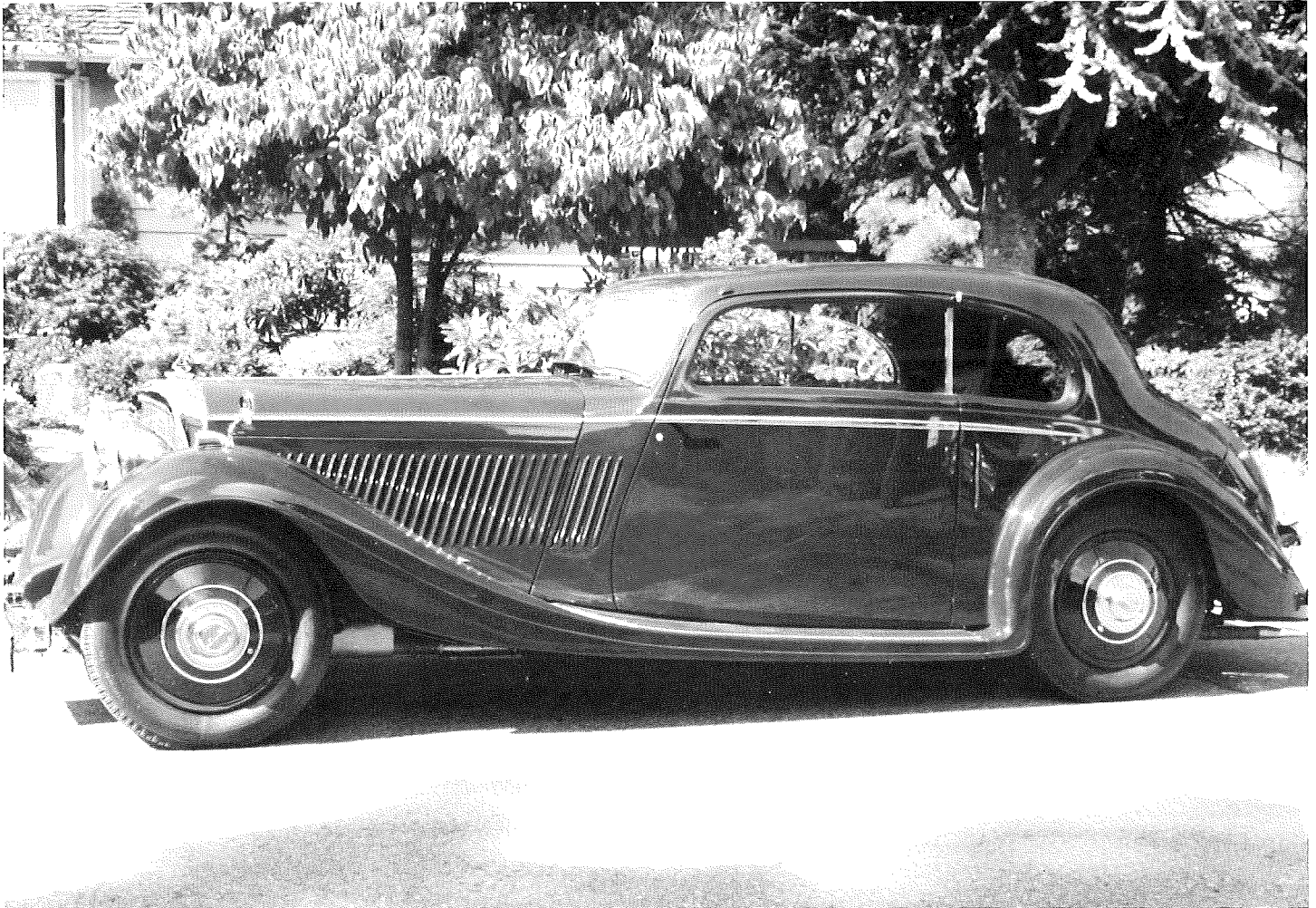


BUMPER GUARDIAN

VOLUME 3

NUMBER 3



1935 DERBY BENTLEY PILLARLESS COUPE

Stan and Valerie Dickison

MARCH – APRIL 1994



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

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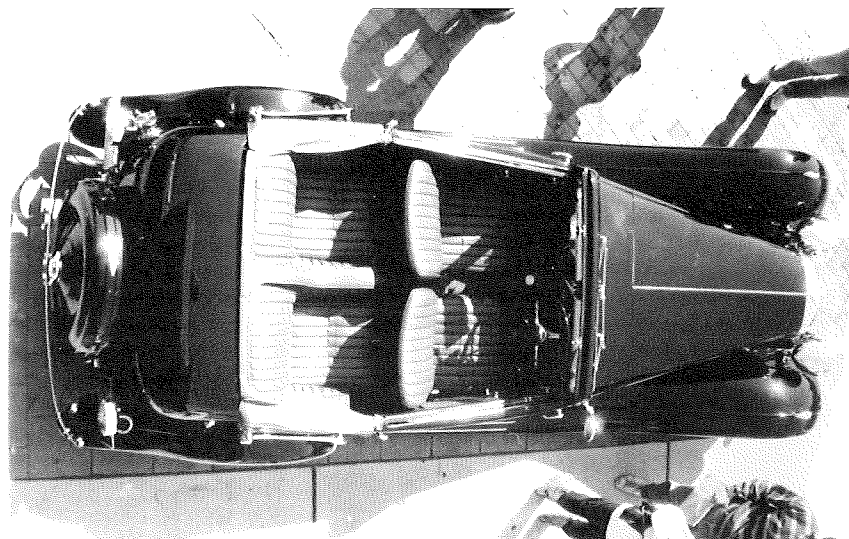
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The *Bumper Guardian* is the official publication of the Pacific Northwest Region, Classic Car Club of America. Editor is Dick Culp, 6850 Day Road W., Bainbridge Isl., WA 98110 (206) 842-5121. Advertising Manager is Shirley Starr, 1619 - 168th Ave. N.E., Bellevue, WA 98006, (206) 562-7122. Production is handled by Sunset Press.

MYSTERY CAR



A SEAGULL'S VIEW OF ????

Pacific Northwest Region Classic Car Club of America 1994 Calendar of Events

* PNWR EVENTS

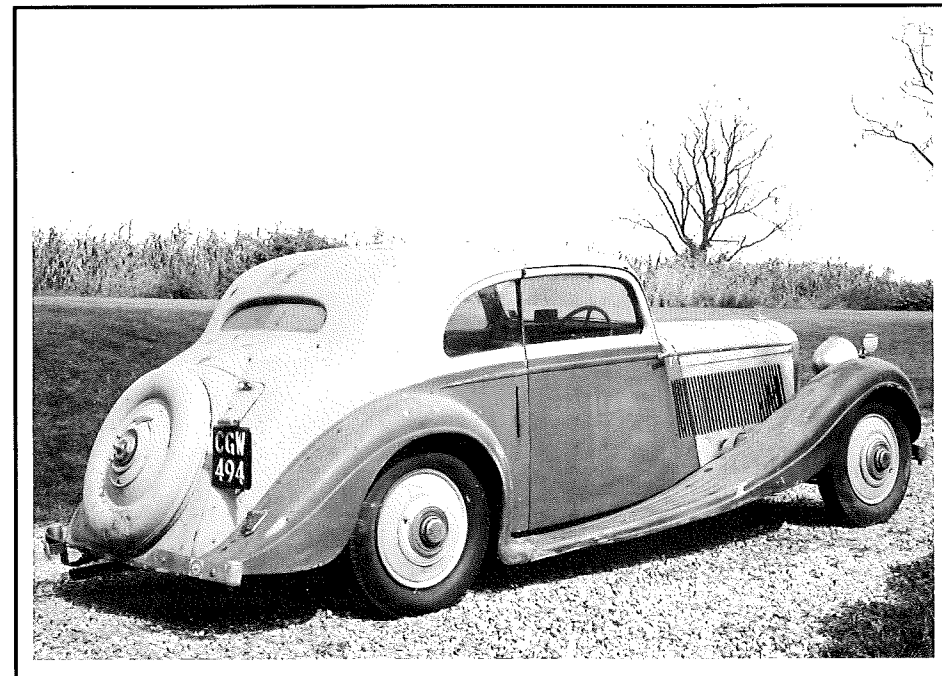
April 30	* Caravan Preparation Seminar - Doss
May 21	* Pre-Caravan Hill Climb - Goffette/Magnuson * RR Club Kite Fly
June 4	* South Sound Tour - Deibel
July 4 Weekend	SIR Vintage Races - Armstrong Bainbridge & Yarrow Bay - Mounger/McEwan
July 24 -	Port Gardner Concours Forest Grove
July 29 - Aug. 6	* Pacific Northwest Caravan - McEwan "From Mist to Ashes"
August 14	Apker Affair - Apker Super Cars & Vintage Motorcycles
August 28	Pebble Beach Concours (Ferrari)
Sept. 9, 10, 11	* Mini Caravan to Newberg Vintage Festival
September 17	* Garage Tour - Magnuson/Wouters
September 24	* ACD Fall Meet - Rainbow Falls
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 of interest that are not PNR Events as dates are available.

COVER STORY

A Derby Winner - 1935 Derby Bentley B139EJ



Story &
Photos by
Stan Dickison

(Before)

The J. Gurney-Nutting Pillarless 'Coupe'

Restoring an automobile reminds me of a pregnant elephant. Nothing happens for a long time . . . but when it does . . . !

This project began about seven years ago when Valerie and I were looking for a Bentley Coupe. I was tempted to replace my Springfield Rolls Newmarket (convertible sedan) with a Bentley Allweather (convertible sedan) as that is really my favorite body style. However, I had seen a few nicely designed coupes on Bentley chassis and felt that was the way to go.

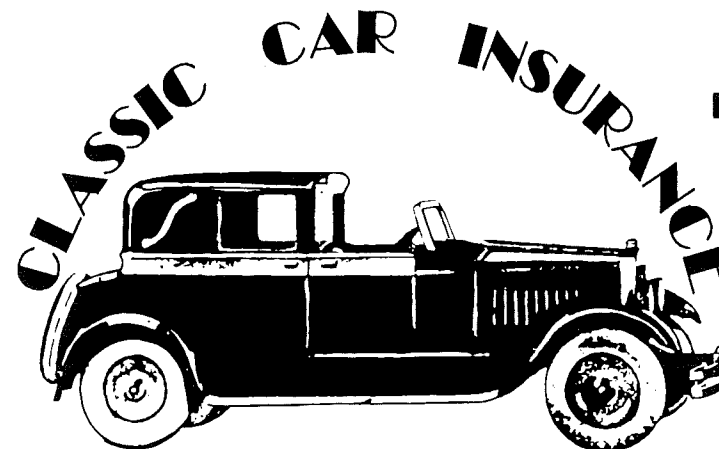
When I was first shown pictures of this car I passed. It appeared

to be more of a project than I wanted. I hoped to find a nice driver, ready to go down the road. I was gathering a gallery of coupe pictures from all over the country, not to mention a couple from England and one from Hawaii. We traveled to Ohio and Texas to examine two of the more promising Bentleys.

Six months and many pictures later I decided this Bentley should, if still available, be given a closer inspection. I contacted John Dennison, a noted Rolls-Royce and Bentley man, and determined

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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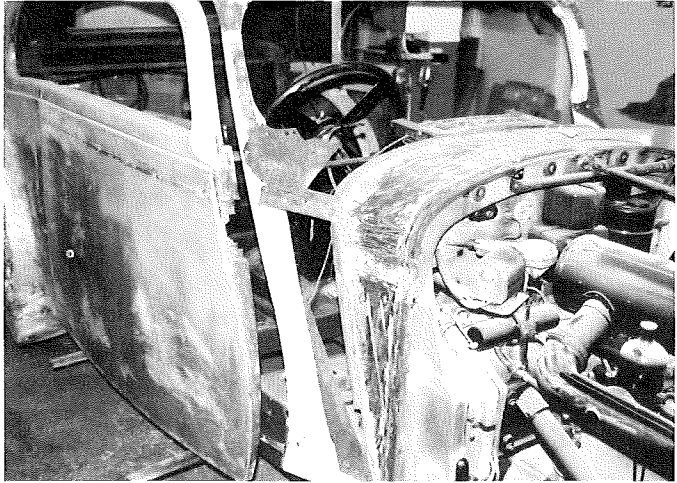
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Cover Story...A Derby Winner...Continued from Page 3

the Bentley was available and he would arrange an appointment. The car was in Manheim, Pennsylvania, approximately between Harrisburg and Lancaster. We flew to Philadelphia, picked up John and headed west.

The Bentley was owned by the widow of Rollin Steinmetz, a professor at the nearby university. Before his death, some eight years earlier, Steinmetz had the engine and drive train restored by John. Murphy's law applied and the engine work ended up costing the amount budgeted for the full restoration. It was Steinmetz' desire to complete the restoration but he died before it could be done.

Several people tried to buy the Bentley but the widow, for some reason, couldn't bear to part with it. She left it parked in the garage for the next six years before making the decision to sell it. The term garage is used somewhat advisedly. This structure sat, partially on pilings, above a creek bed. The only sound part of the structure was the floor boards on which the Bentley rested; the rest of the floor was virtually rotted away.

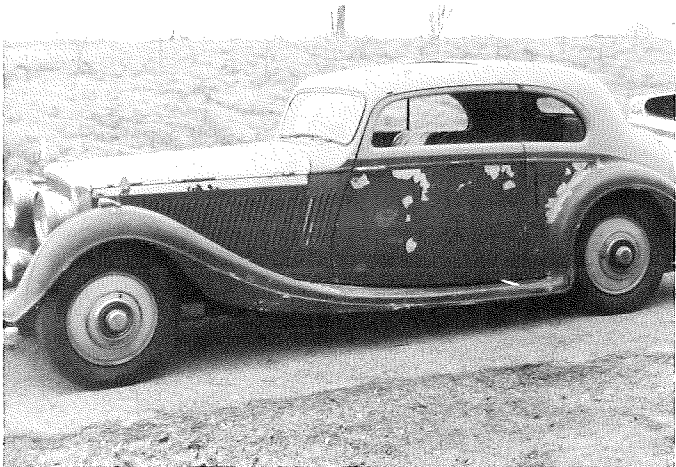


There was evidence that some restoration was needed.

John fell through getting in the Bentley and again getting out. I fully expected to see the garage and car plunge down the bank into the water. Over the years every varmint that lived along the creek bank raised a family (or two, or three) in that garage and in the Bentley.

The history of the car has eluded us to this point. There were no records indicating from whom Steinmetz bought the car in 1955; and, no one seems to remember. The Bentley was purchased in England and shipped over. We know it was the J. Gurney-Nutting Olympic Show car for 1935 and the first owner was Mrs. A. Sanderson. We are continuing to look for any records of the twenty year interim period.

It was obvious the Bentley needed a bit of everything.

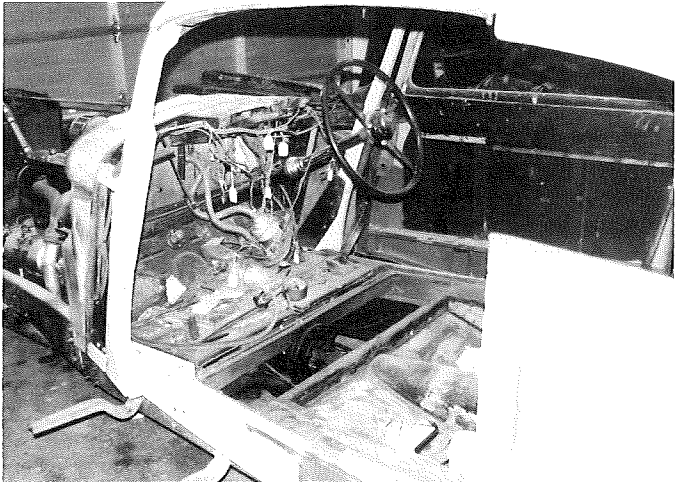


View of the OFF side.

However, it was our intention to do a "simple" restoration, making it a nice driver and get it on the road. It was not our desire to make a show car. Well, HO - HO - HO!

The next five years in the history of the car need not be discussed in too much detail. Suffice it to say, as the extent and cost of restoration escalated far beyond estimate or thought, it became obvious the Bentley should be shown a few times before it became a "driver." My idea of showing the car, however, was limited to the CCCA Grand Classic and/or the RROC National Meet. Taking an automobile to an event like Pebble Beach is not really my thing. Many times I have enjoyed Pebble Beach to look and admire but I liken it to sending a kid into F.A.O Schwartz with a dollar in his pocket.

Fate intervened; it was decided to have a special class



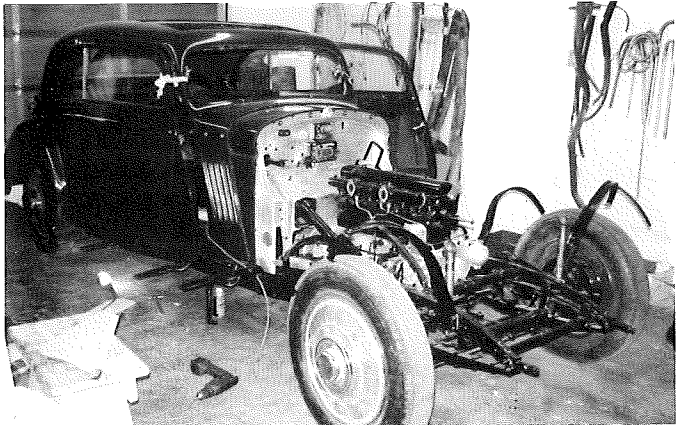
Wood replacement underway.

Continued on Page 5

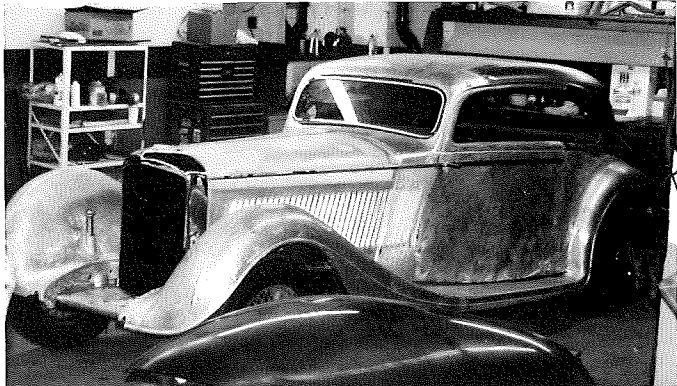
Cover Story...A Derby Winner...Continued from Page 4

for Derby Bentley in 1993. Our Bentley was invited.

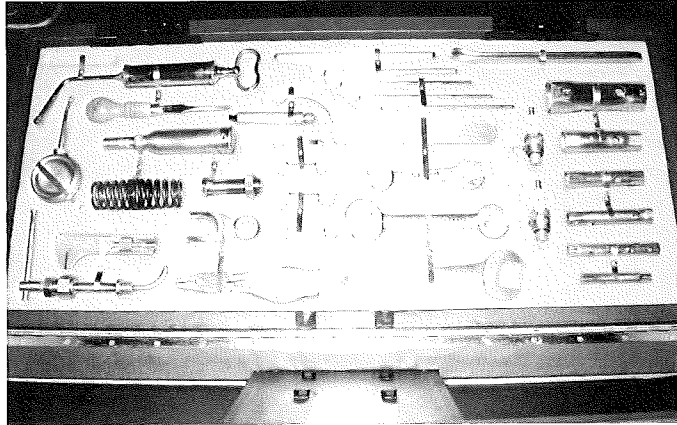
Finally, I want to express my appreciation to Stewart Sayyah and his crew (Jimmy, Perry, Frank, Cliff and Terry) without whom this would never have happened. Stewart has a work ethic to envy! He is a perfectionist! He drives everyone crazy! But, he gets things done and done correctly. Sometimes I feel we created a monster, having Stewart put the car together, but I also feel he is a plus for the restoration industry.



Three months before Pebble Beach.



Starting back together.



A tool collection to be proud of.

Continued on Page 6

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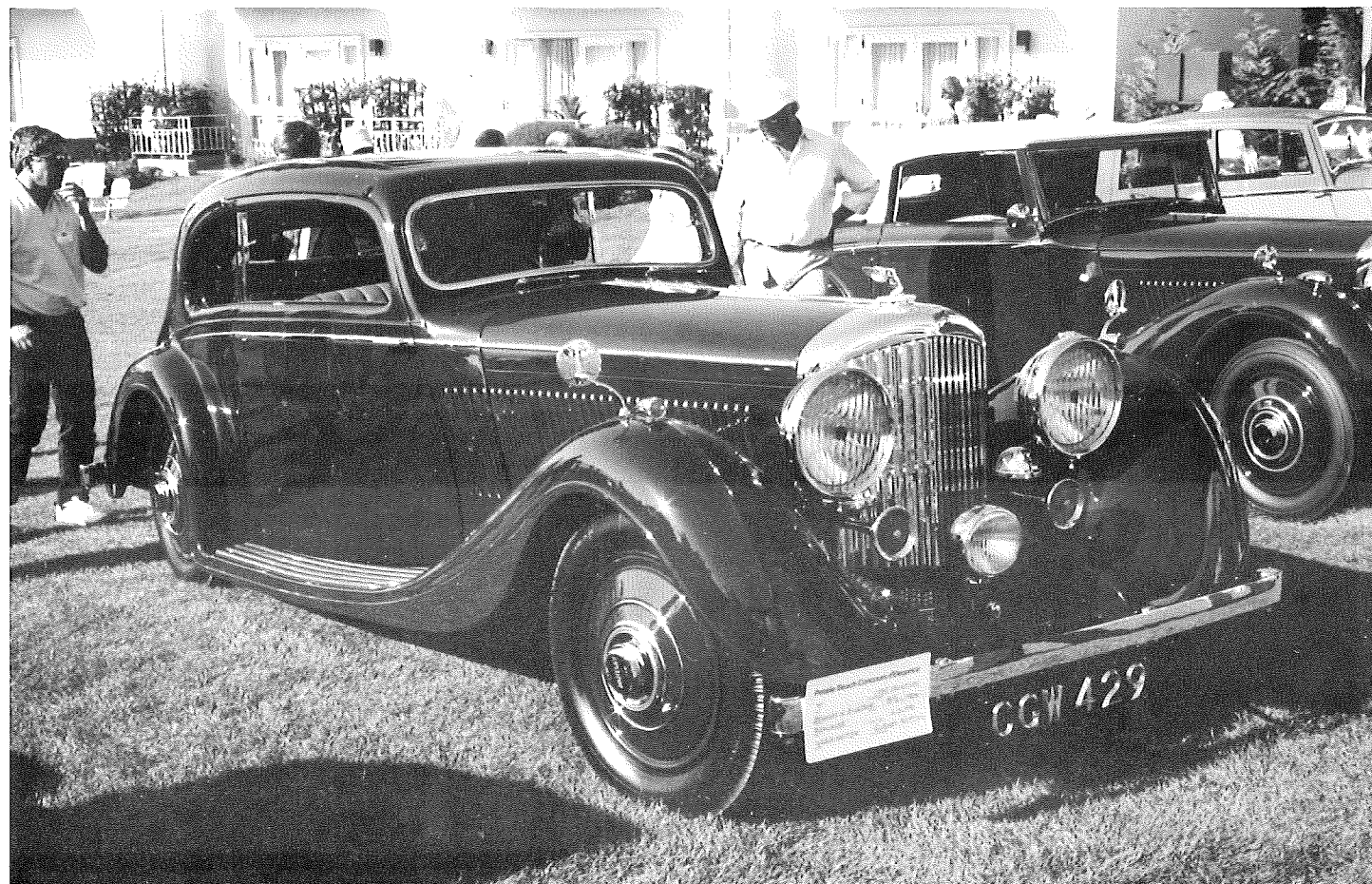
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On the grounds at Pebble Beach, August 1993.

I think it is important that a post script be added to Stan's narrative. When I was talking to him about this story he said that he was not unhappy with the showing. After all the white ribbon looked better on the blue Bentley than either the blue or red. At the time it was announced that the car had won Most Elegant Closed Car, Stan was out enjoying some of his first free time since arriving. When they finally found Stan he had just enough time to get in, start it up and drive across the stage. Until that journey was completed, he wasn't really sure why he was there.

This award, among others, is determined by the Honorary Judges. Often the title "Honorary" can be roughly translated to mean bestowed for reasons other than knowledge or talent. At Pebble Beach this is not the case. A few of those who judged . . .

Strother MacMinn - 32 years as a Pebble Beach judge.

Peter Brock - designer of the first American car to win the F.I.A. world championship for G.T. cars.

Phil Hill - the first American G.P. world champion and a long

association with Pebble Beach.

David Holls - director of design at General Motors until his retirement in 1991.

Robert A. Lutz - president of Chrysler Corporation.

Sergio Pininfarina - president of Pininfarina Company, Turin, Italy.

Max-Gerit Von Pein - director of Mercedes-Benz Museum and Archives, Stuttgart, Germany.

Lord Charles Brocket - member of the House of Lords and owner of a world class collection of post-war racing Maseratis and Ferraris.

Denise McCluggage - pioneering sportswriter, author and described as "the best woman driver in the U.S. ..."

Stan, with judges such as these, you really deserved the award and we are all pleased for you.



(editor)

Tips & Observations

The Perfect Battery for an Old Car

by Ron Doss

Don't tell the restoration police, because it's not a script tar top, but the "Optima" battery is probably the very best choice for a battery in a seldom used car. I have had one installed on its side for a year and am now convinced. "On its side" you say! Yes, these are not your normal lead/acid units but a new technology developed by the Gates Rubber company. This is the first big change in car batteries in 30 years. They wind lead plates with acid impregnated cellulose and create a more powerful, longer lasting, battery. They also are completely sealed, no more explosive hydrogen gas, no more corroded terminals, no more acid spatter on paint or clothing. Optimas SAE testing rates their 6 volt battery at 850 cold cranking amps. Under a load tester it was powerful enough to start a large diesel engine. Optima also has a much longer life span - 9,000 to 12,000 instead of the normal 4,000. It can't boil over when overcharged by a faulty regulator on the road. They recharge in a fraction of the normal time or about as fast as one of Bert Lobbergt's NICAD specials, but that's another story.

Optima Batteries
S.E. Mississippi Ave.
Denver, CO 80210
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I also understand that NAPA stores may be carrying them.

Electrical and Wiring reprinted from "The Joy of Touring"

with permission from CCCA

The most common problems in this area stem from poor connections, faulty insulation and corrosion. Look for these conditions and correct them. Make sure wiring is routed away from sharp edges, moving and hot parts. Shorts can cause fires.

Don't forget under-the-dash cowl vent levers. They are candidates for trouble. They can pinch wires very easily.

Charging systems should be set according to driving conditions. Overcharging is just as detrimental or more so than an undercharge. Make sure all electrically operated accessories work. Be sure that the battery in your car is of the proper size and capacity.

If your battery does not fill up the battery box — it is too small. Be sure it is of the proper amperage. The battery is vitally important to trouble-free operation. Check your manual and see that the battery capacity is adequate! Sometimes a battery will not fit the battery box. Modify the box so it will! Do not accept a battery of smaller capacity just so it will fit in the box. The box can be made deeper, wider and longer.

Batteries of modern manufacture are made in different sizes than they were in the 1930's and 1940's. This is the very *heart* of your car. Do not compromise in this area. To go with your correct-size battery install new large capacity cables! Make sure they are of proper size, not skinny little cables from a modern car! Welding cable works especially well. But cables for a 6 volt system should be size "00". Do not substitute a smaller size.

Some people seem to have regular trouble starting, either when "cold" first thing in the morning, or when hot. Again, as with overheating, this was not the case when the cars were new!

By the time the classic era arrived people would not tolerate a car that would not start easily. Starting problems are due to one (or more) of three areas:

1. *Cranking speed*, either hot or cold. In this area, batteries, cables, or starter are usually the culprit. Some people install a 6-12 battery, but this is a crutch that masks the actual problem. When the cars were new they cranked fast enough, but everything has to be in good condition!

2. An often overlooked area is the *starter field*. This can be partially bad and cut down the starter's efficiency. If everything else is definitely okay, and it still cranks too slowly, then the field should be suspect.

3. *Ignition system*. This has to provide a hot spark while the battery voltage is being pulled down by the starter. Everything has to be perfect. Sometimes a coil or condenser will check "okay" when cold but break down when hot. The following is a check list to follow on your electrical system.

- ☐ Starter (check bearings, brushes, field)
- ☐ Generator (bearings, brushes, belt or drive)
- ☐ Regulator or cut-out
- ☐ Horn(s) and accessories
- ☐ Lights, switches and gauges
- ☐ Ignition system

Bulbs, fuses, relays, and circuit breakers

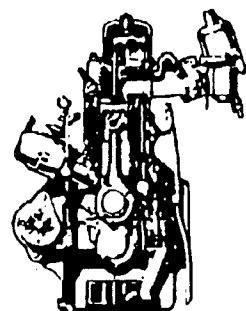
Headlights aimed properly

High and low beam work properly

Carefully examine all wiring and all terminals. Replace any oil-soaked or frayed wiring. It is a good idea at this time to check the wiring diagram of your car. *Take it with you*. A copy is easy to make and will be very handy in case of an electrical problem.

The writer would like to *emphasize* at this time, the importance of keeping your Classic original!

You can spend many dollars converting your ignition system to 8 volt or 6/12 to improve your Classic's starting! The cheapest and best way is keep it original! Burned out light bulbs, burned out starters, burned out radios, and burned out instruments — all come from high voltage systems. These methods are wrong! Check your entire electrical system and make sure it is perfect — minimize resistance between starter and battery!



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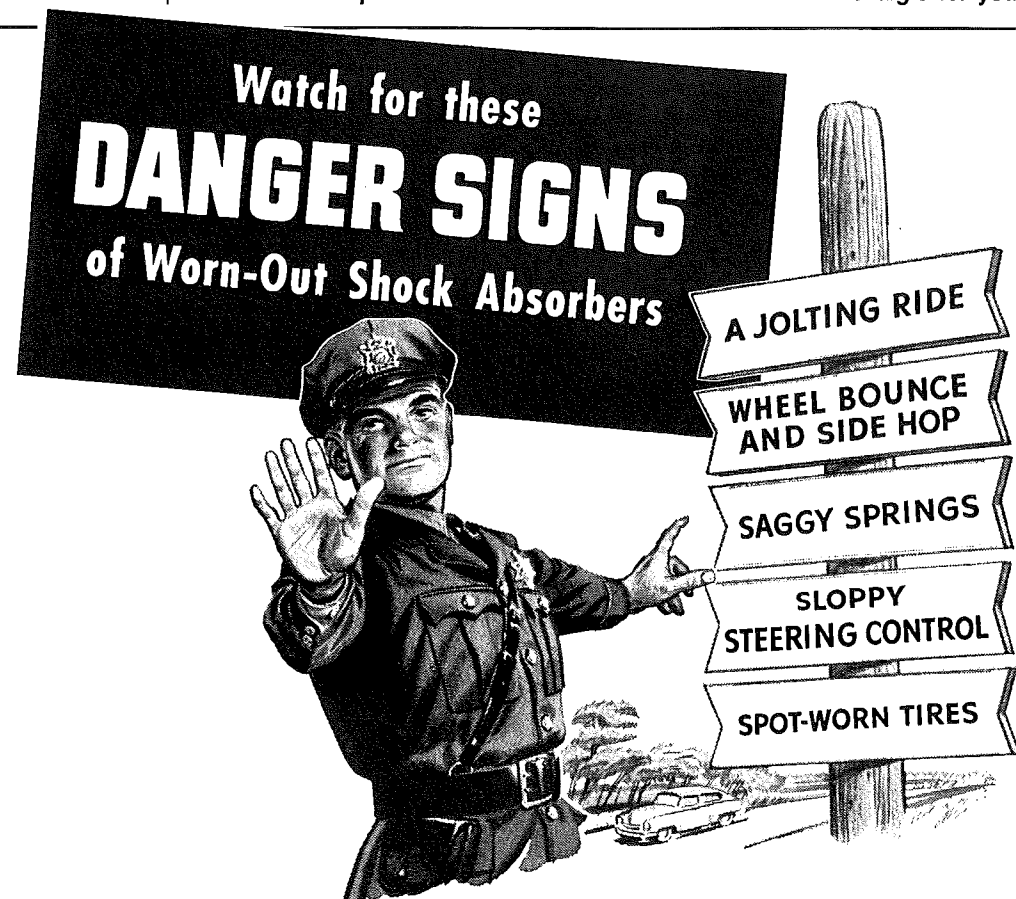
Kitsap to the Kapital

JUNE 4 - SATURDAY — SAVE THE DATE !!!

A **land, sea and undersea** event. Gather at the **new** U.S. Navy Undersea Museum at Keyport at 10:00 AM. (Find your own way or make up your own mini group.) About 11:30 head for lunch at the **historic** Camp Union Cookhouse. From there we'll tour south to Stretch Island and visit "Captain" Bill Somers' **private** Marine

Museum of Puget Sound. From here head home or, better yet, join the dedicated for an early dinner at the **scenic** Westwater Inn outside Olympia - East Sounders plan to parade back north.

Kitsap and Pierce County members take note!
This Gig's for you !!!



A Test Drive is Vital

Reprinted from "The Joy of Touring" with permission from the CCCA

This is, without question, one of the most important parts of your Classic preparation. *Do not take test driving lightly!*

A test drive of less than 100 miles is inadequate! One full day should be allocated for this. Drive car around town for an hour or so, then out on the highway. Maintain 50-55 MPH for at least 30 to 40 miles. This will allow the engine and engine compartment to get hot. This *cannot* be done in two or three miles.

Ignition breakdowns, coils, condensers, etc., will not show signs of breakdown unless engine is hot for a long period. The engine compartment must get hot enough to cause problems also. During this test, check thermostat, shutters, engine temp, and oil pressure. While driving, check windshield wipers, lights, brakes, accessories, C-B radio, etc.

A drive to the supermarket and back just won't do! A long extended test drive is a necessity! Try to simulate the conditions you will encounter on your trip. Hills, city traffic, highway speeds, idling for a fairly long period — you will find your time is well worth it.

This is the time to put your Classic to the test. Don't baby it — it will have to perform, once you are on your way! When testing your classic, try to make the car work hard. push it so you know it will perform!

Several factors are important at this time. *Don't underestimate testing!* Everything about driving is different today — as compared to fifty years ago! Roads, fuel, antifreeze, oils, lubricants, the very air the engine breathes, are not the same. This makes the test driving process vitally important!

Shop manual specifications sometimes have to be tested and may be altered to cope with modern conditions. Do not underestimate these conditions!

When you start to test drive your Classic for the first time, it is an excellent idea to have someone accompany you in another vehicle. In this way you can have all the tools and equipment you will need in case of a problem arising, or to help you with some "side of the road" tuning.

Coming Out for the 15th Time

Photos by Bruce Hill & Noel Cook

March and the Coming Out Party seem to go together. This year was no exception with six interesting cars being presented. Barbara McMichael and Glenn Mounger once again put together a very enjoyable evening for a large and enthusiastic crowd.

Because of lighting conditions and a few minor technical difficulties, Bruce, Noel and I didn't get pictures of all of the cars. We are missing the Milliken/Henle 1939 Cadillac 75 Series Convertible Coupe. Fortunately this was the cover car of the last issue of the *Bumper Guardian*. Likewise, Stan and Valerie Dickison's 1935 Derby Bentley was a victim of lighting technology. Again, with great foresight, your editor convinced Stan that it should be the cover car of this issue.

We were not so lucky with two other cars. James and Sherry Raisbeck's beautiful 1937 Dietrich bodied V12 Packard Convertible

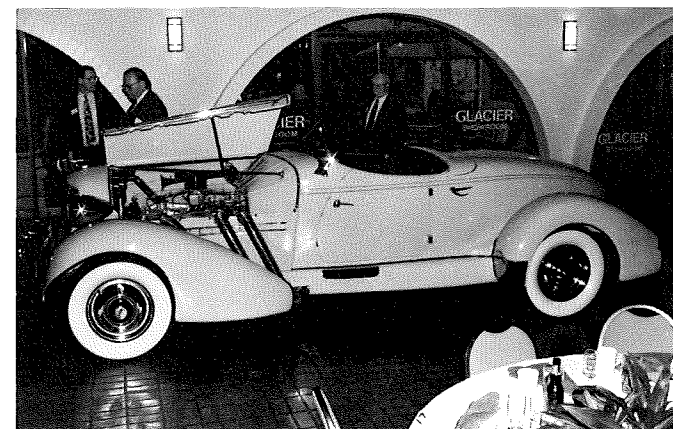


The Dynamic M & M Duo
Co-Chair Barbara McMichael & Glenn Mounger

Sedan and Al Murry's 1930 Pierce-Arrow La Baron Roadster. I expect we will hear and see more of both of these cars in the future.

Since the Coming Out Party is the first 1994 social occasion of the Pacific Northwest Region, it is appropriate that we show the social gathering. There are interesting points about some of the members and guests that are worth pointing out.

Rudolf and Waltrout Henle came over from Germany and were the guests of John and Leslie Milliken. Ethel and Jeff Maxwell were the guests of Pam and Conrad Wouters. Ethel is Conrad's twin sister. Bill and Diane Kochs are prospective members who have a Pierce-Arrow V12 Closed Drive Limo. Thanks again to all who make this a real success every year.



Jerry Greenfield's 1935 Auburn Speedster S.C.



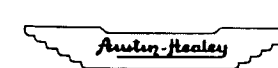
1928 Weyman Bodied Stutz Blackhawk owned by Bruce McCaw, presented by Peter Hageman.



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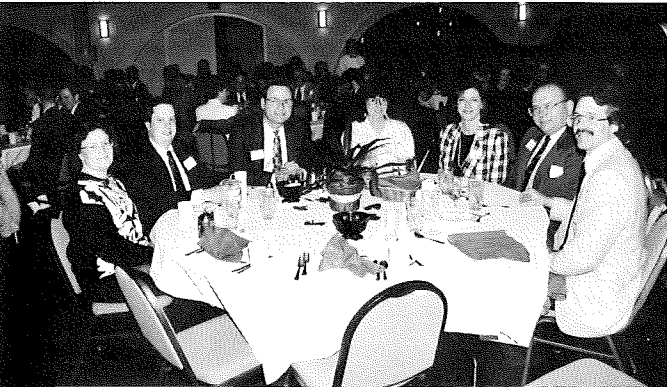
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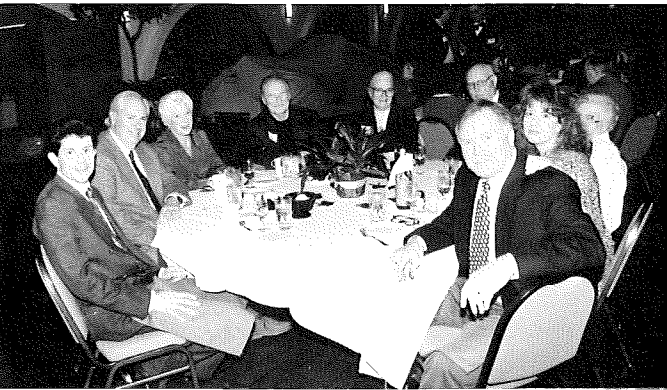
Coming Out Party...Continued from Page 9



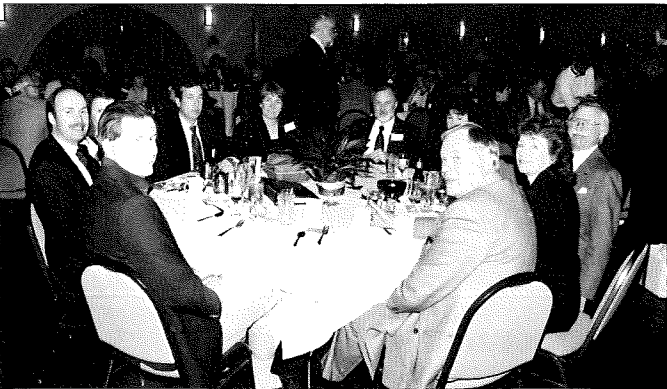
Thor & Donna Thorson, Pat & Jack Goffette (talking to Glenn Mounger), Annemieke Hageman, Pat Helfron, Bruce Hill.



Devree & Bob LeCoque, Wayne & Carol Herstad, Diane & Jim Gould, Sam Fancher.



Craig Christy, Bob & Louise Gerrity, John & Nancy Martin, Larry & Lorraine Justice, Leesa & Bob Justice.



Bill Scheef, Jerry & Doreen Greenfield, Gary & Judy Donham, Bill & Diane Koch, Bill & Karel Deibel, Buff Hansen (Gordon Apker standing).



John Milliken, Larry & Aloma Douroux, Diann Stelmach, Susan Hanauska, Waltrout & Rudolf Henle, Leslie Milliken.



Guests of Anna and Dick Armstrong, Gayle & Ron Doss, Jeff Anschell, Judy & Dick Buckingham.



John & Kay McGary, Conrad & Pam Wouters, Ethel & Jeff Maxwell, (Bruce Hill leaning over table), Jim Tallman, Daryl Hedman, Roy & Terry Magnuson.

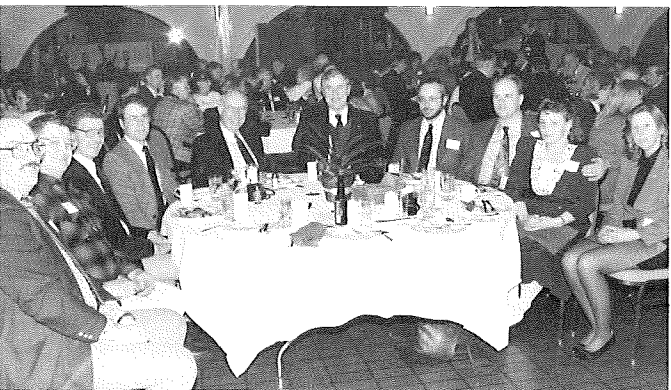


Bea & Al Lancaster, Sally & Merrill Robison, Bill & Judy Mote, Marta Nell, Liz & Bill Holt.

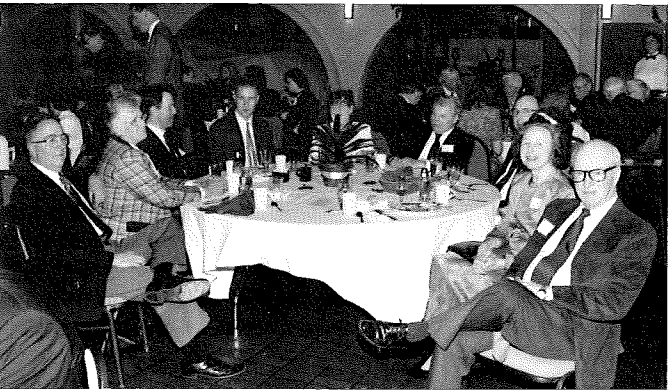
Coming Out Party...Continued from Page 10



Vergie & Alex Cordas, Denny & Sue Aker, Shirlee & Monte Holmes, Gary & Joyce Johnson, Johnny & Sara Synder.



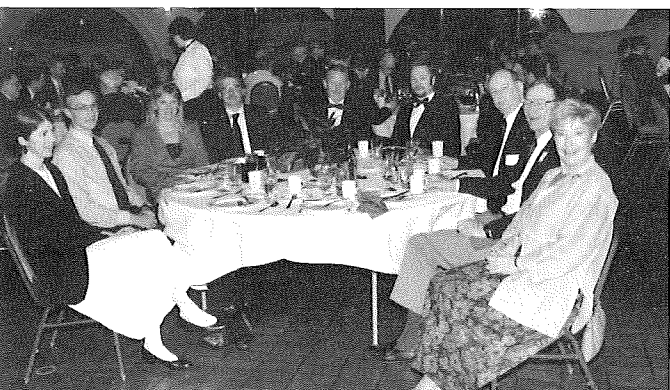
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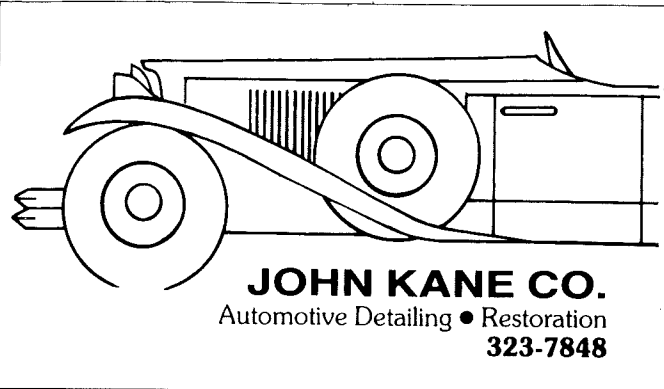
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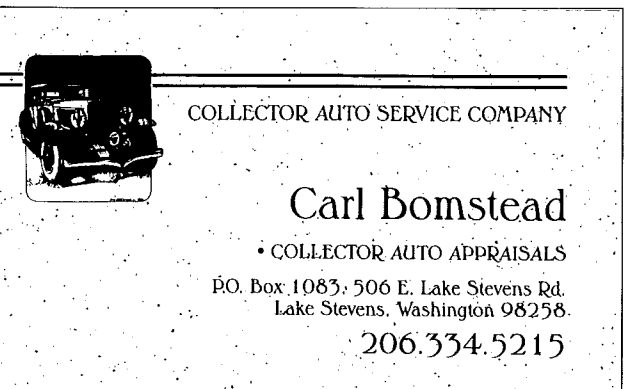
Barbara & Keith Wohlwend, Rebecca & Terry Sarkinen, Greg Nolan, Morgan Newman, Al Litke, Don & Arlene Wohlwend.



Stan and Valerie Dickison in their Bentley.



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• COLLECTOR AUTO APPRAISALS
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Editorial Comments . . .

One of the "perks" of being an editor is the opportunity to write an editorial. I assure you this is not intended to be an editorial "opinion." There are enough of those in the daily papers. As the editor please accept my apologies for this issue being about a week late. With a combination of gathering pictures and getting the 1994 Roster ready, the time got away. Photo thanks to Bruce Hill, who went beyond the call of duty in attempting to identify the members and guests at the Coming Out Party. I think there were only three people remaining unknown. Noel Cook and Bruce took all of the pictures except the one of the Stutz. Stan Dickison dug through his collection of pictures for the cover story and we spent a pleasant afternoon discussing the Derby Bentley. Such conversations are one of the real perks of this job.

I have a couple of cover stories lined up that I think will be of interest. One is from a member who actually lives outside of the "I-5" corridor! We have some new members with interesting cars and I hope

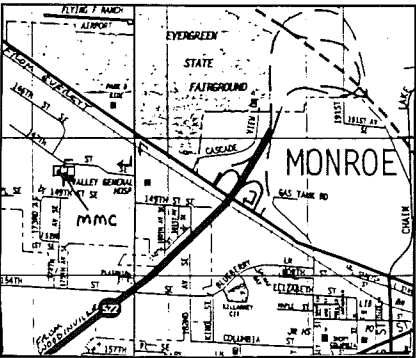
in future issues to introduce them through the BUMPER GUARDIAN.

CARavan time is rapidly approaching. The seminar organized by Ron Doss will be over by the time you read this. However, don't forget the Pre-CARavan Hill Climb on May 21. Jack Goffette and Roy Magnuson have this well in hand and the run up Mt. Erie should be worth the view and the check-out. There will be a flyer on this but if you have questions give Jack or Roy a call.

Bill Diebel has the South Sound Tour organized. Here is an opportunity to see and visit new places and faces. You should have a flyer by now. If you didn't get the flyer or have a question call Bill. Finally, if you have suggestions for articles or are interested in writing an article give me a call. I welcome the ideas. Also, if you have a car or parts for sale you can run an ad in the BG free. The restriction is that it/they need to be classics by CCCA definition. This is available to members only.



MURRAY MOTOR CAR



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

Al Murray Paul Murray

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Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group) with offices and claim facilities in principal U.S. cities.

1 (800) 345-8290 (610) 853-1300

Applicant _____ Date of Birth _____ Occupation _____

Address _____ Zip _____

- 1. Operator License Number _____ Number of Antique Autos owned _____
- 2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) _____
- 3. Total Annual Mileage: Club Functions _____ Other Purposes _____
- 4. Name of antique or car club to which you belong _____
- 5. List modern cars used for daily transportation (owned _____ or company cars _____?) _____
- 6. Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____
- 7. Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

- 8. 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 Rates \$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.
- 9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

ANTIQUE AUTOS TO BE INSURED

(Include photo of all vehicles listed and include appraisal for each vehicle valued at \$20,000 or over)

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 FL, PA, or NJ, send copy of regular car policy.

Signature: _____ Date: _____

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

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CLASSIC CAR CLUB OF AMERICA

MEMBERSHIP
RECRUITMENT
KIT

MEMBERSHIP APPLICATION - Classic Car Club of America

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

FOR OFFICE USE ONLY

GIVE
CCCA
SENIOR
BADGE
NO.

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

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

Members, Please **PRINT** name and address here:

Check one
New ☐ Renewal ☐

Club year begins
November 1

Active, \$30	\$	LIFE, \$600 U.S.	\$
Associate, \$5	\$	LIFE, \$840 FOREIGN	\$
(spouse of active member only, No publication)		(after 10 years) LIFE ASSOCIATE \$60	\$
Canadian & Foreign, \$42	\$	FOREIGN LIFE ASSOCIATE \$84	\$
Associate, \$5	\$	No publication, spouse of life member only.	
Total enclosed (U.S. Funds)	\$	Total enclosed (U.S. Funds)	\$

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

FEBRUARY 2, 1994

MARCH 2, 1994

The meeting was called to order at about 6:30 pm by Director Adatto at Latitude 47 Restaurant in Seattle. Attending were Mangers Culp, Deibel, Doss, Goffette, Magnuson, McMichael, Meden, and Wouters (Treasurer); Secretary Barber; Past Director Bomstead; and members Anderson, Greenfield, Herstein, McEwan, Milligan, Mote, Murray, and Rittenhouse. The minutes of the December 1, 1993 meeting were approved as corrected. Treasurer Wouters reported a balance of \$13,602.69. The Membership Chr. reported that there were 101 renewals. B. McMichael will take over as Membership Chr. The Board agreed that the National-only club members in the Region should be contacted about Regional membership. A second mailing will be sent and phone calls made to get more renewals. Editor Culp reported that \$1,103 had been spent on the current issue of the *Bumper Guardian*. Director Adatto commended new editor Culp for the excellent issue. Members reporting on the recent National Annual Meeting enjoyed it very much but felt that the Classics should have been on display longer. After a brief discussion, the Board approved the by-laws as last presented except that the Board size was kept at nine members.

1994 events were discussed as follows (dates of non-Club events of interest are shown in *italics*):
March 19; Coming Out Party. Chr. G. Mounger/B. McMichael, at Atrium. At least 7 cars will be shown. All other arrangements are set. Fliers will be sent in February.

April 8, 9, 10; Portland Swap Meet.

April 30; Caravan Preparation Seminar. Chr. Doss. At Deibel's Truck Center.

May 21; Precaravan Hillclimb and Brake Test. Chr. Goffette. Combine with RROC Kite-Fly event.

June 4; South Sound Tour. Chr. Deibel. Visit to Keyport Museum and a private museum on Stretch Island. Dinner (optional) at Olympia. Various return routes possible.

July 4; SIR Vintage Races (Chr. Buckingham/Armstrong), Yarrow Point Parade (Chr. McEwan), Bainbridge Isl. (Chr. Mounger). Buckinghams will need assistance at SIR.

July 24; Forest Grove and Port Gardner Concours.

July 29 - Aug 6; PNWR Caravan. Chr. McEwan. Accommodations letter to be sent next week. Subcommittees need to be formed soon.

August 14; Apker Affair. Chr. Apker. Theme: "Super Cars and Vintage Motorcycles."

August 28; Pebble Beach Concours.

September 9-11; Newberg Vintage Tour. Chr. Doss. Leave Friday, return Sunday.

September 17; Garage Tour. Chr. Magnuson/Wouters. Plans include Hart garage, Ferrari garage in Kirkland, Museum of Flight restoration facilities.

November; Annual Meeting. Need chairman, location.

December; Christmas Party. Need chairman, location.

Jan. 11-15, 1995; National Annual Meeting, at Red Lion. Chr. Doss. Bomstead will be National Head Judge and will do a seminar (date open). Correspondence with National has been taken care of. Budget to be determined. Tabulators needed. Other activities: Flight Museum, doll museum.

The meeting adjourned at about 8:20 pm. The next meeting will be on March 2, 1994.

The meeting was called to order at about 6:30 pm by Director Adatto at Latitude 47 Restaurant in Seattle. Attending were Managers Culp, Deibel, Doss, Goffette, Magnuson, McMichael, and Wouters (Treasurer); Secretary Barber; Past Director Bomstead; National Director Carman; and members Crook, Greenfield, Grisham, Kane, LeCoque, McEwan, Milligan, Mounger, Murray, Rittenhouse, and Zuker. The minutes of the February 2, 1994 meeting were approved as corrected. Treasurer Wouters reported a balance of \$14,551.28. Membership Chr. McMichael reported that there were 155 renewals (including 12 new members) and 32 non-renewals. Board members and others will contact the non-renewers. The roster will be published soon and will include the by-laws. Director Adatto affirmed the policy of using the roster only for Club purposes, within the bounds of common sense. The Board approved awarding an honorary life membership to long-time member Guy Carr, now 92. This will be presented to him at a special banquet on March 19 by Al McEwan.

Editor Culp reported that the next deadline is April 7. He needs a cover car and an article on the Coming-out Party.

1994 events were discussed as follows (dates of non-Club events of interest are shown in *italics*):
March 19; Coming Out Party. Chr. G. Mounger/B. McMichael, at Atrium. At least 7 cars will be shown. All other arrangements are set. Invitations will be sent soon.

April 8, 9, 10; Portland Swap Meet. CCCA Membership forms will be available there.

April 30; Caravan Preparation Seminar. Chr. Doss. At T. Crook's. Flier will be sent in April.

May 21; Precaravan Hillclimb and Brake Test. Chr. Goffette. Combined with RROC Kite-Fly event.

June 4; South Sound Tour. Chr. Deibel. Visit to Keyport Museum and a private museum on Stretch Island. Dinner (optional) at Olympia. A blurb will appear in the next BG.

July 3, 4; SIR Vintage Races (Chr. Buckingham/Armstrong), Yarrow Point Parade (Chr. McEwan), Bainbridge Isl. (Chr. Mounger). Buckinghams will need assistance at SIR.

July 24; Forest Grove and Port Gardner Concours.

July 29 - Aug. 6; PNWR Caravan. Chr.

McEwan. Because of additional rooms, 10 entrants from the wait-list are in. Double-booking at Salish will require some special arrangements. The letter for the "package" deposit will be sent next. Items for tour bags are needed.

August 14; Apker Affair. Chr. Apker. Theme: "Super Cars and Vintage Motorcycles."

August 28; Pebble Beach Concours.

September 9 - 11; Newberg Vintage Tour. Chr. Doss. Leave Friday, return Sunday.

September 17; Garage Tour. Chr. Magnuson/Wouters. Included: Hart garage, other possibilities.

November; Annual Meeting. Need Chairman; possible location: Sand Point Country Club.

December; Christmas Party. Need chairman, location.

Jan. 11-15, 1995; National Annual Meeting, at Red Lion. Chr. Doss. Bomstead will be National Head Judge and will do a seminar (date open). Sub-chmn. to be contacted. Budget to be determined. Tabulators needed. Other activities: Flight Museum, doll museum.

The meeting adjourned at about 8:50 pm. The next meeting will be on April 6, 1994.



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Bill Rehberg



Pacific Northwest Region

MAIL TO: BARBARA McMICAHEL
CCCA-PNR MEMBERSHIP CHAIRMAN
4005 PARK AVE. N., RENTON, WA 98056

MEMBERSHIP APPLICATION

DUES
\$30.00

You may call with any questions at 228-3286. 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.

NAME: _____ ASSOCIATE (spouse): _____

Street address: _____ City: _____

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

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

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

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

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

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

Gift Memberships Look Good on These Forms.

Membership Information: BRING IN A NEW MEMBER!



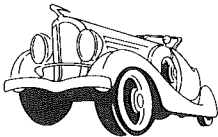
**CLASSIC CAR CLUB OF AMERICA
PACIFIC NORTHWEST REGION**

PRESENTS...

**May 21...R.R. Club Kite Fly
and
Pre-Caravan Hill Climb**

June 4...South Sound Tour

July 4...Many Events



BUMPER GUARDIAN

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