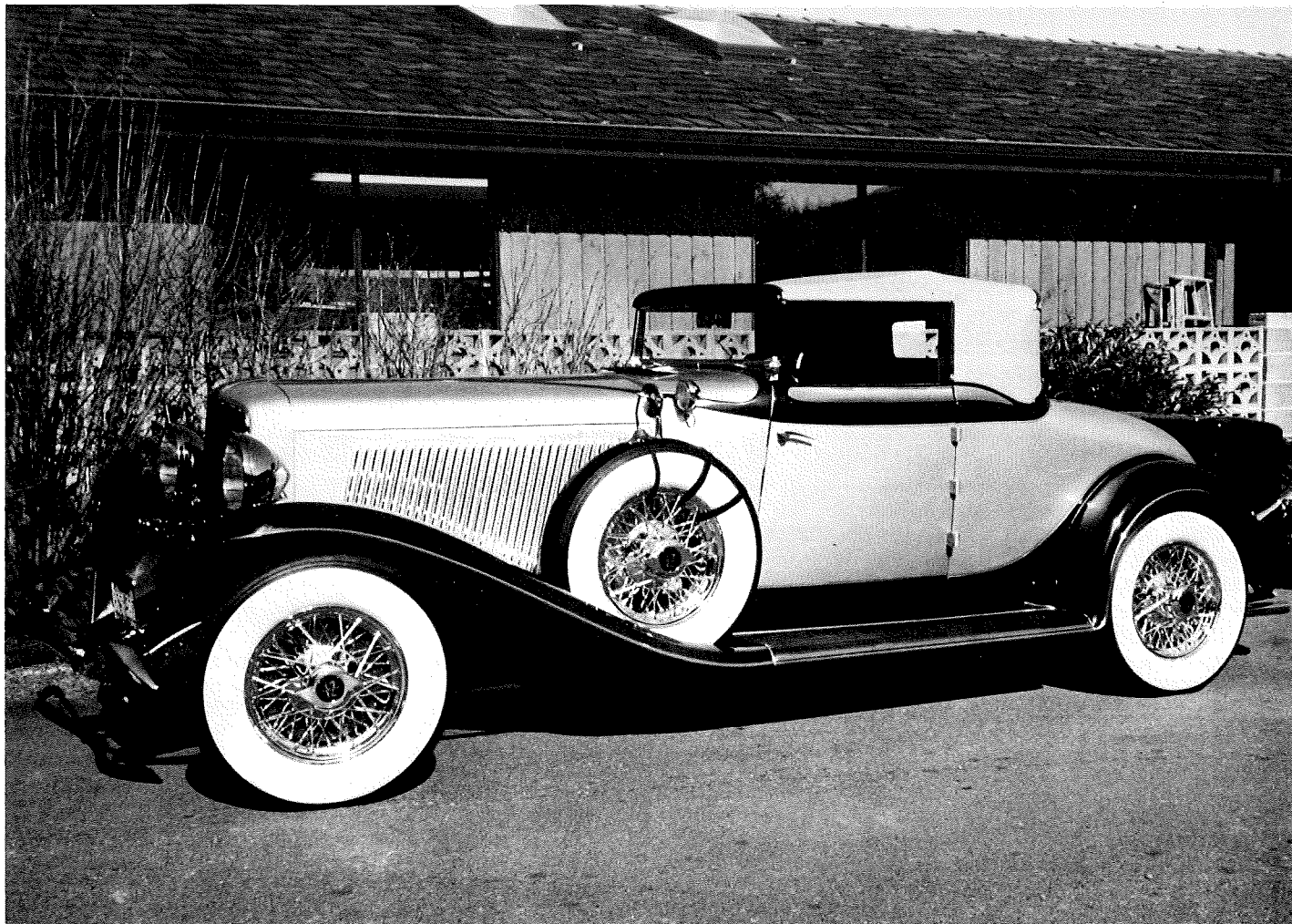


BUMPER GUARDIAN

VOLUME 2

NUMBER 4

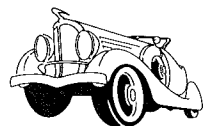


1934 AUBURN V-12 MODEL 165 SALON CABRIOLET

Jim and Dian Tallman

MAY - JUNE 1993





BUMPER GUARDIAN

Pacific Northwest Region,
Classic Car Club of America

The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was granted a charter in 1963. The Bumper Guardian is published every two months: Jan. / Feb., March / April, May / June, July / Aug., Sept. / Oct., Nov. / Dec.

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The Board of Managers holds a dinner meeting the first Wednesday of each month at Latitude 47's Topside Room, 1232 Westlake Ave. No., Seattle at 6:30 p.m. Members are encouraged to attend.

Membership

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

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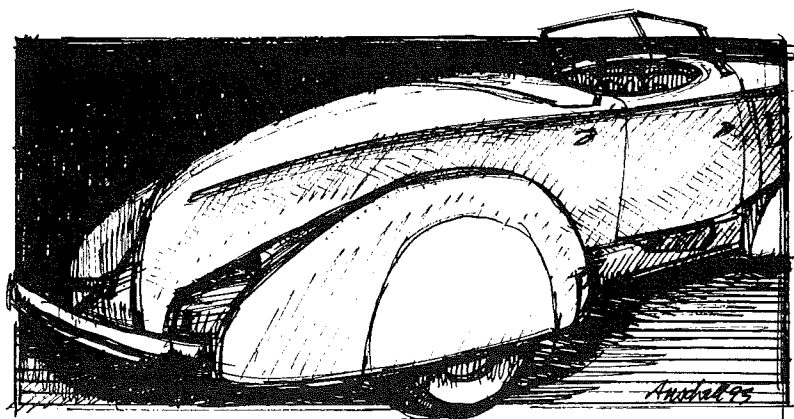
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All ads are priced based upon business card size or multiples thereof. If you are interested in other types of ad space, please inquire.

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

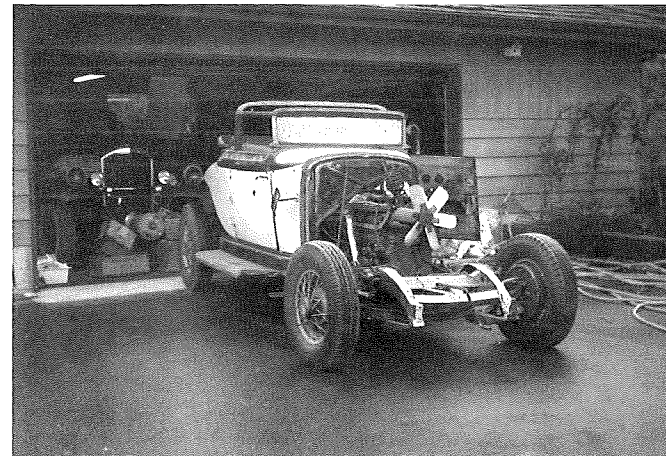
* PNWR EVENTS

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, Bornstead
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 "The W.O. Bentley Experience"
August 18 - 21	LCOC Western National Meet, Silverdale, WA
August 22	Pebble Beach
August 28	LeMay Open House
September 5	* Chucanut Drive Brunch - Greenfield
September 11 - 12	* Weekend Event - Mini Caravan to Newberg, Oregon
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

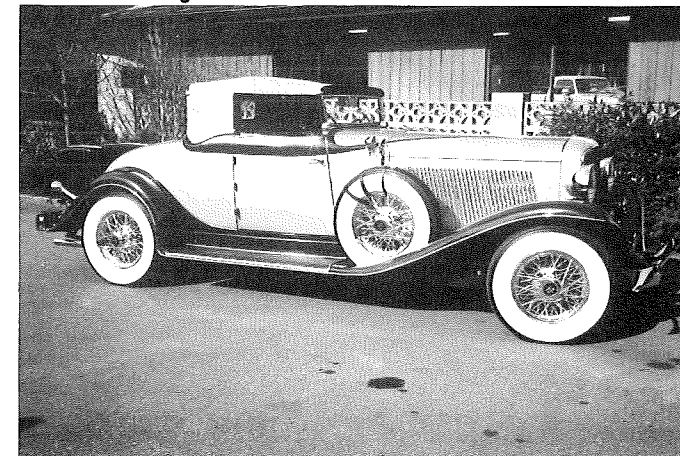
COVER STORY...

Dreams come true with perseverance and will power

Persued for 26 years, I really wanted it...



Before



After

1934 AUBURN 12 165 SALON CABRIOLET Lycoming Engine #BB2500U

by Jim Tallman

Dreams are always a part of everyone's life, especially Classic Car nuts whose dreams wander widely. The ultimate climax of a dream is to find a truly special Classic Car in an old barn, a basement, or old garage covered over with blackberry vines.

This saga started in May, 1957, near Port Orchard, Wa. Being a construction contractor, I get around a lot looking at road building, and clearing jobs, giving bids, and generally enjoying the out of doors work that takes up 10 to 12 hours a day of my life.

This particular day I got a call from a man who wanted a roadway and cabin site cleared on Devereaux Lake near Belfair, Wa., about fifteen miles southeast of Port Orchard.

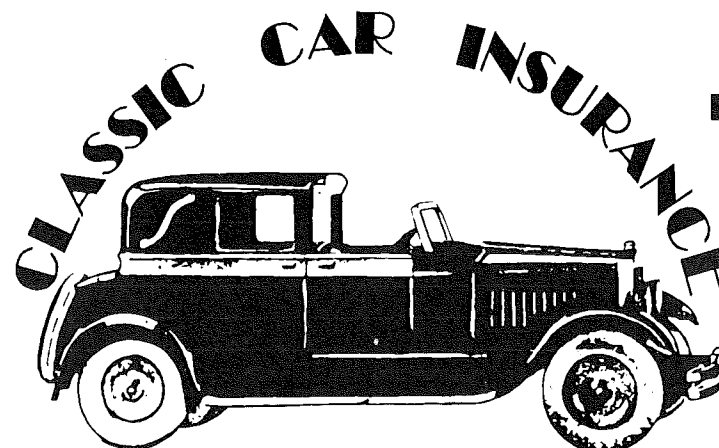
I met the gentleman in downtown Belfair at a gas station. It was the only gas station for miles around. I had driven an old 1946 Chev pickup, and had a Pierce Arrow grill shell in the back,

along with a few other Pierce Arrow parts I had picked up at Highway John's wrecking yard earlier that day.

Bert Workman, the man I met, turned out to be a jubilant person with a lot of interests in various collecting hobbies like guns and civil war memorabilia. When he saw my Pierce parts, he immediately started to tell me about his collection of old cars. He had a 1907 Reo, a '32 Ford Roadster, a 1917 Buick, etc. Then he let it slip!!!! He had a '34 Auburn V12 salon cabriolet in the basement of his home. After a half hour of old car talk, he suggested we go look at his road job. I would rather have gone and looked at the cars, but work comes before play, and we went to his road construction project. All during our drive to the site, and while we were looking the job over, our conversation drifted back to old cars.

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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HIS TENOR VOICE

Cover Story — 1934 Auburn

Continued from Page 3

We parted company that morning, and I proceeded to work up a bid with the hopes I could personally deliver it to his home the next day. When I called, he asked me the cost of the project, and I said I would bring the bid over that Sunday afternoon, but he cut me off, and said he wasn't going to be home, and that I should mail it to him. I did this, and never heard from him again for about three weeks. Someone else had under bid me, and I didn't get the job. About a month later he called and asked me to meet him at his construction site. It seems the other bidder, whom he'd given the job to, was an inexperienced road builder who had a D-2 cat that couldn't pull your hat off in a wind storm. There being a lot of large stumps to remove, a D-7 was the machine needed. We ended up finishing the job, and at last I thought that if I personally delivered the invoice to his house, I might be able to see the car. But when I called for that purpose, I was told to just mail it, and he hung up the phone. Still no chance to see the car.

I called occasionally over the next couple years and finally through some trickery I got his attention and he let me come to his house. My brother had a 1896 long barreled turkey rifle he wanted to sell, so I got in the middle, and took the rifle over to Bert's in Port Orchard. This was in February of 1960.

When I arrived, Bert was very friendly, and showed me all his gun collection and other memorabilia he had upstairs in his bedroom and den. I couldn't wait to get to the basement to see the Auburn. Finally he said, "Let's go downstairs and see the old Reo". I figured that at least we were headed in the right direction.

The basement was dimly lit, and filled from wall to wall with every old car part you could imagine. The furnace that heated the house sat in the middle, with the old Reo huddled up near the edge of it. Trying to show interest in the Reo, I held back as long as I could, and then blurted out "where's the Auburn?" He said "oh, it's over there", pointing to a pile of boxes, mattresses, and every other piece of household discards you could imagine. It was impossible to see much, as the only recognizable part was the body setting on the frame up on blocks. The engine was still in the frame, but every piece had been removed. There were pieces hanging from the ceiling, on the floor, on shelves, in boxes, and mixed with about 20 tons of other old car parts. After an hour of talk, and looking at all his stuff, I finally got up the courage to ask him if he would consider selling the car. His answer was "Nope" that will be the last thing I would sell, I'm going to restore it", I was disappointed, but not discouraged. So many times this happens, but things change. I kept in contact two or three times a year with him.

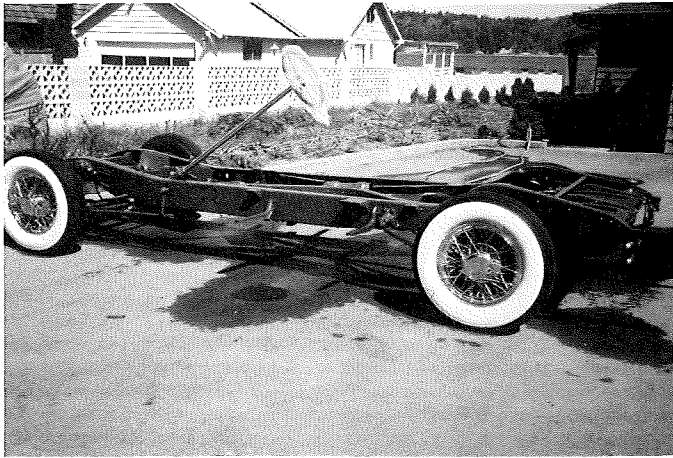
It turned out Bert worked in the Navy yard, and was an expert metal man. He helped me with a number of small Pierce Arrow problems, and we became better acquainted as time went on.

In twenty years, between 1962 and 1982, all he accomplished on the Auburn was to have the fenders, splash aprons, and running boards dipped and primed. The Reo and Buick were still in their same spots, with nothing done on them.

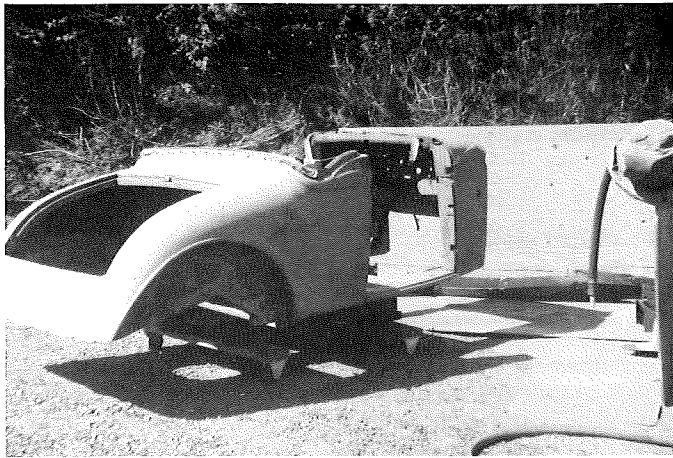
One day in August, 1983 I stopped by Bert's house with an old gun I picked up at a swap meet to see if it was worth anything. Bert said he was about to call me, as his son had received a dose of radiation while working on a nuclear submarine in the Navy yard, and they wanted to get out and move to eastern Washington and start their own metal shop. To do this took money, and he was thinking of selling his cars to get money to make this move.

Finally, I sensed an opportunity to get this fairly rare specimen for my collection. This brought about one decision, and two challenges that had to be dealt with. The decision wasn't so hard for me, as

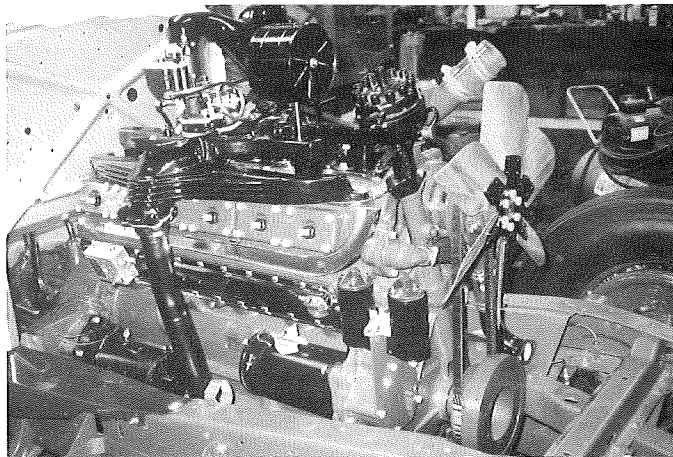
Continued on Page 5



Rolling Chassis Done



Body Stripped



Engine complete and resting between its rails.

Cover Story — 1934 Auburn

Continued from Page 4

I had followed this car for over 26 years and really wanted it.

All the extras that were on the salon made it an especially beautiful car that was two steps above the standard models of Auburns, and that there were very few of these made, I would have a car no one else would have in our area and our club.

The two challenges were: the price, and where to get the money; and the other was to convince Dian, my wife, that I had to have it.

The first challenge turned out to be the easiest. Bert wanted a car he could drive and have fun with, and still get the cash he needed. I had a 27 Franklin four door sedan in good running, but unrestored condition, and he agreed to take this car, along with some cash as down payment, and would take the balance on time over the next two years.

Dian, of course, still wasn't convinced, and her opinion became more adamant after she saw the pile of parts, and the mess the car was in. It wasn't much to look at, I will admit, but I kept showing her pictures of what the car looked like before 50 years of abuse, and assured her that it would be a rewarding project. To take a neglected worn out mess, restore it to a quality running example of the marque, would provide more satisfaction than most people experience in a lifetime, I told her. She finally consented, or gave up, I'm not sure.

I made the arrangements with Bert, and hauled the car and three pickup loads of pieces home. I carefully went through every box, and thought I had a complete car. I began to do the restoration that would take me three years. Why so slow? I do my own work in most respects, at least assembly, paint, and body work. Little did I know that a few parts were missing. These parts later turned out to be very difficult to find.

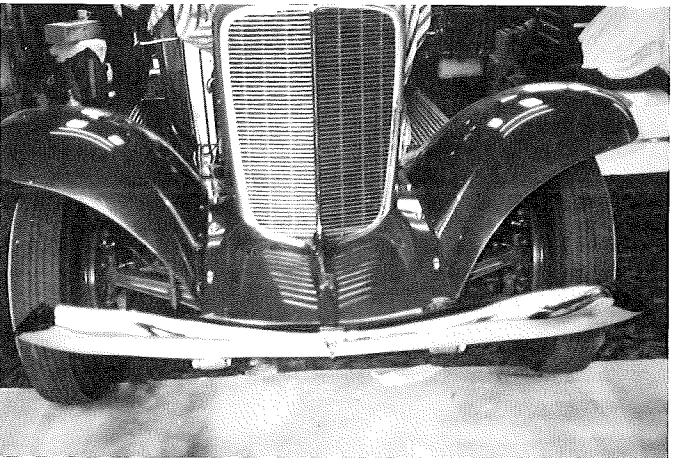
As I poked along with the project, I came to the point where the cowl lights were needed. There were none! Where were the fender to radiator braces, the hood stainless, trunk rack, etc.? Some of these parts were unique, and only used on the salon. The cowl lights turned out to be the biggest problem. Finally, through an A.C.D. ad, I got a call from Jim Whittier in Cambridge, Ontario, Canada, he said he had a set, which he would let loose of if he found some fenders for a salon sedan he was working on. I found out Doug Shinstein had a pair he got from Gordon Apker, hanging in his garage. Doug in turn wanted a pilot ray light I had, that had fog light lenses, a rare accessory. Well, I needed the cowl lights worse than the pilot rays, so I traded Doug for the fenders, shipped them to Jim Whittier, and he sent me my lights. When they finally arrived they were complete, and in nice condition. It ended up in time, Jim would help me out in several other ways with the restoration.

Several other specialists were needed to help complete the car to the condition it exists in today. Bill Mote did the engine. Jerry Klein did the upholstery and top, Dayton Wheel Company did the wire wheels. All this helped bring the project to a successful conclusion.

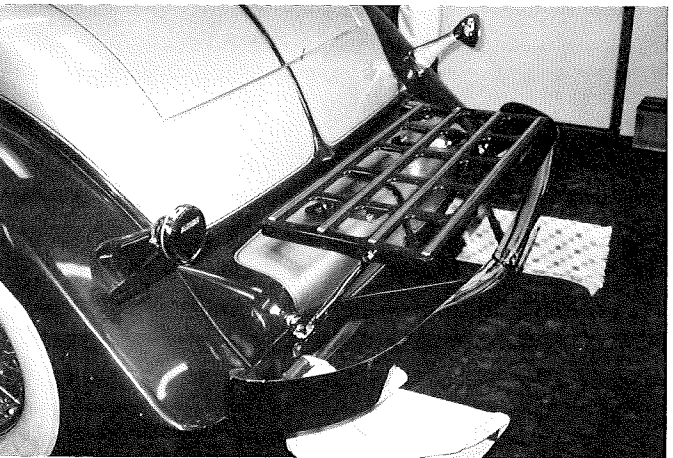
A little more than halfway through the project I learned a discouraging fact - Tom Crook had come across an identical car in the midwest and Tom Armstrong ended up with it. Now I didn't have the only one in the Northwest, and it became difficult for me to keep my interest level up to a point that the quality of the car would not be compromised.

It is very unusual for two of these beautiful cars to end up in our region, when there are less than ten in existence, but I learned satisfaction can be achieved when dreams are met with perseverance and will power. Nothing is impossible, some things are just harder than others.

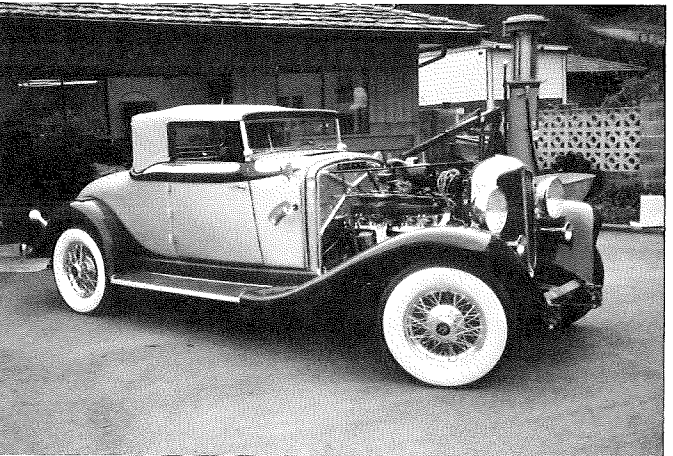
Continued on Page 6



Front end assembled.



Rear end complete.



Roll out.

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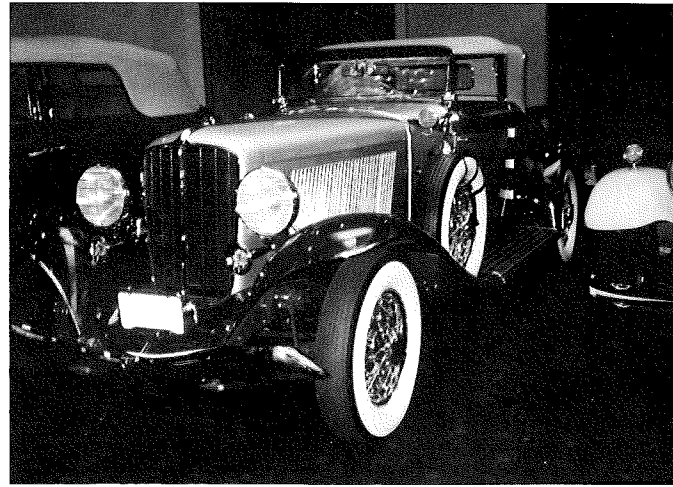
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SHE THOUGHT DIVINE

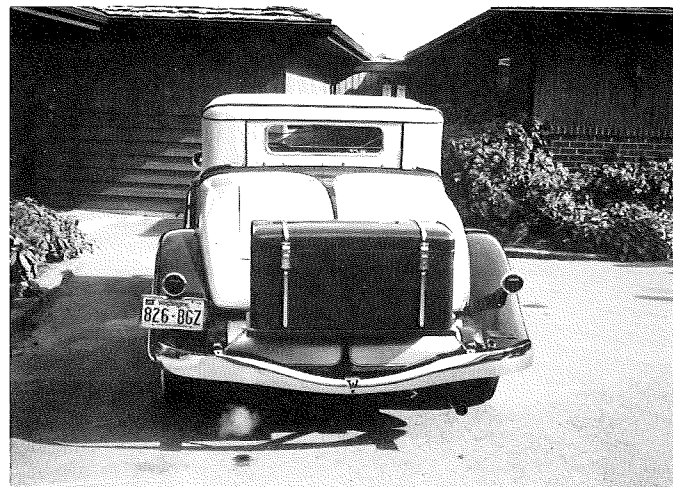
Cover Story – 1934 Auburn

Continued from Page 5

The car has been seen at the Coming Out party, National meet, and garage tours. The last of the Auburn "12's", and truly a beautiful classic car.



Done and on display after 30 years.



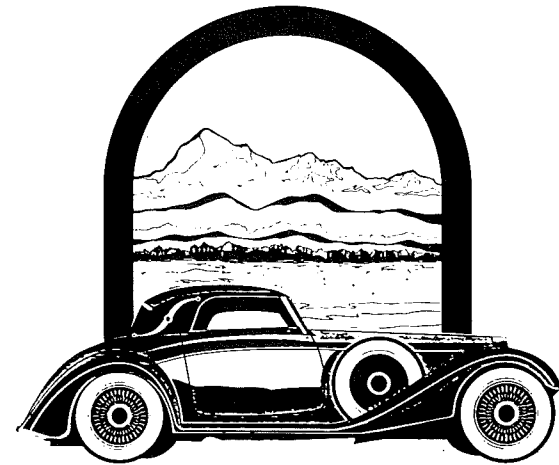
The end.

Editor's note — I had to say he really deserved it. We saw the Auburn at the last Grand Classic and it's a gem!

— Ed



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



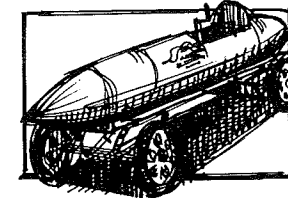
DEACONESS CHILDREN'S SERVICES

A SHORT HISTORY OF AERODYNAMIC AUTOMOBILE DESIGN, OR THERE'S A TEAR IN MY BEER AND I'M CRYING OVER YOU SCHOOL OF AUTO DESIGN PART I

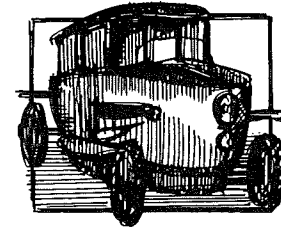
by Jeff Anschell

IN TODAY'S WORLD OF AUTO DESIGN WE HEAR TERMS USED LIKE AERODYNAMICS, JELLY BEAN & TEAR DROP. ALL OF THESE ARE THOUGHT OF AS BEING THE PRESENT DAY JARGON IN AUTO DESIGN, BUT IF WE GO BACK TO THE EARLY DAYS OF THE AUTOMOBILE WE CAN FIND EVIDENCE THAT THESE DESIGN IDEAS AND TERMS ARE NOT NEW AT ALL.

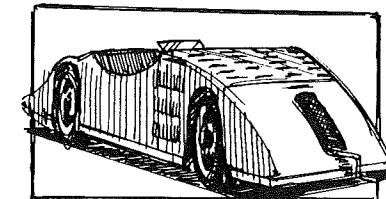
■ As far back as 1899 the Belgian Camille Jenatzy in his *jamaïs contente* (never satisfied) had an aerodynamic design in his bullet-shaped light alloy body design on an electric-driven speed record car. The car's streamlined body was filled with batteries of considerable weight which powered two electric motors capable of over 1,000 RPM and geared down to drive the rear wheels. In April of 1899 Jenatzy broke the land speed record of 65.80 MPH. This car was the first car built especially to break the land speed record and was the beginning of streamlining in auto design.



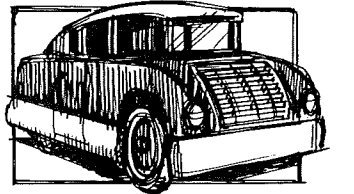
■ By 1921 Dr. Edmund Rumpler, a World War One aircraft designer, used his aeronautical design theories in an automobile. The result was the Rumpler *Tropfenwagen*, a mid-engined six cylinder with independent rear suspension and a streamlined body. The flat, flared fenders were intended to protect the side of the car from splashing without creating aerodynamic resistance. The car had a water-cooled overhead valve engine, and the body was of integral construction, of aluminum over an ash frame, the roof had a translucent panel which let in light.



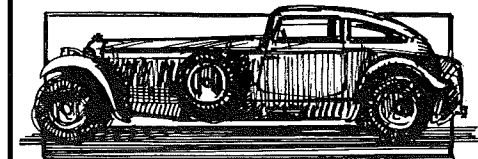
■ By the mid 1920's cars like this tiny GP Bugatti with its slab sides and tank-like looks was now reducing wind resistance by this wind cheating shape, it was one of the first examples of "form following function."



■ In 1926 J.V. Martin and General Billy Mitchell of General Motors came up with the Martin Aerodynamic. It had a rear engine, independent suspension on all four wheels, aircraft like frame and a fully streamlined all aluminum body, and the underside was completely sealed off. Top speed was reported to be 110 MPH. Only one was ever built.

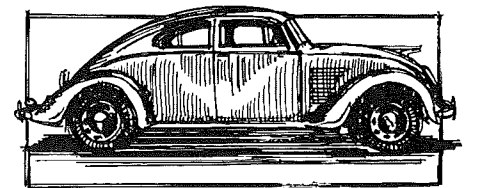


■ During 1931 Woolf Barnato raced against and beat the famous "Blue Train" French Express with the Speed Six Bentley. The fastback Bentley design appears to be a landmark because it incorporated both form flowing function and, with its very low fastback roof, an attempt at aerodynamic design. Up until this point aerodynamic



designs were often too awkward looking or out of proportion and not at all graceful. This fastback Bentley, although not as radical as many, worked very well.

■ The streamlined 1934 De Soto Airflow was Chrysler's attempt at an aerodynamic design. The lines were bold with the hood merging with the fenders and the headlamps flared into the bodywork. Structurally the car was an early attempt at unit-body construction. With all of these features the public did not go for it and the Airflow design was abandoned in 1937.



Look for PART II in your next Bumper Guardian.



Bill Deibel
President



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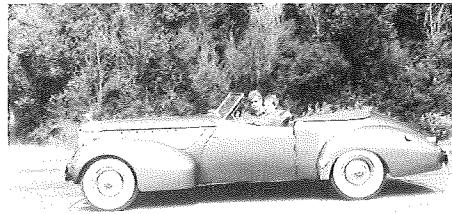


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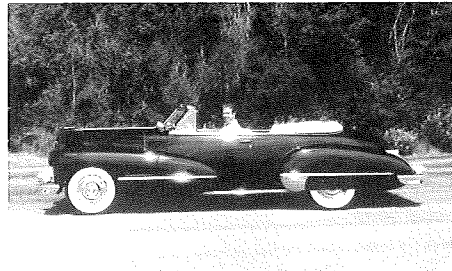
(206) 463-5592
Vashon, WA 98070

RROC-CCCA Kite Fly Was a Great Day for a Drive

Photos Bruce Hill



Randy Small and Tom Crook in a dark silver with red trim Packard Dartin



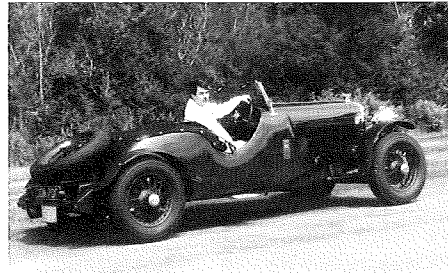
Ron Doss 1947 Cadillac 62 convertible jet black with lotus cream leather



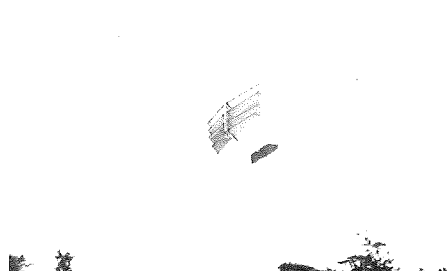
Tom, Randy, Pat Goffette



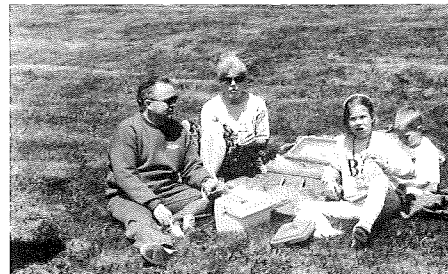
Conrad and Pam Wouters



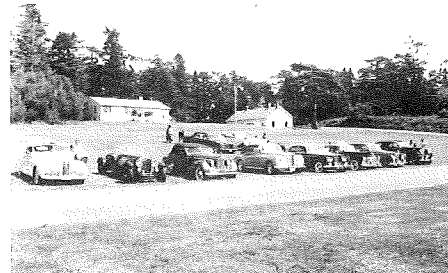
Ron Magnuson 1936 Bentley 6 4 1/4 Roadster (British racing green of course)



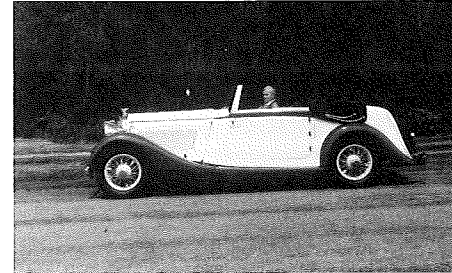
Kites did fly



Peter and Anne Mieke Hageman with kids, kites and coolers



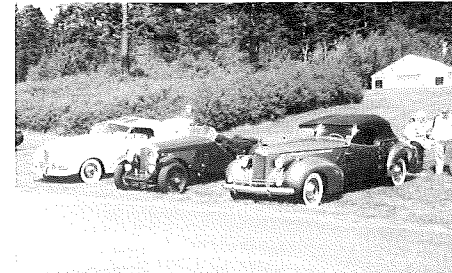
Tom Sumner's Salmon Packard heads up the line



John Madden two-tone gray 1935 Bentley 6 3.5 Drop Head Coupe "Bennie"



Goodies were had

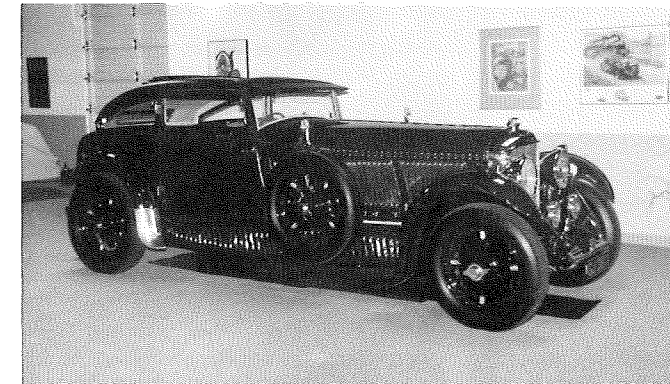


The Blue Train Bentley Is In Town

Club Members Celebrate Arrival

Photos Bruce Hill

The most important Bentley in all Bentley history is the "Blue Train". Credited with saving the company with its feat of beating the Blue Train from Paris to Seine. CCCA members will get to



The Grand Dame "Blue Train Bentley"



John and Sylvia Kane



Conrad and Pam Wouters

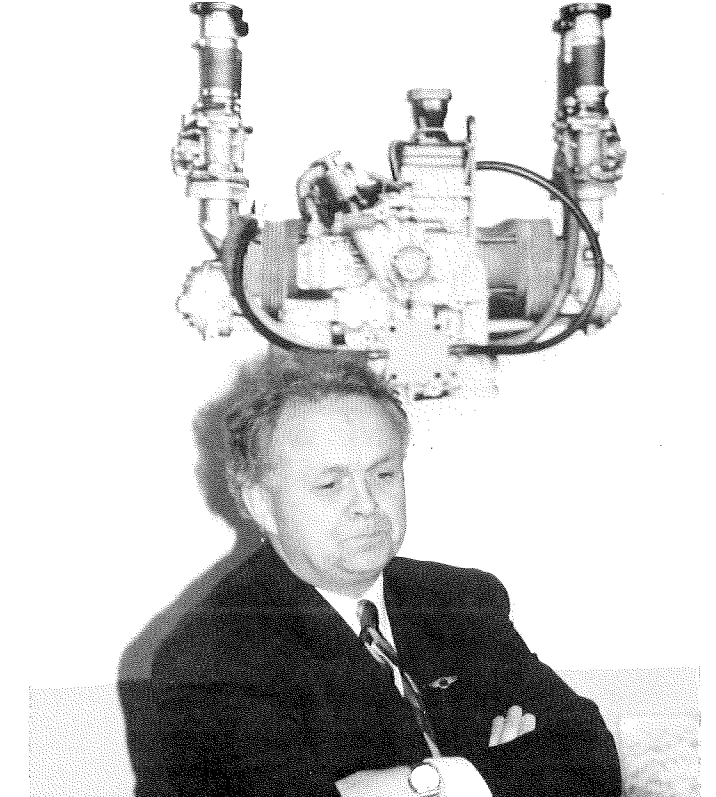


Dick and Carol Hooper

examine its Weymann body and huge engine up close at the Grand Classic reception at Suite 200 in Kirkland on Friday, July, 9th from 6:30 to 9:00 p.m. Be sure to sign up for the Friday event.



A Festive Occasion



Peter Hageman recounted the entire fable while balancing a flat opposed six cylinder engine on his head.

Important McEWAN-O-GRAM 1994 Pacific Northwest Caravan

The CCCA National Caravan hosted by this Region in 1994 is scheduled for July 29 through August 6. The route planned is primarily in the state of Oregon but also includes a bit of Washington. Based on the Club's experience with registration for the 1990 Pacific Northwest Caravan, where the tour was sold out before the official announcement could be published in the BULLETIN, a change in registration policy has been adopted by National. The new policy is that registrations will not be accepted until the advertisement for the Caravan is published in the CCCA BULLETIN. It is felt that this makes it fair for everyone in the country as the BULLETIN is mailed on a staggered basis with the intent of it reaching all members at approximately the same time. The advertisement for the 1994 Pacific Northwest Caravan is scheduled for the July 1993 BULLETIN. It is important that all of our Regional members who wish to participate in the 1994 Pacific Northwest Caravan, register with National immediately upon receipt of the BULLETIN with the Caravan advertisement. Based on our 1990 experience, it is expected that the confirmed registrations will be taken within several days of the announcement.

If you need further information, contact Al McEwan at home at (206) 454-3671.

SCRATCHED

McEWAN-O-GRAM July 4th Yarrow Point Parade

The eighteenth annual Yarrow Point July 4th parade will begin at 11:00 A.M. on Sunday the 4th. This has been a popular event since the 1976 bicentennial as it represents what many of us remember and think an old, small town 4th of July celebration should be. Following the parade there are super hot dogs, beer, pop and strawberry shortcake available. Usually there are about 30 collector cars of all descriptions that participate... everything from Duesenbergs to Model T's. Parade participants should plan to be at the 92nd Ave. N.E. overpass of Route 520 (entrance to Yarrow Point) by 10:30 A.M. If east bound on the Evergreen Point bridge, exit at 84th Ave. N.E. and proceed east to 92nd. If west bound on Route 520, exit at 92nd Ave. N.E. Between 12:00 noon and 12:30 those CCCA members going to Seattle International Raceways to participate in the vintage race activities will depart for the 30 minute drive to Kent.

If you need additional information relative to the parade, please call Al McEwan at home at (206) 454-3671.

JAGUAR



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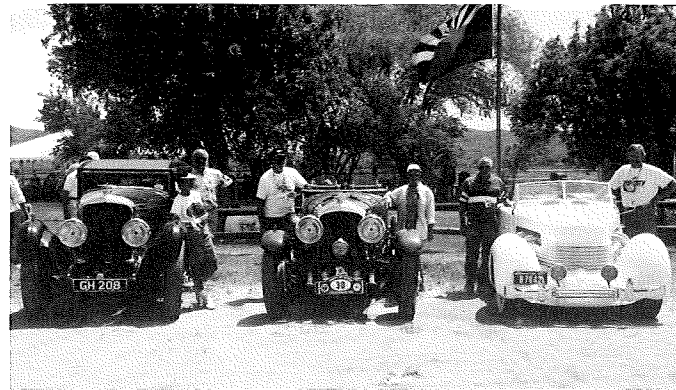
Portland, Oregon 97225-4615

(503) 643-3225

FAX (503) 646-4009

Local Members Run Copperstate 1000

by Dick Culp



Three of the four Northwest Contingent, the Apker's, the Herstein's and the Mounger/Aker duo looking sharp at the Ruger Ranch.

Vicarious: Experienced or realized through imaginative or sympathetic participation in the experience of another.

For most of us this is the only way we will experience the 1993 Copperstate 1000. However, eight intrepid members of our CCA-PNWR ventured south in April to enjoy the sun and hospitality of the State of Arizona.

"Darth," Apker and Princess Claudia drove the "FORCE," also known as a 1930 Bentley Speed 6 with the Corsica Body. Nothing speaks more to the impression this car makes than the fact it was voted the Participant's Choice Award." The instructions for determining this award are: "On a purely emotional basis, vote for the car you would kill for." That says it all! Congratulations Gordon and Claudia!

Norm and Joan Herstein drove another 1930 Bentley, a 4.5 Liter Tourer. Norm is the Pacific Northwest member of the Copperstate Regional Steering Committee and has actively promoted and participated in both previous adventures. Norm's enthusiasm for this event is infectious, to say the least.

For Hal Meden and Bill Mote the call of the road was answered with a wonderful original 1965 Morgan Plus 4 DHC (NC). Word has it that, with Bill as riding mechanic, the car didn't dare miss a beat. However, the "Chase" vehicle that provided aid in the event of mechanical problems, had its own problems which Bill was able to correct. As a result, he received the Good Samaritan Award which recognizes participants who have gone out of their way to assist others. I guess none of us are suprised that Bill would win such an award.

The last of the Northwest contingent were Glenn Mounger and Denny Aker. Glenn took his 1937 Cord 812SC Cabriolet. I noted in the Routebook that they were assigned car number 55. Now, I wouldn't want it to get around, BUT there is speculation that Glenn and Denny may have exceeded 55. The Directors of the Phoenix Art Museum Mens Art Council, MAC for short, give an award for the car that best represents "Art in Motion." Glenn's Cord received this year's award. To quote from the Routebook, "As to the styling, it is generally accepted that this Gordon Buehrig design is one of the most beautiful of all time." Considering that the car has previously won such prestigious awards as "People's Choice" at the Bainbridge Island Grand Old 4th of July car show and chili cook-off, this award comes as no surprise.

The participants all agreed the experience was most enjoyable. How could it be otherwise? The weather was clear and brisk in the mornings and only improved as the day went on. The scenery defies description and the host organization went out of its way to present a first rate event.

Add to this the presence of two great names in Motor racing history and you have an unbeatable combination. Stirling Moss and his wife



Hal and Bill trying to look inconspicuous with two ASP bikes parked behind them.



Norm and Joan about to take off. Was the weather cool or is Joan wearing the penultimate Sun Block?



Bill Mote took a run in a Kurtis Riley Ford Special owned by Phil Sharples of Tubac, AZ. Check out the "Boys in Blue" behind him.

(Meden photo).

Susie, drove a Mercedes 300 SL Roadster (NC). A familiar combination of driver and car. Phil and Alma Hill pressed on in their 1925 Locomobile "Sportif." Two different cars. Two different driving styles. One great sport.

The Chicago area had the largest number of entries from outside Arizona with eight cars. I think our Region can beat that. Let's think about next year and give Norm a call for details. I fully expect to have the '77 Pacer (NC) ready by then.



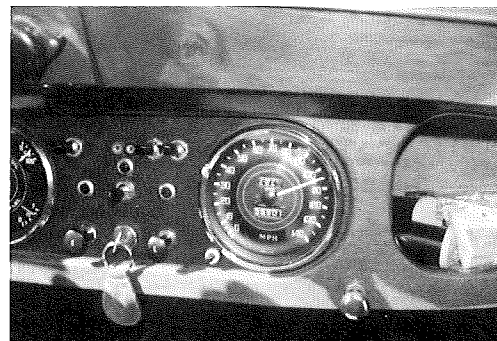
Copper State Continued



Cut this picture out and, you too can have an autographed picture of Glenn and Denny with Stirling Moss.



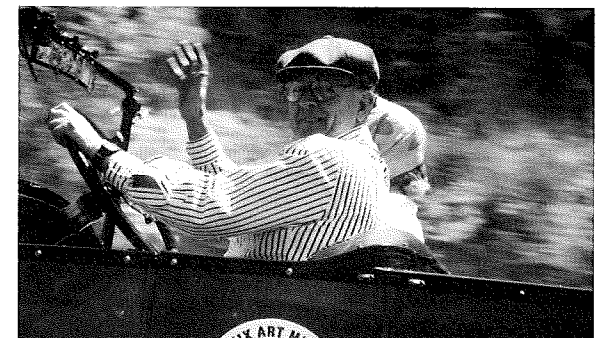
OK everyone, once more for the West Coast audience, SMILE.



Hal's Morgan (NC) at 105 MPH. Hal driving, Bill took the photo. (Bill also had the Morgan at 100.)



Bill and Hal with Hal's 1965 Morgan Plus 4 Drophead Coupe.



Phil Hill driving a 1925 Locomobile "Sportif" (oldest car on the Copperstate 1000). Mote photo.



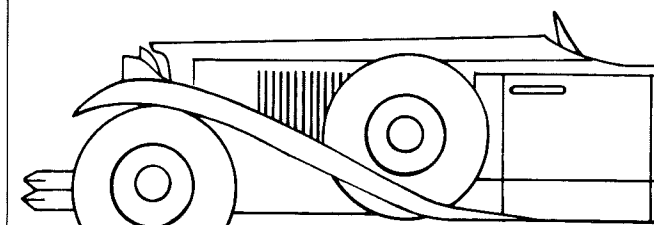
Bill Mote repairing the official tour repair vehicle - or, the trouble truck was the trouble. - Meden photo



Driver's side view of Norm Herstein's parked 1930 Bentley 4.5 litre tourer. Friend to left of steering wheel is Norm's Good Luck Charm touring companion, "Hatch" the rubber chicken.



Phil Hill driving his 1925 Locomobile (oldest car on the tour) with co-driver wife, Alma, in front and renowned automobile writer Denise McCluggage as crew in rear. (She now writes for Old Car Weekly.)



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SWEET ADELINE

Mercer Island Concours

Sunday, July 18th, 1993

Mercer Island Park, Mercer Island, Washington

EXOTIC, CLASSIC, ANTIQUE AND RACING
AUTOMOBILES AND MOTORCYCLES
OF ALL MARQUES ARE INVITED TO DISPLAY

Classic Car Owners are invited to compete for the
Phil Schwarz Best of Show Perpetual Trophy, given in memory of one of
the founders of the original 1963-64 Mercer Island Concours.

Exhibitor Fee \$30.00 or more payable to Children's Hospital.
Automobile memorabilia auction with 100% of proceeds benefitting Children's Hospital.
Host hotel is Red Lion Bellevue, tel. 455-1300

CORRAL PARKING AVAILABLE FOR PARTICIPATING CLUBS
Open to spectators from 10:00 a.m. to 4:00 p.m. Tickets are \$12.00 and available at the gate.

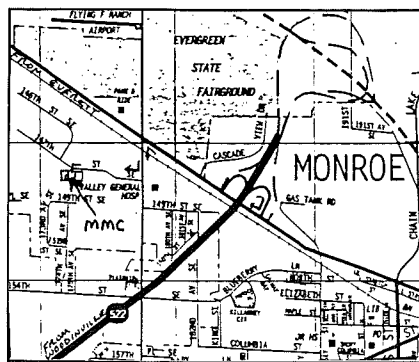
PRE-REGISTRATION IS REQUIRED. WRITE OR FAX:
Mercer Island Concours P.O. Box 1015 Mercer Island, WA 98040 FAX 206-646-5458
Be part of the first of what will surely become a Pacific Northwest Premier Event

A MIE CORPORATION EVENT

Chuckanut Drive Sunday Brunch at the Chuckanut Manor

Meet at the Lynnwood Burgermaster for coffee at 9:30 a.m., leave at 10:00 a.m.
Watch for a flyer in August from Jerry Greenfield.

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CLINICS TURN RIGHT ONTO 147 ST. S.E. FOLLOW ROAD PAST
LARGE BLUE WAREHOUSE. TURN LEFT IN BETWEEN THE BLUE
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Letters to the Editor and one editorial

JOHN L. MILLIKEN, JR.
15537 Village Park Court
Lake Oswego, Oregon 97034

March 4, 1993

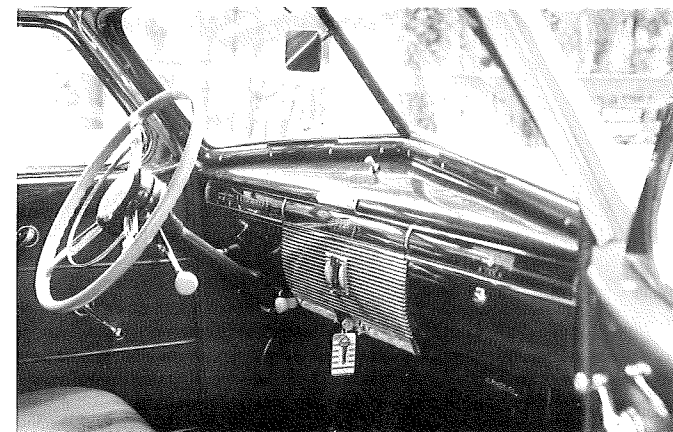
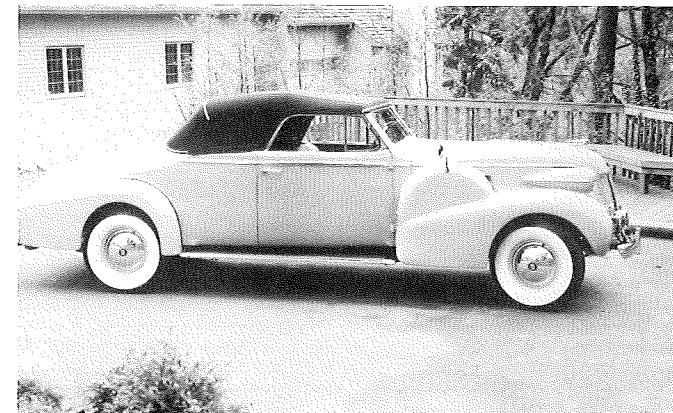
Hi Ron,

Enclosed are a couple of photos of my just-completed '39 Cad/Fleetwood 75 series. It will make its debut on June 5-6th in Kalamazoo, Michigan at the Gillmore Museum Tribute to Cad/LaSalle.

Thanks for the information this morning, we'll go represent the Northwest at the Cad/LaSalle Experience.

—John

Congratulations John, she's a beauty we will look forward to seeing you and Leslie soon. Note this car was a rolling chassis when we toured Oregon last year.



"Classic" is an Adjective

Editorial Opinion by Ron Doss

I just read "A Common Language" by Jim Schild in the spring issue of the Longhorn. It was reprinted by permission of the St. Louis Region. I will print his lead paragraph for you, but first, please understand anything printed in the Bumper Guardian can be reprinted without permission. I thought this was true of the entire club and that was why we exchanged publications. Jeff Anschell and I were sure we would see his drawings in other publications long before now, and have been disappointed that they haven't been picked up.

Now, I'm sure Mr. Schild is a great guy and I would like him, however his essay is typical of the isolationist attitude of the older contingent of our fine club. The CCCA does not have a lock on the word "Classic". Maybe we should call our cars "CCCA classics", that's clear.

REPRINTED FROM THE LONGHORN

A Common Language by Jim Schild

As I look at the material on my desk I see a press release for a classic Chevy show, an article about a collector of classic Mustangs and a mention of the advantages of owning a classic car such as a 1968 Cadillac. At least once a week someone asks me how old their car has to be to become a "classic". It seems that the term "classic" has been so over used and misused that the true meaning is no longer clear. The owner of a 1969 Rolls Royce Silver Wraith II got upset with me for demeaning his car when I told him it was not a Classic. I explained that although his was a desirable collector car and well worth owning, it was not a "Classic". It took a while for him to understand that as enthusiasts we need a common language so that we can relate to each other.

I would like to point out to Mr. Schild that the Classic Chevrolet Club International has over 32,000 members, 200 regions, and six national events each year. You are not going to get them to change their name Mr. Schild. They are ten times larger than we are. All you are doing when beating a fellow enthusiast about the head and shoulders with your definition of the word classic, is making an enemy. We want to gain members, appeal to younger people and pass along the love and respect for these old cars we enjoy. I doubt your attitude or that of others when "protecting the real meaning of the word classic" will win any friends for our club. I have looked up the definition of the word classic. The dictionary makes no mention of automobiles. It refers to art, music, poetry and architecture. It referred to clothing like a "classic blue blazer". You see, classic is an adjective. Adjectives are modifiers of nouns. The Random House Dictionary number 1 definition is: of the first or highest class or rank: a classic piece of work. The ninth definition says; traditional or typical: a classic comedy routine. So, in this sense I believe those Chevy and Mustang folks have every right to modify their nouns with the adjective classic.

I agree with many of my fellow members that we are very fortunate to be the caretakers and preservers of these luxuries. We want to teach the next generation to appreciate them also. Have you noticed Model T's and A's are losing value and are not in demand. Who are you going to sell your classic car to? I've been reading a few copies of Hemmings from 1972 and 1973. Back then the categories were Ford and non-Ford. You can see how the cars we value have changed, reflecting the aging of our fellow hobbyists and the growth in number of vehicles on the road today. How many of our CCCA cars can you drive today on the freeways and keep up with traffic at 65 to 70 mph and brake well enough to avoid that sixteen year old in the Honda that just jumped in front of your old grease slapper and made an emergency stop?

Mr. Schild you are not the first. I just ran across a 1953 Motor Trend book about classic cars. The authors Robert J. Gottlieb and Hank W. Bourman believe the classic period was 1925 to 1937. They devised a point system to determine the classicness of a car. Any cars with 65 points or less are special interest cars. They also have semi-classics. The point system is as follows:

	(Points) 20
Is the car truly distinctive?	10
Was it built between '28 and '37?	10
Is it a convertible?	10
Is it outstanding in appearance?	10
Does it perform well?	10
Is it extremely dependable?	5
Is it utilitarian? (Does it offer more than just transportation?)	5
Do others consider it a classic?	5
Were quality materials used?	5
Is workmanship superior?	5
Was it originally an expensive car?	4
Is it a luxury car?	3
Is it practical? (Does it provide good basic transportation?)	3
Was it manufactured in limited numbers?	2
Is the car powerful?	2
Is it also a sports, custom or an antique?	1

Note that a car fully meeting all of the undisputed elements only, does not rate 85 points.

I really feel these guys were on the right track.

I'm 48 years old and consider myself on the younger side (like threshold) of the ages in our club. My preference is streamlined convertibles of the forties and the later the better. These are what I remember from my boyhood. I never saw a Packard in east Bremerton. There probably never was a Cord in Port Orchard. My Dad remembers lusting for a used Cord as a teenager, but he saw them in Kansas City and Chicago. I like to drive them, really drive them - we put two to four thousand miles on our two old convertibles each year and they are both '47's. We put an average of 2,000 miles each on our other old non-classics each year. We are leaving Wednesday with our (NC) '55 Chevrolet Bel-Aire convertible for a five day trip to the San Juan's and Victoria, British Columbia. You can bet I won't be telling any CCCI folks that their cars are not "classics".



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CLASSIC CAR CLUB OF AMERICA

MEMBERSHIP
RECRUITMENT
KIT

MEMBERSHIP APPLICATION - Classic Car Club of America

List only Classics you desire listed in directory.
List associate members and their cars separately. DATE _____
Provide complete information below or this form will have to be returned. For additional classics use separate sheet.

FOR OFFICE USE ONLY

GIVE
CCCA
SENIOR
BADGE
NO.

MAKE OF CLASSIC	YEAR	CYL.	MODEL or SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	ENGINE & SERIAL #	

* A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.

Members, Please PRINT name and address here:

Check one
New ☐ Renewal ☐

Club year begins
November 1

Spouse's name:

Residence Phone _____
Business Phone _____

Foreign air mail: Add \$40 (U.S. Funds) for Central and South America and Europe.

Add \$50 (U.S. Funds) for Africa, Australia, New Zealand and the Far East.

Complete above application and mail to: **CLASSIC CAR CLUB OF AMERICA, O'Hare Lake Office Plaza, 2300 E. Devon Ave., Suite 126, Des Plaines, IL 60018**

Or send it to us, but Separate checks please and we will forward to National.

(\$28 for the Classic Car Club of America Magazine; \$2 for the Classic Car Club of America Bulletin).

This comes first (because CCCA membership is an imperative prerequisite for belonging to any region). Make \$30 check payable to CCCA (\$35 if spouse is included.)



Pacific Northwest Region

MAIL TO: BILL MOTE
CCCA-PNR MEMBERSHIP CHAIRMAN
4116 S.W. WALKER, SEATTLE, WA 98116

MEMBERSHIP APPLICATION

DUES
\$30.00

You may call with any questions at 937-3959 (evenings), or 965-7495 weekdays. Send both forms and both checks to Bill and we'll do the rest.

Here's my check for \$_____ for my 1993 membership in the CCCA Pacific Northwest Region.

NAME: _____ ASSOCIATE (spouse): _____

Street address: _____ City: _____

State: _____ Zip: _____ Home Phone: (_____) _____

MAKE OF CLASSIC	YEAR	CYL.	MODEL OR SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	CHECK IF CCCA SENIOR

✓ A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.

(Give Senior Number, if known, or previous owner and Manufacturer Serial Number).

(Separate checks please) - You can photocopy this application.

Club year begins November 1st - All amounts payable in U.S. funds.

Gift Memberships Look Good on These Forms.

Membership Information: BRING IN A NEW MEMBER!

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

Reported by Ted Barber, Secretary, CCCA-PNR

APRIL 7, 1993

The meeting was called to order by Director Bornstead at about 6:30 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Doss, Goffette, Magnuson, McMichael, Reddaway, and Wouters (Treasurer); National Director Carman; Secretary Barber; Past Director Deibel; members Armstrong, Crook, Culp, Grisham, McEwan, Milligan, Mounger, Murray, and Rittenhouse; and guest Dan Blodgett. The minutes of the March 3, 1993 meeting were approved as corrected. Treasurer Wouters reported a balance of \$18,390.83 (includes \$495 advertising receipts and is about \$5,000 less than this time last year). Editor Doss reported that the BG was sent out, containing an article by Adatto, Bruce Hill photos, and a letter from Toys for Tots thanking Club members for their donations. Advertising is now in multiples of business card size. Next deadline: April 7, 1993. In a brief membership report, it was noted that there were 60 non-renewals of former members. G. Mounger divided up these names between members present to be contacted.

National Director Joe Carman reported on some National decisions on classification. The intent of National is that race car Classics must be Caravan-eligible, i.e. have fenders, lights, etc. although no already accepted race cars will be disqualified on this point. In a closely decided case, a Cadillac phaeton was denied on the basis that its body was replicated although the restorer was trying to duplicate the car's original body. The car had received a different body during the Classic era. The Judging Seminar held on March 27 at Tom Crook's was a success, with about 36 attending. Joe Carman handed out copies of the new judging manual. Director Bornstead announced the resignation of John Martin from the Board for health reasons.

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

April 17, 1993 Restoration Seminar.
Chr Adatto. At Bill Deibel's Truck Center.

May 22, 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. New Chr. Culp.

July 4, 1993 Parade and Bainbridge events as before. (Contacts McEwan and Mounger.) T. Armstrong and guest Dan Blodgett invited Club members to come to the Sovren NW Vintage races at Seattle International Raceways as before on July 3 and 4. Premier parking will be available for Classics. \$5 per ticket will benefit COH. Tom invited Club members and guests to his pit for lunch.

July 9, 10, 1993 Grand Classic. Chr Bornstead 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 Suite 200 (formerly Club Auto Limited). Chr Dickinson.) 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 Newberg, Oregon. Joint event with Oregon region. Chr Greenfield.

October 16, 1993 Garage Tour. Incl. McBride collection.

October 30, 1993 Regional Annual Meeting. Chr B. & T. McMichael. At MOHI.

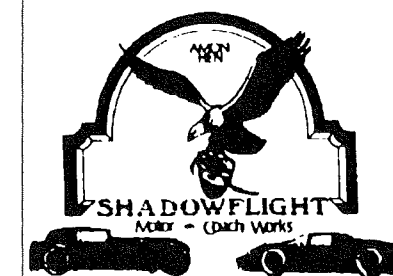
December 12, 1993 Christmas Party Chr Wouters. Site needs to be found; probably a combined event.

1994 Caravan. Chr McEwan. In early planning stages, to be in Oregon and southern Washington. The Board approved spending up to \$6,000 for room deposits which will be needed soon.

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.

The Board discussed a proposed new award to honor the late Regional founding member Phil Schwarz, possibly in lieu of an existing trophy, such as the Schoenfeld Award. The Board authorized a donation to charity in memory of Phil. Director Bornstead will look into a suitable charity.

The meeting adjourned at about 8:30 pm. The next meeting will be May 5, 1993 at Latitude 47.



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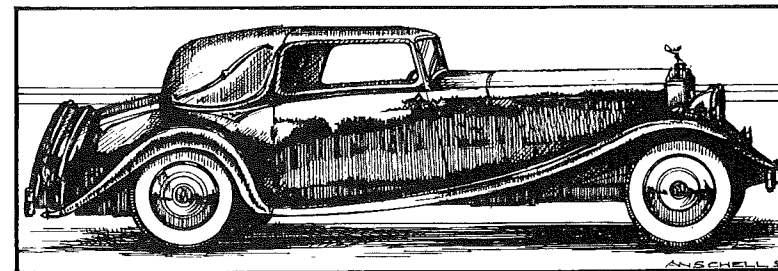
Bill Rehberg

MAY 5, 1993

The meeting was called to order by Director Bornstead at about 6:30 pm at Latitude 47 Restaurant in Seattle. Present were Managers Adatto, Doss, Goffette, Magnuson, McMichael, and Wouters (Treasurer); National Director Carman; Secretary Barber; Past Director Deibel; members Anderson, Crook, Culp, Greenfield, McAuliffe, McEwan, Meden, Milligan, Mote, Mounger, Rittenhouse, and Zuker. The minutes of the April 7, 1993 meeting were approved as corrected. Treasurer Wouters reported a balance of \$17,951.19. Editor Doss reported that the BG was sent out. Extra copies will be made available for Grand Classic attendees. Next deadline: June 7. Membership Chr Mote reported five renewals and one new member. The Directory is ready to mail and copies were given to those attending the meeting.

In a brief report, National Director Joe Carman noted that there was no National board meeting since last month. Two recent applications for Classic status, one a Ford with a special British drophead body and the short wheelbase Chrysler Airflow are unlikely to be accepted. Chr Adatto noted that the Restoration Seminar April 17 was attended by about 40 people and was well received. Six vendors gave presentations. Director Bornstead announced that the review of the by-laws was to be delayed pending further committee discussion and selected a committee consisting of Adatto, Goffette, and McMichael to recommend a replacement for John Martin on the Board. The Board will make the final decision on this.

Upcoming CCCA events were discussed by Assistant Director Adatto as follows: May 22, 1993 Kite Fly-in. (Joint meet with RROC). Co-chr Goffette/Magnuson. Cars will start from the Lynnwood Burgermaster at about 10 am.



June 6, 1993 Picnic at Joe Carman's. (Joint meet with RROC). Bring your own picnic. Garden show after lunch (\$7 fee). Cars will start from Southcenter at 10 am. A map will be sent with the flyer.

June 18-20, 1993 Land/Sea/Air Rendezvous. New Chr. Culp. Handouts were passed out at the meeting.

July 4, 1993 Parade and Bainbridge events as before. (Contacts McEwan and Mounger.) T. Armstrong has invited Club members to come to the Sovren NW Vintage races at Seattle International Raceways as before on

July 3 and 4. Premier parking will be available for Classics on the Fourth. \$5 per ticket will benefit COH. Tom invited Club members and guests to his pit for lunch. July 9, 10, 1993 Grand Classic. Chr Bornstead 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 Suite 200 (Club Auto Limited). (Chr Dickinson.) Registration Chr: C. Wouters; Parking Chr: J. Kane. Name tags will be given out at registration and also be available for sale afterwards. Registration forms will be mailed out. Up to 150 cars are expected.

July 25, 1993 Forest Grove Concours. (Non-CCCA event.)

August 1, 1993 Port Gardner Concours. (Non-CCCA event.)

September 11, 12, 1993 Newberg, Oregon. Joint event with Oregon region. Chr Greenfield.

October 16, 1993 Garage Tour. Incl. McBride collection. Reported as "on track".

October 30, 1993 Regional Annual Meeting. Chr B. & T. McMichael. At MOHI.

December 12, 1993 Christmas Party Chr Wouters. Sites being considered: Raisbeck's or a ferry boat.

1994 Caravan. Chr McEwan announced a tentative itinerary in Oregon and southern Washington. The Board has approved spending up to \$6,000 for room deposits which will be needed soon.

1995 National Annual Meeting. The Red Lion has been reserved for Jan 12-15. Co-Chr Rittenhouse/Wouters/Doss, with assistance from McEwan. A room rate of \$89 has been arranged. Events are to be planned to determine a budget.

Other new business: Director Bornstead proposed a membership drive to increase Club revenue. Doss will prepare a combined application form. McEwan, Deibel, and Mounger are working on a suitable Schwarz memorial award plan. Attendees to the Washington Car Council will be rotated between Club members.

The meeting adjourned at about 8:30 pm. The next meeting will be June 2, 1993 at Latitude 47.



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PRESENTS...

July 4.....PARADES Bainbridge and Yarrow Point

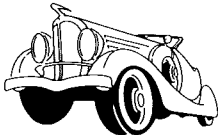
July 4.....SIR SOVREN HISTORIC RACES

July 9-10 PNWR GRAND CLASSIC

(Kirkland, Washington)

Check Your Calendar

**Aug. 1 PORT GARDNER BAY CLASSIC
CONCOURS D'ELEGANCE**



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