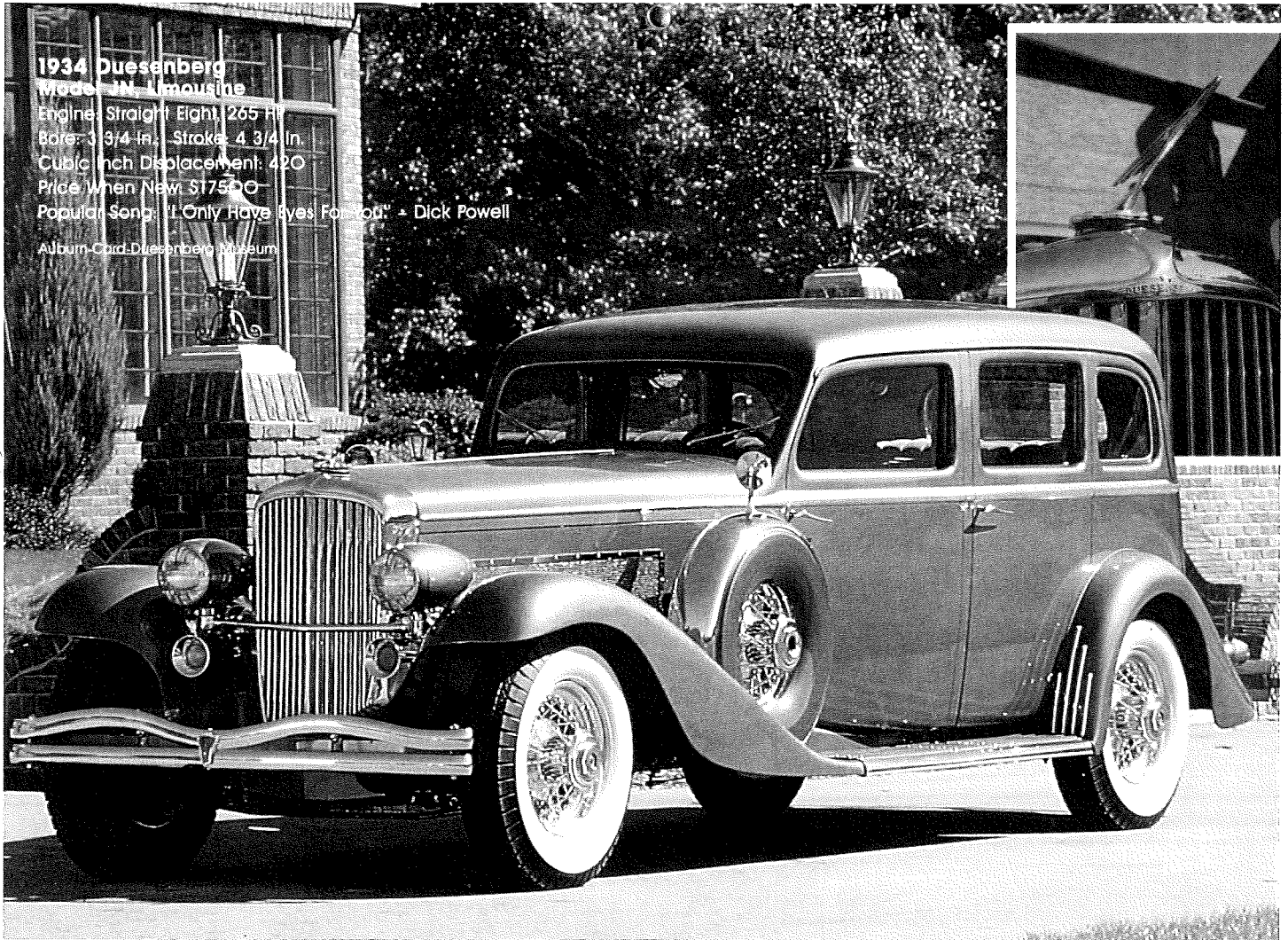


# BUMPER GUARDIAN

VOLUME 1

NUMBER 6



**1934 Duesenberg  
Model J Limousine**

Engine: Straight Eight, 265 HP

Bore: 3 9/16 in., Stroke: 4 3/4 in.

Cubic Inch Displacement: 420

Price When New: \$17,500

Popular Song: "I Only Have Eyes For You" - Dick Powell

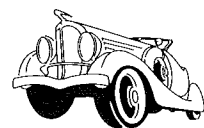
Albion-Cord-Duesenberg Museum

1934 DUESENBERG J LIMOUSINE

*John and Pat Dennis*

SEPTEMBER - OCTOBER 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>	522-7167	382-2500
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<i>Assistant Director &amp; Activities Chairman</i>		
Edward Rittenhouse,	232-1117	624-2001
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Ron Doss, <i>Editor</i>	881-8794	881-6977
Shirley Starr,	747-6458	562-7122
<i>Advertising Manager</i>		
Sigfried Linke, <i>Archivist</i>		622-3406

### Board of Managers

Bill Deibel	1992	522-7167	382-2500
Glenn Mounger	1992	842-8485	622-8730
John Kane	1992	328-0433	323-7848
Richard Adatto	1993	286-8325	292-9906
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. Display advertising rates are available on a prepaid basis only.

All ads are priced based upon business card size or multiples thereof. If you are interested in other types of ad space, please inquire.

BUSINESS CARD (3½" wide x 2" high) \$95  
PER CALENDAR YEAR.

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.



Ed and Pam Rittenhouse in their 1933 1004 Dual Cowl Phaeton Packard "Victorian Taupe" Receive a First Place at Pebble Beach - Aug. 23, 1992.

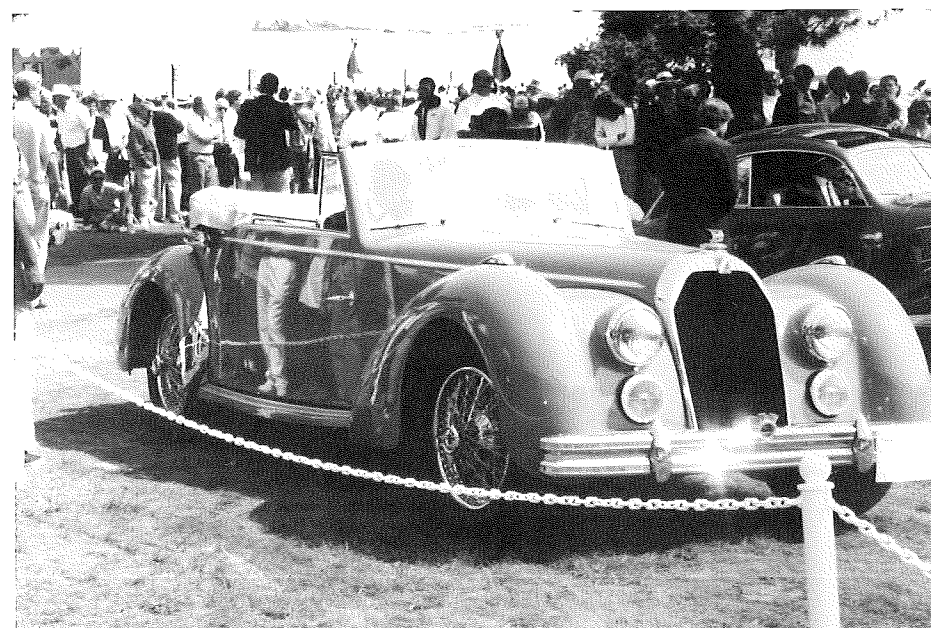
PHOTO BY GAYLE DOSS

## Pacific Northwest Region Classic Car Club of America

### Calendar of Events

November 7 - Annual Meeting - Seattle Art Museum.

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



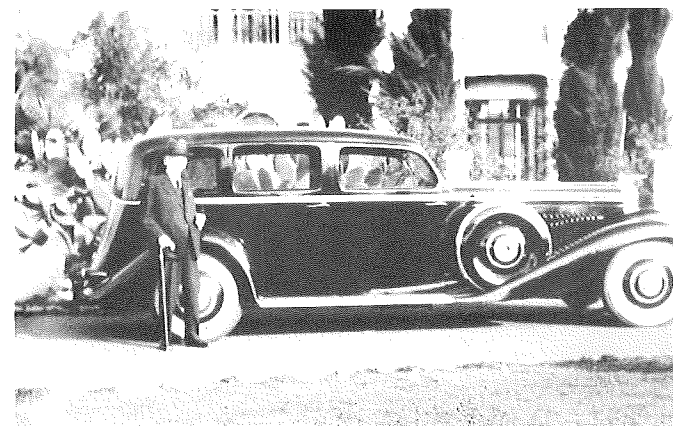
Richard and Sallie Adatto Receive First Place in their Talbot Lago at Pebble Beach - Aug. 23, 1992.

PHOTO BY GAYLE DOSS

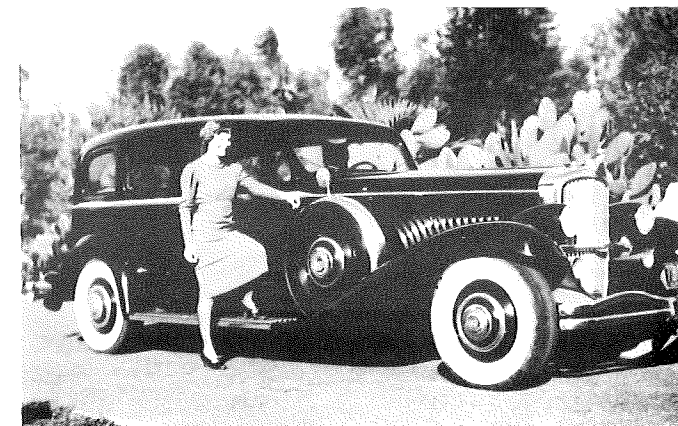
Cover picture is reproduced from ACD Museum 1993 Calendar, by permission from Mr. Dennis.

## COVER STORY...

# "Local Boy Makes Good Duesenberg Found in the P.I."



Car pictured at Atherton California with Frank Miller, who was a close associate of Jonas Bloom, 2nd owner. 1937.



Bloom's niece at Atherton at Frank Miller estate.

## 1934 Duesenberg J-450 LWB Berline Sedan by Bohman and Schwartz

by John Dennis

The story of my Duesenberg Berline sedan begins with a newspaper ad in the Seattle P.I. in September 1966. In those days it was still possible to find a real classic in the local paper, and I faithfully scanned the antique car section ads each day. My persistence was finally rewarded when I saw an ad for a Duesenberg for sale, and right here in Seattle too. I called and was advised the car was already sold sight unseen to two brothers. I expressed my disappointment, and about a month later received a call at work from the new owners offering the car for sale if a deal could be made right away. It seems the owners were quite dismayed at the scope of the work involved to restore the car. I can still remember telling my supervisor at work that I had to leave for the day (illness) and I purchased the car that afternoon. Who says that timing isn't everything?

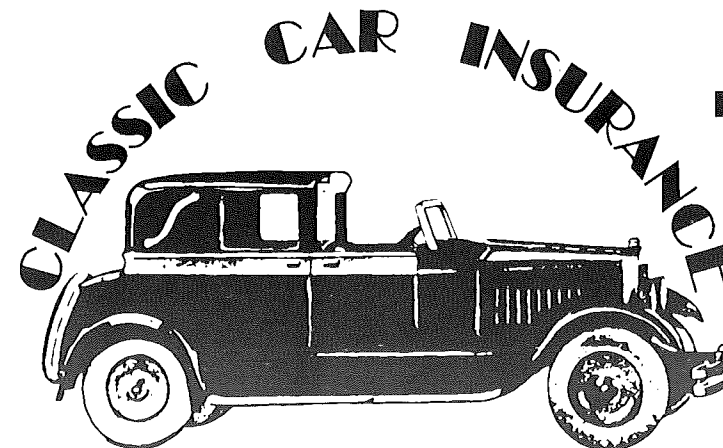
The car was found to be quite incomplete, with many parts removed to keep a former owners five Duesenbergs on the road. It took about six years to find the bulk of the missing parts which included wheels, bumpers (finally hand made 'em) shocks, instruments, exhaust system, fuel pump / chassis lub timer and on and

on. The late Marshall Merkes of Imperial Manufacturing was most helpful in providing parts and information throughout the restoration. Since I enjoy doing as much of the restoration work as possible, I dismantled and restored most components myself, except for the engine which was sent to Jim Hoe in Connecticut for a complete rebuild. The car was restored very slowly over the years due to my traveling position, which only allowed a few hours each weekend for the rebuilding effort. The car was finally on the road in 1983. I subsequently installed a high speed rear end and Murray Motorcar added the external exhaust system just in time for the 1989 Auburn ACD meet.

1989 was the year of the Duesenberg, and sixty cars were gathered; the most J Dussys ever assembled together since the beginning of production. The car performed flawlessly through the parade and received a 3rd. Primary award; not bad for the first time out. I left the car at the ACD Museum and returned the next year to again participate in the festivities. Those of you who haven't been to Auburn

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 Duesenberg Berline Sedan ...

Continued from Page 3

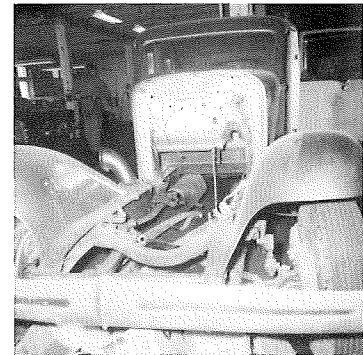
over the Labor Day weekend are missing a real treat. I later learned that the Museum included our car in a Duesenberg documentary videotape and featured the car on the cover of their 1993 calendar.

History of J-450 LWB Berline Sedan

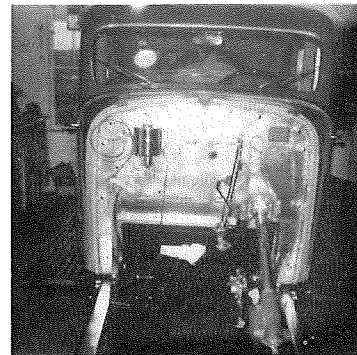
Car was originally a 1929 Murphy sedan owned by George Whittell (see Auto Quarterly Vol. 26, #1, where the car is one of five ex-Whittell cars featured) Whittell traded it in in 1934, and it was restyled for new owner Jonas Bloom by Bohman and Schwartz. I am the tenth owner of the car, and have owned it for the longest

period of time. Bill Harrah was one of the owners 1948-1954, and reportedly got the car in payment of a gambling debt. Interestingly, I have the original factory photo of the car which has survived through all of the owners.

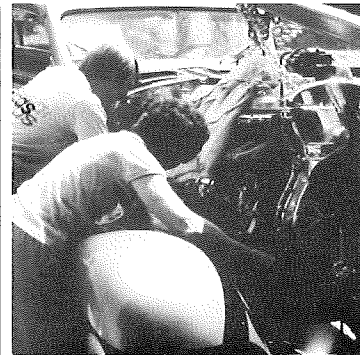
My future plans for the car are to continue to upgrade it and drive and enjoy it. And yes, I still check those ads each day in the P.I., but haven't spotted an Auburn speedster yet!



Car as purchased in Seattle in 1965. Note Packard bumper.



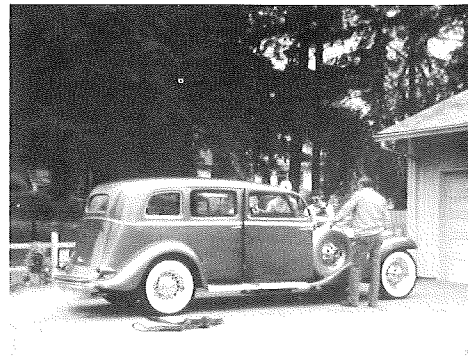
Body & frame in my shop with running gear removed.



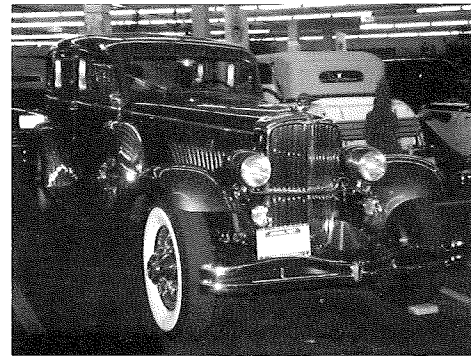
Engine installation day with wife Pat and friend's assistance.



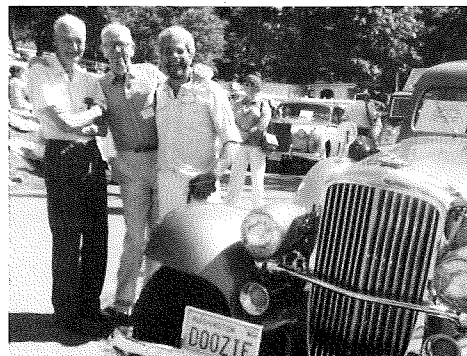
Of course there's gas in the tank!



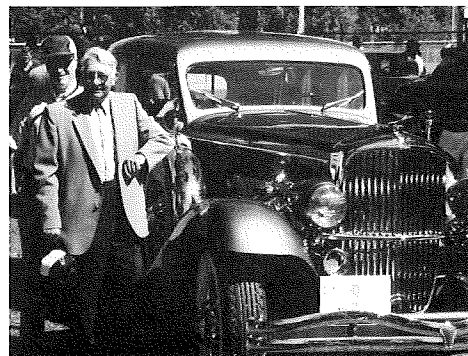
Finally running after all those years.



1985 CCCA Annual Meeting at Bellevue Red Lion.



At Apkers with Dean, Charlie, and (does anyone know the name of the other guy?)



At Auburn, 1989, with Denny Duesenberg, son of Fred Duesenberg.

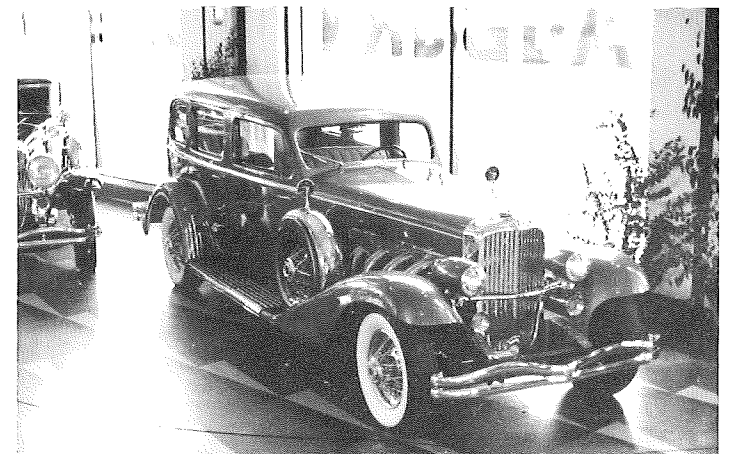
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## Cover Story...

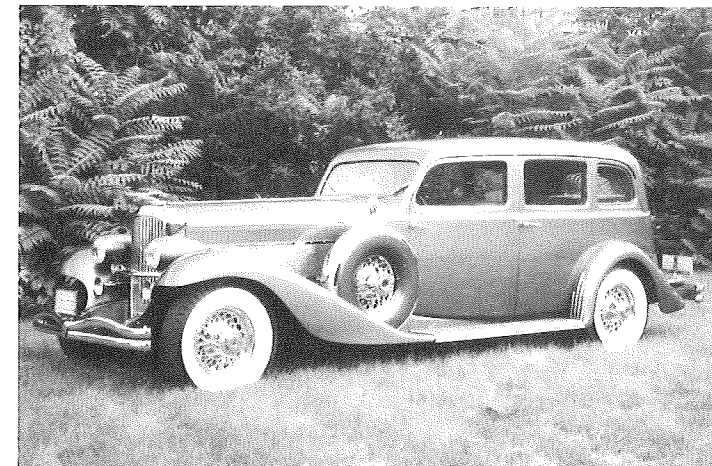
Continued from Page 4



Outside the restored Administration Building at Auburn.



On the showroom floor at the ACD Museum, 1990.



*Finis.*

Editorial Comments...

Dreams do come true, John made this one happen and the Great Pacific

Northwest Region gets another Duesy that is driven and improved as it's used. We're proud of your accomplishment Mr. Dennis.



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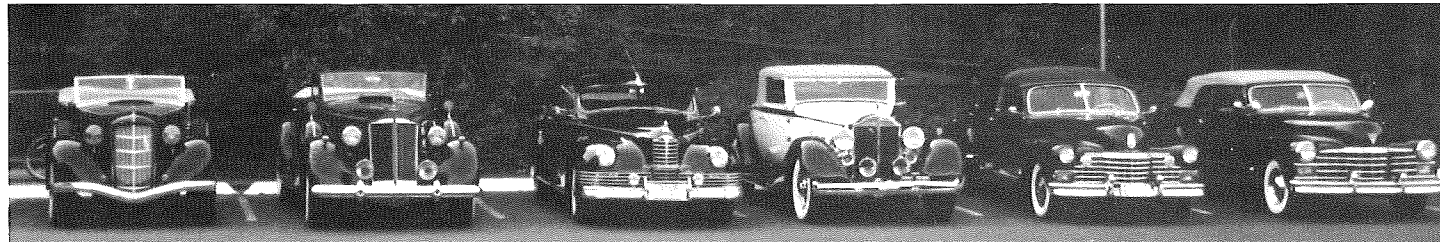
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# Sunshine, the Pacific Coast + Fun = Gearhart Mini Caravan 1992



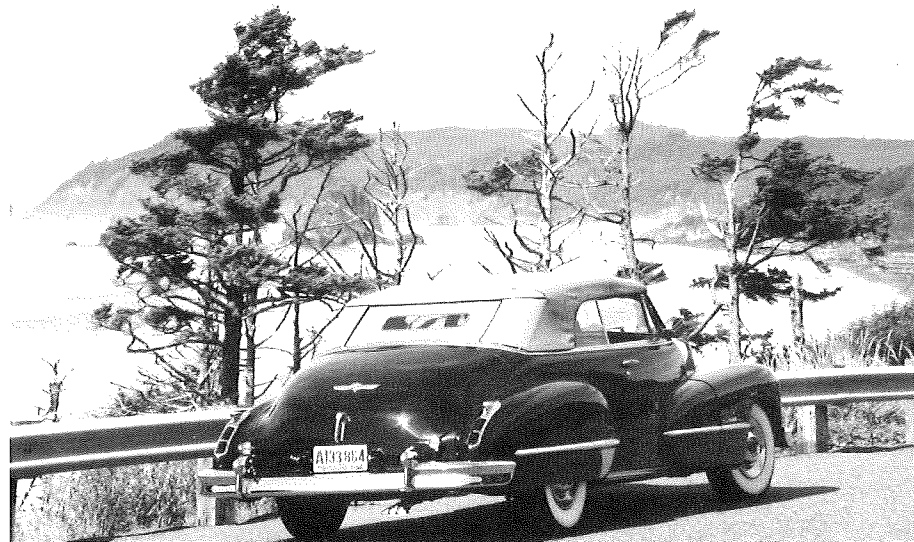
by Ron Doss, Photos by Bill Deibel and Conrad Wouters

Bob and Kathy Reverman were perfect hosts for this wonderful weekend. The Gearhart Resort is right on the ocean and the crashing surf was the background for all activities. The tour included Don and Arlene Wohlwend in their '36 Auburn, Tom Crook and Randy in an arresting red '37 Packard 12 convertible coupe, Norm "Hamster" and Joan Herstein in their '47 Packard Clipper, Larry and Lorraine Justice in a '34 Packard 8, 1104 Coupe Roadster, SEN#1151. Larry celebrated his 80th birthday on October 3, surrounded by lots of his old car buddies. Congratulations Larry, I want to grow up to be just like you. Bill and Karel Deibel drove Karel's '42 Cadillac Town Car and the Dosses drove their '47 Cadillac convertible. Bob & Kathy drove a '48 Lincoln Continental (the blue one). Kathy served a five star brunch Sunday with home baked muffins and breads - while Bob kept the bar in full swing.

Friday night our group dined at the Golf and Country Club and celebrated Kathy's 50th Birthday.

Saturday the group toured to Canon Beach before browsing and shopping was the order of the day. Some members bolted for the southern beach antique stores and shopped every one in a sixteen mile stretch. Dinner was at the Oceanside at Gearhart.

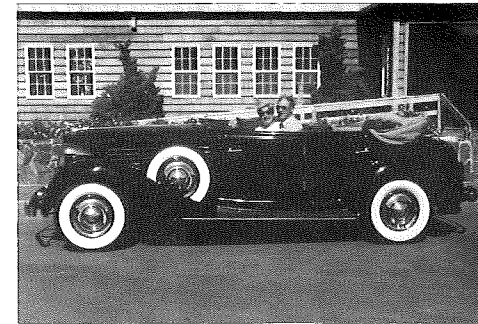
Continued on Page 7



## Welcome New Members

Carl & Willa Kludt  
Jeff Norwil  
James & Marci Valeo

## Gearhart... Continued



Don & Arlene



Deibel closing on Bob



Ron, Gayle, Pam & Teddy



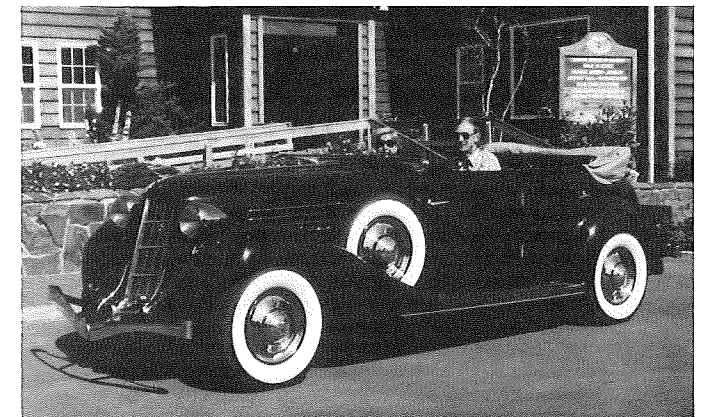
It was a formal beach



Conrad's California Dreamin'



Windshield down at 80°



The top never went up all weekend.



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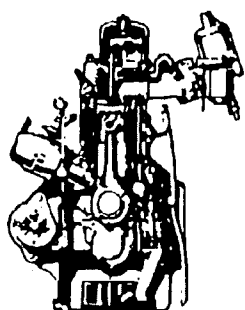


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# To the Editor

Dear Ron,

Congratulations on another fine issue of your *Guardian*. I enjoyed being part of the planning of the Portland Mini-Caravan, you have a very well organized group full of friendly people ... Thank you for touring to Portland. Please print this letter as an appreciation of your fine working group.

Please thank Conrad Wouters for his well written article..The CCCA National in Detroit had beautiful weather at the Dearborn Inn, also Meadowbrook Hall Concours was its elegant grand self, better in every way, than ever!

Thanks again,  
Sherman Williams

October 22, 1992

Dear Ron:

I was disappointed to read Gerry Schimke's letter to the editor regarding the Forest Grove Concours d'Elegance. Over the past three years, I have observed the FG.C. committee's concentrated efforts to turn this local event into one of the premier Concours' on the West Coast. Chairman, Ken Gratteri and members of the Committee have, on at least four occasions, visited our PNWR CCCA events and/or Board meetings to receive feedback on how to improve their event, and also to learn of new classics to include in their show.

This year's Forest Grove Concours showed what hard work and determination can achieve. The theme of streamlined cars proved to be both an innovating and exciting cross section of the many eras of our hobby.

The dinner/reception at the Montinore Winery, prior to the Concours, for show participants was an event comparable to Pebble Beach. How often do we have an opportunity to see The Phantom Corsair, 1933 Pierce Arrow (Silver Arrow), Alfa Romeo 8C 2900, or the Figoni et Falaschi Bodied Talbot strategically placed around the grounds for our enjoyment?

The show on Sunday was wonderful and it was a magnificent day. The grounds of Pacific University make a lovely setting and the diversity of the cars added to the enjoyment.

Rarely are the cars chosen for special awards unanimously accepted by those owners not receiving recognition. In the case of the DeLage, Best of Show Winner, senior judges felt this car reflected both excitement and elegance. The glistening engine-turned body placed on the French Blue chassis was a stunning work of art. It is interesting to note that this same car went on to win the President's Cup at Pebble Beach and a National First Place at Hershey.

In my opinion, the Forest Grove Concours d'Elegance has come a long way in the past three years, and is a very positive showplace for our hobby.

Sincerely,  
Glenn E. Mounger

Thanks for your support Glenn, I've only been to Forest Grove once and I also thought it was a wonderful event and hope to attend many more before I run out of RPM's.

— Ed.

JOHN L. MILLIKEN, JR.  
15537 VILLAGE PARK COURT  
LAKE OSWEGO, OREGON 97034

9/10/92

Hi Ron,

I just received my first copy of the *Bumper Guardian* since Leslie and I joined the Pacific Northwest Region. I am very impressed to say the least. What a first class publication! I am looking forward to getting involved with tours and other club activities next summer.

As editor I would imagine that you welcome any input from members - that is why I am enclosing the story of our purchase last Fall of our '41 Buick Limited 90.

I am, hopefully, within a few months of completing the restoration of my 1939 Cadillac Series 75 convertible coupe. I will submit an article on that one next Spring.

In the meantime, if you wish to use the enclosed article, feel free, and you may edit as you wish.

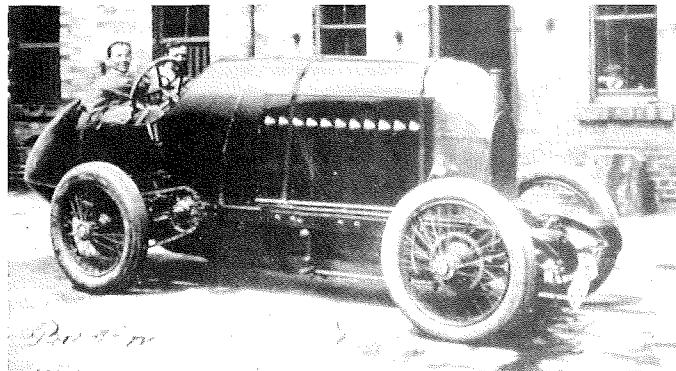
I notice as fillers you use pencil prints by ANSHELL. On Page 9 of the BG appears a drawing of what must be my restored 1939 Cadillac Series 61 convertible sedan. Is ANSHELL a regional member? Regards to Gayle.

—John

Thanks John — Yes we welcome your Buick story and it will run in this issue. Yes it is your Cad that Jeff Anschell drew and the BG staff is very proud of Jeff's contributions — No, we don't use them as filler, we make space for them, every one we can get.

—Ed.

## Bentley Mystery



Dear Ron,

In regard to "Bentley Mystery," *Bumper Guardian* July-August 1992, I do not wish to embarrass Mr. Ferrett, but I feel compelled to dispell his obvious misperception regarding the automobile pictured. What he has there is clearly not a Bentley at all, let alone a Speed 16. This magnificent racing machine is instead a Belgian Bellot (pronounced B'low). Further, as anyone familiar with the location could attest, this photo was taken in the alley behind 17th Ave. NW in Cicero, Illinois. The occasion was a Sunday brunch to celebrate the resignation of Elliot Ness from the Treasury Department. At the wheel is none other than Guillermo "Nutty Billy" Nutsosasto with his riding mechanic Joe "Ho Jo" Holdonno, Frank Nitti's wife's cousin's brother-in-law. These fellows REALLY burned up the boards with this car, dying in a fiery crash that torched the track at Milwaukee in what came to be known as the greatest scorcher in racing.

TRUEly,  
B. S. Bellot, IV

Thanks Mr. Bellot, IV.

You have some excellent points. It does look like someone B'Low-ed it up.

—Ed.

Sept. 5, 1992

Ron,

Because of your kind offer, I have prepared two ads for your CCCA bulletin. I have pictures, if you need them.

Since I am no longer a member, I expect to pay for running the ads.

Please send the bill to my Seattle address.

Thanks,  
Mel Croan

No bill will be sent. — Ed.

1956 LINCOLN CONTINENTAL MARK II, 70,000 original miles. National award winner, 98+ points. Original owner, superb new white paint, new tires and brakes. Very quiet running. Same owner 31 years. Dry storage 25 years, an elegant car. \$25,000. (206) 542-6304.

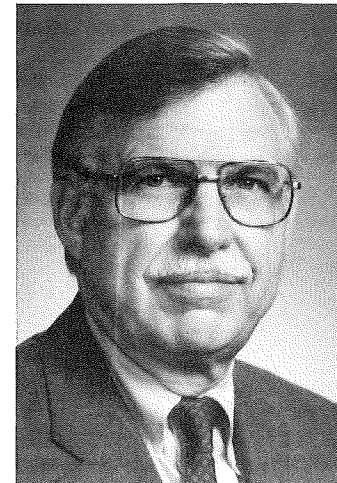
1946 LINCOLN CONTINENTAL CABRIOLET, one of 201 Cabriolets built that year. Same owner 38 years. Recent ground-up restoration according to LCOC restoration manual. Car is dark green, new tan leather upholstery, tan Hartz top. V12 and all other mechanics have been restored. A perfect car for show or go. \$52,000. (206) 542-6304.

Mr. Croan is a longtime past member whose medical situation prevents him from enjoying our hobby and necessitates selling his long time treasures. I have seen them and like their owner, they are really first class.

—Ed.

## Driving with the Director

by Bill Deibel



Director Bill Deibel

It is hard to believe that barely a month remains of my term in office, but so it goes, as they say, when you're having fun. In any event, I want to take this opportunity to thank all the officers, board members, event organizers and others who have made my responsibilities so enjoyable to fulfill. I also want to thank all those members who have made this region what it is by their participation in our regional and national events.

One objective I set for myself is reaching completion, and I am expecting to see at the October board meeting a first draft of a revised set of Regional By-Laws authored by a board committee consisting of John McGary (Chair), Ted Barber and Glenn Mounger. Among other things

our current by-laws are at odds with the latest National CCCA requirements in several areas; do not include, in my view, sufficient procedural rules and financial controls for as large a treasury as we now have; and call for election of Managers and Officers in a procedural fashion that is very inconvenient to accommodate in conjunction with our customary Annual Membership Meeting format. I'm sure the committee will also find other areas that can stand improvement.

Another matter that has concerned me is our liability exposure in general as well as in connection with events for which we request a rider or endorsement to the national CCCA insurance policy which has some exclusions that need to be fully analyzed. At this time I can report that John McGary (who is an attorney) is in the process of reviewing this matter and will be reporting his thoughts to the board in the near future.

In a different vein, I was asked the other day, by a member, what I thought about having invitational meets and activities with other car clubs which do not particularly relate to the cars we define as Classics. My first reaction was to see no problem with this because of my own somewhat eclectic taste in cars and membership in a number of other clubs. I also had just become aware of the fact, of which many of you may not be aware, that in Bigelow Trophy competition, National gives 2 points for each local activity we hold alone, but 5 points if we make the activity an invitational event to other clubs.

Now, after about three days of thinking about this issue, it occurs to me that inviting the participation of local car clubs whose membership profile is younger than ours could prove very productive in introducing our cars and their lore to a younger generation resulting in a rich source of potential new members. What do you think? Let your 1993 board know your views on this and other matters - it is only from your input that the board can steer the region where YOU want it to go.

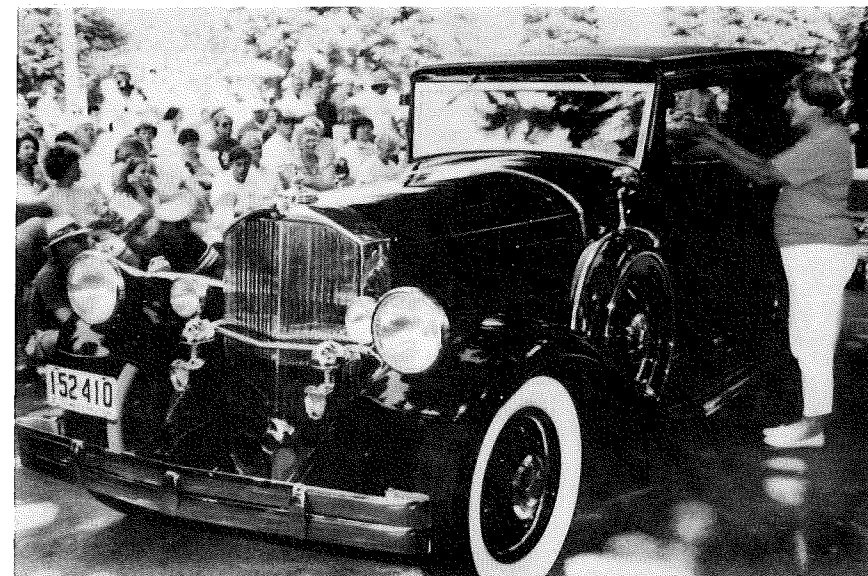
Finally, I want you to know that I have felt honored to serve you, the PNWR members, this past year, and I hope to see as many of you as possible at the Annual Membership Meeting at the Seattle Art Museum November 7.



A REPRINT FROM THE DEACONESS CHILDREN'S SERVICES PUBLICATION

## Helping Hands

### First Annual Classic Car Show is a big success!



Board President Myrna Overstreet presents "Best of Show" award to Jerry Schimke for his 1932 Pierce Arrow.

On Sunday, July 26, Deaconess sponsored the First Annual Port Gardner Bay Classic Car Show as a special fund-raising event to help support our programs for children and families. Thanks to the hard work and dedication of the Deaconess Board and other volunteers, the day was a huge success!

The show featured over 150 classic and collectible cars from the Pacific Northwest and

Canada, many of which were rare, one-of-a-kind vehicles never before seen at shows in this area. Vintage Dusenbergs, Jaguars, Packards, Model A's, T's, Rolls Royces, Cadillacs, T-birds and Mustangs are only a few of the special cars shown. The estimated value of the cars on display was near \$5 million.

Awards for first, second and third place were given in 17 judged categories. A 1932 Pierce Arrow won Best of Show and a 1930 Dusenber Roadster received the Artisans Award. The day also featured a variety of musical entertainment, a selection of food booths and a parachute jump demonstration by the Seattle Sky Divers Club.

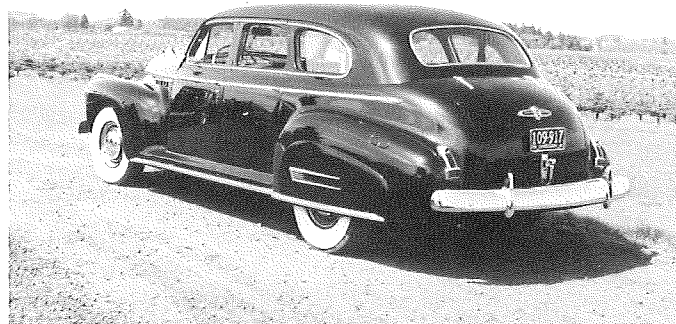
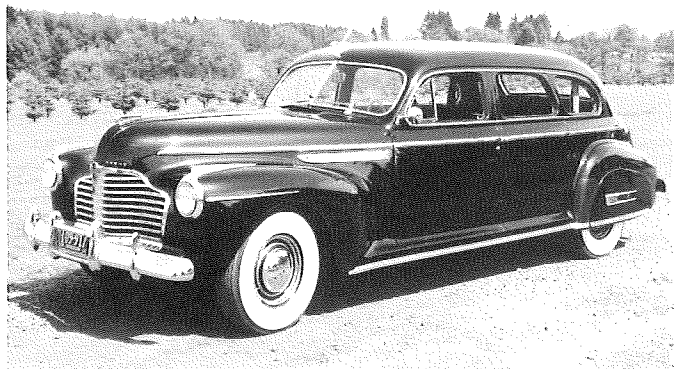
The staff and board of Deaconess Children's Services would like to once again thank the owners of these magnificent automobiles for sharing their labors of love with us. Each car represents hundreds of hours, if not years, of restoration work to make it something to be truly proud of and a delight to the eye for those of us lucky enough to view it!

Plans are now underway for our second annual show already scheduled for Sunday, July 25, 1993, at Legion Park in North Everett, overlooking beautiful Port Gardner Bay. Please mark your calendars for this event, which promises to be another spectacular show with more than 200 beautiful and unusual cars.



# A 1941 Series 90 Limited Touring Sedan

by John L. Milliken, Jr.



I have always enjoyed driving my collector cars, even those that I have restored to show. I have never trailed them and am always puzzled by those who wouldn't think of driving their cars. I realize that some very rare cars have become simply too valuable, but the vast majority can and should be driven. A recent Old Cars Weekly "wreck of the week" photo featured a pristine (Christine?) '58 Plymouth that had been destroyed en route from a car shown when the trailer carrying it came loose from the towing vehicle. Now there is a car that should be driven and I thought how sadly ironic that the car would still be around if only its owner had the mindset to drive it.

Since restoring my 1939 Cadillac convertible sedan in 1985 I have put over 15,000 miles on the odometer. I still show it and it still nearly always places First or Second in its class, which only proves that you can both drive and show them — and win! I do admit, however that driving your collectible vehicle does sometimes mean paint touchup and what I call "keelhauling" — that is, I start off clean at the front end of my dirty chassis, climb underneath with proper cleaning materials, and an hour or so later I emerge from the tail end of the car absolutely filthy, but with a sparkling clean chassis.

It should be no surprise by now that when I recently bought a Classic Car in the Midwest I drove it to its' new home in the Pacific Northwest.

This story begins in August (1991). Through an ad in *Hemmings Motor News* I saw a 1940 Cadillac 60 Special Town Car for sale in Lake Forest, Illinois, a wealthy enclave about 20 miles north of Chicago, along the shores of Lake Michigan. This was a very nice low mileage, rare car with an interesting history. Being a prewar Cadillac "nut", and being that I fly for a major airline, and can fly cheap, I coordinated schedules with my wife, Leslie, a flight attendant, and we flew out to Chicago to "have a look". We rented a car and drove to Lake Forest where we were met by the very friendly and colorful owner, who then gave us a two-hour chauffeured tour of the area in the old car. I liked the Cadillac and was just getting ready to talk business when he (the owner) made a fatal mistake — he decided to show us a friends' Buick collection. This friend owned several Buicks — all of 1941 vintage, and among them — there it was — the prettiest 1941 Series 90 Limited touring sedan I had ever seen — and it was for sale! Well, you can guess the rest of the story. I had always admired late thirties and early forties Buicks. In college, for a time, I owned a 1939 Century Convertible Sedan but sold it (for \$600) in 1968 just prior to serving a tour in Viet Nam with the Air Force. But the Limited of 1941 outdid all previous Buicks in power, performance, and appointments. It has a 139" wheelbase, and 165HP from its 320 cu. in. twin carbureted, OHV straight eight. It even bested Cadillac in most areas for 1941, and at a lower price, which elicited complaints from Cadillac management to GM management. Mine is a nice low mileage original (except for recent lacquer) equipped with two-toned dark blue and gray wool upholstery and the rarest of radios — a 5-band AM/Shortwave factory model. This Black beauty started its life as the chauffeur driven transportation for the wife of a Pennsylvania businessman. In the late forties it passed to her nephew who drive it very little until 1968, when it was acquired by Buick enthusiast, Henry Reuss, of Baltimore. He eventually sold it, in the mid 1970's to C.C.C.A member Peter Maguire. Mr. Maguire performed the necessary detailing and paint work enabling the car to garner several awards, including a Classic Car Club National First Place Senior (#1331) in 1988. Subsequently, in 1989 the car went to Paul Krauss of Lake Forest, Ill., from whom I purchased it.

On October 5, Leslie and I flew to Chicago

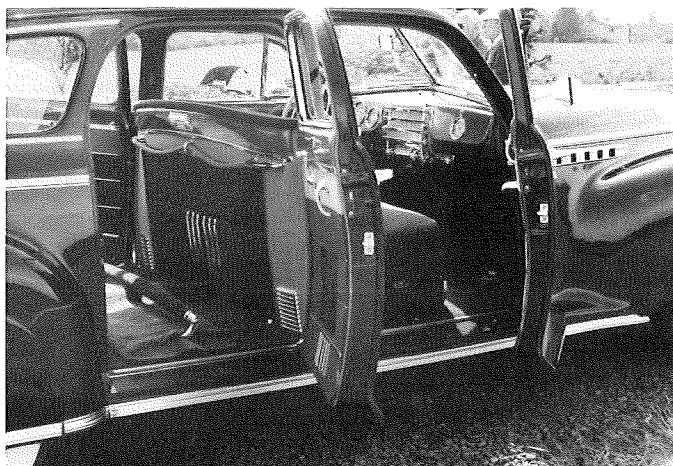
to pick up our purchase. To our surprise we were met at the airport by Mr. Krauss' chauffeur and a stretch Lincoln Limousine. From there we were driven to Lake Forest where we were put up for the night in the Krauss' beautiful circa 1911 carriage house above the garages where our Buick had reposed the prior couple of years. Class act!

The next morning, our day of departure, started with a light misty rain, but by 10:30 the skies were clearing and beautiful, if a little cool — perfect old car weather. We headed north to Wisconsin, picking up Route 14 toward Madison. What wonderful countryside — colorful as a New England Fall. Somewhere west of Lacrosse I began to notice a faint rumbling sound coming from the front wheels. It didn't seem to get worse, and being a Sunday, no garages were found to be open, so we pressed on. That night, in Red Wing, Minnesota, I called ahead to some old car friends we had planned to visit the next morning in Minneapolis. They arranged for an appointment at their favorite old car garage and met us there at the appointed time. This turned out to be a wise decision, as both front wheelbearings were soon found to be in need of replacement. Fortunately they were available "on the shelf" at a local bearing supply house. These are the biggest wheelbearings I have ever seen on an automobile and seemed more suitable to a Semi truck. After a leisurely lunch visit we were on our way West, spending that night in Wilmar, Minnesota.

I have often heard that Route 50 through Nevada was the loneliest stretch of road in America. Don't you believe it! I now know that honor belongs to Route 12 through northern South Dakota. Leslie found the best way to endure that lonely, unscenic drive. Sitting in the back seat, if you pull out the folding jump seat and leave its seatback stowed, it makes a perfect ottoman, and that's how she spent the day. She soon learned to enjoy the "limousine" lifestyle and by the end of the trip was busy barking orders like "Miss Daisy." That night we stayed in Miles City, Montana in a nice restored 1890's era hotel. The next morning we caught I-94 and a lovely drive across Montana, ending up in Missoula that night. On our final day of the journey, we left Missoula early, shopped for a while in the quaint, restored town of Wallace, Idaho, which, incidentally is the hometown of film star, Lana Turner. Leaving Wallace, we traveled through beautiful Coeur d'Alene, then on to Spokane. From there we picked up Highway 395 south to I-84 at the Columbia River. The sunset during our drive toward the Columbia Gorge was especially spectacular and it was not until we got close to the Multnomah Falls area that we saw the sad reason for these particularly colorful skies. The entire hillsides for miles along the beautiful Gorge was ablaze with forest fires, due to the drought this area had endured the previous month. Within an hour after passing the inferno we were home in Lake Oswego.

With the exception of the bearing failure, the car performed splendidly. It cruised comfortably at 60-70 mph, got 12½ mpg and used only one quart of oil. The weather was beautiful all the way and I know I don't have to remind those of you who occasionally drive your old cars of the attention you attract. I wouldn't hesitate to do it again. What a ride!

P.S. And to back up my claim that you can drive them and still win at shows, just this summer (1992) my Buick won First in Class (Classic Closed) at Forest Grove and also took Best of Show at the Northwest Buick Regional meet in Bellevue, Washington in August.



## 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.)

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: \_\_\_\_\_

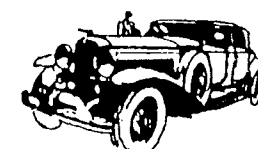
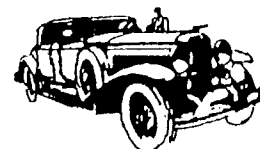
**Note: Your Insurance becomes effective upon payment of the premium and acceptance of the risk.**

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

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The Pacific Northwest Region of the Classic Car Club of America  
The Jaguar Drivers and Restorers Club of Northwest America, and  
The Rolls-Royce Owners Club Pacific Northwest Region

invite you to attend our annual

# CHRISTMAS PARTY BRUNCH

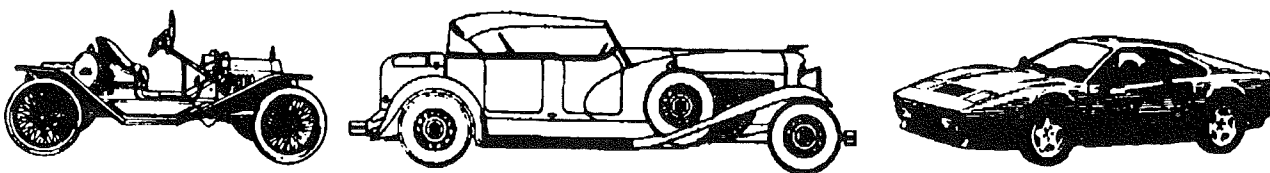
December 13th at Apker's Classic Car Collection

11:00 a.m. - 2:00 p.m.

A Live Auction of a few selected items will entertain and benefit Northwest Harvest. The Dickens' Carollers will sing for us and "Toys for Tots" donations will be accepted. Brunch will cost \$22.50 per person.

Place your reservations by sending your check to  
CCCA-PNR Christmas Party, % Ron Doss,  
19109 N.E. 151st, Woodinville, WA 98072

A flyer will be sent on November 10th.  
We can accept up to ten auction items from each club.  
All proceeds will be donated to the above charities.



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**PRESENTLY IN OUR SHOP**

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|---------------------------------------|---------------------------|
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| 39 LAGONDA V-12 DROP HEAD             | 31 PACKARD 840 ROADSTER   |
| 36 CHRYSLER AIR FLOW                  | 67 AUSTIN MINI COOPER DS  |
| 29 CADILLAC V-8 ENGINE / TRANSMISSION | 54 JAGUAR XK120 ROADSTER  |
| 36 CORD ENGINE / TRANSMISSION         | 55 CHEVROLET BELAIR CONV. |

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**Paul Murray**

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**REGISTRATION AND ORDER FORM - 1993 CCCA ANNUAL MEETING**

NAME \_\_\_\_\_ SPOUSE OR GUEST \_\_\_\_\_  
(as you wish the names to appear on the name tags)  
ADDRESS \_\_\_\_\_ PHONE \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

NOTE: DEADLINE FOR RESERVATIONS - DECEMBER 17, 1992

REGISTRATION FEE (For each adult attending) No. of Adults \_\_\_\_\_ @ \$20.00 \$ \_\_\_\_\_

THURSDAY JANUARY 7, 1993  
EVENING RECEPTION AT NATIONAL AQUARIUM No. of Persons \_\_\_\_\_ @ \$40.00 \$ \_\_\_\_\_  
Includes Beer, Wines, Light Supper & Music

FRIDAY, JANUARY 8, 1993  
GALA EVENING AT B&O RAILROAD MUSEUM No. of Persons \_\_\_\_\_ @ \$55.00 \$ \_\_\_\_\_  
Extensive display of Train Memorabilia, Model Trains, Bridges, plus operating model Railroad . . . Hosted Cocktail Party until 7:30 PM, after 7:30 Cash Bar. Dinner served from ethnic foodstands representative of Old Baltimore City . . . Music from the Classic era and dancing on the turntable in the Roundhouse surrounded by restored Antique Trains and Classic Cars . . . Transportation to and from Museum included.

AWARDS BANQUET No. of Persons \_\_\_\_\_ @ \$50.00 \$ \_\_\_\_\_  
(Black Tie Optional, Jacket & Tie Required)

Included Hosted Open Bar until 7:00 PM . . . Cash Bar after 7:00 PM

Total Enclosed \$ \_\_\_\_\_

Mail this registration form with check payable to CBP CCCA  
c/o MORTON BULLOCK, 4000 GREENWAY, BALTIMORE, MD 21218 (410) 235-0832

Bringing \_\_\_\_\_ Classic Car(s) \_\_\_\_\_ Need Trailer Parking? \_\_\_\_\_ Are you available for judging? \_\_\_\_\_  
Home Region \_\_\_\_\_ First CCCA National Meeting \_\_\_\_\_

Note: All Classic Cars registered for the meet will be garaged in a secure guarded private level under the Stouffer Harborplace Hotel. This space will be available solely for the use of our members' Classic Cars from Noon Wednesday, January 6th to Noon Sunday, January 10th.

Make Hotel Reservations Directly with the:  
Stouffer Harborplace Hotel, 202 E. Pratt St., Baltimore, MD 21202  
Telephone (410) 547-1200

Mention CLASSIC CAR CLUB for special rate listed below  
Double or Single - \$130 / night  
Deadline for Special Rate: December 17, 1992  
Note: Reservations made after deadline will be at regular room rates provided space is available

**YOU'RE INVITED TO**  
Baltimore, Maryland



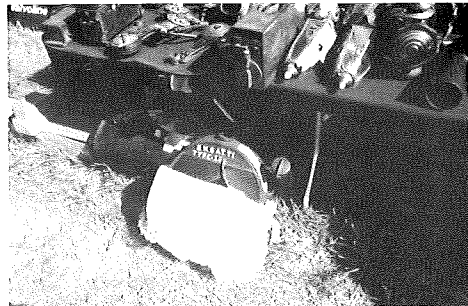
for the  
**CCCA**  
**ANNUAL MEETING**  
Classic Car Club of America  
Stouffer Harborplace Hotel

- Schedule Of Events**
- Wednesday, January 6, 1993**  
3:00 PM REGISTRATION until 5:00 PM
- Thursday, January 7, 1993**  
9:00 AM REGISTRATION until 4:00 PM  
12:00 PM Museum Trustees Luncheon  
2:00 PM Technical Seminar  
7:30 PM Party At National Aquarium
- Friday, January 8, 1993**  
8:00 AM REGISTRATION until 1:00 PM  
8:00 AM Annual Membership Meeting  
10:15 AM Museum Membership Meeting  
1:00 PM Board of Directors Meeting  
(National & Regional Directors)  
2:15 PM Regional Relations and Editors Meeting  
6:00 PM Buses Depart for B&O Museum  
6:30 PM Cocktails, Dinner, Dancing at B&O Railroad Museum  
10:00 PM Buses Return to Hotel
- Saturday, January 9, 1993**  
REGISTRATION until Noon  
9:00 AM Judges Breakfast  
10:00 AM Judging begins in Garage  
12:00 PM Cocktails Party  
6:00 PM Banquet  
7:00 PM Awards Presentation  
8:30 PM
- Sunday, January 10, 1993**  
No Planned Activities

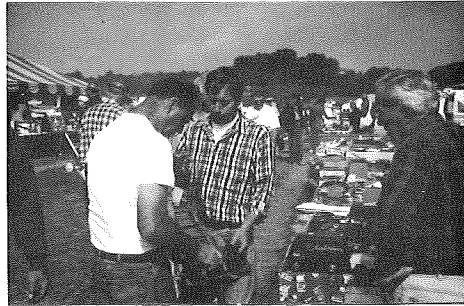


# Hershey '92

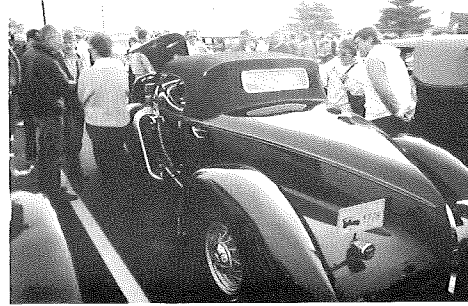
by Conrad Wouters



Bugatti Radiator



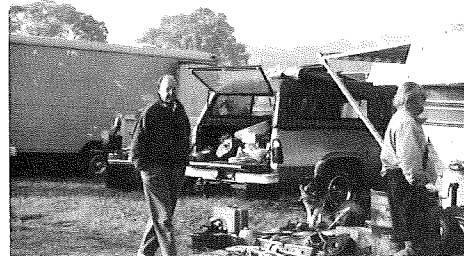
Ed and Walt swapping for an old toy truck



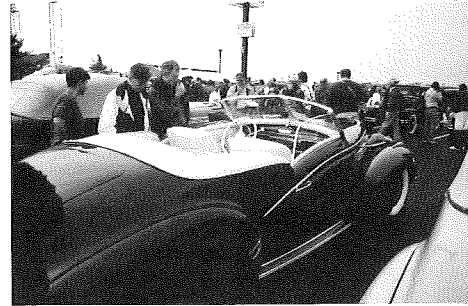
Auburn Boattail - Winner of the ACD Meet '92.



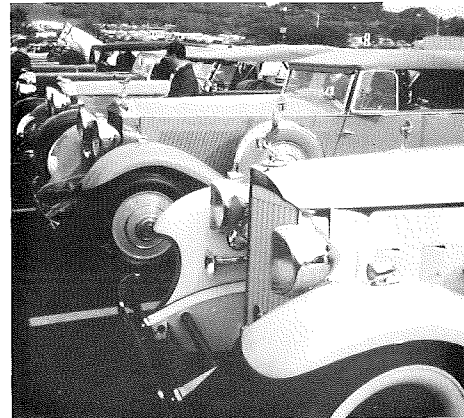
Jim calling updraft carb. no's into tape recorder.



Carl and Gordon Wake vendors up when they oversleep.



'40 Cad Bohman and Schwartz (my favorite — Ed.)



3000 cars in the car show.



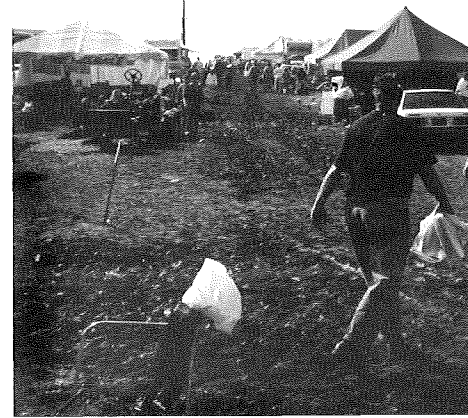
PNR guys inspect a burnt locomobile.



Tough decision, which truck.



Glen "eagle eye."



Carl Navigates 7" of mud.



The Darkside.

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

Reported by Ted Barber, Secretary, CCCA-PNR

AUGUST 5, 1992

The meeting was called to order by Director Deibel at about 7 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Doss, Kane, Magnuson, Mounger, and Reddaway; Secretary Barber; Treasurer Wouters; National Director Carman; Past Director Rittenhouse; and members Greenfield, RE LeCoque, McEwan, McGary, B. McMichael, and Meden; and guest Jeff Anschell. The minutes of the July 1, 1992 meeting were approved as corrected. Treasurer Wouters reported a balance of \$22,057.97. Editor Doss reported that the next publication deadline is Aug. 7. He has several articles already submitted. He introduced guest Anschell who is doing art work for the BG. He recommended a policy to discourage full page ads to save space. The Board concurred with this. Membership Chr Mote reported (in absentia) that the roster was out.

National Director Carman reported that national survey results were being tabulated and required some further work before being published. He noted that the National Board had given tentative approval of the Packard Super Clipper for Classic status and that more Classics within the era were being considered. The "keeper" plaque for the Schoenfeld Trophy was given to RE LeCoque, the first recipient of the award. B. McMichael reported the mug project order is ready. She will get a proof copy. G. Greenfield reported a good turnout at the July 25 picnic with about 25-30 CCCA people. Attendees of the recent Grand Classic in California noted that there were two 100 point cars from our region and also two Classics which were driven from PNR.

Upcoming CCCA events were discussed as follows:

Sept. 19-20, Tour to Oregon Coast, Chairman B. Reverman. Rooms have been tentatively reserved for about 15 to 20, but more may be accommodated if arranged in advance. A notice will be put in the BG. Cars will leave from Southcenter Friday or Saturday.

Aug. 29, Chandler's Cove show. Chr. Adatto, Wouters & Madden assist. Event may be cancelled because of the sale of Chandler's Cove. All prior agreements there are being checked for current validity.

Oct. 17, Garage tour. Chr. Magnuson & Reddaway. Plans include Armstrong and Long garages. There will be an announcement in the BG but no flier will be sent.

Nov. 7, Annual Meeting. Chr. Meden. Location: Art Museum. The Club has agreed to subsidize the event for up to \$1300. Cost of chicken or salmon dinner will be \$37 per person. The collection will be on display from 6 to 10 pm. Meeting schedule is: reception, 6:30-7:30; dinner at 7:30; meeting ends at 10 pm. A nearby garage will be reserved.

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

Feb. 13, 1993 Coming Out Party. Co-chr Mounger/McMichael. Same location. Some cars lined up.

July 1993, Grand Classic. C. Bomstead will serve as chairman assisted by J. Kane. Location: McAuliffe's. Banquet location: The Woodmark. Possible Friday event: train to Ste. Michelle Winery.

1994 Caravan. Chr McEwan. In early planning stages. May be in Oregon and southern Washington.

1995 National Annual Meeting. The Red Lion has been reserved tentatively for Jan. 12-15 (no down payment made yet). Other options under consideration are the Tacoma Convention Center, the Edgewater (cars to be displayed on piers), and Bellevue Place plus Hyatt House. B. McMichael will assist as co-chair.

Other upcoming events were noted as follows:

Aug. ?? Pt. Townsend concours event.

Aug. 9, Apker Affair. 157 pre-registrations so far.

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

Sept. 6, Snoqualmie Winery Concours. (Contact A. McEwan.) (Sponsored by Phantom Restorations.)

The By-law Committee (Chr. McGary) met and will meet again to discuss changes to the Regional by-laws. Editor Doss is considering printing note pads or calendars with the Club logo. A. McEwan reported that the Classic Boat meet at Carolyn Point needs display cars August 15. G. Mounger announced that the Washington State Council of Car Hobbyists needs our support. Doss, Deibel, Magnuson, Meden, Mounger, and Reddaway indicated they could represent the Club at the Council's monthly meetings.

The meeting adjourned at about 8:30 pm. The next meeting will be September 2 at Latitude 47.

SEPTEMBER 2, 1992

The meeting was called to order by Director Deibel at about 7 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Bomstead, Doss, Magnuson, Mounger, Reddaway, and Scheef; Secretary Barber; Treasurer Wouters; National Director Carman; Past Director Rittenhouse; and members Greenfield, Grisham, Meden, Mote, and Murray. The minutes of the August 5, 1992 meeting were approved as corrected. Treasurer Wouters reported a balance of \$22,057.97. Editor Doss reported that the August issue was out at extra cost because it was more elaborate. He also pointed out his term as editor was nearly over and that a new one must be chosen. Membership Chr. Mote reported two new members. National Director Carman reported that national survey results were ready for publication in some form.

Upcoming CCCA events were discussed as follows led by Event Chr. Bomstead: Sept. 19-20 Tour to Oregon Coast, Chairman B. Reverman. Rooms have been tentatively reserved for about 15 to 20, but more may be accommodated if arranged in advance. Cars will leave from Southcenter Friday or Saturday.

Oct. 17 Garage Tour. Chr. Magnuson & Reddaway. Plans include Armstrong and Long garages. There will be an announcement in the BG and a flier will be sent. Lunch at Gillman Village. A count is needed. The possibility of a fee was discussed.

Nov. 7 Annual Meeting. Chr. Meden. Location: Art Museum. The Club has agreed to subsidize the event for up to \$1300. Cost of chicken or salmon dinner will be \$37 per person. The collection will be on display from 6 to 10 pm. Meeting schedule is: reception, 6:30-7:30; dinner at 7:30; meeting ends at 10 pm. A nearby garage will be reserved.

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

Feb. 13, 1993 Coming Out Party. Co-chr. Mounger / McMichael. Same location. Six cars lined up.

July 1993 Grand Classic. C. Bomstead will serve as chairman assisted by J. Kane. Location: McAuliffe's. Banquet Chr. B. McMichael.

S. Starr will head tabulation. A Head Judge is needed. The Board decided not to make the event a fundraiser and no fee will be charged members for merely viewing cars. Registration fee will be \$15 as before.

1994 Caravan. Chr. McEwan. In early planning stages. May be in Oregon and southern Washington.

1995 National Annual Meeting. The Red Lion has been reserved tentatively for Jan. 12-15 (no down payment made yet). Other options under consideration are the Tacoma Convention Center, the Edgewater (cars to be displayed on piers or in Port parking facility), and Bellevue Place plus Hyatt House. B. McMichael will assist as co-chair, but a general chair is still needed.

Other events were noted as follows:

Aug. 23 Pebble Beach Concours. Adatto and Rittenhouse won first in class.

Sept. 6 Snoqualmie Winery Concours. (Contact A. McEwan.) (Sponsored by Phantom Restorations.)

July 25, 1993 Port Gardner Concours. Theme: "Cars of the Stars". They will be willing to accommodate CCCA schedules in future years.

The By-law Committee (Chr. McGary) met and will meet again to discuss changes to the Regional by-laws. The Washington State Council of Car Hobbyists needs our support. Doss, Deibel, Magnuson, Meden, Mounger, and Reddaway indicated they could represent the Club at the Council's monthly meetings but a schedule is needed.

A nominating committee consisting of Kane, Justice, and Zuker was appointed by the Director and approved by the Board. The policy is to nominate only three members for Board elections.

The meeting adjourned at about 8:30 pm. The next meeting will be October 14 at Latitude 47.



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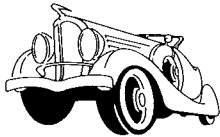
**\*NOVEMBER 7<sup>TH</sup> PNR-CCCA  
ANNUAL MEETING and AWARDS BANQUET  
at the  
THE SEATTLE ART MUSEUM**

---

**\*DECEMBER 13<sup>TH</sup> PNR-CCCA  
CHRISTMAS PARTY BRUNCH at APKER'S  
CLASSIC CAR COLLECTION with the JAGUAR and  
ROLLS-ROYCE CLUBS — 11 a.m. to 2 p.m.**

**\*Live Auction to benefit Northwest Harvest.**

**\*Dickens Carolers / \*Toys for Tots donations accepted**



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