

VOLUME 15

NUMBER 1



# BUMPER GUARDIAN



*Classics at Newcastle*

*February 2004*

**Pacific Northwest Region  
Classic Car Club of America**



**Officers & Special Posts**

|                                |                                      |
|--------------------------------|--------------------------------------|
| Director, John McGary          | H-(206) 522-3727<br>W-(206) 524-7040 |
| Asst. Director, Ed Rittenhouse | H-(206) 232-1117                     |
| Secretary, Amy Barer           | H-(425) 454-0296<br>W-(206) 292-0088 |
| Treasurer, John Campbell       | H-(425) 885-5472<br>W-(425) 562-1960 |
| Membership, Merrisue Steinman  | H-(360)426-2232<br>W-(253) 531-7111  |
| Editor, Sam Barer              | H-(360) 866-3529<br>W-(360) 402-6487 |
| B.C. Liaison, John Carlson     | H-(604) 931-5948                     |

**Board of Managers**

|                |      |                                       |
|----------------|------|---------------------------------------|
| John McGary    | 2004 | H- (206) 522-3727<br>W-(206) 524-7040 |
| Bob Reverman   | 2004 | H-(425) 885-0319                      |
| Ed Rittenhouse | 2004 | H-(206) 232-1117                      |
| Carl Bomstead  | 2005 | H-(206) 390-2886                      |
| Noel Cook      | 2005 | H-(206) 232-6413<br>W-(206) 443-9424  |
| Gary Steinman  | 2005 | H-(360)426-2232<br>W-(253) 531-7111   |

**Meetings**

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

**Membership**

Regional membership is available only to Classic Car Club of America national members. Membership forms can be obtained by contacting Merrisue Steinman at (360) 426-2232 or via email at merrisuegarstein@msn.com

**Advertising**

Advertising policy and rates: The Bumper Guardian will print classified advertising free of charge for members. Print advertisement rates are based on size. Contact the Sam Barer at (360) 866-3529 or sbarer@apexstrategy.com 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.

**Submissions**

Bumper Guardian encourages submissions from members. Please submit content in Microsoft Word or text format via email to sbarer@apexstrategy.com. Digital photography is preferred, and high resolution is required. All submissions are subject to editing for content and length.

**Sam Barer, Editor**

1612 Easthill Place NW  
Olympia, WA 98502  
sbarer@apexstrategy.com

**THE DIRECTOR'S CHAIR**

*John A. McGary — PNR Director*

**Planning on participation**



2004 is off to a great start for classic cars. The PNR was well represented by six members at the Annual National Meeting of CCCA hosted by the Michigan Region. The meeting was in Detroit at the center of the US car manufacturing world and in close proximity to many fine collections of Full Classics® and other collector cars. Without counting the Detroit International Car Show we had access to over 500 prized cars produced over a span of nearly 100 years. The Michigan Region certainly did a fine job hosting the event. We were kept on the move constantly so as not to notice the sub teen temperatures.

The recent auto auction in Scottsdale Arizona has just established that full Classics® are once again an investment capable of appreciation in value. Many members were beginning to wonder if the value of their cars would every match the purchase price again let alone go up in value. However the caveat that the top-notch cars and most popular marques are the safest investment remains true.

Our major event this year for the Region will be the Grand Classic hosted the weekend of July 9-10-11 in Port Gardner. Rooms have been reserved for us in Silverdale WA. And many activities have been planned to make this truly a destination event. We believe that our Region is capable of turning out 60 cars for this event and all planning is being made with this goal in mind. It is not too early to start working on your car and getting after those projects that you have put off. Reggie is up on blocks in my garage with five separate projects under way as I write this message.

The Board of Managers will be working hard to provide ten car related driving/social events during the coming year. Some old some new but all well planned and well worth putting on your calendar. All members are reminded to attend the Board Meetings at 7:00 PM on the first Wednesday of the month at Johan's located in the Bellevue Inn.



*Events take enormous time and effort to plan. Ensure event success by attending with your Full Classic.*

**THE FOUR WHEEL DRIFT**

*Sam Barer — Editor*

**Keeping the tradition—while keeping it fresh**



This edition of the Bumper Guardian marks the "trial by fire" beginnings of my role as Editor. Outgoing Editor, Bill Deibel, set an extremely high standard -- reflecting the same virtues of painstaking quality and attention to detail exemplified in our region's Full Classics.®

It might not be immediately apparent to some members why I was recruited to take-over as Editor. Unlike the majority of our club's membership, I was born not during the Classic Era, but in the muscle car age. You won't find any Full Classics in my personal garage either, just a Triumph TR-3 and Corvettes of various vintages.

Before readers question the Board of Managers' sanity, I should make light of two important facts. The first is my day job -- I'm a freelance writer and run a syndication company producing "Sound Classics," a weekly collector car column. The second is I chose to become an automotive journalist due to my passion for cars of all types and vintages, but especially the Classic Era. Becoming the Editor of the Bumper Guardian is an extension of not only my business, but also of my passion.

Whenever new blood is brought into the Club and its managing positions, there are always discussions and concerns regarding change. Prior to my career in journalism, I spent years in corporate marketing management positions. It was during this time I became a fan of "evolution" over "revolution."

The Classic Car Club of America has a rich tradition of celebration and preservation of the wonderful Full Classics. In our own region we count many of the world's foremost experts on Full Classic restoration, marque history and market trends. The newer membership should always embrace the knowledge and wisdom of our experienced members, for we cannot survive without the help of our long-time active members. As the saying goes: "we can't possibly know where we're going, if we don't know where we've been."

Just like in corporate America, though, the club needs to integrate fresh and new ideas to stay strong. One only needs to follow Barrett-Jackson's annual auction in Scottsdale to realize the lion's share of the automotive spending and interest is now directed towards high-performance pony cars, muscle cars and hot rods. Without a natural evolution to maintain interest and promote membership growth, the long-term health of our club becomes increasingly difficult to ensure. The new board members and managers must work together to make the Classic Car Club of America relevant in today's car culture, but without losing our identity and focus on the Full Classics.

I plan to stay true to the formula that made Bumper Guardian the standard by which all other regional publications are judged. We will try new things. Some will gain traction, and others might not. The important point is that BG can only succeed with member participation. Write, and it will be published. Articles about car or club topics are welcome -- be creative. This issue even unveils our first "Classic Podium Topic," and some tips for submitting stories for future editions.

I look forward to serving the CCCA family (which includes members of my real family: my wife Lisa, daughters Rebecca and Naomi, parents Amy and Carol Barer, and in-laws Gary and Merrisue Steinman.) Feel free to call, email (sbarer@apexstrategy.com) or talk to me at events to communicate your feedback on the Bumper Guardian during my editorial tenure.

Register for the Pacific Northwest Region Grand Classic®  
July 9-11, 2004 at historic Port Gamble

The Pacific Northwest Region CCCA invites you to attend its Grand Classic the weekend of July 9<sup>th</sup> through 11<sup>th</sup>, 2004 on Washington's scenic Kitsap Peninsula. The Grand Classic event will be held on picturesque lawns overlooking Hood Canal at historic Port Gamble in Kingston, WA. A full schedule of additional events will expose attendees to the breathtaking scenery and interesting activities in nearby locations.

Rooms with views of Puget Sound's Dyes Inlet have been reserved at Red Lion Silverdale Hotel at a special rate of \$95 per night. Many exciting activities are planned on Friday, starting with a hosted tour of the Marine Undersea Museum. Attendees will tour two collections of fine automobiles, first at the home of Bruce and Betty Armstrong, then Glenn and Mary Lynn Mounger. Clearwater Indian Casino will be the site of dinner and gambling entertainment.

The Grand Classic event begins at 9AM on Saturday at Port Gamble, a National Historic Landmark recognized as North America's oldest continuously operating mill town. Up to seventy Full Classics™ in various judged and exhibition classes will line the lawns. A live fourteen-piece swing band will provide the event's soundtrack with music from the Classic Era. During the event, attendees are invited to visit the Port Gamble Historical Museum, Tea House and local boutique shops. By 3PM, the judges will have ruled and the votes tallied.

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

Members are invited to register now. For additional registration information, please contact the Event Chairman, Gary Steinman at 360-426-2232.

**Note:** To have your car judged at the Grand Classic, it MUST be registered through National on its official entry form. Forms can be found in upcoming issues of the *Classic Car Bulletin*.

To assist with judging, please contact:  
Don Reddaway or Lee Zuker  
Head Judge Asst. Head Judge  
(206) 363-8623 (360) 426-4388  
dredd60@aol.com Lee.Zuker@earthlink.net

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SAVE THESE DATES!

- Judging Seminar  
March 13, 2004  
Tom Crook's
- The 2004 Grand Classic  
July 9, 10, 11, 2004  
Silverdale and Kingston, WA



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GRAND CLASSIC: SILVERDALE, WASHINGTON  
July 9 – 11, 2004

REGISTRATION AND INFORMATION FORM

LOCATION:

Red Lion Hotel  
3073 N.W. Bucklin Hill Road  
Silverdale, WA 98383  
(360) 698-1000

COORDINATOR:

S. Gary Steinman  
205- 117<sup>th</sup> Street South  
Tacoma, WA 98444  
(253)531-7111 or (360)426-2232  
merrisuegarystein@msn.com

ROOMS:

Mention CCCA for \$95 rate.  
Reservation deadline: June 9

JUDGING:

Historic Port Gamble. All grass  
field overlooking Puget Sound

SPECIAL EVENTS:

Friday: Tour of Naval Undersea  
Museum at Keyport. Tour of Bruce  
Armstrong Collection. Bus tour- visit  
Glenn Mounger car museum , dinner  
buffet and gambling at Clearwater  
Casino. 14 piece Swing/Jazz Band  
during Grand Classic

Name

Address

City, State, Zip

E-Mail

SCHEDULE:

Thursday, July 8, 2004  
5:00-10:00 PM.....Registration Red Lion Hotel  
Friday, July 9, 2004  
9:00 AM - 5:00 PM.....Registration Hotel  
10:00 AM.....Tour Naval Undersea Museum  
12:00 Noon.....Tour Bruce Armstrong Collection  
1:00 PM.....Lunch, Red Lion  
3:30 PM..... Bus Tour to Moungers & Casino Dinner  
9:30 – 11:30 PM.....Hospitality Suite  
Saturday, July 10, 2004  
8:00 – 10:00 AM.....Registration Port Gamble  
8:00 – 10:00 AM.....Judges' Breakfast  
10:00 AM.....Judging Commences  
6:00 PM .....No Host Cocktails at Hotel  
7:00 PM.....Awards Banquet  
10:00 PM.....Hospitality Suite  
Sunday, July 11, 2004  
10:00 AM.....Going Away Brunch at Hotel

Registration Deadline: June 29th  
(Please indicated number attending for each activity)

Registration .....No.@ \$30 = \$ \_\_\_\_\_  
Undersea Museum.....No.@ No Charge \_\_\_\_\_  
Armstrong Collection.....No.@ \$No Charge \_\_\_\_\_  
Saturday Lunch at Red Lion.....No.@ \$20 = \$ \_\_\_\_\_  
Beef Kabobs \_\_\_\_\_ Chicken Breast \_\_\_\_\_  
Mounger/Casino/Dinner.....No.@ \$45 = \$ \_\_\_\_\_  
Saturday Awards Banquet .....No.@ \$45 = \$ \_\_\_\_\_  
Salmon File t \_\_\_\_\_ Prime Rib of Beef \_\_\_\_\_  
Sunday Brunch.....No.@ \$15 = \$ \_\_\_\_\_

TOTAL ENCLOSED

Make check payable to: Pacific Northwest Region CCCA,  
C/O S. Gary Steinman, 205-117<sup>th</sup> Street South, Tacoma, WA 98444

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# GOLFavan

Story by Connie Berdass – Florida Region CCCA. Pictures by Ed Rittenhouse

Driving Full Classics™ and playing golf for a week during September's GOLFAvan adventure proved double the pleasure. The event, planned by Ed "Tourmaster Extraordinaire" Rittenhouse, exhibited all the perfect elements: challenging golf courses, great accommodations, and fabulous scenic highways.

Brian and Carol Goodell and Jeff and Connie Berdass arrived without vehicles, but Ed graciously allowed the visitors to borrow his cars. The superb running condition of these fabulous Classics promoted instant confidence. Since Brian is a newcomer to the Classic Car hobby, Ed provided driving lessons and books.

The initial gathering for this outing started on Sunday, September 14<sup>th</sup> with a lovely brunch at the beautiful Snoqualmie Ridge Golf Club. After brunch we began down the road heading towards Campbell's Resort on Lake Chelan. Enjoying a leisurely pace, we made several stops for essentials, such as one to procure a root beer float ice cream cone for Lee Zuker. At the end of the day's journey, we were twelve people in number and our cars included three Packards, two Cadillacs and one Franklin. Much of the evening's activities included discussions about car performance and Cliff Stranburg's debate supporting why Franklins make the ultimate classics.

The next two days included playing golf at Desert Canyon Golf Resort and making trips to the nearby casino. While his Franklin continued to perform flawlessly, Cliff, along with Jim Bolt missed the Desert Canyon turn-off (both arriving and leaving,) adding a total of 70 extra miles. The panoramic views of the mountains and Columbia River made the two's longer drive worthwhile, as well as temper the sting of a few wildly misplaced golf shots for the rest of us.

Wednesday was a travel day to Moses Lake. Unfortunately, Jim Green and Bob Larabee had to leave, as did Lee Zuker's son-in-law, Bill. The day's travel had us stopping in Ephrata for lunch. Being unfamiliar with local restaurants, Brian Goodell asked a gentleman in a pick-up truck for suggestions. The man's reply: "the Tacos at the Texaco station were pretty good." Deciding fuel station Tex-Mex was not proper fare on a long tour, we found ourselves at "Wanda's Home Cookin'," a decision based only on its name.



Lee and Marlene Zuker with their 1940 Cadillac 60 Special

The next morning the ladies joined the men to play Moses Point Country Club. There is an old joke that explains the origin of the word "golf" is actually the acronym for "gentlemen only, ladies forbidden." Evidently this is supported by Moses Point Country Club, which in accordance with its gentlemen's club rules, turned away our group of four ladies. In actuality, it was the gentlemen in our tour who were more insulted than the ladies. The group took the change of plans in stride.



Breathtaking scenery made driving all the more fulfilling



The happy golfers

Marlene Zuker joined us for the remainder of the journey. Despite being a non-golfer, she was nice enough to play the role of "bag lady," hauling golf clubs for the group in her minivan. The Links at Moses Point was our next destination, courtesy of Jim Tallman and Daryl Hedman, who arranged for us to play the lovely and interesting course. The group much appreciated Jim and Daryl's graciousness in arranging the very memorable time on the course and the nice meal in the restaurant.

As we prepared to leave Moses Lake on Friday, Ed convinced Cliff to put the top down on his Franklin. Eventually, the thirty-plus mile per hour winds caused the top to act like a drag racer's parachute. Stopping to affix the top did provide the opportunity to grab lattes and cappuccinos – drinks the Floridians on the tour grew to appreciate.

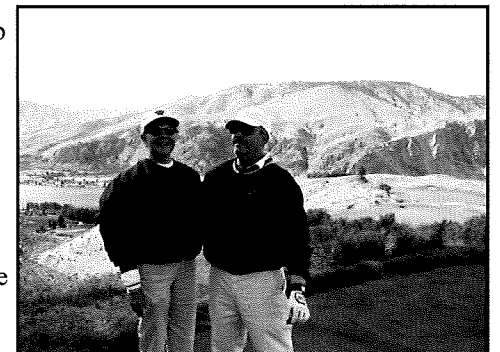
The group caravanned to Sun Mountain Lodge, a place all in the group had been to previously. All felt very excited to return, as it instantly captures hearts with its refreshing and serene environment. The next day, we played Alta Lake Golf Course, another beautiful, yet challenging course. The eighteenth green became the tour gallery. We shook hands, gave hugs, and clapped for all the shots on the green.

Our trip home on Sunday took the caravan along the magnificent North Cascade Highway on the spectacularly warm and sunny day. What a wonderful way to end such a trip. The cars performed beautifully the whole week, without a single issue of which to speak.

We had birdies, pars, bogies, and much more. Many golf shots will be remembered, although a handful we wished we could forget. Mostly we will remember a great week of traveling with our Pacific Northwest CCCA friends.



Jim Bolt and Cliff Stranburg stand by their 1930 Franklin Pursuit



Florida Region's Connie and Jeff Berdass at Desert Canyon's 600-yard hole!

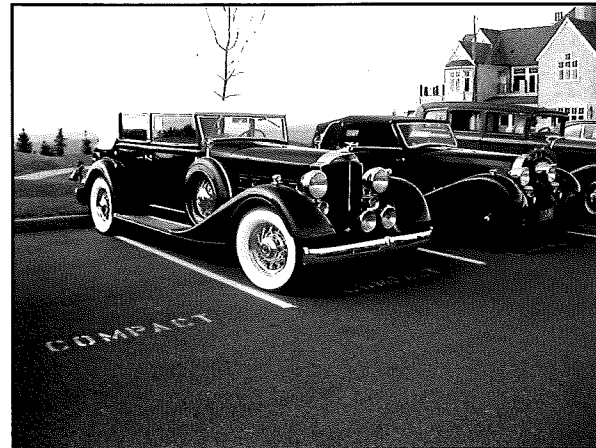


Pam, Carol and Connie at Moses Point's "19th Hole"

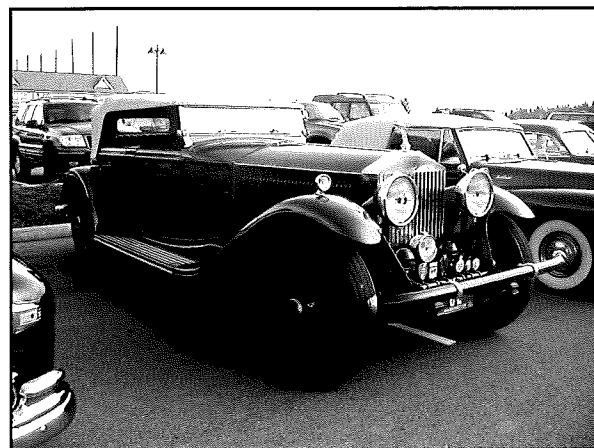


Connie Berdass, Carol and Brian Goodell, Pam Rittenhouse at Moses Point Golf Course





**Regional Annual Meeting finds a beautiful day better than the dark and dreary nights of years past.**



*Creative event scheduling and unseasonably clear weather were all the incentives many of the PNR's most beautiful Classics needed to come-out and play.*



*Story and pictures by Gary Johnson*

CCCA National guidelines dictate Regional Annual Meetings to be held during the first half of November. In the years past, the 4:30 PM darkness and pouring rain had members driving to hotel-based meetings in modern cars. The most beautiful sites, and basis for the meeting went unseen as we ate our meals, listened to awards presentations and conducted miscellaneous "unexciting" business. Well, not any more, bunky!

The Pacific Northwest Region started a new tradition on November 8<sup>th</sup>, 2003 as we held our Annual Meeting at unarguably one of the most beautiful sites in Western Washington, the Golf Club at Newcastle. We gathered at 11:00 AM Saturday at the top of Cougar Mountain with a 360° view of the Sound, Lakes, Mountains and Cities for some daylight "tire kicking".

With the help of the weatherman there was nary a raindrop in sight as 17 Full Classics™ and 1 beautiful Chrysler woody (nc) circled the Porte' Cochere of the classic Scottish Style Inn and took their place in the reserved parking area above the golf course. Bugatti, Rolls, Packard, Cadillac, Lincoln, Franklin and members rubbed shoulders as the cars were admired in this unique setting.

Eighty-four members and their guests set an attendance record for a PNR Annual Meeting as they gathered in the St. Andrews Ballroom. Instead of the traditional "eating and then meeting" the First Annual Antique/Collectible Roadshow opened the event. In the loosely defined format of the popular television show, members and guests were asked to bring automobilia and antiques to be appraised by three nationally regarded professional appraisers. Two of these experts, Carl Bomstead and Peter Hageman, are members of our region. Rounding out the team was Kathy Bailey of Antique Appraisal and Estate Sales in Issaquah, a veteran of TV's Antique Roadshow,.

Over 40 people brought more than 75 items for appraisal. They ranged from the unidentifiable box of rusty iron with questionable imaginative history to an expensive authenticated Duesenberg collectible. Among the items: a Civil War bullet remover, antique pistols, pedal car, Packard Master Salesman's Ring, Spode and Meissen China, rare vases, toy trucks, Tucker radio, art sketches, Navajo blanket, car ads, oil bottles and much, much more. Attention was so rapt you could hear a pin drop in the hour the appraisers alternated in describing the items and giving an estimated value.

A wonderful meal was then served and to the relief of our Director, John McGary, desert was served right on time. John was afraid that people might skip the business meeting and leave right after dinner if we held the Antique Roadshow first. This was averted by skillfully blocking the exits, serving the desert as the business/awards meeting began, and the prompt, efficient manner in which John conducted business.

Continued on next page

Army Barer, Paul Murray and Conrad Wouters retired from the Board and were recognized with a plaque for their service. Monty Holmes, Jr., Tom Kinsman and Lee Noble were elected to the Board for three-year terms. The officers for the new year were announced: John McGary, Director, Ed Rittenhouse, Assistant Director, Army Barer, Secretary, John Campbell, Treasurer, Merrisue Steinman, Membership Chair, Sam Barer, Editor and John Carlson, B. C. Liaison.

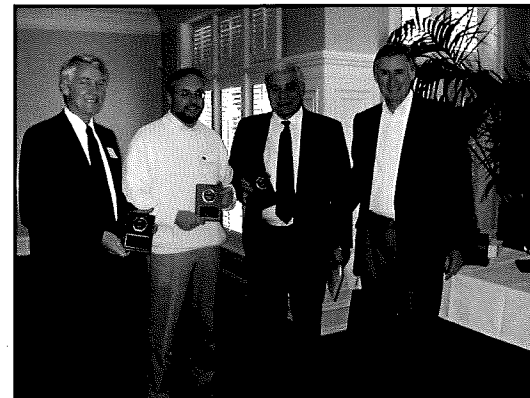
The most prestigious award of the PNW Region, the Schwarz Award, was given to Ed Rittenhouse in recognition for his service to the Club. The Participation Award was a tie, awarded to Terry and Barbara McMichael and Ed and Pam Rittenhouse for the highest levels of participation in regional events in 2003.

Car of the Day Awards, as chosen by the chairman of each event, was given to the owner of Full Classics™ driven to the particular event. These were awarded to: John McGary, 2002 Annual Meeting (1937 Roll Royce Saloon, Hooper), Terry McMichael, 2002 Holiday Party (1947 Bentley Coupe, James Young), Lou Berquist, General Petroleum Museum (1935 Pierce-Arrow Convertible Coupe), Anne Long, Coming-Out Party, (1937 Rolls Royce Cabriolet, Vanden Plas), Joe Carman, Garden Tour (1941 Packard Sport Brougham, LeBaron), Tom Armstrong, Tour to Anton's (1948 Lincoln Continental Cabriolet), Dick Galleher, My Girl Diner (1938 Packard Convertible Victoria, Darrin), Rick Turner, July 4<sup>th</sup> Parade (1936 810 Cord Convertible Coupe RHD), Al McEwan, Picnic at McKinley's (1937 Bentley Tourer, Vanden Plas), Lee Zuker, Snoqualmie Brunch (1940 Cadillac Sedan, Fleetwood), Cliff Stranburg, Golf Tour, (1930 Franklin Pursuit Phaeton).

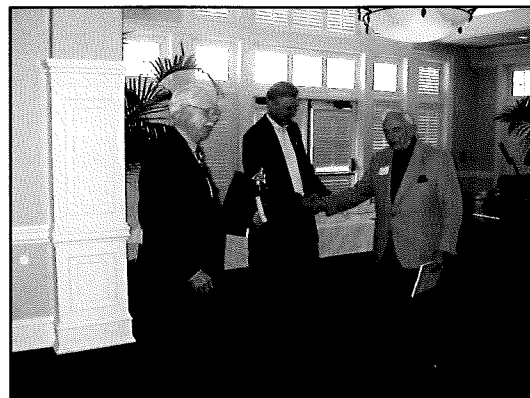
Thus ended a wonderful event, at a beautiful venue, on a sunny day and it was not "A Dark and Dreary Night"!



Carl Bomstead announces the results of Peter Hageman's appraisal on a collectable



2003 Board of Managers Conrad Wouters, Paul Murray, Army Barer with John McGary



Bill Deibel, John McGary and Hal Meden



Attendance at 2003's meeting was outstanding!

## Fun and spirit of giving always in season at annual Special Occasion Brunch

Story by Darlene Kohlwes. Pictures by Klaus Schulz

On a chilly winter Sunday morning, December 7, 2003, 92 Pacific Northwest Region Members, family and friends gathered at the Broadmoor Golf Club for our final event of the year: our annual Special Occasion Brunch. Some Classics had a two-hour drive, complete with snowflakes.

Nine Full Classics graced the circular driveway in front of the club, including a Rolls Royce, Cord 812, two Lincoln Continental Cabriolet Convertibles, and a Bentley. Several other post-Classic Era collector cars also braved the chilly temperatures, including James and Sherry Raisbeck's gorgeous 1953 Chrysler Ghia.



Despite the "Bah Humbug" hat, Al McEwan was in the holiday spirit.

Each member bringing a Full Classic registered their names on a list and received a Santa oil rag donated by the event manager, Siegfried Linke (who was in the midst of a 22-hour drive home from Las Vegas.) In Siegfried's absence, Darlene Kohlwes managed the day's activities with Director John McGary and Al McEwan. Klaus Schulz, camera in hand, took many pictures of the attendees and their cars



2004 Board Member Lee Noble

Wearing a very festive long cowboy coat and hat, Stephen Norman proved totally in charge as the event's general greeter and manager of parking. Stephen was joined by wife Anne, as well as Stan and Valerie Dickson at the greeting table, which included food to be donated to Northwest Harvest, and gifts destined for Toys for Tots. Region Treasurer John Campbell accepted other charitable donations. Thank you to those who made donations.

Five invitations were mailed containing a picture of an antique toy. Only one member, Shirlee Holmes, brought the picture to the event, winning a \$60 CCCA rally vest. Seventeen other winners received CCCA rally license plates and other gifts.

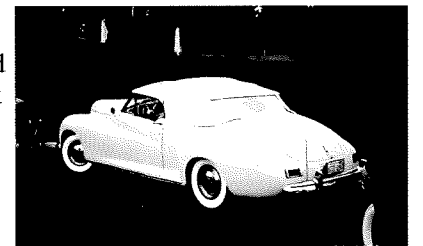
Elegantly dressed people, festive Santas and holiday sweaters were featured at every table. A few men even wore red sports coats. Everyone was certainly colorful! The fashion conscious Board of Managers were thanked for their service and honored by being first to the buffet.

Once again, Lee Zuker celebrated his birthday at the event with family and CCCA friends. Lee's wife, Marlene, along with Darlene, Sherry Raisbeck sang a special birthday song, complete with dancing with colorful chicken feathers.

Bass-ic Sax, featuring Lissa Ramaglia on electric upright bass, and Scotty Harris on tenor sax, performed free-spirited and wonderful live music. Mark Cardnus tickled the ivories on the grand piano.

Members had stories to share and Hal Meden had kind words regarding new Board member Monty Holmes, Jr. Our Director, several Board Managers and Darlene surprised Hal by giving him a former CCCA concours banner that Ron Doss gave Darlene. Hal was speechless.

The event was a wonderful way to celebrate the fun year had by the membership of Pacific Northwest Region of Classic Car Club of America during 2003.



Tom Sumner's sleek 1947 Packard Convertible Victoria

## Tacoma Automobilia and Glass Museum

Story and pictures by Amy Barer

The weather forecasters and the fates seemed to conspire against full participation in the scheduled October 18, 2003 Tacoma Tour. The event featuring the wonderful petroleum and automobilia collection of Bill and Lucy Allard was followed by a tour of the magnificent Tacoma Glass Museum and lunch at the Cliff House.

Reports of severe storms limited the number of members driving their Full Classics™ to four: Gary & Merrisue Steinman and their 1948 Lincoln Continental Cabriolet; Bob Reverman and his 1941 Cadillac 62 Convertible Coupe; Jo Carman and his 1941 Packard 8 and Bob and Louise Gerrity in their 1946 Lincoln Continental Coupe.

Approximately eighteen other members and guests chose more modern transportation to reach the Allard garage. Members and guests were treated to a carefully assembled collection of the best in petroleum automobilia. Morning snacks and beverages were also served.

The next stop on the tour was the architecturally breathtaking Tacoma Glass Museum. Our "private" museum tour had been scheduled at the same time as the Lincoln and Continental owners' club so the two groups were assembled for a joint guided walk-through. The participants had the opportunity to see the beautiful historic and modern glass artworks as well as watch the glass blowing activities. Special collections accented the wonderful designs of the art deco and Bauhaus periods that also produce such wonderful automobile design. The museum gift shop also attracted purchases from almost all of the participants.

The fates struck again as the participants left the museum for lunch at the Cliff House. Normally a direct run across the Tacoma industrial and port area to Brown's Point, on this day the Tacoma Belt Line Railroad seemed to have decided to move every empty freight car that had been used in the area in one monumentally long train. The train blocked the key intersections around the museum making it almost futile for many of those who didn't know alternate local routes to get to the restaurant. Those following the local pathfinders to the restaurant enjoyed the pleasant fellowship, great food and excellent view that has always been a feature of our Cliff House stops.

The participants taking advantage of the day's scheduled events had a truly enjoyable time. We also better learned to appreciate the commonality of great design.



Petroleum collectables inside the garage of Bill and Lucy Allard



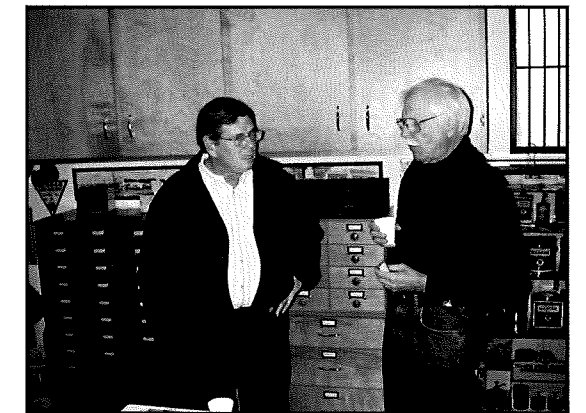
The Allard's gorgeous Chrysler Town and Country (nc)




Bob Reverman's 1941 Cadillac 62 Convertible



Jerry Greenfield and Joe Carman



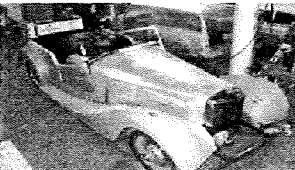
Gary Steinman and Bill Deibel



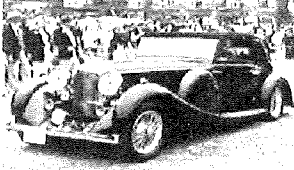
# RX AUTOWORKS

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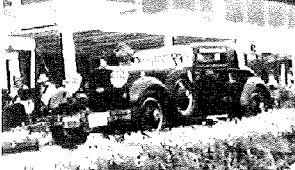
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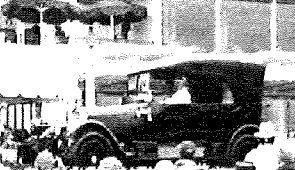
1937 Alvis Speed 25, Our most recent project to undergo restoration.



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



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



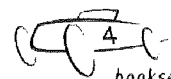
1914 Mercedes 22/50 receiving class award and the Chairmans award at the 2001 Pebble Beach Concours d' Elegance.

Feel free to call for references or to discuss your restoration

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## Hot rods steal the spotlight, but Full Classics still command respect and money at Barrett-Jackson

Story by Sam Barer

The Monterey Peninsula might be the epicenter of the collector vehicle hobby during the Summer, but in January all eyes are on Scottsdale, AZ. Each year, the Barrett-Jackson Classic Car Auction sets the tone for market trends.

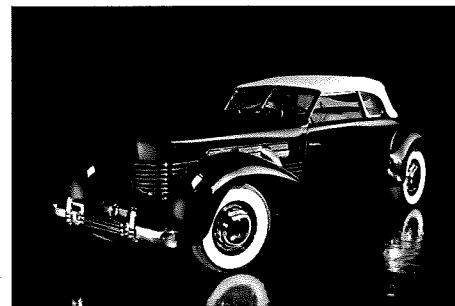
The 2004 event set records by successfully auctioning 744 out of 762 cars for an estimated \$38.5 million in sales, a figure up from the \$28.5 million record set at the 2003 auction. Despite inclement weather, attendance at the 2004 event was equally record-setting with an estimated 185,000 people attending over the four-day event, up over the 2003 attendance of approximately 175,000. For those of us unable to journey to the desert, Speed TV was kind enough to broadcast 17 hours of live coverage.

There has been a tremendous amount of concern regarding the value of Full Classics® in the contemporary market. Whereas the vehicles celebrated by CCCA used to be the cornerstone of the auction industry, in recent years the volume and sales prices of these vehicles have steadily declined. Replacing Classics as the blue-chip investments have been wildly customized hot rods and high-performance muscle and pony cars. The vehicle commanding the highest price was a non-classic 1938 Lincoln Zephyr V12 hotrod fetching \$432,000 – well in excess of the cost to reproduce the vehicle.

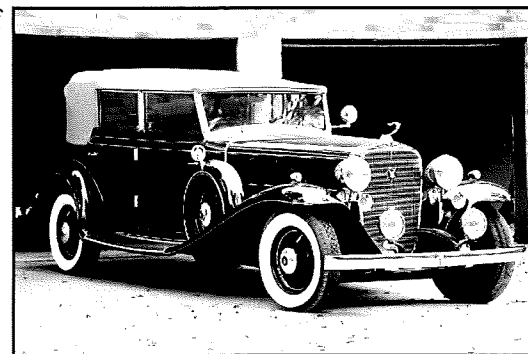
During the 2004 Barrett-Jackson event, a mere 16 Full Classics (2 percent of the total) were auctioned. All Full Classics were successfully sold on the block, and prices were, on the whole, strong. The highest prices were brought by Classics reflecting the same styling and mechanical elements as the hot rods, such as the supercharged Cord 812, and the big-engined Cadillac V16. Illustrating the crowd's lack of interest in originality, a 1936 Packard Super 8 Convertible Coupe hot rod powered by a Chevy 454ci V8 brought \$194,400.

If Barrett-Jackson is the reliable indication we believe it to be, the Classic market is neither crashing nor appreciating greatly as a whole. It is clear enthusiasts now want vehicles that look fast and go fast.

And certainly there are many Classic-era beauties that fit the bill!



This 1937 Cord 812 Supercharged Phaeton brought a healthy \$324,000



This 1932 Cadillac 452 B V-16 Dual Windshield All-Weather Phaeton sold for \$270,000

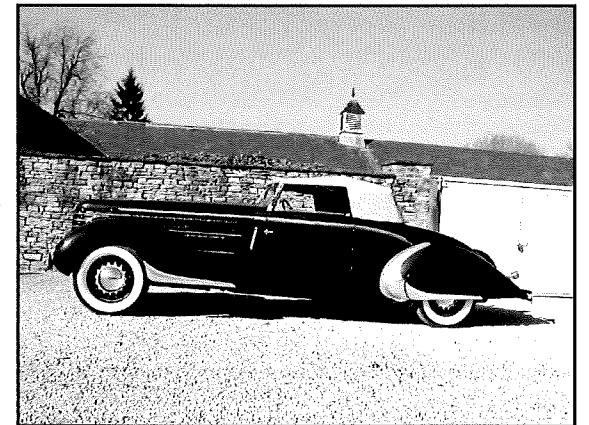
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### 2004 Barrett-Jackson Scottsdale, AZ Auction Results

#### Full Classics

1932 AUBURN 8 100 A CUSTOM CABRIOLET \$140,400  
1936 AUBURN 852 SUPERCHARGED CONVERTIBLE \$140,400  
1936 AUBURN 852 CONVERTIBLE \$81,000  
1931 CADILLAC ROADSTER \$135,000  
1932 CADILLAC 452 B V-16 DUAL-WINDSHIELD ALL-WEATHER PHAETON \$270,000  
1936 CORD 810 ROADSTER \$201,960  
1937 CORD 812 SUPERCHARGED PHAETON \$324,000  
1937 CORD WESTCHESTER 2 DOOR HARDTOP \$97,200  
1935 DELAGE D8-85 \$178,200  
1931 LINCOLN 207A SEDAN \$57,240  
1932 PACKARD SERIES 902 MODEL 506 CLUB SEDAN \$87,480  
1939 PACKARD 1707 TOURING SEDAN \$39,960  
1942 PACKARD 160 CONVERTIBLE \$129,600  
1933 PIERCE-ARROW 836 4 DOOR SEDAN \$44,280  
1936 PIERCE-ARROW 1601 FORMAL SEDAN \$37,800  
1935 SWALLOW SS-1 2DR OPEN 4-PLACE TOURER \$72,360  
(NC- 1936 PACKARD SUPER 8 CONV COUPE STREET ROD-Chevy powered \$194,400)



1935 Delage D8-85 took no time to reach \$178,200 with buyer's fees

#### Top 25 Sales (\* = Record Price)

|  |            |
|--|------------|
| 1938 LINCOLN ZEPHYR V-12 COUPE STREET ROD                  | \$432,000* |
| 1955 MERCEDES-BENZ 300SL GULLWING                          | \$394,200  |
| 1955 MERCEDES-BENZ 300SL GULLWING                          | \$367,200  |
| 1951 ALLARD J 2 CADILLAC LE MANS RACECAR                   | \$324,000* |
| 1937 CORD 812 SUPERCHARGED PHAETON                         | \$324,000* |
| 1957 MERCEDES-BENZ 300 SC ROADSTER                         | \$315,900  |
| 1967 SHELBY GT500 FASTBACK                                 | \$280,800* |
| 2001 FERRARI 550 BARCHETTA                                 | \$271,080  |
| 1932 CADILLAC 452B V16-DUAL-WINDSHIELD ALL-WEATHER PHAETON | \$270,000  |
| 1955 CHEVROLET BELAIR CUSTOM SPORT                         | \$226,800* |
| 1988 CORVETTE CALLOWAY 'SLEDGEHAMMER'                      | \$221,400  |
| 1997 CALLAWAY C7R GTI ENDURANCE RACER                      | \$216,000  |
| 1970 PLYMOUTH HEMI CUDA COUPE                              | \$216,000* |
| 1953 CHEVROLET CORVETTE ROADSTER                           | \$210,600* |
| 1967 CHEVY CORVETTE 427/435 L89 CONV.                      | \$210,600  |
| 1936 CORD 810 ROADSTER                                     | \$201,960  |
| 1936 PACKARD SUPER 8 COUPE HOT ROD                         | \$194,400  |
| 1970 PLYMOUTH HEMI SUPERBIRD 2DR HT                        | \$194,400* |
| 1991 CHEVROLET CORVETTE CALLOWAY ZR1                       | \$189,000* |
| 1937 FORD WOODY WAGON                                      | \$183,600* |
| 1935 DELAGE D8-85 CABRIOLET                                | \$178,200  |
| 1970 DODGE CHARGER R/T HEMI COUPE                          | \$170,100* |
| 1969 CHEVROLET CORVETTE L-88 CONV                          | \$169,560  |
| 1932 FORD ROADSTER HOT ROD                                 | \$167,400  |
| 1970 PLYMOUTH HEMI CUDA 2-DOOR HT                          | \$159,300* |



This is not a hoax! The high-seller was this '38 Lincoln Zephyr with a hot-rodded Continental V12 for \$432,000.

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PNR CLASSIC CAR CLUB OF AMERICA  
Board of Managers' Meeting for Wednesday, October 1, 2003

Director McGary called the meeting held at the Bellevue Inn to order at 7:00 P.M. In attendance were Director McGary, Secretary Barer, Treasurer Campbell, Editor Deibel, Managers Cook, Reverman, Steinman, Murray, Rittenhouse, Wouters, Bomstead and members, Norman, Reddaway, Merrisue Steinman, Zuker, Greenfield, Pollack and Barber.

The minutes of the previous managers' meeting held August 6, 2003 were approved with changes. Treasurer Campbell gave the treasurer's report. We have a balance of \$30,165. The B& O tax on our activities has been paid as well as the Bumper Guardian and directory bills. There was discussion of the time and manner of billing for the next fiscal year's dues. Pursuant to resolution they will be \$25.00. Merrisue Steinman desired that the dues notice be sent separately from the meeting notice. Bill Deibel announced that the *Bumper Guardian* would go to the printer on October 2, 2003.

There was an extensive discussion of the 2004 Grand Classic set for July 9-10-11, 2004. Gary Steinman reported on the progress that had been made in planning since the last meeting. The committee was making great progress filling in the schedule. Don Reddaway will be the Chief Judge. To prepare for the event a Judges' Seminar is set for Tom Crook's on Saturday, March 13, 2004. Carl Bomstead gave a report on the Kirkland Concours. There were 2700 paid admissions. The event was a wonderful success. Next year's Kirkland Concours is scheduled for September 14, 2004. Ed Rittenhouse reported on the Golf Tour and its Kick-off Brunch. Over 40 people showed up for the Kick-off brunch together with many wonderful collector cars both classic and non-classic. Six cars went on the golf tour with a total of about fifteen participants. The event was blessed by good weather and everyone had a great time. Arny Barer reported that all arrangements were in place for the Allard Garage / Glass Museum tour scheduled for October 18, 2003. There appeared to be no major changes in plans for the Annual Meeting scheduled on November 8, 2003 or the Holliday Party scheduled for December 7, 2003. John McGary led an open discussion of possible events for next year's calendar. Various possible locations for garage tours were suggested for January and February 2004. It was agreed that several of the members would contact suggested potential hosts. Arny Barer and Hal Meden gave the report of the nominating committee. Arny particularly complimented Hal for his hard efforts in getting a slate that not only contained really good new managers, but also mnet the requirement of adding relative youth to our Board. This year's slate will be Monte Holmes, Jr. , Lee Noble and Tom Kinsman. The Board by motion approved the slate and the Secretary was instructed to mail the ballots.

Steve Norman demonstrated his carbon monoxide detector, which can be used to detect passenger compartment leakage. Steve will have the devise available for use by members at some of the events next year. There being no further business the meeting adjourned at 8:30 P. M.

Respectfully submitted,  
Arnold J. Barer, Sec.

National CARavan Committee Minutes - November 11, 2003

**Members present:** Tom Goad, Phil Guilhem, Joe Malaney, Sally Perkins, Don Peterson, Dave Timmons, Chris Snyder, Nick Fintzelberg and guests Chuck Conrad, Dave Mitchell, Bob Joynt, and Carl Steig.

**Reports on upcoming CARavans are as follows:**

**"Old South", March 6-14, 2004, Florida Region:** 112 registrants with 18 on the waiting list. There is a slight glitch with the Charleston hotels re the registration phone numbers. The hotel promises to alleviate the problem ASAP. The Snyders are working on getting a private viewing of the Civil War submarine, Hunley, in Charleston, and a drop spot for transporters near the Jacksonville Airport.

**"Finger Lakes" August 20-28, Ohio Region:** 108 of 125 Maximum are registered. Plans are being finalized. Some concern over the early departure and late lunch on the Eastman Kodak day. Will voice these concerns with area coordinator.

**"North to Alaska" July, 2005:** 38 plus 9 Dream Team registered of 70 maximum allowed. All appears to be on schedule.

**"Mississippi River" June 2005:** Dave Mitchell reported that preliminary planning of the route has been done. He is looking to expand his committee.

**"Texas Blue Bonnet" Spring, 2006 North Texas Region:** There has been some discussion of the route. Per Steve Chapman, balance of CARavan plans will follow in the near future.

**"PNW CARavan: Al McEwan.** No report.

**"Western PA Region" 2007:** Jim Rentz to be coordinator. Plans are in the preliminary stages.

A suggestion was made to pursue a possible New Mexico/Arizona CARavan in 2007. This will be followed up.

**"European CARavan" 2008:** Chris Snyder is looking for member feedback on interest in this venture.

**NEW BUSINESS:** Clarification on the discrepancy between the Directory/Handbook and CARavan Handbook/CARavan letters was made re whether non-spouse/children passengers must be CCCA members. It was decided to follow the Directory/Handbook and allow non-member passengers who may then be subject to an added-on Regional fee as well as the normal activity fee.

Chris Snyder will try to clear up confusing wording in the Directory/Handbook re CARavan lottery and will FAX members for approval. The first draft of the revised CARavan Handbook was perused and corrections made. It should be ready for distribution in the near future. There being no further business, the meeting was adjourned.

Respectfully submitted,  
Christine Snyder, Chair

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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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|------|------|------------------------------|--|--|
| 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.

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## INTRODUCING: THE CLASSIC PODIUM

Point/Counterpoint Topic for the next BG:

*Tradition versus popularity— Does CCCA need to change to recruit a younger membership?*

Nick Fintzelberg, CCCA's outgoing National President, authored a "must-read" President's Message in the most recent Bulletin. Nick addressed head-on the growing group of CCCA members who feel the club's future is hampered by its rapidly aging demographic, and that the primary path to a younger and more active membership is to open the Full Classic designation to more cars. Indicating a lack of real evidence supporting the benefits of altering the car list, the message served as a rally cry for maintaining tradition. Nick's message has been met by open and strong opposition.

**The BG Classic Podium gives members the opportunity to share their views on this important subject.** Submit your opinions for the next issue. Your answers should address these questions:

- How do you rate the long-term health of CCCA?
- Should additional vehicles be accepted into the club?
- What are the reasons against or for a change?
- What facts do you have to support your opinions?
- Why do you think members supporting the opposite opinion?
- Aside from changing the car list, what can we do to improve recruitment and increase participation?

It is important to hear from long-standing members and new members alike. Submit your opinions to [sbarer@apexstrategy.com](mailto:sbarer@apexstrategy.com) by April 15th, 2004

### Tips for submitting content to Bumper Guardian

- When writing a story, make sure to cover important information, like who attended, which cars were present, what interesting activities were enjoyed.
- Organize the content for the reader. Event reviews are easiest when information is grouped either chronologically or by subject (people, cars, activities.) Avoid "stream of consciousness" writing.
- Don't include "inside jokes."
- When profiling Full Classics, cover interesting technical and historical information, as well as the challenges of restoration.
- Put readers into a car with words. Communicate the feeling of driving (steering, brakes, acceleration.) What are the sounds, smells, and forces? Use onomatopoeia to describe sounds. Compare to contemporary vehicles.
- Give credit where it's due, but avoid going overboard. We're all friends here already.
- Washington is a community property state, so list wives as equal owners of homes and cars.
- When submitting photos ALWAYS indicate the people and cars in the picture for the editors' benefit.
- Digital photography in high resolution settings preferred.
- Frame pictures, and zoom in on the subjects — but don't crop-off heads, tires, bumpers etc...
- **Submit content electronically** either via email, floppy or CD. MS Word, email text and JPEGs are preferred! Please do not expect the Editor to type your story for you.

### The Rumble Seat

*The Classic humor section*

What do you call it when a Doble owner loses his temper?  
*"Letting off steam."*

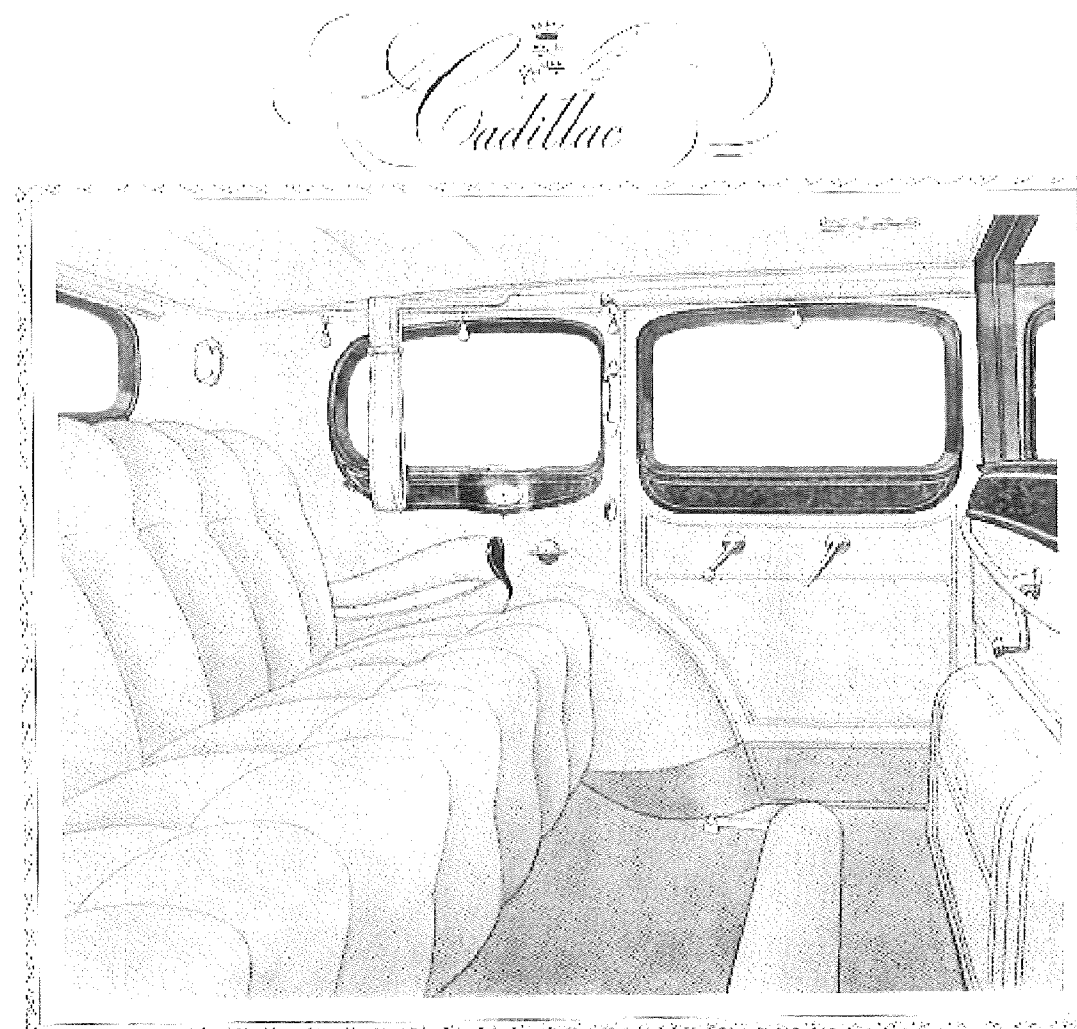
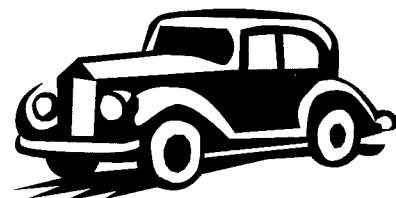
If the Swiss can make such amazing watches, why have they never had a successful auto manufacturer?

*The last time they made a car, they couldn't get the transmission out of "neutral"*

Why do Franklin owners make great salesmen?  
*They're so used to blowing hot air*

**Classic-Era marque names were derived from acronyms!**

Bugatti — *Bought Unrestored? Go And Totally Trash Inheritance*  
Packard — *Person Avoided Cadillac, Kept Aspiring Real Duesenberg*  
BMW — *Behold My Wallet*  
Bentley — *Brainless English Nitwit Tuned Lousy Electrics Yesterday*  
Cord — *Cracking O Rings Daily*  
Cadillac — *Couldn't Afford DuPont,*  
*I Literally Lacked Appropriate Cash*  
Doble — *Dumb Old Boiler Lacks Efficiency*  
Stutz — *Standard Transportation Utility: Totally Zero*



### It Takes a Woman to Appreciate Things Like These

WHEN the new Cadillac-LaSalle interiors were originally conceived, we asked a lot of people what they thought about them. At first, we asked men—because it was more convenient to do so. And the reaction, in every instance, was very, very favorable—beautiful and rich, they said, beyond anything they had ever seen. And then we started asking women—only to find that the men hadn't really appreciated what they had seen at all! In all Cadillac's years of building, with the one thought of pleasing the most particular people, women had never received anything

so joyously as these new interiors. And so it has been everywhere since the new Cadillacs and LaSalle's were publicly presented. Women are partial, of course, to everything about these new cars—for they are exactly the kind of car a woman prefers: beautiful and comfortable and so delightfully easy to drive. But there's no gainsaying the fact that the biggest feminine appeal of all is these perfectly wonderful interiors. Why not see them today? Just telephone your Cadillac-LaSalle dealer, and a car will be sent to your door.

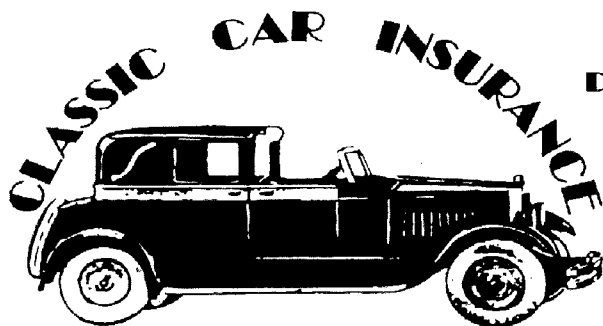
CADILLAC MOTOR CAR CO., A Division of General Motors

STANDARD OF THE WORLD

May 1931. Good illustration page

## PACIFIC NORTHWEST REGION EVENT CALENDAR

| <u>Date</u> | <u>Event</u>            | <u>Manager</u>      |
|-------------|-------------------------|---------------------|
| March 13    | CCCA Judging Seminar    | Reddaway            |
| March 27    | Coming Out Party        | Rittenhouse/Wouters |
| April       | Garden Tour             | Barber              |
| May         | Driving Tour            | Greenfield          |
| July 4th    | Yarrow Point Parade     | McEwan              |
| July 9-11   | Grand Classic®          | G. Steinman         |
| August      | Third Annual PNR Picnic | TBA                 |



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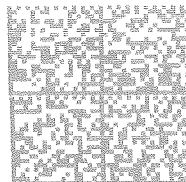
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