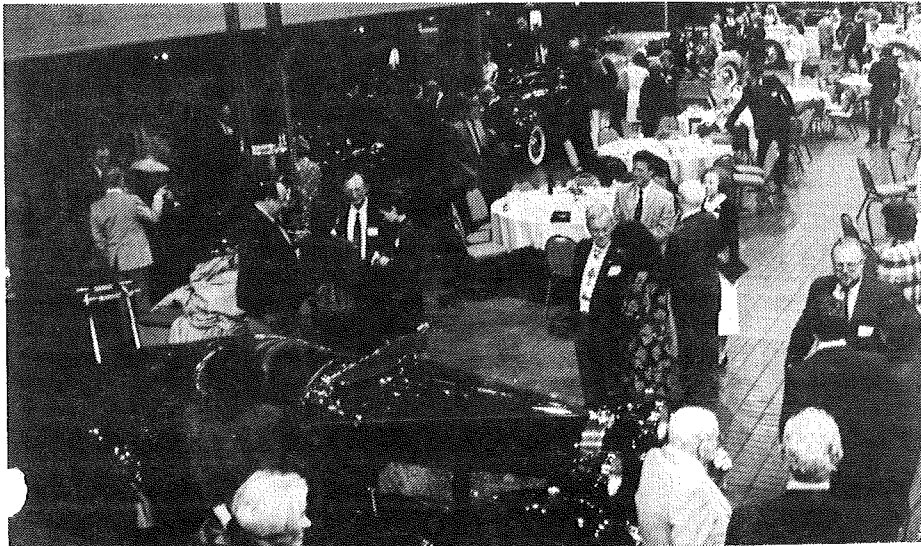


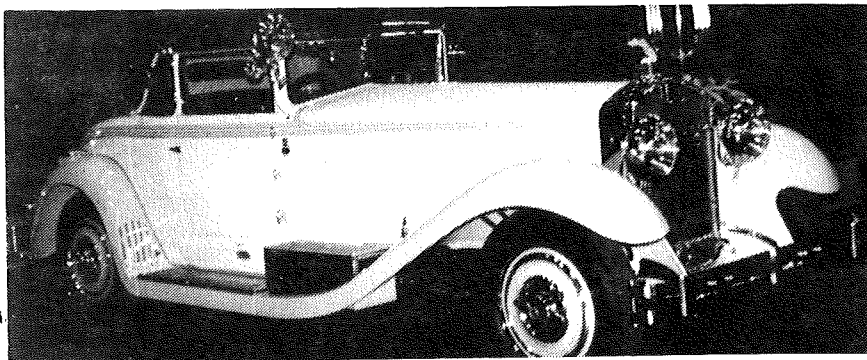
Bumper GUARDIAN



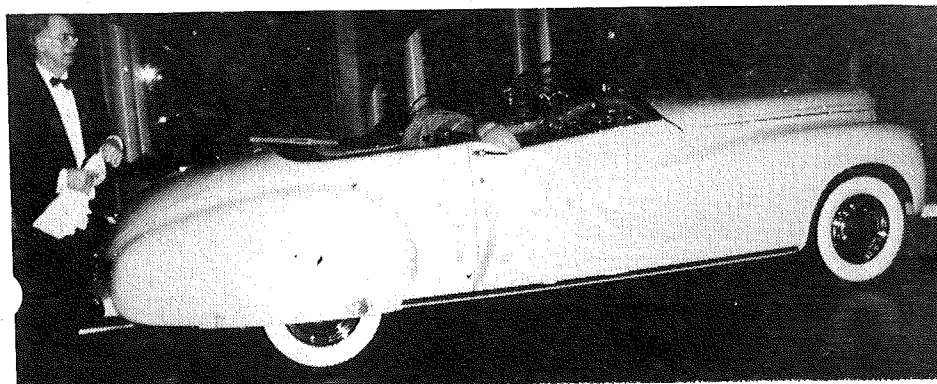
Official publication
Pacific Northwest Region
Classic Car Club
of America



It was time to look over the Region's newest classics at the Coming-out Party. Below is a 1930 Isotta Fraschini Tipo 8A SS convertible recently purchased by members Al McEwan and Dick Hooper. Bottom photo is Tom Sumner with his 1947 Packard Darrin.



All photos by Terry McMichael



Regional cars debut during annual party

The most successful Coming-out Party ever was held at The Atrium at the Design Center on Feb. 23 when 157 people showed up to see the unveiling of nine "new cars."

But first there were a few awards to be handed out.

Director Ed Rittenhouse presented Al McEwan a blue blazer with our new logo. This was given in recognition of all the work Al has done on the CARavans.

The next award was an evening at the Palomino for Glen Mounger for creating the design of our new logo.

And last, but not least, was the William F. Crossett Award to Gerry Greenfield for his 1935 Lincoln 12 K convertible Victoria by Brunn, which was declared the best classic on its first CARavan.

After dinner, Glen Mounger proceeded to introduce the first debutante. The cars were arranged in a circle around the diners so everyone could see the cars easily.

The first was Tom Sumner's 1947 Packard Darrin. The proud owner had originally purchased a similar car in 1949 and then sold it. He was always sorry about this (sound familiar?), and in 1984 found this car, which he restored.

Joe Carmann III introduced his 1941 Packard LeBaron Super 8 Sport Brougham. He said he needed a "winter car!"

Next was Dick Goodwin's turn to unveil his 1941 Lincoln Continental coupe. Dick came to this event for the first time last year. His car has been out only three times in the 13 years he has owned it. Last year, he won first place at the national Lincoln show.

Mounger came back to introduce Gordon Apker's 1941 Packard Bohmann-Schwartz Darrin 180. This is a very rare one-of-a-kind car because of the wood detail.

Ty Long presented his newest project, a

See page 6

Bumper Guardian

Pacific Northwest Region, Classic Car Club of America

The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was granted a charter in 1963. The Bumper Guardian is published every two months: Jan./Feb.; March/April, May/June, July/Aug., Sept./Oct., Nov./Dec. Deadline is the 10th of Jan., March, May, July, Sept., and Nov.

Officers	HOME	WORK
Edward Rittenhouse Director	232-1117	328-2001
Bill Deibel Assistant Director	522-7167	382-2500
Gerald Greenfield Past Director	862-2630	838-2055
Conrad Wouters Treasurer	282-9431	585-5036
Ted Barber Secretary	325-3580	544-5366
Bill Mote Membership chairman	937-3959	477-1549
Barbara McMichael Editor	641-0187	641-0187
Shirley Starr Advertising manager	747-6458	562-7122

Board of Managers

Ed Rittenhouse 1991	232-1117	328-2001
John McGary 1991	522-3727	682-3840
Sissy Madden 1991	323-8226	242-4050
Bill Deibel 1992	522-7167	382-2500
Glen Mounger 1992	842-8485	622-8730
John Kane 1992	328-0433	323-7848
Richard Adatto 1993	286-8325	322-2576
Carl Bomstead 1993	334-5215	637-4185
Don Reddaway 1993	363-8623	543-1300

The Board of Managers holds a dinner meeting the first Wednesday of each month at Latitude 47's Topside Room, 1232 Westlake Ave. No., Seattle at 6:30 p.m. Members are encouraged to attend.

Membership

Regional membership is available only to Classic Car Club of America (national) members and may be obtained by contacting Bill Mote, membership chairman.

Advertising

Advertising policy/rates: The Bumper Guardian will print classified advertising free of charge to members, and at \$3 for the first 40 words and 11 cents per word thereafter for non-members. Display advertising rates are available on a prepaid basis only.

	Cal. year	1-time
Full page (7-1/2" wide x 10" high)	\$480	\$80
Half page (7-1/2" wide x 5" high)	280	50
Third page (7-1/2" wide x 3-1/2" high)	200	N/A
Quarter page (3-1/2" wide x 5" high)	160	N/A
Eighth page (3-1/2" wide x 2-1/8" high)	100	N/A
Business card (3-1/2" wide x 2" high)	95	N/A

Technical advisors

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 phone them for information or assistance with a problem, within considerate hours of the day or evening. If any other members would like to field questions on their favorite classics, please phone director Ed Rittenhouse

	Home	Work
Body work/paint Sissy Madden	323-8226	242-4050
Cadillac/LaSalle Robert LeCoque	226-8313	622-4697
Cord Denny Aker	546-5698	329-5253
Delahaye Richard Adatto	286-8325	322-2576
Duesenberg Gordon Apker	824-2744	243-7871
European mechanical David Lewontin	285-8150	328-4022
Franklin Don Reddaway	363-8623	543-1300
Jaguar Noel Cook	232-6413	443-9424
Lincoln Gerald Greenfield	862-2630	838-2055
Mercedes-Benz Sig Linke	784-8716	622-3406
Packard Larry Justice	242-0428	242-0428
Restoration plans Bob Gerrity	941-2043	941-2043
Rolls-Royce/Bentley Norman Herstein	668-9050	827-7331

1991 offers only tax break for car gifts

The Classic Car Club of America Museum wants your classic cars! Many of you may have considered donating classic cars to the museum in the past, but found that you could not receive any of the tax benefits from such a donation because of the alternative minimum tax rules of the Internal Revenue Code. But this problem has been solved for gifts given during 1991.

Gifts to charity of appreciated property can be deducted from the donor's income tax in amounts of up to 30 percent of his or her contribution base (generally, adjusted gross income). The excess value can be carried forward for the next five years. Since 1986, the appreciated portion of the fair market value of the gift was classified as a tax preference item and could generate an alternative minimum tax (ATM).

This robbed the donor of much of the tax benefit of his or her contribution, and, in the case of gifts of highly appreciated items such as paintings of cars, could result in the donor actually being out of pocket for the gift. (That's a reason so many paintings came on the market instead of being donated to museums, thus allowing the Japanese to buy these paintings.)

In the 1990 tax law, Congress has exempted gifts of tangible personal property -- paintings, cars, stamps, etc. -- when given to a museum to help carry out its exempt purposes for 1991 only.

So, in 1991 there is a one-time window of opportunity to give your cars to the museum, avoid the AMT and get a charitable donation for the full present value of the car.

Any trustee will be glad to help you set up your gift. You may have other complexities to your tax situation, so you should also consult your tax advisor. Don't let this once-in-a-lifetime opportunity get away. You can benefit from it. So can the museum. Make sure your cars are assured of a good home.

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

Editor is Barbara McMichael, 5411 - 134th Ave. SE, Bellevue, WA 98006, (206) 641-0187.

Advertising Manager is Shirley Starr, 1619 - 168th Ave. NE, Bellevue, WA 98006, (206) 562-7122.

Production and mailing are handled by Bill Finefrock, 127 Bugge Rd., Sequim, WA 98382, (206) 681-0511.

Pacific Northwest Region's 1991 Calendar of events

April 27	Grand Classic Judging Seminar at Tom Crook's Museum	Bill Deibel, 382-2500
May 18	The Kite Fly	Jack Goffette, 774-6346
June 15	The Wintergarden Show at Bellevue Place	Richard Adatto, 286-8325
June 20-28	CCCA Caravan Canada	
July 4	4th of July Parade	
July 12-14	The Grand Classic at Bellevue Embassy Suites Hotel	Gerry Greenfield, 862-2630 Phil Grisham, 232-3190 Gordon Apker, 824-2744
Aug. 11	The Apker Affair	
Aug. 18	Pebble Beach	Sissy Madden, 323-8226
Aug. 25	Chandler's Cove	Richard Adatto, 286-8325
Sept. 13-15	"Phantom of the Opera"/B.C. Garage Tour in Vancouver	Bill Deibel, 382-2500
Nov.	Regional Annual Meeting	
Dec.	Christmas Party	

LETTERS

Dear Glen and Barbara:

We thought we would like to put something in writing in regard to the splendid job you did on the Coming-out Party. The setting, to us seemed the best choice for that event since we have been with the Club., the food was good and well presented and the program seemed well organized and flowed smoothly.

We are sure the choice of deleting the hors d'oeuvre table helped the per head cost and consequently may well have influenced the unprecedented attendance numbers. We hope that this will be a consideration for future events, thereby encouraging more member participation.

Congratulations and thanks to both of you for your hard work!

Louise and Bob Gerrity

Dear Regional Editor:

April 15 is fast approaching and with that the necessity of facing up to filing a tax return and probably paying some taxes. Thinking of that makes us all believe that the IRS is not here to help us.

Have you ever heard about the fellow who said, "I'm not from the IRS and I'm here to help you?" Well, believe it or not, for 1991 only, the answer to that question is a surprising "yes!"

For 1991 only, the Congress last fall made it possible for owners of classic cars to give them to the CCCA Museum without having the adverse tax consequences which previously hurt such gifts. (Ed note: See article in this issue.)

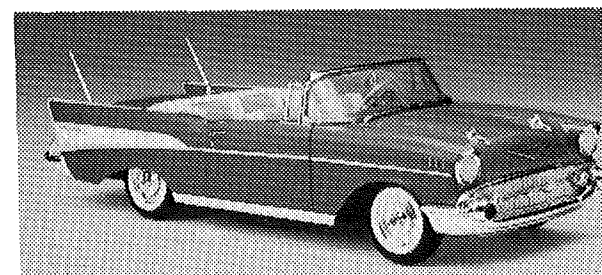
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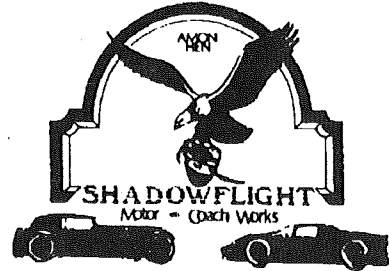
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Forest Grove officials tell Managers about plans



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Ken Gratteri, along with Verne Howell, presented an informal briefing at the February Board of Manager meeting, outlining some of the changes to be made in the Forest Grove Concours.

The concours has been going for 18 years and during this time, the hobby has changed, according to the Forest Grove officials. In view of this, they said, some changes are planned:

1. The sponsoring Rotary has formed a board of seven persons to run the event, and Gratteri is chairman.
2. They plan to downsize the show to 250 to 300 cars; they are losing the southeast corner space of the Pacific University campus.
3. They plan to raise the quality.
4. The "Z" Class will be eliminated. There will be 35 classes with up to 8 or 10 cars each, judged and unjudged. (There will be no limit on Classic classes.)

In the past, no screening was done, allowing such entries as a 1970's Volvo in 1990.

6. In the future, screening will be done, with committee persons actually pre-viewing cars, if necessary. Regional car clubs may be asked to do some of the screening.

7. Judging has deteriorated to "disaster" levels in some cases. They are now soliciting judges from car clubs and have selected Gordon Apker as Senior Judge.

8. There will be more trophies and awards. The Best of Show award will be divided into two time periods: one for pre-World War II cars and one for post-War. There will be an award for each.

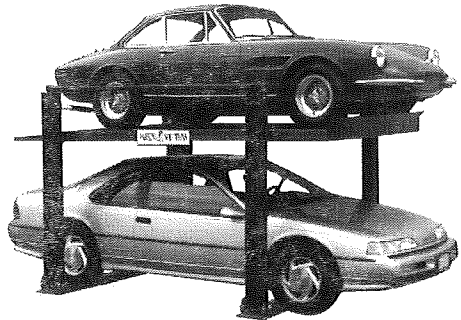
9. Cars are needed from the Seattle area.

10. Each class will be judged according to its own rules.

11. A "generic" class will probably be needed.

12. A fee will be charged for the Saturday evening dinner (which will be upgraded) and a dress code will be encouraged.

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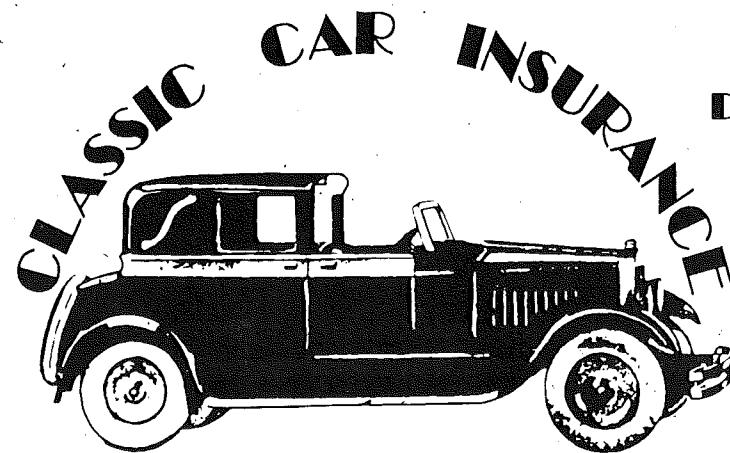
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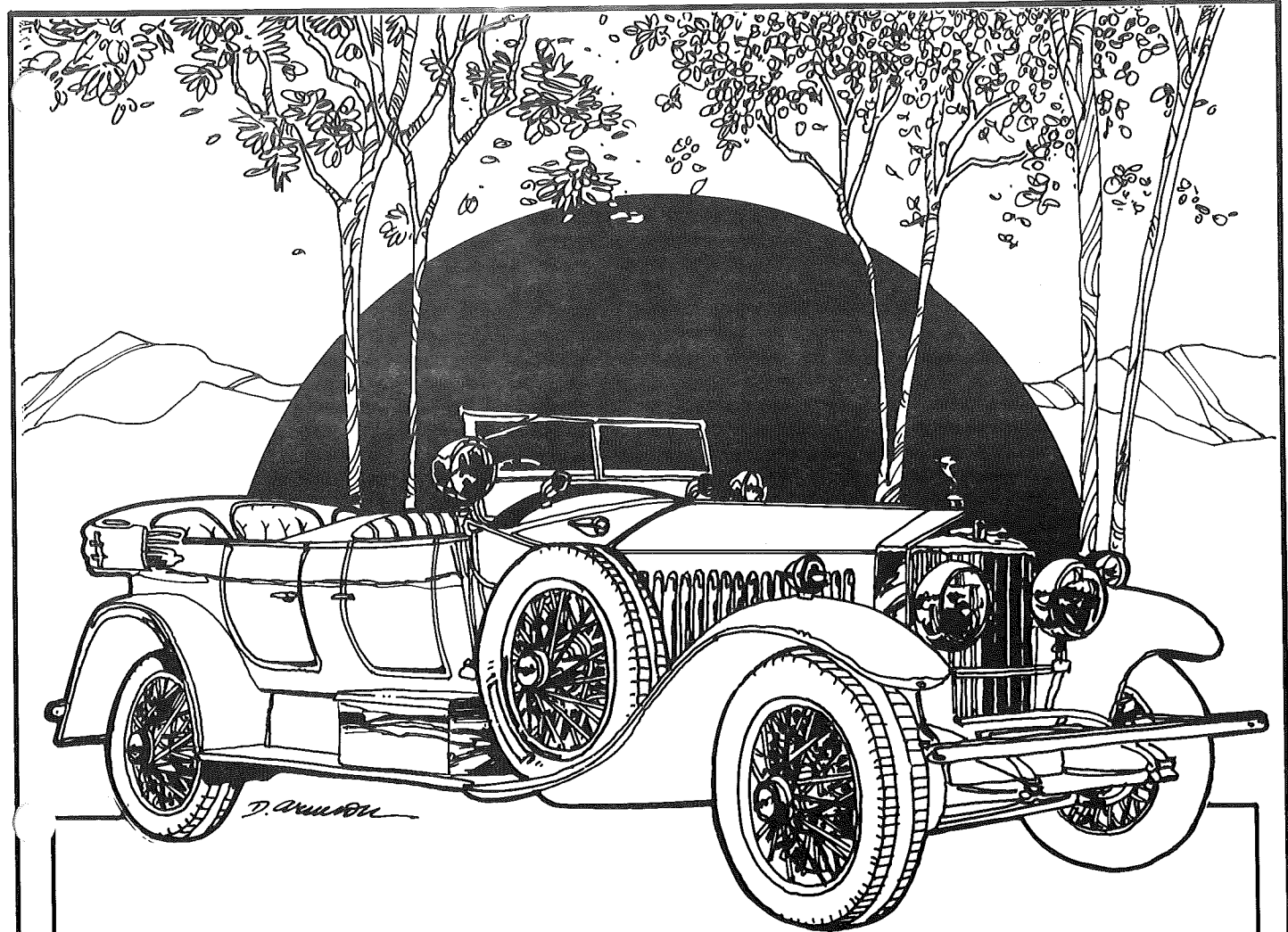
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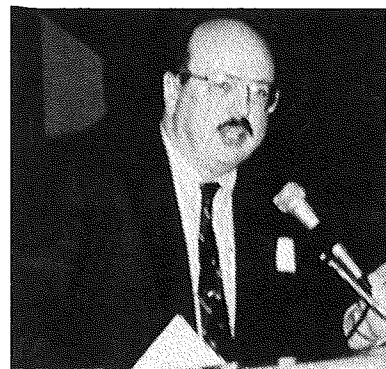
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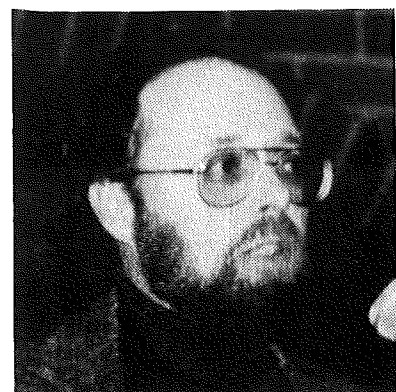
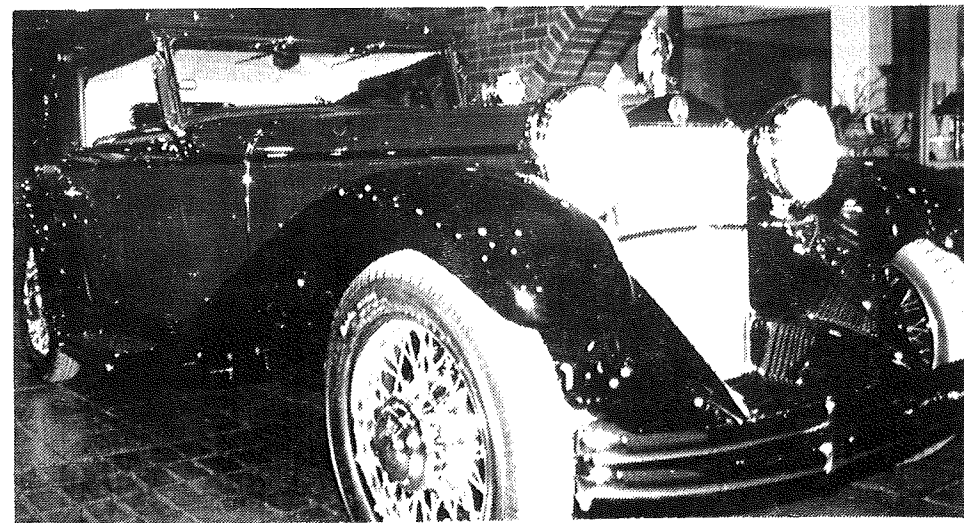
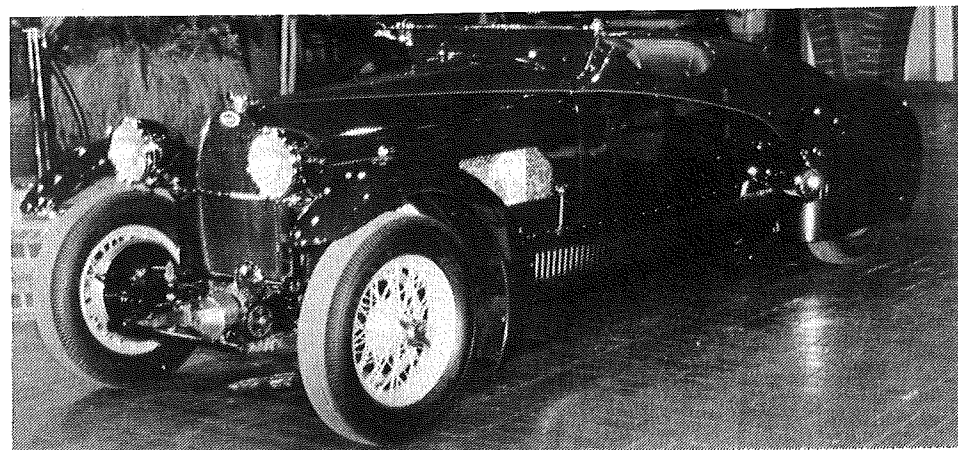
So, if you want to bomb down a gravel road on a tour, or drive across the ramp to the winner's circle at Pebble Beach, you really have only one choice.

Sincerely,

Glenn Vaughn
Glenn Vaughn, President



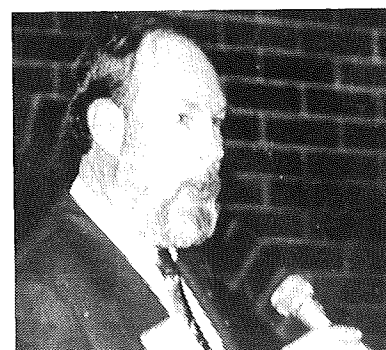
Jack Goffette introduces
his new 1928 Bugatti Type 44



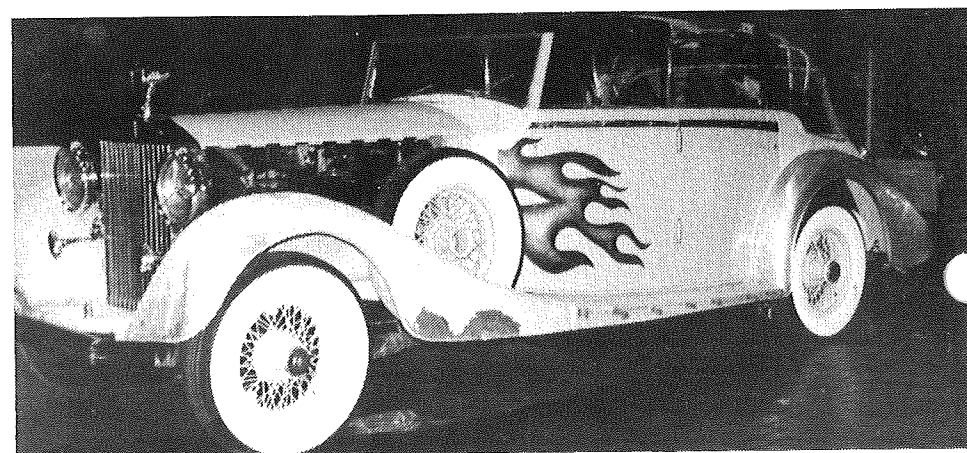
Steve Frisbie unveils his
1933 Mercedes-Benz



Dick Goodwin introduces his
1941 Lincoln Continental coupe

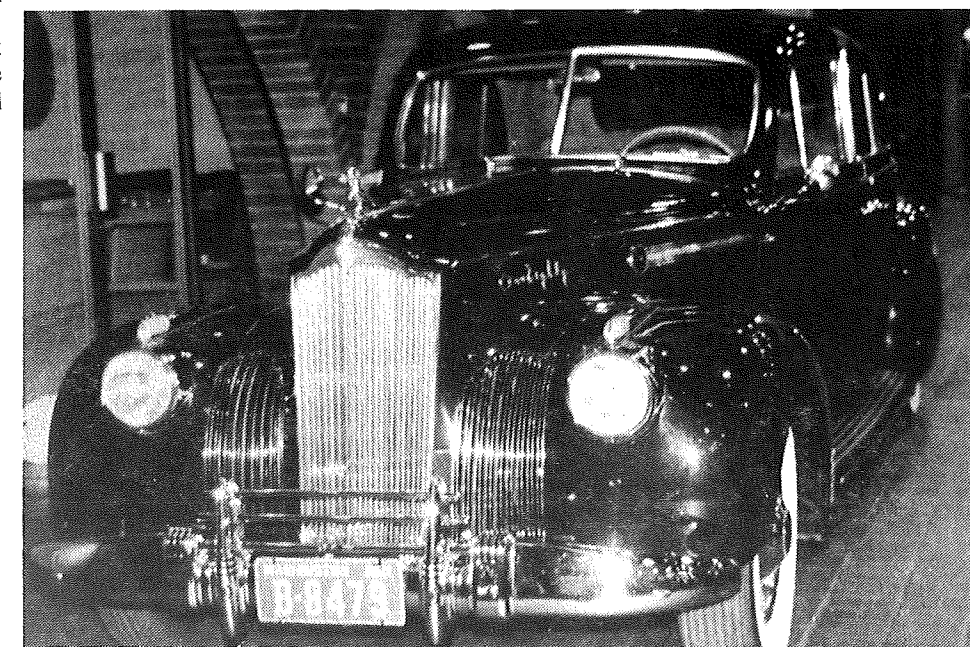
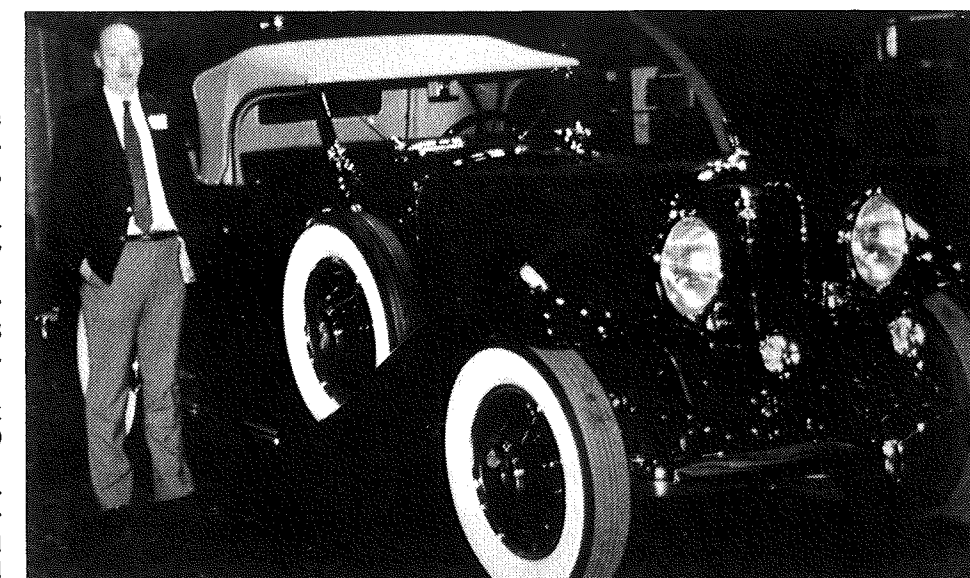
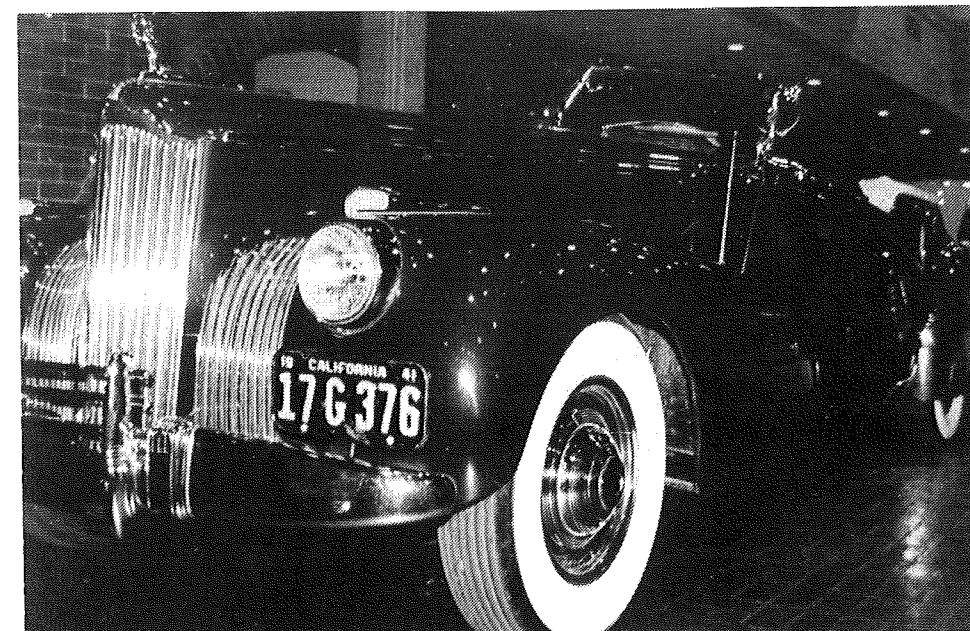


Ty Long talks about his
newest PIII project



Glen Mounger introduces
Gordon Apker's 1941 Packard

In center photo is Bill Ray
Hallet with 1931 Pierce-Arrow



Coming-out Party

From page 1

1937 Rolls-Royce P. III, which we will see again in restored condition in a few years. The 3-position convertible with body by Van den Plas, was once owned by Heddie Lamar's husband.

Steve Frisbie came up from Portland to introduce his gorgeous 1933 Mercedes-Benz by Mannheim.

Al Murray introduced a car he had restored for Bill Ray Hallet, a wonderful 1931 Pierce-Arrow 8 Four Season roadster. This car had been a long-time dream car for Bill.

Al McEwan unveiled the car he and Dick Hooper recently acquired, a CCCA Senior 1930 Isotta Fraschini Tipo 8A SS convertible coupe.

And last, but never least, Jack Goffette introduced his latest car, a 1928 Type 44 8 cylinder Bugatti with custom body. John Kane received the car in primer and no upholstery on Feb. 1, and made a miracle happen by having the car done in time for the Coming-out Party.

Well, as you can see, there was a lot to look at after the introductions were over and everyone was eager to get up and check out these wonderful new additions to the Pacific Northwest Region.



Joe Carman III unveils 1941
Packard LeBaron Bougham

Board Meeting, January 2, 1991

The meeting was called to order by former Assistant Director Mounger at 6:50 p.m. in the temporary absence of Director Rittenhouse at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Deibel, Kane, Madden and Reddaway; Secretary Barber, Treasurer Wouters; Editor McMichael; and members Apker, Armstrong, Crook, Goffette, Grisham, Greenfield, Herstein, Murray, and Lee and Marlene Zuker. The minutes of the Dec. 5, 1990, meeting were approved as corrected. Treasurer Wouters reported a balance of \$18,321.05. He will investigate interest-bearing possibilities for depositing part of this. The possibility of lowering dues was discussed. B. McMichael offered to assume the duties of Membership Chairman.

Director Rittenhouse arrived and led the remainder of the meeting. He discussed the election of Board members and officers and suggested this might be moved up. Former directors Apker and Armstrong expressed concern also. Various suggestions were: having the assistant director succeed as director, having the old board elect the new director and moving the Board election up one month.

Upcoming events were discussed as follows:

Jan. 9. National Annual Meeting. Several Regional members attending, including the director.

Feb. 23. Coming-out Party, Design Center Atrium, Chair McMichael/Mounger. Starts 6 p.m., dinner (\$25) at 7 p.m. There are seven classics lined up, 10-12 are hoped for. Cars must be removed that

evening.

Events scheduled (at least tentatively) as follows:
April 20. Judging Seminar, Chair Deibel at T. Crook's (ed note: This has been moved to April 27).

May. Kite Fly-in, Chair Goffette. Possible overnight at Capt. Whidbey's.

June 15. Bellevue Place show. Chair Adatto.

June. Land-Sea-Air, Pt. Ludlow. Chair Grisham has not heard definitely whether this will be scheduled.

July 4. Parades, Yarrow Pt., Bainbridge Island. Chair McEwan/Mounger.

July 12-14. Grand Classic, Embassy Suites, Bellevue, Chair Grisham/Greenfield. Flyers were distributed. The director will write a letter to members urging their participation. Display area is private but difficult to rope off so we can't have "paying" customers. A budget is being developed. The Board discussed whether the Region should sponsor a Friday night party (except for no-host bar). R. Adatto suggested keeping the event self-sufficient. The Friday party would probably cost \$15 per person.

Aug. 11. Apker Affair, theme will be "The History of the V-12."

Aug. 18. Pebble Beach.

Sept. 13-14. BC Tour, Chair Deibel. Events to include a garage tour, party by BC members and attending "Phantom of the Opera in Vancouver. Overnight possibly at Coquitlam Inn. Return on Sunday.

Oct. Garage Tour. May be superseded by September BC event.

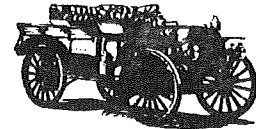
Nov. Annual Meeting. Chair Deibel/Zuker. Possibly Sandpoint Country Club again.

Dec. Christmas Party, Chair Bomstead.

In other business, A. Murray said that the Great American Race sponsored by Interstate Battery ends in Seattle on July 3 and recommended designating a Club focal point. G. Apker noted that the Chrysler Imperial Club will have their National meet in Seattle this summer.

The meeting was adjourned at 9 p.m. The next Board meeting will be Feb. 6, 1991, at Latitude 47.

Respectively submitted,
Ted Barber, Secretary, CCCA-PNR

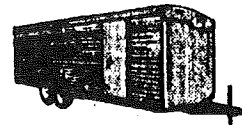


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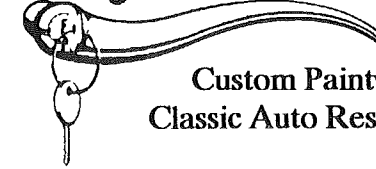
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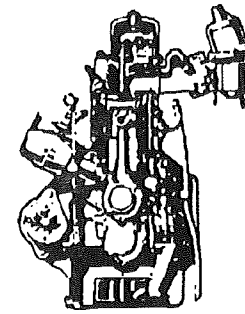
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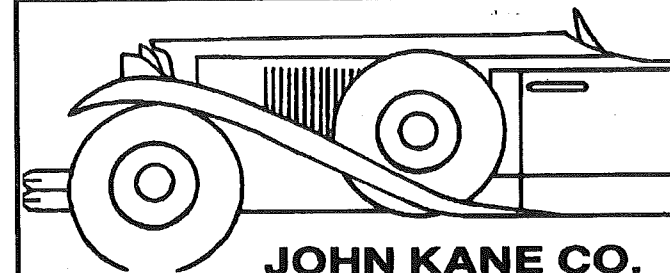
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The Region's April event

Judging Seminar

Saturday, April 27

(Note change of date) 10 a.m. to 1 p.m.

Tom Crook's Classic Cars

24620 Pacific Highway So.

This workshop should be attended by ALL Grand Classic judging candidates due to various rule changes this year. This is a prerequisite for anyone without prior CCCA experience acceptable to the head judge. It is also highly recommended for those preparing cars to be shown.

For additional information contact Grand Classic Head Judge Bill Deibel at 522-7167

Board Meeting, February 6, 1991

The meeting was called to order by Director Rittenhouse at 7 p.m. at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Bomstead, Deibel, McGary, Mounger, and Reddaway; Secretary Barber; Treasurer Wouters; Editor McMichael; members Aker, Anderson, Apker, Karel Deibel, Grisham, Greenfield, Johnsen, R.E. and R.A. LeCoque, Linke, McEwan, Meden, Mote, Murray and Starr, and guests Ken Gratteri and Verne Howell. The minutes of the Jan. 2, 1991 meeting were approved as corrected. Treasurer Wouters reported a balance of \$18,321.05. B. McMichael offered to assume duties as Membership Chair for payment for time spent in preparing dues notices, roster preparation, etc. The Board discussed the proposal and decided to look for a volunteer. The new logo is awaiting approval by the National board.

Guests Gratteri and Howell, representing the Forest Grove Concours, explained upcoming changes in the concours directed at reducing the size and upgrading the quality of the event. This includes eliminating the "Z" class, screening of entries and changes in judging and awards. Gordon Apker has been selected as Senior Judge. Classics will be emphasized and entries from Puget Sound will be strongly encouraged.

Upcoming events were discussed as follows:
Feb. 23. Coming-out Party, Design Center Atrium, Chairs McMichael/Mounger. Starts 6 p.m., dinner (\$25) at 7 p.m. There are nine classics lined up and two more for backup. Seventy people have made reservations.

Events scheduled (at least tentatively) as follows:
April 20. Judging Seminar, Chair Deibel at T. Cook's (ed note: This has been changed to April 27).
May 18. Kite Fly-in, Chair Goffette. One-day event as before.
June 15. Bellevue Place show, Chairs Madden/Adatto.

June. Land-Sea-Air, Pt. Ludlow. No further contact has been made by (former) sponsors.

June 20-28. Canadian CCCA CARavan.
July 4. Great American Race arrives in Seattle. A. McEwan expects to hear more.

July 4. Parades, Yarrow Pt., Bainbridge Island, Chairs McEwan/Mounger.

July 12-14. Grand Classic, Embassy Suites, Bellevue, Chairs Grisham/Greenfield. Agenda is being organized. Registration fee will be \$15 and \$30 for the banquet. McEwan has proposal for a Friday party which may be partly sponsored by the Club. Deibel has about 14 of 24 judges needed. Judging should start before noon. Hospitality suite hosts: Mounger and Bomstead.

Aug. 11. Apker Affair, theme to be "The History of the V-12."
Aug. 18. Pebble Beach.

Sept. 13-15. BC Tour, Chair Deibel. Forty have registered. Events to include garage tours and attending "The Phantom of the Opera" in Vancouver. Overnight at Georgian Court Hotel and Coquitlam Inn. Return on Sunday.

Oct. Garage Tour. Still pending.
Nov. Annual Meeting, Chairs Deibel/Zuker. Possibly at Sandpoint Country Club again.

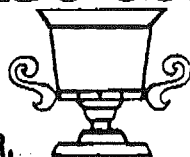
Dec. Christmas Party, Chair Bomstead.
In other business, future events in the Region discussed were the 1994 CARavan, National annual meeting in 1995 (approved by Board), and possibly the Grand Classic in 1993 (to be decided after the '91 GC).

The meeting was adjourned at 9 p.m. The next Board meeting will be March 6, 1991 at Latitude 47.

Respectfully submitted,
Ted Barber, Secretary, CCCA-PNR

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

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.) _____

Number of Antique Autos owned _____ 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? Under one roof? Construction of garage—brick-frame-fire resistive _____

6. Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

You may not select to have only liability coverage

Liability Coverage

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
- 7A ☐ 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, 2nd car \$2.50, 3rd car \$1.50. Units in excess of 3, NO CHARGE.

Physical Damage

- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rate \$0.35 per \$100 of insurance for each vehicle.
- 7B NO DEDUCTIBLE. 25 yrs. or older
- ☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
- (Note—Collision is not written as a singular coverage but is available with Comprehensive.)
- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.
- 7C ☐ 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

Do not write liability as a single coverage. Part 7A available only with parts 7B and 7C.

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(Include picture of car if possible.)

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

Use separate sheet for additional cars to be insured.

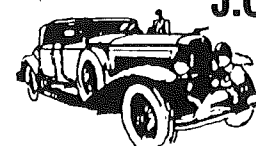
An application may be forwarded to you for additional information.

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: _____

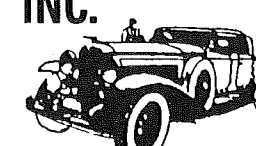
Note: Your insurance becomes effective upon payment of the premium and acceptance of the risk.
Please sign and forward with your remittance, payable to:

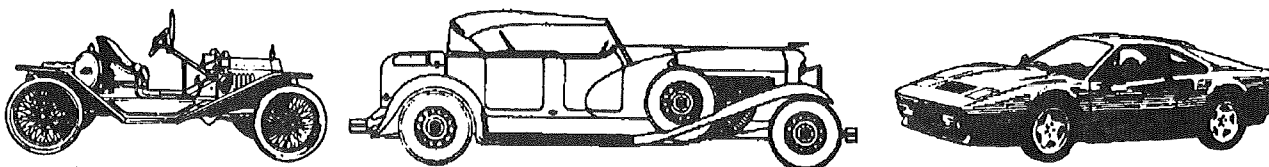
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