

BUMPER GUARDIAN

VOLUME 2

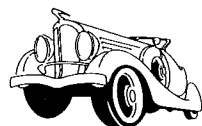
NUMBER 6



Summer Events

SEPTEMBER – OCTOBER 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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Bill Deibel	1995	522-7167	382-2500
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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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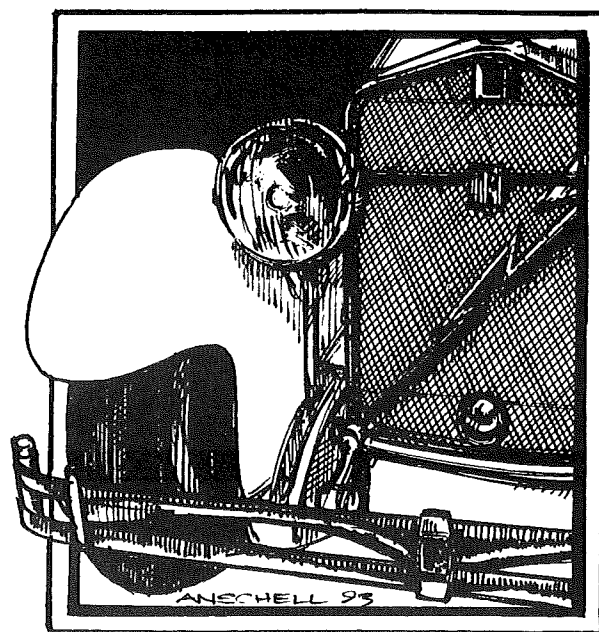
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Advertising Manager is Shirley Starr, 1619 - 168th Ave. N.E., Bellevue, WA 98006, (206) 562-7122.

Production is handled by Sunset Press.



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

* PNWR EVENTS

October 30 * Annual Meeting 6:30 pm
Museum of History and Industry
B. McMichael 228-3286

December 12 * Christmas Party - Wouters
at Raisbecks

1994 Preview

Jan. 5-9, 1994 CCCA Annual Meeting - Anaheim

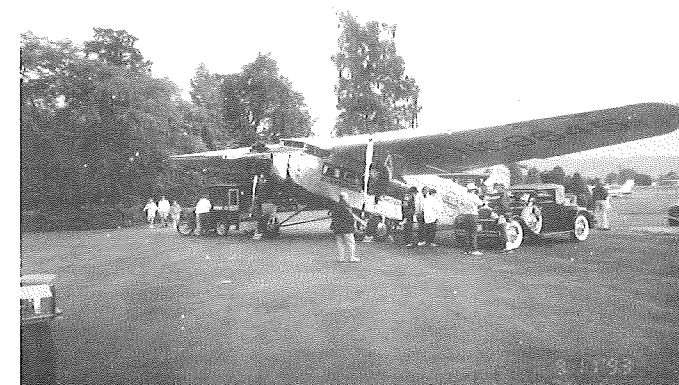
March 3, 1994 * Coming Out Party - Mounger/McMichael

Newberg Mini Caravan was the Greatest



Sally Robinson taught Scotch bridge to the ladies

Photo Merrill Robinson



1928 Ford Tri-Motor took class winners for a ride

Photo Mona Marsh

John and Leslie Milliken wowed us with a wonderfully planned weekend at a new event

by Ron Doss

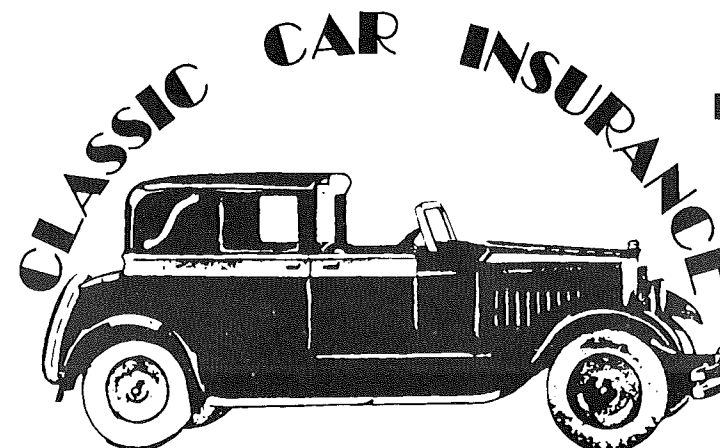
It doesn't get any better than this. Four cars met at Southcenter on Friday, September 10th as planned and headed south. Dosses in a '47 Lincoln Continental followed Merrill & Sally Robinson's '34 Buick, then came Bob and Kathy Reverman in '48 Lincoln Continental and Don and Arlene Wohlwend in their '36 Auburn. Carl and Chris Bomstead followed along later in their 1935 Packard. Merrill led us down back roads through small towns with wonderful antique stores that we vowed to stop at on the return home. The weather was perfect and all tops were down on the cars. Lunch at the Country Cousin in Chehalis was welcome

and an opportunity to visit at length with the Robinsons. Gayle and I knew at once these two would be the spark plugs for the weekend. Merrill kept our pace at 60 to 65 mph when appropriate, and I now know these '34 Buicks will move right along. Everyone kept up very well and no complaints were registered.

John and Leslie had a big evening planned for all of us at their lovely home. CCCA members from Eugene met with us and Portland folks that belong to PNWR. We were taken on a boat tour of Lake Oswego and shown all of the Historical sites including

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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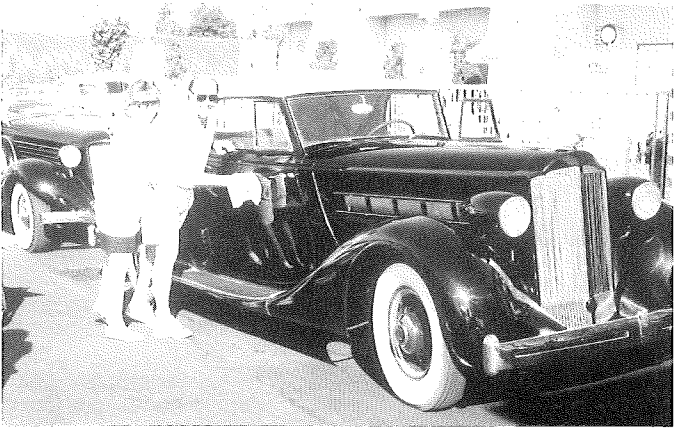
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COVER PHOTO by Conrad Wouters of Pam in a 1934 Packard Super Eight Convertible Coupe in front of "Elephant Parade" rock formation on the Colorado Caravan.



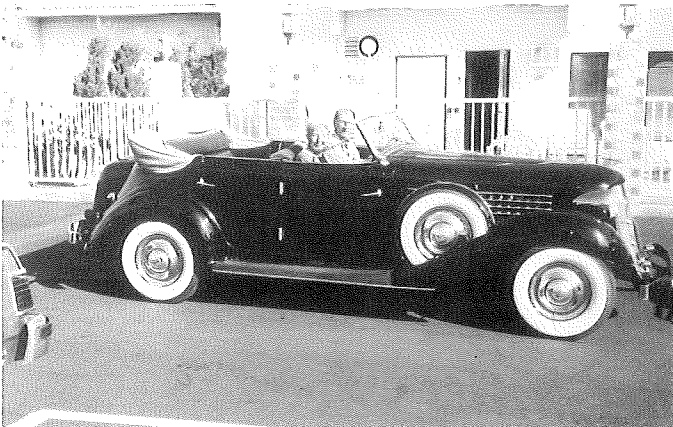
Robinson's '34 Buick



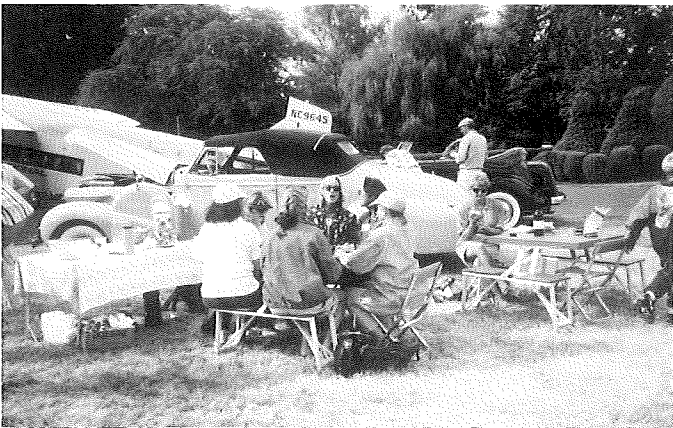
Bomstead's '35 Packard



Waiting for Bob Reverman to get back from the gas station.



Wohlwend's '36 Auburn



A game every two hours and Milliken's '39 Cad



The front of that neat Buick.

Newberg Mini Caravan

Continued from Page 4

the house Tom Mix rented to Clark Gable every summer. Then came a wonderful B-B-Q dinner with rice, shish-kebabs and green salad. Jerry Hanauska ran the B-B-Q. Don and Clara Jetson drove a '30 V-16 Cadillac to the dinner; Larry and Alma Douroux brought a '34 Packard sedan; Ray, Betty & Nancy Duncan drove a '38, 75 series sedan, Cadillac. Ray did all of the work on the Cad himself.

All of our cars were preregistered and the Festival Folks met with us at John's Friday night with goody bags, Festival mugs and everything we would need for the next day. Pretty special consideration.

Saturday morning John led the caravan 18 miles to Newberg and we were all parked in "Classics" Class 16, next to the Ford Tri-Motor, a show feature. Several Oregon wineries had wine tasting tents set up and a complete arts and crafts fair was included. A wonderful P.A. system with nice music, a quilt display with two quilting bees, motorcycles, bicycles, wooden boats, 50 to 60 bi-planes and several kinds of food all surrounded sixteen classes of automobiles. This was really a show.

Steve Frisbee won "Best of Show" with his '23 Locomobile (NC). Daryl Campbell of the Oregon Region won a First Place. Burt and Bev Smith of the Oregon Region won First Place with a (NC) '58 Jaguar. Dave and Jeanette McCreedy won First Place in the Packard Class. Bob and Carol Find attended and belong to the Oregon Region. Jerry Hanauskas' Stutz was the poster car and appeared on all of the trophy plates and mugs with the Tri-Motor. In the Classic Class First Place went to your editor and Mrs. Doss for our '47 Continental. Second Place went to Garry and Alma's Packard and Third Place was awarded to Merrill and Sally for their '34 Buick. John Milliken was very gracious and did not enter his '39 Cad, I'm sure so more prizes could be taken home by out-of-towner's.

Saturday night all of the above members plus Joan and Paul Taylor from the Oregon Region dined at historic Alfies and the food was first class. Leslie asked each car driver to in turn introduce themselves and guests and make comments. It became very obvious ours is a club of people. The people are the members not the cars. Several comments spoke to the wonderful friends we have all made through our club. It gave me goose pimples, you should have been there.

Sunday morning your editor led the group from Newberg to Lake Oswego where John took over, and after we left Carl's Packard with a bad oil leak in John's garage, we headed north to Skamania Lodge for one of the Pacific Northwest's best brunches. John dropped off with a flat tire and Merrill stepped up and led us on to the lodge. It was quite a drive. Brunch was over by 2:00 and the Seattle and Portland bound groups headed out for our respective destinations.

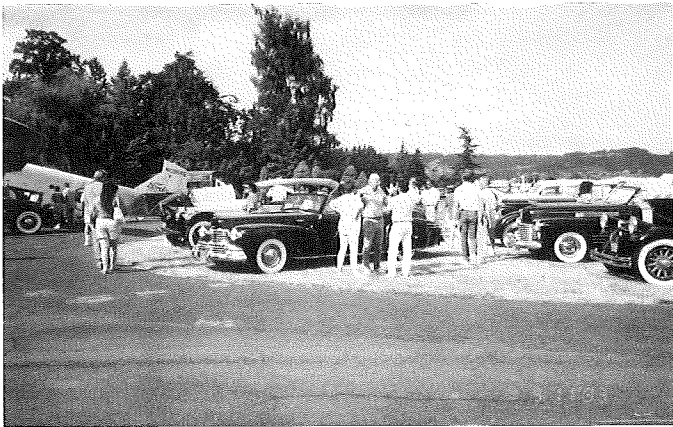
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Bi-Planes took off and landed all day.



Early Piper.



Class 16 Classics.

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Newberg Mini Caravan

Continued from Page 5

Somewhere north of Centralia a very young lady in a red Toyota lost control of her vehicle, hit the center wall, veered right across both lanes of packed traffic and into the woods. We were all driving 65 (the limit) in our classics and all of the small foreign jobs were doing 75 and using our spacing to dodge between lanes - you know how it goes - the kids don't know how many feet it takes to stop a 4,400 lb. classic from 60 or 65 mph and the kids all have disc brakes and their cars weigh around 2,000 lbs. It is really a difference and that's one reason classics are so much more relaxing to drive on back roads. To continue with my story, all four cars stopped and we all ran to her aid. She had exited the car and was going into shock. Sally wrapped her with Don and Arlene's blankets and got her to lay down. Your old editor started directing traffic, Gayle grabbed the cellular phone and fire extinguisher and Carl put out flares. Don turned off the red (NC) Toyota and retrieved the young lady's teddy bear for her. We were all doing something by the time the ambulances, fire trucks and WSP arrived and all else, it was almost 4:30 or 5:00 p.m. We all agreed to bag the antique stores and bomb for home.

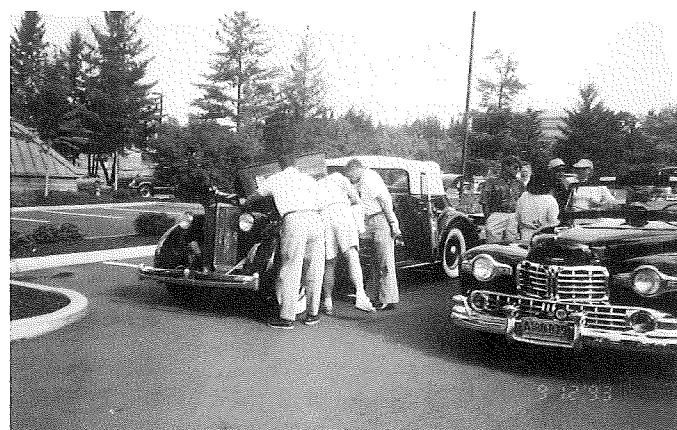
The old '47 lost a regulator but the Group 4 battery ran the car all day and into the night with headlights. We arrived home after 8:30 p.m. after taking Carl and Chris to their home on Lake Stevens. I do believe in Group 4 batteries in tour cars. Bob blew several fuses on his Columbia two speed rearend but that ended when he stopped shifting the rearend manually while the car was moving. The Auburn and Buick never missed a beat. Wow, what a weekend!



Ron & Gayle's '47 Continental - an unexpected First Place Plate was a fun surprise.



Tri-Motor takes off with class winners.



A Packard oil leak.

Jerry Hanauska worked Monday, Tuesday and Wednesday of the next week fixing Carl's Packard so it was ready for Carl to pick up the following weekend. Atta Boy Jerry - the Bumper Guardian salutes your wonderful help for a fellow member. You are a tremendous guy.



Cadillac-LaSalle Experience

Gilmore Classic Car Club

Museum June 6, 1993

by John Milliken

With the exception of an occasional trip to the Hershey swap meet or to the Scottsdale auctions, I seldom venture far from the West Coast states to attend a car show. But, being that I had just completed the near three-year frame off restoration of my 1939 Cadillac Fleetwood Series 75 Convertible Coupe, and the fact that this was billed as the "Cadillac-LaSalle Experience", I thought "what better way for my car to make its debut?"

I had always driven my cars to shows, even after a fresh restoration, but the Gilmore Museum in Hickory Corners, Michigan is over 2,200 miles away from our home in Lake Oswego, Oregon. So, after much planning, which involved borrowing Vern Howell's nice enclosed trailer, Jerry Hanauska's E-Z Lift Hitch assembly, and Dave Macready's huge Ford truck, with Dave as driver, the plans became reality. Dave was a very good choice to transport this valuable cargo for two good reasons: he had driven large trucks for many years for a living, and he was my very capable assistant during the entire restoration process.

Dave and Jeanette left Portland on Saturday, May 29, and Leslie and I timed it to fly to Chicago to meet up with them the following Friday, June 4th. From there we drove together to Kalamazoo, about a four hour drive, and checked into the Radisson Plaza hotel, headquarters for the event. It was raining hard that night, however the forecast was for clearing skies and warm weather. Saturday morning began the activities with a Kruse auction on the museum grounds. It was an interesting auction but registered only a few sales, among which was member Tom Crooks' beautiful '29 LaSalle. I fell in love with an original 1931 Cadillac V12 roadster, which failed to sell. I thought about it all day.

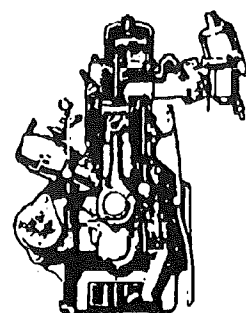
Being at the Gilmore Museum was like the proverbial kid in a candy store. Throw in an auction and have the show theme car be Cadillac, my favorite marque, further adding to the excitement. Leslie and I were fortunate enough to meet up with Oregon region member Sherman Williams, who also happens to be a founding member of the C.C.C.A. That afternoon he drove us to his Grand Rapids summer home and showed us his very nice car and automobilia collection, which includes many

automotive paintings, posters, hood ornaments, and about 40 cars and motorcycles, among which is a beautiful original 1957 Mercedes Gullwing which he has owned since 1958.

That night at the banquet and art auction I sat next to Tom Crook and, in conversation, I soon found out that the aforementioned '31 Cadillac roadster, which occupied my thoughts for the day, belongs to him. Hmmm. Leslie just said "no!"

Sunday, June 6th — the big day! The weatherman was right on and beautiful clear skies prevailed. We rose early so as to be on the museum grounds and unload our Cadillac. Soon we were also joined by Oregon member George Reihl. This was the "coming out" day for our car. Looking through the program at our class competition we soon found that of the 200-plus Cadillacs and LaSalle's competing, our Class had the most cars — 41. Whew! Little did we know how events of that day were to change our entire summer schedule. For, despite the numerous Cadillacs, ours proved to be immensely popular. In fact, within two hours after taking our place on the field we had secured an invitation to the prestigious Meadowbrook Concourse. Meadowbrook is generally considered to be for the Eastern states what Pebble Beach is to the West. Hard to turn down! Not only that, but we befriended several C.C.C.A. members from the Detroit area who volunteered to store our car in their garages for us. We decided that as long as the car was in the East we might as well enjoy showing it there this summer. Accordingly, we participated in the C.C.C.A. Grand Classic in Dearborn, Mich. on July 10, then on July 28-31, the Cadillac/LaSalle Grand National in Lancaster, Pa., followed by Meadowbrook on August 8. Then we arranged for shipment back to Portland in time for the Newberg, Oregon Vintage Festival on Sept. 11, increasingly one of our favorite summer events, this year featuring Classic cars.

Back to the Gilmore event. It was a very nice, well run concourse on the very pretty, well kept Museum grounds — lots of freshly mowed lawns, trees and quaint barns, in a word — "Class". I counted no less than twenty V16 cars, numerous V12's and all models from 1902 to 1962. And the perfect finale for a perfect day — we took home the First Place trophy — a gorgeous marble plaque on top of which featured a Cloissonne emblem of the museum and a Don Sommer metal auto sculpture. It was a very rewarding coming out for our '39 Cadillac.



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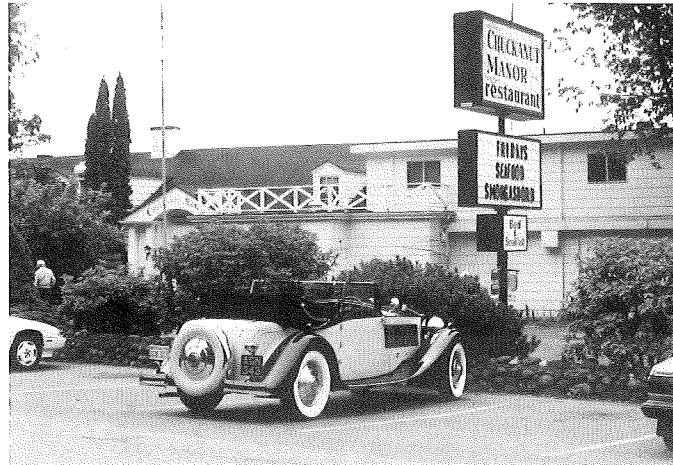
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Brunch at Chuckanut Manor

Story and Photos by Gerald Greenfield



Hal Meden's '33 Rolls.

September 5, 1993

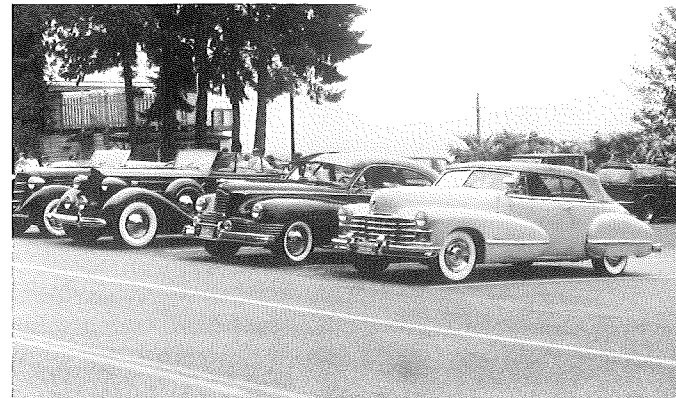
Sunday, September 5, 1993 dawned slightly foggy as thirteen Classics and approximately 30 members and guests arrived at the Lynnwood Burgermaster Restaurant for coffee prior to a 10:00 a.m. departure for Bellingham. Hal Meden and Joan Royal arrived optimistically with the top down on Hal's 1933 Rolls Royce.

The brunch arrangements and tour were planned by Gerald, Dorien and Laurene Greenfield who were driving their '47 Cadillac Convertible. The tour group headed north on I-5 to the Marysville exit. Following closely behind the tour leaders were Norm Herstein ('47 Packard), Don and Arlene Wohlwend ('35 Auburn), Pat and Jack Goffette ('41 Cadillac), DeVree and Bobbie LeCoque ('47 Cadillac), Phil Grisham and Craig Christy ('36 Pierce Arrow), Bill and Karel Deibel ('40 Packard), Tim and Karen Sullivan ('46 Cadillac), Stan and Valerie Dickinson ('37 Cadillac) and Robert Erwin and guests driving a Rolls Royce NC.

The group exited the Freeway and headed west through the Tulalip Indian Reservation. Russ, Janette and Todd Humphrey joined at this location in their '35 Lincoln Convertible Sedan. The Sommerville Family also caught up with the tour about this time driving another Rolls Royce (NC). Tom Sumner and guests were close behind in their '47 Packard. The procession continued along Marine Drive toward Stanwood. The early autumn scenery was absolutely gorgeous. We were pleased to have two guests, (prospective members), Rick and Cathy Anderson driving a Cord Sportsman.

As the tour proceeded through "downtown" Conway, Virgil and Deborah Parker joined us in their newly restored '41 Cadillac. In hot pursuit appeared the Loren Knutsen family in a '31 Nash Opera Coupe. The tour headed west through the Skagit Valley toward LaConner and then north through Bow-Edison. Stan's Cadillac experienced a vapor lock problem in Edison and they shared a ride the last four miles to the Chuckanut Manor.

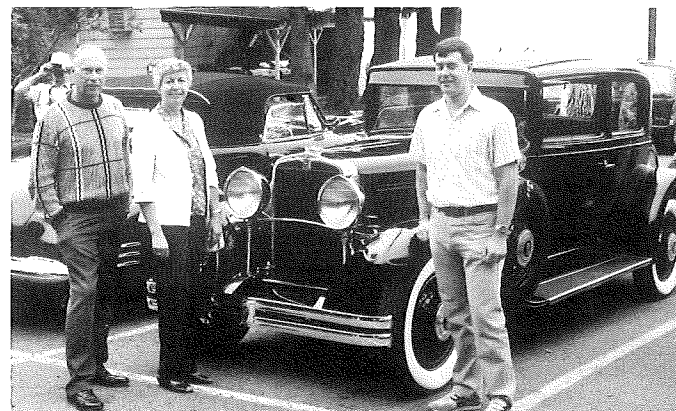
We were greeted by Mike Barrett driving a '27 Lincoln and Mike Malone driving a '37 Packard V-12 Town Car. Last but not least was John Kane and guests cruising top down in John's '37 Packard V-12 Convertible Coupe. Also joining us for brunch were Fred and Brenda Bonin from Coquitlan, B.C. A total of 18 Classics and approximately 54 people were tallied at the brunch location. Following a sumptuous champagne feast, part of the group headed north to complete the tour of Chuckanut Drive, while the remainder departed in different directions to enjoy a leisurely trip home.



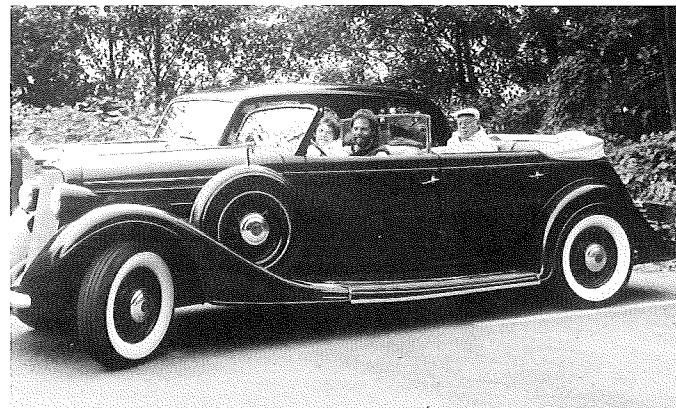
Mike Barrett's '27 Lincoln.



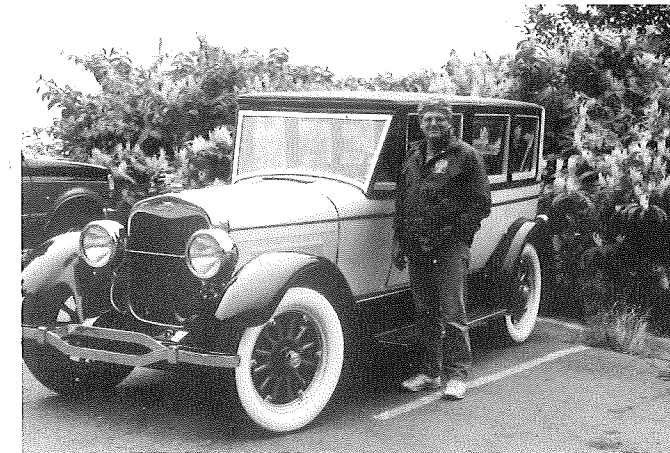
Virgil & Deborah Parker's '41 Cadillac.



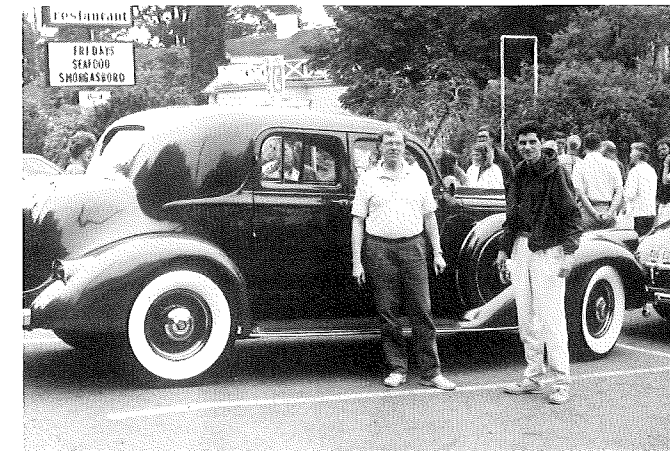
Loren Knutsen Family '31 Nash.



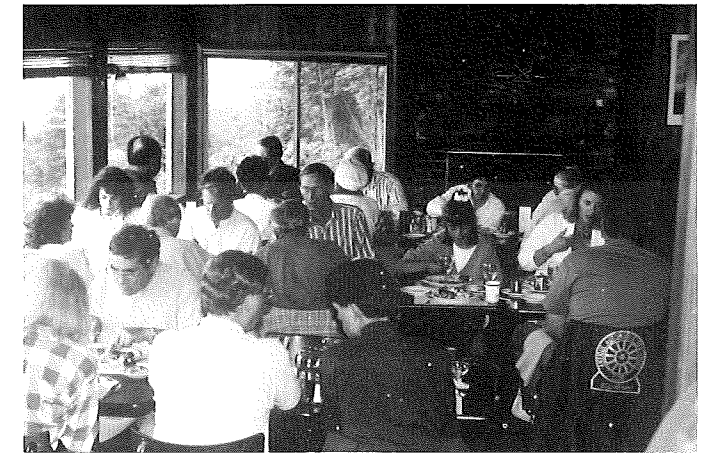
Russ Janette & Todd Humphrey's '35 Lincoln.



Mike Barrett's '27 Lincoln.



Phil Grisham and Craig Christy in a '36 Pierce-Arrow.



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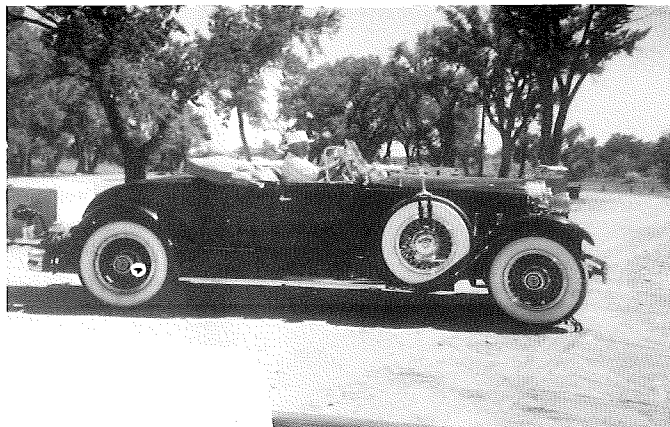
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The Colorado Caravan



Paul Bonin drove his Packard from B.C. there and back.



Jim and Betty Hull outdid themselves on the caravan not the chicken.

Tumbleweeds to Timberline was as rugged as it gets, still a mountain high

story and photos by Gayle Doss

Eleven cars from the Pacific Northwest Region converged in Grand Junction on Friday, August 6th. Five cars made a caravan from Washington to Colorado: Paul Bonin, Joe and Barbara Carman, Virg and Deb Parker, Tim and Kara Sullivan (first time caravaners), and Don and Arlene Wohlwend. The rest of us flew in and met our cars in Grand Junction. The first evening we went to the pre-caravan function at Colorado National Monument. By nose-count it appeared everyone had arrived early and was ready to head 'em out for the Tumbleweeds to Timberline Caravan. On the way up the twisty, narrow roads on school buses we saw beautiful scenery and had the "tour guide's" explanation of the topography. We also learned that Pam Rittenhouse did not like narrow, twisty roads with drop off sides. Just prior to reaching the top, we saw a Rescue I truck off to the side of the road. We learned the next night that the Rescue I truck had run out of gas - that was the same Rescue I truck with U-Haul trailer that was going to be our "Trouble Truck" for the caravan.

The five couples that flew together to Grand Junction wanted to get back for a little celebration of Larry and Lorraine Justice's 54th wedding anniversary. A most coincidental event, 54 years ago they spent their honeymoon night in Grand Junction. A little champagne was ordered to celebrate the occasion before we fell into bed.

The next night at the orientation banquet, where our Rescue Truck got the "Polecat Award" (otherwise known as Bergie in the WW), Dea Kreisman (Colorado) was sitting next to Lorraine and discussing the 54th Anniversary, etc. and discovered that Dea's great aunt and uncle were Larry and Lorraine's best friends in Oklahoma - small world!

Sunday, August 8th, we were leaving the parking lot at 7:30 am.

to beat the desert heat. Fifty miles or so down the road, Ron took a left where the photographers were staged to take pictures of every car and its passengers. A picture is worth a thousand words - a brand new set of tires does not guarantee trouble-free travel. Twenty minutes later we were back on the road. Ron of course, was prepared with spare and jack so he was back on the road just as Rescue I arrived.

Fortunately, the desert did not get hot - we had an overcast day and a little rain which made travelling easier. Other caravaners we had four gallons of water for the car and two quarts for the passengers on board just in case.

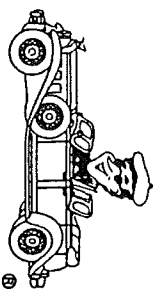
We stopped for lunch in Moab and looked for an inner tube to replace the one that split in our new tire. At dinner in Telluride, Tim Sullivan told us not to worry, he had an extra inner tube, just as Blair Hilborn had a fuel pump in his car for the Raisbecks while we were out touring the day before, helping one another is the spirit of the caravan.

Betty Hull had a hard time deciding who should receive the Polecat Award: Bill Lassiter ran out of gas, Dave McGrath headed the wrong way out of the park, our own Joe Carman who left his trunk open, but the winner by overwhelming applause (led by Lassiter, McGrath and Carman) was Al Oliphant who left his car running ... moving ... while he dashed to the "comfort station". Priorities, priorities!

Monday was a free day in Telluride. After cars were washed and shined, Ron did find a station to repair his flat tire. There was one station in Telluride, so we waited until he could "squeeze us in." Ron was then able to replace the spare with the wheel and tire that

Continued on Page 12

YOU'RE INVITED TO Anaheim, California



for the
CCCA

ANNUAL MEETING

Classic Car Club of America
Pan Pacific Hotel

Schedule Of Events

Wednesday, January 5, 1994
REGISTRATION until 5:00 PM

Thursday, January 6, 1994
REGISTRATION until 4:00 PM

12 Noon Museum Trustees Luncheon Meeting
2:00 PM Technical Seminar
5:30 PM Bus departs for Wild Bill's Wild West
6:00 PM Wild Bill's No Host Cocktails & Dinner

Friday, January 7, 1994
REGISTRATION until 1:00 PM

8:00 AM Annual Membership Meeting
10:15 AM Museum Membership Meeting
12:30 PM Board of Directors Meeting
(National & Regional Directors)
1:00 PM 1st Bus departs, Lyon Collection
(Approx. 1-hr staggered departures,
3:20 PM Bus for Directors & Editors)
Regional Relations Meeting
2:00 PM Editors Meeting
6:45 PM Dinner & "Back in Time" to create a Classic

Saturday, January 8, 1994
REGISTRATION until Noon
Judges Breakfast
11:00 AM Ladies Tour
12 Noon Judging begins
5:45 PM Cocktail Party
6:45 PM Door Prizes Awarded
7:00 PM Banquet
8:30 PM Awards Presentation

Sunday, January 9, 1994
Buses depart for J.B. Nethercutt, "Tower of Beauty" Tour (200 limit) Return arrives at hotel at 1:30 PM

REGISTRATION AND ORDER FORM - 1994 CCCA ANNUAL MEETING

NAME _____

SPouse OR GUEST
(as you wish the names to appear on the name tags)

ADDRESS _____

PHONE _____

CITY _____

STATE _____

ZIP _____

NOTE: DEADLINE FOR RESERVATIONS - DECEMBER 4, 1993

REGISTRATION FEE PER FAMILY (includes 7 door prize tickets)

\$ 15.00

WILD WEST DINNER EXTRAVAGANZA

THURSDAY JANUARY 6, 1994

Transportation

No. of Persons

@ \$29.50

\$

@ \$11.00

\$

GENERAL WILLIAM LYON CLASSIC CAR COLLECTION

FRIDAY, JANUARY 7, 1994

Transportation only, no private cars

No. of Persons

@ \$11.00

\$

@ \$37.00

\$

DINNER & "BACK IN TIME"

SATURDAY, JANUARY 8, 1994

No. of Persons

@ \$15.00

\$

\$

"TROLLEY RIDE" FOR THE LADIES

AWARDS BANQUET

No. of Persons

@ \$40.00

\$

\$

J.B. NETHERCUTT, "TOWER OF BEAUTY"

SUNDAY, JANUARY 9, 1994

Transportation only, (200 People limit)

1st come basis. No children under 13.

No. of Persons

@ \$15.00

\$

Make check payable to Southern California Region, CCCA

Mail check with this reservation form to

MARIE GRAVER, 11081 MATINAL CIRCLE, SAN DIEGO, CA 92127

TOTAL \$

Home Region _____
Bringing _____ Classic Car (s) _____
I will Be Available To Judge _____

Need Trailer Parking? _____
First CCCA National Meeting? _____

Make Hotel Reservations Directly with the:
The Pan Pacific Hotel, 1717 South West Street, Anaheim, CA 92802
(714) 999-0990 / Fax (714) 999-0745

Mention CLASSIC CAR CLUB for special rate
Double or Single - \$80 / night. Rate applicable 3 days prior & 3 days after the Annual Meeting.
Hotel is located across from Disneyland & near other attractions.

United Air Lines is cooperating with our meet. Reserve your flight by phoning 1-800-521-4041
and using ID Number 535Q00 to receive a 5% discount off any United published fare when tickets
are purchased, or a 10% discount off fares when "M" Class tickets are purchased 7 days in advance.
Meeting travel period: 1/5/94 through 1/12/94

JOHN KANE CO.
Automotive Detailing • Restoration
323-7848

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

The Colorado Caravan

Continued from Page 11

accepted the hubcap - visualize Ron driving for a day without the right front hubcap!

Since we were experiencing some vapor lock we decided to confine our activities to walking the streets of Telluride. Have you ever wondered where the '60's hippies migrated? Telluride. I would have fit right in with my gray hair left unbraided.

We left Telluride at 8:30 Tuesday morning for an easy drive to Delores where we had a coffee stop while visiting another galloping goose. Now the next leg of the trip becomes very eventful for three of the caravaners from the Northwest contingency: James and Sherry Raisbeck take the point, Bob Johnson (retired Supreme Court judge) and his wife Bernie, followed in their Cadillac, which was having some tire trouble, Ron and Gayle Doss, being the good samaritans, fill in the line. Our spare was fixed and could be used on the Johnson Cadillac, and last but not least, are Larry and Lorraine Justice. We not only drove, we raced, to the entrance of the Mesa Verde National Park. While waiting to get through the gate, the Doss Car, luckily, vapor locked and would not proceed forward. Off to the side we go, all tourists pointing, asking if we need water, gas, etc. Then Betty and Jim Hull, the #1 car, pulled up beside us. We thought they were ahead of us - Betty assured us as we were sitting alongside the road looking silly and sheepish that we were going to be the proud wearers of the Polecat Award unless we told who was ahead of us. Ron could not list names fast enough, mainly citing Judge Johnson. All of us potential recipients of the award were grabbing Aneice Lassiter and Betty Hull's ears every chance we had. Ron and I just happened to be in the same tour group to the Anasazi ruins as the Lassiters and Hulls. We were the models of innocence.

That evening, dinner was preceded by the cocktail party graciously hosted by Don and Glenda Sears. The rains came, not just a sprinkle, but a deluge accompanied by thunder and lightening. The people who lived there said they hadn't had rain in 15 weeks. Well they had rain that night. The outdoor buffet was moved into the cafeteria area and you grabbed a chair or spot on the floor to enjoy your dinner. Don and Glenda Sears were instrumental in making the quick and efficient transition from outdoors to indoors. A potential disaster in planning became and adventure in dining.

Then the long anticipated moment was nearly upon us... Betty Ann Husted, who said she'd be driving her little red Chrysler convertible because Joel's car "crapped out", previewed the next day's events and travel conditions... and then... and then... Betty Hull stood up with her wet and stinky Polecat Award. She named each of us who had committed the unpardonable sin of driving ahead of the #1 car. She learned from a reliable source that James Raisbeck was the first to arrive at the Far View Lodge. Being the gallant, debonair, knight in shining armour that we all know James is, he made Sherry go up and get the award from Betty.

We left Far View Lodge at 9:30 a.m. - James and Sherry Raisbeck, dead last, proudly displaying the Polecat Award across the trunk of their lovely Cord. They were going to be positive they were not ahead of car #1.

First stop was Aztec Riverside Park where we were given sandwiches and lemonade before getting on buses to visit the Aztec Ruins National Monument and/or the museum. We went to the ruins, watched the movie, which Don Alexander was going to "just start" before the ranger came and let him know only

he, the ranger, touched that set. After the instructional movie we ventured around the ruins, sure to stay on the path as the signs said because you never knew when a ranger would appear.

From Aztec Riverside Park, we were on our own to Tamarroon. The Rittenhouses, Wouters, (First time caravaners), Justices and Dosses all decided the next stop was the A&W - well, Dosses needed to get some gas because we were vapor locking. All others waited for us at the A&W while we sat in the gas station waiting for our car to cool. After we cooled down with an A&W Frostie we were on our way. In Durango, we split off to find a garage to change out our carburetor and fuel pump (of course Ron had packed these spares). We went to Basin Towing and Repair before continuing on to Tamarroon. We limped into Tamarroon at 5:55 p.m., changed and went to catch the hayride to the barbecue. We had our boots, hats and jeans on... the hayride was bales of hay in the back of a horse trailer. The barbecue was fun for all - except Don Alexander. Don didn't return to the car at Aztec Riverside Park. The rangers found him after closing in the ruins and took him back to his wife, Carol, and his car.

Thursday was a free day, so Ron was going to use that day to science out the vapor lock problem. Do you know how many cures there are to that malady? We tried them all, even followed Virgil Parker's advice to use premium gas, not the cheapest because it vaporizes at a higher temperature. Here's a man who'd been in the business. Ed went golfing, so Pam Rittenhouse went shopping with the Dosses, who had become a little strained because of the car. You see I, Gayle, wanted to take the '47 Cadillac Convertible this caravan since we'd taken the '47 Lincoln Convertible on the '90 Northwest Caravan and '91 Canadian Rockies Caravan. Although we had a hot start problem with the Lincoln, it always would go. You probably have guessed I wished I hadn't been so persuasive. All was healed by the fun and laughter around the Old Tyme pictures that evening before dinner.

Friday, the 13th, my lucky day as a rule - the car seemed to be doing fine so we rode into Durango with the Rittenhouses in their '32 Cadillac, with the top down. It started to rain. Not to worry, Pam and Gayle slid down in the rumble seat and decided we'd drive back and put the guys in the rumble seat in the rain. A good day of shopping in Durango outlet stores while others were riding the train to and from Silverado. Pam wasn't doing anymore windy roads in hills - even on a train! (She'd done that trip before).

Saturday we headed to Ouray at 7:30 a.m., we shopped the town - some had run to Ouray from Telluride during the free day. Many of us had not - I'm sure if the Rittenhouses had gone from Telluride to Ouray, we would've received a call to bring their belongings from the Telluride Resort Hotel and just meet them in Ouray. The altitude was 10,910 feet at Molas Pass and 11,018 feet at the summit of Red Mountain Pass. The trip was grueling - vapor lock, overheating, hot brakes. These roads and passes were not user friendly and poor Pam was scared to death by the time she reached the Elks in Ouray for a coffee break.

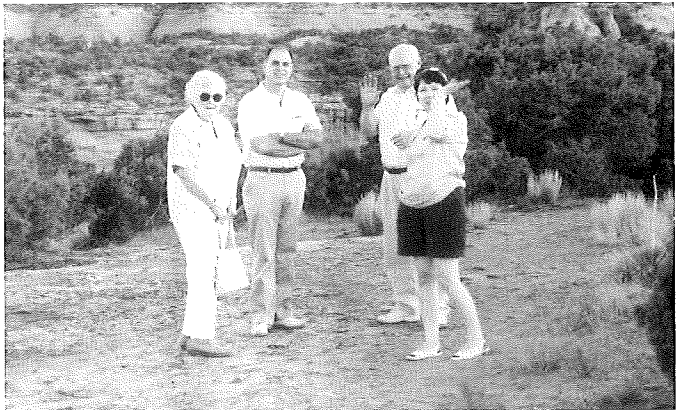
By hook or by crook we all made it back to Grand Junction - fortunately Al Helton was there to take our car out of our sight. It was sick from a diet of gas/diesel and a plugged idle circuit in the carburetor.

The Saturday night departure dinner was delightful and our own Pacific Northwest Caravaners, Ed and Pam Rittenhouse took home the Crossett Award for the "Best Classic completing its first caravan." Congratulations!

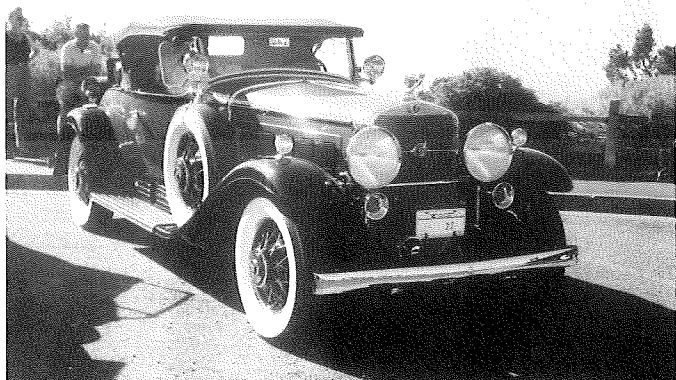
We all departed for home on Sunday, either by car or plane. All Pacific Northwest people made the caravan successfully. Many were heading home just to unpack and pack again for Pebble Beach.



Colorado Caravan... Photos by Gayle Doss... Continued from Page 11



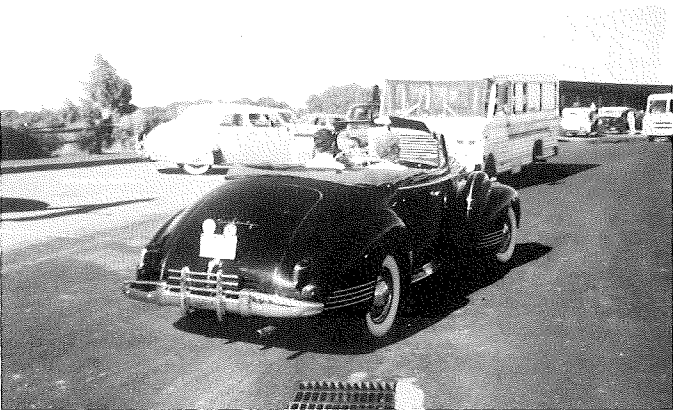
Lorraine, Ed, Larry and Pam.



Marc Ohm '30 Cad V-16.



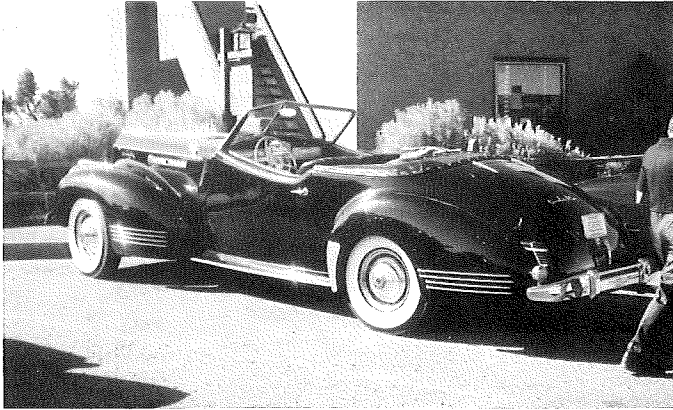
Don, Arlene & Paul.



Car #1 (Don't Pass it - EVER)



Tim & Kara Sullivan's First Caravan.



Don & Glenda Sears' Packard.



Virg & Deb Parker.

REGISTRATION

Pacific Northwest Region

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

MEMBERSHIP APPLICATION

DUE NOV. 1ST

FOR 1994 RENEW NOW!!

You may call with any questions at 937-3959 (evenings), or 965-7495 weekdays.

Here's my check for \$_____ for my 1994 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)	<input checked="" type="checkbox"/> CHECK IF CCCA SENIOR

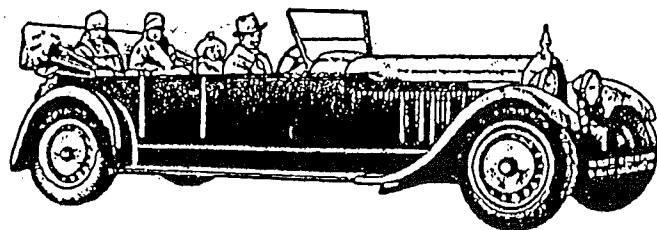
☒ A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.
(Give Senior Number, if known, or previous owner and Manufacturer Serial Number).
(Separate checks please) - You can photocopy this application.
Club year begins November 1st - All amounts payable in U.S. funds.
Gift Memberships Look Good on These Forms.

Renew your dues now for 1994 please.

12

13

Let's All Go to Anaheim in January



Bring a Classic if you can - but if that isn't possible - United Air Lines is cooperating with our meet. Phone your reservation (1-800-521-4041) and use ID Number 535Q0 for a 5% discount off fare when tickets are purchased, or a 10% discount off "M" Class tickets purchased 7 days in advance. Meeting travel period 1/5/94 - 1/12/94.

There is also a chance to win a free "anywhere in the U.S." round trip flight on United, along with many other valuable items donated by friends and companies with Classic Car interests. Every registrant will receive a lucky 7 tickets for the drawing - others may be purchased at the meet.

PAN-PACIFIC, our headquarters hotel, is giving us a very special rate. It will be in effect 3 days before and after our meeting, for those who wish to extend their Southern California visit. "California Business" rates this a top conference hotel. Convenient to Disneyland and many other attractions.

An Invitation to all C.C.C.A. Members -

from January 5th through 9th, 1994, come to the

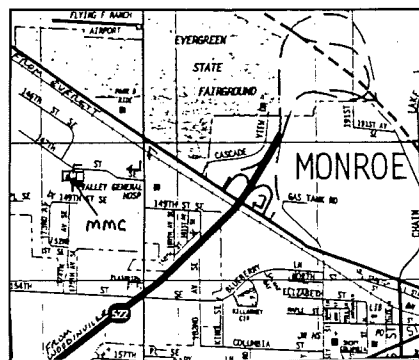
C.C.C.A. ANNUAL MEETING

- * Renew friendships *
- * Visit Two Great Classic Car Collections *
- * Taste the Wild West *
- * See a Classic Design Created *
- * Special Antique Browsing Tour for the Ladies *
- * A Fine Classic Event with Competition for the Best of Show - First Time Ever *

We will look forward to seeing you !

**Southern California Region
C.C.C.A.**

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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

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(206) 794-1902

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

Reported by Ted Barber, Secretary, CCCA-PNR

AUGUST 4, 1993

The meeting was called to order by Assistant Director Adatto at about 6:30 pm at Latitude 47 Restaurant in Seattle. Present were Managers Deibel (Past Director), Doss, Goffette, Magnuson, Reddaway, and Wouters (Treasurer); Secretary Barber; members Anderson, Greenfield, Grisham, Murray, McEwan, Mounger, and Rittenhouse. The minutes of the July 7, 1993 meeting were approved. Treasurer Wouters reported a balance of \$16,707.46. Editor Doss reported that the next issue was prepared and featured the Grand Classic. Membership has increased by three including one late renewal. A combined Regional/National membership form is now included in the *Bumper Guardian*. Bill Deibel has asked National Board member Joe Carman to bring up the point of the now mandatory deduction for use of enamel paint on Classics when being judged in light of legal restrictions on the use of nitrocellulose paints. The recent PNR Grand Classic was a great success and came out ahead financially. Bill Deibel reported for the Awards Committee that they considered a "sunset" on the use of trophies named after former Club members as newer members will be unfamiliar with these persons as time goes on. A new award honoring Phil Schwarz based on participation in Club activities is being considered. Such awards need not be given each year. T. Barber pointed out that the committee for the Schoenfeld award usually had no difficulty finding candidates deserving such awards; the problem was selecting only one each year from many hard-working loyal members of long standing. G. Mounger reported briefly on the Washington Car Council.

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

August 8, 1993 Apker Affair. Theme: "The W.O. Bentley Experience". (Non-CCCA event.)

September 5, 1993 Chuckanut Drive Tour. Chr. Greenfield. A flier will be sent soon.

September 11, 12, 1993 Newberg, Oregon. (Oregon region event). Doss and others plan to attend. A flier will be sent soon. There will be a caravan from Seattle to Newberg.

October 16, 1993 Garage Tour. Incl. McBride collection and possibly Ball, McCaw collections.

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

December 12, 1993 Christmas Party Chr. Wouters. Site selected: Raisbeck's. Now working on food and entertainment. A charitable donation will be made as in the past.

March 19, 1994 Coming Out Party. Chr. G. Mounger/B. McMichael.

1994 Caravan. Itinerary, to be in Oregon and southern Washington. Chr. McEwan reported that the event has been announced in the national *Bulletin*. 92 cars are registered as of Friday, July 30. Al will cut off registrations at 120 cars. He will raise accommodation limit to 120 rooms at most locations.

(Salish Lodge excluded since some local members will stay at home then.)

Jan. 11-15 1995 National Annual Meeting. The Red Lion has been reserved. Co-Chr. Rittenhouse/Wouters/Doss. A room rate of \$89 has been arranged. Events are to be planned to determine a budget.

A tentative list of next year's events will be prepared by C. Bomstead and R. Adatto. There was a discussion on three non-club concours events at Forest Grove, Port Gardner Bay, and Mercer Island. A number of members participated as judges and entrants and garnered several awards. A number of Regional members are also attending the Colorado Caravan. New sites being considered for the Land-Sea-Air event are Semiahmoo and Carillon Point.

The meeting adjourned at about 8 pm. The next meeting will be September 1, 1993 at Latitude 47.

SEPTEMBER 1, 1993

The meeting was called to order by Director Bomstead at about 6:30 pm at Latitude 47 in Seattle. Present were Managers Deibel (Past Director), Doss, Goffette, Magnuson, McMichael, and Wouters (Treasurer); Secretary Barber; National Director Carman; members Crook, Dickson, Greenfield, Grisham, Hertenstein, Linke, McEwan, Meden, Mote, and Rittenhouse. The minutes of the August 4, 1993 meeting were approved as corrected. Treasurer Wouters reported a balance of \$15,050.50. Editor Doss reported that the next deadline will be October 7 for the *Bumper Guardian* issue to be out by the end of October. A combined Regional/National membership form is now included in the *Bumper Guardian*. National Board member Joe Carman reported that the issue of paint used in restoration in the light of restrictions on using nitrocellulose paint is being resolved by National. Joe will bring up the problem of the use of modern reproduction hose clamps, which needs clarification. Some members reported problems with interlopers at the recent PNR Grand Classic, including one non-Club member who wanted to show a non-Classic collector car. A brief report on the Washington Car Council noted that that group had lobbied against a recent paint bill and a "clunker" law in the State legislature. A report from the by-laws committee noted that an increase in the number of Board members from nine to twelve was being considered for the future, and that the secretary and treasurer should both be members of the Board. The nominating committee reported that a slate for the forthcoming year would be completed by next meeting.

Upcoming events were discussed as follows: September 5, 1993 Chuckanut Drive Tour. Chr. Greenfield. A flier will be sent soon. September 11, 12, 1993 Newberg, Oregon. (Oregon region event). Doss and others plan to attend. Fliers were handed out at the meeting. There will be a caravan from Seattle to Newberg. October 16, 1993 Garage Tour. Incl. McBride collection and possibly Ball, McCaw collections and also a stage-prop warehouse. October 30, 1993 Regional Annual Meeting. Chr. B. & T. McMichael. At MOHI. The event will commemorate the Region's 30th anniversary with S. Starr and M. McEwan, Co-Chr. for this portion.

December 12, 1993 Christmas party (for CCCA members and guests). Chr. Wouters. Site selected: Raisbeck's. Now working on food and entertainment. A charitable donation will be made as in the past.

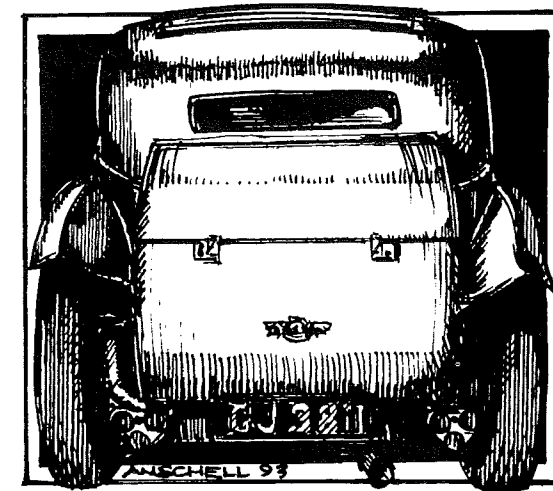
March 19, 1994 Coming Out Party. Chr. G. Mounger/B. McMichael.

1994 Caravan. Itinerary, to be in Oregon and southern Washington. Chr. McEwan reported that the event has been announced in the national *Bulletin*. 120 cars are registered currently. Subsequent entries are on the waiting list. He has raised the accommodation limit to 127 rooms at most locations. (Salish Lodge excluded since some local members will stay at home then.) Deposits have been sent to the hotels.

Jan. 11-15, 1995 National Annual Meeting. The Red Lion has been reserved. Co-Chr. Rittenhouse/Wouters/Doss. A room rate of \$89 has been arranged. Events are to be planned to determine a budget.

A tentative list of next year's events has been prepared by C. Bomstead and R. Adatto. Several members gave favorable comments on the Colorado Caravan which they found very enjoyable although it was run on a much stricter schedule compared to PNR caravans. The Apker Affair (a non-CCCA event) was well-attended with 14 pre-Rolls Bentleys shown, possibly a record number at one event.

The meeting adjourned at about 8 pm. The next meeting will be October 6, 1993 at Latitude 47.



Shadowflight Gallery

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Shadowflight

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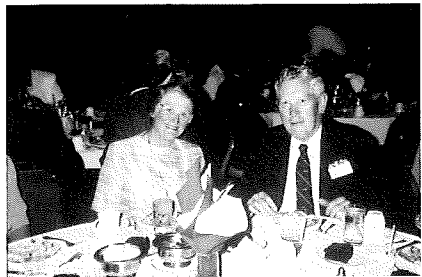
Bill Rehberg

FOR SALE 1947 LINCOLN

CONTINENTAL CABRIOLET

Senior # 1665 - completed two caravans. 46,000 original miles, restored by Burt Curtis at 39,000 and engine by LeCoque. Scored 98 points at NW Grand Classic in '92 and 97 points at Forest Grove in '92. This car is always driven to events. Fast, reliable, black with burgundy leather interior and tan top. Only selling to help purchase an open Packard or Cord.

Call Ron Doss
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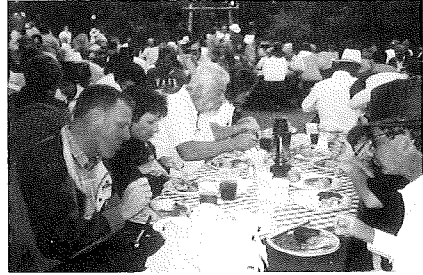
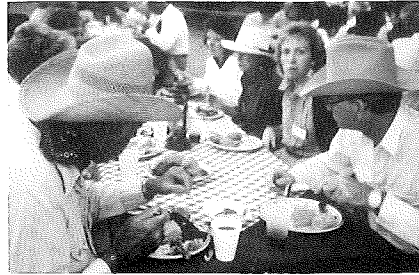
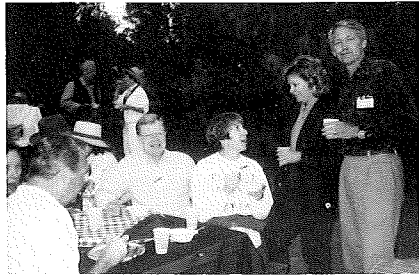
The Carmen's.



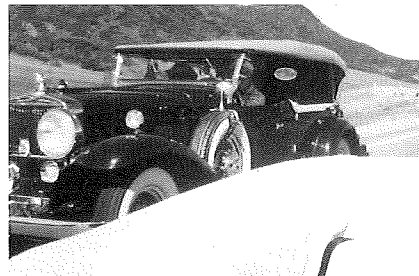
The Raisbeck's.



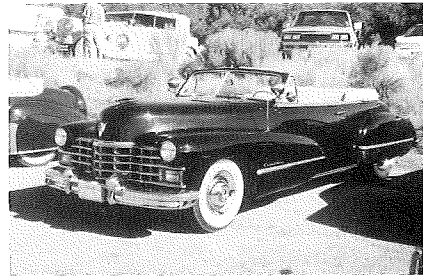
Phil & Patti.



The Gernatt's.



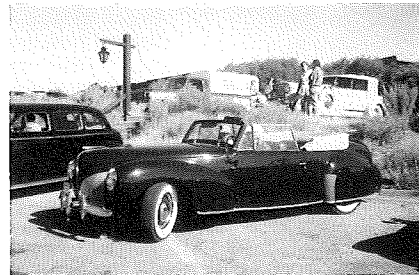
The Stutz DV32 Dragon & the Lassiter's.



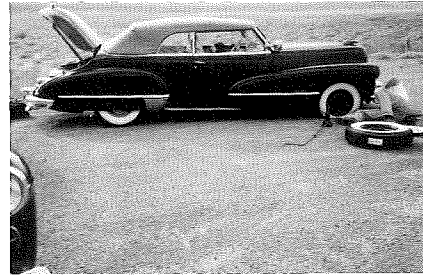
Ron & Gayle's Cad.



The Bauer's family.



Tom & Ann Nale.



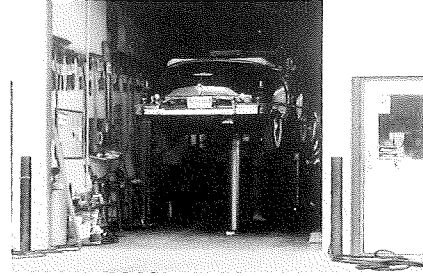
Oops! Flat tire.



Terry & Toby Natkin.



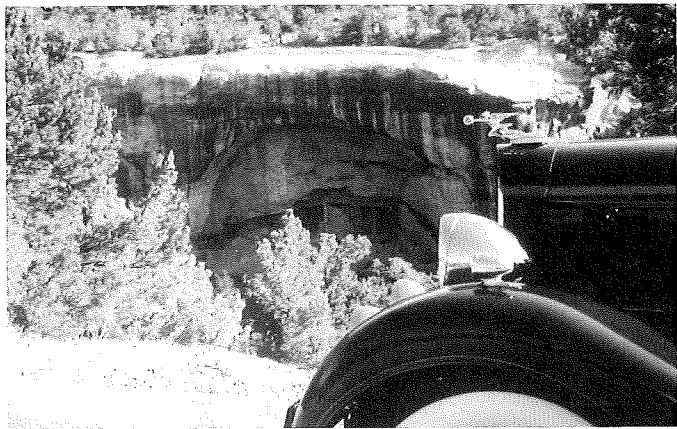
Tom & Debbie Moretti.



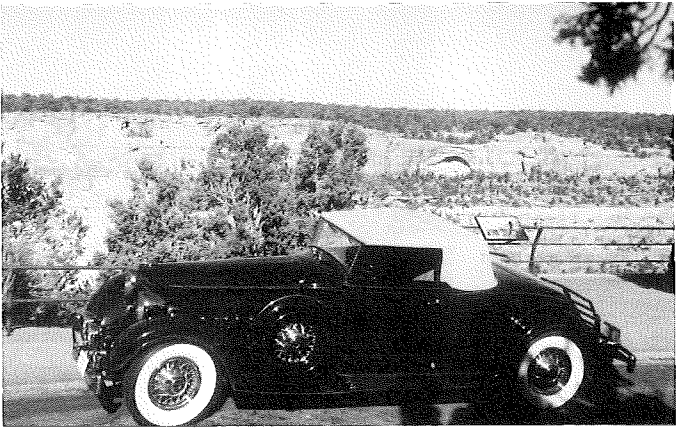
Ugh! Change carb & fuel pump.



Panorama photo - desert country. — Wouters



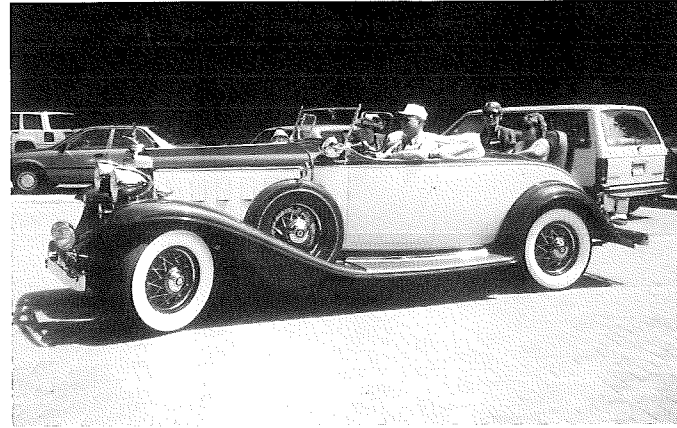
Cave dwellings are very visible from the roadside. — Wouters



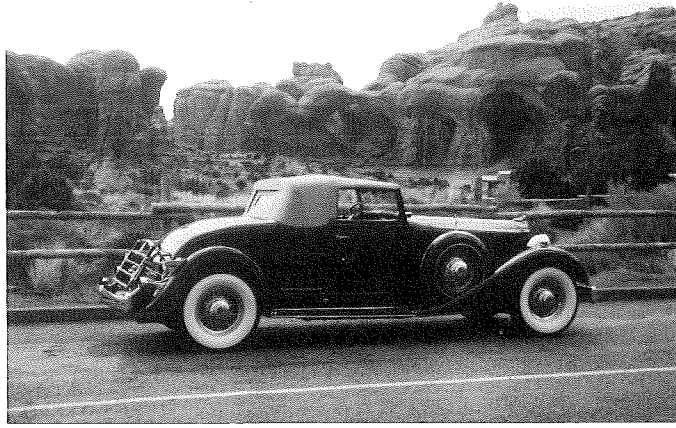
A great shot.



Panorama shot of high country. — Wouters



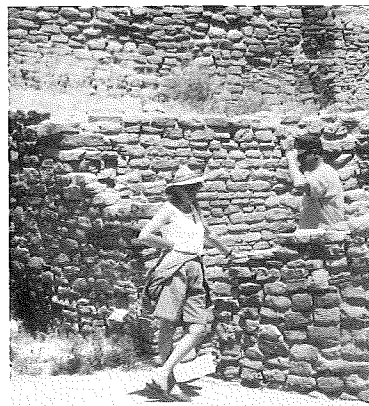
Ed & Pam's '32 Cad won the Crossett Award.



Elephant walk. — Wouters



Atop Grand Mesa. — Wouters



I've never seen so many rocks!



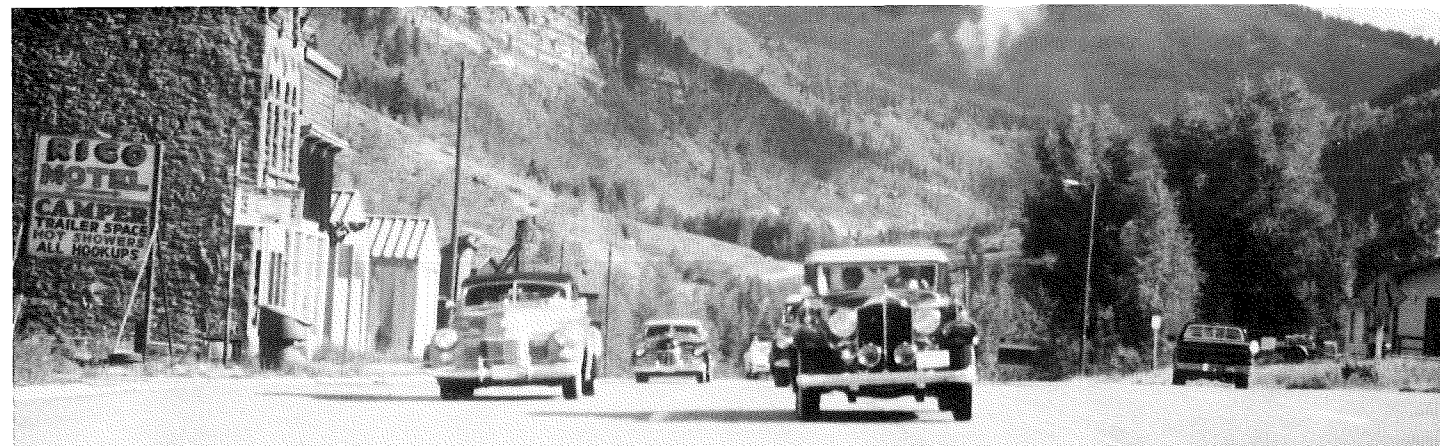
How did Ed get Pam next to the edge?



Of the 93 cars, 31 were '41 Cads, they ran well and were very comfortable.



The town of Ouray.



We See da Wheel

*...Right Up There Goin'
Thru de Air, or
The Lugnut Chronicles*

by Crossthead, Golden Era Motors

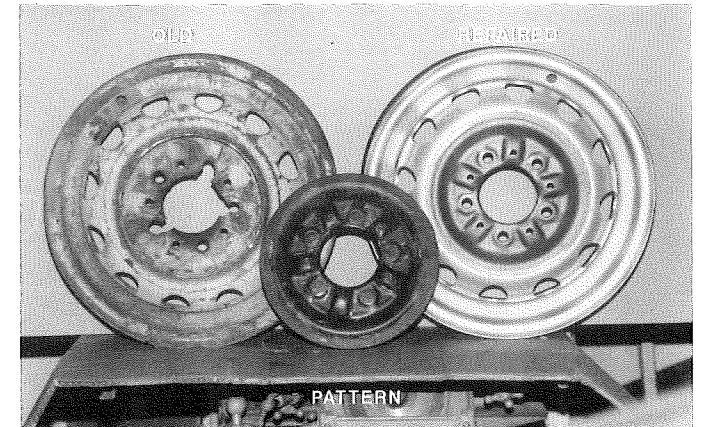
Having been impaled on the horns of El Cordo since ought 48, I've become aware of two necessities not furnished by the reproductionists: ring & pinion gears ala 810-812, and road wheels for same. As gears are far beyond my ken, I felt possibly a wheel fix was within my scope.

Looking around for a knowledgeable soul engineeringwise, I called upon a luckless friend for advice and to blame for failure. He proved quite adept at devising patterns, relating alloy mix requirements to foundries, and conjuring up stress analysis data to satisfy even the most skeptical.

Road wheels have long been a sore point with me since one detached itself on my '37 Beverly and became lodged in the external exhaust complex. I had just come to a stop at an intersection when this horrific noise accompanied by a severe juddering told me all was not as it should be. This was my first Cord and it was 1948. Motor Wheel Corp. had two wheels in stock here in Seattle at \$15 each and were delighted to get rid of these old things taking up valuable shelf space.

Many Cords have insinuated themselves into my life since then with one common denominator — wheels that have been welded up in the bolt pattern. This fix is only temporary and may well instill a feeling of false confidence in the unknowledgeable motorist. Sometimes a car might have only one bad wheel, but the last one I bought had all five wheels in various states of repair. One of the wheels must have been atrocious for the mend job consisted of welding a plate where the bolt holes and axle boss were then drilling everything out to fit. The germ of my repair set up came out of seeing what had been attempted here.

Specifically, by cutting out the wheel center far beyond the bolt circle one gets to a virgin range of material with an increased weld area for greater strength. Casting the center section in a



Molded cast steel center fixes Cord wheels.

photo Hill

particularly tough steel alloy, spigoting this plate for accurate placement, welding and stress relieving the whole final product should produce a very usable part.

I've paid as high as \$350 for uncracked original wheels knowing that with use its only a matter of time before trouble appears. The Cord chassis layout (narrower front tread, forward weight transfer and heavy loading of the wheels centers when braking and turning at the same time) spells breakage. Modern front drive technology has eliminated the problems, but we are driving 55 year old cars with metal that has been pounded and flexed for all those years. Now we want to do freeway speeds; and we can, but for the nagging spectre of the inevitable.

Well, the first castings have been made and wheels modified for their accommodation. The welding and shot peening for stress relieving are next with sensible road testing as the final step. If this all works out, a new lease on driving life will be available to all of us who enjoy the smartest car ever conceived and, I might add, at a fraction of the cost of a sound used wheel. Meanwhile, a caution here to remind you not to dispose of any wheel to the trash heap because it seems unrepairable. Who knows, perhaps it still has miles of service left. We will do all we can to assure that outcome and keep you informed of our progress.

Crossthead
Golden Era Motors
2220 North Pacific Street
Seattle, WA 98103
(206) 633-4449



Tire Tips from A.B.C.

by Roy Magnuson

Opinions differ, even among tire makers and denters, as to how tires should be taken care of if the car is laid up for a long time - all winter, for instance. Some believe that it is sufficient to jack up the wheels and leave the tires on, partly inflated so that they will hold their shape.

There can be no question, however, that the safest way is to take the tires off, clean them carefully inside and out, wrap them in heavy brown paper or burlap and store them away, lying flat and without weight on them, in a dark place, moderately heated - not hot and not cold. The rims should be gone over and rust removed with an emery cloth or a scratch brush, and a

coating of graphite compound put on to keep them in good condition.

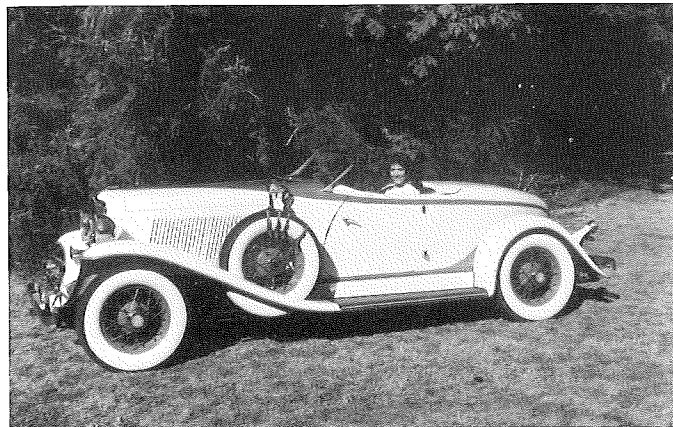
Remove the tubes and squeeze all the air out of them after unscrewing the valve core. Fold or roll them neatly, dusting them with talc if necessary and put them away in tube boxes or other receptacles.

Tires and tubes must be perfectly dry when put away and they must be kept in a dry place.

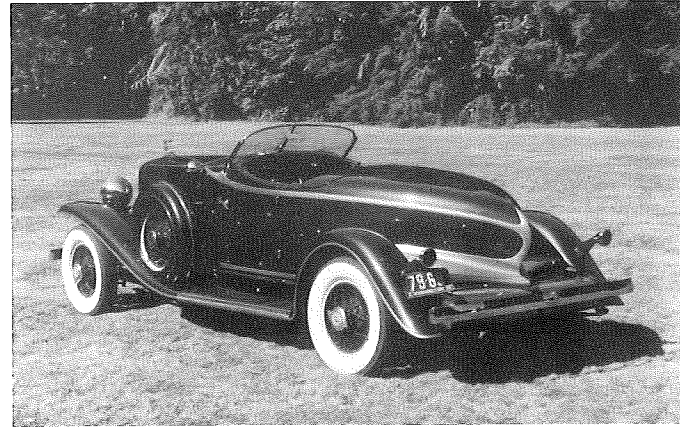


ACD Meet Rainbow Falls

by Bruce Hill



Cliff Stranberg's Boattail.



Chris Haggett's Boattail.

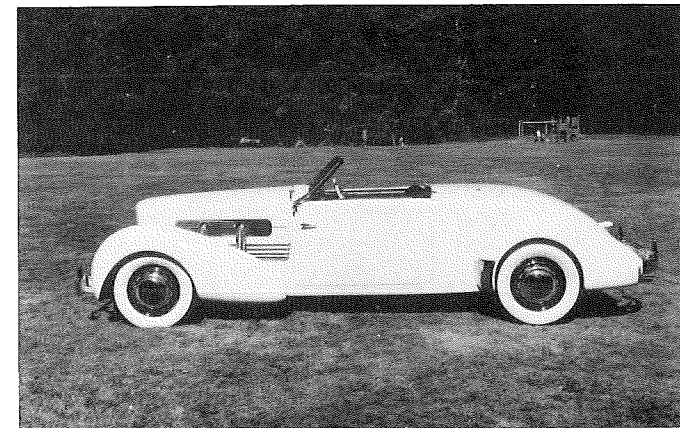
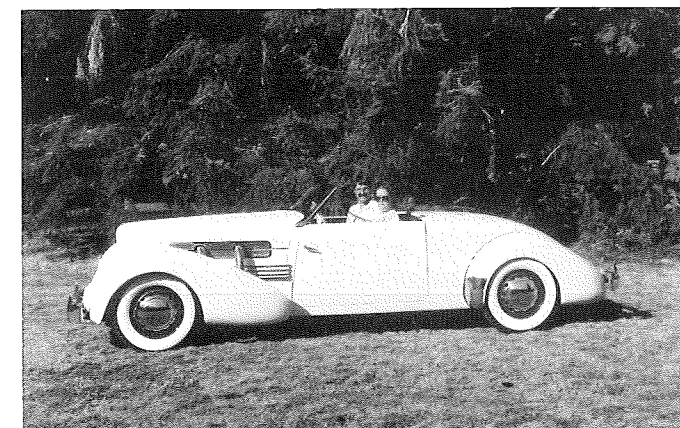
I got shots of all the original A-C-D cars in attendance. There were several replicas which arrived late and left early and I got only one of these, a Gordon Pray replica owned by Roger Eddy.

During the business meeting in the afternoon, Tom Sumner gave a technical presentation on a wheel repair technique he is working up for the model 810-812 Cord. I had three shots left on the roll after the shoot on Sunday and I used these to photograph the wheel project at his shop on Monday. I was also able to get him to write a piece about the wheel repair and it is enclosed with the pictures. The information should be of interest to anyone owning one of the cars.

I understand this year's Rainbow Falls event had the best attendance of any since its inception. There were 79 people checked off for the barbecue.

PNR-CCCA members (and National CCCA members) in attendance that I can remember are as follows:

Dennis Aker
Stan & (wife) Baker (National)
Noel & Janet Cook
Dick Culp
John & Pat Dennis
Dave Ellis
Wayne Herstad
Bruce Hill
Jerry Hanauska

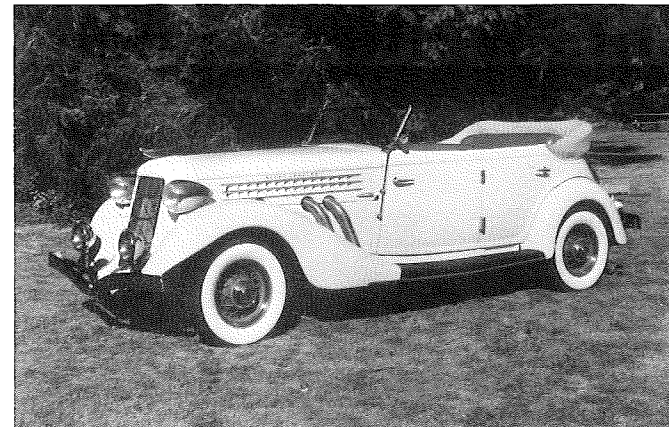


Rick Turner's and Glenn Mounger's Cords look the same here but their steering wheels are on opposite sides.

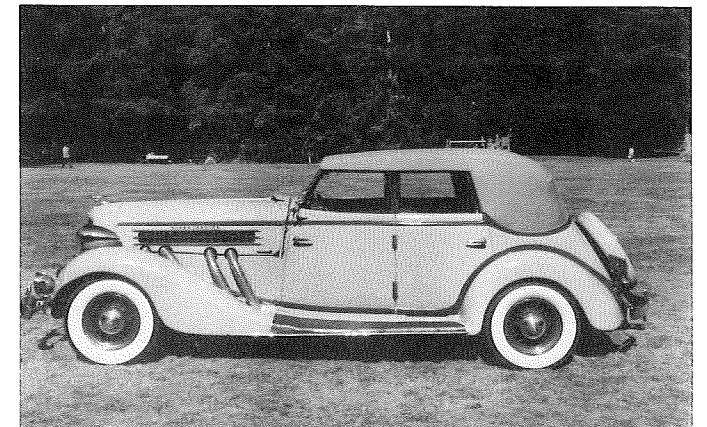
John Kane
Roy Magnuson
Mona Marsh Moreland (National)
Glenn Mounger
Cliff Stranburg (National)
Tom Sumner
Jim & Dian Tallman
Conrad Wouters
Doug (Buzz) O'Conner (National)

It is worth noting that the Cord Sportsman convertible owned by Rick Turner is a right hand drive car like Jim Raisbeck's.

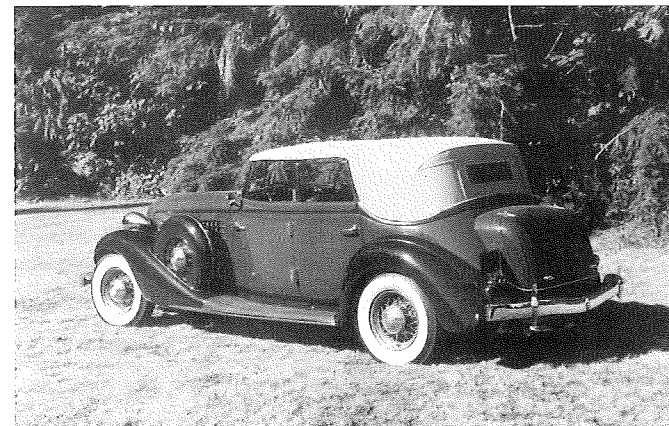
Rainbow Falls... Photos by Bruce Hill... Continued from Page 20



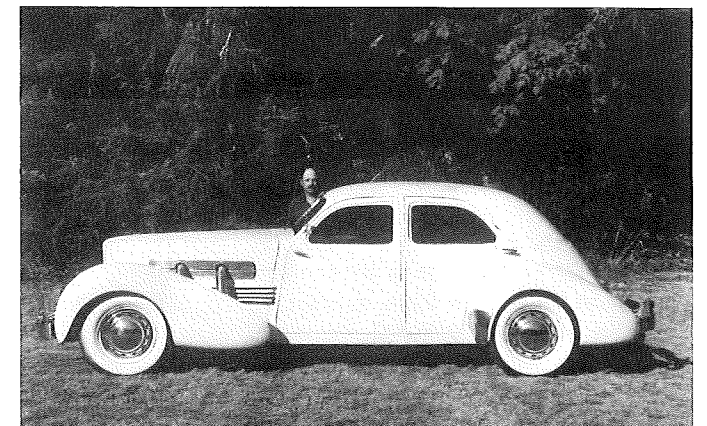
Wayne Herstead.



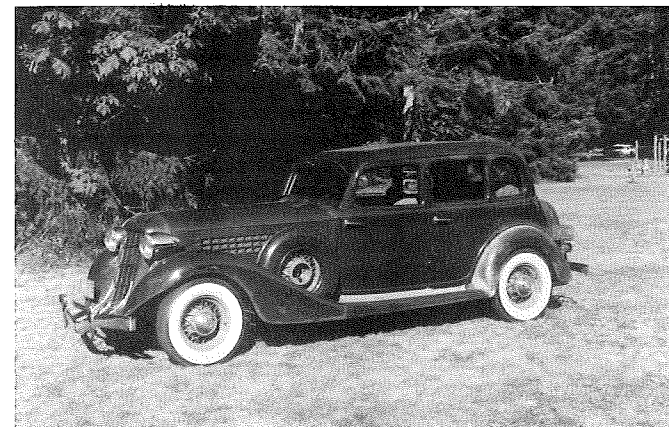
Stan Baker.



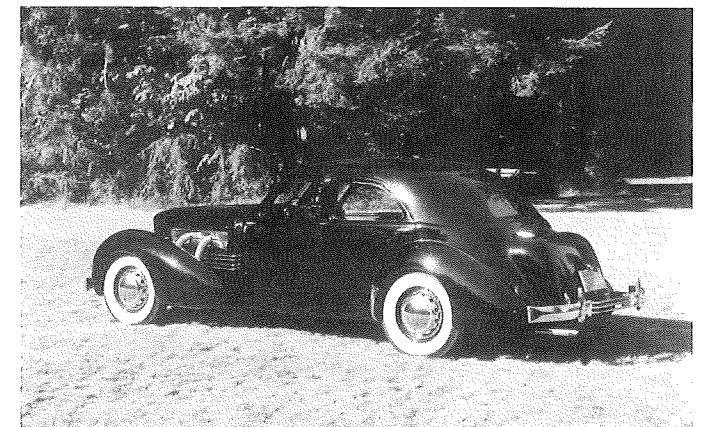
John Kallstrom's '35.



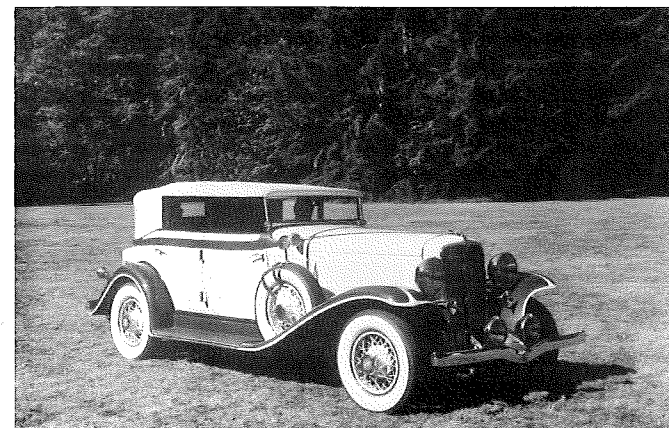
Mike Hemphill.



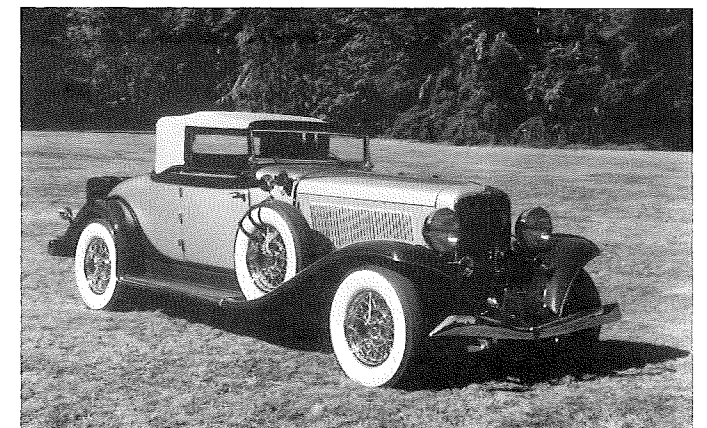
Rick Turner's had a righteous amount of road rash.



John Dennis.



Dave Ellis's Auburn.



Jim Tallman's Auburn 12.



My Last Editorial

by Ron Doss

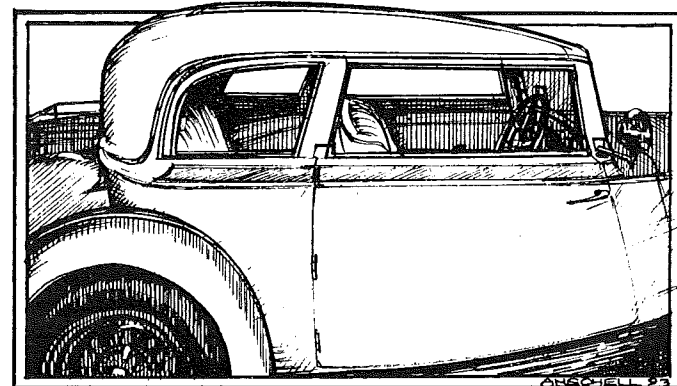
In the May-June issue I wrote an editorial "Classic" is an adjective. I received at least 30 atta boys from local members. They were surprised I would speak up when so many don't. I must admit I was a little caustic and aggressive toward Mr. Schild. However, upon receiving a letter from Schild and reading the first two paragraphs I dispatched it to the circular file, and decided he is probably used to caustic and aggressive treatment.

I recently received the summer issue of *The Spirit*. I found my editorial, that was rambling, irreverent and poking fun at the controversy over admitting new cars to the approved list. I was suggesting maybe "semi-classics." The next page I found a full page reply by the Spirit's other editor. I don't know how much it cost you guys to print two pages, but we spend about \$85.00 per page. I won't rebut, it's not that important. My primary point is, I have learned from my non-classic car friends you don't make negative comments about another guy's wife or his car. Likewise, many of us have memberships in seven or eight clubs and have collections of cars in addition to our classics. Even though I spend most of my efforts in support of CCCA I also will defend the other clubs and their right to do what they do. I don't belong to the Classic Chevrolet Club International, but I do care when mud is thrown at them, or any other car club. Lighten up and have more fun you guys!

Schild has been spouting off a long time, see "Special Interest Auto" #116 April of '90, letters to the editor. I'm glad he did not identify himself as a CCCA member. I felt it was time he heard a dissenting opinion, even if he can't see one with his apparent blinders on.

Again, lighten up and have more fun.

P.S. This is my last edition as editor. I promised two years and that is now complete. I am anxious to perform other functions for our club, and I will have fun.



1993 Pebble Beach

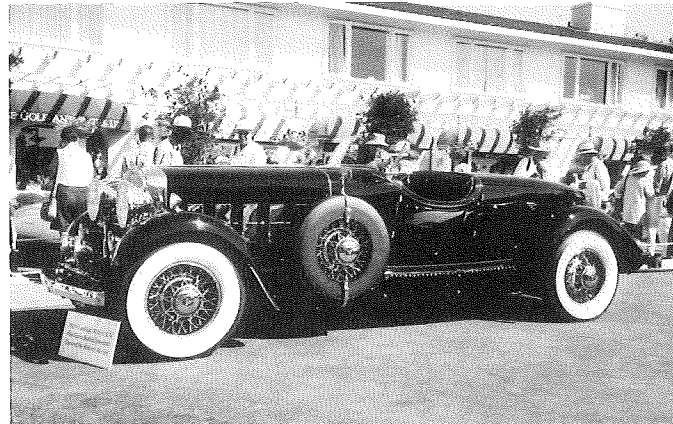
Photos by Ron Doss

Poster car

1931 Cad V-16 Pinin Farina

Boattail Speedster

owned by Bob Lee.



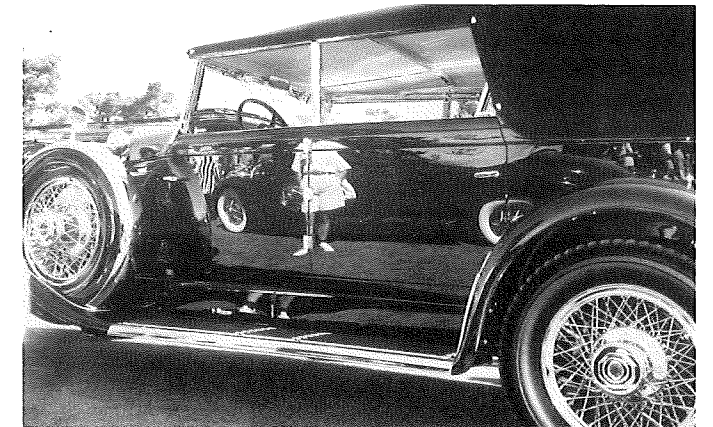
Judges Adatto and McEwan at work.

Pebble Beach... Continued from Page 22

Glenn & Mary Ann Mounger's Duesy crosses the stage as the First Place Duesenberg.



Reflection in the side of the big green Duesenberg was flawless thanks to Walt Johnson.



Stan and Valerie Dickison's Bentley is awarded the Most Elegant Closed Car a tribute to John Kane and Associates.

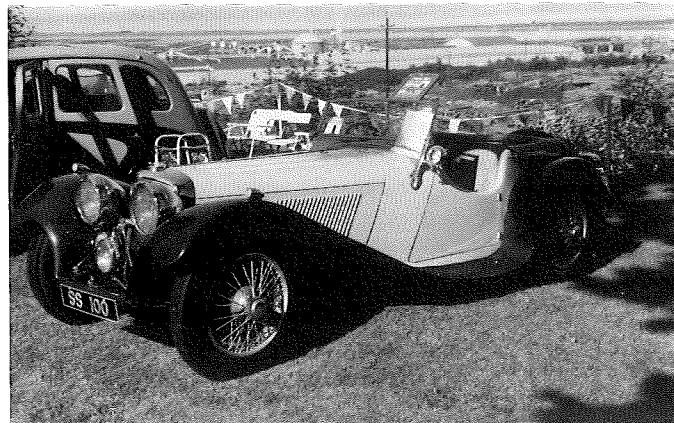


Steve Frisby dusts his Mercedes which won Second in Class, only surpassed by the Best of Show Mercedes owned by Ralph Lauren and restored by Fran Roxas.



Port Gardner Concours & Walter Mitty

by Jeff Anschell, photos by Bruce Hill



SS-100 owned by Bill Young, Jeff's driver for the day.

Summer in the great Pacific Northwest this year was something less than spectacular, with too many overcast days or rainy weather, but, on August first the day was shining in more ways than one.

The location of all this sunshine was Legion Park, Everett, Washington and the event was the 2nd Annual Port Gardner Bay Classic, Concours D'Elegance, with proceeds of the day going to benefit the Deaconess Children's Services.

What our hard working friends in Everett have created in just two years of Concours is super. For those of you who are unfamiliar with the locale, the site is in the northwest corner of Everett on Palisades, overlooking Port Gardner on Puget Sound, with Whidbey and Camano Islands in the distance.

The Concours encompassed everything from antique motorcycles to fire engines, but more about the Concours later. What made this day very special for me was the opportunity to drive, once again, the 1938 SS-100 Jaguar I once owned, which is now owned by Bill Young. The 30 mile trip from Bellevue to the Concours site in Everett was far too short as far as I was concerned. I was having too much fun, sitting low to the ground even by today's standards, and driving from the right side of the very tiny cockpit with my right elbow thrust out over the low-cut door and my legs sticking straight forward to tiny pedals sitting at right angles to my legs, and on top of all this, my head sticking out way above the very shallow windscreen. In spite all of the apparent discomforts, I was having a great time.

Early the morning of the Concours, it was decided we would meet and have breakfast at a restaurant along the way. After parking the car in a safe spot where I could see it at all times, I went in and had breakfast, on my return an older couple was admiring the car gleaming in the early morning sun, the husband asked if it was a real one and I replied that it surely was... he paused a moment and then said that he had never seen an M.G. this large before, and I replied that I had not either, with that I jumped in the J-A-G-U-A-R and sped off towards the freeway. Cruising up Interstate 405 at a respectful freeway speed, with a warm blast of wind hitting my face, for a moment I was Walter Mitty, and I was in the lead on the 200th lap at the Indy 500 and all I had to do was make it through the last corner and stand on it down the straight-a-way, but fuel was running out and the right rear tire was down to the cord... and then a red blazer passed me and the kids in the back waved and gave me the thumbs up. Back to reality again, I exited the 405 freeway on to Interstate 5 going north and, once again, I was Walter Mitty, this time flying my Spitfire... and I am on the tail of a Messerschmitt rolling from left to right going in and out of clouds, at last he was in my gun sights and I squeezed the trigger... rat-tat-tat, rat-tat-tat and I was

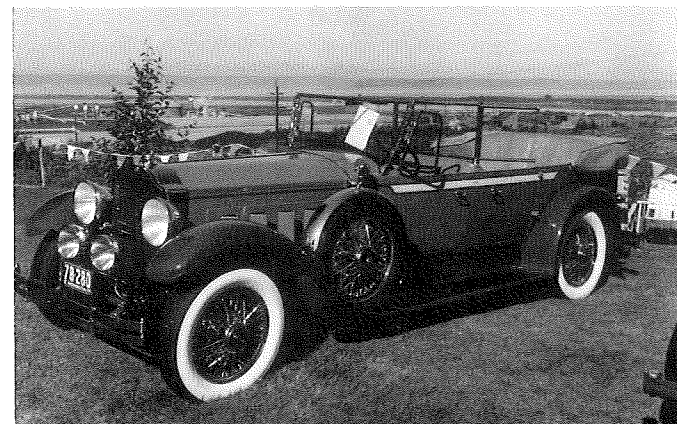
startled for a moment as an 18-wheeler let up his heavy foot and let his big diesel burbel and give the car a once over, again back to reality, boy was I having fun. I had forgotten how agile and responsive this car is, you are part of the car, the sucking of fuel and air in the side draft su's are like the heartbeat of a runner, you feel every bump and seam in the road, there is a real joy in this kind of motoring. I made it to the Concours, the SS-100 took its spot among some of the greats of motor history, all with a purpose and pride and, something that is rare today, just one hell-of-a-lot of fun!



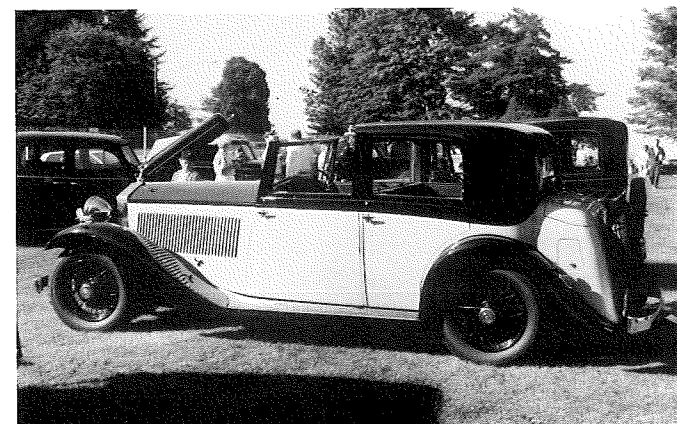
See Photo Album, Page 25



John Kane judged and played with Indians.

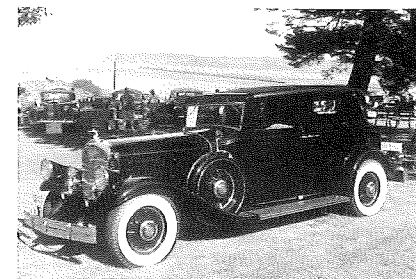


McKinley's Packard won a 1st.

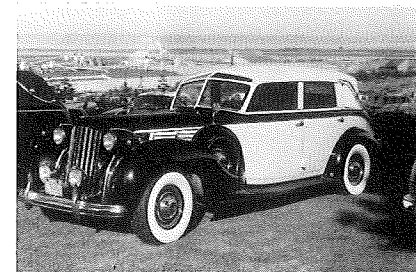


Sommerville's Rolls Town Car.

Port Gardner Concours... Photo Album Continued from Page 24



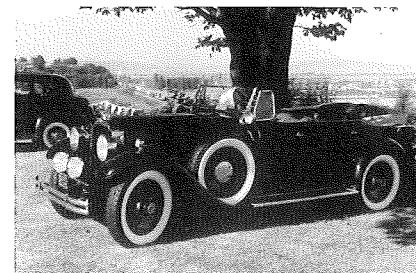
Schemke's Pierce - last year's Best of Show.



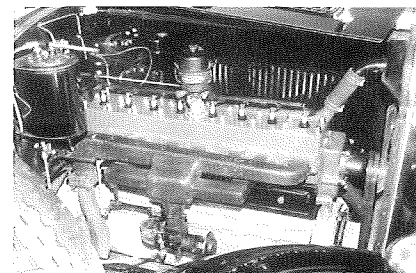
Head Judge Bomstead drove Connie Schwarz's V-12 Packard.



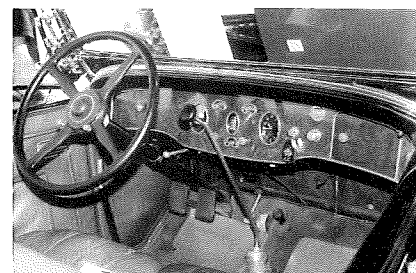
1930 Packard from Victoria, B.C., 32,000 miles & very original.



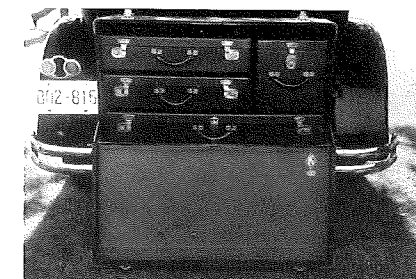
'30 Packard, cont'd. owned by Brian Holker.



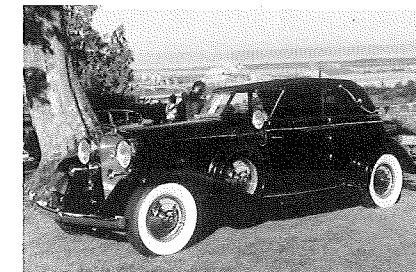
'30 Packard, cont'd. 733 Phaeton.



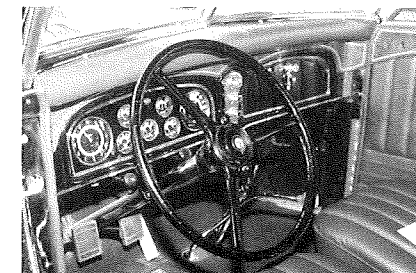
'30 Packard, cont'd.



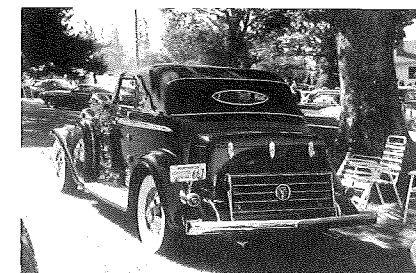
'30 Packard, cont'd.



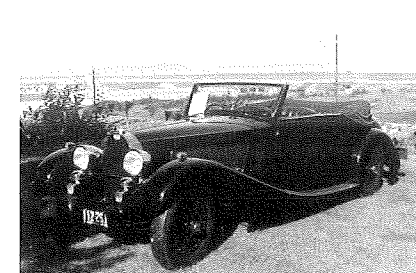
Brethauer / McCarty '32 Cad V-12 debut.



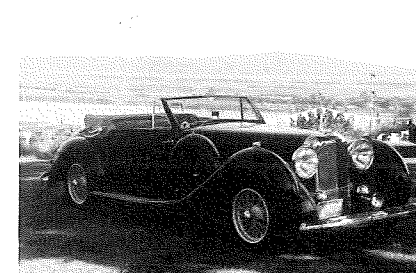
'32 Cad, cont'd - wonderful workmanship.



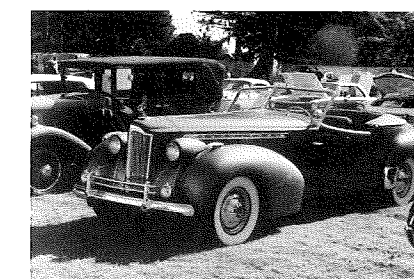
'32 Cad, cont'd, pretty lines.



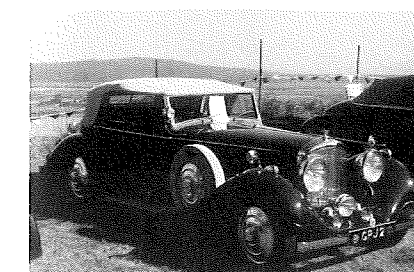
Pollack Bugatti.



Hooper / McEwan Lagonda.



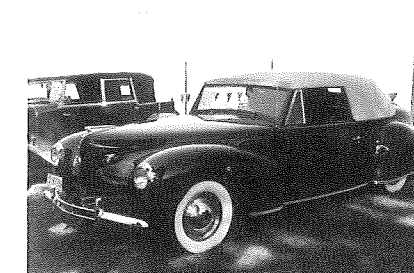
Tom Crook Packard Darrin.



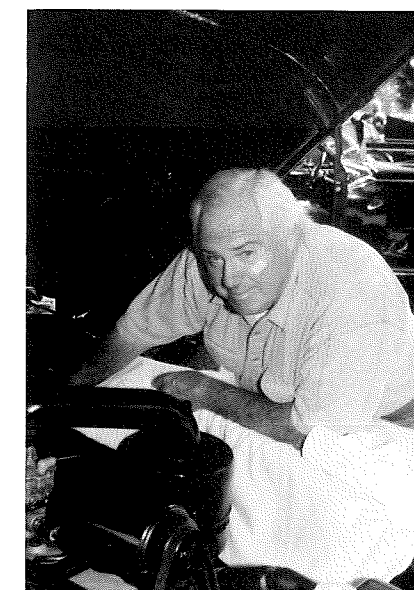
Brown / Siefert 4 1/2 Liter Bentley.



(NC) '55 Chev - Doss. Class winner & Milestone Award.



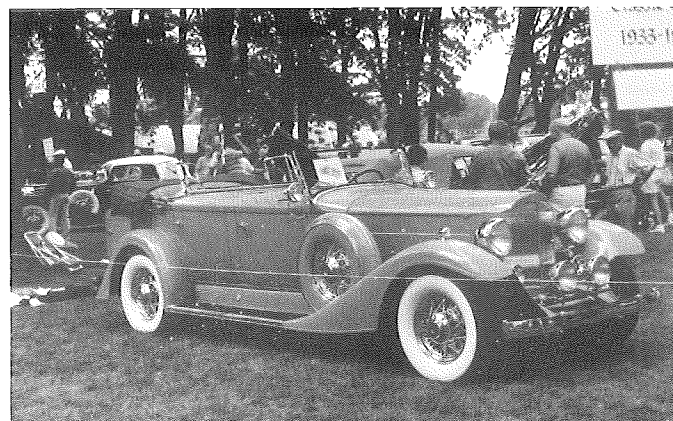
Johnny Snyder '40 Lincoln.



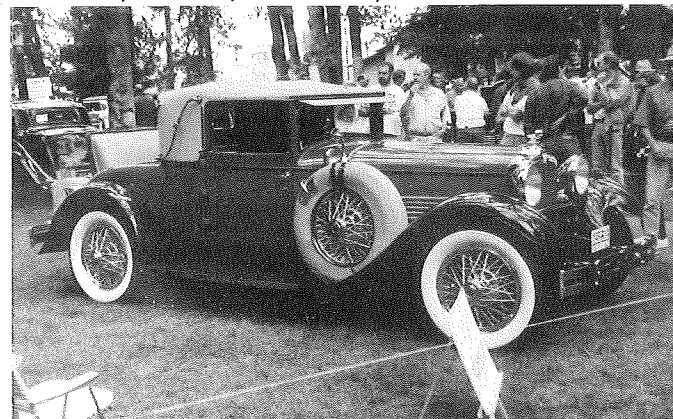
Bob Gerrity reads the Lincoln.

Pacific Northwest Members at Forest Grove

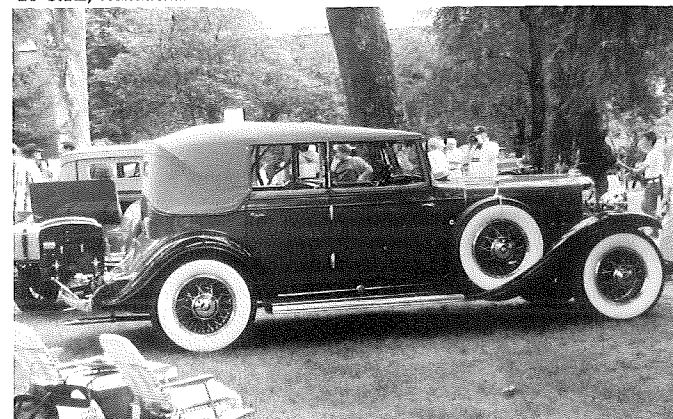
Photos by Bruce Hill



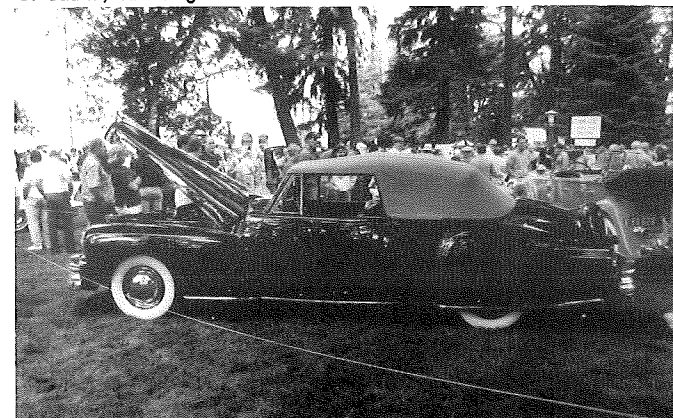
Best of Show, Rittenhouse, 1933 Packard Sport Phaeton.



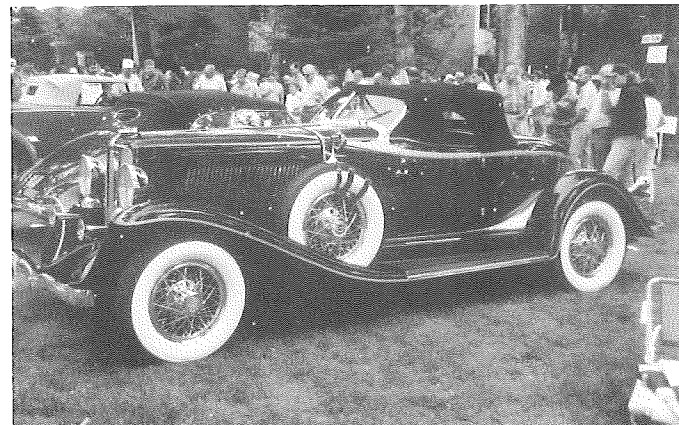
'28 Stutz, Hanauska.



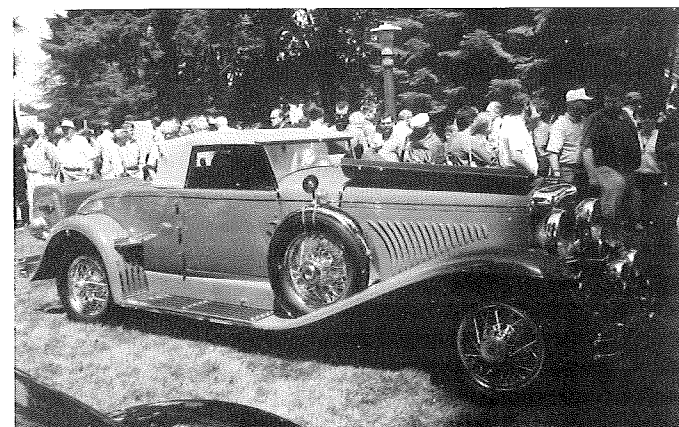
'31 Cad-12, Stranburg.



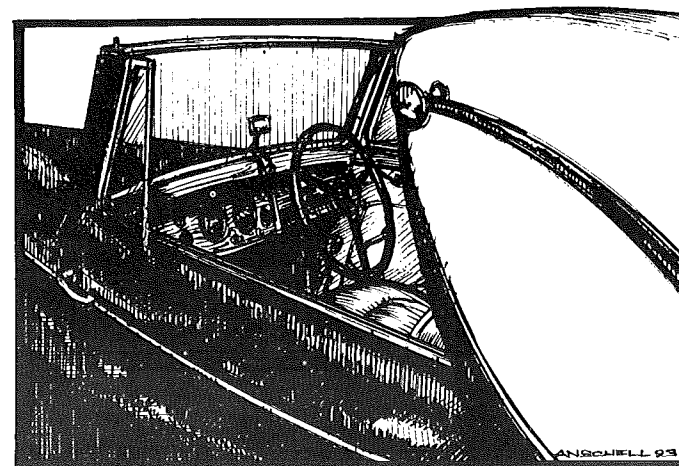
Gary Johnson '48 Lincoln.



'32 Auburn Boat-tail - McKinley.

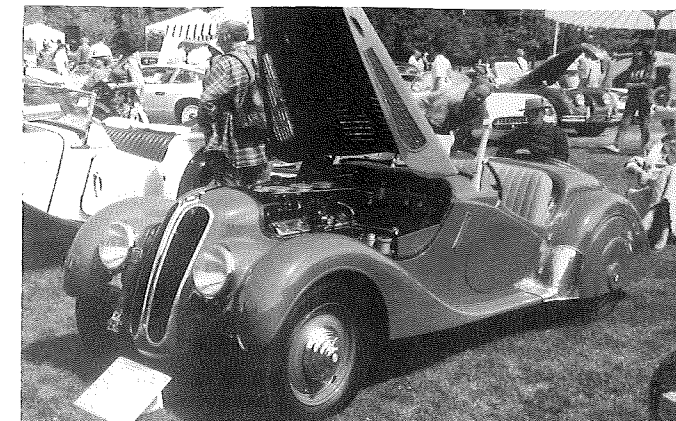


Duesenberg - Tom Crook.

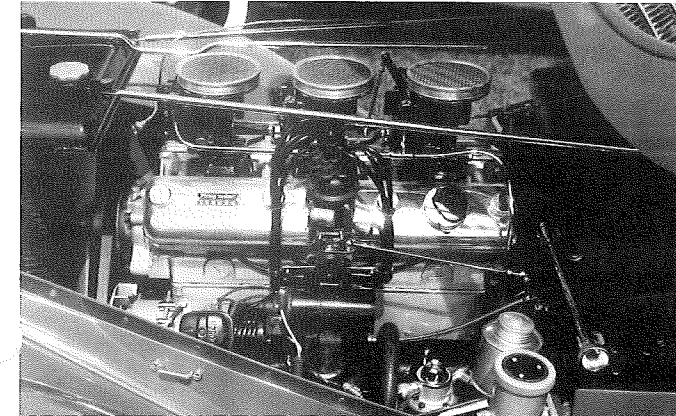


Members Participation at Mercer Island Concours

Photos by Hill



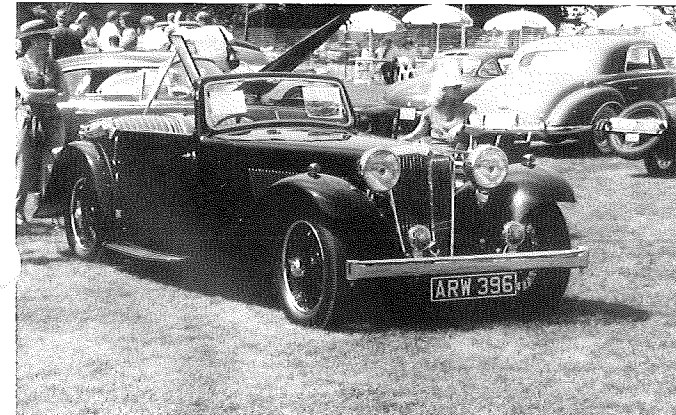
Martin's Frasier - Nash.



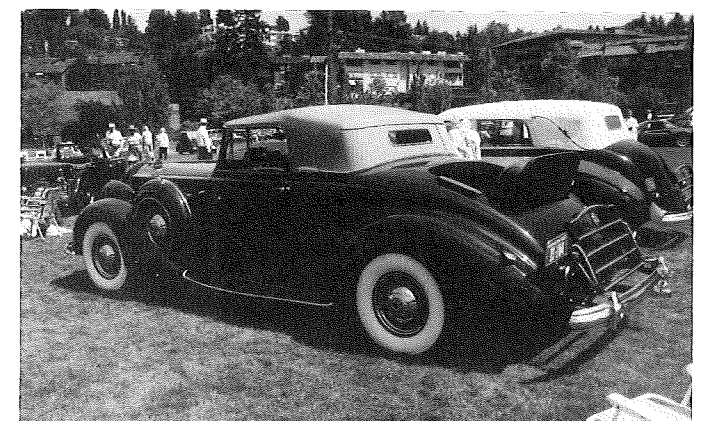
Engine of Martin's Red Bug.



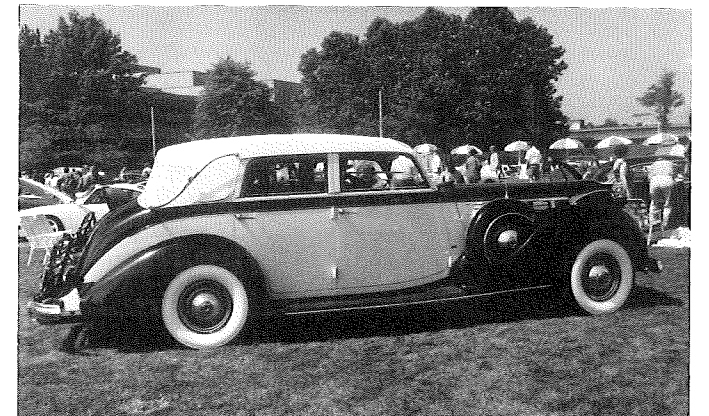
Gerrity's Lincoln.



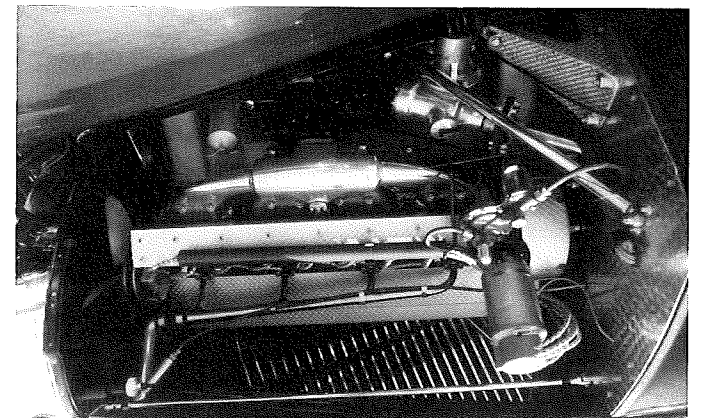
Cook's SS-1.



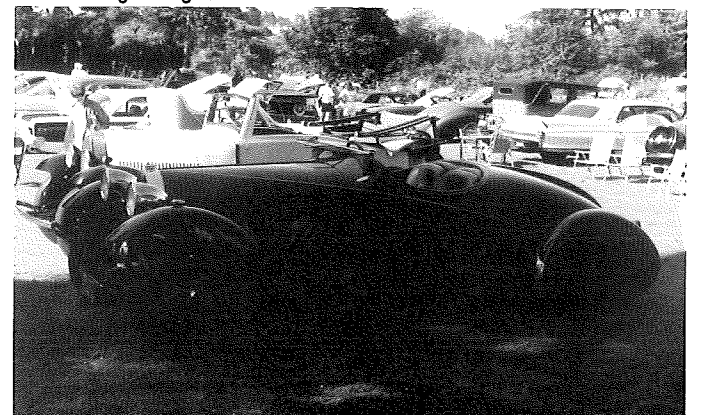
Mrs. Smith's '37 Packard.



Connie Schwartz's Packard.



Pollack's Bugatti engine.



Goffette's Bugatti.

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

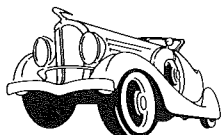
PRESENTS...

**October 30 . . . Annual Meeting 6:30 p.m.
Museum of History and Industry**

December 12 . . . Christmas Party at Raisbeck's

YOUR DUES ARE DUE NOW!

See Page 12



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