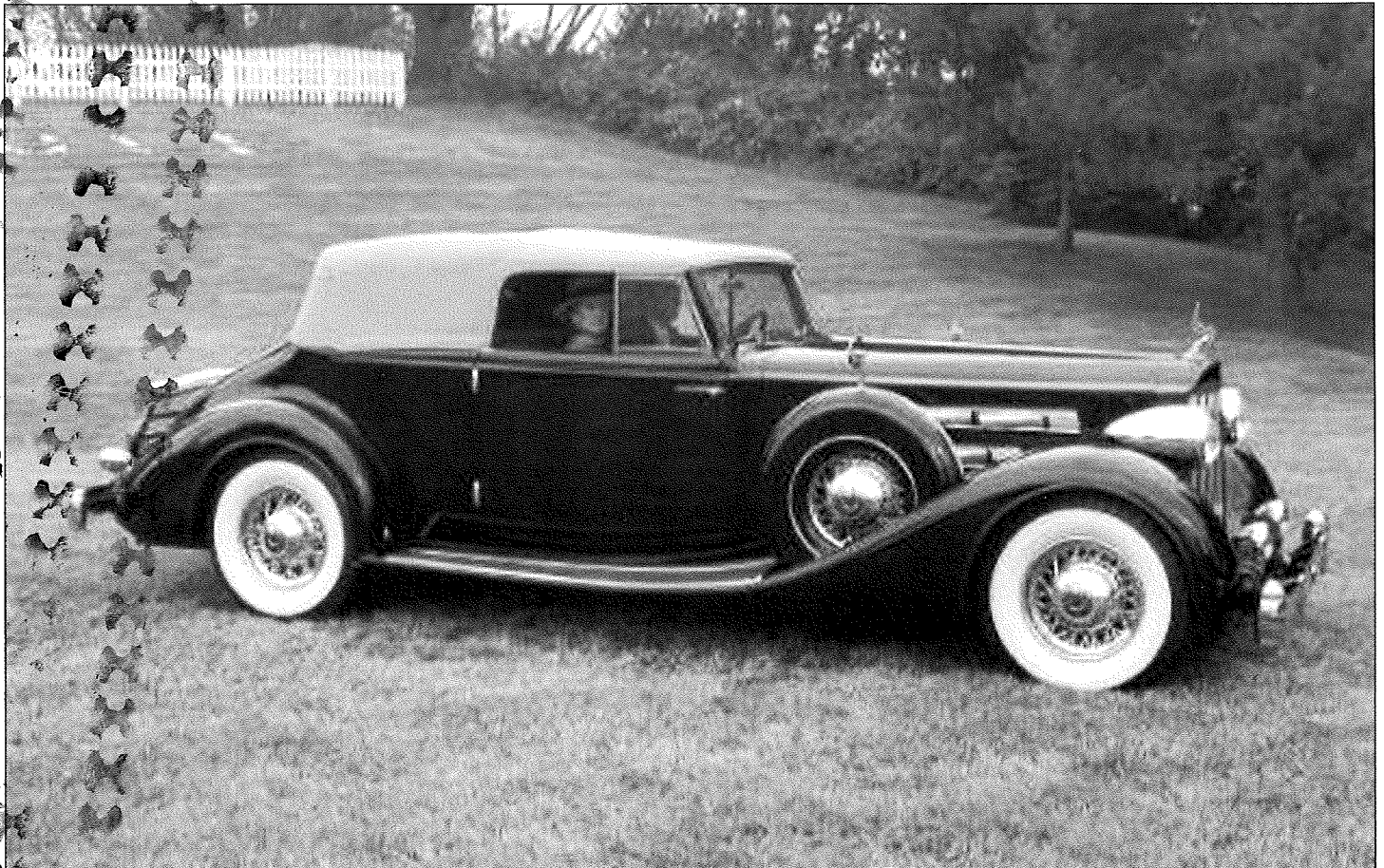


BUMPER GUARDIAN

VOLUME 16

NUMBER 1



1935 PACKARD 1207 VICTORIA CONVERTIBLE

Stan and Valerie Dickison



December 2004 through February 2005



Pacific Northwest Region,
Classic Car Club of America

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

Officers

HOME

Ed Rittenhouse, Director	206/232-1117
Gary Steinman, Asst. Director	360/424-2232
John McGary, Past Director	206/522-3727
Army Barer, Secretary	425/454-0296
John Campbell, Treasurer	425/885-5472
Merrisue Steinman, Membership Chairman	425/885-5472

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Carl Bomstead	2005	206/390-2886
Noel Cook	2005	206/232-6413
Gary Steinman	2005	360/426-2232
Monte Holmes, Jr.	2006	206/624-3995
Lee Noble	2006	206/284-6153
Tom Kinsman	2006	206/232-1954
Stan Dickison	2007	206/546-3306
Ron Doss	2007	425/869-5733
Ed Rittenhouse	2007	206/232-1117

The Board of Managers holds a dinner meeting the first Wednesday of each month at 7:00 p.m. at the Widmark Hotel in Kirkland.

Membership

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

Advertising

Advertising policy / rates: The *Bumper Guardian* will print classified advertising free of charge to members. Display advertising rates are available on a prepaid basis only.

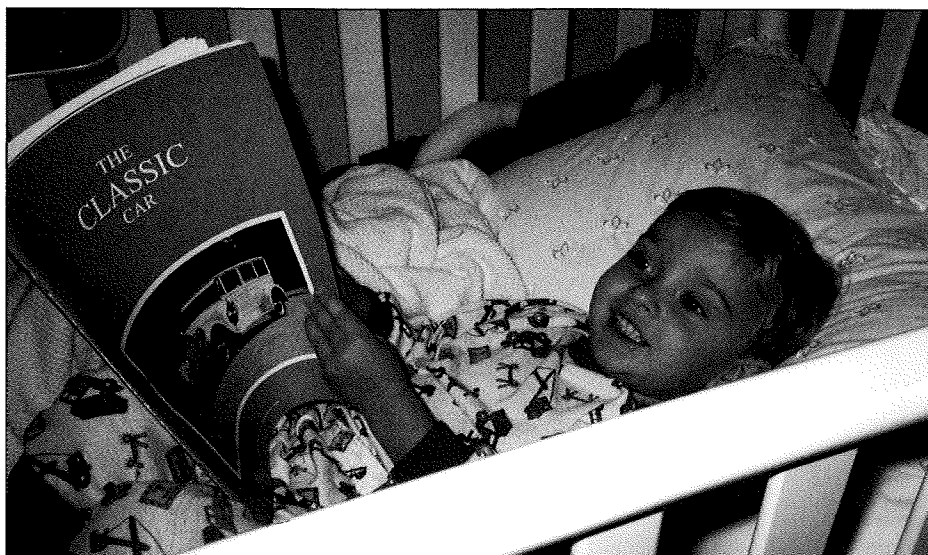
If you are interested in ad space, please inquire. Noel Cook 206/232-6413.

The *Bumper Guardian* is the official publication of the Pacific Northwest Region, Classic Car Club of America.

Production is handled by Sunset Press.

Pacific Northwest Region Classic Car Club of America 2005 Calendar of Events

- | | |
|--------------------------------------|---|
| February 13 | LeMay Museum Tour
Mgr. Steinman |
| March 26 | Coming Out Party
Mgrs. Doss & Wouters |
| April 23 | Tour to Paul Allen's Aviation Collection
Mgrs. Steinman & Wohlwend |
| May 1 | HCCA & CCCA Puyallup Tour
Mgr. Greenfield |
| June 5 | Garage Tour
Mgr. Steve Nordian |
| July 4 | Yarrow Point 4th of July Parade
Mgr. Hageman |
| July 30 or 31 | PNR-CCCA Annual Picnic
Mgr. Bomstead |
| September 10 | Kirkland Concours
Mgr. Bomstead |
| September 16-18 | Oregon Coast Tour
Mgrs. Reverman & Deibel |
| November 12 | PNR-Annual Meeting
Mgr. Holmes |
| December | Holiday Party
Mgr. Noble |
| next PNR CARavan® 2006 - Mgr. McEwan | |

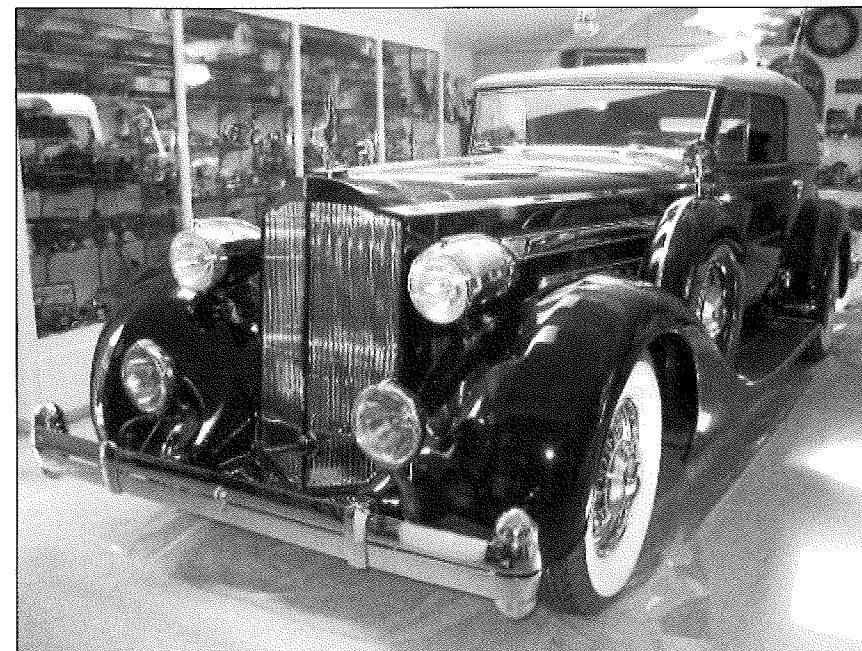


Steven Anderson, Tom and Susan Armstrong's grandson, is part of our younger members recruiting program.

COVER STORY

I Didn't Want to Buy This Car

BY STAN DICKISON



1935 Packard 1207 Victoria Convertible.

I didn't want to buy this car. Valerie made me do it. As far back as I can remember it was my desire to have a 1934 Eight Packard; a Coupe Roadster, Convertible Sedan or possibly a 5-passenger Coupe. Why an Eleventh Series? Good question that perhaps even I can't answer.

Considered by some to be a Milestone car, the '34 simply appeals to me outside and in. "Beauty is in the eye of the beholder," and that's the way it is with me and a '34 Packard. With the possible exception of the large, boxy 7-passenger cars, just about any body style is appealing.

My desire for any Packard stems from my father's preaching. He sold Packards for Earl C. Anthony in the early thirties. Instead of asking the man who owned one I listened to the man who sold them. In fact he sold one to Clark Gable in 1932. Not one of Gable's more sporty body styles but, as I recall, a Touring Sedan. To my father Packard was by far the best car ever made.

Buy I digress. In my Packard quest I had several criteria: 1034 – 1937; Super Eight; and most important, DONE to 95 points or better. Sometime during 2000 I got serious about finding the '34. There were two Coupe Roadsters, one in Chicago and one in New York, both needing a complete restoration. The Chicago car was on the internet. The owner of the New York car answered a wanted ad I had placed in Hemmings. Wanted ads were also placed in the CCCA Bulletin and on The Packard Club web site.

One of the ads brought a restored Light Eight Club Sedan in Longview. After looking at the pictures, sent by the owner, the car just didn't have the pizzazz for which I was looking.

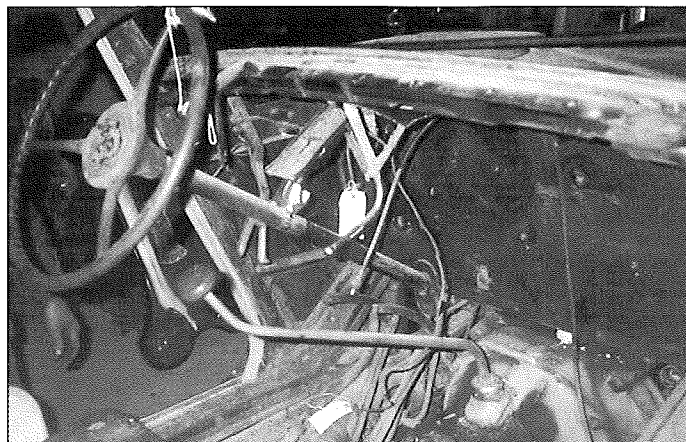
Not surprising few 1934 cars were on the market considering 1934 was one of Packard's most dismal production years. For the model year only 1,920 Super Eights left the factory. The number of open cars likely didn't exceed 30% of production.

Continued on Page 4...

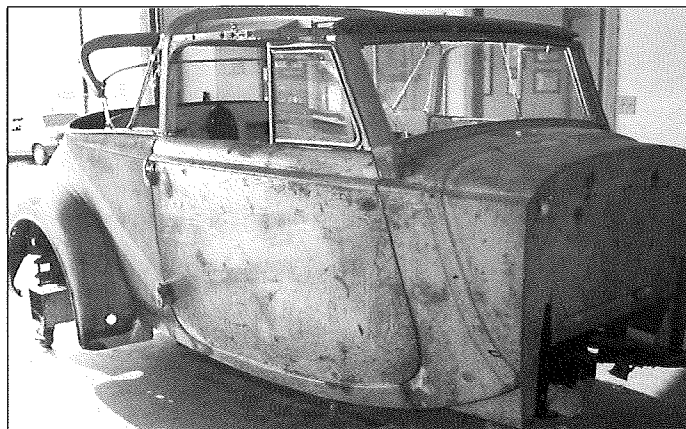
NOTE: The *Bumper Guardian* takes pride in the fact that there is something of interest for everybody. There are a few well placed mistakes in this newsletter for those individuals who are continually searching for and pointing out the errors of others.

Cover Story - I Didn't Want to Buy This Car

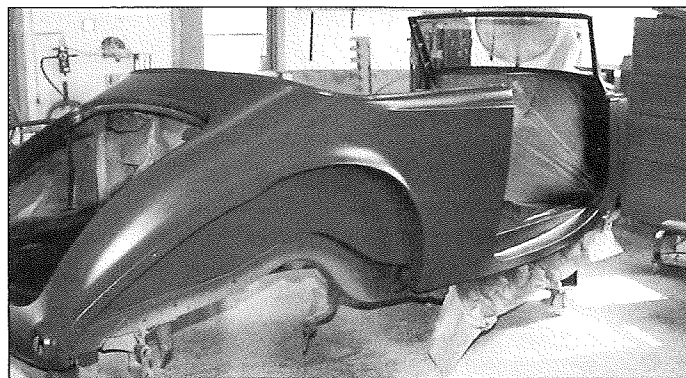
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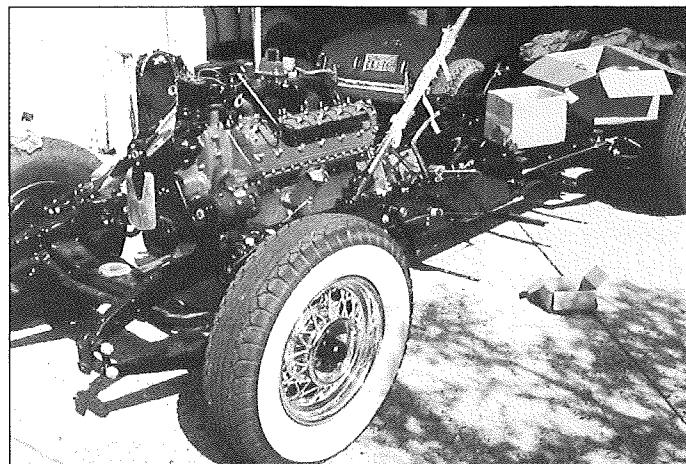
The beginnings of the trip back.



Stripped and new bows.



Straight and primed.



Rolling chassis ready!

During the late summer of 2002 Jerry Greenfield was advertising his 1935 Twelve Victoria for sale. On first notice of the ad I simply passed. After all it was a 1935. I continued to see and ignore Jerry's ads. Then I saw the car on eBay. And I also noticed a nice drop in price but there was still little interest. Valerie and I were in Eugene, Oregon at a conference. I showed Valerie a picture of the car taken from eBay, as I recall, and suggested we stop by Jerry's on our way home on Sunday afternoon. My thought was we should at least take a look before the car left the area.

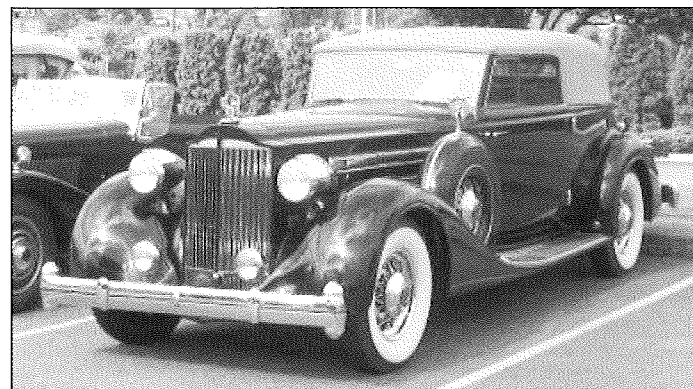
Fortunately Jerry was home but expecting guests. Jerry graciously offered to show us the car but there wouldn't be time for a drive. OK, as my interest was still moderate. So we stopped and looked. We had a short visit, Jerry gave us some history and we headed for home.

As we were driving north on I-5 Valerie suggested I buy the car. I explained that it was a lovely car, the Victoria was a great body style and the Twelve a magnificent and most impressive power plant. But, I really wanted a '34. Valerie reminded me of the few 1934 Packards I had looked at and the probability of finding a car that was restored and ready to drive was remote. But I really wanted a '34. At that point Valerie very persuasively said "buy it!" I wisely agreed, got home, called Jerry and the deal was done.

This Twelfth Series, Model 1207, Victoria Convertible, 827-217, was delivered to Packard Columbus (Ohio) in December, 1934. The engine number is 903405 with a casting date of 7/30/34. There were 721 Twelves produced this model year.

The car was restored in Irving, Texas by Ron Krause. The exact date restoration began is unknown; best guess is mid '80s. The car had a complete body off restoration with all the wood and a bunch of sheet metal replaced. The engine was rebuilt by Charlie Last. After having the car in three different shops, spending the better part of 10 years and the car still not running right, Ron lost interest. He traded the Packard to another enthusiast for a large motor home. Ron was so frustrated with the energy, time spent and the disappointment in the outcome he didn't even want to discuss his experience or the history of the car, if he knew it.

The new owner quickly lost interest when he couldn't determine how to get the car running correctly. Jerry saw the car advertised on



The Results!

the Packard International web site and bought it. At that point the car was completed cosmetically but only 95% mechanically. Murray Motor Car had a two page punch list of items needing work including resetting the high-speed rear end, replacing clutch pressure plate, rebuilding 4 shocks, reworking the transmission and carburetor. When the work was completed the car ran beautifully.

I have not driven a 1934 Packard so can't compare the driving experience with the 1935. Compared to the Cadillacs, Lincolns, Rolls-Royce and Bentleys I have driven this car is an excellent driving automobile. It's smooth, quiet with plenty of power. The steering and shifting are smooth and easy. The car is truly a pleasure to drive.

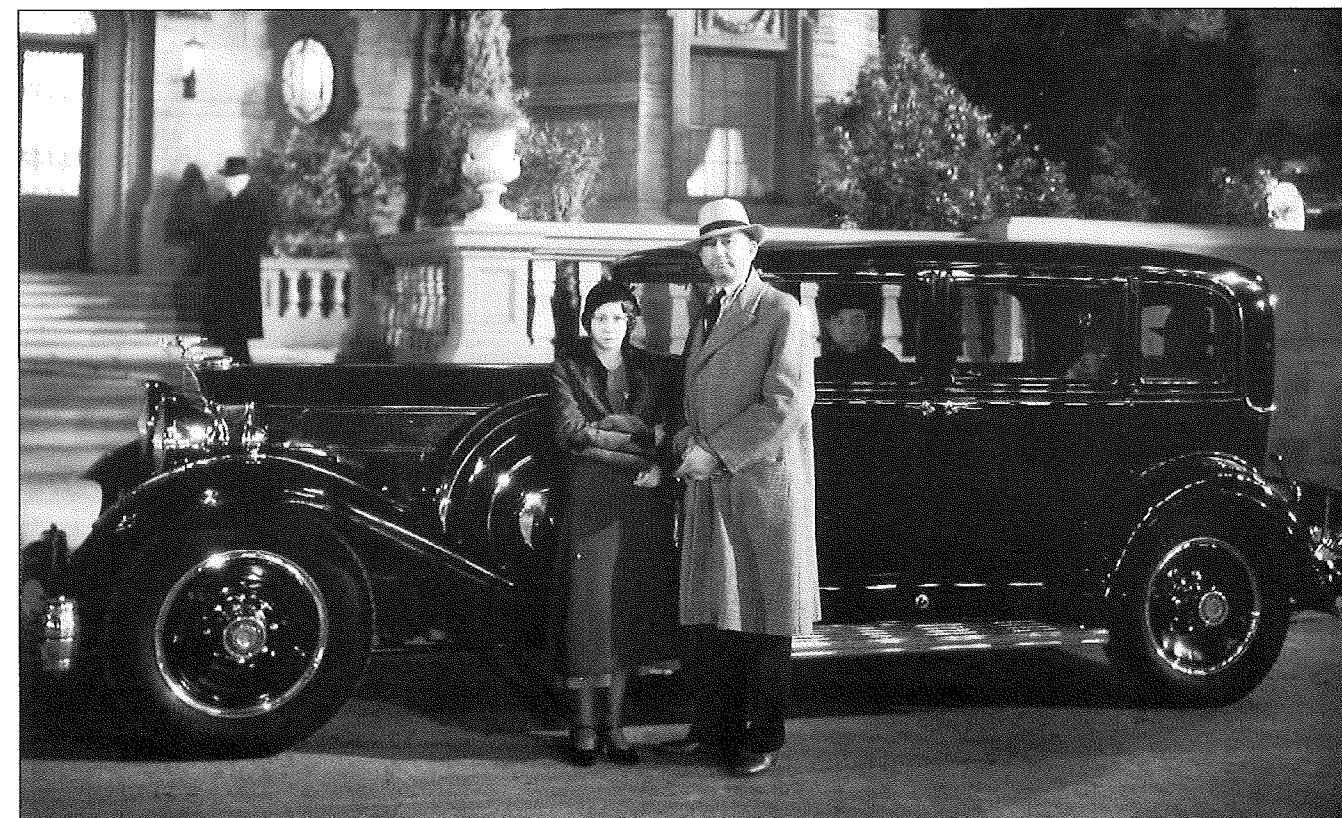
To me the Victoria body style is a plus. It offers the sporty look of the Coupe Roadster but allows passengers to sit inside rather than

in a rumble seat. The color is interesting. Although it appears black it's actually aubergine (i.e. the color of egg plant) and show purple and blue under different lighting condition.

Under Jerry's care the car had been awarded 99 points and Senior #2140 at the 2000 Grand Classic. One of my goals was to achieve the Senior Oval. With a bit more tweaking and detailing the car again received 99 points and the Senior Oval at the 2004 Grand Classic.

Valerie and I are proud to be the present caregivers of this magnificent Packard.

Am I still on a quest for a 1934? Well...not really. The quest has shifted toward a 1941 One-Sixty or One Eighty; possibly a Convertible Sedan or Sport Brougham by LeBaron. "The fun is in the search."



Stan's mother and father, Lucile and Clint Dickson standing in front of a 1932 Packard. Promotion photo for Earl C. Anthony (the largest West coast Packard dealer)



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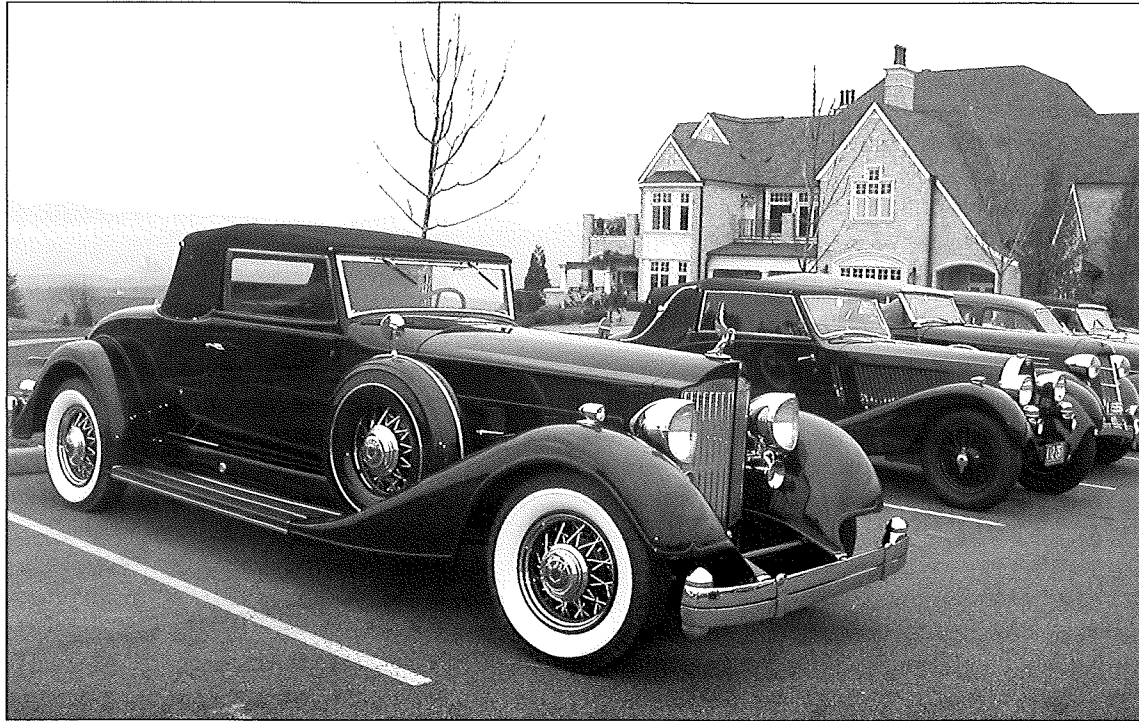
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bentleyboys@aol.com
425 745 9648 home

It Was Just Another Beautiful Day In November?

STORY BY GARY JOHNSON

PHOTOS BY GARY JOHNSON & GAYLE DOSS



The Scottish Inn at Newcastle housed our Annual Meeting for 2004.

It's getting easy to be spoiled. For the second year in a row we held our Regional Annual Meeting in the middle of the day, in the sunshine, in November.

Saturday, November 5th saw a steady stream of Full Classics™ climbing to the top of Cougar Mountain on their way to the Golf Club at Newcastle. Packards, Cadillacs, Lincolns, Cords, Auburns, Bentleys, Rolls Royces, a Franklin, and a Bugatti, circled through the Porté Cochere of the classic Scottish Inn and took their places in the reserved parking area above the golf course. What a sight. A 360° view of the Sound, Mountains, Lakes and Cities. This is inarguably one of the most beautiful sites in Western Washington.

We set another attendance record for a PNR Annual Meeting with 87 members and their guests (exceeding 2003 by 3 people) as we gathered in the St. Andrews Ballroom. The event started with the very popular "PNR Antique/Collectible Roadshow", loosely based on the television show. Members and guests brought antiques and automobilia to be appraised by three highly regarded professional appraisers. We were fortunate again this year to obtain the services of two professionals in our club, Carl

Bomstead and Peter Hageman, joined by Kathy Bailey of Antique Appraisal and Estate Sales in Issaquah. Kathy actually brought a guest, Kathy Nelson from the Antique Roadshow television production staff to help,

There were more than 30 items of varying values and credibility. Kathy and Kathy gave a very interesting discussion on items "salted in the mix" that were "represented" as real but were actually reproductions or outright fakes. This was eye opening and reinforced the old adage "caveat emptor"; the importance of knowing who you are dealing with and the value of a professional in the collection arena.

However, it must be said that as a whole we have some very astute collectors in the club. This was demonstrated over and over again, all the way from an art deco cigar box (Pam Rittenhouse) to a fabulous toy airplane (Bill Deibel) to several items from the inveterate collectors Noel and Janet Cook. Some of the glassware and knickknacks left the men wondering how their wives could have paid so much, while the gasoline signs and auto medallions demonstrated "good buys". My, how these things are "in the eye of the beholder".

Continued on the next page...

It Was Just Another Beautiful Day

Continued from the preceding page

In the format of last year, we were served a wonderful meal. As the dessert service began the business meeting got underway with the recognition of past National and Regional Directors. Gary Johnson recognized the retiring Board of Managers members, Bob Reverman, Ed Rittenhouse, and John McGary with a plaque. John McGary thanked Sam Barer, retiring editor of *The Bumper Guardian*, for his services as well as Gary and Merrisue Steinman for the very successful Grand Classic. John Carlson was thanked for his long and faithful service as our British Columbia Liaison.

The newly elected members of the Board of Managers, Stan Dickison, Ron Doss and Ed Rittenhouse, were introduced. They will serve three year terms on the Board. The new officers for 2005 were announced. They are Ed Rittenhouse - Director, Gary Steinman - Assistant Director, Arny Barer - Secretary, John Campbell - Treasurer, Merrisue Steinman - Membership Chairman, and Colin Gurnsey - British Columbian Liaison.

John McGary turned the gavel over to Ed Rittenhouse for the presentation of the awards.

The most prestigious award of the PNR, The Schwarz Award, was given to Bill Deibel for his service to the club. Bill joins a distinguished few, which includes our First PNR Director, Joe Carmen, III, who passed away this last year. Joe was recognized as a keystone of our club who will be missed by all who knew him.

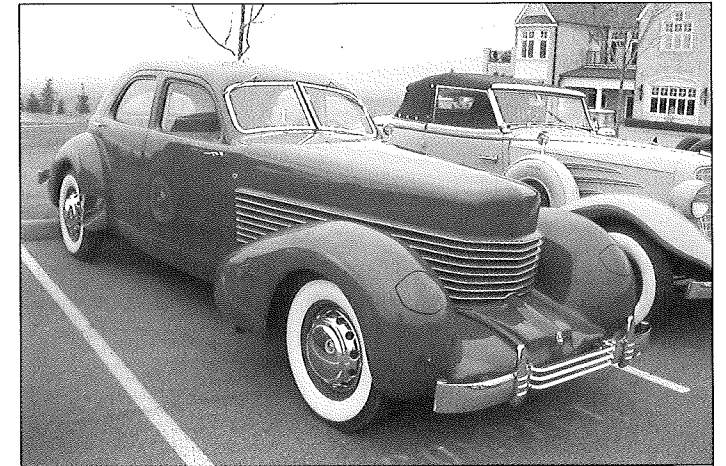
The Participation Award was given to Tom Crook who has long been at the top in active support of every event we hold.



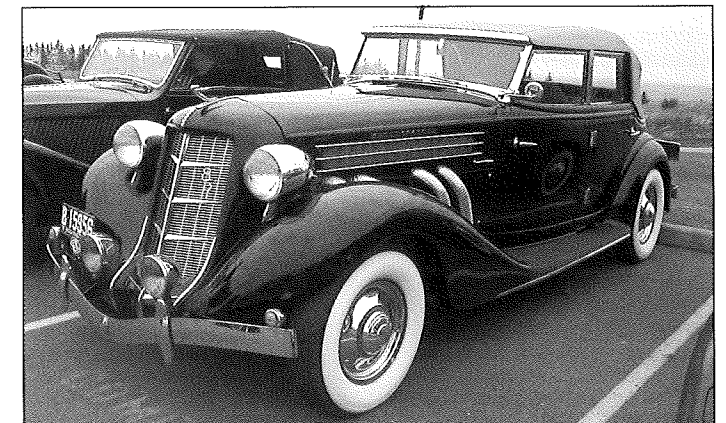
Packard Row.



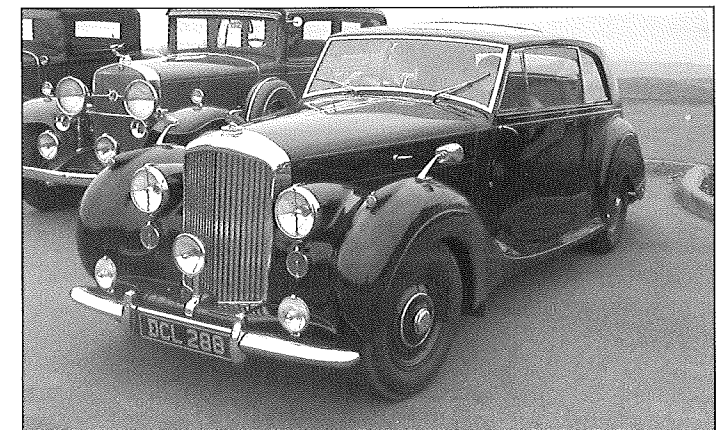
A Bugatti with the ACD cars.



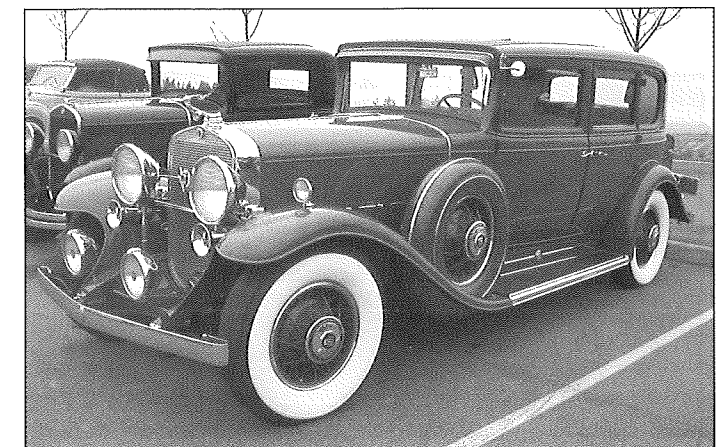
Phil and Cheryl MCurdy's gorgeous 1937 CORD.



Lou and Benita Berquest's 1935 Auburn.



Terry and Barbara McMichael arrive in their 1947 Bentley.



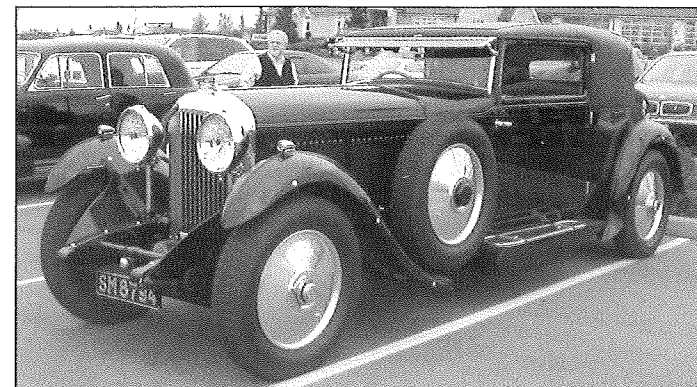
Ed and Pam Rittenhouse's 1931 Cadillac.

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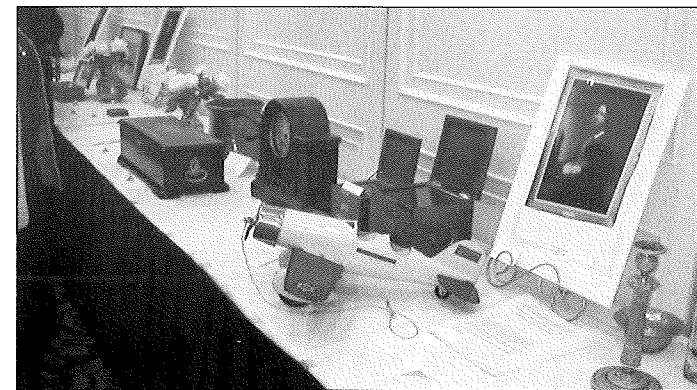
It Was Just Another Beautiful Day

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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 **Tim Sullivan**, 1946 Cadillac - 2003 Annual Meeting; **Tom Kinsman**, 1935 Bentley - 2003 Holiday Party; **Bill Scheef**, 1934 Cadillac - Spring Garage Tour; **George Potter**, 1932 Reo Royal - Coming Out Party; **Bill Deibel**, 1942 Cadillac - Whidbey Island Tour; **Brad Huson**, 1935 Cadillac - May Driving Tour; **Tom Crook**, 1937 Packard - June Garage Tour; **Dick Hooper**, 1930 Rolls Royce - July 4th Parade; **Guy Slaughter**, 1929 Bentley - Grand Classic; **Jim Tallman**, 1931 Chrysler - Summer Picnic; **John Campbell**, 1931 Rolls Royce - Kirkland Concours Brunch; **Lee Zuker**, 1940 Cadillac - Golf Tour.



Peter Hageman drove a Bentley, of course.



This is a very popular event. Many items were appraised. Lots of fun.



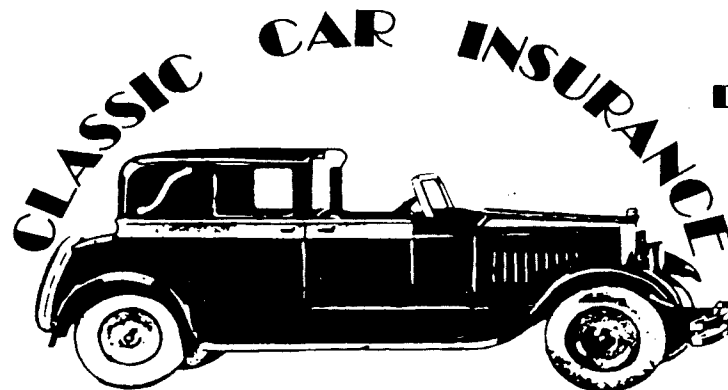
Randy Small and Tom Crook.



Steve Norman and Ron Doss.



Pat and John Dennis.



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Apker's F-88 Sets New Record!

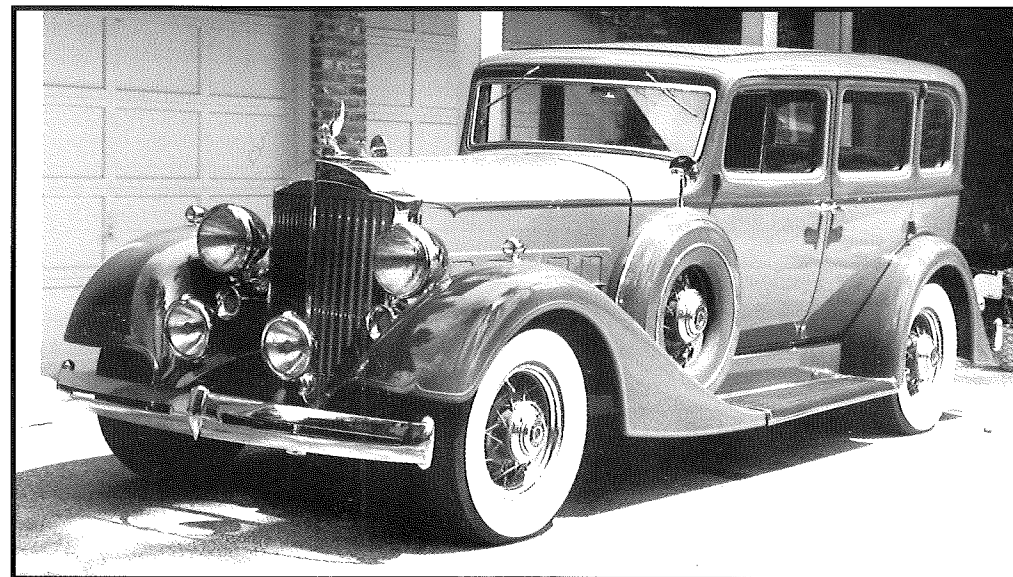
STORY AND PHOTO BY RON DOSS

Every January, one hundred thousand old car fans flock to Scottsdale, Arizona for the Barrett-Jackson Auction. Three thousand five hundred bidders get to fight for nine hundred cars that will be sold at "no reserve". This has produced the best sellers market place in our hobby.

Just ask Gordon Apker whose Oldsmobile F-88 GM concept car set a new record for any car ever sold at Barrett-Jackson. When the gavel fell the price was 3 million dollars plus buyers premium. Congratulations to the Apkers who may have another offering for the auction in 2006.



The F-88 at the Blackhawk Exhibition at Hershey, Pennsylvania many years ago.



F O R S A L E

1934 Packard 1100 series Sedan. This car was restored from original by the current owner of 19 years. Done in two tone gray with rose tone pinstripping and interior. Shown and driven, it is still a high point (+/- 95 pts.) car. The original engine has run beautifully since it was rebuilt. Original firewall tag shows VIN

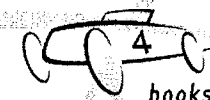
703-823 and the engine # is 375345. Everything works (ie. All gauges and lights etc.) The cost of restoration is going up and this one is done right. \$55,000. Ed Rittenhouse 206-232-1117 or 206-390-8619. edwardar@comcast.net

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CLASSIC CAR CLUB OF AMERICA

MEMBERSHIP
RECRUITMENT
KIT

MEMBERSHIP APPLICATION - Classic Car Club of America

List only Classics you desire listed in directory.
List associate members and their cars separately.
Provide complete information below or this form will have to be returned. For additional classics use separate sheet.

FOR OFFICE USE ONLY

DATE

GIVE
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MAKE OF CLASSIC	YEAR	CYL.	MODEL or SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	ENGINE & SERIAL #	

* A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.

Members, Please PRINT name and address here:

Check one
New ☐ Renewal ☐

Club year begins
November 1

Active, \$40	\$	(available after 10 years membership)
Canada &	\$	LIFE, \$800 U.S.
Mexico, \$45	\$	LIFE, \$900 Canada &
Other Foreign \$52	\$	Mexico
Associate, \$7	\$	LIFE, \$1040
(Spouse of Active		Other Foreign
Member, only,		LIFE ASSOCIATE \$80
No publications.)		(Spouse of Life Member,
		only. No publications.)
Total enclosed		Total enclosed
(U.S. Funds)	\$	(U.S. Funds)

Spouse's name:

Residence Phone Business Phone

Foreign air mail: Add \$48 (U.S. Funds) for Central and South America and Europe.

Add \$56 (U.S. Funds) for Africa, Australia, New Zealand and the Far East.

Complete above application and mail to: CLASSIC CAR CLUB OF AMERICA, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018

Or send it to us, but

Separate checks please and we will forward to National.

(\$38 for the Classic Car Club of America Magazine; \$2 for the Classic Car Club of America Bulletin).

This comes first (because CCCA membership is an imperative prerequisite for belonging to any region). Make \$40 check payable to CCCA (\$47 if spouse is included.)

Pacific Northwest Region

MAIL TO: Merrisue Steinman
205 117th St. S.
Tacoma, WA 98444

DUES: \$30.00 Active
*\$1.00 Associate

MEMBERSHIP APPLICATION

You may call with any questions at (425) 747-6458. Send both forms and both checks to Merrisue and we'll do the rest.

Here's my check for \$_____ for my 1998 membership in the CCCA Pacific Northwest Region.

NAME: _____ ASSOCIATE (spouse): _____
Street _____
Address: _____ City: _____ State _____ Zip _____
Home Phone: (____) _____ Business Phone: (____) _____ Fax Number: (____) _____ E-Mail: _____

MAKE OF CLASSIC	YEAR	CYL.	MODEL OR SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	CHECK IF CCCA SENIOR

* A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.
(Give Senior Number, if known, or previous owner and Manufacturer Serial Number).

*New Dues schedule, 1.00 for Associate (Spouse of Active Member).

Reminder, Associate Membership in National CCCA is a prerequisite for Associate Membership in Pacific NW Region.
(SEPARATE CHECKS FOR NATIONAL AND REGIONAL DUES, PLEASE)

Bring in a New Member! Call Merrisue Steinman (360) 426-2232

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Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

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 Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older

☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 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)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.

☐ Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle, Less than 25 yrs.

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

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(Include photo of all vehicles listed and include appraisal for each vehicle valued at \$20,000 or over)

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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.

Signature: _____ Date: _____

Note: Your insurance becomes effective upon payment of the entire premium and acceptance of the risk.

Please sign and forward with your remittance, payable to:

CC/PAC11

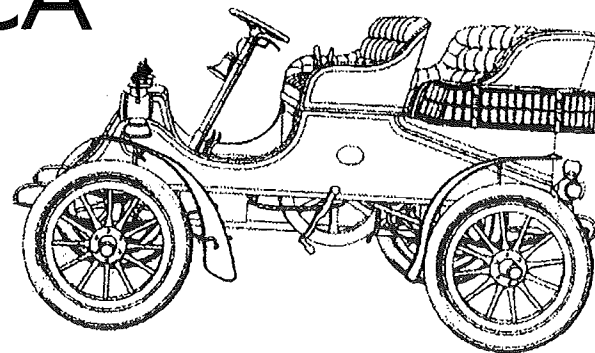
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PACIFIC NORTHWEST C.C.C.A. AN INVITATION TO ATTEND THE ANNUAL SEA-TAC HCCA BREAKFAST TOUR



Sunday, May 1, 2005 9:30 am

Meet at the Puyallup Elks for a Breakfast Buffet

Located at: 314 27th St. N.E., Puyallup

About 1/2 mile west of Mama Stortini's
just off of East Main St.

Following Breakfast, a tour will depart at 10:45
ending for refreshments at

Bradley Huson's Home at 12:30

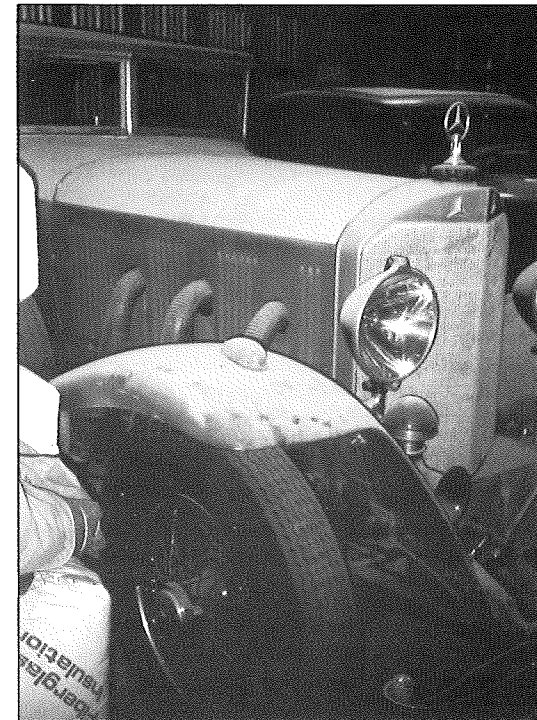
Cost is \$10.00 for adults, \$6.00 for children (12 and under)
payable at the Elks the morning of the tour.

"A Great Spring Tour To Start The Season"

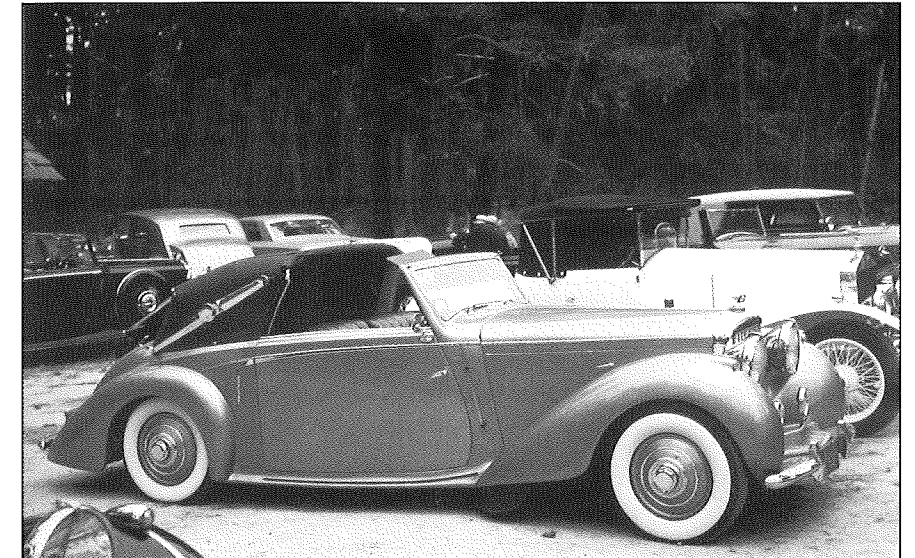
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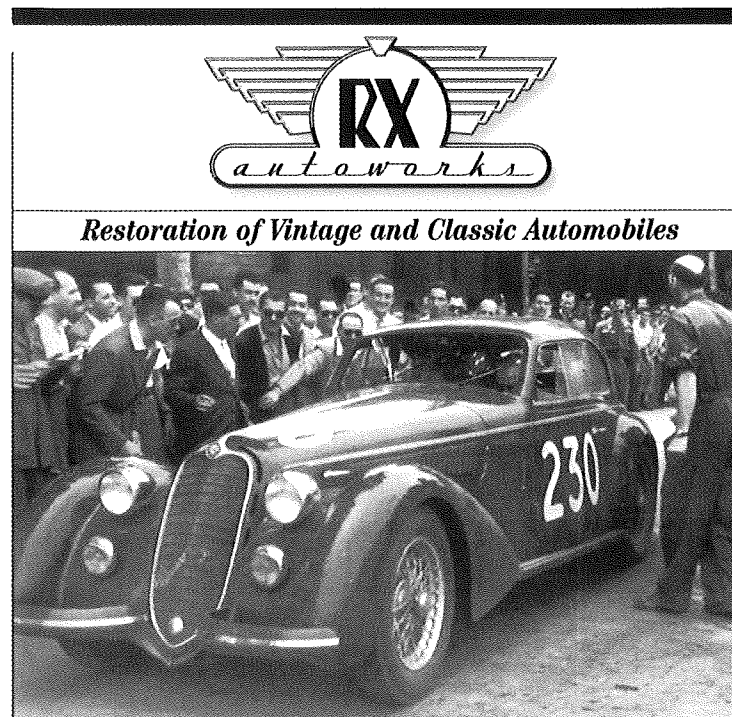
Mystery Photos...What, Where, When?



#1



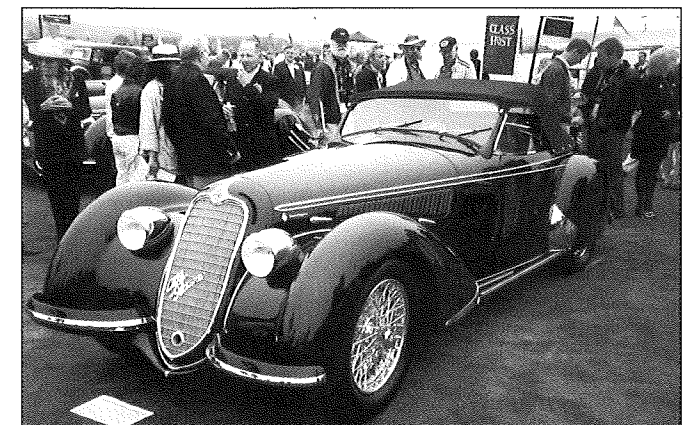
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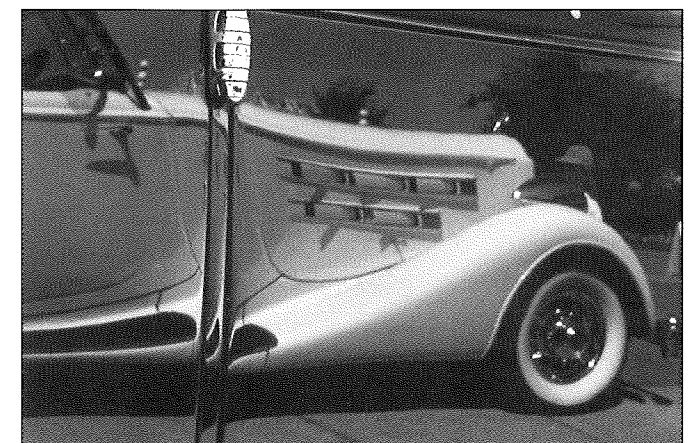
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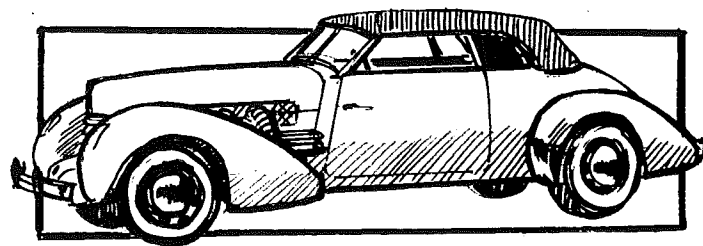
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#3



#4



Classic Car Club of America Pacific Northwest Region Board of Managers Meeting

REPORTED BY ARNOLD J. BARER, SECRETARY, CCCA-PNWR

NOVEMBER 5, 2004

Director McGary called the Annual Managers Meeting held at the Newcastle Country Club to order at 10:30 am. In attendance were Director McGary, Secretary Barer, Treasurer Campbell, Membership Chairman Merrisue Steinman, Managers, Rittenhouse, Steinman, Bomstead, Cook, Holmes and Manager Elect Ron Doss. Absent were Managers Reverman and Kinsman and Manager Elect Dickison.

The approval of the minutes of the last Managers Meeting was postponed to the next meeting. Treasurer John Campbell presented his report and provided the Managers with worksheets showing detailed financials. At the end of the fiscal year the club has \$18,477.

Secretary Barer reported the results of the election. There were 66 ballots returned and the slate proposed by the nominating committee was unanimously elected. At that point John McGary recognized the newly elected managers who were present. He then proposed the election of new officers. Ed Rittenhouse was nominated and elected as Director; Gary Steinman was nominated and elected as Assistant Director, Arnold Barer was nominated and elected as Secretary; John Campbell was nominated and elected as Treasurer; Merrisue Steinman was nominated and elected as Membership Chairman, and Colin Gurnsey was nominated and elected B.C. Liaison. The position of *Bumper Guardian* Editor will be filled after further search.

John McGary thanked the Managers for their cooperation and assistance during his term and turned the meeting over to Ed Rittenhouse. Ed noted the recent illness of John Carlson and passing of Joe Karman. John Campbell noted that a suitable donation had been made to the Gilmore Museum in Joe's memory and that action was approved by the Board.

Carl Bomstead wished to discuss editorial policies of the *Bumper Guardian*, however the subject was postponed until the next meeting in view of the time. The next meeting will be December 1, 2004 at the Woodmark Hotel.

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Classic Car Club of America Pacific Northwest Region Board of Managers Meeting

REPORTED BY ARNOLD J. BARER, SECRETARY, CCCA-PNWR

JANUARY 5, 2004

Director Rittenhouse called the Managers' meeting held at the Woodmark Hotel to order at 7:00 pm. In attendance were Director Rittenhouse, Secretary Barer, Treasurer Campbell, Membership Chairman Merrisue Steinman, Managers, Rittenhouse, Steinman, Bomstead, Cook, Holmes, Doss, Noble and Dickison absent was Manager Kinsman. Attending were members Norman, Greenfield, Wouters, McGary, Valerie Dickison, Barber, Crook, Johnson and guest John Belden.

Director Rittenhouse presented John McGary with his Director's Service pin. Ted Barber submitted the minutes from the December 1, 2004 meeting which were approved with corrections. John Campbell presented the treasurer's report. Our current net cash position is \$18,200 after allowing for outstanding holiday party bills. The club's insurance coverage was also discussed. Merrisue Steinman reported that we currently have 151 renewals. Gary Steinman is in the process of contacting the 33 members who have not as yet renewed.

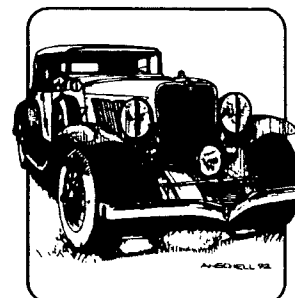
Ed Rittenhouse discussed the problem of filling the editor position of the *Bumper Guardian*. There were a number of suggestions of how to deal with the various problems created by the vacancy. Noel Cook will look into collecting on outstanding *BG* advertising bills. Ron Doss discussed a cover car and the cover car process. The subject of car sale advertising was also discussed.

Stan Dickison discussed the progress on National Annual Meeting planning. John McGary reported that 41 of the club badges had been sold and that 17 were still available. He also discussed the mascot bag project. Monte Holmes discussed planning for our **Annual Meeting set for Nov. 12, 2005 at Newcastle Golf Club**. Ed Rittenhouse announced that there were probably openings for members on the Copper State Rally set for April 16, 2005.

Gary Steinman announced that all arrangements were in place for the **Visit To The LeMay Collection set for February 13, 2005**. A donation of \$20 per attendee will be made to the Museum Fund. **Ron Doss discussed the Coming Out Party set for March 26, 2005 at the Atrium**. Ron projected 10-12 cars. **Gary Steinman discussed the Tour of the Paul Allen Aviation Museum set for April 23, 2005**. Lunch will be at Gleneagles Country Club. Gerry Greenfield discussed the **Joint HCCA Puyallup Driving Tour set for May 1, 2005**. The tour will feature a garage tour of Brad Huson's collection.

There was some discussion of a reception greeting the return of the Alaska Caravan. However, Gary Johnson pointed out that would be impractical because of the variation in the way participants are returning. The question of a departure reception is being studied. There was a general discussion of possible events in August. We will probably schedule a garage tour. In September there will be an event in connection with the **September 10, 2005 Kirkland Concours and on September 16-18 we will have our Oregon Coast Tour**.

There being no further business, the meeting was adjourned at 8:30 pm. The next meeting will be at the Woodmark on February 2, 2005.



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Classic Car Club of America Pacific Northwest Region Board of Managers Meeting

REPORTED BY ARNOLD J. BARER, SECRETARY, CCCA-PNWR

FEBRUARY 2, 2004

Director Rittenhouse called the Managers' meeting held at the Woodmark Hotel to order at 7:00 pm. In attendance were Director Rittenhouse, Secretary Barer, Treasurer Campbell, Membership Chairman Merrisue Steinman, Managers, Gary Steinman, Cook, Holmes, Doss, Noble and Dickison. Absent were Managers Bomstead and Kinsman. Also attending were Members Lee and Marlen Zuker, Valerie Dickison, Meden, Greenfield, and Wouters.

Secretary Barer presented the minutes of the January 5, 2005 meeting which were approved as corrected. Treasurer Campbell presented his report and discussed our cash position. We currently have \$21,018.61 after allowing for outstanding bills. Merrisue Steinman presented her report. There are 168 renewed memberships and two more members have assured her that their checks are in the mail. Gary Steinman has attempted to contact all nonrenewing members. Ron Doss reported on the *Bumper Guardian* situation. Ron and the committee have picked a cover car and plan to move to a quarterly schedule which will mean that the next *BG* will go to press in March. Noel Cook is attempting to collect monies due for advertising.

Stan Dickison reported on the status of negotiations with the venue for the National Annual Meeting. Things are progressing well. Noel Cook reported that he is working on the regional mascot bag project. Monty Holmes discussed the regional badge project. There are a few left. It was suggested that we assemble many new orders before we decide on the size of our next production run. Ed Rittenhouse relayed comments from Al McEwan on the National Convention in St. Louis.

Gary Steinman discussed the **Feb. 13, 2005 LeMay Museum Tour**. We are expecting a good turn-out. Ron Doss discussed the **March 26, 2005 Coming Out Party**. The menu will be chicken, salmon or Portabella mushroom. We have 18 cars on the potential list and we have room to invite 12. Gary Steinman reported on the **April 23, 2005 Tour to the Paul Allen Aviation Collection**. Don Wohlwend is working on the tour which will include lunch at Glen Eagles. About 50 members have shown interest. Jerry Greenfield reported on the **May 1, 2005 HCCA Puyallup Tour** which will also go to Point Defiance Park and to Brad Huson's. Gary Steinman also reported on the **June 5, 2005 Garage Tour**. Steve Norman will manage it and it will feature Carl Bomstead's, Steve Norman's and Jack Goffette's collections. He also reminded members of the **July 4th Parades on Yarrow Point, and in Kirkland**. Carl Bomstead will manage the Annual Picnic currently set for the weekend of July 30-31. The August event is still in the planning stage.

There was a discussion of our participation in the September 10, Kirkland Concours. We will still sponsor the trophy but the details will be negotiated with the organizers. We do need to coordinate whether we will have our breakfast or another feature event. Members were also reminded of the September 16-18 Oregon Coast Tour managed by Bob Reverman and Bill Deibel. Monty Holmes announced that the November 12th Annual Meeting was ready to go. Although there was some discussion of another possible venue, it will probably stay at Newcastle. Lee Noble will look at alternate venues for the holiday party, but we probably will stay at Broadmoor.

Lee Zuker gave a short presentation on the website. We probably will go to a reserved domain website which will give us a privacy feature and other advantages. A donation was authorized in memory of Russ Humphrey. There was discussion of Al McEwan's suggested routing for the 2006 Caravan. The meeting adjourned at 9:00 pm.

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PRESENTS...

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COMING OUT PARTY

APRIL 23

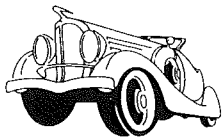
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