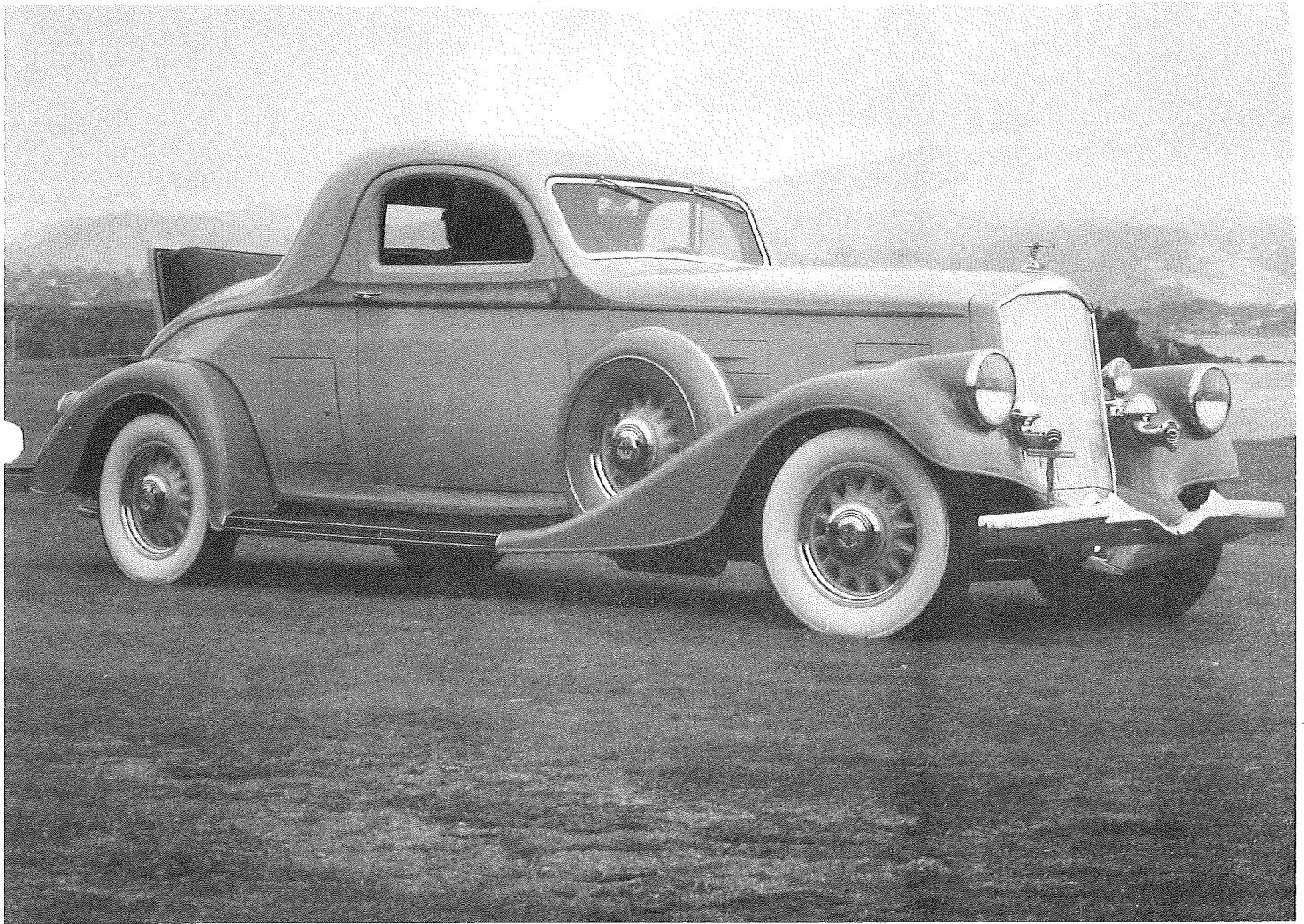


# BUMPER GUARDIAN

VOLUME 1

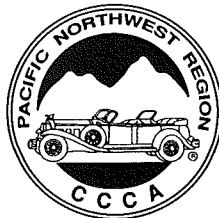
NUMBER 4



1934 PIERCE ARROW COUPE

*J. Martin and Arlene Anderson*

MAY - JUNE 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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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

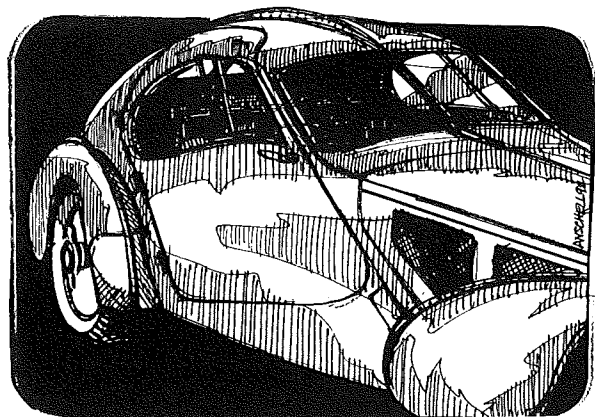
Regional membership is available only to Classic Car Club of America (national) members and may be obtained by contacting Bill Mote, membership chairman.

### 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
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QUARTER PAGE (3½" wide x 5" high)	160	N/A
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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.



## Pacific Northwest Region Classic Car Club of America Calendar of Events

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 SIF 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.

July 25 - Greenfield Picnic - Drive from Southcenter to Lake Tapps. Enjoy the lake shore - lawn bowling and paddle boat races.

August 9 - Apker's Affair - Benefits Children's Hospital. This year's feature: vintage commercial trucks.

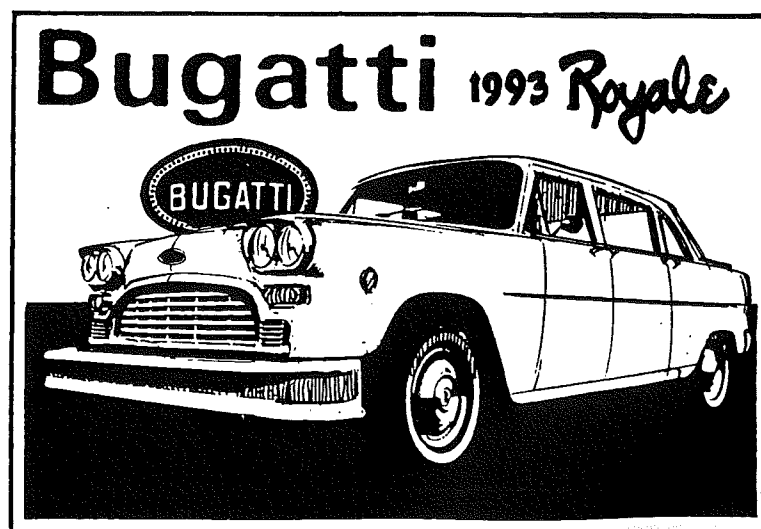
August 23 - Pebble Beach.

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 7 or 14 - 7th Annual Meeting - Seattle Art Museum.

December 13 - Christmas Party brunch at Apker's Garage with Rolls Royce and Jaguar Club.

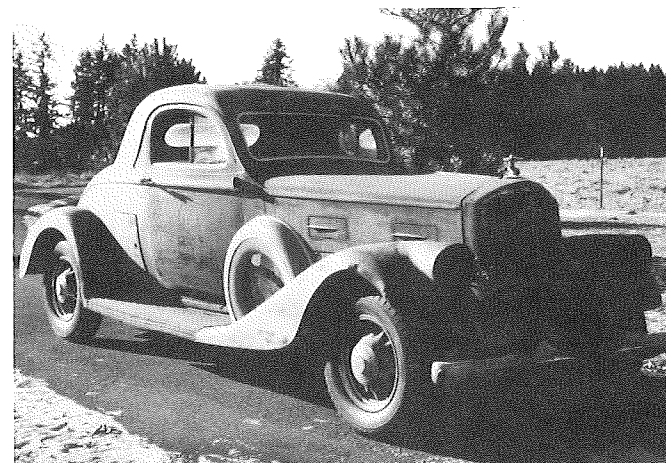


IF YOU WERE UNIMPRESSED WITH THE NEW BUGATTI EB-110, TAKE A LOOK AT WHAT THEY HAVE IN STORE FOR YOU NEXT!

COVER STORY...

# A Diamond in the Rust

by J. Martin Anderson



Pierce Arrow as removed from junk yard - 1958.



Finished Restoration.

BEFORE

AND

AFTER

## 1934 Pierce Arrow Coupe with a rumble seat!

Present Owners: J. Martin and Arlene Anderson

When I purchased the Pierce Arrow Coupe from Bruce Armstrong in Silverdale, WA in November of 1978 I thought I was buying an *aristocrat* of the highways! The mother of all rains was coming down on that day that I acquired the car from Bruce and the task of removing the car from the basement of Bruce's garage was enough to give one second thoughts. The car had been purchased by Bruce in 1958 and he preserved it in the dry storage of his basement since that time. He had acquired the Pierce from a junkie along the old Belfair highway. Bruce relates that the car had been used as a tow vehicle in the junk yard. It had rusted and rotted; was abused and molested. The license plates dated 1949 led me to believe that this was the last time it had been driven on the road. What a pity — the car was driven only 15 years before it was placed in a junk yard! An apparent sad ending for an *aristocrat* of the highways.

The Pierce sat in my garage two years as I contemplated restoration. The usual information was gathered. Parts acquired. Inspection and investigation. The car was the mother of all rot. Everything was either rotted or rusted through. I knew

I had made a poor decision after I bought it. Arlene just stared out the window whenever I talked about the Pierce Arrow. More contemplation. My dad frequently informed me of my mistake — one of the few times that I believed him. I talked to Dean Spencer about how to go about getting started — since he was the one who encouraged me to buy the car. "Optimistically" was his answer. Sure.

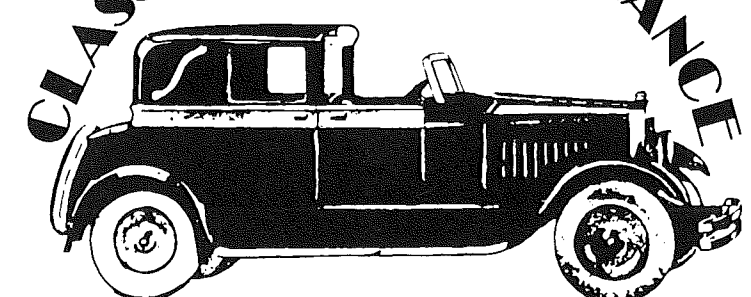
I moved the Pierce into my shop in the summer of 1981 and the restoration was finished in January of 1985. Dean Spencer helped me throughout the restoration process in so many ways. He was a source of information and a constant inspiration. I wish he could have seen the finish.

During the restoration as I was removing the seats, I heard something "clink" on the garage floor. I inspected the floor and found a small dog tag. On the tag was written the name: Arthur H. Gould with an address: 420 West Mercer, Seattle. On the back of the dog tag was a date: June 1935. Alas and Aha! This must have been the first owner of the Pierce.

With this bit of information I explored the obituaries of the Seattle Public

Continued on Page 4

**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.



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Cover Story
1934 Pierce Arrow Coupe...

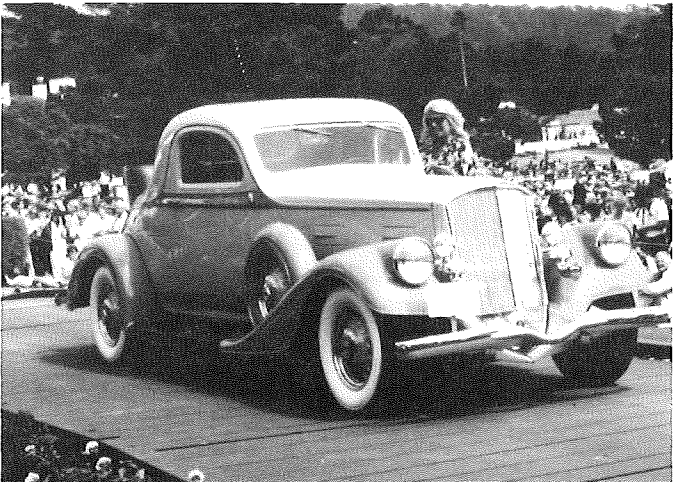
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Library. Arthur H. Gould was a distinguished businessman in Seattle during the early history of the city. He was the founder and owner of Gould Lumber Company which later became U.S. Plywood Corporation. He was chairman of the board until his retirement in 1938. Mr. Gould's wife Julia Gould was equally distinguished, being honorary life-president of the King County Humane Society and presented the group with one of its first automobiles. She was a life member of the Washington Anti-Vivisection Society and a member of the State Humane Society of Washington. She is thought to be the first lady to receive a driver's license in the State of Washington. Her son, Clarence W. Bandy, died when a plane piloted by the famed Eddie Hubbard, early-day Seattle-Alaska mail flyer, plunged into Elliott Bay on a return trip from Dungeness in the summer of 1921.

Bagley's History of Seattle and Bagley's History of King County provided additional information in my search for the history of my Pierce Arrow. Through inquiries of living relatives it was noted that Arthur H. Gould purchased new automobiles about every four years. The 1934 Pierce Coupe was purchased by Mr. Gould in 1934 and driven by him until about 1938 when he gave it to his daughter-in-law, Mrs. Irene M. Bandy. It is thought that Mrs. Bandy drove the Pierce until about 1941-42 at which time she disposed of it. The history of the car is lost between 1941-42 and 1949. Since the car was last licensed in 1949 and subsequently found in the junk yard, it seems logical that the Pierce Arrow Coupe entered the junk yard about 1949.

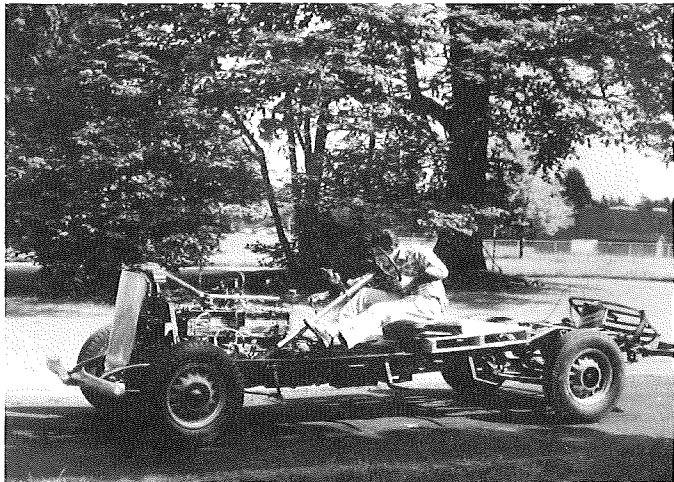
The Pierce was running and operable in 1958 when Bruce Armstrong purchased it from the junkie on the old Belfair highway. He stored it for 20 years and sold it to me in 1978.



Pebble Beach 1985 - Arlene and Marty



1st in Class - Pebble Beach 1985



Marty driving the chassis around the yard.

More photos, page 5

HISTORY OF OWNERSHIP OF THE 1934 PIERCE ARROW COUPE

- 1934 - 38 Mr. Arthur H. Gould
- 1938 - 42 Mrs. Irene M. Bandy
- 1942 - 49 Unknown
- 1949 - 58 Junk yard
- 1958 - 78 Bruce Armstrong
- 1978 - J. Martin Anderson

AUTOMOBILE SHOWS AND JUDGING OF THE 1934 PIERCE ARROW COUPE

- 1985 Annual Meeting Scored 99 points of the CCCA:
- 1985 Pebble Beach 1st in Class
- Concours D'Elegance:
- 1985 Forest Grove 1st in Class
- Concours D'Elegance:
- 1986 Pierce Arrow 1st in Class
- National Meet:
- 1987 Apker's Affair 1st in Closed Cars D'Elegance:

SPECIFICATIONS OF THE 1934 PIERCE ARROW COUPE

- Model: 840A
- Cylinders: 8
- Bore & Stroke: 3 1/2 x 5
- Engine HP: 140
- Wheel Base: 139
- Tire Size: 17 x 7-00
- Engine RPM: 3,400
- Weight: 4,800
- Special features: Hydraulic valve lifters

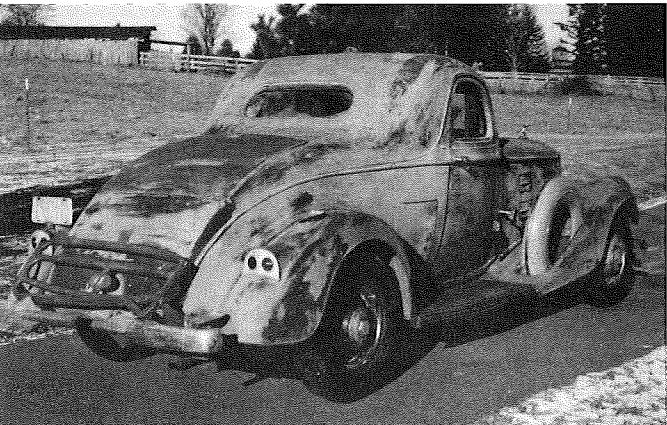
RESTORATION CREDITS

- Pete Van Hatten: Metal and Paint
- Ed Edwards: Engine
- Curt Pearson: Upholstery
- Art Brass Plating: Chrome
- Marty Anderson: Disassembly, Assembly, Wiring, Glass, Sandblasting, Wood, Chassis, etc., etc., etc.

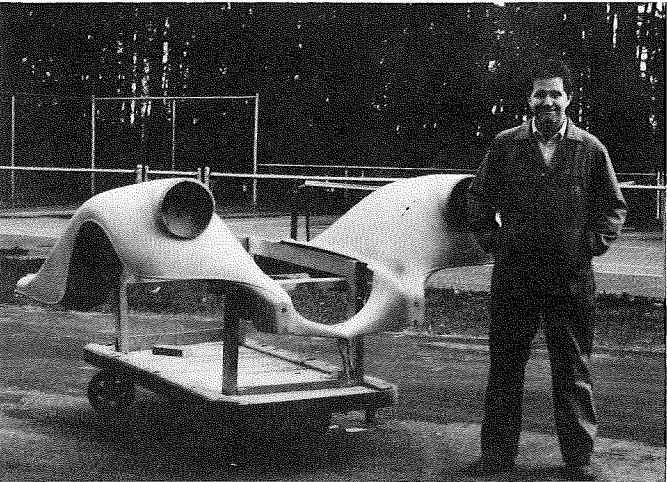


Cover Story
1934 Pierce Arrow Coupe

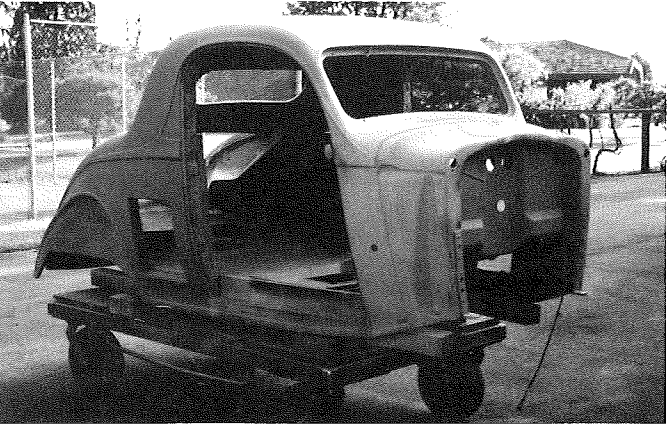
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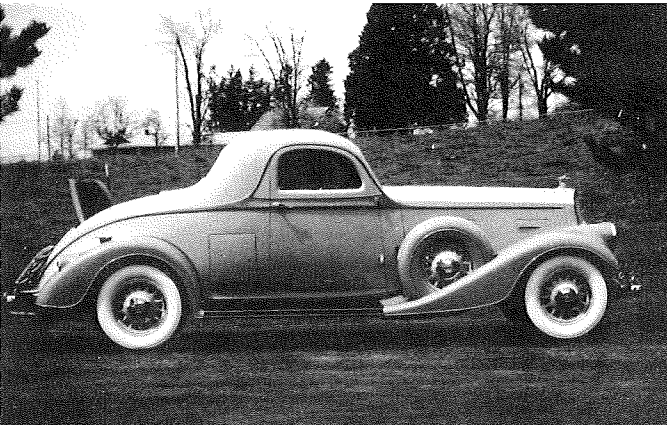
Pierce Arrow Coupe as purchased from Bruce Armstrong - 1978.



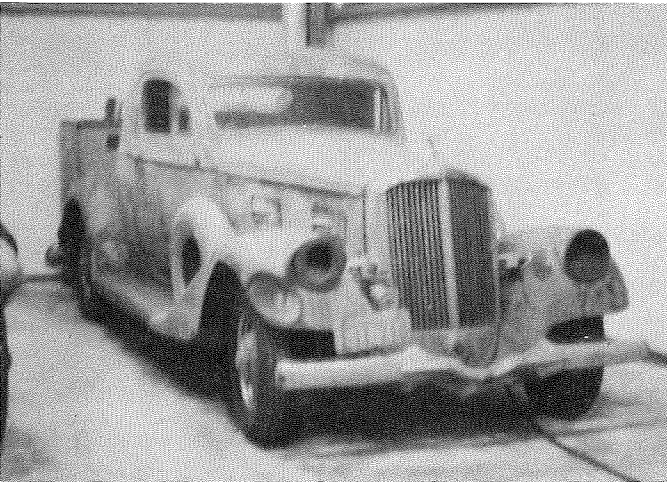
Marty with fenders.



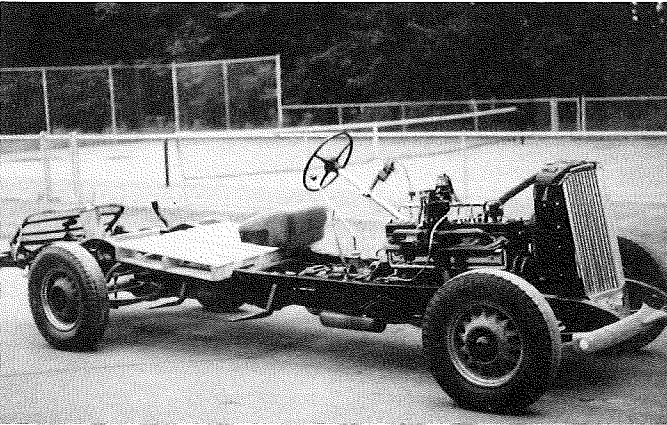
Primer



1934 Pierce Arrow Coupe - finished restoration.



Stored for two years before restoration in my shop.



Finished chassis and engine

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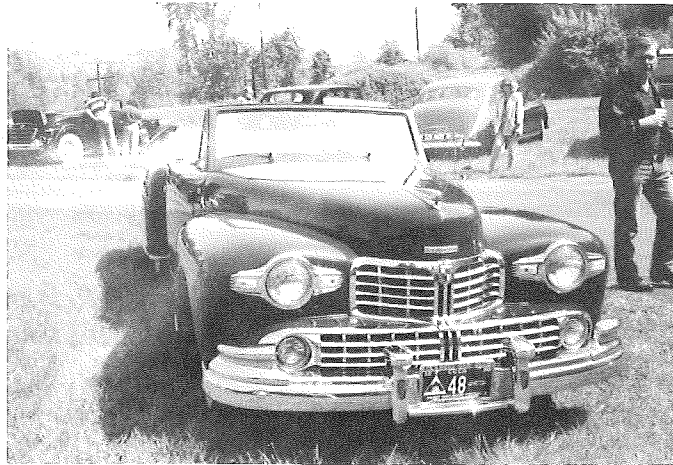
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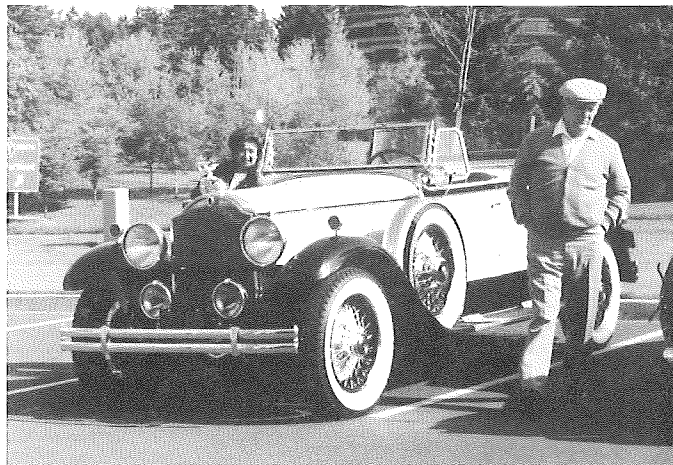


# The Portland Mini Caravan

Conrad Wouters



Bob Reverman's very sharp 1948 Lincoln 12 Convertible.



Don Letson and his Packard Dual Windshield Phaeton.

## CCCA Pacific Northwest Region Portland Garage Tour - May 2nd and 3rd, 1992

Two groups left the Southcenter parking lot in south Seattle to head down the freeway to Portland: Group One, led by Conrad Wouters, left on Friday, and Group Two, led by Tom Armstrong in his Duesenberg, left Saturday morning. The weather report of a sunny warm weekend helped the decision to drive a classic, for almost everyone did.

Group One almost made it out of the parking lot before a mysterious squeaking noise emanated from the front of Ed and Pam Rittenhouse's beautiful 1934 Packard Super Eight Cowl Phaeton. Having been fully restored recently, it looked stunning, but sounded like a howling dry bearing would soon cause a considerable malaise on the freeway. Not to worry, as we turned our group Northward to the Rittenhouse home in Mercer Island, and their classic auto collection. When we arrived, the dry bearing was no longer squeaking, but it was decided that their red 1934 Packard Super Eight Coupe Roadster would do just fine. After viewing the very clean and impressive garage that we just added as a special stop on the tour, and grabbing a soda pop, we were soon on our way. On the drive down we stopped at Mary McCranks for a good old home cooked dinner (with real mashed potatoes), which is just south of Chehalis on the Old Jackson Highway. We cruised on into Lake Oswego just a little bit later than planned.

The early morning tour arranged by Mona Marsh Moreland and the Oregon Region was a real treat. We headed southeast toward Oregon City through a lush green countryside of rolling hills, tree lined avenues, ranches with brand new colts behind white picket fences, budding vegetable gardens, and a few farmers and local folks who acknowledged our passing through with a slight nod of their head. As the sun shined across our collective cars, the drive toward the Oregon River seemed perfect.

The first garage on our tour was that of Don Criteser. He owned and ran a body and paint shop in Oregon City at the same location that now houses his collection of cars. His collection included a stunning blue 1931 Chrysler LeBaron Roadster, a very nice 1935 Auburn 851 Super Charged Speedster, and a 1937 Rolls Royce 25/30, Martin Walker, with unusual angled wing windows. Several early V8 Fords added to the interesting group of cars.

Group Two made it the entire trip to the Howard Johnson's in Lake Oswego without incident on Saturday morning, and we joined forces back at the Hotel to cruise over to the collection of John and Evie Kallstrom in Tigard. The Kallstrom collection included some early cars, including a King automobile, and a Queen. The extensive home and garage and shop seemed to go on and on, and was marvelous to explore. Pam noticed a hissing noise on our Rolls Royce, but a small hose clamp over the valve stem stopped the leak on the left front tire.

We then drove over to Cliff Stranburg's estate down on Tile Flat Road in Beaverton. Cliff displayed in some rather huge garages his 1932 Auburn Boattail Speedster, a very nice 1936 Lincoln 12K Convertible Coupe by LeBaron, and his 1931 Duesenberg J475 Sport Phaeton. Of particular interest was his collection of Franklins, including a Pirate Phaeton and two Pursuit Phaetons, with a garage full of parts. He also had seemed to corner the market on Nash Healeys. The right rear tire valve stem on our Rolls was now leaking, so with the spare tire deployed, we were on our way back to the hotel.

John and Leslie Milliken hosted a reception at their very nice home in the forested enclave of Lake Oswego, complete with piano music and tasty hors d'oeuvres. The number of members attending seemed to increase as the day went on, and we proceeded to the dinner at the Progress Golf Course, which was attended by over 50 people. The Oregon Region, while having fewer members than the Pacific Northwest Region, had a very good turnout of cheerful and interesting members who seemed to make it their mission to make us feel welcome and part of the group. The lively discussion and good food made for a fun evening.

On Sunday morning we went to the home of Dave McCready in Hillsboro, who has done some excellent restoration work in his spare time. He had a very nice 1947 Cadillac 62 Convertible Coupe, and a 1931 Packard 840 five passenger Coupe which looked new, in addition to several other interesting Packards. His home and group of interconnected garages (with many displays) looked great in the wooded setting.

The Pacific Northwest group bid adieu to their Oregon hosts, then headed

*Continued*

## Portland Mini Caravan...

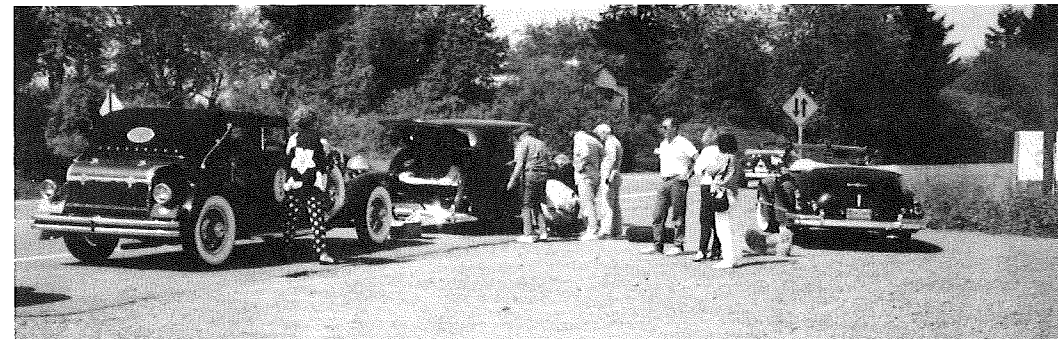
*Continued from Page 6*

North over the scenic Cornelius Pass Road, and as the temperature reached about 85 degrees, no one had any overheating problems. While at a quick gas and rest stop at St. Helens we were interviewed by the local newspaper reporter who saw the cars as he was driving by, who we told that the hissing noise now coming from the right rear tire

of the Rolls Royce was easy to repair by bending the valve stem over until the hissing stopped and using mass quantities of 200 MPH duct tape to hold it in place. We proceeded on Highway 30 north to Longview over the scenic Columbia River, then up I-5 to the exit to the Old Jackson Highway just north of Castle Rock. The green pastures and moo cows were viewed as we cruised along at a comfortable 50 MPH past the barn sporting a painted sign for Dr. PIERCES Favorite Prescription for WEAK WOMEN before the right rear tire blew out. Completely flat this time. So the spare was installed, having been repaired early in the morning for just this event, and we were on our way again.

Just past the old growth Lewis and Clark State Park, the right rear tire blew out completely. So the team sprung into action with Tom Armstrong at the stopwatch and we were back on the road in record time with the previously flat tire injected with some goo provided by Bob Reverman and Ron Doss. Having tired of changing tires in the hot afternoon, and out of spares, we left the Rolls in the care of a very accommodating Frank Ross who was minding his own business in his garden when we asked if he would mind if we left it there for a day (we drove back the next day and after installing new tubes, then drove it straight home at 65 MPH without a hitch). The group stopped at Mary McCranks for dinner, and we marveled at how fun a trip it really was, flat tires and all.

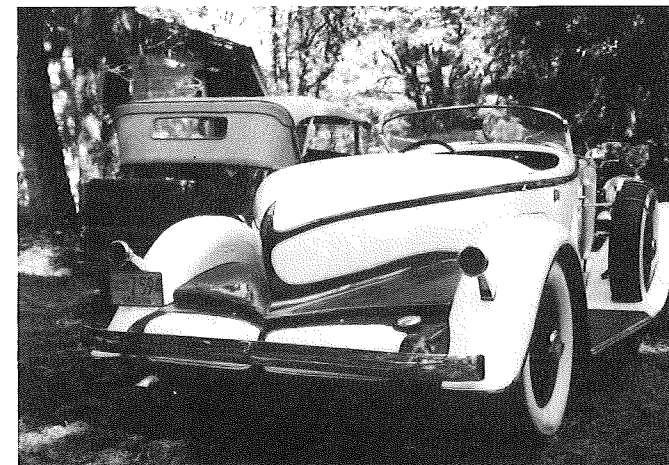
Special thanks to Mona Marsh Moreland and our Oregon hosts!! We all had a great time and look forward to their visits to our area.



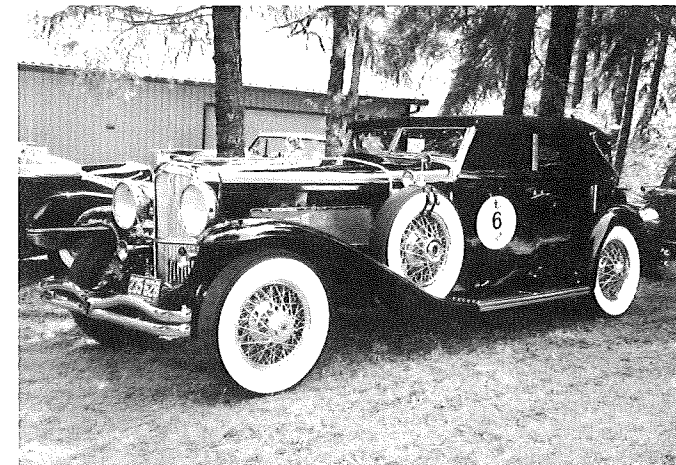
Tire change number 3. Or was it number 4?



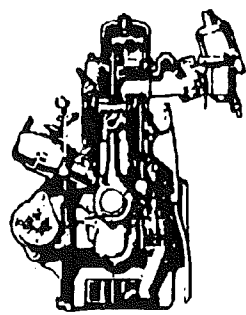
Bob Revermans' Lincoln and Ron Doss' Cadillac at Kallstroms.



Cliff Stranburg's 1932 Auburn Boattail Speedster.



Tom Armstrong's 1931 8 J Convertible Sedan at the Stranburg estate. It was great seeing this awesome car going down the highway!



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# Copperstate 1000 1992

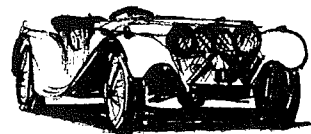
by Norm Herstein

April 29 – 30, 1992

The honor of Bentley was once again defended by our 4½ litre, GC6309, in the second annual running of the Copperstate 1000. This is one of a number of individual state sponsored Mille Miglia type road rallies that have sprung up in the U.S. over the past three or four years (the Colorado Grand, the California Miglia, etc.). The Copperstate takes its name from the State of Arizona being, for years, one of the world's major producers of copper ore. One thousand miles in four days over Arizona mountains and desert can be quite a formidable task, especially for those of us that prefer the more venerable forms of transport.

The last year admitted entry is 1961 or a continuation model such as the 300SL roadster through its final year of production. This tends to skew the participants to the newer cars. This year there were 57 cars entered prior to start and 55 actually rolled down the ramp. There were only eight serious breakdowns and with road repair at its best, all cars finished save two. The Phoenix Art Museum is headquarters for the event, as any profit from entry fees against costs (offset as much as possible by sponsorship) goes to this worthy institution. Also all the hard work such as organization, timing, the manning of checkpoints, etc., is volunteer time donated by the Men's Art Council (or MAC to the initiated) along with other car enthusiasts who serve on the advisory board.

Once again this year GC6309 was not the oldest car entered. We were done in by the likes of a 1929 duPont roadster with great art deco appeal and a most charming husband and wife team from the State of Delaware driving. The only other pre-World War II cars were a 1932 Stutz Super Bear Cat and a wonderful 1935 chain drive Frazer-Nash.



The Green Machine acquitted herself very well! We attacked the route with gusto and proceeded from start to finish each day without breakdown. This allowed for a much more relaxed, participation in the evening festivities, than the prior year when we found ourselves rear elevated, head under bonnet, much of the time. With air temperatures running between 99 and 105 (hence another 15 degrees on the road surface) this was no small feat. But perform she did with one stretch between Fort Huachuca and Bisbee producing a 95 mile an hour indication on the speedo (attested to by my co-driver). Most of the runs were done at speeds of 65 to 80 when the roads allowed. Other than a higher than normal oil usage when running over 70 mph, she just soldiered on, never giving or asking quarter.

This kind of performance elicited such comments as, "Until you passed me, I didn't know those old cars would go that fast." "I am surprised a car that old can handle this heat at speed." The second comment coming from a man with a car sporting a grill opening the size of a postage stamp and a rad with 20% the capacity of ours?

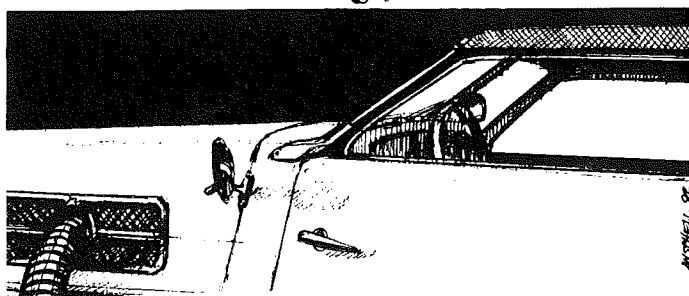
This is a drivers' event with top speeds in remote areas at your pleasure, as the Arizona Highway Patrol furnished four motorcycle officers and a lieutenant in an unmarked sedan to see to it that the participants stay out of trouble. This takes the form of nightly advice on when and where not to violate the local speed laws and the occasional, up close and personal, lecture to a driver on such things as the folly of passing four cars on a mountain road with a double yellow line, etc. These men were just great and it does give one a warm feeling to have them on your side for a change.

The route this year took in the red rock formations of Sedona, the pine forests of Mogollon Mesa, the magnificence of Lake Roosevelt, going through towns with names like Strawberry, Pumpkin Corners and Cornville, south to Tucson, the rejuvenated ghost town of Bisbee and, of course, the infamous Tombstone and the OK Corral.

All of the driving chores and sightseeing adventures were shared and enjoyed to

the maximum with my co-driver, the Pacific Northwest Regional Chairman of the BDC, Mr. Peter Hageman. He felt that excessive heat or not, having a 1930 4½ litre Bentley parked in front of the Tombstone Epitaph (newspaper) and sharing a cold "fishbowl" of beer in the Crystal Palace Saloon (where Wyatt Earp had been a faro dealer prior to his appointment as a lawman) with the driver of a chain gang Frazer-Nash may be about as good as it gets. Peter's comments were along the lines that the only way it could be improved upon would be to add more Winged B's to the affair.

The Pacific Northwest was well represented by four cars of great diversity. Mr. Don Galarneau from Portland, Oregon, driving a 1955 Austin Healey 100-M. Mr. John Wallerich and his wife Anne driving a 1959 Ace Bristol and Gordon Apker with co-driver Jeff Kelly from Chelan, Washington, driving a 1954 Kaiser Darrin. Our 1930 4½ litre Bentley, of course, making up the fourth. Anyone wanting information on next year's rally, please feel free to contact me.



Norm and his riding mechanic, Tom Armstrong.

# To the Editor

CLASSIC CAR CLUB OF AMERICA



JOSEPH L. CARMAN III  
12921 AVENUE du BOIS SW  
TACOMA WA 98498  
HOME: (206) 588-7276  
OFFICE: (206) 383-2415

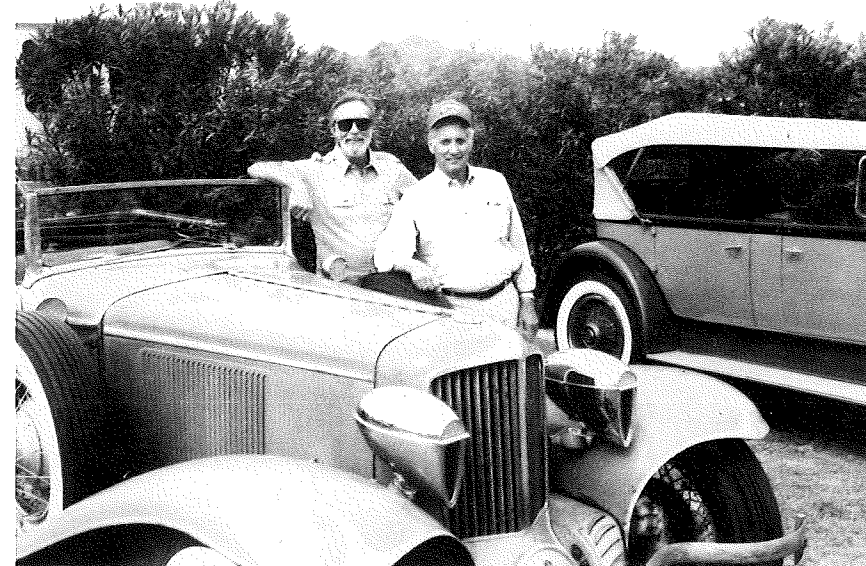
April 20, 1992

Dear Ron,

Here are the two photos that I think may be useful for *Bumper Bolts* or *Bumper Guardian*. Both feature Herstein and Armstrong. I'm pretty sure that's Norm's 4½ litre Bentley. The other was a car on display, a good background before I caught them in Norm's car. (Car looks great in picture!)

The Pacific Northwest Region was well represented at the Spring Grand Classic in Phoenix. Joe Carman reports that Tom and Susan Armstrong, Norm and Joan Herstein, Don and Carole Reddaway, and Joan Royal escorted by Hal Meden were all at the event. Norm is also a member of the Arizona Region and he is pictured here with Tom having a grand time in the 4½ Litre Bentley. Attempts at a group photo during the evening festivities foiled due to lack of the PNWR contingent.

Regards, Joe Carman III

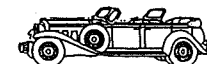


Thanks for the snapshots Joe, they are timely with Norm's Copperstate article — Ed.

Tom Armstrong and Norm Herstein leaning on an L-29 Cord.  
Photo by Joe Carman III

## CLASSIC CAR CLUB of AMERICA WORLD HEADQUARTERS

2300 East Devon Ave., Des Plaines, IL 60018  
TEL 708-390-0443 - FAX 708-390-7118



June 8, 1992

Office of the President:  
RICHARD C. GREENE  
201-327-1224 (Bus. Off.)  
201-327-1225 (FAX Off.)  
201-825-1228 (Res. NJ)  
804-823-6295 (Farm VA)

Mr. Ron Doss, Editor  
19109 N.E. 151st Street  
Woodinville, WA 98072

RE: "Bumper Guardian"

Dear Ron:

I recently received the CCCA-PNR Volume 1, Number 3 of the "Bumper Guardian". You guys really put out a "Class" publication. It is good quality, well-composed, and extremely interesting. For us garage burns, there are many interesting pictures, even if we can't read the captions.

I just wanted you to know that I appreciate the efforts you all put into your publication and I look forward to receiving it — keep up the good work.

CORDially,

Richard C. Greene  
President

RCG:sdI

cc Bill Deibel, Director  
6426 N.E. Windermere Road  
Seattle, WA 98105

Please Reply to:  
Club Headquarters:  
Personal Bus. Office: ☒  
RINGWOOD COMPANY  
127 Pleasant Avenue  
Saddle River, NJ 07458



## Letters to the Editor

Continued from Page 9

Dear Ron,

My schedule at the University has been very busy this year, but Carole and I did get a chance to take in the West Grand Classic held in Phoenix, AZ. The event was held at the Westin Arizona Biltmore, April 3-5.

The Biltmore was built in 1929. The consulting architect was Frank Lloyd Wright. It was known as the "Jewel of the Desert". A championship 36-hole golf course surrounds the hotel complex. Included are twelve lighted tennis courts. The grounds are a beautiful lush green and go on for acres; each year the hotel plants 250,000 flowers.

Registration took place Friday afternoon in the Papago Room. Old acquaintances were renewed and many new ones made as friends enjoyed refreshments in the Hospitality Room. The evening event was held at the Barrett Collection, followed by dinner at the Cafe Sonora Restaurant.

While viewing the Barrett collection, more and more of our own Northwest members started showing up. For a while it looked like one of our Pacific Northwest events. The Barrett collection consisted of various makes of cars — both foreign and domestic: a Bentley Speedster, supercharged; a very red Hispano Convertible Sedan; and a 1936 Cadillac V16 Coupe — just to name a few!

Saturday morning I returned to the Arizona Biltmore and watched the classic cars drive on the beautiful green lawn and park according to their specified categories. Of special interest to me was Jim Hull's newly restored 1931 Franklin Sport Salon. Jim had picked the car up from the restoration shop on the way to the Grand Classic. It only had three tenths of a mile on the odometer. Jim and I had been exchanging phone calls and letters over the last year and a half during its restoration. Of this particular model, 36 were built and only nine are surviving! This model was offered in 1931 *only* and was designed by Dietrich, Inc., but built by the Walker Body Co. in Amesbury, MA. Surprisingly, all nine surviving cars vary quite a bit.

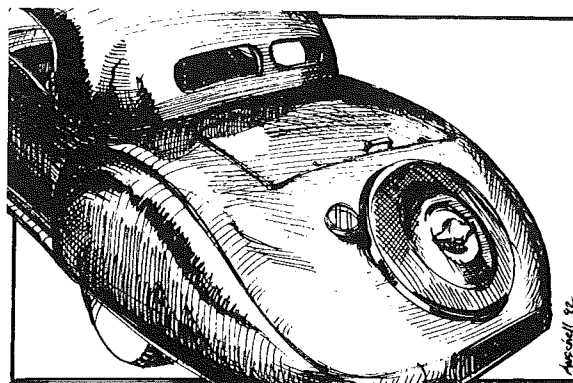
There were thirty plus cars on the green, ranging from a very original L29 Cord to a 1936 540K Roadster.

Carole and I did not take in the Awards dinner. I was on an extended business trip and visiting with friends who had moved to Scottsdale. We were on a busy schedule and were trying to see as much of the area as possible in just five days.

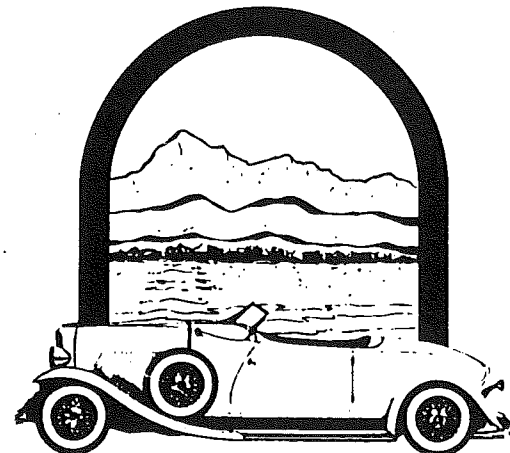
The Arizona Regional put on a very nice event and it was well attended.

Don Reddaway

Thanks for the letter Don, we love to hear about the members in our very active region. — Ed.



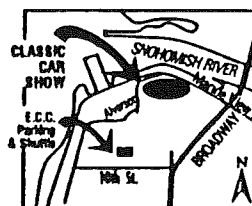
## PORT GARDNER BAY



## CLASSIC CAR SHOW

**Sunday - July 26, 1992**  
**Legion Park**  
**Everett, Washington**  
**10 a.m. - 4 p.m.**

- \* Classic and antique cars
- \* Vintage automobiles
- \* Entertainment
- \* Food Booths



### TICKETS

- Adults \$5.00
- Seniors \$3.00
- Children (6-12) \$2.50
- (under 6) free

Free parking & shuttle service  
 at Everett Community College

**FOR TICKET INFORMATION CALL**  
**259-0146**

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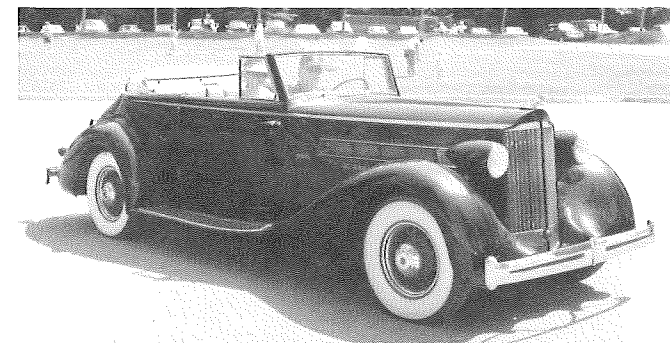
## ROLLIN ART

CAR STORAGE

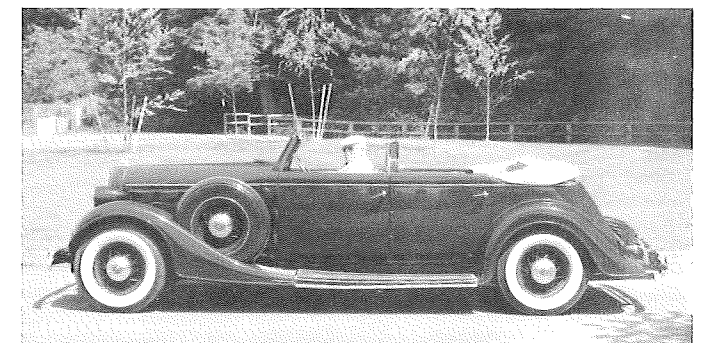
30 STALLS • STEEL OVERHEAD DOOR COVERING ENTRANCE  
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 WORK IN YOUR SPACE • WASH AREA  
 MONTH-TO-MONTH RENT @ \$80.00 PER STALL

## Pacific Northwest Region RROC and Pacific Northwest Region CCCA Kite Fly is Windless but Participants Have a Great Time

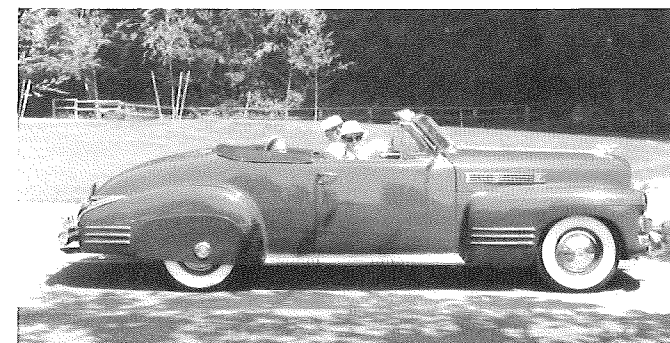
Snapshots supplied by Bruce Hill



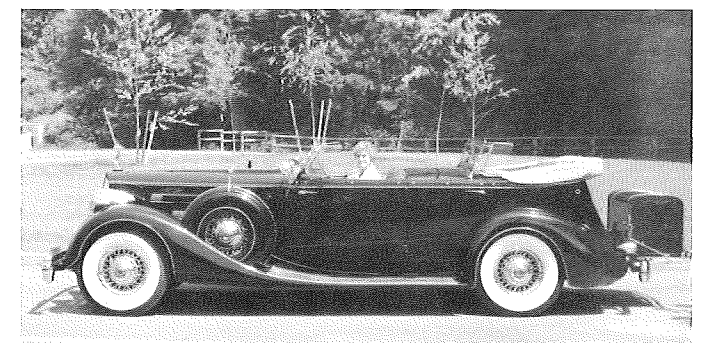
Carl & Chris Bomstead in their black streamlined '35 Packard Victoria Convertible.



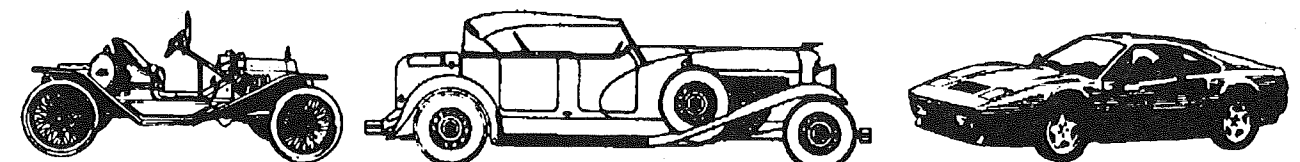
PNWR member Russ Humphrey from Marysville with his 1935 Lincoln, 12, K Convertible Sedan, LeBaron.



Jack & Pat Goffette with little guests Veronique Hageman and Mark in their new red '41 Cad.



Tom Crooks Packard Dual-Cowl with his guest Holly Arthur.



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 39 LAGONDA V-12 DROP HEAD  
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13 FORD TOURING  
 31 PACKARD 840 ROADSTER  
 67 AUSTIN MINI COOPER DS  
 54 JAGUAR XK120 ROADSTER  
 55 CHEVROLET BELAIR CONV.

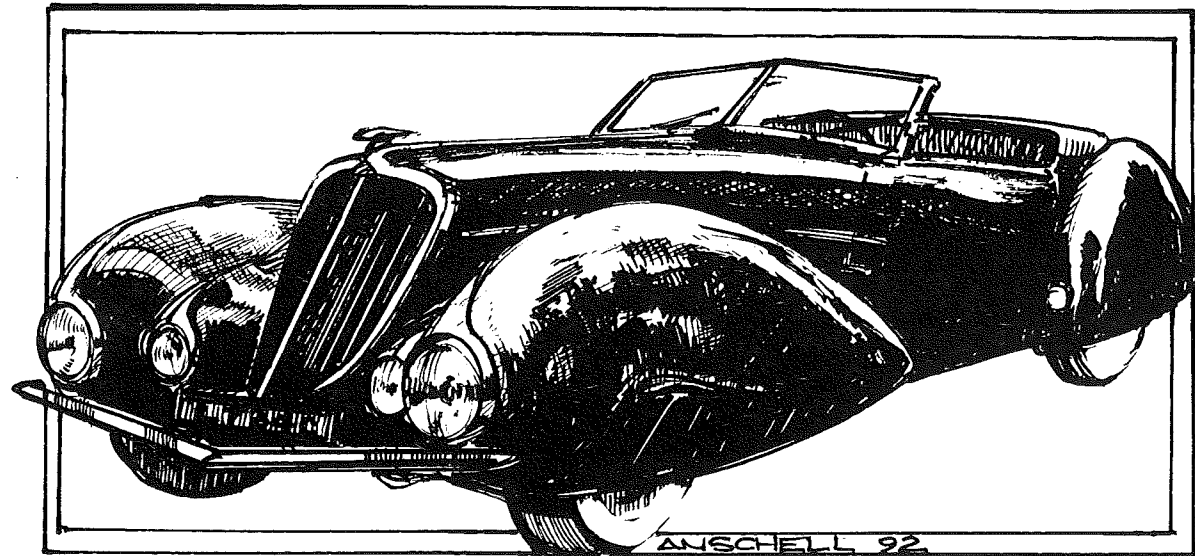
BOOKINGS NOW FOR SUMMER AND FALL

**Al Murray**

**Paul Murray**

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

## Short Tails



### Saturday, July 25, 1992 An Old Fashioned Picnic at Lake Tapps

Meet at 11:00 a.m. at Big Daddy's Drive-In located on Auburn Way South, approximately one-half mile South of Highway 18 in Auburn, WA. A short tour to Lake Tapps will be followed by lunch at Gerald and Doreen Greenfields' home on Tapps island.

Pack your swimsuits and beach towels for boating, water sports, fun and games.

Lunch provided. R.S.V.P. the Greenfields at 862-2630 by July 20th, 1992, no flyer will be sent.

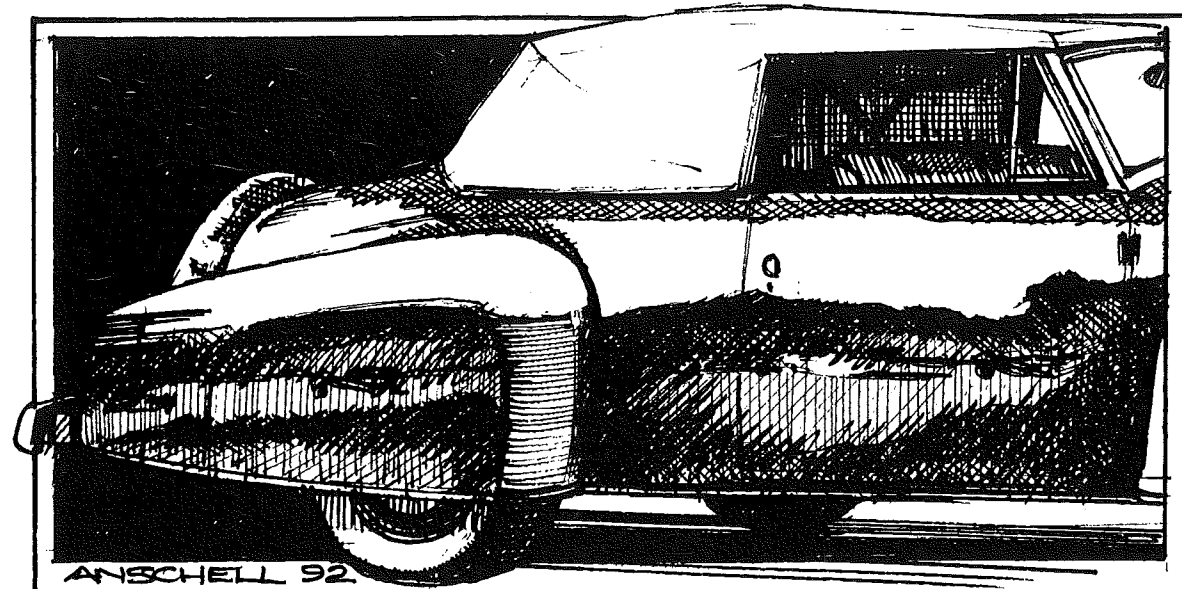
### Mini Caravan to Gearhart by the Sea on the Oregon Coast

September 18, 19, 20, 1992

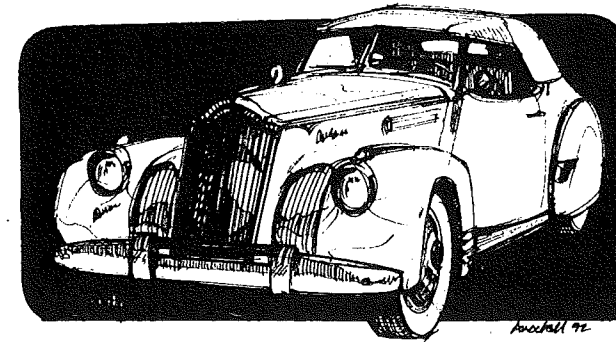
Via Olympia Montesano, South Bend, Astoria, to Gearhart (Bellevue to Gearhart approximately 3 hr. 45 min.)  
Departs from Southcenter, Friday, Sept. 18 10:00 a.m.  
or Saturday, Sept. 19, 1992 at 10:00 a.m.

Gearhart By the Sea, (503) 738-8331  
Shopping and Antiques in close proximity.

Brunch at Riverman's  
10:00 a.m., Sunday, Sept. 20, 1992  
Call Bob Riverman for information, 885-0319  
(No flyer will be sent)



## Short Tails Continued



### BUMPER GUARDIAN DEADLINES FOR BALANCE OF 1992

In by August 7th.....to mail by 28th

In by October 7th.....to mail by 28th

In by December 7th.....to mail by 28th

## Announcing...

Murray Motor Car is pleased to announce the addition of Dean Richardson to their staff. Dean's expertise includes woodworking; structural, cosmetic, inlays and veneering.



Glenn Mounger

### Would You Buy A Used Car From This Man?

Chairman of the Board "Magic" Men's apparel Guild in California International for 1992, will Leave that position in 1993, to hawk PNWR coffee mugs for our local fundraiser, as reported by Barbara McMichaels.

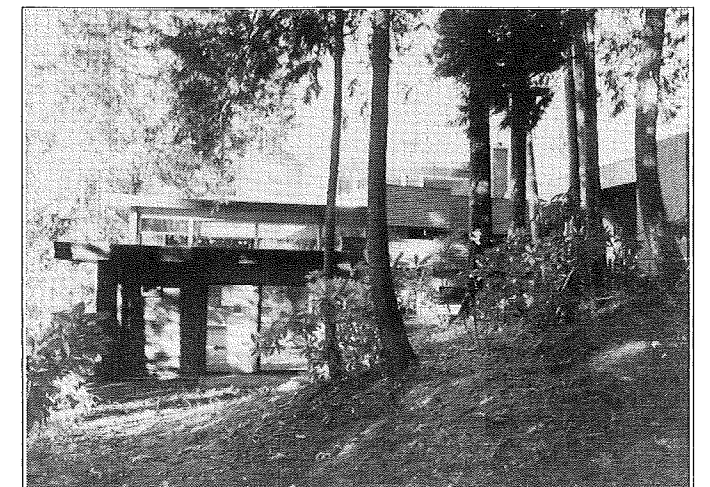


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PEACEFUL AND SECLUDED YET WITHIN MINUTES OF  
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LARGE REC. ROOM. INDOOR SWIMMING POOL (12x40), JACUZZI,  
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KITCHEN WITH 2 CONVENTIONAL OVENS. A CONVECTION  
MICROWAVE, A TRIPLE JENNAIRE, A KOHLER TRIPLE SINK,  
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## Classic Car Club of America - Pacific Northwest Region Board of Managers Meetings

Reported by Ted Barber, Secretary, CCCA-PNR

APRIL 1, 1992

The meeting was called to order by Director Deibel at 7 pm at Latitude 47 Restaurant in Seattle. Present were Managers Bomstead, Doss, Kane, Magnuson, and Mounger; Secretary Barber; Treasurer Wouters; National Director Carman; Past Director Rittenhouse; members Apker, Crook, Holmes, Hooper, Laurence, Linke, McAuliffe, McEwan, T. & B. McMichael, and Mote. The minutes of the March 4, 1992 meeting were approved as corrected. Treasurer Wouters reported a balance of \$22,829.96. Editor Doss reported that the annual billings for advertisers had been sent. Expenses are slightly "behind" budget. Next deadline is April 7 and he still needs "Coming Out Party" article and copy from McAuliffe for the June 4 meeting. He would like to have early info on upcoming events. The membership chair had no report. Joe Carman, National CCCA Relations chairman, reported that the recent questionnaire sent out by National gave the Club a good overall report. Special Classic status was refused to a '40 Ford with a Rollson body and a Rolls-Royce Ghost with a replica Barker body was accepted as non-authentic. He can award three National one-year memberships and would appreciate any nominations from Regional members for appropriate new prospective members. National Editor Kimes needs stories. Director Deibel suggested that it would be appropriate to donate one of the new CCCA books to a local public library.

Under old business, B. McMichael reported no new developments on the mug project. J. McGary will chair a committee to review the by-laws with G. Mounger and T. Barber also serving. Chr. Mounger reported that he was pleased with Club support of the Coming-Out Party with 188 attending and a loss of only \$88. At the event permanent trophies for former Schoenfeld awardees were presented and the one for T. Barber was presented at the Board meeting. In other old business, treasurer Wouters has agreed to serve as registered agent with the Washington state department.

Upcoming CCCA events were discussed as follows:  
April 4, Grand Classic, Arizona.

May 1-3, Portland Tour, Chr. Armstrong/Wouters. Separate groups will be leaving Friday and Saturday. Fliers are out. Final details are being worked out on garages to be visited.

June 3, Board Meeting to be held at Jerry McAuliffe's. June 26-28, Land, Sea, Air Rendezvous. M. Holmes, organizer of the event, explained some details including an antique airplane show to include a simulated dog-fight, special tours, and presence of the European press. He will mail fliers to participating club members. A page will also be included in the BG. G. Mounger offered to host an open house to returning Club members.

July 11, Summer Grand Classics.  
July 25, 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, Ball, and Long garages.

Nov. 7 or 14, Annual Meeting. Location: Art Museum. Chr. Meden is negotiating with the Seattle Art Museum. The Board passed a motion to subsidize the event up to \$1300.

Dec. 13, Christmas Party, at Apkers'. Chairman Doss. Possibly a joint meet with RROC and other clubs. There will be a charity donation as in the past.

July 1993, Grand Classic. C. Bomstead will serve as chairman assisted by J. Kane.

Other events were noted as follows:

April 10-12, Portland Swap Meet.

May 16, Kite Fly (RROC, CCCA invited to participate.) Kayak point.

July 4, parades. Yarrow Point, McEwan coord. Bainbridge, Mounger coord.

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

July 19, Forest Grove Concours.

Aug. 7, Apker Affair

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

In other business, the possibility of the Club being a sponsor for the SIR July 4 Sovren event was considered, but may not be suitable as a Club event. C. Bomstead will investigate further. An Everett group is planning a fundraiser concours there July 26. Doss has application forms.

The meeting was adjourned at 8:30 p.m. The next meeting will be at Latitude 47 on May 6.

MAY 6, 1992

The meeting was called to order by Assistant Director Bomstead at 7 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Doss, and Reddaway; Secretary Barber; Treasurer Wouters; National Director Carman; Past Director Rittenhouse; and members Anderson, Crook, Greenfield and McEwan. The minutes of the April 1, 1992 meeting were approved as corrected. Treasurer Wouters reported a balance of \$23,711.78. More advertising revenue is expected for this year. Editor Doss noted that the deadlines are reported in the "Short Tales" section of the BG. The next deadline is June 7. It was noted that the membership roster has not been sent to members.

National Director Carman noted that a concern of the National Board is getting participation of older Classics in Caravans. Suggestions include having a separate vintage caravan, establishing a quota and other special incentives. It was noted that other clubs such as HCCA have separate tours for older cars. Also being considered is a coast to coast caravan which could be joined at various points. Organization of such a tour is expected to be difficult. He also reported that the Grand Classic held in Phoenix was very enjoyable with 39 cars displayed.

C. Wouters reported that the Portland Garage tour was a success. Nine cars came from Seattle and 60 people attended the dinner. The Oregon region did a good job of organizing.

Upcoming CCCA events were discussed as follows:

June 3, Board Meeting to be held at Jerry McAuliffe's. Notice appears in BG.

June 26-28, Land, Sea, Air Rendezvous. E. Rittenhouse is CCCA chr. A notice has appeared in the BG.

July 11, Summer Grand Classics.

July 25, Greenfield Picnic. Drive from S. Center to Lake Tapps. Date changed to avoid conflict with Apker event.

Sept. 19-20, Tour to Oregon Coast, Chairman B. Reverman. Rooms have been reserved.

Aug. 29, Chandler's Cove show. Chr. Adatto, Wouters & Madden assist. Sponsor will pay \$1,000.

Oct. 17, Garage tour in Issaquah area. Chr. Magnuson & Reddaway. Plans include: Armstrong, Ball, and Long garages.

Nov. 7 or 14, Annual Meeting. Location: Art Museum. No further update. (The 14th is alternate date.)

Dec. 13, Christmas Party, at Apkers'. Chairman Doss. A joint meet with RROC, Jaguar and other clubs. There will be a charity donation as in the past.

July 1993, Grand Classic. C. Bomstead will serve as chairman assisted by J. Kane. Locations under consideration are Pt. Ludlow, Snoqualmie Falls, Bellevue Hyatt, Semiahmoo, Chandler's Cove, Double-Tree, Carillon Pt., and McAuliffe's.

1994 Caravan

1995 National Annual Meeting. Possible locations: Tacoma Sheraton, Tacoma Dome Convention Center.

Other events were noted as follows:

April 10-12, Portland Swap Meet.

May 16, Kite Fly (RROC, CCCA invited to participate.) Kayak point. Notice is in BG.

June 14, Classic Horse Show, Manor Farm Inn. Ten or so Classic cars needed.

July 4, parades. Yarrow Point, McEwan coord. Bainbridge, Mounger coord.

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

July 19, Forest Grove Concours.

July 26, Everett Concours.

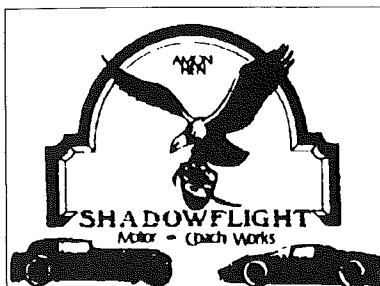
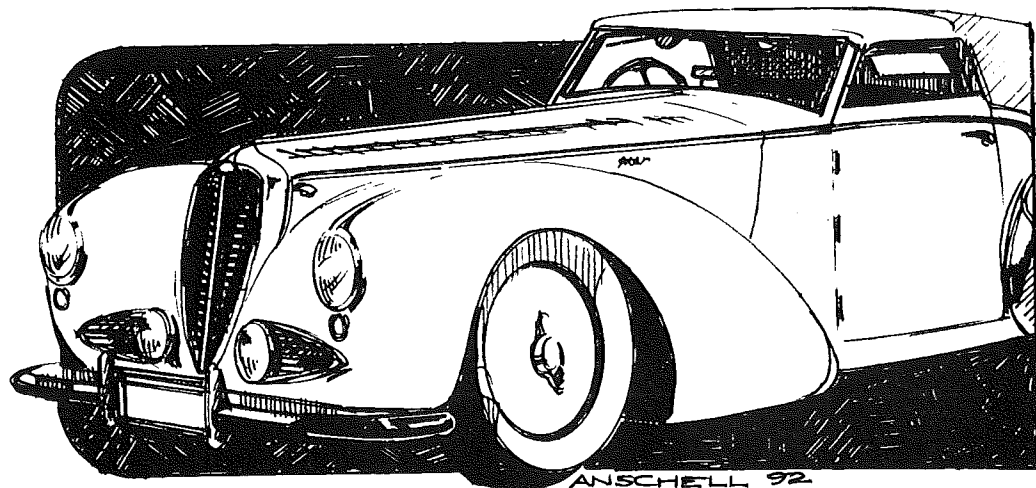
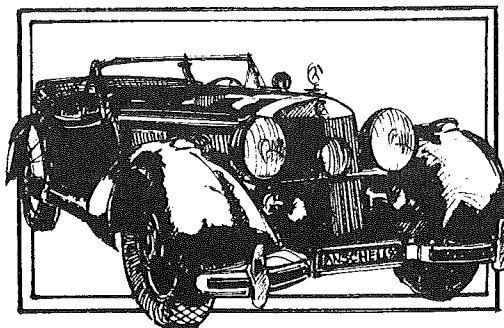
Aug. ??, Pt. Townsend concours event.

Aug. 9, Apker Affair

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

Sept. ?? Snoqualmie Winery Concours. (Contact A. McEwan).

The meeting was adjourned at about 8:15 p.m. The next meeting will be June 3 at Jerry McAuliffe's.



### Shadowflight Gallery

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Bill Rehberg

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Applicant \_\_\_\_\_ Date of Birth \_\_\_\_\_ Occupation \_\_\_\_\_

Address \_\_\_\_\_ Zip \_\_\_\_\_

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

Number of Antique Autos owned \_\_\_\_\_ Operator License Number \_\_\_\_\_

2. Total Annual Mileage: Club Functions \_\_\_\_\_ Other Purposes \_\_\_\_\_

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

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

5. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive \_\_\_\_\_

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

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.

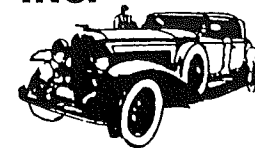
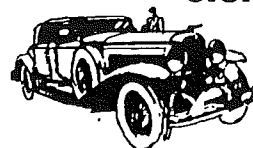
Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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.

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Upper Darby, Pennsylvania 19082

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## **PARADES — YARROW POINT & BAINBRIDGE**

THEN TOM ARMSTRONG INVITES CCCA MEMBERS TO S.I.R.  
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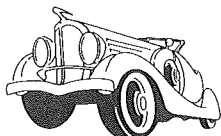
**4th ANNUAL PACIFIC-NORTHWEST HISTORIC RACING WEEK-END**

**JULY 4-5, 92**



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