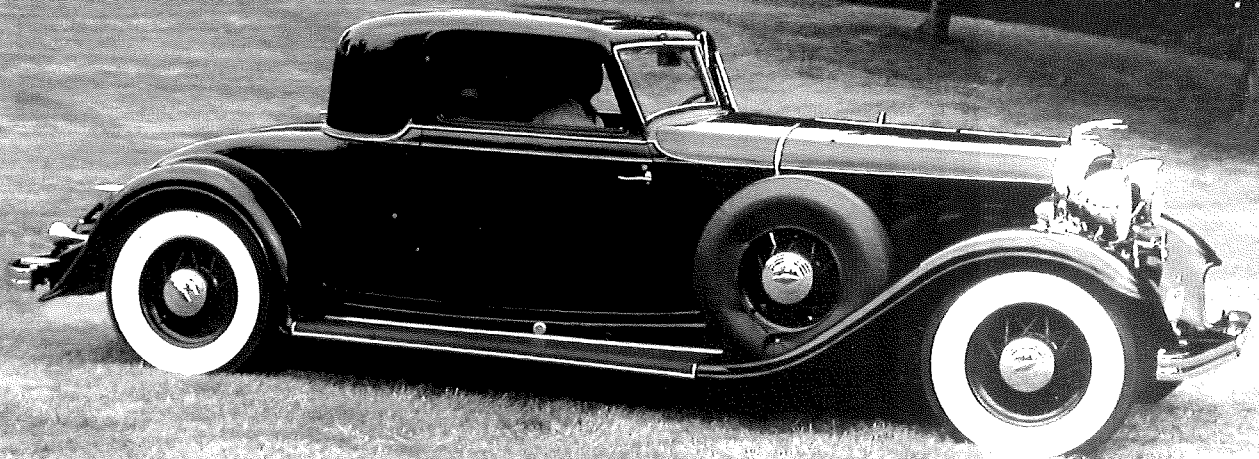
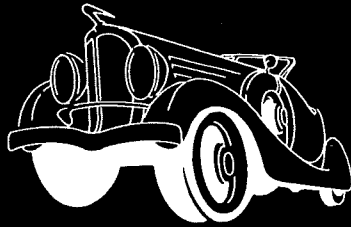


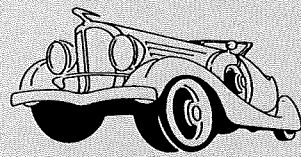
# BUMPER GUARDIAN



1932 LINCON "KB" COUPE DIETRICH  
Gerald and Doreen Greenfield



June 2005 through August 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.	206/522-3727
Arny Barer, Secretary	425/454-0296
John Campbell, Treas.	425/885-5472
Mentore Steinman	425/885-5472
Membership Chairman	

Board of Managers	
Carl Bonstead	2005 206/390-2886
Noel Cook	2005 206/232-6413
Gary Steinman	2005 360/426-2232
Monte Holmes, Jr.	2006 206/624-3993
Les Noble	2006 206/284-6153
Tom Kinsman	2006 206/232-1954
Sam 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 Woodmark Hotel in Kirkland.

### Membership

Regional membership is available only to Classic Car Club of America national members. Membership forms may be obtained by contacting Mentore 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.

Cover photo: Sam Barer 7/04  
Cover design and layout:: Ron Doss

## Always on the Lookout for Good Classic Tailgating Fare

*In the absence of an inspiring message, Director Rittenhouse shares his grandmother's recipe for Italian meatballs.*

### Grandma Marcianellis' Meatballs

Equal parts of ground beef,  
ground pork, and  
ground veal

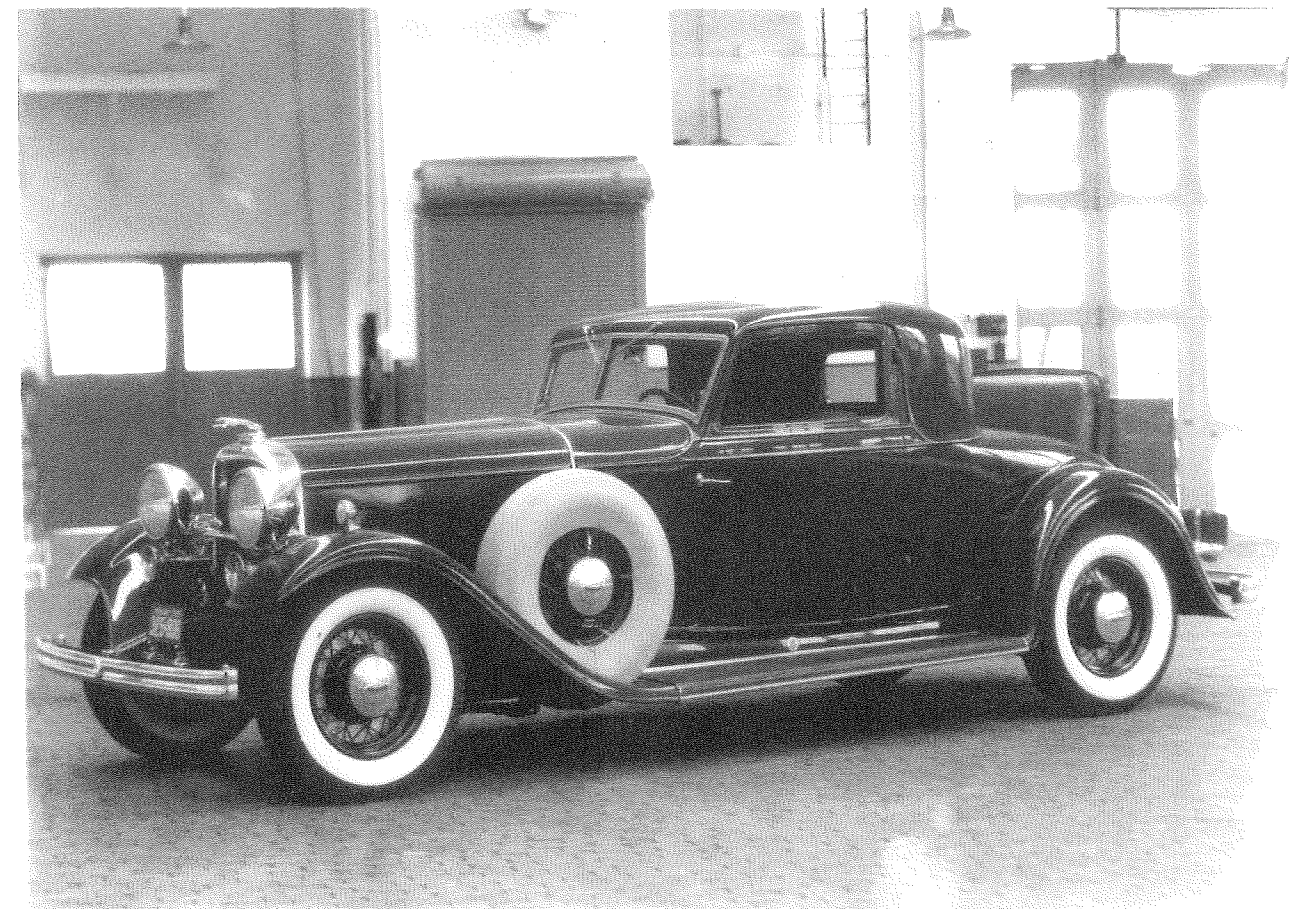
Place in a large bowl and crack in 2 eggs.  
Add 2 almost stale pieces of bread torn into small pieces.  
Sprinkle minced fresh garlic (lots of it).  
Sprinkle pepper to taste.  
Add a pinch of oregano.  
Wet your hands with virgin olive oil and mulch it all together.  
Make small meatballs about 1 1/2 inches in diameter.  
Bake on pan at 350 degrees until just brown.  
Add to the tomato sauce and simmer for several hours.

*Ed Rittenhouse,*  
Director, PNR-CCCA



## Pacific Northwest Region Classic Car Club of America 2005 Upcoming Events

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



1932 Linclon "KB" Coupe Dietrich  
By Gerald Greenfield

Over the last 25 years, I have owned two Model L Lincolns: a 1929 7-Passenger Touring and a 1930 Derham Convertible Phaeton. I have also owned three Model K Lincolns, a 1935 Brunn Convertible Victoria, a 1935 Le Baron Convertible Coupe and a 1936 Judkins Berline. These were all wonderful classics, but the one model that always eluded me was the 1932 KB Lincoln. This particular Lincoln was undoubtedly the "most classic" of all Lincolns.

They were built on a 145-inch chassis and powered by a monstrous V-12 fork and blade engine of 447.9 cubic inches. These elegant classics were capable of speeds of up to 100 mph. Sadly, only 1,623 KB Lincolns were produced for the 1932 calendar year. Basically, 1932 marked the end of an era of classic motordom. Beginning in 1933, bodies were streamlined, fenders were skirted and the radiator shell sloped backward. I had opportunities to buy factory-bodied sedans, but my fondest dream was to find a custom bodied example, preferably a Dietrich Split

Windshield Classic.

*I was visiting with Jim Weston at the Packard International Annual Meeting in Orange, CA, in January of 2003. Jim mentioned that he was selling two of his Lincolns. Neither car was of particular interest to me, but fortunately I asked if he had any other Lincolns. To my surprise he said he also had a 1932 KB Dietrich Split Windshield Coupe that was Dietrich's presentation car at the 1932 Los Angeles Auto Salon. Jim described how he had owned the car for more than 35 years. He restored it in the late 1960's and had shown it at Pebble Beach in 1973. I just knew I had found a very special car, and to top it off, a Custom Dietrich! The car is still painted in its Auto Salon Show colors - Seagate Blue and Blue Medium with Silver stripe. Despite having been restored over 35 years ago, the car still scored 96 points at the 2004 Pacific Northwest Grand Classic and*

*Continued next page*



From previous page

now proudly wears its CCCA Senior badge.

The following is the history of the car as written by Jim Weston in 2003:

Only 17 of these cars were produced - 12 with a rumble seat and the remaining 5 with a trunk. Five of them were painted "Seagate Blue" and "Blue Medium"; one for each of the four projected Auto Salons throughout the country with one back-up car. This was the only one of these special color combination cars that was sent to Southern California early in the year, in time for the last of the Auto Salons in which Lincoln was the only exhibitor with 13 vehicles - and is therefore the salon car.

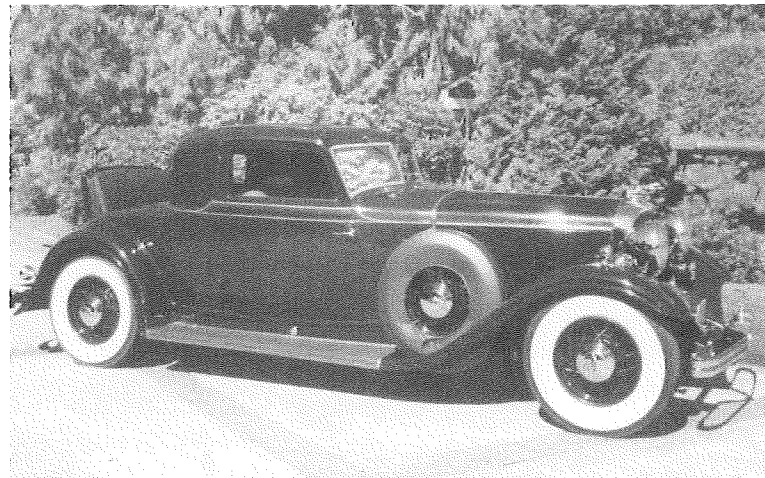
The original owner of the car, presumably in that area, is unknown. He kept it for approximately 2 1/2 years and then parted with it. The car was wholesaled to a used car dealer in San Francisco in the summer of 1934. This dealer had a small but specific niche in the used car market, in that he procured luxury cars from the Los Angeles area that were not very old and sold them to conservative San Francisco buyers who were not competing with the "latest thing" and wanted a fine automobile at the reduced prices of depreciation.

The next owner of the car was a Swedish sea Captain, name unknown, living in San Francisco. He kept the car through WWII (probably because new cars were not available) and then sold it in 1948/49, as soon as he could get something new.

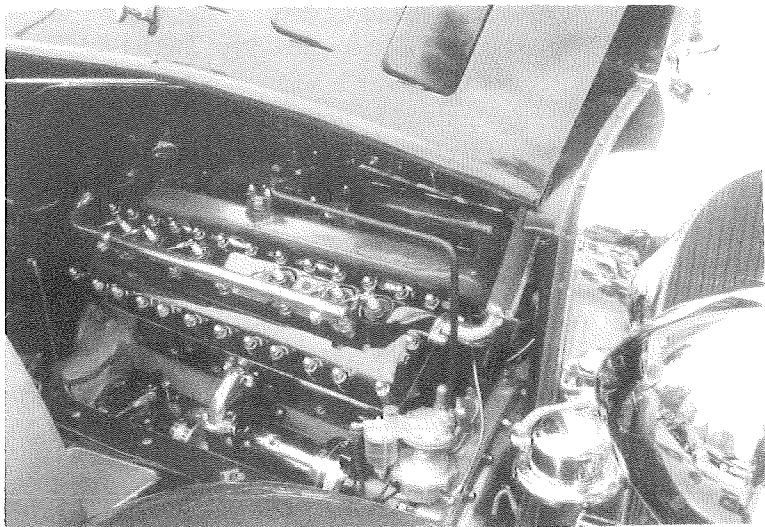
Buyer #3 was Carl Schilling, a member of the Schilling Tea and Spice family, but not employed by the company. Schilling was a Lincoln collector after the war that had an eye for good-looking custom bodywork. He combed the used car lots and the wrecking yards that were filled with cars nobody wanted after the war. The final total of his collection was about 5-6 cars, and an awful lot of parts. It was inevitable he should meet a man by the name of Toni (not Tony) Porta who had an identical interest in the same cars. They were all 12 cylinder, with emphasis on the 1932-1933 KB models. The two became fast friends.



*Lincoln's Greyhound Mascot*



*Dietrich's long hood and V-windshield are stunning!*



*Lincoln's 447.9 cubic inches produce 150 horsepower from its smooth V-*

Toni Porta had storage facilities in a warehouse that he shared with Schilling, since garaging facilities in residential areas were limited.

Schilling was fascinated with the coupe we are talking about and set about to bringing it back to nice condition. He was limited to slow repairs as he was living on a small allowance from his family, who were supporting him because he was ill. He purchased a 31 or 32-thousand mile 1933 plain Jane sedan, removed the engine, gave it a very light overhaul, including rings and a new timing chain at least, and then installed it in the coupe. The mileage on the speedometer represents the amount driven since the engine was installed; the mileage on the car before this is unknown.

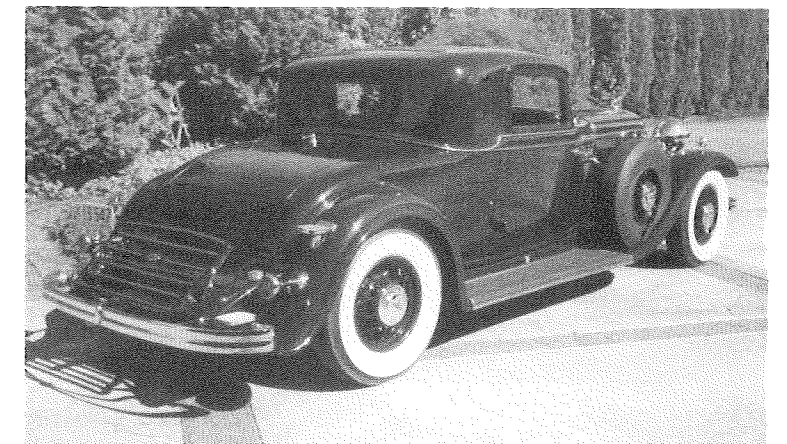
Schilling then had some minor dents and dings removed from the car, the type common with crowded city driving. These spots were primed and the next step of painting was never accomplished.

Schilling was overcome by the pain of his incurable disease (believed by the writer to be cancer), and in 1954 utilized a local bank to write a will and act as its executor. He left all the cars and the parts to his friend, Toni Porta, and then committed suicide by driving off a cliff in his 1933 sedan.

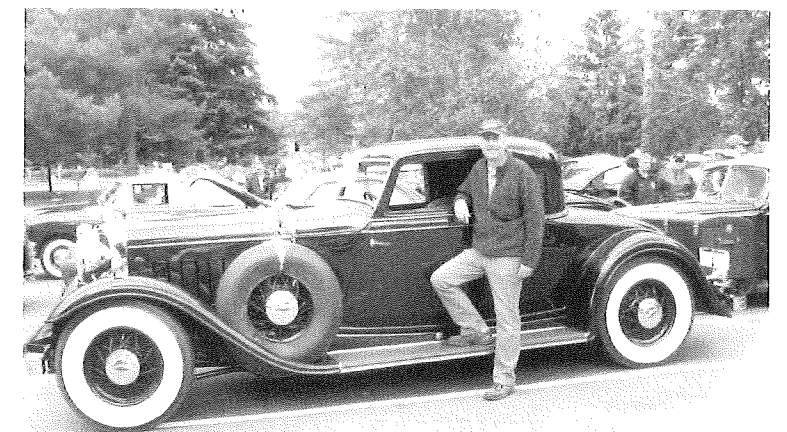
At this point, Toni Porta maintained all the cars, both formerly Schilling's and his own, starting them periodically and running for full warm up. I can never recall his actually using any of the Twelve Cylinder cars, nor did he do any restoration work. This writer, Jim Weston, purchased the car from Toni in 1968 and proceeded with a restoration that represents the condition of the car as this is written (August 19, 2003). Toni Porta died in the late '80's at an age of about 83. In August, 2003, the car was sold to Gerald Greenfield of Sumner, Washington.



*The sleek Lincoln is at home at the Ford Picnic.*



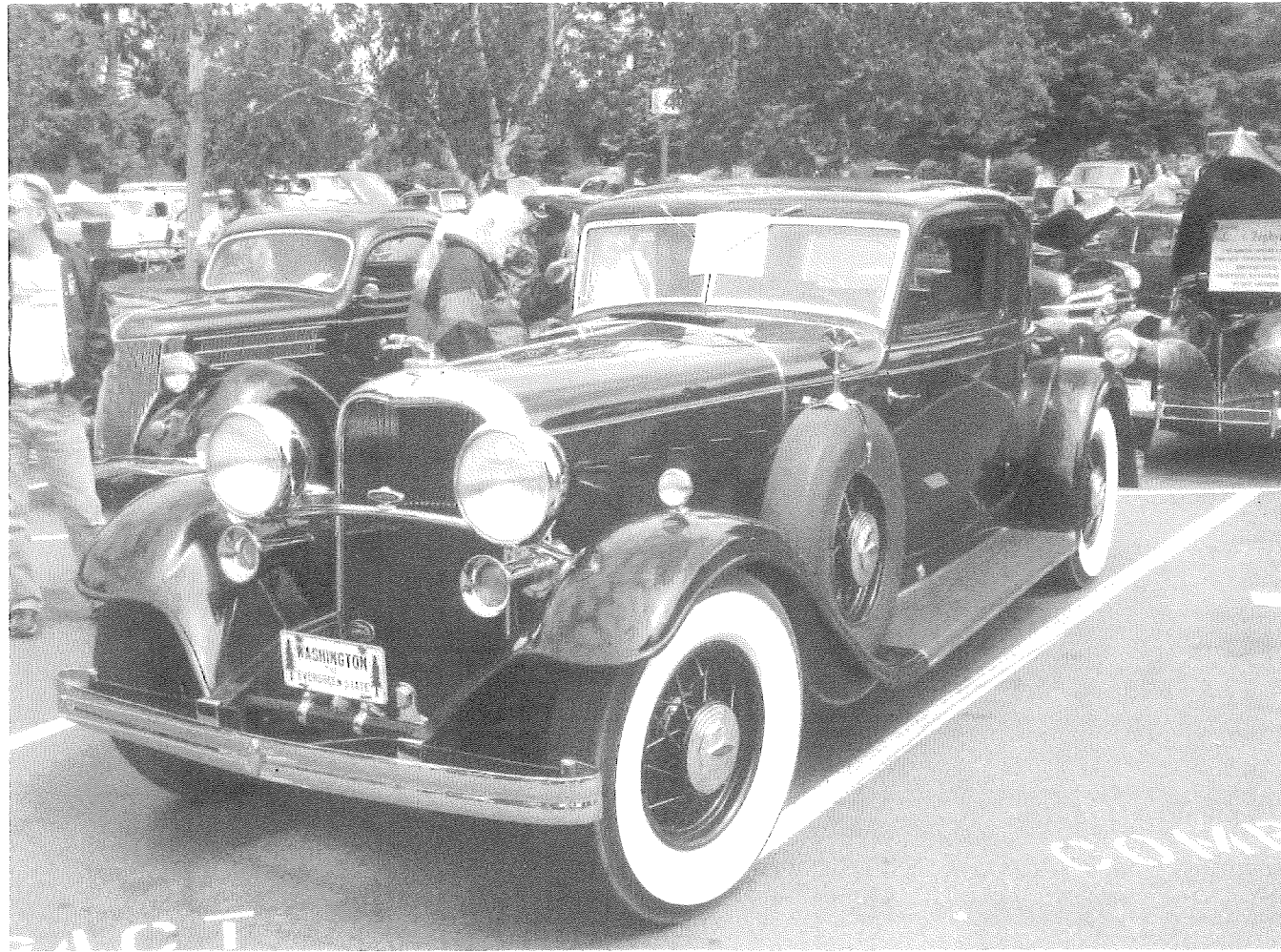
*She is nicely proportioned on her long 145 inch wheel base.*



*Congratulations Gerry!*



From previous page



At home at the Ford Picnic

**A-1 TIRE COMPANY, INC.** since 1970  
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VOICE MAIL (206) 517-7205

PHONE (206) 325-8400  
FAX (206) 325-8482  
EMAIL conrad@fedmtg.com

## J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)  
with offices and claim facilities in principal U.S. cities.

1 (800) 345-8290 (610) 853-1300

Applicant \_\_\_\_\_ Date of Birth \_\_\_\_\_ Occupation \_\_\_\_\_

Address \_\_\_\_\_ Zip \_\_\_\_\_

- Operator License Number \_\_\_\_\_ Number of Antique Autos owned \_\_\_\_\_
- 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

### ANTIQUE AUTOS TO BE INSURED

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

Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
1.				
2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

If you are a resident of FL, PA, or NJ, send copy of regular car policy.

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/PACII

## J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.



320 South 69th Street  
Upper Darby, Pennsylvania 19082  
1 (800) 345-8290 (610) 853-1300





## CCCA – PNWR Garage Tour

By Steve Norman

We promised a Garage Tour that was worth coming to. We did it! We had confirmations from 37 members who, with their guests, totaled 93 visitors to tour the available cars of the **Goffettes, Bomsteads, and Normans**. We ended this great day with **Peter Hageman** opening up Suite 200 for those still interested in looking at more outstanding cars. This was after 5 hours of viewing, and lunch at the Mattox Grille.

The garage tour began at 10:00 AM on Saturday, June 4. While Annie and I were doing the last minute set up we were pleasantly surprised to have **Gary and Merrisue Steinman** drive into the parking lot as the beginning of a cascade of interested CCCA members and their guests. They were followed shortly by other ferry-boaters from the peninsula just waiting for the promised coffee, muffins, soda and water. (We laid in a supply of maple bars especially for Merrisue). **Jack Goffette** also arrived early to help with the setup and to greet the members as they arrived.

The Classic and other cars provided by **Jack and Pat Goffette** included Emily, a 1929 Rolls Royce 20 HP Convertible Sedan, and H. J. Mulliner, which belongs to Pat. Jack contributed his 1927 Bentley 6 - Roadster (Race Car) that has been active at Laguna Seca for many years. Jack also brought his 1931 Bentley 8 Litre VDP Tourer and his 1951 Peterson Bentley Special - also known as the Silver Bullet.

The Norman's Classic cars included a 1929 Bentley Speed 6 Martin Walter Coupe, 1928 Bugatti Type 44 Roadster and our 1938 BMW 327/28 Cabriolet. Because of problems, our 1929 Bentley 4 -Martin Walter DHC was unable to be shown. We also had a problem with our Bentley S3 Continental Coupe. We made up for this shortage of cars by including our Daimler SP250, BMW 503 coupe and BMW Z8 (NC) for viewing.

The CCCA members began arriving at 9:00 AM and stayed until we locked the doors at 11:50 AM. This was done in an attempt to keep the group on the time schedule of lunch at Mattocks Grill at noon, and the Bomsteads in Redmond at 1:00 or 1:30. We had a well - attended lunch at Mattox Grill on Highway 99. I heard no complaints on the food or service. We got on

*Continued next page*



*Rolls Royce, Bentley, Bentley and Bugatti – Norman and Goffette Cars.*



*Annie Norman and the Steinman's prepare for visitors.*



*Goffette 8 Liter underdoing inspection*

our way to the Bomsteads a little after 1:00. Then we ran into the Saturday traffic in Lynnwood and I-405.

When we arrived finally at about 2:00 PM, **Chris Bomstead** reported that she was wondering where we were and had called Carl to let him know that we had not arrived. Carl was in California working, leaving Chris to handle the hordes of CCCA members and their guests visiting their house, garage and display garage. We were able to see their newly acquired 1936 Packard 1401 Coupe Roadster, their 1947 Cadillac Series 62 Convertible and the 1932 Auburn 8-101A Cabriolet. In addition to their Classic Cars, the Bomsteads have an outstanding collection of automobilia. The visitors even got to go into the house to see what a great home the Bomsteads have in their estate.

As the Bomstead Collection portion of the Garage Tour was winding down, I received a call from **Roy Magnuson** telling me that Peter Hageman had opened Suite 200 for the CCCA members and guests to tour. Several of the folks had not seen Suite 200 recently (and some, never), and they were appreciative of the opportunity to see these cars. We finally went home about 5:00 PM after a great day of looking at great cars and automobilia, and enjoying great food at Mattox's Grille.

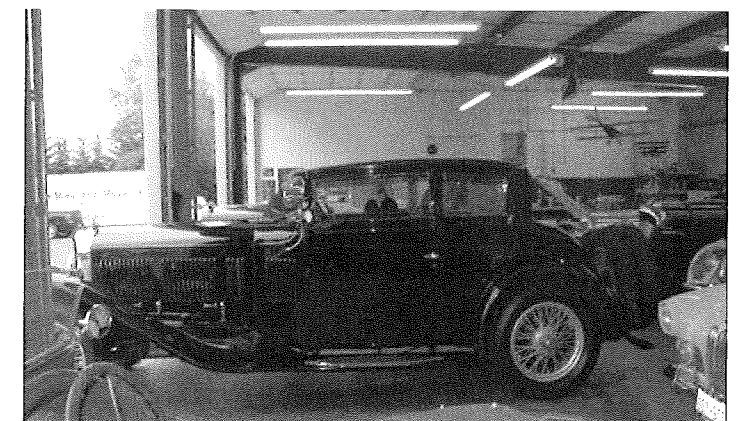
We thank Jack and Pat Goffette for making their cars available for the Garage Tour, for helping us set up the facility and for arranging to have the building and grounds prepared for the visitors. We also appreciate Chris and Carl Bomstead making their home and garages available for our visit. The fact that Peter Hageman made Suite 200 available for our visit provided the icing on the cake.



*Carl's new Packard surrounded by great signs.*



*Bomstead's 1947 Cadillac Series 62 Convertible*



*Above: Norman's Bentley 6.12*

*Left: Bomstead's 1932 Auburn 8-101A Cabriolet*



## 2005 GARAGE TOUR

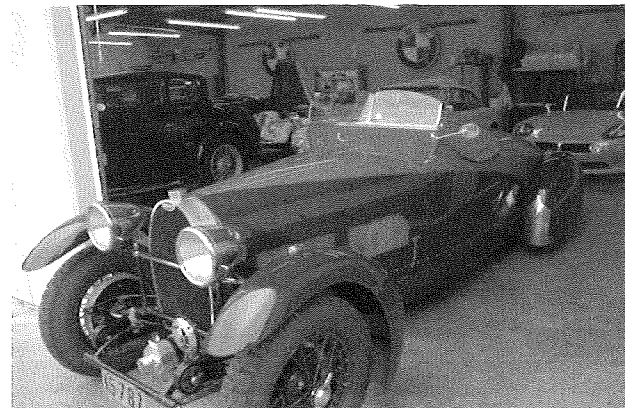


*The three photos (above) show the wonderful automobilia that provides the decor for Suite 200.*

I would especially like to thank **Annie Norman** for working so hard on the setup and preparation, and **Joel, Ben and Stephen Norman** for helping with photos and support. I think everyone had a good time.



*Conrad Wouter & Annie Norman  
in the midst of great cars.*



*Norman's Bugatti Type 44*

## MINUTES

### Abridged PNR CCCA BOARD OF MANAGERS MINUTES June 1, 2005

Director Rittenhouse called the Managers meeting to order at 7:00 P.M.

*The Minutes of the May 6, 2005 meeting were approved. Treasurer John Campbell reported our current net cash position is \$16,427. Merrisue Steinman reported that we now have 183 members.*

Ron Doss reports the next Bumper Guardian is almost ready. It will have a color cover. There was discussion on possible future cover cars. He also reported that the contract with the Atrium for the 2006 Coming Out Party has been signed.

Stan Dickison reported on the status of planning for the 2008 Annual Meeting. John McGary reported that the initial order of fifty of the mascot bags has been placed.

Steve Norman discussed the June 4 Garage Tour. It will start at his collection with an infusion of cars from Jack Goffette's collection. July 4 will bring a return of the Yarrow Point Parade managed by Al McEwan. The annual McAuliffe Picnic will be held July 31, managed by Carl Bomstead.

Arny Barer discussed the August 8 Kick-Off Reception at Suite 200 for this year's Pebble Beach Exhibitors' Tour. Gary Steinman reported on the South Sound Driving Tour on August 21. Gary Johnson reported on the progress of the Kirkland Concours, to be held September 10.

On September 16-18 we will have our Oregon Coast Tour. Bob Reverman will manage. Gary Steinman reported that the November 12 meeting is all set at Newcastle. Lee Noble and Stan Dickison reported on the December 4 Holiday Party, which continues at Broadmoor.

Gary Steinman reported on his experience taking his 1948 Lincoln Continental Cabriolet on a tour to Jasper, Lake Louise, and Banff. Gary Johnson and Al McEwan reported on plans for next CARavan. There was discussion of chartering a ferry to allow a tour of the San Juan Islands. Hopefully, the plans may include Alderbrook Inn.

John Campbell reported that he was instituting renewals on our insurance coverage.

Respectfully submitted  
Arnold J. Barer - Secretary

### Abridged PNR CCCA BOARD OF MANAGERS MINUTES July 6, 2005

Director Rittenhouse called the Managers' meeting to order at 7:00 P.M.

*The Minutes of the June 1, 2005 meeting were approved. Treasurer John Campbell reported our current net cash position is \$16,329. Merrisue Steinman reported that we had gained several new members.*

Ed Rittenhouse reported that the *Bumper Guardian* is done and will be mailed tomorrow. Stan Dickison reported on the status of planning for the 2008 Annual Meeting.

John McGary reported that all of the Badges have been sold. He showed the Board the new mascot bag.

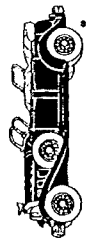
Gary Steinman reported on the June 4, Garage Tour. It featured Steve Norman's collection, with an infusion of cars from Jack Goffette's collection. It was well attended, as was the July 4 Yarrow Point Parade. The annual McAuliffe Picnic will be held July 31 and managed by Carl Bomstead. Arny Barer discussed the Monday, August 8 Kick-Off Reception at Suite 200 for this year's Pebble Beach Exhibitors' Tour. Gary Steinman and Lee Zuker reported on The South Sound Driving Tour on August 21. Lee Zuker will manage a tour which features chowder and brunch at his place and more food at Doug Shinstine's with a view of both their collections.

Lee Zuker gave a report on the website and on the non-club classic party to be held at the Rainier Club. Ed Rittenhouse discussed the need for an obituary for long time member John Farrell. Jerry Greenfield reminded members of the LeMay open house.

Carl Bomstead reported on the progress of the Kirkland Concours to be held September 10. On September 16-18 we will have our Oregon Coast Tour. Monte Holmes reported that the November 12 Meeting is all set at Newcastle. Stan Dickison reported on the December 4 Holiday Party which continues at Broadmore.

Respectfully submitted  
Arnold J. Barer, Secretary





## Classic Car Club of America 2006 Annual Meeting

January 4 through January 7, 2006  
Sponsored by the New England Region

### Schedule of events

<b>Wednesday, January 4, 2006</b>	
1:00 - 5:00 pm	Registration in Seaport Hotel Lobby
5:45 pm	Buses leave for Sheer Madness Cabaret Theater & Dinner at the Union Oyster House
<b>Thursday, January 5, 2006</b>	
8:00 - 4:00 pm	Registration in the World Trade Center
7:30 - 9:30 am	Breakfast, in the World Trade Center, on your own
8:00 - 4:00 pm	Classic Cars scheduled entry to the Trade Center
10:00 am	Freedom Trail Tour buses depart from Hotel
3:00 - 5:00 pm	Technical & Restoration demonstrations, Trade Center
5:45 pm	Buses for Harvard Club Dinner, Salute to CCCA Regions
9:30 pm - ?	Hospitality Gathering with the Classics, Trade Center
<b>Friday, January 6, 2006</b>	
8:00 - 4:00 pm	Registration in World Trade Center
7:30 - 9:30 am	Breakfast, in the World Trade Center, on your own
8:00 - 3:00 pm	Classic Cars enter the Trade Center at specified times
8:00 am	CCCA Annual Membership Meeting
10:00 am	CCCA Museum Membership Annual Meeting
11:30 am	Tour Boston Museums of Transportation, Science, Fine Arts and The Gardner Museum.
1:00 pm	(National & Regional Directors, do not sign-up)
2:30 - 4:00 pm	CCCA National Board of Directors Meeting
2:30 - 4:00 pm	Regional Relations Meeting
3:00 - 8:00 pm	Regional Editors Meeting
4:00 - 8:00 pm	Technical & Restoration demonstrations
	Classic Gala & Buffet Dinner. A Charity Benefit.
<b>Saturday, January 7, 2006</b>	
7:30 - 9:30 am	Breakfast, in the World Trade Center, on your own
8:00 am	CCCA Museum Trustees meeting
9:00 am	Judges & Tabulators Briefing
9:45 - 3:00 pm	Copley Square/Prudential Center Shuttle
10:00 am	Judging commences
10:00 - 3:00 pm	Technical & Restoration demonstrations
6:00 - 7:00 pm	No Host Cocktails, Seaport Hotel
7:00 pm	Grande Finale Banquet and Presentations, at Hotel
After Dinner	Hospitality Gathering with the Classics, Trade Center
6:00 am - 12:00 pm	Classic Cars exit the World Trade Center

## ANNUAL MEETING ANNOUNCEMENT

### REGISTRATION AND ORDER FORM - 2006 CCCA ANNUAL MEETING

Name \_\_\_\_\_ Spouse or Guest \_\_\_\_\_  
(as you wish the names to appear on the name tags)  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_ FAX \_\_\_\_\_

NOTE: DEADLINE FOR ACTIVITIES REGISTRATION: MUST BE POSTMARKED BY DECEMBER 1, 2005

#### REGISTRATION FEE

Registration, per person \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$55.00 \$ \_\_\_\_\_  
After December 1<sup>st</sup> there is a late fee per person \_\_\_\_\_ @ \$10.00 \$ \_\_\_\_\_  
Late Registration Deadline - December 15, 2005

#### WEDNESDAY, JANUARY 4, 2006

Sheer Madness Cabaret Theater & Dinner. Includes Transportation, Dinner & Theater  
Broiled Boston Scrod \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$70.00 \$ \_\_\_\_\_  
Chicken \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$70.00 \$ \_\_\_\_\_  
Vegetarian Dish \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$70.00 \$ \_\_\_\_\_

#### THURSDAY, JANUARY 5, 2006

Freedom Trail Tour - Transportation & Commentary \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$26.00 \$ \_\_\_\_\_  
Dinner - The Harvard Club & Salute to CCCA Regions \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$75.00 \$ \_\_\_\_\_  
(Jacket & Tie) \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$15.00 \$ \_\_\_\_\_  
Transportation fee \_\_\_\_\_

#### FRIDAY, JANUARY 6, 2006

Famous Boston Sights - All-Day transportation pass \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$20.00 \$ \_\_\_\_\_  
(National & Regional Directors do not sign-up for this Tour)  
Classic Gala & Buffet Dinner (Interesting Attire requested) \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$60.00 \$ \_\_\_\_\_  
We and our Classic Cars are the attraction for a Charity Benefit.  
Members may stay in Trade Center as late as you wish.

#### SATURDAY, JANUARY 7, 2006

Transportation to Copley Square & Prudential Center \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$15.00 \$ \_\_\_\_\_  
Grande Finale Banquet and Presentations \_\_\_\_\_  
Chicken Breast avec Tomato Risotto \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$60.00 \$ \_\_\_\_\_  
Filet Mignon & Lobster Tail \_\_\_\_\_ No. of persons \_\_\_\_\_ @ \$80.00 \$ \_\_\_\_\_  
(Jacket & Tie, Black Tie optional) \_\_\_\_\_  
**TOTAL ENCLOSED \$ \_\_\_\_\_**

Make checks payable to CCCA - NER

Mail check with this registration form to: Sandra Lee, 115 Bath Road, Brunswick, ME 04011

Phone: 207-725-8288 days, 207-442-7819 eves; e-mail: bentley3@suscom-maine.net

Home Region \_\_\_\_\_ First CCCA National Annual Meeting? \_\_\_\_\_

I will be available to Judge \_\_\_\_\_ Name(s) \_\_\_\_\_

Bringing \_\_\_\_\_ Classic Car(s) - You need to register your Classic with National on another form

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Classics will be judged in 2 phases by appointment - Entrance on THURSDAY & FRIDAY, at scheduled times. All cars are requested to be on site by Friday PM

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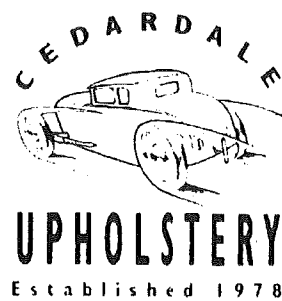
Request the group rate for New England Region Classic Car Club of America: \$139 plus tax

## MASCOT BAG

### The Mascot Bag Has Arrived

After thinking about making radiator mascot bags for fellow classic car owners, Club member John McGary instead created a Regional project. John has been using a 75-year old beaded American Indian leather pouch to store the kneeling Flying Lady for his Rolls Royce. His first thought was to create the project for the Rolls Royce Owner's Club. However he changed his mind after selling out the Regional CCCA car badge he developed last fall. The Mascot Bag Committee included Noel Cook, who provide expertise with the logo

embossing process, and Monty Holmes, who located the bag fabricator. In this age of globalization it is fitting to discover that the bags are actually made in America. A USA label may be found inside each bag. The initial order was for 50 bags so Regional members are urged to place their orders early before the national advertisement is placed in the CCCA Bulletin. The bags sell for \$30 if you see John or Noel in person, and \$33 if you order by mail. All profit from this project goes to the Pacific Northwest Region treasury.



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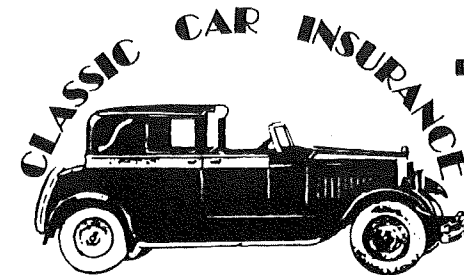
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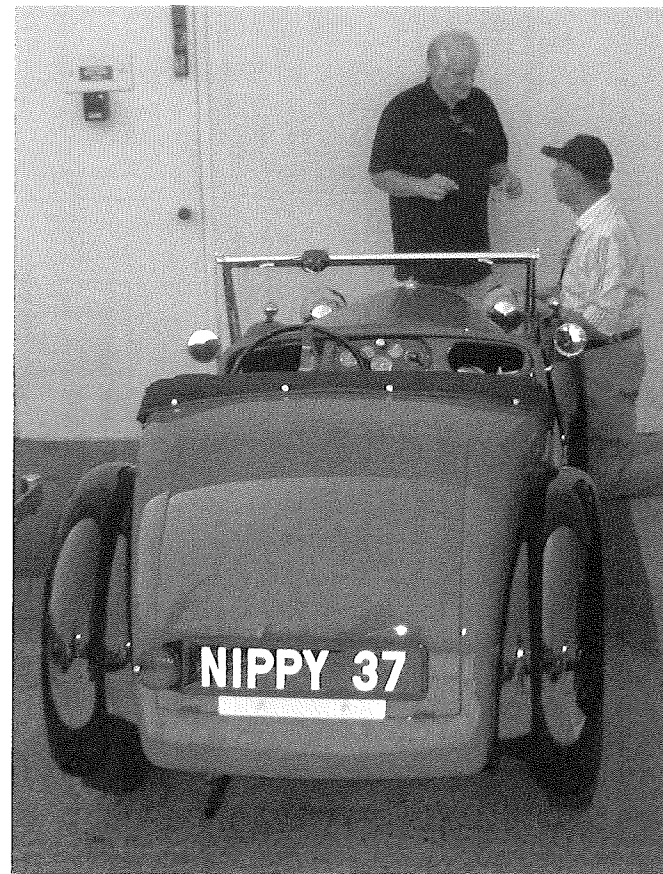
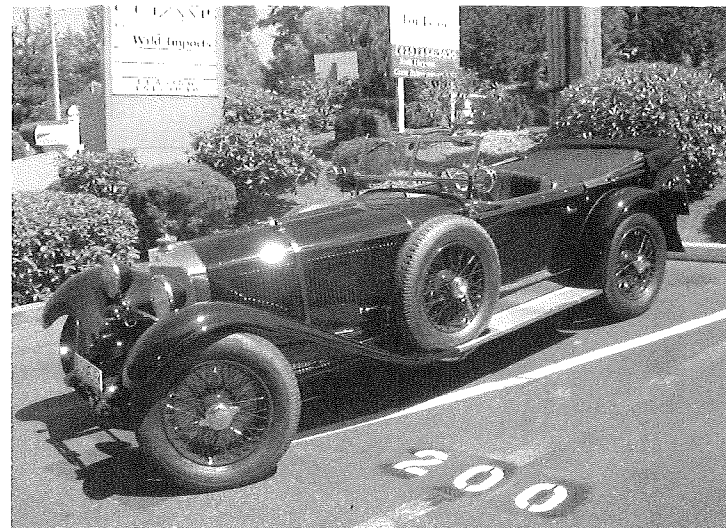
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# PEBBLE TOUR KICK-OFF By Arnold Barer

We may have different views about the public display of the Ten Commandments, but I doubt if we differ on how hard it is to keep that one about coveting. This is particularly true when you are given the chance to look at a 1930 special-bodied Hispano Suiza Boat-Tailed Speedster, a 1916 Packard Argentine road racing special (NC), 1927 Mercedes S and 1930 Mercedes SS Tourers, or a 1954 Chrysler Ghia GS-1 Show Car (NC). These, a 1937 Austin 7 Nippy (NC), together with a few 100 point Duesenberg, Bentley, Lincoln and Packard entries were among the participants in Al McEwan's PEBBLE BEACH MOTORING CLASSIC. All were carefully inspected by members attending the August 8, PNR kick-off reception at Suite 200.

The cars going on the tour were all former Pebble Beach Concours entrants or entrants this year. After finishing the tour and arriving at Pebble Beach the cars will have special exhibition status. Several of the cars had been flown in from Europe, one Bentley had been transported from Australia another Rolls from New Zealand. Local members participating in the tour with Al, who drove his 1934 Bentley Vanden Plas Tourer, included Steve and Annie Norman (1929 Bentley 4 1/2 Drop Head), Ted and Gloria Reich (1938 Bentley 4 1/4 Park Ward Drop Head) and Dave Madeira driving the massive LeMay Collection 1916 Pierce 38-C Vestibule Brougham (NC). Roy Magnuson was pressed into service to forsake a Bentley for the 'Trouble Lorry'. Hopefully, trouble will be avoided by Peter Hageman who, with his son Paul, was chauffeuring his 1927 Bentley Big Six Tourer, Jerry Hanauska driving a 1926 Vauxhall 30/98 Tourer and Bill Roberts driving his 1929 Lagonda 2-Liter Tourer. Peter and Al had arranged for a tour go-for car, a new £ 100,000+ Bentley Arnage, (temporarily) provided by the factory. The honor (or is it honour) of that drive went to Road & Track's great photographer, John Lamm. Arriving just in time for the tour was David Cohen's Bugatti Type 57 Drop Head with Graber body. The car apparently was fresh from Europe and still had the airfreight waybills pasted on it.

Including participants, well over a hundred people showed up to refrain from kicking tires. A contingent from Canada included Colin Guernsey, down south at Bill Mote's to work on his 1934 Aston Martin Sports Saloon, and Bill Holt who responded to the



*There once was a man from Boston...*

manager's special invitation. At least one observer got to touch as well as look. Sig Linke had his head well under the bonnet of one of the S 640 Mercedes explaining in German to the owner the finer points of maintenance and repair. The owner commented, "He knows *what* he's talking about."

Classic viewing was not limited to the tour cars. Suite 200 always has something new and interesting to see. Also, Tom Armstrong improved the view with his choice of a driver for the day, his 1931 Duesenberg SJ Convertible Sedan with Derham coach work.

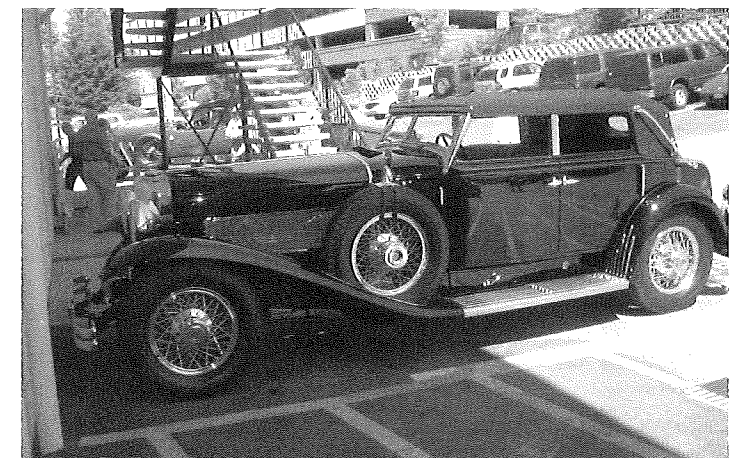
As always at PNR receptions you get people and talk as well as food and drink. The Costco shrimp plates, fruit, veggie and sandwich platters literally spun off the tables under the assault of the members, tour participants and guests. A special thanks is due to Carol Barer for all of her assistance in arranging the food logistics.

At five o'clock the tour participants headed off for their next event and prepared for their long drive. The members and their guests drifted off for home or dinner, their "...I would sure like to have that..." list extended by at least one or two cars they had seen.

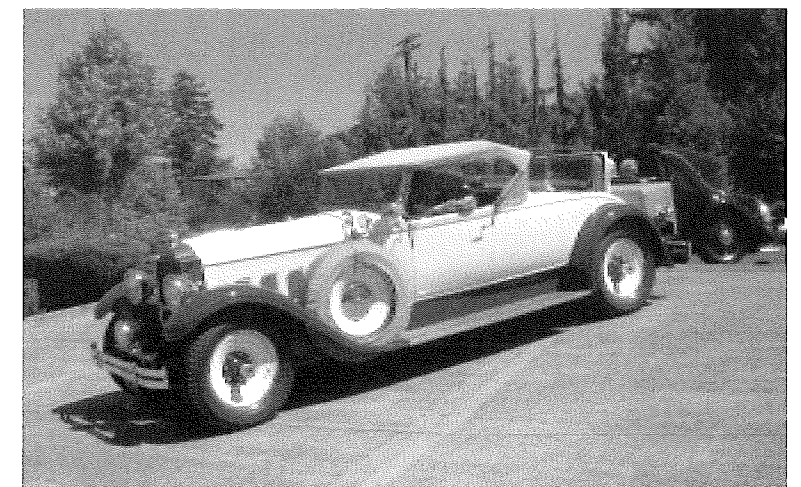
Ron Doss relates that this Packard shown on the right is owned by Robert and Ann Steiner of Chula Vista, California. It is yellow and green, a 1929, 8-cylinder, model 645 Roadster, by Dietrich, Sen:2685. The Steiners have had this wonderful car for many years and it is a veteran of multiple CCCA CARavans. The Packard has been maintained in a very high point condition for the 10 or more years that Ron has been acquainted with it. On the PNR CARavan in 2002, Bob tore the engine down and replaced a rod bearing in the parking lot of Jot's at Gold Beach before proceeding on the remainder of the CARavan. Way to go, Bob!



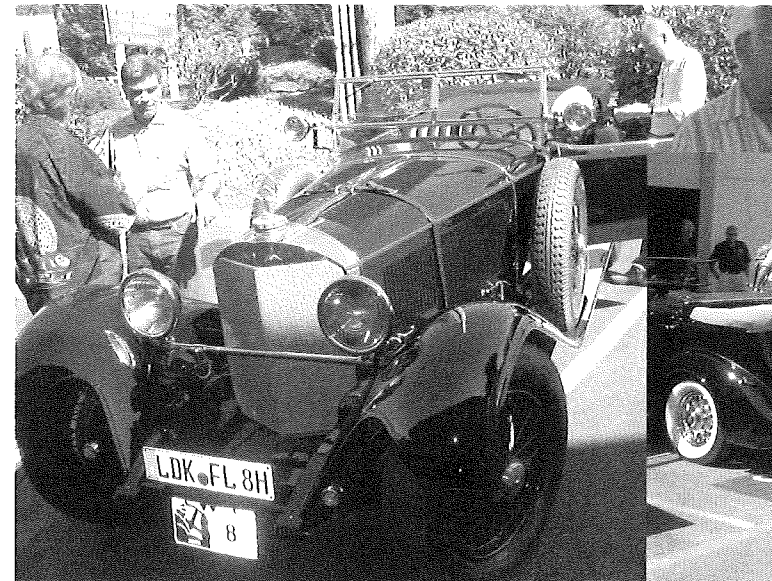
*This Lincoln is a 1930 Model L Locke Bodied Dual Cowl Sport Phaeton with polished aluminum body.*



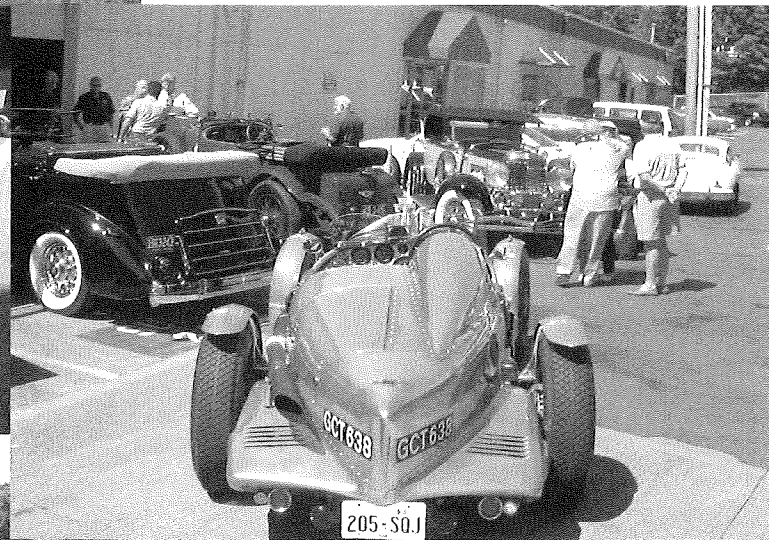
*Tom Armst's 1931 Duesenberg*







Everyone has good advice



Jack Goffette drove his Special over to view the interesting cars.



Chrysler Ghia Show Car (NC)



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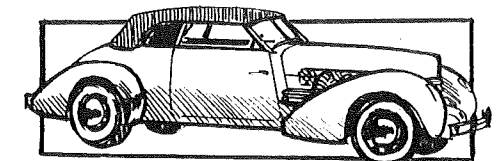
This year's CARavan was an ambitious and rugged tour to Alaska, reflecting two years of mapping, planning and trip promotion. Beginning in Bellingham with a two-day journey on the Alaska Ferry, the total CARavan mileage was 1,700 miles. The group visited Ketchikan and Juneau, then disembarked at Skagway and drove to White Horse, Yukon Territories. From Skagway the group began the most challenging part on the AlCan Highway, a segment that was full of potholes, dirt, mud, loose stones and RV's. They spent a night in the thriving burg of Beaver Creek (pop. 113) and the next day did a grueling 307 miles to Fairbanks. The days were long in more ways than one as there was still full sun in the evenings at 10:00 PM.

Following a bus tour of Denali National Park the group traveled next to Anchorage, with stops at museums and waysides. The following day featured a scenic wildlife cruise and lunch on Prince William Sound, and the next morning they set out for Homer. The Classic journey was completed the following day with the drive to Seward. The intrepid travelers spent their free time getting to know one another, sampling the 'fine dining' of Alaska and taking tours and cruises to see the wonderful wildlife and scenery.

A total of 44 Classics made this trip:

- 19 Cadillacs (11 -'41 Cadillacs),
- 14 Packards,
- 3 Bentleys,
- 2 Cords,
- 2 Buicks,
- 1 Auburn,
- 1 Brewster,
- 1 Rolls Royce and
- 1 Pierce Arrow –
- and an 18 wheeler "Trouble Truck".

In addition to these three photographs, we will revisit this great journey more completely in our next issue! - Ed.





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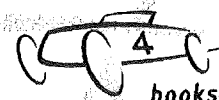
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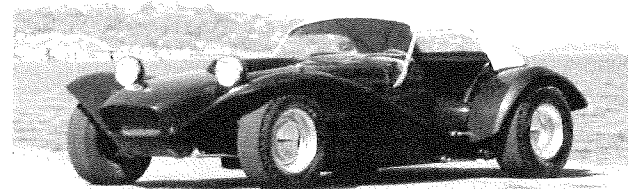


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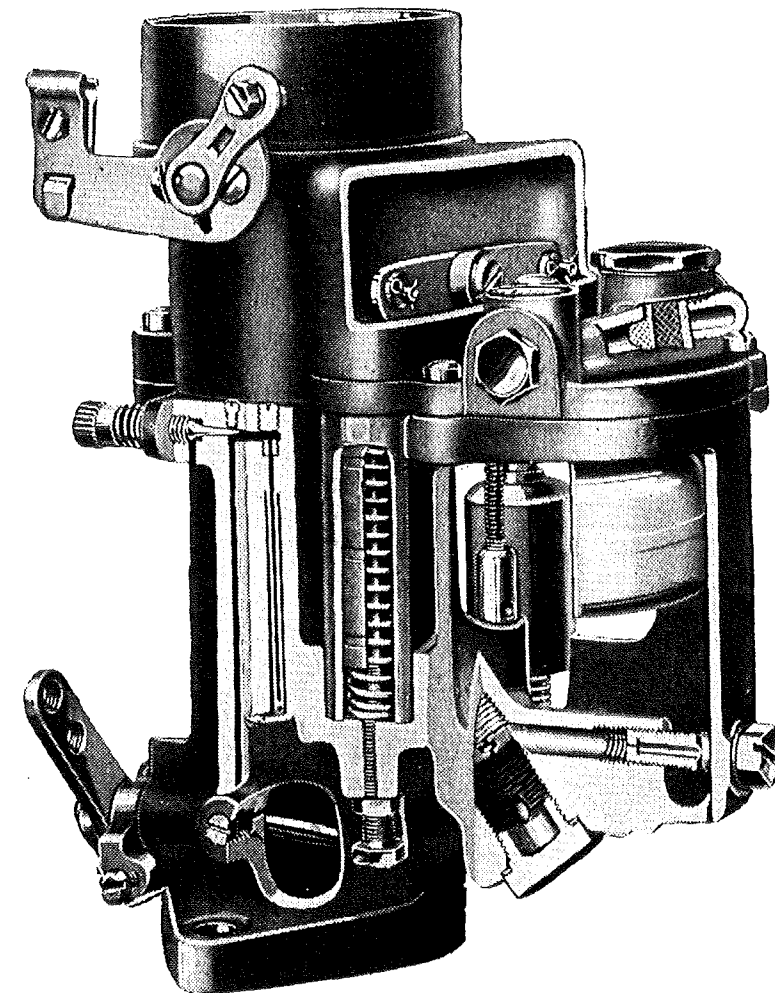
Port Orchard

## Bulwer-Lytton Fiction Contest Winner Celebrates Classic Cars

"As he stared at her ample bosom, he daydreamed of the dual Stromberg carburetors in his vintage Triumph Spitfire, highly functional yet pleasingly formed, perched prominently on top of the intake manifold, aching for experienced hands, the small knurled caps of the oil dampeners begging to be inspected and adjusted as described in chapter seven of the shop manual." - Dan McKay, Fargo, ND

The 43-year-old quantitative analyst for Microsoft Great Plains is the winner of the 23rd running of the Bulwer-Lytton Fiction Contest. McKay is currently visiting China, perhaps to escape notoriety for his dubious literary achievement.

His entry, extolling a subject that has engaged poets for millennia, may have been inspired by Roxie Hart of the musical "Chicago." Complaining of her husband's ineptitude in the boudoir, Roxie laments, "Amos was . . . zero. I mean, he made love to me like he was fixing a carburetor or something."

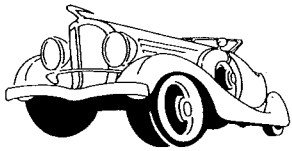


An international literary parody contest, the competition honors the memory (and the reputation) of Victorian novelist Edward George Earl Bulwer-Lytton (1803-1873). The goal of the contest is childishly simple: entrants are challenged to submit bad opening sentences to imaginary novels. Although best known for "The Last Days of Pompeii" (1834), which has been made into a movie 3 times, originating the expression "the pen is mightier than the sword," and phrases like "the great unwashed" and "the almighty dollar," Bulwer-Lytton opened his novel Paul Clifford (1830) with the immortal words that the "Peanuts" beagle Snoopy plagiarized for years, "It was a dark and stormy night."

The contest began in 1982 as a quiet campus affair, attracting only three submissions. This response being a thunderous success by academic standards, the contest went public the following year and ever since has attracted thousands of annual entries from all over the world..

*The above has been submitted in lieu of this issue's technical article. - Ed.*





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