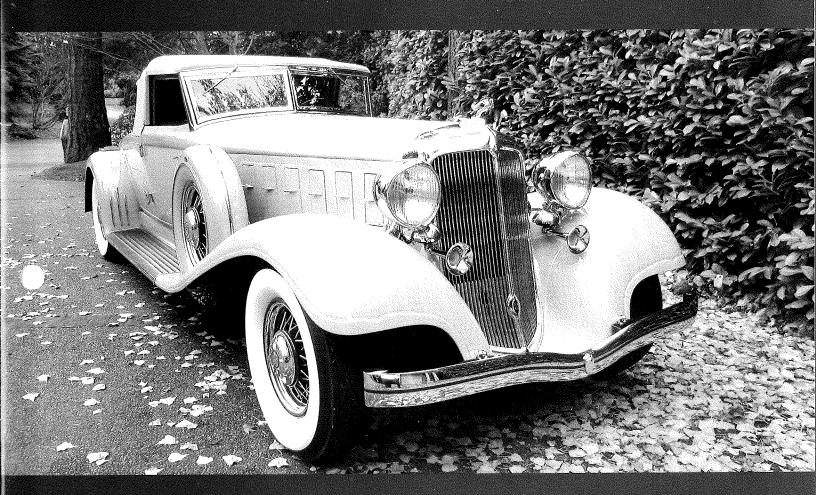
BUMPER GUARDIAN Winter 2007



1933 Chrysler Custom Imperial Convertible Roadster

Owned by Ed and Pam Rittenhouse



Pacific Northwest Region – CCCA

2008 PNR CCCA Region 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.

March 15 and 16 Almost Spring Swap Meet Western Washington Fairgrounds in Puyallup, WA Gerald Greenfield, PNR Event Manage • 253-653-5060

April 26 Bill Mote and Dennis Somerville Garage Tour Arlington, WA

May 4 Elks' Breakfast and Tour Puyallup, WA

This favorite multi-club event with the HCCA returns for yet another year. Come join the fun. Gerald Greenfield, PNR Event Manager • 253-653-5060

> Iune – Date TBA Daryl Hedman and Dave Murray Garage Tours, Gig Harbor, WA

4th of July Parade at Yarrow Point, Kirkland

Al McEwan, PNR Event Manager • 206-999-4485

July TBA Open

August 2 Seabeck Picnic, Olympic Peninsula Jerry McAuliffe

September Labor Day Weekend Steamworks Concours & Dave Cohen Garage Tour, BC Canada Colin & Laurel Guernsey, Contact • 604-788-7429

2008 CCCA National Events



Annual Meetings

Jan 9-13 National Meeting (COR) – Bellevue, WA

Grand Classics

April 19 Spring Grand Classics – Indiana, N. TX, San Diego/Palm Springs

May 31 Nat'l at CCCA Museum – Hickory Corners, MI

June 1 CCCA Experience at the CCCA Museum – Hickory Corners, MI

July 12 Summer Grand Classics – New England, Michigan, Northern California

CARavans™

Feb. 25 Panama Canal Cruise CARayan™ May 3-25 Classic European CARavan™ June 19-27 Big Sky CARavan™ (CO Region) Oct. 12-18 Independance Trail CARavan™ (DVR/CBR)

The Gallopin Gertie Model A Club invites PNR-CCCA members to participate in the

Almost Spring Car Show March 15-16th Western Washington Fairgrounds

Jerry Greenfield has space reserved for 10 PNR-CCCA cars. Show cars will be placed at the Showplex on Fri. March 14th between 1:00 and 7:00 pm and must remain in place through the awards presentation on Sunday, March 16th at 3:00 pm.

PNR-CCCA members showing cars will receive free passes for the weekend event and will be Jerry's guests for Saturday's lunch. A free "swap" space will be provided for the club. Jerry promises a fun time for all.

If you are interested in participating, please contact Jerry Greenfield at 253-862-2630 for an application form.

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 and Appointed Posts:		Home:
Stan Dickison, Director		206-546-3306
Arny Barer, Secretary		425-454-0296
John Campbell, Treasurer		425-885-5472
Barrie Hutchinson, Membership		360-678-5453
Karen Hutchinson, BO	360-678-5453	
John Carlson, BC liaison		604-931-5948
Colin Gurnsey, BGLiaison		604-980-7429
Raymond Loe, BG Co-Editor		360-678-9366
Board of Managers:		
Jerry Greenfield	2008	253-862-2630
Barrie Hutchinson	2008	360-678-5453
Gary Steinman	2008	360-426-2232
Stan Dickison	2009	206-546-3306
Lee Noble	2009	206-768-5140
Conrad Wouters	2009	206-517-7205
Michael Bradley	2010	253-514-8787
Terry Jarvis	2010	425-483-1138
Raymond Loe	2010	360-678-9366

The Board of Managers Meetings:

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. Minutes available on request.

Membership:

Regional membership is available only to Classic Car Club of America national members. Membership forms may be obtained by contacting Barrie Hutchinson at 360-678-5453 or email BarrieHutch@wildblue.net

Advertising:

Advertising policy/rates: The Bumper Guardian will print classified advertising free of charge to members on a space available basis. 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.

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Director's Message

It hardly seems possible another year has passed. With the holiday season behind us I would like to wish you all a most prosperous and happy New Year. It is always a challenge to express appreciation to individuals who made things happen as someone is bound to be left out. That said,



those of you who opened your collections, garages and homes please accept my appreciation and heartfelt thank you. Also to you members who managed and/or assisted in making our events memorable my wholehearted thank you.

The three-year terms of Managers John McGary, Ed Rittenhouse and Lee Zuker ended in 2007. As both Managers and past Directors, their counsel and experience has been a valuable asset to the Region and their dedication is greatly appreciated. We welcome three new Managers and look forward to their bringing new thoughts and ideas to the Region. They are Michael Bradley, Terry Jarvis and Ray Loe.

We now look forward to 2008 and a year full of exciting Classic car activity. Your Board of Managers has more great events planned for your enjoyment throughout the year. Whether you drive your Classic or modern iron, please make plans to attend.

The first activity of the New Year was the National Annual

Continued on page 26

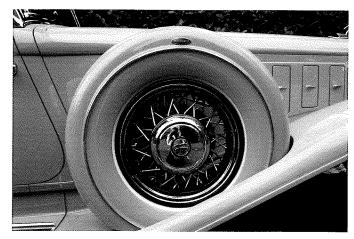
1933 CHRYSLER CUSTOM IMPERIAL CONVERTIBLE ROADSTER

Article by Raymond Loe Photos by Merrisue Steinman

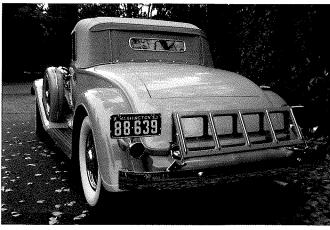


Ed & Pam Rittenhouse and "Dottie" with their Custom Imperial Roadster

The featured 1933 Chrysler, 8, CL Custom Imperial Convertible Roadster by Le Baron was delivered new in Chicago to an unknown recipient on February 22, 1933. According to the build sheet the car was painted Cranston (med-dark) green with beige leather upholstery and cream colored wheels with stainless steel spokes. Although the complete history of this car is undocumented, it is known that it passed through several collectors on the East coast and during the 60-70's was reupholstered and repainted. Ed and Pam Rittenhouse purchased this car from Richard Scott of Sydney, Ohio in 1998 after ascertaining that it was completely original with matching serial numbers throughout.



Sidemount spare wheel and new, for 1933, hood ventilation doors



Beautiful trunk rack below closed rumble seat



Imperial headlight with "light-house lamp style lens"



Massive door hinges along with running board and fender details

Ed immediately embarked on a three-year endeavor researching this car's history and gathering the missing parts required for a complete restoration. The actual restoration work began in 2001 and was completed six years later by Ed with assistance from Walt Johnson, Bob Koch and John Parkhurst. The finished product was first shown at the 2007 PNR/CCCA Coming-Out party. The next public exposure was at Pebble Beach where the car, after completing the 50 mile tour, won third place in that prestigious concourse event. Following that success the car was shown at the Kirkland Concours winning not only first in class but the overall "Kirkland Concours Award".

This is the last of forty CLs produced by LeBaron in that financially tumultuous year of 1933 and was one of 9 to possibly as many as 17 (records are unclear) Convertible-Roadsters. After his exhaustive research Ed knows of only six left, including this one.

Despite being several years into the "Great Depression", Chrysler continued producing luxury Imperial automobiles and in late 1931 set the bar even higher by introducing the top-of-the-line Custom Imperial CL series. Chrysler CLs were only built from December of 1931 through June of 1933 for a total of 366 cars: 221 for 1932 and 145 for 1933. Custom Imperials were all built on a 146" wheelbase and powered by a nine-main-bearing straight-eight engine displacing 385 cubic inches. The factory list price for this car was \$3,295 – a princely sum in 1933.

In addition to such new engineering features as "floating power" engine mounting, free wheeling, automatic choke and an automatic clutch these ultra-luxury Chryslers for 1933 were made even more beautiful than the custom Imperials of the previous year by making changes to the bumpers, grille work, headlights and front fenders. They also replaced the old louvers with ventilation doors in both sides of the hood which now stretched past the cowl in an unbroken line almost to the windshield. Other distinguishing features found on all CL models were larger tires, and inside, a polished, fully



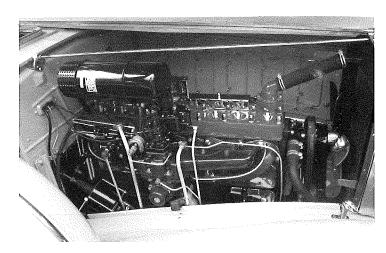
Red cloisonne spare tire badge unique to 1933 model

Continued on page 6

CHRISTER CIMPORATION DETRUT. MICH. MADE IN U.S.A. TRADE MARK REGISTERED.

instrumented dashboard with an engine-turned instrument panel and twin glove boxes. These styling changes were cleverly arranged to disguise the fact that Walter Chrysler had wisely decided not to spend the money to develop his version of the twelve and sixteen cylinder engines now offered by competitors Cadillac, Packard, Lincoln, Pierce Arrow and Marmon, all of which sold poorly in the devastated depression market.

It is impossible for us to comprehend how difficult those times were with Walter Chrysler trying to maintain a profitable enterprise in the midst of such financial uncertainty. In order to maintain a viable workforce he formed the Chrysler Industrial Association (CIA) in which every one of his employees was enrolled. The CIA went to the welfare departments of the cities of Detroit, Hamtramck and Highland Park requesting notification if any Chrysler employee should ever apply for relief. The CIA wanted to be sure that the needs of every Chrysler employee were taken care of privately "to spare our fellow workers the humiliation of becoming public charges". Over twenty-six hundred families were given relief by the CIA and it can be said that Walter Chrysler did more that any of his contemporaries to help people by giving them the dignity of



Chrysler signature "Red head" straight eight engine



Long stylish hood

work. Chrysler gave more consistent employment to auto workers than anyone else during the Depression, especially during the most desperate uncertain year of 1933 when our featured car was built.

Ed regrets not knowing more about the history of this great car but is very proud of his role in preserving it as an outstanding example of the fabulous cars that came out of the Depression era.



Grille crank-hole cover announcing 8-cylinders of power

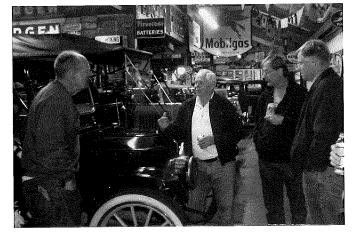


STANLEY STEAMER COLLECTION & FARRELL "MUSEUM" TOUR

October Garage Tour Pat and Merrily Farrell's, Sedro Woolley, WA

Barrie Hutchinson, PNR Event Manager

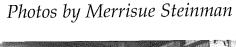
Article by Barrie Hutchinson



Pat Farrell introducing Denny Aker, Bill Scheef, and Lee Noble to his Stanley Steamer Collection

For the sixty CCCA-PNR members who made the drive to the home of Pat and Merrily Farrell in Sedro Woolley on a chilly, blustery day in October the effort was well worthwhile. Upon arrival Merrily had several pots of steaming coffee and cider on hand to take the chill off the morning and Pat had stoked the wood burner at the north end of the shop to provide a cozy atmosphere.

Shop is a misnomer for the place where Pat spends much of his time. The huge building is part garage where Pat and Merrily house their car collection consisting of five Stanley Steamers along with nine other collector cars—mostly Ford automobiles and trucks. Part of the building is given over to Pat's workspace which seems terribly small considering the prodigious quantity and excellent quality work Pat turns out. Yet another portion of the building is given over to a comfortable seating area where Pat and Merrily gather with visitors. And that only describes the layout of the first floor!

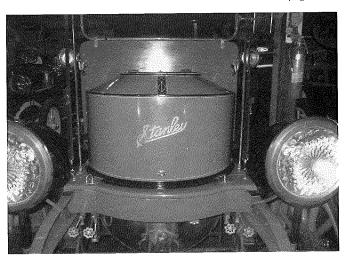




1916 Stanley Mountain Wagon Model 826

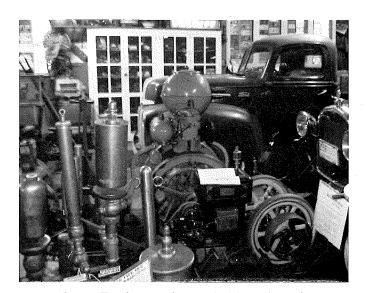
Everywhere there are items harkening to the past which seems natural since the Farrell's motto is "Live in the past, it's cheaper." Looking beyond hundreds of ad signs there are dozens of license plates and shelves and shelves of car parts, but there are also all manner of mechanical things commonly used decades ago.

Continued on page 8



"Fire Steam-Engine Red"

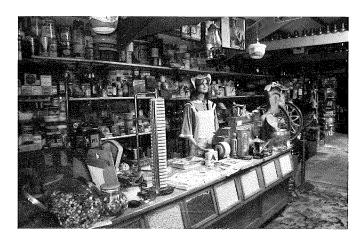
Winter 2007 7



Steam Engines and a good old Ford truck

Petroliana is everywhere except for one area near a sliding door where the Farrells have mounted perhaps 150 historic yard-sticks for viewing pleasure. Pat's place is a cacophony of visual delights for anyone with a bent toward the past.

Up the cast iron spiral staircase in this wonderland is the museum where Pat and Merrily have assembled tens of thousands of treasures from the past including racks of ladies' fashions, scores of dolls, general store merchandise, rows of vintage shoes, and much more. It boggles the mind. At the far end of the museum is a school classroom including teacher and student mannequins in period-dress seated at period-desks reading from period-texts.

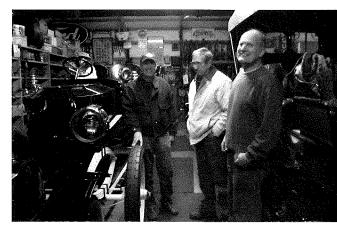


Have you any Lydia Pinkham's?

The classroom is complete down to the bell on the school marm's desk.

When I asked Pat what gave him and Merrily the most joy of all of their collections Pat responded, "Hands down, it's the cars." The Farrells enjoy many facets of the old car hobby including collecting, restoring, touring, helping others and sharing their collections with as many as two dozen groups a year. With five Stanleys, Pat and Merrily have the largest collection of steam cars in Washington. Pat built two of their Stanleys from scratch—well, almost— he started with a steam engine and an axle and from those parts produced the gorgeous cars displayed on the tour of his garage. Pat states he works at a leisurely pace and completion of a car can take ten years – mostly in research and gathering parts.

The couple have been driving Stanleys for 23 years. They got into Stanleys because of the challenge of finding parts and operating the cars and -- because Pat enjoys challenges. Before the Stanleys the Farrells collected Fords and retain their favorites in the garage space. Pat and Merrily's Stanley stable houses five cars ranging from 1909 to 1922.



Steam Enthusiasts Jerry Greenfield, Gary Dunham, and Pat Farrell

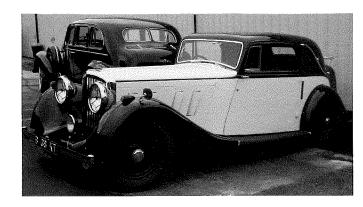
They include a pair of roadsters, a scratch-built 7-passenger touring car, a 12 passenger mountain wagon and a completely original 7-passenger touring car with a rare California top.

Pat says that Stanleys were the fastest production cars of their day and are capable of 70 miles per hour highway speeds. They produce maximum horsepower at any engine speed and can go as fast in reverse as in forward. Fuel can be anything from alcohol to cooking oil. In their day, Stanleys were maintained by blacksmiths which means that with moderate shop talents many of the Stanley's parts can be fabricated. Increasingly today there are many new parts on the market such as boilers, engine parts, fenders, hoods and even custom built bodies.

Despite the luscious exteriors, sumptuous leather seats and shiny brass, the Farrell's Stanleys are not garage queens. Pat builds and restores the Stanley Steamers in order to tour and enjoy the cars in the company of others. During the touring season Pat and Merrily are usually off chuffing on the by-ways in one of their Stanley's with any of a half dozen car clubs they belong to. They drive about 1800 miles in five out-of-state tours a year plus many local tours and events.

As if the garage and cars weren't enough, an Oktoberfest lunch of bratwurst, sauerkraut and German potato salad was served. In a post-event discussion with Pat, he said the PNR-CCCA was the most interested of all the groups he and Merrily have hosted. What is it about those magical steam-powered automobiles?

On this cold windy day, 3 classic cars were driven to the event.



Brian Rohrback's 1939 Bentley All Weather by Vanden Plas



Dave Ellis' 1936 Supercharged Auburn 852 Cabriolet

Examples of the influence of steam in the everyday American Lexicon:

"What are you getting all steamed up about?"

"Full steam ahead!"



"You need to pick up steam"

"I'm running out of steam."



John Gronemeyer's 1939 Buick 90 Limousine



44TH ANNUAL MEMBERSHIP MEETING Sand Point Country Club, November 3, 2007 Bill Deibel PNR Event Manager & Author

Michael Bradley and Gary Johnson Photographers



PNR annual meeting attendees

Forecasters were unanimous in predicting that showers were possible. Such daring risk-takers are our local meteorologists! But fortunately for our nine stalwart Classic-driving couples the day at Sand Point was dry, though cloudy, all day. (It is said that as long as the rain keeps up it won't come down.) But so much for the weather outside.

Inside 63 members and guests were treated to a preview of the newly-enlarged and completely redecorated, albeit not fully-finished, Sand Point CC clubhouse. Following a social hour, the luncheon was held in the main dining room with a selection of either wild, trollcaught salmon or slow roasted rib of beef.

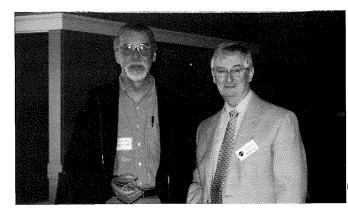
Director Stan Dickison presided over the business formalities. He announced the new Board Managers: Michael Bradley, Terry Jarvis and Raymond Loe; thanked for their service outgoing Board Members: John McGary, Ed Rittenhouse and Lee Zuker; and paid special tribute to Merrisue Steinman for the fine job she has done as *Bumper Guardian* Editor. Karen Hutchinson and Ray Loe will be replacing Merrisue as Co-Editors following the next BG issue. All other officers being re-elected will remain unchanged: Stan Dickison, Director; Arny Barer, Secretary; and John Campbell,



2007 PNR Participation Award Winner, Lee Noble, accepting trophy from Bill Deibel



2006 PNR Annual Meeting Car of the Day Winner, Tom Armstrong, accepting trophy from Terry McMichael

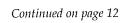


Feb. Judging Seminar Car of the Day Winner, Michael Bradley, accepting trophy from Terry McMichael

Treasurer. Barrie Hutchinson, Membership Chair as well as John Carlson and Colin Gurnsey, BC liaisons will retain their posts. Stan then introduced new members Roy & Mary Sebring, Alan & Janie Forsythe, Roy & Roanne Dunbar and Najib & Diane Azar. Diane Azar is the daughter the late Del Barton—long-time PNR member. Other business particulars will appear in the minutes.

Following the conclusion of business, Stan Dickison announced the winner of the 2007 PNR Participation award—Lee Noble. First & second runners up were Gary Steinman and Stan Dickison respectively. Stan then turned the meeting over to Event Manager, Bill Deibel who introduced Jennifer Meisner, Executive Director of the Washington Trust for Historic Preservation, who gave a short presentation with video of the interactive, multi-media, travel guide and website revisitingwashington.org. This is an updated version of a 1941 WPA-produced booklet describing back-road tour routes that take in historic sights and areas throughout Washington. (A possible research tool for future PNR touring events.)

The meeting concluded with an auction of special, member-donated items conducted by auctioneer Carl Bomstead. \$2,055 was raised thereby for the Pacific Northwest Region. These items included a lovely knitted car robe and knitted ladies shawl-both hand made by Valerie Dickison; a Cadillac Moto-Meter from the 20s; a pair of tickets to the 2008 Kirkland Concours including entrance to the exclusive Gala Dinner; a super-deluxe, rubber-tired, upholstered creeper with a five-position headrest; a 6-volt, chrome plated and polished aluminum, emergency vehicle "SIRENO;" a 400 lb. top-of-the-line, lighted "BMW" dealership sign; a 40s era tall refreshment table with two matching stools and a china automobile figurine; a pair of hard-to-find, reproduction, chrome, factoryaccessory fender lights for '35-'39 Packards--all models; and finally a 10s-20s era, heavily-quilted touring car robe covered with very soft real fur suggested by the auctioneer to be golden retriever.





Auctioneer Carl Bomstead assisted by Barrie Hutchinson displaying the "full-classic" creeper

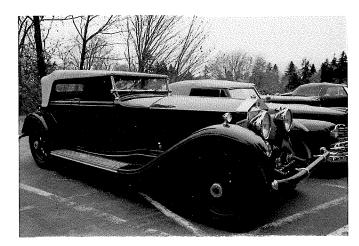


Bill Allard, Lou Berquist & Tom Armstrong considering auction items

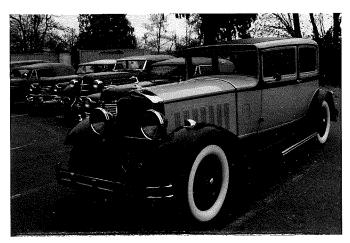


New member Janie Forsythe examining genuine fur antique lap robe

10 Bumper Guardian Winter 2007 11



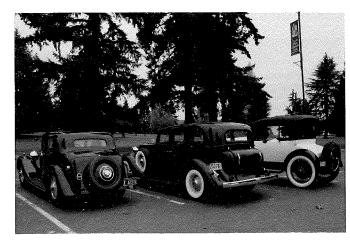
John Campbell's 1931 Rolls-Royce Phantom II Continental Phaeton by Vanden Plas



New member Roy Dunbar's 1929 Pierce Arrow

Nine Classic cars were driven to the event as follows: Lou & Bunny Berquist—1935 Auburn S/C 851 Auburn Convertible Sedan, John & Mary Campbell and guest Martha Stanton—1931 Rolls-Royce PII Phaeton, Bill & Karel Deibel—1948 Lincoln Continental Cabriolet, Roy & Roanne Dunbar 1929 Pierce-Arrow 133 Club Brougham, Terry & Cherry Jarvis 1934 Nash Ambassador Sedan, Gary & Joyce Johnson—1947 Lincoln Continental Cabriolet, Lee & Julianna Noble—1936 Rolls-Royce 25/30 Drophead Coupe, Gary & Merrisue Steinman—1948 Lincoln Continental Cabriolet and Conrad Wouters—1937 Bentley 4-1/4 L Sports Saloon.

Other members attending were as follows: Bill & Lucy Allard, Tom & Susan Armstrong, Najib & Diane Azar, Arny Barer, Carl & Chris Bomstead, Michael & Ildiko Bradley, Bill & Karel Deibel, John & Pat Dennis, Stan & Valerie Dickison, David & Dorothy Fluke, Alan & Janie Forsythe, Jack Goffette, Brian & Fran Harding, Gary & Catherine Harris, Monty & Darcy Holmes, Barrie & Karen Hutchinson, John & Kay McGary, Terry & Barbara McMichael, Steve & Annie Norman, Brian & Randy Pollock, Ed & Pam Rittenhouse, Roy & Mary Sebring, Tim & Kara Sullivan, and Dave & Mary Williams.



Rear view of Conrad Wouter's 1937 Bentley, Terry Jarvis' 1934 Nash Ambassador and Monty Holmes Jr.'s 1917 Marmon Model 34 Cloverleaf Roadster (nc)



Gary Steinman's 1948 Lincoln Cont. Cabriolet, Karel Deibel's 1948 Lincoln Cont. Cabriolet, Lou Berquist's 1935 S/C Auburn 851 Phaeton, Gary Johnson's 1948 Lincoln Cont. Cabriolet

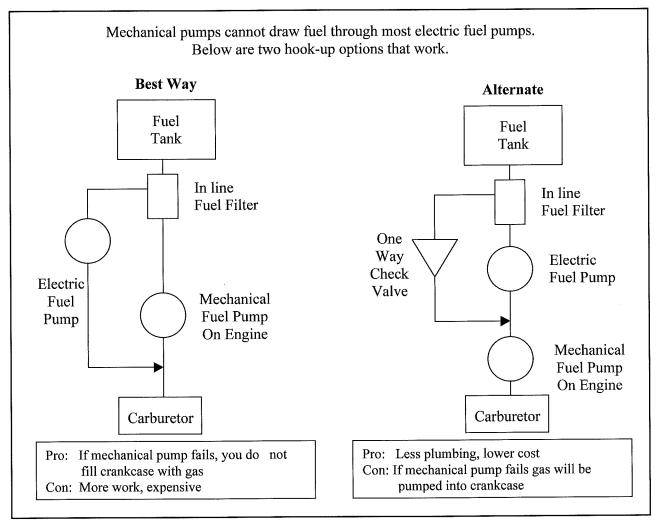
ELECTRIC FUEL PUMP INSTALLATION

Article by Bill Mote and Gary Steinman
Drawing by Bill Mote

Most vintage cars benefit from the installation of an electric fuel pump. The electric fuel pump is handy upon "start-up", for getting fuel to the carburetor after the car has been sitting for some weeks or longer. It can also help in eliminating vapor lock.

If the electric fuel pump is installed in series (versus parallel) with the mechanical fuel pump, you must install a check valve and a bypass around the electric pump, as with most electric pumps you cannot suck gas through the pump. If the diaphragm of the mechanical fuel pump fails and the electric fuel pump

continues to pump, the engine crankcase can be filled with gas, thereby creating a very hazardous condition. The best and safest way to install an electric pump is in parallel per the diagram. The diagrams show the two methods of installing an electric fuel pump. We strongly recommend the first method of installing the electric fuel pump in parallel with the mechanical fuel pump, thus if the mechanical pump fails, you don't have a crankcase full of gasoline. This just happened to Gary's 1931 Cadillac and is why we are writing this article.





2007 KIRKLAND CONCOURS

Article and Photos by Lee Zuker



Nethercutt Museum's 1937 Talbot-Lago T-150-C-SS with body by Figoni and Falaschi 2007 Kirkland Concours Best of Show Award Winner

It was a lovely Northwest fall day for the 5th annual Kirkland Concours d'Elegance at Carillon Point. On display were about 90 world class automobiles from all over the country, sorted into 11 classes, along with both a vintage motorcycle and a vintage boat class. Some 4,000 people were in attendance as the judges passed through the assemblage of great vehicles making notes and reaching their difficult decisions as to which were the most elegant. A very special showing was the pair of Blue Train Bentleys, which are together again in one garage after a 75-year separation. Additionally, for the second year the Porsche Club had a gathering of some 100 of their members' cars on display.

Three prizes were awarded in each class and 12 event awards, including best of show (see cover photo). Each of the class and event winners had the opportunity to drive their automobile past the reviewing stand for the entire audience to see. Many of entrants were CCCA members; however, it is well beyond the scope of this article to list all of the cars and owners. More information can be found on www.kirklandconcours.com.

Among the region winners: Ed and Pam Rittenhouse's lovely 1933 Chrysler CL Roadster not only won its class of 1933-1948 American Open Classics, but also the prestigious Kirkland Concours Award.

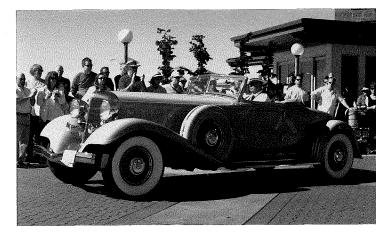
Bruce and Jolene McCaw won the vintage Bentley class with their 1930 Gurney Nutting Speed-Six Coupe (known as the Blue Train Bentley). Both Brent and Connie McKinley and David and Dorothy Fluke displayed six vehicles from their respective collections, with the McKinleys' 1932 Auburn 8-100A Speedster and the Flukes' 1957 Chevrolet Bel-Air coupe winning the judges' nod. Denny and Sue Aker's 1942 Indian Motorcycle was judged best among the vintage bikes (definitely not a "full classic").

Members of our CCCA region sponsored one of the event awards – that for most Elegant Open Classic – which was won by Charles and Alex Morse's 1931 Delage D8SS Tourer. Ken and Patty McBride's 1924 Delage GL Torpedo Phaeton with a Labourdette body won the Participants' award, and Monte and Shirlee Holmes' 1934 V16 452D Cadillac Fleetwood Coupe was selected for the Kirkland Chamber of Commerce award.

This year was the inaugural year for a Tour d'Elegance – a three day motoring event wherein participants in the Concours toured the local area prior to the show, and Vintage Racing Motors' 1930 Bentley Speed Six Tourer with a Hooper body won "Elegance in Motion" an award for the most elegant on the tour. Many of the other major awards were won by CCCA members from other regions of the Club.

The Best of Show award this year went to Nethercutt Museum's incredible 1937 Talbot-Lago T-150-C-SS with a teardrop shaped body by Figoni and Falaschi.

The Kirkland Concours has become one of the best Concours in the country and is now probably only second to Pebble Beach on the West Coast as measured by the quality of the cars entered. All of the net proceeds from the event are donated equally to Childrens and Evergreen Hospitals, and during its five years of existence the Concours has raised over \$750,000. Members of our region form a key cadre of those responsible for the management of the show and the judging of the entrants. The date for the 2008 Concours will be September 7th (the Sunday after Labor Day). Hope to see everyone there!



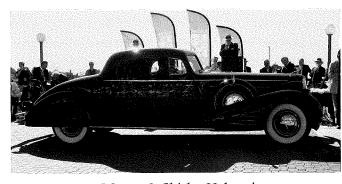
Ed & Pam Rittenhouse's 1933 Chrysler Imperial CL Roadster Winner of both 1933-1948 Open Roadster Class and the Kirkland Concours Awards



Charles and Alex Morse's 1931 Delage D8SS Tourer Winner PNR-CCCA Sponsored Most Elegant Open Classic



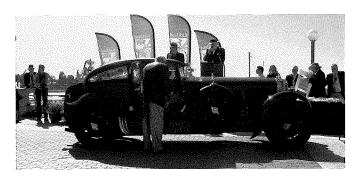
Ken & Patty McBride's 1924 Delage GL Torpedo Phaeton Winner Participant's Award



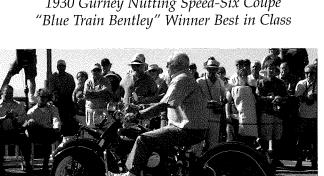
Monty & Shirlee Holmes' 1934 V16 452D Cadillac Fleetwood Coupe Winner Kirkland Chamber of Commerce Award



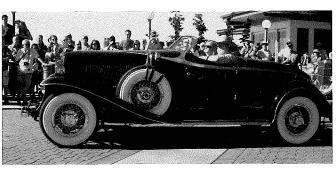
Vintage Racing Motors's 1930 Bentley Speed Six Tourer Winner Elegance in Motion Award



Bruce & Jolene McCaw's 1930 Gurney Nutting Speed-Six Coupe



Denny & Sue Aker's 1942 Indian Motorcycle (nc) Winner Best in Class



Brent & Connie McKinley's 1932 Auburn 8-100A Speedster Winner Best in Class



David & Dorothy Fluke's 1957 Chervrolet Bel-Air Coupe (nc) Winner Best in Class



2007 Annual Membership Meeting Minutes **NOVEMBER 3, 2007**

The Annual Meeting of the Board of Managers of the PNR-CCCA was called to order at the Sand Point Country Club by Director Stan Dickison at 10:35. Also in attendance were Secretary, Arnold Barer, Treasurer, John Campbell, Managers, Barrie Hutchinson, Ed Rittenhouse, Gary Steinman, John McGary, Conrad Wouters, Managers Elect, Mike Bradley, Terry Jarvis, Members, Merrisue Steinman, Karen Hutchinson, Juliana Noble and Ildiko Bradley. Absent were Lee Noble, Jerry Greenfield, Lee Zuker and Ray Loe.

The minutes of the October 3, 2007 Board meeting were approved as corrected. Arny Barer reported the nominating committee's slate of Managers Mike Bradley, Terry Jarvis and Raymond Loe was unanimously elected. Treasurer John Campbell reported the Club has a balance of \$17, 346. His report included a detailed analysis of operations. In 2007, we ran an operational deficit of approximately \$2,000 which is declining. We still need to stop subsidizing events. John also described our insurance coverage and presented a risk management briefing for our new Managers.

Director Dickison then seated the newly elected Managers and thanked outgoing Managers. The following officers were then elected: Stan Dickison, Director: Arnold Barer, Secretary; John Campbell, Treasurer; Barrie Hutchinson, Membership; Karen Hutchinson and Raymond Loe, Bumper Guardian; John Carlson and Colin Gurnsey, B.C. Liason. Stan Dickison reported that Lee Zuker had informed him that Lee would like to be replaced as a Manager (for a term expiring in 2009).

After completion of business, the meeting was adjourned at 11:25.

Respectfully submitted Arnold J. Barer, Sec.

THE ISLAND ODYSSEY TOUR

Sponsored by Packard International Pacific Northwest Region September 13-16, 2007

Article and Photos by Jan Taylor

The best thing about car clubs is the camaraderie. We had it in spades at the Packard International Pacific Northwest (P.I. PNW) annual fall tour to Salt Spring Island in Canada. We started with a beautiful drive the length of Whidbey then up I-5 to Delta, just across the border. When we arrived, we saw Tom Crook's 1934 Packard 12 Victoria, Ron & Gail Doss' 1937 12 convertible coupe, and Ernie & Diane Crutcher's 1928 443 phaeton, with a flying foxtail on the hood ornament. Hearsay was that Ernie led the pack at 70 mph. We followed them home at the end of the tour what a sight with these beauties all in a row, roaring down the road.

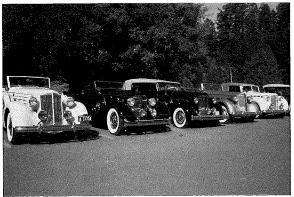
Salt Spring Island is quite a place. Very artsy, with perfect Packard roads. We had free time to drive the Studio Tour, visiting a variety of artists as noted on the map. We lunched at a historic inn, visited a 95 year old island native, whose home was a museum and tribute to island history, and spent time at the weekend farmers market and annual Fall Fair. Convertible weather until the last day, when it rained.

We had time to get to know our new region's members. The hotel's parking lot almost always had a car show going on, so any time we were back at the hotel, we were down there. We had CARavaned before with Tom Crook & Randy Small and Ron & Gail Doss, got better acquainted with Ernie & Diane Crutcher, Bruce & Betty Harlow, Bagwan & Gail Mayer, and met new friends like Bill Orley & Max Silver, Jim & Lorraine Linden, Peter & Frauke Townsend, and Ted & Charlene Austin. There were about 35 cars and 70 people. Quite a few are also members of CCCA.



Ernie Crutcher's "Ladybug" sporting a slightly damp foxtail and Bill Gluth's 1928 443 runabout.

Ernie Crutcher is always up for adventure, so he and Diane led the Harlows and Bill & Betty Gluth in their all-original 1928 runabout (that Ernie used to own), up Mt. Maxwell on a very rough and ready road. Apparently the view was worth it, according to Diane, but the ride was definitely rough. Imagine a deer watching two '28 Packards struggling through the ruts up the hill. What a sight!



Ron & Gayle Doss' 1937 Packard 12 convertible coupe, Tom Crook's 1934 Packard 12 Victoria convertible, Max & Carol Shields' 1935 Packard convertible sedan, our 1937 Packard Super 8 convertible coupe and Wink & Noelle Vogel's 1938 Packard Super 8 Victoria convertible.



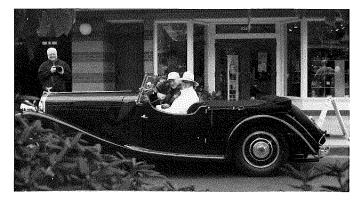
Editor's Note: Jan Taylor and Bob Newlands are long-time members of the CCCA Southern California Region and serious Packard enthusiasts. They have recently made Whidbey Island their second home and are welcomed as new members of the PNR region.



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2007 Pebble Beach Motoring Classic August 4-13, 2007

Article by Valerie Dickison Photos by Bruce Whitaker and Stan Dickison



Al & Sandi McEwan's 1934 Bentley 3-1/2 Liter, Vanclen Plas Tourer

The 2007 Pebble Beach Motoring Classic (August 4th – 13th) was the ultimate road trip for classic car enthusiasts. Twenty-three elegant cars made the 1500 mile trip from Kirkland to Pebble Beach including six cars from the PNR-CCCA.

Imagine relaxing and visiting with new friends and old at picturesque inns dotted along our countryside's backroads of Washington, Oregon and California.

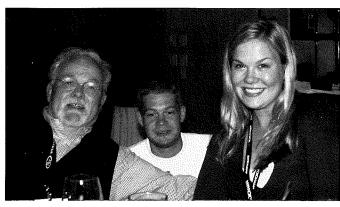
Add to that delicious wine served with gourmet dinners followed by great conversation and laughter. Then add the juxtaposition of getting up with the roosters, facing the chilly morning air, attending to the



Scenic lunch stop

needs of the classic car that has served you well the day before.

You will be taking off for a day of interesting and sometimes grueling driving over back roads with hairpin turns, bad pavement, detours, and the like but it is worth it as you pass bucolic farms, little country towns, old WPA bridges, the breathtaking redwoods of Northern California and wild flowers abounding.



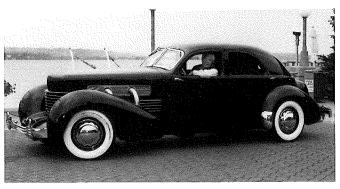
Peter, Paul & Veronique Hageman enjoying a stop on the tour

This is just a little taste of what is like to take a trip with Al and Sandi McEwan. From the "chicken dance" at Mt Hood's Timberline Lodge to the basking at the Kenwood Inn Spa, it was a trip to remember. Driving from Kirkland's Woodmark Inn to our final destination at The Lodge at Pebble Beach was a whirlwind of excitement, entertainment and fellowship. Anyone can drive to Pebble in a couple of days, but Al and Sandi take over a week to make the sojourn. The added days went so fast and were filled with fond memories of great people, wonderful properties, and magnificent cars that like faithful servants take us across the next hill and one beyond to new vistas. If you have not gone on an Al McEwan motoring trip, you must do it!

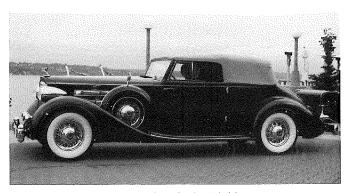
Editor's Note: PNR-CCCA member Tim Johnson drove the "trouble truck" on the 2007 Motoring Classic.



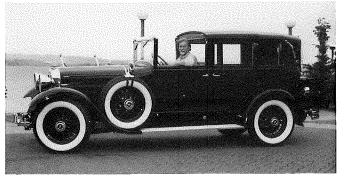
Charlie & Alex Morse 1932 Delage D8 SS, Chapron, Tourer



James & Sherry Raisbeck 1937 Cord 812 Custom Berline



Stan and Valerie Dickison 1935 Packard 1207 Victoria



David & Lynda Madeira – Lemay Museum 1931 Lincoln L Judkins, Landaulette



PNR 2007 Questionnaire Report

The intent of the 2007 Questionnaire was to give the Board of Managers input in order to keep the PNR Region attractive for the membership. We received 53 replies representing approximately 29% of the membership.

The data indicates that the ideal event for the majority of the members would be the following:

A one day scenic tour, not to exceed 99 miles of driving, beginning with breakfast, then on to private car collections, and including a picnic. Such an event to be held 3 to 10 times each year, on either Saturday or Sunday. If dinner was included and it was a good value, it may cost as much as \$50.00 per person.

The Board looks to a variety of events during the year and takes into account three fixtures of the year: the "Coming-Out Party," the mandatory "Annual Meeting," and the "Holiday Party." For some time, the goal of the Board has been to have one event each month. The Survey indicates that this may not be necessary but that ten events would satisfy the Members.

An interesting negative response was in the area of activities for young adults and children. The survey indicates most members have no or low interest for such activities. This contributes to the dilemma faced by the Board regarding the aging of the average Region Member and daunting task of recruiting the future caretakers of our classic automobiles.

The majority named driving events or tours as their favorite activity. Suggestions to the Board were sparse but included requests for more technical sessions and overnight driving events. While the Region has not had as many technical sessions in recent years as in the past, the survey indicates a continued strong interest in such events by the Members responding.

The Board of Managers appreciates the return of the Survey forms and will give the results careful consideration as it plans future events.

— John A. McGary, PNR CCCA Manager

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"SUPERCHARGING" THE FRANKLIN AUTOMOBILE

Article by Raymond Loe with technical assistance from Don Reddaway and Bill Deibel Photos courtesy of H.H. Franklin Club and Bill Deibel



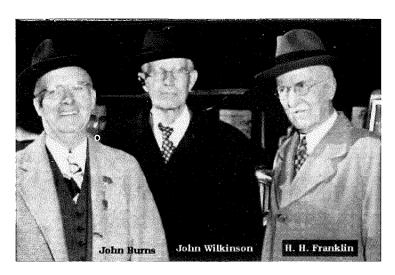
H.H. Franklin

In 1893, 45-year-old Herbert H. Franklin, after years in the publishing business, founded the H. H. Franklin Manufacturing Co. to manufacture die-castings. In 1899 a young Syracuse engineer, John Wilkinson, designed a four-cylinder, air-cooled car and with local financial backing built at least

two prototypes. In 1901 that company collapsed. Wilkinson was then hired by Herbert Franklin to continue the project resulting in the first production Franklin Runabout being unveiled on March 3, 1902.

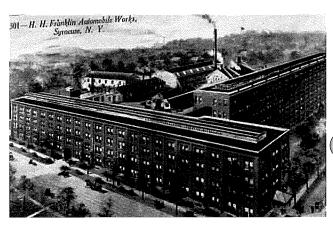
Together, Wilkinson and Franklin developed and built the four-cylinder air-cooled engine that was used exclusively to power Franklin cars until 1906 when a new 30-hp, air-cooled, six-cylinder engine was introduced. All Franklins thereafter (except for a few V12s built in 1932-34) would use this engine configuration with ongoing engineering refinements and innovations.

Wilkinson left the company in 1924 and in about 1928 his successor, Carl T. Doman, in an effort to substantially



Franklin Leaders

increase engine horsepower, redesigned Franklin's cooling system so that the cooling air was forced past the cylinders horizontally instead of vertically as had been done since 1906. Franklin installed this redesigned 100 horsepower "cross-flow" engine in all of its newly restyled cars in 1930. In 1932 a new feature was introduced and Franklin christened all their cars "supercharged" thereafter.

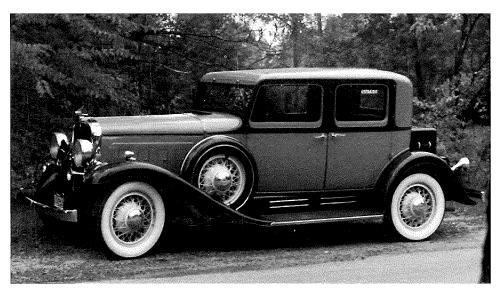


Franklin factory circa 1911

The term "supercharged" in "Franklinese" consisted of feeding the carburetor with air ducted directly from the engine-cooling fan. The actual supercharging effect pressure boost is negligible because the maximum air pressure supplied by the fan is about a tenth of a psi. However, the air entering the carburetor is some 30 to 50 degrees cooler than the under-hood ambient temperature without the duct resulting in a hp gain from six to ten percent. A neat trick at a minimal expense in those very difficult times.

In addition to being "supercharged" all the 1932 Franklins featured a sloping, V-type front-opening grille, freewheeling,

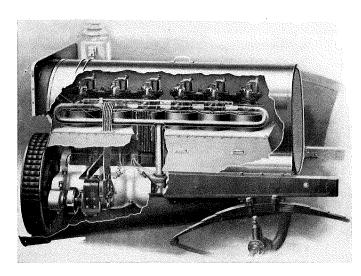
driver-adjustable ride-control and the Bendix "Startix" automatic starting system. The Airman model was offered on a 132" wheelbase in nine body styles priced from \$2,345 to \$2,695. Also introduced in Franklin's penultimate year was a newly developed "supercharged" twelve-cylinder engine mounted on a 144" wheelbase chassis to compete in the ultra-luxury market with four body styles selling at prices from \$3,885 to \$4,185. Total production for 1932 was 2,237 cars of which 119 were twelve-cylinder models.



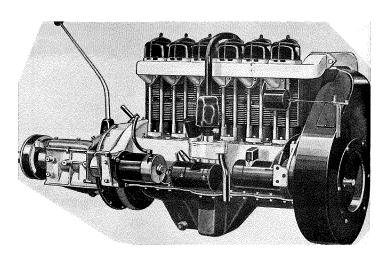
1932 Franklin Supercharged Airman Club Sedan

Franklin had a bleak year in 1933, but despite the depressed economic conditions, they sold and delivered 1,329 cars of which 1,218 were from the new lower-priced Olympic series which consisted of completely assembled Reo-built cars less engines, hoods and grills into which Franklin installed Airman engines along with special hoods and grills.

By mid-1933 the banks had tightened their loans and the city of Syracuse threatened foreclosure due to delinquent taxes. The final blow came in April 1934 when the company went into receivership after selling only 360 cars. Only 98 more twelves were built in 1933/34 for an over-all total of 217. As the H. H. Franklin Mfg. Co. dissolved, Herbert Franklin retired and remained living in Syracuse until he died in 1956 at age 89.



1910 Franklin engine with typical vertical flow cooling arrangement in use from 1906 through 1929



1930 Franklin engine with typical horizontal flow cooling arrangement in use from 1930 on



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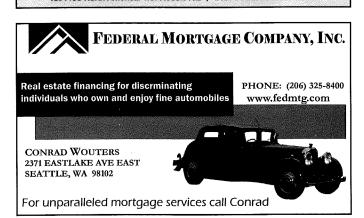
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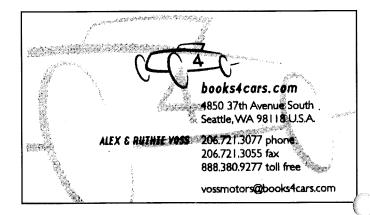


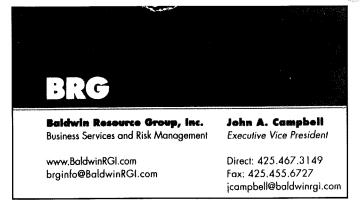
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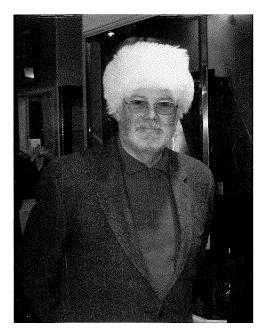
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2007 PNR-CCCA HOLIDAY PARTY

Article by Raymond Loe Photos by Michael Bradley



Santa Klaus Joel Norman

On December 9th 2007, the Pacific Northwest Region of the CCCA held their annual holiday party at the Seattle Yacht Club on Lake Union. This was the second year the gathering has been held at the Yacht Club and the lovely old clubhouse was again filled with beautiful seasonal decorations, the event very festive indeed. The clear winter sky provided for a wonderful view from our second floor dining room. There were 70 members and guests in attendance this year, all of whom enjoyed the ambiance and the camaraderie of fellow Classic Car aficionados and a delicious brunch.

Director Stan Dickison welcomed us, and expressed best wishes for a happy holiday season on behalf of the PNR-CCCA. We were entertained by a gifted young pianist, Nick Baker. Nick is 26 and a resident of Edmonds, WA for the past 12 years. He attended the School for the Blind in Vancouver, WA and now attends Shoreline Community College from which he plans to graduate in June 2008 with a degree in music. Nick plans to pursue a career in music engineering. This legally blind young man started playing the piano at age four, before his fingers could even reach all the keys. He could

hear a song once and then play it flawlessly from start to finish. He has written songs and done voice-overs for local advertisers. Likely a child prodigy, he is a walking encyclopedia of music trivia from Chopin to Sinatra. Nick sings and plays it all. He has a lovely singing voice and shared Christmas tunes with a most appreciative gathering of PNR classic car folks.

Classic cars on display at the party included Karel Deibel's 1948 Lincoln Continental and John McGary's 1937 Rolls-Royce Saloon. Jim Raisbeck brought his gorgeous (Non Classic) Chrysler Ghia for us to admire.

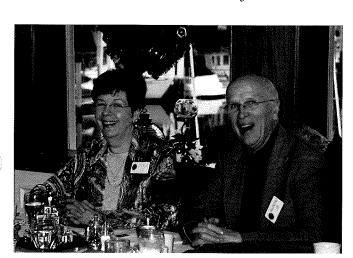
Once again, Toys for Tots and Pacific Northwest Harvest were the beneficiaries of our members' largess through donations of toys, food and cash contributions of \$570.00 for those worthy organizations. By donating all of the handmade table centerpieces and many of her hand knitted scarves, Valerie Dickison provided a big incentive to enhance the spirit of giving. Our special thanks to Valerie and also to Julianna Noble for working on event registration, Laurel Guernsey for heading the check-in table and selling drink scrip and Merrisue Steinman for assisting with the scarf sales.



Nick Baker, Pianist



Conrad Wouters & John McGary admiring Conrad's 1934 Rolls-Royce



Raymond & Georgia Loe



Conrad Woulter's 1934 P II Rolls-Royce Sedanca DeVille



James Raisbeck's 1953 Chrysler Ghia Special (nc)



Janet Cook, Merrisue Steinman, Wayne & Carol Hersted, Gary & Catherine Harris



Karel Deibel's 1948 Lincoln Continental Cabriolet



Editor's Message

We look forward to our challenging new role as editors. While my dad, Ray Loe and I have met many of you at club events and activities, there are many members we have yet to meet. In 1999, my husband Barrie and I moved to Whidbey Island with our unrestored 1937 Cord Phaeton. In 2002 we bought a "restored and ready to drive" 1936 Cord Beverly so we could participate in driving activities while restoring the Phaeton. We have driven our Beverly nearly 30,000 miles and made wonderful friends with northwest car people. Ray moved north from Southern California to Whidbey Island in 2002 bringing along his 1934 850Y Auburn Cabriolet (see March 2006 BG Cover Story). Ray and his wife Georgia live nearby and together we have shared many car adventures.

A great deal of thanks is due to Merrisue Steinman for her excellent work as editor the past two years. In her capable hands, the *Bumper Guardian* has flourished. The publication grew to 28 pages (and occasionally 32) with beautiful color photos and lots of interesting stories. She has officially "passed the baton" to us but has also agreed to serve as our mentor as we learn the ropes.

Our intent is to publish timely, interesting and useful information about Club events, the cars we drive, technical advice for keeping our cars on the road and car-related experiences of our members. Our success depends on you. We are always looking for articles about your Classic® experiences, technical tips, photographs, historical documents and more. If you have material you would like to have considered for publication, please send it our way. You needn't be a professional writer or a computer expert to submit your stories. We will accept your information in almost any format and will work with you to make it shine. We welcome your ideas and comments.

Karen Hutchinson 360-678-5453

Ray Loe 360-678-9366

klh@wildlbue.net

Rayloe@hughes.net

Director's Message (continued)

Meeting at the Bellevue Hilton. Due to the timing of this issue the article covering the NAM will be in the next Bumper Guardian.

Membership renewal is at a high percentage showing, in my belief, a healthy region. Those who haven't renewed please consider doing so soon as not to miss an issue of the Bumper Guradian. Included in the dues statement was the opportunity to add an extra voluntary contribution to assist the region. Several of our members did add to their dues and for that my appreciation as it particularly helps printing our publication. Your Board of Managers is making every effort to be fiscally responsible, managing the Pacific Northwest Region in a businesslike manner.

Merrisue Steinman has retired after two years of editing and producing a first class publication. Her issues were superb and we all appreciate the time and effort it took. Thank you, Merrisue, to you and your assistants. Ray Loe and Karen Hutchinson have taken over the editor's position and I have the utmost confidence they will do a super job as well.

As a reminder, any member is welcome at the monthly Board of Managers' meeting. The Board meets the first Wednesday of every month (except November) at the Woodmark Hotel at Carillon Point in Kirkland. We gather about 6:30 and begin the meeting at 7:00. Although most of us order dinner (during the meeting) it is optional. Spouses are also welcome. This is your club and all interest and input is welcome.

I look forward to seeing you soon, Stan Dickison, Director



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Voto. Vaiir ii	issisiive necuilles	enecuve upon payinent	or the entire premium.	anu acceptance of the risk.
Note: Your II Please sign ai	nd forward with you	remittance, payable to:		CC / PA



320 South 69th Street Upper Darby, Pennsylvania 19082

1 (800) 345-8290



