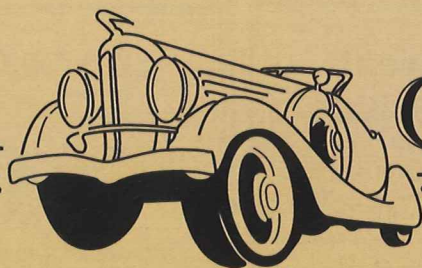
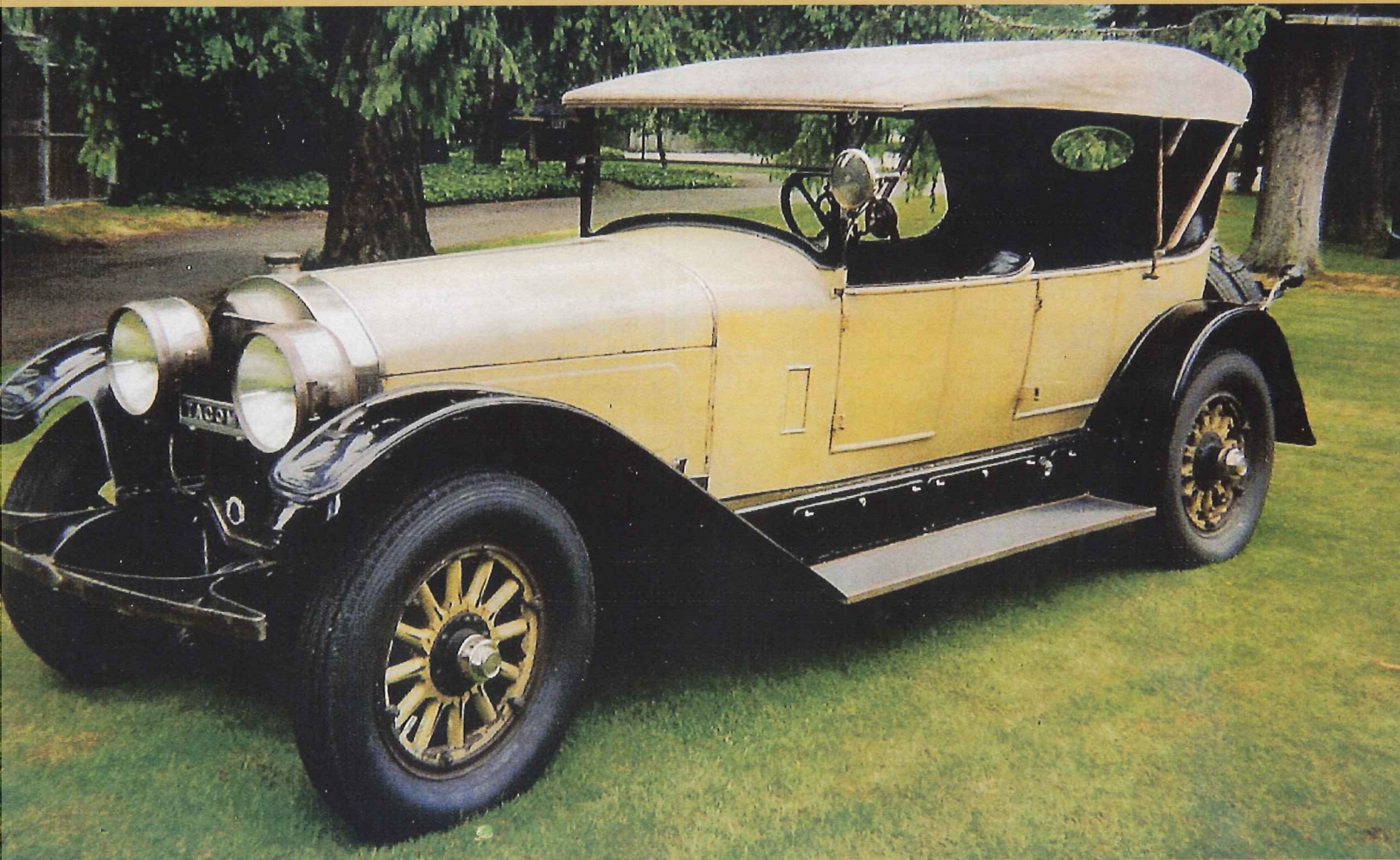


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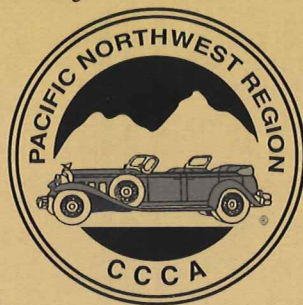


GUARDIAN

Summer 2009



1923 Locomobile 48 Sportif
Owned by Wayne & Carol Herstad



Pacific Northwest Region -- CCCA

2009 PNR CCCA Region Events

Events in **bold**-type sponsored by PNR-CCCA.
Other events are listed for your convenience.
Details can be found at www.ccca-pnr.org or by
contacting the Event Manager.

July 4th

Yarrow Point 4th of July Parade

Al McEwan, PNR Contact • 206-999-4485

July 18th

Picnic at Jerry McAuliff's Seabeck, WA

Carl Bomstead, PNR Event Manager • 425-898-9653

August 3rd

PNR Motoring Classic Send-off Party

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

August 4th – 16th

Pebble Beach Motoring Classic & Concours

Al McEwan, PNR Contact • 206-999-4485

August 8th

Ice Cream Social at Brent McKinley's

Brian Rohrback, PNR Event Manager • 425-836-8138

September 5th

Steamworks Concours d'Elegance

Vancouver, BC

Colin & Laurel Gurnsey, Contact • 604-980-7429

September 9th – 13th

Kirkland Tour & Concours d'Elegance

Lee Zuker, Contact • 360-426-4388

September 26th

Hydoplane Museum & Driving Tour

Michael Bradley PNR Event Manager • 253-514-8787

October 2nd - 4th

Fall Tour, Carnation, WA

Terry Jarvis, PNR Event Manager • 425-483-1138

November 7th

PNR CCCA Annual Meeting,

Nile Country Club, Montlake Terrace, WA

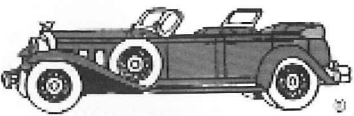
PNR Event Manager - Raymond Loe

December 13th

Holiday Party - Ken McBride's Showroom

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

2009/10 CCCA National Events



Annual Meetings

2010

Jan TBD

San Diego, CA (SoCal Region)

Grand Classics®

2009

Jul 11.....Michigan, Indiana, & SoCal Regions

CARavans

2009

Sept 18-26Rivers, Roads and Rhythms (SLR)

2010

July Date TBD.. Northwest CARavan (PNR)

Sept 9-18.....Autumn in the Adirondacks (MTR)

Membership
Chairman Needed

Your faithful director Barrie Hutchinson is looking for his replacement. The position requires a person with minimal-to-adequate computer skills and attention to detail.

The position guarantees interaction with each of our members and an appreciation for their tastes in Classic Cars.

A comprehensive training program ensures a smooth transition.

Contact: Barrie Hutchinson

(360)678-5453

Barrie.Hutchinson@gmail.com

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 founded in 1963.

Officers and Appointed Posts:

Barrie Hutchinson, Director	360-678-5453
Army Barer, Secretary	425-454-0296
John Campbell, Treasurer	425-885-5472
Open, Membership	
Karen Hutchinson, BG Co-editor	360-678-5453
Raymond Loe, BG Co-editor	360-678-9366

Board of Managers:

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
Bill Allard	2011	253-565-2545
Brian Pollock	2011	206-236-2354
Brian Rohrback	2011	425-836-8138

Bumper Guardian Staff:

Advertising	Noel Cook	206-232-6413
Caption Editor	Bill Deibel	206-522-7167
Copy Editor	Bill Allard	253-565-2545
Cover Story	Raymond Loe	360-678-9366

Board of Managers' Meetings:

1st Wednesday at the Rock Salt Restaurant
on South Lake Union

5:30 Social Gathering, 6:00 Dinner/Meeting.
Open to members

Minutes on the web & available upon request.

Membership:

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

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.

Table of Contents

Calendar of Events.....2

Articles:

LeMay Museum Showcase Car:

1923 Locomobile 48 Sportif	4
The Locomobile Company	6
General Motors, Locomobile & William Crapo Durant	9
Locomobile Advertisement	24
Klassic Korner for Kids	17
Alice Ramsey's Great Adventure	21
1923: America Goes Crazy for the Charleston ...	25

Columns:

Director's Message	3
Technical Topics:	
Avoiding Automotive	
Blackouts & Brownouts	15
Windshield Replacement 101	27
Editor's Message	30

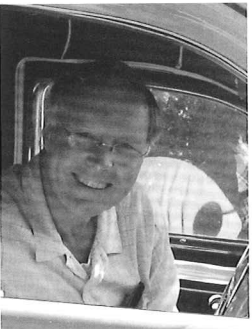
PNR-CCCA Events:

Redford's Petroliana & Antique Motorcycles ...	10
South Prairie Fly-In	12

Pacific Northwest Events:

HCCA Breakfast & Tour	19
-----------------------------	----

Director's Message:

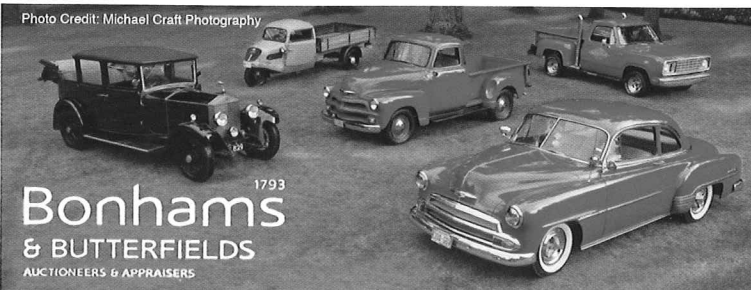


The season for driving our classics is rolling along (pardon my pun). We're at the halfway point in the PNR year, and we've enjoyed some great events with more to come. If you haven't yet attended any of the PNR events this year, you've missed some

terrific opportunities to share in the camaraderie of the Classic Car experience. I encourage your attendance, and bring a guest if you like. Drive your Classic if you can.

For those of you who are ready for just a bit more, the rewards are satisfying. Volunteering for PNR jobs large and small transports us to "insider" status

Continues on page 30



AMERICA'S CAR MUSEUM Sale featuring property from the LeMay collection
 September 11-12, 2009
 Bicentennial Pavillion at Hotel Murano • Tacoma, WA
 AMERICA'S CAR MUSEUM®
 Celebrating America's love affair with the automobile
 Toll Free: 877.902.8490 Website: www.lemaymuseum.org

1923 LOCOMOBILE 48 SPORTIF "THE BEST BUILT CAR IN AMERICA"

Article by Raymond Loe
 Photography Courtesy of Wayne Herstad

Locomobile, an automobile that became known as the "Best Built Car in America", was also one of the most expensive and elegant automobiles manufactured in the United States from 1899 through 1929. In 1911, the six-cylinder Model 48 was introduced, weighing 3 tons, built of magnesium, bronze, aluminum and steel. The Model 48 was priced at \$7,900 and was sold to the who's who of aristocracy.

Our featured 1923 Locomobile 48 Sportif was a classic local "Barn Find" having been owned by the same Tacoma family from 1933 and stored since 1948. The "Sleeping Giant" was finally rescued by PNR member, Wayne Herstad who first discovered this car more than 35 years ago while he was still in college. At that time the car

was not for sale and he let it go at that. In 2004 Wayne was able to reestablish contact with the family grandson who had inherited the car and never laid a wrench on it. After more than a half year of monthly contacts Wayne

was finally able to buy the Sportif in July 2005.

Upon bringing the car home, the next step was to get the car running after a half century of rest. For this task Wayne called upon CCCA fellow member, Ernie Crutcher, who spent six weeks going through the car. Ernie first tackled the engine. He replaced the

rings, reset all the bearings, rebuilt the carburetor and replaced enough wiring to get it running. Ernie recalls there was some concern about noisy timing gears but after pulling them out and checking dimensions he said the originals were OK and the noise was normal for that engine. After rebuilding the brakes, Ernie spent the rest of his time checking dimensions, cleaning and

reassembling all of the Locomobile chassis and mechanical parts.

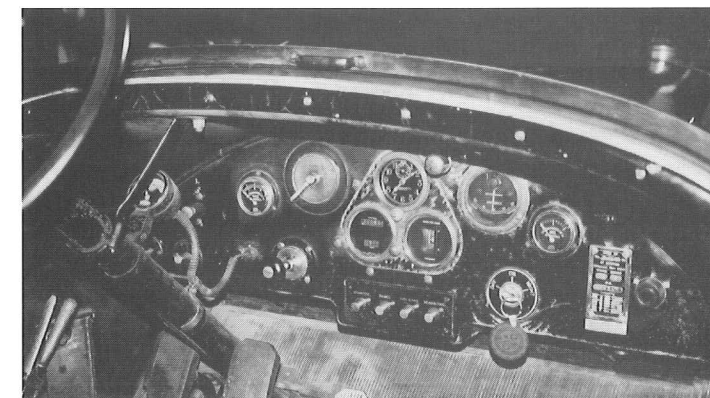
Other than replacing the tires and tubes this great 86 year old car is completely original in every respect



Wayne & Carol Herstad's 1923 Locomobile 48 Sportif
 2007 Pebble Beach 2nd Place Pre-War Preservation Class



Impressive front view predominated by
 prism glass headlights

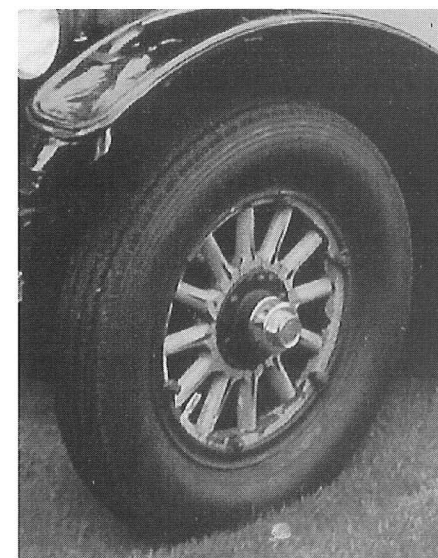


A dash array worthy of any airplane cockpit

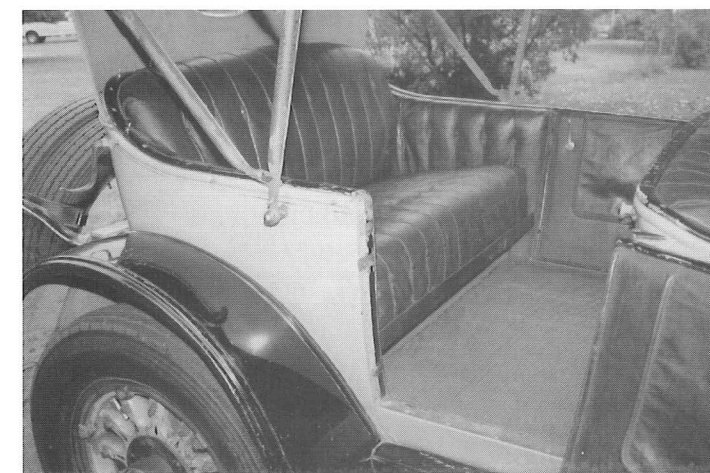
including the interior, top, body and paint. Wayne had only to carefully clean the body and interior and she was ready to drive and show. A remarkable preservation indeed.

The amazingly preserved Locomobile was invited to participate in the 2007 Pebble Beach Concours d'Elegance where it took second place honors in the Pre-War Preservation class. Not only is the car remarkable to look at, Wayne also drove it the entire sixty-mile participant tour without incident, the longest drive it had taken in 50 years.

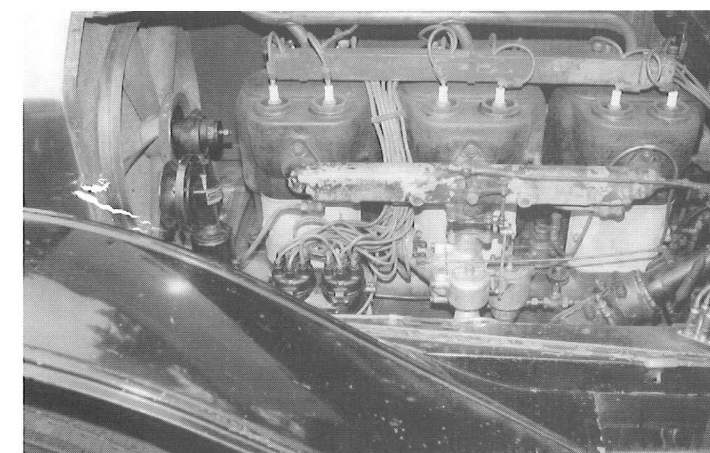
Since then, this Locomobile has been to several more car shows, always bringing home a trophy. Wayne takes great pleasure in seeing his Sleeping Giant having emerged back into the world and onto the road. A proud accomplishment and a wonderful car.



Original wooden "artillery spoked"
 wheel with clincher rim



Factory installed leather interior remarkably
 preserved after 86 years



Massive engine featuring "Delco, 12-volt,
 two spark, dual ignition

(Parts of this article were excerpted, with the author's permission, from his article in CCCA Classic Car magazine Volume LV, Number 3 – Autumn 2007 where you can find more details about Wayne's pursuit and the ownership history of this 1923 Locomobile 48 Sportif.)



THE LOCOMOBILE COMPANY "THE BEST BUILT CAR IN AMERICA"

Article by Raymond Loe

Photography Courtesy of Wayne Herstad and Flickr Photo Sharing

In 1898, Amzi L. Barber and John Brisben Walker founded the Locomobile Company of America in Watertown, Massachusetts. The name was coined from the union of the words locomotive and automobile.

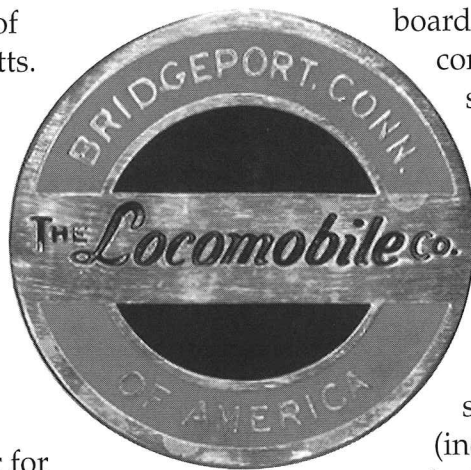
It all started when, after having built only one car (out of 200 on order), the Stanley brothers sold their steam car business to John B. Walker, for \$250,000. Walker promptly sold half of his newly acquired business to Amzi L. Barber for the full \$250,000. The partnership was short lived with Walker bailing out after just two weeks to found the "Mobile Steam Car Company" which failed in 1902.

Steam car sales were difficult, owing to the inherent problems with the design. The cars were prone to accidents, such as exploding or catching on fire, and the small boilers were considered by many to be inadequate to meet the needs of travelers. By 1902, falling steam car sales left the Locomobile Company of America nearly bankrupt.

Barber appealed to his brother-in-law, J.J. Albright of Buffalo, N.Y. citing Locomobile's experimentation with combustion engines and their desire to enter the gas-powered



1902 Locomobile Steam Car (nc)



motorcar market. Albright chose to join the board and capitalized the floundering company by becoming the major stockholder. Samuel Davis, at the age of 29 succeeded his father-in-law, Amzi Barber, as president. Andrew Riker, a well-recognized engineer and automobile designer, was also on the Board. In 1903, Davis ended production of the Locomobile steam car and sold the remainder of the business (including all the Stanley patents) back to the Stanley brothers for \$20,000.

With the combined genius of Davis' management skills and Riker's design and engineering skills, Locomobile was now set on the path to becoming the "Best Built Car in American." On November 2, 1902, Riker personally delivered the first four-cylinder 12-horsepower, gas-powered, Model C, Locomobile to a customer in New York City. The car sold for \$4,000, a tidy sum of money in 1902.

In 1908, Riker designed a 120 H.P. 1,032 cubic inch displacement, overhead-valve engine at a cost of \$18,000 to compete in the prestigious Vanderbilt Cup race in Long Island, N.Y. The Locomobile competed and won against Fiats, Isottas and Mercedes. For the first time, America took the prestigious trophy. Locomobile's reputation soared.

Between 1900 and 1909 Locomobile considered the 3 "Ps" – Pierce-Arrow, Peerless, and Packard its primary competition. The Locomobile management team of Davis and Riker developed a unique strategy to compete in a market where they were not as well capitalized as the competition and were selling the most expensive car. Focusing on the slogan "Best Built Car in America", they settled on designing a completely new car that would emphasize quality rather than quantity and

agreed on limiting production to only 4 cars per day.

Although not entirely unique, Locomobile created their own tooling to forge and cast their own parts out of iron, steel, bronze and aluminum in the Bridgeport factory. When a car was ordered from a Locomobile dealership, a team of six highly-qualified mechanics went through the factory and gathered the parts and pieces they required and then built the car to order. Locomobile never built their own bodies but sent the chassis to either Bridgeport Body Works or Blue Ribbon Body to have the ordered type of body built and installed. The interiors were often lavishly appointed in English broadcloths, velours, tapestries and Tiffany lamps.

The Locomobile M-48 Series 1 was introduced in 1911, with an in-line, six-cylinder, 475 cubic-inch displacement, 9-main-bearing, T-head engine with cylinders cast in pairs that developed 48 H.P. The car had a 142-inch wheelbase, weighed 3-tons and was made of only the finest materials. It was well-received and sales to the well-to-do became Locomobile's goal and marketplace. In the middle of 1913, the Model M-48 Series-3, came out enlarging the engine to 525.5 cubic-inches increasing the horsepower rating to 82.

Tragedy struck Locomobile on August 31, 1915, when Samuel Davis died suddenly. He was just 42. Davis would be hard to replace as he was truly the man behind Locomobile's growing success. R. K. Albright took over as General Manager. A. L. Riker continued producing the finest machines and kept his focus on production and improvements (he later told his daughter-in-law, Eleanor Riker, that he wished he had spent more time in the office working with Albright - he felt he could have probably saved the company).

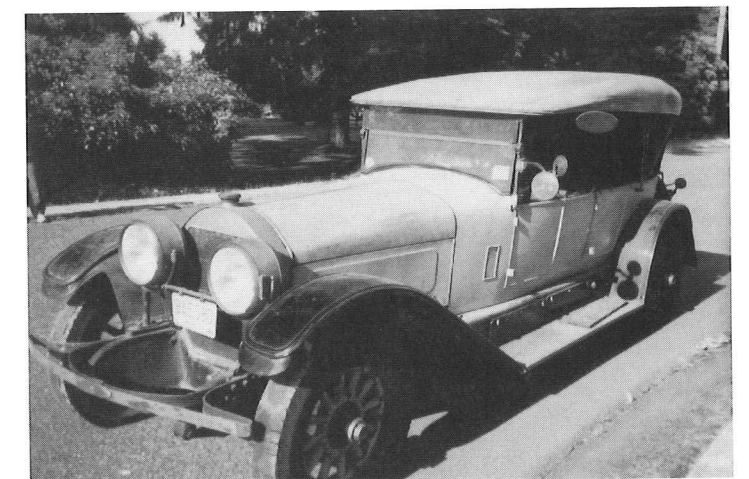


1907 Model "E" Locomobile (nc)

The war in Europe created a booming business and Locomobile was profitable. In early 1919, after the U. S. had entered the war, Locomobile advertised that as soon as the remaining orders were filled, the company would cease automobile production and concentrate on producing Riker trucks for the war-effort. The remaining orders were for 329 Model 48s and by the time they were completed, the war ended and so, Locomobile's automobile production continued without interruption.

Anticipating a booming post-war economy and increased sales, Albright placed large orders for material and supplies, plunging the company into heavy debt. Wary of recession, a cautious public held-off from ordering new cars. In 1919, rather than go into bankruptcy, Albright decided to sell out.

Mercer Automobile, under the leadership of Emlen Hare, exercised its option to purchase 100,000 shares



Wayne Herstad's "Barn-Fresh"
1923 Locomobile 43 Sportif

of Locomobile, effectively buying the company. Locomobile Company of America was dissolved and the new Locomobile Company emerged from the transaction. Locomobile joined Simplex and Kelley-Springfield trucks under the management of Hare's Motors of New York. Locomobile finally was able to separate itself from Hare in 1921 after a new board of directors took control.

Continues on page 8

Locomobile tried to reestablish itself as a premier auto maker, implementing Riker's newest improvements to the Model 48 that was being assembled in the Bridgeport plant. In late 1921, Riker was so disenchanted with the company that he left Locomobile for good.

Locomobile continued in production into 1922 and then went into receivership the same year where it was purchased by Durant Motors for \$1 million in cash and bonds. Under William Durant's ownership, sales of the Model 48 "Sportif", listed at \$9,500 and the limousine at \$11,750, continued into 1924. The Model 90, considered the last "real" Locomobile, took its place in 1925. The mono-block 6-cylinder engine developed 86 H.P., priced between \$5,000 and \$7,500, was built entirely in the Locomobile Bridgeport plant with the same high quality materials and painstaking craftsmanship. Only three Model 90s are known to exist today. A Model 50L with a 150 H.P. L-head engine was on the drawing boards but never made it into production.

Locomobiles are rare, valuable and highly collectible. There are approximately 167 Model 48s (one of these is our featured showcase car), two Model 90s and 21 8-cylinder Locomobiles registered with the Locomobile Society. With the exception of a few unknowns, there are probably not many more Locomobiles in existence. Many are located in museums and sit proudly at rest, but some including our cover car remain on the road. They are magnificent to be seen and heard, reminiscent of days long gone.



Durant Locomobile Hood Ornament

Durant then began using the Locomobile name to produce less expensive, economical cars such as the Junior 8, 8-66, 8-70, 8-80, and 8-88. Without any substantial underwriting, and the stock market crash resulting in a disappearing market, Locomobile, along with many others, failed and in 1929 closed its doors forever.

**Specifications of the
1923 Locomobile 48**

Cubic Inches 525

Bore & Stroke 4.5" x5.5"

Actual Horse Power 98-105

Wheel Base 142"

Extreme Length 18' 6"

Top Lowered

Extreme width 70"

Lowest Production Year 1923 -- 116 units

Motor -- Locomobile six, T-head, Bronze base, Enclosed valves

Ignition -- Delco, 12 volt, Two-spark, Dual System

Transmission -- 4 speeds Selective, Manganese Bronze Case, Ball Bearing

Rear Axle -- Locomobile full floating Type, Spiral bevel driving gears

GENERAL MOTORS, LOCOMOBILE & WILLIAM CRAPO DURANT

Article by Raymond Loe



William Crapo Durant
Born: Dec. 8, 1861
Died: March 18, 1947

In view of General Motors' (GM) current bankruptcy dilemma, it is interesting to recall the role that William Crapo Durant played in the Company's foundation and the financial history of the early years of the automobile industry.

GM was founded in 1908 by Billy Durant as a holding company to facilitate expansion of his interests in the popular Buick automobile. He went on an acquisition spree over the next two years buying ten more automobile manufacturing companies of which only Cadillac will survive into the twenty-first century's second decade. Billy borrowed virtually all the money for these transactions resulting in his being ousted in 1910 by a bankers trust concerned over the large debt.

Not being one who was easily intimidated, Durant hooked-up with Louis Chevrolet to co-found a new automobile manufacturing company in 1911. Using Chevrolet as his springboard, Billy, with the backing of Pierre DuPont, carried out a brilliant stock buy-back campaign to regain control of GM and return as its head in 1916. Durant continued his ambitious acquisition plans and by 1920 was again removed as head of GM due to large debts.

Undaunted, Billy went on to form Durant Motors Inc. in 1921 as a full-line producer of automobiles introducing the Flint, Durant and Star

brands designed to meet Buick, Oldsmobile and Chevrolet price points. Billy Durant also acquired LOCOMOBILE at its liquidation sale in 1922; in theory Locomobile gave him a product that would compete against Rolls Royce and Pierce-Arrow. The Princeton, a model planned to meet the Packard and Cadillac price points, was planned but never made it off the drafting tables.

In 1927 the Durant line was shut down to retool for a brand new modernized car in 1928, re-emerging with the Durant and Locomobile lines in place and dropping the Flint and top-selling Star cars. In 1929 Locomobile went out of production.

Initially, Durant Motors enjoyed success. However, when sales failed to meet volumes sufficient to sustain Durant Motors holdings, the firm's financial footing began to slip. As a result, Durant Motors began losing market share and dealers. The final models, produced under the Durant brand, rolled-off of the assembly line in 1931.

Billy Durant died nearly-broke at age 85 in 1947.



REDFORD'S PETROLIANA MUSEUM & VINTAGE MOTORCYCLE COLLECTION

Gig Harbor, WA

Article and Photography by Bill Allard



On Sunday morning, April 26th, nineteen PNR members and five Full Classic Cars® journeyed to the beautiful Gig Harbor waterfront home of petroliana & vintage motorcycle collector Art Redford.

Visitors were treated to one of the West Coast's largest collections of these memorable artifacts, housed in a unique 3-story building built specifically to display the collection. Several dozen early motorcycles; many in original unrestored condition, are placed throughout the building. Surrounding the motorcycles is a vibrant display of porcelain and metal signs, cans, gas pumps,

advertising globes and neon signs. Snacking on home-made refreshments, mesmerized Club members circulated between the three floors of this remarkable collection.

Guests were also invited to self-tour the home, which is decorated with unique collectibles such as a Willits Brothers canoe, Louis Viton luggage and yes, more vintage advertising!

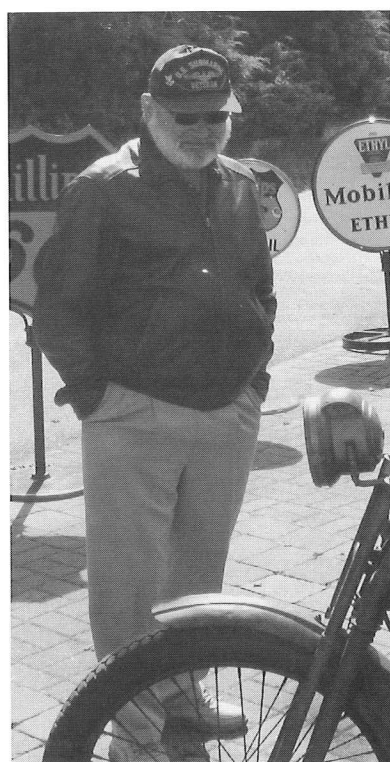
By 11:30, PNRers were approaching "visual overload." So, after saying goodbye to Art, the group motored across the new Narrows Bridge and enjoyed a pleasant lunch at the Ruby Tuesday restaurant in University Place.



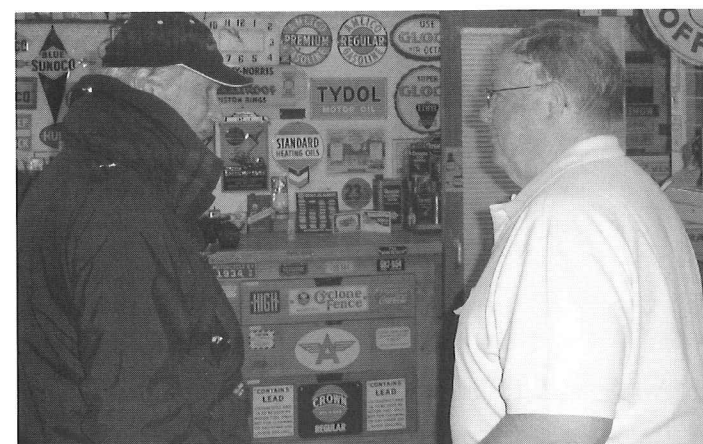
Bill Deibel, Brian Rohrback and new member Duane Storkel admire a Pierce-Arrow motorcycle

Attendees (w/o Classics)

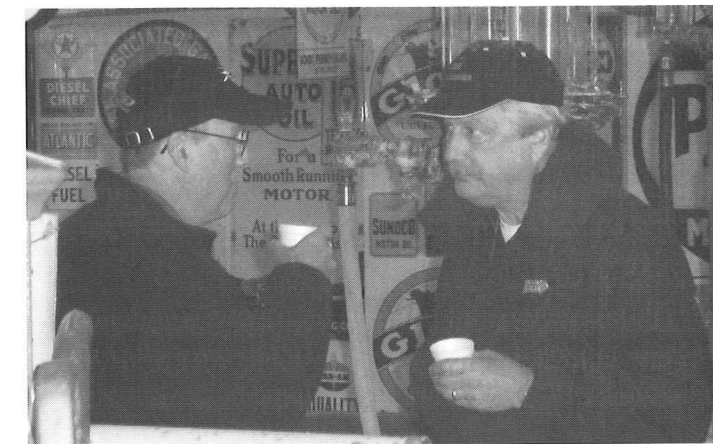
Dick Culp, Bill Deibel, Stan & Val Dickison, Barrie & Karen Hutchinson, Terry & Cherry Jarvis, Glenn Mounger, Jon Schoenfeld, Paul & Diane Shager, Duane Storkel



Jon Schoenfeld examines an early motorcycle



Glenn Mounger and Art Redford discussing Art's immense collection



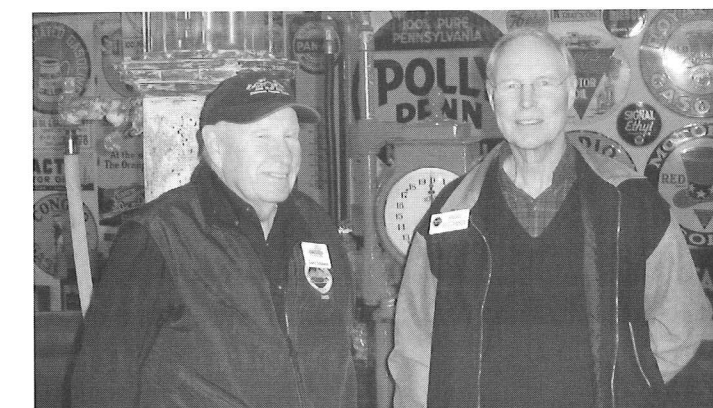
Jerry Greenfield and Glenn Mounger enjoying a cup of coffee while considering their favorites.



Brian Rohrback and Stan Dickison on the third floor of the collection!



Dick Clup examines a fancy chunk of metal that says "ARDUN" on the top.



Above: Gary Johnson and Barrie Hutchinson pose in front of one (of the many) beautifully restored antique gas pumps.
Left: Paul Shager checks-out a native Indian, (motorcycle that is).

Continues on page 29

SOUTH PRAIRIE FLY-IN ANTIQUE & EXPERIMENTAL AIRCRAFT & CLASSIC CARS

Article and Photography by Bill Allard

Lured in-part by doughnuts graciously provided by Jerry Greenfield; PNR members, friends and families gathered Saturday morning, May 9th in front of the Ben Franklin Store in Bonney Lake to begin a short CARavan to the South Prairie Fly-In.

The group arrived at the airport site after a few minutes of travel and parked on the grass beside the scenic runway. The next two hours were spent walking among vintage cars and motorcycles brought by members of various area clubs, all the while being entertained by a continual parade of mostly-vintage airplanes engaged in take-offs, landings and fly-overs.

At 12:30 the PNR contingent headed back into Puyallup to enjoy lunch at Mama Stortini's Italian Ristorante.

If you missed the event, hopefully the photos of the activities in this beautiful country setting will encourage you to put the Fly-In on next year's "to-do" list!



Classic Cars and Classic Planes park together along-side the runway of the lovely South Prairie Airport.



Bright Yellow Stearman Bi-Plane gets lots of attention.



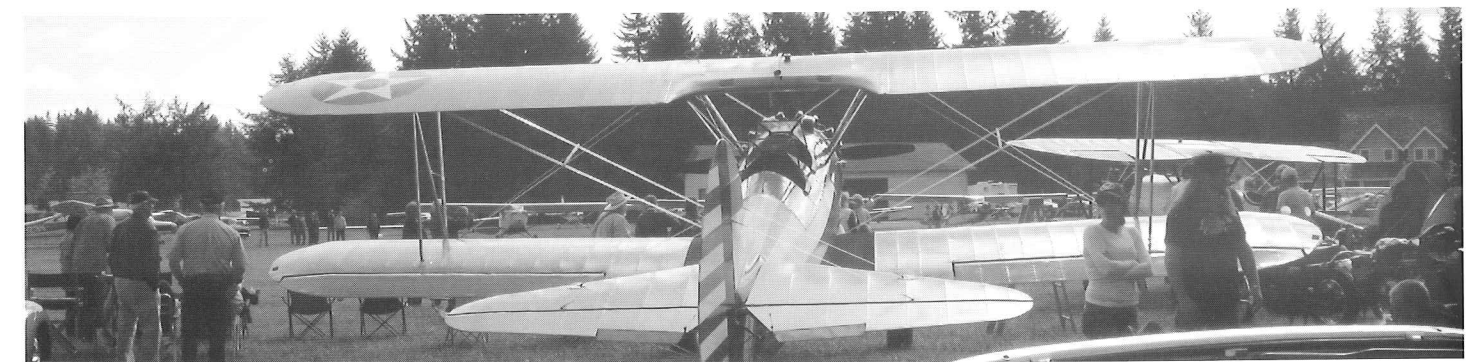
Aircraft on final approach



Cessna in foreground with more planes behind.



Admiring spectators enjoy the array of aircraft.



Yet another beautiful Stearman Bi-Wing parked along the runway.

Continues on page 14



Val Dickison, Cherry Jarvis, Barrie Hutchinson, John & Jody Clemo, Steve Norman, Jon Schoenfeld, Ron & Gail Doss, Tom Crook, Randy Small, Alfred & Lauren Stappenbeck, Doreen Greenfield, Stan Dickison, Terry & Barbara McMichael enjoying lunch at Mama Stortini's. (photo by Jerry Greenfield)



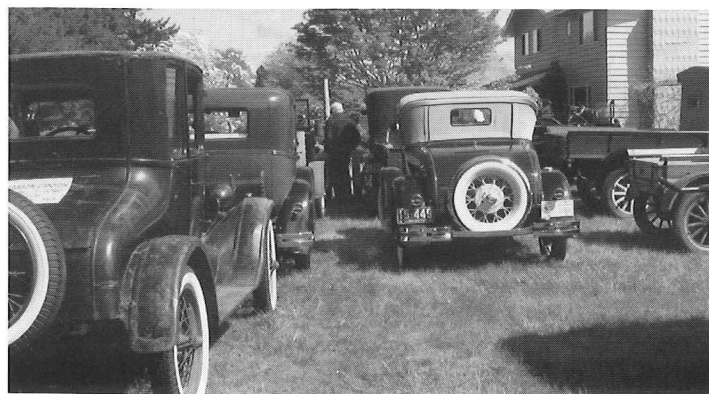
Julianne & Lee Noble, Brian & Carol Goodell with their in-laws and children and Bill & Lucy Allard seated at the adjoining table. Ed & Pam Rittenhouse and guests in background. (photo by Jerry Greenfield)



Brian Rohrback's 1939 Bentley, John Clemo's 1947 T&C (nc?) and Jon Schoenfeld's 1937 Cadillac



Antique aircraft in military dress.



Non-classics enjoying a cozy parking place on the grassy surface.



Bill Allard's 1936 Packard, Jerry Greenfield's 1934 Lincoln, Jon Schoenfeld's 1937 Cadillac, and partly concealed, a 1935 Bentley 6 Tourer brought by Jim Buckley

AVOIDING AUTOMOTIVE BLACKOUTS AND BROWNOUTS

Article by Brian Rohrback and Bob Arnold

Photography by Brian Rohrback

Now that the winter season is finally behind us, our cars are getting a bit more exercise a bit more regularly. But we do know that another somewhat more-idle season will await once the sun is less of a companion. Do you every worry about a low battery? We both own British cars, which typically evoke the prospect of electrical system power failure (no jokes about Lucas being the Prince of Darkness). It is not so much the battery's fault, but there is a trickling demand for power to keep the car's grid satisfied. Because lead/acid batteries do not take well to full drain-and-recharge cycles, we have to do something.

There are two generic ways of managing the problem: attaching a battery charger or installing a cutoff switch. We all have experience with both, but there are relatively new products, spawned from the world of microprocessors, that have caused us to rethink how to conserve power on our cars. Let's review:

Battery Chargers: There are a large number of battery chargers on the market ranging in price from just under \$10 to well into the \$100s. We do note that a casual search for *Auto Battery Charger* via Google or MSN pops up a list that is mostly chargers for cellular telephones. The remainder comes in three formats.

A full-on, wall outlet battery charger will crank-up the power on a low-charge battery, usually to the rated amperage, hold the maximum flux and then cut back to a trickle in a gradual slowdown as full-charge is approached. There is a risk in shipping too many electrons into the battery too quickly, so most match the charging capacity with a microprocessor; the product can sense when the charge is complete and waits until needed again. These tend to go for \$50 and up.

Wall outlet trickle chargers don't give you the near-term gratification of reviving a nearly depleted cell, but is a common choice for storing cars. There is the complication of a pesky set of power cords snaking

all over the garage, although some of the garages we have visited have had some inner-channeling of the OSHA thought process and string the power from overhead. These chargers usually start in the \$10 range and often connect through the cigarette lighter, a convenience if your car is so equipped.

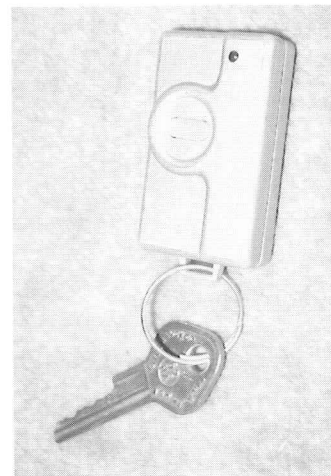
A new class of chargers is also available (even in discount stores) that is driven by solar arrays. This is a cute, but mostly inadequate solution for the typical CCCA member. Because the energy is derived from sunlight, the solar panel must be outside (where our cars usually don't languish) and a cloud or two will significantly sap performance. Figure about \$10 per watt to buy the charger. We have seen 1.8 watt chargers for \$20 and 15 watt chargers for \$100. Note that a 1.8 watt charger would require about 2 weeks to fully charge an average, depleted automobile battery.

Cutoff Switches: We have gained some experience with a relatively-new form of the cutoff switch. Before launching into our experiences, a comparison is in order.

Traditionally, a hard-wired cutoff switch is placed in line between the battery and wherever power branches out to support the normal automotive and accessory functions. This may be conveniently located, but usually the best place seems to be in an "oh shoot, I forgot to flip the switch" location like under the hood or on the floor of the back seat compartment. The switch installation is not rocket science, but there are tasks involved that cause some to inquire about professional help; if a psychiatrist is not available, we may seek assistance from a mechanic or body shop. Rating of the switch, capacity of the electrical cabling, and strength of the support are all factors. Doing this yourself will likely cost between \$30 and \$50. Budget ten times that for contract labor.

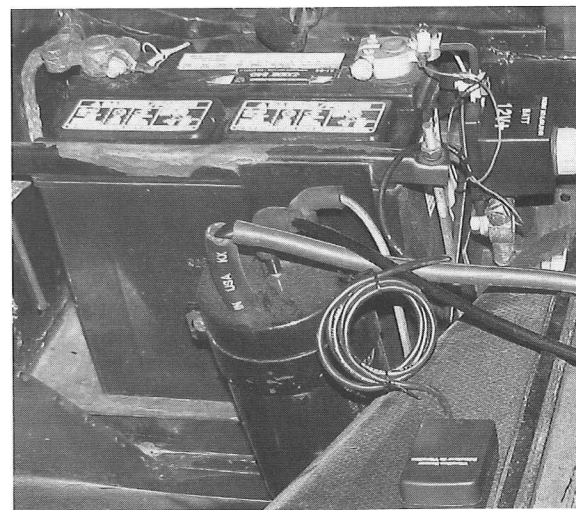
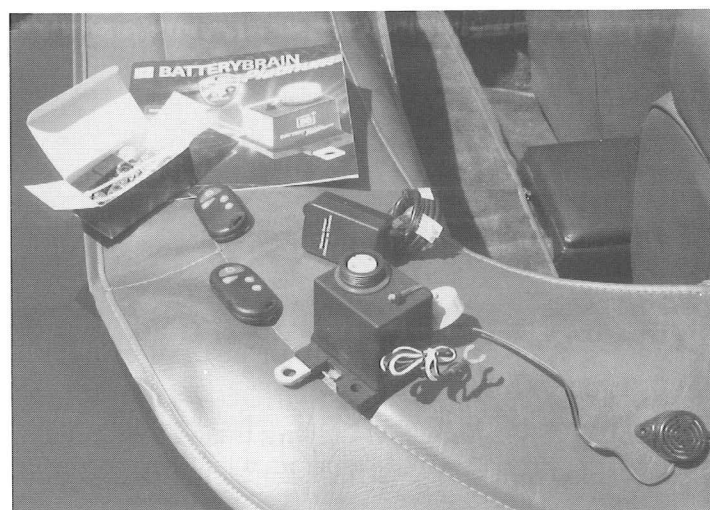
Continues on page 16

A microprocessor-enhanced option appeared on the market several years ago and the alert author (that would be Bob) jumped on the bandwagon early. This switch attaches to the battery directly and is set to sense when the battery



Bob installed his unit on his Rolls Royce (NC) a couple of years ago and has had no problems. If you need to work on the electrical system, you can disconnect the battery with a simple push of a button, which makes it handy for routine maintenance on the car. The trickle current keeps the radio presets (Brian: what's a radio?) and the clock running while still preserving an adequate starting charge. The remote switch also functions as a theft prevention device. Bob's installation on top of the positive battery terminal is shown in the photograph on the left with the companion remote holding the key (literally and figuratively).

Brian can confirm that it takes less than an hour to install a unit. The currently-shipping product has a few more bells and whistles (well, actually a buzzer and a few more buttons). The electrical system to be corralled is on a Jensen Healey (NC) and the parts are arrayed on the top boot in the picture (lower left). The main unit will attach to the + terminal; in the case of the Healey, there is not enough room for the device to perch on top and still have the bonnet close, but the kit supplied the parts to mount the switch on the



Continues on page 18

Klassic Korner for Kids Louis Marx & Co. Toys

Article by Karen Hutchinson

In 1912, at the age of sixteen, Louis Marx began his working career at F. J. Strauss Company; a toy manufacturer that produced items for Abraham & Strauss Department Stores. In 1919, Marx had a falling out with Strauss and ventured out on his own, establishing Louis Marx & Co. at 200 Fifth Avenue in New York City. Two years later, his brother David joined him in the business. Louis had the business, designing and marketing skills; David was the man behind the operations. Together, they created what would become world's largest toy manufacturer.

The company's basic policies were "Give the customer more toy for less money," and "Quality is not negotiable," which made the company highly successful.

Marx boxes were imprinted with the slogan, "One of the many Marx toys, have you all of them?" The Marx logo was the letters "MAR" in a circle with a large X through it, resembling a railroad crossing sign. Because of this, Marx toys are sometimes misidentified as "Mar" toys.



Marx's company had a humble beginning. Initially the company had no product designs and no manufacturing capacity. Louis Marx became rich by taking toys from other companies, changing them just enough to evade paying royalties, and then mass-producing them as his own. Most toy-makers at the time did the same -- it's just that Marx did it best.

In 1922, Marx was able to purchase tooling for two obsolete tin toys (the Alabama Minstrel Dancer and Zippo the Climbing Monkey) from his cash-strapped former employer, Ferdinand Strauss. Marx made minor modifications to these toys and within two years sold more than 8 million copies of each toy further fueling the growth of the company.



*Zippo
the Climbing Monkey*

By 1925 the Marx brothers were millionaires and by 1928 their toys were being sold in the Sears Roebuck & Co. catalog. That same year, Louis Marx introduced his version of the yo-yo (eventually selling an estimated 100 million of them) and discovered the joy of trains. He began manufacturing trains after purchasing the dies for the tin wind-up "Joy Line" trains from Girard Model Works. In 1930, he began producing a cast-iron wind-up locomotive and stamped steel car and by 1932, the product line included an electric locomotive train set.

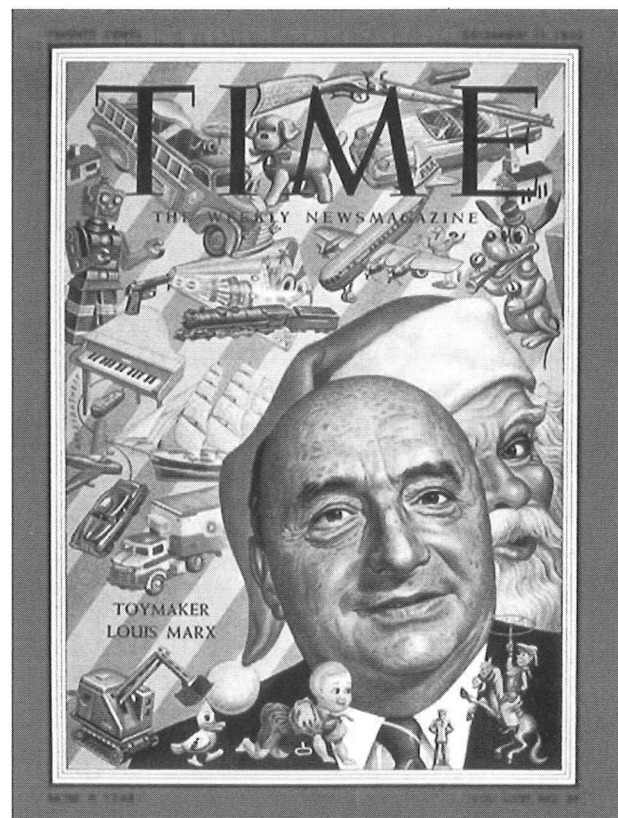
Unlike most companies, Marx's revenues grew during the Great Depression. By 1937, the company had more than \$3.2 million in assets with debt of just over \$500,000.



By the 1950s Marx & Co. was the largest toy manufacturer in the world. In a 1955 article, Time Magazine proclaimed Louis Marx "the Toy King," and that year, the company had about \$50 million in sales. Louis Marx was the initial inductee in the Toy Hall of Fame, and his plaque proclaimed him "The Henry Ford of the toy industry."

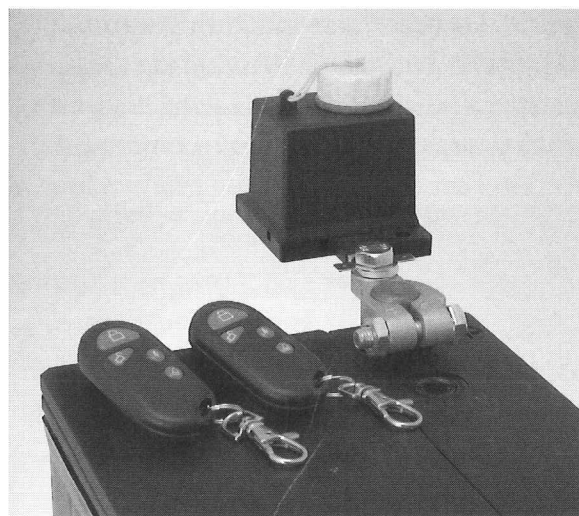
The Company slowly lost its preeminence from the 1950s on, perhaps due to not aggressively advertising on television as its rivals did. In 1955, with sales of US \$50 million, Marx only spent \$312 on advertising for the entire year. By contrast, Mattel Toys in the same year had sales of \$6 million but spent \$500,000 for advertising, sponsoring shows like The Mickey Mouse Club. In 1972, Marx sold his company to the Quaker Oats Company for \$54 million and retired at the age of seventy-six.

Primary source: Wikipedia - Louis Marx & Co.



Time Magazine Cover December 12, 1955

Blackouts and Brownouts (Continued)



side of the battery. A buzzer (to indicate if the unit is on or off), a vibration sensor (to insure that the device does not cut power with the engine running) and two remotes complete the package. Brian did run a test by leaving the lights on – after about an hour, the Brain (not to be confused with the author) isolated the battery shutting off the lights and the car started first time. Note that the remote is unique for every Platinum unit, so you can have individual control over a number of proximal cars.

Brian Rohrback is a member of the PNR-CCCA, while Bob Arnold spends his time on more modern modes of transportation; he is the current President of the Rolls Royce and Bentley Owners Association, Pacific Northwest Region.

Editor's Note: I asked Brian if this would work on the 6 volt batteries found in many Classic Cars. Brian was told by the manufacturer that there is a version that will work with a 6 volt battery but that it might be in limited supply. He also provided me with the following link - http://smgy.net/batterybrain/products/type_three.html.



HCCA TOUR BREAKFAST TOUR AN ANNUAL TRADITION FOR 50 YEARS

Article and Photography by Gerald Greenfield

More than fifteen collector car clubs including the Pacific Northwest Region of the Classic Car Club participated in the SeaTac Region of the Horseless Carriage Club Annual Breakfast Tour. This has been a traditional tour sponsored by the SeaTac Region for fifty-years. Gerald and Doreen Greenfield have planned and led the tour for the past twenty-five-years. Since they are members of both clubs, the CCCA has always been invited to participate and as usual the Club turned out with



*Two Fleetwood's are patiently waiting for their owners to finish breakfast;
Ted Barber's 1940 Cadillac Series 70 Touring Sedan and
Jon Schoenfeld's 1937 Cadillac Series 70 Coupe*

some great Full Classic Cars®. Gene Klineburger, a past member of our CCCA Region, was at the event celebrating his 90th birthday. Gene reminisced during the greetings after breakfast about the first Breakfast Tour that transpired fifty-years ago. Besides Gene, two other people who were present at the first Tour were also in attendance this Sunday morning!

It was difficult to get a final tabulation of cars and people but about 140 people had breakfast at the Elks. As the tour started, the group had grown to more than 150 people and at least 65 cars. By the time the Tour reached our final destination at Tom Crook's showroom, his parking lot was filled with almost 70 cars.

The weather had been miserable with cold, rainy showers all the proceeding week. The forecast for Sunday was likewise for more rainy weather. To our great surprise, Sunday turned out to be a beautiful

sunny day, which certainly encouraged more people to bring their cars out of hibernation.

Following breakfast, the Tour departed on a leisurely tour of North Puyallup, the Edgewood plateau, across the Valley toward Lakeland Hills and finally to South Auburn. The surprise rest stop this year was

the Muckleshoot Casino. The caravan of cars entered the backside of the Muckleshoot parking garage and quickly filled a major portion of the top floor. It was only a quick elevator ride to the Casino floor where clean restrooms

were available. Coffee and soft drinks were also provided courtesy of the Casino. Following a thirty-minute rest, it was back up the elevators and the tour was off and running again.

The final leg of the Tour meandered through Auburn reaching a very scenic drive along the Green River into Kent. A quick jog through the new Kent Commons and a final shot out of the Valley brought us to our final destination at Tom Crook's fabulous showroom. The HCCA provided refreshments and the Tour participants enjoyed the outstanding display of Packards, Lincolns, Cadillacs and even a couple of very neat Flathead Fords. A very special thank-you to Tom Crook for sharing his facility. Plan on the first Sunday in May 2010 for another surprise Tour.

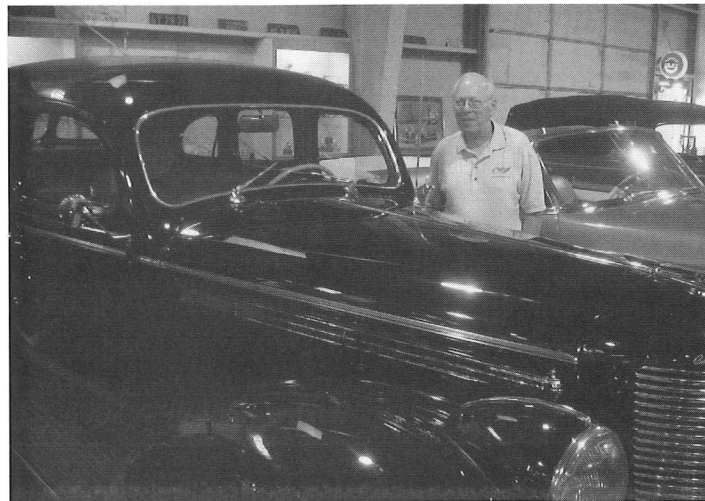




PNR-CCCA members enjoying the Elk's Breakfast prior to the surprise tour



Ron & Gail Doss'
1937 Packard 12 Convertible Coupe



Dave Ellis carefully studying a non-classic Chrysler at Tom Crook's Showroom



Bill and Lucy Allard and Adrian Taylor enjoying Tom's fine collection of Full-Classic Cars®



Adrian Taylor admiring his favorite at Tom's -- a 1930 Packard DC Phaeton



Gerald Greenfield, Tom Crook, Randy Small, and Gail & Ron Doss at the showroom.

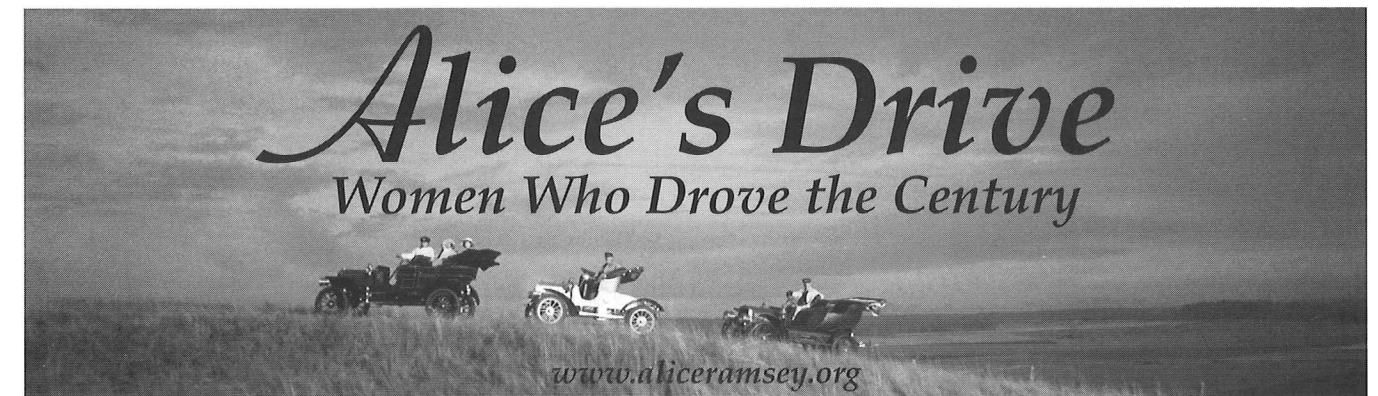


Photo from Marianne McCoy

NEWS RELEASE

For Immediate Release

June 4, 2009

Centennial Drive of First Woman to Cross America Begins June 9th

Seattle woman re-creates 1909 drive in a 1909 Maxwell to San Francisco

In 1909, Alice Huyler Ramsey was the first woman to drive an automobile across the United States. Alice and three female companions drove a 1909 Maxwell on roads and ruts, hand cranking the car each day as they journeyed from New York City to San Francisco.

A Seattle woman, Emily Anderson, is re-creating the cross-country trip in her father's rebuilt 1909 Maxwell over much of the same route, in celebration of what Alice Ramsey accomplished in this historic feat. Emily and her group leave New York City on June 9th bound for the five week journey to San Francisco. The 2009 journey begins at 1930 Broadway, near Lincoln Center, at 9:00 a.m. on June 9th, ending up in San Francisco on July 9th with many stops and events en route.

Few women drove cars in 1909, making this adventure even more remarkable. Alice Ramsey, from Hackensack, New Jersey, was 22 years old. She had won several road race competitions in upstate New York, in Maxwell automobiles, when she was noticed by the public relations executive of the Maxwell-Briscoe Motor Company. When afforded an opportunity to drive a Maxwell cross country, being the first woman to do so, Alice consulted with her husband, who approved. Then she recruited three companions and began the remarkable and landmark adventure.

The 1909 journey began at 1930 Broadway Avenue in New York City, as will Emily's drive, in a rebuilt 1909 Maxwell DA, almost identical to the one driven in 1909. Crossing 10 states with friend and navigator Christie Catanie of Colorado, the entourage will follow closely the original route of Alice Ramsey. Many of the roads traveled later became the Lincoln Highway and U.S. Highway 50.

Also traveling in separate vehicles will be Richard Anderson, owner of the car, and the visionary of the centennial recreation drive, along with his wife Margaret. Chief mechanic Tim Simonswa, and his wife Barb, both of Sacramento, California will be among others escorting Emily and the Maxwell.

Continues on page 22

During the drive west, a “Share the Ride” donor program enables women who want to ride along for a half day or full day to join the Centennial experience.

Numerous stops will include welcome celebrations, luncheons and dinners with local communities, car shows, and auto museum appearances. The entourage will have a photo stop at Tarrytown, New York, site of the original Maxwell factory, lunch with the Women’s History Museum in Seneca Falls and visit the Pierce Arrow Museum in Buffalo.

Later on the drive west, Emily and her group will join the Lincoln Highway Association Conference in Cleveland, Ohio, visit the Kruse Museum in Indiana with other major events planned in Omaha, Nebraska, including a Centennial Car Show in Reno, Nevada, with more events in numerous communities. The routes taken both in 1909 and 2009 are shown on the website. The journey concludes in San Francisco at the site of the original destination on July 9th. The trip is expected to cover over 3,000 miles with top speeds of 40 in mph the Maxwell.

Emily will do all the driving, as did Alice, and mostly likely, all the handcranking of the engine. There were no electric starters used then, so none will be used now.

The Alice Ramsey Centennial Drive with Emily Anderson is the exclusively sanctioned centennial event by the family of Alice Ramsey. The entire journey will be documented on film by LiveFeed Films, a successful production company owned by Emily’s brother, Bengt, of New York City, and his crew.

Details of the Alice Ramsey Centennial can be found at www.aliceramsey.org. Opportunities to support the project and the educational materials can be found on the web as well as memorabilia of the Centennial Drive. Enthusiasts who want to follow the journey via their blogs may register online at the website.

NOTE: The bio-story “Alice’s Drive: Republishing VEIL, DUSTER, and TIRE IRON” first written by Alice Ramsey and republished with annotation and “Chasing Alice” by Gregory Franzwa, is available at \$20.00 plus shipping from Alice Ramsey, LLC.

Press Release used with permission of Bob Junell (bobj@upfrontimages.com)

Editors Note: What an amazing adventure and a wonderful tribute to Alice Ramsey’s courage and fortitude. By the time you read this, Emily will have (hopefully) completed this epic journey. She and her father, Richard Anderson, will be the featured speakers at the PNR-CCCA Annual Meeting on November 7, 2009 to be held at the Montlake Terrace Nile Country Club. Mark your calendars now. You won’t want to miss their presentation.



RESTORATION OF THE 1909 MODEL DA MAXWELL FOR THE ALICE RAMSEY CENTENNIAL

*Article by Richard Anderson
Originally Published in AACA - Antique Automobile 4/13/09
Reprinted with permission of Author*



Photo from Marianne McCoy

Recreating her historic drive meant staying true to as many details of her original event as possible.

Soon into the search for a 1909 Model DA Maxwell it became evident that they were very rare. Alice’s original car was destroyed in a garage fire over 80 years ago and Sterling Walsh had the one remaining Model DA known in the Maxwell Registry. Along the way I was able to buy a 1908 Model K Maxwell Gentleman’s Roadster and a 1910 Model E Maxwell Touring car but no 1909 Model DA’s were found. As it turned out, the 1908 Model K was the car Alice was driving when the Maxwell Company discovered her and convinced her to do this cross-country drive.

Eventually the various parts of the 1909 Model DA were located. One party had the frame, rear end, and misc. pieces we needed to get started. Another Maxwell friend had a full set of hubs, radiator, body parts, fenders, front axle, and steering that was correct for the DA. These parts were assembled on the field at Hershey in October 2004 in preparation for shipping to Seattle. I remember standing by that pile of rust and talking with Sterling about the project

The decision, in 2003, to participate in the 100th anniversary of Alice Ramsey’s 1909 historic cross country drive, meant finding the exact model 1909 Maxwell she drove. As the first woman to drive an automobile across the United States, Alice has a very significant place in women’s history.

ahead of us. His help and willingness to allow us to photograph his car made it possible for us to have a road map needed to bring this car back to life.

Tom Thoburn’s daughter, Terri Huston, called one day and offered her support. Tom had left a complete engine/transmission unit with Terri and they donated it to our project. With that tremendous gift we were well on our way to bringing the 1909 Model DA back to life.

With help from many antique car friends finding parts, locating eBay finds that were needed, and loaning us original parts that could be copied, we were able to get everything together to complete the car. Vern Campbell donated restoration of our magneto and Tim Simonsma rebuilt the carb. Merle Simonsma found us the correct lamps for the car and together with Jay Larson our machinist and Larry Sittauer our metal fabricator, the car was eventually assembled.

It is now complete, being driven and detail adjustments made in preparation for our June 9, 2009 departure from 1930 Broadway Ave. in New York. Alice’s grandson and great grandson will be with us at the start, and my daughter Emily will be driving to San Francisco. Many regional groups along the way are joining us and hosting us as we pass through town. This promises to be an exciting adventure, in ways different from Alice’s original trip and in other ways just as much of a challenge.

Editors Note: Rich Anderson will be bringing the 1909 Maxwell DA (nc) to the Annual Meeting. I had the pleasure to ride along on a test-drive and can attest to the beauty fo the car and the amazing attention to detail.





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1923: AMERICA GOES CRAZY FOR THE CHARLESTON

Article by Karen Hutchinson

The Charleston, a piano tune, was originally composed in 1913 by African-American James P. Johnson, who played it at dances for black longshoremen recently moved from South Carolina. Johnson was the master and originator of the "stride" style of piano playing. Other noted James P. Johnson compositions include the Steeplechase Rag and the Twilight Rag.



In 1923, Flournoy E. Miller and Aubrey Lyles asked Johnson and Cecil Mack to provide the songs for a new Broadway production they were working on. *Runnin' Wild* (October 1923) was the name of the show and included Johnson's Charleston tune. Soon after the show opened, America went crazy for the Charleston dance. *Variety* reported that "in Boston's Pickwick Club, a tenderloin dance hall, the vibrations of Charleston dancers caused the place to collapse, killing fifty." The *New York Times* reported in 1925 that the dance was so popular one criterion in hiring black domestic workers was that they be able to teach the dance to their white employers.

Although the origins of the dance are obscure, mentions of the dance occur as early as 1903. It has been traced back to a black folk dance from an island off the coast of Charleston, South Carolina. The dance movements have strong parallels to the native dances of Trinidad, Nigeria, and Ghana. In its early form, the dance was performed to complex rhythms beaten out by foot-stamps and hand-claps.

The music for the Charleston is ragtime jazz, in quick 4/4 time with syncopated rhythms.

Characterized by its toes-in, heels-out twisting steps, it was performed as a solo, with a partner, or in a group. The dance uses both swaying arms and the fast movement of the feet. To begin the dance, one first moves the right foot back one step and then kicks backwards with the left foot while the right arm moves forward. Then both feet and arms are replaced to the start position and the right foot kicks forwards while the right arm moves backwards. This is done with a little hop in between steps.




1923 Ladies Fashion

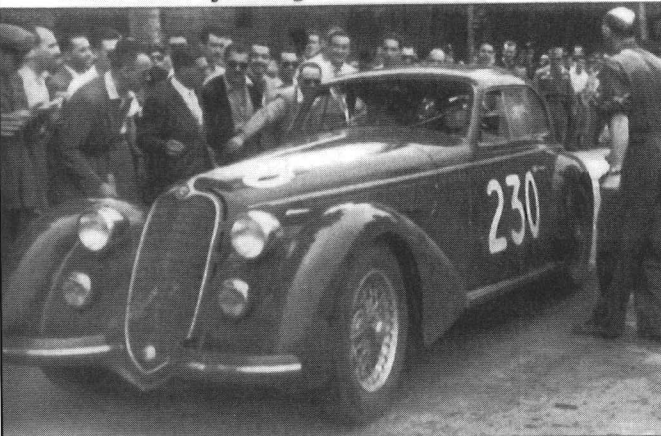


Bonus Points: Photo of woman on her way to the dance.
Can you name the car?






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WINDSHIELD REPLACEMENT 101

Article by Valerie Dickison

Insurance agents and brokers must attend continuing education classes to maintain their accreditation with the state insurance commissioner. Often this involves mind-numbing hours of sitting in a hard chair, trying to stay awake while a guest speaker drones-on about policy coverage forms and the like. If you ever need a sleeping aid some night, drag out your homeowner's policy; I guarantee you that your slumber will come quickly. As a career insurance broker, it was my turn in the barrel. Recently and I signed-up for "The Technology, Law and Requirements of Safe Auto Glass Installation". OK, how bad could it be? At least there was a free lunch and I knew the meeting room to be air-conditioned. I fired-up the Mini-cooper and headed out for two hours of guaranteed fun.

What could have been dismal was actually pretty good, thanks to speaker "Mike" from Sika Corporation. Sika is an international leader in the production and distribution of polyurethane glues that are used to keep those replacement windshields from popping-out. I learned a lot that day.

Approximately eleven million windshields are installed each year in America. Roughly seven million of those are paid by auto insurance policies. The total cost of windshield replacements in this country is about \$2 billion annually. Florida has the lowest replacement ratio nationally and Alaska ranks highest thanks to the rocky Alaskan roads. Here's the scary statistic: the auto glass industry figures some fifty percent of windshields in America are improperly installed. They are compromised in a variety of ways. Installers don't wear gloves and get hand-oil or grease along the edge of the glass while carrying it to the car. The grease prevents the glue from making a clean bond completely around the windshield. Or, to save money some installers will use less glue than recommended, making a tube stretch for several jobs. Installers working in pairs, often with tight time constraints, will each think the other put on the prep-cleaner that helps create a firm bond. Customers also demand to leave before the glue has dried.

Urethane glue comes in varying dry-times. The most expensive tends to be that which dries most quickly. Glue products have dry times varying from one hour to 8 hours.

So, what is the worst thing that could happen? If you get in an accident and your windshield pops-out there is nothing to keep the air bag in the vehicle. The air bag is reliant on the windshield holding-firm so when you bounce forward on impact, the bag is supported from behind. The windshield flies-out and the bag flies-out too. Chances are you might fly-out if not properly strapped-in. Flying windshields have been known to decapitate pedestrians too.

Proper installation of windshields is governed by the government under FMVSS (Federal Motor Vehicle Safety Standards) as set by the Dept. of Transportation. Failure of installers to comply is a felony. First responders to auto accidents are looking to see if the windshield remained intact. If on further investigation it is shown there was a recent windshield replacement, it can mean serious legal problems for glaziers who don't follow the rules. Some plaintiffs are "out for blood" and demanding jail time for glaziers doing faulty work that resulted in family disability or death.

After reviewing several case law studies of auto accidents that involved "windshields gone bad," Mike related a story from an earlier seminar in Alaska: A middle-aged lady in his audience was having great difficulty maintaining her composure and held her handkerchief to her eyes repeatedly. After the class, he apologized to her and stated he was sorry he upset her. She explained, quite the contrary "You see, that example you gave in Georgia, of the children who died when ejected through the failed windshield involved my husband's glass shop. We had replaced that windshield before the accident and didn't do the job right. We knew that family. We were so devastated we vowed to move as far away from our little Georgia town as possible so we moved to Alaska to escape from the stigma. Your class has shown me we can never escape it" Mike didn't know what to say to comfort the woman. She went on "Please tell my story in the future. Please let people know the importance of proper windshield replacement".

So zipping back to my office in the Mini, I looked at my windshield, hoping BMW didn't cut corners when they installed my windshield; I hope I don't have to replace it.



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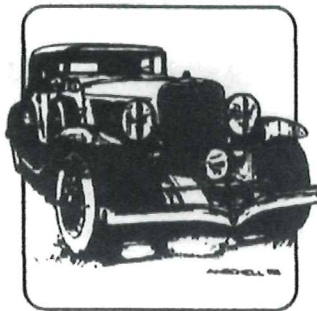
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Above Right:

Brian Rohrback's 1939
Bentley 4-litre,
All-Weather, Vanden Plas

Right:

Bill Allard's 1936 Packard,
8, Convertible Coupe and Jon
Schoenfeld's 1937 Cadillac, 8,
Sport Coupe, Fleetwood



Above Left:

Gary Johnson's 1948 Lincoln Continental,
12, Cabriolet

Left:

Jerry Greenfield's 1934 Lincoln, 12, KB
Convertible Sedan, Dietrich



Director's Message

Continued from page 3

and renders a sense of fulfillment for having contributed. And there is a job to fit nearly every taste.

Planning for the next year's activities is about to begin. Your input can influence the PNR schedule. Is there a special event you would like the Club to sponsor? Is there somewhere you would like to travel with other PNR members? Let any one of us on the Board of Managers know of your interest. Contact me directly, or any board member.

Another modest form of volunteering involves displaying our cars and occasionally giving non-members rides in a Full Classic automobile. Are you willing to include passengers at one of our events? Just let a Manager know.

Want even more involvement? Teaming up with an experienced member to manage an event is a great way to work with other PNR members and give something of yourself to the Club. No experience is necessary and the commitment is limited.

The "business" of the Club is accomplished primarily at board meetings that are held most every month on the first Wednesday evening at the Rock Salt restaurant on Westlake Avenue. The meetings are open. They are not stodgy. In fact, the meetings are informative and fun. Parking is not a problem. Please consider this an invitation from me to attend.

The Region is always seeking "new blood" and new ideas to carry on. Each year, board positions open. This is the level at which your ideas can be translated into events and even direction for the Club's future. The only requirement is a willingness to attend meetings and pitch in with planning and presenting an event or two. Your interest is most welcome.

There exist numerous ways to become more involved in regional activities. The satisfaction that comes from your involvement will be its own reward. E-mail me today. Let's talk.

Barrie Hutchinson
Director, PNR Board of Managers
barrie.hutchinson@gmail.com
360-678-5453

Editor's Message

Where has the time gone? In some ways, it seems like only yesterday that Dad and I agreed to take on responsibility for publishing the Bumper Guardian. Amazingly, this is our seventh edition and while we love our job, we cannot do it alone.

We welcome your help. We want to hear about events involving Classic Cars with which you are involved. Especially this time of year, many of us take our Classics on driving tours and to car shows near and far. We'd love to cover these events. More importantly, we beg of you to write an article about your experiences!

And, while I'm on the subject of articles. We know that many of you are coming up with great solutions to perplexing problems regarding keeping your particular Classic on the road. Other members of our region would like to learn from your experience. If you have a technical solution you would like to share - or advice on what not to do, please take the time to write a short article for the Bumper Guardian. Your co-members will thank you for sharing your wisdom and your editors will thank you for making their job a little easier.

I'm not done yet. In the last issue, we ran a short piece about "The One That Got Away" - a story about a car Al McEwan had the chance to buy but didn't. We'd love to hear from other members about cars that got away or cars they wish had gotten away. Anecdotes about club events and club members (past and present) are also welcome.

If you would like help putting pen to paper (or these days - fingers on a keyboard), just let us know and we'd be glad to help draft your story. We are the EDITORS. Please, you be the AUTHORS!

We hope you enjoy reading this issue as much as we enjoyed putting it together.

CORDially,

Karen Hutchinson
Co-Editor

J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)
with offices and claim facilities in principal U.S. cities.
1 (800) 345-8290 (610) 853-1300

Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

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

- 8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.
 - ☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00
 - ☐ Uninsured/Underinsured Motorist—Rates as required by your State. \$ _____ Car 1 \$ _____ Car 2 \$ _____ Car 3
 - ☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00
 - ☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE
- Physical Damage**
 - ☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
 - ☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
(Note—Collision is not written as a singular coverage but is available with Comprehensive.)
 - ☐ Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.
 - ☐ Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle, Less than 25 yrs.
- 9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

ANTIQUE AUTOS TO BE INSURED

(Include photo of all vehicles listed and include appraisal for each vehicle valued at \$20,000 or over)

Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
1.				
2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.
If you are a resident of FL, PA, or NJ, send copy of regular car policy.

Signature: _____ Date: _____

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

CC / PACI

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



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



Pacific Northwest Re

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