

# BUMPER GUARDIAN



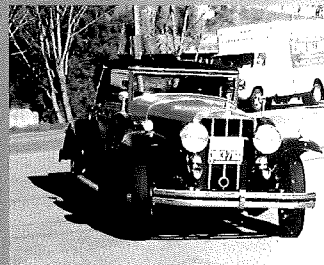
Unveiled at  
September 2004

## In this issue:

- Regional members weigh-in on the national debate over attracting younger members
- What's your Classic Aptitude Quotient?
- Choosing the right spark plug and condenser

## Is your Classic safe?

What you absolutely must check before hitting the streets



June 2004

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



**Officers & Special Posts**

Director, John McGary	H-(206) 522-3727 W-(206) 524-7040
Asst. Director, Ed Rittenhouse	H-(206) 232-1117
Secretary, Arny Barer	H-(425) 454-0296 W-(206) 292-0088
Treasurer, John Campbell	H-(425) 885-5472 W-(425) 562-1960
Membership, Merrisue Steinman	H-(360) 426-2232 W-(253) 531-7111
Editor, Sam Barer	H-(360) 866-3529 W-(360) 402-6487
BG Ad Mgr, Noel Cook	H-(206) 232-6413
B.C. Liaison, John Carlson	H-(604) 931-5948

**Board of Managers**

John McGary	2004	H- (206) 522-3727 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 W-(206) 443-9424
Gary Steinman	2005	H-(360) 426-2232 W-(253) 531-7111
Monte Holmes, Jr.	2006	H-(206) 624-3995
Lee Noble	2006	H-(206) 284-6153
Tom Kinsman	2006	H-(206) 232-1954

**Meetings**

The Board of Managers holds a dinner meeting the first Wednesday of each month at 7:00pm. 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 can be obtained by contacting Merrisue Steinman at (360) 426-2232 or via email at merrisuegarystein@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 to the editor. All submissions are subject to editing for content and length. Digital photos and documents can be emailed to sbarer@apexstrategy.com. Hard copy content can be mailed to the address below.

**Sam Barer, Editor**

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



**THE DIRECTOR'S CHAIR**  
*John A. McGary — PNR Director*

**Recruitment: A Status Report**

The aging of club members and the loss of total active numbers has been a repeated concern at the National and Regional level. For example, the Wisconsin Region, reported 94 active members in 1988, and a reduction to 67 members in 2004. National reported a loss of 49 active members from 2002-2003. Of interest is the campaign by National to recruit members from seven other car clubs during the years 2000-2003. That effort resulted in 266 new National members, and many of these folks also joined Regional CCCA Clubs.

I'm pleased to report that PNR-CCCA has been experiencing a steady stream of new members during the past year. Of course, the aging of the Regional club members continues. I can only hope that all club members continue to exercise and take their vitamins until we find a solution for this problem.

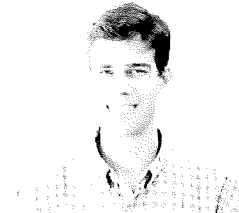
The Board has now finalized the Regional events for the remainder of the year. We believe that each event is well planned and will prove interesting for members and their guests. Please note the Calendar of Events in this issue.

The board has also agreed to make available to the Event Managers an Announcement Service to prepare announcements and invitations to Regional Events. Linda Short is a legal assistant with a Seattle Law firm and while very proficient with computers, she is also a talented greeting card maker. Event Managers may prepare their own announcements or use Linda's services.

The Board and several past BG editors have been busy creating an advisory committee to assist the BG Editor. The intent is for the committee to be a permanent element of the BG. Our goal is to share the load carried by the Editor. The following committee chairs have been identified and qualified individuals are being recruited:

- (1) Advertising manager
- (2) Cover Color Photo Editor
- (3) Technical Editor
- (4) Event Paparazzi
- (5) Web Master

I'm pleased to report that Noel Cook has taken the Advertising Manager's position, Carl King will be Technical Editor and the following Automobile Paparazzi have been identified: Arny Barer, Conrad Wouters, Lee Zuker and Gary Johnson. Candidates for the other positions are being contacted as we go to press.



**THE FOUR WHEEL DRIFT**  
*Sam Barer — Editor*

**Grease Under the Fingernails,  
and the Art of Enjoying a Safe Classic**

The nice weather is finally upon us, which means it is time to pull the covers off all of our fair-weather autos. For some reason, the colors are brighter, and the air smells sweeter when traveling in a Full Classic ®.

This edition of the Bumper Guardian features a story on the safety of your Classic. As old car owners, (some owners of old cars being old themselves,) we often pay more attention to looks and engine reliability than overall safety. This seems to be in contradiction to one of our greatest automotive fears: causing an accident while driving a Classic due to a catastrophic component failure.

I'm fairly certain no CCCA members in this region can be rightfully accused of neglecting their cars, so how is it that many of the Classics in this region probably have not been properly checked for safety? It is quite simple: most members pay to have their cars professionally restored or repaired, and once the Classic is in top shape, the owners simply hop in and drive at any opportunity.

While many members have a good technical understanding of their vehicles, only a small percentage are still willing to get a little grease under their fingernails. And for a certain group, a lack of mechanical background turns to fear of working on their vehicles.

I firmly believe that owners who take time to tinker enjoy their cars more. Old cars need adjustments, bolt tightening, fluid changes and the occasional bug hunt. Performing some of these tasks yourself can provide a sense of accomplishment often as great as receiving a "Best in Class" show award.

Not everyone has mechanical knowledge or skill. If you are one of these people, now is the time to start learning how your car works. Everyone starts somewhere — be it replacing sparkplugs, swapping ignition coils or flushing coolant. Inevitably, you will make mistakes, turn an hour project into a weekend fiasco, or simply do something that makes you feel completely dim.

There are a number of people in the region who can help you understand your specific vehicle, and many can be bribed with lunch to help you with small projects. It doesn't take long to learn how to do preventative maintenance, as well as diagnose and fix minor problems. The more you know, and the more you spend checking your Classic, the less likely it is that you'll be stranded on the side of the road.

When your Classic is running like a top during one of the events, you can hold your head up and take pride in not only your vehicle, but also the effort you put into it to keep it safe and reliable.

**CCCA  
Golf Tour**

Sept 12 – 19, 2004

For this year's Golf Tour, members will motor in their Full Classics to the scenic Bend area for a week filled with beautiful fairways, great food and interesting conversation. The tour is scheduled for September 12–19, 2004.

If you are interested in joining us for this entertaining tour, please contact Ed Rittenhouse at (206) 232-1117 or edwardar@earthlink.net by July 1st.



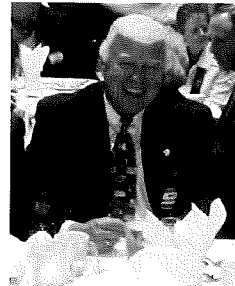
## PNR CCCA Coming Out Party

Story by Ed Rittenhouse and Photos by Gary Johnson

The annual Pacific Northwest Region CCCA "Coming Out" party was held, on Saturday, March 27, 2004. It was a clear day with no threat of rain as the nine beautiful classics were placed in the Design Center for their eventual unveiling.

Conrad Wouters and Tom Kinsman played hosts and greeted the 183 guests as they arrived. After an hour of friendly conversation and cocktails, we were seated for dinner.

First to present his car was Todd Humphrey. Wearing a chauffeur's cap, he unveiled a wonderful 1941 Lincoln Towncar by Brunn. The outstanding restoration had just been completed by Al and Paul Murray.



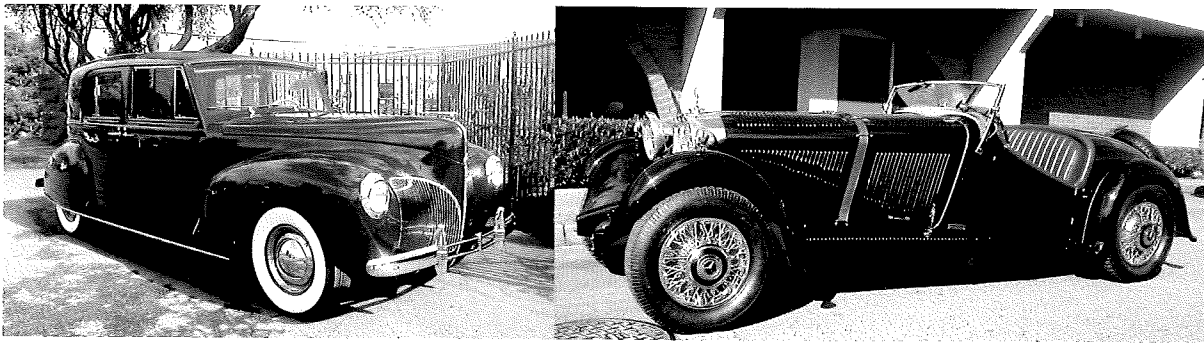
Bob Reverman

George Potter from Cottage Grove, Oregon was next with his 1932 Reo Royale convertible coupe. George explained some of the history behind this rare and beautiful marquee. To everyone's recollection, this was the first time a Reo Royale had debuted at the "Coming Out" party.

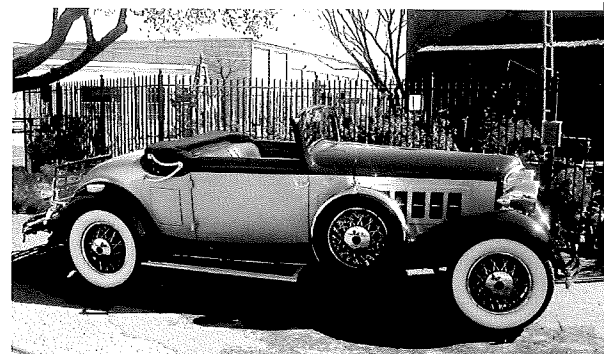
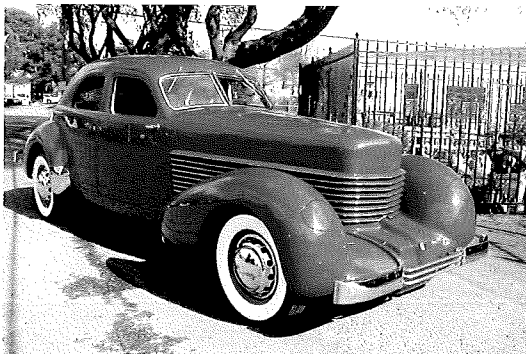
Cliff Stranburg gave a talk about which is the "greater fool" as it applies to life, business, and of course, classic cars. He then rolled off the cover on his 1937 Cord Sportsman which had taken him fifteen years and many headaches to restore. All his effort resulted in a very correct light yellow auto with black top and upholstery.

Doug Shinstine brought his newly acquired 1932 C. L.\* Chrysler custom Imperial convertible sedan. This car is a Senior CCCA first place winner and Doug has spent a great deal of effort detailing it. The Chrysler is painted a very attractive two-toned caramel color.

Bob Reverman again demonstrated his passion for the 1948 Lincoln Continental. His latest love is a stunning blue car, which is relatively low-mileage and "whisper quiet."



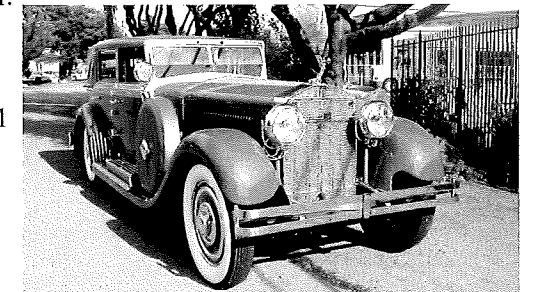
Clockwise from top left: Russ & Janette Humphrey's 1941 Lincoln V-12 Brunn Open Towncar. Ken & Patty McBride's 1933 Mercedes Benz 380K Erdmann & Rossi. George & Sylvia Potter's 1932 Reo Royale. Phil & Cheryl McCurdy's 1937 Cord Custom Beverley



"Miss Daisy" is the name given to a 1940 Cadillac 60 special presented by Lee Zuker. He brought the car home from the East coast, and it has proven to be a very reliable driver. The car is low-mileage and has an excellent original interior.

Phil McCurdy unveiled a beautifully restored 1937 four-door custom Cord Beverly long wheel base sedan. This was a special treat for ACD fans to have Cords so well represented at our event.

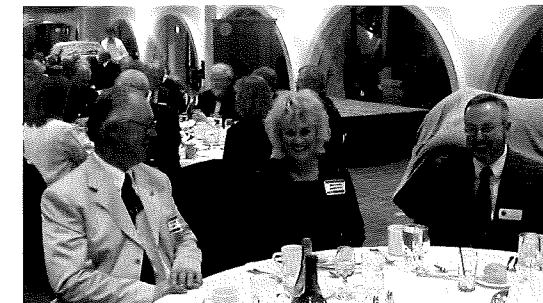
A 1929 Isotta Fraschini, first present at the Coming Out party more than fifteen years ago, reappeared this year. Al McEwan described the meticulous restoration of the interior back to its original exotic pattern and color scheme. This Castagna-bodied car is the epitome of "Old World" elegance demonstrated by many of the pre-war European classics.



1929 Isotta Franchini Limousine Castagna brought by Al McEwan

Last to unveil his car was Ken McBride. This 1933 Mercedes Benz roadster with Erdman and Rossi coachwork was one of the most significant cars presented. Unfortunately, only those of us present in the afternoon, when the cars were placed, heard the wonderful purr of the motor as it was driven into the Center.

Then the lights were turned on and everybody had a chance to "drool" over this year's classic beauties.



This year's event saw fantastic attendance. Members and guests enjoyed great food, fun conversation and wonderful Classics.



## 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 20-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*.

*Al McEwan and Peter Hageman are leading a tour for pre-WWII Rolls Royces and Bentleys August 3-11, 2004.* The route will wind leisurely through the Cascade Mountains and down to Monterey, CA. The tour will arrive in time for

### EVENT ANNOUNCEMENTS

Pebble Beach festivities, where 100 Years of Rolls Royce will be celebrated. Space is limited to 50 cars. Please contact Al at (425) 454-3671 or Peter at (206) 954-1961 for more information.

*Suite 200 and PNR-CCCA are hosting an Open House on Tuesday afternoon the 3rd of August for the viewing of the Bentleys and Rolls Royces gathering from all over the USA for the West Coast Tour to Pebble Beach. Refreshments will be provided.*

*The Antique and Classic Boat Society Speedboat Show will be held July 16, 17 and 18th at the Wooden Boat Center at the South end of Lake Union. CCCA members will be given special display parking space for their Classics while attending the Show. Expect to spend 4 hours or more enjoying the boats on display.*

### Spotlighting the many activities during the Grand Classic

There are many shops and activities to entertain the family during the Grand Classic.

- A "Chocolate High Tea" will be available by reservation only at LaLa Land's at Port Gamble at \$14.95 per person. Please call (360) 297-4291 for reservations and menu information.
- The Port Gamble Spa offers massage, facials and other pampering services. Appointments can be made with Carol Etherington at (360) 297-8889.
- The Port Gamble Museum will be open for adults @ \$2.50 and seniors @ \$1.50.
- The Port Gamble General Store as well as Ms. Bee Haven Antiques will be open and artist Michael Robin will be creating pen and ink drawings. The Port Gamble Trading Company will feature many local artists and antiques. This may be a terrific opportunity to find some unique gifts. The Port Gamble Sign Shop will be creating carved wood signs and will be happy to show all how it is accomplished
- Tiny's Organic Fruit Stand sells healthy snacks, while you won't want to miss the great steamed clams and oysters vendor.

Music at the Grand Classic has grown from the original 14-piece swing band to a 20-piece band, because the additional band members want to be at the event to view the cars!

## 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. 20 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 \_\_\_\_\_

Friday Lunch at Red Lion.....No. @ \$20 = \$ \_\_\_\_\_

Mounger/Casino/Dinner.....No. @ \$45 = \$ \_\_\_\_\_

Saturday Lunch.....No. @ \$20 = \$ \_\_\_\_\_

Beef Kabobs \_\_\_\_\_ Chicken Breast w/Mushrooms \_\_\_\_\_

Saturday Awards Banquet .....No. @ \$45 = \$ \_\_\_\_\_

Honey Glazed Salmon \_\_\_\_\_ 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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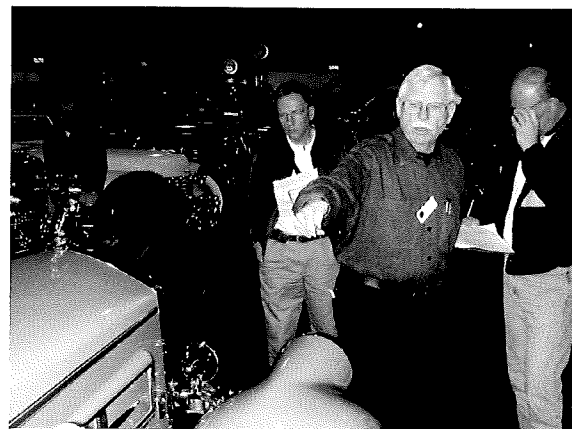
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Seattle, WA 98103

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206 633 4037

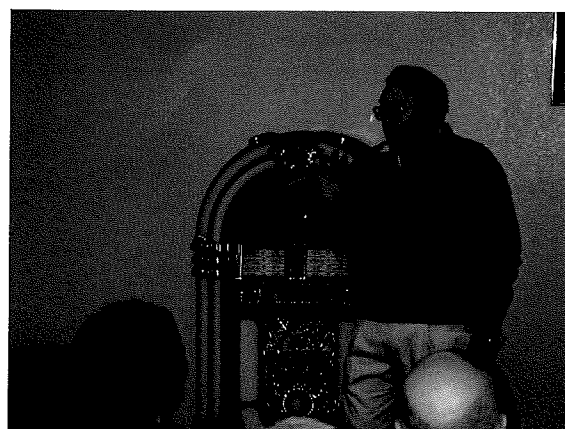


## Judging Seminar

Story and Pictures by Sam Barer



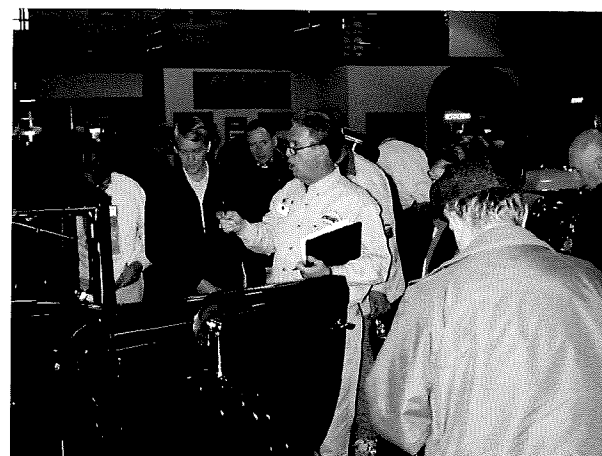
Bill Deibel instructs what to look for when judging



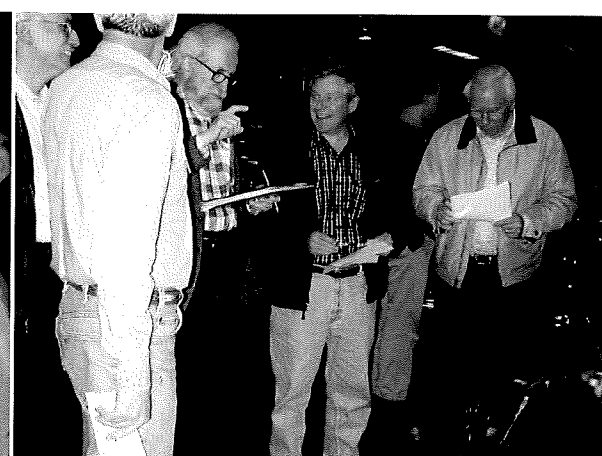
Don Reddaway welcomes the group



The turnout was huge!



Ron Doss introduces his students to the Packard's interior



John Voigt finds humor in Ted Barber's instruction

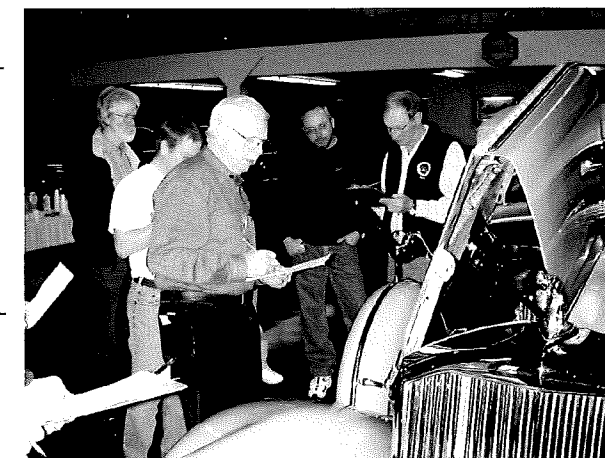
The Judging Seminar once again proved to be one of the Region's most popular events. Tom Crook's Classic Car dealership hosted nearly eighty people, all eager to learn the finer points of concours judging in preparation for this year's Grand Classic®.

The event started with a fine array of donuts, fruit and coffee. With a proper amount of carbohydrates and caffeine ingested, attendees went upstairs for an introductory presentation by event planner and Grand Classic head judge Don Reddaway. Don explained some changes in judging and aired the CCCA's standard instructional judging video.

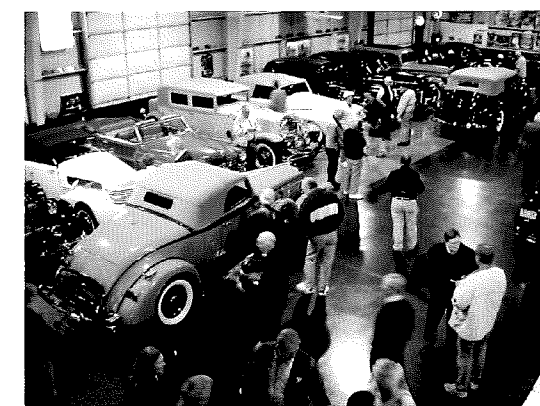
Attendees were then split into groups to judge cars, including Packards and a Pierce Arrow. Group leaders included Ron Doss, Ted Barber, Bill Deibel and Bill Mote. The leaders walked their teams through the judging forms, providing explanations and answering questions. Many judging newcomers proved to be naturals, with keen eyes for quality and originality.

After the judging, members perused the many outstanding Full Classics® and interesting non-classics on display.

A large "thank you" goes out to Don Reddaway for planning, and Tom Crook for hosting this fun and educational event.



Bill Deibel leads his group through the judging procedure on a 12-cylinder Pierce Arrow convertible coupe



There were many Full Classics to drool over at Tom Crook's, including the Packard Convertible Sedan and Pierce Arrow Convertible Coupe on which two of the teams practiced their judging.

## Spring Garage Tour

Words and Pictures by Sam Egan

On February 22, 2004, the Pacific Northwest Region kicked-off another season of fun events with its late-Winter Garage Tour. As the sun rose in the eastern sky, not a single rain cloud was in sight, indicating a perfect day to remove the covers from our sleeping Full Classics® and bring them out of hibernation.

An enormous turn-out of members and their Full Classics gathered at Dennis and Sue Aker's garage complex in Bothell for the first stop of the tour. Classics filled the parking area, giving members the opportunity to peruse each other's cars before touring the Aker's workshop and diverse collection of vintage Porsches (nc.) racers (including the famous "Pooper" Porsche-Cooper,) motorcycles, Classics and even a Stanley Steamer (nc.)

From the Aker's garage, it was off in caravan to lunch. Members chose between two eateries, one of which was staffed with only one overwhelmed waitress who looked like a deer in headlights when CCCAers entered in droves. An hour later, some still hadn't received their food.

After lunch, it was on to Vintage Racing Motors in Redmond. In their large facility, VRM maintains historically significant racers and sports cars. Greeting members as they arrived was the Ferrari 365 GTB/4 (nc) driven by Brock Yates and Dan Gurney to win the 1971 Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash (a.k.a The Cannonball Run.) Sitting next to the Ferrari was the Porsche 917 (nc) which raced at Le Mans in 1970 for the expressed purpose of filming competition footage for Steve McQueen's 1971 feature film "Le Mans."

Further into the garage stood a 1921 Paige, which set a world measured-mile record (35.01sec at 102.5mph) at Daytona Beach, as well as nine speed and endurance world records at Uniontown Speedway. The Paige wasn't the only race winner, as guests were able to inspect two significant Alfa Romeo racers.

For fans of cars from the 1950s and 1960s, there were a handful of vintage Ferraris, two BMW 507s, a Lotus XI and an Elva sports racer (all nc.)

Everyone was very appreciative of the Akers and the friendly VRM staff for opening the doors to the club, as well as Monte Holmes, Jr. and Rick Turner for planning a very successful event.

### A Partial List of Attendees

1929 Franklin Arnold Barer  
1931 Packard Don Wohlwend  
1939 Cadillac V-16 Brad Ipsen  
1934 Cadillac Bill Scheef  
1936 Packard Ron Doss  
1936 Auburn David Ellis  
1947 Cadillac Carl Bomstead  
1936 Rolls Royce Lee Noble  
1937 Bentley Conrad Wouters  
1938 Bentley Hal Meden  
1930 Studebaker Dan Dinsmore  
1940 Packard Norm Herstein  
1936 Packard Bob Reverman  
1930 Packard Carl King  
1938 BMW Steve Norman  
1941 Lincoln Craig Watjen  
1937 Cord John Dennis  
1936 Cord Rick Turner  
1948 Lincoln Tom Armstrong  
1934 Packard Tom Crook  
1929 Bentley Jack Goffette  
1926 Bentley Roy Magnuson  
1948 Lincoln Bill Deibel  
1940 Cadillac Brian Harding

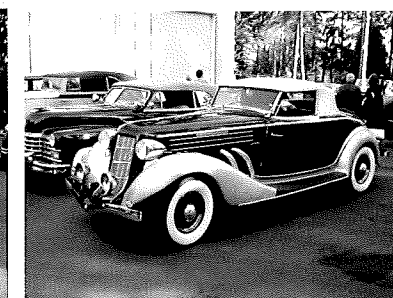
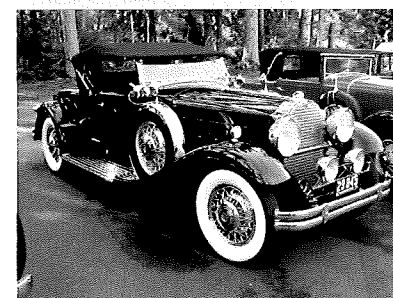
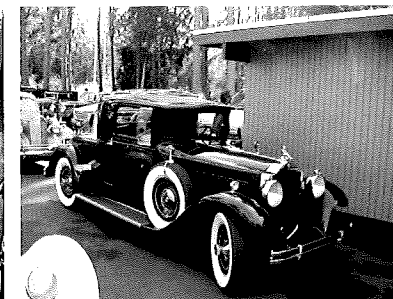
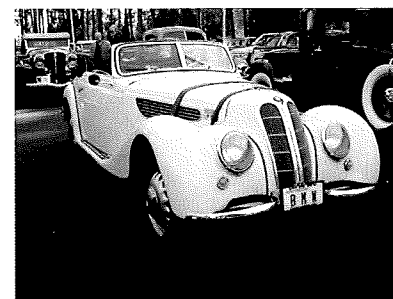
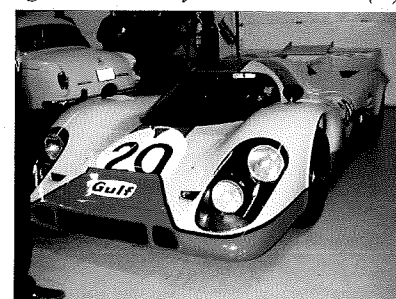


Above: Porsche Speedster (nc)  
Below: The Akers with  
co-chairs Turner & Holmes

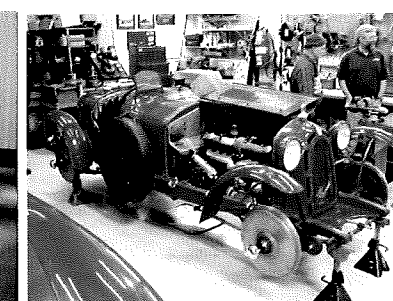
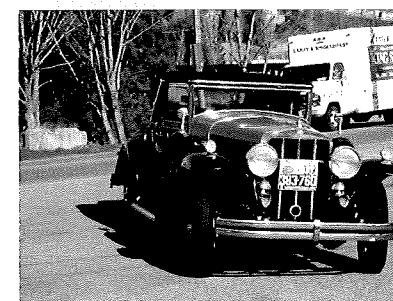
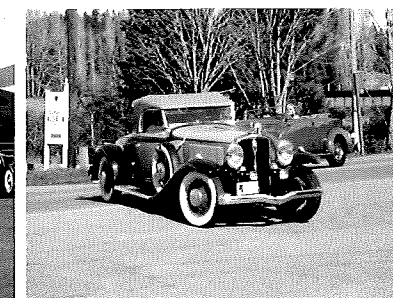
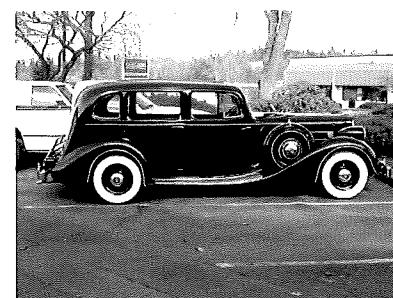
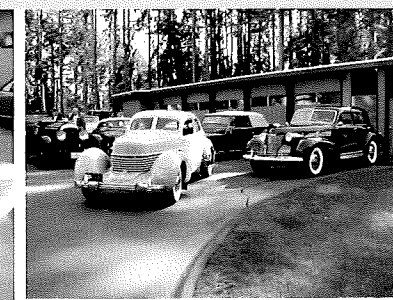
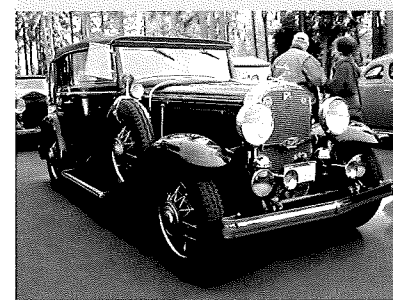


Left and Center: Porsche 917 (nc)

Right: Yates / Gurney Ferrari 365 GTB/4 (nc)



Auburn, Bentley, BMW, Buick, Cadillac, Cord, Franklin, Lincoln, Packard, Rolls Royce, Studebaker...  
Full Classics® were out in strong numbers at the Garage Tour





Northwest Tech
Tips, Tricks and Information

BILL DEIBEL is this edition's featured tech expert.
Bill has graciously assembled all the information contained on this page.

What's REALLY Cool? Have you ever wondered at what temperature your radiator will boil if you have your cooling system filled with an ethylene glycol and water mixture? I have often wondered and this is what I found.

Boiling Points at Sea Level, Non-Pressurized System

Table with 4 columns: Ethylene Glycol, Boiling Point, 40%, 50%, 60%. Rows show 222° F and 235° F.

For Pressurized Systems: Add 3° F for every one psi of pressure. (i.e. with 7.5 psi add 22.5° F.)

SPARK PLUGS for Full Classics® using 14mm long reach (7/16") threads

Applications include all Auburn 8s with aluminum heads, '31-'42 Chrysler Imperials with aluminum heads, '36-'37 Cords, '41-'42 Lincolns, '40-'48 Lincoln Continentals and '36-'38 Pierce-Arrows.

During the Classic Era AC, Autolite and Champion produced spark plugs in this size in a range of heat ratings recommending a mid-range plug as the default choice with hotter and colder choices available. Since it is unlikely that anyone would want a colder than mid-range plug today and since these manufacturers no longer make them I have ignored them for this article and present two charts below showing the Classic Era and the present day mid-range and hotter offerings.

Table with 7 columns: Heat Rating, AC, Classic Era Autolite, Champion, AC, Present Day Autolite, Champion. Rows show Mid-range, Hotter, and Hottest.

In the mid-60s Champion changed their recommendation in the case of Chrysler and Lincoln cars from the H 10 to the H 11 when both were still being offered. I have long favored AC spark plugs from my own experience, but have found the C45L too cold in the Lincoln Continental and have switched to the Champion 512 and I think that the variation in heat rating between the AC and Champion plugs offered today is worth pointing out to members who may find one or the other more to their advantage.

CONDENSERS for '41-'42 Lincolns and '40-'48 Lincoln Continentals

OEM style condensers for these cars have not been manufactured for many years and the only resort in replacing them in original form is with NOS of various makes all of which have wax paper as their dielectric material. They are therefore subject to breakdown from age and heat and few shops or members today have the means of testing them for anything but a short which if present will be apparent anyway—the engine won't run at all. The required capacitance and leakdown rate for proper performance and point preservation will generally be unknown. Even when such condensers are properly tested cold and found good they may fail when hot. Modern condensers of the proper capacitance are available today that can be used on these engines. One such condenser is NAPA/Echlin #FA54 which installs easily with a screw and nut and minor bending of the mounting tang as appropriate for left or right side placement. This particular condenser is listed for '41-mid'48 Ford 6s and '42-'47 Fords and Mercurys in books that I have. Since these condensers are external to the distributor and in plain view they can lead to point reduction in CCCA judging, but for touring purposes they can help add some piece of mind.

CCCA / Cadillac-LaSalle Club
Whidbey Island Tour

Story and Pictures by Ted Barber

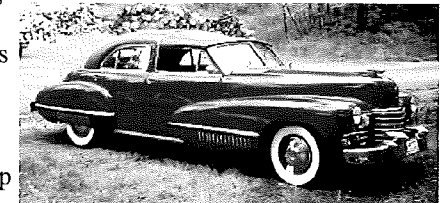
Saturday April 17 was another great day for a tour. Cadillacs gathered at Northgate Shopping Mall for the Sixth Annual Cadillac-LaSalle Club - Classic Car Club Tour. Usually a garden tour, only the Meerkerk Rhododendron Garden was on the schedule. Mostly we enjoyed the amenities of Puget Sound's scenic Whidbey Island.



The Revermans' 1950 (nc) and Barbers' 1940 Caddies on Whidbey Island

Leaving Northgate, we headed for the Mukilteo ferry terminal. Some laggards took a shortcut, but fortunately we arrived within minutes of each other and all got on the same ferry. The 20 minute run was too short to do more than take a quick tour of the deck to see where the Caddies were parked. After we disembarked, our tour cars queued-up at the edge of the town of Clinton. Our first stop would be Langley, with its interesting shops and restaurants. Stopping for breakfast (for some, this would be the second breakfast of the morning,) provided the opportunity for a few more cars to join the tour.

With all assembled, two Full Classic ® Cadillacs were on the tour. Ted & Beth Barber brought their 1940 Series 72 sedan and Bill & Karel Deibel toured in their unusual 1942 Cadillac Derham Town Brougham based on the Fleetwood Sixty Special. Those with non-Classics included Bob & Yoshi Reverman in a 1950 Series 62 Convertible, Steve Cummings & Robin Elmmmer in Steve's 1952 Fleetwood sedan, Don Miholovich & Joni Reis and friends Roy & Marcia Goodall in Don's 1962 Coupe de Ville, three (count 'em) 1964 convertibles driven by Sig Chrey & Bonnie Fors, Pat Doyle, and Doug Titus; Larry Clark & Clay Cain with Larry's 1978 Sedan de Ville, Ron & Ann Fielding in their 2002 Eldorado, and Ted & Aileen Miholovich in their faithful Mercedes diesel.



The Deibels' 1942 Cadillac

We drove on to Meerkerk Rhododendron Gardens, with a brief rest stop at a scenic park (there are no non-scenic outdoor locations on Whidbey). Along the way we passed the Nichol Brothers Shipyard (notable for building a very impressive fireboat for Los Angeles and also other boats like the 1920's Alki and Columbia River sternwheelers.) Arriving at Meerkerk, which cultivates and sells only rhododendron plants, participants were treated to an extensive tour of the Gardens, seeing many beautiful flowering shrubs and getting a thorough explanation of the care and nurturing of these plants.

Then on we went to Greenbank Farms where they raise alpacas and have a small coffee shop with sandwiches, bakery items and lattes, and delicious salmon chowder for lunch as well as a wine-tasting. We then set out on a scenic route partly along the Sound and the Strait of Juan de Fuca to Coupeville (temporarily Coupe de Ville) with shops to visit and another more extensive wine-tasting. Some of the tour members departed from there early to return home or go on to our hotel in Oak Harbor. Most of those still on the island met at dusk for dinner at the Captain Whidbey Inn, an old and fascinating log structure. Our cars had nearly private spaces in the niches and bays that kept the parking lot looking rustic. The food was superb and the staff exceptionally helpful. After our great meals we drove to the Best Western Harbor Plaza in Oak Harbor for a good night's rest with our cars safely nearby.

Sunday morning we breakfasted at the ancillary Mitzel's. Then most of the remaining cars started on an additional tour, to Fort Ebey State Park and then on to Fort Casey and its World War II defensive gun battery, as well as the historic lighthouse at Admiralty Head. Eventually all made it safely home, the people tired but happy and the cars probably ready to set out on the next tour.

Thanks to all who came from both the Cadillac LaSalle Club and the Classic Car Club and special thanks to Joni Reis and Pat Doyle for an excellently planned tour.

## HCCA-CCCA May Breakfast Tour

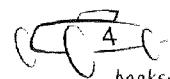
Sea-Tac HCCA Breakfast Tour



The first Sunday in May has been the traditional date for the Sea-Tac HCCA Breakfast Tour. This was the 38th Annual celebration for this special event. The PNWR-CCCA has made this our May tour for many years. Due to the closing of Anton's Restaurant in Puyallup, a new location was selected for the meal. Breakfast was served at the start of the tour at the Puyallup Elks instead of lunch at Anton's. The new venue proved to be very successful as everyone was quite pleased with the fine breakfast buffet provided by the volunteers at the Elks.

Despite forecasts of morning showers, over 140 people arrived for breakfast. Close to 50 Antique, Classic and Special Interest Autos filled the Elk's parking lot. Following breakfast, the first half of the tour began. A short tour through Puyallup and across the Puyallup Valley toward Tacoma commenced. Arriving in the historic district of Tacoma, Walt Sharp, the owner of USA of Yesterday graciously opened the doors of his Collector Car Dealership for all to enjoy. Walt has restored a historic Auto Showroom and Service Facility into a unique Collector Car Facility. Many thanks to Walt and his staff for providing refreshments to the tour during our too brief stop.

By noon the sun was shining and it was time to depart for the second part of the tour. Back through the historic district of Tacoma, across the tide flats and onwards toward N.E. Tacoma. The route followed Marine View Drive toward Federal Way eventually ending at Tom Crook's magnificent collection and showroom. Members of the HCCA were ready with more refreshments. Additional guests and collector cars joined the tour at Tom's just to enjoy his collection, as well as the spectacular display of cars on the tour. Great people, good food and wonderful autos made for a perfect day! A special thanks to Walt and Tom for their generosity.



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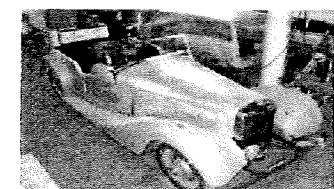
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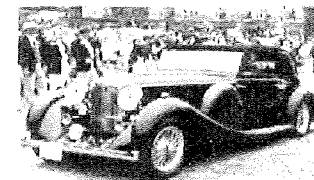


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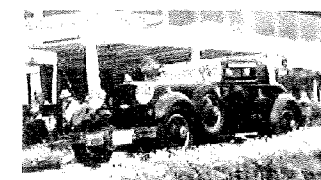
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1914 Mercedes 2250 receiving class award and the Chairmans award at the 2001 Pebble Beach Concours d'Elegance.

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## Spring Safety Check for Classics

Story by Sam Barer

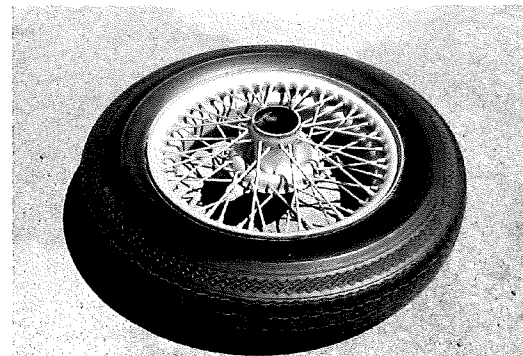
Let's face it, we don't pay as much attention to the safety of our Classics as we should. For every minute we spend thinking about our cars' essential safety components, there is one hour spent analyzing the paint, chrome, interior, engine bay and hood mascot.

When the condition of essential components does enter a collector's mind, it's usually to answer the question: "Will the car make it from point-A to point-B without breaking down?"

Even the earliest of Full Classics® go fast enough to kill its occupants in an accident as the result of a catastrophic failure, so neglecting safety components can be a dangerous oversight.

When approaching the issue of safety as it relates to collector cars, one must first realize restoration is not a permanent solution to ongoing maintenance. Collectors frequently finish a frame-off restoration, and fifteen years later, they still look at their shining car with the thought that all components are in good working order. Even if the car has traveled just a few hundred miles, time alone can take its toll.

The most common area of neglect is a car's tires. Keep in mind that four small contact patches perform all steering and stopping. Check each tire for sufficient tread and even tread-wear. Look for any type of cracking in the tread or sidewall. Replace any tires over twenty years old, and remember spare tires, as well. Since tires can rot from the inside-out, a tire could be dangerous without any visible signs.



Even a tire with ample tread that looks fine from a distance...

Always check air pressure with a quality digital or circular gauge. (Don't use cheap sliding-type gauge, as they are almost always wrong.) Since a change in ten degrees of ambient temperature results in a 1psi difference in air pressure, chances are if you last filled the tire in the heat of the summer, you'll need to add air. Like the plight of Firestone equipped Ford Explorers, under-inflated tires get hot quickly, and run the risk of blowing. Don't over inflate though, as bias plies can blow quickly with too much pressure. Despite what the purists say, if you plan on driving your classic, radials are safer and offer far superior ride and handling. Radials are now offered in sizes and designs nearly identical to many Classic OEM bias-ply fitments.

Wire wheels need to be checked for broken spokes, and wooden wheels should be inspected for rot. If there is any doubt on the condition of your wheels, don't risk a wheel collapsing. Wire wheel experts are few and far between, but we are lucky to have an expert in our own region who can true and restore wire wheels.

While you're at the wheel level, check any knock-offs or wheel bolts for proper torque. Additionally, if you haven't checked wheel bearings in the last year, it's time to do so. With a jack lifting a wheel off the ground, simply place one hand on the top and bottom of the tire and try to rock the wheel back and forth. Excessive wheel movement can indicate a worn wheel bearing. Worn wheel bearings are as dangerous as it gets, as one can literally lose a wheel while driving.

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Look under the car and check for any fluid leaks. While a little seepage of engine or transmission oil can be expected, you don't want to see any brake fluid or fuel. If you have a fuel leak, find the source immediately. Remember never to use an incandescent drop light around leaking fuel, as a broken bulb can result in a fire.

Brakes are obviously an important issue. For the majority of owners, this means checking the master cylinder reservoir for fluid level. Be careful, because unless you're using synthetic fluid, DOT3 brake fluid takes only seconds to ruin paint. If your clutch uses an additional reservoir, check its level as well.

Visually inspect the wires throughout the engine bay, under the dashboard and leading to exterior lights. Old wiring tends to crack and fray, turning a vehicle into a rolling fire hazard. Pay close attention to wires leading to ignition components, including spark plug wires. Keep in mind that vintage style plug wires are notorious for coming loose, so check for tightness.

Turn the steering wheel and watch the front wheels turn to ensure there is no excessive play. In the event of a lack of direct communication, check steering mechanism bolts. There are too many stories of owners who find out the hard way that all the bolts retaining a steering component have loosened.



...can reveal dangerous cracks and rot under inspection.

Next, start the engine to make sure there are no excessive exhaust fumes entering the cabin. Some Classics can leak fumes from the engine bay, or use poorly designed exhaust systems that can send gasses right up the rear of the car and back into the cabin. It is important to have a professional address any exhaust issues, because few things are more dangerous than a driver passed-out at the wheel.

Finally, if you haven't installed seat belts, now is the time to do so. Seat belts became popular among physicians in New England starting in the late 1920s. While not original standard equipment in any Classic, adding a set of airplane-style metal-buckle belts results in no judging point deductions, so it is a wise decision.

By spending just an hour every season and ten minutes before every tour, you can help ensure the safety of yourself, your passengers and the cars around you.

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Meeting Reports

PNR CLASSIC CAR CLUB OF AMERICA: BOARD OF MANAGERS MEETING April 7, 2004  
Director McGary called the meeting held at the Woodmark Hotel to order at 7:00 P.M. In attendance were Director McGary, Secretary Barer, Treasurer Campbell, Managers Reverman, Rittenhouse, Bomstead, Cook, Steinman, Noble, Holmes and members Merrisue Steinman, Greenfield, Deibel, Redaway , McEwan , Norman, Johnson, Barber, Wouters, Zuker and Murray. Absent was Manager Kinsman.

The minutes of the March 3, 2003 Managers meeting were presented by Ted Barber and approved. John Campbell reported that we currently had \$28, 578 in the bank with most current bills paid. The Coming out Party suffered a deficit of about \$1,000 . The annual tax return has been submitted. There was a discussion of whether events should be subsidized with Carl Bomstead and Gary Johnson taking opposing positions. There was no formal action taken.

Merrisue Steinman, Gary Steinman reported that the Directory is almost ready and that she was working on a list of past directors. Sam Barer, reported by telephone (through Army Barer) that the next *Bumper Guardian* deadline would be May 1. Sam requested (through Gary Steinman) that event managers get their articles in. He also requested that digital pictures be submitted. He reminded members that he would like contributions to the classification debate forum and articles that contained the personal views and experiences of members relating to their classic car experiences.

Gary Steinman provided an update on the progress of the **Grand Classic, July 9-11**. Gary noted that we had increased the number of blocked hotel rooms from 40 to 70 , he again went over the highlights of what promises to be an outstanding event. Don Redaway reported on the Judging Seminar held March 13 at Tom Crook's. There were over 55 participants. A general discussion of judging followed. We have about 10 master judges in the region which is a good proportion. Bill Deibel and Don Redaway discussed judges training, qualification and the formation of judging teams. Conrad Wouters reported on the Coming Out Party. We had 183 attendees making the even the most popular event of the club. There was some subsidization of the event which provoked a discussion of the pros and cons running events below actual cost. No formal action was taken to change any policy. **Next year's Coming Out Party is scheduled for March 26, 2005.** Carl Bomstead discussed the **Kirkland Concours scheduled for September 11, 2004** (non-club event, but club does support). He noted that 16 Duesenbergs were promised and that the event would honor the Porsche 356 Speedster, the Mercedes Gull-Wing and early Jaguars. There was discussion of scheduling a breakfast in conjunction with the event. Ted Barber reminded everyone that flyers were out on the **Cad.- La Salle Whidbey Tour to be held on April 17-19.**

Gary Johnson reported on the Old South- Amelia Island Caravan. A number of members participated. Gerry Greenfield discussed the **Joint HCCA Puyallup Driving Tour to be May 2**. This year the breakfast is at the Puyallup Elks Club instead of Anton's. Afterward the tour will go to Tom Crook's. Gary Johnson and Ron Doss are working on a **Spring Driving Tour to be held June 12**. Details will be announced. The annual **Yarrow Point July 4 parade** will go on as scheduled under the leadership of Al McEwan. Carl Bomstead reported the confirmation of the **Annual Picnic scheduled for Aug 29 at the McAuliffe's**. Ed Rittenhouse discussed the **Golf Tour scheduled for September 12-19**. This year the event will commence in Yakima and terminate in Bend, OR. There was additional discussion of the Kirkland Concours Breakfast. We need a chair. Bill Deibel will coordinate a **Fall Driving Tour on October 9** in conjunction with the Jaguar Club. Monte Holmes Jr. discussed the **Nov. 6 Annual Meeting**. The new contract was approved. A motion was passed to fix the cost at \$30. and subsidize the balance. Lee Noble reported on the Dec 5 Holiday Party. He noted that the venue had increase the cost by charging for the room and bar tender.

There was a discussion of the Web site. Army Barer agreed to check out bringing it up to date. We will place an ad in the *B-G* for a webmaster. There was also a discussion of forming a B-G Support Committee to aid Sam Barer in Billing, handling advertising and writing technical articles. Bill Deibel will help on articles. The LeMay Museum has offered to open for a private event. After a general discussion of the Museum's plans Gary Steinman agreed to contact the director for a possible February event.

The meeting adjourned at 9:00. Next meeting May 5, 2994 at the Woodmark.

Respectfully Submitted  
-A. Barer, Sec.

In Memoriam: Bill Finefrock

Bill Finefrock, a former member of the Pacific Northwest Region of CCCA, died on January 24, 2004 of injuries sustained in a garage fire a few days earlier. Born in 1923, Bill was an auto journalist, writing for "AutoWeek" during three decades, publishing "Coast Car Collector," and even briefly serving as Editor of the *Bumper Guardian*. Bill organized major car shows and concours in Reno and San Francisco. An active friend of the collector car hobby, Bill will be missed.

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## THE CLASSIC PODIUM

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

As the saying goes: "talk is cheap." While members frequently talk about the merits of the need to recruit younger members and change the CCCA's list of Full Classics® to include newer and/or more accessible vehicles, only one member took the time to submit his opinions. Our hats go off to Bill Deibel, who once again proves his dedication to the club.

I am writing in response to your request for member reaction to the points made in the January 2004 CCCA *Bulletin* by outgoing President Nick Fintzelberg regarding suggestions that the CCCA will soon experience a serious decline in membership that can be stemmed by recognizing newer cars as Full Classics.® I will address the six bullet questions you pose in order.

Long term health of CCCA: It is by no means clear to me that the Club as now constituted is in fact in trouble, but there are certainly signs that this may be the case—particularly the apparent aging of the Club's demographics.

Acceptance of additional / newer vehicles: I am at this time against extending the period of years for Full Classics® beyond the 1942/48 point. I have four reasons to support this opinion: 1. The 1925-42 period relates not just to the characteristics of the cars, which themselves differ considerably between 1925 and 1942, but to the era—a period in the history, culture and way of life of the western world in which these cars materialized. This period ended abruptly with the coming of World War II and the changes in values that followed in its aftermath; 2. I believe the Classifications Committee would have a nightmare setting up a list of cars to accept—the politics would be wild and the animosities many; 3. Participation with the newer cars will not be limited to just any new members these cars may attract. As Nick pointed out happened with acceptance of the Series 62 Cadillac, many current members began leaving their older cars at home and driving these newer ones (as I now do when I select the '42 Cadillac over the '32 Franklin most of the time); 4. I am not convinced that taking newer cars is an answer to healthy long term membership—I believe other factors have much more to do with the problem. If I became convinced otherwise I might change my mind but only if the Club established two categories of cars and organized events accordingly.

Facts supporting my opinion: I believe 1. and 3. are self evident. 2. is a speculation. As for reason 4. I cite the fact of the continued value of our cars as now defined as evidenced in the January Barrett Jackson Auction figures printed in the last *BG*, and the limited supply of these cars for sale as evidenced by the limited number of classified ads in our *Bulletin* and the ACD Club *Newsletter*—just two cars in the last issue. Further, I point to the vast number of Full Classic® owners who currently will not join our club—and this includes many people who have only recently purchased Full Classics.®

Why some members are for the change: My guess is that they either believe sincerely that accepting newer cars will increase membership long term or they want to participate themselves with cars they assume would pass muster with the Classifications Committee, possibly in some cases both.

Other approaches to attracting new members: I see three offhand, but there must be more: 1. Make a well-organized effort to recruit the buyers of our Full Classics when we sell them and when they are otherwise disposed of when members die. 2. Hold some regional and national events more suitable to people with smaller pocketbooks than the events the Club has become accustomed to in recent years. 3. Erase the widespread perception that we are a club of snooty, snobby people—a fact outwardly denied but inwardly believed by many of our current members. If it was possible, I think this last could be the most productive. Unfortunately we may have members who would not welcome the newcomers that might be attracted. I should mention that I don't think that a goal of recruiting significant numbers of young members is realistic with or without newer cars. For one thing the cars people seem to envision will be as expensive as those we accept now and for another most people younger than 50, even if they have the money, just don't have the time for or interest in the kind of activities we enjoy—overtime work, families and sports are higher priorities. Those of us older members who joined this club when we were young (I was 20) know how much more informal and inexpensive activities were in those days, but, face it, those days are gone and the whole way of life today is very different. (I like Nick's idea of recruiting fresh retirees.)

In addition to all the above I believe there are and will increasingly be many Full Classic® owners who just plain don't have any desire to belong to this or maybe any car club. TV, computers, computer games, the internet, etc. have spawned a populace that is happy to live in solitude without the need for the social interaction once prevalent. Nick addressed this as well and it is evidenced everywhere today in the declining membership of many organizations. Rotary Clubs have this problem, the once-long waiting list to join our country club has disappeared and I learned in December that at my alma mater the fraternities as a whole have pledged only 65% of what is needed to fill their houses for the last two years running.

And one last comment. I think measuring our membership health by treating Full and Associate Members equally is nutty—sorry Nick.

Cordially yours, Bill Deibel

### ANTIQUE AND CLASSIC AUTO UPHOLSTERY

ANTIQUES-CLASSICS-COLLECTIBLES



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During recent events, some members have voiced views in contrast to Bill's points. To provide a fair representation of both sides of the debate, some of these statements have been included here. Member names have been omitted, and statements have been slightly edited for better readability:

- "The CCCA defines Full Classics® as prestigious cars made during the 'Classic Era.' The problem is that CCCA invented the term 'Classic Era' and defined its year range. This range has already changed to include cars up to 1948 and remains flexible for earlier cars. If cars are limited by an arbitrary and vague date range, rather than a broader range of criteria, then there will always be discontent, because otherwise suitable vehicles will continued to be denied entry."
- "The CCCA is viewed by outsiders as an elitist social group. Events are expensive, the cars are expensive. The membership is rapidly getting too old and frail to maneuver these Full Classics on driving events, and we already have older members showing-up in daily drivers and younger members in hot rods, muscle cars and on Harleys. Soon we'll be lucky to see any event where the Full Classics outnumber the non-classics"
- "The defining characteristics of Full Classics seem to be: limited production, custom coachwork and technical/styling innovation. Some Full Classics, such as 40's Cadillacs and Packards fall way short of these traits, while cars like the Continental MKII and Mercedes 300SL -- being exorbitantly expensive, prestigious and hand built, make them specifically aligned with what CCCA is all about."
- "The list of Full Classics has real problems. Take the Packard 120, which is not a Full Classic, because they say it was an inexpensive, entry-level Packard. The problem is that a 1936 Packard 120 Convertible Sedan carried a base price of \$1,395 — \$120 higher than that of the now prestigious Full Classic 1936 Auburn 852 Phaeton."
- "How can we ever hope to attract new and younger members if we never organize a car exhibition for the public? Plus, the only time we mix with younger enthusiasts is during the Ferrari/BMW club tours, and usually only a handful of CCCA members arrive in their Full Classics."

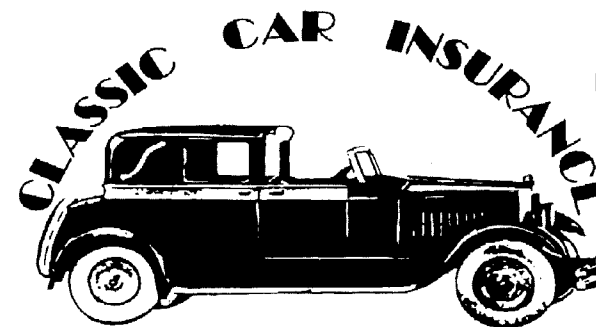
### Next Edition's Classic Podium Topic: If you could only have one Full Classic, what would it be?

A very simple question: *If you had to live with just one Full Classic for the rest of your life, what would it be and why?*

Figure a genie will repossess your existing Classics and give you this car. Take into consideration reliability, spare parts availability, local expertise and other issues. Email your Classic wishes with why you'd pick this specific vehicle to [sbarer@apexstrategy.com](mailto:sbarer@apexstrategy.com).

### MARKETPLACE

9" and 10" Logan lathes for sale; good condition, lots of tooling and extras. Several to choose from - priced from \$600 to \$1000. Call Tim Cliney at (425) 485 9590 or Carl King at (206) 365 5123.



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The Rumble Seat

The Classic Humor and Activities Section

An email featuring *Burma Shave* signs has uncovered feelings of nostalgia. For those too young to remember, in the 1930s and 40s, Burma Shave signs were posted in farmers' fields along side the old 2 lane highways. They were small red signs with white letters. Five signs, about 100 feet apart, each containing 1 line of a 4 line couplet.....the obligatory 5<sup>th</sup> sign always read "Burma Shave," a popular shaving cream.

DON'T STICK YOUR ARM OUT FAR TO FAR IT MAY GO HOME IN ANOTHER CAR Burma Shave	TRAINS DON'T WANDER ALL OVER THE MAP 'CAUSE NOBODY SITS IN THE ENGINEER'S LAP Burma Shave
NO MATTER THE PRICE NO MATTER HOW NEW THE BEST SAFETY DEVICE IN THE CAR IS YOU	SHE KISSED THE HAIRBRUSH BY MISTAKE SHE THOUGHT IT WAS HER HUSBAND JAKE
A GUY WHO DRIVES A CAR WIDE OPEN IS NOT 'THINKIN' HE'S JUST HOPIN'	DON'T LOSE YOUR HEAD TO GAIN A MINUTE YOU NEED YOUR HEAD YOUR BRAINS ARE IN IT
AT INTERSECTIONS LOOK EACH WAY A HARP SOUNDS NICE BUT IT'S HARD TO PLAY	DROVE TOO LONG DRIVER SNOOZING WHAT HAPPENED NEXT IS NOT AMUSING
BOTH HANDS ON THE WHEEL EYES ON THE ROAD THAT'S THE SKILLFUL DRIVER'S CODE	BROTHER SPEEDER LET'S REHEARSE ALL TOGETHER GOOD MORNING, NURSE
THE ONE WHO DRIVES WHEN HE'S BEEN DRINKING DEPENDS ON YOU TO DO HIS THINKING	CAUTIOUS RIDER TO HER RECKLESS DEAR LET'S HAVE LESS BULL AND MORE STEER
CAR IN DITCH DRIVER IN TREE THE MOON WAS FULL AND SO WAS HE.	SPEED WAS HIGH WEATHER WAS NOT TIRES WERE THIN X MARKS THE SPOT
PASSING SCHOOL ZONE TAKE IT SLOW LET OUR LITTLE SHAVERS GROW	AROUND THE CURVE LICKETY-SPLIT BEAUTIFUL CAR WASN'T IT?

An 85 year-old former blonde rides into the gas station with her old Packard on a tow truck. She tells the mechanic it died. After he works on it for a few minutes, it is idling smoothly. She asks, "What's the story?" He replies, "Just crap in the carburetor." She asks, "How often do I have to do that?"

A blonde brings the Classic Cadillac she inherited into the mechanic, and tells him she can't figure out what "710" stamped on the engine means. Puzzled, the mechanic has the blonde show him the questionable markings. So she opens the hood and points to a metal cap with "710" on it.

The mechanic smiles, and turns the cap 180 degrees.

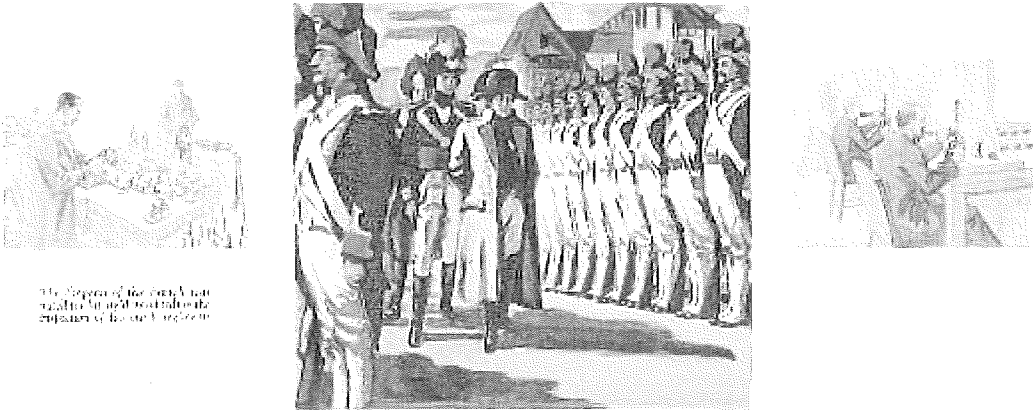
What's Your CAQ?  
(Classic Aptitude Quotient)

By Bill Deibel

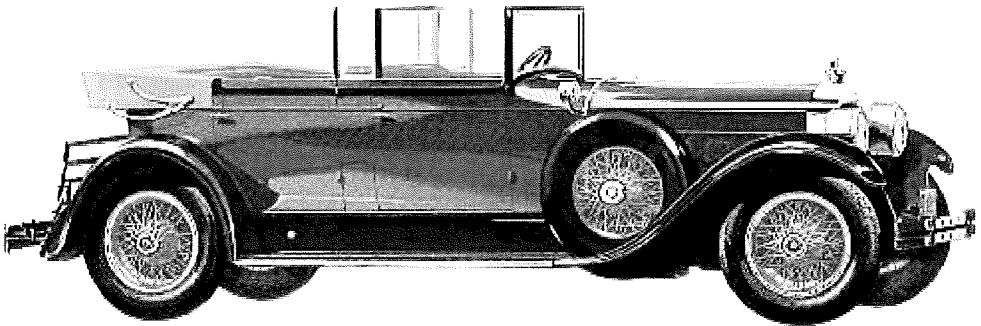
1. What do Stearns-Knight, Stutz & some Chrysler Custom Imperials have in common?
2. In how many U.S. cities were Full Classics® manufactured: 11, 13, 18, 21, 25? (How many can you name?)
3. What Full Classic first offered a "self-shifter" transmission?
4. Name a Full Classic marque that used Tillotson carburetors.
5. Aside from air cooling what other two unconventional features were unique to Franklins among Full Classic marques?
6. What was the only Full Classic manufactured west of St. Louis and in what city was it made?
7. What Full Classic was the last American car to use mechanical brakes and what was the last year?
8. Along with Auburn and Lincoln Continental which Full Classic used Columbia two-speed rear axles in some cars?
9. In addition to Duesenberg, Stutz and Wills St. Claire name one American Full Classic that used more than one camshaft in some models?
10. On which Full Classic was the first true hydraulic valve lifter introduced and in what model year was it introduced? (Manufactured by the Wilcox Rich company later absorbed into a predecessor of today's Eaton Corporation.)
11. For extra points what Full Classic had the most powerful engine in 1925 at the dawn of the Classic Era? Clue: It had a displacement of 573 cubic inches with four valves and three spark plugs per cylinder which provided 120 HP.

Award yourself 10 points for each correct answer — Scores over 100 = Classic Lunacy. Answers below.

1 - Worm drive rear axle (manufactured by the Timken Detroit Axle Co.) 2 - 25, 3 - Reo-Royale, 4 - Stearns-Knight or Willys-Knight, 5 - Wood frames and full elliptic springs, 6 - Do-ble, Emeryville, CA, 7 - Lincoln, 1940, 8 - Franklin, 9 - Pierce Arrow, possibly others, but you must prove it, 10 - Pierce-Arrow, 1932, 11 - McFarlan



The Stearns-Knight car was the only one of its kind to be built in the United States.



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ing part without compromise or mercy. Yet their primary duty is not the rejection of faulty work, but rather its prevention.

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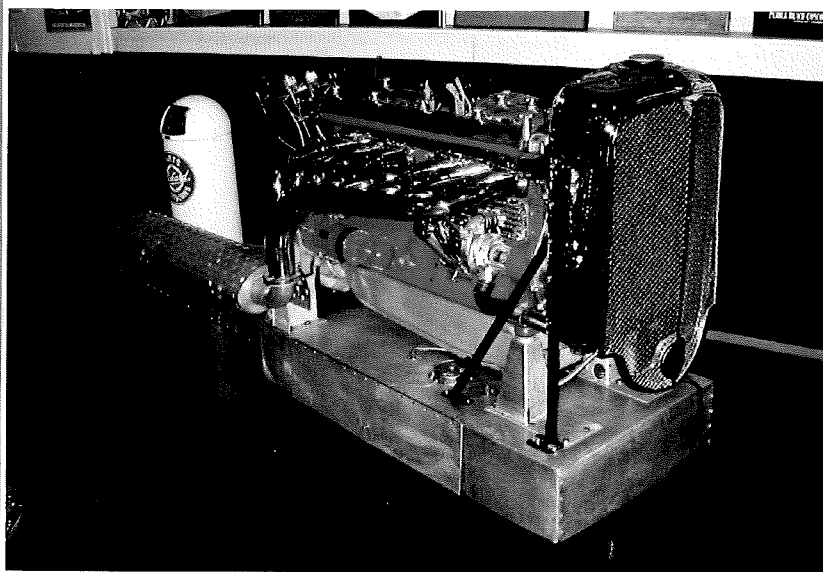
Packard cars are priced from \$2775 to \$8950. Individual custom models from \$3875 to \$3725, at Detroit.

P A C K A R D  
A S K T H E M A N W H O O W N S O N E



# PACIFIC NORTHWEST REGION EVENT CALENDAR

<u>Date</u>	<u>Event</u>	<u>Manager</u>
June 5th	"Spring Garage Tour"	Doss/Johnson
July 4 <sup>th</sup>	"Yarrow Point Parade"	McEwan
July 9 <sup>th</sup> -11 <sup>th</sup>	"Grand Classic"	Steinman
August 3rd	"Suite 200 Send Off Open House"	McEwan
August 29 <sup>th</sup>	"Annual PNR Picnic"	Bomstead[McAuliffe]
September 11 <sup>th</sup>	"PNR-CCCA Kirkland Concours Brunch"	Norman
Sept 12 <sup>th</sup> -19 <sup>th</sup>	"Golf Tour"	Rittenhouse
October 9th	"Fall Driving Tour W/ JAG Club"	Deibel
November 6 <sup>th</sup>	"Annual Meeting"	HolmesJohnson
December 5 <sup>th</sup>	"Holiday Party"	Reverman/Noble



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