

BUMPER GUARDIAN

VOLUME 1

NUMBER 3

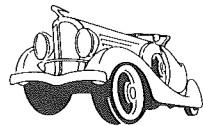


1933 PACKARD SUPER 8 DUAL COWL (SPORT) PHAETON

Ed and Pam Rittenhouse

MARCH – APRIL 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.

Officers	HOME	WORK
Bill Deibel, <i>Director</i>	252-7167	382-2500
Carl Bomstead, <i>Assistant Director & Activities Chairman</i>	334-5215	637-4185
Edward Rittenhouse, <i>Past Director</i>	232-1117	382-2001
Conrad Wouters, <i>Treasurer</i>	282-9431	585-5036
Ted Barber, <i>Secretary</i>	325-3580	544-5366
Bill Mote, <i>Membership Chairman</i>	937-3959	234-1809
Ron Doss, <i>Editor</i>	881-8794	881-6977
Shirley Starr, <i>Advertising Manager</i>	747-6458	562-7122

Board of Managers

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
Ron Doss	1994	881-8794	881-6977
Roy Magnuson	1994	745-9648	252-7022
Bill Scheef	1994	883-3983	885-4741

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

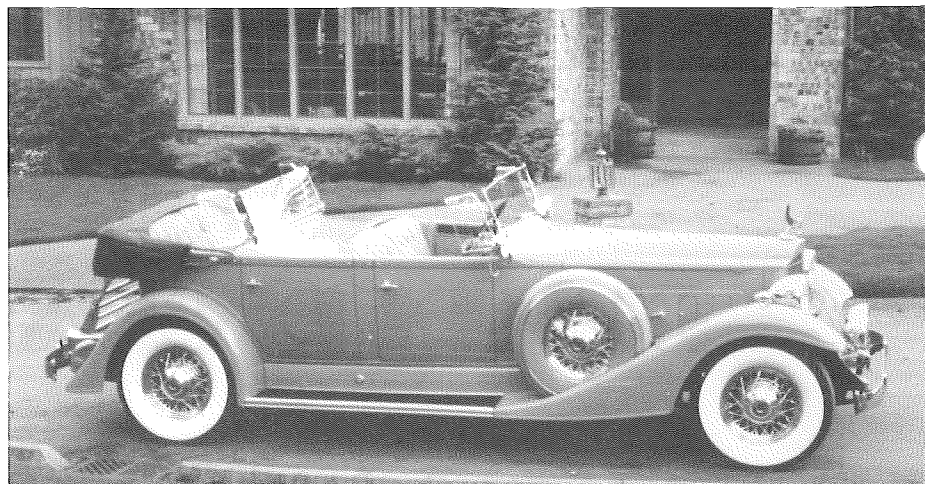
Advertising policy/rates: *The Bumper Guardian* will print classified advertising free of charge to members, and at \$3 for the first 40 words and 11 cents per word thereafter for non-members. Display advertising rates are available on a prepaid basis only.

	CAL YEAR	1-TIME
FULL PAGE (7½" wide x 10" high)	\$480	\$80
HALF PAGE (7½" wide x 5" high)	280	50
THIRD PAGE (7½" wide x 3½" high)	200	N/A
QUARTER PAGE (3½" wide x 5" high)	160	N/A
EIGHTH PAGE (3½" wide x 2½" high)	100	N/A
BUSINESS CARD (3½" wide x 2" high)	95	N/A

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.



Built for those happy people who love open cars and open road.

COVER STORY...

1933 Packard Super 8 Dual Cowl (Sport) Phaeton

by Ed & Pam Rittenhouse

By 1933 Packard Motor Car Company was having a desperate time selling its luxurious autos. The depression was taking its toll on Packard as it was on all auto manufacturers. The competition for the luxury car market was fierce with a shrinking customer base. Packard responded by producing an exquisite automobile for the 1933 Century of Progress exposition in Chicago. The "car of the dome" was a V12 Dietrich designed sport sedan painted golden metallic bronze and priced at \$12,000.

The 1933, or more properly tenth series, is believed by some to be the best of the classic-era Packards. Certainly it is amongst the most rare since it was Packards shortest and leanest production year. The tenth series car was produced only from January 5, 1933 to August 21, 1933 (eight months.) Approximately 4800 of all body styles and motor sizes were produced. Packard offered three motors on the tenth series: the Standard 8, Super 8 (formerly Deluxe 8), and a V 12.

The car featured in this article is a 1004 series (Super 8) Dual Cowl Sport Phaeton. According to Jim Pearsall (roster keeper of '33-'34 Packard 8s) and other sources, approximately eight of these Super 8 Dual Cows were produced in 1933. The car sits on a 142 inch wheel-base chassis and is one of 13 body styles offered in the 1004 series. The original price of this car was \$3,150.00.

The Super 8 engine featured a bore of 3½ inches and a stroke of 5 inches with an estimated horse power rating of 145. Performance was felt to be quite good for a car weighing 4,690 pounds. It was reported to accelerate from 5 to 30 mph in third gear, taking 8.5 seconds. Other features include a Bijur chassis lubrication system, four position brake setting, and a ride-control adjustable by a lever underneath the dash. This was the first series to sport 17-inch wheels.

The very early history of our particular auto is unknown to us. It has been traced back to 1953 at which time it was owned by Corsi Cobb of Cherokee, Iowa. Mr. Cobb was a collector of old cars from the very early days. He apparently always had cars from the early teens and '20s for sale and display. The Super 8 was purchased in 1953 by Henry Pol and taken to his small transportation museum in Zeeland Michigan. There it sat in original condition, warm and dry, until 1985 when his collection was reduced and the car sold to a classic car dealer. Several people were interested in purchasing and restoring the car, and in September 1990 we were fortunate to acquire this automobile from Ed Perkins in Connecticut. The car was in excellent original condition, having had one paint job to freshen up its original yellow body and chassis color. The factory-installed green leather upholstery was cracked and worn, but otherwise totally intact. A frame-off restoration was felt to be warranted for such a fine automobile. It was begun in November 1990 and every final detail was completed by February 1992.

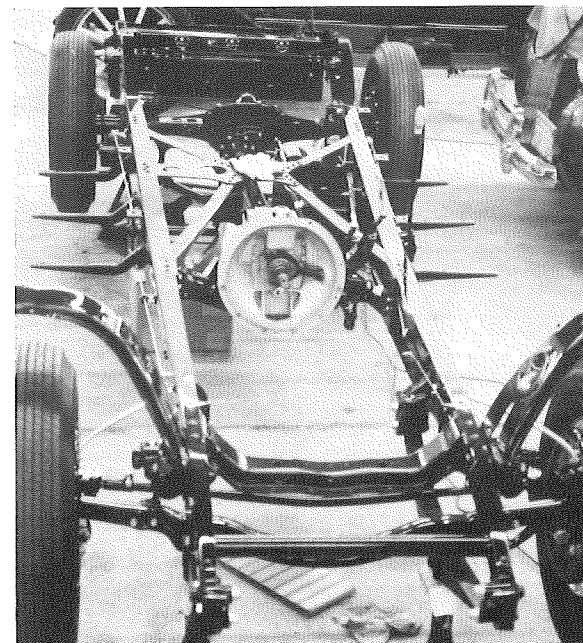
This car carries the firewall plate with the designation of the tenth series dual cowl phaeton, ie 661. Following the 661 in the designation is the number 16 which means it was car number 6 produced, since the first car started with number 11. After extensive research we have been able to find only one other Super 8 Dual Cowl Sport Phaeton extant, and that is car number 8. That original auto resides in Massachusetts and is in excellent condition.

Needless to say, it was a great pleasure to restore this car and watch the materialization of our dream as the painstaking process progressed. All aspects of the restoration were completed to the highest quality and we are extremely grateful to all of the professionals involved. Our current plans are to show the car this year and next. After that, it will be on the road as frequently as possible — what else?

More photo's on pages 3 & 8

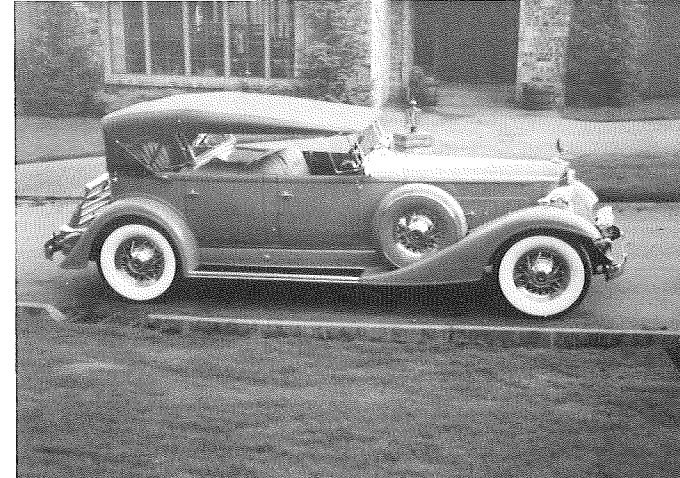


Walt Johnsen and his Auto Shop restored the body and managed the two-year project.

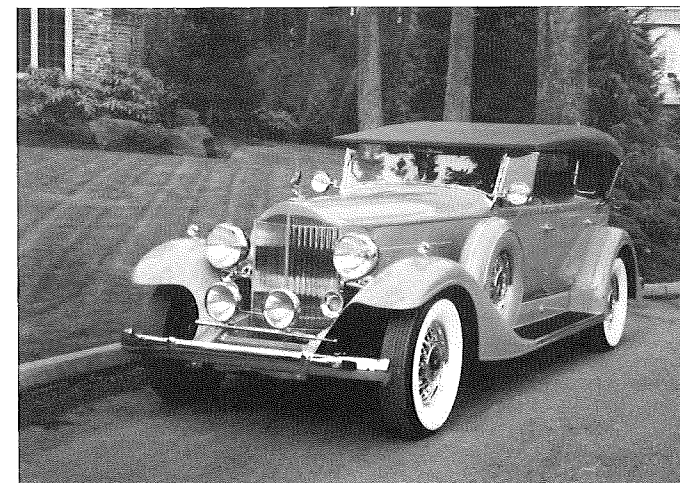


Rolling chassis ready for the power plant at Murray Motor Car.

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.

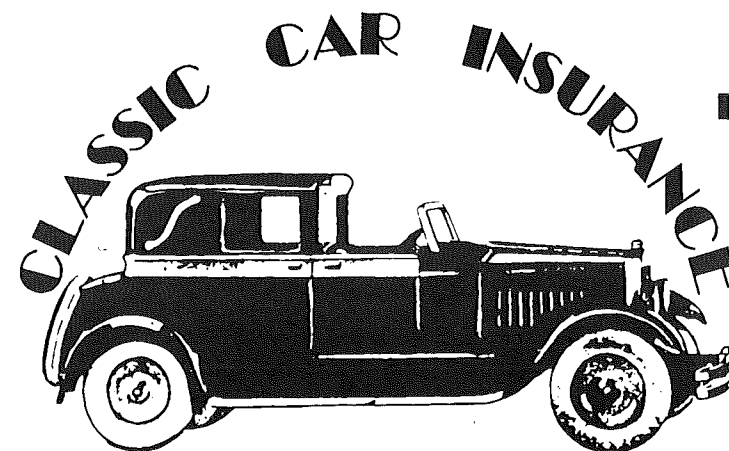


"The top fits like a swanky sports hat - and all is slender - 'cept the tires - they are fat."



Ready for Pebble!

More photo's on page 8



DICKISON INSURANCE AGENCY
Stan and Valerie Dickison
771-7900

121 Fifth Avenue North
Edmonds, Washington 98020

Representing:
American Collectors • Condon & Skelly
J. C. Taylor • James A. Grundy

Coming Out Party

by Barbara McMichael



Our proud owners take a bow, left to right: Gerald Schimke, Roy Magnuson, Ed Rittenhouse, Jack Goffette, Susan Armstrong, John Farrell, and Jerry Hanauska.

That the Coming Out Party was a success is an understatement in my mind. 188 people arrived on Saturday night at the Atrium in the Design Center. There were eight silent monuments draped in car covers waiting for their shining moment.

Glenn Mounger, our host and emcee for the evening recognized some of the guests for their support. They had come from Vancouver, BC and Oregon just for our event. It seems our little party is gaining some fame around the region as a great soiree. Then Glenn introduced our present Director, Bill Deibel. Bill presented take home plaques to former recipients of the Herb Schoenfeld Award.

After dinner the fun began with Glenn introducing Jack Goffette as the first presenter. Jack has never missed bringing out a car for this event. This year, however, was a near miss. Glenn had so many cars lined up that he did not need Jack to bring a car. But, as luck would have it, Thursday night before the party disaster befell one of the cars planned. Glenn had to call Jack "with hat in hand and on knees begging"! for a car. So Jack came through in a pinch with a 1927 Bentley, 4 1/4 litre Le Mans Replica he has owned for several years but which we have not seen.

I need to mention here that when the cars were presented, the lights were way down and a spotlight was used to showcase each car as it was unveiled. Next year we will get a light for the podium so the presenters can read their notes. We thank them for being good sports.

Ed Rittenhouse unveiled a beautifully restored 1933 Packard, Super Eight, Dual Cowl Phaeton. I particularly like the color on this car. Victorian taupe is what Pam calls it. If you go to Pebble Beach this year you may see this car there.

A 1933 Duesenberg, J, Convertible Victoria, body by Rollston was the next to be revealed by its owner John Farrell. I believe I remember John saying that this car has its second body on this chassis. It was modified several years after the original delivery by the factory.

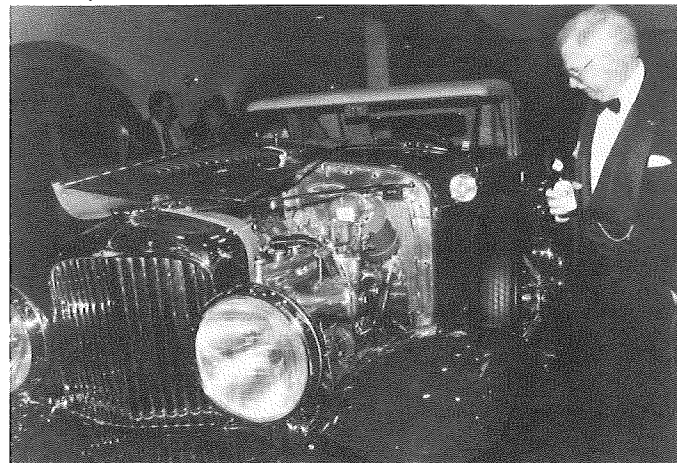
The smallest, though certainly not the least, of our debutantes was Roy Magnuson's 1932 Bugatti Type 40A, Cabriolet by Graber. This car had been newly acquired by Roy and is unrestored. By the way, this was the only car driven to the event on its own power. I have to admit it gave us (and Roy, while on the road) some anxious moments while we waited and waited, each minute expecting a call for help. But he made it, gutsy guy, Roy!

Our next presenter was Gerry Schimke who brought a car very similar to one once owned by his grandfather. Gerry went into great detail and spared no expense in restoring this wonderful 1932 Pierce Arrow, V-12 Custom Club Berline.

Continued on Page 5



This lovely Town Car is stuffed with ten pounds of goose down!



Director Deibel shopping for a few Deusy parts on Tom Crooks new red Rocket.

Coming Out Party Continued from Page 4

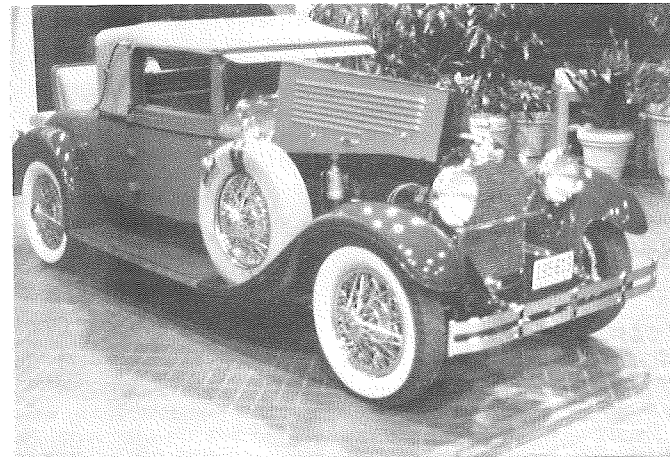
When Glenn introduced Tom Armstrong, Sue Armstrong came up instead to present her 1932 Alfa Romeo, GranSport, 6C/1750, Zagato Spyder. Her goal is to eventually take it back to Italy and the Mille Miglia.

In Tom Crook's absence, Norm Herstein presented Tom's racey red 1929 Duesenberg J, Murphy bodied convertible coupe. Norm said this car was probably owned by some movie star but we cannot say who it was or famous or infamous he or she was.

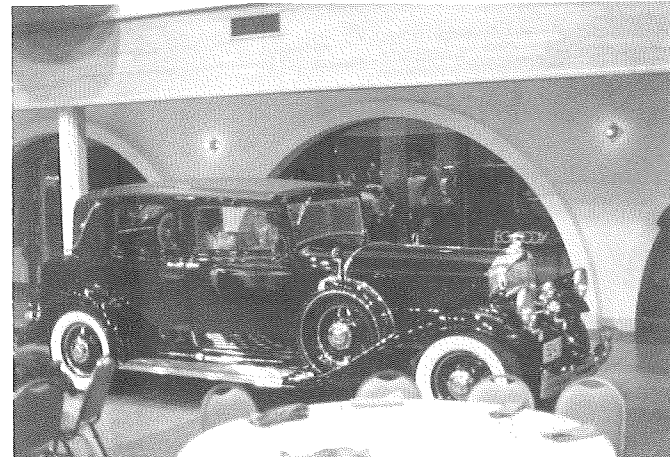
Our final presenter was Jerry Hanauska from Oregon. Jerry is one of the few owners to actually do the restoration himself. He did a very excellent job on this 1929 Stutz Coupe Cabriolet.

After a final round of applause for the cars and their owners, the lights went up and everyone got the chance to see these very special cars up close.

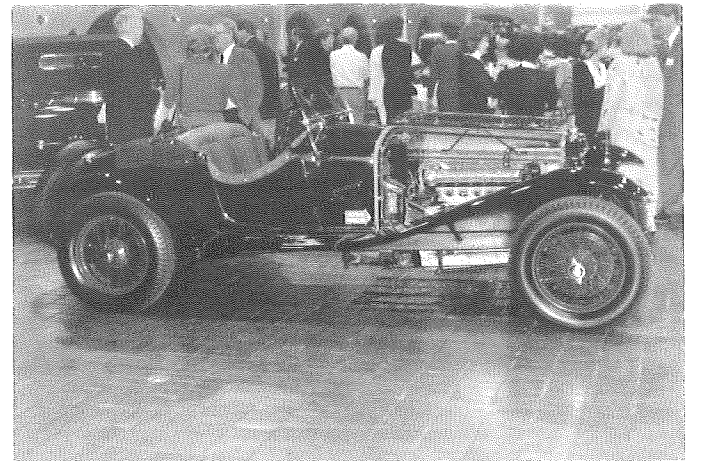
I would like to thank my co-chairman Glenn Mounger who was responsible for getting the unique mix of cars and their owners together. Glenn and I also need to thank those who helped push cars around, make decorations, helped with the sign-in and handled the lights. Thanks also go to Bruce Hill for most of these wonderful pictures.



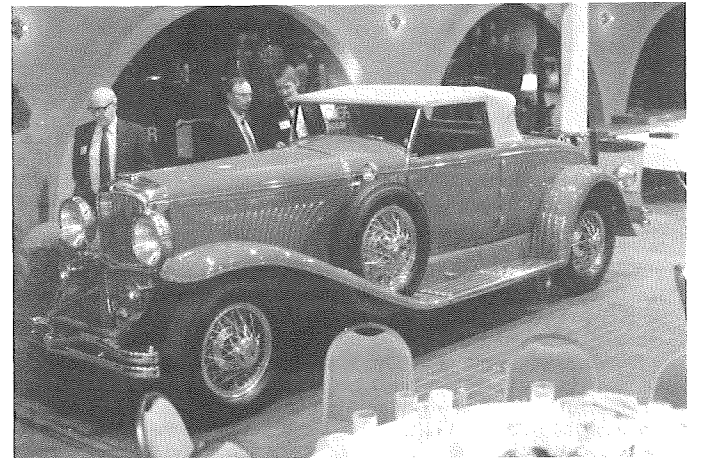
1929 Stutz Coupe Cabriolet - presented by Jerry Hanauska



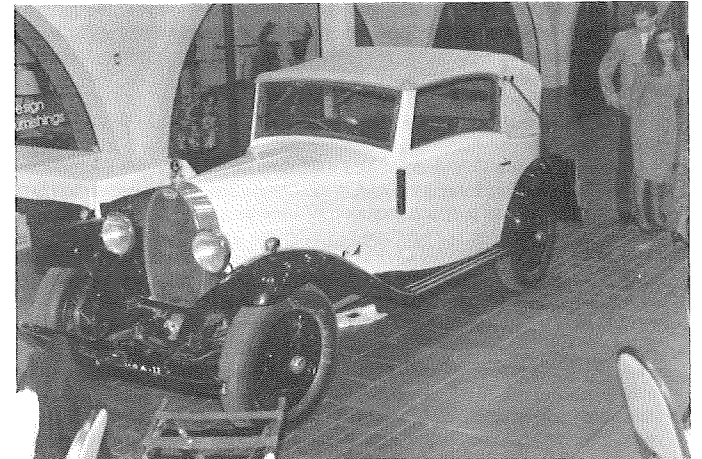
Schimkes 1932 Pierce Arrow 12 52 Custom Club Berline - November / December '92 Bumper Guardian cover car - First in Class Pebble Beach '91, Best in Show National Pierce Arrow Meet '91.



1923 Alfa Romeo GranSport, 6C/1750 Zagato Spyder. Presented by Susan Armstrong.



1929 Duesenberg J. Murphy Convertible Coupe owned by Tom Crook, presented by Norm Herstein.



1932 Bugatti, Type 40A Cabriolet, Graber, presented by Roy Magnuson.

TOURS
SHOWS
SALES

VINTAGE
CLASSIC
COLLECTABLES

HELTON AUTO TRANSPORT

Enclosed Van Door to Door

27020 150th PL. S.E.
KENT WA. 98042
(206) 639-1424

AL HELTON
Res: (206) 631-4401



John Parkhurst
Auto Upholstery

Specializing in restorations

Shop (206) 391-2785
23102 S.E. 53rd Street

Res. (206) 391-2677
Issaquah, WA 98027



Enclosed Auto
Shipping

Red Rowe

22320 - 108th SE
Kent, WA 98031

"Flathead Red"
(206) 854-2514

Steve's Auto Restorations

QUALITY CONCOURSE REFINISHING

Specializing in
Auto Body Restoration & Refinishing
on Antique, Classic, Show & Special Interest Autos

STEVE FRISBIE

Restorations
Partial or Complete

(503) 257-0000
5705 NE 106th Ave., Unit G
Portland, OR 97220

How Rare Is Rare?

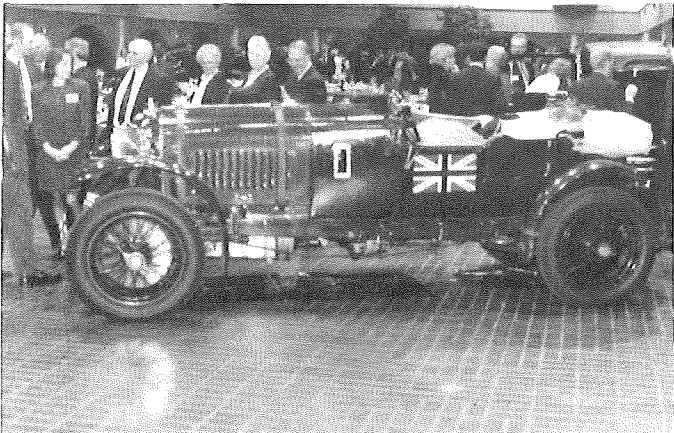
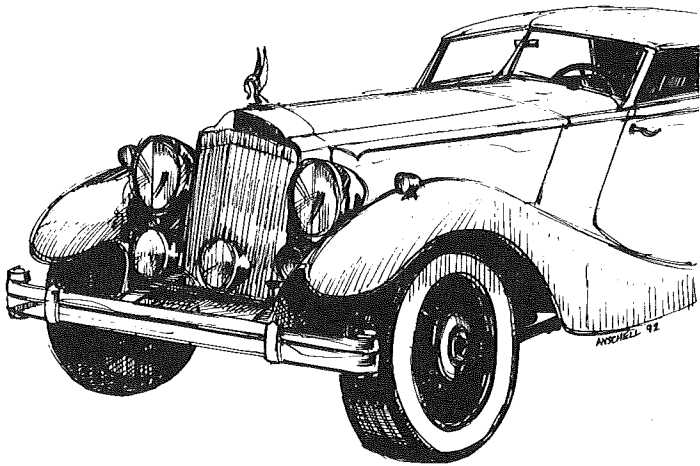
Reprinted from the New England Classic Quarterly

People, as a group, tend to treat those things often seen, as commonplace. Pretty profound statement for a guy from Maine, don't you think? Think of the last Grand Classic, where every car there was a Classic Car. Remember the other Classic Car events you have attended, or the rows of Classics at Hershey, or Meadowbrook, or Pebble Beach, or any event where there was a good number of Classic Cars. In your mind, did some of these cars seem rather ordinary? Imagine for a moment, that you have in your garage three Classic Cars which, at first glance, may seem very average: 1930 Auburn, 1940 Lincoln Continental, and a 1941 Cadillac 62. Without considering body styles, you might agree that these cars would be nice to have in your garage, excellent to drive, and fun to play with, but the Henry Ford Museum probably won't be beating on your door, begging for one of them. Now, wait just a minute. While you may feel that your Somewhat-Less-Than-Imperial-Palace-Collection may be rather commonplace, let me assure you, t'ain't necessarily so. Permit me to elaborate.

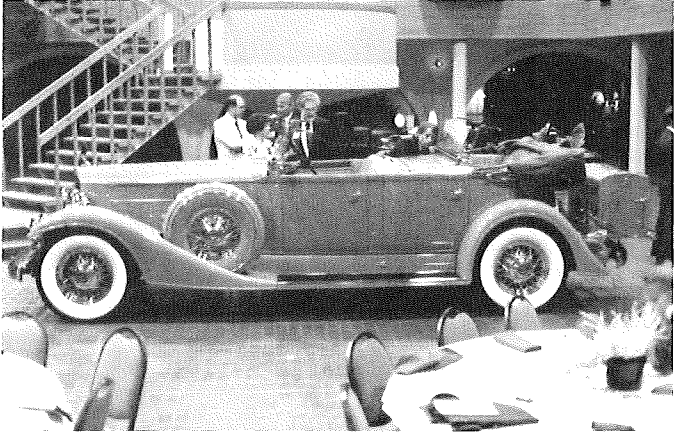
For the moment, let's assume that automotive scarcity directly relates to the total number of vehicles available at a specific time. The first Classic in your collection is the 1940 Continental. In 1940, there were 404 Lincoln Continentals manufactured, and there were 27,434,979 cars registered in the nation. That means there were 67,908 automobiles of all types on the road for every one new Continental. To put this in a little different perspective, according to the numbers, if you stood on the corner as cars drove past, without repeating, at a steady 40 MPH, one car each 40 feet (that's only a bit more than a car length apart), and you began this nonsense at 6 a.m., you would not see a new 1940 Continental until about 10 minutes before 7 p.m. And this assumes no trucks sneaked into line.

You say that's easy when we consider a low production model. Now look at the second car in your collection. 1941 Cadillac 62 series were popular cars: 24,726 were built. Cadillac production for 1941 accounted for just 1.6% of the total 1941 Automobile production. Less than half were 62 series, a paltry 0.65% of 1941 automobiles. By 1941, only Cadillac, Packard, Lincoln, Buick and Chrysler were building Classic Cars in the USA. All these firms were spitting out many more non-classic models. These five companies built about 675,691 cars and just 42,934 were real Classic Cars. If you were to assemble a collection of 1941 cars, 100 examples according to the percentages sold new, this is what you would have: 25 Chevys, 15 Fords, 12 Plymouths, 9 Buicks, 8 Pontiacs, 6 1/2 Oldsmobiles, 5 Dodges, 3 Chryslers, 3 Studebakers, 2 each of DeSoto, Nash, Hudson, Mercury, and Packard, 1 1/2 Cadillacs, 1/2 of a Willys, and 1/2 of a Lincoln. If our Taiwanese calculator is correct, that comes to 99. So much for rounding off fractional percentages. Of the 1 1/2 Cadillacs, just the 1/2 car is a 62 series (24,726). Only about the front two feet of the other complete car is comprised of models 60S, 63, 72 and 75. Most of it is non-classic model 61. You also have about 400 lbs. of 90 series Buick in your 9 examples (3103). The hood ornament of one of the 3 Chryslers is Crown Imperial (701). 200 lbs. of the 1/2 Lincoln is pure Continental. Of the two Packards in the group, one engine is all there is for Classic percentage (4455). Assemble all the various Classic Car percentages and you could assemble one Classic Car from the parts. As you can see, all these comparisons are very scientifically done. So, for 1941, line up all the cars registered (29,507,113), and start walking past them as they sit, parked bumper to bumper. You will walk the best part of 3 miles before you see one new 1941 Classic Car.

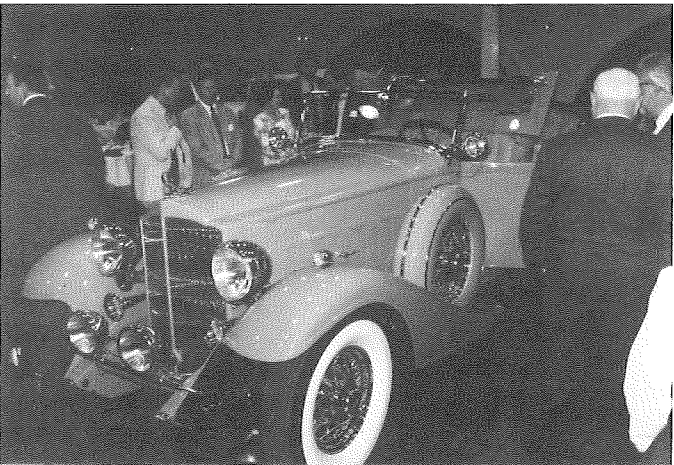
Why include the 1930 Auburn, you ask? While there were only five companies building Classic Cars toward the end of the Classic era, there were about 19 firms in this country whose products included or were exclusively Classic Cars in 1930. 1929 was a better year, but we have better figures for 1930, and this was our idea in the first place. Certainly, some of these companies, like Kissel, Roamer, Peerless, were producing few, if any, automobiles. Others, like Marmon, Willys-Knight, and even Duesenberg, were usually grouped in the "other" category. Still others were doing quite well, such as Packard, who pasted together 46,196 Classic Cars this year. The industry as a whole, while beginning to suffer, still produced 2,784,745 cars, and a whopping 5% (about 140,000) were Classic Cars. Auburn had a pretty good year in 1930, putting out 18,447 vehicles. The only Classic producers building more this year were Packard and LaSalle. (46,196 and 21,002). In fact Auburn built a solid 13% of the total 1930 Classic Car production. Auburn also comes in at a miniscule 0.66% of the total automobile production for 1930 of all types. Look at it this way: If you were to start servicing new 1930 cars of all types, on Monday morning, working 8 hour days, 1/2 hour on each car, you would not see your first Auburn until almost noontime of Friday in your second week of work.



1927 Bentley 4 1/2 Litre - Jack Goffette.



Ed and Pam Rittenhouse's 1933 Packard Super 8 Dual Cowl (Sport) Phaeton (Bumper Guardian Cover Car). Onlookers Bill Holt, Mr. and Mrs. Rittenhouse, Tom Armstrong and Walt Johnsen.



Larry Justice and Gordon Apker admiring Ed and Pam Rittenhouse's fresh Dual Cowl as John Kane congratulates Ed.

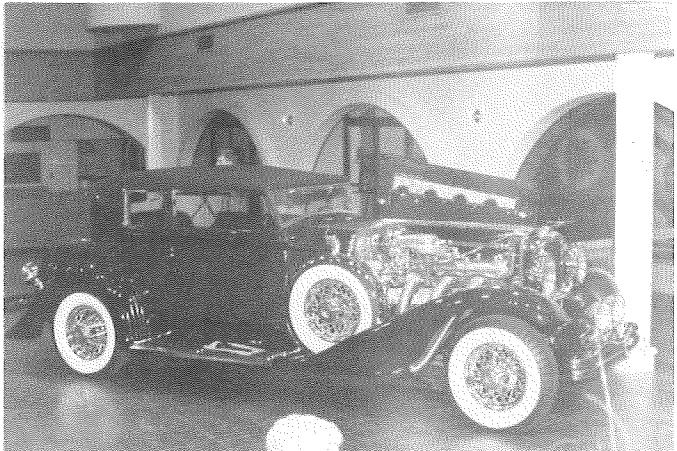
If this hasn't been enough, let's throw in a few other items for consideration in 1992. Considering that most of our Classic Cars were of little value and difficult to sell when they got older the actual rates of attrition, compared to less expensive cars, does not favor Classics. We have not taken into consideration: Body types, varying models, different engine configurations, and custom Coachwork. Neither have we examined foreign Classics where the disparities of production numbers probably would be even greater. All these factors would rarify our sample collection even further.

We leave you with one last thought to illustrate that rare is not the opposite of well done: Examining the entire history of the automobile, and noting that it is on the long side of 100 years worldwide, and by most accepted accounts, approaching the century mark in this country, our Classic Car era is but one fifth the entire span of automotive history. From that perspective, consider this: There have already been built, more 1992 Model year automobiles than all the accepted Classic Cars ever produced. And this is an off year.



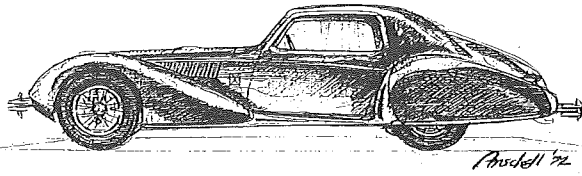
Coming Out Party...

Continued from page 5



1933 Duesenberg J, Convertible Victoria, Rollston. Presented by John Farrell.

Continued on page 7



Pacific Northwest Region Classic Car Club of America Calendar of Events

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. Kyak State Park, near Marysville. Radio Control Yacht Races.
Magnuson and Goffette, co-chairmen

June 3 - Board Meeting and General Membership Picnic Dinner at McAuliffe's in Kirkland. 6:30 PM — Reservations Required. Call Rosie at 488-3720 after 6PM before 5/28/92.

June 26-28 - Land, Sea Air. Port Ludlow.
Call Bill Deibel (206) 522-7167

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.



THE
AUTO
SHOP

AUTO PAINTING • RESTORATION
7520 N.E. Hidden Cove
Bainbridge Island, WA 98110
Walt Johnsen
206-842-3387

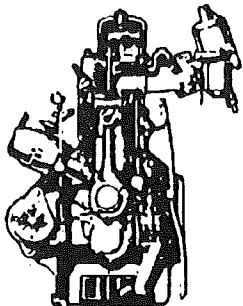
MEMBERS OF
NAME

206-441-1199

Queen City Plating Company
SURFACE FINISHING SPECIALISTS

MARION FRISCH
President

90 BLANCHARD STREET
SEATTLE, WASHINGTON 98121



Restoration of
Vintage and
Classic Automobiles

Gregory Soter
(206) 622-7469

Phantom
Restorations



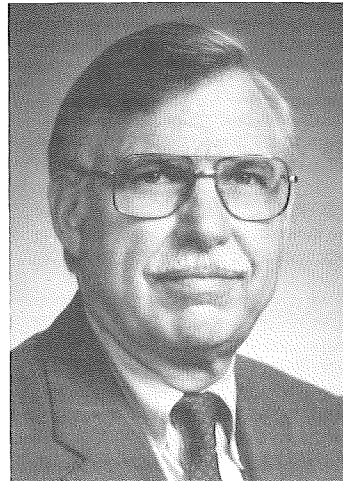
Complete Paint & Rust Removal
• Industrial • Automotive • Marine • Aircraft
"Electrolytic Process"

5717 N.E. 105th Ave.
Portland, OR 97220

Steve Frisbie
(503) 254-4726

Driving with the Director

by Bill Deibel



Director Bill Deibel

Several of you have questioned why I have not been writing a column for the *Bumper Guardian*, and I can think of several answers to provide. Probably the best answer is that I have a reluctance toward writing a column just because "the Director should write a column", when, in truth, I have nothing that I want to say. Furthermore, you have endured my ramblings in activity reports in each of the last two publications, and I thought that that should suffice anyway.

Tonight, however, I have just come to realize that I am already one third of the way through my term of office and that maybe a few reflections are in order at this time.

First of all, I would like to draw your attention to the Calendar of Events appearing on page seven of this issue and suggest that you will have justification for being more than pleased with the selection of monthly activities your board has put together for you in 1992. Our first event, the Christmas Party, was the most enjoyable and best attended in recent memory; next came The Bellevue Place Show which was a big success and brought the Region \$1,000 to boot; the ever popular Coming Out Party, coming up, promises to be one of the finest yet; following it will be no less than five, count 'em, five driving events including three overnights; and finally we have the 1992 Annual Meeting being planned that can be expected to stand out for years to come.

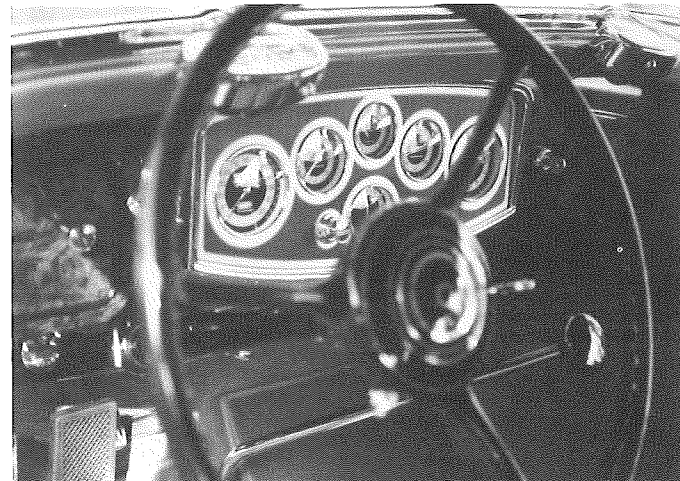
These activities don't just happen - they take lots of time and effort and not least creativity. But regardless of how great the idea or how flawless the planning, it is the turnout that makes the meet. A long time ago, Karel taught me that pictures without people aren't very interesting to look at in albums, and it's the people - yes it's you I'm talking about - that really turn these activities into events to remember.

So much for a high note, now for a low one. Like it or not, we as a group are aging. This is not a fresh, original observation on my part; it is one that has been made and discussed with increasing frequency, but without much effort so far to do anything about. There are indeed obvious reasons for this which you can list for yourself, but we as a Region can make a difference if we try. In closing I want to suggest that every member make an effort to bring as a guest at least one younger prospect to at least one of our five driving events this season. Think of a prospect in terms of the future as well as right away. This person can be someone not yet bitten by the Classic bug, but a young person who you believe could become interested in these great cars. Have a Classic day!

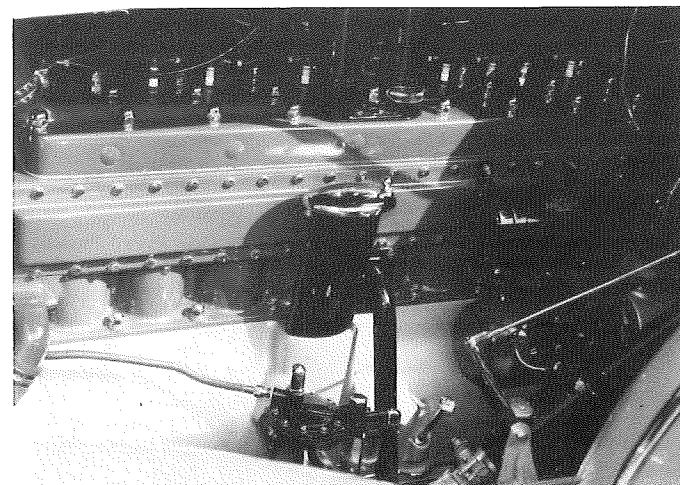


1933 Packard Super 8 Dual Cowl (Sport) Phaeton

Cover Story continued from page 3



Instrument dials and dash details of Ed and Pam Rittenhouse's 1933 Packard Super 8 Dual Cowl (Sport) Phaeton



The mighty Super Eight!



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

Reported by Ted Barber, Secretary, CCCA-PNR

February 5, 1992

The meeting was called to order by Director Deibel at 7 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Doss, Kane, Magnuson, Mounger, and Reddaway; Secretary Barber; Treasurer Wouters; Past Director Rittenhouse; members Anderson, Armstrong, Crook, Goffette, Greenfield, Herstein, T. & B. McMichael, McEwan, Meden, and Mote; and guests Ken Gratteri, Jay Pomeroy, and Dale Robley. The minutes of the January 15, 1992 meeting were approved as presented. Treasurer Wouters reported a balance of \$22,931.44. Editor Doss reported that the next issue will be in February with a Feb. 7 deadline. It was recommended that membership applications be included in each issue as well as in the roster. Membership Chairman Mote reported that there were 140 paid memberships with 28 not renewed so far. G. Mounger will contact those persons who have not renewed.

Under old business, Dir. Deibel reported further on the PNW Region boundary that the Columbia River was the dividing line between us and the Oregon region. J. McGary is reviewing the by-laws and needs input from members. So far, only minor updating is planned.

Upcoming CCCA events were discussed as follows:

Feb. 13-15, Bellevue Place show, Chr. Adatto/Kane/Rittenhouse. All arrangements are set. The sponsoring organization is giving a pizza party Friday evening for Club members as well as the donation.

March 28, Coming Out Party, Chr. Mounger/McMichael. At the Design Center. Flier in next publication. About ten Classics are lined up for this event.

April 4, Grand Classic, Arizona.

May 2-3, Portland Tour, Chr. Armstrong/Wouters. Drive to Portland, tour of 3 garages, dinner, and other events to be planned. The route is being checked out.

June 26-28, Land, Sea, Air Rendezvous. Rittenhouse is the contact for this. Resort will send notices.

July 11, Summer Grand Classics.

Aug. 1, Greenfield Picnic. Drive from S. Center to Lake Tapps.

Sept. 19-20 Tour to Oregon Coast, proposed by B. Reverman. Board decided that this is not practical for this year. Other suggestions included tour to Hidden Valley or Crescent Lake.

Oct. 17, Garage tour in Issaquah area. Possibilities: Armstrong, Ball, and/or Lobbereg. May also be a possibility for June.

Nov. 7 or 14, Annual Meeting. Possible locations: Art Museum or Flight Museum. Chr. Meden is negotiating with the Seattle Art Museum, with entry to the meeting to include viewing the museum collection. The Flight Museum is being considered for the 1995 National Annual Meeting.

Dec. 12 or 13, Christmas Party, at Apkers'. Chairman Doss. Possibly a joint meet with RROC.

Other events were noted as follows:

April 10-12, Portland Swap Meet.

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

July 4 parades. Yarrow Point, McEwan co-ord. Bainbridge, Mounger co-ord.

July 4-5 Sovren Vintage Car Races at SIR. PNWR invited to Tom Armstrong's pit.

July 19, Forest Grove Concours.

Aug. 16, Apker Affair

Aug. 23, Pebble Beach Concours. Delahayes will be featured this year.

Guests Ken Gratteri, Jay Pomeroy, and Dale Robley gave a presentation on the Forest Grove Concours to be held this year, featuring streamlined cars. They also outlined plans for future years.

In other business, B. McMichael proposed a regional project to sell Club mugs. She will investigate further. T. Armstrong announced that a convertible car (Classic or otherwise) was needed for a wedding April 24.

The meeting was adjourned at 8:30 p.m. The next meeting will be at Latitude 47 on March 4.



March 4, 1992

The meeting was called to order by Director Deibel at 7 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Bomstead, Doss, Magnuson, Mounger, and Scheef; Secretary Barber; Treasurer Wouters; National Director Carman; Past Director Rittenhouse; members Armstrong, Cook, Crook, Goffette, Greenfield, Grisham, Herstein, McAuliffe, McEwan, B. McMichael, Meden, Mote, Reverman, and Zuker; and guest Chris Lawrence. The minutes of the February 1992 meeting were approved as presented. Treasurer Wouters reported a balance of \$23,947.11. The fee for the Bellevue Place show will be paid by the 10th. Editor Doss reported that the next issue will be in April with an April 7 deadline. Membership Chr. Mote reported that there were 144 paid memberships with one more renewal and three new members (including guest C. Lawrence). Joe Carman, a charter Regional member and now National CCCA Relations chairman, reported on the recent questionnaire sent out by National. The National board is wary of "new" Classics but wants younger members and is developing a long-range plan. Lifetime dues will be increased soon.

Under old business, member Linke will become Club Archivist, a duty he has performed informally for some time. G. Mounger has been Registered Agent in the recent past. This responsibility will be moved to T. Barber. C. Wouters reported on the Bellevue Show. The event was a success but some felt the cars were too crowded and should have been displayed with historical information. Plans for next year could include additional sponsors and a change of location. R. Adatto will head a committee to develop plans.

Upcoming CCCA events were discussed as follows, led by Events Chr. Bomstead:

March 28, Coming Out Party, Chr. Mounger/McMichael. At the Design Center. Fliers are out. About ten Classics are lined up for this event.

April 4, Grand Classic, Arizona.

May 1-3, Portland Tour, Chr. Armstrong/Wouters. Drive to Portland, tour of two garages, dinner, and other events to be planned. The route is being checked out. Extending to three days is under consideration.

June 3, Board Meeting to be held at Jerry McAuliffe's.

June 26-28, Land, Sea, Air Rendezvous. Rittenhouse is the contact for this. Resort will send notices.

July 11, Summer Grand Classics.

Aug. 8, Greenfield Picnic. Drive from S. Center to Lake Tapps. Date changed to avoid Sea Fair conflict.

Sept. 19-20, Tour to Oregon Coast, Chairman B. Reverman.

Oct. 17, Garage tour in Issaquah area. Plans include: Armstrong and Ball garages, and a winery tour. Date should be verified with T. Armstrong.

Nov. 7 or 14, Annual Meeting. Location: Art Museum. Chr. Meden is negotiating with the Seattle Art Museum, with entry to the meeting to include viewing the museum collection. Price will be expensive unless the Club subsidizes considerably. Meden will work further on this. A secure garage is available.

Dec. 13, Christmas Party, at Apkers'. Chairman Doss. Possibly a joint meet with RROC.

Other events were noted as follows:

April 10-12 Portland Swap Meet.

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

July 4 parades. Yarrow Point, McEwan co-ord. Bainbridge, Mounger co-ord.

July 4-5, Sovren Vintage Car Races at SIR. PNWR invited to Tom Armstrong's pit.

July 19, Forest Grove Concours.

Aug. 16, Apker Affair

Aug. 23, Pebble Beach Concours. Delahayes will be featured this year.

B. McMichael reported on the regional project to sell Club mugs. She has found a supplier at a cost of about \$3 to \$4 per mug and will send for a sample.

A motion was passed to spend \$300 on a half page advertisement in a commemorative book being published about Sergio Franchi.

It was reported that member Kane was ill with a heart attack and the Board authorized the Treasurer to send flowers.

In a discussion about the Club's responsibility for the competence and honesty of newsletter advertisers, it was decided to add a disclaimer in future publications.

The meeting was adjourned at 8:30 p.m. The next meeting will be at Latitude 47 on April 1.



JOHN KANE CO.
Automotive Detailing • Restoration
1521 B 10th Avenue • Seattle, WA 98122 • 206 323-7848

INSTRUMENT DIAL REFINISHING

ALL TYPES



Shawn V. Gateman
Rt. 4 Box 780

(206) 463-2077
Vashon, WA 98070

Shadowflight
Gallery
Automotive Fine Arts
12th & East Pike - Seattle
206-328-7886

Shadowflight
Complete Auto Restoration
1506A 11th Ave. - Seattle
206-328-5812

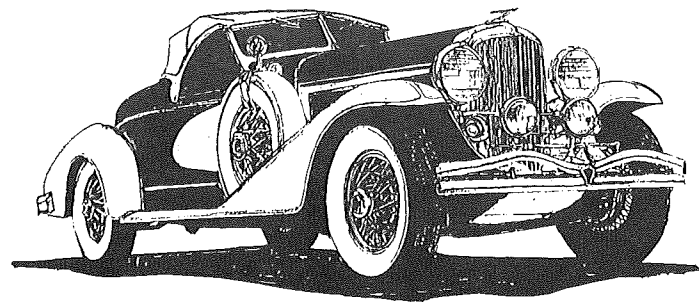
Bill Rehberg

DOUBLE YOUR PARKING DOUBLE YOUR PARKING

The Parking Lift from PARKING SOLUTIONS doubles your parking capacity without expensive construction. Parking Lifts are cost effective whether installed in existing structures or sites, or designed into new residential or commercial construction. The safe and durable Parking Lift is designed for years of trouble free operation, indoors or out. Fits your existing parking layout. Meets code requirements. Many safety features. Excellent guarantee. Call today for free consultation. 1-800-359-5021

Residential lifts require only 8 1/2' ceiling. Double as service lifts.

PARKING SOLUTIONS
Manufacturer of The Parking Lift.
N. W. Distributor (206) 745-1870



Short Tails

The McAuliffe Clan To Host June 3rd Picnic Dinner!

Drive an old car and let Grandma Hen dish you up. The board meeting will also be held at this auspicious occasion and the entire general membership is invited for chow. Reservations must be made by 5/28/92 by calling Rosie McAuliffe at 488-3720 eve's after 6 p.m. Don't miss it, Larry's Market will cater and how many times do you get a chance to get in Gerry's hip pocket!

Wednesday, June 3rd

6:30 p.m.

11812 108th N.E., Kirkland, WA 98034

The Portland Mini Caravan Saturday, May 2 and Sunday, May 3

Join us for a very interesting weekend and tour of four garages in the Portland area. The friendly Oregon CCCA members are looking forward to meeting us and looking at our cars while we view their unique collections. Drive your Classic!!

Rooms have been reserved at the elegant new Howard Johnson Hotel in Lake Oswego (503) 624-8400, with a guard for overnight parking for your classic. Call now to secure your room. Be sure to mention the CCCA to get the special rate.

On Saturday night, dine with our Oregon hosts at the Progress Golf Course. Return is Sunday after an interesting garage or two via the scenic Old Jackson Highway to Centralia.

Please contact Conrad Wouters at 585-5036 (W) or 282-9431 (H) for more details.

CAR STORAGE

Heated • Secure • Private Garage
Up To Six Stalls Available • Take One Or All

271-3320

CORY CROOK

RENTON, WASHINGTON

Bumper Guardian Deadlines for Balance of '92

In by April 7thto mail by 28th
In by June 7thto mail by 29th
In by August 7thto mail by 28th
In by October 7thto mail by 28th
In by December 7thto mail by 28th

Bill Deibel reports a car hauler for sale: '73 Chev 427 Turbo 400 - long diamond plate bed, \$6,500.00. Call Jeff at (206) 537-9370 after 2 p.m.

Port Gardner Bay Classic Car Show, July 26, 1992 - to benefit Deaconess Children's Services. Contact Daren Kloes (206) 258-1552. Everett, WA.

Welcome New Members

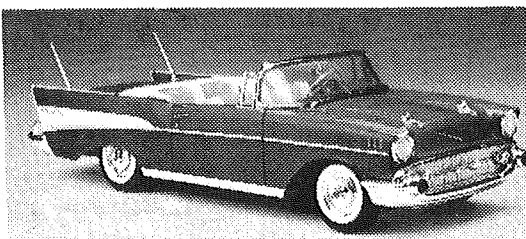
Joseph T. and Yolanda Gordon
and
Jerry Hanauska



Most Complete
Automobilia Store
on the
West Coast

Big Fun on Little Wheels

Over 2,500
new books,
T-shirts,
posters, key
chains,
licenses,
frames and
videos.



Over 1,200 Different Die-Cast Cars include:

- Schabak
- Burago
- Brooklin
- Solido
- Polistil
- Herpa
- Gama
- Brumm
- Eligor
- Match Box
- Rex Toys
- Vitesse
- Rio

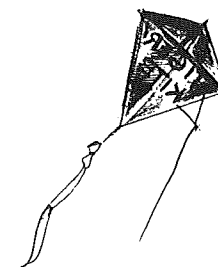
Including the Extra Special:

MA Collection from Switzerland
BBR & Tron from Italy Collectors Classics from Argentina
Western, Conquest and Century & FYP from France
SMTS from England Vitesse & Onyx from Portugal

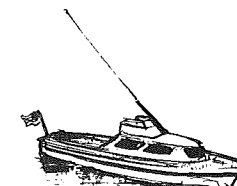


"If it ain't fun we don't have it"

2020 148th NE, Bellevue/Redmond WA
OPEN MONDAY-SATURDAY 10:00 - 6:00
562-1800



Saturday, May 16, 1992 Rolls Royce Owners' Club Classic Car Club of America



The Great Kite Fly and Electronic Remote Control Boat Races

Meet at 9:30 a.m. at the Burgermaster Restaurant located 1/2 mile north of 196th and Highway 99 in Lynnwood. Breakfast or rolls and coffee are available.

The Tour will leave at 10:30 a.m. and head for Kyak Point State Park near Marysville for a "you pack it" tail gate picnic.

After kite flying everyone is invited to motor to Camano Island and a private lagoon for remote control boating. If you have one, bring it along! Coffee will be served.

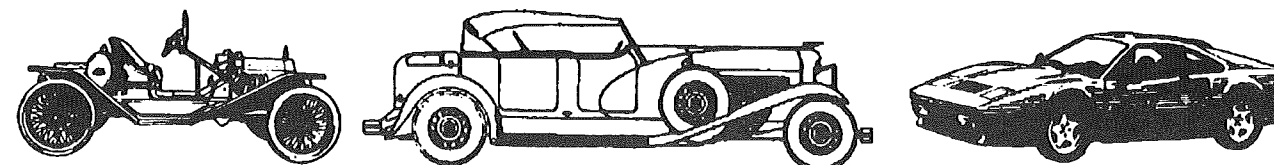
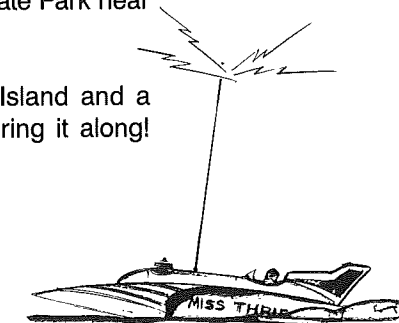
Joint Chairpersons

Roy Magnuson Office 252-7022

Home 745-9648

Jack Goffette

Office 775-0657



MURRAY MOTOR CAR

The Northwest's finest for award winning restorations

A one stop shop -- Tune Ups to Frame Ups

We listen to our clients -- Achieving THEIR satisfaction is our goal

Presently in our shop:

1932 Pierce-Arrow V-12 Custom Club Berline
1932 Cadillac V-12 Convertible Victoria
1933 Packard Super 8 Dual Cowl Chassis and Engine
1932 Packard Coupe Roadster

1931 Studebaker President 8 Four Seasons Roadster
1940 Packard 180 7-Passenger Sedan
1912 Ford Touring
1931 Ford Roadster -- Great Race '91 prep!

BOOKINGS NOW FOR SUMMER AND FALL

Al Murray

Paul Murray

13406 NE 177th Place, Woodinville, WA 98072 (206) 487-1902

J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Zurich Insurance Co., with offices and claim facilities in principal U.S. cities
1 (800) 345-8290 • (215) 748-0567 • (215) 853-1300

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: _____

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 \$20.00, 2nd \$14.00, 3rd \$8.00
- ☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. 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. 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.
 - ☐ 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 \$50.00

ANTIQUE AUTOS TO BE INSURED

(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.				
4.				

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.If you are a resident of CT, FL, PA, or N.J., send copy of regular car policy.

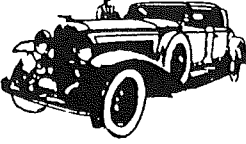
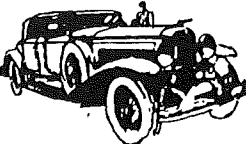
Signature: _____ Date: _____

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

1 (800) 345-8290 • (215) 748-0567 • (215) 853-1300



LAKEMONT WOODS
BELLEVUE

(A FORMER STREET OF DREAMS COMMUNITY)

HOUSE 5+ CARS IN STYLE...
TWO SEPARATE GARAGES HOUSE 5 CARS
WITH POTENTIAL FOR SEVERAL MORE.

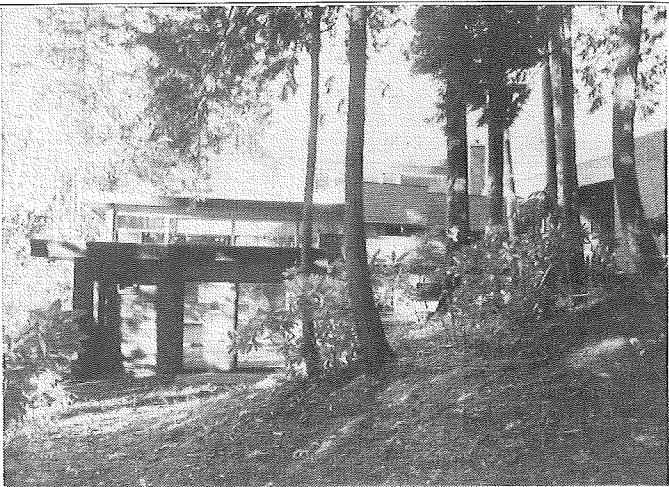
ENJOY THE PASTORAL SETTING...
OVER 1 ACRE CONVENIENTLY LOCATED IN
SOUTH BELLEVUE, JUST MINUTES TO I-90
AND 405.

AND, THE DISTINCTIVE HOME...
SPACIOUS NEW 5000 SQ. FOOT DESIGN
GUILD CREATION FEATURES SOARING
SPACES, DREAM KITCHEN, SUMPTUOUS
MASTER SUITE DESIGNED WITH PRIVACY IN
MIND, MAIN FLOOR TWO-STORY DEN,
FAMILY ROOM, AND CHILDREN'S SUITE
WITH THREE ADDITIONAL BEDROOMS AND
BONUS ROOM.

ASKING PRICE: \$795,000

FOR DETAILS CONTACT
DIANNE GRIFFITH
953-4575 (ANYTIME)

 Windermere Real Estate
EAST, INC.



Cougar Mountain Estate

PERFECT FOR THE CAR BUFF:
OVERSIZED 3-CAR GARAGE PLUS ADDITIONAL
UNFINISHED BASEMENT AREAS WITH EXCELLENT POTENTIAL
FOR SEVERAL MORE GARAGE SPACES.

OVER 5 ACRES OF ARBORETUM TYPE GARDENS
ON THE SOUTH SIDE OF THE MOUNTAIN.
PEACEFUL AND SECLUDED YET WITHIN MINUTES OF
SEATTLE, BELLEVUE AND ISSAQUAH. VIEW OF MT. RAINIER.

PERFECT FOR THE ACTIVE FAMILY:
LARGE REC. ROOM. INDOOR SWIMMING POOL (12x40), JACUZZI,
SAUNA AND SPACIOUS ENTERTAINMENT/PLAY AREAS WITH
WATERFALL AND PLANTER BOXES. OBSERVATORY FOR STAR
GAZING. DARK ROOM. HUGE WORKSHOP.

PERFECT FOR ENTERTAINING:
LARGE LIVING ROOM AND BANQUET SIZE DINING ROOM.
KITCHEN WITH 2 CONVENTIONAL OVENS. A CONVECTION
MICROWAVE, A TRIPLE JENNAIRE, A KOHLER TRIPLE SINK,
2 DISHWASHERS AND A TRASH COMPACTOR.

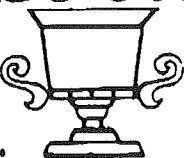
ASKING PRICE: \$849,000

SILKE REAVIS, PH.D.
COLDWELL BANKER

232-4600 (Office) OR 232-6766 (Residence)

ATHLETIC AWARDS CO.

 817 REPUBLICAN ST.
SEATTLE, WA 98109
(206) 624-3995



MONTY HOLMES SR.
TROPHIES, PLAQUES, MEDALS, RIBBONS, SILVER
AND GIFT ITEMS
Northwest's largest selection of trophies

SIEGFRIED LINKE'S
EUROPEAN
MOTORS CORP.

SALES AND SERVICE OF
MERCEDES BENZ & BMW MOTOR CARS

(206) 622-3408

2223 NINTH AVENUE • SEATTLE, WASHINGTON • 98121

1992 Rendezvous by Land, Sea & Air

SCHEDULE

FRIDAY, JUNE 26, 1992

Hospitality & Registration,
Cove Room..... 6:00 - 9:00 PM
Event sign-up, parking and moorage
instructions, no-host cocktails and
complimentary Hors d'oeuvres.

Vintage attire contest..... 7:00 PM
Awards provided by Monty Holmes.

SATURDAY, JUNE 27, 1992

Breakfast at your leisure, Harbormaster
Restaurant..... 7:00 - 11:00 AM

The Antique & Classic Boat Society
"Run-About" Tours..... 9:30 - 10:50 AM
(Please invite spectators to join your crew
for the tour.)

Sail past..... 11:00 - 11:30 AM

Antique Car Tour throughout the
community..... 11:45 AM - 12:15 PM
(Please invite spectators to join you for the
car tour, if space allows. This year's car
tour will begin and end at Burner Point.
The tour will go along Paradise Bay Road,
circle the golf course & its communities,
and make its way back to the point. All
spectators should be dropped off at Burner
Point before the invitation-only Salmon
Barbeque for registered Rendezvous
participants.)

Recreation Center
Salmon Barbeque..... 12:15 - 2:30 PM



Antique Airplane Association's
Aerial Circus..... 2:30 - 3:00 PM

Antique Cars & Boats
on display..... 2:45 - 6:00 PM

Blindman's Dinghy
Races..... 4:00 - 5:30 PM

No host cocktails -
Lagoon tent..... 6:00 - 7:00 PM

BBQ Dinner -
Lagoon tent area..... 7:00 PM
Chicken, Ribs & Steamed Clams

SUNDAY, JUNE 28, 1992

Breakfast - brunch, Harbormaster
Restaurant..... 7:00 - 12:00 NOON

Boat "Show & Tell,"
Marina A Dock 9:00 - 10:00 AM
Boat owners will be available for discussion of
their craft.

Car "Show & Tell,"
Burner Point..... 10:00 - 11:00 AM
Car owners will be available for discussion of
their autos.

12:00 NOON IS CHECKOUT TIME

FOR MORE INFORMATION CALL COMMITTEE MEMBERS:

Chairman, Mr. Monty Holmes: (206) 282-4934

Antique & Classic Boat Society,
John Helpenstall..... (206) 457-5920

Bentley Drivers Club,
Peter Hageman..... (206) 827-8751

Cadillac/LaSalle Club,
Virginia Houser..... (206) 244-5024

Classic Car Club, PNW Region
Bill Deibel..... (206) 522-7167

Classic Yacht Association,
Monty Holmes..... (206) 282-4934

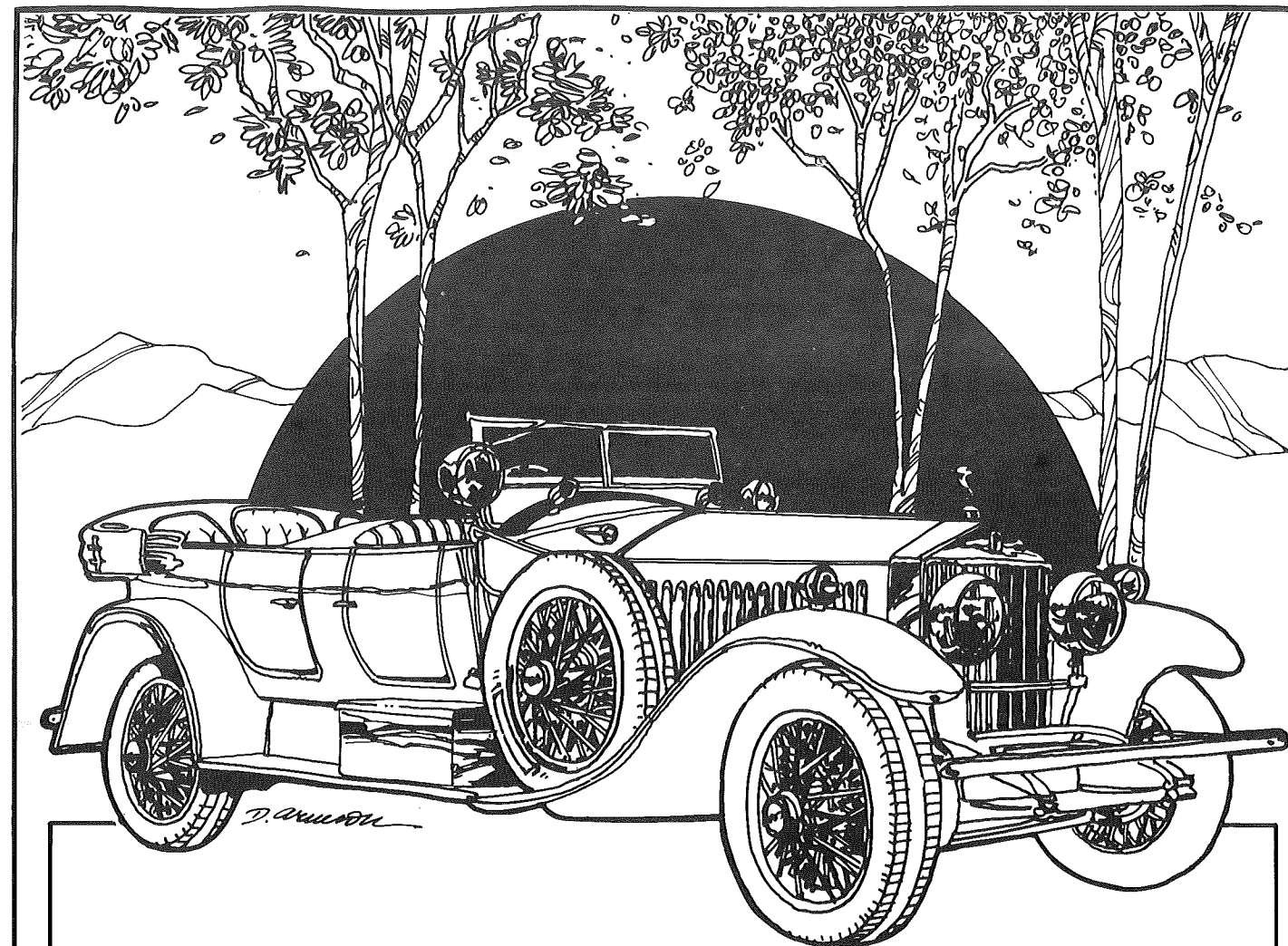
Horseless Carriage Club,
Jim Read..... (206) 525-0572

Oldtime Airplanes of America,
Mark Hoskins..... (206) 491-7616

Pacific NW Outboard Club,
Dennis Johnson..... (206) 937-5553

Packard Car Club,
Joe Hopkins..... (206) 392-8906

Pierce Arrow Society,
Walt McDaniel..... (206) 483-9736



GLENN VAUGHN RESTORATION SERVICES, Inc.

Post Office Box 1562 • Coeur d'Alene, ID 83814 • (208) 773-3525

CHOOSING A RESTORER

There are very few restorers in the United States who consistently deliver a state-of-the-art product.

We have the double advantage of a low overhead location and proven reputation for integrity, efficiency, and award winning work.

Whether you are looking to drive across the ramp to the winner's circle at Pebble Beach, or down a gravel road on a tour, you have only one choice to make.

Sincerely yours,

Glenn Vaughn
Glenn Vaughn, President



CLASSIC CAR CLUB OF AMERICA
PACIFIC NORTHWEST REGION

PRESENTS.....

THE PORTLAND MINI CARAVAN

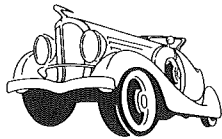
“The Event of the Year”

Saturday, May 2 and Sunday, May 3
CALL FOR RESERVATIONS NOW

TWO GROUPS CARAVANING SOUTH
ONE FRIDAY AT 2:00 P.M. AND ONE SATURDAY AT 9:00 A.M.
BOTH FROM THE SOUTHCENTER THEATRE

FIVE PRIVATE COLLECTIONS
SCENIC DRIVES — WONDERFUL DINNERS

CALL CONRAD WOUTERS 585-5036 (W) OR 282-9431 (H).



BUMPER GUARDIAN

19109 N.E. 151st, Woodinville, WA 98072

Address Correction Requested

BULK RATE
U.S. Postage
PAID
WOODINVILLE, WA
PERMIT NO.
64

Alan W. McEwan
4420 Bonnybrae Dr.
Bellevue, WA 98004