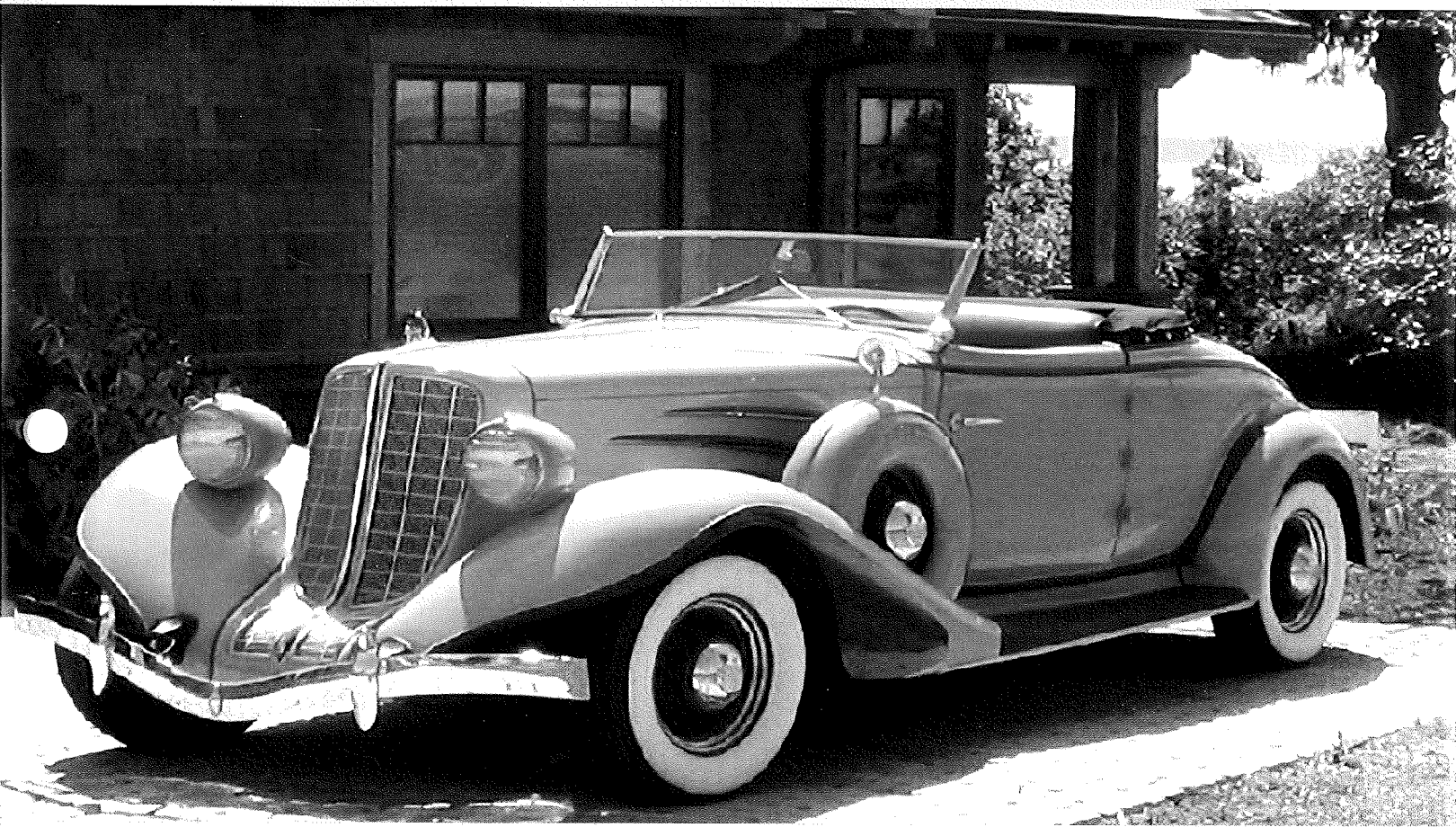


# BUMPER GUARDIAN

March 2006



1934 Auburn 850Y Cabriolet  
*Raymond and Georgia Loe*



Pacific Northwest Region – CCCA

# 2006 Calendar of Events

Events sponsored by the Pacific Northwest Region of the Classic Car Club of America are listed in bold type. Other events are listed for the convenience of our members in planning their annual "Car Calendar". Event flyers usually go out to all members 3-4 weeks prior to each event. Please feel free to contact the Event Manager with any questions.

## April

### April 20, 21, 22 – California Museum Tour

Visiting museums and private car collections in So. Calif.  
Gary Steinman, Manager, 360-426-2232  
merrisuegarystein@msn.com

## May

### May 7 – Annual Sea-Tac HCCA Breakfast Tour

Joint-club breakfast at Puyallup Elk's Club followed by a tour to Art Redford's impressive Petroleum Memorabilia Collection.  
Puyallup, WA  
Jerry Greenfield, Manager, 253-862-2630  
greenfieldwa@msn.com

## June

### June 10 – Garage Tour at McKay's and Berquest's

Visit Gary McKay's Ford K-code muscle cars& memorabilia collection in a beautifully restored brick factory warehouse, lunch at a local restaurant and then to Lou Berquest's car collection and Bunny's antiques at their home overlooking Commencement Bay.  
Tacoma, WA  
Barry Hutchinson, Manager, 360-678-5453  
barriehutch@earthlink.net  
Lou Berquest, Manager, 253-752-1571

## July

### July 15-24 – Pacific Northwest Region CARavan

Al McEwan, Tourmaster, 425-454-3671  
or 206-999-4485, almcewan@msn.com

## August

### August 7 – Suite 200 Kick Off Reception for Pebble Beach Tour

Enjoy refreshments and hors d'oeuvres while viewing past/present Pebble Beach Participant vehicles.  
Bellevue, WA  
Army Barer, Manager, 206-785-2036  
or 425-454-0296, abarer@barerlaw.com

## August (cont)

### August 13 – Garage Tour at Quality Restoration and Steinman's

Tour Lundy's QRSR vintage auto restoration shop in Port Orchard and view cars in progress, then travel to Grapeview, WA for a fried chicken picnic, a Blue Grass band and view Gary's new garage at Mason Lake-front home.  
Grapeview, WA  
Gary Steinman, Manager, 360-426-2232  
merrisuegarystein@msn.com

## September

### September 9 – Kirkland Concours

Kirkland, WA  
Tom Armstrong, Chairman, 425-747-0241  
susanarmstrong@earthlink.net  
Carl Bonistead, Chairman, 206-390-2886  
or 425-898-8075, carlbomer@wlink.net

### Sept. 9-18 – Pacific Northwest Region CARavan

Al McEwan, Tourmaster, 425-454-3671  
or 206-999-4485, almcewan@msn.com

## October

### October 14 – Garage Tour at Melby's and Sommers'

More TBA  
Paul Murray, Manager, 425-487-1902  
or 425-482-0210, oldcarsmmc@aol.com

## November

### November 4 – Annual Meeting and Antiques Roadshow

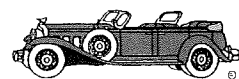
More TBA  
Newcastle, WA

## December

### December 10 – Christmas/Holiday Party

More TBA  
Seattle Yacht Club, Seattle, WA

## CCCA National Events



### Annual Meetings

2007 Jan 10-14 . . . . . Los Angeles, CA

### Grand Classics

2006 April 22 . . . New Jersey

2006 May 6 . . . . Rancho Santa Fe, CA

2006 June 3 . . . . Hickory Corners, MI

2006 July 8 . . . . Northern CA, MI, WI

2006 Sept. 23 . . . Indiana

### CARavans™

2006 Heart of TX, April 20-28 . . . Steve Chapman & Mike Ames, Tourmasters

2006 Pacific Northwest, July 15-24 / Sept. 9-18 . . . Al McEwan, Tourmaster

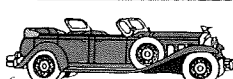
2007 Spirit of the SW, April 26-May 5 . . . www.arizonacca.com/caravan.htm

2007 Western Pennsylvania, Aug . . . . . Jon Leimkuehler, Tourmaster

2008 European CARavan™, May (tentative) . . . Christine Snyder

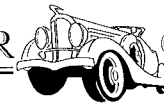
### The CCCA Museum Grand Experience featuring Lincoln

2006 June 4 . . . Hickory Corners, MI



## 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:
Stan Dickison, Director	206-546-3306
Gary Steinman, Asst. Dir.	360-426-2232
Ed Rittenhouse, Past Dir.	206-232-1117
Army Barer, Secretary	425-454-0296
John Campbell, Treas.	425-885-5472
Merrisue Steinman	
Membership Chm.(temp)	360-426-2232
Merrisue Steinman, Editor	360-426-2232

#### Board of Managers:

Monte Holmes, Jr.	2006	206-624-3995
Lee Noble	2006	206-284-6153
Gary Johnson	2006	425-746-1098
Ron Doss	2007	425-869-5733
Stan Dickison	2007	206-546-3306
Ed Rittenhouse	2007	206-232-1117
Jerry Greenfield	2008	253-862-2630
Barry Hutchinson	2008	360-678-5433
Gary Steinman	2008	360-426-2232

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. All members are welcome to attend.

#### 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 or merrisuegarystein@msn.com

#### 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 at 206-232-6413 or noelnjan@aol.com

## Table of Contents

### Calender of Events . . . . .2

#### Articles:

Matilda-The car that shouldn't have made it . . . .	4
An Early Perspective . . . . .	9
Spring Thoughts for Safety's Sake . . . . .	19

#### Columns:

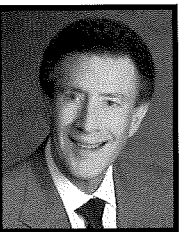
Director's Message . . . . .	3
Directory Changes . . . . .	9
Technical Topics:	
Overdrive Installation . . . . .	12
Addition to Generator Cutout Article . . . . .	13
Minutes . . . . .	22
Editor's Message . . . . .	26

#### Events:

2005 Annual Holiday Brunch . . . . .	7
2006 CCCA Annual Meeting . . . . .	10
LeMay Museo d'Italia Tour . . . . .	16
Rittenhouse/Noble Garage Tour . . . . .	23

## Director's Message

Spring, the time a car collector's fancy turns to driving old vehicles. The first day of Spring has come and gone and fortunately the weather did cooperate for our first outing of the new year - the garage tour to Ed Rittenhouse and Lee Noble's collections. The full story is covered elsewhere in this issue. With this issue of the *Bumper Guardian* we introduce our new editor, Merrisue Steinman. Merrisue volunteered to take on the editor's responsibility for 2006 and produce four issues. We have contracted with a new printer in Southern California (the same printer used by the So. Calif. Region) for these issues.



Communication and participation are both part of enjoying membership in our PNR-CCCA division; something we strive to improve. We plan to communicate as often as possible, hopefully monthly. We will remind you of our Calendar of Events and I ask you to note them on your calendar. Plan to attend our events, with or without a Classic.

Another reminder is our monthly Board of Managers Meeting at the Woodmark Hotel in Kirkland to which all members are invited. We open the meeting at 7:00PM and I'll do my best to close the meeting by 9:00PM, including a break for dinner. We welcome new ideas, suggestions, or just comments you want to get into the open. There is always good car talk and fellowship. I look forward to seeing you soon.

Stan Dickison, Director PNR-CCCA





## WALTZING MATILDA – the car that shouldn't have made it.

by Raymond Loe

*One of four known to exist*

Ever since writing a college paper in 1953 on the unique financing of the Cord Corporation I had been interested in owning an Auburn or Cord, so in 1986 an advertisement in the Los Angeles Times caught my eye. In pursuing the matter I discovered a very rare 8 cylinder 1934 Auburn Cabriolet that had been parked, not in a barn as so many of these stories go, but outside and uncovered in the same spot for over 30 years. The well-intended owner had "always planned to fix it up" but never got around to it and finally decided he had to get it out of his way because he was running out of space for the many other such projects suffering from his inattention.

Despite being in sunny Southern California all this time, this car had deteriorated to a point that salvaging it was highly questionable and someone smarter than I would likely have left it where it lay. The body and fenders, previously damaged on the road, were now badly rusted. All the glass was broken, the wooden framework in the body had been eaten up by termites and the interior was completely destroyed by exposure

to the sun and weather. In addition, the transmission and the engine had been exposed to rain and both were rusted solid. Finally, the car was buried in a thicket of vines and brush.

Long having been smitten with "Mad Car Disease", I bought the bloody thing despite my better judgment and then had to hire a fellow to rig it out of its nest and onto a trailer for the 30 mile trip to my home shop in Fullerton, CA. Over an extended period I dismantled every part of the car completely down to the frame. In order to handle the body in my limited shop space I even cut the front cowl away from the rear section. I then built wooden jigs for all the body and fender pieces to maintain their dimensional integrity during restoration.

Only then could I fully understand the magnitude of the task facing me and, since I was still working, I spent the next few years mostly degreasing, cleaning and cataloging everything as well as gathering information and finding what few parts were available. Since the 1934 model had an abbreviated production run and the

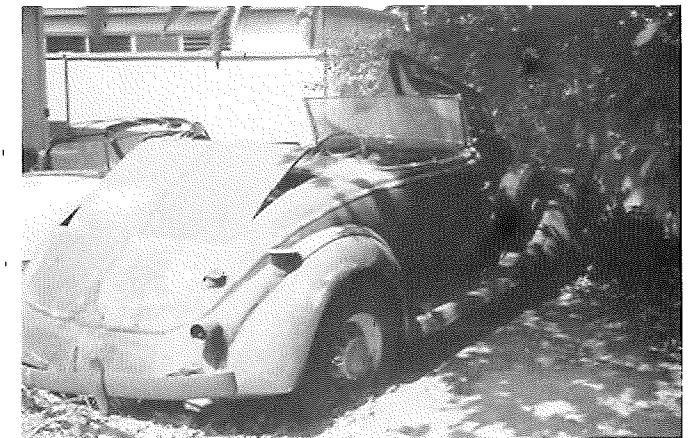
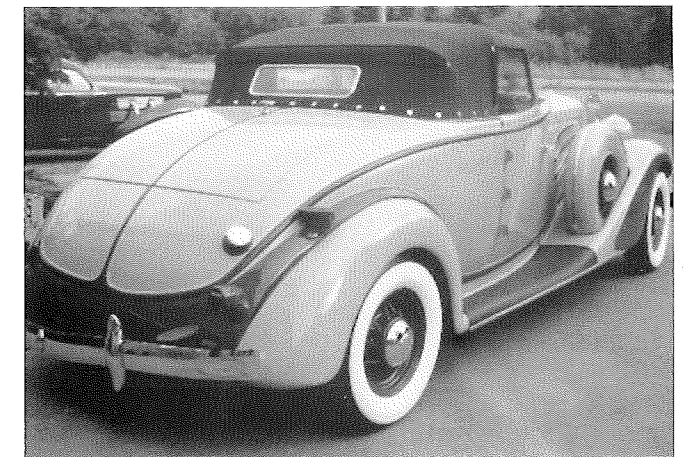
Auburn Automobile Company went bankrupt in 1937, there were no OEM and few used parts available. So, most of the parts that I couldn't salvage had to be reproduced for this project.

After retiring from my professional career in 1996, I began the task of restoring this pile of bent and rusty parts into the final result you see pictured here. I started by straightening and power coating the frame and wheels, rebuilding the steering gear, springs, and front suspension. From there I went on to rebuild the brake system, freewheeling and transmission boxes, two-speed rear axle, and engine. Then to complete the chassis rebuild I replaced the gas tank and lines, brake cables and lines, spring covers as well as all vacuum plumbing and electrical wiring.

With the mechanical work mostly done and not knowing anything about metal restoration, I then enrolled in a Fullerton High School auto body repair class as a non credit (and oldest by far) student to learn what I needed to know in order to do the work myself. During the ensuing two years I became sufficiently accomplished in wood working, metal shaping, welding and painting to enable me to restore the body with minimal assistance. I did, however seek out professional help where necessary, particularly for the upholstery, convertible top and chrome plating work.

Three years ago I relocated from Southern California to Whidbey Island, Washington, where I finished this restoration project. My wife and I have since driven the Auburn 2,700 miles to Auburn, Indiana, where we participated in the annual Auburn Cord Duesenberg Labor Day meet. While there this car was certified as 100% original and one of only four known to exist by the ACD club records. It was during this trip that we nicknamed the car "Waltzing Matilda" due to her propensity to wander with those "original" bias ply tires that I installed to obtain maximum points while being judged. Since Matilda has become a Driver rather than a Trailer Queen she will likely get shod with a new set of radials before her next long journey.

The next restoration project awaiting my attention is a 1936 Auburn 4-door Phaeton that, while admittedly needing a lot of work, will be much easier than the '34 mainly due to my familiarity and similarity of the two models. I hope to have it ready to display in the not too distant future.

*Before – a diamond in the rust**After – 100 points and ACD Certification**Rusted solid*



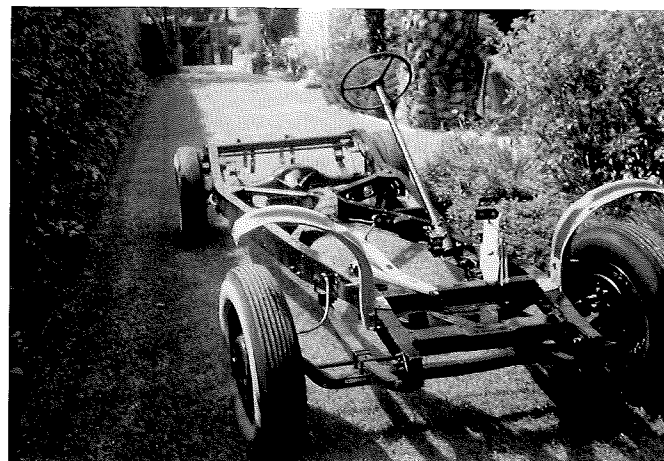
## COVER STORY – WALTZING MATILDA



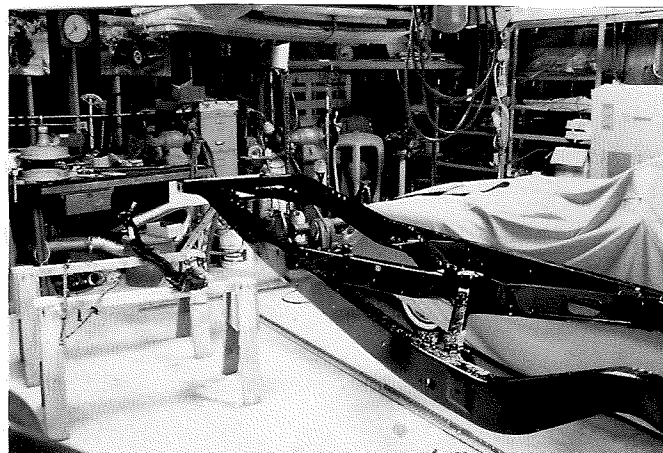
*Oh! What a mess. . . all of the wood is gone!*



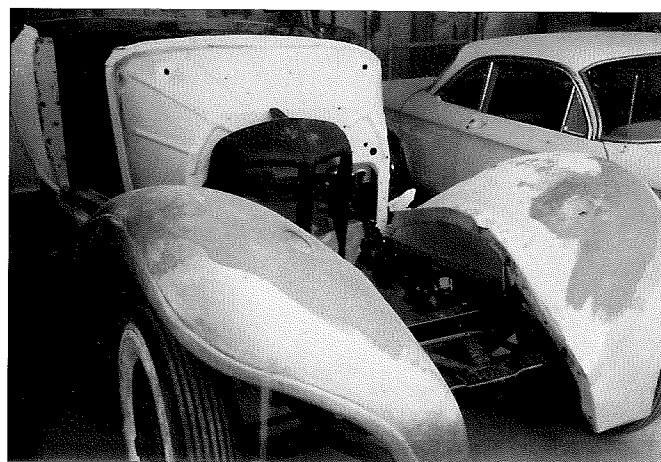
*Ray enrolled in High School auto shop to learn how to do the body work*



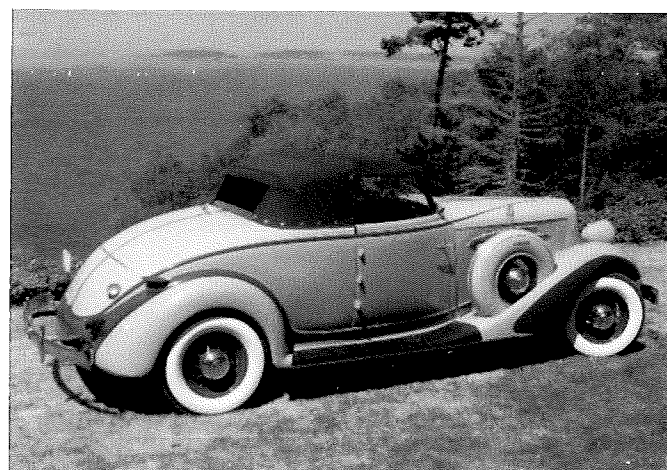
*Rolling chassis complete*



*Frame restored*



*The body getting primer and fitting*



*Only four known to exist and a wonderful piece of history is saved for all to enjoy!*

## 2005 ANNUAL HOLIDAY BRUNCH

*Article and Photos by Stan Dickison*

Once again the Broadmoor Golf & Country Club was a delightful place for the annual December PNR-CCCA holiday brunch. The facility, nearly 100 years old, is in a prestigious residential neighborhood in an older part of Seattle not far from Lake Washington. The club's holiday decorations were tastefully lavish but not overstated. Weather-wise, December 3rd was crisp and clear. Since we were able to keep the snowman at bay, a few classics arrived. Bob Reverman's 1947 Lincoln Continental Cabriolet, Lee Zucker's 1940 Cadillac Special, and Gary Johnson's 1937 Packard Club Sedan encircled and decorated the entry drive at Broadmoor.

For 2005 we added some special entertainment with the song styling of Tony LaStella, serenading us from Sinatra to Pop. His dark hair and mustache were reminiscent of Las Vegas in the 50's and added to the ambience when he performed his Italian Latino Swing selections.

A table spilled over with toys, graciously donated by club members. They were earmarked for the "Toys for Tots" organization. Cash was also received for the Northwest Harvest Food Bank. In this holiday season it is a blessing that we can all gather together and share our bounty with those less fortunate. That seems to be part of the makeup of the average Classic car enthusiast, I have found. They are willing to share and willing to celebrate.

Thank you and appreciation go to Lee and Julianna Noble for their hard work to make this year's event a success. Regional Director Stan Dickison reports we are looking forward to another joyous holiday gathering in December 2006.



*Don Wohlvend, Bill Deibel and Bill Mote chat*



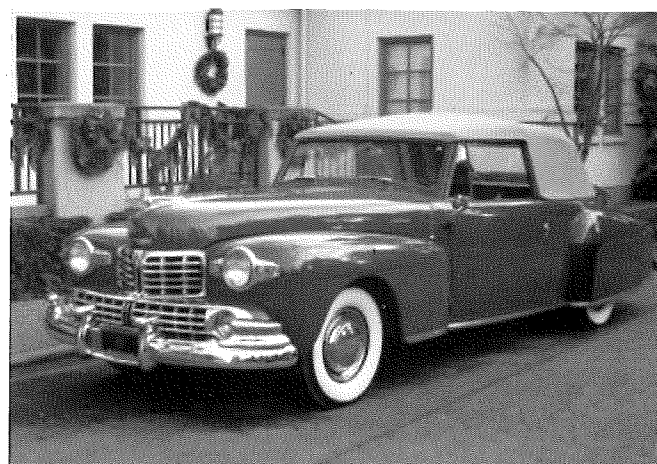
*Crooner Tony LaStella*



## 2005 ANNUAL HOLIDAY BRUNCH



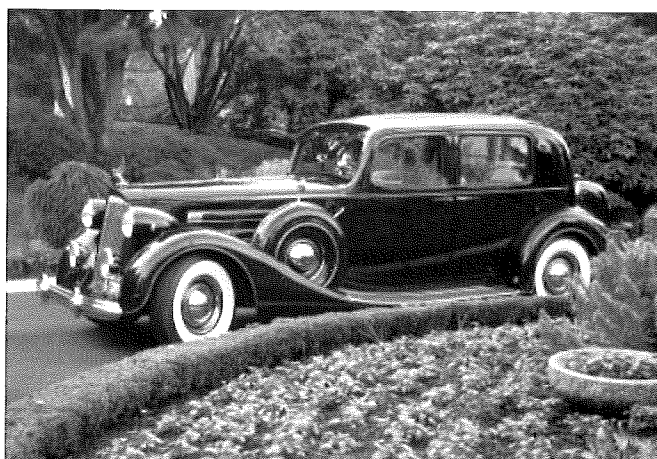
Barrie Hutchinson, Bob Reverman, Karel Deibel and Yoshi Reverman wait in line for brunch



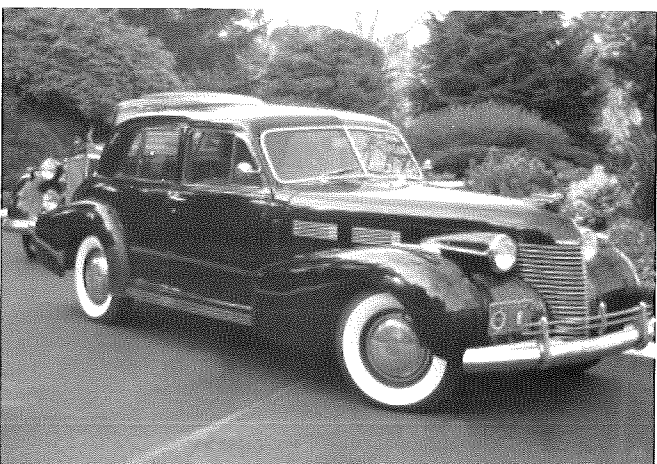
1947 Lincoln Continental Cabriolet  
Owners: Bob and Yoshi Reverman



Steve and Annie Norman listen to Judy Mote



1937 Packard Club Sedan  
Owners: Gary and Joyce Johnson



1940 Cadillac Special Sedan, Fleetwood  
Owners: Lee and Marlene Zuker



Judy and Bill Mote listen as Lee Noble tells Santa Sherry Raisbeck what car he wants for Christmas

## AN EARLY PERSPECTIVE / DIRECTORY CHANGES

### An Early Perspective

By Howard Freedman

Thanks in part to many of you in the Pacific Northwest Region, I am the new boy on the block as Secretary for the National Board of the Classic Car Club of America. I think I thank you, but time will tell for sure.

During my nomination process and subsequent voting by members I was surprised to receive several phone calls from people across the country asking me how I felt about, among other issues, a main concern about "classifications". I have to say that while I hate to quote others on this significant matter, recently retired president Chuck Conrad in his President's Message in the January 2006 issue of the BULLETIN clearly stated, at least in part, my own position on the issue and I quote:

"At this time, I'm not in favor of radically expanding our years, but I'd really like to see a few anomalies taken care of. For instance, I've never been able to figure out why a 1948 Bentley is a CCCA Classic, while the identical looking 1949 version is not. The same could be said for Rolls-Royce Silver Wraiths, post-war Delahayes, Delages, and the like."

Additionally, I am concerned that as our membership "matures" there is a strong possibility that the '20's and '30's Full Classics will be less attractive to younger people used to more contemporary driving experiences. This suggests that we might need to consider moving from the high end of 1948 to perhaps 1957 with accreditation of the Chrysler Town & County series, the 1956 Continental Mark II and the 1957 Cadillac Eldorado Brougham to name just a few very special automobiles of recent history.



### CHANGES TO 2006 DIRECTORY:

Ron Doss: email: [ron@targabf.com](mailto:ron@targabf.com)  
Monte Holmes, Jr.: email: [monty@athleticawards.com](mailto:monty@athleticawards.com)  
Nancy LeMay: email: [NancyLeMay@lemayinc.com](mailto:NancyLeMay@lemayinc.com)  
(This is in addition to the LeMay museum email)

#### Add:

(1) William and Bettye Gluth  
P.O. Box 579  
Keyport, WA 98345

Home: 360-297-2549  
Business: 360-697-1129  
Cell: 360-223-3010  
email: [B2GLUTH@msn.com](mailto:B2GLUTH@msn.com)

Franklin 1927, 6, Boattail  
Franklin 1929, 6, Sedan  
Lincoln Continental 1946, 12, Coupe  
Packard 1928, 8, 443, Roadster  
Packard 1937, 12, 1508; Formal Sedan, Derham  
Pierce-Arrow 1935, 8, 845, Sedan  
Pierce-Arrow 1935, 8, 845, Sedan

(2) Gary and Catherine Harris  
7000 Wing Point Rd.  
Bainbridge Island, WA 98110

Home: 206-842-2214  
Email: [GLHVIEW@aol.com](mailto:GLHVIEW@aol.com)

(3) Kenneth and Bernice Ter Maaten  
165401 W. Hanks Rd.  
Grandview, WA 98930

Home: 509-882-1941  
Fax: 509-882-6497  
Email: [gvdairy@bentonrea.com](mailto:gvdairy@bentonrea.com)

Cadillac 1930, 16, 4355, Imp. Cabriolet  
Rolls-Royce 1929, 6, Phantom I, Town Car,  
Hibbard & Darren

**Delete:** Charlie Mayovsky

#### Address Change:

Hal Mueller  
15 E-338 Taylor Way  
W. Vancouver, BC V7T2Y2  
Canada

#### Error in Listing:

Willie Spann  
P.O. Box 2751  
Everett, WA 9821  
(h) 425-742-6997  
(w) 206-799-1183  
email: [spann1948@comcast.net](mailto:spann1948@comcast.net)

1948 Lincoln Continental, 12, Club Coupe



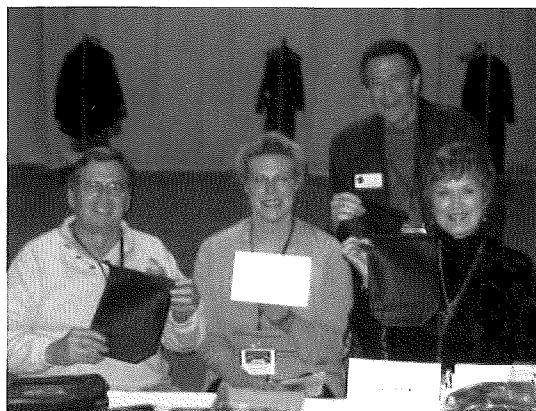
## 2006 CCCA ANNUAL MEETING

### Boston: A Fantastic Setting for Our 2006 CCCA Annual Meeting

by Gary Steinman

Photos by Stan Dickison and Howard Freedman

This year 192 members attended the 54<sup>th</sup> CCCA Annual Meeting which was held January 4-8 in Boston, Massachusetts, and hosted by the New England Region. The historical city of Boston was a fantastic setting for our automotive meeting celebrating historical cars. Many of the famous sites and museums located here remind one that the events that occurred in Boston led to the formation of our nation. By following the "Freedom Trail", roughly a 3-hour walk, you can see all these sights. The Annual Meeting had fun events so one could enjoy Boston, meet fellow CCCA members, and view some fantastic cars.



Gary and Merrisue Steinman, and Stan and Val Dickison selling Mascot Bags

Wednesday evening we had dinner in the Oyster House, the oldest continuously operating restaurant in the USA. It has been serving seafood for 180 years—to customers as varied as Daniel Webster and President John F. Kennedy. After the dinner we were bused to the Charles Playhouse where we enjoyed the hilarious interactive play "Shear Madness" that has played continuously for 25 years.

On Thursday the Classic Cars were brought into the World Trade Center which was located across the street from the Seaport Hotel, our headquarters. What a sight! A Babbitt bearing and engine was rebuilt during the meeting, starting that Thursday. There was a trolley tour of the Freedom Trail. That evening buses took us to the Harvard Club for a salute to the CCCA Regions.

Friday morning we had the CCCA Annual Meeting and then the CCCA Museum Membership Meeting. That afternoon the CCCA Board of Directors Meeting commenced and newly elected Board member Howard Freedman was elected Secretary of the National Board. We now have a local member in a position to present our feelings on issues. I think for quite awhile many of us have felt that we have had no voice at the National level. This should change

now that Howard is on the National Board. Congratulations, Howard! We know that you will do an excellent job. Next there were Regional Relations meetings and the Regional Editors meeting which we attended and came away with many good ideas for the Bumper Guardian. That evening a Classic Gala and Buffet Dinner was held in the World Trade Center among the Classic cars. The dinner was a

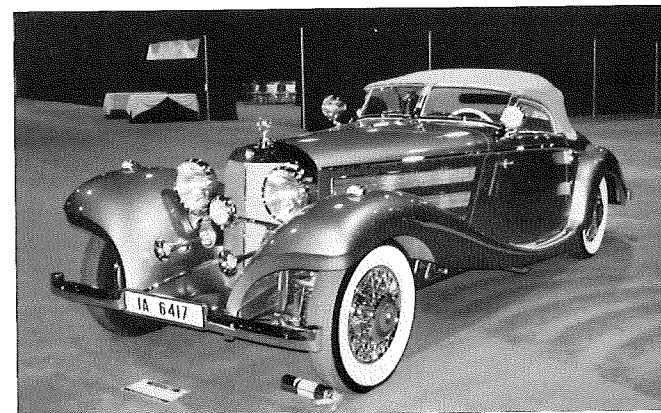
charity benefit for the Autism Society of New Hampshire and over \$10,000 was raised.

Saturday morning there was judging of the cars and that evening results were announced at the Grand Finalé Banquet and Presentation. We ate steak and lobster and I came home with a Duesenberg – it was the model centerpiece at our table!

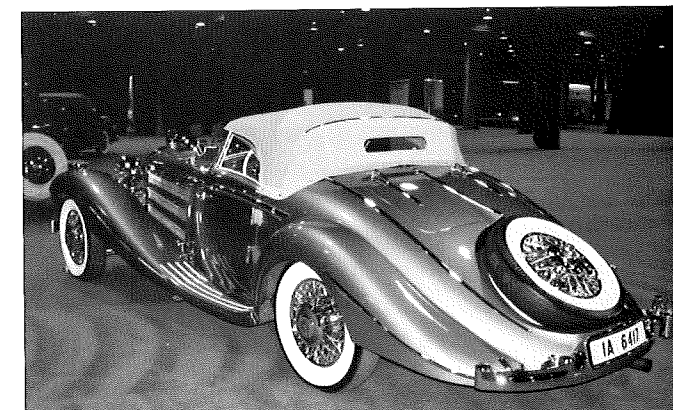
This was the first Annual Meeting that Merrisue and I have attended and we came away with enthusiasm and a myriad of ideas. We look forward to many more Annual Meetings! I was able to associate faces with names of members that I had spoken with on the phone or had read about in publications. There was an outpouring of friendliness from all that we met. I even met a "cousin" David Steinman from New Hampshire. Please think about attending next year's Annual Meeting in Los Angeles!



## 2006 CCCA ANNUAL MEETING



"100 Point" 1937 Mercedes Benz 540k Special Roadster  
Owner: Lee Herrington



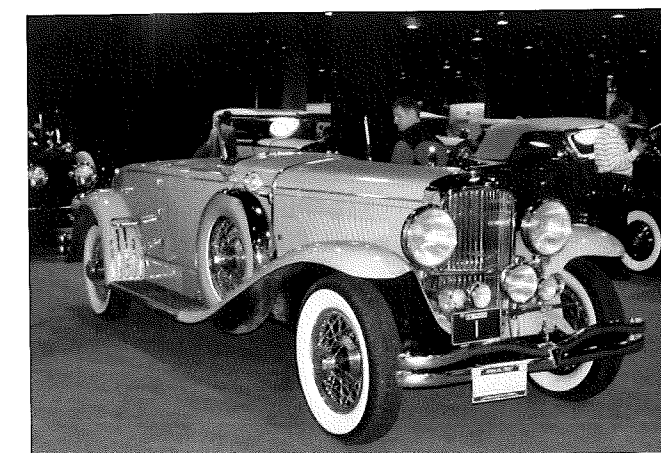
Beautiful sloping back view of 1937 Mercedes Benz 540k



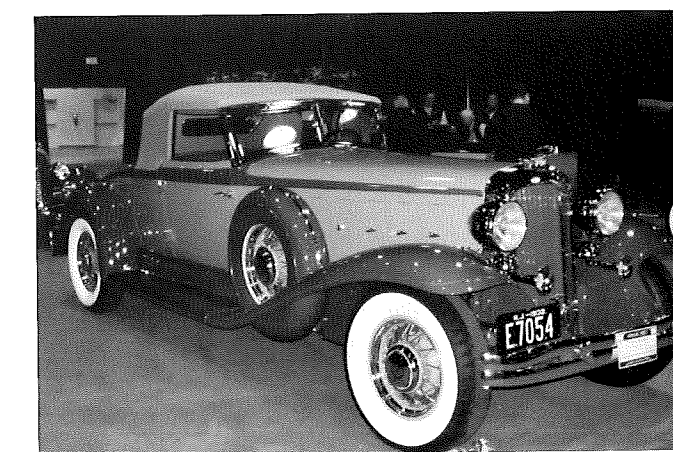
"Best in Class" 1936 Cadillac Convertible Sedan,  
Fleetwood Owners: Dave and Linda Kane



1935 Amilcar Pegase Roadster by Ficoni & Falaschi  
Owners: Malcolm and Natalie Pray



1929 Duesenberg 8 Model J Roadster by Murphy  
Owner: Charles LeMaitre



"Best of Show" 1932 Chrysler Imperial Convertible  
Roadster by LeBaron Owners: David and Linda Kane



## OVERDRIVE INSTALLATION

By Lou Berquest

We acquired our 1935 Pierce Arrow 845 convertible coupe from Peter Hageman in August of 2000. Bunny and I enjoy touring and bought the car primarily for that purpose. While I always have been fond of Pierces, I really did not know much about them. For instance, I was disappointed with the low gear ratio. At 55-60 MPH the engine was turning over at a rather frantic pace. Besides that, on a trip to Forest Grove in 2002, the gas mileage was in the range of 8-9 MPG. What to do?

A little research revealed that the ratio is 4.29. Pierce used free wheeling in the 1935 models and went to an overdrive in 1936 through 1938, their last year. Phil Bray was making up high speed gear sets with ratios of 3.65 but they would not be ready for awhile. I had acquired a brochure for Mitchell overdrives at some swap meet. I called and they assured me that their overdrive which is rated up to vehicles of 10,000 pounds would be adequate for the 5,000 pound Pierce. They suggested that I make sure that there was enough room for the overdrive as it measures about 12" square and about 6" in height. Pierce used a box frame that year. I doubt if an X type would accommodate the overdrive.

I ordered their O/D unit. I also bought the speedometer cable which mounts to the rear of the O/D and gives a constant reading in either gear. Mitchell offers the O/D's in several ratios; the lowest being 15% and the highest is 35%. The engine in the Pierce is 389 cu. in. and has plenty of power so I opted for the 35% reduction in engine revolutions. The overdrive arrived promptly and I took it and the drive shaft to Drive Lines NW in Fife. They agreed to modify the drive shaft which entailed cutting and adapting U-joints to fit the O/D. They suggested the short shaft between the power brake at the end of the tranny and O/D be 13" and the long shaft to the rear be 22".

Next I bought 6 feet of 2" angle iron. The O/D, according to Mitchell's instructions, is to be mounted solidly between the Pierce's frame rails using rubber mounted nuts and bolts that are provided. After a fair amount of measuring and head scratching, I drilled holes in the frame to take the 2" angle iron that would suspend the O/D. The O/D ideally should be exactly in line with the rear of the transmission, or in the case of Pierce, the power brake unit, and the rear end. To accomplish this, I elongated the drilled holes so as to have the ability to adjust the position of the O/D. I centered the O/D by

jacking up the rear end, blocking the front wheels, starting the engine, engaging the first gear, and ever so slowly engaging the clutch. I crawled underneath and observed if there was any misalignment. This check was done initially after the 13" short shaft was installed. Satisfied after some slight tweaking, I installed the 22" final drive shaft. After observing the operation from every possible angle the bolts were tightened and double checked.

The shifter on the O/D is a rod that extends out the front and moves in and out. IN is high; OUT is low range. While Mitchell sells a cable control, I opted to adapt a lever mounted to the floor of the Pierce just to the left of the tranny in front of the driver's seat. A 5/8" rod was used. I made up a bracket that is attached to the floor and acts as a fulcrum to change gears in the O/D. After much measuring and drilling, a satisfactory arrangement was achieved.

I have been very happy with the results. The O/D is like having a fourth gear. Long steep hills are a challenge for the 35% reduction, but one merely needs to shift back out of O/D when the car starts to strain. One does not have that option with high speed gears. The only problem is the whine at 35 to 45 MPH while in O/D. Mitchell suggested that the bolts on the rubber mounting were too tight, but loosening did not seem to make any difference. O/D shifts up with ease. Merely depress the clutch at any speed and push the lever forward. Down-shifting out of O/D is trickier, as engine speed has to match O/D before low is engaged, but this comes with practice.

The cost in 2002 was \$2,200 (\$1800 for the O/D plus the speedo option and \$400 for the drive shaft modification). Obviously if someone other than yourself did the installations, costs would be higher. There may be better O/D options. I admit I did very little research as to alternatives. Mitchell has been very helpful when I have had a question. They can be reached at P.O. Box 236, 100 W. North St., Healdsburg, CA 95448. Telephone is 707-433-8329.

Since the installation we have driven our Pierce Arrow to Northern California and back, Lake Tahoe, and on last year's CARavan to Alaska. Gas mileage has improved to 11-12 MPG.

Feel free to call me at 253-752-1571 if you have any questions. Sorry we don't have e-mail.

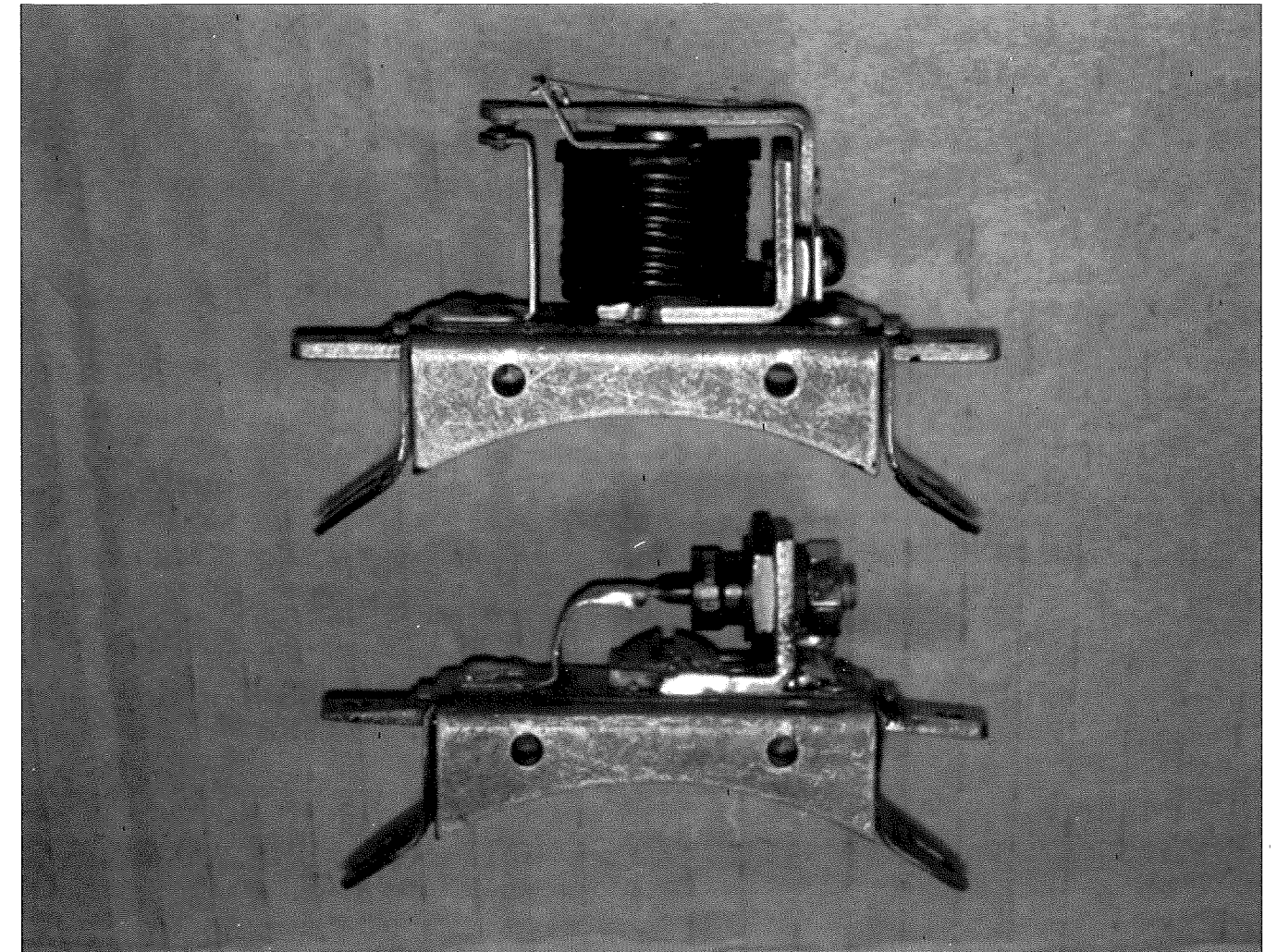


## ADDITION TO GENERATOR CUTOUT ARTICLE

### Addition to Generator Cutout Article

By Bill Deibel

Bill Deibel has submitted the following before and after photograph illustrating the generator cutout modification suggested by Don Reddaway in the last *Bumper Guardian* issue.

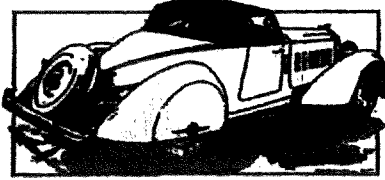


### Generator Cutouts

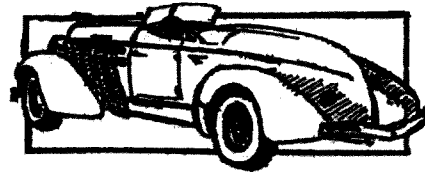
Solenoid operated as manufactured by Delco (above)  
Solid state as modified from Delco with diode per Don Reddaway (below)

# Sign up for one of these great IDENTICAL Pacific Northwest CARavans!

## PACIFIC NORTHWEST CARAVAN XII



July 15th -24th, 2006



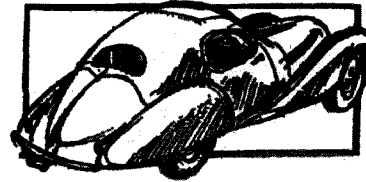
Come to the Pacific Northwest in July for another exciting, fun-filled CARavan that begins and ends near Seattle. Experience the friendliness, the good food, the unique accommodations and the fun surprises that characterize Pacific Northwest CARavans.

This CARavan is limited to 80 cars and includes:

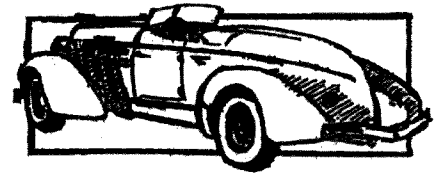
- Lake Washington Dinner Cruise
- Scenic Cascade Mountain Drive including Mt. St. Helen's
- Driving tour of the Historic Columbia Gorge Highway
- Sternwheeler Trip on the Columbia River
- Lovely New Resort on Hood Canal
- Exceptional Weekend of Activities in Victoria, B.C.
- Ferry Trip through the San Juan Islands
- Visits to Private Estates and Collections

Accommodations are at exceptional properties and average \$180.00 and up, depending upon the room type selected. If the volume of registration is sufficient to necessitate a lottery, then the lottery will include those registrations postmarked by February 15, 2006. For further information, e-mail Al McEwan at [almcewan@msn.com](mailto:almcewan@msn.com) or call 206-999-4485.

## PACIFIC NORTHWEST CARAVAN XIII



September 9th - 18th, 2006



Come to the Pacific Northwest in July for another exciting, fun-filled CARavan that begins and ends near Seattle. Experience the friendliness, the good food, the unique accommodations and the fun surprises that characterize Pacific Northwest CARavans.

This CARavan is limited to 80 cars and includes:

- Lake Washington Dinner Cruise
- Scenic Cascade Mountain Drive including Mt. St. Helen's
- Driving tour of the Historic Columbia Gorge Highway
- Sternwheeler Trip on the Columbia River
- Lovely New Resort on Hood Canal
- Exceptional Weekend of Activities in Victoria, B.C.
- Ferry Trip through the San Juan Islands
- Visits to Private Estates and Collections

Accommodations are at exceptional properties and average \$180.00 and up, depending upon the room type selected. If the volume of registration is sufficient to necessitate a lottery, then the lottery will include those registrations postmarked by February 15, 2006. For further information, e-mail Al McEwan at [almcewan@msn.com](mailto:almcewan@msn.com) or call 206-999-4485.

Check <input type="checkbox"/> Cash <input type="checkbox"/> Charge <input type="checkbox"/>			CCCA CARavan Registration Form Pacific Northwest XII July 15th -24th, 2006		ENTRY NO. ASSIGNED PLATE NO.	OFFICE USE
Date _____		Fax _____		Insurance Fire Extinguisher Safety Glass All Around Required		
Name _____ <small>first last</small>		Phone _____				
Address _____ <small>street city/town state/zip</small>		E-mail _____				
Spouse's first name _____		Your first CARavan? Yes <input type="checkbox"/> No <input type="checkbox"/>		Car's first w/ you? Yes <input type="checkbox"/> No <input type="checkbox"/>		
Passengers other than spouse _____		Trailer parking? Yes <input type="checkbox"/> No <input type="checkbox"/>				
Home Region _____		Special CARavan plate no. desired _____		Your state license plate no. _____ <small>between 10 and 100</small>		
Make of Classic _____		Year _____		Cyl. _____ Model/Series _____		
Body Style _____		Body Maker (if custom) _____				
New Coachwork/Altered-body? _____		Modifications? _____				
Your Classic Car Liability and Physical Damage Insurance Carrier's Name _____		Policy No. _____				
Non-Refundable Car Registration Fee: \$150.00 per CARavan. Checks should be made payable to CCCA. Mail to CCCA, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018. Telephone: (847) 390-0043						

Check <input type="checkbox"/> Cash <input type="checkbox"/> Charge <input type="checkbox"/>			CCCA CARavan Registration Form Pacific Northwest XIII September 9th-18th, 2006		ENTRY NO. ASSIGNED PLATE NO.	OFFICE USE
Date _____		Fax _____		Insurance Fire Extinguisher Safety Glass All Around Required		
Name _____ <small>first last</small>		Phone _____				
Address _____ <small>street city/town state/zip</small>		E-mail _____				
Spouse's first name _____		Your first CARavan? Yes <input type="checkbox"/> No <input type="checkbox"/>		Car's first w/ you? Yes <input type="checkbox"/> No <input type="checkbox"/>		
Passengers other than spouse _____		Trailer parking? Yes <input type="checkbox"/> No <input type="checkbox"/>				
Home Region _____		Special CARavan plate no. desired _____		Your state license plate no. _____ <small>between 10 and 100</small>		
Make of Classic _____		Year _____		Cyl. _____ Model/Series _____		
Body Style _____		Body Maker (if custom) _____				
New Coachwork/Altered-body? _____		Modifications? _____				
Your Classic Car Liability and Physical Damage Insurance Carrier's Name _____		Policy No. _____				
Non-Refundable Car Registration Fee: \$150.00 per CARavan. Checks should be made payable to CCCA. Mail to CCCA, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018. Telephone: (847) 390-0043						



## LeMAY MUSEO d'ITALIA TOUR 2005

By Steve Norman

The LeMay Museum Open-Roads Program is an ongoing world-wide rally, touring, and cultural travel program for supporters of The LeMay Museum; while enabling members access to private and public automobile and motorcycle collections, factories, and design studios.

The Tour began for me when I attended a LeMay Museum collector-car symposium held at Suite 200 in early March 2005. There was discussion at dinner regarding a tour to visit car museums and factories in Italy. I thought that would be fun, so I held-up my hand as a willing participant. The ensuing Museo d'Italia Tour began in Milano on October 12, 2005, and ended October 21, in Roma. Local CCCA participants included Tom and Susan Armstrong, Nancy LeMay, David and Lynda Madeira, Al McEwan, Annie and Steve Norman, and Lynn and Kathy Sommers. The following is a brief resume of highlights from various car-related museums and collections:

### Milan-Museo Route Classiche.

This is a collection of cars, trucks, horse driven coaches, bicycles, and engines from Italy, France, Germany and even the USA. They seem to like American cars, because an Ohio Electric car and a '50's Studebaker were exhibited in the collection.

### Piedmont Region of Italy.

Our initial target is the Museo del Automobile in Torino. This Museo includes Alfa Romeo, Fiat and Lancia marques, along with a well-displayed BMW in the front window. The museum shows the automobiles designed by the artisans in Torino. The collection goes from automobiles produced in the late 1800's up to the 2000's.

We then visited the FIAT (not Fix It Again Tony) Museum in Torino. This museum was a company

facility showing FIAT vehicles from the days of the first automobiles that shared components across their entire line. The museum displayed models of

war ships, ships used to transport FIAT automobiles to their various markets, full-size jet fighters, and full-size V-24 aircraft engines. We had excellent guides in the form of corporate FIAT officials.

### Verona

Friday morning we rode East from Torino to the Alfa Romeo Museo. As we approached the Museo,

we were surrounded by huge, nearly-empty parking lots. The few Alfas there were waiting for transport, but production had obviously ceased at this factory. As we came around the corner approaching the Museo, we were presented with the view of a beautiful new Alfa that really attracted our attention. We hope that it will come to the US very soon. When asked if Alfa was coming to the US, the General Manager of Alfa was not able to give us an answer. We can only hope.

### Bologna, Emilia-Romagna Region of Italy

The Museo Nicolis had a wide range of items on display. We saw automobiles, trucks, motorcycles, bicycles, jet engines, marine engines, outboard engines, aircraft instrument panels from F-104's, organs, and many other items of interest.

The displayed automobiles were all of excellent quality, and had been restored to the highest standard. I have never seen so many high point cars in such close proximity. The building looked like a two-story car dealership, except it was four times as big. This was a purpose-built facility, created by a man much like Harold LeMay. His Paper Recycling plant was directly behind the Museo. We were allowed to enter the basement to look at all the future displays and the project cars he had not yet



Steve and Annie Norman

## LeMAY MUSEO d'ITALIA TOUR 2005

*Continued from previous page*

restored. After the Museo Memoriale della Liberata, we took a short drive to the Righini Family Castello which housed the 350 vehicle museum — Castello di Mario Righini. We were presented another outstanding lunch at the Righini Castello. The vehicles at this Museo were all tightly-crowded in several buildings in the Castello, yet they all looked as if they could be washed-off, started immediately, and driven to Rome.

### Firenze Tuscany

After breakfast we visited the Ducati Museum and Factory. We were delayed getting into the factory, because there had been a "union-action" that morning. We were allowed to tour the Ducati factory, but we were not allowed to take pictures. This factory did not appear to have any modern technology that could have been stolen by us, but it was fun to see all of the Ducati models in one place. They would come off the production carts and be rolled over to the shipping point. We left Ducati to go to Ferrari in Marenello. The Ferrari Museum was such an exciting place. As we were entering the Museum, a Ferrari, with exhaust blaring, drove by on the main road at a tremendous rate of speed. That set the tone for the museum.

Outside the museum, they have fiberglass bodies hanging on an outside frame, with others sitting on the grass in front of the museum. Three operating Ferraris were parked at the entrance. There was no confusion where we were! Once inside the museum, we had a chance to buy Ferrari branded shirts, hats, bags, and miscellaneous items. Then we moved into the display area. Here, we got to see Ferraris from modern times back to the original Auto Avio Costruzioni 815 built by Mr. Ferrari in 1940. This car was on loan to the Museum. There is one display in fan-form, with cars from 1948 to 1975 displayed in front of you. Beside that is a 275 GT, next to the wooden buck used to produce the body. They have another room with about 20 engines available for viewing and touching. Then we went into the next room with the most modern Ferraris on display. It appeared to me that some of these were display-only cars. However, they were all beautiful!

### Roma Lazio Region

The motorcoach headed South to Roma. We were dropped-off at a Bus Facility, and walked to the Bulgari flagship store in Rome. The staff, led by Nicola Bulgari, welcomed our group into their downtown showroom. They provided champagne, pastry and cheeses, while we looked over all the treasures of the Bulgari store. The staff told us the story of Bulgari, and introduced us to all the beautiful pieces they were displaying. We each received a tie or scarf as a present from Nicola Bulgari.



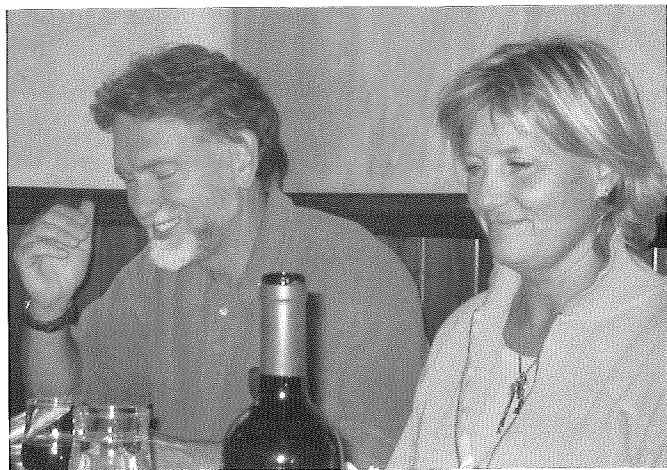
Bugatti

Thursday evening we were treated to another Bulgari event. We were invited to visit the Nicola Bulgari Collezione in central Rome, followed by an elegant dinner with a live band. This collection of a few of Nicola Bulgari's cars included Italian cars, and a significant number of American cars that ranged from many Buicks, to Cadillacs, Chryslers, a LaSalle, and a Graham. There were some Buicks I had never before seen. This event was an outstanding finale to an outstanding tour. The Bulgari family exceeded all of our expectations. Thank you Nicola. We also thank The LeMay Museum Museo d'Italia Tour for arranging such a great event. We look forward to the next opportunity to tour with LeMay.

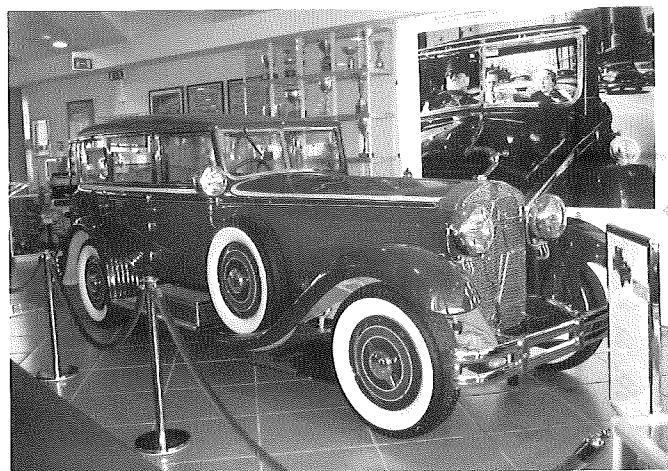




## LeMAY MUSEO d'ITALIA TOUR 2005



*David and Lynda Madeira*



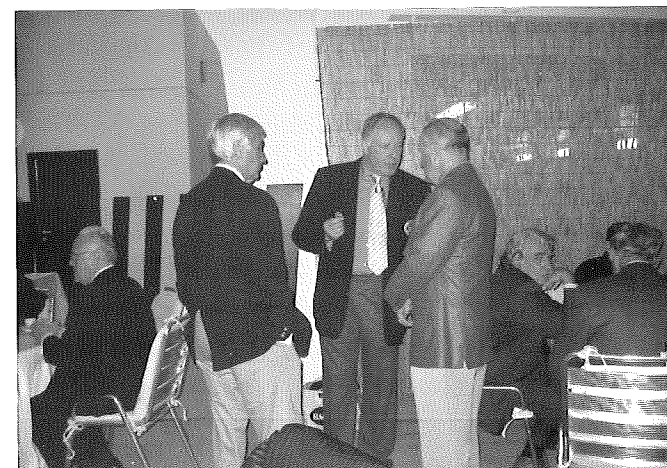
*Isotta Fraschini*



*Mercedes-Benz*



*Lynn and Kathy Sommers*

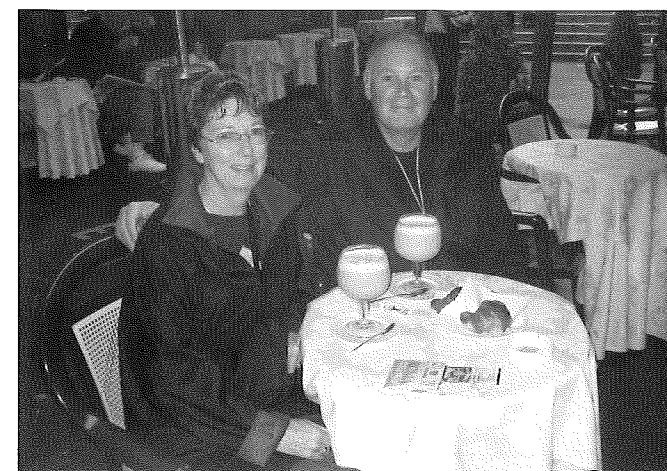


*Tom Armstrong and Al McEwan*



*Tom and Susan Armstrong*

## LeMAY MUSEO d'ITALIA TOUR 2005 / SPRING THOUGHTS



*Steve and Annie Norman relax*



*Tom and Susan Armstrong*

### Spring Thoughts for Safety's Sake

*By Carl King*

Along about this time of the year, when Spring has not arrived but there are occasional pleasant days, I take one of my 81-year old Classic cars out for a spin around the neighborhood. This is a sort of test run and I do it at the same time as my annual maintenance program—to make sure the car is ready for another season. For the previous several months I have been driving only our modern cars—cars with a light and nimble feel, cars with power steering and power ABS brakes. As I drive my old Classic I think hard about the way it feels—the pressure on my arms and shoulders as I apply torque to the steering wheel to get into and out of a parking place, and particularly the foot pedal pressure required to make an abrupt stop. I do this so that when I am on a tour or caravan I hopefully will not forget the amount of force required should the need arise to make a panic stop. I also re-familiarize myself with the operation of the hand (emergency) brake, the headlight high and low beam switch, the turning indicator system, and any other control features that I may need in a hurry.

Some years back I was driving my 1930 Packard (mechanical brakes, worm and sector steering) down Highway I-5. It was the first time out for that car in

several months, and I was probably doing about 60 MPH. There was a traffic slowdown and the stop lights on the Honda in front of me came on. No real panic—there was lots of space. So I eased down on the brake pedal, like I do when I am driving my little Nissan pickup. I decelerated but not nearly enough. I quickly changed lanes to avoid hitting the Honda. Events happen very quickly in a tight situation. It's a good thing the traffic situation permitted a lane change at that time! As soon as I got a chance, I tested the brakes. I found that I could slide all four wheels and leave a streak of rubber at any speed. There was nothing wrong with the brakes—the problem was ME. I had forgotten how much brake pressure is required on those old primitive brakes, especially at speed.

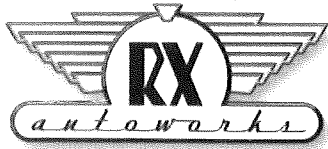
So I recommend that other Classic car owners take the old buggy out for a test spin and practice a panic stop, etc., before undertaking serious driving. Especially if you have mechanical brakes! Be sure to be extra alert and drive very defensively in any traffic situation with an old Classic. For what it's worth—



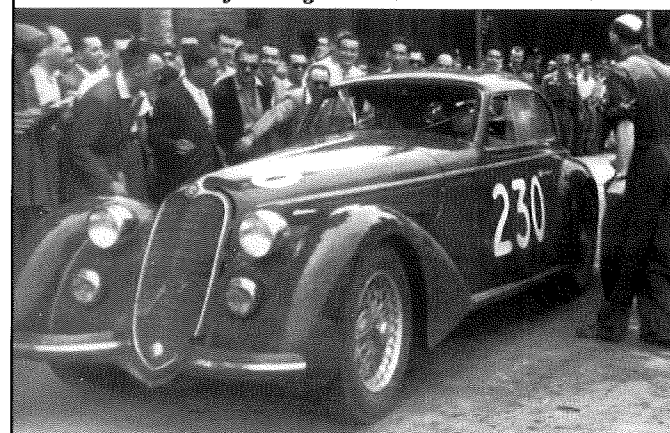


## PACIFIC NORTHWEST REGION – CCCA

Please thank and patronize our advertisers!



**Restoration of Vintage and Classic Automobiles**



Currently under Restoration: 1938 Alfa Romeo 8C 2900B — 1947 Mille Miglia Winner.

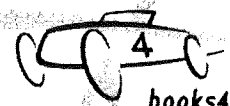
RX Autoworks, founded in 1988 and located in North Vancouver, B.C. is dedicated to vintage and classic automotive restoration. Constant attention to quality and detail has earned the company numerous awards and accolades, including several 1st in class entries at Pebble Beach Concours d'Elegance.

270 East 1st Street, North Vancouver, BC, Canada V7L 1B3  
Tel: 604.986.0102 | Fax: 604.986.0175 | e-mail: [info@rxautoworks.com](mailto:info@rxautoworks.com)  
Toll Free North America: 1.877.986.0102 | web: [www.rxautoworks.com](http://www.rxautoworks.com)

Restoration of Classics  
Maintenance-Repairs  
Detailing  
Since 1973

Don Vogelsang  
2220 N. Pacific St.  
Seattle, WA 98103


206 790 6012  
206 633 4037



**books4cars.com**  
4850 37th Avenue South  
Seattle, WA 98118 U.S.A.

ALEX & RUTHIE VOSS 206.721.3077 phone  
206.721.3055 fax  
888.380.9277 toll free

[vossmotors@books4cars.com](mailto:vossmotors@books4cars.com)



**FEDERAL MORTGAGE COMPANY, INC.**

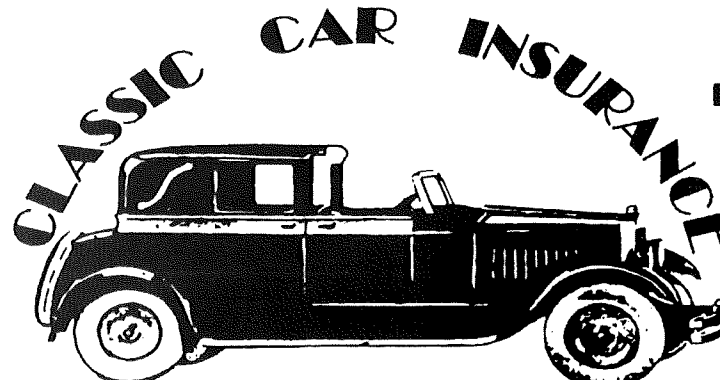
Real estate financing for discriminating individuals who own and enjoy fine automobiles

PHONE: (206) 325-8400  
[www.fedmtg.com](http://www.fedmtg.com)



CONRAD WOUTERS  
2371 EASTLAKE AVE EAST  
SEATTLE, WA 98102

For unparalleled mortgage services call Conrad



**DICKISON INSURANCE AGENCY**  
Stan and Valerie Dickison  
**425-640-6400**

One Ten James Street  
Edmonds, Washington 98020

Representing:  
American Collectors • Condon & Skelly  
J. C. Taylor • James A. Grundy

## PACIFIC NORTHWEST REGION – CCCA

Please thank and patronize our advertisers!

**classic interior restorations**

Award Winning Upholstery

1153 NW 51st  
Seattle, WA 98107

Steve & Judi Shepp  
(206) 625-9398

B & J RESTORATIONS, LTD.  
4222 6TH AVE SO.  
SEATTLE, WA. 98108  
TEL (206) 621-9603

*B & J Restorations Ltd.*

MECHANICAL & ELECTRICAL  
AUTO RESTORATION & SERVICE  
ANTIQUE & CLASSIC  
FOREIGN & EXOTIC

BILL MOTE


**Murray Motor Car**  
#1 for Restoration and Service

In Our Fourth Decade of Restoring  
Antique, Classic and Special Interest Cars

AL MURRAY PAUL MURRAY  
(425) 487-1902 (360) 794-1902  
17476 D 147th St. S.E., Monroe, WA 98272  
Email: [oldcarsmmc@aol.com](mailto:oldcarsmmc@aol.com) Fax: (360) 805-1342

ANTIQUE AND CLASSIC  
AUTO UPHOLSTERY

ANTIQUES-CLASSICS-COLLECTIBLES

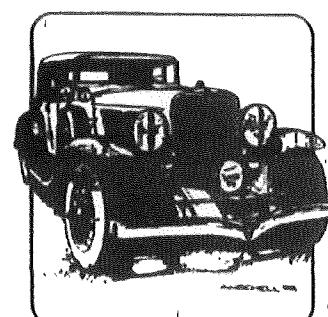


KEITH MC GOWAN  
6821 92NS ST. E.  
PUYALLUP, WA  
253-841-1126

**LOVELYS & DAUGHTER STORAGE**  
Secure, dry car storage for 19+ years



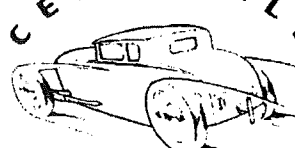
[LndCarStorage@aol.com](mailto:LndCarStorage@aol.com) 253-863-8608  
Edgewood, WA



**COLLECTOR AUTO APPRAISAL CO.**

CARL BOMSTEAD  
18823 NE 103rd St.  
Redmond, WA 98052  
(206) 390-AUTO (2886)  
[carlbomer@w-link.net](mailto:carlbomer@w-link.net)

CEDARDALE



**UPHOLSTERY**  
Established 1978

Paul Reichlin  
owner

Award Winning  
Craftsmanship

18768 BURKLAND ROAD  
MOUNT VERNON, WA. 98274  
1-360-424-7961

**QUALITY RESTORATIONS**  
Lundy R. Adkins  
Metal Shaping & Award Winning Paint

Current Restoration Projects Include:  
Ed & Pam Rittenhouse's 1933 Chrysler Roadster  
Jim Smalley's 1949 Buick Roadmaster Convertible  
Larry Tonge's 1938 Lincoln Zephyr Convertible

[www.qrtr.com](http://www.qrtr.com) (360) 871-2165  
Port Orchard

**PNR MEMBERSHIP CHAIRMAN NEEDED**  
Take over organized database of membership and changes; send renewals in October; collect dues; organize and send Directory to printers and then mail to members. Please contact Stan Dickison 206-546-3306 or [stanleyd@dickison.com](mailto:stanleyd@dickison.com)

## PNR BOARD OF MANAGERS MINUTES

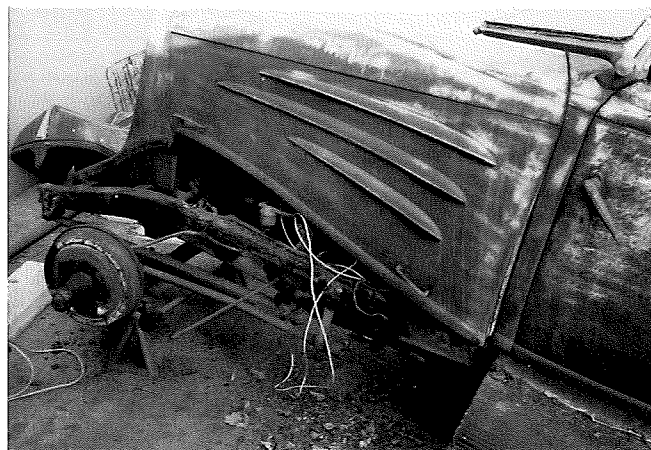
### Board of Managers Meeting Minutes

Abridged  
DECEMBER 7, 2005

The monthly meeting of the Board of Managers of PNR-CCCA was called to order at 7:00 PM by Director Stan Dickison. In attendance were Secretary Arnold Barer, Treasurer John Campbell, Membership Chair Merrisue Steinman, Managers Gary Steinman, Barry Hutchison, Monty Holmes Jr., Ron Doss and members Valerie Dickison, Karen Hutchison, Don Reddaway, Ed Rittenhouse, Peter Hageman and Bill Deibel. Absent were Directors Gary Johnson and Gerald Greenfield.

The Minutes of the Annual Managers Meeting were corrected and approved. The Treasurer's Report was approved. Our accounts hold \$12,600. Merrisue Steinman reports 185 members with 147 members renewals. Ron Doss reports the need for a new Bumper Guardian editor. The 2006 Events Schedule was reviewed and approved. The business meeting adjourned at 8:30 for informal discussions. The next meeting will be February 1, 2006.

Respectfully submitted  
Arnold J. Barer, Sec.



Ray Loe's 1934 Auburn awaiting restoration

### Board of Managers Meeting Minutes

Abridged  
FEBRUARY 1, 2006

The monthly meeting of the Board of Managers of PNR-CCCA was called to order at 7:00 PM by Director Stan Dickison. Also in attendance were Secretary Arnold Barer, Membership Chair Merrisue Steinman, Managers Gary Steinman, Barry Hutchinson, Monty Holmes Jr., Gerald Greenfield, Gary Johnson, Ron Doss, Lee Noble, Ed Rittenhouse and members Valerie Dickison, Karen Hutchinson, Al McEwan, Conrad Wouters and Arnold Taub. Absent was Treasurer John Campbell.

Secretary Barer presented the Minutes of the Annual Managers Meeting which were corrected and approved. In the absence of John Campbell, Stan Dickison presented the treasurer's report. Merrisue Steinman presented the membership report. We have approximately 188 members. Gary and Merrisue Steinman reported that they had met with Tom Goad at the National Meeting for tips on how other regions handle their publications.

Al McEwan reported on the 2006 CARavans. Al explained the routing which is a great circle commencing in Kirkland, running to the Columbia Gorge, Alderbrook, Silverdale, Victoria B.C., Anacortes, La Conner, and ending at the Willows in Woodinville. Both Caravans will have an identical route, but the September Caravan will coordinate with the Kirkland Concours. Stan Dickison reported on the 2008 Annual Meeting. Stan has met with the new management at the Doubletree and everything appears to be a go. He also reported on the Club Projects and gave a short report on the Boston National Meeting. The 2006 Events Schedule was reviewed and approved.

Tom Armstrong gave an impressive report on the planning progress for the Kirkland Concours. Featured will be Elegant Classics, Italian Sports and Racing Cars, Porsches, Antiques & Steam Cars. This year the club will sponsor The Most Elegant Open Classic Award.

Arnold Taub gave a presentation on his program to acquaint high school students with fine automobiles through art. The business meeting was adjourned at 9:00 PM for informal discussions. The next meeting will be March 1, 2006.

Respectfully submitted  
Arnold J. Barer, Sec.

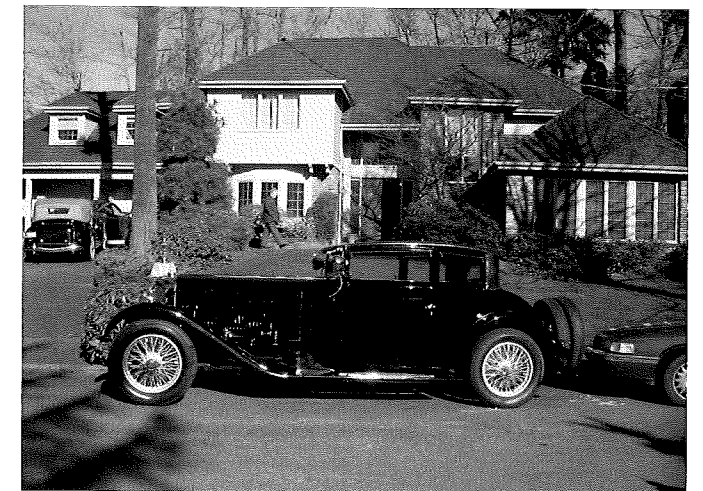
## RITTENHOUSE / NOBLE GARAGE TOUR

Article by Ed Rittenhouse  
Photos by Ed Rittenhouse and John Campbell

The morning of February 18<sup>th</sup> dawned 27 degrees and sunny. It was so cold that it seemed we were beginning a garage tour in Iowa, but was bright enough to encourage people to drive their Classics. We were honored to be visited by a Speed 6 Bentley, a supercharged Auburn, a Packard convertible coupe and a post war Lincoln Continental V-12.

A group of almost 40 people visited our garage to see our 1933 Packard dual cowl phaeton, 1934 Packard convertible sedan, a 1931 Cadillac V-12 sedan and a 1957 Corvette (NC). Everyone seemed to enjoy looking at the original literature, kicking tires and chatting with one another. It was great to see such a nice turnout on such an unusually cold morning.

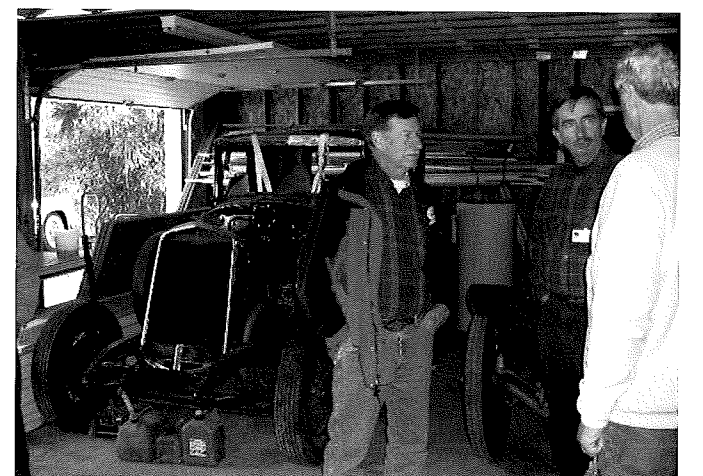
Following a delicious meal at McCormick and Schmicks on Lake Union, the next stop was Lee Noble's garage and home. The Nobles are completely renovating a 1940-ish home overlooking the Ballard Locks, soaring three floors up from the original rambler footing. Their new vista is a 180+ degree view: including the Sound and the Olympics to the west, the Locks to the north and the Cascades to the east. It is a Street of Dreams Home and we are invited back for a big party when their home is completed. Their garage contains a 1937 Lagonda, a Graham and a Bentley, all in various stages of restoration. Lee displayed his 1957 Thunderbird (NC) that was a present to himself for his 21<sup>st</sup> birthday 28 1/2 years ago. Good luck on your plans, Lee! You have enough projects for three guys.



Steven and Annie Norman's Speed 6 Bentley



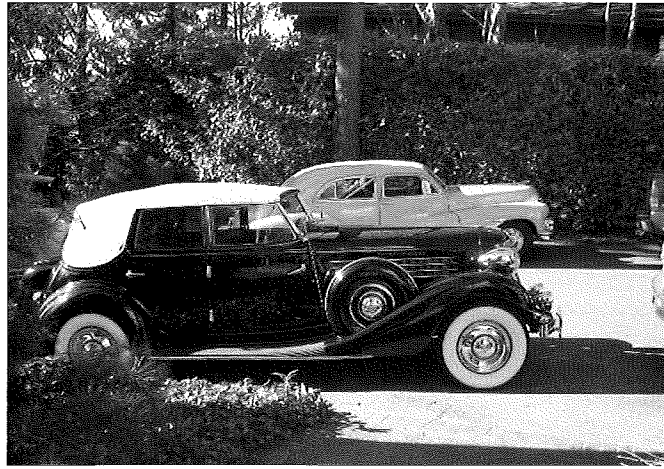
Classics swarming in the sun



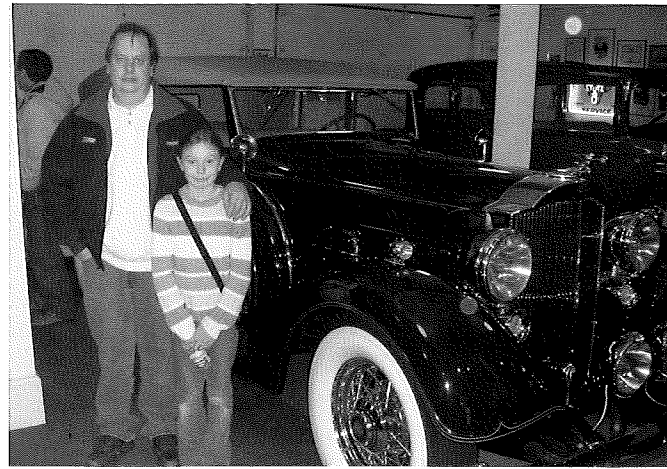
Tom Kane, Phil McCurdy, Bruce Harlow in Lee Noble's garage



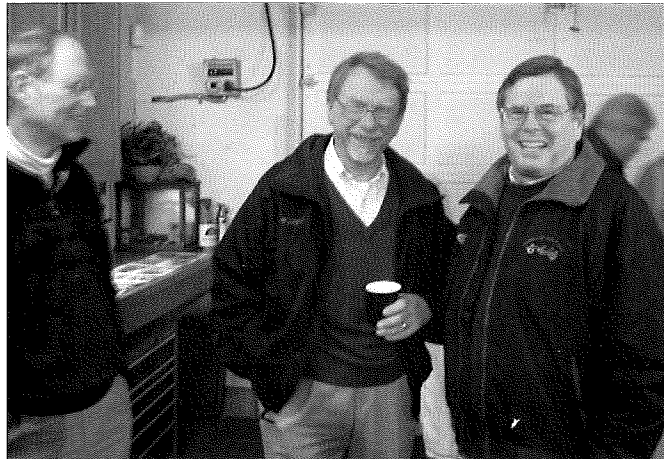
## RITTENHOUSE / NOBLE GARAGE TOUR



*Lou and Bonnie Berquest's 1935 Auburn Phaeton*



*Robert LeCoque and his daughter Linnane*



*Barry Hutchinson, Lou Berquest, Gary Steinman*



*Robert LeCoque and Phil McCurdy at Lee's garage*

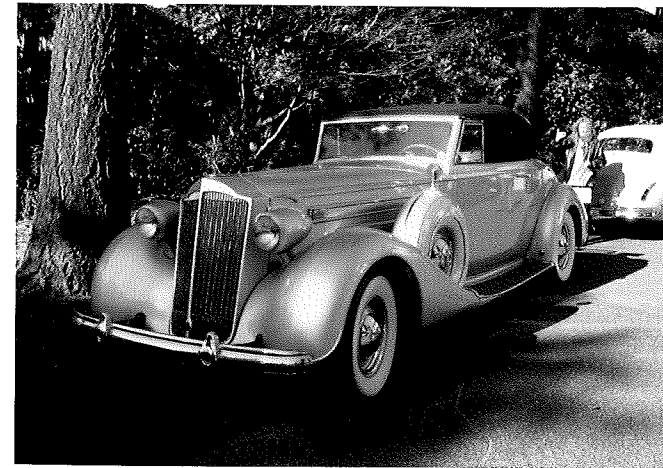


*Ed's 1957 fuel-injected Corvette (NC)*



*Back view of Ed's 1957 Corvette (NC)*

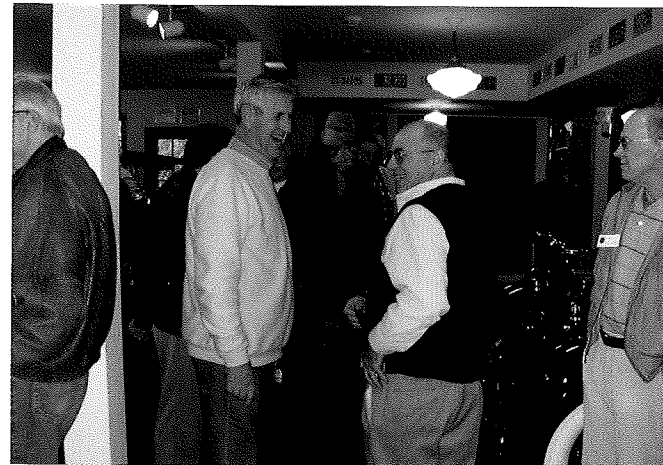
## RITTENHOUSE / NOBLE GARAGE TOUR



*Tom Crook's silver Packard – what a beauty!*



*Ed's 1933 Packard D/C Phaeton swallowing member after tire-kicking incident*



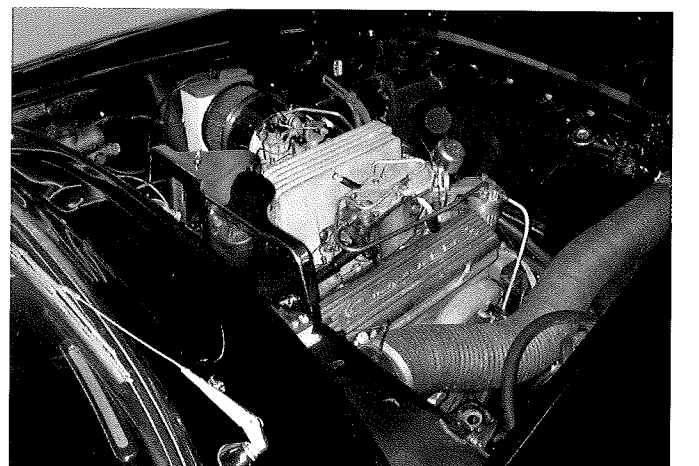
*Bruce Harlow, Ed Rittenhouse, Bill Allard*



*Neon Pegasus from Mobil*



*Tom and Susan Armstrong's 1948 Lincoln Continental Cabriolet*



*Ed's 1957 Corvette's (NC) 283 cu. inch fuel-injected engine*

## EDITOR'S MESSAGE

Cyndi Upthegrove has been a wonderful mentor who has helped me in the transition of the editor's position. Thank you, Cyndi, for being such a great editor. I want to thank all of the members who generously have volunteered to create this January-March edition of the Bumper Guardian. This is a new job for me as I have never been an editor before. Please have patience as my learning curve expands. If you have tips or suggestions, please feel free to pass them along to me. I welcome your constructive input. We are planning to have Bumper Guardian get-togethers regularly to plan and organize each issue. These "brain storming" events are fun, social, and include food and partying. Yes, Bumper Guardian creation will be enjoyable! Our last get-together was very productive and fun. If interested, just contact me.

If you attend an event, including non-PNR sponsored events, and would like to cover it with photos or a story, please let me know. Restoration projects, featured cars, opinion pieces, humorous happenings with your Classic, why you selected your car..... are all welcome articles. I will accept your article in any form, including hand-written or typed. Any photos submitted can be 35 mm prints as well as digital. You do not need to be computer savvy nor an English teacher to submit an article. If you have an idea, especially a technical article, you can give me an outline or just tell me what you did and we will convert your clever ideas into a written article. We will work with you. The *Bumper Guardian* is your publication and it can serve the members only with your input.

We will publish quarterly issues covering three-month periods. The issues will consist of 28 pages including the covers. Deadlines for submissions will be June 25, September 25, December 25, and March 25.

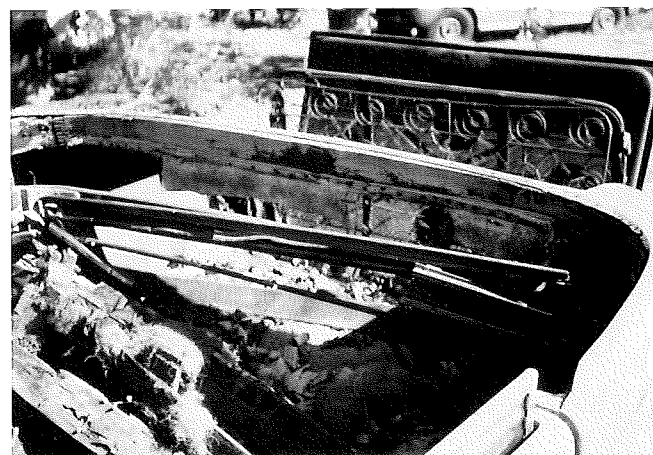
Thank you,

Merrisue Steinman

301 E. Wallace Kneeland Blvd. #224-313  
Shelton, WA 98584  
(360)426-2232  
Email: merrisuegarystein@msn.com

### Editorial Board:

Editor: Merrisue Steinman  
Advertising Manager: Noel Cook  
Cover Story and Color  
Cover Art Manager: Ron Doss  
Technical Writers: Bill Deibel, Carl King,  
Lou Berquest  
Photographers: Gary Johnson, Conrad  
Wouters, Gayle Doss  
Editor's Committee:  
Bill and Lucy Allard  
John and Cyndi Upthegrove  
Ray and Georgia Loe  
Barrie and Karen Hutchinson



Ray Loe's 1934 Auburn Cabriolet pre-restoration

### ON THE FRONT & BACK COVER

1934 Auburn Cabriolet owned  
by Ray and Georgia Loe

## PACIFIC NORTHWEST REGION – CCCA

### 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 \_\_\_\_\_

1. Operator License Number \_\_\_\_\_ Number of Antique Autos owned \_\_\_\_\_
2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) \_\_\_\_\_
3. Total Annual Mileage: Club Functions \_\_\_\_\_ Other Purposes \_\_\_\_\_
4. Name of antique or car club to which you belong \_\_\_\_\_
5. List modern cars used for daily transportation (owned \_\_\_\_\_ or company cars \_\_\_\_\_?) \_\_\_\_\_
6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive \_\_\_\_\_
7. Has rated horsepower or other specifications been changed? Yes \_\_\_\_\_ No \_\_\_\_\_ If yes, explain: \_\_\_\_\_

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.
- ☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00
- ☐ Uninsured/Underinsured Motorist—Rates as required by your State. \$ \_\_\_\_\_ Car 1 \$ \_\_\_\_\_ Car 2 \$ \_\_\_\_\_ Car 3
- ☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00
- ☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

#### Physical Damage

- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
- ☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older  
(Note—Collision is not written as a singular coverage but is available with Comprehensive.)
- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.
- ☐ Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle, Less than 25 yrs.

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

#### 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: \_\_\_\_\_

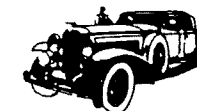
Note: Your insurance becomes effective upon payment of the entire premium and acceptance of the risk.  
Please sign and forward with your remittance, payable to:

CC/PAC11

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



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





## PACIFIC NORTHWEST REGION – CCCA

