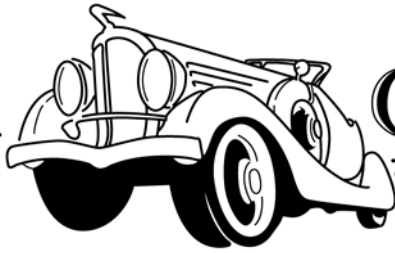


BUMPER GUARDIAN

Winter 2011



1939 Atalanta Drophead Coupe

Owned by James and Sherry Raisbeck



Pacific Northwest Region -- CCCA

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.

February 11: Private Tour of New LeMay Auto Museum

PNR Contact Jerry Greenfield 253-653-5060

March TBD: Judging Seminar(s)

PNR Contact Brian Harding 360-341-2836

April TBD: Theater Night "The Art of Racing in the Rain"

PNR Manager Conrad Wouters 206-325-8400

May 6: HCCA Annual Breakfast Tour

PNR Contact Jerry Greenfield 253-653-5060

May 12: South Prairie Fly-In

PNR Contact Bill Allard 253-565-2545

May 27: Ste. Michelle "Staycation"

PNR Contact Bill Smallwood 425-773-0130

June 2 & 3: LeMay Museum Grand Opening

PNR Contact Jerry Greenfield 253-653-5060

June 17: Father's Day Classic Cars at the Ballard Locks

PNR Manager Roy Dunbar 206-915-7667

June 23: PNR CCCA Concours d'Elegance in the Wood

PNR Chair Kim Pierce 425-330-2665

July 4: Yarrow Point Parade

PNR Contact Al McEwan 206-999-4485

July 6: PNR Coming-Out Party

PNR Contact Stan Dickison 206-949-1115

July 7: PNR Grand Classic

PNR Committees

August 6: Motoring Classic Tour Kick-Off

PNR Manager Army Barer 425-454-0296

September 1: 2nd Annual Crescent Beach Invitational Car Show

PNR Contact Colin Gurnsey 604-788-7429

September 6-8: Kirkland Tour D-Elegance

Contacts Stan Dickison 206-949-1115 &

Al McEwan 206-999-4485

September 9: Kirkland Concours d'Elegance at the LeMay

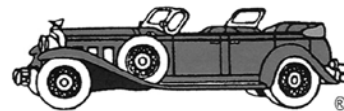
October: Fall Driving Tour

PNR Contact Roy Magnuson 206-713-2348

November TBD: Annual Meeting

December 2: Holiday Party

2012 CCCA National Events



Grand Classics®

April 21San Diego / Palm Springs Region

June 1-3CCA Grand Classic & Museum Experience

July 7Pacific Northwest Region

July 14Michigan & New England Regions

September 22Indiana Region

CARavans

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July 19-26Upper Midwest Region

September 7-16Oregon Region

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BUMPER GUARDIAN

Pacific Northwest Region Classic Car Club of America

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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 and available upon request.

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Regional membership is available only to
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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

For no one is a car just a car. It is always to some extent an extension of the owner's personality. One of my daughters chides me about my interest (or more of a fascination, even an obsession) in cars. She claims

to be unaffected; cars are simply there as a means of transportation. But, say something either positive or negative about her Subaru, and accolades or the vitriol quickly comes spilling out.

Continues on page 30

Celebrating America's love affair with the automobile

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1939 ATALANTA V-12

RHD Two-Passenger Abbott Sports Coupe

Article & Photography by James Raisbeck

Sometime in the late nineties, I visited Peter Hageman at Suite 205 in Kirkland and while there, I spotted a sports car that I liked but hadn't a clue as to what it was. It had the superficial touches of a Jaguar SS 100 from the British prewar days, with even a bit of the haughtiness of the Mercedes SSK. After getting to drive this "1939 Atalanta Drop-Head sports coupe w/coach work by Abbot of Farnham", and peeking under the bonnet at its Lincoln V-12, engine I knew then and there it had to be mine.

This car was then owned by Charles Morse, who, Peter thought, would perhaps be willing to part with it. With this encouragement, I began the process of trying to buy the Atalanta and after going through the usual negotiations I did indeed finally become the owner of this unusual car in 1998.

The Atalanta's ownership history prior to Charlie's is undocumented, however,

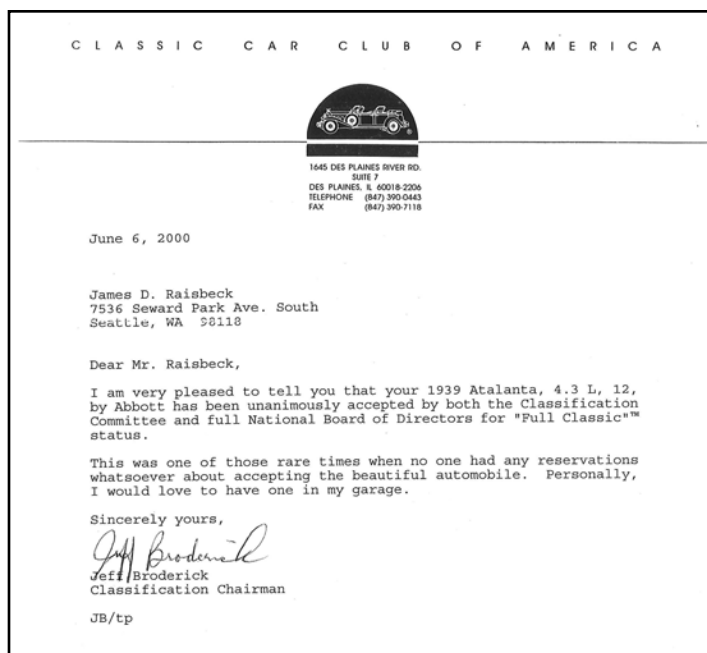


I believe he bought it from a Craig Davis living near Monterey in Central California. I was told that Craig had owned the car for quite sometime during which he tried to race it with little success. As you will note in the accompanying article about Atalanta Motors this is an extremely rare car with only 20 being built during its three production years 1937 – 39. Out of the total produced, only 6 were built equipped with the Lincoln V-12 engine and mine is one of only two Atalanta's known to still exist. The other survivor is also a 1939

model V-12 but with a different body style. That car was last heard of when purchased by a Mr. Hoe in London at auction in 2005.

When I took possession the paint, body and upholstery were in superb condition and remain so today. On the other hand, the engine and drive train were far from satisfactory. I learned much of this on the drive home from Kirkland which turned out to be its longest for several more years. The car was next to uncontrollable in any kind of turn and I found the four-wheel brakes were working only on the front wheels. Furthermore the engine overheated right away and the electrical system was a disaster. Somehow it was a conglomeration of 6 volt (engine and distributor) and 12 volt everything else. So, on my drive home, the car burnt up its battery as it was overheating and not turning left but hooking to the right. It was quite an experience. In that condition it would have made a good training simulator for an uncontrollable car – should someone have wanted such a thing!

It was about this time that I applied to the CCCA to consider the Atalanta as a "Full Classic®". Unlike many such applications mine went through without a hitch and this rare car was unanimously accepted by the full National Board of Directors on June 6, 2000.



When we got into the mechanical restoration it turned out that many of the parts were wrong for this car. Since not much ever was published about the Atalanta V-12 most of the repairs came from studying each situation and performing lots of trial and error along with redesigning many parts to properly fit and

perform correctly. I did get help from Craig Davis's mechanic who had worked on this car in the past and provided some background information about it.

The problems were too numerous to document here. However, I did find that most every restoration shop and mechanic I contacted came up with a different approach and many wrong answers. Time and money spent brought me more frustration as deadlines were broken, meets missed and wonderful driving opportunities that went by the wayside.

After two years of work getting the car ready for participation in the 2001 Pebble Beach Concourse I was handed an automobile that was supposedly to ready to go. When I tried to drive it onto the transport truck I noticed the amp meter showing hard charging on a fully charged battery. When I questioned the mechanic on this he said "just run it with the headlights on all the time and that will keep the charging rate down – somewhat". It turned out that he had the 12 volt generator feeding into the 6 volt battery through a system of relays which cannot be described nor diagrammed to this day. Somehow Sherry and I got the car to Pebble in time to partake in the Thursday drive through the countryside. We barely made it thru the 50 mile run, but did get thru it and proceeded with our plan to show the Atalanta "on the lawn" that weekend.

It was the coldest Sunday on record for the Pebble Beach Concourse d'Elegance and the stress of getting the car there may have contributed to my unscheduled week-long visit to the local hospital. Sherry picked up the ball and presented the car, however we didn't win any awards. Soon after this event we were scheduled to drive the Atalanta in the Colorado Grand, but we had to cancel that run for obvious reasons.

Sherry and I did finally run the Colorado Classic three years later, but it too was a disaster. I would run the car up to 100 mph then hold in the clutch until we coasted down to about 30 mph and repeat the process the whole distance. It was the only way to keep the car cool enough to go about 50 miles before having to stop and add water. Folks thereabouts thought I was a bit off and even my wife was ready to bail. We did get the medallion for having run the full 1,000 miles and crossing the finish line. It was a "memorable" event.

After that I got real serious about solving the overheating and other problems. It was soon thereafter that I came across Jim Preston of Preston Automotive in Redmond who I now see as a natural genius.

Cont. on page 7



ATALANTA MOTORS LTD. Staines, Middlesex, England

Article by Raymond Loe

After 24 years experience working in the British automotive industry, Albert Gough left Frazer-Nash in 1935 to found Atalanta Motors Limited in Staines, Middlesex, England. Gough had a dream, and with three like-minded share-holders, envisioned their goal of producing a car that would fulfill the exacting requirements of professional and amateur drivers on both road and track. To lead the design team, Gough hired A. C. Bertelli, who, was said at the time, to be the foremost automotive engineer in the country. Gough and Bertelli wanted Atalanta Motors to produce an exciting sports car featuring an innovative tubular chassis and fully independent coil spring four-wheel suspension. Accomplishing these lofty goals would make Atlanta the only pre-war British car available with such advanced running gear. In addition to those goals, these elegant vehicles would also feature four-wheel hydraulically-operated brakes and extraordinary overall light-weight due in part to the substitution of magnesium instead of steel in many of its cast parts.

The original 1937 sales brochure stated "the schedule of production, while calling for few in number, as each 'Atlanta' is a personal engineering achievement, will cover a wide variety of models, so that all individual tastes can be pleased". The car turned-out to be very expensive indeed. However, it was the outbreak of WWII in Europe that actually stopped production after only about twenty were built during the three model years 1937-39.

The Atalanta was offered only with bodies built by coachbuilder Abbot of Farnham and limited to a four-seat open sports coupe or the two-seat drophead coupe we are featuring here. The Atalanta first came out in 1937, powered by Gough's somewhat erratic 1.5 or 2.0 liter OHC four cylinder engines which he had developed and fitted to some Frazer-Nash models when working there. The early cars were limited to those two engine choices, with options including an Arnott supercharger and choice of either a three or four-speed gearbox. By 1939 Gough had worked-out an arrangement with the Ford Motor Company to supply Atalanta with their 4.3 liter V-12 Lincoln Zephyr flathead engine along with its

three-speed gearbox. This proved to be the more popular choice for future buyers and is the drivetrain that was installed in our featured car.

It is interesting to note that those V-12 Lincoln engines came wired with 6-volt electrics which was standard for all American automobiles at the time. Meanwhile, all European automobiles, including the Atalanta, used 12-volt electrics throughout, making for some interesting wiring in their cars to accommodate the two systems. Since there are no service manuals known to exist for the Raisbeck car, their challenging electrical problems had to be sorted-out by trial and error (see accompanying story).

In testimony to achievement of the company goals, in July 1939 British racing magazine, 'The Motor', reported testing of a V-12 Atalanta and found it to be a 'vehicle of special interest to performance enthusiasts by reason of its high power-to-weight ratio and its independent suspension to all four wheels'. The Motor went on to state that 'with a V-12 engine of 37 h.p. (installed) in a two seat car weighing only 22-1/2 cwt, the car has an outstanding road performance and the suspension system gives really good road holding allied to exceptional riding comfort'.

The Motor's test report was lengthy, thorough and very complementary to the Atalanta in all respects except in noting that, because of limited interior space, on occasion a driver's finger can be trapped against the dash by the gear-shift lever or the steering wheel. The Motor was very impressed with the Atalanta's road holding performance attributed to its four-wheel independent suspension, a very unusual feature in a British car at that time.

An earlier road test reported in 'Light Car' magazine of April 1939 was also very enthusiastic about the Atalanta quoting 'road holding is beyond criticism; rough, almost colonial sections can be treated like main roads. The Atalanta has the tenacious quality of a racing car when cornering, and it is nearly impossible to cause the tyres to squeal'.

In response to James Raisbeck's application, on June 6, 2006 the CCCA Board awarded his Atalanta, "Full Classic" status. Since then, the CCCA National Directory has his car, Serial #L10200, as the only Atalanta listed.

Atalanta Motors continued from page 6

There was another V-12 Atalanta (Serial #L1010) auctioned by Christies/London in December of 2005 however, neither the CCCA nor James Raisbeck has heard anything about the fate of that car since then.

So, why were only twenty of these fine cars built over three production years? The answer is that the company plan at the outset was for very limited production since they were all to be hand built and very expensive. As it turned out, the company had no choice but to cease automobile production in 1939 due to the onset of WWII. Had that not been the case it is any one's guess how much longer the Atalanta automobile could have remained in production. However, it is interesting to note that after the war, instead of resuming automobile production, the company opted to continue their wartime occupation of making pumps and renamed the business Atalanta Engineering Ltd.

We are fortunate to have this rare and beautiful car registered in the PNR and very pleased that the Raisbeck's made it available to feature in this issue of your Bumper Guardian.



Raisbeck Atalanta continued from page 5

However, even he had to take several swipes at each issue with the Atalanta before it was all sorted out. Jim came up with innovative ideas such as installing two oil coolers to be used as additional water radiators (one hidden in each front wheel well) thereby increasing the cooling capacity sufficient to cool the engine. He also figured out how to properly rig the monstrous triple-carburetor intake manifold, a feat in itself. The next several years were spent addressing the remainder of the Atalanta's defugalties, which included recasting the eccentric housings for its independent rear suspension, a totally new engine cooling system and figuring out the car's unique Lockheed braking system, and steering geometry.

Today, the Atalanta is turnkey-right, sporting a triple-carburetor intake manifold with Stromberg 94s, finned aluminum heads, and go-fast capabilities. It's been a long road, but on balance its been worth it.

It has been my pleasure to have my rare and beautiful Atalanta featured in this issue of the Bumper Guardian.



Atalanta Shareholder, Director, & Works Driver: Midge Wilby

As rallying became popular and widespread in the late 1920s and 1930s, female drivers began to enter these events as drivers, rather than merely as car owners. In the UK, large rallies such as the RAC Rally attracted hundreds of drivers, with a good many more ladies among them than is seen nowadays.

In the 1930s, Miss Violet "Midge" Wilby was a keen rally competitor. In 1933, she was 51st in Class Two of the RAC Rally in a Wolseley Hornet, and she used the same car on the Scottish Rally. Later, she used an Armstrong-Siddeley model and is recorded as a participant in the 1936 RAC and 1937 Monte Carlo rallies. She was sixth in the Monte Carlo Coupe des Dames. She was also a great Frazer Nash enthusiast and had some success racing a Frazer Nash TT replica.

When she visited the Atalanta Motor Company, she was so impressed with the cars that she decided to enter one into the 1938 Monte Carlo Rally. Unfortunately, the entry was not accepted as the company hadn't built enough cars to be eligible, so she had to use a Lancia Aprilia instead!

However, she was so taken with the Atalanta that in 1938 she bought the first of the three she was to own. She drove an Atalanta on the 1939 RAC Welsh rally, taking the Class 4 prize. Atalanta took the manufacturers team prize in the same race.

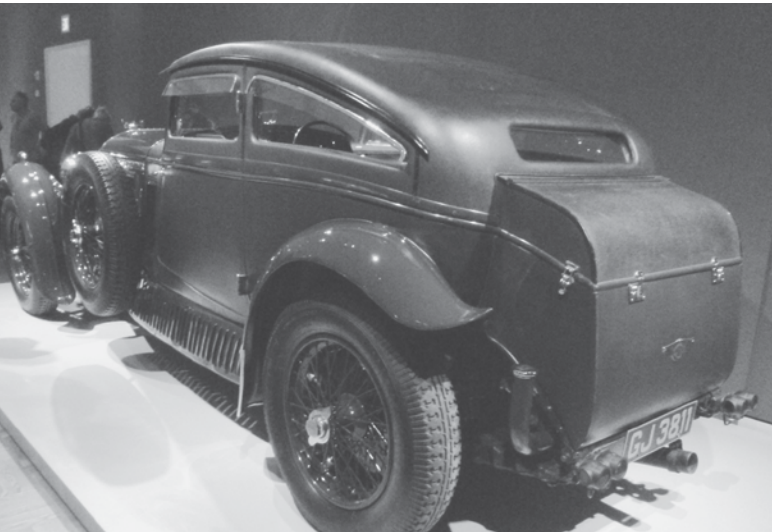
Just before the war, Midge Wilby purchased the shares of Atalanta owner Neil Watson when he transferred to the Middle East, and became a company director. She soon became heavily involved in the company as a director, works-driver and patron.



ALLURE OF THE AUTOMOBILE at the Portland Art Museum

June 11 - September 11, 2011

The Portland Art Museum merged automotive technology and art to showcase a score of cars for the Pacific Northwest. The show included eight Full Classics®, several contributed by CCCA and PNR CCCA members. An assembly of more-modern cars from the '40s through the '60s rounded out the exhibit.



1930 Bentley Speed-Six Blue Train Special

Owned by local aficionados, Bruce and Jolene McCaw, this Bentley was touted as the car that beat one of the fastest trains of the day, the Blue Train that connected the Riviera to northern France. PNR-CCCA member Peter Hageman helped discover that a different Speed-Six actually performed the feat, although that small fact does not detract from the muscular uniqueness of this fine automobile.



1931 Duesenberg SJ Convertible Sedan

Exhibited by PNR members Tom and Susan Armstrong, the fastest production car built in America was the perfect amalgam of class and power. This sporty, short-wheelbase model was one of five of this type built in the short life span (1929-1937) of the Duesenberg.



1938 Alfa Romeo 8C2900B Touring Berlinetta

Blending elegance and advanced engineering, this might be the most beautiful Alfa Romeo in the world. Owned by another Northwest couple, Jon and Mary Shirley, this hand-built aluminum car was honed by attaching cloth strips to the body and photographing the effect on the airflow.



1937 Bugatti Type 57S Atalante

*Named after a princess in Greek mythology, approximately forty Atalantes were made, some on the Type 57 chassis and some employing the shorter, sporty 57S frame. This car is included in PNR Member Richard Adatto's 2010 book - **The Art of Bugatti: Mullin Automotive Museum***



1933 Pierce-Arrow Silver Arrow

Considering the Pierce-Arrow emerged from a company that manufactured bird cages, it is amazing that they ended-up producing arguably the finest cars made in the 1920s. This is one of only three remaining Silver Arrow concept cars of the five built. It is an extremely modern, yet uncomplicated design.



1937 Dubonnet Hispano-Suiza H-6C Xenia

Sponsored by the aperitif baron Andre Dubonnet, the Xenia was a streamlined aircraft body on wheels. Use of the curved glass, gull-wing side windows and a dramatic tapered tail set this example of modern art apart from any other vehicle.



1937 Mercedes-Benz 540K Special Roadster

The pinnacle of Mercedes-Benz design was achieved in the 540K model, offered for only three years, 1936-1938. All were bespoke and of the 400 cars built in total, only twenty-six Special Roadsters were completed before the war interrupted production.



1939 Talbot-Lago T-150-C-SS

This beautiful teardrop fastback coupe was one of the last of twelve built between 1937 and 1939. Each car required 2,100 hours to build and no two are exactly alike.



MICROTIP from Bill Deibel - A Little Known Parts Resource: In reading the October-December issue of Brute Force, official magazine of the Chrysler 300 Club, I learned of a resource for exact reproduction gas tank sending units for just about all our cars; many ignition coils; and a few other items including voltage regulators etc. They have a website with the items catalogued, described and illustrated without prices but they sell by phone-order with check in payment only (no e-mail used). They supply a correct coil for Karel's Cadillac -- positive ground with bayonet twist on end, however all their coils are epoxy filled which I consider undesirable. The company is: Atwater Kent Manufacturing Company 12 Jaques Street Worcester, MA 01603 508-792-9500 (9am-5pm Eastern Time) www.atwaterkentmfg.com

IN THE CABIN

Article by Brian Harding

In the classic era, a car's interior evolved dramatically. In the twenties, the interiors were often spartan with simple instrumentation and limited creature-comfort. As the years went by, cars came with more comfort and provided the driver with even more feedback about how the car performed. Sporting cars kept the emphasis on the driving machine, while luxury cars offered ever more conveniences. Take heat for example, in the early years passengers dressed in warm clothes and in layers. The engines were often all that provided passenger heat and sometimes too much of that. The recirculating coil became the standard of warmth, and air conditioning entered the picture at the tail-end of the forties.

With that, let's turn our attention inward, starting with the dashboard. The variety of instruments found here is nearly limitless. From basic speedometer, ammeter and oil pressure, the array of gadgets can be extravagant. I worked on a '34 Alvis Speed Twenty that had all the basics, but also included a tach, altimeter, compass, ride control, air temperature, mag to coil switch, chassis lube controls, cigar lighter, map lights and a clock reading in both 12 and 24 hour versions. Whatever you find look at the appearance of each item. Some instruments were installed at the factory and some may be aftermarket. Aftermarket accessories are allowed provided they fit the period of the car and are installed in a workmanlike manner. It is expected that all instruments and ancillaries will work. While the car is in the functional test, an observer should be stationed to witness these items in action. Clocks, radios, power antennas and accessories all need to be tested, but just for a second. When testing power tops, they need only be shown to work. There is no need to see the full range of motion. Where there is a complicated instrument panel, you may wonder if everything belongs. Once again, direct your questions to your team leader who will take it up with the exhibitor. This should be a private conversation, out of earshot of other judges. Cigarette lighters should be present, if so equipped, but should not be tested. Glove boxes, map cubbies, or dash drawers and package trays are considered private spaces and should not be judged.

Look at the driving controls. Pedals, hand brakes or any other control are to be operated only by the presenter, or with their permission by the team leader. Another judge should be present to witness function. The pedals should not be excessively worn, especially if they are steel finished. Rubber parts should be in good condition, free from excessive wear, tears, nicks or cracks. Remember that the car is judged against how it was when new or

lightly used. Nothing on the car needs to be perfect, but will need to be in excellent condition to score the highest points. The presenter or exhibitor will go through all the functions. Wipers are an important safety check. In dry conditions, the owner may choose to wet the windshield to show the blades acting normally. Particularly with the vacuum systems, remember that wipers do not have top performance on a dry surface. This is also an area where owners will augment original appearance with chrome. Often you will see chrome motors and arms where they may not have originally been. Check the authenticity with your team leader, and always remember that any doubt should be in the car's favor. If there are windshield washers, check these for functionality as well.

The steering wheel should appear crisp, without cracks or damage. The exhibitor or team leader should turn the wheel to check for excessive play. Anything abnormal can be a safety issue and should be noted. The wheel may also have a number of other controls. From the horn to spark advance, throttle and turn signals, all are to be checked to verify operation. Remember that many owners choose to add turn signals, and this is permitted provided they are of the period and installed in a workman like manner.

Now, let's look at glass. In most cars, the windshield and side glass must be safety glass or the car will be disqualified. There are exceptions: wind wings, and beveled glass in the rear window. Instrument and interior lights do not have to be safety glass if so equipped when new. Please note: Original cars, or what we now call survivors entered in exhibition or best original classes, may keep any original glass. Any replacement glass, however, on these examples need to be safety glass. Tinted glass was not the norm during the classic era, but some makes used this in specific applications. Many Marques had tinted sun visors, either inside or out. In the later years, we begin to see the graduated tinted windshields that are still with us today. Open cars should exhibit their side curtains and boots, either in place, or available for inspection.

The interior will also have a number of painted finishes on the inside. From simple paint to wood finishes and graining, these should all be accurate to the car and appear in excellent condition for the highest point value. If you know a finish is not correct, please address that under authenticity in consultation with your team leader.

Interior trim can be quite extensive. Window frames, handles buttons, and switches should all be in good condition and correct to the car. Look at the welting, rubber, plastic, weather stripping and other coverings. How about the inside of the convertible top and the well that it may fold into? The top bows should be in good condition and well finished. Some companies used chrome

Cont. on page 19

FALL GARAGE TOURS TO BELLINGHAM

October 15th and 16th

**Greenfield Gets Great Garages; Whidbey Islanders, with Help from B.C., Dominate Event !!!;
Packard 4/4, Cadillac 1/3, all others 1/1**

Article and Photography by Bill & Karel Deibel, Event Managers

The lovely sunny morning Saturday was a harbinger for the entire two days that followed creating the perfect backdrop for this overnight weekend event. Leaving on time at 10:30 am from Everett were about 15 Jaguars (XK120s, several E-Types and various later models), joined a Cadillac and a Packard – an



*The B.C. Invasion: Fred & Brenda Bonin
and Carol & Max Shields*

inauspicious start for the PNR. However, in Edison, we were joined by an Auburn, a Cord, a Cadillac, a Packard and a Pierce-Arrow from 1934 to 1940, thus improving our showing.

The entourage proceeded north along Chuckanut

Drive and into Bellingham arriving at Anthony's at Squalicum Harbor restaurant as planned. Waiting there were two more Packards from B.C.

Following lunch the group toured 3-1/2 miles to Jim & Stephanie Bell's "Studebaker Diner and Museum" where a replica 50s era country filling station cum lunch room (with coffee and desert items laid-out) serves as the entrance to the museum displaying – over 50 Studebaker vehicles from an 1888 pony wagon to the last, and by far the most impressive of the several neo-Avanti iterations, a 2001 model. This was only half of the Bells' Studebaker collection. In addition the many automobiles there were various types of trucks from pickups to commercial truck-tractors including emergency and military vehicles. Among the more interesting to this writer were a pristine unrestored '38 President sedan with the one-year only "praying mantis" headlights; the very first production Avanti, VIN ending 100001, which is being restored for the Le May Museum under the guidance of Jim Bell; and a small, super-short wheelbase, truck-tractor with full-sized sleeper box built for the sole purpose of delivering oversized mobile homes and modular home sections. It and another truck were equipped with three-cylinder General Motors diesel engines.

The Bells had reserved a special place at the pumps in the filling station for a car of the writer's choosing which was the 1934 Pierce-Arrow 840A Brougham driven by guests of the Hutchinsons, Richard and Margaret Anderson from Whidbey Island. I chose this car because the Pierce-Arrow company was owned by Studebaker from 1928 until 1933.

Cocktail hour and dinner were at the Hotel Bellwether. Very favorable comments on the dinner were the norm.

The group (less the Parkers, and the Ipsens) left about 9:30 for the five-mile drive through town to Mike Yeakel's collection of brass-era cars including four Wintons, multiple Cadillacs, Buicks and Fords as well as other individual makes including a 1906 Queen undergoing a from-the-frame restoration in Mike's shop. The oldest of Mike's twenty-six cars is an 1899 Winton.

After greeting us, Mike explained the various machine tools in his shop and how they are used to manufacture parts from scratch. He then led us into the museum which was at first dimly-lighted by the carbide headlights on an original unrestored 1906 Cadillac Model M one-cylinder touring car -- a dramatic introduction to the marvelous collection. Later Mike's assistant took all who wanted to go for a ride around the industrial park in this car.

Oh how the sunny day came in handy. We all know how every collector car worth its salt has a story behind it and Mike's cars were no exception as we soon learned as Mike related the bios of particular cars. There was ample time for Mike to answer the many questions that were raised.

At 11:30, our group (sans Jerry & Sandy and the Canadians) left for a very easy, very scenic, 40-



mile drive along Lake Whatcom over to SR-9 and then south on this scenic road to the Big Lake Bar & Grill. This "road house" not far from Mount Vernon caters to the car crowd and is suitably sign-decorated inside. After lunch many good-bys were said as the tour disbanded and each to its own made their way home without incident.

As Event Manager I must credit Jerry Greenfield for suggesting and acquainting me with both museums and their owners, Karen Hutchinson for recommending the hotel and Don Reddaway and Karel Deibel for proof driving and editing the tour routes.

(Some advice for future event managers. Our traditional meeting place south of Everett which was once a welcoming Holiday Inn at Exit 186 (228th St.) leaves much to be desired today since the Quality Court management now denies use of their restrooms to transients as does the adjacent Shell station. However about 20 miles farther north there is a good I-5 rest area just north of Exit 206 (Smokey Point) that would seem to be a much better place from which to start a tour. Bill D.)



Photo Captions Above (left to right, top to bottom)

- '34 Pierce-Arrow 840 A Club Brougham of Rich Anderson at the Studebaker Diner gas pumps
- Georgia & Ray Loe about to embark in Mike Yeakel's '06 Cadillac
- Barrie Hutchinson (yellow jacket) and Brian Harding (hat)
- Red Indian - off the warpath

Photo Captions Page 13 (left to right, top to bottom)

- First production Studebaker Avanti awaiting restoration for Le May Museum
- PNR & JDRC members being welcomed by the Bells
- '38 Studebaker President with Praying Mantis headlights
- Jerry Greenfield, Betty Boop and Sandy Gardner
- Karel, Carol, Brenda
- Kim Pierce & Bill Deibel
- Machine shop, Mike Yeakel describes mechanical reproduction
- Stephanie & Jim Bell welcoming the group above
- Bellingham Marina from Bellwether hotel-room
- Mike's best friend listening to his master's voice
- Carbide headlights on Mike's '06 Cadillac greeting our arrival
- Dinner at the Bellwether
- Mike's '06 Queen undergoing restoration

Event Participants

From Everett:

- Bill & Karel Deibel
'40 Packard 1803 Club Coupe
- Brian & Fran Harding
'40 Cadillac Fleetwood 60S Sedan*
- Bill & Lucy Allard (modern)
- Stan & Valerie Dickison (modern)
- John & Nicole Gamlam (modern)

**The Hardings experienced a fuel pump problem soon after leaving Everett, pulled off and secured a tow back to Whidbey Island before driving north in time to join the dinner in Bellingham.*

From Edison:

- Rich & Margaret Anderson,*
34 Pierce-Arrow 840A Bro'm
- Barrie & Karen Hutchinson
'37 Cord 812 Beverly Sedan
- Brad & Hyang Cha Ipsen
'40 Cadillac Fleetwood 60S Sedan
- Ray & Georgia Loe
'34 Auburn 850Y Cabriolet
- Virgil & Deborah Parker
'41 Cadillac Series 62 Conv.**
- Bob Newlands & Jan Taylor
'36 Packard 1401 Club Sedan
- Kim & Norma Pierce (modern)

**Guests of the Hutchinsons*

***The Parkers experienced an ignition(?) problem before arriving at Edison and dropped out of the tour.*

At and from Lunch:

- Fred & Brenda Bonin
'33 Packard 1004 Phaeton
 - Max & Carol Shields
'35 Packard 1205 Dietrich Convertible. Sedan
 - Jerry Greenfield & Sandy Gardner, (modern)
 - Liz Holderman & Ashley Rietman of Hagerty Insurance*
- *Guests of the Region*

Sunday Morning Newcomers:

- Bill & Judy Mote,
'36 Bentley 4-1/4 litre
Freestone & Webb Sports Saloon
- Paul & Gigi Watson (modern)
- Sig Linke (modern)



LUGGAGE FOR THE CLASSIC CAR

Article and Automobile Photos by Laurel Gurnsey



When I was asked to write an article about luggage for the Classic Car, I first checked for definitions of luggage and came across this (Oxford English Dictionary):

"luggage"- 16thC. from lug (v.) "to drag....what has to be lugged about".

Having been on vacations involving planes, trains and automobiles, Colin and I have lugged our own share of luggage and now travel with as little as possible. Too many bags make my chiropractor happy and me distressed.

"Do not take more hand-luggage in the carriage than you can carry. It is inconvenient and will cost you quite as much for porters at stations as the registrations." (www.retroramblings.com)

Historically, luggage (baggage) has carried clothing, army battle supplies, food, medical equipment needs for triage teams, treasures, souvenirs, umbrellas, bug spray, safari pith helmets, tropical holiday mosquito netting, etc. Early luggage, usually chests or trunks, was made of wood or leather. Beautifully embossed gilt and metal chests sit in many museum displays.

People carried their belongings West on the Oregon Trail in Conestoga wagons. Stagecoaches, camels, paddle wheelers and trains have carted people's baggage. Saddlebags or duffel bags helped early explorers carry maps, hardtack and a change of clothes. During the Great Depression, refugees from the Dust Bowl headed west, loading everything they owned on whatever vehicle they had.



With the advent of cars and road trips of various lengths, the problem arose that many early cars didn't have enclosed trunks, so manufacturers simply mounted luggage racks on the roof and the back of the cars.

Brian Park, of Carryology.com, has produced some interesting information and photography to show how car companies have created luggage that supplemented the ability of vintage cars to transport our 'stuff'

Owners of high-end Classic cars such as Rolls-Royce could actually purchase special touring trunks that had storage drawers that fit both clothing and cigars!



From the University of California study 'Dust Bowl Migration'
www.calisphere.universityofcalifornia.edu

By the 1920s there were over 620,000 miles of surfaced roads. More people were touring by car. Luggage strapped on the back of the car was not convenient and when enclosed trunks became possible, designers then had to come-up with complex fitted luggage to slide into the new spaces. Brian Park has some negative comments about fitted



luggage, in that it isn't practical....too many buckles and straps to undo and too big to haul into a hotel without three porters and several maids to help.

The 1935 Mercedes-Benz in the photo below has fitted luggage made to original specifications by Taris Charysyn, who caters to Concours d'Elegance show cars.



In the 1920s and 30s, custom-made luggage was for: "young men who traveled to finish-off their educations...and women who traveled to get relaxation from their straining social schedules." Luggage was wooden, covered in cowhide. Trims were hand-stitched and the interior lined with silk. Suitcases would cost several hundred dollars and be specific to what was packed in them. Hence, hatboxes, toiletry boxes, suit boxes, shoeboxes, etc.

Luggage bought as part of a bridal trousseau would last a lifetime.

In 1933 American Luggage Works opened and for those car owners who wanted something a little less expensive than a custom-made, fitted piece of luggage, they could buy two sizes of suitcases, one for two dollars and one for three. This company is still in business as American Tourister.

Happy traveling for the next Classic Car event you undertake. And remember.....don't take what you can't 'lug'.



*From Colin & Laurel's latest travels --
a find from an antique store in a tiny New Zealand town*

Websites used for research and luggage photos:

http://en.wikipedia.org/wiki/American_Tourister

www.conceptcarz.com

Google Images

http://en.wikipedia.org/wiki/American_Tourister

http://www.gonomad.com/womens/0406/how_to_refurbish_vintage_luggage.html

<http://www.tarischarysyn.com/>

<http://www.carryology.com/2011/01/31/classic-vintage-automobile-luggage/>

<http://www.calisphere.universityofcalifornia.edu>

<http://www.retrorambling.com>

http://www.gonomad.com/womens/0406/how_to_refurbish_vintage_luggage.html

2011 PNR-CCCA HOLIDAY PARTY

Article by Brian Rohrback

Photos by Michael Bradley & John Campbell

Once again, the Broadmoor Golf Club was the setting for the Pacific Northwest Region's Holiday Celebration. With over one hundred in attendance, the mood was spirited and the weather cooperated for a rain-free, albeit cold drive, which encouraged a larger-than-normal Classic car contingent for a December event. In all, fourteen Full Classics® graced the circular drive that fronts the elegant Broadmoor. Packards and Lincolns ruled the event with four representatives each and, as a special treat, three of the Lincolns were late 40s 12-cylinder Cabriolets! The other marques represented were Cadillac, Chrysler, Cord, and the British contingent of two Derby Bentleys and one Rolls Royce.

Inside, things quickly moved into a festive mood with gifted piano music supplied by the incomparable Peter Kok. Our members came bearing gifts with about thirty new toys and \$350 collected for Toys for Tots. In addition, a half-dozen large bags were filled with canned goods and assorted supplies plus \$690 for Northwest Harvest. An hour of socializing was followed by a semi-orderly stampede through the buffet line all the while being serenaded with all of our favorite tunes by the Dickens Carolers. Val Dickison coordinated a campaign to show support for our military troops, so Christmas cards and pens were placed at all of the tables so we could write our thanks to these brave men and women who could not spend the holidays at home with loved ones.

The close of the event introduced the winners of our club awards. We are an extremely active club, organizing twelve events through the year and participating in others to tally a score of fun-filled Saturdays and Sundays. Our twelve events generated eleven Car of the Day awards (February was just too cold and rainy) plus the ultimate prize: the Participation Award, which this year was nabbed by Denny and Bernadene Dochnahl. (see page 28 for details)



Bernadene & Denny Dochnahl receive
2011 PNR Participation Trophy from Brian Rohrback



Deibel's 1940 Packard 1803 Club Coupe.
Car of the Day Winners: Lou Berquest, Denny Dochnahl,
Jon Schoenfeld, Don Reddaway, Raymond Loe
& Stan Dickison



If there was a prize for best holiday
sweater -- Ed Noble would be a
candidate.

Club Members Driving Full Classics:

Club Members Driving Full Classics

Bill & Lucy Allard
1948 Chrysler T & C Convert. Coupe

Tom Armstrong
1948 Lincoln Continental 12 Cabriolet

Lou & Bunny Berquest
1932 Packard 900 Coupe-Roadster

John & Mary Campbell
1931 Rolls-Royce P-II Cont. Phaeton

Jeff & Sharon Clark
1937 Cord Beverly Sedan

Bill & Karel Deibel
1940 Packard 1803 Club Coupe

Stan & Val Dickison
1935 Packard 1207 Victoria

Denny & Bernie Dochnahl
1934 Packard 1100 Sedan

Jerry Greenfield & Sandi Gardner
1934 Lincoln 12 Convertible Sedan

Gary & Joyce Johnson
1948 Lincoln Continental 12 Cabriolet

Bob & Yoshi Reverman
1947 Lincoln Continental 12 Cabriolet

Brian & Lisa Rohrback & Jeffery
1939 Bentley All-Weather

Jon Schoenfeld
1937 Cadillac Fleetwood Sport Coupe

Conrad Wouters & Glenna Olson
1937 Bentley Sports Saloon



Jeff & Sharon Clark proud new owners of John Dennis' 1937 812 Cord Beverly



Denny Dochmahl & Conrad Wouters



Bob Reverman, Noel & Janet Cook, Bill & Judy Mote



*Alfred, Loraine, & Ava Stappenbeck
Sandi Gardner & Jerry Greenfield*



The Dickens Carolers



*Gary & Joyce Johnson's
1948 Lincoln Continental 12 Cabriolet*



*Men in Red Hats
Michael Peck and Steve Norman*

Club Members Attending

Scott & Karen Anderson
Najib & Diane Azar
Army Barer
Fred and Brenda Bonin
Michael and Ildiko Bradley
Noel & Janet Cook
Roy Dunbar
Nancy Finelli
Jack Goffette
Colin & Laurel Gurnsey
Patrick Hart
Barrie & Karen Hutchinson
Terry & Cherry Jarvis
Paul Lewis
Siegfried Linke
Ray & Georgia Loe
Jerry McAuliffe
Phil & Cheryl McCurdy
Terry & Barbara McMichael
Terry & Roy Magnuson
Bill & Judy Mote
Stan Murray
Ed Noble
Lee & Julianna Noble
Steve & Annie Norman
Michael & Rose Peck
Kim & Norma Pierce
James & Sherry Raisbeck
Don & Carole Reddaway
Ed & Pam Rittenhouse
Max and Carol Shields
Bill Smallwood & Erin Kim
Gary & Merrisue Steinman
Dave & Mary Williams



Carol Shields and Brenda Bonin

Annie Norman & Tom Armstrong



Toys for Tots



*Bill & Lucy Allard's Fair-Weather
1948 T & C Convertible Coupe*



*Holiday Cards for Heros
were available for signing*



*Jerry Greenfield's 1934 Lincoln 12; Lou & Bunny Berquist's
1932 Packard 900; Jon Schoenfeld's 1937 Cadillac*



*The Flying Lady
Dressed for the Holidays*

MEET THE MANAGERS

Article by Val Dickison, Membership Chair

New board managers for a three-year term beginning 2012, Denny Dochnahl, Kim Pierce and Bill Smallwood III, bring a wealth of car knowledge to our Region.

Denny Dochnahl, a contractor and real estate investor, has built drag racers since the 1960s and has been into street rods, as he puts it "forever". He and his wife Bernadene longed for a true Classic for some time. He succumbed a couple of Christmases ago and bought his wife a beautiful dove-gray 1934 Packard 8, 1100 series sedan, which they now enjoy on club outings. Prior owners in our region of this lovely classic were Stan Dickison and Ed Rittenhouse.

Kim Pierce was an owner and operator of a very successful chain of auto body shops in the Pacific Northwest for over 25 years, including 7 franchise operations. He also started a wheel chair van conversion business in Snohomish County. Having owned over 150 special interest cars over the years, his tastes in cars vary from sports to classics, always leaning toward that which "more unusual". He and wife, Norma, are looking for just the right Classic and are sure it will surface one of these days.

Bill Smallwood III is a licensed insurance agent in the family's agency: American Mutual Insurance Services, LLC. He specializes in collector car insurance. His career prior to insurance was 17 years at Bill Pierre Ford in their service & parts departments. Even in elementary school Bill knew that his first car would some day be a Mustang. He found a 1968 coupe and drove it all through high school. When he finds the time, he has plans to do a concours-quality restoration project. He currently owns five Mustangs and is also active in the local Mustang Club, as well as other car organizations.

The current board members have gotten to know all three gentlemen as they are regular attendees of the monthly Board Meetings. We will benefit from their knowledge and enjoyable natures. Please welcome these three new managers to our club.



Membership News

By Val Dickison, Membership Chair

New Members

Brad Bean

7224- 237th Ave. NE
Redmond, WA 98053
c: 425-802-2002
w: 425-869-8324
MB-Tech@msn.com

J.W. Hutton

Spanish Ranch
PO Box 1512
Anaheim, CA 92815-1512
h: 714-772-0887
w: 714-772-7278

Greg and Lois Bradshaw

3102 "F" Street
Washougal, WA 98671
h: 360-835-3070; email: none

Robert Justice

19601 4th Ave. SW,
Normandy Park, WA 98166
c: 206-650-5917
w: 206-824-9085
justiceappraisal@aol.com.
1934 Packard 1101 DW Phaeton

Brian and Brice Canfield

PO Box 75542
Seattle, WA 98175
c: 206-234-2523
blcanfield@hotmail.co

Greg Nowak

6551 23rd Ave.
Seattle, WA 98117
c: 206-914-9347
jade52@q.com
1931 Chrysler 8 IMP cc Sedan

Al & Marilyn Fenstermaker

2311 220th Pl. NE
Sammamish, WA 98074
h: 425-868-6373
windowmaker10@frontier.com

Michael & Rose Peck

619 NW 35th
Seattle. WA 98103
b: 206-632-4848
peckbuilding@msn.com
1937 Packard 12 model 1507
convertible 2 door

Paul Hageman

1517 20th Street
Santa Monica, CA 90404
c: 206-910-3810
prhageman@gmail.com

Thomas F. Rasmussen

#3 Daniels Farm Road
Saint Paul, MN 55110-5211
h: 651-426-8854
f: 763-786-1524
w: 763-786-1518
odyrestorations@aol.com
1931 Franklin Sedan

Jason Harris
4580 Klahanie Drive SE #405
Issaquah, WA 98029
c: 206-355-7725
jason@nweuro.com

Changes:

William Clark: whclarke@telus.net

Howard Freedman: hfreedman@gmail.com
w/f: 503-234-8618; c: 503-880-5656

Brian Harding: hardingb@edmonds.wednet.edu

Glenn Mounger: gm@themoungers.com

Greg Nolan: gregfn@aol.com

Renee Larrabe: rlarrabe@cableone.net

Denny Somerville: maywood1964@comcast.net

CORD CONVOY ON INTERSTATE 69

Photography by Josh Malks

A convoy of Cords, including the Hutchinson's from Whidbey Island and the Wohlwend's from Camano island, were escorted by the Indiana State Police for the final 150 mile leg of their 2,700 mile journey to the annual Auburn, Cord, Duesenberg reunion in Auburn Indiana. In total, almost 30 Cords from places as far away as Washington, California, Texas and Rhode Island participated in the 2011 Labor Day event celebrating the 75th anniversary of the introduction of the 810/812 Cord. Tom & Susan Armstrong met-up with the Convoy in Auburn in their newly acquired 1937 812 S/C Cord Custom Berline.

Josh Malks who helped organize the event said "I was promised SIX, and they gave us SIXTEEN cruisers and motorcycle escorts! We were in a mile-long "protective bubble" from Indianapolis to Auburn. ALL lanes were blocked-off for our Convoy. We really cannot thank the Indiana State Police enough for their support of the ACD Club and the Convoy. I believe all of the officers were off-duty volunteers. That really made their involvement special."

*Don & Arlene Wohlwend's
1937 812 Cord S/C Cabriolet*



*Below: The Indiana State Police fleet once
included Cords and even an Auburn.
(Cord Owner: Scott Davis, Bakersfield, CA)*



In the Cabin cont. from page 10

to enhance the look. Some tops, especially European, had padding and headliners so the interior looked like a coupe when the top was up. Floor covering should be as originally equipped. Any sheet products, such as battleship linoleum need to be free of excess wear, cracks, chipping and fading. Some classics used edge bound carpet and some did not. The binding should be without fraying or discoloration. Remember that the car is used, so practice some sympathy on this one. Check the sill plates. Some of these were made from aluminum or other light metal and can be easily damaged, especially by that stray rain coat buckle that ends up between the door and sill.

Last, but hardly least is the upholstery itself. This includes seats, side panels, and headliners. There is often a fabric-type finish in map drawers, glove boxes and package trays, but these are private areas and are not to be judged.

If you suspect that a fabric is synthetic, be sure to check with your team leader who will ask the exhibitor. Few synthetics were used in the car industry during the classic years. If there is leather, look for excessive wear, fading, cracking, scuffs or tears. Leather is difficult to judge. As it ages and wears, leathers take on an inviting patina. You'll have to judge this against the whole of the car to determine if this mellowing is consistent with the whole. For fabrics, look for cleanliness, even wear, fraying, cuts or tears, missing buttons, irregular sewing or signs of insect damage. The interior plays a major role in the car's overall presence. It is a primary concern when considering the elegance of the designer's intent. Think of it in terms of your own car and how much the pleasure of the interior enhances the driving experience.



2011 PNR ANNUAL MEETING

Article by John McGary Photos by Michael Bradley



Brian Rohrback



Peter & Gayle Brock



Peter Brock's 2005 Superformance Coupe



Judy & Dick Buckingham



Brian Pollock



Seattle Golf Club Ballroom



Lee Noble & Bill Holt



Barrie Hutchinson & Diane Azar



Bill Allard & Lou Berquest



Part of the Morning Line-Up



Bill & Karel Deibel arriving in their Franklin

The weather cooperated fully on Sunday November 6th for the Region's Annual Meeting held this year at the venerable Seattle Golf Club. This venue had not been used by the Club in many years, apparently for the lack of a sponsor. Reserve parking for those of us driving Classics was set-aside just a few steps from the Grand entrance which was graced with Peter Brock's exciting custom racing coupe. The SGC staff greeted 77 CCCA members and guests upon entry to the clubhouse and ushered us to the second floor ballroom that was the perfect location for our gathering.

Brian Rohrback presided over the business at hand, calling the meeting to order at 11:00 a.m. The first order of business was to welcome all of the guests and new members in attendance. Brian next warmly-thanked the retiring Managers: Bill Allard, Brian Pollock and Brian Rohrback. Each in turn was given a warm round of applause. After minutes of the prior Annual Meeting were approved, Brian announced the results of an election that produced the following three Managers to serve a three-year term: Denny Dochnahl, Kim Pierce, and Bill Smallwood. The Board of Managers met at 10:00 a.m. and elected the Club officers to serve for the year 2012. The results were announced (see sidebar). Encouraging reports were next provided

by Treasurer John Campbell and Membership Chair Valerie Dickison. The usual announcement about future events was made and the business meeting promptly adjourned at noon for lunch.

The staff of the SGC did a superior job of preparing a buffet that was highlighted with an endless supply of Dungeness crab clusters, snow crab claws, poached jumbo prawns on ice and perfectly-done hand-carved roast beef. All of the food was well-reeieved by the Club members and guests.

Our feature at the event was a presentation by racing legend Peter Brock. Peter was an American pioneer in finding the most efficient design for racing sports cars. Peter gave a lecture on automobile aero-dynamics, explaining how many auto designers had often erred in the design process. Peter suggested that designers frequently chose an eye-catching style, rather than concentrating on the most fuel-efficient or lowest coefficient of drag outline. After the lecture Peter took questions and reviewed his early career at GM, Shelby Racing and the formation of his own very successful racing enterprise. At the conclusion of Peter's talk we gathered around the Grand Entrance to hear Peter explain the fine points of his beautiful red coupe.



A Very Brief Bio of our Guest Speaker Peter Brock

In 1965, Peter Brock left Shelby American to start his own company, Brock Racing Enterprises, most commonly known in the racing community as BRE. Prior to this point, Brock had some very impressive successes in the automotive design field. While working at GM styling in 1957, he penned the classic forms that would eventually become the famed '63 "split window" Corvette Stingray. Later, after moving to California he designed the body for the World Championship winning Cobra Daytona Coupe for Shelby American. On his own with BRE, he not only was designing cars for companies like Hino, Toyota and Triumph, he started his own race team and literally put the Japanese automotive industry into the history books with his famed team of BRE Datsuns, winning two C Production National Championships with the 240Z and two 2.5 Trans-Am Championships with driver John Morton and his beloved BRE Datsun 510s.

Brock taught automotive design for two years at his Alma Mater, the Art Center College of Design in Pasadena and then in 1990 began writing a best-selling book on the history of the Cobra Daytona Coupes. Upon the book's release, Brock began contributing articles to several magazines and yet another career was born.

In 1997 he was contacted by Superformance about doing a redesign of the original Cobra Daytona Coupe, a project that has resulted in the production of a far more sophisticated and higher performance version of his original design. Today Brock spends his time primarily covering races all over the world with his wife Gayle, shooting the action and writing for a number of American and foreign magazines. (And luckily for us, speaking about his experiences.) Excepts from Peter Brock's website <http://bre2.net>

Full Classics in Attendance

Bill Allard
1948 Chrysler 8 T & C Conv.
Marty Anderson
1938 Packard 12 Club Sedan
Tom Armstrong
1948 Chrysler 6 T & C Sedan
Lou Berquest
1935 Pierce Arrow 8 845 Conv. Coupe
Stan Dickison
1935 Packard 12 Victoria
Al McEwan
1931 Pierce Arrow Model 42
Sport Phaeton
William Deibel
932 Franklin 6 Dietrich Speedster
John McGary
1937 Hooper 2530 Rolls Royce Saloon
Bill Mote
1936 Freestone & Webb 4-1/4
Bentley Saloon
Brian Rohrback
1939 Vanden Plas 4-1/4 Bentley Conv.
Jon Schoenfeld
1937 Cadillac Sport Coupe
Conrad Wouters
1937 Park Ward Bentley 4-1/4 Saloon



Interview with Scott Anderson

Editor: How did your car come to be in the Griots catalog?

Scott: Several things came together all at once. First, honestly - I asked. I took a chance and contacted the company, asking how I might submit my car to be considered. After I sent-in some photos, they asked if I could the car bring-in. So the second thing is that I live in the Pacific Northwest and could do so. Thirdly, their photographic schedule fit around the Kirkland Concours Tour d'Jour (which my wife and I enjoyed for the first time this year). And last, frankly I think the color plays a part; it would have been a special order color.

Editor: What is your experience with Classic Cars?

Scott: Like many folks, my dad's love for cars rubbed-off. Most of my life I gravitated to what I knew - Detroit cars of the 1960s and 70s. I once owned a 1963 Ford Galaxie 500XL convertible - painted in the one-year-only color of Rose Beige.

My wife Karen had a strong preference for the Classic Era and I honestly had never considered it. I slowly came to see her point of view point but found the idea of selecting a car a bit overwhelming. I eventually narrowed my list down to a prewar Packard, Cadillac, or Lincoln Continental. In 2010, we purchased our first, and so far only, Full Classic® - a 1941 Cadillac Coupe Convertible.

Editor: Why this Cadillac?

Scott: After years of saving for a collector car and trying to research and all up front, in the end, it was an emotional purchase. I saw it, and had to have it. I found this one on eBay in Vero Beach Florida. The roadblocks just kept disappearing and soon I found myself the proud owner of a Classic.

Editor: Any additional comments?

Scott: It's been a lot of fun -- a bit off the beaten path of shows, tours and such. And, honestly, I just got lucky. I've seen so many beautiful Classics at CCCA gatherings that would be as or more appropriate than mine. The Griots folks have been featuring great cars in the catalog for many years. I am pleased they chose to feature our 1941 Cadillac - it's been a real honor.



Cadillac's quest for perfection, along with the breath of fresh air young William L. "Bill" Mitchell gave Cadillac design in the late Thirties, helped the marque emerge from the Depression with its reputation as the "Standard of the World" finally intact. Cadillac stated that its 346 -cid V-8 had undergone "hundreds of improvements", including a higher 7.25:1 compression ratio (up from 6.25:1 and 6.70:1 in 1940). The changes boosted output of the L-head unit to 150 horsepower at 3400 rpm, enough to propel the lightest models from 0-60 mph in about 15 seconds, and from 0-30 in about four. Safety wasn't overlooked either, as directional signals were standard equipment, unusual in 1941. Delivered on November 5, 1940 to the Norfolk Motor Company of Norfolk Virginia, this car is an example of the year's Big Band style elegance of grace and performance. It's standard features include rear fender skirts adorned with the Cadillac crest, AM radio with jukebox styling, vacuum powered antenna, clock, turn signals, adjustable 'Day-Nite' rearview mirror and courtesy lamps for glove box and rear seat integrated into the vacuum assisted convertible top. After restoration it achieved both an AACA National Senior First Prize and a CCCA National Premier level Prize. In the years since retiring from national competition it has received several AACA Preservation Awards and has been gently used and enjoyed".



HOW MUCH FOR THAT TOW???

If you DRIVE your CLASSIC, long distances you might be interested in AAA's Premier Membership. Premier comes with some significant added benefits - not the least of which is 200 miles of free towing.

I first learned about Premier Service when we were returning from the 2008 Montana CARavan with Ray & Georgia Loe and Bob Newlands & Jan Taylor. We needed to have Ray's Auburn towed 165 miles from Whitehall to Missoula. Ray had AAA Plus but Jan Taylor, who hails from California, had something I had never heard of -- AAA Premier. After returning home, I called AAA and was informed that Premier Service was not available to Washington subscribers.

In 2011 AAA Washington's Premier Service was rolled-out but it seemed to arrive with little fanfare. It appears that many folks have either not heard about "AAA Premier" service or have it confused with "AAA Plus".

This past summer we traveled more than 5,000 miles with Don & Arlene Wohlwend before the carburetor on their 1937 Cord Cabriolet failed in Yakima. Sitting beside the car on the freeway onramp, I pulled out my trusty GPS and plugged in Don's home address -- EUREKA! We were exactly 196 miles from the Wohlwend's garage.

A quick call to AAA and a flatbed tow-truck was dispatched to pick-up the disabled Cord. Cost \$0. The going rate in Yakima for towing is \$50 - \$75 flat rate plus \$3.50 - \$4.00/mile. Doing the math, the cost of the tow would have been at least \$750 and maybe as much as \$850. YIKES!

Since acquiring our 1937 Cord Beverly in 2006, we have driven her almost 60,000 miles and we've had our share of mechanical challenges. While I hope I won't have occasion to use it, setting out from home with my AAA Premier card in my wallet provides an extra measure of security.

Happy Carefree Travels,
Karen Hutchinson

More information at
www.AAA.com.



Above: Ray Loe's 1934 Auburn Cabriolet ready for a "Premier" tow.

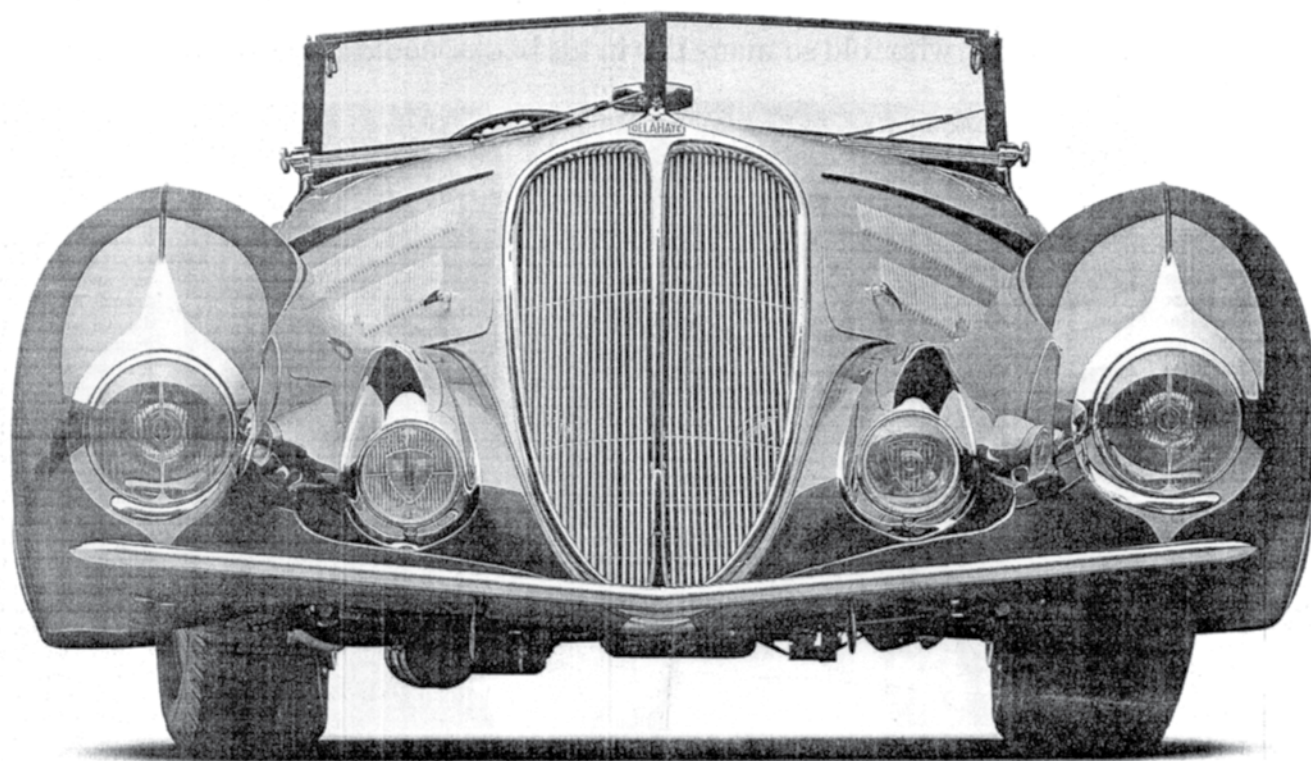
Left: Bob Newlands & Jan Taylor standing-by

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BOOKS

'He liked the works of his friends, which is beautiful as loyalty but can be disastrous as judgment.' —Ernest Hemingway

Photo-Op: Fantastique!



Auto makers nowadays pour millions into producing the most luscious, well-designed and captivating television commercials, ever made - all in the service of distinguishing one drab box-on-wheels from the other guy's drab box-on-wheels. Imagine if they devoted such artistry and craftsmanship to making cars. Or, rather, open the pages of **'French Curves'** (Coachbuilt Press, 248 pages, \$95) and be transported to 1920s and 1930s France, when the Delahaye, Delage and Talbot-Lago companies were turning our jaw dropping cars with streamlined Art Deco curves and details that might

include scalloped-wood interior trim or a roll-down windshield. The gorgeous car above, the 1938 Delahaye 135M, shows the handiwork to the influential coachbuilder Joseph Figoni, who drew some of his inspiration from aircraft design. The companies' cars were artisanal affairs, hand-crafted for discerning customers with deep pockets. A modern-day incarnation of those buyers is Peter W. Mullin, Chairman of M Financial and a lucky man, who owns the jewels shown in the book. He parks them at the Mullin Automotive Museum, a short drive from car-crazy Los Angeles.

In addition to showcasing immaculate restorations, the book records how some of the cars looked when Mullin or his scouts found them: covered with grime, falling apart in a garage or barn. 'French Curves' may be a wistful look at a lost period, but its photos testify that some things never change. - even 80 years ago, as we see, men liked to stand around at auto shows eyeballing the latest product. One difference: Back then, nobody needed to plant a swimsuit model next to a car to make it seem interesting.

-- The Editors

THE ART OF RACING IN THE RAIN

by Garth Stein

Adapted by Myra Platt, directed by Carol Roscoe

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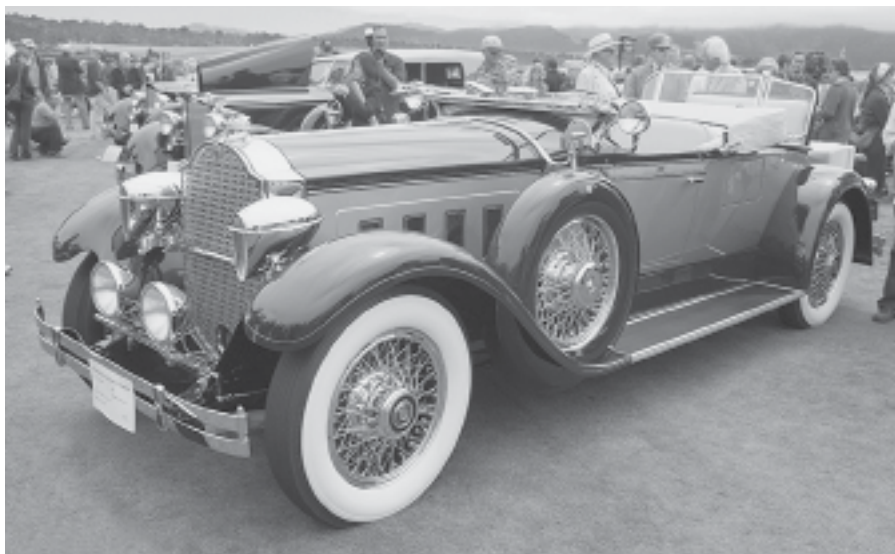
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**Pebble Beach
August 2010**

HERE WE ARE, with this recently restored 1929 640 Roadster. At the world's single most prestigious class car Concours – on "center stage," surrounded by photographers, admirers, and enthusiasts. This automobile is a perfect illustration of patience and good taste.

I call it my tribute to Richard and Trish Comstock. Long after I've forgotten all the details going into the restoration of this Packard, I'll remember the interaction with these folks.



1929 PACKARD
FIRE SALVAGE
1981

Most vividly I recall the long road taken to come up with exactly the right colors. Each selection had to be made in concert with all the other shades going into the final product. My father, Ken Vaughn, taught me to make the fabrics and leather choices first because paint shades can be moved around while materials cannot.

Maybe that's why Richard spent most of the day answering questions about the colors. Bold color choices are often times polarizing. But, not in this case. Universally it was a crowd pleaser.

1981. It was a long journey from a burned out hulk to Pebble Beach. Next stop. Meadow Brook.

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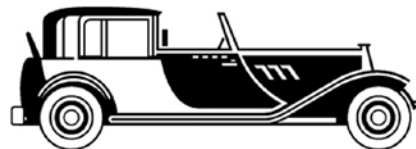
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CRUIZIN' THE ROCK

Article by Gary Johnson

They say the people of Newfoundland and Labrador are the friendliest people on earth. We should have known this before we left, because we had CARavanned to Alaska with Madonna Wolf, Andy and family. Madonna is a true Newfoundlander: bubbly, outgoing and with a great sense of humor and tolerance for adventure. We didn't expect every Newfoundlander (never use the word "Newfie", it is regarded as disrespectful) we met to be out of the same cloth. But they were!

Everywhere we stopped, even for potty breaks, there would materialize out of nowhere a group of people. They weren't just attracted to the cars, they were attracted to us. They wanted to share their little corner of the earth with us and make sure we knew they were happy we'd come.

As we age, potty breaks seem to be more frequent and unplanned. I stopped at a small garage in a remote area and hustled inside as an older lady moved toward the car to talk to Joyce and our grandson, Dillon. When I came back the lady was sitting in the driver's seat with her hands on the wheel visiting. She hadn't started the car up yet, but it appeared she might have if I'd been gone longer. She'd approached Joyce and asked if she could see inside the car. Joyce said sure, so the lady opened the driver's door and climbed in and made herself comfortable without a second thought. When I returned I stood outside the door while the lady kept visiting with Joyce as if catching up with an old friend. Finally, I said we needed to join up to the group and the lady somewhat reluctantly got out of the car.

We stayed for two nights in St John's the capital of Newfoundland. We'd driven in the rain and the windshield was quite dirty so I went out in the morning to clean it off while Dillon and Joyce caught a few ZZZs. I had no sooner got out the cleaning supplies than a work truck pulled up with a gentleman inside. He got out and came over to talk. Now, in the States you might have continued to wash the windshield mumbling responses as you worked, but not in Newfoundland. In Newfoundland you are expected to engage in conversation and no one is in a hurry (winter will come soon enough and you may not have anyone to talk to). I'm sure the gentleman was on the time clock, but after about a half-hour he climbed in the truck and drove off.

I grabbed the Windex and paper towels and just as I was about to spray the windshield he came back, rolled down his window and said, "Get in. I want to show you something!" I told him I'd have to go tell my wife. I went in and told Joyce this guy I'd just met wanted me to go with him and see something. Being the "big city girl"

that she is, she asked who he was and how did I know he wasn't taking me somewhere to rob me. I told her I didn't know who he was, but remember this is an island and we're in Newfoundland where if something happened, people might not come back and visit. It made perfect sense to me.

As we drove, he told me he was taking me to the Bowery where tourists and big cars can't go because the road is too narrow and steep. As he folded in the mirrors on his truck we descended into an area with a steep rocky mountain on one side and the "road" hanging over the bay on the other. His great, great grandfather had been a fisherman from England and lived in a driftwood shack in the rocks during the fishing season. England would not let the fishermen live there year round so they made fishing shacks out of what they could scrounge. He pointed out where the shack once was, but he says he had to sell the property when times got tough and it was no longer in the family. The area is now becoming quite "tony" with people building small houses hanging to the rocks with fabulous views of the bay.

On the way back to the hotel I got-up the courage to ask my new friend the "burning question": "How come everyone in Newfoundland is so outgoing and friendly?" He thought for a minute and then replied, "I guess we're lonely!"

Much has been written about the moose in Newfoundland. They are not native to the island and were imported. From just a few pairs they have multiplied to where they outnumber the people. They have no natural enemies except for hunters and automobiles. And moose are big! Their legs are taller than our Packard-12 and their bodies loom above the roof. There are signs everywhere listing the number of automobile accidents with moose so far in 2011!! Beware!

We thought we were. Special reservations were made at a unique restaurant a short distance from the remains of a Viking Village. Some of us visited the village in the afternoon and planned to eat at the restaurant that evening. It was a great meal with a native singer favoring us with local ballads. We ate, talked, listened and visited too much. When we got ready to leave, one group of cautious CARavaners got in their chartered bus while some of us brave souls got in our Classics with their 75 year old headlights and headed down the windy two-lane road. The fog had rolled-in as it is wont to do in this area and it was pitch black. By some fate or manipulation of some other drivers, we ended up as lead car. We inched along the road with six other cars following us. It was tense as Joyce watched out the passenger side and our grandsons Dillon and Jake peered from the backseat. All of a sudden, a massive hulk appeared not more than ten feet in front of us. I slammed on the brakes and swerved to the left missing the moose's rear leg by not more than a foot. Needless to say, I was all shook-up! Trembling, I drove the rest of the way to the hotel as Jake exclaimed his admiration for his Grandpa's "cat-like reflexes." The next night I received a yellow sow ester as an award for my reflexes.

We have been on many CARavans over the years, but in terms of sheer beauty, adventure, memories and the people we met, "Crusin' On The Rock" stands above them all!





Editors Note:

Gary and Joyce Johnson were the only intrepid members from the PNR to participate in the Nova Scotia CARavan. They traveled with their two grandsons Dillon and Jake. Thanks to Gary Johnson for the insiders view of the journey.

Top Photo - Joyce Johnson and grandson with their 1937 Packard 12 Club Sedan

Middle Photo - Sign-post from "nowhere" Nova Scotia to "everywhere" else.

Bottom Photo - Moose in Nova Scotia



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Director's Message *Cont. from Page 3*

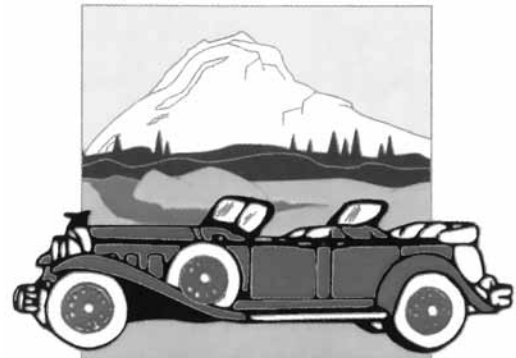
The automobile is arguably more central to our existence than any other piece of technology. The computer is a potent force, but we do not have quite the investment in the keyboard set, we do not spend as much time washing, fueling, repairing, admiring our digital denizens as we do our four-tire friends. And, you knew I would get around to this, the Classic Car Club is a perfect expansion of this friendship. I am very proud to be a member of the Pacific Northwest Region of this organization. Why? We have the opportunity to enjoy a wide diversity of activities set in a beautiful location and, looking back on the events of 2011, we have experienced everything from:

- Low-key gatherings of a few cars, to
- Field trips (I've liked field trips since I was 6 or so), and of course
- Private and public picnics (in defiance of the weather in some cases), enjoying
- International intrigue (with the always welcome hospitality and participation of our favorite Canucks), participating in
- Major events like the soon-to-be-rebadged Kirkland Concours, with
- Driving tours, parades, parties and tons of camaraderie thrown in.

2011 was a jam-packed year of activities and I challenge any other car group within the CCCA or from any other collection of enthusiasts to match our performance. I give the entire credit to the fantastic set of club managers and devotees who collectively pour hundreds of hours into planning, executing, documenting, and spreadsheeting our events and administration. I am proud to be a part of this unique combination of great people. After all, our cars would not go far without us!

So, as I reflect on 2011, I look forward to everything we have or will plan for 2012. With a Grand Classic and a Coming Out Party in the mix, plus the inauguration of the LeMay Museum in Tacoma, I expect the new year to be as full and exciting as the old. I hope you are having as much fun as I am – motor on.

SAVE THE DATE



**Pacific Northwest's Grand Classic
July 7, 2012
at the LeMay showfield in Tacoma**

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Denny and Bernadene Dochnahl

2011 Car of the Day Awards

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2010 Holiday Party	Denny and Bernadene Dochnahl 1934 Packard 1100 Sedan
Griots Garage Tour	Jon Schoenfeld 1937 Cadillac Sport Coupe
Annual Tour with the HCCA	John and Donna Koziel 1941 Packard Super 8 Touring Sedan
South Prairie Fly-In	Willie Spann 1948 Lincoln Cont. Coupe
Ballard Locks Display	Don and Carole Reddaway 1931 Franklin Sports Sedan
Yarrow Point 4th of July Parade	Stan and Val Dickison 1935 Packard V-12 Convert. Victoria
Picnic at Jerry McAuliffe's	Bob Newlands and Jan Taylor 1927 Packard 343 Touring
Pebble Beach Motoring Classic Kick-Off	Bill Holt and Liz Hahn 1939 Lagonda V-12 Rapide
Picnic at Dave Holzerland's	Fritz and Mariel Gechter 1931 Horch 405 7-Passenger Sedan
Bellingham Garage Tours	Ray and Georgia Loe 1934 Auburn 850Y Cabriolet

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