

BUMPER GUARDIAN

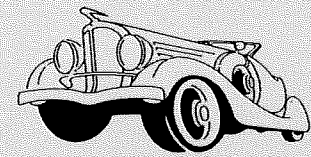


1933 LINCOLN KA 514 TOWN SEDAN
Gary and Merrisue Steinman



March 2005 through May 2005

PACIFIC NORTHWEST REGION - CCCA



BUMPER GUARDIAN

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. Dir.	360/424-2232
John McGary, Past Dir.	206/322-3727
Ann Baron, Secretary	425/454-0296
John Campbell, Treas.	425/385-5472
Merrisue Steinman	425/885-5472
Membership Chairman	

Board of Managers	
Carl Bomstead	2005 206/390-2886
Noel Cook	2005 206/232-6413
Gary Steinman	2005 360/426-2232
Monte Haines, Jr.	2005 206/624-3992
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 Whitman 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 contact Noel Cook 206/232-6413.

Back cover photo: Interior of cover car with newspaper article about John Dillinger and Baby Face Nelson.

What Makes a Successful Event?

The majority of our events are well attended and everyone seems to have a good time. What is the reason for this? Of course the event manager is one of the main ingredients and our managers' "creative thinking" has resulted in some fantastic experiences. I would submit that the two other most important items are driving our Classic cars and "old stuff". This is exemplified by the wonderful driving tour to the Vintage Aircraft Museum organized by Gary Steinman. The attendance was spectacular and we were exposed to some of the great aircraft of the past. The annual meeting has also become very popular now that we have an afternoon meeting with better driving conditions and the highly successful antique "show and tell". Again, driving the Classics and "old stuff" rings people's bells.

I want to encourage all of you to organize an event and use YOUR "creative imagination".

Ed Rittenhouse,
Director, PNR-CCCA

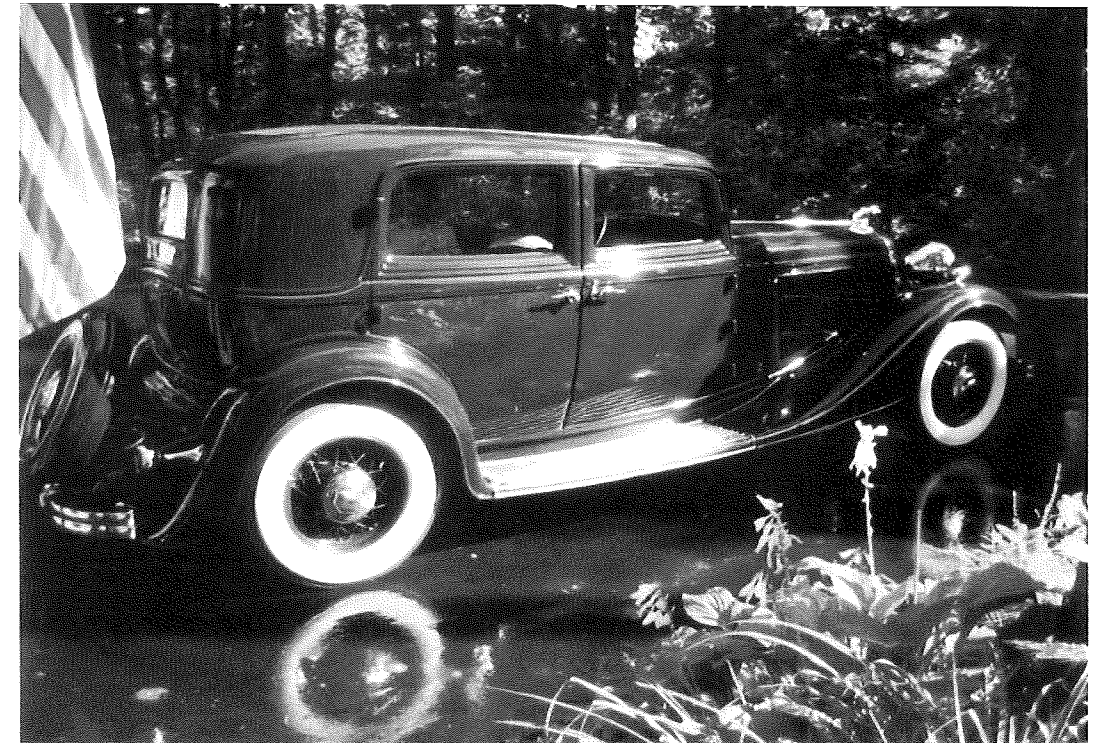


Pacific Northwest Region
Classic Car Club of America
2005 Upcoming Events

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

HOW OUR 1933 LINCOLN SEDAN MOVED IN WITH US

By Gary Steinman



1933 Lincoln KA 514 Town Sedan

After graduating from dental school in 1970, Merrisue and I returned to Aberdeen, WA, to practice. We always had loved vintage cars, but never had money to buy one. Merrisue's uncle is Harold Hanson of HCCA and Franklin fame so she grew up in a car culture. By 1973, life was going well and we purchased a 1929 Durant sedan. Living in Aberdeen with all the rain meant a convertible was not a very reasonable choice. I restored the Durant over the next year and used it extensively on tours around the South Sound. The next year we found in Tenino what we thought was the best looking car we had ever seen—a 1929 L-29 Cord sedan. We'll never forget the way the long low hood oozed out of the old garage. We were "gonners". We bought the Cord which we drove until 1977 when we found ourselves building apartments. We were short of money during construction, so we sold the Cord to Harold LeMay.

The sale of the Cord always bothered us. We bought other cars, but always wanted another early 30's

sedan. About six months ago, we started building a new three car garage, so now we would have more room at our home to add that 30's sedan. At the monthly PNR-CCCA Board meeting I said that we (yes, my wife agreed with me) would like a 95 point or higher 1930's sedan for touring. Shortly after telling everyone, I received a call from Jerry Greenfield telling me there was a nice car on Ebay that he thought we would like and gave me the Ebay number. We went to the computer and viewed a beautiful 1933 Lincoln V-12 Town Sedan with a long low hood. The Seller in the Ebay ad said that it had scored 97 points at the last Grand Classic and it had a Senior badge. Perfect, we hoped!

I phoned the Seller and he gave me the details about the Lincoln. The car was just west of Detroit, but we didn't have time to fly back and check it prior to the close of the Ebay auction. Luckily, we had just worked on the PNR CCCA Grand Classic with

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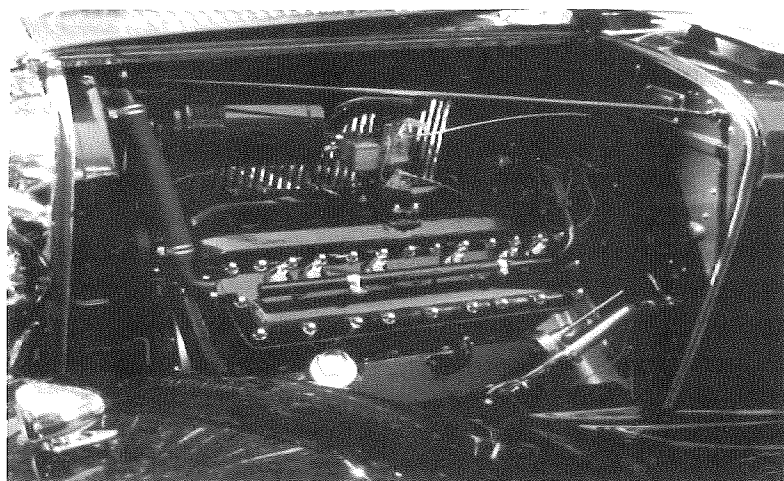
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details about the car and said I could send a check to the Seller without fear—that he was honest and it was a good car. I called the Seller, Jim Cousins, and closed the deal. Jim was selling the Lincoln to make room in his garage for an early 30's Cadillac convertible. Amazingly, the Cadillac that Jim was buying was the car that Ed Rittenhouse had sold to Lee Zuker, who then sold it to a Canadian, who was selling it to Jim.

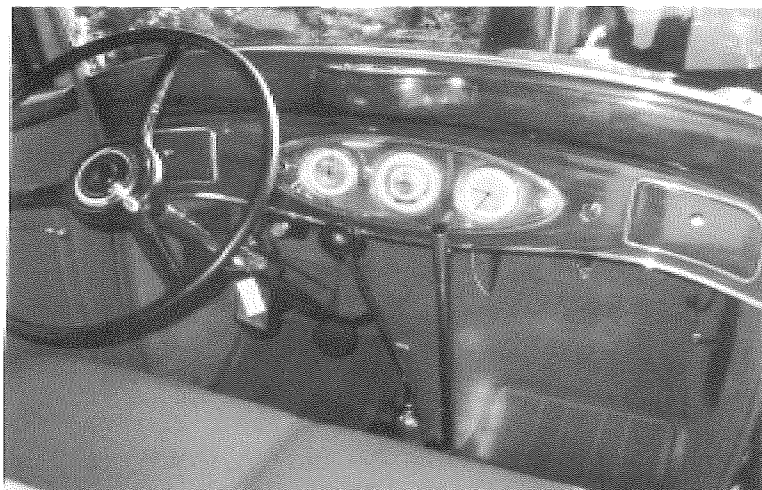
My car is a 1933 Lincoln sedan with a 382 cubic inch V-12. It is one of 201 Model KA 514 Town Sedans produced in 1933. The car was originally sold in Minneapolis and then made its way to Nashville where in 1968 it was purchased by Chuck Waggener from Reese Thompson. Chuck drove the car on East Coast tours until 2000 when he totally restored the car and sold it to James Cousins. Jim trailered and showed the car over the next four years when it received its Senior Medallion, scoring a consistent 97 points.

The Lincoln KA 514 Sedan V-12 looks similar to a 1933 Ford sedan on steroids for good reason. In 1933 Ford was coming out with a new body style, but Ford lacked designers. So they borrowed a young designer from Lincoln who had just designed the new Lincolns. He made the Ford an almost identical copy of the smaller Lincoln but with a V-8 and half the weight. Since 1933 was the height of the Depression, Lincoln was looking for a slightly smaller car than the KB that would be less expensive. The resulting KA did not sell that well, but nothing sold well in 1933.

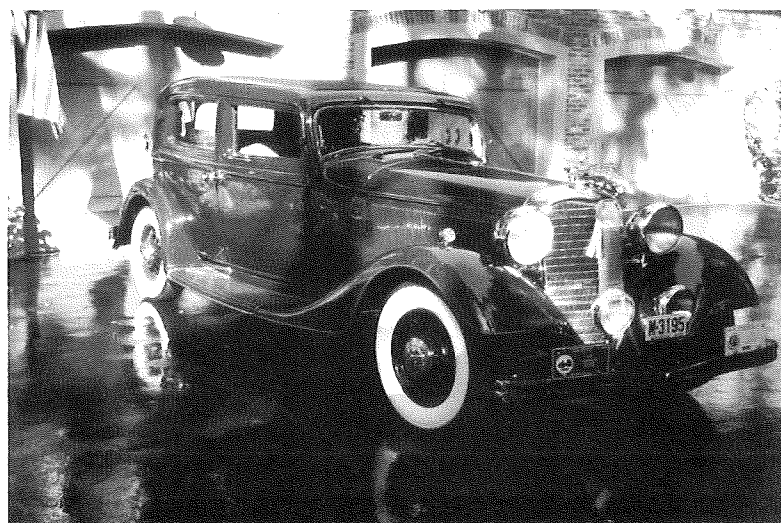
So we finally are the owners of the sedan with a long low hood that we have wanted for quite awhile, and we could not be happier. We will show the car one more time at the Kirkland Concours and then it will become a tour car. We have already added seat belts and signal indicators in preparation for many more years of touring.



The mighty V-12 is very nicely trimmed.



Handsome reddish woodgraining over the light grey wool Broadcloth interior



The paint is dry but looks as wet as the driveway.



HAROLD LeMAY MUSEUM TOUR

by Gary Steinman

On Sunday, February 13, 2005, the Pacific Northwest Region of CCCA sponsored a tour of the Harold LeMay Museum at Marymount and the LeMay home in Tacoma. Invited clubs included the Lincoln and Lincoln Continental Owners Club and Yesteryear Car Club of Shelton. Turnout was terrific with 135 attendees. Nancy LeMay graciously opened the doors of her home so that we were able to view the 300 cars in the LeMay compound that are normally shown to the public once a year at their August Open House.

Over the years, Nancy and Harold accumulated the largest car collection in the world. By the time Harold passed away in November 2000, the LeMays had a collection of more than 3,000 vehicles, and uncounted numbers of automobilia, dolls, memorabilia and art.

As you enter the Marymount gymnasium building, you are greeted by a 1929 Franklin 130 Convertible Coupe. It is sensory overload from there, with cars literally packed door-to-door and bumper-to-bumper; an 1880's Benz cycle car here, a 1917 Standard Electric to the left, a Maserati-powered Citroen SM to the right, a 1935 Steyr behind, and a Crosley HotShot overhead on a shelf.

The LeMay vehicles vary from rare, such as one of four dazzling 1926 Windsor roadsters made by Moon, to rows of mass-produced BelAirs, Impalas and Model A's covering the basketball court. There's even a Tucker, instantly recognizable with its low-slung body, central headlight, and rear-mounted engine.

Some areas have themes, other areas are a potpourri. Dozens of Packards line one garage at the LeMay house. In another, Cadillacs range from a '59 Eldorado to a concours-quality V16. A small barn houses just Chrysler letter-cars. But in a huge garage at Marymount, ten steps take you from a Pontiac Fiero past a 1938 Graham Supercharger to a '50's Mercury. One of my favorite auto rooms at the LeMay home features Auburns, Cords, and Duesenbergs. The car in this display that is "special" to me is a yellow 1929 L-29 Cord that I sold to Harold LeMay in the '70's.

Harold and Nancy donated the car collection, valued at \$50,000,000, to the LeMay Museum., and Nancy has given another \$15,000,000.

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HAROLD LeMAY MUSEUM TOUR

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The City of Tacoma has donated an \$18,000,000-valued nine-acre site next to the Tacoma Dome to create a permanent home for the collections. They hope to open the Museum in 2008. The plans show a brilliant building for housing up to 2000 cars, as well as a three-acre auto courtyard for car shows and community events.

Merrisue and I were talking with Nancy at her home as we looked over the multiple buildings filled with unbelievable cars. Nancy stopped for a second and said, "How in the world did we collect so much stuff?" Thankfully, they did just that. Now they are sharing this wonderful collection with the rest of us. Many thanks again go to Nancy and Harold LeMay.



Phil and Cheryl McCurdy (above left) and Georgia and Ray Loe (right) enjoy the LeMay Museum collections.



Cars are EVERYWHERE at the LeMay Museum and there is something for everyone to enjoy!

Classic Car Club of America Pacific Northwest Region Board of Managers Meeting March 2, 2005

Director **Rittenhouse** called the meeting to order at the Woodmark Hotel in Kirkland at 7 p.m. Attending were managers **Bomstead**, **Cook**, **S. Dickison**, **Noble**, and **G. Steinman**; Past Director **McGary**; Treasurer **Campbell**; and members **Barber**, **Deibel**, **Greenfield**, **Norman**, **Pollock**, **Reddaway** and **Wouters**. (Absent: Secretary **Barer**, managers **Doss**, **Holmes**, **Kinsman**.) The Minutes of the February meeting were approved as corrected (spelling of **Holmes**, heading for club name). In the absence of Secretary **Barer**, **T. Barber** served as Secretary Pro-tem. Treasurer **Campbell** reported a balance of \$20,400. Memb. Ch. **M. Steinman** reported that the roster was being sent to the printer. The *Bumper Guardian* will be sent to the printer and out by the end of March. **Ron Doss** will not be continuing as head of the publications committee. **Cook** reported that advertisements had been renewed. The Director noted that our publication had scored lower in National standings because of the low frequency of publication and lack of technical articles. **S.**

Dickison reported on the 2008 CCCA (National) Annual Meeting noting that **A. McEwan** was concerned about the lack of a car procurement committee.

In old business, **G. Steinman** reported that the LeMay tour (2/13) was a success with about 185 attending. The Car Badge project (**Holmes/McGary**) is underway as a Regional project. Managers approved the car badge. The Radiator Mascot Bag project (**McGary/Cook**) is investigating sources and is getting a bid on a larger bag. National approval has been given.

A discussion of events (all 2005 except as noted) was as follows:

March 26, Sat. Coming Our Party. **Wouters/Doss**. 101 people registered, plenty of cars lined up; all set.

April 23, Sat. **P. Allen** Aircraft Collection. **Greenfield/Steinman**. Up to 30 (at a time) can go through the collection. \$20/prson fee. Approx. count needed ahead of time; 60 so far.

May 1 Sun. 39th Puyallup Driving Tour. **Greenfield**. Flyer has been sent..

PNR - CCCA MANAGER'S MEETING MINUTES

June 4, Sat. Garage Tour. **S. Norman**. Includes Norman's garage (with **Geofette** cars added), lunch.

July 4, Mon. Parade. **McEwan**. As usual.

July 31, Sun. Annual PNR Picnic. **Bomstead**. Location to be determined.

August event. **Steinman**. Garage tour to **Zuker's**, **Shinstine's**.

Aug. 8, Mon. Host Pebble Bach cars. **McEwan**. Suite 200.

Sept 10, Sat. Kirkland Concours. **Bomstead**. Possible award sponsorship, around \$2000. No other club function.

Sept 16-18 (Fri-Sun). Oregon Coast Tour. **Reverman**. **Deibel** reports tour being planned, leave Fri. 16th. Need flyer or email to get preliminary count; first mailing: "Save this Date".

Nov 12, Sat. Annual Meeting. **Holmes**. At Newcastle again.

Dec ?, Sun. Holiday Party. **Noble**. Same place.

2006. CARavan. **McEwan**. Possibly north to Canada this time. September start being considreed. Only one Caravan to be scheduled, 100 cars max. Low participation last time due to Eugene start, conflict with Cadillac Centennial.

Club website usage was discussed. Upgrades are needed to be user friendly; perhaps Linda could put websiite link on the Club emails she sends. details need to be discussed and coordinated with **Lee Zuker**.

The meeting adjourned at aboaut 9 p.m. The next Board meeting will be Wed. April 6, 2005.

Respectfully submitted,
Ted Barber, Secretary Pro-tem
CCCA-PNR

PNR CLASSIC CAR CLUB OF AMERICA BOARD OF MANAGERS MEETING

April 6, 2005

Director **Rittenhouse** called the Managers' meeting held at the Woodmark Hotel to order at 7 pm. In attendance were Director **Rittenhouse**, Secy. **Barer**, Treas. **Campbell**, Membership Dir. **M. Steinman**, Managers, **Rittenhouse**, **Steinman**, **Cook**, **Holmes**, **Doss** & **Noble**. Absent were Managers **Kinsman**, **Bomstead** and **Dickison**. Attending were members **Norman**, **Greenfield**, **Wouters**, **McGary**, **Deibel**, **Barber**, **Reddaway**, **C. Upthegrove**, **McEwan**, **Zuker**, **Meden** and our admin. asst. **Linda Short**.

T. Barber submitted the Minutes of the Mar. 2, 2005 meeting which were approved with corrections. **J. Campell** presented the treas. report. Our net cash position is \$27,904.33 before allowing for outstanding Coming-Out party bills. **M. Steinman** reported that the new directory will be out shortly.

Ed Rittenhouse announced that **Cyndi Upthegrove** has agreed to serve as editor of the *Bumper Guardian*. There was an immediate motion to approve her selection, which was duly passed. She announced that while she can do the publication, she does not have the ability or desire to do the content and that it will be up to us to provide the material to fill the issue. **Ron Doss** will continue to be cover car editor and invited members who wished to submit cover car suggestions to contact him. **John McGary** introduced **Linda Short**, who has been serving as our administrative assistant sending out flyers and other membership information.

J. McGary reported that most of the club badges had been sold (only 16 were still available). He discussed the mascot bag project. We have agreed upon a bag design and are rying to price it. When we have the cost we can place the initial order. The desire is to promote the bag nationally as a regional project. **R. Doss** reported on the Coming Out Party. It was a great success. We had 218 people and eleven cars. There was a distressing occurrence reported by **Steve Norman**. A light diffuser was taken from his Bentley. **B. Deibel** also reported that some of the Oregon people had requested a hand out be prepared listing vehicles and owners. It was agreed that this would be suggested to next year's manager.

G. Steinman discussed the Tour of the Paul Allen Aviation Museum on April 23rd. Lunch will be at GlenEagles Country Club. **G. Greenfield** discussed the Joint HCCA Puyallup Driving Tour on May 1st.. The tour will feature a garage tour of **Huson's** collection. The Cadillac-LaSalle Club members are assembling at the Bahamas Club restaurant at Southcenter for a drive to the Elks Club. **Steve Norman** discussed the June 4 Garage Tour. It will start at his collection (with an infusion of cars from **Jack Goffette's** collection), feature lunch at the Maddux Grill and end at **Carl Bomstead's**. July 4 will bring a return of the Yarrow Point Parade managed by **Al McEwan**. The annual McAuliffe Picnic will be held July 31st, managed by **Carl Bomstead**. On Monday, August 8th we will host a Kick-Off Reception at Suite 200 for this year's Pebble Beach Exhibitors Tour staged by **Al McEwan**. Army and Carol Barer will manage. There will be a South Sound Driving Tour on August 21st. **Lee Zuker** will manage a tour featuring lunch at and garage tours of both his and Doug Shinstine's collections. The Kirkland Concours will be held September 10th.. This year there will be no breakfast. It was agreed that we would sponsor a trophy. On September 16-18 we will have our Oregon Coast Tour. **Bill Deibel** will do a tour routing from Centralia. **Bob Reverman** will manage. **Monte Holmes** reported that the November 12th meeting is all set and **Lee Noble** reported on the December 4th Holiday Party.

There was discussion of the 2006 calendar. We will have a Jan. garage tour and **Liz Holt** will do a repeat of the Vancouver Garden Tour. **Ed Rittenhouse** discussed the Regional Annual Report and noted a request for information for a "Cars of the Stars" publication. **Al McEwan** discussed alternative planning concepts for the 2006 CARavan. He received a number of suggestions.

There being no further business, the meeting was adjourned at 9 pm. The next meeting will be at the Woodmark on May 4, 2005.

Respectfully submitted - Arnold J. Barer, Secretary

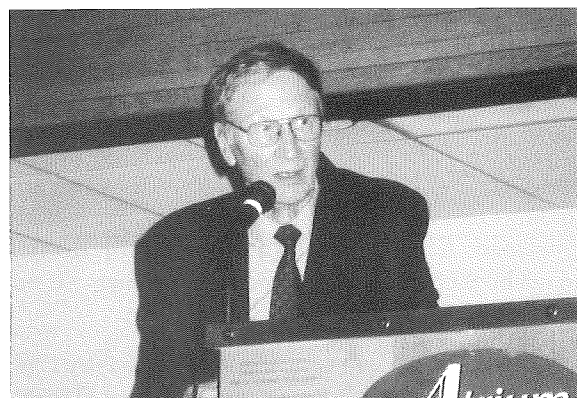
2005 Coming Out Party Unveils 10 Cars

218 Attend Event

Text and Photos by Ron Doss

The Pacific Northwest region was pleased to host our largest turnout of members, guests and automobile luminaries and it was a spectacular night for those that love Classic cars, especially Packards. It just happened that members presented five Packards this year. In this night filled with dark colored cars - five black and two navy blue - it was tough to get great pictures indoors. The rain convinced photographer **Gary Johnson** to come inside to shoot his photos, and then **Carl Bomstead** artfully placed the cars around the room. **Conrad Wouters**, assisted by **Richard Adatto**, ably manned the reception table. We are also very thankful to **the Norman family** who manned the spotlights with a team of operators that spanned three generations. His son and two grandsons aided Steve.

Don Wohlwend started things off by unveiling a stunning 1936 Cord Sportsman. This car is one of the twenty authentic factory supercharged cars that exist today. It is navy with blue interior.



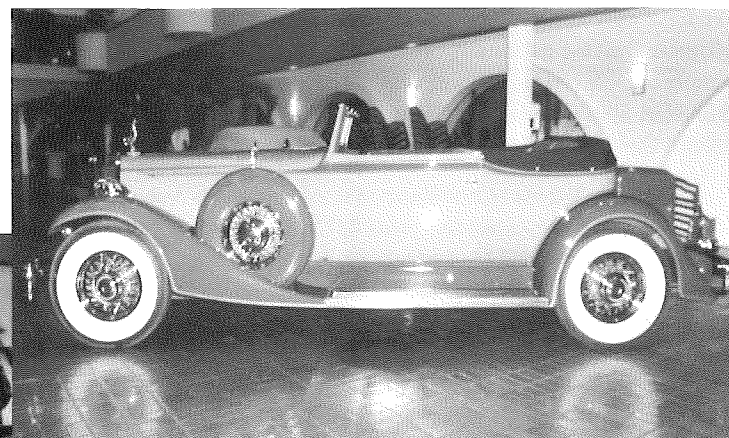
Don Wohlwend (above) presenting his Supercharged 1936 Cord Convertible Coupe,



Mike Green's 1938 Packard V-8 Convertible Sedan

Mike Green then presented a 1938 Packard convertible sedan V-12 in black with a tan top. I had a chance to drive this car last fall in eastern Washington and it is one of the nicest driving 12's I have been in.

Gary Steinman presentation was a Lincoln KA V-12 sedan in navy. This beautiful car is sure to do very well at the next Grand Classic. (This is the cover car gracing this issue of the Bumper Guardian. See page 2 where more information is available.)



Del Barton's 1933 Packard Convertible Victoria V-12

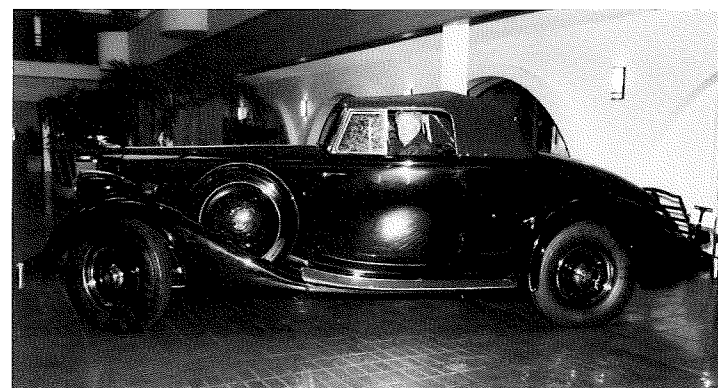
Al Murray showed two cars fresh from Murray Motor Car. The first was Del Barton's very handsome two-tone grey and green 1933 Packard Convertible Victoria V-12. The interior is grey with a black top. This car came from the **Ruger collection** where it resided for many years after being purchased

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from the **Kershaw collection**. It is one of four believed to still exist. One of Packard's smallest production years was 1933. In part due to the Great Depression, production did not start on the tenth series until January fifth and ended only eight months later in August of 1933.

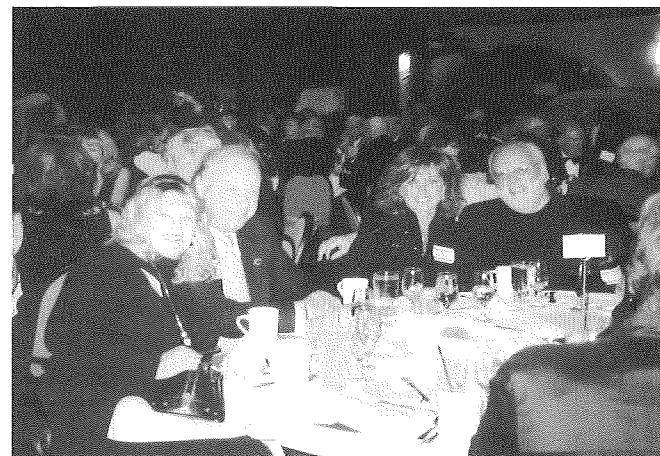
The second car presented by **Al Murray** was a very elegant 1936 Lincoln Convertible coupe in navy with a blue top. It also is believed to be one of four that exist today and looked like a very big 1936 Ford roadster. It was wonderful and breathtaking.

Carl Bomstead was proud to show his newly restored 1936 Packard Coupe Roadster in all black with black walls. It was very crisp with red pinstripes and beautiful wood graining. This car has been going through restoration by **John Kane** for the last year and I wish it were in my garage.

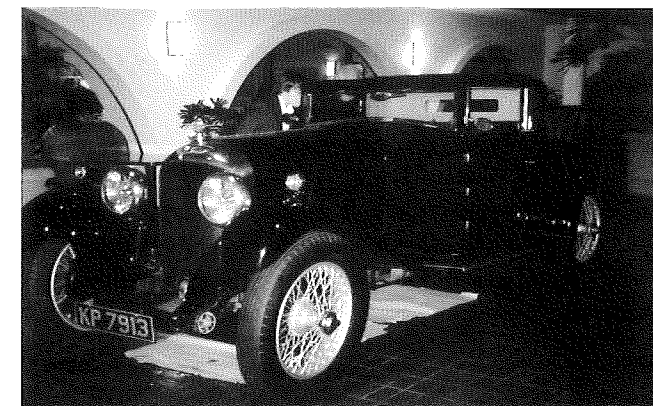


Carl Bomstead's 1936 Packard Coupe Roadster

Bomsteads and Apkers(below) enjoy the dinner

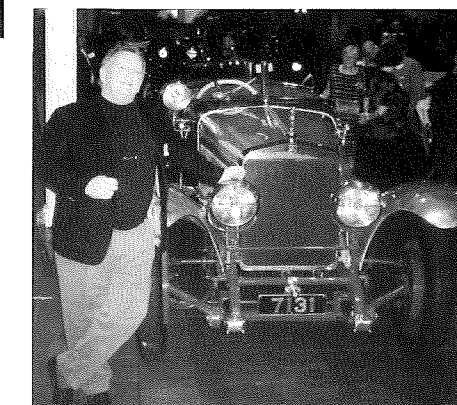


Steve Norman uncovered his 4 1/2 Liter Bentley, a 1929 Martin Walter Drop Head Coupe, also a black car. The car was very low slung and racy. This car is currently under the care of **Roy Magnuson** and was refinished extensively by **David Reich** in Portland in 2000.

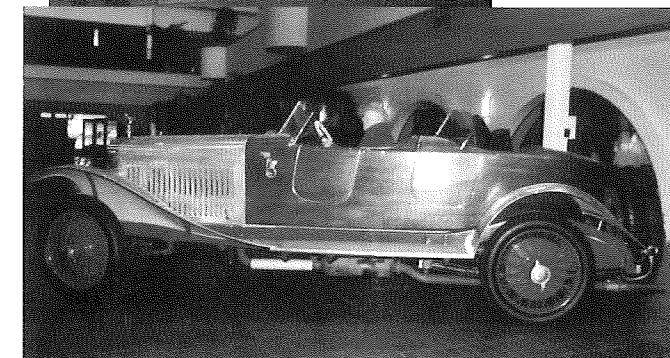


Steve and Annie's Bentley

Then **Ken McBride** (below) set us all back with a spectacular 1924 Delage GL Labourdette skiff with a boat tail body. The coachwork was built like a fine mahogany boat of the '20's, sitting on polished aluminum wings (fenders). It was truly a breathtaking piece of automotive art. I am not sure when I last thought of "gee-whiz" when looking at a car, but I did when I saw this amazing automobile.

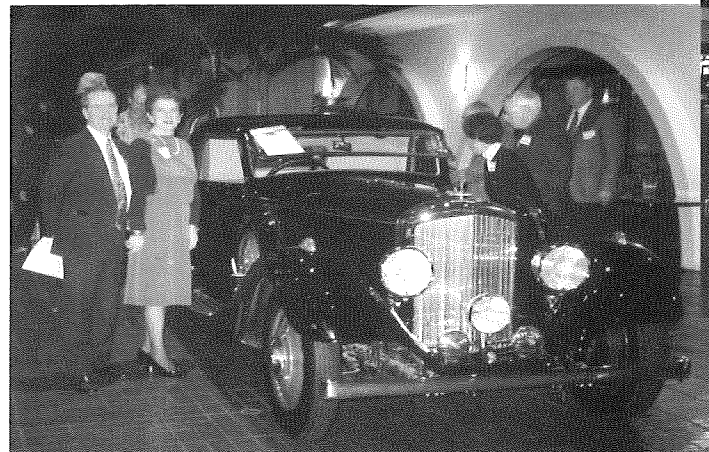


Looking like "Chitty, Chitty Bang, Bang!" Ken McBride's magical 1924 Delage GL Labourdette skiff



From previous page

We have saved **Gordon Apker's** presentations for last, because he truly made our show complete by bringing no less than three wonderful cars to our dinner. The first was a 1932 Packard Light Eight Roadster, again in all black and sporting a Fran Roxas restoration. These cars are very special in that their power to weight ratio makes them one of the most responsive Packards built. This makes people feel very comfortable with the car's size and they can then easily envision themselves driving it. Several ladies told me this was their favorite car of the evening. The "shovel nose" front-end design contributes to it appearing like a very big 1934 Ford Roadster and overall a very pleasing car to look at.



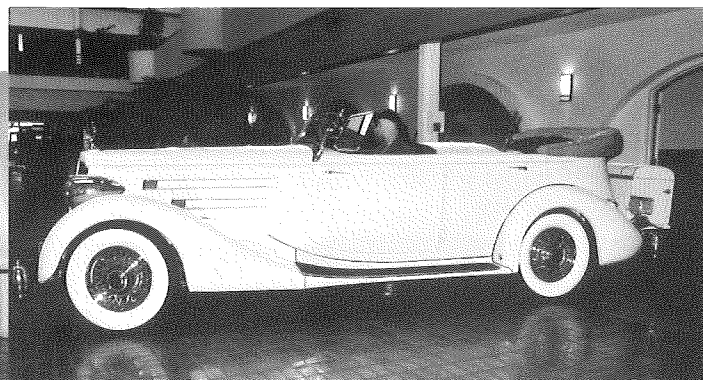
1934 Bentley Coupe

The next car Gordon presented was a 1934 Bentley coupe in guess what....black! It has a very colorful history involving Royalty and a Mistress. Hopefully we can do a cover story on this wonderful car in the near future.

Finally, Gordon's crew uncovered the last car of the three, and it is also a very rare (one of three) 1936 Packard Sport Phaeton V-12 in soft yellow with burgundy hides. This car is the only 1936 Packard V-12 Phaeton ever produced with five - wheel equipment. That means no side mounts on the fenders. The spare is within the body, covered by a clamshell trunk lid. This Dietrich-designed body was produced with this style trunk only in 1935 and 1936. This makes a very long automobile seem even longer, with its sweeping front fenders uninterrupted until they meet the rear fenders. The last year of factory built Phaetons was 1936, because convertible sedans were becoming more popular due to practicality.

A Phaeton by Packard is a side curtain car for four people. Light and fast, they are thought of as a Roadster

for four. Packard Sport Phaetons have a Roadster-style windshield and a similar rear seat windshield on the rear cowl. Both are low, and are swept back at an angle that complements the 22-degree rake on the radiator. Packard Sport Phaetons sit on a 139-inch wheel base and make a spectacular-looking car with two cockpits. Add the mighty Packard V-12 engine, and you will have a treasure of the most desirable kind. Consider that this car will keep up with modern traffic in all aspects and is capable of driving coast-to-coast at any time.



1936 Packard Sport Phaeton V-12

A Packard side curtain car like this with jump seats is designated as a "touring" by Packard Motor Car Company. A "touring" is not a "Phaeton." Touring cars sit on a 4" longer wheel base and usually have taller windshields to make headroom for those in the jump seats.

The Dual-cowl Packards are the select few cars the Packard Motor Car Company built for the Auto Shows in New York, Chicago, and Los Angeles. These were the undisputed flagships for Packard in 1936, with the custom body cars now all but gone.

This car was special-ordered by the Japanese Embassy in Toronto as a parade car and years later acquired by **Murray Gamon** for his museum in Victoria, B.C. This Packard was certainly a treat for us to bring our 2005 program to an end.

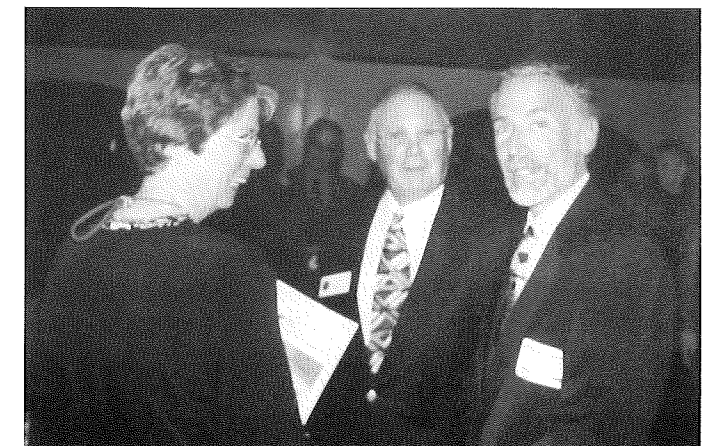
"Life is not measured by the number of breaths we take, but by the number of moments that take our breath away." - Anonymous



Ed and Pam Rittenhouse chat with Jerry and June Hanauska.



"I'm tellin' ya', this is a great deal..."
Tom Crook and Mike Green



Ann and Steve Norman chat with Brian Pollock

Directory Corrections

Please add the Shagers to your member's directory. They were inadvertently omitted from the last issue:

Diane and Paul Shager
295 Griffity Farm Road
Sequim, WA 98382
Home: 360-681-8708
Work: 800-477-7176
Cell 360-480-7817
Fax: 425-637-0794
Email: shager37@yahoo.com
1929 Pierce Arrow, Model 133,
7-Passenger Touring

Harry Wappler's correct new address is:
4131 - 221st Pl. SE
Issaquah, WA 98029

Please correct **John and Cyndi Upthegrove's** email address to:
cyndiu@comcast.net

PNR Classic Car Club of America
Board of Managers Meeting
May 4, 2005

Director Rittenhouse called the Managers' meeting held at the Woodmark Hotel to order at 7:00 p.m. In attendance were Director **Rittenhouse**, Secretary **Barer**, Membership Director **Merrisue Steinman**, Managers **Rittenhouse**, **Steinman**, **Cook**, **Holmes**, **Doss**, **Noble** and **Dickison**; absent were Managers **Kinsman** and **Bomstead**. Attending were members **Armstrong**, **Valerie Dickison**, **Deibel**, **Norman**, **Reddaway**, **Johnston**, and **Wouters**.

Army Barer submitted the Minutes of the April 4, 2005 meeting which were approved. **John Campbell** had emailed his treasurer's report. Our current net cash position is \$14,802 + a current receipt of a \$1,050 advertising payment. Merrisue Steinman reported that membership now stands at approximately 180 members. The new directory has been sent out.

Ed Rittenhouse announced that **Cyndi Upthegrove** could not attend, but that she had picked up the electronic dummy for the *Bumper Guardian*. There was discussion on giving Cyndi the maximum assistance. Stan Dickison reported on the status of planning for the 2008 Annual Meeting. He has received the coordinator's handbook form National. He passed out an idea sheet for the various events and will solicit alternate suggestions from members. Ed Rittenhouse noted that John McGary wanted approval of an initial order of fifty of the masot bags for our club project. The request was approved.

Gary Steinman reported on the April 23, 2005 Tour of the Paul Allen Aviation Museum. One hundred forty-four people showed up. All had a wonderful time. The tour was very impressive. Army Barer reported on the May 1, 2005 Joint HCCA Puyallup Driving Tour. The Elk's Club breakfast is as classic as the cars. The tour featured the Tacoma waterfront and a garage tour of **Brad Huson's** collection. Ed Rittenhouse and Steve Norman discussed their experiences on the Copper State Tour. Steve Norman discussed the **June 4, 2005 Garage Tour**. It will start at his collection (with an infusion of cars from **Jack Goffette's** collection), feature lunch at the Maddux Grill and end at Carl Bomstead's. **July 4, 2005 will bring a return of the Yarrow Point Parade** managed by Al McEwan. **The annual McAuliffe Picnic will be held July 31, 2005** managed by Carl Bomstead. Army Barer asked for and received Board authority for the **Monday, August 8, 2005 Kick-Off Reception at Suite 200 for this year's Pebble Beach Exhibitors Tour** staged by Al McEwan. Gary Steinman reported on **The South Sound Driving tour on August 21, 2005**. Lee Zuker will manage a tour which features lunch at and garage tours of both his and Doug Shinstine's collections.

Tom Armstrong gave a wonderful report on planning for

the **Kirkland Concours to be held September 10, 2005**. This year there will be a theme class from the "Fabulous Fifties". There will be eight cars from the Blackhawk Collection. The event is beginning to generate substantial out-of-state attention. The goal this year is to increase the charitable donation to \$200,000. On **September 16-18, we will have our Oregon Coast Tour**. Bill Deibel explained the tour routing from Centralia to Gearhart, and back to Olympia. Bob Reverman will manage. Monte Holmes reported that the **November 12, 2005 Meeting is all set at Newcastle**. Nee Noble and Stan Dickison reported on the **December 4, 2005 Holiday Party** which continues at Broadmoor. At this time there is no event in October. There was some discussion of an October fall driving event.

Ed Rittenhouse announced that **Tom Kinsman** had resigned as a Manager and that Gary Johnson had agreed to replace him. That choice was ratified by the Board. There being no more formal business, the Board adjourned for informal discussion at 8:35 p.m. The next meeting will be June 1, 2005 at the Woodmark.

Respectfully Submitted,
Arnold J. Barer, Secretary

Name This Mystery Car!



The presence of a chauffeur tells us this may be a Classic. If you can identify this vehicle, please contact the editor:
cyndiu@comcast.net

Helpful Tips for Minor Car Repairs From Don Redaway

Having trouble with a stuck screw or a sticking handle? "Break Free" works very well - better than WD-40. It has ground up Teflon in it and is available in both aerosol cans and tubes. It is sold in most gun stores.

If you are preparing for a Concours and want to touch up some small bolts with a blue, brown or aluminum finish, you can use the cold blueing, browning or aluminum solution that is also sold in gun stores.

If during assembly you find a bolt or machine screw that will not tighten or that is likely to come loose, "Loctite" products are often the solution. BUT BE CAREFUL; these come in a variety of strengths. Some never can be undone while others are easy to unfasten or in between. Loctite even has a product that will renew threads in either aluminum or steel.

When replacing a battery cable in your vintage car always use the largest cable practicable. Use at least 00 gauge, but 000 and 0000 are respectively better yet. Welding cable, available at any welding supply store is better electrically and much more flexible than automotive cable. Be sure to solder on the proper terminals, which are available at Radio Shack as well as parts stores. Automotive and marine electric shops as well as stores devoted to storage batteries will usually make up cables to any length with the desired fittings. Most heavy truck shops will do the same.

"JB Weld" is a good epoxy product to either repair or fill in a missing area on any metal part, including pot metal items. It is believed by many to be superior to other common epoxy brands. Keep it in mind for field repairs. Almost any store with a hardware sections offers this product.

Helpful Tips for Tour Repairs

Be prepared for a gasoline, oil or coolant leak by carrying in your car a tube of "Seal-All", available in most supermarkets and hardware. This product will seal from the outside any kind of a leak in a metal part! Ideally the area around the leak point should be clean and dry, BUT on leaking objects under pressure you can tape over a first layer of "Seal-All" and the apply a second layer over the tape to complete the repair.

Carry a small tightly sealed container of Epsom Salts. You may neglect to replace your battery before it begins to fail. If this happens when a replacement isn't available, adding one teaspoonful of Epsom Salts to each battery cell will reduce the sulfate coating on the plates and temporarily provide the needed battery performance. (It is wise to replace any battery over five years old.)

Welcome to Our New Members!

Lonnie and Betsy Fallin

7660 Polo Ridge Dr.
Littleton, CO 80128
Home: 303-904-8080
Cell: 303-594-1111
Fax: 303-904-8082
Email: l.fallin@comcast.net
* 1933 Marmon 16, Model 16-144, Convertible Coupe, Lebaron, 2479SP
* 1933 Packard 8, Model 1004, Convertible Victoria, 1242 SP
* 1934 Packard 12, Model 1107, Convertible Coupe, 1887SP
* 1934 Packard 12, Model 1107, D.C. Sport Phaeton, 416

Todd Menenberg

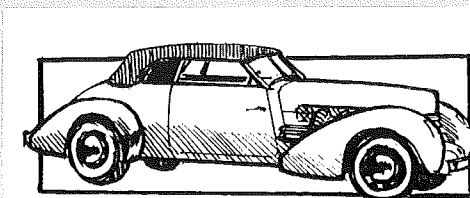
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John and Donna Koziol

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Home: 425-376-2749
Fax: 425-869-7310
Email: jkoziol@pobox.com
* 1930 Nash 8, Model 497 Sedan

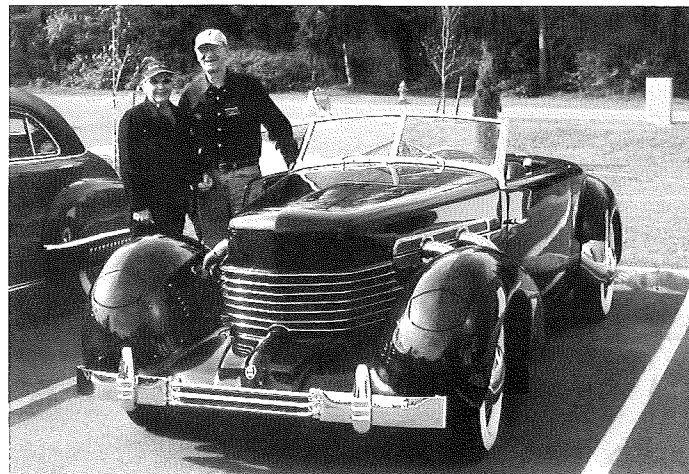


TOUR TO PAUL ALLEN'S AVIATION MUSEUM

PAUL ALLEN FLYING HERITAGE COLLECTION

By Gary Steinman

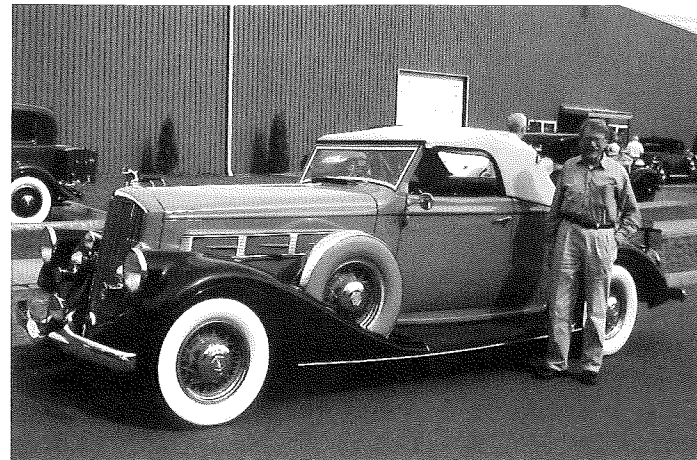
On April 23rd, 2005, the Pacific Northwest Region of the CCCA toured **Paul Allen's** collection of vintage airplanes in Arlington, WA. The aircraft within the Flying Heritage Collection were produced at a time when aeronautical discovery had evolved to aviation mastery. Finely crafted with leading 1930's and 1940's technologies, the collection includes aircraft types from the U.S., Britain, Germany, Russia, and Japan. Many of them were often were pitted against one another in great air battles. These rare surviving aircraft were researched and hunted down. Some were recovered from battlegrounds and airfields.



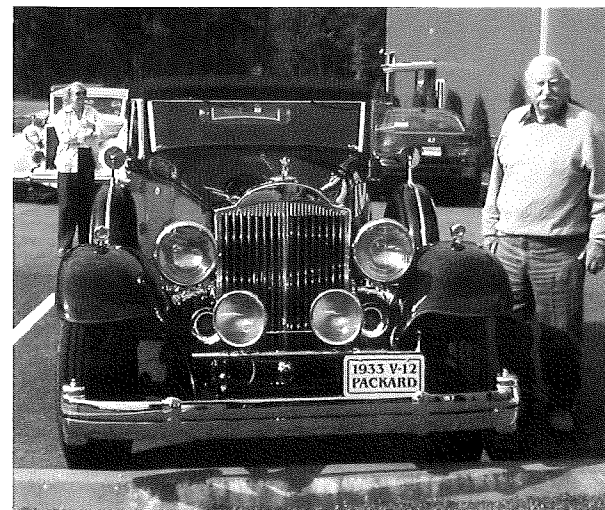
Arlene and Don Wohlwend arrive for the tour in their 1936 Cord Sportsman

The Flying Heritage Collection painstakingly restores its aircraft. This sets many of them apart from other aviation artifacts, as each is returned to a level of authenticity rarely before attempted. Original vendors, obsolete materials and manufacturing techniques, and long-lost factory specifications have been researched and recovered for the planes' restorations. In many cases, the aircraft are nearly as original as the day they left the factory.

My favorite plane was the P-51D Mustang that is said to be the most authentic example of its type in the world. I think this plane had the best lines of any WWII fighter. This aircraft made the skies over Germany as safe as possible for the Allied B-17 and B-24 Bombers to carry out the massive bombing that brought the war to an end for Germany.



Lou Berquest with his 1935 Pierce Arrow Convertible Coupe



Del Barton travels in style in his 1933 V-12 Packard.

After the tour and refreshments at the museum, we traveled a few blocks to the Gleneagle Golf Club where we had a terrific buffet. The Paul Allen Flying Heritage Collection is a "must see" for anyone living or visiting in the Western Washington area.

For an informative article about the Paul Allen Aircraft Collection visit this website:
www.zwire.com/site/news.cfm?brd=1024

PACIFIC NORTHWEST REGION - CCCA

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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

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- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
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(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.
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9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

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Use separate sheet for additional cars to be insured.

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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.

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HCCA-CCCA May Breakfast Tour

By Gerald Greenfield

The first Sunday in May has been the traditional date for the SeaTac HCCA Breakfast Tour. This was the 39th Annual Celebration for this special event. The PNR-CCCA has made this our May Tour for many years. **Gerald and Doreen Greenfield** have been members of the SeaTac HCCA for 28 years and members of the PNW-CCCA for 24 years. Having organized this event for nearly 20 years, it was a natural to invite the CCCA to participate in this popular undertaking. The Puyallup Elks once again was the starting location for the tour. This new venue proved to be very successful and everyone was quite pleased with the fine pancake breakfast buffet provided by the volunteers at the Elks.

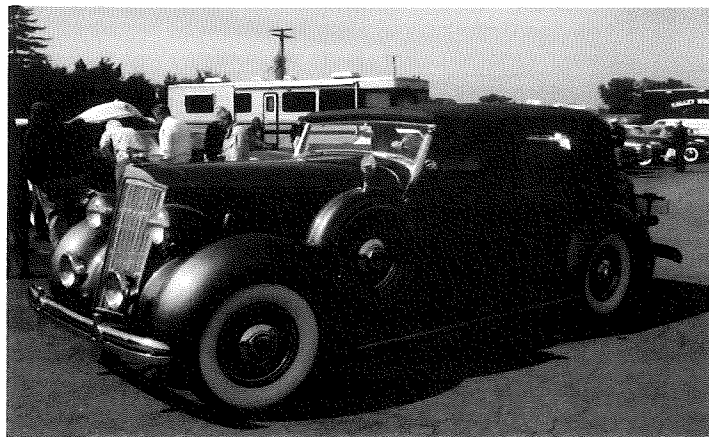
A sunny morning greeted nearly 150 people representing 16 different car clubs. Dozens of Antique, Classic and Special Interest Autos filled the Elk's parking lot. The Cadillac-LaSalle Club and Packard Club were both well represented. **Ron and Gayle Doss** drove their very flashy 1955 Cadillac El Dorado (NC) and **Keith and Anita McGowan** displayed their very stylish Packard 120 Convertible Sedan (NC). **John Kane** turned quite a few heads with his Packard 180 LeBaron sport Sedan which John had recently acquired from the estate of long time member **Joe Carmen**.

Following breakfast, the first half of the tour began. Heading first to Sumner and then back toward Puyallup, the tour proceeded across the Puyallup Valley toward Fife. A variety of scenery including farms and industry documents the rapid changes occurring in this region. The Tacoma Industrial Area was especially interesting as thousands of new vehicles from Asian Ocean Cargo Containers covered hundreds of acres of the prime Tacoma waterfront. New cars were streaming off of a container ship as our Classics serenely cruised by. The tour continued through downtown Tacoma, along Ruston Way, past the revitalized waterfront toward Point Defiance. The Pt. Defiance Boat House was the rest stop for the first part of the tour.

Following a 20-minute stretch with a gorgeous view of Vashon Island and the Pt. Defiance Ferry, the tour departed for a visit to Pt. Defiance Park. The tour followed the Five Mile Drive past the Rhododendron Garden, Fort Nisqually, the Logging Camp, and the Zoo. Nu-



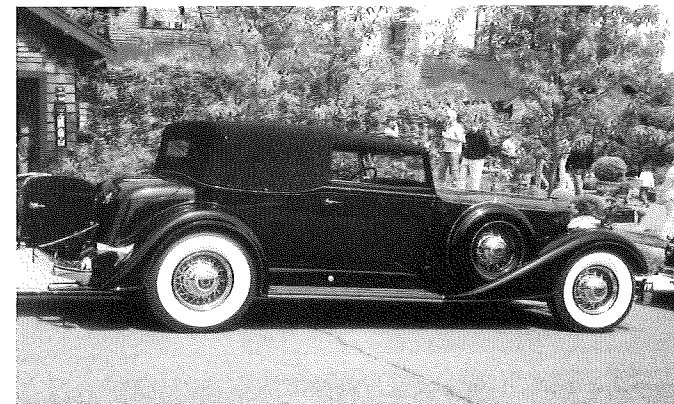
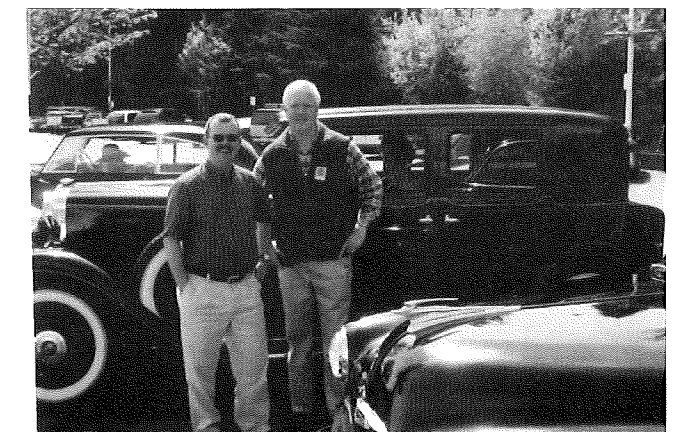
Ron Doss with his 1955 Cadillac El Dorado (NC)



Keith McGowan's 1937 Packard 120 Conv Sedan (NC)

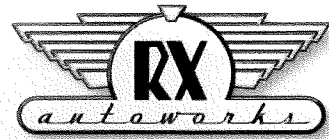
Arnold Barer admiring John Kane's
1941 Packard 180 LeBaron Sport Sedan

merous panoramic views were enjoyed of the Narrows Bridge and the Gig harbor area. The final leg of the tour was a short one mile jaunt to the beautiful home of **Brad Huson**. Brad has recently built a new home in the historic town of Ruston. The home was designed to blend into the old charming community, yet serves as a spectacular storage facility for Brad's Cadillac Collection. The lower level comprises an open floor plan with a kitchen, living room area with a grand piano, plus a display area for up to six cars. The floors, walls and ceiling are painted black with ceiling lights that highlight the chrome and glossy finish of his cars! Brad displayed his magnificent Classic Cadillacs which included his 1935, 12, Conv. Sedan; 1938, 8 conv. Sedan; and his newly restored 1941, 8 Conv. Sedan. Very impressive! The tour participants were awed by both Brad's beautiful home and gorgeous manicured gardens. A special thanks to Brad Huson for opening his home and for providing refreshments to the participants of another successful May Tour.

Tom Crook's 1934 Packard
Dietrich Convertible VictoriaBradley Huson's 1961 Cadillac
Eldo Biarritz (NC) at his home.Terry and Barbara McMichael with their
1947 Bentley MKVI CoupeAdrian Taylor & John Koziol discussing
the merits of Nash AutomobilesMerrisue & Gary Steinman and Bill & Lucy Allard
in front of Brad Huson's 1941 Cadillac Conv. Sedan

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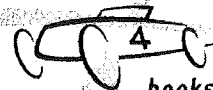
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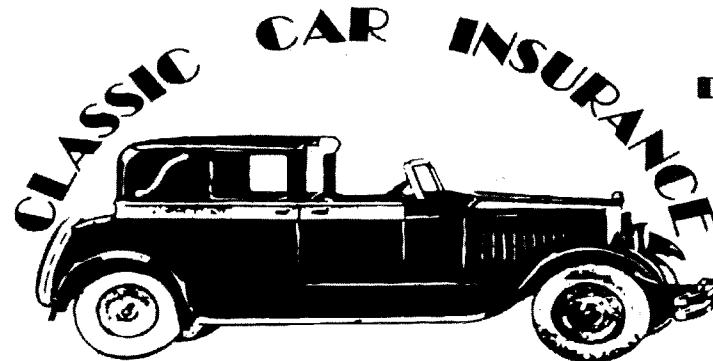
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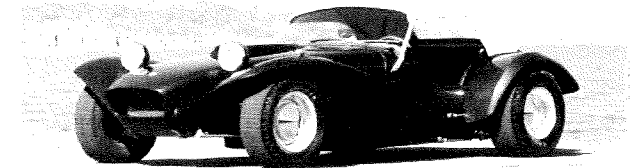
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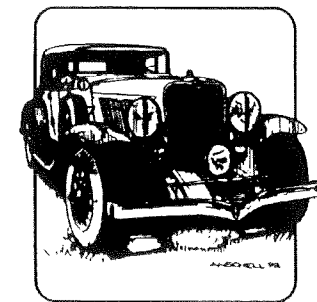
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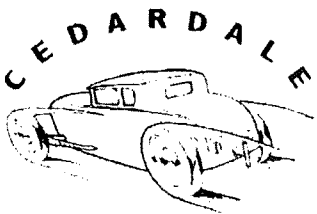


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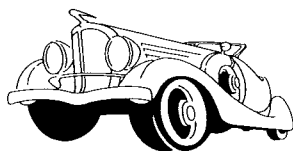
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A black and white photograph showing the interior of a car. A fedora hat is placed on the dashboard. In the lower foreground, a newspaper clipping with the headline "DRURY INLINED NELSON ESCAPES" is visible, next to a small bottle. The car's door and window are on the right side of the frame.



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