set for October 18. He noted that he was in communication with Carl Bomstead for suggestions of a suitable garage tour to add to the museum tour. Gary Johnson reported on the **PNWR Annual Meeting** to be held November 8. This year it will be an early afternoon lunch affair held at Newcastle Country Club. Because of the success of last year's program it was agreed that Carl Bomstead would revisit his automobilia program possibly with an "Antique Road Show" theme. The cost of the event was discussed and by motion duly seconded and passed it was agreed that the price of the annual meeting would be fixed at \$30 and that the club would pick up any excess expense. Ed Rittenhouse discussed the **Holiday Party** to be held December 7. It will be held at Broadmoor Golf Club and follow our time-honored format.

Steve Norman asked whether the club would participate in the Edmonds Hot Autumn Nights event scheduled for September 6. After some discussion of what events the Club should properly become involved with it was decided by motion duly seconded and passed that the club would make mailing labels available for this event and Steve agreed to send the mailer out at his expense as a personal supporting effort for the event. John McGary suggested that the club explore having a PNWR Members' dinner regularly at a good restaurant. After discussion there appeared to be little support for this type of activity. John also suggested that it was not too early to start planning for the next **Grand Classic®** to be held by the Region. After discussion a steering committee was appointed consisting of Gary Steinman, Chair; Gerry Greenfield; Ed Rittenhouse; and Bob Reverman. Several possible venues were discussed.

There being no further business the meeting was adjourned at 9:00 p.m.

(No PNWR Board of Managers Meeting was held in July, 2003)

**PNWR Board of Managers' Meeting
Wednesday, August 6, 2003
Reported by Arnold Barer, Secretary**

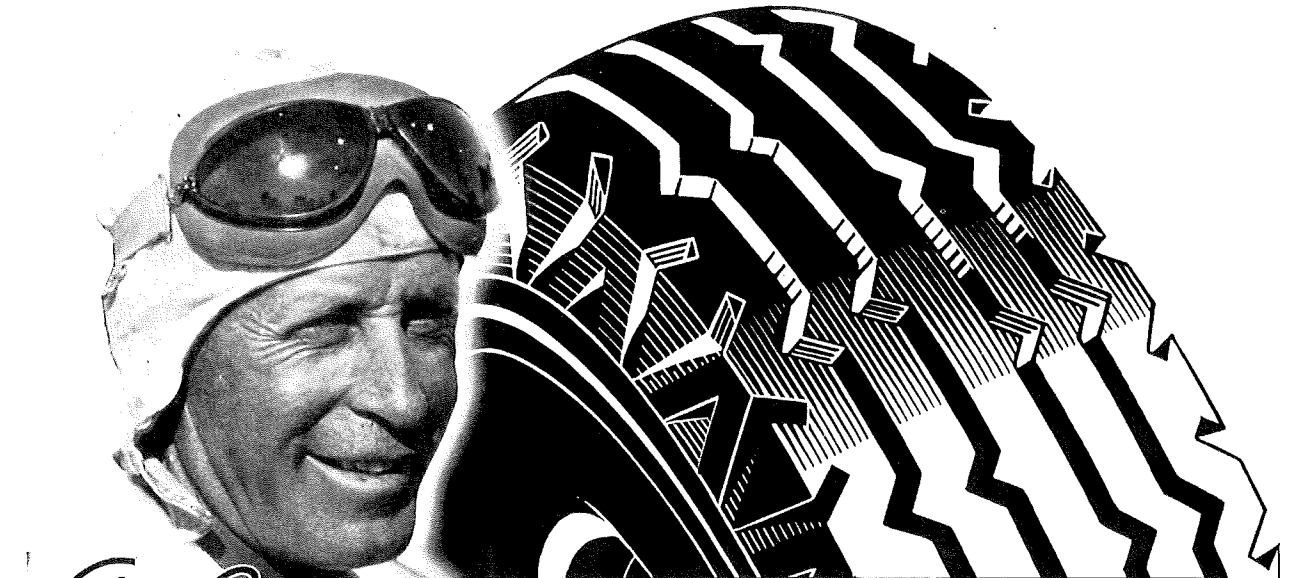
The meeting, held at the Bellevue Inn, was called to order by Director McGary at 7:00 p.m. In attendance were Director McGary, Secretary Barer, Treasurer Campbell, Membership Chair Merrisue Steinman, Managers Reverman, Gary Steinman, Murray, Rittenhouse, Wouters, Bomstead, Marlene Zuker, Lee Zuker, Greenfield, and Barber. Absent were Manager Cook and Editor Deibel.

The minutes of the previous managers' meeting, held June 4, 2003, were approved with changes. (No Board Meeting was held in July.) Treasurer Campbell gave the treasurer's report. We have a balance of \$35,372. There was a general discussion of when dues statements should be sent out and whether it was possible for a combined National and Regional dues statement. It was decided that we would follow the usual separate statement practice for next year's dues. Merrisue asked that we review our listings in the membership directory for any necessary corrections. The subject of badges was also discussed. We need a new source of nametags since our usual source is now out of business. There was discussion of the need of a form letter welcoming new resident National Members and inviting them to join the region. John McGary reported for Bill Deibel that the *Bumper Guardian* deadline would be September 1. Bill needs the Event Managers to get their articles to him.

Army Barer reported on the **Yarrow Point 4th of July Parade**. As usual there was a good turnout with about 20 members and about 15 cars. Jerry Greenfield reported on the **August 2 Picnic**. There were about 30 people and about 20 cars. Those who attended expressed their feelings on how wonderful the McKinley Estate and collections were. Gary Steinman reported on the **LaConner Land and Sea** event. Because of conflicts and for other reasons it didn't appear that there would be an adequate showing of members' cars to justify our participation. A motion was thus made seconded and duly approved to drop the event from our calendar. Ed Rittenhouse reported on the **September 14-21 Golf Tour**. So far there are eight cars signed up. Ed reported that there will be a **Kick-Off Brunch** on Sunday at **Snoqualmie Ridge Golf Club**. All members are invited even if they are not participating in the golf tour. Invitations to the Brunch have also been given to participants in the Kirkland Concours. Army Barer reported that we have added a garage tour of the Allard auto and automobilia collection to the **Tacoma Glass Museum Tour** set for October 18. After some discussion it was decided that we would probably change the lunch site also. In Gary Johnson's absence Carl Bomstead reported on the **Annual Meeting** to be held November 8. This year it will be an early afternoon luncheon affair at Newcastle Country Club. Carl was asked to revisit his automobilia program from last year with a possible "Antique Road Show" theme. There was no substantive discussion of the **Holiday Party** to be held December 7. It was greed previously that it will be held at Broadmoor Golf Club and follow our time-honored format.

Gary Steinman discussed the progress on planning for a PNWR hosted **Grand Classic®**. It was agreed that Gary would try to find venues and available dates to schedule the event in 2004 to keep the existing bi-annual Caravan/Grand Classic rotation. John McGary discussed the need to find candidates for Board seats of Board Members whose terms are expiring this year. Carl Bomstead noted that we have reserved dates at the Atrium for next year's **Coming Out Party**. We will need a new Event Manager.

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



Ab Jenkins **BRINGS WORLD RECORDS
BACK TO AMERICA ★ ★ ★
on Firestone
Gum-dipped TIRES**

THINK OF IT—7,134 miles in 48 hours, or an average speed of 148.62 miles an hour! Never before has man driven so fast for so long. On September 22 and 23, over the world's fastest speedway, the salt beds of Lake Bonneville, Utah, Ab Jenkins broke 72 world, international, and American speed records — many previously held by European drivers.

Years before Ab Jenkins began his record-breaking run, Firestone chemists and engineers toiled in a ceaseless effort to find the way to conquer internal friction which creates heat — the great destroyer of tire life. From their efforts was conceived Gum-Dipping — the patented process which so skillfully blends cotton and rubber that every tiny fiber of every cotton cord in the tire is bound together into one inseparable unit.

It was by means of this Gum-Dipping process, used only in Firestone Tires, that rubber and cotton were able to hold together under Jenkins' 2½-ton, 650-horsepower record-breaking car as it tore over the granite-like salt, at speeds as high as 160 and 170 miles per hour.

You, of course, will never drive your car 2½ miles a minute, but you need the extra protection of Firestone Gum-Dipped Tires for long, hard drives which may tax ordinary tires beyond their strength and resistance.

Firestone High Speed Gum-Dipped Tires give you greatest blowout protection — this is proved by every test. Ab Jenkins trusted his life to Firestone Gum-Dipped Tires, and even at such terrific speeds he had no blowouts or tire trouble of any kind. Why take chances when you can have this same extra safety that only Gum-Dipping can give.

To protect your life and the lives of others, go to your nearest Firestone Dealer or Firestone Auto Supply and Service Store, and have your car equipped today with a set of Firestone High Speed Tires. The scientifically designed tread gives you up to 25% greater non-skid safety. Treads wear down far less on the cold, wet pavements of fall and winter—your tires will be practically new next spring.

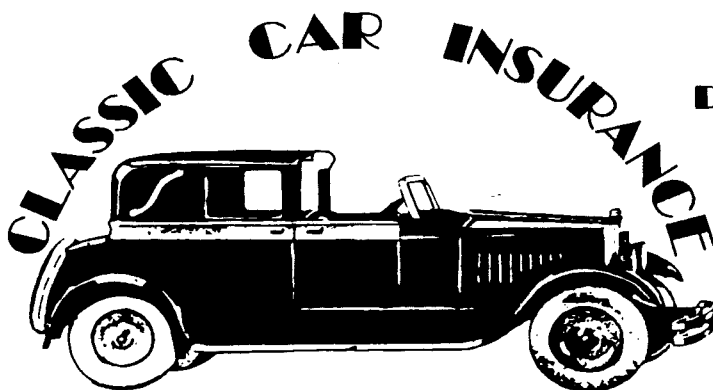
*Listen to the Voice of Firestone featuring Richard Crooks—with Margaret
Speaks, Monday evenings over Nationwide N. B. C.—WEAF Network*

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In 1935 Ab Jenkins and Tony Gulotta drove a special-bodied supercharged Duesenberg Model SJ, prepared by Augie Duesenberg, and dubbed the "Duesenberg Special" to a 24-hour record of 135.47 MPH on Utah's Bonneville Salt Flats. Later that year on the Flats, Britain's Captain G. E. T. Eyston driving "Speed of the Wind," a special chassis powered by a 12-cylinder Rolls-Royce Kestrel aircraft engine with the supercharger removed, bested Jenkins' 24-hour record averaging 140.52 MPH. Not to be outdone, Jenkins had Augie prepare and install a Curtis Conqueror aircraft engine in the Duesenberg and add a tailfin to the body. Changing the name of the car to "Mormon Meteor," Jenkins in 1936 set a host of new records including the ones referred to above. With modifications to this car and the new name Mormon Meteor II Jenkins set more records in 1937. In 1938 Jenkins went even faster with the Mormon Meteor III starting with two 12-cylinder Curtis engines, but this was a whole new car no longer derived from a Duesenberg. Jenkins reinstalled the original engine in the Duesenberg car; installed doors, fenders and a windshield; and by his own account drove the car an additional 20,000 highway miles. This car is owned today by a CCA member. (These cars and their names, dates and records are often confused. Ed.)

PNWR CALENDAR OF EVENTS

<i>Date</i>	<i>Event</i>	<i>Manager(s)</i>
2003		
<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>
2004		
<i>February ?</i>	<i>Garage Tour</i>	<i>(open)</i>
<i>March 13</i>	<i>CCCA Judging Seminar</i>	<i>Reddaway</i>
<i>March 27</i>	<i>Coming Out Party</i>	<i>Rittenhouse/Wouters</i>
<i>July 9-11</i>	<i>Grand Classic®</i>	<i>G. Steinman</i>



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