

# Bumper GUARDIAN



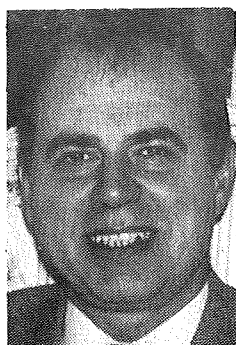
Official publication  
Pacific Northwest Region  
Classic Car Club  
of America

## From the Director's Seat

### Great participation at our Grand Classic event

The members of our region should be very pleased with the participation shown in the Grand Classic. A very fine collection

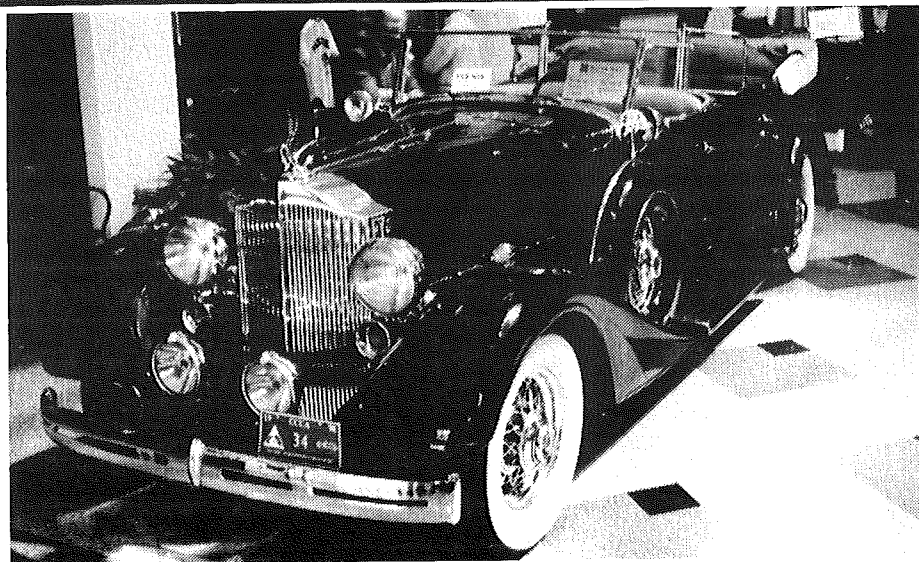
of cars were assembled and all of the events were a resounding success.



Jim and Sherry Raisbeck deserve a heartfelt thanks for opening their fine home for the Friday evening party. The judging, tabulating,

and presentation were accomplished efficiently and professionally. Somehow the rain even by-passed our location. Our region has demonstrated the ability to host a national judging event very effectively. Looking to the future, we will have another Grand Classic and the national annual meeting in the next five years. I would encourage all members to pitch in and help with these events in some way. It gives you a chance to get to know the other members much better.

Happy Classic Motoring,  
Ed Rittenhouse



Lorraine and Larry Justice's 1934 8, Series 1101, Dual Windshield Packard phaeton at the Wintergarden show. (Terry McMichael photo)

## Big people, little people all like Wintergarden show

Did you take your Dad to the Wintergarden Classic Car show on Father's Day weekend? If not, you missed out. Family driving was the theme for the second annual PNWR CCCA show held on Father's Day weekend, June 14-15.

The indoor event, open to the public, was sponsored by Bellevue Place and was well attended by CCCA members as well as fathers and families of all sizes.

A steady crowd of people toured the Wintergarden with the largest crowd on hand for Father's Day. Car owners were kept busy coordinating tire-kicking, engine checking and oohing and aahing on a grand scale.

In addition to the stately foreign and domestic classics, smaller pedal and motorized

cars were the delight of the little people and some big people, too.

And what family member could fail to be awed by the long, low, and fast Ferrari race cars?

Local automotive masterpieces were displayed by the following members; Adatto, Armstrong, Kane, Bomstead, Smith, Zuker, Crook, Rittenhouse, McEwan, Raisbeck, Grisham, Justice, Sumner, Anderson, Long, Aker, Martin,

See page 7

### Auto Gear, Overlake Fashion Plaza plan show

This is the second year Auto Gear, one of our advertisers, and the Overlake Fashion Plaza in Bellevue will put on a car show. Last year the event was handled very well with many car clubs participating. There was quite a variety of cars as I remember, American as well as European. This year the event has added a vintage/contemporary fashion show to compliment the cars. If you are interested in the Sept. 21 event, call Jeff Girard at Auto Gear for more information.

# 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
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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

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## 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

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Restoration plans .....	Bob Gerrity ..... 941-2043	941-2043
Rolls-Royce/Bentley .....	Norman Herstein ..... 668-9050	827-7331

## From the Editor's Desk

### No lack of events for northwest auto enthusiasts

The last couple of months have been very busy ones for our club and other car clubs around the area. It seems every weekend there are more than one car event going on and one must choose between several fun things.

#### Big turnout for shows

A lot of us chose to check out the Wintergarden on Father's Day weekend, the 4th of July parade and the Grand Classic. The story on the Grand Classic will be in *The Classic Car* magazine along with pictures; written by Hal Meden and pictures by Bruce Hill, Claudia Apker and Sherry Raisbeck.

#### All Brit Meet better and better

Some of us were at the All British Field Meet on July 20 in Bellevue. Every year this show gets better as to cars shown and organization.

#### Member wins best of show

Congratulations are due to our member Hal Meden. Hal won Best of Show at the Field Meet with his 1930 Rolls Royce, PII fixed head coupe, body by Park Ward. Hal told me this was a car that Park Ward used in their showroom as a demonstrator.

#### Herstein writes on Packenberg

In this issue is a short article by Norm Herstein in 1983 and to Glenn Mounger's knowledge has never been published about the Packenberg, with photo from Glenn Mounger. This Packenberg, as you may know, is owned by Brent McKinley and is the feature/poster car of the Minter Gardens Show this year.

#### Photo of Ike in Tacoma

Also donated by Glenn is a picture of Ike Eisenhower taken in Tacoma in the 1950's before his election riding in a 1941 Cadillac similar to the one owned by Glenn. Note the Duesenberg behind the Cadillac. (Barbara McMichael)



### Events of the Pacific Northwest Region, Classic Car Club of America

September 13-15: Phantom of the Opera/Garage Tour in BC, Bill Deibel, 382-2500

September 21: "Classic" Car Show, Auto Gear, 562-1800

October 26: RROC/CCCA Fall Dance, John McGary, 682-3840

November 9: Annual Meeting at the Sandpoint Country Club, Bill Deibel, 382-2500, Lee Zuker, 641-8564

December 8: Christmas Party at Petroleum Museum, Carl Bomstead, 637-4185

March 28, 1992: Coming-Out Party, Barbara McMichael, 641-0187, Glenn Mounger, 633-8730

Board Meetings for May, June and July were spent mostly going over the specifics of the Grand Classic and related items.

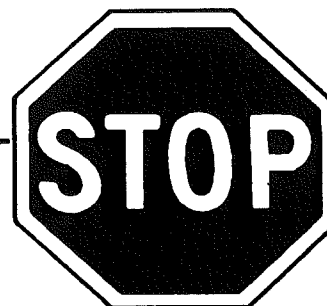
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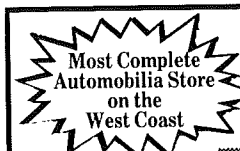
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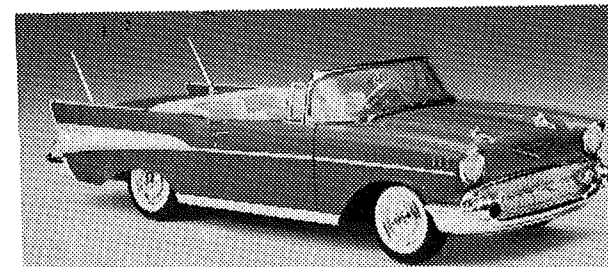
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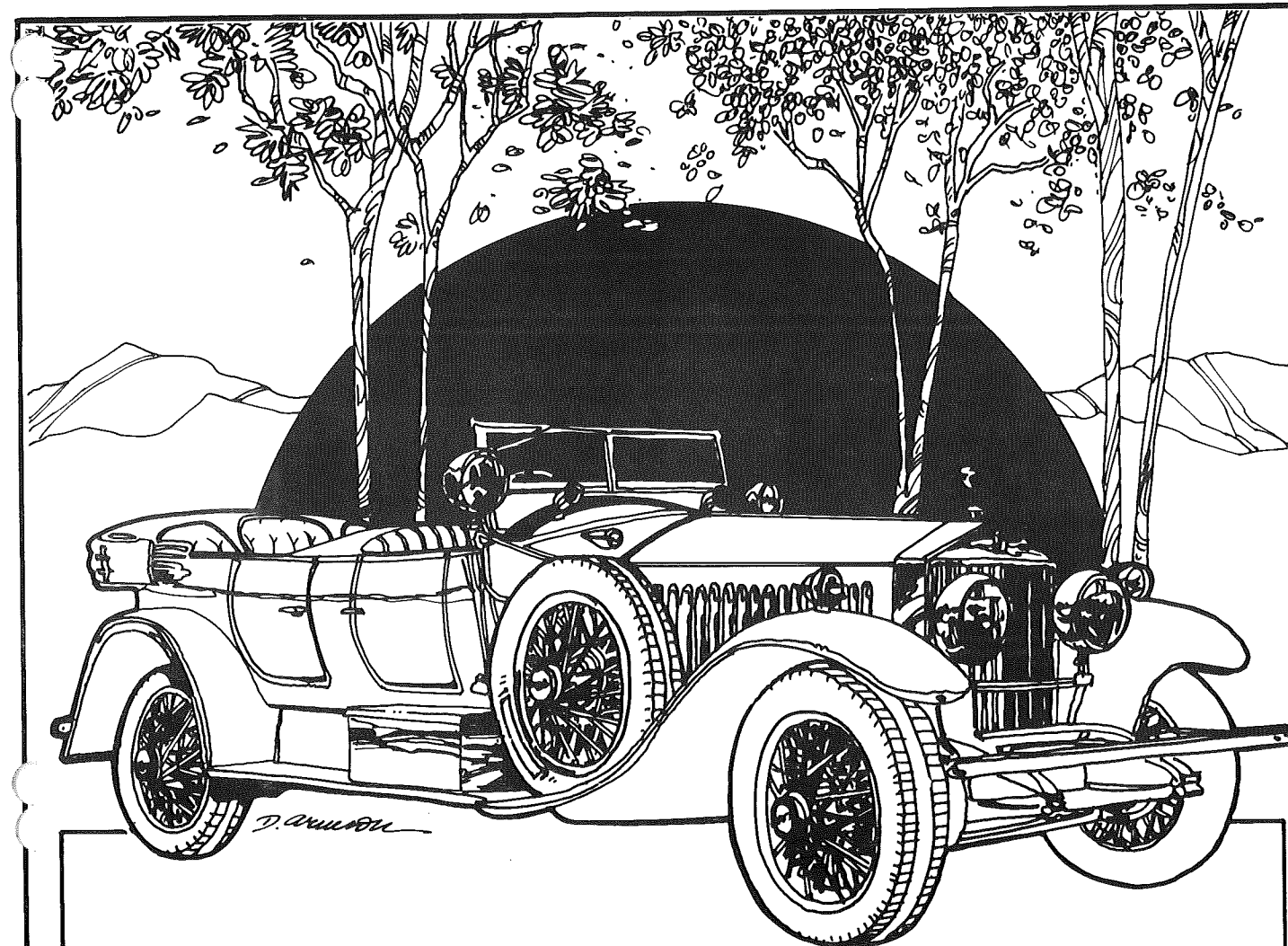
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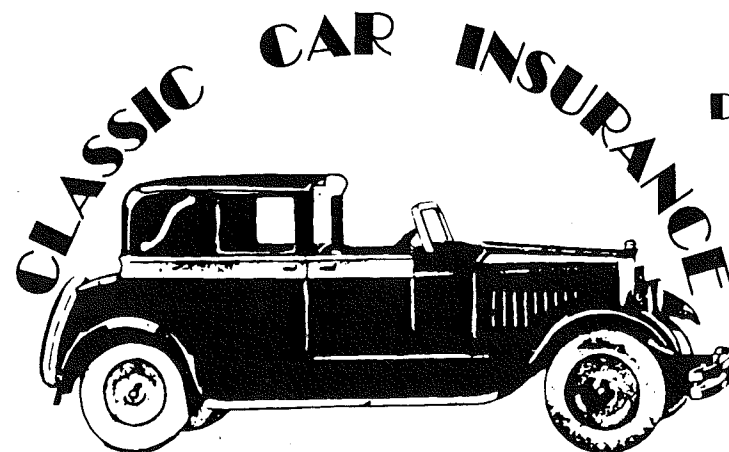
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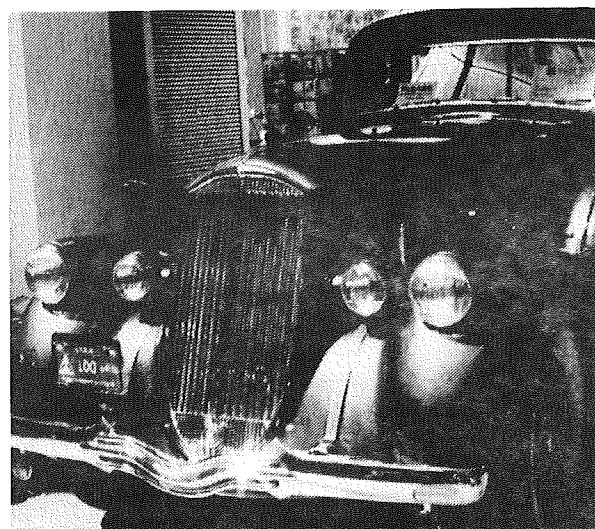
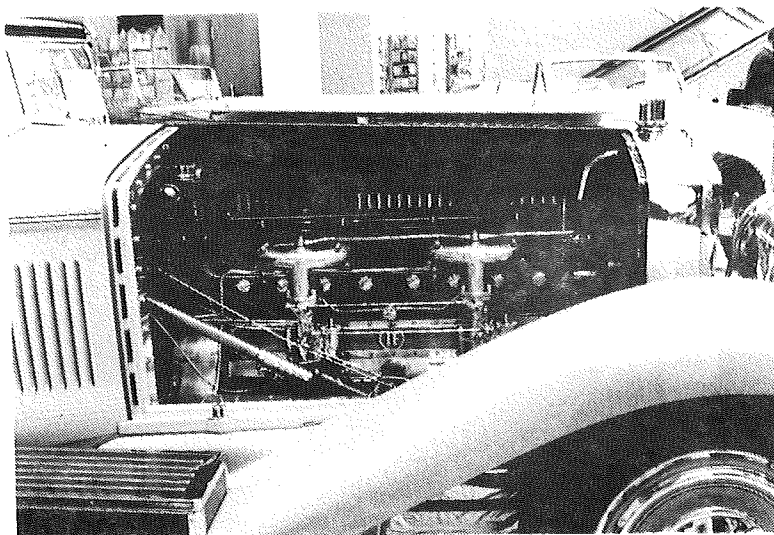
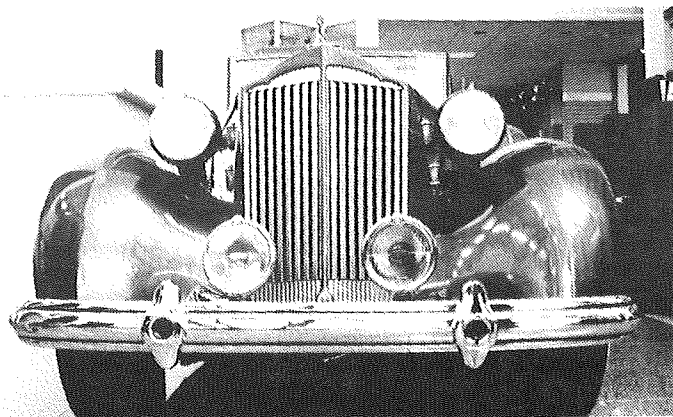
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## Members bring cars to Wintergarden show

Clockwise: The clean lines of the front of John Kane's 1937 Packard 12 Series 1501 Convertible Coupe are apparent from this photo. Phil Graham's 1936 Pierce-Arrow 12 4-door sedan, and, at left, McEwan and Harper's 1930 Isotta Fraschini 8 Convertible Coupe with body by Costagna.



## Region's Wintergarden show gets large turnout

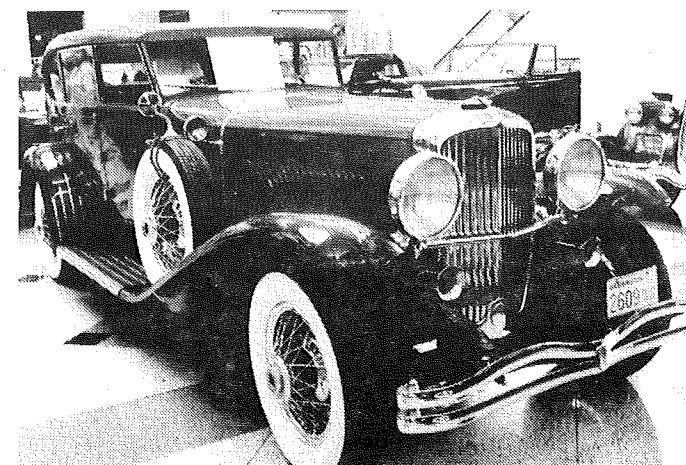
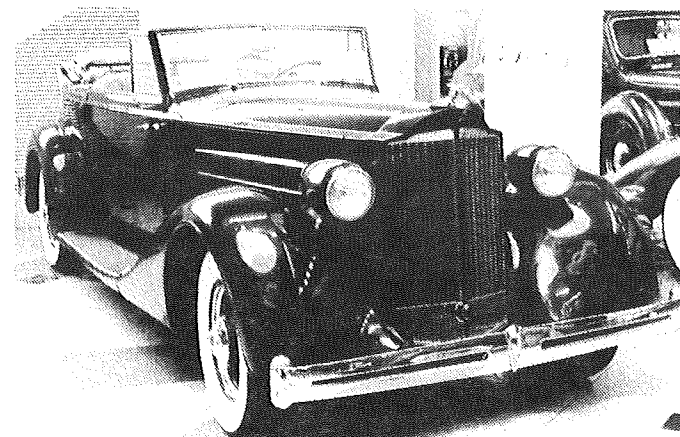
From page 1

and Wouters. A potential new member, D. Livingston, displayed two special interest Formula racers.

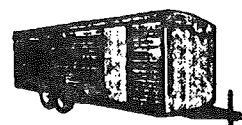
The event was organized by Richard Adatto and Sissy Madden, with Sig Linke, Ed Rittenhouse, Lorraine Justice, Hal Meden and Judy Buckingham volunteering where needed.

Twenty-five membership applications were given out and two new members signed and paid on the spot -- with a bit of pressure from current members.

On Saturday, a private "Concours Club" for members and guests provided free antipasto, pizza, snacks and drinks, and a place to sit down and rest as well as talk with other club members. The prime conversation revolved around a buy offer to a member displaying a proper British motor car. Interesting! This successful fund-raising project netted the PNWR CCA treasury a one thousand dollar contribution from Bellevue Place. All costs for producing the event, including providing food and drink for club members and guests, were donated by Adatto Construction and Toy Care Ltd. Mark your calendars, we've been asked to repeat the show in 1992! (Sissy Madden; photos by Terry McMichael)



Photos from top, clockwise: Lee and Marlene Zuker's 1939 Bentley 6, 4-1/4 liter, James Young Sedan Coupe. Carl and Chris Bomstead's 1935 Packard Series 1201 Victoria Convertible by Dietrich. John and Nancy Martin's Fraser-Nash BMW 328 Roadster. Tom and Sue Armstrong's 1936 810 Cord Phaeton. Marty and Arlene Anderson's 1929 Duesenberg Clear Vision Sedan by Murphy.



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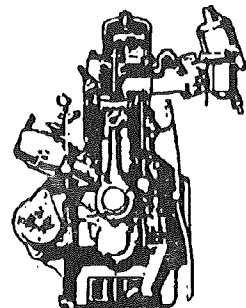


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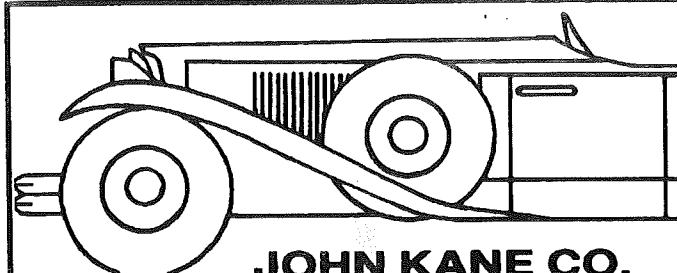
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Army General Ike Eisenhower is shown in this photo from the Glenn Mounger collection riding in a 1941 Cadillac convertible in the 1950's prior to his election as U.S. President. The photo was taken in Tacoma.

## We climb into Jaguar for day of fun in the sun

The day dawned and I yawned. I was not excited about another day of cars, cars, cars. I know that sounds like treason, but sometimes it is nice to do things not related to cars.

Anyway, it was sunny and warm and going to be a beautiful day. So, what the heck! Cars it is! Terry and I piled our decorations and assorted gear into the XJ12C non-classic Jaguar and took off for Yarrow Pt.

I was never a Boy Scout which explains why I wasn't completely prepared for the day. Pay N Save didn't have the battery my camera uses so it follows that there was no need for the film I didn't have either.

And wouldn't you know it, time was short so we couldn't go back home. What a great start to a wonderful day. When we arrived, we saw there were (it seemed to us) more cars than last year and a good mix too...from the very old to the very new. It is fun to decorate your car go down the parade route. We enjoyed talking to people along the way. They are very friendly people on Hunts and Yarrow Point. Aside from the great tasting strawberry shortcake and hotdogs, it felt good to be a part of a neighborhood celebration saluting the Armed Forces and our country's 215th birthday.

After a while we went to Tom and Sue Armstrong's beautiful abode.

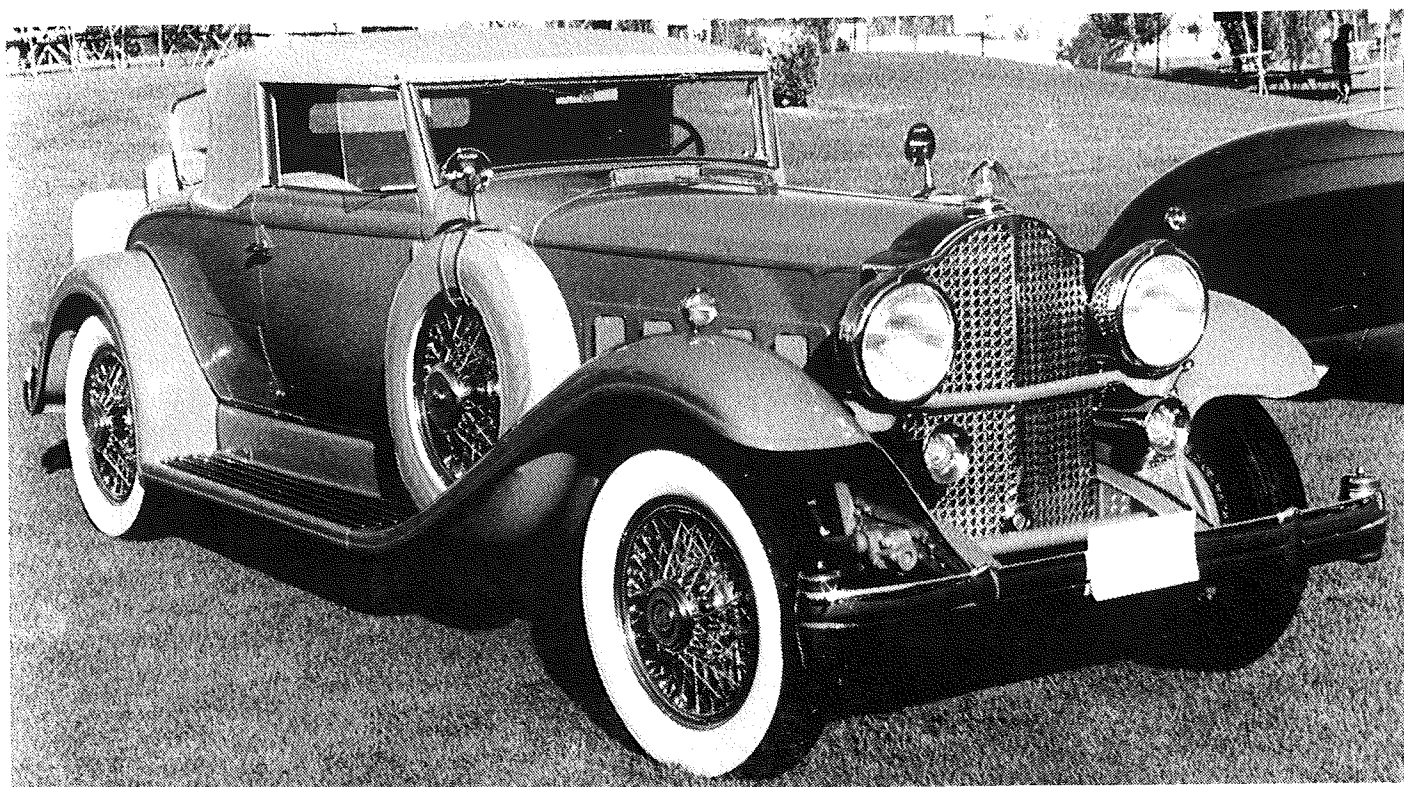
As always, they had a wonderful spread of eatables. Most noteworthy to my palate were the hand dipped ice cream bars in Boehm's chocolate. They were heaven. I almost made a pig of myself and had two of them, but I was saved by the long debate carried on by my conscience and they were all gone by the time I gave myself the ok.

Of course the main attractions were the cars. The driveways were parked with cars that would do any museum proud. It is wonderful to see the variety of special vehicles in our area. That they are driven, respected, pampered and preserved is a credit to their builders and owners. The afternoon was spent pleasantly conversing with friends on all manner of subjects, some serious some not so.

I remember some time was spent speculating on how one cleared the intricate grille work on the running boards of the Isotta Fraschini. In the end it was decided it was the chauffeur's problem so not to worry. After solving such heady problems, we said our good byes and headed home to get ready to go to the fireworks.

Whata wonderful way to spend the 4th of July.

(Barbara McMichael)



## Packard plus Duesenberg equals Packenberg

*Member's unique car  
one of three  
built by E.L. Cord  
as prototype  
for hybred auto*

This fine example of the 1932 Packenberg is the only one in existence. The automobile comes from a little known and very secret (until now) epoch in the automotive industry.

E.L. Cord, feeling the full effect of the depression and seeking a way out for his company, opened highly confidential negotiations with the packard Motor Company. Since the Lycoming Engine Company was owned by the Cord organization and the double overhead cam, four valves per cylinder, race developed engine was the stout heart of the Duesenberg, it made sense to him to look for a company with both prestige and a production line body.

Cord chose Packard as he felt even their largest flat head straight eight did not come up to the performance levels desired by luxury buyers. Ever the showman, Cord created three of these cars prior to his first meeting with Packard. As well as the Coupe=Roadster, there was a limousine and a Dual-Cowl Phaeton.

The limousine was destroyed in a fire in Auburn, Indiana, in 1937 and the whereabouts of the Phaeton is unknown. It is suspected, however, that a close friend of Cord's, Wing Commander Worthington Clyde, had it converted to a "Shooting Break" and used it in India for hunting tiger. Some feel it still exists today in the area near Poonar.

Alas, the total project died in its infancy, as Cord was not aware that in 1932 the introduction of the Packard Twin Six heralded the beginning of an eight year (more than successful) return of the mighty V-12.

We are indeed fortunate that this car (Packenberg Serial #0002) was for years hidden away by one of Cord's relatives in a grain silo near Trenton, Illinois. The grain acted as a natural protection against deterioration and vandalism.

The automobile, owned by regional member Brent McKinley, has been painstakingly restored to original specifications, both cosmetically and mechanically.

(Norm Herstein)

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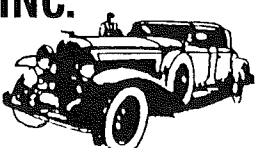
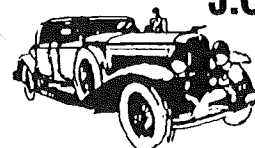
Note: Your insurance becomes effective upon payment of the premium and acceptance of the risk.

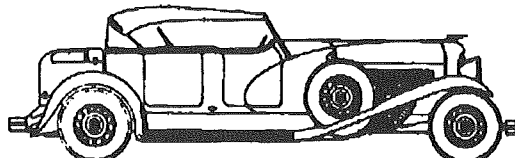
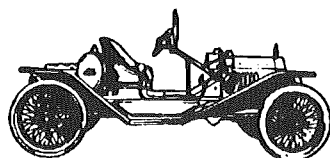
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