

BUMPER GUARDIAN



Anniversary

P E T I T I O N

The undersigned do herewith petition the Board of Directors of the Classic Car Club of America for a charter for the PACIFIC NORTHWEST REGION and represent as follows:

All the undersigned are members in good standing of the Classic Car Club of America. If the charter is granted to said region the participating members thereof shall endeavor to promote the collection, restoration and display of Classic Cars and shall otherwise conduct the affairs of said region in accordance with the Constitution and by-laws of the Classic Car Club of America.

It is their desire that said region shall be named the PACIFIC NORTHWEST REGION.

It is further petitioned that said proposed region encompass Western Montana, State of Washington, Northern Idaho, Southern British Columbia, Southern Alberta and Northern Oregon and that the temporary headquarters of said region be 716 Old National Bank Building Spokane Washington.

Witness our hands and seals this first day of April 1963.

*Founding
Members
who are still
members*

*Al McEwan
Terry Jarvis*



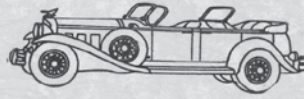
BUMPER GUARDIAN

The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America.

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Classic Car Club of America



CERTIFICATE OF AUTHORIZATION Pacific Northwest

This Certifies That authorization has been granted the above Region to organize and establish a Regional Chapter of the Classic Car Club of America, Incorporated, a non-profit organization whose purpose is to develop, publish and interchange technical, historical and other information for and among members and other persons interested in fine or unusual foreign and domestic motor cars built between and including the years 1925 and 1942, to encourage the restoration, maintenance and preservation of such cars, and to promote social intercourse and fellowship among its members. This authorization, subject to the By-Laws of this Club, was granted on MAY 15 1963.

In Witness Whereof, the Board of Directors of said Club has authorized this Certificate to be duly signed by its President and Secretary and has caused its corporate seal to be affixed hereunto, this 15th day of MAY 1963.



Robert E. Pungin
President

Sam H. Kim
Secretary

Editor's Note: This special issue of the Bumper Guardian celebrating the 50th Anniversary of the Pacific Northwest Region of the Classic Car Club of America was made possible by a very special group of contributors. My sincere thanks go to the following people - and no-doubt some I fail to mention - whose work is contained in this issue. The PNR Board of Managers for approving the funding, Director Brian Rohrbach for providing historical documents, photos and moral support. Founding member Al McEwan for providing a treasure-trove of Bumper Guardians from years past and his memories of fifty years of leading CARavans. Member and regular Bumper Guardian contributor Laurel Gurnsey who researched and wrote the wonderful article on Music Through the Years. Membership Chair Val Dickison who spent hours reviewing old Bumper Guardians and captured the five-decade history of the Club so perfectly. She also worked with CCCA National executives and long-time PNR members to collect the letters contained in this issue and was instrumental in creating the Music CD reflecting Laurel's article. Also, thanks to the members who provided their memories in the form of letters and photos.

It was my privilege to work on this project. It is interesting to note that the people in our Club are a bit like the cars in our collections. Some cars are "keepers." They enter your garage and become "part of the family". We have many members who are "keepers." They joined the PNR thirty, forty or even fifty years ago and are still members today. The PNR has become part of their family and the friendships formed have been life-long. Some cars remain in our collections for a few years bringing us joy and beauty before moving-on down the road. The same could be said for some Club members who have moved-away or moved-on and still, we always enjoy seeing them and look forward to those times. I am grateful to be "part of the PNR family."

Karen Hutchinson, Bumper Guardian Editor



THANK
YOU!



PNR-CCCA Directors by Year

1963 - Sam Fancher (Petitioner for Charter)
1964-66 Al McEwan; 1967 Joseph Carman III;
1968-70 Phil Schwarz; 1971-72 Dick Hooper;
1973 Ron Bloom; 1974 John McDermott;
1975 Donald Gerard; 1976 Norm Herstein;
1977 Tom Armstrong; 1978 Phil Schwarz;
1979 Carl Bomstead; 1980 Frank Starr; 1981-82 Gordon Apker;
1983 Larry Justice; 1984 Glenn Mounger; 1985 Bill Mote;
1986 Tom Brace; 1987 Phil Grisham; 1988-89 Jerry Greenfield;
1990-91 Ed Rittenhouse; 1992 Bill Deibel; 1993 Carl Bomstead;
1994 Richard Adatto; 1995 Conrad Wouters; 1996 Ron Doss;
1997 Jerry Greenfield; 1998 Carl Bomstead; 1999 Bill Deibel;
2000-01 Gary Johnson; 2002 Lee Zuker; 2003-04 John McGary;
2005 Ed Rittenhouse; 2006-08 Stan Dickison;
2009-10 Barrie Hutchinson; 2011-2013 Brian Rohrback



Pacific Northwest Region of the Classic Car Club of America

December 1, 2013

To all members of the Pacific Northwest Region:

With all the great people and memories of events covering the 1960s through the present, it is easy to conclude that the Pacific Northwest Region of the CCCA is an outstanding example of what a car club should be. We are active in preserving what is the most significant era in the development timeline of the automobile. The cross between engineering innovation and artistic expression in the mid 1920s through the mid 1940s added that dash of class to what might have been a very utilitarian industry. We also truly enjoy what we do with our mobile works of art. But, every organization ultimately comes down to its people and I believe we have the finest, most-knowledgeable, and friendliest members around.

Without the foresight and dedication of the early members of our club, we never would have established such an extremely strong base for our region. I add my tribute to all the officers, directors, and managers and thank them for keeping the club vibrant, active and relevant. There have been a few tough times in keeping the club going, but our members have always made the effort to pull out of the recessions and always leave the organization stronger than before. We are strong financially, have terrific resources in technical areas, sport a judging prowess that is second to none, organize and execute the best CARavans around, and can pull off events large and small without appearing to break a sweat.

So, here's to the next 50 years and may all your roads be smooth and all the road-side stops be planned.

Best Regards,

Brian Rohrback, Director PNR-CCCA

Letters of Recognition from CCCA National and CCCA Museum Executives

CLASSIC CAR CLUB OF AMERICA



1645 Des Plaines River Road, Suite 7
Des Plaines, Illinois 60018-2206
Phone: 847-390-0443 Fax: 847-390-7118

1 August 2013

Mr. Brian Rohrback
Director,
Pacific Northwest Region – Classic Car Club of America
109 Second Street South
Kirkland, Washington

Hello, Brian —

Please accept my heartiest congratulations as the Pacific Northwest Region celebrates its 50th anniversary. This is certainly a major milestone for your region as well as for the national club.

During its 50 years the Pacific Northwest Region has taken a significant leadership position, hosting many national CARavans, several annual meetings and providing leadership at both the national and regional level. In many respects, the Pacific Northwest Region has been a model for other regions. That's quite a record of accomplishment of which you can all be proud.

Here's wishing you and your fellow members another fine 50 years.

Warmest regards,

David W. Schultz
President 2012-2013

CLASSIC CAR CLUB OF AMERICA



1645 Des Plaines River Road, Suite 7
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Phone: 847-390-0443 Fax: 847-390-7118

July 21, 2013

Pacific Northwest Region
Classic Car Club of America

Dear Members:

On behalf of the Classic Car Club of America, I wanted to congratulate the Pacific Northwest Region on your 50th Anniversary as a Region. It's truly an accomplishment when we are able to celebrate a 50 year anniversary of a friend and Region. Your Regions 50th Anniversary is a tribute to the dedication and commitment of all the membership.

Your Region has been a tremendous asset, lending "National" leadership that has helped the Club grow and prosper. Over the years four National Directors – Joe Carman, Ron Doss, Phil Grisham and now Stan Dickison have called the Pacific Northwest Region home.

The fourteen Pacific Northwest CARavans have set a pattern for outstanding events that other Regions have found hard to duplicate. We have appreciated the three Annual Meetings you have hosted and look forward to the day when you will invite us back again. Your members have outstanding Classic's, which we always look forward to seeing.

The Classic Car Club of Americas thanks the Pacific Northwest Region and its members for that dedication to the Club and its goals. We are a much stronger organization for your dedication and cooperation.

We are very proud to have the Pacific Northwest Region as part of the Classic Car Club of America.

Sincerely

Katie Robbins, CCCA
Executive Administrator

www.classiccarclub.org

BEST WISHES ON YOUR FIFTIETH

It has been rare in the past that any Region of the Classic Car Club has attained the fifty year mark and for our Pacific Northwest Region to celebrate your milestone with the rest of the Club and the Museum which you so faithfully support, is a major event.

From my personal perspective as a member of the Oregon Region, I have seen dramatic changes within your Region. You have so many new and exciting activities and a welcoming hand to all who are invited to attend. I am proud to be a member of your Region.

I wonder if what you have done in your Region has been part of the stimulus for moving our Museum into or at least close to the 20th century.

Many of your members support our Museum with their membership and gifts which help us to do the exciting things that we have accomplished in the past year or so. New carpet, new lighting, a building addition with en suite rest rooms, videos at our cars and on our web site describing our wonderful Classic Era and the digitizing of over 20,000 original works of Durham, Judkins and Dietrich, all of which will be available to view on our Museum web site, www.cccamusum.org.

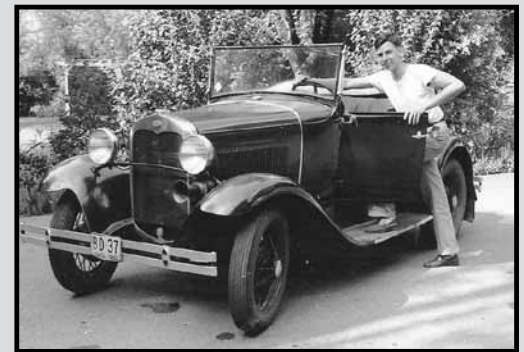
Enough of a commercial for the Museum, let us extend our congratulations and best wishes to the Pacific Northwest Region on attaining your 50th anniversary.

Howard Freedman, President
Classic Car Club of America Museum

Memories from Members

Looking back 34 years in the PNR

My interest in Classic cars and the start of my memory coincide. I often say I grew up in the back seat of my mother's '34 Chrysler Airflow – standing up and holding onto the chrome front seat frame. I loved to watch the huge round speedometer especially when my dad would try to get it to reach 100 -- it always went to 98, but no further. (My uncle said Chrysler had the fastest speedometers on the road.) I was six years old when that car was sold, but I still remember my dad's '35 DeSoto Airflow coupe and it went bye-bye after a wreck when I was four. By the time I was ten I was in love with the “flying coffins” as my dad called Cords and was mesmerized by an Auburn Speedster broken down along the highway. But it was my 10-year-old sister's second boyfriend that really did the trick. He drove a '29 Packard touring car with Woodlites (which he bought from an undertaker who was using it as a flower car) before he bought a yellow '30 Packard roadster that I really liked. I remember when he had to turn in the second spare tire in WW II when only one spare was allowed. It was great fun blowing the vacuum horn after the engine was shut off and its pitch went up as the vacuum bled off – also I liked to pull out the cigarette lighter on its wire. At the time I never saw one, but I learned that these two loved the Packard Victorias that I later learned were Darrins. Finally, I took auto shop in high school as a freshman from a WW I aviator with an artificial leg. He covered the different styles of engines, clutches, carburetors, etc. used by each common make of car and would always end with “... and this is how Duesenberg did it.” Eventually a copy of Motor Trend informed me of what a Duesenberg looked like and I was hooked. This guy said every young man's first car should be a Model A Ford and so mine was.



Karel and I were very active members of the Michigan Region during the 1970s in which I served on the staff of Torque. We moved into 6426 NE Windermere Road in Seattle from Birmingham, Michigan in April 1979. At that time I owned my 1932 Franklin Dietrich Speedster that I bought in college in 1954, my 1935 Duesenberg JN Rollston Berline purchased in 1955 and Karel owned her 1942 Cadillac 60S Fleetwood/Derham Town Car purchased in 1974. I joined the CCCA and the Northern Ohio Region in time to be in the 1954 national Directory. I arranged to place the Duesenberg on loan with the ACD Museum in Auburn, Indiana and as best as I can recollect we left Karel's Cadillac with my mother in Lakewood, Ohio. We had the Franklin shipped out in the moving van with our furniture.

Although I had been living in an apartment since Thanksgiving in 1978, I never bothered to look in the CCCA Directory until the Franklin was unloaded. When I did look I found much to my surprise that a William H. Schlenker lived at 6641 NE Windermere Road just two blocks up and across the street. He then owned a couple of 20-25 Rolls-Royces. Needless to say, Bill was our introduction to the PNR and our first event was a picnic at Ron Bloom's place to which we drove the Franklin. This resulted in a Car of the Day award at the following Annual Meeting.

2013 marks almost my 35th anniversary with the region. Over these years Karel and I have participated in many, many PNR events and we both look fondly upon the many good and lasting friendships we have made with PNR members during this time.

Bill Deibel

ANNOUNCEMENT

The entire collection of the Bumper Guardian Magazine is now available on-line.

To view, go to our Club Website <http://home.ccca-pnr.org/>

Many thanks to Brian Rohrback and Stan & Val Dickson for creating this archive.

Memories from Members

During the summer of 1963 I was driving a 1937 Cadillac convertible sedan. I regarded it as being a big heavy cruiser with a lot of room in the back seat, and discovered that I could rent it out to friends as a party car. Rent for two weekends paid for the car and gave me a profit. That was about the time our NW Region was getting started, and I was beginning to understand what a "Classic" car was. Those big cars could be found fairly easily and bought for not a lot of money.

If you had a 1937-1948 Cadillac (or LaSalle) with a standard transmission you always parked it in a secure place at night. The transmissions were in big demand by hot-rodders who put them behind many high performance motors in their Ford hot-rods.

Terry Jarvis

It was some 36 or 37 years ago, when I was "courting" my wife Chris, that her father, Phil Schwarz, rekindled my interest in Classics and I was soon one of the younger members of the Club. In those days the monthly meetings were held at Clarks Crabapple in what is now the center of Bellevue Square.

As I recall the meetings were one-quarter club business and the remainder Boys-Night-Out with the humor and stories more suited to the locker room. As such few ladies ventured forth.

The business it seemed was either planning for the next CARavan or counting our money from the last with a February ritual of cleaning the basement of Sigis shop for the annual Valentine's Day Massacre party.

It was about that time frame that I met Glenn Mounger through a wine club we both belonged to. He took me over to his house one lunch hour to show me his '41 Cadillac, then a non-Classic, and I suggested he join the CCCA but he did not want anything to do with "those kind of cars" so I paid his membership and the rest is as they say history.

Many fond memories from all those years...

Carl Bomstead

My introduction to the CCCA was through Phil Schwarz, Chris Bomstead's father. He invited me to a car meet (about 1970) in the Greenwood area and pointed out which cars were Classics. Shortly after that, he informed me that he had signed me up as a member of the PNW region, but that I had to join National, which I did. I did not own a Classic (had a '33 Olds, '48 Pontiac, and '47 Olds, which I still own), but soon bought a '36 Auburn and '42 Lincoln Continental. In 1972, I went to Pebble Beach with Gene Klineberger, and then Hershey with Phil Schwarz. I joined the PNW board about 1974-75, and was elected to National in late '70s. I was National Head Judge for two years in the early '80s. In 1981, I joined the Duesenberg judging team at Pebble Beach, and continue with that duty. In the mid '80s, I was invited to join the Harrah's Auto Collection Board. Shortly after that, Bill Harrah died, and our Board was given the task of appraising the collection. I wore a path to Dean Spencer's garage seeking advice on values. Monty Holmes Sr was very helpful, as well.

I was one of the youngest members of the region, at that time, so had a great resource in the more seasoned members. I felt like a student sitting at the feet of great teachers! I knew little about the great Packards, Duesenbergs, Mercedes, Pierce Arrows, etc, but was exposed to them through the older members. While my business required me to travel a great deal, I tried to schedule my trips so I could attend the monthly Board meetings. The CCCA was a very large part of my social life.

I remember when I bought my first Duesenberg from member, Charlie Norris. He insisted on a one-dollar deposit! Those were great days!!!

Gordon Apker

Contrary to the CCCA National website, I did not join the club in the year 1900, but it feels like it! Actually I think it was around 1969. I was thirty-one.

I went to a car show-down at the Seattle Center and there sat a little 1929 Rolls Royce Mulliner-bodied convertible sedan. She had a "for sale" sign on the windshield. Ring, bang, boom.... I owned a Classic! Word traveled fast and just like the Fuller Brush salesman, Al McEwan was at my door offering membership to the CCCA. "Emily" as I have called her all these years, made her first big outing on Al's 1970 CARavan.

After that I spent a lot of time finding cars for the late Herb Schoenfeld, who was a good friend in the Club. In fact, on one of those car-seeking trips I found the Rolls New Market that Denny Aker owns to this day. There have been many happy years in the circle of car friends. I plan to have many more.

Happy 50th anniversary!

Jack Goffette

Denny bought two Cords in 1969 with high hopes of restoration. They still sit in the garage, incomplete! However, in 1972 we bought our 1930 Rolls from Jack Goffette and the "collectors bug" seriously bit Denny. Our fondest memories are of the CARavans that took our children and us to new adventures every trip. Banquet night during the CARavan, with the Boo Boo Burgee Award was always full of wonderful laughter. No one wanted to win it! Perhaps our biggest highlight was a 1983 trip to Europe organized by Connie Schwarz. The memories are many. We look forward to many more with our Classic Car friends in the years to come.

Sue & Denny Aker

My introduction to the PNR was the 1972 Friendship Day at Providence Point. I was invited to join the region at that time and have been a member ever since. I treasure the ensuing memories and friendships. No cars are members, only people.

In 1987 the PNR held its first Grand Classic. It was a source of personal satisfaction to me, as Director. To this day I am grateful to those who stepped-up at a critical time to fill essential team vacancies and made this a successful event.

Over the years it has been wonderful to be a member of perhaps the finest CCCA region and witness the growing membership and number of enjoyable events. It is a little frightening to experience how quickly one becomes an "older member".

Phil Grisham

As I recall about 1970 I met Phil Schwarz while working at a Concours d'Elegance. He suggested that I join the CCCA, but my 1941 model 63 Cadillac at that time was not a Classic.

In 1973 a young man approached me about buying his 1941 75 series Cadillac, and I asked Phil if that model was a Classic, he said yes it is, so I bought it sight unseen. (Extremely low priced). It turned out to be a very rare 1941 Cadillac model 7533F Formal Sedan.

Oh boy now I could join the CCCA, I attended my first Board meeting and must have raised my hand to volunteer for something. Next thing I knew my wife (Shirley), my two sons and I were busy doing CCCA things.

Robert E LeCogue

P.S. Forty years later I still have the formal sedan, my wife and two sons.

The Classic Car Club has been a wonderful association for us through the years. We have so enjoyed the CARavans, tours and meetings. We really enjoyed the special "dress-up" events of the years past.

Enclosed is an early photo of Dr. John McDermott (the Godfather) and Tom Armstrong (with the Thompson sub-machine gun) at one of the parties at Sig Linke's garage. We have always wondered what went through the mind of a patrolling Seattle police officer when around the corner came a big Packard with men standing on the running boards holding sub-machine guns. (They were off to raid a St. Valentine's Day party.) We also did the Godfather act at the Evergreen Bridge tollbooth and even at a real wedding, much to the surprise of the bride and groom!

Thanks for all of the friendships and Classic Car experiences...

Congratulations on the 50th Anniversary!

Tom and Susan
Armstrong

In the mid-1970s Mary Lynn and I belonged to a wine tasting club in Seattle. During one of the tastings I met a fellow member Carl Bomstead and we discovered we both had an interest in old cars. At that time I was working on a 1941 Cadillac (non-Classic at the time) and I invited Carl to see the car. Carl seemed to like the car. However, he explained that it wasn't a CCCA recognized classic and I should get a Classic because it was a great Club and we'd enjoy the people and their cars. With some encouragement I drove the Cadillac to a PNWR CCCA poker run on Whidbey that Bill Scheef had organized for the Club. Instead of looking down their noses at our non-Classic, many of the members like Denny Aker, Gordon Apker, and Ron Bloom greeted us and told us they really liked the Cadillac. It wasn't long after that poker run that we attended a McLeod's auction here in Seattle and bought our first Classic, a 1934 Lincoln from Tom Crook.

That was the start of a lifetime of involvement in the old car hobby, which has taken us around the world and given us opportunities one can only imagine.

Glenn & Mary Lynn

PS: We'd like to say special Congratulations to Al McEwan who help start this region fifty years ago. At that time he was a young man in his mid-sixties I believe!



MUSIC THROUGH THE YEARS

Written By Laurel Gurnsey

When I was asked to write an article for the 50th anniversary issue of the 'Bumper Guardian', I was told this was a look back at Club events like Coming-Out Parties and Grand Classics, but that it was also about what was going-on in the lives of Club members. When I chose music as a focus it seemed to be a constant that has surrounded all of us.

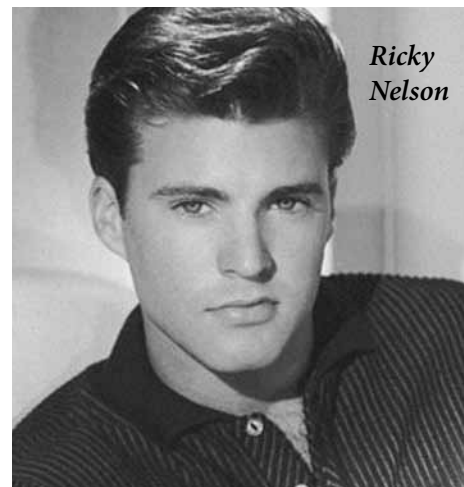
Colin and I went on our first CARavan in 2006. There was an Elvis singer at one stop and everyone KNEW his songs. At 2013's 'Concours d'Elegance At The Wood' the DJs played Creedence Clearwater and George Harrison. We KNEW those songs. Songs often remind you of where you were the first time you heard them. When I was in university, 1967's 'Brown Eyed Girl' (Van Morrison) blasted from the radio of my VW Beetle. Even today, that song reminds me of beach parties and first dates.

For fifty years, music has surrounded Club members at car events, at home and on our car radios. Music is personal and my favorites might not be yours. Limited space means I've had to leave out important artists and songs. I'm not ignoring them. Instead, I'm inviting you to remember your own favorites and what you were doing when you first heard them.

THE FIFTIES: (a preamble to the 1960s birth of the CCCA PNR).

Poodle skirts, ponytails and slicked back hair were the fashion and Mitch Miller brought us a new sound called Pop. When people piled into their Classic Cars to head out to a dance, it would be Perry Como or up-tempo R&B singers like Little Richard ('Long Tall Sally'), Elvis and Chuck Berry playing. Rock and Roll appeared and the new electric guitar added to Bill Haley's 'Rock Around the Clock'. Pat Boone and Elvis became rock idols and 'American Bandstand' highlighted Ricky Nelson. Ray Charles sang blues, Nina Simone sang jazz, Harry Belafonte sang calypso, the Kingston Trio sang folk songs and Johnny Cash sang country. 1958's musical movie 'South Pacific' was a blockbuster. We lost Buddy Holly, the Big Bopper and Richie Valens ('La Bamba') in a plane crash.

THE SIXTIES: Remember the Beatles' yellow Rolls Royce? The 'British Invasion' began with groups like the Beatles, Rolling Stones and Procol Harum. The Beatles had a complex, classical sound and their songs have since been covered by symphony orchestras. LSD and marijuana led to psychedelic songs from groups like Jefferson Airplane ('White Rabbit'), The Who and The Doors. Classic Cars might have taken you to a musical like 'Hair' and the fashion of the day was mini-skirts and bell-bottom jeans. The Le May Museum celebrated the 60s and echoed with its music during the



Ricky Nelson

2012 Grand Classic. Electric guitars and Indian sitars were important, as was the Vietnam War, which impacted folk music with anti-war protest songs. 1969's Woodstock gathered groups like Santana. The 60s were Motown (the Supremes), folk singers (Mamas & the Papas) and the surf songs of the Beach Boys. Seattle's 'Newstalk' Sports reporter Mike Brown told me his favorite band of all time was rock group Creedence Clearwater Revival. Mike also mentioned progressive rock, which began in the mid-60s and continued in the 70s (Moody Blues, King Crimson.)

THE SEVENTIES: The fashion rage was polyester. Women had back-combed hair and men grew moustaches. Classic Cars took us out dancing to the disco sounds of Gloria Gaynor and Donna Summer. 'Saturday Night Fever' made mega-stars of the Bee Gees and their music played on the radio of my '72 MG Midget. Led Zeppelin played hard rock and drug abuse led to the deaths of rockers Jimi Hendrix, Janis Joplin, Jim Morrison and Elvis (who had a huge Classic Car collection.) The Beatles broke up. Massive rock concerts showcased Blood, Sweat and Tears/Supertramp/Chicago and Queen, with synthesizers bringing a

Continued on page 12

Chuck Berry



The Beatles



Elvis



Bee Gees



The 1960s

Johnny Cash	'Ring of Fire'
The 5th Dimension	'Aquarius/Let the Sunshine In' (from the musical 'Hair')
Roy Orbison	'Pretty Woman'
The Beatles	'Yesterday'
Rolling Stones	'Can't Get No Satisfaction'
Elvis Presley	'Can't Help Falling In Love'
The Seekers	'I'll Never Find Another You'
Creedence Clearwater Revival	'Proud Mary'/ 'On The Bayou'
The Animals	'House Of The Rising Sun'
Moody Blues	'Nights In White Satin'
Van Morrison	'Brown Eyed Girl'
	Songs from musicals 'Mary Poppins', 'West Side Story', 'Camelot', 'Sound of Music' & 'My Fair Lady' The first recording of the stage musical 'Joseph and the Amazing Technicolor Dreamcoat'

The 1970s

Don McLean	'American Pie'
John Denver	'Take Me Home Country Roads'
ABBA	'Mamma Mia'/'Dancing Queen'
Jim Croce	'Time In A Bottle'
Peter Cetera	'If You Leave Me Now'
Supertramp	'Breakfast In America'
Queen	'Bohemian Rhapsody'/'We Are the Champions'
Gloria Gaynor	'I Will Survive'
Dolly Parton	'I Will Always Love You'
America	'A Horse With No Name'
The Eagles	'Hotel California'
Cat Stevens	'Morning Has Broken'
Ricky Nelson	'Garden Party'
Evita musical	'Don't Cry For Me Argentina'/'High Flying Adored'
Andy Gibb	'Shadow Dancing'
John Lennon	'Imagine'
	Songs from musicals 'Fiddler On The Roof', 'Jesus Christ Superstar', 'Grease' and 'Cabaret'

The 1980s

Cyndi Lauper	'True Colors'/'Time After Time'
Madonna	'La Isla Bonita'
Duran Duran	'Rio'
Michael Jackson	'Thriller'/'Billie Jean'
New Kids On The Block	'I'll Be Loving You (Forever)'
Willie Nelson	'Always On My Mind'
Rod Stewart	'Forever Young'
Chris De Burgh	'Lady In Red'
Whitney Houston	'Greatest Love Of All'
Bruce Springsteen	'Born In The USA'/'Dancing In The Dark'
The Moody Blues	'I Know You're Out There Somewhere'
Tina Turner	'We Don't Need Another Hero'
Bette Midler	'Wind Beneath My Wings'
	Songs from stage musical 'Phantom Of The Opera' and movies 'Dirty Dancing', 'Fame' and 'Flashdance'.

The 1990s

Eric Clapton	'Tears In Heaven'
Backstreet Boys	'Show Me The Meaning Of Being Lonely'
Ricky Martin	'Livin La Vida Loca'
Mariah Carey/Boyz II Men duet	'One Sweet Day'
Enrique Iglesias	'Rhythm Divine'
Whitney Houston	'I Will Always Love You'
Bruce Springsteen	'Streets of Philadelphia'
Michael Jackson	'Gone Too Soon'
	Songs from movies 'Evita', 'Robin Hood Prince of Thieves' (Bryan Adams) and 'Annie'

The 2000s

Savage Garden	'I Knew I Loved You'
Keith Urban	'Kiss A Girl'
Katy Perry	'Firework'
Adele	'Set Fire To The Rain'/'Skyfall'
Enrique Iglesias	'Hero'
Josh Groban	'You Raise Me Up'
Alan Jackson	'Where Were You When the World Stopped Turning'
Katherine Jenkins	'Hallelujah' (also KD Lang version)
Michael Buble	'Save The Last Dance For Me'
	Movie songs from 'Moulin Rouge', 'Les Misérables', 'Chicago'

new sound. ABBA and Elton John were big names in soft rock and pop. Country included Willie Nelson, Glen Campbell, Dolly Parton, Loretta Lynn and Crystal Gayle.

THE EIGHTIES: This decade brought New Wave music (Yanni and Enya), alternative rock and heavy metal. Women and men alike cut their hair and 'styled' it. Huge padded shoulders were the fashion trend. Traditional rock and pop continued, as did hip-hop, country (the Judds, Randy Travis) and R&B. Big 80s names were Michael Jackson, Whitney Houston, Madonna, Rod Stewart, Tina Turner, Cyndi Lauper and Bruce Springsteen. Disco was replaced by 'technopop', driven by electronic music instead of an orchestra. Peebo Bryson and Teddy Pendergrass brought a quieter sound with soft rock. Bob Geldorf's 1985 dual venue 'Live Aid' concert in Philadelphia and London raised millions of dollars for charity, bringing a huge number of singers together and immortalizing 'We Are The World' and 'Do They Know It's Christmas?' The television shows 'Dynasty' and 'Dallas' showcased Classic Cars. We lost John Lennon, whose 70s song 'Imagine' became an anthem about peace for the decades to come.

THE NINETIES: The fashion trends of the 90s reflected the music: grunge, torn jeans and minimalism, with a bow to 'retro'. Boy Bands like New Kids On The Block/98 Degrees appeared.... talented young singers who often sang 'a capella'. Fusion and punk appeared but rock carried on, as did pop, R&B, hip-hop and rap. Nirvana and R.E.M. are grunge bands whose names you might recognize, with Kurt Cobain's death shocking the grunge world. Hard rock carried on with Aerosmith. Pop continued with

Michael Jackson, Britney Spears, the Spice Girls and Madonna. Mariah Carey dominated R&B. Country music exploded with Garth Brooks and Faith Hill. Classic Cars cruised the streets of Nashville during Country Music Awards.

THE TWO

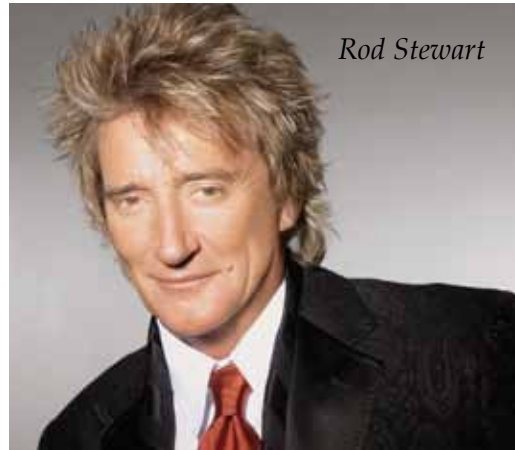
THOUSANDS: The 2000s brought 'anything-goes' fashion. The hard years of the financial crisis made us appreciate the happy energy of Katy Perry and 'American Idol's' Kelly Clarkson. Adele awed us with her powerful voice, Beyonce and Taylor Swift ruled the Grammy Awards and Country featured Toby Keith, Carrie Underwood and Keith Urban. YouTube, iTunes and MP3 players changed the way we listened to music. We lost Michael Jackson, Cory Monteith of 'Glee', Whitney Houston, George Harrison, Amy Winehouse and Donna Summer. Enrique Iglesias, Alan Jackson, Josh Groban and others dedicated songs to the victims and heroes of 9/11. Iglesias sang 'Hero' live at the 'America: A Tribute To Heroes' benefit concert and many singers performed on 9/11-related CNN broadcasts. We continued to celebrate wonderful friendships within the PNR club and



Madonna



Whitney Houston



Rod Stewart



Mariah Carey



Michael Jackson



Bruce Springsteen

participated in car events on both sides of the border.

Finally, I tip my hat to symphonic movie themes ('Magnificent Seven', 'Dr. Zhivago', 'The Big Country', 'Lawrence of Arabia') and any Disney song.

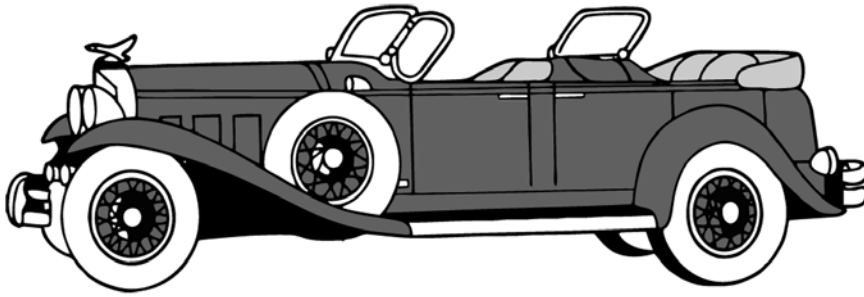
Sources on Page 15



Adele

“The Region that Almost Wasn’t”

*As annotated by Val Dickison from original article by Al McEwan
From winter 1967 “The Bumper Guardian”*

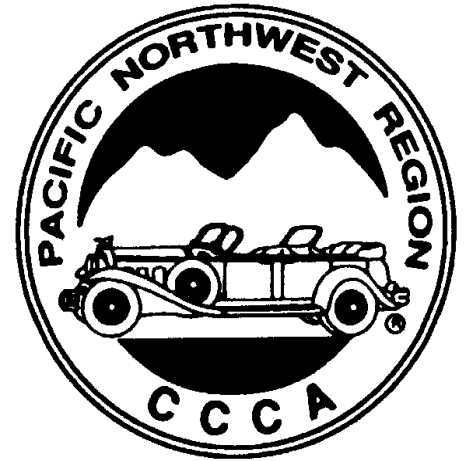


Editor George Shufelt noted at the January 1967 board meeting, Al McEwan was charged with the task of providing a written narrative concerning the 1963 formation of the Pacific Northwest Region. The history is prefaced with the fact a prospective region must first have 25 eligible members, elect a board, create by-laws and open a checking account. After that, National could be petitioned for issuance of a regional charter. Then a National representative visited the potential region’s Board meeting and it was determined if the charter would be granted. Since National had published guidelines for regional formation they felt anyone interested could read the rules.

Going back a step, in 1962 a Spokane attorney named Sam Fancher, became interested in the CCCA. He determined there was no region within 1,000 miles of his home. So, Sam decided to start a local region. In late 1962 Sam sent out self-addressed postcards to all the CCCA national members who lived in the Pacific Northwest,

seeking their approval to start a Pacific Northwest Region. When he received 25 cards through the return mail, he forwarded them to National with a “Petition to Charter” dated April 1, 1963. While a formal Pacific Northwest Region did not exist, the Club proceeded to act as if it did, sans elected board, by-laws and bank account.

At the August 1963 meeting, the plan for the unofficial region was to create a board, by-laws and open a bank account. A number of “post card recipients” were at the meeting that took place at the Floating Bridge Inn. Not many raised their hand to volunteer; some volunteered in absentia via friends still at the meeting. When the smoke cleared the board was: Sam Fancher: Regional Director; George Shufelt: Assistant Director; Keith Billings of Portland: Secretary-Treasurer and L. John Creery: of Vancouver (WA) as a manager. Al McEwan was lassoed at that point since more people from the Seattle area were needed. In the early years, business meetings would prove to



be a problem due to geographical distance and lack of today’s electronic communication.

In October 1963 another meeting took place at the Country Kitchen in Bellevue and about 35 people showed-up. The still-unformed region did not yet have required by-laws or a bank account. Checks for the dinner event were made out to the Pacific Northwest Region, which technically didn’t exist. It also seems a number of people who signed the postcards didn’t know what they had signed. It was further compounded that names Sam had on his list of managers were not aware they were managers. In December of that year, Sam Fancher telephoned Al, citing serious family problems at home and said he could no longer act as the director. The directorship of the yet-to-be-formed region was dropped in Al McEwan’s lap. Sam also mentioned National was very concerned that the list of members and other documents had not been sent in to National. At this point, Regional had no dues-paying members and little else. Creating a viable region from a rag-tag list of semi-interested participants

took great organizational skills, attributes Al has to this day.

Al's mission was to boost true and viable membership as National was looking at the Pacific Northwest with a jaundice eye. Through the leadership of Al and those early members such as Phil Schwarz, Robert Anderson, Joe Carman, Dick Hooper, Bill Neilsen and Bob Johnston, the Club grew. Bob Johnston volunteered to be the editor of the first The Bumper Guardian in 1963; a magazine that was only in the Board's dreams and not yet print-on-paper; but that would materialize in 1964. What could have been an embarrassing disaster became the foundation of the strong and vibrant club our region is today.

The turn of events occurred when CCCA National representative Bob Turnquist, attended our Edgewater Inn meet in May, 1964, where over fifty people attended, some with Classics. Turnquist's visit would determine our fate. It was recommended we put on a good "dog & pony show" for Bob and the car enthusiasts did not disappoint. Over fifteen new members signed-up that day. Bob was also very impressed by the region's organizational skills. The charter was granted!

Sam Fancher's idea was not well thought-out or as they say "not according to Hoyle". It reminds me of the incident, some forty years ago, when Stan and I planned a fund-raiser for our Shrine Club. We organized a "Super Ferry Frolic" complete with live bands, dancing and cash bars aboard a Washington State super ferry. It was a great success. However we ignorantly did not have the proper liquor license. Seems a banquet permit doesn't automatically permit a cash bar! Fortunately the WSLCB inspector who was on board was more interested in partying than fining us and the free drinks sent to his table didn't hurt either.

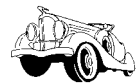
So did we truly exist as a region on April 1, 1963 as it is requested on the petition? Or is it an April Fool's Joke? Was Sam Fancher the first director or was Al McEwan? National's records reflect that Sam was the first director, but Sam dropped-out in December of 1963 before the charter was granted in 1964, being subsequently backdated to 1963.

In the Winter, 1967 edition of the Bumper Guardian, editor George Schufelt writes, and I quote: "At the January (1967) board meeting our first Regional Director Al McEwan was asked

by the Board to write an article for the BG reviewing the history of the Pacific Northwest Region. It is a very strange and interesting story and while it may shake-up the Organization Men back at National, we think every present member should be aware of the unique history of our region."

The history of our Club's formation is a bit like pioneer Seattle: "fly by the seat of one's pants". From the late Seattle author William C. Speidel's book "Sons of the Profits" I paraphrase.... "a story that rattles the skeletons in the historical closets and reaches in to tickle their funny bones". As they say, "build it and they will come", or perhaps "the end justifies the means." I guess these adages are true more often than not.

For the record, the charter was granted by National, and backdated to May 15, 1963. And, National does show Sam Fancher as the first director of the Pacific Northwest Region. Perhaps he wins by a technicality but not by popular vote.

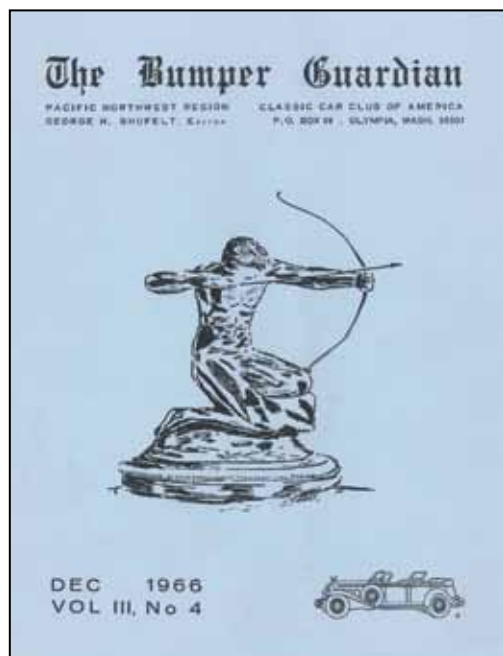


Sources for "Music through the Years":

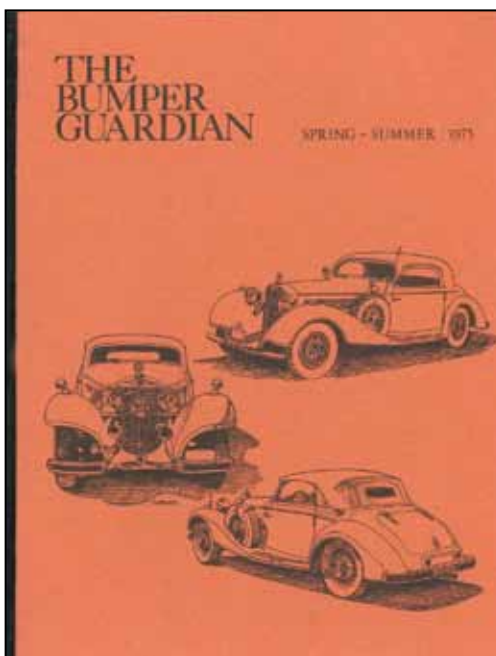
Billboard Magazine website 'Top Hits of the 50s, 60s, 70s, 80s, 90s, 2000s'
Wikipedia articles on 'The 1960s in Music', 'The 70s in Music', etc.
AllMusic '70 Number One Hits of the 70s/etc.' & About.Com Top 40/Pop <http://top40.about.com>
Google Images
Wikipedia series on music of the decades & Individual websites for various singers and bands
iTunes and YouTube and Laurel and Colin's personal collection of music
Thanks to Mike Brown with 'Newstalk', ESPN Seattle, one of our Rotary DJs
'God Bless America' CD (multiple artists) 2001 Sony Records (benefiting the Twin Towers Fund)
Val Dickison & Karen Hutchinson for song ideas and support
DJs Ben Bartells/Mike Brown/Bruno Ruiz - Alderwood Terrace Rotary
Laurel's cousin Dorn Beattie (Canadian rock & country singer with 'Painter', '49th Parallel' & 'Hammersmith' in the 1970s/solo artist in the 1990s/continues to write music today.)

PNR through the Decades

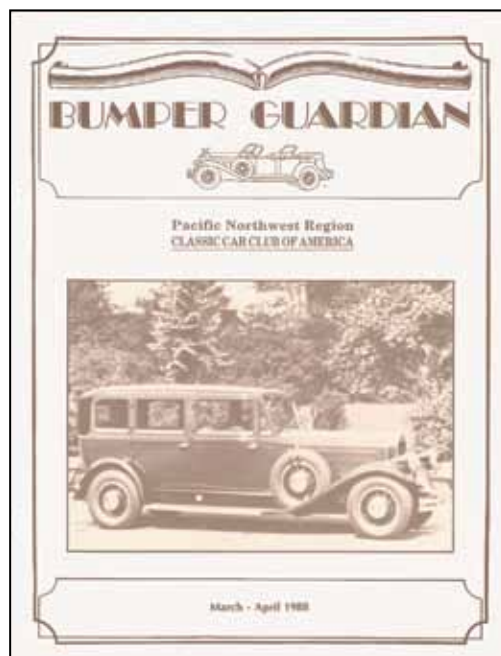
Compiled by Val Dickison



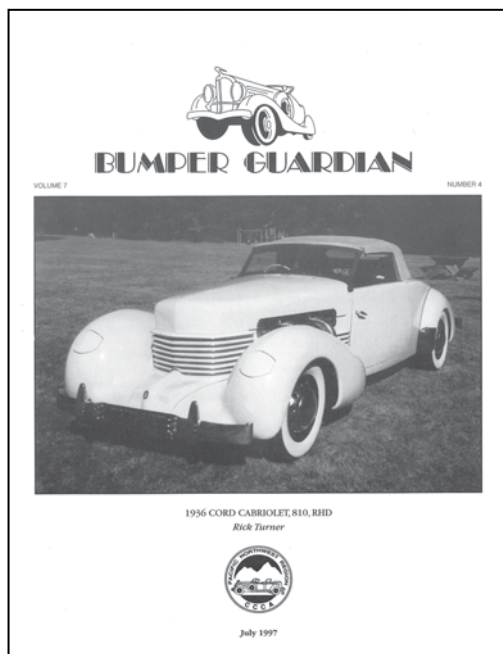
December 1966
George Shufelt Editor
12 Pages



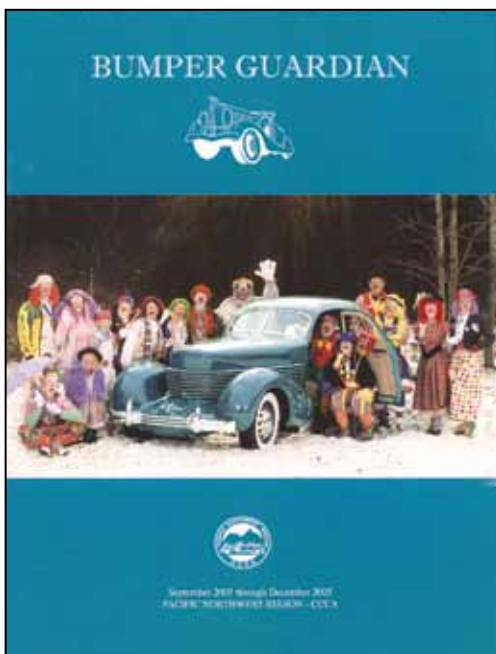
Fall 1974 Winter 1975
Bernard Carmin, Editor
12 Pages



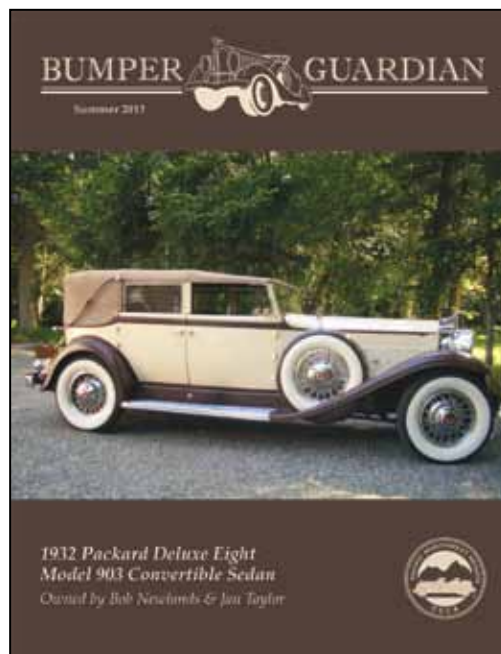
March - April 1988
Louise Gerrity, Editor
14 Pages



July 1997
Kathy Olsen, Editor
14 Pages



September - December 2005
Cyndi Upthegrove, Editor
19 Pages



Summer 2013
Karen Hutchinson & Ray Loe Co-Editors
32 Pages



1960- 1965: Seattle World's Fair opens in 1962; lasers are invented; the Berlin Wall went up. Cuban missile crisis; Marilyn Monroe found dead. JFK is assassinated. All are over-shadowed by US Troops to Vietnam.

1966 -1969: Mass draft protests; first heart transplant; first Super Bowl. Martin Luther King, Jr. and Robert F. Kennedy both assassinated. Oil Embargo in 1967 makes finding gasoline difficult. Neil Armstrong walks on the moon; a famous rock concert was held on a farm in Woodstock. Gas is 19 cents a gallon.

The National CCCA was started in 1952. The PNR story starts in 1963.

1963 - A petition for charter was sent to National asking to form a Pacific Northwest Region. Club meetings were held in 1963 although we were not yet officially a region.

1964 - Charter was granted, back-dated to May 15, 1963; Al McEwan became the first official director.

First Spring Car Rally held at Alderbrook Lodge. Our car show held at the Edgewater

Inn in Seattle, was where Bob Turnquist from CCCA National inspected us for charter granting. Double rooms were \$14 on the water side. The "Bumper Guardian" was typed on a typewriter, mimeographed and

mailed by editor W.R. Johnston, who included many joking references about members.

1965 - Al McEwan was director. Secretary was Dick Hooper and Connie Schwarz was Treasurer. George Schufelt, Jr. became the next "Bumper Guardian" editor. Second rally takes Classics to Vancouver Island. Rooms at the Tally-Ho are \$8 per night. A 12-car judging event took place in September at the Tacoma Country Club where the dinner was \$6 and rooms were

\$9.50 at the Lakewood Motor Inn. In October Classics go to Portland. Rooms at the Cosmopolitan Hotel are \$13. First holiday party held Dec 17 at the Tacoma Elks Club. A gift exchange offered items at \$1.50. From the wrapping it was obvious Myra McEwan won a car tire.

1966 - Spring rally to Alderbrook Lodge (judging reported as done by an "all girl crew"). In August Classics went to Portland to the Thunderbird Motel. The group saw the Gracie Hanson floor show at the Hoyt Hotel's Barbary Coast Bar. Annual Christmas party was Dec 10th at the Tacoma Elks. The Club had fifty-nine members.

1967 - Joe Carman was director. March 17th was "Stag Night". April took the club back to

Alderbrook. A breakfast tour to Snoqualmie Falls Lodge was in July. An August picnic at Joe Carman's on American Lake included an Annual Judging Meet. The Christmas party was at the Tacoma Country Club. The Club had \$332 in the bank and the minutes reported it "stable". Membership had grown to seventy.



1968 - Phil Schwarz was director. April 2nd "Stag Night" featured an auto parts auction garnering a \$26 profit. May took the Classics back to Alderbrook. Membership was sixty-eight. Club buys and distributes 500 "Don't Touch" signs to members. The Christmas party was at the Seattle Town & Country Club.

1969 - Phil Schwarz was director. Russ Keller was secretary and Bob Irwin was Treasurer. The 3rd annual "Stag Party with auction" was at the Royal Fork Restaurant in March. Drinks were three for \$1 and beer was FREE. Dinner was \$3. April at Alderbrook Lodge. 16 members' Classics were on display in August at the Aurora Village Mall (now Costco). August took the Classics to Gearhart,

Oregon for a judging meet. Membership at sixty-three; there was \$650 in the bank. Perry & Daphne Fowler take over as "Bumper Guardian" editors, producing a more serious magazine, half the size, black & white with a glossy cover.





1970-75: "The Beatles" break up; The "floppy disk" is launched for computer use. London Bridge brought to the USA; VCRs are introduced. Watergate Scandal begins; US pulls out of Viet Nam; Roe vs. Wade legalizes abortion in the US. President Nixon resigns office; Microsoft is founded; Starbucks opens first store in Pike Place Market. Gas is 35 cents.

1976-1979: First Ebola outbreak in Sudan; Elvis is found dead; First test-tube baby is born; Jonestown Massacre takes place. Margaret Thatcher is first female to be UK's Prime Minister; Mother Theresa wins Nobel Prize. Gas jumps to 71 cents per gallon.

1970 - Phil Schwarz was director. John Dennis was secretary. Bob Irwin was treasurer and reported \$730 in the bank. The Club went to Alderbrook again and the room rate was \$25. Al McEwan starts his CARavan career when seventy cars signed up for the 1970 CARavan that went to Canada. The "Bumper Guardian" was still typed on a typewriter and mimeographed on white paper.

1971 - Dick Hooper was director. Russ Keller and Al McEwan were the editors of the black & white "Bumper Guardian", which is now professionally type-set. Membership was at fifty-two.

1972 - Dick Hooper was again director and events continued.

1973 - Ron Bloom was director. Ted Barber was secretary. Anita Carmin became our editor; the magazine was generally only eight pages and came out only twice a year.

1974 - Dr. John McDermott was director. Ted Barber remained as secretary. Don Gerard was treasurer. The second CARavan was July, 1974 with Al McEwan as chairman.



1975 - Donald Gerard was director. The Club minutes no longer appeared in the magazine hence it is difficult to know the membership total or treasury during this time.

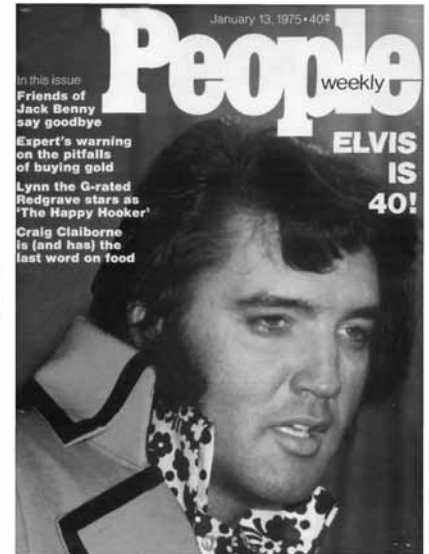
1976 - Norm Herstein was director; Russ Humphrey was secretary and Denny Aker was treasurer. Bernard Carmin is listed as editor. A regular slate of annual activities is taking place.

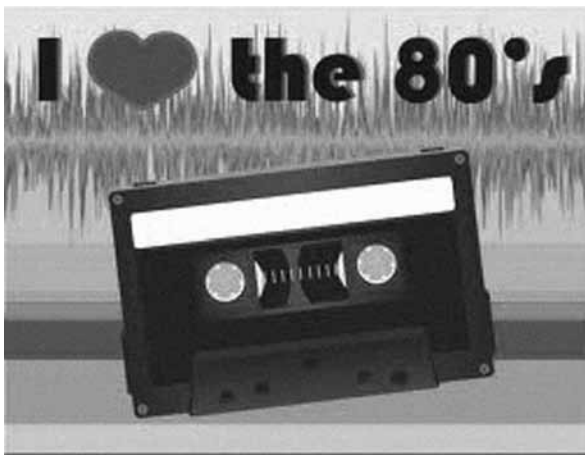


1977 - Tom Armstrong was director. Carl Bomstead became the editor. Donna and Joe Bridgman took over as secretary and treasurer, respectively. The club had roughly six events a year. The 1978 CARavan was another great success due to our hospitality. No one is a stranger on our tours!

1978-Phil Schwarz was director. Events continued.

1979 - Carl Bomstead was director. Our region wins the national "Tarnopol Award" for most number of Classics on a national CARavan. An annual list of events continued for all to enjoy. The Bumper Guardian goes on hiatus from 1979 to the beginning of 1982 when it is relaunched as the "Bumper Bolts".





1980 -1985: Mt. St. Helens erupts; John Lennon is assassinated. New plague identified as AIDS; first personal computer launched by IBM. Redhook Ale debuts; Costco opens first store. Viet Nam War Memorial opened in Washington, DC.; India's Prime Minister Indira Ghandi killed by her guards.

1986-1989:- Space shuttle "Challenger" explodes. Russians launch "Mir" space station. DNA first used to convict criminals; Wall Street suffers "Black Monday" losses. Exxon Valdez oil spill in Alaska; the Berlin Wall comes down. Gas goes from 86 cents to \$1.13 by 1989.

1980 – Frank Starr was the director.

1981 – Gordon Apker was director. Treasurer was Bob LeCoque and Ted Barber remained as secretary. The Christmas party was held at Jim Tallman's restaurant "The Classic" in Gig Harbor. "Bumper Bolts" newsletter is initiated; typewritten and mailed out. Board meeting were at Apker's Barn near Zenith.

1982 – Gordon Apker was director. There was another CARavan, with Al McEwan at the helm, enjoyed immensely by the attendees. Our regions wins the "Tarnapol Award" for most cars on a CARavan.

1983 - Larry Justice was director. Bob LeCoque and Ted Barber remained. The "Bumper Bolts" now professionally type-set thanks to member Fritz Gechter's firm "Magna Color Press". Al McEwan is awarded CCCA National's "Distinguished Service Award" at the 1983 Annual National Meeting. The "Bumper Bolts" of November, 1983 welcomes new members to the club: John McGary and Brian Pollock. *This is the 20th anniversary of the Pacific Northwest Region!*

1984 - Glenn Mounger was director. LeCoque and Barber continued. Membership had risen to 140. At the CCCA Annual National meeting our region still had not garnered any



Annual Meetings



Grand Classics



Regional Events

Continued on Page 20

regional awards, but did place high.

1985- Bill Mote was director. LeCoque and Barber remain. The treasury was at \$7,118. Membership was at 143. The 33rd CCCA Annual National meeting was held in Bellevue, Washington in January. The region was awarded 2nd place for the "Deitrich Award" for club attendance at the 1984 Annual National Meeting. The "Bumper Guardian" is relaunched; it is sometimes eight pages but often only a single tri-folded sheet of heavy paper; it was now quarterly (editor not noted). Printing done by Fritz Gechter's firm Magna Color Press, Inc.

1986 - Tom Brace was director. LeCoque and Barber remain. Our treasury was at \$9,848. The CARavan in July took Classics to Victoria, B.C. Registration was \$60 and safety glass was required on all entrants' cars. The CCCA Annual National meeting was to be held at the Huntington Sheraton Hotel in Pasadena but the State of California shut down the hotel, due to earthquake retrofitting needs.



Governor Booth Gardner proclaimed May 25-31, 1986 as "Historical Automobile Recognition Week". Brent McKinley is awarded the national "Deutsch Memorial Trophy" for most sportsmanlike conduct on a National tour. Lee Zuker wins the national "Peter Dudney Award" for best prepared Classic on a CARavan. Al McEwan wins the national "Fahnestock Award" for contributing the most success to that year's CARavan.



1987 - Phil Grisham was director, after Jerry Greenfield resumed briefly as director in early 1987, due to Tom Brace taking a job in Minnesota.

Bob LeCoque and Ted Barber remain. Treasury at \$12,666.48. Louise Gerrity is editor. New members welcomed: Fred Bonin, Loren Knutsen, Al Murray, Don Reddaway and Shirley Starr. A Grand Classic was in July. The Christmas party was at Bill Deibel's GMC dealership.



1988 - Jerry Greenfield was director. LeCoque and Barber hung on. *This is the "Silver Anniversary" of the Region.* New members were announced: Larry & Aloma Douroux, Conrad Wouters and Bruce McCaw. The "Bumper Guardian" has grown to eighteen pages but is still black & white. Highlights of 1988 included a summer dance at the Raisbeck's home; four of our members (Raisbeck, Crook, Ipsen and McKinley) drive Classics for Governor Booth Gardner's daughter's wedding, with a donation to our Club; Governor Gardner proclaiming August 8-14, 1988 as Washington Historical and Special Interest Automobile Recognition Days. Virgil Parker wins the national "Peter Dudney Award".

1989 - Jerry Greenfield remains as director, Ted Barber secretary. Treasurer is now Betty Linke. New members are David & Dorothy Fluke and Terry & Barbara McMichael. Treasury is \$5,649. There are 194 members. Jim & Sherry Raisbeck marry July 8, 1988; Bob & DeVree LeCoque marry July 29th.



Mounger's Garage



Driving Events



Germany is reunified; Google debuts. (1995); First chicken pox vaccine. O.J. Simpson's murder trial. Dean Martin died on Christmas day. (1966); IRA bombings continue in London. (1997); Princess Diana is killed in an auto crash (1997); Tony Blair elected as Prime Minister; President Clinton begins his impeachment trial before the Senate. WTO protests in Seattle (1999). Gasoline remains steady between \$1 and \$1.15 per gallon.



1990 - Ed Rittenhouse was director. Betty Linke and Ted Barber remained at their posts. Tom Sumner joined the region. The "Apker Affair" continued at Gordon's Zenith home with roughly \$34,000 going to Children's Hospital. Bill Finefrock becomes the editor of the "Bumper Guardian" which is now type-set but black & white, consisting of twelve pages. Due to his business conflicts, Barbara McMichael is announced as the new editor a few months later. Al McEwan chairs a July 1990

Bill Mote is awarded the national "Deutsch Memorial Award" for most sportsmanlike conduct on a national tour. Jerry Greenfield and his 1935 Lincoln are awarded the national "Crossett Award" for best Classic on its first CARavan. Ron Doss wins the national "Peter Dudney Award" for best prepared Classic for a CARavan. Al McEwan again wins the "Fahnestock Award".

1991 - Ed Rittenhouse was director; Ted Barber was secretary and Conrad Wouters was treasurer. A Grand Classic was held in Bellevue at Embassy Suites. The "Bumper Guardian" is black & white and issued every two months. The treasury was \$19,570. Our region wins the "Tarnopol Award" for most regional members on a national CARavan. The Christmas party was held at the General Petroleum Museum in Seattle.

was at \$22,829. The "Coming Out Party" consisted of 188 guests with almost a "break even" budget. Membership was at 154 with thirteen new members during the year. Joe Carman served on the National Board of Directors 1992 - 1996.

1993- Carl Bomstead was director. Ted Barber and Conrad Wouters remained, as did Ron Doss as editor. Although still black & white there is a nice mix of articles and car photographs. Suite 200 in Kirkland opened its doors. Founding members were: Phil Grisham, Peter Hageman, Pat Heffron, Dick Hooper, Al McEwan, Ed Rittenhouse and Lee Zuker. A Grand Classic was held at the Woodmark Hotel in Kirkland during July. The late Phil Schwarz's passing is remembered in the Spring issue of the "Bumper Guardian".

1994 - Richard Adatto was director; Ted Barber is secretary; Conrad Wouters is treasurer. Meetings are at Latitude 47. \$11,311 is in the treasury. Dick Culp is now "Bumper Guardian" editor.

Continued on Page 22



CARavan. Treasury at \$6,868; There are 200 club members. Glenn Mounger wins the contest to design our Club logo (the one we use today.)



1992 - Bill Deibel was director. Board meetings are held at Latitude 47 Restaurant on Elliott Avenue in Seattle. Ron Doss becomes the Bumper Guardian editor. "Bumper Bolts" is discontinued. The treasury

Carl Bomstead wins the national "Deutsch Memorial Award" for most sportsmanlike conduct on a national tour. Al McEwan takes home another "Fahnestock Award". There is a "Coming-Out Party"; a 1994 CARavan, as well as a Kite Fly, Apker Affair and Christmas party.

1995 – Conrad Wouters was director. Lee Zuker is treasurer. Ted Barber remains as secretary as does Dick Culp as editor. Annual National Meeting takes place in Bellevue with our region as hosts. "Bumper Bolts" re-emerges! The treasury is at \$9,600.

1996 – Ron Doss was director. Ted Barber and Lee Zuker remain. Kathie Olsen is editor of the "Bumper Guardian". A St. Valentine's Day Massacre was held at McBride's collection. The Christmas party was at Pat Hart's collection in Bellevue. The "Coming-Out Party" was at the Bellevue Red Lion where dinners were \$30. There is \$18,000 in the treasury. Postage to mail a sixteen-page "Bumper Guardian" is 55 cents.

1997 – Jerry Greenfield returns as director. Ted Barber remains as secretary. Roy Magnuson became treasurer and Kathie Olsen as editor. The publication is 16 pages and still black & white. A Grand Classic is held at the Wyndham Garden Hotel in Bothell. Rooms are \$89. Meetings are held at Latitude 47; there was \$15,221 in the treasury. A Fall tour took us to the 1890's Bush House in Index. Ron Doss served on the National Board of Directors 1997 – 2000.

1998 – Carl Bomstead returns as director. Barber, Magnuson and Olsen remain at their posts. Treasury was \$6,900. Meetings were at Franco's Hidden Harbor on Elliott Ave. Ed Rittenhouse and Bob

Larrabee and their respective 1933 Packards win the national "Crossett Award" for best Classics on their first CARavan. The "Coming-Out Party" was at The Atrium; dinners were \$35.

1999 – Bill Deibel returns as director. Ted Barber was secretary and Roy Magnuson was treasurer. Bill was also "acting editor" for the "Bumper Guardian". Treasury was at \$39,000 with 122 members. The "Coming Out Party" at the Atrium was \$35 per plate. PNR member Charlie Morse wins the "Roy Warshawsky Award" with his 1931 Minerva, for the finest Classic in judging at an Annual National meeting.

Annual Meetings



BEST OF THE 2000s

Fear of Y2K disasters abated; the Euro dollar is introduced; You Tube launched and Hurricane Katrina hits New Orleans in 2005; Boeing unveils the "Dreamliner" in 2007. Black Monday financial disaster in 2008; Seattle Super Sonics relocated to Oklahoma. A Picasso sells at Christie's for \$106.5 million; the U.S. Senate declares July 12, 2013 as "National Collector Car Appreciation Day".

2000 – Gary Johnson was director. Ted Barber and Roy Magnuson remained. Bill Deibel became the official "Bumper Guardian" editor. Meetings were at the Rock Salt Restaurant on Lake Union. Al McEwan is awarded the national "Spirit Class Award". PNR wins "Ray Dietrich Award" for most members traveling the furthest to attend an Annual National Meeting. Virgil Parker wins the "Deutsch Memorial Award".

2001 – The same Board remained with Gary as director. Treasury was \$32,300. The meeting moved to Jonah's Restaurant in Bellevue. A regional website is launched by Arny Barer (different URL than what we have now.) Bill Deibel is awarded the national "Fahnestock Publications Award" for contributions to national publications. Phil Grisham served on the



National Board of Directors from 2000 –

2003. Late member Wade Carter is remembered; he died in a helicopter accident May 11, 2001.

2002 – Lee Zuker was director. The rest of the team remains unchanged. Treasury is at \$39,000.

Ernie Crutcher wins the national "Deutsch Memorial Award". Glenn Mounger and his 1930 Packard win the "Crossett Award". Long time member Larry Justice passes December 7, 2002. New members are welcomed: Bill & Lucy Allard and Barrie & Karen Hutchinson.

2003 – John McGary was director with same team; Bill Deibel is editor. Treasury at \$40,000. Calendar full of events. The "Bumper Guardian" is black & white with colored glossy cover and is twenty pages.

2004 – John McGary is again the director with same team but no official editor. A regional Grand Classic is held at Port Gamble. A full slate of annual activities ensues.

2005 – Ed Rittenhouse was director. Arny & John remain. Ron Doss has taken over as editor of the "Bumper Guardian". Treasury is at \$16,427. There are 183 members. The mascot bag project is released. (We still have some bags available.) Barrie Hutchinson and his 1937 Cord win the national "Crossett Award". Gary Johnson wins the national "Peter Dudney Award".

2006 – Stan Dickison was director. Arny Barer is secretary; John Campbell is treasurer; editor is Merrisue Steinman. There was a September CARavan. An antiques roadshow was featured at the

regional annual business meeting and the Christmas party was at the Seattle Yacht Club. Bob Newlands wins the national "Peter Dudney



Award". The quarterly "Bumper Guardian" is in color; twenty-eight pages of glossy paper. The passing of Hal Meden is noted in the June 2006 "Bumper Guardian".

2007 - Stan Dickison was director; Arny, John and Merrisue continue. (Mid-year Karen Hutchinson and Ray Loe take over editorship). We welcomed new members: Bob Newlands & Jan Taylor; Alan & Janie Forsythe and Roy & Roanne Dunbar. There as \$25,500 in the bank. Hereafter the minutes with financials are not included in the quarterly publications so cannot be reported hereon.

Continued on Page 24

2008 – The board remains “as is” with Stan at the helm. Our region hosts the Annual National CCCA meeting in Bellevue. Visitors were duly impressed by the quantity and quality of the many private car collections visited. Ed Rittenhouse wins the “Roy Warshawsky Award” for his 1933 Chrysler. Barrie Hutchinson wins the national “Deutsch Memorial Award”.

2009 - Barrie Hutchinson was director; Arny, John, Karen and Ray remain. There is an event every month. The region continues to be very active in supporting the Kirkland Concours d'Elegance. The “Bumper Guardian” continues to be a first-class color production, up to thirty-two pages!

2010 - Barrie, Arny, John, Karen and Ray continue. Val Dickison is added to the empty “Membership” spot. The “Cars are the Stars” was the theme at the “Coming Out Party”. A June CARavan takes us up to Canada: Al McEwan at the helm with Stan Dickison as co-chair.

Denny Aker wins the national “Deutsch Memorial Award”.

Denny Dochnahl and his 1934 Packard win the national “Crossett Award”.

In the Autumn issue Dorene Greenfield's June 2, 2010 passing is remembered.

2011 – Brian Rohrback was director. The rest of the team remains. Gary Johnson wins the national “Peter Dudney Award”.

2012 – Brian Rohrback remains as director. A “Coming-Out Party” combined with a Grand Classic is held. Special issue of the “Bumper Guardian” covering the events is produced to use as a membership tool.

2013 - Brian Rohrback remains as director for another year while Stan Dickison joins the National Board of Directors.



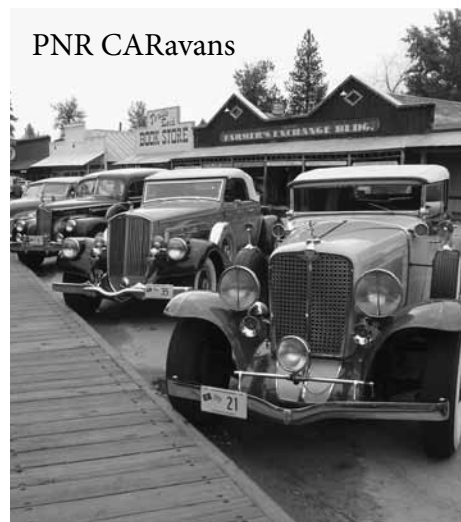
Concours at the Wood



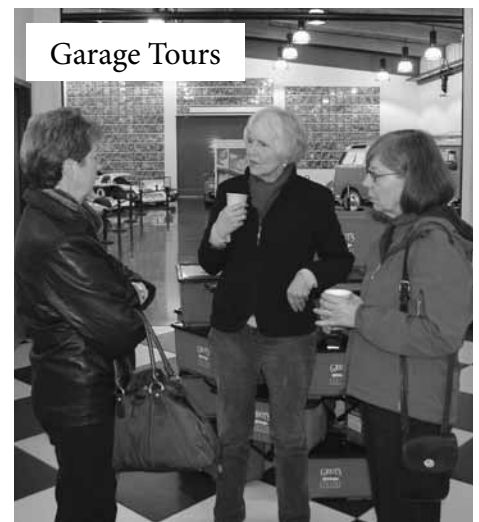
Valentine's Day Massacre



Kirkland
Concours



PNR CARavans



Garage Tours

More Member Memories

Doreen and I joined the PNW CCCA about 1983. I sold my Model A Ford and purchased the first of many Lincolns. By the end of that decade I was serving on the Board of Managers and then went on to serve 3 terms as Director. My fondest memories of participation in the Club revolve around the CARavans. Once our daughter Lawrence became old enough to travel, we participated in our first CARavan in 1990. We repeated again in 1994 and 1998, traveling from Harrison Hot Springs BC to Sisters Oregon. The best part is remembering how much fun Lawrence and David and JJ Carlson had at the resort locations. I will never forget David Carlson, about 4 years old, teasing Norm Herstein while he was trying to MC the evening event at Port Ludlow. Congratulations on fifty fabulous years and keep up the fun!

Jerry Greenfield

Classic car meets were integral to our childhood. We have many vivid memories of elegant, gleaming cars rumbling along country roads, streaming off the San Juan ferries onto docks, and lining the lawns and parking lots of various destinations. The cars were Joe Carman's source of pure enjoyment. Our family vacations were often centered on CARavans. But it wasn't all car shows, garage tours and group journeys; our family was often seen heading out, usually in a Brewster-bodied Piccadilly roadster, for a drive-in meal or a trip to the local ice cream shop.

It was fun participating in these events, in part because we enjoyed observing our Dad's enthusiasm. From mapping out the routes to polishing his cars' enormous headlights (polishing was often turned into a family project), he energetically and meticulously tended to every aspect. But our favorite thing to see was how he snapped to attention when a car stopped running or wouldn't start. This usually happened at awkward moments—such as on the ferry (delaying entire loads of cars) or at stop lights on hot days (causing cars behind to overheat and sputter to a stop). Dad would get a focused gleam in his eye, and purposefully stride to the troubled auto. He'd join the driver and fellow enthusiasts as they troubleshot the problem. He and his friends would seriously (yet gleefully) search out the odd tool needed for the repair and somehow get the recalcitrant auto running again. Problem solved, the unique procession of classic cars would roll on. Dad would settle behind the wheel of his beloved '41 Packard, '39 Bentley or, '27 Rolls, thoroughly satisfied with his grease monkey moment and eagerly anticipating the next.

"Joseph Carman III: The Joy of Car Trouble"
by Sally Carman LeFeber and Lisa Carman Rohrback

Through my many years in the Classic Car Club, I have had the good fortune to own a variety of classics; each of these cars has given me great pleasure and taught me many lessons.

I joined the Classic Car Club around 1980. I had acquired a 1933 LaSalle Town Coupe in 1973, but really did not know much about the CCCA. Two gentlemen friends encouraged me to join the club: my dad, Jens Anderson, and my good friend, Dean Spencer. My dad, Jens, accompanied me on many, many CCCA events and CARavans. Jens got to know and was well-liked by nearly everyone on the CARavans. Dean, with his great wealth of knowledge, was a mentor to everyone and a great help and encouragement to me in the old car hobby. He had a collection of about forty-five cars and was especially interested in steam locomotion. Dean and I attended most of the Club's monthly meetings and events and held weekly technical seminars in his shop. Many CCCA members attended these tech sessions. The Restaurant where Club member Larry Justice presided with his bountiful knowledge of the Classic Packards.

I have included a few pictures of my dad, Jens, since he was my driving partner on so many occasions. I am sure many of the members will remember his enthusiasm and his Norwegian humor.

Marty Anderson



"Two Norwegian Cowboys"



Jens and Marty with Jay Leno at the Pebble Beach Concours D'Elegance



Joe and Barbara Carman



Pacific Northwest Region is Famous for their CARavans!

Under Al McEwan's leadership and careful planning, the forty-three year history of Pacific Northwest CARavans, starting with the first tour in 1970, has been nothing but stellar. Carefully-selected roads with pristine vistas were the norm. Venues were superb and the fellowship always rewarding. Al and Sandi's offerings at the piano, their chicken dance or songs-in-rounds, were a hit and loosened up the crowd. The national guidelines suggest not too many miles each day so it was kept comfortable with lots of breaks for coffee, lunch and shopping, spanning a period of nine to ten days. But always the main features were the Classic and the process of "getting there". The McEwans' tour books were comprehensive and Sandi's offerings of "Traveler's Trivia" gave the Navigator something to read over the occasional boring spots of road. That tour book was your bible; do not misplace it! Al firmly states "It is in the book". In the later years Stan and Val Dickison assisted Al because the many miles of route have to be pre-run, documenting every mile and odometer reading to assure

accuracy. It is very safe to say our Pacific Northwest CARavans are the best in the nation. In June, 2015 another Pacific Northwest CARavan will take place. Tentatively we will be traveling north to Banff, Alberta, Canada. Hope to see you on the tour!

Following is a history of our region's past CARavans.

1974: The starting point was the Lakewood Motor Inn, near Tacoma. The tour headed to Mt. Rainier, Cayuse Pass and Crystal Mountain. It wound north again via Snoqualmie Falls to the Mukilteo Ferry and over to Whidbey Island. At Anacortes the group ferried across to Vancouver Island and stayed at the Empress Hotel in Victoria. Return was via the Princess Marguerite back to U.S. Customs at Port Angeles. A stop at Alderbrook Lodge on Hood Canal followed. Then off to the Plaza Hotel in downtown Seattle for a final banquet. Many enjoyed a group breakfast the next morning at the Space Needle.

1974: The CARavan began at the Doubletree Inn and then traveled

to Harrison Hot Springs in British Columbia. That was followed by time spent at the beautiful Bayshore Inn in downtown Vancouver, B.C.

1978: The starting point was the Thunderbird Motel at Jantzen Beach, Oregon. The following day they caravanned to the Forest Grove Concours with special group parking and that afternoon went on to the Inn at Otter Crest for two nights. That was followed by one night in Astoria, Oregon. The group traveled north to Lake Quinalt with a stop over for lunch at the estate of Jim and Dian Tallman. Two nights were spent at the Lake Quinalt Lodge followed by a drive around the Peninsula on Hwy 101, to Port Ludlow for the last two nights.

1982: The CARavan started at the Valley River Inn in Eugene, Oregon, and then went to the Oregon coast. The group motored north to Portland and then east to Mt. Hood, staying at the picturesque Timberline Lodge. Next to the Thunderbird Motel in Yakima and then the Chinook Pass to Bellevue for a dinner cruise. A final breakfast was held at the Snoqualmie Falls Lodge.

1986: This year's intrepid travelers in eighty-six cars, started at the Bellevue Red Lion (which became a Doubletree and is now a Hilton.) Driving north, the group stopped at Brent McKinley's for lunch and then off to LaConner and Anacortes. They ferried from Anacortes through the San Juans to Sydney, B.C. and drove to Victoria. One night was spent at three different venues: Executive House, Château Victoria and the Crest Harborview. From Victoria the CARavan drove back to Swartz Bay and took the B.C. ferry to Tswawassen. Back on mainland they drove to Whistler Village and stayed at Blackcomb and the Mountainside hotels for two nights. In 1986 there was only one plaza at Whistler and the choices were much more limited. The Classics next traveled southeast to Harrison Hot Springs Resort and stayed the last two nights.

1990: The CARavan began at the Woodmark Hotel in Kirkland. There were two nights of local Kirkland activities including a dinner cruise and a visit to Jerry McAuliffe's property in Juanita. The Edmonds ferry took the group across to lunch at the Manor Farm followed by a night's stay at Port Ludlow. The Port Townsend ferry took the group east with lunch at Brent McKinley's estate and then over the Steven's Pass highway to Leavenworth. They stayed two nights at the Enzian Inn in Leavenworth. Traveling north the group stayed at the Sun Mountain Lodge two nights. Highway 20 (North Cascade Pass) took the Classics west to Chuckanut Drive and finally to Semiahmoo Resort for the last night of the CARavan.

1994: Starting at Suite 200 (now Club Auto) in Kirkland, the CARavan went to Crystal Mountain, Mt. Rainier and then to the Red Lion

Inn in Kelso. That was followed by Timberline Lodge at Mt. Hood. They traveled next to Eugene, Oregon and up Highway 101 to Salish Lodge on the Olympic Peninsula.

1998: We had become so popular at this point, Al had to break the tour into two groups! The first tour of ninety-seven Classics was for "Early Classics" and the second tour for Classics of any year consisted of over sixty cars. Starting at the Hyatt Hotel in Bellevue the group caravanned via I-90 to The Sleeping Lady in Leavenworth. They spent two nights at the Sun Mountain Lodge in Winthrop and then headed west for lunch at Diablo Dam. That was followed by two nights at Harrison Hot Springs. A route through Lillooet took them to Whistler for two nights. Ferries from Horseshoe Bay carried the group to Powell River with one night's stay and then off to Vancouver Island where they toured Butchart Gardens. The final days were spent at the Ocean Point Resort in Victoria.

2002: Remaining wildly popular, two CARavans were again planned. The goal was a maximum of seventy cars per CARavan. The trip started at the Valley River Inn, in Eugene, Oregon. They traveled west to the Oregon Coast with lunch near Bandon and on to Jot's Resort in Gold Beach for two nights. A Rogue River trip was included. From Gold Beach they traveled south to the historic Eureka Inn for two nights. A trip into the Redwoods followed via The Avenue of the Giants. Traveling north again they stayed at the Windmill Inn, in Ashland, Oregon for two nights. The party attended the Shakespeare play "As You Like It" while in Ashland. Next, they drove to Crater Lake and ended the tour with two nights at the Mt. Bachelor Resort.

2006: Popularity continues with two CARavans planned. The group started at the Columbia Gorge with various local activities and accommodations at the Bonneville Hot Springs Resort & Spa. Then traveled north to the Alderbrook Inn on Hood Canal followed by a ferry to Victoria, B.C. to stay at the Laurel Point Inn, whose vistas look back at the entire city of Victoria, which is especially lovely at night.

2010: Starting at the Woodmark Hotel in Kirkland, the group traveled to Sun Mountain via the North Cascade Pass with lunch at Diablo Dam. After two nights at Sun Mountain the CARavan crossed the Canadian border at Nighthawk and traveled Hwy 97 to Kelowna, BC for two nights. Then traveling west via the mountain passes, the group arrived at Whistler, BC for three nights. The Horseshoe Bay ferry was taken to arrive at Victoria, B.C. with two nights at Laurel Point Inn.

Normally, the next CARavan would be 2014, keeping the history of "every four years" but it has been postponed to 2015 due to conflicts in National calendars. The 2015 CARavan promises to be another wonderful event. Hope to see you on the next trip!

*Compiled by
Val Dickson*



PNR Coming-Out Parties

(a gala event for “débutante “automobiles)

PNR -CCCA Definition: An automobile of upper-class background that is presented to society, usually at a formal ball. Débutante Classics are recommended by a distinguished committee. Each beautifully prepared débutante is carefully draped before being individually introduced, unveiled and presented to the audience. After all the cars have been presented, a receiving line is formed with the owners available to answer questions.

This event has been held thirty-one times in the fifty-year history of the Club. A favorite location has been the Seattle Design Center where the event was held in 2003, 2004, 2009 and most recently in 2010. Other venues include the Navy Reserve Armory on Lake Union (now the MOHAI museum) in 2006 and 2007; and most recently at the Murano Hotel in Tacoma in 2012.

The “Coming-Out Party” provides a wonderful opportunity for members to share their newly-acquired or newly-restored cars with the PNR membership. The number of cars presented varies -- depending on what is “new” to the region and the size of the venue. Eleven cars including a 1926 Stutz, a 1928 Auburn, a 1931 Cadillac and a 1931 Pierce-Arrow, a 1932 Auburn and two 1932 Packards, a 1937 Mercedes, a 1938 BMW, a 1939 Lagonda, and a 1942 Lincoln were presented in 2012.

Guests arrive dressed “to the nines” and begin to socialize in the “great hall” where the cars have been strategically placed and carefully-draped among the dinner tables and around the dance floor. Following a lovely plated meal, the evening’s emcee begins the introductions. Each owner is allotted a few minutes to share their automobile’s story and dramatically remove the drape -- thereby introducing their car to the membership. Finally, after dessert, there is amply time to stroll among the cars for a first-hand look.

These events are always well-attended by members and their guests. In the past we have had as many as 250 attend. The next Coming-Out Party is scheduled for 2014. Put it on your calendar now! You won’t want to miss it!

the
Cars
are
the
Stars
PNR-CCCA





PACIFIC NORTHWEST REGION HOSTS THREE ANNUAL NATIONAL MEETINGS

Compiled by Val Dickison

What could be more delightful than Seattle during January? In spite of the fact it is cold here that time of year, especially in a cement non-insulated concrete parking garage, National has chosen to come here for their Annual National Meeting, three times in the history of the club. I guess that's because we are doing something right, and we do throw a great party.

Reviewing the national membership manual I found only fifteen of the total twenty-nine regions have hosted an Annual National Meeting. We have amazingly been honored by those three visits. Regions garnering more Annual National Meetings than we are Florida (with five); Texas (at four); Pennsylvania (another amazing five) and California (no surprise here at ten.) January is pleasant in California, parts of Texas and definitely Florida. Pennsylvania must have been a political thing.

Geographically located "at the end of the world" Seattle seems like an unlikely place to hold a meeting that is largely outdoors, in the middle of winter. Getting Classics shipped here that time of year is a challenge due to treacherous mountain passes and high freight costs. Air flights are expensive and inconvenient.

But in spite of all that, you came. It must be said: "Thank you to all those adventurous folks from other regions who came here to participate in the Annual National Meetings; all held at the same Bellevue hotel and garage!"

1985: Bill Mote was the Pacific Northwest Director. Tours included a trip to Gordon Apker's extensive collection at Zenith, the Space Needle for lunch, shopping at the Pike Place Market and a tour of the Ballard Locks. Seventy-four cars were positioned in the hotel garage with twenty-three being judged. Twenty marques were represented.

1995: Conrad Wouters served as Director. His challenges were many as well. The garage was beautifully decorated in an "Auto Salon" theme giving it an Art Deco appearance, thanks to Meeting Coordinator Ron Doss and his committee. Besides wall-art and antiques strategically placed, the room was festooned with live parlor palms. Space heaters were used in to warm the area. A good team of volunteers helped get the car placards printed the night before the show as it was questionable which cars would arrive the next day. Conrad was tending the registration table and recalls the feeling that the floodgates opened when everyone wanted to register at the same time! He adds that all in all, it was good to see many of our friends from various corners of the United States. Tours included the Museum of Flight in Seattle and antique shopping in Snohomish. Several private collections were also visited via bus. Fifty-eight Classics were on display with twenty-five being judged.

2008: Stan Dickison was the Director when the Annual National Meeting came back to town for the third time. Stan's wife Val, co-

chaired the event and they were backed by a solid PNR crew of volunteers. We thought we had a break-even budget but somehow managed to put money in the bank after the event. This was an added bonus. By obtaining sponsorship from companies such as SAFECO Insurance, Hyman, Ltd and Hagerty Insurance, plus a few anonymous donations from our members, we offset some of our expenses. Bill Deibel's friend Charles Finkel of The Pike Brewing Company donated beer for one event. A wholesale nursery in Snohomish sold us table ferns at cost. Goodwill Industries provided a free vintage fashion show with registrants paying only for their lunch. A large heater was rented in add more warmth to the hotel's garage. We actually held our first night's dinner in the garage and many ladies wore their furry coats and mittens. Sixty-eight Classics were parked in the garage. Thirty-one were judged. We are known here for our members opening the doors to their fabulous collections. 2008 did not disappoint with tours to the collections of the LeMay Family; Ken McBride; James Raisbeck; Craig Watjen; John Shirley; Greg Whiten; Suite 200 (now Club Auto) and Peter Hageman. A tour also went to the Museum of Flight.

It is a lot of work for a region, as well as additional work for the staff at the National Office, to host an Annual National Meeting. The event can financially devastate a region if not properly managed. The Pacific Northwest Region should be very proud. We have put on three great Meetings without "breaking the bank" and are a stronger organization as a result. Kudos to us!

100 POINT CARS

1985

1934 Packard Super 8 Coupe Roadster
owned by Larry Justice

1932 Duesenberg J Tourister Durham
owned by John Mozart

1995

1932 Packard Sports Phaeton
owned by Zack Brinkerhoff, Jr. of Colorado

1934 Packard Victoria Convertible
owned by Jerry Greenfield

1932 Lancia DiLambda Phaeton Viotti
owned by Noel Thompson of New Jersey

1935 Bentley 3 ½ litre Coupe Burney-Nutting
owned by Stan Dickison

1936 Rolls Royce 25/30
Sports Saloon James Young
owned by Dr. Willard Larson of Seattle
(the restoration was a gift from his son Chris Larson)

1928 Stutz Cabriolet
owned by Jerry Hanauska of Oregon

1929 Deussenberg LWB convertible sedan
Murphy owned by Glenn Mounger

2008

1937 Rolls Royce 12, P111 Convertible Sedan
owned by James Raisbeck

1933 Chrysler 8, CL Imperial
Convertible Roadster, LeBaron
owned by Dr. Ed Rittenhouse

1938 Alpha Romeo 6C2300MM Coupe Touring
owned by David Smith

1948 Alpha Romeo 6C2500 coupe Cometzone
owned by David Smith



*Only in Seattle in January does one dine amongst Classics
parked in a semi-heated garage wearing a parka!!*

2014 Annual CCCA Meeting January 8-11 Waldorf Astoria Hotel Naples, FL

Attend:
Annual Meeting
Grand Classic
Tech Session

Tour:
Muscle Car City
Edison-Ford Winter Estate
Collier Automobile Collection
Botanical Garden

Enjoy:
Murder Mystery Train Dinner
Princess Sightseeing Cruise
Cocktails, Dinner and Dancing

Editor's Note: If you haven't attended a National Annual Meeting (or even if you have), this could be the year to do so. Naples is lovely in January (and Seattle is not so lovely) and the Florida region has arranged wonderful venues for the event. More information at <http://www.classiccarclub.org>

