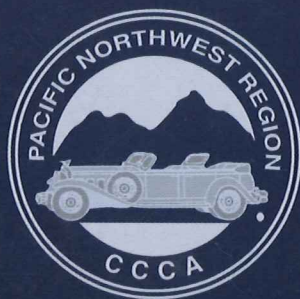


BUMPER GUARDIAN

Spring 2008



1937 Rolls-Royce Phantom III Vanden Plas Cabriolet
Owned by James and Sherry Raisbeck



Pacific Northwest Region – CCCA

2008 PNR CCCA Region Events

Events sponsored by PNR-CCCA are listed in bold type. Other events are listed for the convenience of our members. Event flyers usually go out to all members 3-4 weeks prior to each event. Please feel free to contact the Event Manager with questions.

April 26

**Bill Mote and Dennis Somerville
Garage Tours, Arlington, WA**

Lee Noble, PNR Event Manager • 206-226-6153

May 4

Elks' Breakfast and Tour, Puyallup, WA

Gerald Greenfield, PNR Event Manager • 253-653-5060

June 14

**Daryl Hedman and Dave Murray
Garage Tours, Gig Harbor, WA**

Bill Allard, PNR Event Manager • 253-565-2545

4th of July

Parade at Yarrow Point, Kirkland, WA

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

July 20

Forest Grove Concours

August 2

Seabeck Picnic, Olympic Peninsula

At Jerry McAuliffe's

August 4

Motoring Classic Send-off

Army Barer, PNR Event Manager • 425-454-0296

August 13-17

Pebble Beach Concours

Labor Day Weekend

**Steamworks Concours & Three Garage Tour,
BC, Canada**

Colin & Laurel Guernsey, PNR Event Managers • 604-788-7429

September 6 & 7

Kirkland Concours

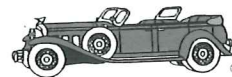
Lee Zuker, Contact • 360-426-4388

November 1

**PNR CCCA Annual Meeting
Seattle Yacht Club, Seattle**

Stan Dickison, PNR Event Manager • 206-546-3306

2008 CCCA National Events



Grand Classics®

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

A "Double-Header Weekend" at the CCCA Museum

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

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

The Concours at the Gilmore Museum near Kalamazoo, MI features "50 Years of GM - 1908 – 1958 and all CCCA Full Classics®.

Featured cars include Buick, Cadillac, Cartercar, Chevrolet, Elmore, GMC, GM Coach, Holden, LaSalle, Little, Marquette, McLaughlin, Oakland, Oldsmobile, Opel, Pontiac, Ranier, Rapid, Reliance, Sampson Tractor, Scripps Booth, Vauxall, Viking, Welch, Westcott, Yellow Coach.

Inquire about others.

Contact: Katie Robbins, Registrar, katie@classiccarclub.org
P.O. Box 2113, Dearborn, MI 48123

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

CARavans

May 3-25 Classic European CARavan

June 19-27 Big Sky CARavan (COR Region)

July 12 Summer Grand Classics -
New England, MI, N. CA

Oct. 12-18 Independence Trail CARavan
(DVR/CBR)

2010 PNR CARavan

Invitation to All PNR-CCCA Members

Please consider attending a Board of Managers' meeting this Spring. You will have the opportunity to learn about your Club and get to know other members. Meetings are held the first Wednesday of the month at 7 p.m. at the Woodmark Hotel in Kirkland. (Social gathering in the lobby area at 6:30.) During the months of April, May and June, the Woodmark will be providing a special dinner buffet for our meetings (\$25/person includes meal, tax & tip).

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
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John Campbell, Treasurer	425-885-5472
Barrie Hutchinson, Membership	360-678-5453
Karen Hutchinson, BG Co-Editor	360-678-5453
Raymond Loe, BG Co-Editor	360-678-9366

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Barrie Hutchinson	2008	360-678-5453
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Stan Dickison	2009	206-546-3306
Lee Noble	2009	206-768-5140
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Caption Editor	Bill Deibel	206-522-7167
Cover Story	Raymond Loe	360-678-9366

Board Meetings:

Board of Managers' Meeting – Open to members
1st Wednesday at the Woodmark Hotel, Kirkland
6:30 Social Gathering, 7:00 Dinner/Meeting
Minutes available on request.

Membership:

Regional membership is available only to Classic Car Club of America national members.

Advertising Policy:

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.

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Director's Message


The CCCA Annual Meeting is well behind us and the Pacific Northwest Region was done proud. Our visitors from across the country were duly impressed. I have heard nothing but accolades. Several attendees said it was one of the best Annual Meetings they could remember.


Appreciation and thanks for the success of the Annual Meeting goes to the committee, the members who pitched in, our sponsors, those who opened their marvelous collections for all to enjoy and members who brought their Classics® for judging and display.

I have refrained from naming individuals for not wanting to leave someone out. One exception is my thank-you to Sandra Kasky Button, Chairman of the Pebble Beach Concours d'Elegance, for donating the special Pebble Beach Package for our door prize. It is greatly appreciated.

Continued on page 26







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1937 ROLLS-ROYCE PHANTOM III VANDEN PLAS CABRIOLET

Article by Raymond Loe

Photography by James Moore



James Raisbeck at home with his 1937 Rolls-Royce P-III and 1939 Atalanta Drophead Coupe

When James and Sherry Raisbeck purchased their featured 1937 Rolls-Royce from member Anne Long at the 2006 Pebble Beach auction they knew few cars have histories with as much intrigue, infamy or glamour as this particular Phantom III. The car came to the Raisbeck's complete with its original build-records and other documentation.

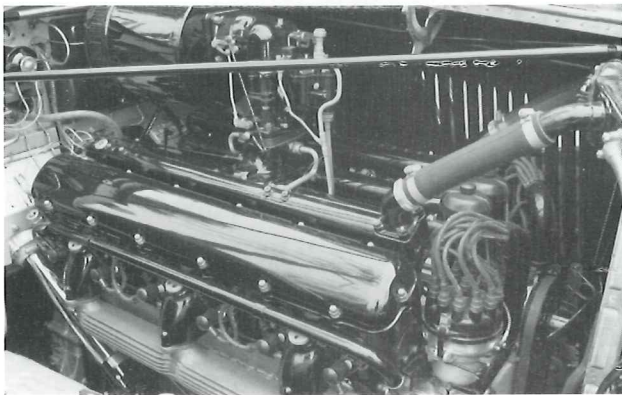
The Phantom III series debuted in October 1935. The motivating force for the new Rolls-Royce was the introduction of a big, smooth all aluminum 7,340cc V-12 OHV pushrod engine to replace their venerable cast iron block straight six. Opinions vary about the horsepower rating of this new engine. It is interesting to note that Rolls never published figures for any of their engines simply referring to them as having "adequate" power. The P-III series came with newly introduced independent coil spring front suspension while the

solid rear axle continued using semi-elliptic leaf springs. All Rolls-Royces since the mid-twenties had used a mechanical brake and servo system, and the P-III continued its use. Despite most manufactures abandoning mechanical brakes years earlier, Rolls was well satisfied with their braking system and it was well after World War II before hydraulic brakes appeared on any of their cars.





James chauffeur in his sleek RR P-III



Powerful and quiet V-12 engine



Gorgeous burl walnut fascia



Sumptuous passenger compartment

A total of 727 P-III chassis were built before production ceased in 1939, the vast majority of them remaining in Britain. The 142" wheelbase and lengthy hood provided an ideal foundation for the fine custom coachbuilders of the era.

In April 1937, the Vienna Rolls-Royce agency ordered a Phantom III chassis be sent to coachbuilder Vanden Plas upon which to build a four-door Cabriolet. Two months later this elegant convertible, finished in blue with a blue fabric top, Connolly leather upholstery and many extras was delivered to Austrian arms manufacturer, Friedrich "Fritz" Mandl.

A big munitions supplier to the Axis powers, Mandl moved in the highest social circles which included Adolf Hitler and Benito Mussolini. It was a particularly difficult time for Mandl who went so far as converting to Christianity in order to conceal his Jewish descent. In 1933 he married much younger Austrian-born actress Hedwig Kiesler – later to become famous as Hedy Lamarr. The arranged marriage may have been a parental backlash for young Hedy, who revealed much of herself naked in the risqué Czech movie, "Extase". Possessively jealous, Fritz bought-up all the copies of the film and refused to let his wife continue her acting career. Mandl kept his young wife a virtual prisoner in Castle Swartzenau while insisting she play hostess to top Fascists.

It was her presence as hostess in secret meetings with military leaders and armament manufacturers that gave the very smart Hedy enough knowledge about radio-guided torpedoes to later share in a U.S. patent for a new guidance system. This was an early version of frequency hopping which used a piano roll to change between 88 frequencies to make radio-guided torpedoes harder for enemies to detect or jam. Unfortunately, Hedy never made any money from this patent because it had expired before modern technology caught up with the concept, now in widespread use.

Not long after Mandl took delivery of his car young Hedy, desperate to flee her controlling husband, drugged the maid paid to watch her and fled to London where she met with Louis B. Mayer. Taking the name "Hedy Lamarr," she sailed for the United States to be as far from her

Continued on page 6

husband as possible. After arriving in the U.S. she once again established herself as an actress and never saw Fritz Mandl again.

In 1938 Mandl lost his high place with the Fascists because of the Jewish background he had done so much to hide. Apparently he had anticipated the limited future for the Jews in Austria – even those who collaborated with the Nazis – and had the foresight to ship his Phantom III to South America before it could be confiscated. Mandl then fled to Brazil and eventually settled in Argentina where he died in 1977 after a career that included film production, manufacturing and even some prison time. At the time of his death, Mandl no longer owned the Phantom III. Paperwork dating from 1971 shows that Jose Ruano had purchased the Rolls and the car apparently remained in Argentina until it was brought to the United States in the 1980's by former PNR member and Past Director Don Girard.



Hedy Lamarr Autographed Photo, Raisbeck Collection

When it finally arrived in the Pacific Northwest, the Vanden Plas Phantom III was mostly complete, but in sad shape having sat outside for quite some time. Al McEwan drove it then and recalls that "it sounded like a threshing machine." In the early 1990s PNR members Ty & Anne Long purchased this Rolls from Don and subsequently embarked on a major restoration that took the better part of a decade. The car was first completely stripped-down and then meticulously reassembled and restored requiring the use of many NOS Rolls-Royce parts. Finished in dark blue with light gray upholstery and a blue fabric top, the car was completed in 2002.

The following summer it was presented at Pebble Beach where it was the recipient of the prestigious Lucius Beebe Trophy. After this, the car went on to score 99 points at the CCCA 2004 Summer Grand Classic where it was awarded Senior Badge #2657. James & Sherry Raisbeck entered our Showcase Car at the 2008 CCCA Annual Meeting where it was awarded 100 points and judged FIRST in the Senior Custom Class. This is indeed a gorgeous car and we are pleased to present it to you.



Famed Flying Lady



Signature Rolls-Royce Radiator and Shutters



Impressive Headlight and Horn assembly



CCCA NATIONAL ANNUAL MEETING

LeMay Collection Tour

Wednesday, January 9, 2008

Article by Raymond Loe

Photography by Michael Bradley

The 2008 CCCA Annual Meeting officially kicked-off on Wednesday afternoon with a tour of the LeMay Collection at its sprawling Tacoma site. Three bus-loads totaling more than 120 participants toured two large buildings on the old Marymount Academy property, followed by many more structures surrounding the adjacent LeMay home. Here we saw an eclectic assemblage of cars, motorcycles, trucks, tractors, fire engines and early American memorabilia. Mrs. Nancy LeMay, who still lives in her home on the property, was on hand to personally welcome our group.

Over the 50 years before his passing, Harold LeMay's "passion for salvage" produced what the Guinness Book of World Records verified as "the largest privately-owned car collection in the world." Pared down from over 3,000 vehicles the remaining 2,000+ examples now on display are all in very nice condition and our group enjoyed unlimited access for up-close inspection. The collection includes literally dozens of Full Classics® as well as examples of almost every make of car produced in America from the brass era through the 1970s.

The museum's 1930 Murphy-bodied Series J Duesenberg was displayed in the ballroom at the Hilton Hotel for all to enjoy. The Series J was introduced at the New York Automobile Salon in 1928. Its straight-eight engine of 265 horsepower could produce speeds over 115 miles per hour. In 1930, the 142.5 inch wheelbase chassis cost \$8500. Finished prices depended upon body style and appointments: the range was about \$15,000 to \$20,000, a fortune for that time.

Of particular interest to the ladies in our group, we had the special opportunity to see Mrs. LeMay's very large collection of dolls and many other artifacts relating to early American life.

Everyone enjoyed the tour and agreed that the magnitude of the LeMay collection is truly overwhelming.



Rick Zeiger viewing a small part of the vast LeMay Collection



CCCA members taking in the magnitude of the LeMay Collection



1930 Duesenberg Series J displayed at Awards Banquet and Fashion Luncheon



CCCA NATIONAL ANNUAL MEETING

McBride Collection Tour

Thursday, January 10, 2008

Article by Raymond Loe

Photography by Michael Bradley

One of the highlights of this year's CCCA Annual Meeting tours was to visit the McBride collection. On Thursday afternoon over 150 CCCA members and guests converged on the two-story building where on the top floor they saw an array of Full Classics® plus a number of "special interest" cars.

Our group had the opportunity to see up-close McBride's 1953 Cadillac Eldorado convertible that won the President's Cup Award at Forest Grove, a 1940 Dodge coupe that Ken got when he was 19 years old, the very first production Duesenberg (a 1929 Murphy convertible) and one of only 13 special 1956 Ferrari model 410 Super Americas. Also on display was his 1936 Packard V-12 that was part of Harrah's collection for 40 years.

The crown jewel of the McBride collection is a rare 1924 Delage GL Skiff-Torpedo. Ken acquired this wooden skiff-bodied beauty at the 2004 Pebble Beach Auction where it and the Duesenberg Mormon Meteor were top attractions.

The ground floor houses the Bill Cotter collection of world-class racecars, several of which are currently actively campaigned both here and in Europe. Interspersed amongst these great racecars and support facilities are many one-of-a-kind vehicles that were very interesting to the group.

Thank you Ken and Patti for treating us all to lunch while touring your magnificent collection and for bringing your wonderful Delage to show at our CCCA National Annual Meeting.



Maureen Sullivan discussing the McBride collection with Barrie and Karen Hutchinson



Glenn Mounger and Nat'l meeting attendees enjoying lunch provided by the McBrides



CCCA NATIONAL ANNUAL MEETING

Head Judge's Comments

Article by Gerald Greenfield

Photography by Michael Bradley

Our Pacific Northwest Region of the CCCA recently hosted a very successful National Annual Meeting at the Hilton Hotel in Bellevue, WA. A highlight of the four-day meet was the Car Show and Judging Event. As Head Judge for the event, I would like to make a few comments.

After reviewing the results of the Judging Event, I was pleased with the overall results. Nearly 70 Full Classics®, of which 32 were judged, graced the display area. Four cars were judged to be 100 point Classics®! For a mid-winter event, this was an exceptional presentation and I congratulate the members of the Pacific NW Region for their effort. Out-of-town guests were in awe of the quality and variety of cars in our Region.

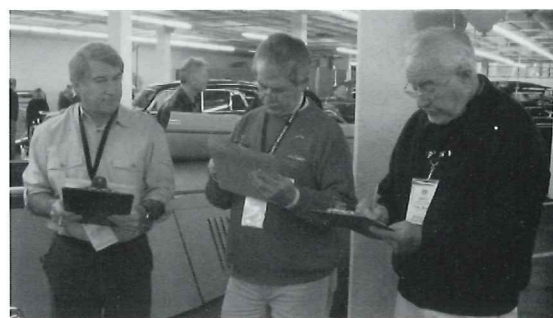
Likewise, the quality of judges was exceptional. Twenty-four judges from around the country, including 14 Master Judges, teamed up to form one of the most experienced judging teams ever assembled. The remaining judges were very experienced and many are well on their way to achieving Master status.

After analyzing the event, I would like to make three suggestions that apply to both judges and participants having their Classics judged. First, attend a Judging Seminar. This allows you to get a general feeling of what a Judging Event is like and allows you to be hands-on in the judging experience. Secondly, review the Judging film shown at the seminar. Actually, buy or borrow a copy if you plan on showing your car. Watch it numerous times. It contains a wealth of information and will answer almost all of your questions. And lastly, read the Judging Manual! Read it over and over again. All of the answers are there. I can't stress how many easy points were lost because the manual wasn't studied prior to the event. To be a serious judge or exhibitor you must reread this manual on numerous occasions leading up to that big moment when you are finally asked to "Please start your engine." Showing and judging are stressful, but you can make this a most enjoyable experience by being prepared. That one point deduction can be mentally devastating and monetarily costly!

My sincere thanks to assistant Head Judge Don Reddaway and to all who helped in the judging and tabulating process.



*Phil McCurdy, PNR, examining a
1924 Delage Torpedo Skiff*



*John Milliken, SCA, Jim Hull, COR, and
Dick Boberg, SCA conferring*



*Bruce Gigurre, NER, John Carlson, PNR,
David Smith, PNR & Bill Allard, PNR*



*Brian Harding, PNR & Carl Steig, NCA
judging a 1933 Packard Coupe Roadster*



CCCA NATIONAL ANNUAL MEETING

Interview with Head Judge Jerry Greenfield

Article by Karen Hutchinson

Photography by Michael Bradley and James Moore

After the meet, your *Bumper Guardian* editors had the opportunity to ask Head Judge Jerry Greenfield a few questions. We were interested in hearing how the show went from his perspective. He provided the following answers to our queries.

Was the Car Show affected by Seattle's winter weather?

The weather was actually very cooperative. Amazingly, most of the cars arrived at the show between rain showers. While my team was prepared with buckets and a huge pile of rags to wash literally dozens of cars, only 4 or 5 cars, including Conrad Wouter's Rolls-Royce, required washing. Boy, were we lucky. Equally amazing, the sun came out on Sunday when the cars were exiting the garage.



Conrad Wouter's 1934 Rolls-Royce

Also, before the event, my team carefully canvassed the parking lot for leaks and then arranged the entries to avoid potential drips. So, while there were a few leaks in the garage, none of the entries was affected.

What is the secret to such a great turnout of cars?

Beautiful Full Classics®, both domestic and foreign, filled every available space in the parking garage. The PNR membership went to great lengths to ensure we had a fabulous car show. Many of our members brought 2 cars. My sincere thanks go to Bob Reverman for offering to bring 4 of his cars to the show. Think about the logistics of transporting 4 cars in the middle of winter.

As it turned out, we only had room for 2 of his cars – but he was willing to put in the effort to get all 4 cars to the show if we needed them.

Which cars were disqualified from judging and why?

Both Steve & Annie Norman's 1929 Bentley and Terry & Barbara McMichael's 1947 Bentley were disqualified from the Touring Class. This is both bad news (the cars didn't win) and good news (the cars are actually better than the owners thought). While both of these cars have seen quite a bit of road time, they are still in very good condition and competitive in the Primary and Senior classes.

Brian & Fran Harding entered their beautiful black 1940 Cadillac with an older restoration in the Primary division and won a 2nd Place. They were thrilled with the result.

The real message is to show your car! You will have the chance to learn what the judges think about your car and you might win!

Were there cars that should have won but didn't?

Several cars could have easily scored higher points if the owners had studied the judging criteria more closely. I know it is controversial but CCCA rules call for the automatic deduction of 3 points for radial tires. If you really want to maximize your judging score and



Najib & Diane Azar's 1933 Packard

drive your car, you may want to consider having two sets of wheels for your car. Unfortunately for Najib and Diane Azar their stunning 1933 Packard Coupe Roadster had points deducted for radial tires and the car's placement suffered.

Are there any other cars you want to recognize?

The cars entered in the show were all fabulous. Often exotic and open cars get most of the attention. But there were also some great sedans that deserve a second look. Terry & Cherry Jarvis' 1934 Nash is a sedan with lots of style and a fabulous restoration. The styling of the car was way ahead of its time.



James Harri's 1937 Super Eight Touring Sedan is also a 4-door sedan that deserves a closer look. The car is beautifully styled and has won several prestigious awards.

The show went so smoothly, what is your secret?

As you can imagine, lots of people contributed to the success of the event. It wouldn't be possible to have a show without the hard work and talent of the judges and tabulators, and it is easy to see their contribution. But there is also much work that is done behind the scene. I think Bill Allard almost lived in that cold garage for the entire 2 1/2 days. He was there to check-in the cars, help get the cars correctly placed and do a thousand other things that needed doing. The club owes Bill a great deal of thanks for all the work he put into the event. Also, thanks to Val Dickison and her team of decorators for taking an ordinary garage and



Benita Berquest, Karen Hutchinson, Ildiko Bradley, Barrie Hutchinson and Val Dickison preparing to decorate the garage

making it extraordinary with red carpets, potted plants and balloons. The festive touch was enjoyed by all.

Editor's Pick

This fabulous car belongs to PNR member David Smith. It was one of only three ever built, and is the only survivor. It was originally purchased by Italian Franco Rol who drove it in the Mille Miglia four times, finishing third in 1949 after leading most of the way from Rome. It also took part in the Targa Florio and Dolomite Cup and won at Pescara. The Alfa then spent almost forty years stored under a lean-to in the Sleeping Beauties Collection depicted in Automobile Quarterly (vol. 22/2). David Smith found this car in the back of an Alfa dealership in Belgium, completely restored this historic masterpiece and brought it to the Hilton for CCCA members to enjoy. Thanks David!



David & Jody Smith's Alfa 6C2500 Competizione



CCCA NATIONAL ANNUAL MEETING
Jon Shirley and Greg Whitten Collections
Friday, January 11, 2008

Article by Karen Hutchinson

Photo courtesy of Jon Shirley Collection



Jon Shirley's 1934 Alfa Romeo Tipo B (P3) Monoposto



On Friday afternoon, the CCCA National Annual Meeting attendees had the privilege of touring the collections of Jon Shirley, Greg Whitten and Craig Watjen. Retired Microsoft executives with a consuming passion for fast cars, both Jon and Greg have enviable collections of sports cars and racecars and both collections include Full Classic® Alfa P3s. (Craig's beautiful collection of Ford Model As and Lincolns is covered on Page 17).

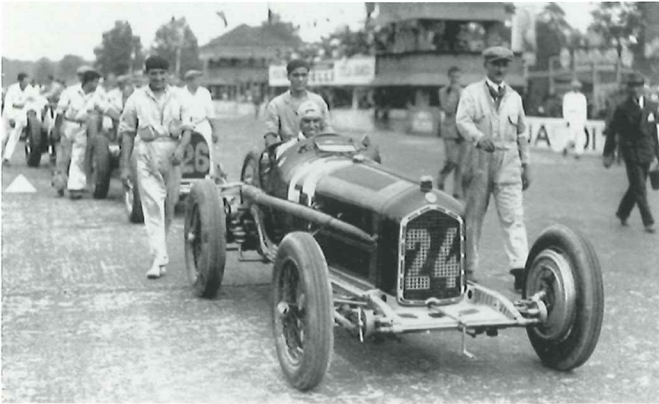
Jon Shirley's collection, according to Glenn Mounger, is arguably the best Ferrari collection in the world. Jon's "garage" houses an amazing array of noteworthy Ferraris, and other marks such as Austin Healey, Jaguar, and Alfa Romeo (to name a few) all ready to take on a drive or on the track at a moment's notice.

Jon says he developed an interest in Alfas after seeing the P3 racer and that he is most proud of his 1934 Alfa Romeo Tipo B (P3) Monoposto. This car was raced

under the auspices of Enzo Ferrari's Scuderia Works and was driven by the legendary Tazio Nuvolari. The car has an impressive racing history including winning the famous 1935 German Grand Prix. The more important the car is in history, the better Jon likes owning it and racing it.

Greg Whitten is also smitten with his own Alfa P3, a 1932 Tipo B Biposti. It is just one car in his head-turning collection that includes, but is not limited to, Ferraris, Formula One Grand Prix cars, Porsches, Jaguars and more but it is one of his favorites and he, like Shirley, actually races it. The car was built in 1932 as a monoposto but was modified in 1935 and became the first Grand Prix biposti racecar. Although a car of imposing size, it is barely big enough for two small people.

The car has wonderful racing provenance, including winning the Mille Miglia in 1935, which is one more reason Greg likes it so well.



What is the history of the Alfa Romeo P3 racecar?

The Alfa Romeo P3, designed by Vittorio Jano and introduced in June 1932, halfway through the European racing season, was the first true single-seat racecar. The car with its powerful, supercharged, eight-cylinder engine (8C) and its light weight (just over 1500 lbs.) was designed to run longer racing distances than its P2 predecessor. With Tazio Nuvolari at the wheel, the newly built P3 won its first race and went on to win 6 races in the remaining 6 months of 1932 including all 3 major Grands Prix in Italy, France and Germany.

In 1933 Alfa Romeo no longer had the resources to mount a successful race team and was forced to withdraw from Grand Prix racing. Enzo Ferrari convinced Alfa to let him continue racing their formidable P3 single-seater under the Scuderia Ferrari banner. Alfa viewed Ferrari's offer as a way to maintain their racing image and to have the P3 entered in as many important races as possible. Scuderia Ferrari P3s won six of the final 11 events of the season including the final 2 major Grands Prix in Italy and Spain.

Scuderia Ferrari was set up in 1929 as a company of driver-owners to prepare cars for competition and offer support for the owners who raced them, although it later had its own professional team. To differentiate his Alfas from the others, Ferrari painted on his cars a large crest featuring a prancing horse on a yellow background. Jon Shirley's P3 was managed by Enzo Ferrari's Scuderia and is an apt adjunct to his Ferrari collection.

Alfa's P3s continued to dominate the racing world in 1934 winning 18 Grand Prix races in Europe. By 1935

Alfa had lost its edge when competing against Germany's imposing Mercedes-Benz and Auto Union cars. Still, 16 out of 39 Grands Prix were won that year including two notable victories for the Scuderia Ferrari involving the Shirley and Whitten P3s. Significantly, Shirley's P3, driven by Nuvolari, beat the more powerful Mercedes-Benz and Auto Union cars in 1935 at the German Grand Prix held at the Nürburgring. Early on, while leading the race, Nuvolari encountered problems while in a pit stop, losing minutes of valuable time. He rejoined the race in 5th position and slowly climbed his way back through the field and won in the last lap when the lead driver Manfred von Brauchitsch stripped a tire on his Mercedes Benz W25. To the astonishment of a crowd of more than 300,000 German fans, including Adolf Hitler and hundreds of Nazi officials, Nuvolari won the race. Nuvolari's immense skill as a driver and the precision handling of the P3 had simply outclassed the newer more powerful German entries.



And then there was the win at the 1935 Mille Miglia in Whitten's P3. In order to qualify for running in the Mille Miglia, the P3 was converted from a monoposto to a biposti. Carlo Pintacuda was selected to drive the race since he was the only Scuderia Ferrari driver who was small enough to fit into the driver's seat (his co-driver Italian Marquis Della Stufa was even smaller). There were problems with the gearbox the day before the race and a team of Scuderia Ferrari mechanics worked through the night to make the necessary repairs. Their work paid off, Pintacuda easily won the race in the converted P3.

The Alfa Romeo P3 has earned its place in history as a truly great racecar and our group of Annual Meeting attendees had the rare opportunity to see two of these Full Classic® cars, that are still used on the vintage race circuit, in one afternoon. That on top of seeing more beautiful racecars in one day than many people see in a lifetime. Our sincere thanks to Jon Shirley and Greg Whitten for opening their collections to the CCCA.





The Blue Train Bentley(s)

In 1930 Captain Woolf Barnato
wagered £200 that he could beat the
famous Blue Train from Cannes to
Calais in his Bentley Speed Six –
but which of his
Speed Sixes ran the race?

*Article by Karen Hutchinson with
technical assistance from Peter Hageman.
Photography courtesy of Michael Bradley,
D. Fontenat, Peter Hageman, and
Roy Magnuson*



CCCA NATIONAL ANNUAL MEETING AWARDS BANQUET

The "Blue Train" Bentley(s)

Saturday, January 12, 2008



*James Dietz, Artist Automotive Fine Arts Society
Peter Hageman Collection*

Started by Walter Owen and Henry Bentley in 1919, Bentley Motors was a force to be reckoned with, at least on the racetrack. A group of affluent Londoners, including Woolf Barnato, were known as the Bentley Boys and served as the support team for the legendary W. O. Bentley. Bentley Motors and Woolf Barnato made racing history with a hat trick of LeMans victories in 1928, 1929 and 1930, with the Speed Six dominating races of 1929 and 1930.

Off the track, Bentley Motors was far less successful and by 1926, the company was going broke. The worldly and charming Barnato was appointed Chairman and was able to keep the company alive by tapping into the substantial fortune he'd received as heir to South Africa's Kimberley diamond mines. Woolf's daughter Diana Barnato Walker (born in 1918) recalls her father coming home with a new Bentley every other week. He would buy the cars himself to help Bentley make payroll, then sell them to his many wealthy friends. During this time, Barnato amassed his own stable of his favorite cars.



*Peter Hageman driving the 1930 Bentley Speed-Six
Gurney-Nutting Sportsman Coupe*



In 1930 at a dinner party onboard a yacht moored near Cannes, the talk was about the craze for racing the train across France and Woolf Barnato's recent racing exploits. Woolf was a legendary bon vivant and known for his love of fast cars, glamorous women and lavish parties. He was a sportsman extraordinaire who sailed, played cricket, rode to hounds and above all else, raced cars -- his racing records at LeMans still stand today.

When over dinner a guest began questioning whether it was possible to beat the famous Blue Train by road from St. Raphael to Calais, Barnato ever eager to take a dare jumped at the challenge. The Blue Train was among



1929 Bentley Speed-Six Mulliner Saloon

the fastest and most elite of the trains of its day carrying the well-to-do from the ferry to the French Riviera. Barnato wagered the princely sum of £200 that he could not only arrive in Calais before the Blue Train but that he would be sipping sherry in his London club by the time the train reached the station.

The next evening when the 5:45 train pulled out of the main railway station at Cannes, Barnato and his relief driver, amateur golfer Dale Bourne, set off in the Captain's Bentley Speed Six on an adventure of almost 700 miles. They began the trip with one spare tire, enough gas to get halfway to Calais and a roughly drawn map of where they

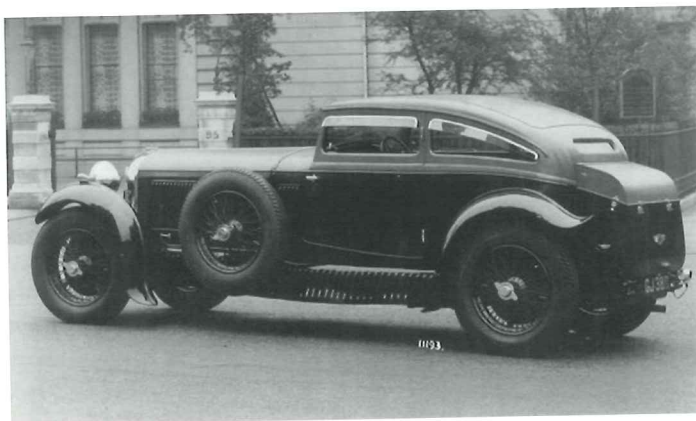
Continued on page 16

would find additional fuel. They faced bad weather including heavy rains and fog and roads that were rife with dust, deep ruts, potholes and mud. Despite setbacks including a flat tire and having to double-back to find the fuel stop, they managed to complete the 570 mile run from Cannes to Calais by 10:30 the next morning, averaging over 43 miles per hour. Still, the race was not over. Barnato decided not to wait for the ferry and chartered a packet steamer to cross the Channel. From Dover he then set-off on the final 80-mile run, parking outside his London Club at 3:20 in the afternoon just 4 minutes before the Blue Train arrived in Calais. Barnato celebrated winning the bet with a glass of sherry before refusing to pay the French fine of £160 for racing on public roads. Even this wonderful story of perseverance and daring was not enough to save Bentley Motors. A year later Bentley Motors was sold to Rolls-Royce.

The question for car enthusiasts is "What ever happened to the Blue Train Bentley?" For many years it was thought the Bentley Speed Six that beat the famous Blue Train was a two-door coupe bodied by Gurney Nutting. Records are clear that Barnato owned such a car and the car is indeed featured in contemporary artist Terence Cuneo's painting depicting the race. In 1997, Bruce McCaw acquired this very special Bentley and went on to win many prestigious concours.

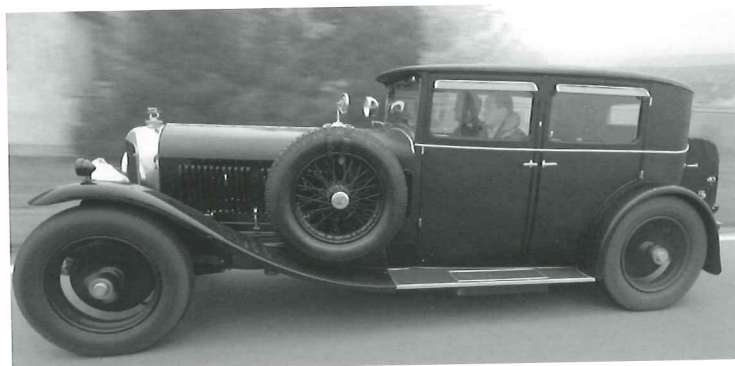
Recently, Bentley historians uncovered evidence that it wasn't the fast, sexy 3-passenger coupe (the rear seat is fitted sideways due to the low roofline) that raced the Blue Train. History records the date of the celebrated race as March 1930 while factory records show Barnato took delivery of the famous Gurney Nutting "Sportsman Coupe" in June, 1930. It is now believed that Barnato ran the race in a much more ordinary 1929 Speed Six Mulliner-bodied four door sedan (or saloon in British parlance).

Bruce McCaw, being a Bentley enthusiast, when the new facts were brought to light, set out to do the only thing he could – track down the "real" Blue Train Bentley. It took the same dogged perseverance that had served Barnato so well to track down a car that had, by now, been separated into two pieces. Eventually, both the chassis with its engine and another chassis to which the original bodywork had been fitted were tracked down in Europe. With the help of Peter Hageman, Bruce purchased the "parts" and set about restoring the "real" Blue Train Bentley.



The Presumed "Blue Train" Bentley

Hageman related the history of these great Bentleys and how they both came to be part of the McCaw's world-class car collection, they were undraped for viewing. Our sincere thanks to Bruce & Jolene McCaw, Peter Hageman and all the folks they work with for making the dinner an event that will be long remembered by all.



The "Real" 1929 Blue Train Bentley



Stunning interior of the 1929 Mulliner Saloon



CCCA NATIONAL ANNUAL MEETING

Craig Watjen Collection Tour

Friday, January 11, 2008

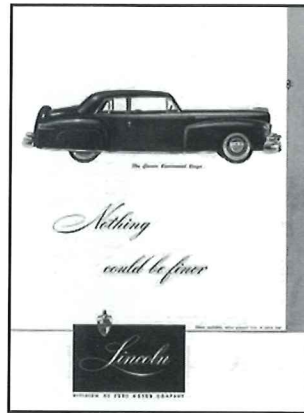
Article by Karen Hutchinson

Photography by Michael Bradley

Blue Train Cont.

Woolf Barnato Racing History

In 1928 Woolf Barnato and Australian Bernard Rubin won the Le Mans 24-hour race with an average speed of 69.11 mph in a 4 1/2-litre car. In 1929 Woolf Barnato was partnered with the most famous of the Bentley Boys, Tim Birkin, and won the race with an average speed of 73.63 mph in the more powerful Speed Six (6 1/2-litre) Bentley. (The next three places were won by three 4 1/2-litre Bentleys driven by Kidston with Clive Dunfee, Benjafield with Belgian Baron Gerard d'Erlanger, and Clement with Frenchman Jean Chassagne). In 1930, just months before the company ran out of money, Barnato with Glen Kidson won again in a Speed Six against stiff competition including a 7.1 litre Mercedes-Benz SSK designed by Ferdinand Porsche. (Alfa Romeo dominated the race in 1931, 1932, 1933 & 1934). See story on page 12.



On Friday afternoon CCCA members had the pleasure of touring Craig Watjen's private automobile collection. Tour participants had the opportunity to enjoy his impressive collection of beautifully restored Fords, including an amazing line-up of Model As (nc) and an equal number of impeccable Lincolns. Craig brought his handsome twelve-cylinder 1947 Lincoln Continental Coupe to the Hilton Hotel for the car show.

The 1939-48 Lincoln Continental is one of the last-built cars to be recognized as a "Full Classic®" by the Classic Car Club of America. The first Lincoln Continental was

designed by Edsel's chief stylist, Bob Gregorie, for Edsel Ford's personal use. The custom-designed elegant convertible was based on the Lincoln Zepher modified to include a long hood covering the V-12 engine, long front fenders, and a short trunk with an externally-mounted covered spare tire. The car received so many accolades that it was immediately put into production. World War II brought the production of the Continental to an abrupt halt. Production resumed in 1946-48 with only minor changes to the trim package. Thanks to Craig for opening his collection to our group.



Craig Watjen in his 1947 Lincoln Continental Coupe

PNR Region Directory Updates & Member News

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Bill Kerns
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Elma, WA 98541
360-482-4466 (home)

Jon Schoenfeld
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Edgewood, WA 98372
775-848-7842 (cell)
jonmschoenfeld@aol.com

Gary Steinman is home recovering from surgery & John Kane is also home recovering from a stroke. They would love to hear from you. Your cards and email are welcome.

Long-time club member Bruce Hill passed away in February.

CCCA NATIONAL ANNUAL MEETING LUNCHEON

Putting on the Glitz

Saturday January 12, 2008

Article by Valerie Dickison

Photography courtesy of Valerie Dickison and Sue Symons

A fashion show luncheon tends to be a mainstay of the National Meetings, or so I have observed with my limited visual acuity. As Meeting co-chair with my husband, Stan, I wanted to do something different this year, something quite special. The idea germinated into a three-pronged production: a showing of elegant vintage fashions by the charitable organization Goodwill Industries; a donation of a vintage gown I no longer wear that would be included in the show and finally, a financial contribution to Goodwill, helping to perpetuate their vintage collection.

All factors culminated on Saturday of the Annual Meeting when Pacific Northwest Region's own Darlene Linke, as our Mistress of Ceremonies, ushered in "Putting on the Glitz". Some 70 guests, men and women alike, enjoyed luncheon, fellowship and a fantastic show of elegant evening attire from 1890 to 1970.

Included in the show was the beautifully modeled 1930s era bias-cut peach lace evening gown I discovered years ago in a dusty family trunk. After resurrecting the garment, including dying the faded lace and altering it to be several sizes smaller, I wore the dress to several formal events including an awards banquet hosted by Safeco in



the Hall of Battles at the Palace of Versailles.

Safeco Insurance underwrote the show and Becky Fann, VP of Safeco Marketing was in attendance, representing them. The gorgeous red Series J Duesenburg from the LeMay Car Museum graced the dining room and added to the ambiance, reminding us of by-gone eras. Fashion Barbie-style dolls, each costumed in one-off handmade outfits, were silent-auctioned with over \$390 in proceeds going to Goodwill Industries who state proceeds will be used to purchase vintage shoes for their collection.

Copies of the Annual Meeting's "Remembering Cars Through Music" CD were given to each model as a thank-you for their donated time. A special thank-you goes to Darlene Linke for her command of the podium, her husband Sigfried Linke who helped transport fashions, and Benita Berquest who greeted guests at the door. Sincerely a good time was had by all.



*Stan & Valerie Dickison
at the Safeco Awards*

Banquet in the Hall of Battles at the Palace Versailles. Valerie is wearing the 1930 dress she donated to the Goodwill vintage collection.





WHAT'S IN THE DONUT?

Understanding the Distinctions in Motor Oils

Part One: SAE Viscosity Grades

Compiled by Bill Deibel largely from Society of Automotive Engineers (SAE) Standard J300 last revised November 2007

Viscosity is a measure of a liquid's resistance to flow. SAE Standard J300 establishes two sets of "viscosity grades for engine oils": those without suffix and those with the suffix W. The distinction is not easily understood.

SAE grades 20, 30, 40, 50 and 60 (without suffix) are established based on two operating temperature criteria: a) Low-Shear-Rate Kinematic Viscosity measured in centistokes (cSt) at 100° C (212° F), and b) High-Shear-Rate Viscosity measured in centipoise (cP) at 150° C (302° F). Each grade defines a range for Low-Shear-Rate Kinematic Viscosity, but only a minimum value only for High-Shear-Rate Viscosity. The former has been traditionally used for many years to guide engine manufacturers in making their oil recommendations. However the latter higher temperature viscosity as measured by the newer high-shear-rate test introduced in 1993 is believed to be a better indicator of viscosity in bearings and cylinder walls under severe operating conditions. These grades without suffix are considered indicative of viscosity at engine operating temperature.

SAE grades 0W, 5W, 10W, 15W, 20W and 25W are also established based on two criteria: a) Low-Temperature Cranking Viscosity measured in centipoise (cP) at a different descending low temperature for each grade from -10° C for 25W down to -35° C for 0W, and b) Low-Temperature Pumping Viscosity at temperatures 5 degrees colder than those used to determine the cranking viscosity for each grade. As its name implies Low-Temperature Cranking Viscosity is indicative of low temperature engine starting ability. On the other hand Low-Temperature Pumping Viscosity is indicative of the oil's ability to flow to the oil pump and provide

adequate oil pressure immediately following start-up in very cold weather. These grades with suffix W (originally standing for Winter) provide guidance to manufacturers **only** in selecting oils suitable for cold startup at below freezing temperatures. They are essentially meaningless for any other purpose.

SAE also provides for the labeling of oils with both a W grade and a non-W grade from those grades listed above. Such a "multigrade" oil is one whose Low-Temperature Cranking Viscosity and Low Temperature Pumping Viscosity satisfy the requirements for the stated W grade and whose Low- and High-Shear-Rate Viscosities at their respective operating temperatures meet the requirements for the stated non-W grade.

Many of today's engine oils contain polymeric additives to, among other things, provide viscosity index (VI) modification often used to create multigrade oil. SAE added the minimum High-Shear-Rate Viscosity at 150° C to insure that these additives will not cause an undesirable decrease in viscosity at high temperature. Most motor oil will meet at least one of the W grades. Oil without VI modifiers may be labeled with a multigrade or with a single W, or non-W, grade. On the other hand oil with VI modifiers must be labeled as multigrade oil. Any oil meeting more than one W-grade viscosity parameters **MUST** be labeled only with the lowest W grade. For instance oil meeting 10W, 15W and 20W specifications must show only as 10W whether labeled as a single or multigrade.

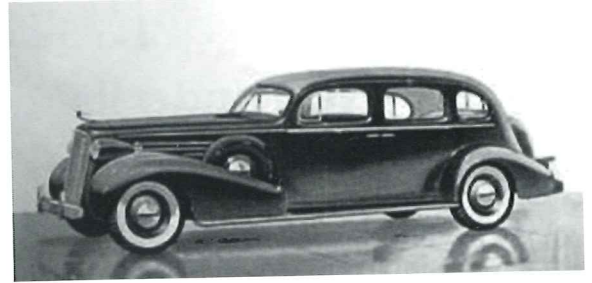
A special situation exists regarding SAE 40 grade. In recognition of the fact that SAE 0W-40, 5W-40, and

Continued on page 20

10W-40 oils will not provide desired lubrication under severe operating conditions or in heavy duty service, a higher High-Shear-Rate Viscosity minimum (*the same as called for in SAE 50 and SAE 60 oils*) applies in order to meet SAE 15W-40, 20W-40, 25W-50 multigrade oils as well as single grade SAE 40. These oils are primarily marketed for diesel truck and marine applications. (GMC at one point dropped 10W-40 oil from their owner's manuals and issued a service bulletin telling dealers to cease using it—this was before the 150o C test.)

Since our Full Classic Cars® are seldom if ever started at below freezing temperatures, should we ignore the W grade entirely? Possibly not. On the one hand cold startup can be the most damaging period for engine lubrication and also the more viscous the oil is at startup the harder it is on the battery and starter. Presumably multiviscosity oil with VI modifiers will in fact be somewhat better for cold startup than a single grade oil of the non-W viscosity indicated. On the other hand there are those who believe that a single grade oil of a given grade without the VI modifiers will hold within its viscosity rating better over time and/or provide superior lubrication qualities from the start. One oil company source EMPHATICALLY advised the writer not to use 5W-20 oil in a vintage engine that calls for single grade SAE 20. But, it is also notable that almost all heavy duty diesel engine manufacturers today recommend only multiviscosity oils for both truck and marine use—usually 15W-40 of an appropriate commercial API category. The writer believes that as long as the multiviscosity oil meets a suitable API category one should not need to be concerned about the VI modifiers.

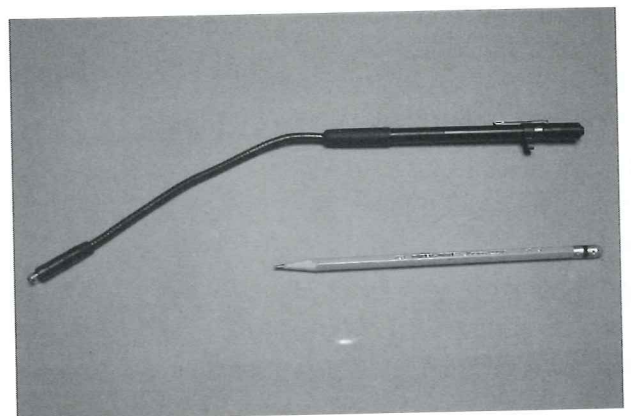
Editor's Note: Bill Deibel presented this material at the January 2008 CCCA Annual Meeting Technical Session in Bellevue, WA. Thanks Bill for your research and very informative session.



Enlightening Tech Tip

From Bill Deibel

I just found the perfect instrument for inspecting the nefarious bronze idler gear found in all 1936-48 Cadillac V8 engines. Obviously it will be very useful for many other purposes.



It is the "Streamlight Stylus Reach" Flexible LED Flashlight NAPA/Balkamp # 770-3662 (white light version).

It was on sale in Seattle stores for \$21.99 plus tax on March 6, 2008

You can find it at NAPA Online for \$31.99 plus shipping:

<http://www.napaonline.com/MasterPages/NOLMaster.aspx?PageId=470&LineCode=BK&PartNumber=7703662&Description=Flashlight>





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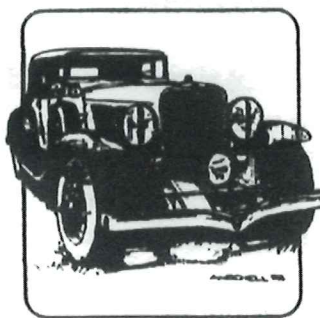
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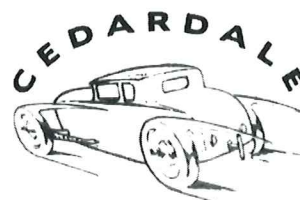


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ALMOST SPRING SWAP MEET

Puyallup Fairgrounds

March 16 & 17, 2008

Article & Photos by Gerald Greenfield

The Gallopin' Gerties Model A Club has hosted a Swap Meet at the Puyallup Fair Grounds for the past 29 years in mid-March. The event has slowly evolved to include a Car Show.

Originally, Model A Fords were displayed in the far corner of one of the old complex buildings. Three years ago the new Showplex Building was completed which allowed a larger indoor swap meet area and a much expanded car show arena. Since the opening of the Showplex, the Car Show organization has been handled by Gerald Greenfield.

The current show has placed an emphasis on the promotion of Antique Car Clubs in the Pacific Northwest by inviting three different Clubs each year to display a variety of their members' cars as well as providing a display booth next to the Show to promote membership in the Clubs. This year cars from the Golden Era Automobile Association, The PNR Cadillac & LaSalle Club and the PNR of the CCCA were the featured Clubs.

Normally our CCCA Club would celebrate a Coming Out Party in March. However, due to the National Annual Meeting in Bellevue in January, most new restorations or acquisitions had already made their debut. The Board Of Managers decided instead to accept the invitation of the Gallopin' Gerties to display a few of our Classics®.

Six local region members accepted the invitation to show their cars. Stan and Valerie Dickison displayed their 1934 Packard Sedan as well as set-up a booth to promote our club. A colorful display table provided copies of the *Bumper Guardian* as well as membership applications. Jeff Norwil from Puyallup displayed his 1948 Lincoln Continental Coupe. Brad Huson represented both the Cad-LaSalle Club and the CCCA with his gorgeous 1938 Cadillac Series 75 Convertible



Stan & Valerie Dickison hosting the PNR-CCCA Booth



*1934 Packard owned by Stan and Valerie Dickison
and Brad Huson's 1938 Cadillac*



1935 Auburn Phaeton owned by Lou & Bunny Berquest



*1938 Cadillac Series 75 Convrt. Sedan
owned by Brad Huson*



*Lee Noble drying off his car and himself,
1936 Rolls-Royce Drophead Coupe by Parkward*

Sedan. Lou Berquest displayed his 1935 Auburn. Lee Noble drove through torrential downpours with the top down in his 1936 Rolls Royce to add a touch of aristocracy to the Show. Last but not least, Tom Crook displayed his 1934 Packard Model 1107 Convertible Coupe.

All of the Classics were greatly admired and Tom received a gift certificate to Anthony's Restaurants for placing runner-up in the Peoples' Choice voting. All Classic Car Club members displaying a car were hosted to lunch by the Gallopin' Gerties as arranged by Gerald Greenfield. All-in-all it was a fun weekend show with the Peoples' Choice Award going to Tom Rickey who displayed a gorgeous 1956 Cadillac El Dorado Convertible in Bahama Blue, a car most certainly qualified for future New Era Classic Car status.



*1934 Packard Twelve Coupe Roadster
owned by Tom Crook and Randy Small
Runner Up for Peoples' Choice*



*1948 Lincoln Continental Coupe
owned by Jeff Norwill*



*1956 Cadillac El Dorado Convertible (nc)
Winner Peoples' Choice*



CCCA National Annual Meeting • January, 2008 • Bellevue, WA



Row 1: William Hallett's 1931 Studebaker President; Judge Ted Barber; John & Pat Dennis' 1935 Auburn Speedster

Row 2: Joyce Johnson enjoying the "Dine Amongst the Classics" dinner with John & Pat Dennis' 1935 Auburn Speedster;
Ken & Patti McBride's 1924 Delage interior; Lou & Bunny Berquest's 1935 Pierce-Arrow Convertible Coupe

Row 3: Brent McKinley's 1932 Auburn Speedster; Nancy Chayne Martin's 1938 BMW Roadster;
Did anyone notice this interloper? Can you identify the driver?

Row 4: Ed Rittenhouse's 1933 Chrysler Custom Imperial Convertible Roadster;
Terry Jarvis & Val Dickison with Raffle tickets; Pat Hart's 1937 812 Cord Phaeton

Row 5: Dick Hansen's 1927 Cadillac 7-passenger Touring Car; Glen Mounger's 1930 Packard Speedster;
Annie Norman and Julianna Noble keeping warm in elegant style

Editor's Message

With this second issue as co-editors of the *Bumper Guardian* Karen and I now know what an awesome responsibility we have undertaken. Our first (Winter) issue came to fruition with lots of help and guidance from previous editors Bill Deibel and Merrisue Steinman, to whom we are most appreciative. As we move forward striving to maintain the high quality publication you have come to expect, we will continue to call upon them and others of you to provide pictures, archival information and ideas for future issues.

The current CCCA Classic Car magazine contains a detailed coverage of the National Annual Meeting in Bellevue. Since we wrote the article, we have chosen not to duplicate the coverage in the *Bumper Guardian* – choosing instead to focus on the collections we visited and the highlights of the weekend. Special thanks go to James Raisbeck for his time and for opening his files and garage so we could feature his spectacular Rolls-Royce PIII on our cover. The car caught the attention of many CCCA members when we toured his collection at his lovely estate. Also, thanks to Peter Hageman, Al McEwan and Roy Magnuson for their help with "The Blue Train Bentley(s)" story and to Jon Shirley and John Bennett for their help on the "Alfa P3s – Seeing Double" story.

One of our ongoing challenges is to attract more advertising support so as to be able to expand the BG beyond our current size of 28 pages and provide more color pages without exceeding our budget. Adding to our already creditable reputation, we are tightening our association with the LeMay Museum by introducing them in this issue as the ongoing advertising sponsor of our Showcase Car. In return, the LeMay Museum is providing the PNR-CCCA with Titanium Membership status. With your help, we hope to attract additional sponsors in the future.

As you read this issue keep in mind that we depend on you to provide the interesting personal stories, technical articles, pictures, etc. that we need to keep our magazine filled with the kind of stories you want to see.

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klh@wildlblue.net

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360-678-9366
Rayloe@hughes.net



Director's Message (continued)

The Spring 2008 issue of *THE CLASSIC CAR* just arrived. The excellent article and photographs by our own Karen Hutchinson, Raymond Loe, Bill Deibel and Michael Bradley will show everyone who didn't attend what they missed. WOW, great job all!

Well, the First Day of Spring arrived on March 20th, the time when a Classic car® owner's fancy turns to cranking-up that 6, 8, 12, 16 or whatever might be under the hood. Spring, along with an earlier Daylight Saving Time gives us additional opportunity to enjoy our Classics®, a little drizzle notwithstanding.

The Pacific Northwest Region has a great array of garages to enjoy and picnics to attend in the coming months. Thank you to our members who make this happen for the enjoyment of all. Personally I never fail to enjoy seeing the Classics® that attend these events; not to mention their owners and guests.

I would like to remind our readers that every member is welcome to attend the Board of Managers' meeting. This is your club and we welcome your suggestions. We meet at the Woodmark Hotel the first Wednesday of each month with the exception of July 4th and November. We gather for fellowship about 6:30, order dinner and begin the meeting at 7:00, ending (hopefully) around 8:30 but definitely by 9:00.

I look forward to seeing you at upcoming events.
Stan Dickison, Director



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 - ☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

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 / PAC / I

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



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



