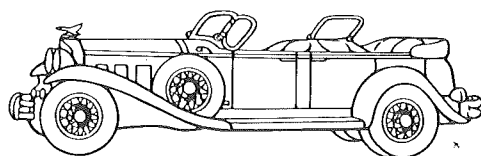
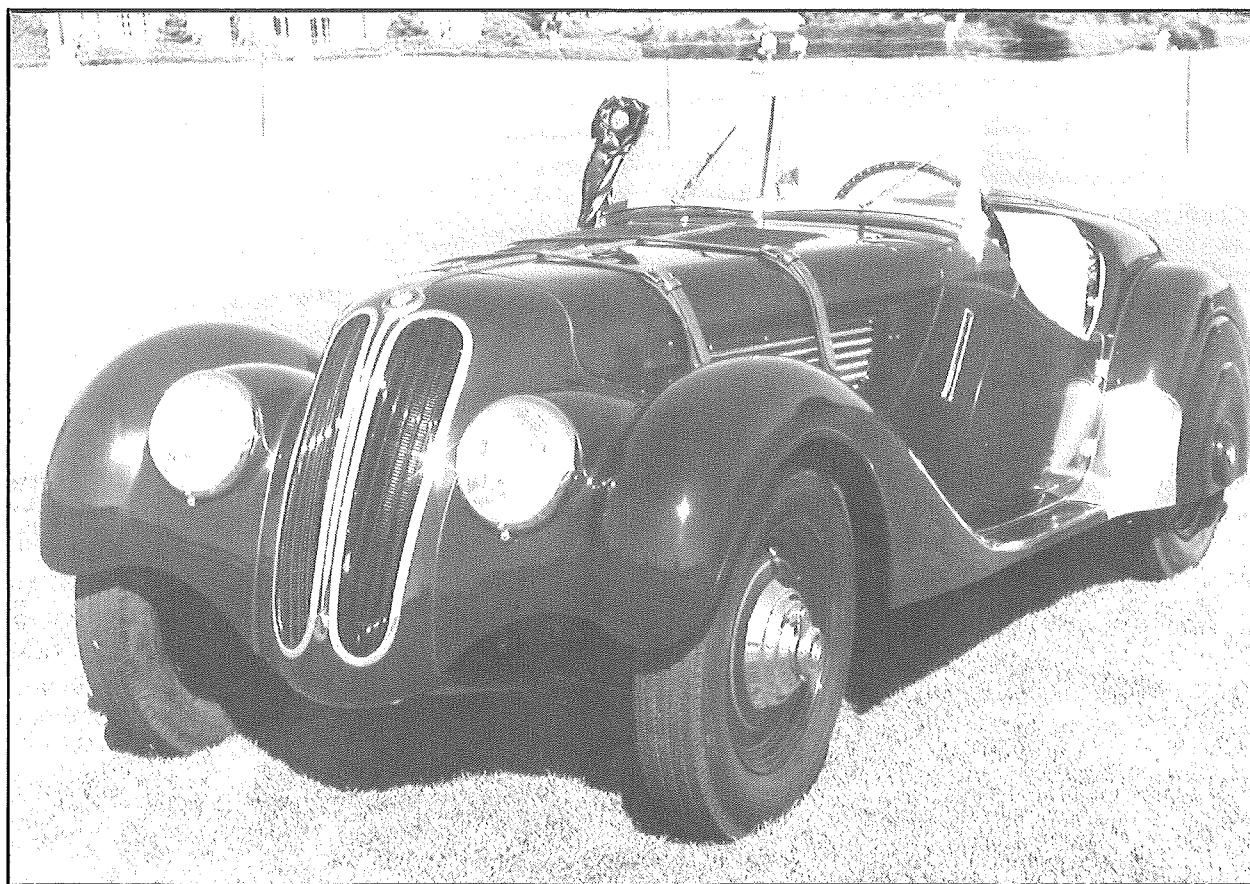


BUMPER GUARDIAN



**Pacific Northwest Region
CLASSIC CAR CLUB OF AMERICA**



SPRING 1989

PACIFIC NORTHWEST REGION
C.C.C.A.

Separator line of squares

BOARD OF MANAGERS

Table with 3 columns: Name, HOME, WORK. Rows include Gerald Greenfield (Director), Edward Rittenhouse ('91 Assistant Director), Dennis Aker ('89), Tom Crook ('89), Noel Cook ('90), Robert Gerrity ('90), Jack Goffette ('90), Sissy Madden ('91), John McGary ('91), Lee Zuker ('89), Phil Grisham (Past Director), Elizabeth Linke (Treasurer), Ted Barber (Secretary), and Walt Johnsen (Membership Chairman).

The Board of Managers holds a dinner meeting the first Wednesday of each month at Latitude 47 (Topside Room), 242 Westlake Ave. No., in Seattle at 6:30pm. Club members are encouraged to attend.

Separator line of squares

TECHNICAL ADVISORY COMMITTEE

The following Club members have agreed to act in an advisory capacity regarding Classic marques in which each has particular knowledge and expertise. Please feel free to call them for information or assistance with a problem, within considerate hours of the day or evening. If there are other members who would like to field questions on their favorite Classics, please call Director Gerald Greenfield.

Table with 3 columns: Name, HOME, WORK. Rows include Richard Adatto (Delahaye), Denny Aker (Cord), Noel Cook (Jaguar), Bob Gerrity (Restoration Project Planning), Gerald Greenfield (Lincoln), Norm Herstein (Rolls/Bentley), Larry Justice (Packard), Bob A. LeCoque (Cadillac/LaSalle), David Lewontin (European Mechanical), Sig Linke (Mercedes), Sissy Madden (Bodywork & Paint), and Walt McDaniel (Pierce Arrow).

Separator line of squares

COVER PHOTO: John and Nancy Martin's 1938 Fraser Nash BMW Model 328. Shown at Pebble Beach in 1988, this beautiful red car was awarded a 2nd in European Sports and Racing Class. A history and restoration article written by the Martins is forthcoming. Photographed by Bob Gerrity.

BUMPER GUARDIAN: The Bumper Guardian is the official publication of the Pacific Northwest Region of the Classic Car Club of America. The Pacific Northwest Region was granted a chapter in 1963. The Bumper Guardian is published seven times each year.

EDITOR: Louise Gerrity, 28048 - 13th Ave. S., Kent, WA 98032 (206) 941-2043

DIRECTOR'S MESSAGE



the highest point Classic (97 point minimum). These changes should have a very positive effect on judging results. By the way, the new lead crystal trophies are absolutely gorgeous and are another benefit of participating in the national judging events.

A special thanks to all participants at the 1989 Coming Out Party. Eight elegant Classics were unveiled accompanied by a few surprises. Thank goodness for Jack Goffette! What would a Coming Out Party be without him! Looking forward to seeing your Classics on the road.

Best Wishes,

Handwritten signature: Gerald Greenfield

NEW CLUB TREASURER

The winds of change blew over the Club Treasurer's position in March, when Betty Linke volunteered to assume those responsibilities; this in response to Bob LeCoque's request that someone else take over the job he has held for five years. Betty and Sig Linke have been active members of our regional Club since 1970. They own two classic Mercedes Benz automobiles, a 1937 540 K and a 1928 "S" Torpedo Brevette, which they both tour and show at CCCA events. They are long time members of the Mercedes Club, where both of them have served as President, and Betty as Treasurer. She also manages the office at their business, European Motors. With the above background we think Betty will do a great job as treasurer for the Club!

To Bob we offer our gratitude for a long tenure of volunteer service as Treasurer. To Betty, we truly appreciate your stepping in where your experience will surely be of benefit to the Club. Thanks from all of us!

LG

NEW MEMBERS

We are delighted to welcome the following new members and look forward to meeting all of you at upcoming events. Please don't hesitate to come with or without a Classic. A good many of our most active members joined this Club with no car yet or one in baskets! Just bring yourselves, your interest in Classics and lots of enthusiasm. See you soon!

Table with 3 columns: Name, Address, Car. Rows include Dave & Dorothy Fluke, Terry & Barbara McMichael, Doug & Sharon James, Fred & Sandra Haas, Terry Sarkkinen, Frank Starr, Robert Larrabee, and new members with their cars.

GENERAL PETROLEUM MUSEUM DRAWS LARGE TURNOUT

Was it Jeff's tremendous collection of petroleana or Susan's fantastic food that drew a crowd of about 60 people to a mid-week General Membership Meeting and tour at the Petroleana Museum in Seattle? We may never know the answer to that, but we do know that for the second year in a row this combination was a success!

Chaired by Sissy Madden this year, the evening proceeded through cocktails, dinner, Board and General Membership meeting, talk about petroleana by proprietor Jeff Pedersen, dessert and coffee and awarding of door prizes. Backing up to the meeting, it was relatively short and introduced three topics for consideration. The first concerned the need for a Technical Advisory Committee, a suggestion which was well received and has now been acted on. Second was the need for someone to help with the procurement of advertising to help support the cost of publications. This did not result in any immediate volunteers. Third issue was the amount of interest in having more general membership meetings during the year. This appeared to be favorably received.

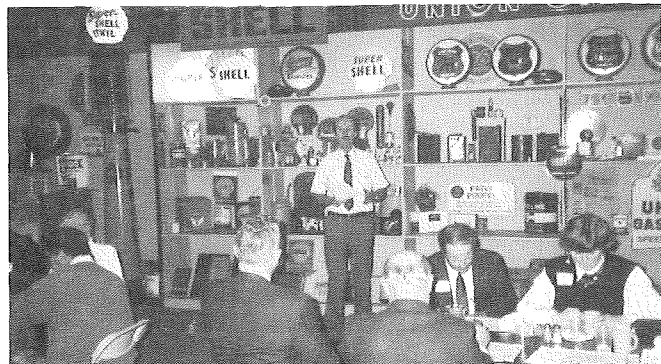
Jeff then gave a talk on his favorite subject of Petroleana. No matter how many times one hears him speak on the subject, he always seems to have new material to offer. This time he talked about trends in values of petroleana, and what caused these trends. He also cautioned those purchasing old gas station signs and equipment to be sure they know what they are buying. Reproductions which have been treated to look old are becoming quite common and of course have no antique value, only decorative. Jeff also offered to assist anyone who would like to call him with questions prior to buying an item such as this which appears to be original.

Coffee and dessert at the General Petroleum Museum should not be ignored, diet or no diet! Coffee with a hint of cinnamon, and a wide choice of Susan's own desserts are something you will not soon forget! While enjoying this finale to the dinner, the door prizes were given to anyone finding a ticket taped to the bottom of their chair. Nancy Martin and Al McEwan each won a small replica of a Classic car and Anne Long received a poster commemorating the Classic car series of postage stamps issued last summer.

It was a fun gathering of members and guests. Al Litke from Alberta brought six guests along with him which was undoubtedly a record for the evening. We were happy to have all guests who joined us, and encourage members to bring guests more often. Many thanks to Sissy who ran this event which, incidentally, came out in the black with a little to spare for the Club treasury. Well done, Sissy!

Pictures by Bob Gerrity

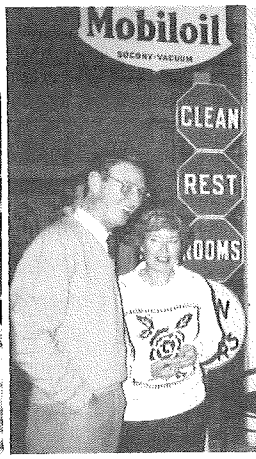
Editor



Director Greenfield presides.



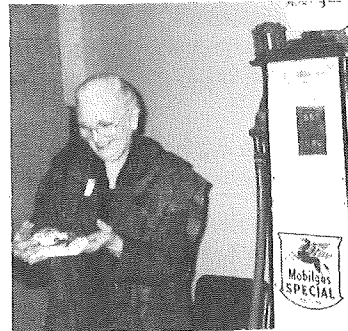
Susan Pedersen carves the roast beef!



Don and Arlene Wohlwend



Door prize winner Al McEwan



Door prize winner Nancy Martin



Door prize winner Anne Long

LUNCH BUNCH MINI TOUR

A little mist of rain failed to daunt an eager group of Saturday Lunch Bunch regulars and guests who drove their Classics to lunch at The Blockhouse on April 22. After a relaxed and congenial meal, the procession headed out toward their first stop, Tommy Crook's showroom. This was a private showing of his large number of Classics recently acquired, and many not seen before in this area. What a gorgeous array! Thanks, Tom for the opportunity to wander and admire these beauties before they leave for new homes elsewhere.

With five classics leading the way, we next toured to the East Hill of Kent where Patterson's Old Car Factory dominates a lovely five acre piece of property. Here we parked in front of an old time "filling station and garage" - remember when that was where gas was pumped for you and you had flats fixed? This working replica is filled with all manner of petroleana and auto related items of interest. Prominently featured is a rare and outsized cast iron white eagle which was once an advertising promotional for White Eagle gas, and is a recent addition to this collection.

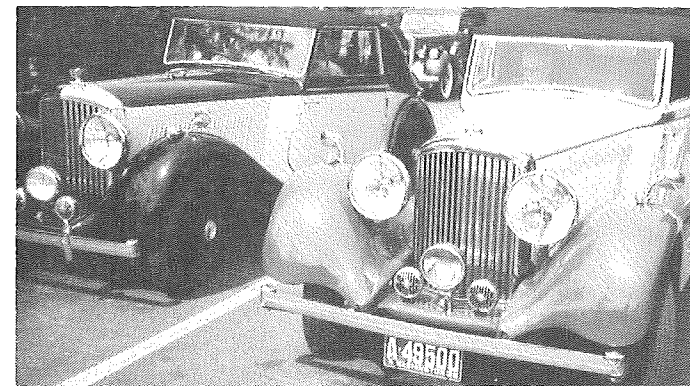
Clare Patterson, developer and proprietor of this establishment, is already restoring cars in the partly finished shop area, and at the same time is building and restoring several other buildings, nearby, one of which is a two story barn with wood plank floors. He gave a short talk about how he got interested in old cars while living in the midwest, and what he hopes to accomplish at Pattersonville, as the sign at the end of his driveway designates. He also issued a blanket invitation to the annual Pattersonville Old Car Social held the Sunday preceding Labor Day. More on that later.

Many thanks to Gerald Greenfield, who with an assist from Bob Gerrity, planned and executed this tour. Club members and guests who enjoyed it were:

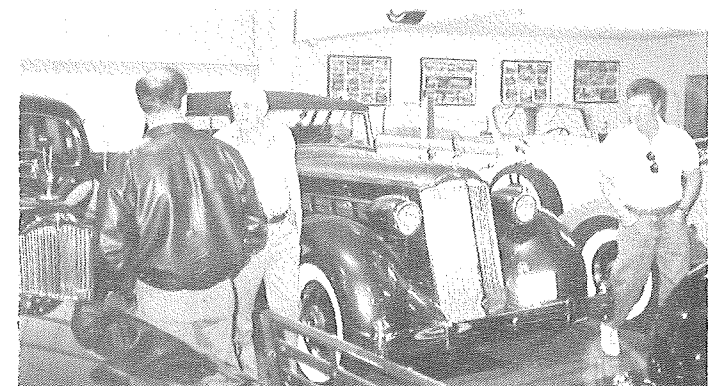
Gerald Greenfield, Tour Chairman
Hal Meden and Joan Royale
John Kane
Stan and Valerie Dickison
Phil Grisham with guests Ron Danz and Judd Marten
Ted and Beth Barber

John and Sissy Madden
Don and Carol Reddaway, son David and friend Jeff
Bob and Roberta Ouderkirk
Ed Rittenhouse
Bob and Lou Gerrity

Editor



Bentleys at the Blockhouse: Hal Meden's '38 Bently 4 1/4 Ltr., DH, Vanden Plas, and Sissy and John Madden's '35, Derby, 3 1/2 Ltr., DHC, Park Ward.



Ed Rittenhouse, Hal Meden and John Kane browse among Tommy Crook's Classics.

General Petroleum Meeting Continued from Page 3.



Jeff prays for a perfect original gas pump! Getting primed for a great dinner!



PNWR Classics at the Old Car Factory.

Photos by Bob Gerrity 4



ANNUAL COMING OUT PARTY

One hundred and eighteen members and guests arrived at the Seatac Marriott the evening of March 25 to watch the presentation of eight Classics, new to their owners or recently restored. While the assembled Classic lovers wined, dined and talked cars, these polished beauties from earlier years waited quietly under wraps for their moment in the spotlight. After an introduction was made by each owner or presenter, finally off came the car cover and each glistening Classic was revealed. When all were uncovered, the crowd wandered around the perimeter of the room, in and around the eight cars, savoring the elegance and aura of importance which Classics tend to exude!

A lovely display and a thoroughly enjoyable evening. Thanks again this year to Gerald Greenfield who once more chaired the event and acted as Master of Ceremonies, and a round of applause to all the owners who prepared and showed their cars. We managed to get pictures of all the cars for those of you who missed the event, but we are sorry to have missed a few presenters. Next year come see those beautiful Classics first hand and in full color.

Editor

Car photos by Sherry Valpey. People photos by Bob Gerrity



John Martin



Roy Magnuson



Jack Goffette



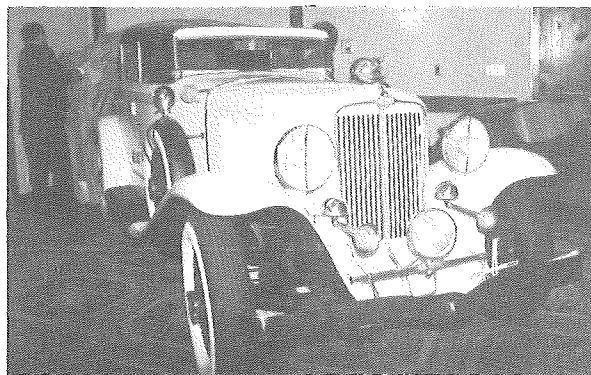
Jim Raisbeck



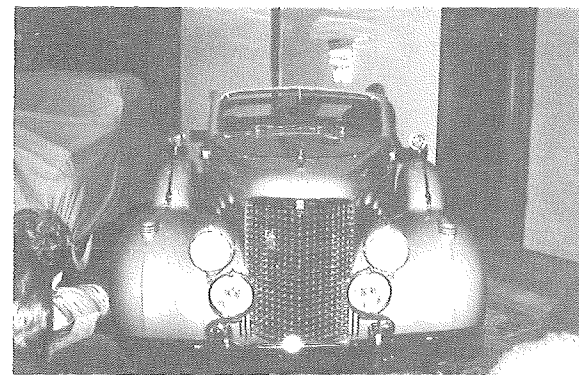
Gordon Cochran



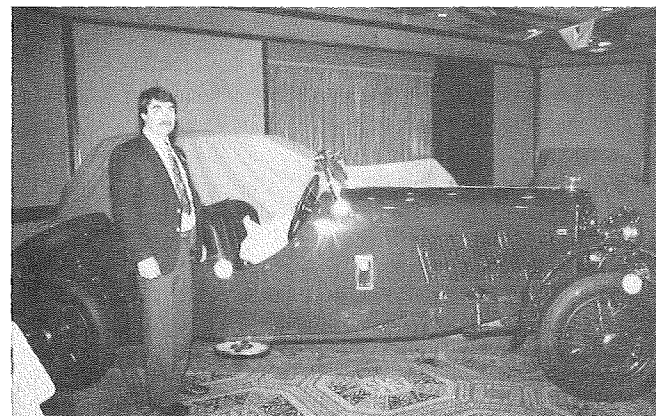
Carl Bomstead & Gordon Apker match (N/C) ties.



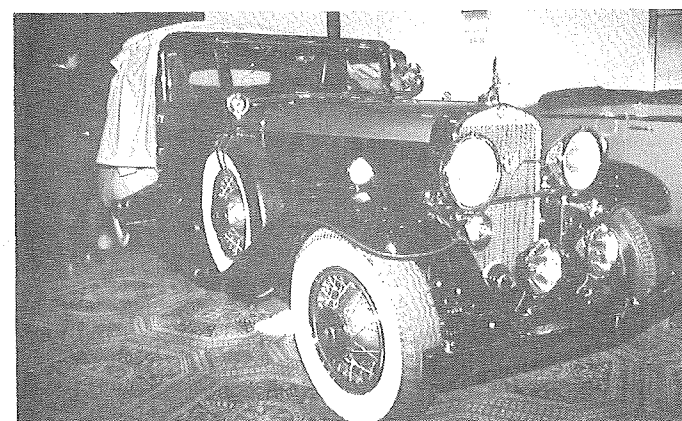
Carl Bomstead's 1932 Auburn 8, 8-100A, Cabriolet. This car was owned for 24 years by Mort Bullock, Past National Director of CCCA.



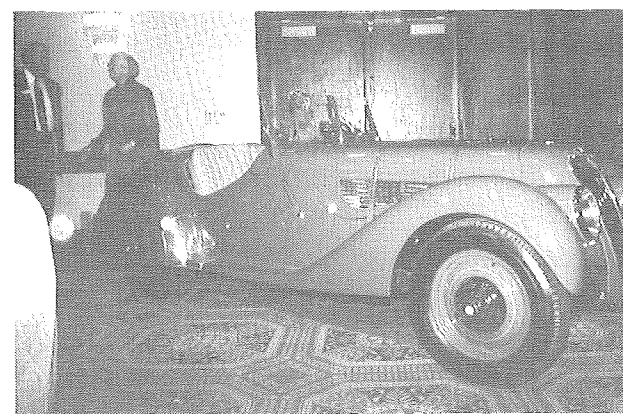
Gordon Cochran's 1938 Cadillac V-16, 90, Convertible Coupe, Fleetwood. 10 cars produced. 100 point car at Hershey 1980.



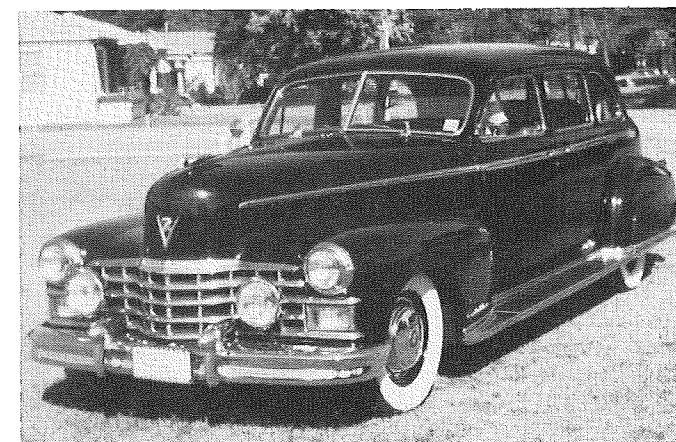
Roy Magnuson's 1937 Bentley 4 1/4 Speedster. Languished in a museum for many years. More recently owned by Jack Goffette.



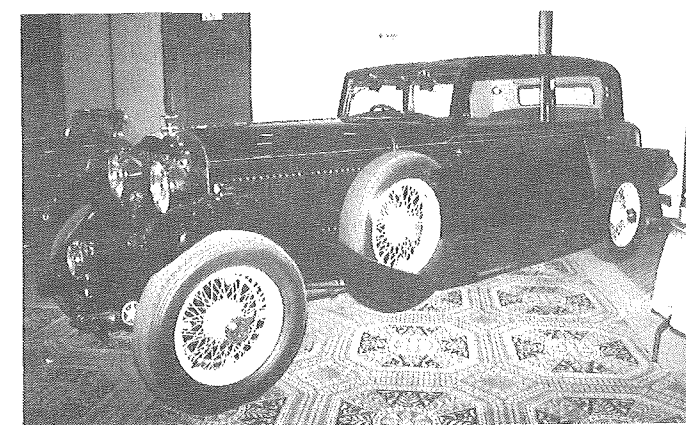
Ed Rittenhouse's 1931 Cadillac V-12, 370-A, Convertible Coupe, Fleetwood. 2nd in Open Classics - Pebble Beach '88



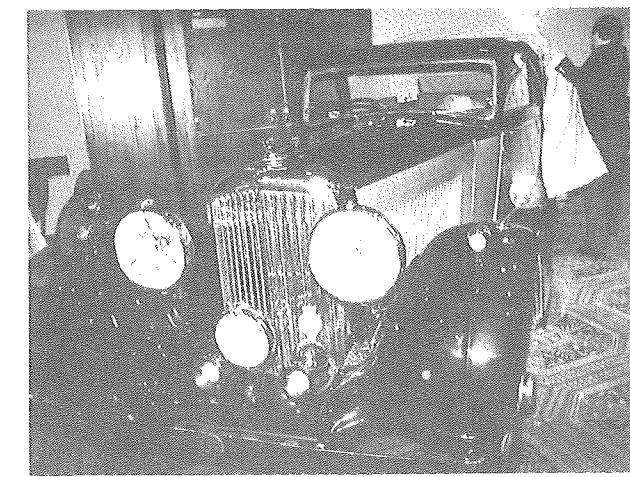
John and Nancy Martin's 1938 BMW/Fraser Nash, 6, 328, Roadster. 2nd in European Sports & Racing Class, Pebble Beach '88.



Jim Raisbeck's 1948 Cadillac, 7533X, Imperial Formal Sedan, Fleetwood. Number 34 of 34 built. Mostly original.



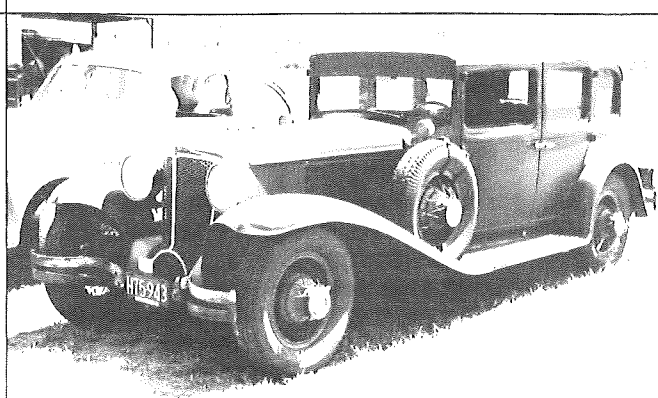
Dick Hooper / Al McEwan's 1931 Bentley 6, 8 Litre, Sports Saloon, Mulliner. 3rd in European Classics '25 & Montagu of Beaulieu Trophy Pebble Beach '88.



Jack Goffette's 1937 Bentley, 4 1/4 Coupe, Park Ward. Filled no-show spot at Coming Out Party, day after arrival from Illinois.

A Classic with a Pull == The L-29 Cord

by Robert Fabris



1930 Cord L-29 Sedan Owned by Phil Dumka, Natick, Mass. Photo., P. S. de Beaumont.

When I purchased my L-29 Cord in early 1951, I began to dig through the technical journals of the early thirties in order to gain assistance in understanding the car, as I believe most restorers do. Here and there I would pick up bits and pieces of information on the background and development of the car, the company building it, and the driving force behind it all, Errett Lobban Cord.

As a matter of background, the Auburn Automobile Co. was formed in 1900 by Charles and Morris Eckhart, who had been building carriages since 1874 under the name of the Eckhart Carriage Co. A small number of cars were locally delivered the first few years, and in 1903, a single-cylinder runabout was shown at the Chicago Automobile Show. The cars were sold primarily as local items until 1919, when a change in ownership resulted in an expanded sales and advertising program. This evidently was not sufficient to keep the company out of the red, and E.L. Cord was invited to Auburn to help get the company on its feet.

Born in 1894, Cord spent most of his childhood travelling about in the mid-West. He was 16 when he started his automotive career, and after nine years was a salesman in Chicago for the Moon people, starting at \$35. a week. By 1924, when only 30, he was making about \$30,000. a year. This meteoric rise was noticed by the Auburn management, and in June of 1924, he received a free hand to pull Auburn back into the black ink. He started by selling some 700 obsolescent cars then on hand at rock-bottom prices, and brought out a new model for the 1925 show. Cord became Vice-President and General Manager, with 20% of the profits and options to buy stock at \$20 a share. By 1926, he was made President, having 70% of the stock. Auburn began to acquire supplying companies, such as Lycoming Motors, Limousine Body, and Duesenberg, Inc. Fred and Augie Duesenberg had tried to bring out a passenger car -- the Model A -- but were not too successful. Cord thought that they had the right idea, and gave them full back-

ing in the design of a brand new car. This appeared in 1929 as the Model J. The Auburn cars were leaders in their field with the straight 8, four wheel hydraulic brakes, and the Duesenberg - designed LGS free-wheeling system.

A rash of front-drive cars appeared on the market in 1929, but it was the CORD that had a fully tested design. It had been run on the tracks all over the country in prototype form as the excellent invention of Harry Miller (who is perpetuated on the bricks of the Offenhauser engine). This proven design, with the addition of a new constant-velocity universal joint developed by C. W. Van Ranst, was used almost without change in the production car.

The use of the standard Auburn 120 engine, created an immense hood length, even with the last cylinder in the driver's compartment. The straight eight, with transmission and differential in front of it placed the windshield just one foot short of being in the center of the car. No foolishness here, there was nothing but machinery under that hood -- the battery had to be placed under the right fender. The car had a minimum of unsprung weight -- an I-beam dropped rear axle and brake drums, and the front axle and outer U-joints, as well as the wheels, was all. Everything else was carried by the four cantilever springs in the front, and the two half-elliptics at the rear. The front arrangement is essentially a De-Dion swinging axle type, tied by a tubular bar which passes around the front of the differential. The dropped rear axle allowed the use of a flat frame, and enabled the rear seat to be at the same level as the front. This frame was the first to use the now-popular X-type construction. It was of massive construction, to keep frame twist to an absolute minimum. The bodies could be of lower overall height since there was no drive shaft or large rear axle, and so were no more than 60 inches high, even though the interior headroom had not been sacrificed.

What had been sacrificed though was front seat leg room for the driver. One has the same feeling in an MG, of not having quite enough room. The engine's protrusion into the driving compartment effectively cuts into the available leg room, and also eliminated the possibility of carrying three adults in the front seat. In general, the driver gets a cramped feeling, his legs are not in the best position, the back of the seat curves around his left side, and the door is up to his shoulder. He is submerged in this gigantic machine. However, when underway, one is reassured in having this massive car around him, he becomes a part of it, and it becomes a joy to drive.

The two open bodies -- a cabriolet and a convertible sedan -- had Spanish leather upholstery, while the two closed cars had the fine broadcloth then in vogue. These latter cars were the Sedan and the Brougham,

or four door cars with three and two windows per side respectively. These were the only factory bodies built, but of course, there were a number of custom bodies built by outside firms; Murphy, Hayes, and La Grande here, and Weymann and Freestone and Webb abroad, to name a few. These bodies are a joy to behold, for they generally have sloping windshields and reduced headroom which enhances the long-low look already present in the stock bodies.

Lockheed hydraulic brakes were used all around, with mechanical hand brakes on the rear drums. A firewall - mounted reservoir held almost a pint of brake fluid. A Bijur lubricator was standard. On the dash, all the usual items were present, as well as an oil level indicator. Two cowl ventilators opening forward were in the top, and two rearward opening vents were located in the sides of the cowl. The windshield on the open cars is a vertical stationary one, while that on the closed cars could be made to open at the bottom. Robe rails, courtesy lamps, back up lights, rear smoking sets (in the Sedans) were all standard equipment.

When it became apparent that the world was not ready for the Cord, the project was dropped. This was in early 1932, after some 4400 cars had been built. No appreciable changes had been made during its short-lived career, save to increase the engine bore in late 1931.

There are a fair number of L-29's about, but the number restored and being shown can be counted on the fingers of one hand. The uniqueness of these cars and their reliability after a good restoration coupled with proper lubrication upkeep should make them one of the more sought after classics, but for some reason, such is not the case.

The question of roadability and handling of a front-drive car comes up every so often. To a person who is used to the characteristics of the front-drive car,

driving it is a pleasure. A person used to a normal rear drive car has to learn a new set of rules and reflexes in order to adequately control an f-d car. This new system comes into effect when making a corner at speed. Assume a curve which can be taken by an average r-d car at 55, after which it would start to drift. Due only to the fact that a f-d car is usually built as a sportscar, it has better handling qualities because of the suspension system, distribution of weight, and low unsprung weight. I can therefore make the turn at a somewhat higher speed, say 65, before it will drift. But because the power is applied to the front wheels, and in the direction in which they point, and not tangent to the curve as in a r-d car, the f-d car will be able to negotiate the curve at a still higher speed -- say 75 -- since the body, which is behind the driving force, merely trails along. Theoretically, as long as there is additional power available to the front wheels, the curve can be taken at higher speeds. Actually, however, centrifugal force which continually acts transversely at the king-pins, will overcome the sidewise resisting friction of the tires, and the front wheels will then skid. At this point the car is practically lost, and very little can be done to restore traction.

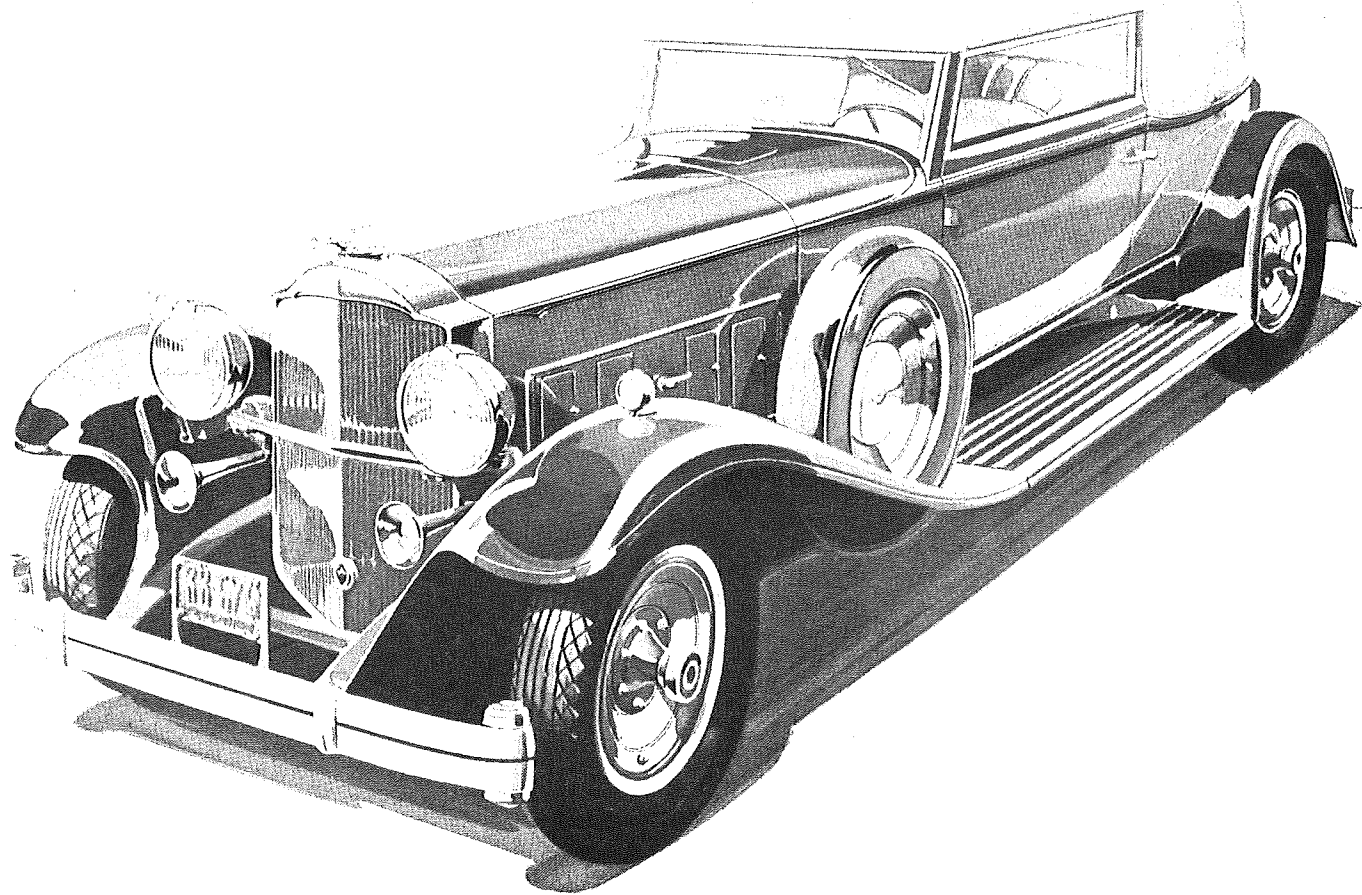
The driver of a r-d car when feeling his car drift in a turn will reduce speed by letting up on the throttle. This technique can be disastrous in a f-d car. Releasing the throttle will cause engine compression to slow the front wheels. This braking force applied to the front wheels, coupled with the centrifugal force acting at the center of weight of the car can overcome the sidewise friction of the tires, especially at the rear, and the body will pivot about the king-pins, winding up in the ditch. To avoid this, the simple way is to de-clutch before letting up on the gas.

[This article was reprinted from the October 1955 VMCCA Bulb Horn.]

This summer's "SHOW ME MISSOURI CARAVAN" will be hosted by The Spirit of St. Louis Region, August 11-18. We are told that this is shaping up to be the largest in the history of the Club! All stop-overs will be at least two nights except the last, children 12 or under will ride for half-price, much of the traveling will be on your own as opposed to in-line caravanning. For reservations and more information write Joel Haffner, 10417 Liberty Avenue, St. Louis, MO 63132.

CORRECTION: In the '89 Roster, the phone number on Red Rowe's business card was shown incorrectly. Please change to 854-2514. Our apologies to Red!

Ask the man  who owns one



IN THE new Convertible Victoria for five Packard has anticipated the desires of a discriminating clientele. Preference in body styles in the past has swung from open cars to closed—but now open car smartness combined with closed car comfort is meeting with wide appreciation. And so Packard offers the Victoria, which, with the Coupe-Roadster for two or four and the Sedan for five, provides an exceptional choice of convertible models to buyers of either the Packard Eight or the Packard Eight De Luxe. ¶ In all, the new Continental Packard

Eights are available in a complete range of twelve body types. All have longer wheelbases, wider tread, lower and roomier bodies. Power is greater, smoother, quieter. Four-speed, synchro-mesh transmission provides greater driving ease. While the new Packard *Ride Control*—dash-adjustable shock absorbers—insures supreme riding comfort whatever the road, load or temperature. The new Packard cars are more beautiful, more distinguished, more luxurious than ever—and their riding ease is unmatched throughout the world of fine cars.

P A C K A R D

EDITOR'S NOTES -



Along with the flowers, the nice weather and the yardwork comes our peak season for touring, showing, competing and lots of spit and polish. A look at our activities calendar shows several events coming up in the next month or so here in our own region. The Land, Sea and Air Rendezvous at Port Ludlow, June 23-25th, is one of the best of the year, with Classic car and boat owners, and antique airplane owners all gathering at one weekend event - a unique experience! Of course July 4th brings the annual old time parade at Yarrow Point, where you are welcome to parade your Classic or antique, and later the same day the 2nd Annual Cougar Mountain Hillclimb to Tom and Susan Armstrong's home at the top. A great way to celebrate The 4th! The 1989 Grand Classic season has already begun with Southwest and Southern having hosted theirs on April 22 in advance of the heat! On July 8th five more regions will host Grand Classics.

Those of you who are interested in buying or selling a Classic may want to know of a new resource. Consumer Auto Resale Show (C.A.R.S) now appears at 8:30 AM on Saturdays on KTZZ Channel 22. Jim O'Brian and Dan Gibson have just begun to air this showcase of cars, on which for \$39.95, your Classic or (N.C.) may be viewed by thousands. For more information call (206) 820-AUTO

As mentioned earlier in this issue we truly need the help of someone who would enjoy handling the advertising for this publication. No special skills are needed, just a willingness to contribute a few hours to the Club every couple of months. Advertising contributes quite a bit to reducing the cost of putting out The Bumper Guardian so it is an important part of the project.

If you think you would like to give it a whirl, I'll be delighted to tell you what is involved! It's really sort of fun! Call Lou at 941-2043

On more note about advertising. Please let our advertisers know when you have located their services through the Bumper Guardian. This is the only way they have if knowing whether the money they invest with us is paying off. Also, if you have a favorite shop or service which might benefit by advertising with us, please let us know and we will get in touch with them.

ENJOY THE SUMMER SEASON - DRIVE YOUR CLASSIC!

Lou

1989 CALENDAR OF EVENTS — PNWR/CCCA

<u>DATE</u>	<u>ACTIVITY</u>	<u>CHAIRMAN</u>	<u>PHONE</u>
JUN 7 23-25	BOARD MEETING / General Membership Invited LAND, SEA AND AIR, to Port Ludlow.	P. Grisham	(W) 292-6200
JUL 4	FOURTH OF JULY PARADE, Hunts/ Pt., Yarrow Pt. & COUGAR MTN. HILLCLIMB	A. McEwan	(H) 454-3671
5	BOARD MEETING /General Membership Invited		
16	FOREST GROVE CONCOURS, Oregon		
29	SUMMER DANCE	J. Raisbeck	(H) 722-0530
AUG 2 11-18	BOARD MEETING / General Membership Invited ST. LOUIS CARAVAN		
13	APKER AFFAIR	G. Apker	(W) 243-7871
20	PEBBLE BEACH CONCOURS		
27	LeMAY GARAGE TOUR		
SEP 9 23 28-01	DRIVING EVENT & BOARD MEETING, Bainbridge Isle. CENTRALIA SWAP MEET FALL CARLISLE		
OCT 5-7 11 21	HERSHEY SWAP MEET BOARD MEETING / General Membership Invited GARAGE TOUR	J. Mc Gary	(W)682-3840
NOV 1 4	BOARD MEETING / General Membership Invited ANNUAL MEETING	E. Rittenhouse	(H)232-1117
DEC 6 10	BOARD MEETING / General Membership Invited CHRISTMAS PARTY		

ADVERTISING POLICY

The Bumper Guardian will run classified advertising of items and cars for members of the Northwest Region free of charge. Non-members may submit classified advertising at a charge of \$3.00 for the first 40 words and 10¢ per word thereafter per issue.

Business may submit business card-size advertising for \$96.00 per year. First business card ad free. The Bumper Guardian reserves the right to refuse publication of advertising which it deems unsuitable, and will allocate space as it is available.

PER YEAR AD RATES

Full Page	\$480
Half Page	\$280
Quarter Page	\$240
Eighth Page	\$160
Business Card	\$96

Send camera-ready copy to (line copy or stats; 100-line screen for photos) to:

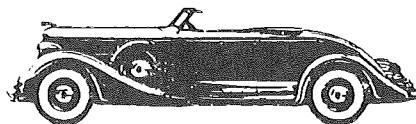
Editor—PNR/CCCA
28048 13th Avenue S.
Kent, WA 98032

Advance payment requested. Make checks payable to: Treasurer, PNR/CCCA. Send to the above address.

COMPLIMENTS OF

CLASSIC COLLECTIBLES

Antique • Classic • Special Interest



1935
Lincoln

Gerald Greenfield

32105 1st Ave. South • Federal Way, WA 98003

206-638-2055 Days

206-862-2830 Evenings

Murray Motor Car

Restoration and Service

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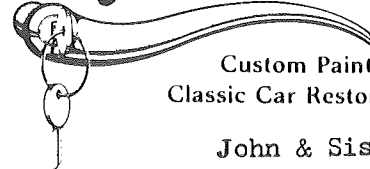
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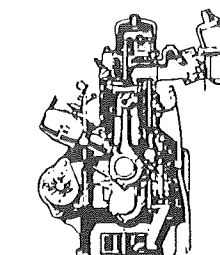
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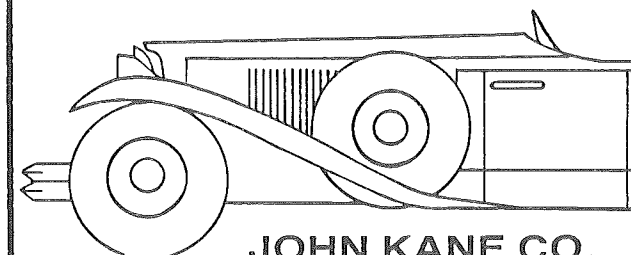
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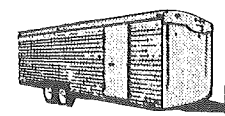
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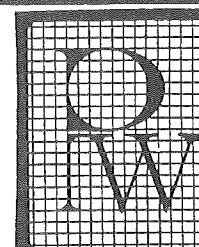
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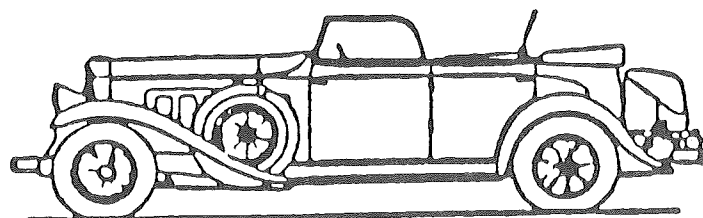
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PA. 1 (800) 552-3535 • OTHER STATES 1 (800) 345-8290 • (215) 748-0567 • (215) 853-1300

Underwritten by Zurich Insurance Co., with offices and claim facilities in principal U. S. cities.

Applicant _____ Date of Birth _____ Occupation _____
Address _____ Zip Code _____

1. List all losses in past three years and moving violations — antique and modern cars.
(Date — Cause — Payment. Include drivers under 25 years of age.)

Operator License Number _____
2. Total Annual Mileage: Club Functions _____ Other Purposes _____

3. Name of antique or car club to which you belong _____

4. List modern cars used for daily transportation (owned _____ or company cars _____)?

5. Where are cars garaged? Construction of garage — brick — frame — fire resistive

6. Has rated horsepower or other specifications been changed? Yes _____ No _____

7. The following coverages are available. Indicate those desired by placing "X" in proper boxes.

☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st Car \$15.00, 2nd \$10.00, 3rd \$5.00

☐ Uninsured/Underinsured Motorist—Rates as required by your State. \$_____ Car 1 \$_____ Car 2 \$_____ Car 3

☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st Car \$18.00, 2nd \$12.00, 3rd \$6.00

☐ Medical Payments of \$1,000: 1st Car \$3.50, second Car \$2.50, third Car \$1.50.

All units in excess of three — NO CHARGE

☐ Physical Damage (Comprehensive Includes Fire and Theft) — Annual Rate \$0.35 per hundred of insurance for each vehicle.

NO DEDUCTIBLE. 25 yrs. or older

☐ Physical Damage (Collision) — Annual Rate — \$0.35 per \$100 of amount of insurance for each vehicle.

NO DEDUCTIBLE. 25 yrs. or older

(Note — Collision is not written as a singular coverage but is available with Comprehensive.)
☐ Physical Damage (Comprehensive Includes Fire and Theft) — \$0.70 per \$100 of amount of insurance for each vehicle. less than 25 yrs.

☐ Physical Damage (Collision \$0.70 per \$100 of amount of insurance for each vehicle. less than 25 yrs.

8. Date this coverage is to be effective _____ Policy Minimum Premium \$15.00

ANTIQUE AUTOS TO BE INSURED

(Include Picture of car if possible)

YEAR	MAKE	BODY TYPE SERIES OR MODEL	SERIAL OR MOTOR NUMBER	PRESENT VALUATION (AMOUNT OF INSURANCE)
1.				
2.				
3.				
4.				
5.				
6.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.

Signature: _____ Date: _____

Note: Your insurance becomes effective upon payment of the premium and acceptance of the risk.

Please sign and forward with your remittance, payable to

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

320 SOUTH 69th STREET
UPPER DARBY, PENNSYLVANIA 19082

