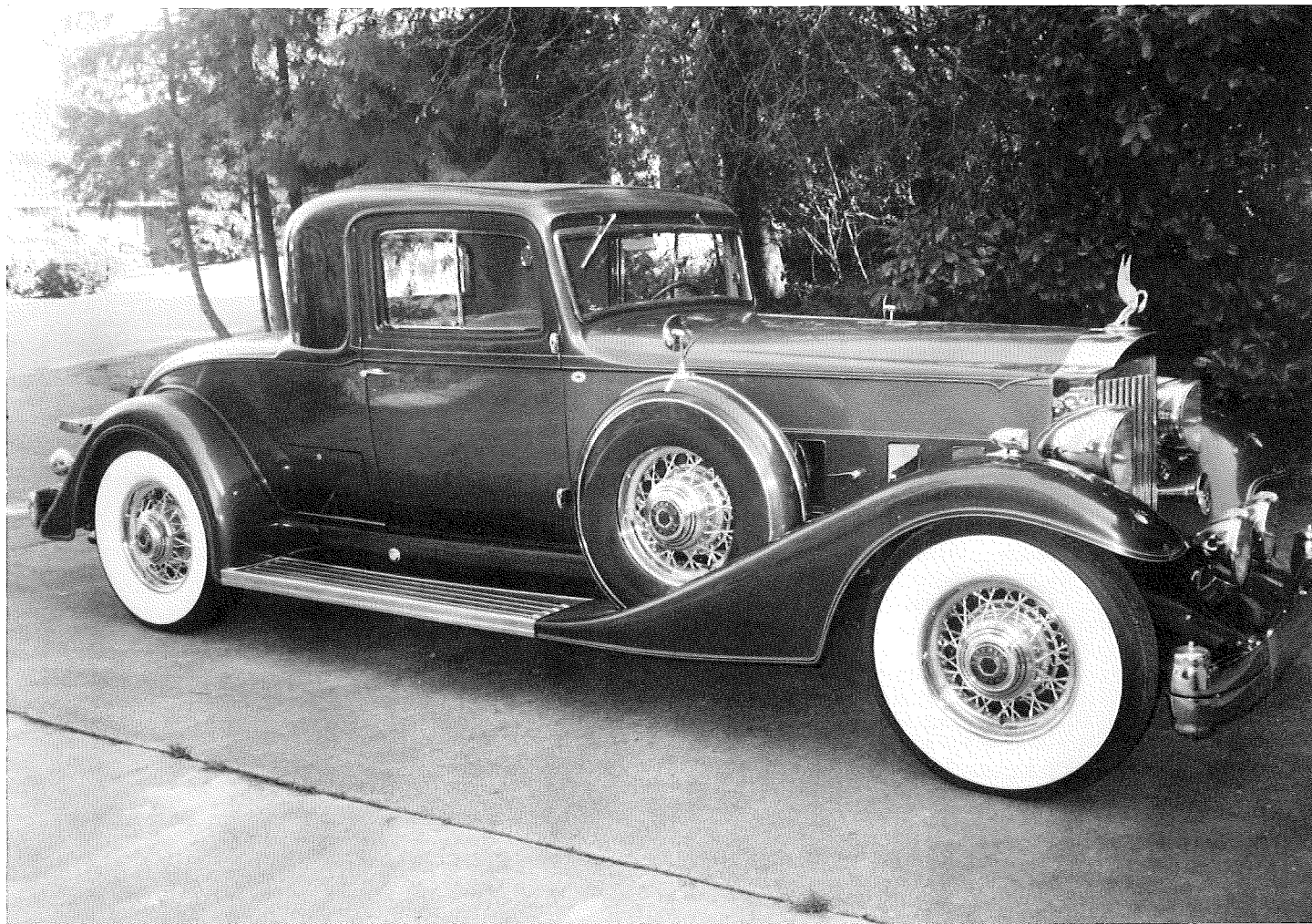


BUMPER GUARDIAN

VOLUME 2

NUMBER 3



1933 PACKARD 12 SPORT COUPE

Larry and Lorraine Justice

MARCH - APRIL 1993





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
Carl Bomstead, <i>Director</i>	334-5215	
Richard Adatto, <i>Assistant Director & Activities Chairman</i>	286-8325	292-9906
Bill Delbel, <i>Past Director</i>	522-7167	382-2500
Conrad Wouters, <i>Treasurer</i>	282-9431	248-8400
Ted Barber, <i>Secretary</i>	325-3580	544-5366
Bill Mote, <i>Membership Chairman</i>	937-3959	234-1809
Ron Doss, <i>Editor</i>	881-8794	881-6977
Dick Culp, <i>Assistant Editor</i>	842-5121	583-6403
Shirley Starr, <i>Advertising Manager</i>	747-6458	562-7122
Sigfried Linke, <i>Archivist</i>		622-3406

Board of Managers

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
Jack Goffette	1994		775-0657
Barbara McMichael	1995	747-8575	393-8814
John Martin	1995	232-4691	
Conrad Wouters	1995	282-9431	248-8400

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

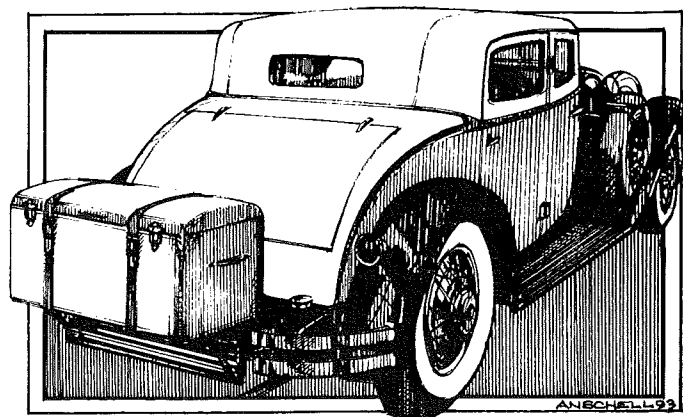
Advertising policy/rates: The *Bumper Guardian* will print classified advertising free of charge to members. Display advertising rates are available on a prepaid basis only.

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.



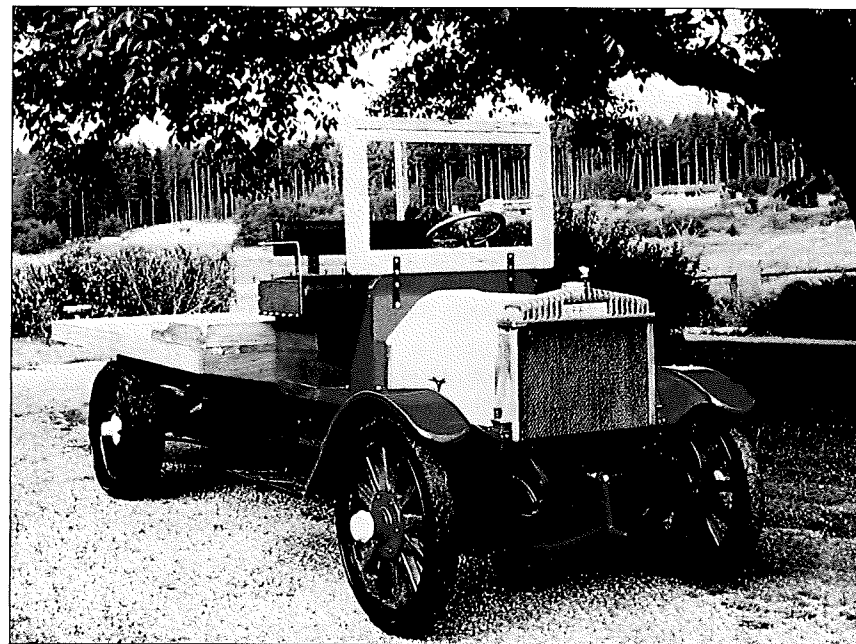
Pacific Northwest Region Classic Car Club of America

1993 Calendar of Events

* PNWR EVENTS

March 27	* Judging Clinic 9-12am Crooks Collection
April 2, 3, 4	Portland Swap Meet
April 17	* Restoration Seminar 9-12am GM Truck Center
May 22	* RROC - CCCA Kite Fly
June 6	* Carman Picnic
June 6	CCCA / Gilmore Museum Cadillac Experience
June 8 - 15	CCCA Indiana Caravan
June 18 - 19 - 20	* Land, Sea, Air
June 20	GM Picnic - Graham, WA
July 4	* Parades Bainbridge and Yarrow Point - Mounger, McKewan
July 3 - 4	* SIR Vintage Races - Armstrong
July 9 - 10	* Grand Classic - PNWR - Kirkland - Kane, Bomstead
July 25	Forest Grove Oregon Concours
August 1	Port Gardner Concours, Everett (206) 259-0146, Anne Cassidy
August 6 to 14	CCCA Colorado Caravan
August 8	Apker Affair
August 18 - 21	LCOC Western National Meet, Silverdale, WA
August 22	Pebble Beach
August 28	LeMay Open House
September 11 - 12	* Weekend Event - Mini Caravan to Newberg, Oregon
September 4 - 7	ACD Auburn Reunion
September 24 - 26	ACD Rainbow Falls
	CCCA New York Caravan
October 16	* Garage Tour
October 7 - 10	Hershey Swap Meet
October 16 - 17	Portland Swap Meet
October 20	* Annual Meeting
December 12	* Christmas Party

10 miles
north of
Salem on I-5



Going Into Retirement

THE OLDEST working Kenworth tractor, a 1917 Model G Gersix, will be on loan to the Pacific Northwest Truck Museum in Brooks, OR, now that it's finally retired from service. Del Hewitt, museum chairman and owner of the historical truck, said the vehicle represents a significant piece of Northwest history, especially since it's believed to be the first truck made in Seattle by the Gerlinger Motor Car Company, the forerunner of Kenworth Truck Company.

"I first saw the truck in 1986 at an American Truck Historical Society annual convention in Seattle where it

won best of show," Del related. "At that time, the truck's owner, Buster Arnestad, wasn't interested in selling it. This year, however, when Buster again displayed it at a convention in Portland, I was able to close a sale. It's drawing quite a lot of interest already. Most people don't know that the Gersix was the predecessor to the Kenworth nameplate, and once they find this out, they want to know all about the history of the truck."

To learn more about the Pacific Northwest Truck Museum, or to make an appointment for viewing, contact Del Hewitt at (503) 694-5109.

(continued on page 8)

DES

Editorial and Business offices located in
Norwalk, CT— Tel. (203) 853-6015
FAX (203) 852-8175
Telephone extensions are listed next
to names below.

EDITOR

JAMES E. JONES, 106

PUBLISHER & EDITORIAL DIRECTOR

BRITTON JONES, 137

EXECUTIVE EDITOR

SETH D. SKYDEL, 112

SENIOR EDITOR

PHILIP J. ROMBA, 107

ASSOCIATE EDITOR

DEBORAH L. JOHNSON, 113

FIELD EDITOR

PETER V.K. REID, 131

ART DEPARTMENT DIRECTOR

HANS J. GSCHLISSER, 157

ART DIRECTOR

CARLA NERI, 110

ASSISTANT ART DIRECTOR

CATHERINE WAKEMAN, 108

GRAPHIC DESIGNER

MATTHEW FASANELLA, 150

CHAIRMAN

G. RENFREW BRIGHTON, 103

DIRECTOR OF PRODUCTION

FRANCES SALAMON, 109

PRODUCTION MANAGER

PEGGY EADIE, 138

PRODUCTION ASSISTANT

CHRISTINE HUDANICK, 147

CIRCULATION MANAGER

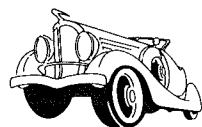
ARTHUR HEILMAN, 136

ADVERTISING SALES REPRESENTATIVES

SEE ADVERTISING INDEX

DES (Diesel Equipment Superintendent) is available in microfilm editions from University Microfilms, Inc., Ann Arbor, MI. DES (Diesel Equipment Superintendent) (ISSN 0884-6324) (USPS 156960) is published monthly by Business Journals, Inc., 50 Day Street, Norwalk, CT, 06854. Tel: (203) 853-6015. Second class postage paid at Norwalk, CT, and additional mailing office. April, 1993, Vol. 71, No. 4. Yearly subscription rates: U.S., \$35.00; Canada, \$48.00 (Canadian currency); Foreign sea mail, \$60.00; Foreign air mail, \$100.00. Claims for undelivered copies not honored after 30 days (90 days overseas) from publication. Attn. Postmaster: send address changes to DES, P.O. Box 5550, Norwalk, CT, 06856.

Copyright © 1993, Business Journals, Inc.



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
Carl Bomstead, <i>Director</i>	334-5215	
Richard Adatto, <i>Assistant Director & Activities Chairman</i>	286-8325	292-9906
Bill Deibel, <i>Past Director</i>	522-7167	382-2500
Conrad Wouters, <i>Treasurer</i>	282-9431	248-8400
Ted Barber, <i>Secretary</i>	325-3580	544-5366
Bill Mote, <i>Membership Chairman</i>	937-3959	234-1809
Ron Doss, <i>Editor</i>	881-8794	881-6977
Dick Culp, <i>Assistant Editor</i>	842-5121	583-6403
Shirley Starr, <i>Advertising Manager</i>	747-6458	562-7122
Sigfried Linke, <i>Archivist</i>		622-3406

Board of Managers

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
Jack Goffette	1994		775-0657
Barbara McMichael	1995	747-8575	393-8814
John Martin	1995	232-4691	
Conrad Wouters	1995	282-9431	248-8400

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

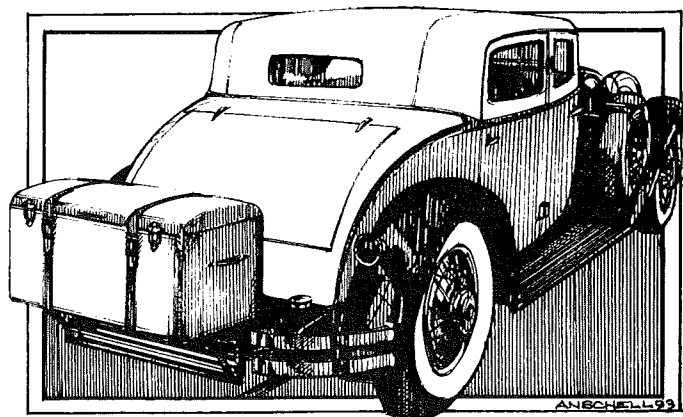
Advertising policy/rates: The *Bumper Guardian* will print classified advertising free of charge to members. Display advertising rates are available on a prepaid basis only.

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.



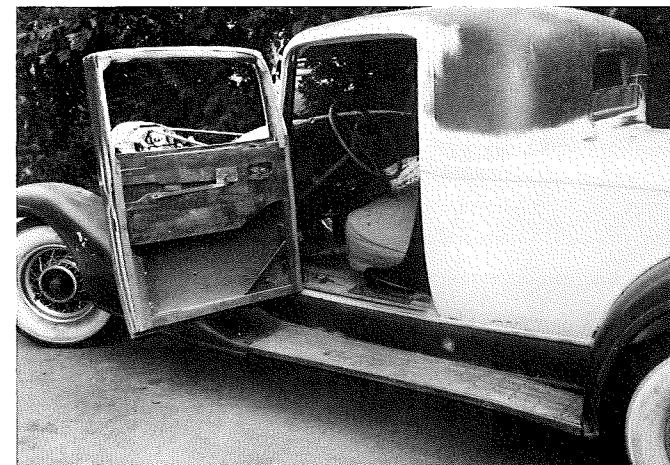
Pacific Northwest Region Classic Car Club of America 1993 Calendar of Events

* PNWR EVENTS

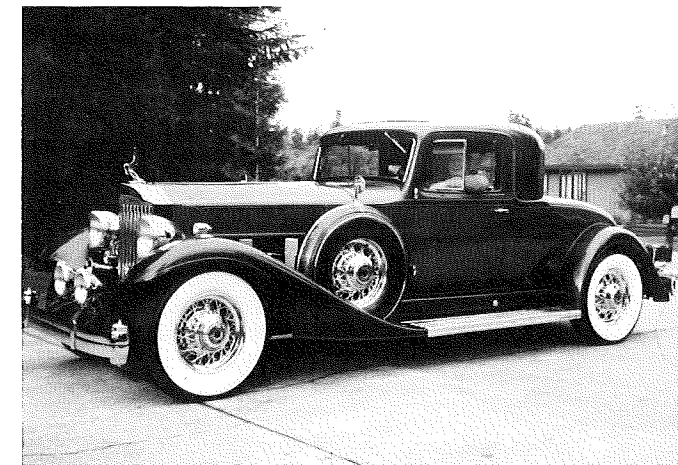
March 27	* Judging Clinic 9-12am Crooks Collection
April 2, 3, 4	Portland Swap Meet
April 17	* Restoration Seminar 9-12am GM Truck Center
May 22	* RROC - CCCA Kite Fly
June 6	* Carman Picnic
June 6	CCCA / Gilmore Museum Cadillac Experience
June 8 - 15	CCCA Indiana Caravan
June 18 - 19 - 20	* Land, Sea, Air
June 20	GM Picnic - Graham, WA
July 4	* Parades Bainbridge and Yarrow Point - Mounger, McKewan
July 3 - 4	* SIR Vintage Races - Armstrong
July 9 - 10	* Grand Classic - PNWR - Kirkland - Kane, Bomstead
July 25	Forest Grove Oregon Concours
August 1	Port Gardner Concours, Everett (206) 259-0146, Anne Cassidy
August 6 to 14	CCCA Colorado Caravan
August 8	Apker Affair
August 18 - 21	LCOC Western National Meet, Silverdale, WA
August 22	Pebble Beach
August 28	LeMay Open House
September 11 - 12	* Weekend Event - Mini Caravan to Newberg, Oregon
September 4 - 7	ACD Auburn Reunion
September 24 - 26	ACD Rainbow Falls CCCA New York Caravan
October 16	* Garage Tour
October 7 - 10	Hershey Swap Meet
October 16 - 17	Portland Swap Meet
October 20	* Annual Meeting
December 12	* Christmas Party

COVER STORY...

Nearly All of Us Dream,



Before



After

1933 PACKARD 12 SPORT COUPE 1005

by Larry Justice

"all men dream but not equally. Those who dream by night in the dusky recesses of their minds wake in the day to find that it was vanity; but the dreamers of the day are dangerous men, for they may act their dream with open eyes to make it possible."

- Lawrence of Arabia

A RESTORATION . . . 1933 PACKARD SPORT COUPE V-12

Having restored a number of Packards, five to be exact, I was sure the nuts and bolts days were behind me, except for one small problem. I had never restored a V-12, but had always had a desire to do one.

The big problem was storage, as all of my garage space was filled with old Packards . . . then the unexpected happened. Just prior to the CCCA Northwest Caravan to Canada, I received a call

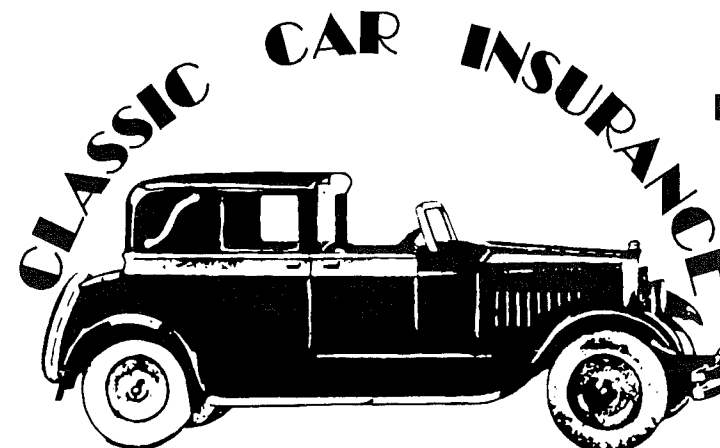
from a member in Walnut Creek and he said the Cord that he planned to use was not ready, and was wondering if I had a car he could use. I loaned him my 1934 Packard Club Sedan which he drove about 900 miles on the tour.

When he returned the car his comment was "If you ever decide to sell this car, please call me." About a month later, I learned of a V-12 in Long Beach, Calif. owned by a Doctor that was for sale. Shortly after, Lorraine and I were in Los Angeles, and we inspected the car. The man in Walnut Creek was sincere, and made a commitment to buy my 1934 Club Sedan. The car was delivered to Redwood City and we went on to Long Beach to pick up the 12. We brought it home September 19, 1986.

The 12 and many other cars were stored in the Doctor's shop

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.



DICKISON INSURANCE AGENCY

Stan and Valerie Dickison
771-7900

121 Fifth Avenue North
Edmonds, Washington 98020

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

Cover Story — 1933 Packard

Continued from Page 3

and warehouse, about 8,000 sq. ft. floor area. Restoration had been started on the 12 about 10 years ago, then all work stopped and the parts were stored all over the shop, including some Cadillac pieces mixed in. By midnight we had the car loaded and had gathered all the parts we felt belonged to this car and we left for Seattle. Two days later, the car was inspected by the Washington State Patrol for licensing purposes, then was unloaded in my garage.

We then had the time to inspect what we had bought, and list those parts missing and needed to complete the restoration. We had a complete car except for about 10 important parts, mostly body parts, such as golf door hinge, windshield hinge, a couple of door handles, step plate, etc. This is when you find these parts are almost impossible to find because of age and the low production.

ABOUT THE CAR . . . A 1005, 1933 Rumble seat coupe with golf bag door. Model 1005 dual sidemounts, and a V-12 motor. The firewall plate carries the number 14 which makes it the fourth V-12 coupe built, and according to the motor number it was built about mid-year. Packard built 520 V-12 cars on 12 body styles during the year 1933. (According to a letter I have from Mr. Jim Pearsall who stated he knows of only three or four coupes in eight Super 8 and no V-12's. Mr. Pearsall is a roster-keeper for all known models. He now has the numbers on my car.

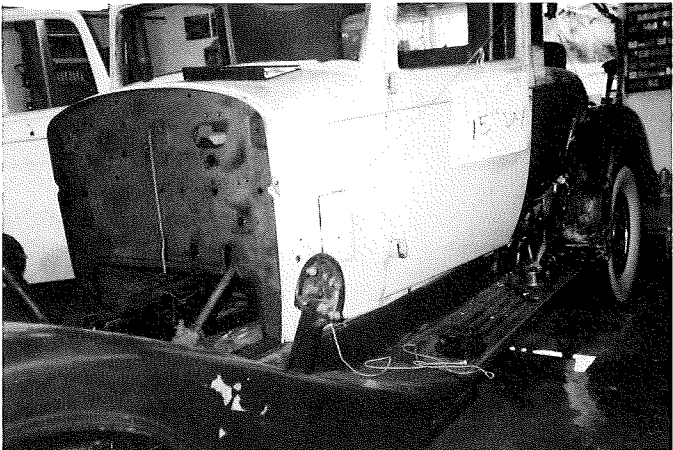
October 1, restoration started with the removal of the engine, inspection dis-assemblance and taken to the machine shop for their work, bearings, pistons, camshaft, etc. Then chemically removed all paint to the bare metal (used seven gallons of remover). Had a body metal man come and do the fenders, ready for prime. Wheels de-spoked and sent to chrome plating, and then sent the rest of parts to be plated in four orders. During the time required for the rebuilding of the engine, we started the painting (doors were off, fenders, running board, aprons were off). Painting was completed including the clear finish coat. Frame and under carriage were gloss enameled black.

Prior to the engine installation, the firewall was rubbed out, engine and radiator installed. Time next for the upholsterer to come to my shop for his work, and when he finished, then the car was completely assembled and rubbed out.

For the color we selected a medium Sapphire Blue for body and dark Sapphire Blue for fenders, belt moulding, etc. with a silver grey pin stripe. Wheels are wire chrome. Interior, we used a pearl grey wool broadcloth, with medium blue Wilton carpet. The rumble seat is upholstered in Charcoal Grey Connolly leather, with the same medium blue Wilton carpet.

The car was finished by July 10, 1987 and shown at the CCCA Northwest Grand Classic July 11th.

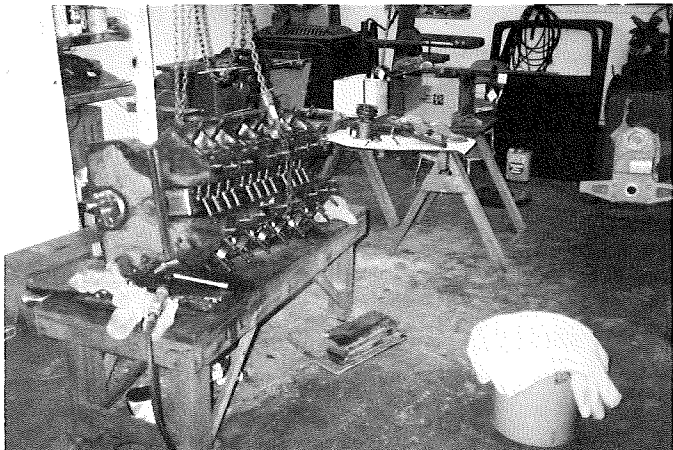
This car was certainly a challenge, but a lot of satisfaction in its completion. Try one sometime, you'll enjoy it.



15th day - October 10, 1987



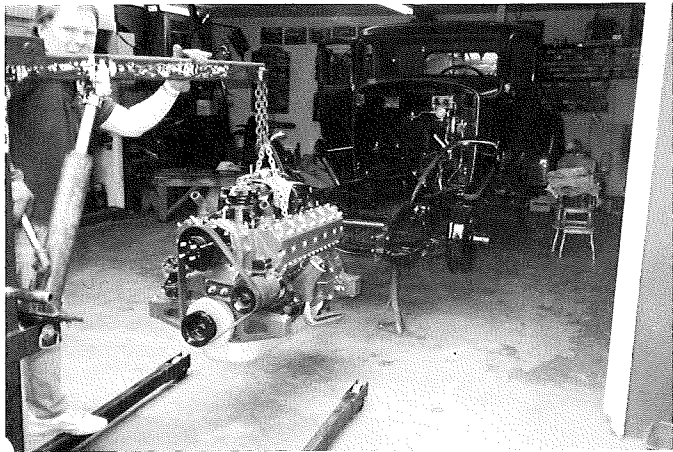
Interior was a little rough.



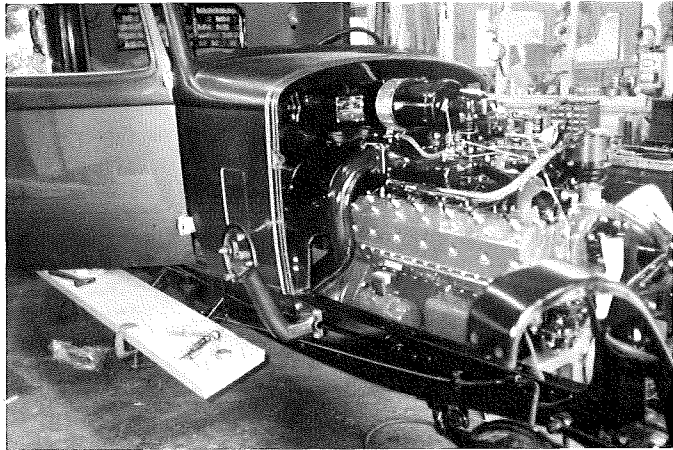
Machine work complete and engine assembly started.



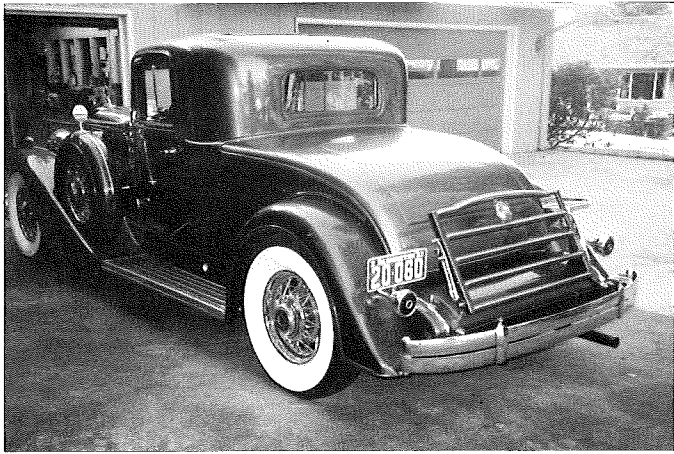
In Primer



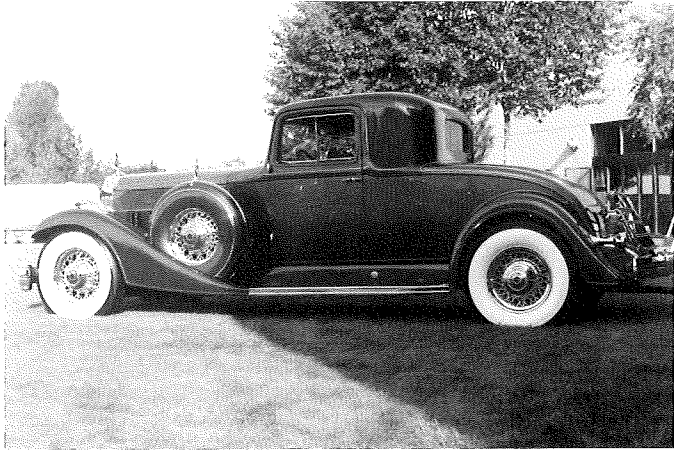
Jig V-12 ready to install



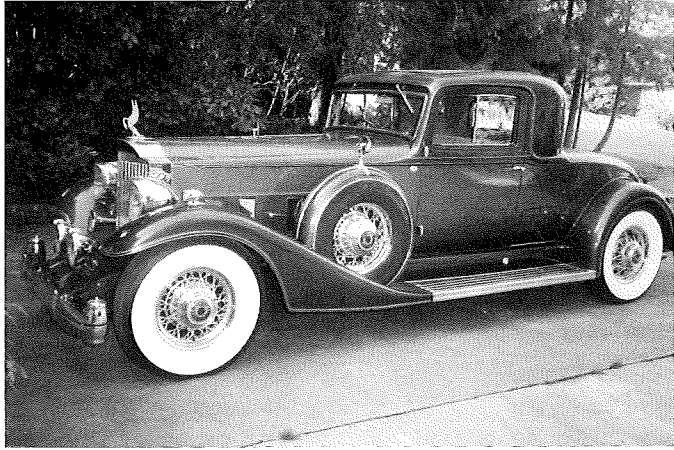
Upholstered - painted - ready for fenders



Done July 10, 1987



Shown July 11, 1987 CCCA Grand Classic (and scored 100 pts.—Ed.)



Senior #1302

TOURS
SHOWS
SALES

VINTAGE
CLASSIC
COLLECTABLES

HELTON AUTO TRANSPORT
Enclosed Van Door to Door

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

AL HELTON
Res: (206) 631-4401



John Parkhurst
Auto Upholstery

Specializing in restorations

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

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

**THE
AUTO
SHOP**



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

Steve's Auto Restorations
QUALITY CONCOURSE REFINISHING

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

STEVE FRISBIE

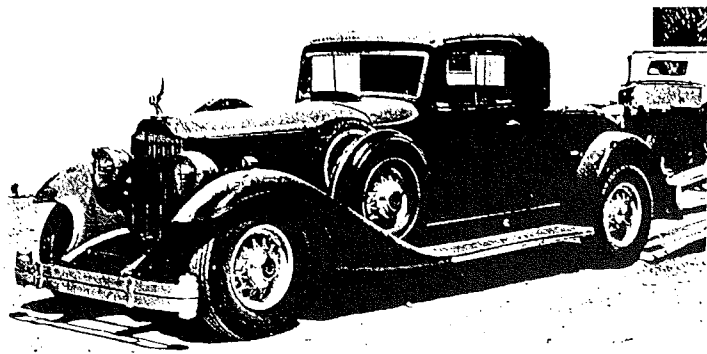
Restorations
Partial or Complete

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

Editor's Note

Larry recently received more history on his Packard #638-14. This is a reprint from a very old Packard Newsletter. The car was restored in the early '60s and was purchased new by the Governor of West Virginia according to recent findings. I wonder if Larry is only the third owner of this lovely old girl. "...The dreamers of the day are dangerous men, for they may act their dream with open eyes to make it possible."

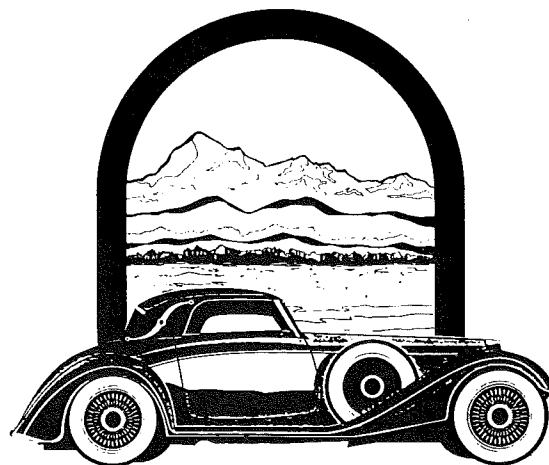
—Ed.



VALUABLE CARGO— This 1933 Packard Sport Coupe being loaded for shipment from Woodland to Long Beach, is now valued at over \$10,000 by Packard enthusiasts. It was purchased by Dr. Harley Deere in 1961 from the estate of the governor of West Virginia for \$475. Dr. Deere drove the car from Columbus, Ohio, to Woodland via Texas to avoid driving the vintage auto over the Rocky mountains. Dr. Deere did much of the restoration of the car himself, and his wife, Sallie, completely upholstered it in blue serge material. Collecting and restoring classic cars became a hobby of Dr. Deere's while he was a medical student. His interest in Packards began with his father, the late Harley R. Deere, Sr. who was a new Packard buff. Dr. Deere's collection of classic cars now totals 17, four of which are not Packards. One Packard that was purchased in Holland by Dr. Deere in 1966 still is awaiting clearance of legal shipping entanglements in Weisbaden, Germany. Dr. Deere's brother, Bob, a recent Woodland high school graduate has been the custodian of the cars while they have been in storage here. His mother, Roberta Deere, Daily Democrat classified manager, was on hand to watch the loading.



2ND ANNUAL PORT GARDNER BAY CLASSIC



CONCOURS D'ELEGANCE

Sunday, August 1, 1993

Legion Park

Everett, Washington

10:00 a.m. – 4:30 p.m.

ALL PROCEEDS BENEFIT CHILDREN AND FAMILIES

THROUGH



DEACONESS CHILDREN'S SERVICES

A New Club for Car Collectors

Suite 200 Open House

by Ed Rittenhouse

It was an idea that appealed to a great many of us car collectors. A facility for display and enjoyment of some of the finest collector cars in the area. A place to not only display and enjoy these fine automobiles, but a clubhouse facility where fellow collectors could meet, reminisce, and discuss their hobby. Thus the concept of Suite 200 evolved, and on March 6, 1993 our open house was held to share this with a large number of car collectors in the area.

Although the idea was common to many individuals in the area, the driving force behind the organization and realization of this car palace was Al McEwan. Early in the discussion there were frequent comparisons to the "Candy Store" in San Francisco. Those of us who have visited that facility have realized that a group of car collectors with common interest can have a wonderful facility and enjoy the camaraderie so often associated with the old car hobby. Thus a preliminary discussion was held between Al and a number of the interested parties. After a series of preliminary meetings, seven individuals stepped forward and indicated their



Elegant museum setting for the new car club

willingness to underwrite the formation of such a club. These seven individuals are Phil Grisham, Peter Hageman, Pat Heffron, Dick Hooper, Al McEwan, Ed Rittenhouse, and Lee Zuker.

The whole concept really jelled when a building was located in Kirkland that had the ideal characteristics, including ease of accessibility, fire retardant concrete block building with sprinkler, and capability for an alarm system. Nine thousand square feet was available, and with the help of Jack Goffette and his real estate expertise, the group was able to achieve very favorable terms for a lease. The initial capital investments were guaranteed and the renovation of the building was accomplished in a very elegant fashion by Richard Adatto. The painting of the building's interior was accomplished by the firm owned by fellow car collector Ty Long.

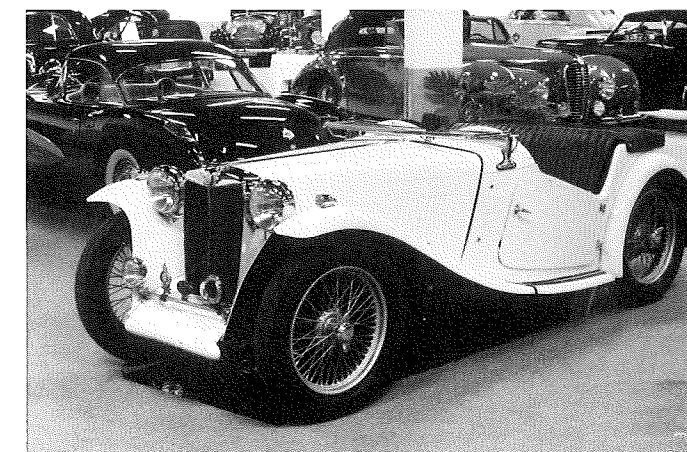
As the concept evolved, it was decided that several classes of membership would be available, and hopefully tailored to the desire of individuals wishing to be involved. The seven founding

members have the ultimate financial responsibility for this facility. Individuals wishing to have a car in the building with access at all times would be regular members with an initiation fee of \$500 and a \$75 per month membership dues and \$85 a month to lease space for their cars. Associate members would have access to the building and all of the functions and activities of Suite 200 for an initiation fee of \$250 and a \$75 per month dues. Out-of-town memberships at further reduced fees are being discussed.

The concept of this display area was to include all types of collectable and desirable automobiles. This would include brass era cars, racing cars, sports cars, and of course, classic cars, as well as cars of the fifties. Each member wishing to join the club will submit a list of automobiles which he wishes to display and an attempt will be made to select those cars which would best fit the theme of the display.

Safety and security is of paramount importance in a collection of fine automobiles such as this one. The building is equipped with smoke detectors, gas sniffers, a sprinkler alarm system, and security code which identifies each specific individual and logs their time of entry. In addition, all cars to be stored would be required to have a battery cut-off switch and have the gasoline vacuum tank turned off if so equipped. All members who wish to display one of their cars here would also be required to furnish proof of automobile insurance.

We are only now beginning to realize how much enjoyment can be obtained by having such a wonderful display of automobiles in a club-like setting. As time passes, many ideas are coming forth for activities which would be automobile related. The club will attempt to have notable speakers on occasion, technical sessions, and automobile displays, as well as the occasional cocktail party and dinner. Formally organized tours and rallies are in the future, but many of the members enjoy simply showing up to polish their car, kick tires, and spin yarns in this elegant setting.



A wide variety of automobiles

Bill Deibel
President



SUBURBANS • SPORT UTILITIES & TRUCKS OF ALL KINDS

TRUCK CENTER CORPORATION



600 Fifth Avenue South
Seattle, WA 98104

P.O. Box 14101
Seattle, WA 98114-9987

Tel: (206) 382-2500
Fax: (206) 382-0870

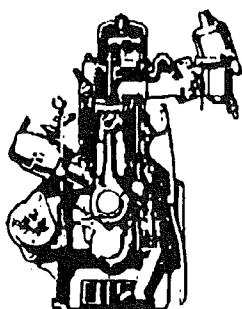


Complete Paint & Rust Removal

• Industrial • Automotive • Marine • Aircraft
"Electrolytic Process"

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

Larry Jennings
(503) 254-4726



Restoration of
Vintage and
Classic Automobiles

Gregory Soter
(206) 622-7469

Phantom
Restorations

INSTRUMENT DIAL
REFINISHING

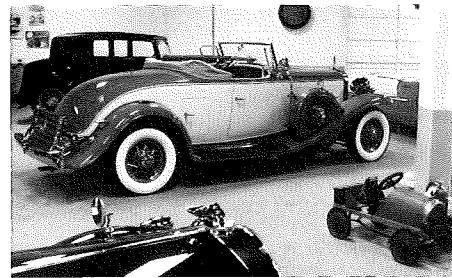
ALL TYPES



Shawn V. Gateman
Rt. 4 Box 780

(206) 463-2077
Vashon, WA 98070

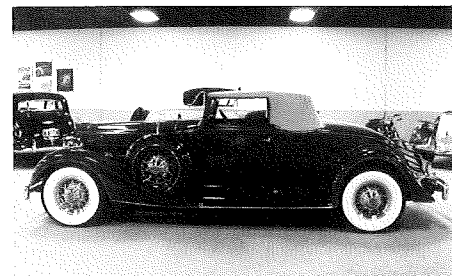
Suite 200 Open House Photo Album



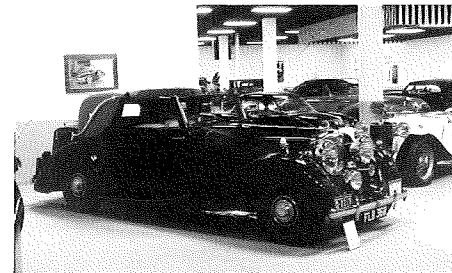
"Tomato Soup" - '32 Cad



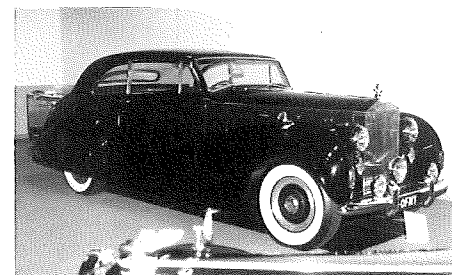
Delahaye 1948



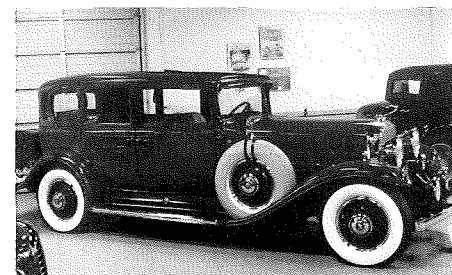
1934 Packard



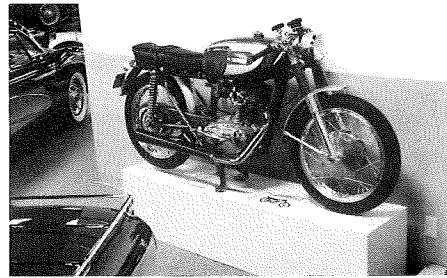
Bentley 1939



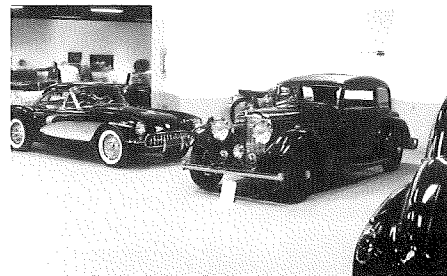
Custom bodied Rolls



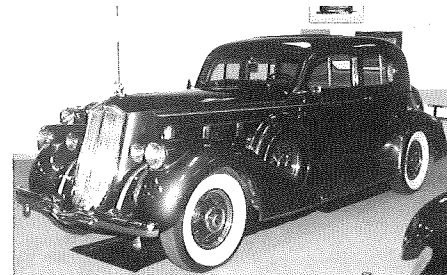
1931 Cadillac V-12



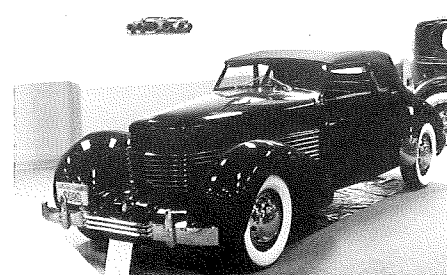
1955 Chevrolet



1941 Cadillac

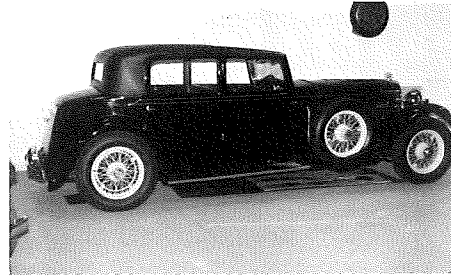


1936 Pierce-Arrow 35,000 original miles

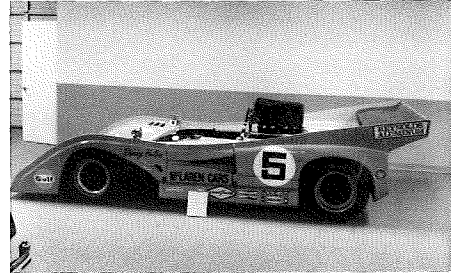


1936 810 Cord

Photos by Bruce Hill



1932 Bentley



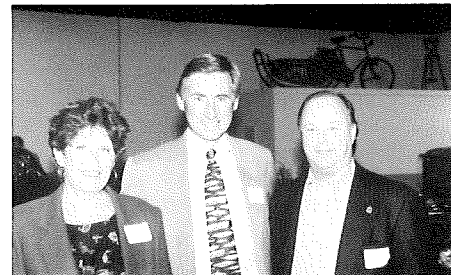
1971 McLaren



Al is pretty tickled



Joan Herstein received a surprise birthday present



Director Bomstead with John and Kay McGary



Stan Dickison, Marlene Zuker, and Vallerie Dickison

Here Come The Judge

by Dick Culp

It was a dark and stormy night ... No, actually it was a bright, warm, spring Saturday morning. Where would you be on such a day? Sailing, In the garden? Perhaps a little "top down, wind in the face" therapy. How about closed up in a large building with few windows?

The last choice would be the "normal" last choice. However, being closed in with around 20 cars that were more like old friends than transportation was the first choice of about 50 CCCA - PNWR members and guests.

On March 27th we gathered at Tom Crook's where co-chairmen, Gordon Apker and Denny Akers presented a truly first class Judging Seminar. There were about 12 of us who had never been to such a seminar or involved in judging. Just a reminder, if you want to be involved in judging, this seminar is required for CCCA events. Whether or not you ever get involved in judging, it is most worthwhile.

I admit to a bit of apprehension, being totally unencumbered by any experience or detailed knowledge of judging. I could imagine being "quizzed" by the Master and responding with "It looks nice." In the stony silence, someone would observe, "Poor fellow doesn't know that the '38 Delahaye 135M Figoni & Falaschi Drophead Coupe came with a two tone horn."

No such thing happened. If anything, it was the opposite. Gordon started with the suggestion that a 100 point car never existed. The exception might be a Pebble Beach entry, which is in a world apart. What Gordon and Denny dealt with was the car a member would most likely drive to the show. There are expected to be some flaws that are the result of normal enjoyment of the car. Paint is not always perfect, rocks do cause chips. There may not be an original two tone horn for the Delahaye at any price.

With the thought in mind that the car is the constant and the judge the variable, we watched the 1990 video produced by the CCCA. Like any video, it should be viewed periodically as a refresher. One of the first points made involved safety. Automatic disqualification if there is no approved fire extinguisher in the car! Same for safety glass. There are seven more items dealing with authenticity that will disqualify a Classic but the first two deal with safety.

During discussion the safety issue led to questions regarding seat belts. There hasn't been a national ruling on this issue but the consensus of those present was that no points would be deducted if they were not visible during the judging. Accomplishing this could be as simple as tucking them behind the seat, or as difficult as removing them. Our National Director, Joe Carman said he would bring this issue to the National. One other safety issue was the installation of non original turn signals. This is an automatic one-point deduction UNLESS it is installed in an existing light.

To deal with about forty-five minutes of questions I will try to summarize the points made. Gordon felt that the PNWR tends to be harder when judging and that the newer the judge, the harder. This may be because we have less opportunity to attend

judged shows. Yes, there are some disadvantages to living in the Northwest.

A car is to be judged against itself. That is, what criteria apply to it and not the car next to it. The owner has prepared the car and brought it to the show. It is not your job, as a judge, to be a Marine Drill Instructor. You should consider how it compares to what it would have been when delivered to it's first owner. Consider that it may even have been driven from Detroit to Seattle for delivery.

Gordon gave his formula for judging team composition. He felt that each team should be equally incompetent. This brought a laugh along with a general agreement that he was right. It could

be detrimental, or advantageous, to a particular entry if a team was loaded with experts on that particular car. To offset this a balance between teams is desirable.

At the Grand Classic, if enough judges sign up, there will be a fifth judge assigned to each team. This person will be a new judge and will participate as any other judge except they will be able to ask questions of other members of the team. Their score, however, will not count in the judging. This will be a good opportunity to learn without a lot of pressure. If you have taken

the seminar please sign up to judge if at all possible.

After the question period teams were formed with an experienced leader and we "invaded" Tom's display area. Due to time constraints we didn't have as much time on each of the two cars we judged as you would at a normal show. In fact, Gordon said you should expect to have ample time and that normally you would judge around four or five cars. Once the judging was completed we reconvened for a review of the process and final questions.

All in all I very much enjoyed the seminar and would encourage everyone to participate in this activity. Thanks again to the organizers and to Tom Crook for allowing the use of his facility and cars. Now if I can just figure out who Figoni & Falaschi were.



JAGUAR



Austin-Healey

JWF RESTORATIONS
RESTORATION SPECIALIST

JIM FELDMAN

11955 S.W. Faircrest St.

(503) 643-3225

Portland, Oregon 97225-4615

FAX (503) 646-4009

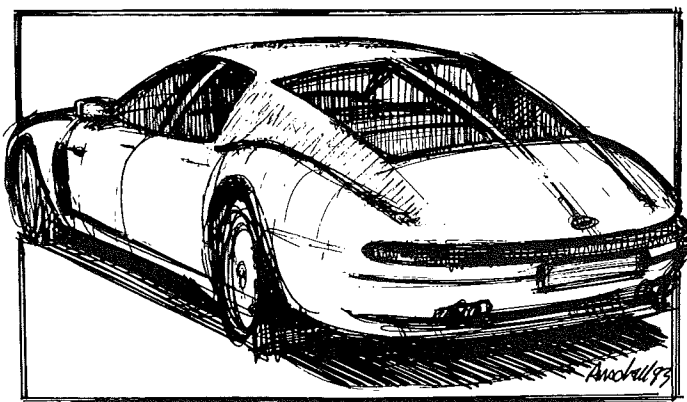


Will There Be Future Classics?

by Jeff Ansell

I was thinking the other day, what will be the classic cars of the twenty-first century, what automobiles of today will be looked upon, say, thirty years from now as significant. Will there be a generation of autophiles like us, or will today's great cars be looked upon as an expression of the waste and excesses of the last decade of the twentieth century. I am hopeful that America's love affair with the automobile will be alive and kicking.

Let's start a list of what I see as future significant cars, first off I begin my list with American cars. I select the Dodge Viper because of its down and dirty no holds barred attitude of purpose. The Cadillac Allanté needs to be on my list because of its limited numbers and the fact that the quad-cam Northstar V8 was put in it and that the PININFARINA designed body has begun to grow on me. (I will get back to American cars later.)



Bugatti EB112

Over in the United Kingdom the Jaguar XJ220 needs to be on my list as well as its much older sister the XJ-S Convertible - the latter because it has captured an elegance that few cars of today approach. I also like the statement that the Buck Rogers look of the Aston Martin Lagonda makes, it is being replaced in the near future, this car has the flamboyance of cars of the classic era. The new three seat McLaren F1 of Gordon Murray design has copied no one, and for good measure I select the new Bentley Continental R, this car reaks with the aroma of old money.

Over the channel in France, well let's forget France, it has been a long time since the last Talbot, Delage or Delahaye has graced any highway.

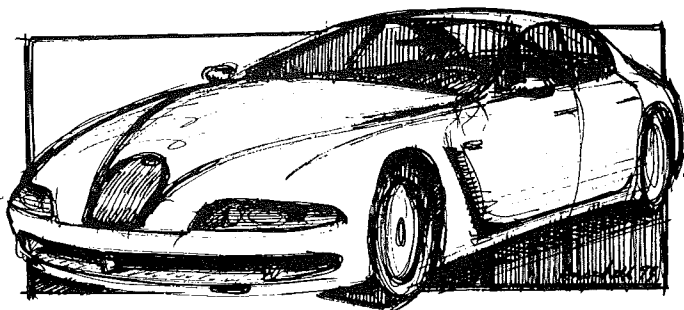
We now move across the map to Germany where the overweight but technically sophisticated new S-class Mercedes 12 cylinder makes my list. This pachyderm may be the last of such ponderous proportion Mercedes. The Porsche 959 makes my list also for its technical attributes. The BMW 750 just misses but the 850 does make my list.

Now, on to the land of Pavarotti and tortellini, the Ferrari F40, Testarossa and the new four seat 456 GT all make my list, although I wish the 456 would have been more daring and didn't look so much like a Japanese car attempting to look like a Ferrari. The Lamborghini Diablo should keep its looks for a long time like its older sister the Countach did. Now on to the old esteemed name of Bugatti, I was not taken by the design by committee first attempt of the EB110, but I do think that the new four door EB112 is just what a classic of the future should be, from the type 57 Atlantic split rear window to 6.0 litre V-12 the Giorgetto Giugiar's design works.

Now to the land of the rising sun, the very fine Acura NSX just does not do it for me, it's design is to contrived with no lineage of its own, but keep working at it guys.

Now back to America, what I would like to see is a company with the talent of, say, Metalcrafters of Costa Mesa, California create custom bodied cars in the way Darrin, LeBaron or Murphy did. I am not talking about cars like Excalibur, Clenet or God forbid, the Zimmer, but true modern day classics with exquisite design, detailing and execution built on the best and most sophisticated hardware we have today as the Quad-cam power plants of Continental, Cadillac or Corvette. I know we have the design talent out there. The boys at Chrysler have done very nice work as in the previously mentioned Viper and their Thunderbolt concept car and remember the Mazda Miata was designed in California. So let's hope that the future has some exciting automotive delicacies in store for us.

P.S. — I would like to hear from you about what you choose as the classic cars of Century 21.



Bugatti EB112



INSTRUMENT DIAL REFINISHING

ALL TYPES



Shawn V. Gateman
12732 S.W. 297th Way

(206) 463-5592
Vashon, WA 98070

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: _____

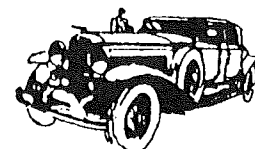
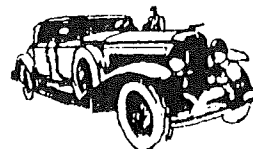
Note: Your Insurance becomes effective upon payment of the premium and acceptance of the risk.

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

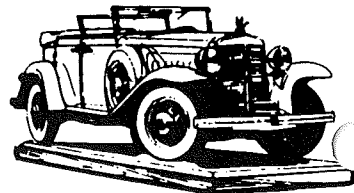
1(800) 345-8290 • (215)748-0567 • (215)853-1300





Pacific Northwest Grand Classic

Kirkland, Washington
July 9, 1993
Register Now



Headquarters: The Woodmark Hotel at Carillon Point
1200 Carillon Point
Kirkland, WA 98033
1 800 822 3700
206 822 3700

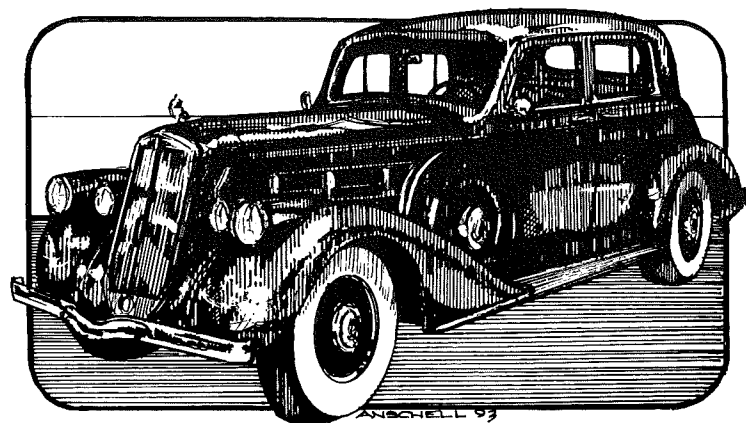
Meet Location:
McAuliffe Estate
11812 108th NE
Kirkland, Washington 98034

Rooms:
The Woodmark Hotel
at Carillon Point
CCCA Rate
\$140-160 per night
Alt. Hotels available
in the area.

Coordinator:
Carl Bomstead
506 E Lake Stevens Rd
Lake Stevens, WA 98258
206 334 5215

Schedule:
Friday, July 9, 1993
1:00 - 4:00 Registration at Hotel
6:30 - 9:00 Reception at Local Collector Car Facility
Hors d'oeuvres and cash bar
9:00 - 11:00 Hospitality Suite at Woodmark

Schedule Continued:
Saturday, July 10, 1993
9:00 - 11:00 Registration at Show Field
9:00 Judges Breakfast at Show Field
11:00 Judging Commences
6:30 - 7:30 No Host Cocktails at Woodmark
7:30 Awards Banquet
Hospitality Suite open during unscheduled event times.



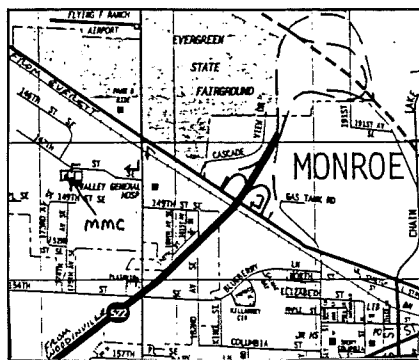
Prices:
Registration \$15.00
per adult
Friday Evening Event
\$16.00 per person
Saturday Awards Banquet
\$30.00 per person

**Make Checks Payable to
PNWR-CCCA
and mail to:**
Conrad Wouters
2829 29th Ave W
Seattle, WA 98199
206 282 9431

If you are available to judge, please notify Carl Bomstead, or
include a note on your registration form to Conrad.



MURRAY MOTOR CAR



WE HAVE MOVED TO A NEW 10,000 SQ. FT. FACILITY IN MONROE.
TAKE 522 NORTH TO HIGHWAY 2. TURN RIGHT TOWARD
FAIRGROUNDS. AT FAIRGROUND LIGHT, TURN LEFT. JUST PAST
CLINICS TURN RIGHT ONTO 147 ST. S.E. FOLLOW ROAD PAST
LARGE BLUE WAREHOUSE. TURN LEFT IN BETWEEN THE BLUE
WAREHOUSE AND OUR NEW GRAY BUILDING. WE ARE IN THE S.E.
CORNER. COME BY AND SEE US. WE ARE OPEN MOST EVENINGS
AND SATURDAYS.

Al Murray Paul Murray

(206) 487-1902 17476C 147TH STREET S.E.
MONROE, WASHINGTON 98172 (206) 794-1902

Letters to the Editor



March 4, 1993
Mr. Ron Doss, Editor
Dear Ron:

As a new National Director one of the benefits I am enjoying is receiving the many
fine publications from the Regions. Recently I received the "Bumper Guardian"
which is your publication.

I was particularly impressed with this publication and enjoyed reading it.

My compliments go to you and your Region for an outstanding effort — the results
reflect your dedication and hard work.

Keep up the good work.

Yours truly,
Don Hoelscher
Don Hoelscher
CCCA National Director

Thanks Don — Ed

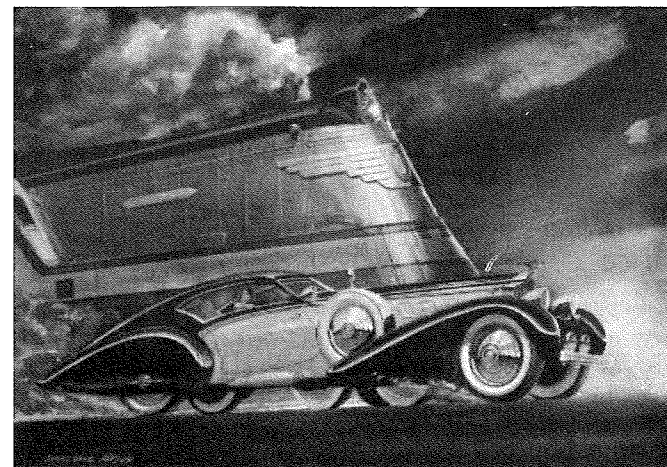
Dear Ron

It has been announced that Beverly Rae Kimes is among five 1993 inductees
into the Automobile Hall of Fame...

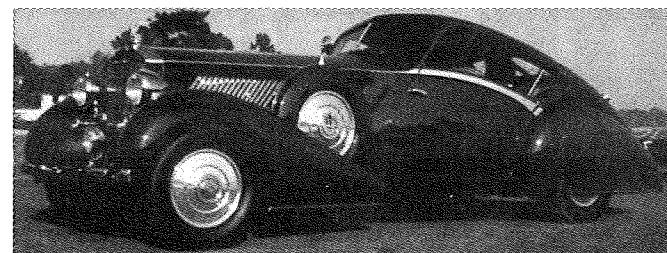
...Other 1993 inductees include Keith Crain, publisher of *Automotive News*;
Charles M. Jordan, retired head of General Motors design; Arthur Epstein, chief
executive of Packerland Automotive Group; Robert Lutz, president of Chrysler
Corp.; and C. James McCormick, chairman of McCormick Inc.

Bill Diebel

Atta Girl! — Pretty Fast Company — Ed.



Road and Track - 1935



This rebodied Rolls-Royce Phantom III won first class at the 1992 Pebble Beach
concours d'elegance. The body was based on a painting by artist Jack Juratovic.

Dear Editor;

It appears we can double our pleasure and double our fun. By separating an original
body from the chassis of a classic, rebody the original chassis (exact mind you) and
then place the original body on a different chassis from a donor car and have both cars
approved as authentic (REAL) classics. WaaLa! two accepted classics — it's been done!
If that is authentic, then what is non-authentic?

Classic Auto Rebuilding Service in Cameron, Wis. has rebodied a Rolls-Royce PIII and
won at Pebble Beach in 1992. (We know Pebble is not CCCA) this car was designed
and built to replicate the famous painting by Jack Juratovic titled "Road and Track"
October 1935, that is available in prints and posters. The car is stunning and will be shown
at the Essen Motor Show in Germany by invitation (all expenses paid).

Won't it be interesting if this car wants to enter a Grand Classic in the Mid-West
somewhere and ends up in Nationals lap for a finding.

I wonder what Fran Roxas does with his stuff? Its gorgeous, I noticed the silver green
Packard is the feature car on this months *Collectable Automobile* cover. The article
nowhere mentions "rebodied" or "non-authentic". I wonder how many years will have
to pass before it could be accepted as the real deal?

What are we doing about authentication and registration? We are happy to follow the
rules, but we need to know what they are!

Sincerely,
Ron Doss and Cliff Hanger
Read your Handbook and Directory. - Ed

National News from the Delaware Valley Region - Classic Driver, March '93

I thought you might be interested in something that happened at the March National
Board meeting.

The Board issued a rare "Statement of Policy" for the club regarding race cars. First
let me give you what I said to Bev Kimes so you can get the exact wording and then
I'll go into a little more detail on why this was done.

Statement of Policy Race Car Configuration - March 10, 1993

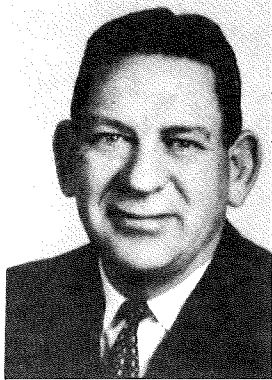
As of March 10, 1993, the Classic Car Club of America will no longer accept any
automobile which is in a "race car configuration." The race car configuration is a vehicle
which is missing some or all of the following: fenders, lights, windshield, windshield
wipers, bumpers, top. It may be without doors, or reverse gear or starting motor. It may
not have an exhaust system other than a straight pipe, nor have proper instrumentation
or upholstery. In short, it would not be considered a legal, road worthy vehicle which
is licensable in a majority of the states. Those cars which are currently listed and approved
under "Please Apply" that are in the 1993-1994 Directory of Members and Cars will
remain acceptable, but no cars in the configuration previously described will be accepted
after March 10, 1993. Senior cars of the above description will remain Senior cars. An
appeal on a case by case basis is available by application through the Classification
Committee under "Please Apply."

The reason we took this step after months of deliberation and soul searching is that for
several months the Board has tried to find a way to accept race cars into the Club if
they were on a Classic chassis. The problems are multiple. Most, if not all, of these cars
were adapted, changed reproduced, rebodied, re-engined and re-entered into
competition again and again. Attempts to verify any car as being the exact car, with the
exact mechanical equipment and body parts is beyond the scope of the Classification
Committee. Then comes the attempt to find an equitable way to judge the cars at Grand
Classics without averaging away our entire judging procedure, and without placing
existing, more typical Classics at a major disadvantage in having to have so many more
parts than the race car, and having these parts function, as well as maintained.

There are cars which should apply through the "Please Apply" clause to the
Classifications Committee and in an attempt to make the mystique out of how and why
that system works, I am going to include an article in next month's *Bulletin* on the whole
system. Please watch for it and read it.

Jeff Broderick





In Remembrance - Phil Schwartz

Last month we lost a very dear friend and one of the founding members of our region.

Phil is survived by his wife Connie, daughter Chris Bomstead and son-in-law Carl Bomstead. Phil had more fun and packed more into his life than many we have ever known. The title of Phil's article in our Silver Anniversary Bumper Guardian in 1988 read, "Did We Have Fun?" Yes Phil, we did! A great deal of fun due to you, we miss you.

Saturday, May 22 Rolls Royce Owners Club Classic Car Club of America - PNWR The Great Kite Fly

Meet from 9:00 - 9:30 a.m. for breakfast or coffee at the Burgermaster Restaurant located 1/2 mile north of 196th and Highway 99 in Lynnwood.

The Tour will leave for Mukilteo at Fort Casey at 10:00 a.m.

Joint Chairpersons

Roy Magnuson	Office 252-7022
	Home 745-9648
Jack Goffette	Office 775-0657

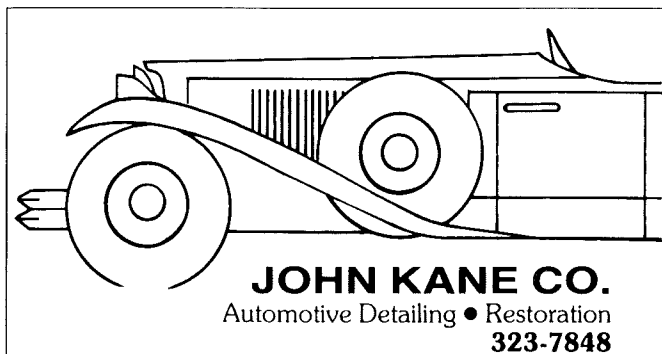
The Pacific Northwest Historics Vintage Auto Race July 3rd and 4th at SIR

A Vintage Auto Race to benefit
CHILDREN'S Hospital of Seattle
Sponsored by SOVREN and the
SOVREN Guild of Children's Hospital



You and your fellow club members are invited to join in the activities at the 5th annual Pacific Northwest Historic Races. It's a great opportunity to visit the pits, see dozens of wonderful and rare vintage race cars, watch them race on the SIR road course, have group parking for your club in the "car club corrals" and socialize with fellow car enthusiasts from around the west . . . and at the same time, support Seattle's Children's Hospital.

Your car club members receive "red carpet" parking in you designated area, an opportunity to win a "People's Choice" award (through a vote among all race attendees), receive a special \$5.00 per person ticket, and take a few laps around the track. You are invited to set up any club displays, canopies, etc. in your area and provide club information as you wish.



COLLECTOR AUTO SERVICE COMPANY

Carl Bomstead

• COLLECTOR AUTO APPRAISALS
P.O. Box 1083, 506 E. Lake Stevens Rd.
Lake Stevens, Washington 98258
206.334.5215

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

Reported by Ted Barber, Secretary, CCCA-PNR

FEBRUARY 3, 1993

The meeting was called to order by Director Bomstead at about 6:30 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Doss (Editor), Magnuson, Martin, McMichael, Reddaway, and Wouters (Treasurer); Secretary Barber; Membership Chr Mote; Past Director Deibel; members Anderson, Culp, Greenfield, Goffette, Linke, McEwan, Meden, Mounger, Murray, and Rittenhouse; and guests Darlene Kohlwes, and Jim Milligan. The minutes of the January 7, 1993 meeting were approved as corrected. Treasurer Wouters reported a balance of \$18,481.12 (includes \$2,695 dues renewals). Editor Doss reported that the BG had been sent out. Next deadline: February 7. G. Mounger reported that the BG was now considered in the top seven among Regional publications. Membership Chr Mote reported 111 renewals and 9 new members. The Board suggested giving another week before cutting off renewals so that an up-to-date roster can be sent to National by February 15 and that the regional members can receive theirs by mid-March. Manager Bill Scheef has resigned from the Board and a replacement will be selected by the Board by the next meeting. G. Mounger agreed to serve as Washington Car Council representative. The position will be rotated among other Club members. Dues for this will be sent by the Treasurer. Upcoming CCCA events were discussed by Assistant Director Adatto as follows:

Feb. 13, 1993 Coming Out Party. Co-chr Mounger / McMichael. Eight cars have been lined up. So far, 95 persons have signed up to attend. Mugs will be available for sale at the event.
March 27, 1993 Judging Seminar. Chr Apker / Aker. At Tom Crook's.
April 17, 1993 Restoration Seminar. Chr Adatto. At Bill Deibel's Truck Center.
May 16, 1993 Kite Fly-in. (Joint meet with RROC.) Co-chr Goffette / Magnuson.
June 6, 1993 Picnic at Joe Carman's. Chr needed.
June 18-20, 1993 Land / Sea / Air Rendezvous. Chr for CCCA is J. Martin.
July 10, 11, 1993 Grand Classic. Chr Bomstead assisted by J. Kane. Location: McAuliffe's. Banquet Chr B. McMichael. S Starr will head tabulation. G. Apker and D. Aker will serve as meet judges. The Board decided that no fee will be charged members for merely viewing cars. Registration fee will be \$15 as before. The Friday event is to be held at Club Auto Limited. (Chr Dickson.) Registration Chr: C. Wouters; Parking Chr: J. Kane.
July 25, 1993 Forest Grove Concours. (Non-CCCA event.)
August 1, 1993 Port Gardner Concours. (Non-CCCA event.)
September 11, 12, 1993 Driving tour, Semiahmoo or Chuckanut Drive. Chr Greenfield.
October 16, 1993 Garage Tour. Incl. McBride collection. List of other garages to be provided by R. Adatto.
November 6, 1993 Regional Annual Meeting. Chr. B. & T. McMichael.
December 12, 1993 Christmas Party Chr Wouters. Site needs to be found; probably a combined event.
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 for Jan. 12-15. Chairmanship will be divided between Rittenhouse, Wouters and Doss, with assistance from McEwan.

A possible future event was also announced by Assistant Director Adatto: a show at a Seattle museum such as MOHI or SAM. New member Dick Culp and guests Jim Milligan and Darlene Kohlwes were introduced by the Director.

Glenn Mounger moved that the Club make a donation to charity in memory of Brad Armstrong, recently deceased son of long-time Regional member Tom Armstrong. The Club approved a donation of \$100 to Children's Hospital.

The meeting adjourned at about 8:15 pm. The next meeting will be March 3, 1993 at Latitude 47.



Shadowflight Gallery

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

Shadowflight

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

Bill Rehberg

MARCH 3, 1993

The meeting was called to order by Director Bomstead at about 6:30 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Goffette, Magnuson, Martin, Reddaway, and Wouters (Treasurer); National Director Carman; Secretary Barber; Membership Chr Mote; Past Director Deibel; members Crook, Culp, Herstein, McAuliffe, McEwan, Mounger, and Rittenhouse; and guest Daren Kloes. The minutes of the February 3, 1993 meeting were approved as corrected. Treasurer Wouters reported a balance of \$19,869.18 (includes \$786 dues renewals and \$159 for mug sales). Editor Doss (in absentia) reported that the BG would be sent. Next deadline: March 7. Membership Chr Mote reported that the proofs of the directory would be at the printers Monday and the roster had been sent to National. National Director Joe Carman reported that there would be a dues increase because of reductions in income from other sources. Also, certain racing cars are being considered for Classic status.

Director Bomstead announced that long-time Club member Jack Goffette had agreed to serve again on the Board to fill the vacancy left by the resignation of Bill Scheef.

G. Mounger reported that the Coming Out Party on Feb. 13 was a success with 8 Classics displayed and 160 Club members and guests attendings. A financial loss of about \$100 was incurred but everybody had fun.

Upcoming CCCA events were discussed by Assistant Director Adatto as follows:

March 27, 1993 Judging Seminar. Chr Apker / Aker. At Tom Crook's.
April 17, 1993 Restoration Seminar. Chr Adatto. At Bill Deibel's Truck Center.
May 16, 1993 Kite Fly-in. (Joint meet with RROC.) Co-chr Goffette / Magnuson.
June 6, 1993 Picnic at Joe Carman's. (Joint meet with RROC.) Bring your own picnic. Garden show after lunch (\$7 fee).
June 18-20, 1993 Land / Sea / Air Rendezvous. Chr for CCCA is J. Martin.
July 10, 11, 1993 Grand Classic. Chr Bomstead assisted by J. Kane. Location: McAuliffe's. Banquet Chr B. McMichael. S Starr will head tabulation. G. Apker and D. Aker will serve as meet judges. The Board decided that no fee will be charged members for merely viewing cars. Registration fee will be \$15 as before. The Friday event is to be held at Club Auto Limited. (Chr Dickson.) Registration Chr: C. Wouters; Parking Chr: J. Kane.

July 25, 1993 Forest Grove Concours. (Non-CCCA event.)
August 1, 1993 Port Gardner Concours. (Non-CCCA event.)
September 11, 12, 1993 Newport, Oregon. Joint event with Oregon region. Chr Greenfield.

October 16, 1993 Garage Tour. Incl. McBride collection. List of other garages to be provided by R. Adatto.
October 30, 1993 Regional Annual Meeting. Chr B. & T. McMichael. At MOHI.

December 12, 1993 Christmas Party Chr Wouters. Site needs to be found; probably a combined event.
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 for Jan 12-15. Chairmanship will be divided between Rittenhouse, Wouters and Doss, with assistance from McEwan.

R. Adatto described the Auto Retro show he attended in Paris in February. Guest Daren Kloes discussed the Port Gardner car show and concours to be held August 1. Carl Bomstead will be head judge and Daren encouraged CCCA members to enter cars for judging and display. There will be a display-only class for vehicles of historical or other interest, subject to screening. This year there will also be a motorcycle class. He requested that our newsletter publish an application form.

The meeting adjourned at about 8 pm. The next meeting will be April 7, 1993 at Latitude 47.



CAR STORAGE

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

271-3320
CORY CROOK

RENTON, WASHINGTON

**CLASSIC CAR CLUB OF AMERICA
PACIFIC NORTHWEST REGION**

PRESENTS...

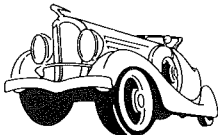
MAY 22nd RROC-CCCA KITE FLY

Fort Casey details page 14.

JUNE 6th PICNIC AT CARMEN'S

WITH A LOCAL GARDEN TOUR

MARK YOUR CALENDAR - A FLYER WILL BE SENT
CHAIRMAN ADATTO



BUMPER GUARDIAN

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

Address Correction Requested

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

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