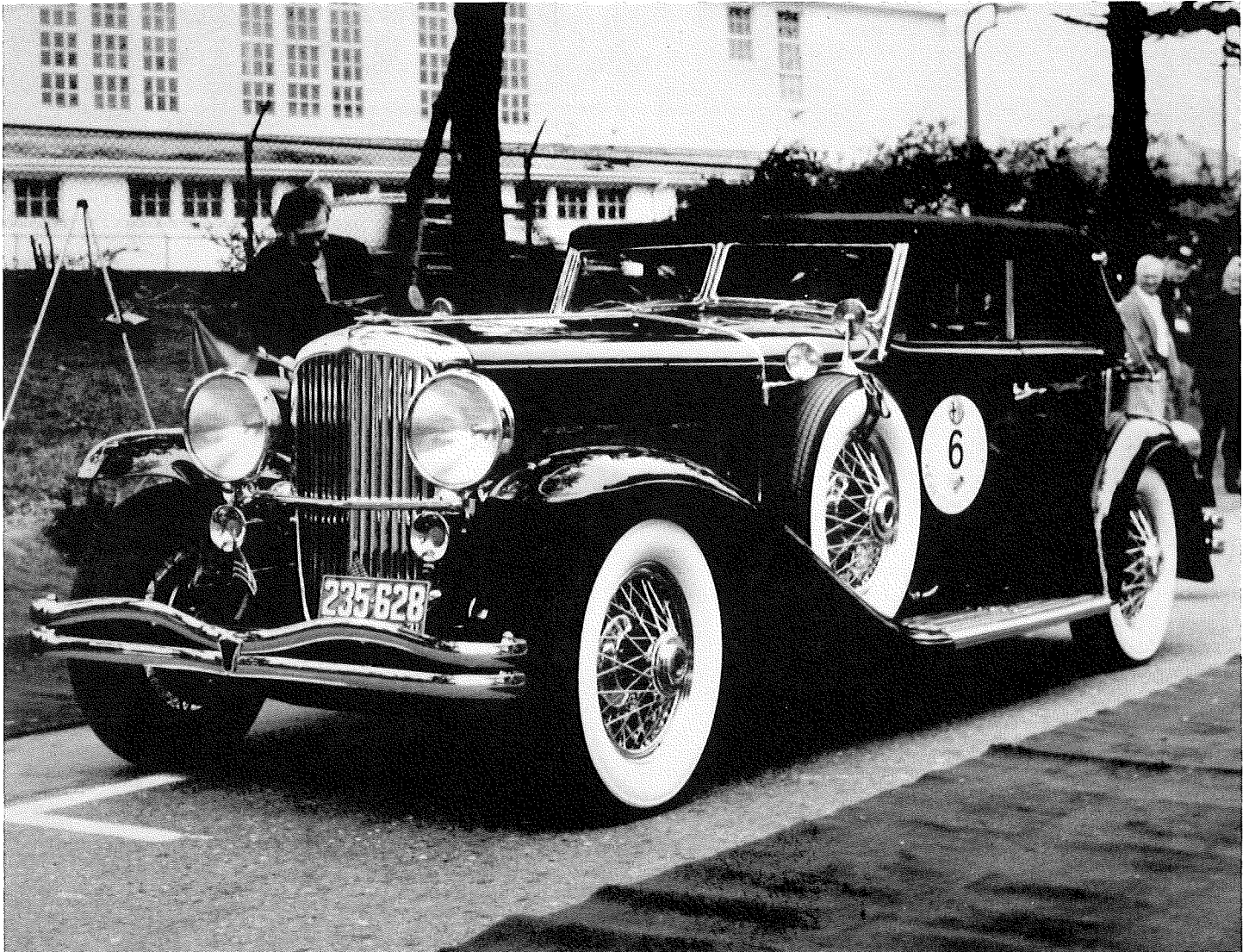


BUMPER GUARDIAN

VOLUME 1

NUMBER 2

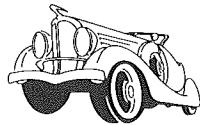


1931 "J" DUESENBERG CONVERTIBLE SEDAN

Tom and Susan Armstrong

JANUARY - FEBRUARY 1992





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.

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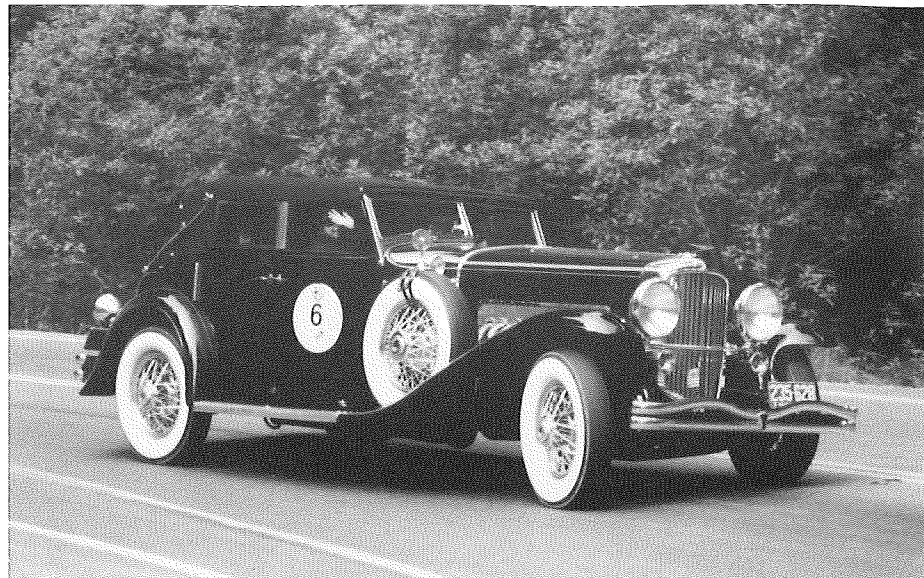
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The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America. Editor is Ron Doss, 19109 N.E. 151st, Woodinville, WA 98072, (206) 881-8794. Advertising Manager is Shirley Starr, 1619 - 168th Ave. N.E., Bellevue, WA 98006, (206) 562-7122. Production is handled by Sunset Press.



1991 - The Duesy in a sharp right hander - California Mille

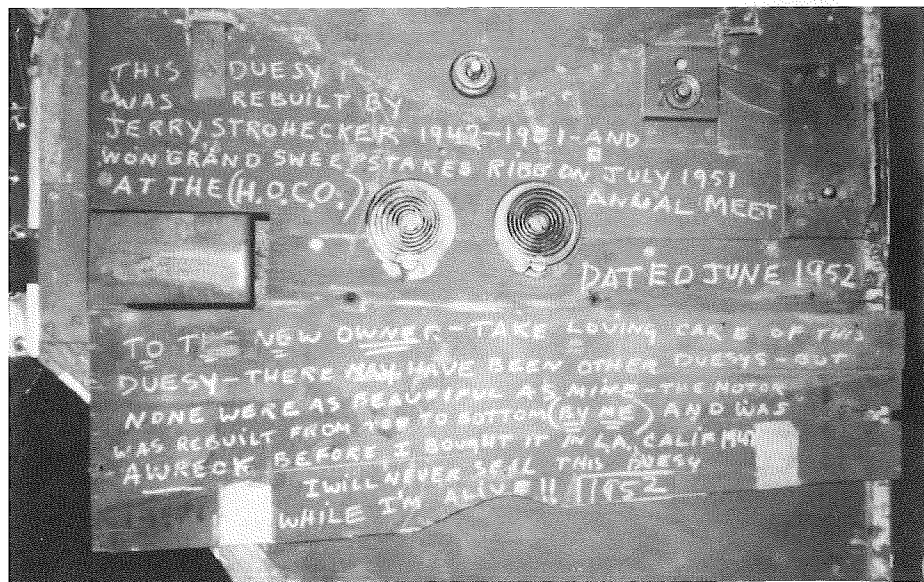
COVER STORY... Satisfaction, Joy and Fulfillment by Tom Armstrong

Our cover car story is about a 1931 "J" Duesenberg, Derham convertible sedan (J-488-2506), owned by Tom and Susan Armstrong. Five Gordon Buehrig-designed Derham convertible sedans were built ... four survive today.

Early History - This car has an interesting history - from Indianapolis, to New York, to Hollywood, to Portland, and, since 1977, the Seattle area. The early Hollywood owners include Cecil B. DeMille's cameraman Dick Rossen (who was once married to Jean Harlow), and James Talmadge, 20th Century Fox and Son of Buster Keaton. Mr. Talmadge wrote me in 1980 that, "It was common for Gary Cooper, Gable, etc. and myself to be working on our Duesenbergs on any given Saturday."

Jerry Strohecker of Portland purchased this Duesy in 1947 and in 1967 willed the car (plus J-108 Duesenberg Murphy convertible coupe -- now owned by Gordon Apker -- and J-475 Derham convertible sedan -- now owned by Cliff Stranburg) to Charles F. Norris ... making Charlie a well-known and admired owner of four Model J Duesenbergs!

It is interesting to note some of those early selling prices: Mr. Talmadge (who eventually owned six Duesenbergs) sold the car for \$400 in the early 1940's and photos show the car on Bob Roberts' Hollywood used car lot with a sign, "\$1,495 FULL PRICE!"



1979 - The Strohecker message to the new owners ... still survives.

Jerry was a great Duesenberg enthusiast decades before it was so popular. In 1979, while doing some window/door repairs, I uncovered a written message on the interior door wood: "To the new owner -- take loving care of this Duesy -- there may have been other Duesys -- but none were as beautiful as mine -- the motor was rebuilt from top to bottom (by me) and was a wreck before I bought it in LA, CALIF in 1947. I will never sell this Duesy while I'm alive!! 1952".

Continued on page two

Satisfaction, Joy and Fulfillment

Continued from Inside Cover

The message remains inside the door ... and my will includes a request to our children to "never sell this Duesy!"

Another interesting historical "fact": Marshall Merkes wrote me in 1979 that his research had revealed that:

1. J-208-2228 Murphy convertible sedan, used as a demonstrator at the new York Sales Branch, was sold 3/14/31 to Joseph T. Towers, who soon died.
2. His estate sold the car to Arthur Hopkins who later wanted Duesenberg to update the car and supercharge it.
3. The New York Branch had the Fred Duesenberg death car in stock (7/26/32) ... and Mr. Merkes wrote that he is "practically certain" that they installed the supercharger, eight-port manifold, and hood from the Fred Duesenberg car on the Hopkins J-208-2228 Murphy C.S.
4. Years later both J-208-2228 Murphy and our J-488-2506 Derham were taken to the Reindl Hollywood Shop and the engines, hoods, supercharger, and exhaust systems were interchanged between the two cars.

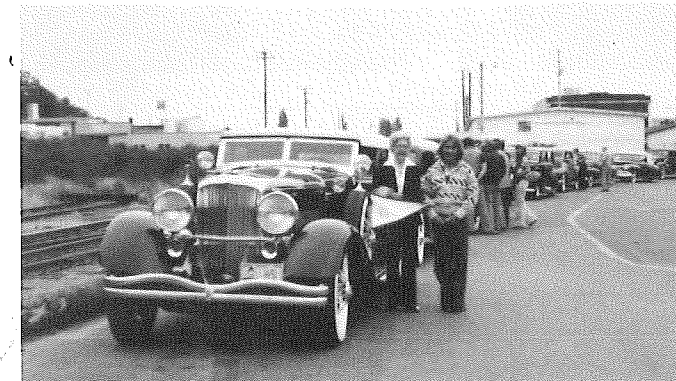
Thirty-odd years later in 1978, the owners of these two cars -- Phil Renick and I -- disassembled our respective bell housings and shipped them to each other ... so we can now refer to the cars as J-208-2228 and J-488-2506 without confusing others. Our cover car (J-488-2506) still sports the "Fred Duesenberg" eight-port exhaust system and hood ... the supercharge has long since disappeared ... leaving one of my lifetime goals unfulfilled!

Recent History and Highlights -



1977 - Headed home with the Duesy ... thanks Charlie

November 1977 - On a cold, rainy day after Thanksgiving, we purchased the car in Portland from Charlie and Thelma Norris ... I've always said that owning a Duesy is very special ... a lifetime highlight! Thanks Charlie ... and thanks Susan ...

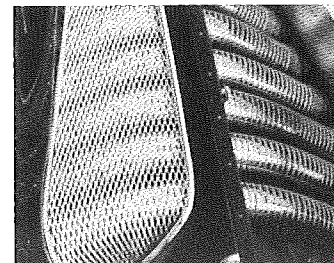


1978 - CCCA Caravan - "winning" the Burgee!

Continued on Page 3

NOTE: The Bumper Guardian takes pride in the fact that there is something of interest for everybody. There are a few well placed mistakes in this newsletter for those individuals who are continually searching for and pointing out the errors of others.

What's it?

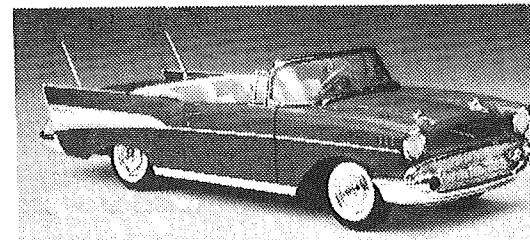


ANSWER SEE PAGE 6



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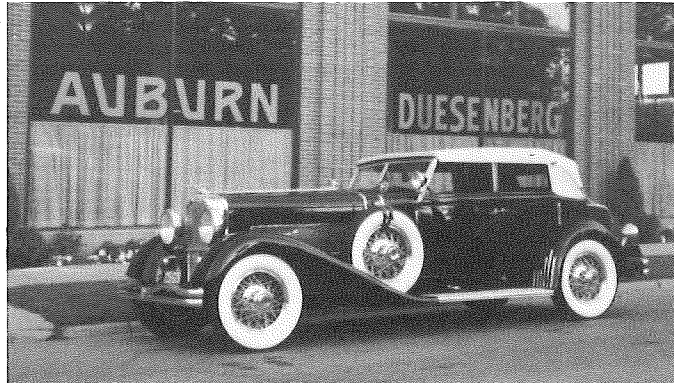
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Satisfaction, Joy and Fulfillment

Continued from Page 2

July 1978 - The CCCA Caravan was our first major trip in the Duesy ... sporting new wheels and tires and lots of enthusiasm, Susan, Brad, Lisa, and Susan's mother Janier were skeptical, but the Duesy made the trip just fine. Jane was a young 78 that year and continued to enjoy our car trips for another 13 years! Her favorite car was the Duesenberg. Thanks Janie ...



1979 - Duesy in front of the original Auburn Administration Building

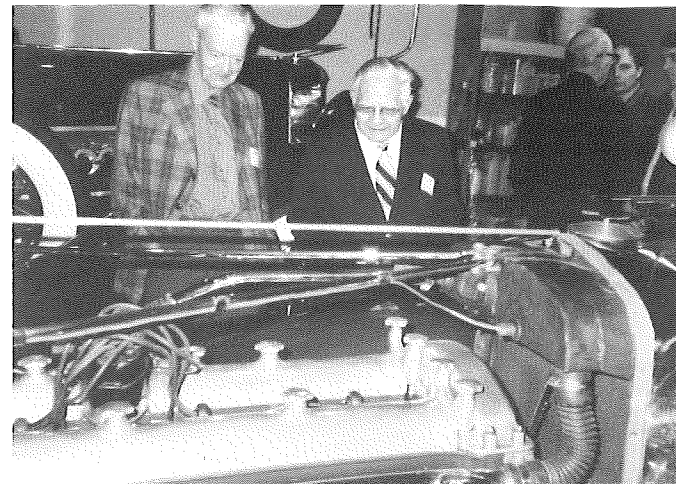


1979 - Harold Ames - President of Duesenberg, Inc.

September 1979 - At the Auburn-Cord-Duesenberg Annual Meeting in Auburn, Indiana ... photographing the Duesy in front of the original Auburn Administration Building (now the beautifully restored A-C-D Museum), sitting at E. L. Cord's desk, visiting with Gordon Buehrig, Master Designer, and with Harold Ames, former President of Duesenberg, leaning on the Duesy for a prized photograph. Thanks Harold ...

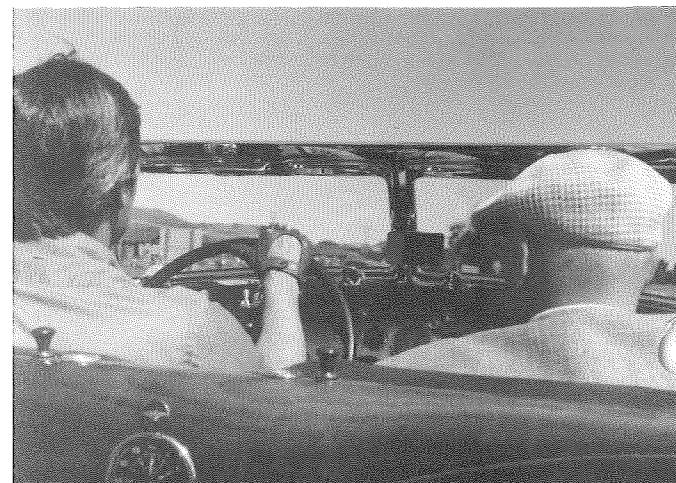
March 1982 - The Ray Wolff (Duesenberg Author and Historian) visit to Seattle was highlighted by a dinner party at our home with invited guests including all of the Duesenberg owners in the Pacific Northwest and other CCCA members who I knew would enjoy Ray's talk on the Mighty Duesenberg. I cleared out my garage to make room for the Armstrong, Dean Spencer (now Marty Anerson), and Jim Tallman (now Glenn Sleeves Mounger) Duesenbergs ... quite a show for the small-town boy from Oklahoma! To make room for the dinner tables and guests, we loaded all of our furniture from the living and family rooms into the car trailer and parked it on a side street. Pretty creative, I thought.

It is interesting today to think of those invited guests who later became



1982 - Dean Spencer and noted Duesenberg author, historian, Ray Wolff.

Duesenberg owners: Messrs. Anderson, Mounger, Apker, Herstein, Crook and Stranburg ... I guess it turned out to be an expensive, but rewarding, evening! Thanks Ray Wolff ... and thanks to Dean Spencer who taught me the "real value" in the car hobby!



1982 - Driving at Silverado with the Master Designer, Gordon Buehrig

May 1982 - At the Silverado Concours, we spent the entire weekend driving the Duesy with the car's designer, Gordon Buehrig. At our dinner table he talked about the day's tour in the Duesy and his "hinge period" ... noting the huge door hinges ... while he sketched on his paper place mat ... which he later dated and signed for us. Thanks Gordon ...

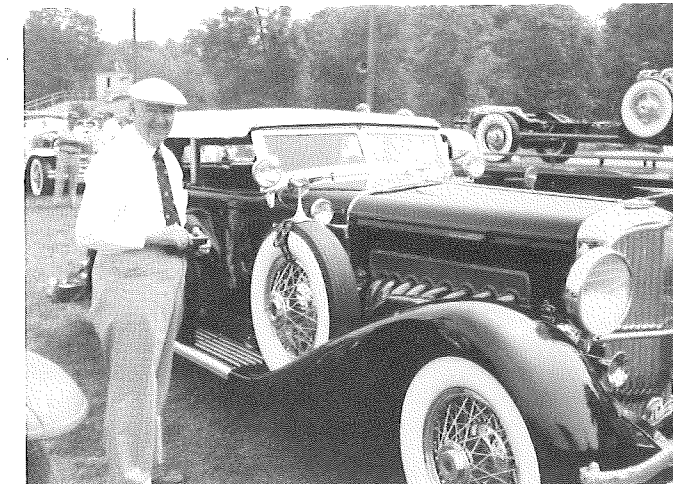
July 1982 - CCCA Caravan - This event started at the Forest Grove Concours and finished at the Cottage Grove Concours with lots of driving and fun in between. Something happened that last Sunday in Cottage Grove ... I got the first major bite from the racing car bug which began to dominate my car activities for the next seven years! No thanks to Cottage Grove ... that was expensive.

April 1983 - Removing the ugly, non-original skirted fenders from the Bohman & Schwartz of Pasadena era was a major project and the only time the car was not road worthy for an extended time period in 40 years. Thanks to all who helped ...

Continued on Page 4

Satisfaction, Joy and Fulfillment

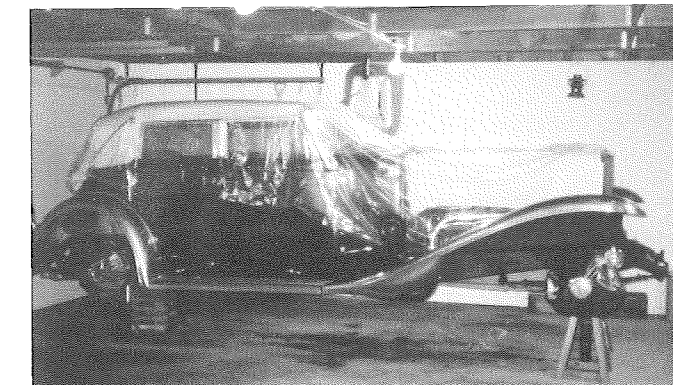
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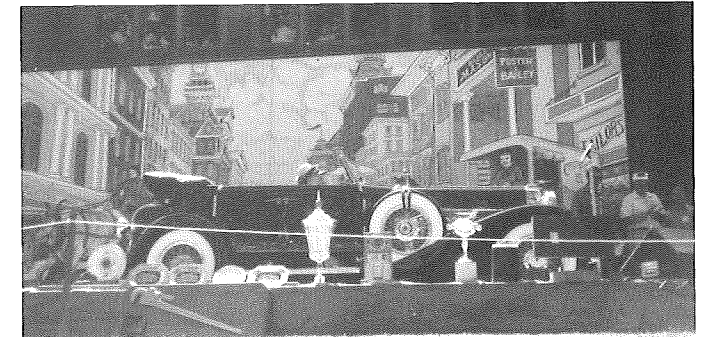
1979 - Gordon Buehrig, Chief Designer - Duesenberg, Inc. ... at age 25!



1982 - Tom and Susan enjoying the Duesy on the CCCA Caravan.



1983 - Removing the Bohman & Schwartz modified fenders.



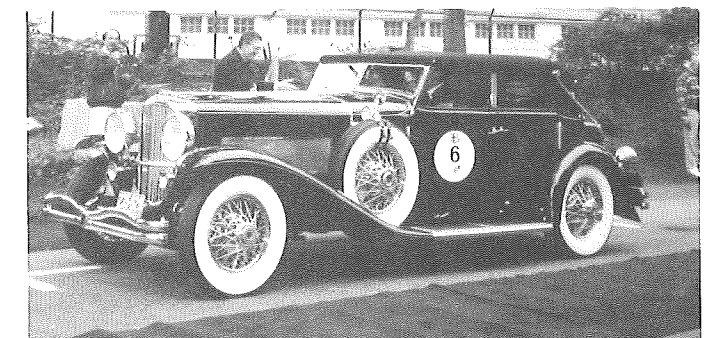
1984 - Winning the Forest Grove "Sweepstakes" Award.

July 1984 - Winning the Forest Grove "Sweepstakes Award" recognizing the Duesy and its participation in the car hobby. Thanks to Al Stephens.



1985 - CCCA Annual Meeting included a Bugatti Royale.

January 1985 - CCCA Annual Meeting in Bellevue ... displaying the Duesy, along with our 1936 Cord 810 Phaeton in the same impressive area with Harrah's Bugatti Royale ... what an event (I decided that evening that one day I would own a Bugatti)! Thanks Al McEwan ...



1991 - The Italian Consulate wishing us God's Speed ... California Mille.

October 1991 - Our cover photo participating in the four-day Inaugural California Mille a 1,000-mile run of mostly hairpin-curved, lumpy-surfaced back roads of California with 50 Alfas, Ferraris, Lancias, Maseratis, Mercedes, Jaguars, Corvettes, etc. Can you believe we went through eight dry creek crossings in one afternoon? This was a significant driving challenge with a 6,060 pound car in this crowd of sporty cars ... but the Duesy made it fine ... without one mechanical problem (we did run out of gasoline once ... but I thought we could squeeze out 8 MPG ... even though co-pilot, Susan, kept asking was I sure???)

Continued on Page 5

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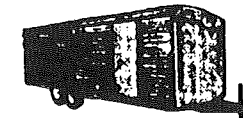


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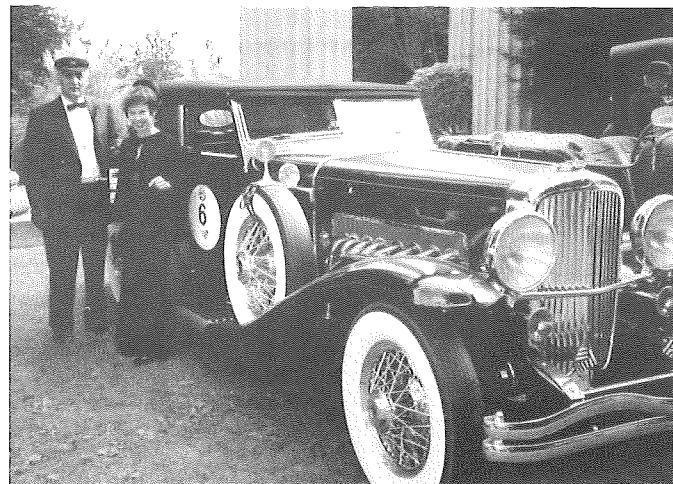
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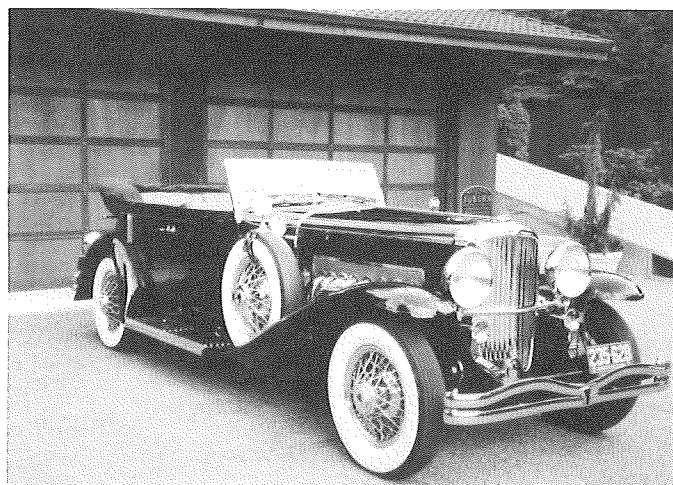
Satisfaction, Joy and Fulfillment

Continued from Page 4



1991 - "Art and the Automobile" Concours d'Elegance ...
San Francisco Palace of Fine Arts

What a great experience ... driving a Duesy hard and really using it the way Fred and Augie intended. The day following the California Mille, we displayed the Duesy at the "Art and the Automobile" Concours d'Elegance at the beautiful San Francisco Palace of Fine Arts ... complete with a week's supply of bugs, oil, and dirt! It was interesting ... most people had never seen dirt on a Duesy, let alone an old unrestored one looking like it had really been on the road! This was a highlight! Thanks Fred and Augie ...



1988 - J-488-2506 at home on Cougar Mountain.

In Summary - Owning, or should I say being the guardian of, this Duesenberg has provided "Satisfaction, Joy and Fulfillment" ... the three things we often wish each other each year. I believe that my 40 years in the car hobby have been filled with satisfaction, joy and fulfillment ... because of the great people who participate. Thanks to all of you ...

One Closing Thought: Randy Ema, our modern-day Duesenberg Historian, reports that no unknown Duesenbergs have been located by collectors for some 40 years! A total of 481 Duesys were manufactured and 378 are documented ... who knows, you might still find one ... and if you do, keep it running, restore it, or improve it as you enjoy it ... and drive it like Fred and Augie intended. Isn't life fun! Thanks America ...

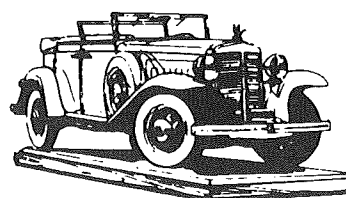
SPECIFICATIONS

1931 MODEL J DUESENBERG
J-488-2506 DERHAM CONVERTIBLE SEDAN

ENGINE:	STRAIGHT 8, DOH
DISPLACEMENT:	420 C.I. (3 1/4 x 4 3/4)
HORSEPOWER:	265 AT 4200 RPM
TRANSMISSION:	3 SPEED
WHEELBASE:	142 1/2"
WEIGHT:	6,060 LBS.
PRICE (CHASSIS ONLY):	\$8,500



Grand Classics



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Head Judge — Barry Briskman — (602) 948-6901

Pacific Northwest Region Wins the Tarnopol Trophy for 1991

Congratulations all of you PNWR CARavaners. The Northwest has very avid CARavaners - having won in 1979, 1982 and 1991.

The winner of this award is determined by the number of Classics Regional members have on CARavan. The host Region is not eligible for the award.

The Region which wins the Tarnopol award receives a certificate as permanent recognition of the accomplishment.

Winners have been;

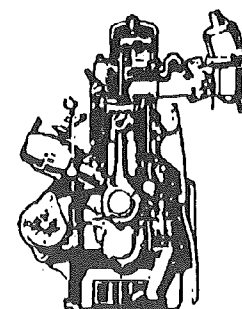
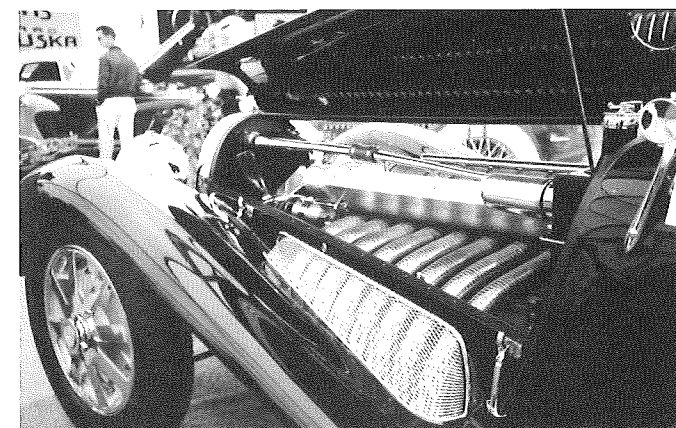
1956 New England	1974 Empire State
1957 New England	1975 Michigan
1958 Empire State	1976 Indiana
1959 Empire State	1977 Indiana
1960 Empire State	1978 Michigan
1961 Indiana	1979 Pacific Northwest
1962 Indiana	1980 Michigan
1963 Indiana	1981 Michigan
1964 Indiana	1982 Pacific Northwest
1965 Indiana	1983 Michigan
1966 Indiana	1984 Michigan
1967 Indiana	1985 Upper Midwest
1968 Upper Midwest	1986 Northern California
1969 Empire State	1987 Michigan
1970 Upper Midwest	1988 Michigan
1971 Indiana	1989 Indiana
1972 Empire State	1990 Northern California
1973 Michigan	1991 Pacific Northwest



What's it?

Answer to page two's puzzle? 1932 Bugatti Type 54.

Originally raced by Prince Georg Lodkowitz. After Lodkowitz's death at Berlin's Avusrace Track in April 1932, it was rebodied by O-Ulik, a Czechoslovakian body builder.



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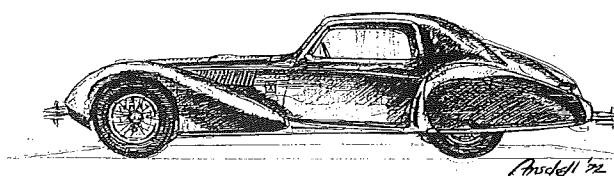
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Pacific Northwest Region Classic Car Club of America Calendar of Events

February 13-15 - Bellevue Place Show

March 28 - Coming Out Party at the Design Center - A forum for members with newly acquired or newly restored classics to present their treasures to the Northwest Membership.
Mounger and McMichael, co-chairmen

April 4 - Grand Classic, Arizona West Grand Classic.

May 2-3 - Portland Weekend Tour - Tour three garages and enjoy a lovely dinner and other events.
Reverman, Wouters and Adatto, co-chairmen.

May 16 - Kite Fly RROC, PNWR Invited.

June 26-27 - Land, Sea Air. Port Ludlow.

July 4 - Parades - Yarrow Point and Bainbridge. Tom Armstrong invites members to SIR to watch Vintage Races and will serve hot dogs in his pit. Safe parking is available for classics (no-host entry to races).

July 11 - Summer Grand Classics

July 19 - Forest Grove Concours.

August 1 - Greenfield Picnic - Drive from Southcenter to Lake Tapps.
Enjoy the lake shore - lawn bowling and paddle boat races.

August 16 - Apker's Affair - Benefits Children's Hospital.
This year's feature: vintage commercial trucks.

August 23 - Pebble Beach.

September 19-20 - Possible overnight to Oregon coast or possible overnight to Crescent Lake.

October 17 - Local Tour with stop at Armstrong garage and possibly others.

November - Annual Meeting.

December 12 or 13 - Christmas Party at Apker's Garage.



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1992 National Annual Meeting

Reported by Bill Deibel



Newly Elected President Dick Greene (left) taking over from Outgoing President Gene Perkins.

The National Annual Meeting of The CCCA was held January 8-12, 1992 at the Hyatt Regency Union Station Hotel in St. Louis, Missouri. This hotel is built into and adjacent to what was at one time (and may be still) The largest or second largest railroad station in the world. Its elegance matching its size makes this unique hospitality center one of St. Louis' greatest tourist attractions. I had never toured this historic city, which had a population of 200,000 by 1880, before now and was startled at the profusion of magnificent municipal buildings, broad boulevards and endless rows of mid-nineteenth century mansions. Towering above all this is the great stainless steel arch set in a federal riverfront park planned in 1935 by President Franklin D. Roosevelt to commemorate the "Westward Expansion" of the U.S. This arch, the landmark of St. Louis, really must be seen to be appreciated.

Attending the meeting from the PNWR in addition to Karel and me were National Director Joe Carman, III and Barbara Carman, Ed and Pam Rittenhouse, Glenn and Mary Lynn Mounger, Al McEwan, and Bob LeCoque, the elder.

Details of the meeting are left to THE BULLETIN and THE CLASSIC CAR, but some highlights are as follows. Approximately 36 cars were shown, about three-quarters of them for judging. This was the maximum number of cars that the facility could accommodate, and The Spirit of St. Louis Region restricted entrants to cars from outside the immediate St. Louis area. Move-in time was not until 6:00 a.m. Saturday, and cars were released at 3:00 p.m. Many attendees took a city tour that was part of the program leaving at 11:00 a.m. without going first to view the cars. Upon their return most of the cars were already gone - quite a disappointment. The banquet, which lasted three hours and 50 minutes, followed a special reception for past national presidents and included a presentation to all past presidents in attendance of a gold watch in Art Deco style characteristic of the classic car period preceded by laudatory words relating to each PP's particular accomplishments by newly elected president Dick Greene. The two other attractions that seemed to be the most universally pleasing were a buffet lunch at the museum and restoration shop of member Fred Weber who is majoring in Cadillacs with a minor in Packards, and an evening at St. Louis' fabulous Fox Theater built in 1929 as the finest in the 20th Century Fox chain. CCCA member Stan Kann from Los Angeles returned to St. Louis for this event to explain and demonstrate the giant Wurlitzer organ which he, himself, played - four shows a day - for 22 years. This was followed by a screening of the 90 minute 1925 silent film "The Phantom of the Opera" starring Lon

Chaney accompanied, non-stop, by Stan Kann on the massive Wurlitzer. (This was a special treat to the five of us who participated in our September theater tour to Vancouver, B.C.)

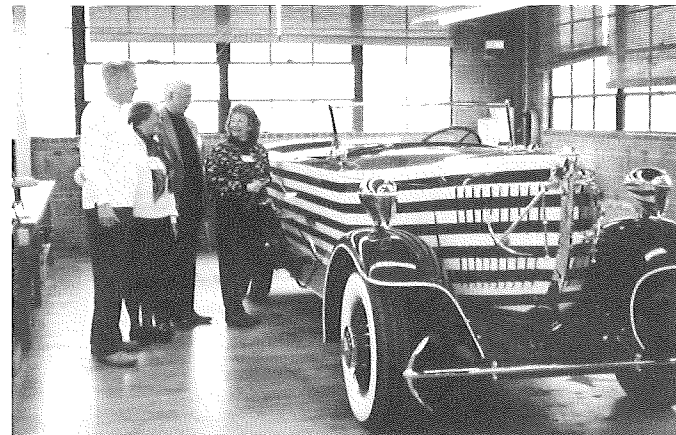
A new provisional region calling itself "The San Diego, Palm Springs Region" has been established. Membership year to year is up nine full members. The Classic car book has already turned a profit of \$25,000 and if all 5,000 copies are sold will net the club about \$185,000. Jim Hull, CARavan Chairman, is looking into a three week, coast-to-coast CARavan. Anyone interested should call him.

The weather was unseasonably in the 50's, and two days after we left there was snow and a -24 degree F chill factor. All in all a very pleasant meeting, and for Karel and me a nice opportunity to renew old friendships with many folks from the Michigan and Northern Ohio regions. Attendance was approximately 200 members and guests combined.

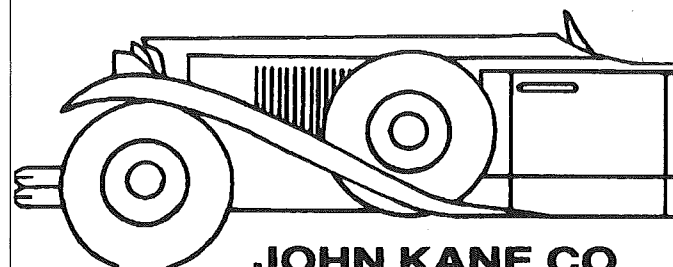
*Of particular note was the announcement that PNWR won the Tarnadol Trophy for the best participation in a CARavan in 1991. Joe Carman will continue to chair the National Long Range Planning Committee.



Bob LeCoque, the Elder, Al McEwan, Karel Deibel and Bill Deibel.



Joe & Barbara Carman and Bill & Karel Deibel examine Fred Weber's Bebo Boat, currently on a 1930 Cadillac V8 chassis. Four of these were built to advertise "Bebo Beer"; a non-alcoholic beverage, produced by Anheuser Busch during prohibition. (This particular Bebo Boat was originally built on a Pierce Arrow Chassis.)



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Annual Christmas Party

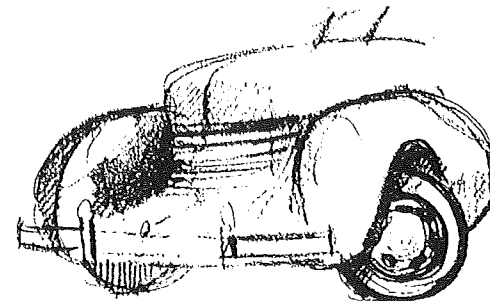
December 8, 1991

by Carl Bomstead

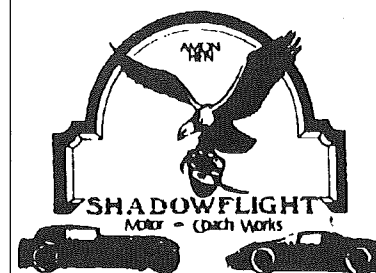
This year's Christmas party was held at the unique General Petroleum Museum near downtown Seattle. For those who are not familiar with Jeff and Susan Pedersen's Museum, it houses the finest gas and oil memorabilia collection on the west coast if not the country. Collecting gas and oil company items is a rapidly growing hobby that is now called Petrolia and includes items that you would find in gas stations in the 20's, 30's and early 40's, such as signs, cans and accessories that were available in the early stations. These collectibles have become very popular with many of our members as they make ideal decoration for a garage that houses a Classic or two.

There were about 90 members, guests and children in attendance with a contingent of a dozen or so from British Columbia that was organized by John Carlson. The Dickens' Carollers strolled among the group in traditional apparel while singing favorites of the season. Brunch was served shortly thereafter and the hungry group enjoyed the buffet that Susan and her staff prepared. While the Museum setting is enjoyable it is equally as well known for the quality and value of the banquet meals.

After brunch Jeff gave a talk on the collection and explained how he got started in his 25 years of collecting "Petrolia". One of his early jobs was working for his father and disposing of the old and outdated signs and pumps from the stations in the area. One day he decided to save a few of the more unique examples and we can all relate to what happened next. He showed us examples of gas pumps from the early teens to the fifties and illustrated the evolution of the procedure of pumping gas that we take for granted today. While he was leading the group on a tour he was discussing the appreciation of these collectibles by displaying a can that had recently sold at an auction for \$1,400. Two years ago at the Pate Swap Meet in Texas I passed on an excellent example of the same can because it was too expensive at \$250. The one that got away exists in all parts of the hobby.



ANCHELL 2/92



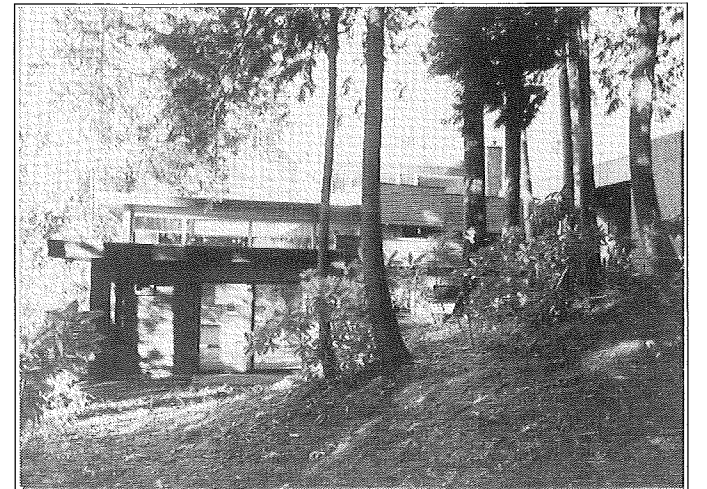
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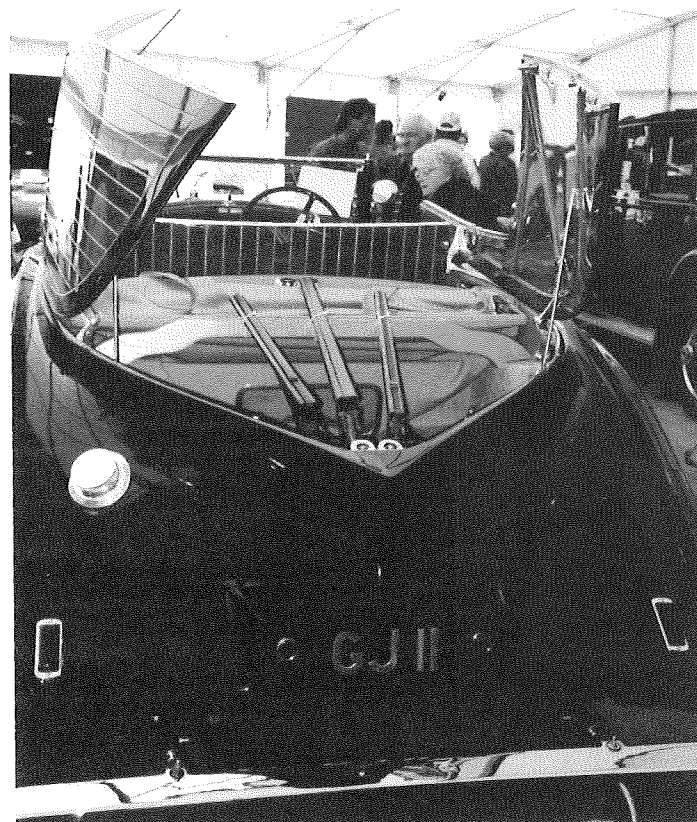
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Editor's Note

Last summer, as in many summers, Gordon and Claudia Apker's "Apker Affair" was one of the largest fund raisers for Children's Hospital. Gayle Doss was the winning bidder on the Trip to Barrett-Jackson provided by the Apker's. It was our first experience with this event. We were wowed the first two days and slowly worn down the last three. Non-stop car-stuff from 9 a.m. until 2 a.m. Claudia was recovering in Seattle from surgery and we missed her a great deal. Gordon was a wonderful host and we had a terrific trip. John and Sissy Madden stopped and said hello and headed for Palm Springs. Dave and Dorothy Fluke were enjoying the event and all of Scottsdale.

You can't find any place there, local sign ordinances and architectural codes have made everything look alike. Stuart McLeod and Tom Crook were in attendance, they are semi-residents or not quite "Sno-Birds" like the Herstein's who also didn't miss the event.

—Ed.

Some Thoughts on The Barrett-Jackson Auction

by Gordon Apker

If five people were to sit for five days and watch the action on the floor of Wall Street there would be five different stories as to what happened. Assessing the Barrett-Jackson Auction is just such an occasion. Some individuals probably think it is appropriate that its held in a circus tent. Others might view it simply as a car show. While yet others think it sets the tone on prices for the year. I spoke with the buyer of an '88 Testarosa (\$104,000) who said he had paid over \$200,000 for his other '88 TR and bought a second because it was such a bargain. I know the seller of the \$104,000 Ferrari and he was relieved to be rid of the car and pleased with the price. Two different views over the same car.

So, what was this author's viewpoint? Is it a circus? Yes! A fun and entertaining event that P.T. Barnum would be proud of. Furthermore, it is a great car show! At this year's show: A Humvee (remember the Desert Storm jeeps?); the first alloy 300 SL Mercedes gullwing built and the last 300 SL Roadster (offered as a pair); not one - but two - Chrysler Thunderbolts, one of the four GT 40 roadsters built (Shelby's car); two Hispano Suizas (one a J-12); a half dozen dual cowl Phaetons; a couple of Duesys; V-16's and race cars (one of the nine 'Ol' Yellers' showed up). Definitely it's a car show!

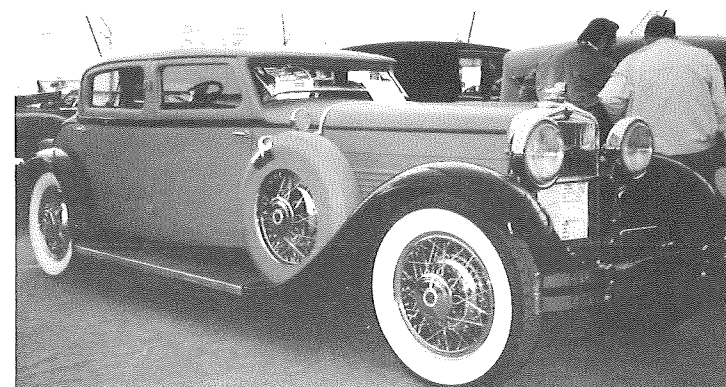
So, what about the Auction? Its 21st year took place as planned! Attendance was between *40-50,000. Gross volume was about *\$17 million and sales percentage was just over *51%. If one eliminates the spike in prices that took place between '88-'90, values are about where they would have been in a normal progression. Some exceptions do exist but for the most part values are stabilizing.

* Per Brian Jackson

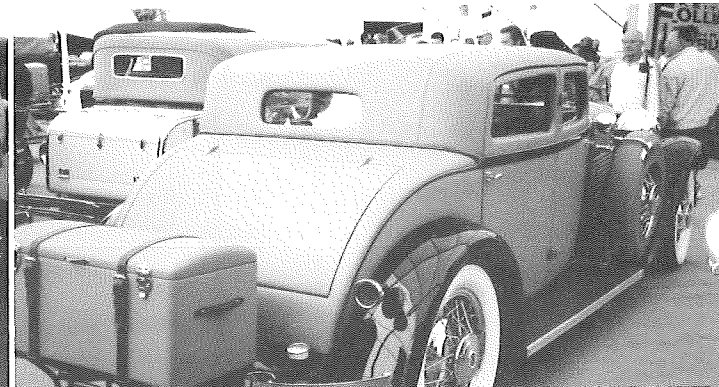
Some *sold* results from this year's auction:

1971 Ferrari Daytona Coupe (poor condition)	\$195,000
1953 Chevrolet Half-Ton Pick-Up (excellent)	10,500
1968 Shelby GT-500 Fastback (National First Place)	40,000
1936 Auburn 851 Convertible Sedan (older restoration)	67,000
1929 Cadillac Dual Cowl Phaeton (95+ points)	200,000
1957 Ferrari 250 GT Boano Coupe (95+ points)	114,000
1958 Buick Roadmaster Convertible (#1)	75,000
1965 Ford GT 40 Roadster (#2)	685,000
1969 Boss 429 Mustang (#2)	36,750
1965 Rolls Royce Silver Cloud III Drophead (was RHD)	200,000
1957 DeSoto Firelite Convertible (99 points)	72,000
1931 Cadillac V-12 Convertible Coupe (97+ points)	145,000
1970 Plymouth Hemi 'Cuda (#1 sold after midnight)	57,500
1930 Pierce-Arrow Re-bodied Boattail (older restoration)	90,000
1962 Dual Ghia Coupe (#2)	82,000
1958 Chevrolet Impala Convertible (frame off)	34,500

See More Photos on Page 10

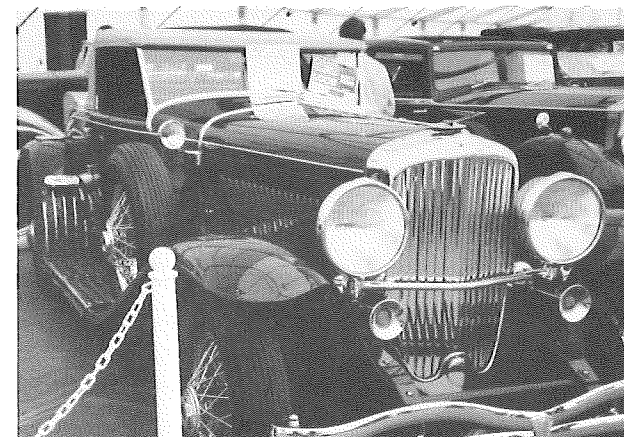


1930 Stutz SV-16 Weyman Monte Carlo

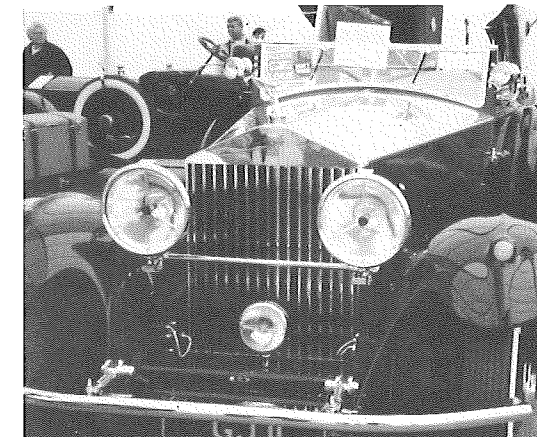


Weyman Body - 1930 Stutz SV-16 Monte Carlo

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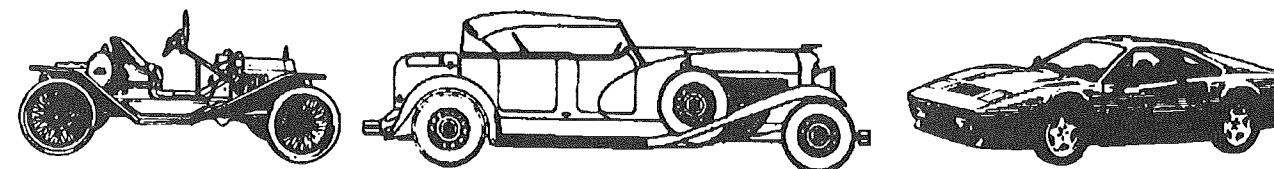
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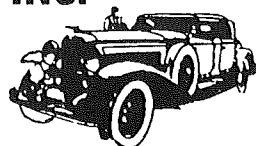
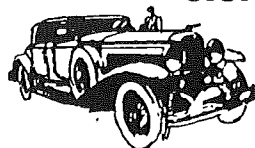
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Classic Car Club of America - Pacific Northwest Region Board of Managers Meetings

Reported by Ted Barber, Secretary, CCCA-PNR

December 4, 1991

The meeting was called to order by Director Deibel at 7 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Bomstead, Doss, Kane, Magnuson, Mounger, and Scheef; Secretary Barber; Treasurer Wouters; Past Director Rittenhouse; Membership Chr. Mote; members Apker, G. Doss, Greenfield, Herstein, T. & B. McMichael, McEwan, and Murray; and guests Bud Shank and Ron Ramage. The minutes for the November 9, 1991 meeting were approved as corrected. Treasurer Wouters reported a balance of \$19,430.55. Membership Chr. Mote reported 21 new members with a total of 161. Renewal notices will be sent out this week. Dues are still \$30 with a \$5 penalty after Jan. 15 for late renewals. G. Mounger questioned that this was too high. The amount will stand for this year. Mote noted that his total time spent was 40 hours for the year he has been Chairman. Editor Doss reported he would serve as editor for one year only, but would accept other duties later. He proposed a budget of \$7100 expenditures based on expected revenues of \$7140 from dues and advertising. He plans to step up publications, include meet notices, but needs a 7-8 day lead time. Shirley Starr will be advertising manager. We have about seven pages of ads per issue which he feels is almost too much. He questioned using ads in the roster.

Dir. Deibel read a proposal for Classics to transport dignitaries from the Four Seasons Olympic to the new art museum for the opening gala. No motion on this from the Board. Guests Bud Shank and Ron Ramage presented a proposal for a car Show/fund raiser at Pt. Townsend for the Centrum Foundation. Cars would be displayed at Ft. Worden. Included would be car judging (strongly questioned by the Board), a banquet, and vintage car races. Date is the end of September. G. Mounger will coordinate CCCA involvement. G. Apker offered to house Classics for the Scottsdale region Grand Classic April 4. B. Briskman is Head Judge. The Board approved a \$95 payment for liability insurance to National. National is planning to change Grand Classic judging forms as suggested by Regional PNR Head Tabullor S. Starr.

There was some discussion of exact PNR regional boundaries. Is BC included? We have always had members there. No answer has been received to a letter we sent to National on this. A. McEwan thinks our charter may be too old to tell. Dir. Deibel reviewed Grand Classic and Caravan schedules and his analysis of last July's GC judging.

In review of recent events it was noted that about 10 CCCA couples attended the October Fall Dance and 66 people attended the Annual Meeting.

Upcoming events were discussed as follows:

December 8, Christmas Party, Chr. Bomstead. At the Petroleum Museum.

January 1992, National Annual meeting at St. Louis.

February 8, 1992, Bellevue Place Show, Chr. Adatto/Kane/Rittenhouse. Date may be changed to the 20th. 18-19 cars lined up. Club may be paid more.

March 28, Coming Out Party, Chr. Mounger/McMichael. At the Design Center. At least eight cars lined up.

April 25-26 or May 2-3, Portland Tour (proposed by Armstrong), Creitser, Strandburg et al garages. Dinner afterwards. Possible conflict: BC RR-Bentley meet, Opening Day. Somerville-McKinley lawn party. No date yet.

June Land-Sea-Air, Pt. Ludlow.

July 4 Parades. Same except no tour/lunch at Armstrongs. (Tom will invite "honorary pit crew" to SIR.)

August 1, Greenfield Picnic. Drive from Southcenter to Lake Tapps.

August Apker Affair

September Joint meet with ACD. C. Bomstead will investigate as an alternative to Pt. Townsend overnight.

October. Date still open.

November. Annual Meeting.

December. Christmas Party at Apkers'.

In other business, G. Apker suggested incorporating a membership drive with a garage tour. R. Adatto and C. Bomstead were nominated for Assistant Director. Bomstead was elected. The National past Director Pin was presented to Ed Rittenhouse for his two year's service as Regional Director.



January 15, 1992

The meeting was called to order by Director Deibel at 7 pm at Latitude 47 Restaurant in Seattle. Present were managers Adatto, Bomstead, Magnuson, Reddaway, and Scheef; Secretary Barber; Treasurer Wouters; Past Director Rittenhouse; and members Armstrong, Campbell, Cook, Greenfield, Grisham, T. & B. McMichael, McEwan, Medan, and Reverman. The minutes of the January 15, 1992 meeting were approved as presented. Treasurer Wouters reported a balance of \$21,699.43, including about 100 dues renewals. Editor Doss reported (in absentia) that the Nov-Dec issue was published at slightly over his predicted budget. He feels there is no need to increase advertising fees.

Dir. Deibel announced that the February meeting would include a presentation by Ken Gratteri on the 1992 Forest Grove Concours. C. Bomstead was appointed activities chairman. The Director gave a summary of the National Annual Meeting at St. Louis held January 8-11. Our region won the Tarnopol Trophy for its participation in the Canadian Caravan. Regional member Joe Carman has been reappointed Long-Range Planning Chairman. A cross-country Caravan and also a special pre-1933 Caravan are being considered.

Under old business, Dir. Deibel reported that the PNW Region boundaries include Washington, Idaho, Montana and southern BC and Alberta in Canada. There is still a need to clarify the boundaries of the Oregon region. Chr. Bomstead reported that the Christmas Party was attended by 84 people and made \$150.

Upcoming CCCA events were discussed as follows:

Feb. 13-15, Bellevue Place show, Chr. Adatto/Kane/Rittenhouse. Date has been changed. Additional volunteers: D. Reddaway, B. McMichael.

March 28, Coming Out Party, Chr. Mounger/McMichael. At the Design Center. Announcement on back page of this publication. All cars needed for this are lined up.

April 4, Grand Classic, Arizona.

May 2-3, Portland Tour, Chr. Reverman/Wouters/Adatto. Drive to Portland, tour of three garages, dinner and other events to be planned. About 20 cars expected.

Somerville-McKinley lawn party. No plans to hold this year.

July 4 Parades. Same except Tom Armstrong will invite members to SIR to watch Vintage Races, serve hot dogs in his pit. Safe parking available for Classics. (No-host entry to races.)

July 11, Summer Grand Classics.

August 1, Greenfield Picnic. Drive from Southcenter to Lake Tapps.

September 19-20 Tour to Oregon Coast, proposed by B. Reverman. Bomstead: possible overnight tour to Centralia Swap Meet, ACD meet, joint meet with Oregon region.

October Date still open

November Annual Meeting. Possible locations: Air Museum or Flight Museum. Chr. Meden/McMichael/Adatto.

December Christmas Party, at Apkers'. Need chairman. Possibly a joint meet with RROC.

Other events were noted as follows:

May 16, Kite Fly (RROC, CCCA invited to participate.) Possible new location.

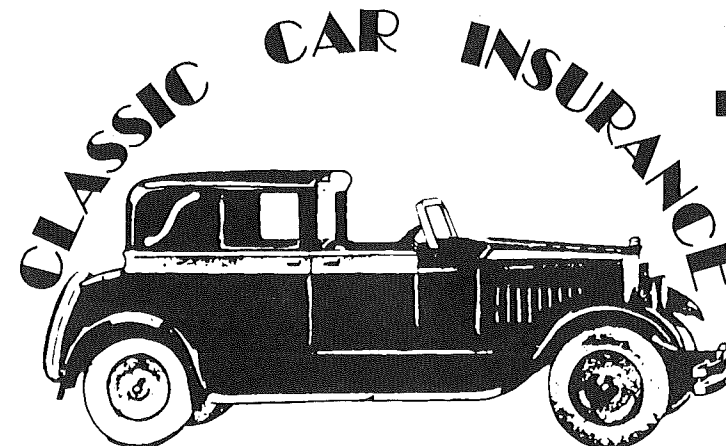
June Land-Sea-Air, Pt. Ludlow. E. Rittenhouse will try to determine the resort's plans.

August 16, Apker Affair.

August 23 Pebble Beach

September Port Townsend, G. Mounger is the contact for this.

Other events noted from other clubs were the Bentley Driver's Club April meeting in Victoria BC and the September 19-26 (national) RR vintage tour in Oregon. Present at the meeting were several regional RROC members (who are also jointly CCCA members) to coordinate schedules between the two organizations. Also discussed was the problem of whether the insurance coverage provided by National is sufficient to cover all possible Regional liabilities or whether we need additional insurance. Dir. Deibel will follow this up.



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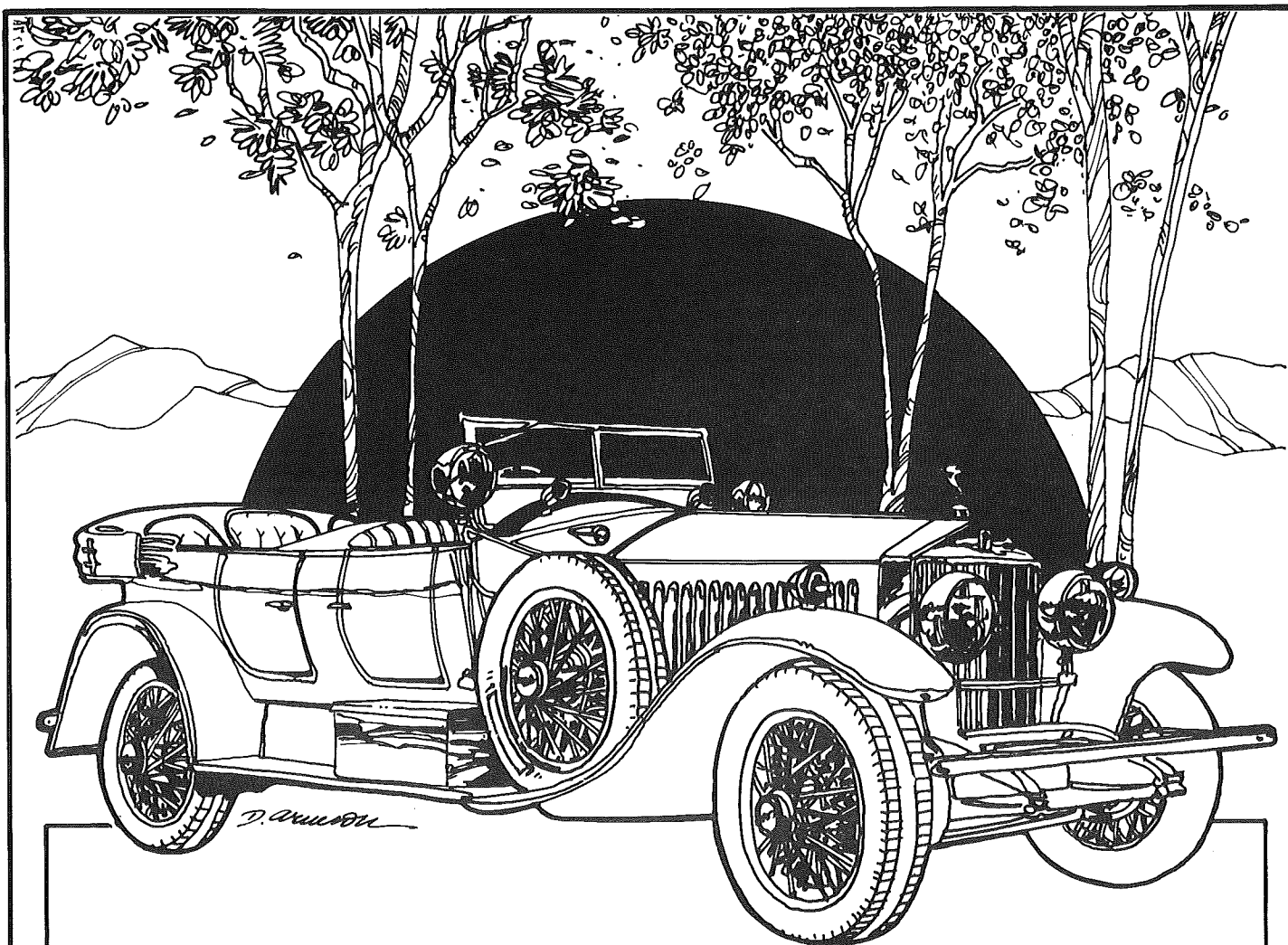
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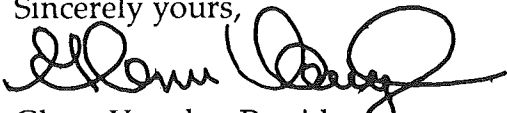
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Pacific Northwest Region

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CLASSIC CAR CLUB OF AMERICA
PACIFIC NORTHWEST REGION

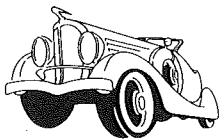
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