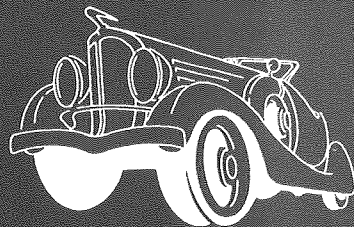
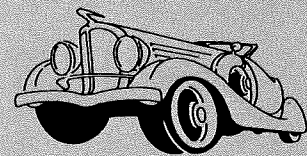


BUMPER GUARDIAN



September 2005 through December 2005
PACIFIC NORTHWEST REGION - CCCA



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 Borer, Secretary	425/454-0296	
John Campbell, Treas.	425/885-5472	
Merrisue Steinman	425/885-5472	
Membership Chairman		

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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	206/624-3993
Lee Noble	2006	206/284-6153
Tom Kinsman	2006	206/232-1954
Stan Dickison	2007	206/546-3306
Ron Dess	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 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

Cover: Phoenix becomes a cover girl for Caring Clowns, International. This photo is used on their 2006 calendar. Caring Clowns is a non-profit organization, which helps children around the world.

WHERE ARE THE RESTORATIONS?

Where have all of the "ground-up" restorations gone? When I entered the hobby 20 years ago it seemed to me that there were a lot of original cars undergoing restoration. As I look around now I really do not see that many, at least in our region. I suppose there are a lot of reasons for that. It is probably quite rare now to find that "barn fresh" original that is totally complete. The last 2 restorations I have been involved with were cars "restored in the 60's or 70's to the standards at that time and needed to be redone properly.

Truly significant Classics, of course, deserve the best restoration possible and now the selling price of these wonderful cars has frequently caught up with the costly restoration. The price of materials, plating, paint etc. have gone through the roof lately, and that coupled with the paucity of nice original, restorable cars has contributed to the decline in restoration activity.

Many individuals in the hobby obviously love to be involved with "hands on" restoration and improvement. This activity, of course, will continue but I wonder how many cars restored in professional shops we will be seeing in the future.

The effect of fewer restorations has affeted our judging events. The Grand Classic, in our region at least, has seen fewer "fresh restorations" and more cars previously judged or for exhibition. Of course the "big shows" like Pebble Beach will continue to see the best, most significant cars from around the world, but as time goes on and more and more significant cars have achieved their 100 point status will we run out of candidates?

Ed Rittenhouse,
Director, PNR-CCCA



FROM THE EDITOR:

As I complete my 'tour' as Editor of *Bumper Guardian* I want to thank the Managers that have participated to make my life easier. I have enjoyed meeting and working with all of you. John and I have recently sold our beautiful 1937 Cord Westchester. "Old Blue" is now permanently vacationing on the Big Island in Hawaii, and from all accounts is having a wonderful time. As we move forward to meet new challenges we both thank all of you for the good times and interesting tours we have enjoyed as the owners of a Classic and as members of the Pacific Northwest Regional Group.

- Cyndi Upthegrove

COVER STORY



PHOENIX

The 1937 Cord Custom Beverly returns home to Bonita, CA, where the parts to build her were collected over a period of nearly 30 years.

PHOENIX - by Phil McCurdy. *The car that was never supposed to be a car, a conglomeration of rejected parts.*

Unlike so many of the survivors of a time gone by that are currently being driven, this car has not been lovingly driven and maintained over the decades, nor has it even been forgotten in an abandoned warehouse or barn. It has never been rediscovered and resurrected. The story of Phoenix began quite differently nearly 30 years ago. Ken Milburn of San Diego, CA rescued two rear fenders from a long-wheel base Cord in northern California, which had served as an ice cream truck and was being junked. He had no use for them, but he knew what they were and so he saved them. Ken hung them on the wall of his garage and wondered what he would do with them.

Then, about a year later, an ad appeared in the *San Diego Tribune* for a Cord Custom Beverly body that had been dragged out of the Arizona desert. Some months of haggling over price ensued to no avail, until the owner's mother threatened to have it hauled away if he didn't get rid of it. A hasty agreement was made on price, and Ken got the body. When Ken got the car, he discovered it had been a crack house, and was still filled with miscellaneous drug paraphernalia. Amazingly, there was not a single bullet hole in the car. Have you ever seen a car body in the desert

that didn't look like it had once belonged to Bonnie and Clyde?

One Sunday morning a friend from San Francisco, who made regular visits to visit his family in San Diego, showed up on Ken's doorstep with the lower fence for a Cord Custom Beverly strapped to the top of his Mustang. He had heard Ken had the car and thought he might be able to use it. Now Ken had in hand the major parts needed to build a Custom Beverly and, figuring this to be some kind of omen, decided to start collecting parts to see if he could accumulate enough to build a car.

Over the years, Ken found parts in old garages, at swap meets and flea markets. He tracked down parts he heard about. He found the front fenders and a hood sitting under a pepper tree in National City. Sometimes friends would bring a box of junk parts, such as for a generator or fuel pump, and would tell Ken that if he'd make them a generator or pump, he could keep the rest. Often, there were enough parts for Ken to make a second unit for himself.

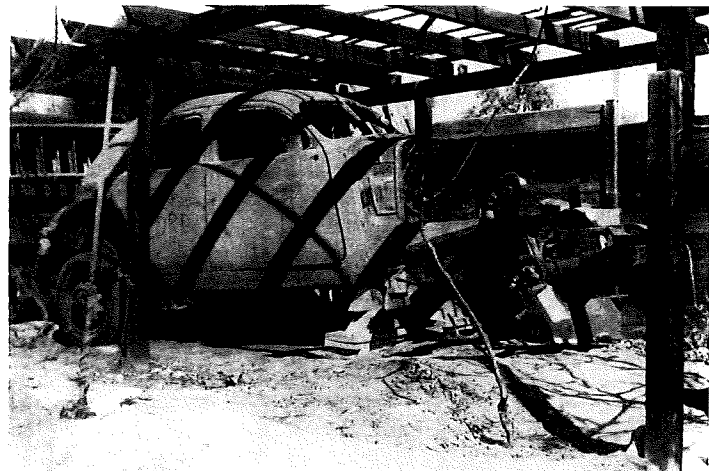
On his way to work one day, he noticed someone had put out two wheels with their trash. They looked familiar, so he stopped. They were Cord wheels, and

Continued from page 3

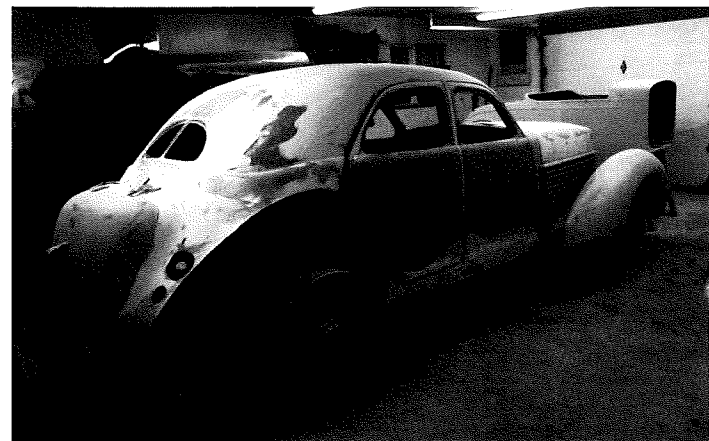
when he talked to the owner, he got those and two more, along with a few other parts, for helping clean out under the house. Over the years, the collection of parts grew larger. He acquired an engine from a friend's estate, and he traded and built transmissions until he accumulated all he needed for a transmission of his own. Ken meticulously marked, inventoried, and stored away the parts that he intended to become his Cord. By the late 1990's, Ken was close to having a complete car.

In the summer of '96, John Upthegrove was showing his 1953 Ford convertible at the V-8 Nationals in Bend, OR. During that show, while talking to another Ford owner from San Diego, John learned of Ken Milburn, who had two Cords for sale. Since John knew I was interested in Cords, he visited Ken and his wife, Ruth, to see the Cords while he was in California on a subsequent trip. John reported back to me the condition of the Cord Westchester, and we toyed with the idea of acquiring it. Eventually we did acquire the car for Dave Nelson, and I ferried it up to the Northwest. John reported that the second car (a Custom Beverly) appeared to be nothing more than a collection of parts, and that it would probably be a huge challenge to construct a car from them.

My wife, Cheryl, is from San Diego and still has family there. We lived there for several years while I was in the Navy, so we make periodic trips to San Diego to visit family and friends. On our next trip to San Diego, I looked up Ken and viewed his nice collection, which included a dual quad



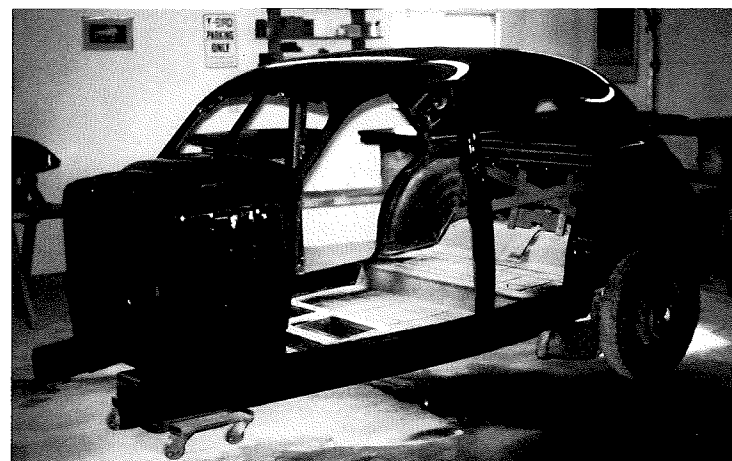
The body as Ken Milburn received it. Rear axel was added to transport the car.



Cord body in shop, final fitting of body panels before painting.

1957 Thunderbird, a 1966 Mustang, a 1967 Firebird, 1937 Cord Westchester sedan, and the pile of junk parts he called his Cord Custom Beverly. Over the next several years, Ken became my Cord mentor. To this day, I still call him to pick his brain about Cords. In those years, I helped Ken find new homes for the T'Bird as well as the Cord Westchester. Both are now in the Northwest. Ken and I became friends, and talk Cords every chance we get.

During one San Diego visit in 2001, as always, I stopped by to see my Cord pal. Ken had been working on the Cord Custom Beverly for several years but now he found it hard to do the work because of his arthritis. He told me he had been trying to sell the car, but buyers only wanted to acquire the good parts and to junk the rest. He felt he had worked too hard to collect the car and would only let it go to someone who would complete it. He offered the car to me for a very reasonable price and said that at least he felt I would make a car out of it. The gauntlet had been thrown down, and I returned the next month to



Freshly painted body in period color "Basset Blue"

retrieve 'Ken's Custom Beverly'.

At home I already had two car restoration projects that were not progressing very rapidly, so it was decision time. Since the "new" Cord was nearer to being a car than my Cord Westchester, or my 1957 Thunderbird, I set those two projects aside and concentrated on 'Ken's Custom Beverly'. I made it a priority to carve as much time from my business efforts as I could to get this car completed. We decided to name the car "Phoenix, The Car That Was Never Supposed To Be." It took more than two years to complete the project. Additional pressure was put on my efforts when, in 2002, Bill Finnifrock asked me to commit the car to the September 2003 Anacortes (WA) Classic Car and Boat Show. Heroically, Phoenix made it to the show.

In April 2004, we trailed the car to San Diego to show it to Ken and his wife, Ruth, and take them for a ride. After more tweaking and adjusting, we decided the car was ready for the jaunt to Auburn, Indiana, for the 2004 Auburn-Cord-Duesenberg (ACD) Annual Reunion. Along with Karen and Barrie Hutchinson's 1937 Cord Beverly and Ray and Georgia Loe's 1934 Auburn convertible coupe, we successfully completed the 6000-mile round trip in 24 days. Phoenix did well on the trip, although both Cords required a few "minor" adjustments along the way. In October 2005, we took the car to the ACD Annual West Coast Meet in Santa Maria, California. This time we traveled along with the Hutchinson's and their Cord Beverly and Don and Arlene Wohlwend in their beautiful 1937 Supercharged Cord convertible coupe. Ken Milburn was my guest at the meet, and he thoroughly enjoyed telling anyone that would listen about "his" 1937 Cord Custom Beverly.

During the time I was constructing Phoenix, Ken kept telling me how much he was teased about his "pile of junk" never becoming a car. When I took the finished car to San Diego to show to Ken in the spring of 2004, I said, "Now you can tell all those 'Nay-Sayers' the car really did happen. He responded, "No, I can't. They're all dead." Even today, he still says Phoenix was never meant to be a car; every part in this great car is someone else's reject. Sometimes I think he's right.



Engine and transmission are hoisted onto the sub frame.

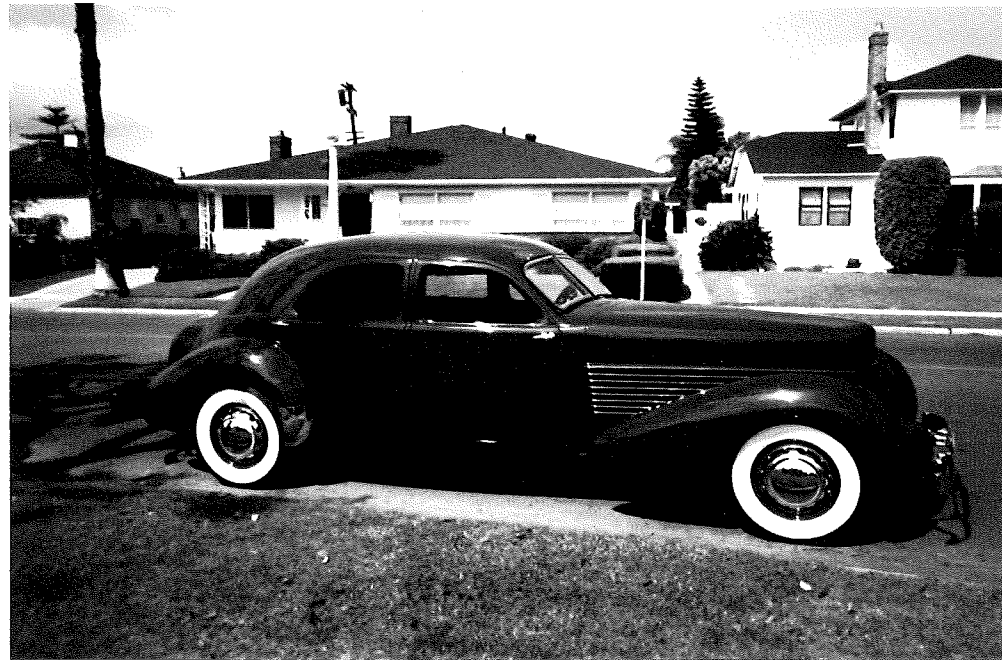


Ken and Ruth Milburn stand by Phoenix at their beautiful historic home in Bonita, CA, in April 2004.

Martha and Paul Bryant (center) conduct the ACD Club certification of Phoenix as Ken Milburn looks on. Photo: B. Rodda.



PACIFIC NORTHWEST REGION - CCCA



Phoenix during her return to San Diego. This photo was taken in the Talmadge area, where the homes are of the same period as the Cord.

The body and frame of Phoenix are from an originally supercharged Custom Beverly. Of the 235 Custom Beverly's built, 141 were supercharged. These cars all would have the external side pipes. Ken and I both prefer the clean lines of the non-supercharged version of the Cord. Without the pipes, the car shows the clean, elegant art deco design of Gordon Behrig. I have heard it said Gordon was less than enthusiastic when the side pipes were added to his original design to aid in cooling the supercharged Cords. - PM

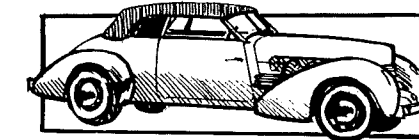


Pacific Northwest Region Classic Car Club of America 2006 Upcoming Events

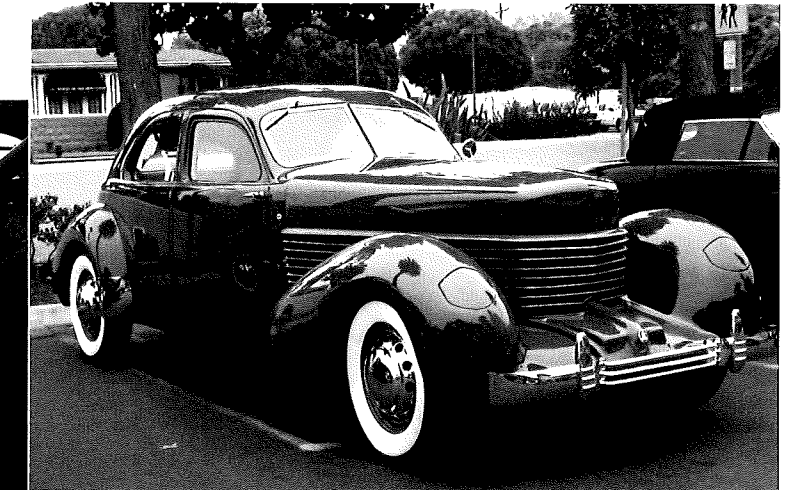
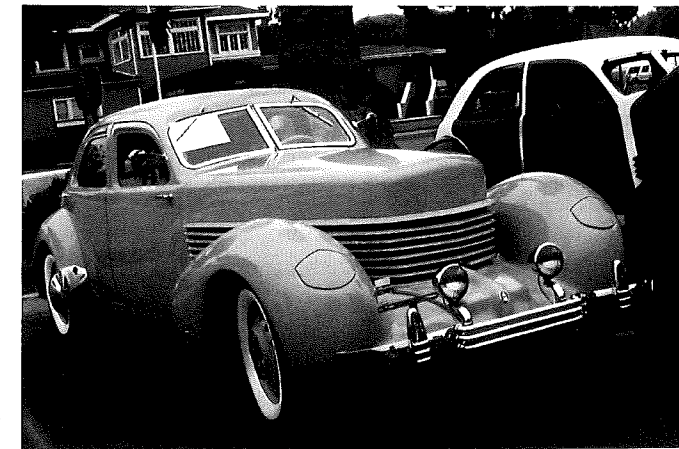
January.....CCCA National Meeting, Boston, MA	August 12.....Garage Tour/Picnic at Quality Resoration and Steinman's
February 18.....Garage Tour at Noble's and Rittenhouse's; Ed Rittenhouse, Manager	September 9.....Kirkland Concours; Lee Zucker, Manager
March.....Coming Out Party; Ron Doss, Manager	September 9-17...PNR Caravan Tour #2; Al McEwan, Manager
April 20,21,22.....California Museum Tour; Gary Steinman, Manager	October 14.....Garage Tour at Melby's and Sommers'; Paul Murray, Manager
May 7.....Horseless Carriage Tour; Jerry Greenfield, Manager	November 4.....Annual Meeting/Antiques Roadshow; Monte Holmes, Manager
June 10.....Garage Tour at Berquist's and McKay's; Barry Hutchison, Manager	December.....Christmas Party; Stan Dickison, Manager
July 15-23.....PNR Caravan Tour #1; Al McEwan, Manager	

CORDS ON PARADE

In October, the Auburn Cord Duesenberg Club's West Coast Meet in Santa Maria, CA featured three fine Cords from the PNR CCCA. These three owners/drivers shared the Long-Distance Award. Yes, they DROVE there....



Below: Barry and Karen Hutchinson showed their 1937 Cord 812 Beverly.



Above: Phil and Cheryl McCurdy's 1937 Cord 812 Custom Beverly (See Cover Story: Phoenix, this issue) was awarded First Place in the Primary Cord (Closed) Class.

Don and Arlene Wohlwend (left) picked up three trophies: Senior Emeritus, Best Cord, and Best of Show for their 1937 Cord 812 S/C Cabriolet, shown below.



Photos by Bobbie'dine Rodda

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 - ☐ 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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(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.
- Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

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So much planning time and energy went into producing this extraordinary trip that it seems only right to document it more thoroughly than was possible in the last issue of Bumper Guardian. Thanks to Bill Deibel, Lou Berquest and Steve Norman for sharing their photos and memories of the Alaska CARavan.

"The Bentley Boys" - the Black Speed Six on the left is the Normans, The Green Speed Six on the right belongs to Bob Reid, and the 3 Litre in the center belongs to Jon Lee of Maine.



The 2005 CARavan was an ambitious and rugged tour to Alaska. Beginning in Bellingham with a two-day journey on the Alaska Ferry, the total CARavan mileage was 1,700 miles. The days were long in more ways than one as there was still full sun in the evenings at 10:00 PM.

Lou Berquest reported, "A total of 48 cars from around the US signed up. Most made it all the way. The roads in the Yukon were poor. Alaska's roads were fine. With the exception of a broken speedometer and a bad rock chip in the windshield, our Pierce ran great. The tour was a marvelous way to see Alaska. We had a great time!"

Gary Johnson and Bill Deibel discuss the navigation of the Alaska Ferry.

PNW participants included:

Bill, Karel & Allison Deibel
(1942 Cadillac Brougham),

Bradley Huson
(1938 Cadillac CV Sedan),

Barrie & Karen Hutchinson
(1937 Cord Beverly Sedan),

Gary and Joyce Johnson
(1941 Cadillac CV),

Steve and Annie Norman
(1929 Bentley 6 1/2 Coupe)

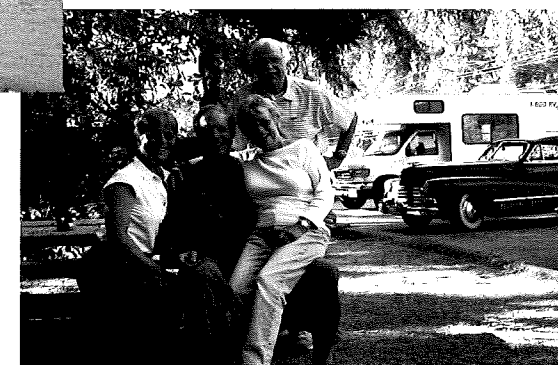
Lou and Bunny Berquest
(1935 Pierce Arrow CV CP)



Checking the Alaska Oil Pipeline to make sure there is enough oil coming to Washington for us to drive.



Benita and Louis Berquest (left) checking out the warm river in Alaska



The ladies just love those "Classic" guys...



"Bill & Karel Deibel (above) with Karel's '42 Cadillac Town Car at the Burnt Paw Cabins in Tok, AK on the return trip. Note the duct tape protecting the fog lights from gravel spray on the Alaska Highway."

"Not again—Barrie Hutchinson (left) replacing his left inner seal housing for the second time in Haines Junction, Yukon on return trip. (See latest Classic Car for photo of him changing it the first time at Anchorage in the rain.)"



"A couple of smoothies with their smoothies—Joyce & Gary Johnson (left) on return trip at Hope, BC— next stop is the U.S. Border"

"A gas stop on the Alcan Highway - Yukon Territory"



BOARD OF MANAGERS MEETING MINUTES Abridged September 7, 2005

Director Rittenhouse called the meeting to order at 7:00 P.M. Attending: Dir. Rittenhouse, Secretary Barer, Membership Chair Merrisue Steinman, Managers, Bomstead, Cook, Doss, Steinman, Johnson, Holmes and Dickison. Absent: Treasurer Campbell. Members Attending: Valerie Dickison, Noble, Reddaway, McEwan Zuker & Wouters.

Sec'y. Barer submitted the Minutes of the July 6, '05 meeting. Ed Rittenhouse presented the Treasurer's report. Our current net cash position is \$13,205. Merrisue Steinman is preparing the billing statements.

Ron Doss reported that another issue of the *Bumper Guardian* is in the works. Stan Dickison reported on the status of planning for the 2008 Annual Meeting. Noel Cook discussed the new mascot bag project. Carl Bomstead reported on the annual McAuliffe Picnic. Army Barer reported on the Kick-Off Reception to be held August 8, 2005 at Suite 200 for this year's Pebble Beach Exhibitors' Tour. Gary Steinman and Lee Zuker reported on The South Sound Driving Tour on Aug. 21, 2005.

Carl Bomstead reported on the progress of the Kirkland Concours to be held September 10. There will be an auction on Friday night. More than \$250,000 will be donated to charity. On September 16-18 we will have our Oregon Coast Tour. There was discussion of an October event with the Cadillac LaSalle Club. Monte Holmes reported that the November 12, 2005 Meeting is all set at Newcastle. Stan Dickison reported on the December 4, 2005 Holiday Party, which continues at Broadmoor.

There was a general discussion of projected events for 2006. There was discussion of the nominating process for open manager positions. Ed Rittenhouse will coordinate filling the vacancies. Ed also discussed the need for new annual awards. He reported that Linda Short was feeling better and could once again assist us. Lee Zuker gave report on the progress of the web-site. Al McEwan gave a CARavan report. There being no more formal business, the Board adjourned for informal discussion at 8:50 PM. The next meeting will be October 5, 2005 at the Woodmark. --- A. Barer, Secretary

BOARD OF MANAGERS MEETING MINUTES Abridged October 5, 2005

Dir. Rittenhouse called the meeting to order at 7:00 P.M., October 5, 2005. Attending: Dir. Rittenhouse, Secretary Barer, Membership Chair Merrisue Steinman, Managers, Cook, Steinman, Johnson, Holmes and Dickison. Absent: Treasurer Campbell, Managers Doss. Members attending: Barber, Valerie Dickison, Deibel, Barrie and Karen Hutchinson, Lee and Marlene Zuker and Wouters.

The Minutes of the September meeting were. Ballots are being mailed. Ed Rittenhouse presented the Treasurer's Report. Our current net cash position is \$13,040. Merrisue Steinman has sent out the billing statements.

The *Bumper Guardian* is in the mail. This is the last issue C. Upthegrove will edit. Stan Dickison reported on the status of planning for the 2008 Annual Meeting. Noel Cook reported that he had sold a few of the new mascot bags. He also reported that he had collected the balances due for *BG* advertising.

There was general discussion of the Kirkland Concours. Because of underwriting by sponsors it was able to donate over \$200,000 to charity. Bill Deibel reported on the Oregon Coast Tour. The nomination process is complete with Barrie Hutchinson, Gerald Greenfield and Garry Steinman nominated for the open three-year positions and Gary Johnson filling the Tom Kinsman's unexpired term. The annual Schwartz trophy is almost filled. There was general discussion of renaming the new trophy. Action was deferred. Ed Rittenhouse has completed the Regional Report. Event managers were reminded to submit Car of the Day Awards. After our November 12, 2005 Annual Meeting, our last event of the year will be the December 4, 2005 Christmas Party at Broadmoor Country Club.

The following events are planned for 2006: Jan, CCA National Meeting, Boston, MA; Febr. 18, Garage Tour at Noble's and Rittenhouse's; March, Coming Out Party; Apr, California Museum Tour (dates to be set); May 7, Horseless Carriage Tour; June 10, Garage Tour at Berquist's and McKay's; July 14- 23, PNR Caravan Tour #1; Aug 12, Jerry McAuliffe's Picnic; Sept. 9, Kirkland Concours; Sept. 9-22, PNR Caravan Tour #2; October 14, Garage Tour at Melby's and Sommers'; Nov. 4, Annual Meeting/Antiques Roadshow; Dec, Christmas Party. ---- A. Barer, Secretary

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In Memoriam
Stuart C. Hall 1935-2005

by Bill Deibel

Stu Hall, our only Alaska member, passed away on about November 9. He was found dead in his cottage in Government Hill, the oldest neighborhood in Anchorage, after a friend noted daily papers accumulating at his doorstep. He had suffered a heart attack earlier this year and such was likely the cause of his death. Although not widely known among us, Stu had attended, and participated by judging in, past PNR Grand Classics® and he was instrumental in helping plan the 2005 Alaska CARavan. He even prepared his own special hors d'oeuvre for the cocktail reception hosted for the CARavaners at the Alaska Aviation Heritage Museum in Anchorage by the Antique Auto Mushers of Alaska, a club in which he was very active. Stu owned two Full Classics,® a 1940 Buick Limited Convertible Sedan and a 1940 Cadillac Sixty-Special Fleetwood Town Car.

Stu was a fifth-generation San Jose, California native, but after earning degrees from the University of California at Berkeley, Stanford and Harvard Law School he chose to spend his life in Alaska. In 1975, while working for the Alaska Legislature's Legal Services Division he helped draft and create the state's Ombudsman Office and later held the job of Ombudsman from 1994 to 1997. In between, he spent seven years on the Alaska Public Utilities Commission. In more recent years Stu became an ardent activist in Anchorage civic affairs and was in the words of *Anchorage Times* Editor, Tom Brennan: Government Hill's "fiercest champion" and a "certifiable curmudgeon." Stu was also an avid stamp collector and a retired Lt. Colonel in the U.S. Air Force Reserve.

I first got to know Stu in 2001 when I was Chief Judge at our Grand Classic and he volunteered to judge. I became better acquainted with him at the 2002 National Annual Meeting in San Jose where he kept his Buick, and most recently I was in touch with him regularly helping to research his Sixty-Special Town Car. Naturally I spent time with him in Alaska this summer during the few times he caught up with us CARavaners.

Stu is survived by brothers Marshall and Clayton, both of California. I have lost a good friend and the PNR has lost a most unique member.

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SOUTH SOUND CHOWDER AND CRAB TOUR

by Lee Zuker

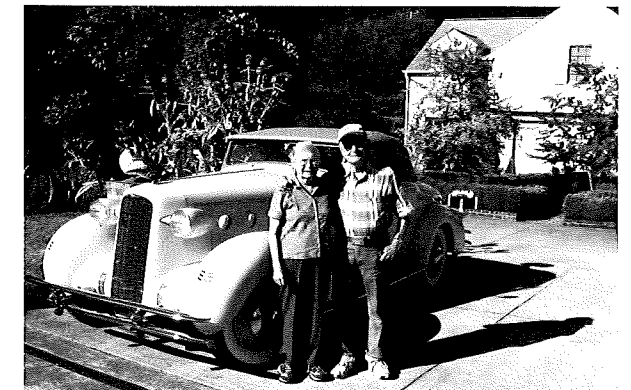
Organized by: Gary & Merrisue Steinman
Hosted by: Lee & Marlene Zuker, Doug &
Gayle Shinstein, and Gary & Merrisue Steinman

It was a sunny and sparkling day for a tour in the South Sound. About 50 people attended, together with 7 classic cars, some very nice collectibles and sports cars, plus a few daily drivers.

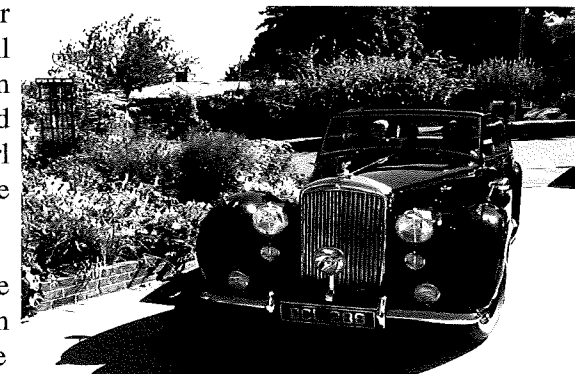
The outing began with a visit to Marlene and Lee Zuker's New England style home on Hammersley inlet, east of Shelton. Homemade New England style clam chowder, with clams harvested from their beach that day, was the centerpiece of the food offering. Marlene and Lee were assisted by their daughter and her husband, Pam and Bill Moultray, who came over from Yakima for the weekend, and their son Hunter, and his girl friend Jutta Kuhn, who were visiting from San Diego.

The carriage house/garage that Lee had designed to match the lines of the main house contained their 1939 Bentley Sedan coupé, plus 3 non-classics: a custom-bodied 1957 Bentley Sedan, a 1970 E-type Jaguar roadster, and a 1963 Lincoln Continental convertible. The walls were hung with original automotive art, framed art deco car ads from the 30s, and an eclectic collection of automobilia which was enjoyed by all. One original painting was of Marlene with their formerly-owned Rolls-Royce at Pebble Beach.

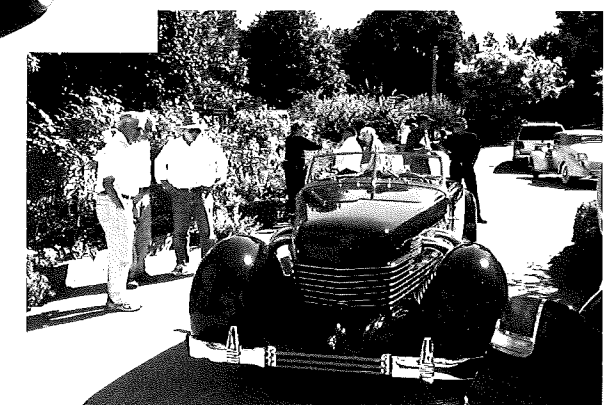
After the food was finished and the garage and house had been sufficiently toured, Gary and Merrisue Steinmen lead the parade of cars from the Zukers' to the Shinstines'. The drive took the group through downtown Shelton and north on Route 101 along the western shore of Hood Canal. Bill and Karel Deibel took another route, arriving



First to arrive at the Zukers' were Bruce & Betty Armstrong in their art deco-inspired 1934 LaSalle Convertible Coupe.



The McMichaels and guests arrive in their 1948 Bentley Custom Bodied Coupe.



Everyone admired the Wohlewend's supercharged Cord Convertible.



The Hagens and their 1936 supercharged Auburn convertible sedan.

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PACIFIC NORTHWEST REGION - CCCA

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on their 35-foot motor yacht.

Lunch was hosted by Gayle and Doug Shinstine at their lovely home on the shore of Hood Canal, four miles north of Lilliwaup. They were assisted for the day by their friends Dick and Sue Nelson, and their granddaughter, Jamie Berch. The garage tour included their Duesenberg and 1932 Chrysler Imperial Convertible Sedan and the makings of a "DuesenArrow", a go-fast boy racer reminiscent of the post WWII era. The tour included Doug's nicely appointed shop with its peekaboo view of the canal. While we were there, Doug started up the stand-mounted Duesenberg engine destined for the boy racer. The throaty sound that arose must have awakened all of the fish in the canal for miles around, to say nothing of the neighbors.

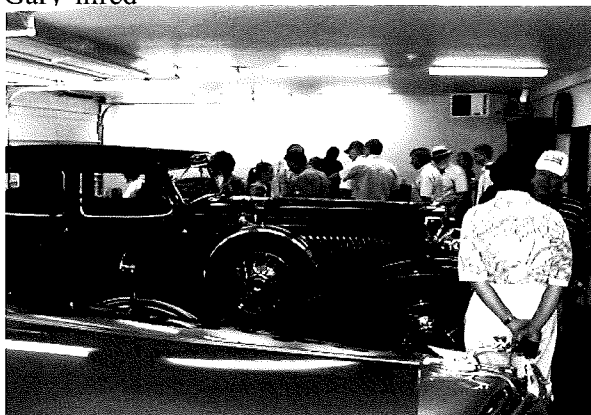


John Campbell arrives in his 1956 M-100 Austin Healey, accompanied by his father, Bob, visiting from San Diego.

An inside view of the Zukers' garage and carriage house with their 1939 Bentley in the foreground.

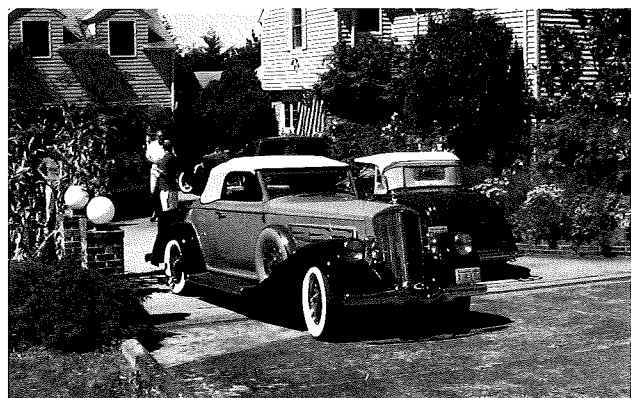
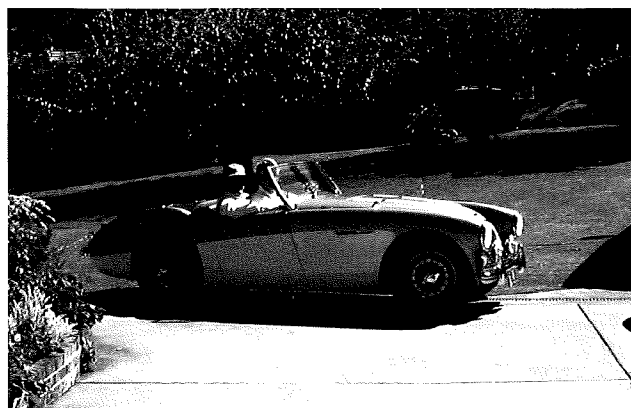
Tables with white table clothes were lined up along the Shinstines' extensive patio, laying along the water. Lunch, served buffet style, featured locally harvested crab (by Doug) and homemade jambalaya, with a variety of salads and drinks, topped off with an assortment of sorbets. We have it on good authority that Dick Nelson was responsible for creating the Jambalaya, while Sue and Jamie helped with the serving. During lunch we were serenaded by one of our great local blue grass bands, The Runaway Train. The Steinmans and the Zukers had heard the group at last spring's Shelton Blue Grass festival, and Gary hired them on the spot to play at the South Sound tour. He also hosted them, for which we thank him immensely. They are already signed up for next year's South Sound event.

Unfortunately the beautiful day did have to end, and the various participants took off in all directions, many headed



The Berquists head out to Shinstines in their 1935 Pierce-Arrow convertible coupe.

Tire kicking in the Shinstine garage.



TOUR TO GEARHART

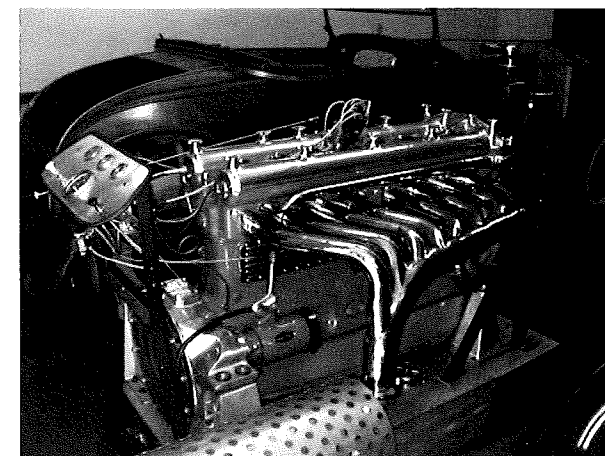
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for a ferry back to the mainland, some deciding to drive around to the south, while the Deibels rowed out to their waiting vessel.

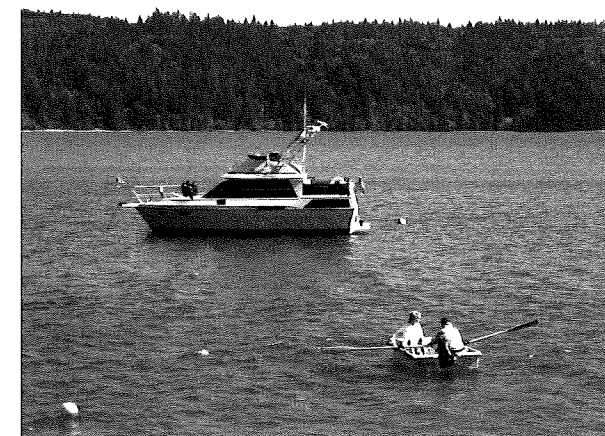


Everyone enjoyed lunch overlooking the Hood Canal.

Diebels row out to their waiting vessel.



Doug's Duesey engine on its stand with the makings of the DusenArrow in the background.



SEPTEMBER TOUR TO GEARHART

Small crowd had big time

By Bill Deibel

Friday morning opened with rain, but turned to widely scattered showers by the time of the tour start at 1:00 PM in Centralia. Only Terry and Cherry Jarvis in their 1934 Nash Ambassador Sedan and Bill Deibel and Arny Barer in Bill's 1940 Packard Super 8 Club coupe turned out to enjoy the scenic backroads drive to Gearhart. They were joined for a great dinner at Norma's Restaurant in Seaside by Noel and Janet Cook, Jim and Joan Buckley, and hosts and event managers Bob and Yoshi Reverman. (Cooks and Buckleys drove modern directly to Gearhart.)

On Saturday all drove to Astoria and up Coxcomb Hill to the 125-foot tall Astoria Column, an impressive monument that commemorates the history of the area. The Column sits atop the



The Jarvis's sharing the view at the overlook.

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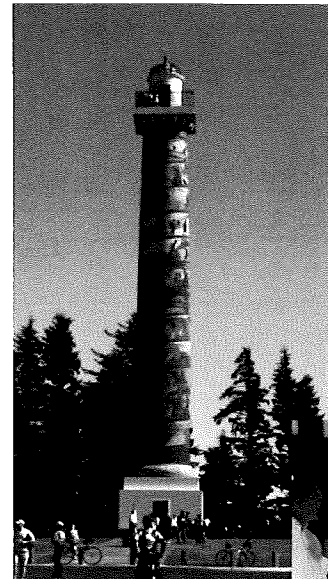
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600-foot hilltop that commands a 360-degree view of the confluence of Young's Bay and the Columbia River. A special treat was the short history presentation of the area by Bob Reverman's high school friend, George Ross. The group split up for an afternoon of lunch, sightseeing, shopping, etc., before reconvening for cocktails and hors d'oeuvres at Bob and Yoshi's lovely week-end retreat in Surf Pines. That fresh crabmeat was absolutely scrumptious! A fine dinner followed at the Astoria Country Club nearby.

On Sunday Jarvises, Buckleys and the Barer/Deibel odd couple toured the scenic route back to Olympia, stopping at the impressive Carriage Museum in Raymond. The weather could not have been better on both Saturday and Sunday.



The Astoria Column



A relaxing visit at the Reverman's.



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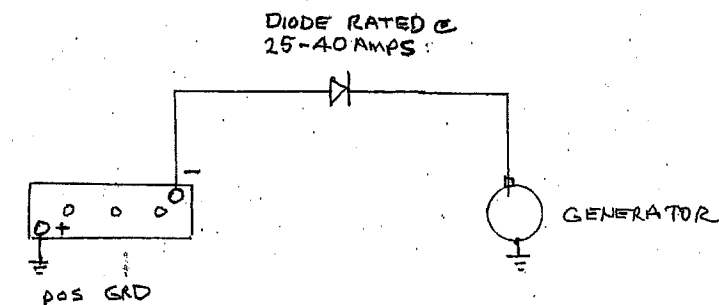
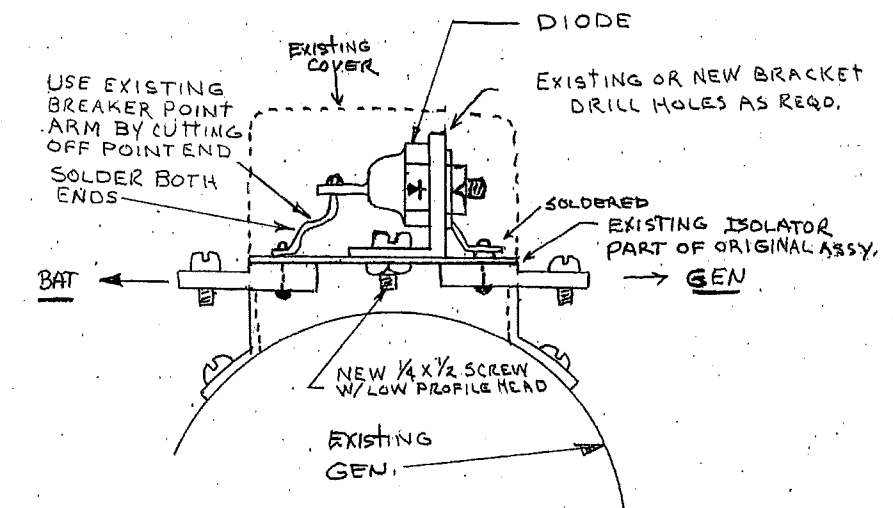
A good way to eliminate the serious fire hazard that exists with all cars equipped with early classic-era generator cutouts

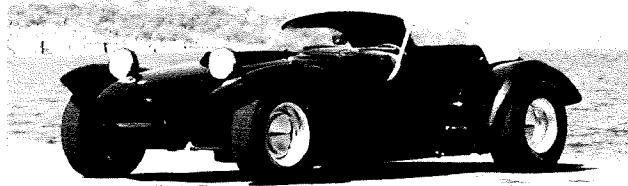
The breaker points in a solenoid type cutout can become pitted and stay stuck together after shutting off the engine. This will cause a dead short from the battery to ground through the generator. If this happens the insulation will quickly burn off the wire for this circuit and very likely set the car on fire. This possibility can be eliminated with an easily performed modification to the existing cutout by removing the solenoid and replacing it with an off-the-shelf diode available at Radio Shack and other suppliers.

It should be possible to do the same thing to the cutout relay in a typical voltage regulator.

Note that with a diode-type cutout the generator will provide some charging even at idle thereby reducing the discharge from lights and accessories while the car is stopped or moving slowly in heavy traffic—a worthwhile side effect.

Upon completion there will be no visible evidence of this modification which is illustrated below.



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2005 Car of the Day Award Winners

- | | |
|----------------------------|--|
| Annual Meeting | - Ed Rittenhouse
- 1931 Cadillac Sedan V-12 |
| Christmas Party | - Steve Norman
- 1929 Bentley Coupe |
| Lemay Museum | - Nancy Lemay
- the Entire Collection |
| Coming Out Party | - Carl Bomstead
- 1936 Packard Coupe Roadster |
| Paul Allen Museum | - Del Barton
- 1933 Packard 12 Coupe Roadster |
| HCCA Breakfast Tour | - John Kane
- 1941 Packard Custom LeBaron Sport Brougham |
| Norman Garage Tour | - Bloor Redding
- 1948 Bentley 4 1/4L Salon Thrupp & Maberley |
| 4th of July Parade | - Hal Meden
- 1938 Bentley 4 1/4L Drop Head Coupe and Vanden Plas |
| Pebble Beach Tour Send Off | - Tom Armstrong
- 1931 Duesenberg SJ Convertible Sedan Derham |
| McAuliffe's Picnic | - Lou Berquest
- 1935 Pierce-Arrow 845 Convertible Coupe |
| Sunshine Picnic | - Don Wohlwend
- 1936 Cord Convertible Coupe Supercharged |
| Oregon Tour | - Terry Jarvis
- 1934 Nash President Sedan |
| Cadillac LaSalle/PNR | - CCCA Driving Tour
- Stan and Val Dickison
- 1934 Packard Sedan |

The morning was brisk but clear as classics drove up Penny Lane to the beautiful Golf Club at Newcastle atop Cougar Mountain. Coffee awaited those in the roped off area, as spectators 'oohed' and 'aahed' at some of our club's finest cars.

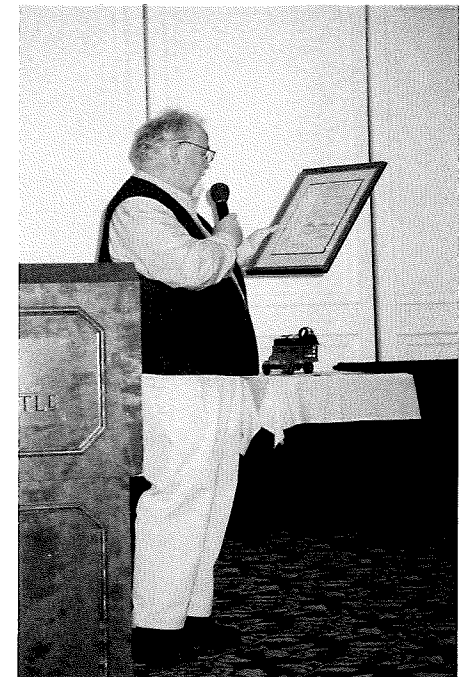
Our meeting in the ballroom started with four excellent and experienced antique appraisers that took turns at the microphone, explaining the history of not just the item being appraised, but descriptions of similar or relevant antiques. A wonderful example was an incredible urn/vase that was dated 400 B.C. Appraiser Cathy Bailey had never seen one, and could only guess at its worth. Many other antiques were appraised, including a John Hancock declaration signed in 1781, a matched pair of silver trophy steins, and a double-sided Packard clock, appraised expertly by Carl Bomstead and Peter Hageman, both CCCA members. There were quite a few jewelry items, and our expert appraiser Rhinestone Rosie explained many particulars on both costume and other jewelry.

Lunch was served as the appraisal program was wrapping up. Soon Director Ed Rittenhouse ran the Annual Meeting, until the gavel was turned over to the new Director, Stan Dickison, who then asked Gary Stienman to announce the 2005 Car of the Day awards.

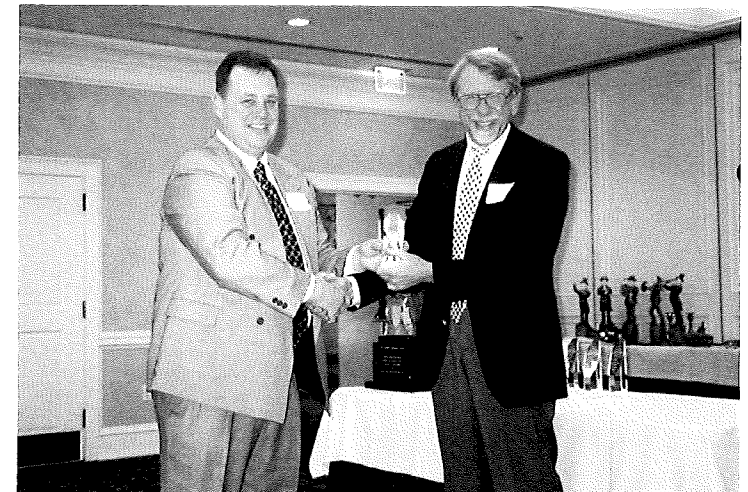
Next, Ed Rittenhouse was presented his gavel plaque, in appreciation for his term as our leader. Outgoing board members Carl Bomstead, Tom Kingsman and Noel Cook also received plaques appreciating them as well. It was mentioned at the meeting that the club was looking for an editor for the *Bumper Guardian*.

Then Steven Norman received the award as the Participant of the Year. The Phil Schwartz Award was presented to Carl Bomstead, and the award was retired.

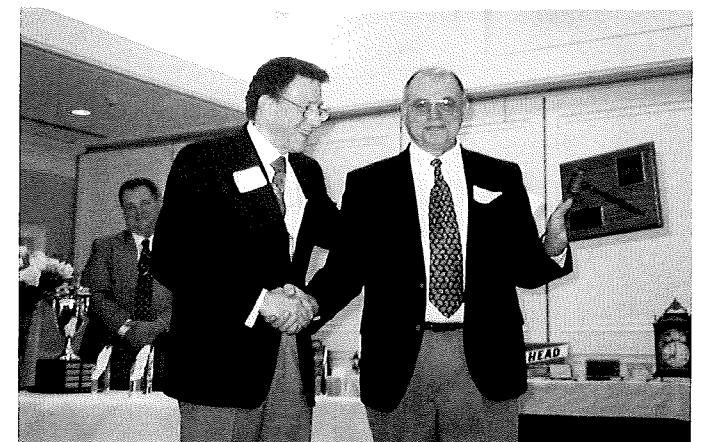
Gary Steinman announced the upcoming events for 2006. The meeting adjourned in record time at 1:50 PM.



*Peter Hageman
admires the 1781
Declaration signed by
John Hancock.*



*Monty Holmes presents Lou Berquest with
his "Car of the Day" award.*

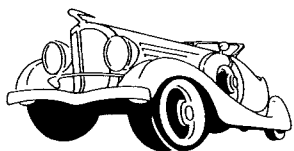


*Newly elected Director Stan Dickison presents outgoing
Director Ed Rittenhouse with his honorary gavel.*

PACIFIC NORTHWEST REGION - CCCA



A fine lineup for the 2005 Annual meeting



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