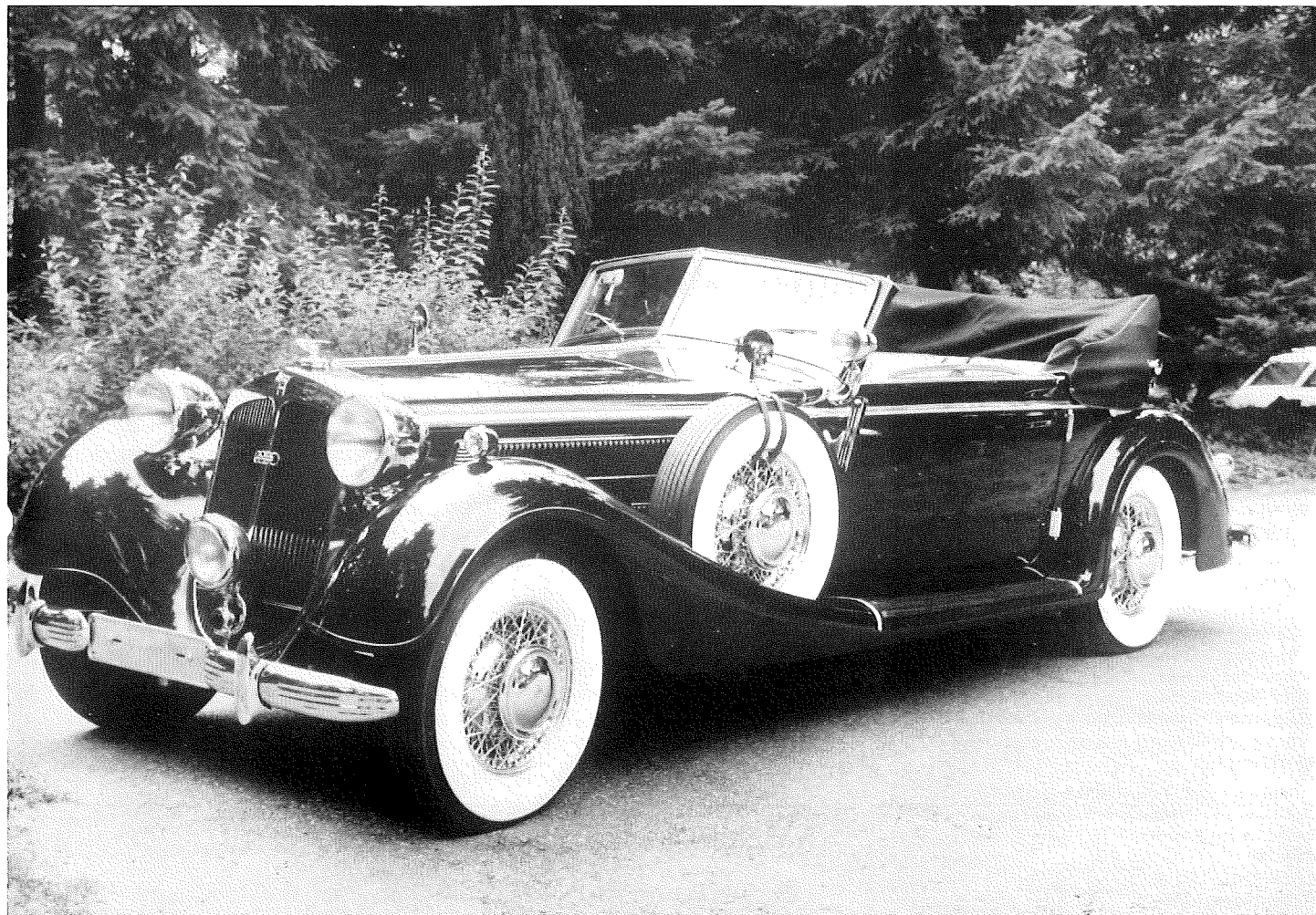


# BUMPER GUARDIAN

VOLUME 3

NUMBER 1



1939 HORCH 8 853 A CABRIOLET

*Fritz and Mariel Gebter*

NOVEMBER – DECEMBER 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 Barbara McMichael, membership chairman.

### Advertising

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The *Bumper Guardian* is the official publication of the Pacific Northwest Region, Classic Car Club of America. Editor is Dick Culp, 6850 Day Road W., Bainbridge Isl., WA 98110 (206) 842-5121.

Advertising Manager is Shirley Starr, 1619 - 168th Ave. N.E., Bellevue, WA 98006, (206) 562-7122. Production is handled by Sunset Press.



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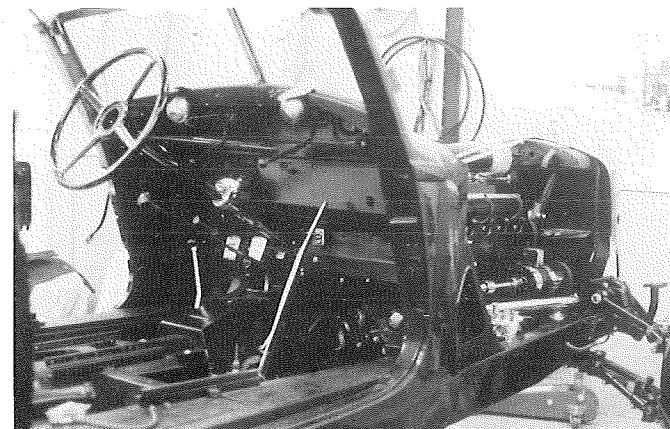
AD FOR THE FIRST 8 CYLINDER HORCH

## Pacific Northwest Region Classic Car Club of America 1994 Calendar of Events \* PNWR EVENTS

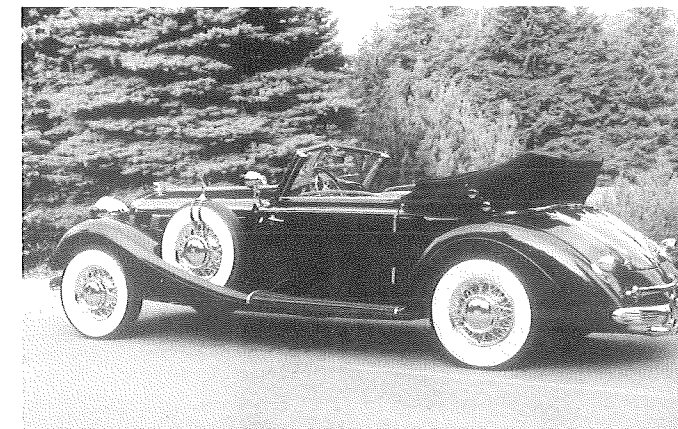
March 19	* Coming Out Party - Mounger/McMichael
April	* Caravan Preparation Seminar - Doss
May	* Pre-Caravan Hill Climb - Goffette/Magnuson
June	* South Sound Tour - Deibel
July 4	* Parades / SIR Vintage Races - Armstrong
July 29 - Aug. 6	* Pacific Northwest Caravan "From Mist to Ashes"
August 14	* Apker Affair - Apker
August 28	Pebble Beach Concours
September	* Garage Tour
November	* Annual Meeting
December	* Christmas Party
JANUARY 11 - 15, 1995	* National Annual Meeting Bellevue Red Lion - Doss/Rittenhouse/Wouters

We will include other Northwest events that are not PNR Events as soon as dates are available.

## What Is It? A What?



Body mounted on frame.



Completed restoration.

## Purchased half done, there was some assembly required! by Fritz Gechter

How many times have we heard spontaneous inquiries from admiring bystanders in car shows or on tours? Some people like to talk about their cars at great length. This may be easy if you are the owner of a good English- or American-sounding classic automobile like a Rolls, Packard or Duesenberg (most people know what a *Duesy* is!), but have you ever attempted to explain what a *Horch* is? "A WHAT???" "How does one pronounce that?" A Horch is a *Horch* and not a *Horsch*. Having said that, I may add that it comes from the same country as the Mercedes and the mighty Maybach.

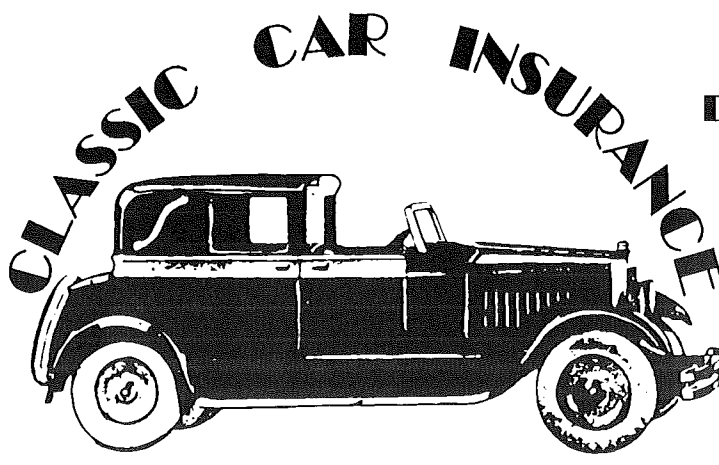
August Horch, born in 1868, was one of the earliest automobile pioneers in Germany. As a young man he worked in Mannheim

as Chief Engineer under Karl Benz and became known as a brilliant engineer and organizer. Horch wanted to make faster improvements on the early automobile, but found himself fighting against the autocratic Mr. Benz.

In 1899, Horch started his own business in Cologne, and in 1900 he built the first motorcar under the name Horch. There were about ten of these first 4½ P.S. Horch cars built, and his advanced designs rapidly brought him wide acclaim and recognition. In 1904, August Horch designed a new 4-cylinder motor, but in order to produce these cars in quantity, moved the factory to more spacious quarters in Zwickau (Saxony). There, the business

*Continued on Page 4*

**NOTE:** The *Bumper Guardian* takes pride in the fact that there is something of interest for everybody. There are a few well placed mistakes in this newsletter for those individuals who are continually searching for and pointing out the errors of others.



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## Cover Story...What is it?... Continued from Page 3

became incorporated and grew to a staff of 100 workers. In 1908, for the first time, more than 100 automobiles were able to leave the factory.

Based on the success of the 4-cylinder autos, Horch designed and produced a 6-cylinder auto. These were not a success — only six cars sold. He had a disagreement with the Board of Directors and was asked to leave the firm which bore his name.

Undiscouraged by this turn of events, a few weeks later Horch started a second time with a new factory, and called it — what else — Horch! The original factory sued him for the sole rights to the trade name "Horch" and the courts upheld their claim. (It is said that Horch's son came up with the new name by translating the German word "Horch" (which means "listen") into its Latin equivalent — Audi. Thus, another famous make was born — but that's another story! The first factory retained the name "Horch" and became a leading car manufacturer in Germany, competing with Maybach and Mercedes-Benz for the luxury automobile market.

During the Depression years in Europe, as in the U.S.A., small car factories dropped out of the market or teamed up with other small manufacturers. In June of 1932, Horch, DKW, Audi, and later Wanderer, formed a conglomerate from whence the strong "Auto Union AG" emerged.

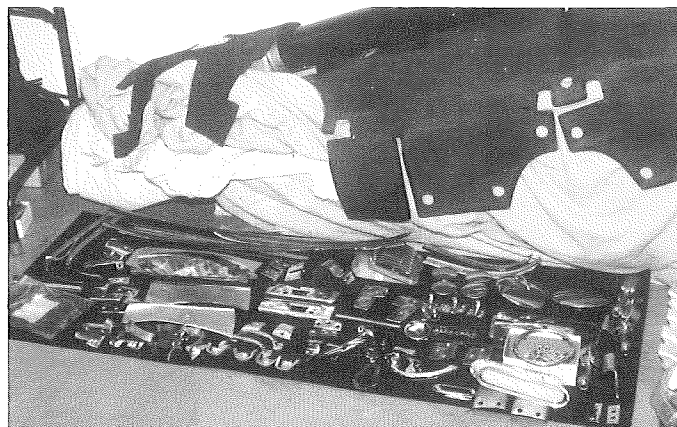
Horch was famous for building many different body styles. Most were made in the factory at Zwickau, but some chassis were sent to great coach builders such as Erdman & Rossi of Berlin, Karl Baur of Stuttgart, and Gleaser of Dresden. At the time a potential car buyer could choose from the small V-8 engines to the big straight 8's with up to 5-litre displacement. Between 1931 and 1934, one could even choose a V-12 engine to compete against the famous Maybach V-12 Zeppelin. (However, the Horch V-12 was a financial miscalculation for the factory and only 80 units were built and sold).

The Horch automobile made its name by being a noble and elegant car. They were heavy and big — but the quality, dependability, and endurance were appreciated — and all that for a decent price! A total of 40,000 cars were produced from 1900 to 1944. Today only about 200 Horch cars are left in the world, with some of the nicest residing in the U.S.A.

My present car is a 1939 Horch 853 Cabrio-A, chassis number 854345-A. It has a 4-speed gear box with optional overdrive (Autobahn Gang) and eight cylinders in line with a 4,911cc displacement engine, producing 120hp. It was only after 1938 that the overdrive became a standard feature of the 853 model. This was a nice device to run the engine with fewer revolutions, therefore reducing wear and tear on the motor on the now much faster roads and autobahns of Germany. In 1939, only 105-853's were produced and sold. The next year, 1940, the first full year of WWII, only two cars left the factory.

The first time I saw "The Horch" was in 1975, in the basement of European Motors, Seattle. Sigfried Linke, the owner, who always has a car in various stages of repair or restoration, was starting the ground-up restoration on the Horch. He had just finished the running gear in shiny black, and the motor, gearbox, and drive-line were in place. It was a magnificent sight to behold! As I like machinery of all sorts, this was something very special to see and touch. The

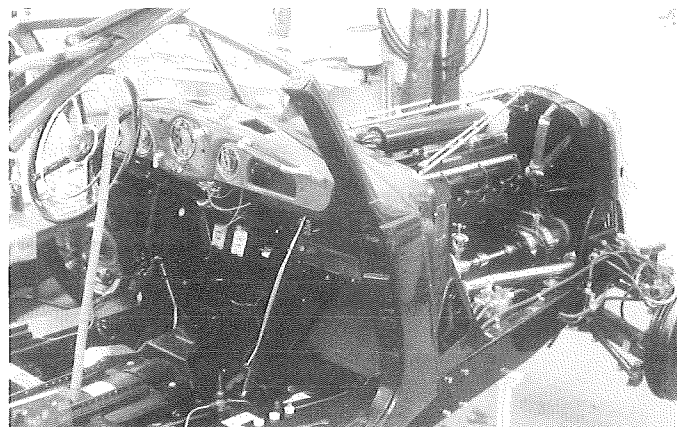
Continued on page 5



*Some assembly required*



*Parts everywhere*



*Dash installed*

## Cover Story...What Is It?...Continued from Page 4

animal impulse "I want it!" sounded loud and clear in my brain. This sight actually started my desire to own a classic automobile. (I don't know if I should thank Sigfried or curse him for what he awakened in me...) I started to collect old cars, worked on them as much as I could myself, paid my apprenticeship dues, and learned my lessons. Most important, I met many great, gifted, and talented people from all different walks of life. ...But always in the back of my mind I saw the chassis of the 853 Horch in the basement...

The Horch hibernated for 13 years in the basement of European Motors. The chassis was covered, collecting dust, the body panels, painted, stored on the wall. Boxes and crates were filled with parts, screws and bolts were waiting to be restored and put together again. Every so often, I asked Sigfried "How is it going with the Horch? Are you working on it?" "No" he would reply. "Do you want to sell it?" He always gave me his knowing smile and said "Maybe, sometime..."

That time finally came; Sigfried had been bitten with the collector's bug and wanted to buy his dream car. He offered me the Horch and I snapped it up. This was a huge undertaking for me; except for a 1932 Maybach W6, no other car I had owned could come close to the potential and challenge I faced in this purchase.

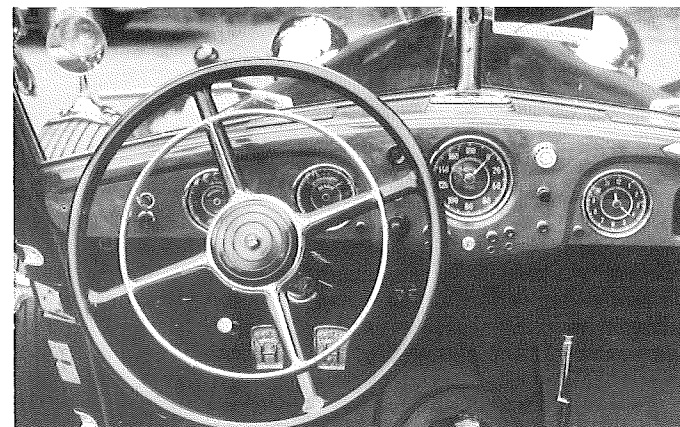
I must admire Sigfried's memory; after 13 years, he still remembered where all the parts of the Horch were stored. As any well-diversified investor would do, he had stored the parts in his office, his basement, his warehouse, even high up in the barn loft. He always assured me that all the parts were there, and indeed, in the end I even had one box of screws left over!

I had a major jigsaw puzzle to solve. Not being a "professional", but a man with only my practical hands and basic knowledge, I started to put all the parts together again, restoring them as needed. I worked only on one section at a time; the brakes, the wiring, or assembling the body parts. Custom work, like upholstery, woodwork, and chroming, I had to farm out. I met many great craftsmen; a standout among them was Curt Pearson, who did such a super job on the leather and top of the car. He worked all on his own and made many trips to my garage in Bothell.

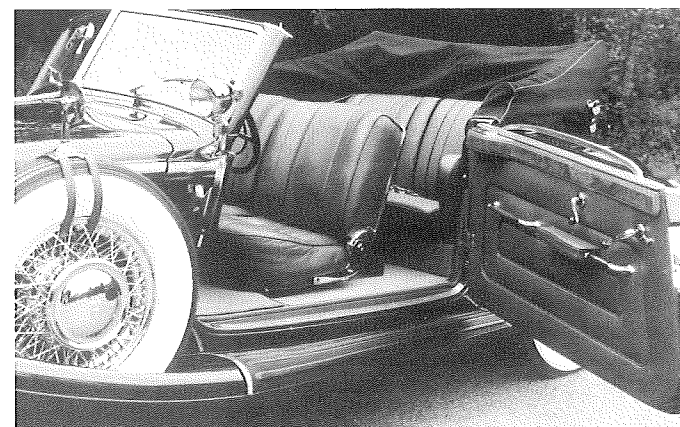
The first time I fired up the engine (I had never heard it run before) was a memorable moment. I was alone in my garage, fire extinguisher at the ready, heart pounding. (I don't remember now if it was the excitement that caused this reaction or the half bottle of Cabernet I'd used to fuel myself up.) In any case, the car fired and I had oil pressure! I screamed with joy — what a reward after four years of hard work.

I drove the Horch to and from the 1991 Pacific NW Grand Classic (held in Bellevue) and it was awarded 94½ points, which made me very proud. The car drives smoothly and is quite powerful, though the overdrive is a welcome option on Interstate 405.

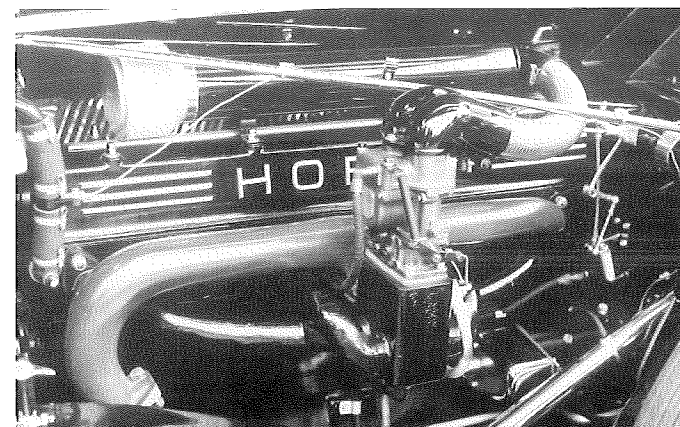
To this date, on nice and sunny days, I drive the car quite often and try to answer all the questions that people ask me about the automobile. At the same time, I spread the history of a famous German automobile pioneer and car manufacturer who can be ranked as one of the best innovators among the early horseless carriage visionaries.



*Layout.*



*Red piped black leather.*



*Neat layout.*

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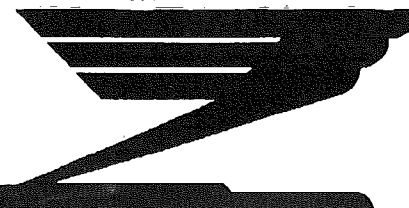
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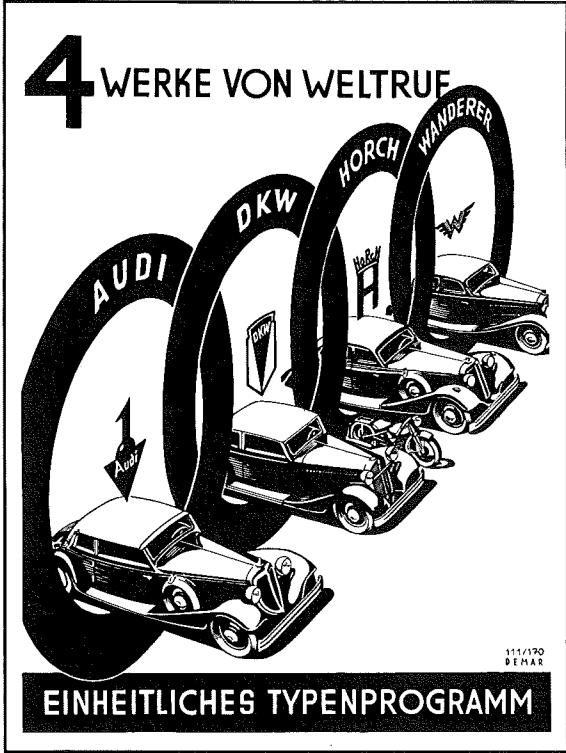
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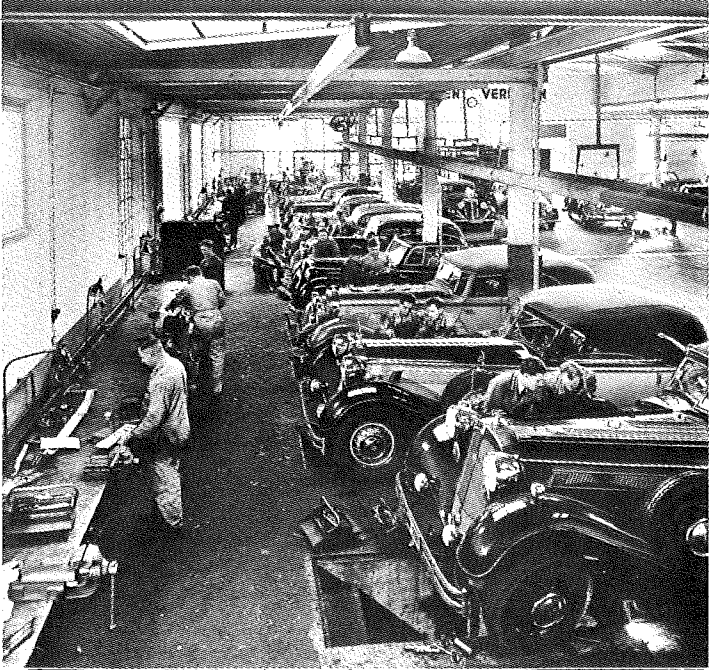
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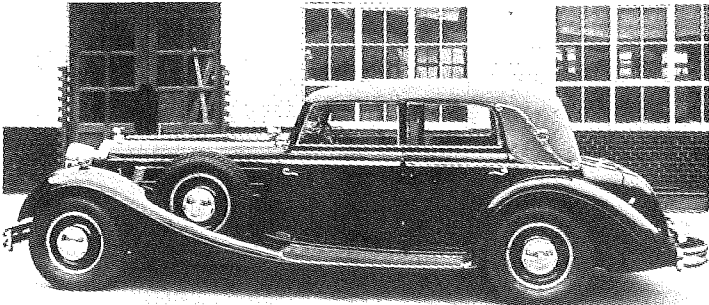




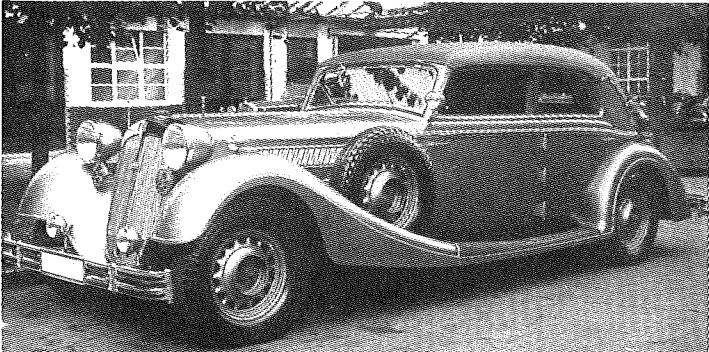
THIS EXPLAINS THE ORIGIN FOR AUTO UNION



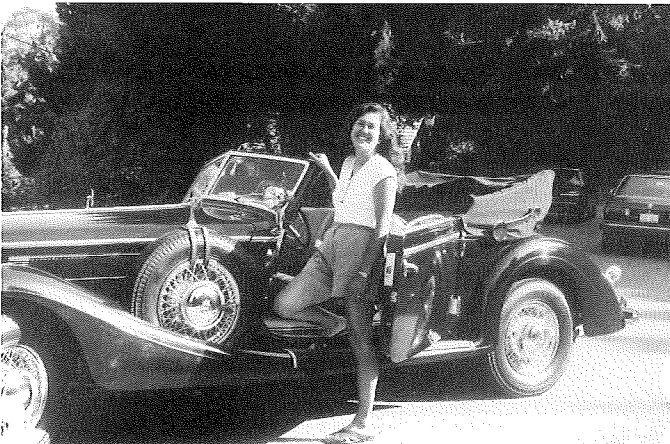
Auto Union Shop - Germany



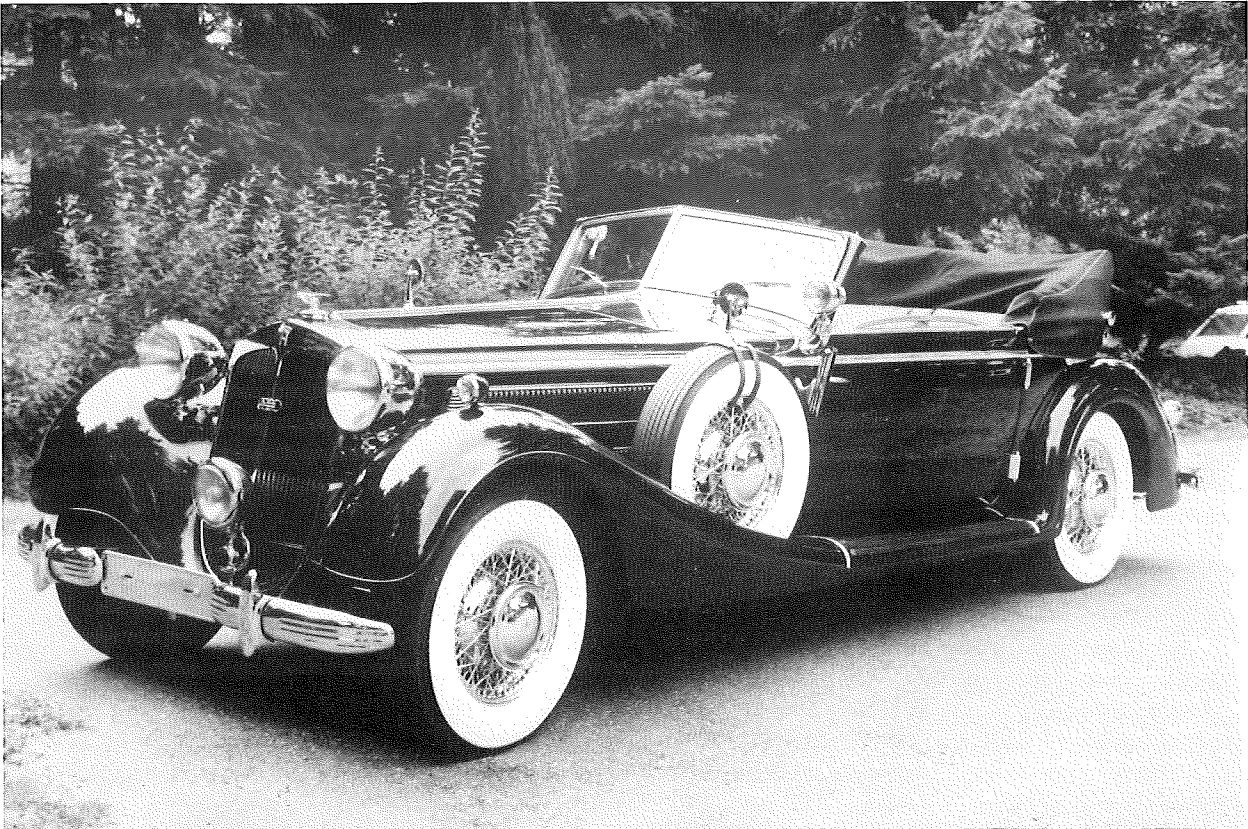
853 Sedan Cabriolet - factory photo



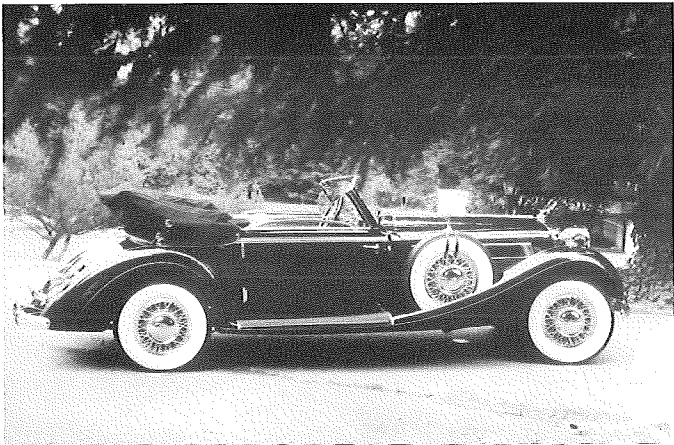
Factory photo - 8 Litre 853



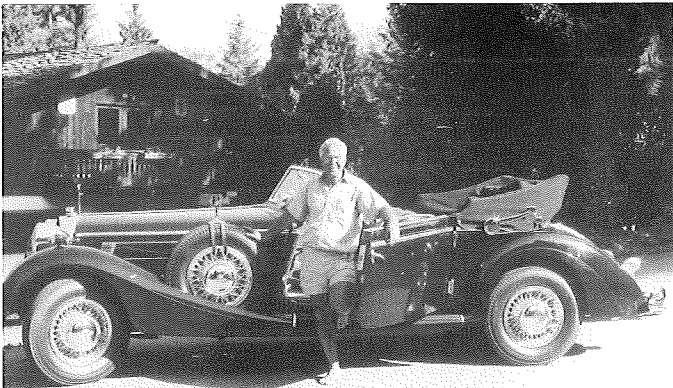
A happy wife after many evenings in the garage.



Nice job Fritz, and a fine example is preserved - Ed.

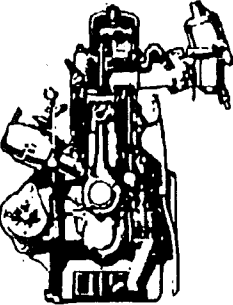


Pretty lines.



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# Annual Fall Garage Tour

by Don Reddaway and  
Roy Magnuson

The Annual Fall Garage Tour was held on October 16th.

Twelve *classics* and seven *special interest*, plus various *modern cars* left the University Village Burgermaster at 10:00 am. All club members and guests successfully passed through the border guard posts at the University of Washington East and West entries. Next we travelled along NE Northlake Place and continued up Stone Way North to North 36th. Most of us slowed our cars under the bridge to wave at the famous *Bridge Troll* (a 12 foot troll clutching a VW in his hand).

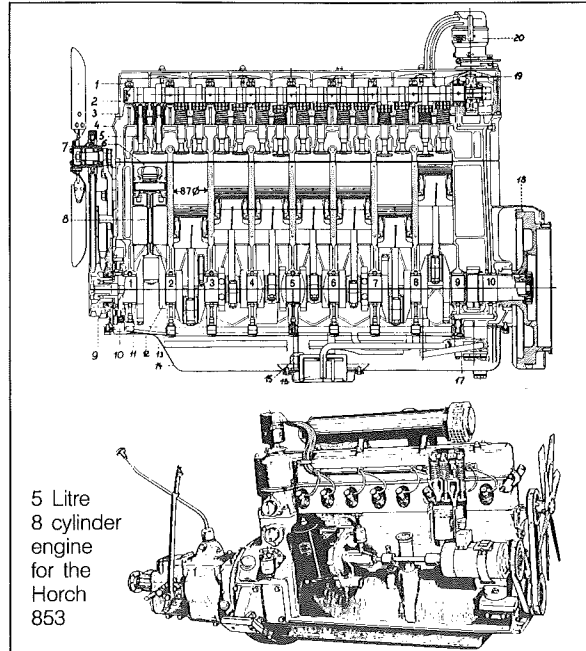
Our next destination was Mr. Chinn's **Theatrical Prop Museum**, where we viewed his spectacular collection of memorabilia. His props have been used in movies, TV and commercials such as *Sleepless in Seattle*, *Northern Exposure* and *Twin Peaks*. We were privileged to see his restoration shop where he and his friends are restoring various Indian Motorcycles - the latest project being a three-wheel service delivery cycle (one of two in existence). Our group of 80+ spent a wonderful two hours enjoying the museum and Mr. Chinn's hospitality. A big *thank you* for the hot Starbuck's coffee he provided!

The second part of the tour was led by John Kane, as we continued on up to Magnolia to visit Ken McBride's new garage and collection. His collection is made up of a nice mix of *muscle cars*, including a 1930 *Boattail Packard*. A show-stopper for this reporter was a very red *Talbot Convertible*. Also included in Ken's collection, were some very unique gas powered miniature race cars.

After all that, club members enjoyed a catered lunch of assorted sandwiches, cookies and beverages. A *special thank you* to Ken for opening his new facility to us and providing the delicious lunch.

## CLASSIC CARS on the tour included:

1930 Franklin Convertible Sedan . . . . Don & Carole Reddaway  
1935 Packard Convertible Coupe . . . . Carl & Chris Bomstead  
1933 Rolls Royce PII Droptop Coupe . . . Hal Meden & Friends  
1937 Packard Convertible Coupe . . . . . John Kane  
1938 Cadillac Convertible Sedan . . . . Stan & Valerie Dickison  
1938 V-12 Packard Formal Sedan . . . . Bruce White & Friend  
1940 Cadillac Formal Sedan . . . . . Tom Crook & Randy Small  
1940 Cadillac Town Sedan . . . . . Ted & Beth Barbar  
1941 Cadillac Convertible Coupe . . . . . Jack & Pat Goffette  
1941 Lincoln Continental Convertible Coupe . . . . Tom Sumers  
1946 Lincoln Continental Coupe . . . . . Bob & Louise Gerrity  
1947 Cadillac Convertible Coupe . . Jerry Greenfield & his Dad



5 Litre  
8 cylinder  
engine for the  
Horch  
853

## Annual Fall Garage Tour ♦ Mr. Chinn's Theatrical Prop Museum and Ken McBride's Garage & Collection

### SPECIAL INTEREST

1923 Seven Passenger Sedan . . . . . Paul & Al Murray  
1947 Ford Woody . . . . . Glenn Mounger  
1952 Bentley . . . . . Roy & Terry Magnuson  
1953 Rolls Royce Silverwraith . . . . . Conrad Wouters  
1958 XK 150 Jaguar . . . . . Pat Helfron  
1964 Cadillac Convertible Coupe . . . . Walt & Keegan Sharp  
Testa Rosa Ferrari . . . . . Tom & Susan Armstrong

Roy and I want to thank all our club members and their friends for coming out and supporting the club with this annual event. Our apologies to anyone if we missed listing your car participation at this event.

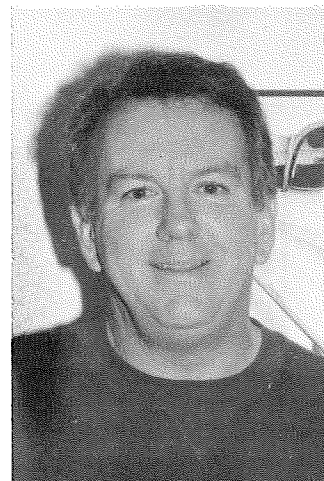
### OUR HOSTS

Bruce Hill Photo

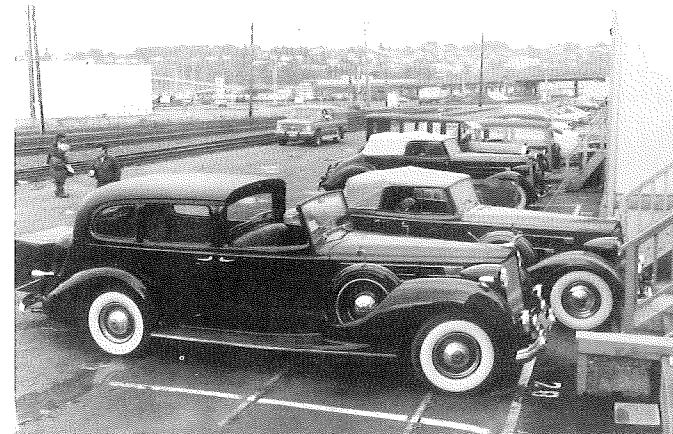


Jerry Chinn

Bruce Hill Photo



Ken McBride



"Ask the man who owns one."

Bruce Hill photo



One of only two in existence.

Bruce Hill photo



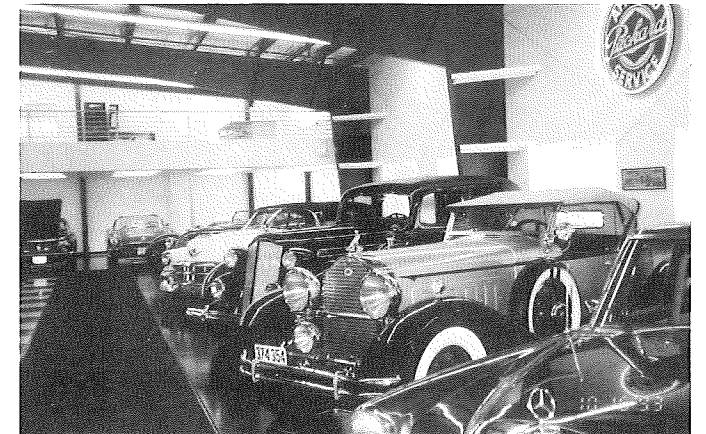
This is no prop - will we see it out next year Jerry?

Bruce Hill photo



Getting the 'Big Picture'

Glenn Mounger photo



Ken McBride's new garage shows well.

Glenn Mounger photo



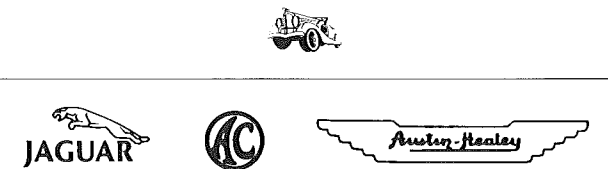
Not classics—but cars of significance

Glenn Mounger photo



Ken's shop is as inviting as the show area

Bruce Hill photo



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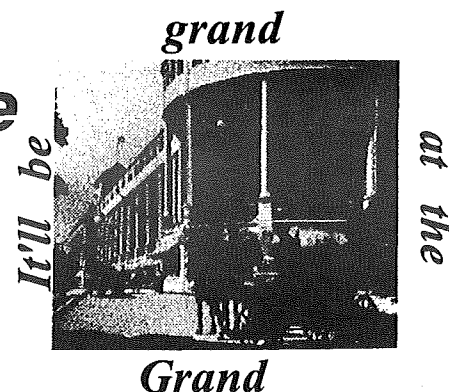
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## UPPER PENINSULA '94 Michigan's Nature CARavan

August 12th - 20th, 1994



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- Cruise to Pictured Rocks on Lake Superior, an awe-inspiring natural phenomenon
- Keweenaw Peninsula with Copper Harbor, Brockway Mountain drive, Fort Wilkins, shops, golf and tennis
- Porcupine Mountains (Porkies) with "Lake of the Clouds"
- Iron Mountain, tour an Iron Mine
- Mackinac (MACK-i-naw) Island, at the historic Grand Hotel: Fort Mackinac, shops, golf, boating and exploring
- Antique boat show at Hessel, U.P. State Fair at Escanaba

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Name \_\_\_\_\_ first \_\_\_\_\_ last \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_ street \_\_\_\_\_ city/town \_\_\_\_\_ state/zip \_\_\_\_\_  
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(between 10 and 125)  
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Body Style \_\_\_\_\_ Body Maker (if Custom) \_\_\_\_\_  
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## Annual Meeting

by Dick Culp and Barbara McMichael

Photos by Bruce Hill

### Phil, we missed you and Sam, you should'a been here

I believe, but don't hold me to it, that one of Anne Rand's characters asked the question; "Who is John Gault?" Well, I don't know the answer but I do know that there is an equally perplexing question right here in the northwest... "Who is Sam Fancher?"

The 30th Annual meeting of the Pacific Northwest Region of the Classic Car Club of America was held at the Museum of History and Industry in Seattle on October 30th. The McMichael's hosted an evening that was both memorable and informative with a program that allowed for a leisurely meal (the buffet was open at 6:30) and time to wander (and wonder) through the museum prior to the program. All the time a slide show was competing with a table full of memorabilia, for the opportunity to scatter leaves along memory lane.



Past director Carl Bomstead and his wife Chris with Chris' mother Connie Schwartz.

Norm Herstein acted (with Norm it's an act?) as Master of Ceremonies and took us through 30 years of memories, jokes, Board (bored) meetings and escapades. Eleven of our past Directors were present to give us their version of history.

Al McEwan took over from Sam, the mysterious first Director, and really started the whole thing, including this publication.

(Each past Director that crossed the podium seemed to dwell on the *Bumper Guardian* as the Albatross of the Director's position. Is there a message there?) Our current past Director, and

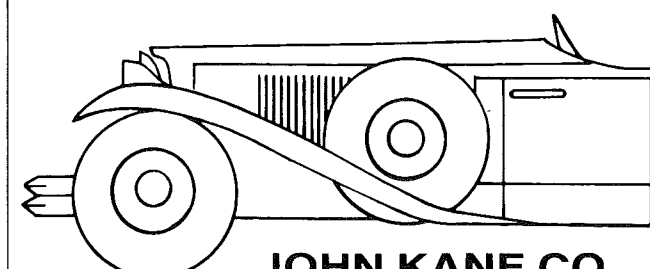
1979 Director, Carl Bomstead duelled it out with Glenn Mounger, Gordon Apker and Norm Herstein for the title of "Youngest Managing Director." As best I can tell, Sam won this title.

During the evening only one name came up more often than Sam's and that was Phil Schwartz. I was not fortunate enough to know Phil personally but through Carl, Glenn, Gordon and others, I feel I too lost a good friend. Connie Schwartz acknowledged the accolades and all who knew Phil were sure he was watching and enjoying the evening.

There is much more that could be written but I don't want to short space for

Bruce Hill's photos of the evening. I would like to take this opportunity to thank Ron Doss for all of his hard work on this publication. Because of him we have a first class "rag" and a very professional publication. Thanks Ron, I'll try not to blow it.

Continued on Page 12



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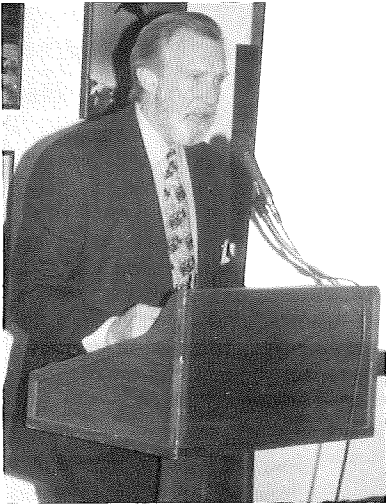
**Carl Bomstead**

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"MC" Norm Herstein

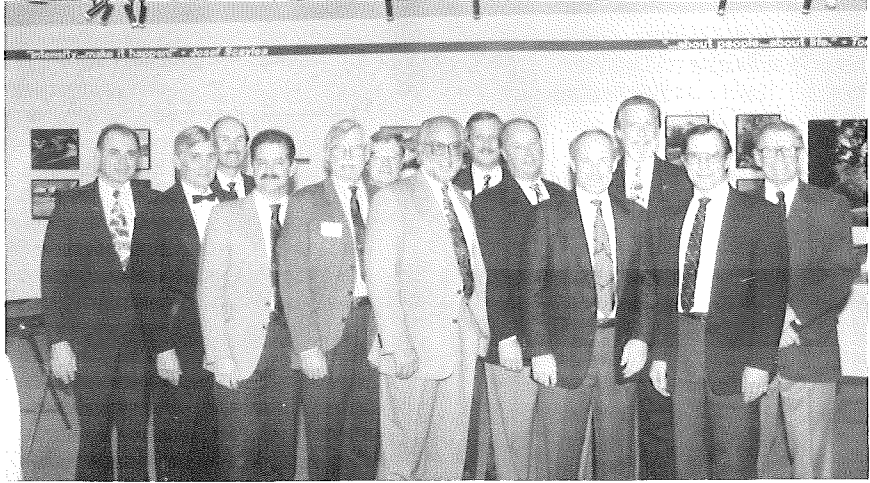


Shirley Starr, Myra McEwan and Barbara McMichael - AKA "THE Committee" making final preparations.

DIRECTORS



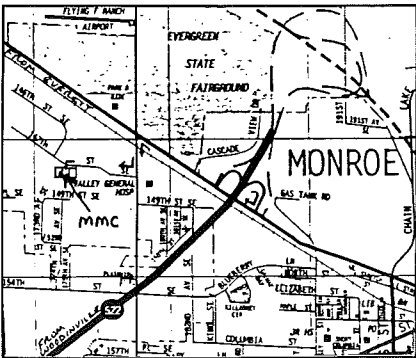
Don Wohlwend with Dean Spencer Trophy.



Back Row: Greenfield 88-89, Grisham 87, Mounger 84, Herstein 76, Hooper 71.  
Front Row: Rittenhouse 90-91, Armstrong 77, Adatto 94, Deibel 92, Apker 81-82, Bomstead 79-93, McEwan 64-66, Mote 85.



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

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

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

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

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

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

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

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

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

7. The following coverages are available. Indicate those desired by placing "X" in proper boxes.
- ☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00
  - ☐ Uninsured/Underinsured Motorist—Rates as required by your State. \$ \_\_\_\_\_ Car 1 \$ \_\_\_\_\_ Car 2 \$ \_\_\_\_\_ Car 3
  - ☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00
  - ☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE.

Physical Damage

- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rate \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
  - ☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
- (Note—Collision is not written as a singular coverage but is available with Comprehensive.)
- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.
  - ☐ Physical Damage (Collision) \$0.70 per \$100 of amount of insurance for each vehicle. Less than 25 yrs.
8. Date this coverage is to be effective \_\_\_\_\_ Policy Minimum Premium \$50.00

ANTIQUE AUTOS TO BE INSURED

(Include picture of car.)

Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
1.				
2.				
3.				
4.				

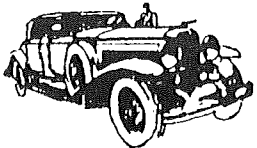
Use separate sheet for additional cars to be insured.  
An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.If you are a resident of CT, FL, PA, or N.J., send copy of regular car policy.

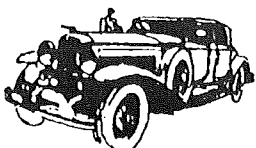
Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Note: Your Insurance becomes effective upon payment of the premium and acceptance of the risk.  
Please sign and forward with your remittance, payable to:

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MEMBERSHIP  
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## MEMBERSHIP APPLICATION - Classic Car Club of America

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

FOR OFFICE USE ONLY

MAKE OF CLASSIC	YEAR	CYL.	MODEL or SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	ENGINE & SERIAL #	GIVE CCCA SENIOR BADGE NO.

\* 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.)

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

Reported by Ted Barber, Secretary, CCCA-PNR

OCTOBER 6, 1993

The meeting was called to order by Assistant Director Adatto at about 6:30 pm at Latitude 47 in Seattle. Present were Managers Deibel (Past Director), Goffette, Magnuson, McMichael, Reddaway, and Wouters (Treasurer); Secretary Barber; and members Grisham and Laurence. The minutes of the September 1, 1993 meeting were approved as corrected. Treasurer Wouters reported a balance of \$12,682.37. Editor Doss reported in absentia 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 in now included in the *Bumper Guardian*. Bill Deibel reported that National had approved the use of two types of hose for restored Classics being judged: either the plain band or the wire type is now acceptable. There was no further report from the bylaws committee. The nominating committee reported that Adatto, Culp and a third name yet to be confirmed had been selected. As soon as the third candidate is confirmed, the ballots will be prepared and sent to the membership. It was reported by those attending that both the Chuckanut and Newberg events were good tours and all had fun.

Upcoming events were discussed as follows: New events proposed by R. Adatto for the next year are marked \*.

October 16, 1993 Garage Tour. Incl. McBride collection and also a stage-prop warehouse. Fliers were handed out to those present.

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.

\*April, 1994 Caravan Preparation Seminar Chr R. Doss.

\*May, 1994 Pre-Caravan Hill Climb Chr. Goffette/Magnuson/Wouters. Site to be determined.

\*June 1994 South Sound Tour Chr Deibel.

July 4, 1994 Parades/SIR Vintage races. Chr McEwan/Mounger/Armstrong.

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.

August, 1994 Apker Affair Chr Apker.

August, 1994 Pebble Beach Concours.

\*September, 1994 Garage Tour Possible stop at a collection near Club Auto.

November, 1994 Annual Meeting.

December, 1994 Christmas Party.

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.

In a discussion on items to be covered at the regional Annual Meeting, the Board voted that the Schoenfeld award be retired pending further recommendations by the Awards Committee on possible new awards. T. Barber again pointed out that

there was never any difficulty in finding qualified candidates for the trophy, but the problem was in deciding on a single person each year. He also noted that the name plate was now full and that the trophy would have to be redesigned if it were to be continued as a perpetual award. A keeper plaque will be given to last year's awardee, Tom Crook and the permanent plaque will be placed in the Club archives. To encourage members to drive Classics to events such as the Annual Meeting, incentives such as reserved parking or possibly a free drink should be considered. (Parking at MOHI should not be a problem).

The meeting adjourned at about 8 pm. The next Board meeting will be held in conjunction with the Annual Meeting at MOHI.

OCTOBER 30, 1993

The meeting was called to order by Director Bomstead at the Museum of History and Industry in Seattle. A preliminary meeting of the Board of Managers, led by the Director, was attended by managers Adatto, Deibel, Doss, Goffette, Magnuson, McMichael, and Wouters; Secretary Barber; and nominees Adatto, Culp, and Meden. The minutes of the October 6, 1993 Board meeting were accepted. Secretary Barber reported that nominees Adatto, Culp, and Meden had been chosen on a majority of the ballots received. The Board declared them elected to fill the expiring terms of R. Adatto, C. Bomstead, and D. Reddaway. The Board then chose Richard Adatto as Director and Conrad Wouters as Assistant Director. Secretary Barber, Treasurer Wouters, Archivist Linke, and Membership Chairman Mole will remain in those offices. Dick Culp will be Editor. It was moved that the Board commend Carl for his service as Director. The Board approved.

At the main meeting, attended by about ninety members and guests, the minutes of the previous Annual Meeting were approved as corrected. The Treasurer reported a balance of \$12,341.41.

Car of the Day awards were presented as follows:

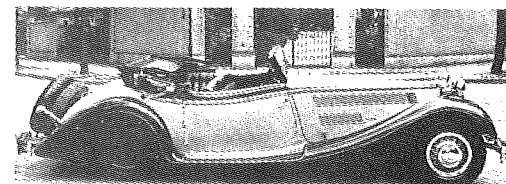
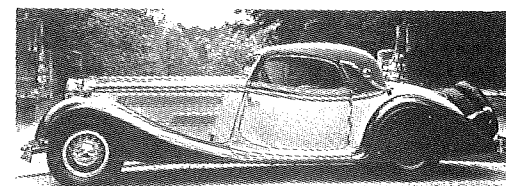
(EVENT)	(DATE)	(CHR)	(WINNER)	(CAR)
Christmas Party,	Dec. 13, 1992	R. Doss	Ed Rittenhouse	1934 Packard Convertible Coupe
Coming Out Party,	Feb. 13, 1993	Mounger/McMichael	G. Cochran	1938 Cadillac V-8
Kite-Fly Tour,	May 16, 1993	Goffette/Magnuson	J & C Madden	1935 Bentley 3.5 DHC
Carman Picnic,	June 6, 1993		J. Carman	1934 Gar Wood Runabout
Chuckanut Tour,	Sept. 5, 1993	G. Greenfield	R. Humphrey	1935 Lincoln Convertible Sedan
Oregon Tour,	Sept. 11, 1993	R. Doss	M & S Robison	1934 Buick 4 dr Phaeton
Garage Tour,	Oct. 16, 1993	Reddaway	Dickison	1938 Cadillac 4 dr Convert.

The Dean Spencer Award was presented by Virgil Parker to Don Wohlwend for his efforts as a restorer of Classics as a hobby and for sharing his expertise with other hobbyists. Virgil then received a keeper plaque for the 1992 Spencer Award. The Herb Schoenfeld Award keeper plaque was presented to Tom Crook (in absentia) for 1992. It was announced that the Schoenfeld Award would be retired and returned for placement in the Club archives. A new award in memory of Phil Schwarz will be given in future years.

The Director announced the Board elections and officers as noted above and turned the meeting over to the new Director, Richard Adatto. The membership present gave a round of applause for Carl and to past and present Board members and officers, and also to the McMichaels, Shirley Starr, Myra McEwan and all those preparing for the Annual Meeting.

The Director noted that this was the thirtieth anniversary of the Region and then introduced Norm Herstein, who acted as master of ceremonies and introduced a number of former directors who recounted events during their terms.

The meeting adjourned at about 11 pm. The next Board meeting will be December 1 at Latitude 47.



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## Pacific Northwest Region

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4005 PARK AVE. N., RENTON, WA 98056

DUES  
\$30.00

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

Here's my check for \$\_\_\_\_\_ for my 1994 membership in the CCCA Pacific Northwest Region.

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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.

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Membership Information: BRING IN A NEW MEMBER!



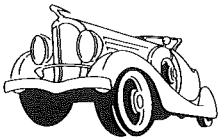
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