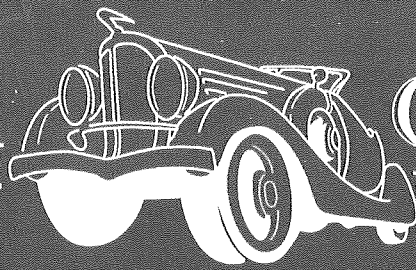
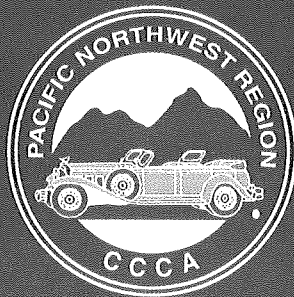


● BUMPER GUARDIAN

June 2006



1932 Chrysler Imperial CL Convertible Sedan, LeBaron
Doug and Gayle Shinstine



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.

July

July 14 – Suite 200 CARavan Early Bird Party
Party: 6:00 – 9:00 p.m. Bellevue, WA
Lee Noble, Manager, 206-851-5005,
NobleIII@comcast.net

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 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 2 – Steamworks Concours d'Elegance
Vancouver, B.C.
Colin Gurnsey, Co-Chairman, 604-980-7429

September (cont.)

September 9 – Kirkland Concours Kirkland, WA
Tom Armstrong, Chairman, 425-747-0241
susanarmstrong@earthlink.net
Carl Bomstead, Chairman, 206-390-2886
or 425-898-8075, carlbomer@xlink.net

Sept. 9-18 – Pacific Northwest Region CARavan
Al McEwan, Tourmaster, 425-454-3671
or 206-999-4485, almcewan@msn.com

October

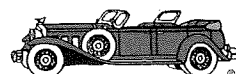
October 14 – Garage Tour at Melby's and Sommer's More TBA
Paul Murray, Manager, 425-487-1902
or 425-482-0210, oldcarsmmc@aol.com

November

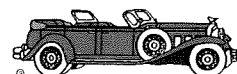
November 4 – Annual Meeting and Antiques Roadshow Newcastle, WA
Monty Holmes, Jr., Manager, 206-285-5092 or
206-617-4611, monty@athleticawards.com
Gary Johnson, Manager, 425-746-1098,
garykjohanson@hotmail.com

December

December 10 – Christmas/Holiday Party
Seattle Yacht Club, Seattle, WA
Lee Noble, Manager, 206-851-5005,
NobleIII@comcast.com



CCCA National Events



Annual Meetings

2007 Jan 11-14 Los Angeles, CA
2008 Jan 10-13 Seattle, WA

Grand Classics

2006 Sept. 23 . . . Indiana
2007 April 21 . . . Indiana, FL, Lone Star
2007 July 14 . . . Chesapeake Bay, MI, S. CA
2008 April 18 . . . Indiana, N. TX,
San Diego/Palm Springs

CARavans™

2006 Pacific Northwest, Sept. 9-18 . . Al McEwan, Tourmaster
2007 Spirit of the SW, April 26-May 5 . . www.arizonacc.com/caravan.htm
2007 Western Pennsylvania, Aug Jon Leimkuehler, Tourmaster
2008 European CARavan™, May (tentative) Christine Snyder
2008 Classic Europe, May 3-24 (tentative)
2008 Colorado, June 19-27
The CCCA Museum Grand Experience featuring Cadillac
2007 June 1-3 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:

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
Barrie & Karen Hutchinson	
Membership Chm.	360-678-5453
Merrisue Steinman, Editor	360-426-2232

Home:

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 Barrie or Karen Hutchinson at 360-678-5453 or BarrieHutch@wildblue.net

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

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Editor's Message

One issue of *Bumper Guardian* completed and now publishing the next edition is easier. But I've had a "little help from my friends"! In some regions, the Editor is responsible for the writing, picture taking and editing. However, I am lucky to have Event Managers who send me their articles and pictures promptly. Our Tech Writers have been generous in sharing their written words with me. Great photos arrive by mail and e-mail from our Photographers and members. Good News! Bill Allard has consented to be our Copy Editor. I think this job will be easier in comparison to his thirty-plus years of teaching middle school. Everyone's willingness to help produce the *Bumper Guardian* is greatly appreciated. The Pacific Northwest Region of CCCA has wonderful members.

Merrisue Steinman

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

1932 CHRYSLER IMPERIAL CL CONVERTIBLE SEDAN, LeBARON

by Doug and Gayle Shinstine

Photos by Merrisue Steinman



Doug and Gayle Shinstine at their Lilliwaup Estate

A funny thing happened a few years ago on a trip to Tom Crook's to look at a 1940's Chrysler Town and Country convertible. Gayle and I have always loved Classics of the 1930's and have always been impulse buyers. Tom had just received a 1932 LeBaron bodied Imperial from Otis Chandler. Those of you who are impulse buyers know the rest of the story, and those who aren't have larger 401-K's.

The 1931-33 Imperials stand out as the finest Chryslers of all time. The 1932-33 custom bodied Imperials were designated as the CL series. Total production was 220 cars in 1932 and 151 cars in 1933, for a total of 371. Forty-nine of the 1932 cars were convertible sedans of which ours is one of 11 or 12 still existing. The CCCA register lists seventeen 1932 and seventeen 1933 CL Imperials of all body types.

Our car has always been well cared for; in fact serious collectors and CCCA members have owned it since 1957. The original owner was one Robert Burchill who owned the car until 1957. Since then CCCA members Frank Klepz (Indiana), Ed Perkins (Connecticut), Phil Renick (California) and finally Otis Chandler (California) have owned and cared for it.

The restoration was performed for Phil Renick by Tony Anton, a noted (recently deceased) restorer. Joe Morgan, an Imperial owner and acknowledged expert, told me an interesting sidebar. When Tony Anton was researching the restoration he jumped on his Harley Davidson and rode from California to New Hampshire to take detail photos of Joe Morgan's cars. I hope he was off the clock.



Lots of lights and beautiful grille

Phil Renick exhibited the car in three CCA events and the Chrysler Imperial CL received:

- Primary 1st – 1990
- Senior – 1991
- 100 pts premier crown – 1993
- Senior #1560 SP

After Phil Renick's death, Otis Chandler acquired the car and Tom Crook received it from the ever-changing Chandler Museum. We are grateful to Tom Crook for bringing the Chrysler and so many other Classics to the Pacific Northwest.



Chrysler's curvy trunk

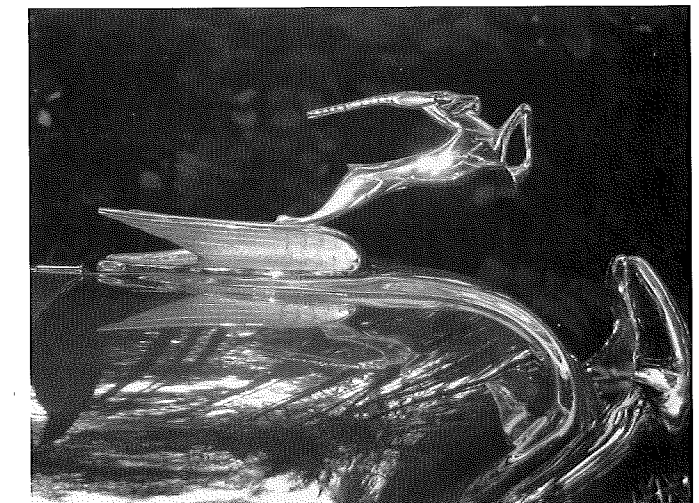
Other Imperial Tidbits:

The extremely long hood, which extends over the cowl to the windshield (and nearly takes two people to open) was designed by LeBaron for the Lincoln, but was rejected by Ford.

Racing History—At the 1932 Indy 500, two Chryslers with "Red Head" engines qualified; one at 107.47 mph (it lasted 71 laps) and a second at 103 mph and it finished 11th overall. In 1932 Chrysler also entered Lemans (DNF) and the SPA in Belgium and won class. In 1933 at the Indy 500 a Chrysler qualified at 108.08 mph and finished 14th with an average speed of 93.24. Not bad for cars derived from production luxury cars.

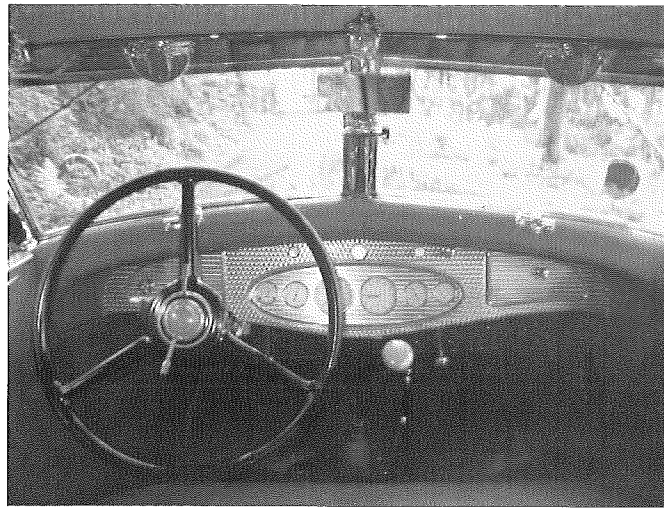


Elegant sidemounts

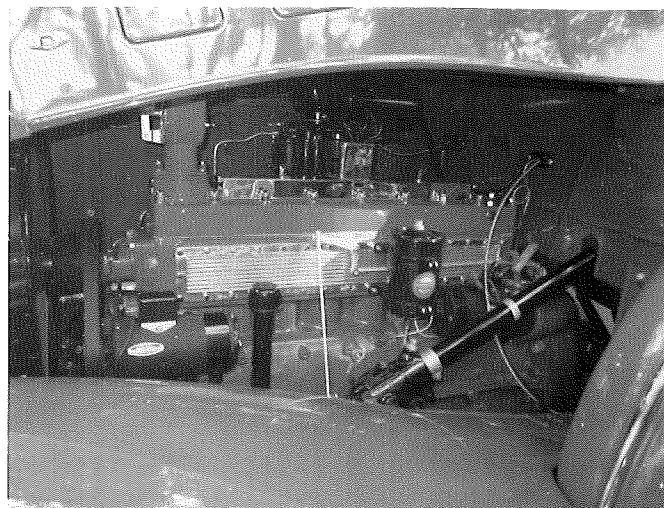


Hood ornament appears to be in motion

COVER STORY – 1932 CHRYSLER IMPERIAL



Imagine you are the driver



"Red Head" Engine

Specifications:

1932 Chrysler Custom Imperial Series CL Convertible Sedan, LeBaron

146-inch wheelbase

5,125 LBS

100 mph (0-60 in 20 seconds)

8 cylinders-9 main bearings

3-1/2 bore

5-inch stroke

385 c.i.

6.20:1 compression

135 H.P. @3200 RPM "Red Head Engine"

\$3600 in 1932

Ed Rittenhouse's 1933 Imperial Convertible Roadster is nearly completed and it will be a knock out car. Ed provided me with parts that enabled me to add side mount covers to our car and helped me find the correct gas cap for the car. Since our Chrysler got 100 points with the wrong cap, I guess it would be awarded 101 points today.



101-Point gas cap



Note curved inset for gas cap

COMING OUT PARTY

THE 27TH ANNUAL COMING OUT PARTY: NOTHING COULD STOP IT!

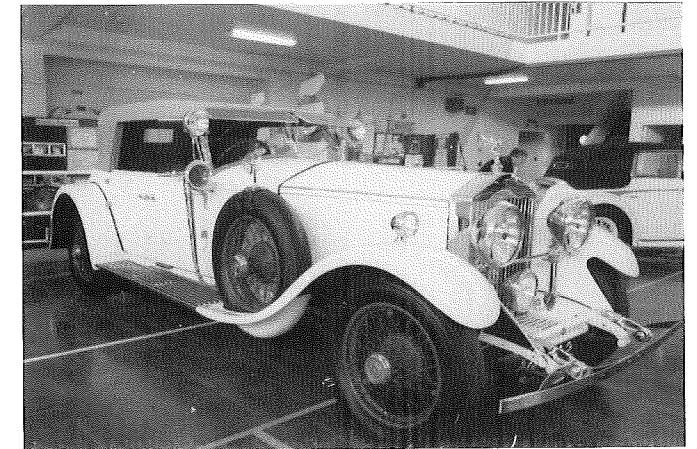
By Ron Doss

Photos by Gary Johnson

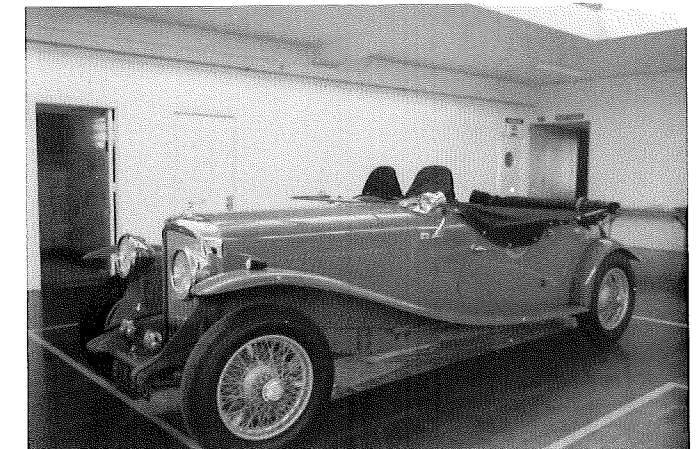
The twenty-seventh Annual Coming Out Party was held at the Great Hall on Lake Union for the first time on March 18th, 2006. One hundred seventy members and guests watched as eleven Classics were unveiled in darkness but under spotlights as their stories were told. Anticipation is more gratifying in itself than actually obtaining what we anticipate. Guests waited through cocktails and dinner in anticipation of what the evening would unveil. What fun we had listening to music by the Andy Merkovich Players and visiting with our old and new friends. National Director Howard Freedman and his wife Evelyn joined us from Oregon. Friends Tony Reed and Rick Eagan traveled from as far away as Florida and attended the event. A large group drove down from British Columbia with Fred Bonin taking the point. PNR Director Stan Dickison gave his greetings and Barbara Carman was introduced with her daughter Lisa and son in law Brian Rohrback who are new members.

This event has always been one of our Region's favorites, and is a very heavily attended event. So we had to scramble in late December when the Design Center waved-off our reservations from nine months earlier, and cancelled our reservations for 2006. Monte Holmes came to the rescue with the suggestion of the Great Hall and we were able to get a date due to a cancellation. Yes, this is the event that would not go away, and the cars appeared as always, with owners willing to share their new acquisitions. Conrad Wouters and Sharon DeWitt took care of reservations and greetings. Sharon's escort Doug Laurence capably operated a spotlight for us, and drove a terrific Deuce three-window coupe to the event.

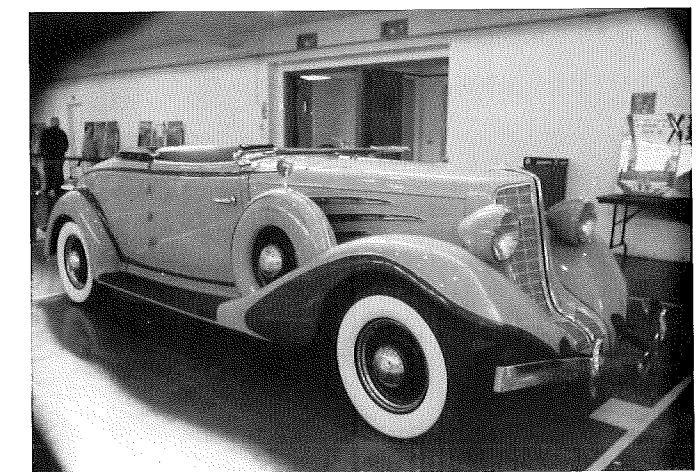
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Hooper's Rolls-Royce was built for a Maharajah, and was presented by Al McEwan



Jim Buckley calls his Bentley "Cricket"

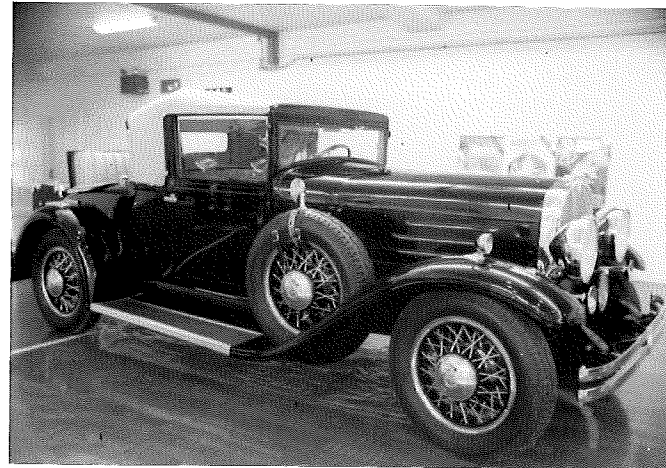


One of four left – Ray took a High School body shop class to do this car's body work

COMING OUT PARTY



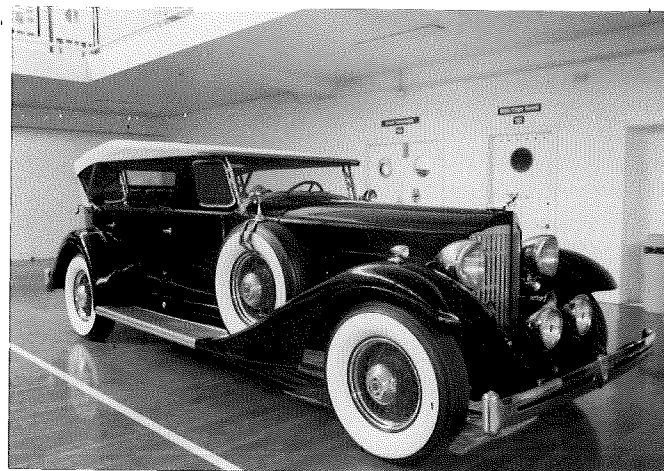
Smoke grey Darren presented by new owner Mike Green. This Darren is a Senior car and still looks like the day it was completed.



Stranburg's black Franklin went from a parts car to a freshly restored driver.



The Rohrback's are second generation with this Bentley and we haven't seen it since 1994. Welcome Brian and Lisa.



Peter Hageman's 1933 Packard Sport Phaeton is one of 3 super-eights to exist out of the eight or less that were built that year.

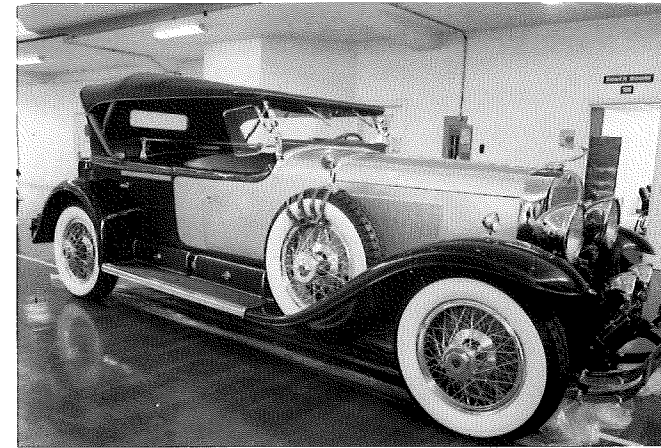
The cars were presented in this order:

- 1939 Bentley, 6, 4-1/4 L All-Weather, S200, by Brian Rohrback
- 1931 Rolls-Royce P-11 Tourer, presented by Al McEwan for Richard Hooper
- 1935 Bentley 6, 3-1/2 L, Tourer, by Jim Buckley
- 1933 Packard Sport Phaeton, by Peter Hageman
- 1934 Auburn 850Y Cabriolet, by Raymond Loe
- 1940 Packard Darrin Convertible, by Mike Green
- 1930 Franklin Convertible Coupe, by Cliff Stranburg
- 1929 Cadillac Phaeton, by Bill Scheef
- 1933 Auburn 8105 Salon Phaeton, by Al Murray for Hilyard Barr
- 1932 Packard Victoria Convertible Dietrich, by Paul Hageman for Ken McBride
- 1931 Duesenberg Convertible Sedan SJ-488 Derham, by Tom Armstrong

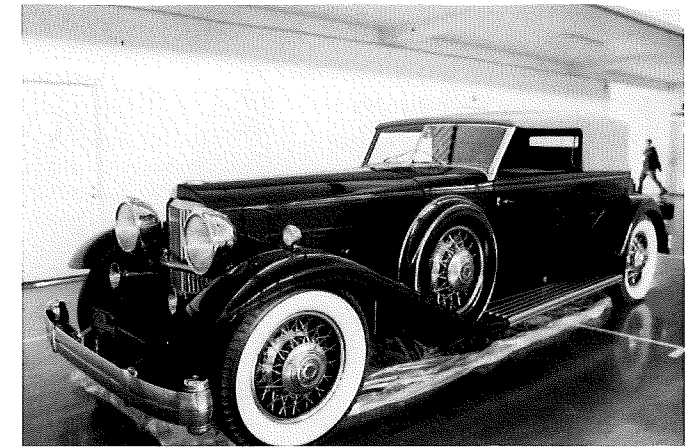
It was a wonderful array of Classics and everyone had a great time. All headed for home by ten P.M., and there was not a drop of rain, because all of the displayed cars were trailered to and from the event.

See you next year, and you won't want to miss it.

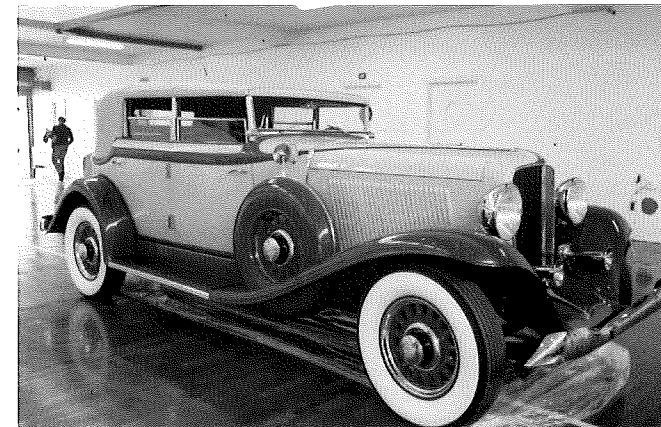
COMING OUT PARTY / HAL MEDEN



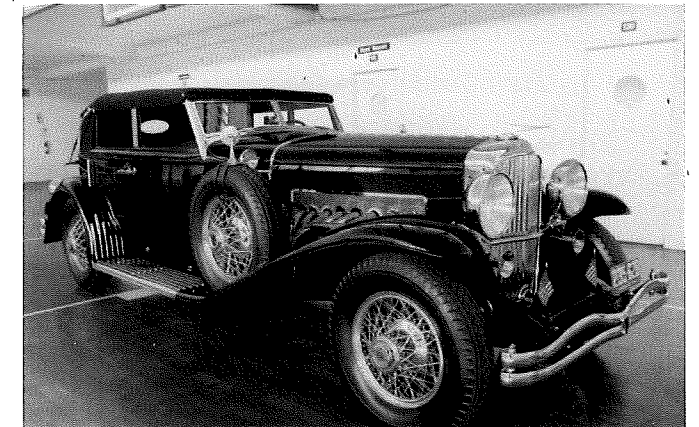
Sheef's Sport Phaeton was a stunner. Bill restored this car 15 years ago and just reacquired it.



Ken McBride's Custom Dietrich Packard is one of two and a mile long. Restored by Fran Roxas as well.



This Auburn had red artillery wheels and a perfect restoration by Murray Motor Car.



The Armstrongs' Duesenberg is super charged, black, beautiful and perfect!



TRIBUTE TO HAROLD S. MEDÉN 1928 – 2006

By Lee Zucker

The car hobby lost a great friend in the passing of Hal Medén on May 24th at the age of 78. Hal was one of the first people I met on moving to Seattle almost thirty years ago and has been both a long-time business associate as well as a fellow old-car enthusiast.

He grew up in Somerset County, a beautiful area of central New Jersey, in a family of four brothers, two sisters and his beloved mother, Albertina. He joined the Army in 1946 and discovered his talent for writing and editing while working for the award-winning Fort Dix newspaper. In 1949 he was a technical writer



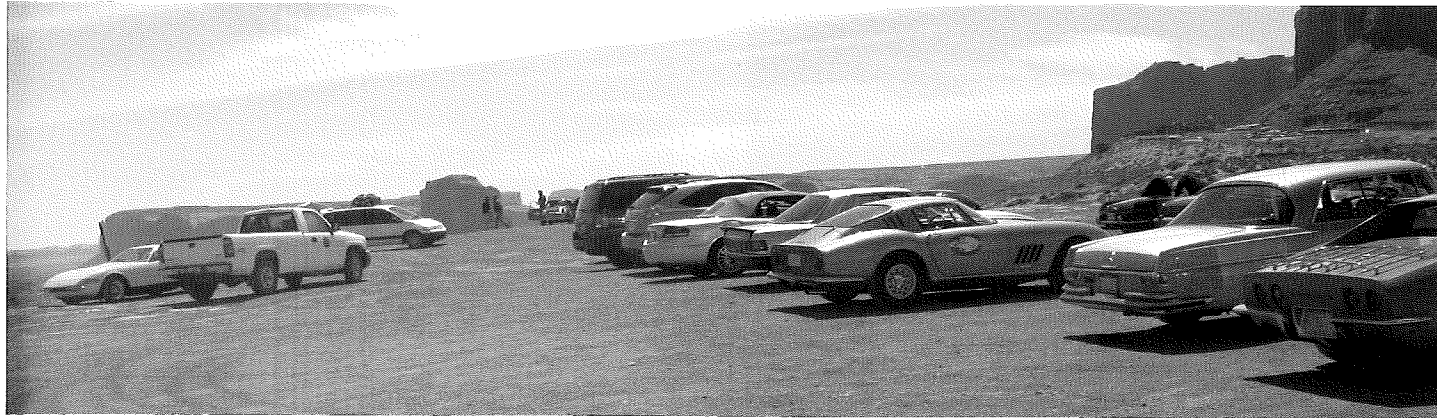
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2006 COPPERSTATE 1000

COPPERSTATE 1000 – ARIZONA

APRIL 22-26, 2006

Article and Photos by Steve Norman



Participants' cars

The 2006 COPPERSTATE 1000 began in Phoenix, Arizona with a driver's dinner at the Phoenix Country Club. The party followed a day of unloading vehicles from transporters, dusting-off cars after they were parked, and obtaining shirts, hats and coats with the Copperstate 1000 logo emblazoned thereon.

On Sunday morning we were taken to Deck Park to prepare for departure. The public began arriving to view the cars at 7:30 AM. This allowed the local folks two hours to view the cars, take pictures and ask questions.

During departure preparations, we chatted with other participants from the Seattle area:

Carl and Christine Bomstead drove their newly acquired 1968 ITALIA Roadster on its first long-range event since acquisition.

Gordon and Janet Apker toured in their 1966 Ferrari 275 GTB.

Dick Mattei and Mark Israel piloted Dick's 1952 Jaguar XK120.

Annie and Steve Norman brought their 1929 Bentley 4-1/2 Martin Walter Coupe

The 2006 Copperstate 1000 began about 9:30 A.M., with a procession of cars moving out of Deck Park

and onto the roads heading toward Lake Powell. Our destination was Lake Powell Resort/Wahweap Lodge. As we proceeded north, we were passed by the Seattle area participants. We didn't meet-up with them until the evening event at Lake Powell.

Even though we were not among the fast-runners, we enjoyed the sights and sounds of a great variety of beautiful cars as they passed us. The years ranged from 1928 to modern cars. The 1932 Duesenberg Judkins belonging to Barry Meguiar (the Grand Marshall and wax-guy), and the 1936 Cord 810 Westchester of R. Dale Lillard, were the next-oldest cars to the Norman Bentleys.

Marques on-tour included Ferrari, Porsche, Corvette, Mercedes, Kaiser Darrin, Triumph, DeTomaso Pantera, Alfa Romeo Giulia GTA, Lancia Aurelia, Ford Shelby, Ford GT40, Pontiac GTO, Kurtis 500S, Aston Martin DB4 GT, Allard J2X, Maserati Sebring Series I, 1941 Ford delivery van, and Nardi Peugeot.

Unfortunately our Bentley "failed-to-proceed" before we reached Lake Powell. Interestingly, the driving instructions warned us to "watch your speed around mile-marker 456." We were approaching this mile-marker when our engine began to make terrible noises. We passed marker 456 at approximately 10 MPH. Safe from speeding charges, but not from

2006 COPPERSTATE 1000

engine problems; our Bentley was flat-bedded to Flagstaff. From there we rented a Chrysler Sebring touring convertible, and caught-up with the group on a Lake Powell beach, as they returned from dinner.

The next morning we headed north on Highway 89 toward Moab, Utah. The roads were older, but provided a fast surface for the cars. We crested 7000 ft. passes, and were treated to wind, rain and snow.

Approaching Moab Utah, we were directed to Red Cliffs Lodge about 14 miles up Highway 128. This was a beautiful resort on the Colorado River. The group had several vehicles flat-bedded into the resort for overnight- work by the tour technicians. Problems ranged from 3 flat tires on one car, to tune-up problems on others. Two cars were unable to proceed.

We left Red Cliffs Lodge about 9:00, and drove back towards Moab, Utah; then headed into Sedona, Arizona. The route took us across the Navajo Tribal Park with wide, fast roads and great views of the desert and rock formations. Several Arizona motorcycle officers escorted us on the tour, and generally kept us in tight-rein, but a couple of participants were stopped by an Arizona DSP automobile-officer who had not heard about us coming his way. All turned out well, with only one warning issued. We entered Sedona in the afternoon, and checked into the Sedona Rouge Resort.

Wednesday morning we traveled several back-roads (89A, 280, and 87) on our way to Scottsdale. Wide roads through the forest with very little traffic allowed drivers to enjoy themselves. We had lunch at Saguaro Lake Ranch. On to

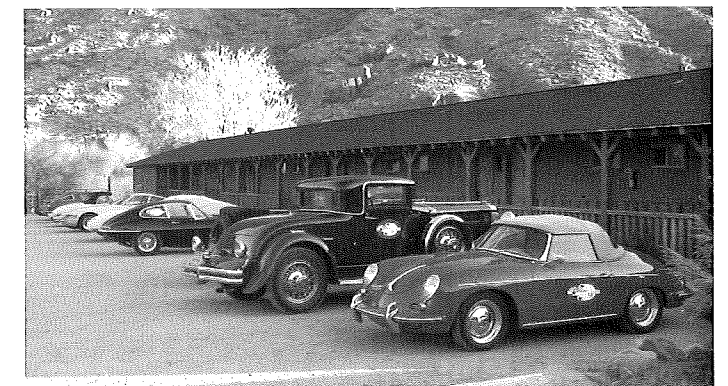


Arizona PSP police motorcycle escort!

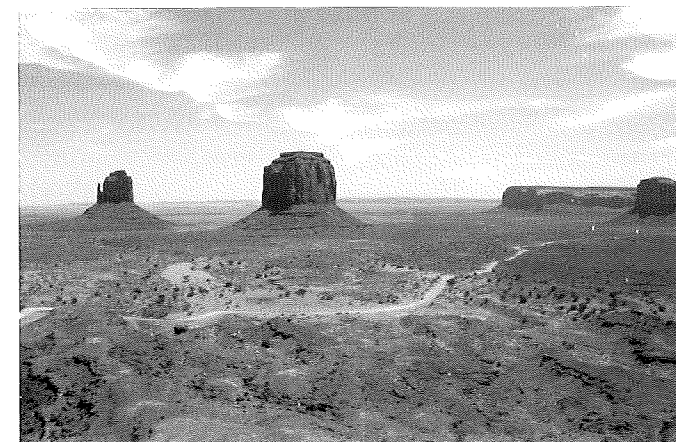
Scottsdale, we headed toward the Westin Kierland Resort and Spa, another new resort that has grown up in Scottsdale. The hotel provided facilities to wash the cars and ready them for their transporters and the trip home. The tour ended with a gala dinner and awards at the Westin resort.

If you get a chance to participate in the Copperstate 1000 in the future, I highly recom-

mend the event. You are well cared-for by the hotels, restaurants and the Arizona DSP!

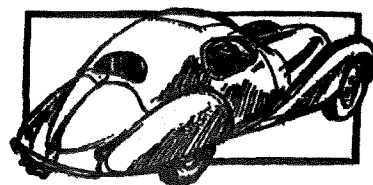


Race participants' cars

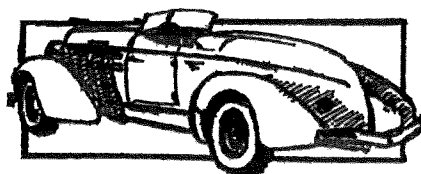


Beautiful landscape for Copperstate race

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. For further information, e-mail Al McEwan at 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 XIII					
September 9th-18th, 2006					
Date _____		Fax _____		Insurance <input type="checkbox"/>	
Name _____		Phone _____		Fire <input type="checkbox"/>	
Address _____		E-mail _____		Extinguisher <input type="checkbox"/>	
Spouse's first name _____		Your first CARavan? Yes <input type="checkbox"/> No <input type="checkbox"/>		Safety Glass <input type="checkbox"/>	
Passengers other than spouse _____		Car's first w/ you? Yes <input type="checkbox"/> No <input type="checkbox"/>		All Around <input type="checkbox"/>	
Home Region _____		Special CARavan plate no. desired _____		Required <input type="checkbox"/>	
Make of Classic _____		Year _____		Cyl. _____	
Body Style _____		Body Maker (if custom) _____		Model/Series _____	
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

THE ULTIMATE GARAGE TOUR

THE ULTIMATE GARAGE TOUR

Article by Gary Steinman

Photos by Michael Bradley, Gerald Greenfield, Howard Freedman, Gary Johnson, Steve Norman, Lee Zucker, Laurel and Colin Gurnsey

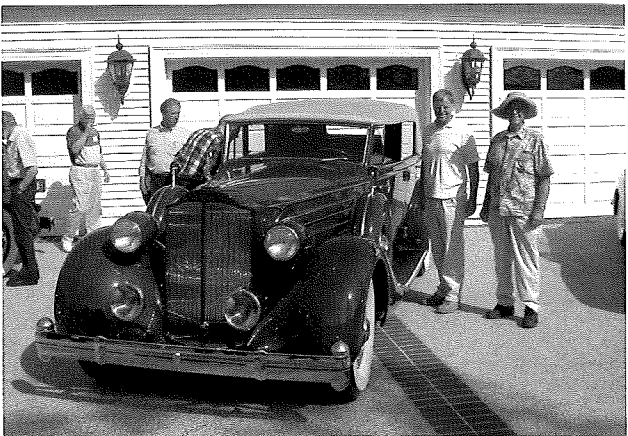
On April 19, 2006, sixty excited PNR-CCCA car enthusiasts boarded planes to fly to California to begin what would become a three-day "ultimate garage tour" from April 20 through April 22, 2006. In these three days we viewed over 1000 cars at nine collections. The quality of the cars and the generosity of the collections' owners were unbelievable. This trip was the result of the friendships, cooperation, and unselfishness by car enthusiasts in order to share their love for the automobile.

Bruce Meyer had helped us book a small boutique hotel in Burbank, the Graciela, for our headquarters. The hotel provided us with a small hospitality room where we ate and drank so much in a four-hour period that there was no need for dinner. The next morning we boarded a bus to take us on our travels. The bus would be our transportation in Los Angeles and the surrounding area for the next three days. Evenings, the Graciela was a welcome respite from our day of touring. Many of us were too tired to party in the hospitality room!

This CA Museum Tour was the result of many car enthusiasts' teamwork and collaboration. Two years



Bruce Meyer's eclectic collection



General Lyon's Packard

ago Merrisue and I toured the Peterson and Nethercutt Museums. At the Nethercutt, I met curator Skip Marchetti, and mentioned that I thought it would be terrific if the PNR-CCCA club could fly down for a weekend. He told me that J.B. Nethercutt was planning Saturday tours for car clubs, so I returned home and discussed the idea at a PNR Board meeting. After sharing my idea with Al McEwan, Al told me that he and Bruce Meyer had discussed a similar trip. Bruce arranged a garage tour of his and Peter Mullin's garages for Thursday, April 20. Tom Crook knew Robert Escalante, who Tom thought would help us arrange a tour of the

General Lyon collection, which became our third collection viewed on Thursday. We ate our evening meal outside on the terraces at the palatial Coto de Caza Golf and Racquet Club.

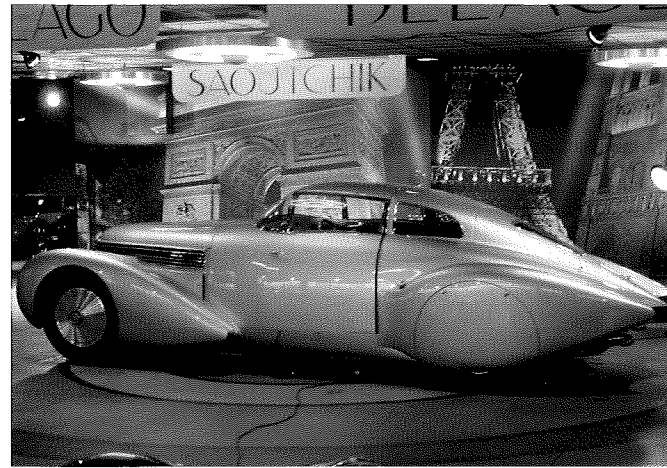
On Friday April 21, we viewed the magnificent Nethercutt Museum and were allowed to tour the restoration area. Tours of the restoration area were no longer available to car clubs, but Skip assisted us in gaining a special admission. I already had known

Continued on page 16

THE ULTIMATE GARAGE TOUR



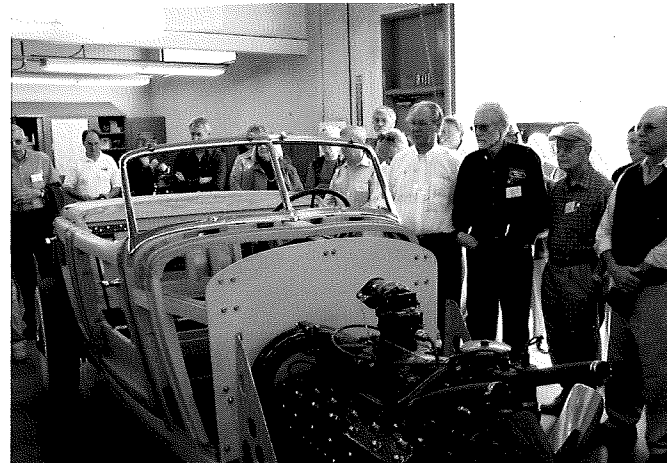
Peter Mullin's underground garage



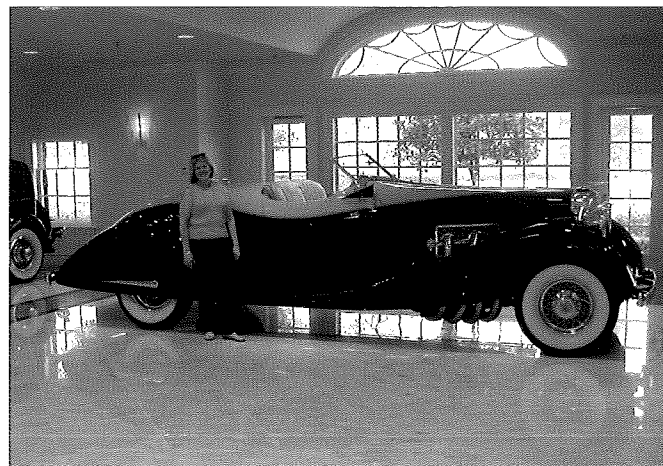
*Peter Mullin's 1937 Hispano Suiza
Dubonnet Xenia by Saojichik*



*Betty Harlow strolls by the "20 Grand" Duesenberg
at Nethercutt Museum*



Nethercutt restoration shop



*Sandi McEwan next to matching Duesenberg Boattail
Speedster at General Lyon's*

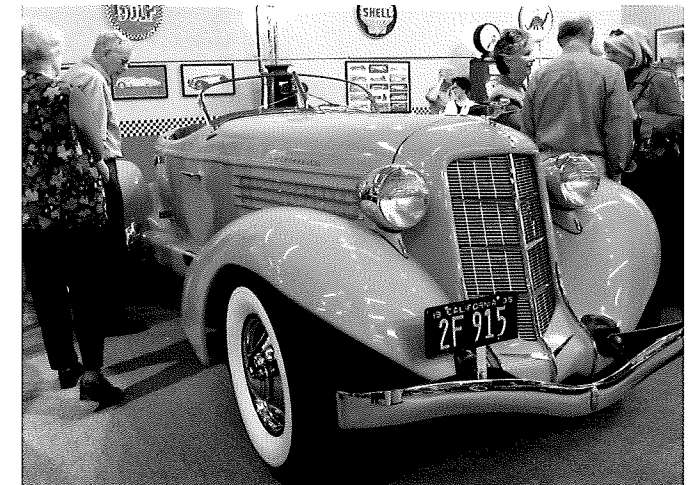


Mercedes-Benz 540-K at General Lyon's Collection

THE ULTIMATE GARAGE TOUR



Ed Rittenhouse checking Chrysler Imperial



Ray Scherr's Auburn Boattail



Howard Freedman next to Ray Scherr's Alfa



Model J Duesenberg inspected by Bill and Liz Holt



*Lee and Marlene Zucker were prior owners of
John Bradley's Rolls-Royce*



*1934 Packard Boattail Speedster viewed
at John Bradley's Collection*

THE ULTIMATE GARAGE TOUR



Just part of Otis Chandler's fantastic collection

Jack Passey and Otis Chandler. Jack who purchased cars for Otis, said that if we got down to California, he would arrange a tour of the Chandler Collection. But by the time of our tour, Otis had passed away. Jack talked to Mrs. Chandler, and she did not want to disappoint our group because Otis had planned on our seeing his collection. On Friday, Jack drove five hours from his house to go through the Chandler collection with us and to tell us great stories about Otis and himself. Mrs. Chandler welcomed us at the door even though the collection had been closed. What a great lady to share her husband's car passion with us! Jack arranged for us to view the fantastic Ray Scheer Collection. Ray had acquired quite a few cars from Otis by the time of our tour. We finished the day having dinner at the Mandevilla Restaurant.

Saturday April 22, we began at the Peterson Museum with guided tours of the historical automobile vignettes and then free time viewing of the cars. Gerald Greenfield had helped me arrange a visit to the Art Astor Collection where we enjoyed a



Rows of Packards at Art Astor's collection

barbeque and viewed cars and communications memorabilia. Saturday evening, Lee Zucker orchestrated a tour of John Bradley's automobile and Art Deco collection. John generously invited us to "open the car doors and sit in the cars," and "see what a king might have felt like," since some of his cars had been owned by royalty. Wow, what a treat! Finally, I would have to say that while we were all car addicts, by the end of Saturday we all had our "fix" of cars. We were offered the chance to return to the Peterson Museum on Monday to view the cars in the "vault", but everyone was too tired and was finally "carred-out".

This trip truly was a dream tour, and we are forever in debt to Bruce Meyer, Peter Mullin, General Lyon, Skip Marchetti, the Nethercutt Museum, Otis Chandler, Bettina Chandler, Jack Passey, Ray Scheer, the Peterson Museum, Art Astor, and John Bradley. Thank you for the marvelous experience!



OVERHEATED OVERDRIVE?

OVERHEATED OVERDRIVE?

Article by Bill Deibel

When your overdrive car is all hot from driving on a hot day, does it want to drop out of overdrive and free-wheel going down steep hills just when you need to stay in gear to avoid fading your brakes? Mine does on two of my overdrive cars.

I can't explain exactly what causes this problem since it could be any of a number of things that alone or taken together interrupt or sufficiently reduce the current through the overdrive actuating relay switch that it fails to hold its contacts closed. When these points open, the solenoid deenergizes and the overdrive drops back to direct drive and free-wheels when coasting. If the governor switch opens it will cause this problem, but since turning on the headlights or radio exacerbates the problem on my cars, I don't think this is the cause. Instead I believe resistance builds up from heat in the relay circuit until the current through the relay drops below what is needed. (If my diagnosis is correct the reduced voltage in the circuit with the lights or radio turned on would indeed make the problem occur sooner.) The current in this circuit flows from the battery through the actuating relay, the lockout switch, the kickdown switch and the governor switch. Any corrosion or carbon build-up in any of these many connections and contacts will create resistance in the circuit. Resistance is also created in all the wire leads involved, as well as the relay coil itself. In every instance where resistance exists, it will increase with heat from the ambient temperature, as well as from the heat created by the current flowing through each connection and component. A reduced voltage in the charging system could also play a role in this problem.

In any event I have found a solution which works fine for me on my 1948 Lincoln Continental and 1951 Hudson (nc). I have run a 14-gauge wire from the governor connection on the overdrive relay assembly to ground via a switch at the dashboard.

Closing this switch bypasses enough of the possible culprits to solve the problem. This switch must be opened again in order to kickdown or otherwise return to direct drive. A favorable side effect is that closing this switch (thus keeping the car in overdrive) makes for a great hill holder when stopped with the car pointing uphill. An unfavorable side effect is that one must remember to open the switch in order to back up. Also, on the Lincoln Continental and the Hudson (nc) the ignition will ground when the kickdown switch is depressed. (This should not happen on Packards which are wired differently.) Note that dropping out of overdrive can also occur from a problem in the solenoid hold-in coil circuit, in which case the above approach will not work.

Although this solution has worked well for me, I make no representation that it will work properly or safely in all applications and disclaim personal responsibility for any adverse results that may be alleged.



Jack Passey's personal tour of Chandler Collection

LEGAL PITFALLS

LEGAL PITFALLS

Article by Wendell B. Will

This article is not intended to be all-inclusive in the buying and selling of collector cars. It covers the dangers the author and collectors he has known have encountered.

BUYING

Certificates of Title can be forged. Call the Department of Motor Vehicles or the Auto Club to determine whether the title is legitimate, that is, the owner and any lienholder are as represented as well as their addresses and other data.

Be certain that the persons with whom you are dealing are really the owner and/or lienholder. Insist on identification documents that are satisfactory. Demand at least two forms of identification including one with a photograph. Even these can be phony, but often sellers take comfort in the fact that many institutions take that risk.

Ask questions about the car and its history. Most collectors keep receipts, service records and/or a restoration history on file. To me a crook is unlikely to know these details.

Be sure that any lienholder is paid. Under no circumstances give the seller a check made payable to the lienholder or to both jointly. I have seen such check endorsements forged. Go to the lienholder directly. Be certain that you are dealing with the actual lienholder and not a cohort of the seller. Get the lienholder to sign a release, usually on the certificate, and get written verification of payment.

Verify that the Vehicle Identification Number matches the car itself and the legal documents.

SELLING

When selling, do not accept a regular check. Even from your brother-in-law. Calling the bank to determine if the check writer has sufficient funds will not do the trick. The buyer can clean out the account before the check hits the bank. What is more, I know of a case where the buyer told the seller, "Call the bank. Here's the number." Well, the "bank" was the buyer's buddy in crime who said, "Oh yes. He's a good customer and his check is good."

Another point. Most people don't know that a certified check can be stopped (as distinguished from a cashier's check.) Also, cashier's checks can be phony. Verify the authenticity directly with the bank. A common scam is to present the phony cashier's check when the bank is closed and verification cannot be determined.

Be sure to notify the DMV of the sale on its form. Note: Some insurance companies will pay on a claim when the title was obtained from the insured by trick. If you are cheated, check this out.

Don't trust your instincts that tell you this nice person is legitimate. Check him/her out. On the other hand, if something tells you to be suspicious, then be suspicious.

Lastly, don't let your desire to make a deal pressure you to drop your guard and be careless.

The author has his Juris Doctor with Distinction from the University of Michigan Law School and is an avid car collector.

This article has been reprinted with permission from the Side Mount Mirror publication of the Southern California Region of CCCA.



BATTERY CABLES / DIRECTORY CHANGES / FOR SALE

RESTORATION TIP: REPLACING BATTERY CABLES

By Don Reddaway

When replacing your battery cable in a 6-volt system, do not use the battery cables found at your local auto parts store. These cables are made for 12-volt systems where the battery is located very close to the starter. These 12-volt cables are too lightweight. The 6-volt system requires a battery cable designed for low voltage and very high current (typical 6-volt at 600 amps).

A good supply for a replacement cable is a welding supply store. Cables designed for arc welding are

made up of lots of very thin copper wires twisted together to make up a 4/0 wire-size cable. Also, the construction makes the cable very soft and flexible. Cables are sold by the foot, making it possible to cut to exact lengths needed. Marine supply stores also sell tinned-lead battery ends. Note: Be sure to solder the connectors to the cable. The clamp type connectors do not clamp the cable tight enough. Loose battery cable ends can cause a fire because the high current and loose connection quickly get hot. A little oil under the floorboards, coupled with a hot cable, can lead to a disaster.

If having your car judged is a concern, there is a cloth loom that can be slid over the 4/0 wire-size welding cable, making the cable appear correct.



CHANGES TO 2006 DIRECTORY:

Changes:

Ray Loe: email: rayloe@hughes.net
Barrie Hutchison: email: BarrieHutch@wildblue.net
Bob Larrabee: email: rlarrabe@cableone.net

Mrs. Hal Meden (Joan) for Hal Meden

New Membership Chairs:

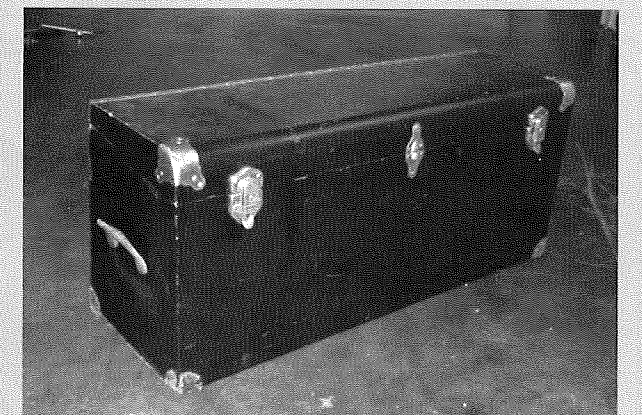
Barrie and Karen Hutchison
email: BarrieHutch@wildblue.net

No Longer Members:

Joe Bridgeman
Robert Gerrity
Roy Magnuson
Richard Mahaffey
Jim Mincy
Theodore Reich
Rick Turner


For Sale:

Early 30s-type automobile trunk with sloping back. 40" wide, 17" high and 14" deep at the bottom sloping to 12" at the top. Leather handles, bottom corners and belt loops on the back. Nickel plated latches, piano hinge and top front corners. Box is solid and black "Limovar" covering is distressed, but free of tears. Clean, violet lining. \$250 FOB my garage. Bill Deibel 206-522-7167.

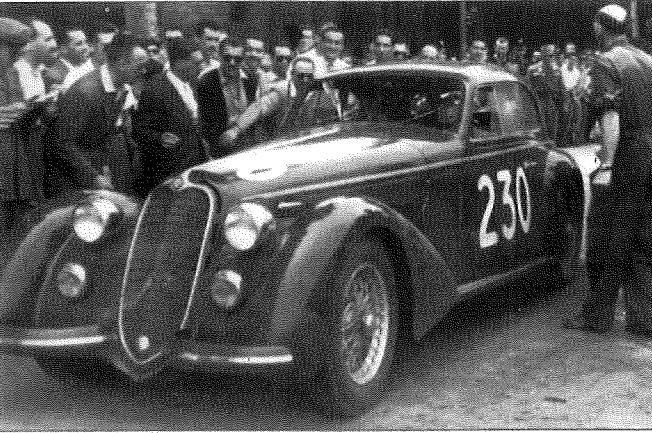


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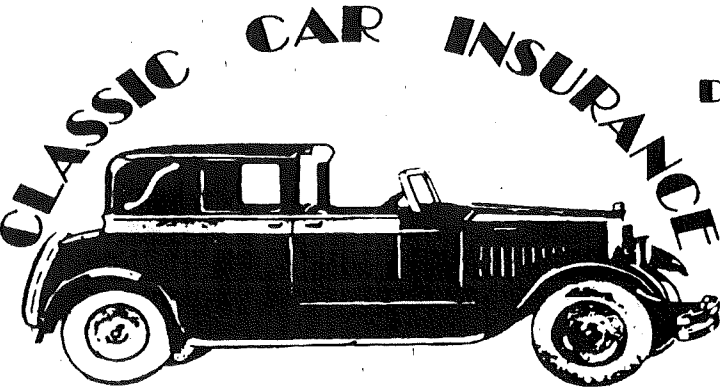
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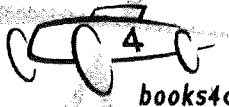
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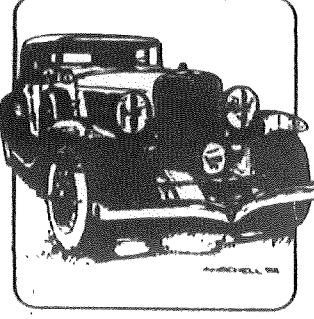


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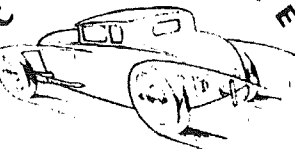
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MAY BREAKFAST TOUR

MAY BREAKFAST TOUR

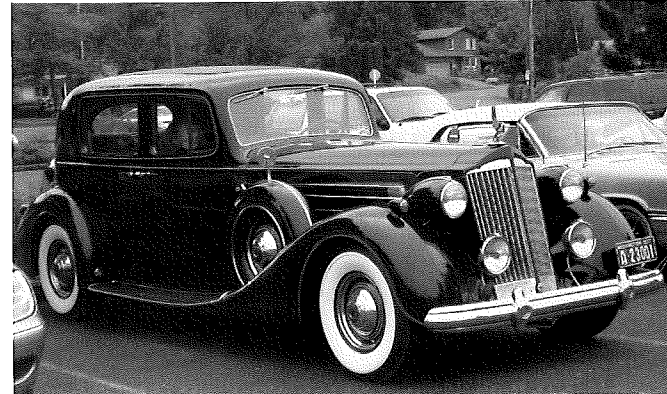
Article and Photos By Gerald Greenfield



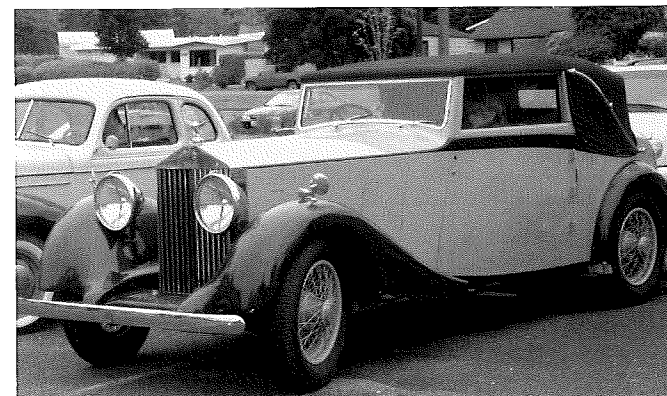
Gerald Greenfield welcoming Tour participants

The day started with rain, but that did not stop 118 people from attending the SeaTac HCCA May Breakfast Tour on May 7, 2006. This Tour has been a tradition for more than four decades. The Pacific Northwest Region of the CCCA has used this Tour as its official May function for many years since the Greenfields' have planned and led the event for both clubs. Attendees were able to enjoy the assemblage of 40 plus collector cars at the Puyallup Elks prior to entering the Lodge for a breakfast buffet and feast!

After breakfast, the Tour headed out through the Puyallup Valley toward Tacoma. The first destination was Day Island, a quaint community that originally consisted of rustic summer homes. The Tour looped the island and enjoyed seeing the lovely homes lining the saltwater shoreline. A quick two-mile jaunt took the group to historic Titlow Park for a short stretch. While some enjoyed seeing the historic wooden lodge designed by Kirtland Kelsey Cutter, an early 1900's Seattle architect, others used the time for minor underhood repairs.



Historic Titlow Park time-out



Julianna Noble resting in their Rolls-Royce

Twenty minutes later the Tour was off across the Narrows Bridge to a "new" bridge viewing area. To reach this beachfront viewing area the Tour passed through a small virtual rain forest park.

Unfortunately the rain just wouldn't let up and the bridge was almost obscured in the fog and mist. This is a fantastic site to view the completion of the construction of the second Narrows Bridge and is a "must return on a sunny day" to enjoy the spectacular sight.

MAY BREAKFAST TOUR

The Tour then headed south on Point Fosdick Drive to the beautiful home of Dallas and Art Redford nestled on the shoreline near the entrance to Wollochet Bay. Art has built a fabulous three-level garage to house his spectacular collection of Petroleum Memorabilia. There are literally thousands of items consisting of porcelain signs, neon signs, gas pumps, oilcans, and anything related to this segment of the history of our cherished automobiles. Words cannot adequately describe the quality and rarity of this collection. Many of the items were obtained from Jeff Pederson's Petroleum Museum in Seattle and from Bill Allard's Collection in Tacoma. This is one of the premier collections in the country! The third level also displayed an impressive collection of Indian, Harley Davidson and Excelsior motorbikes! Art was very generous to provide refreshments to the Tour group. Despite the damp weather, there was plenty of room for all to enjoy the collection and the enormous display of neon brightened the day. A special thank you to Lucy and Bill Allard for helping to plan the Tour route and for arranging the visit to Art's Garage.



Gayle Doss, Randy Small, Tom Crook, Ron Doss



Lucy Allard, Doreen Greenfield, Joyce Johnson



Art Redford's Petroleum Memorabilia

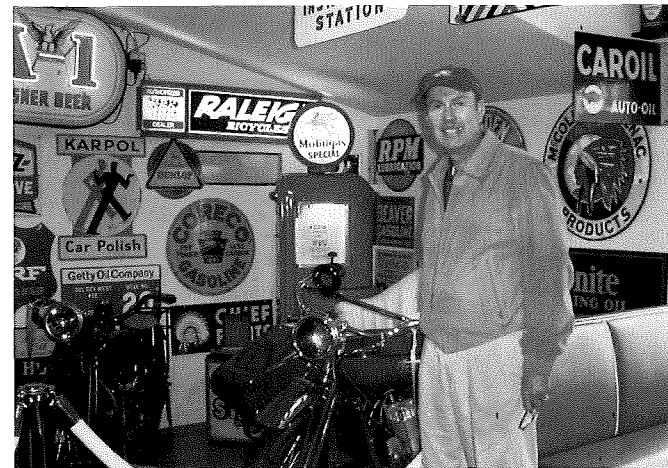


John and Jody Clemo, Keith Mc Gowan

MAY BREAKFAST TOUR / MINUTES



*The Greenfields, Art Redford, The Allards,
The Steinmans*



Gerald Greenfield upstairs at Art Redford's



Board of Managers Meeting Minutes

**Abridged
MARCH 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. In attendance were Secretary Arnold Barer, Membership Chair Merrisue Steinman, Managers Gary Steinman, Barrie Hutchinson, Monty Holmes Jr., Gerald Greenfield, Gary Johnson, Ron Doss, Lee Noble, Ed Rittenhouse and members Valerie Dickison, Karen Hutchinson, Al McEwan, Conrad Wouters, Bill Deibel, Steve Norman and Don Reddaway. Absent was Treasurer John Campbell.

Secretary Barer presented the minutes of the February 1 Managers Meeting which were approved as corrected. In the absence of John Campbell, Stan Dickison presented the treasurer's report. Our accounts currently hold \$13,289.59. Conrad Wouters is in the process of opening a separate bank account dedicated to this year's Caravans. Suitable form bank resolutions were approved for that and the change of officers on our regular account. Merrisue Steinman presented the membership report. There was an extensive discussion of the mechanics of the publication of the Bumper Guardian and the possibility of a monthly flyer.

Al McEwan reported on the 2006 Caravans. There are 48 registered for the July 12-23 Caravan and 55 registered for the September 11-19 Caravan. Stan Dickison reported that there was no change regarding the 2008 Annual Meeting nor on regional projects. Ed Rittenhouse and Lee Noble reported on the February 18 Garage Tour. It was a beautiful day and we had a wonderful turnout. We do need better navigators for any future event on Mercer Island as the neighbors enjoyed some of the area's most beautiful cars trying to turn around as the drivers wandered up dead-end streets trying to get off the island.

The 2006 Events Schedule was reviewed and updated. There was a short discussion of general business before the meeting adjourned at 8:30 P.M. for the usual tall tales and discussion of lost inexpensive purchase opportunities.

Respectfully submitted
Arnold J. Barer, Sec.

PNR BOARD OF MANAGERS MINUTES

Board of Managers Meeting Minutes

**Abridged
APRIL 5, 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, Treasurer John Campbell, Membership Chair Merrisue Steinman, Managers Gary Steinman, Barrie Hutchinson, Monty Holmes Jr., Gerald Greenfield, Ron Doss, Lee Noble, Ed Rittenhouse and members Valerie Dickison, Karen Hutchinson, Al McEwan, Ted Barber, Bill Deibel. Absent was Manager Gary Johnson.

Arnold Barer presented the minutes of the March 1 Managers Meeting which were approved as corrected. John Campbell presented the treasurer's report. John Campbell discussed the necessity of having an adequate number of signatories on the bank accounts. It was decided that Stan Dickison, John Campbell and Arnold Barer would be signers on the accounts. Al McEwan led a discussion of the pricing of activities packages and cash requirements for reservations and guarantees of the two caravans. Merrisue Steinman presented the membership report. A motion was approved designating Merrisue Steinman as the editor of the Bumper Guardian. The next BG will have 28 pages. It was decided that we would forgo last month's Bumper Bolt plan.

Ron Doss reported on the Coming Out Party at the Lake Union Old Armory Site. The event was a great success and the venue worked out well. We had some problems with some items on the menu but Ron was able to get a price adjustment from the caterer. There were 170 at the dinner and some great cars. The Calendar of Events was discussed. Al McEwan discussed the upcoming Caravans. The July Caravan has about 48 cars and the September Caravan has about 60 cars. Al also mentioned that Hal Meden had taken a turn for the worse and was in declining health.

The meeting adjourned at 8:45 P.M. The next meeting will be at the Woodmark on May 3, 2006.

Respectfully submitted
Arnold J. Barer, Sec.

Board of Managers Meeting Minutes

**Abridged
MAY 3, 2006**

The monthly meeting of the Board of Managers of PNR-CCCA Car Club of America was called to order at 7:00 PM by Director Stan Dickison. Also in attendance were Secretary Arnold Barer, Treasurer John Campbell, Editor Merrisue Steinman, Managers Gary Steinman, Barrie Hutchinson, Monty Holmes Jr., Gerald Greenfield, Lee Noble, Ed Rittenhouse and members Valerie Dickison, Karen Hutchinson, Al McEwan, Ted Barber, John McGary, Bill Deibel, Conrad Wouters, Steve Norman, Marlene and Lee Zuker. Absent were Managers Gary Johnson & Ron Doss.

Arnold Barer presented the minutes of the April Managers Meeting which were approved as corrected. John Campbell presented the treasurer's report. We currently have \$9,515.23. Stan Dickison discussed plans for the 2008 Annual Meeting. He will soon prepare an organizational chart. Merrisue Steinman reported that the new edition of the Bumper Guardian went was sent to the printers. There was a discussion of the type of mailing rate used. John McGary reported that we still have about 24 mascot bags.

Gary Steinman discussed the wonderful success of the California Garage Tour held April 19-22, 2006. The event was a spectacular experience for all of us who went on the tour. The collections were breathtaking. Al McEwan discussed both Caravans. The July 15-24, 2006 Caravan now has about 48 cars. The September 9-18, 2006 Caravan has about 62 cars.

After a general discussion of the Event Calendar and new business the meeting adjourned at 8:45 P.M. The next meeting will be at the Woodmark on June 7, 2006.

Respectfully submitted
Arnold J. Barer, Sec.

HAL MEDEN

Continued from page 9

and photographer at Chase Aircraft, followed by reporter/photographer positions at the Somerset Star and Trentonian newspapers. His love of acting then drew him to New York City where he graduated from the highly-regarded Neighborhood Playhouse School of the Theatre. He appeared in summer stock with Terry Moore and won a role in "The Lark" starring Julie Harris.

In 1961 Hal's experience in marketing research, public relations, and business management led to his founding of a highly successful N.Y.C. ad agency. In 1966 he moved his family to San Francisco and with business partner, Edward Clark, searched for a manufacturing company with growth potential. Ultimately, that move led to a public relations position in 1968 at Heath-Tecna, a Seattle area aerospace firm. Heath Tecna moved from Kent to Bellevue and was renamed Criton Technologies and Hal's responsibilities were expanded to include mergers and acquisitions. He was later promoted to Vice President of Corporate Development and carried that title through the Criton merger with Esterline Technologies, an aerospace and defense manufacturing company. Hal retired from Esterline in 1994.

Classic cars, vintage sports cars and photography were enduring passions. He actively participated in Rolls-Royce Owners Club, Bentley Driver's Club, Classic Car Club of America and Morgan Owners Group Northwest events, often sporting one of his prized driving hats. When I first encountered Hal in the car hobby, he was driving a lovely 1934 Rolls-Royce with a Sedanca Deville body by H.G. Mulliner and was a great influence on my interest in both Rolls-Royce and Classic cars. In the late 80's he added a 1938 Bentley Drophead Coupe to his collection, and later exchanged the Sedanca for a most exciting Rolls-Royce - a Phantom II Continental Three-Position Drophead Coupe, with body by Barker. This car was the cover car of the April 1999 Bumper Guardian.

However, Hal's interest in cars extended well beyond the classics of the thirties. He also sported a very rare 1965 Morgan Plus-Four Drophead Coupe, and was active in the Morgan Owners Group Northwest. When he wanted to go fast, there was nothing like his 1978 Porsche Sunroof Coupe...a very low-mileage original car. Hal kept all of his cars in pristine (but not concours) condition, for most of all he was all a driver.

For two three-year terms Hal was a Manager of the Pacific Northwest Region of the Classic Car Club.

Editorial Board:

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

He was also the Assistant Director for one year and the Copy Editor of its magazine, the Bumper Guardian, for three years. He was a member of the Rolls-Royce Owners' Club, the Bentley Drivers' Club, and the Derby Bentley Society. In addition, Hal was involved in the National Multiple Sclerosis Society, including serving as a member of the Greater Washington Chapter Board of Directors.

Hal, a multi-faceted man, brought a high degree of excellence and integrity to all his endeavors. He was devoted to his family and is survived by his wife, Joan, his two children and their spouses, Scott and Patty Medén and Dan and Lauren Heath, their mother, Gwynn Medén, and his three grandchildren.

Hal, somehow I know you are up there, looking over my shoulder as I write about your life, making sure that all of the grammar and punctuation is correct.

We will all miss him!!



ON THE FRONT & BACK COVER

1932 Chrysler Imperial Convertible
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- 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



