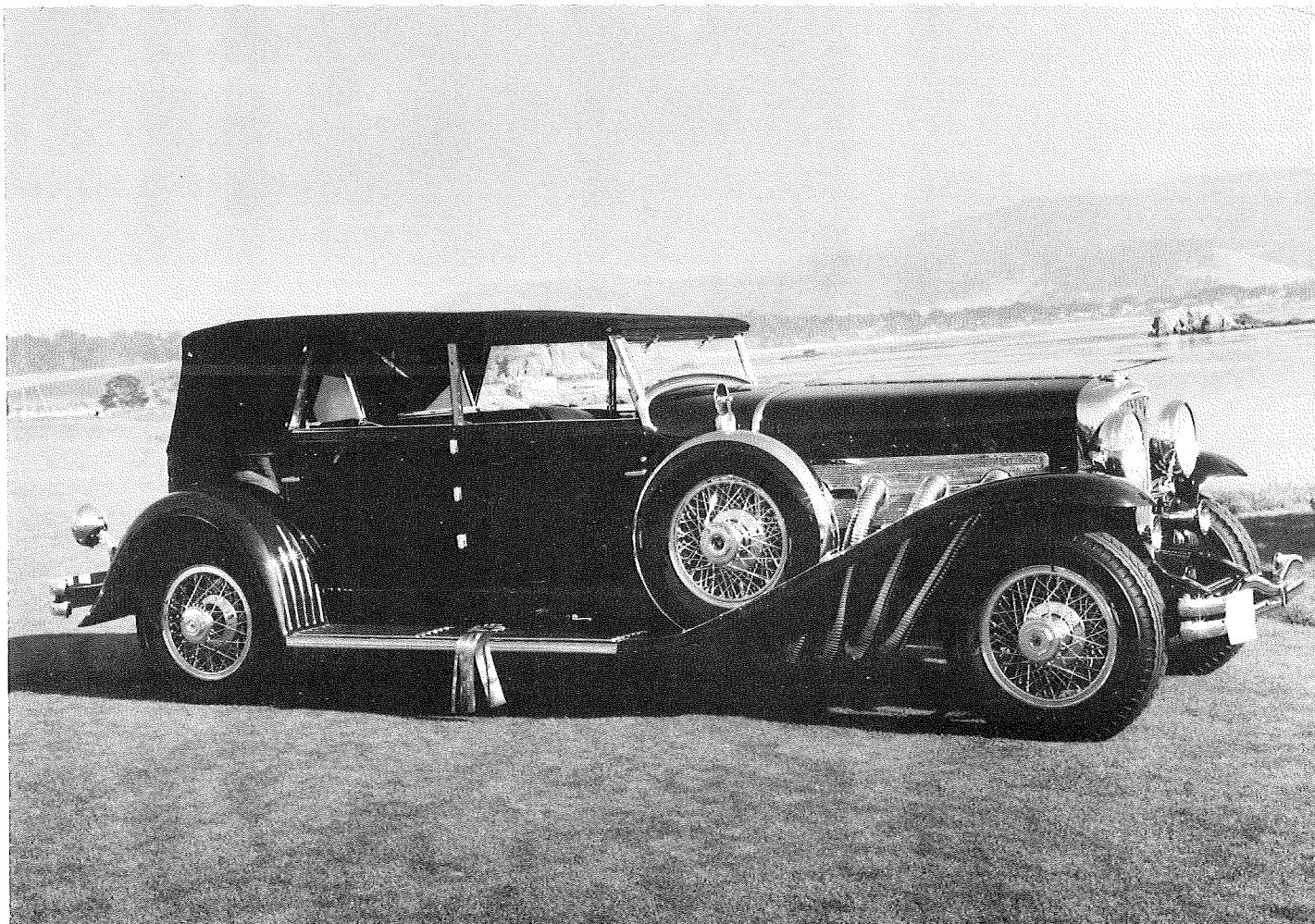


BUMPER GUARDIAN

VOLUME 3

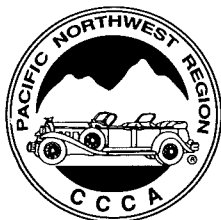
NUMBER 4



1929 DUESENBERG J225 LWB MURPHY CONVERTIBLE SEDAN

Glenn and Mary Lynn Mounger

MAY - JUNE 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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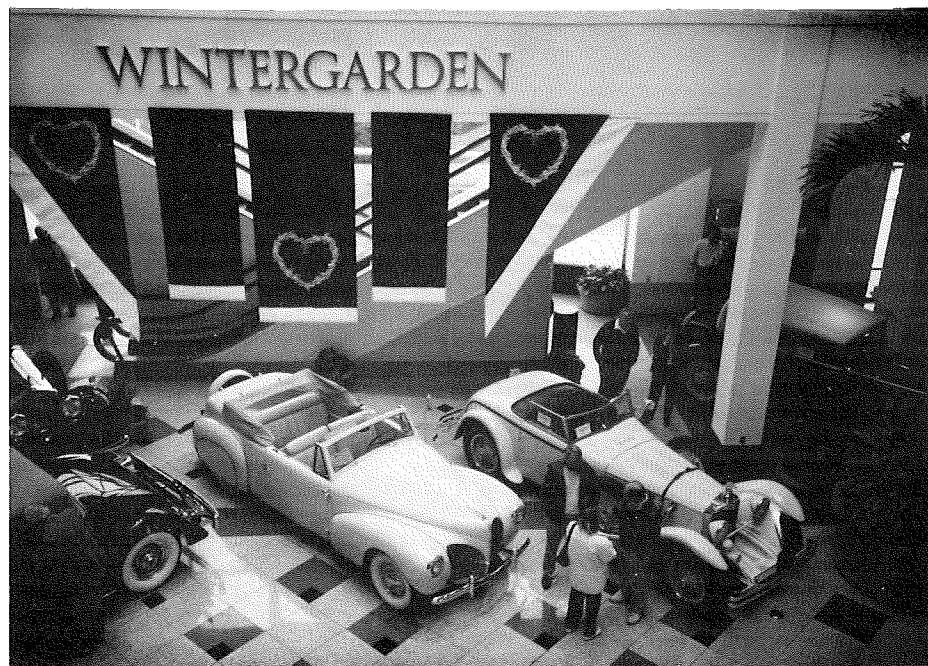
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"The Picture of Elegance"

Pacific Northwest Region Classic Car Club of America

1994 Calendar of Events

* PNWR EVENTS

NO AUGUST BOARD MEETING

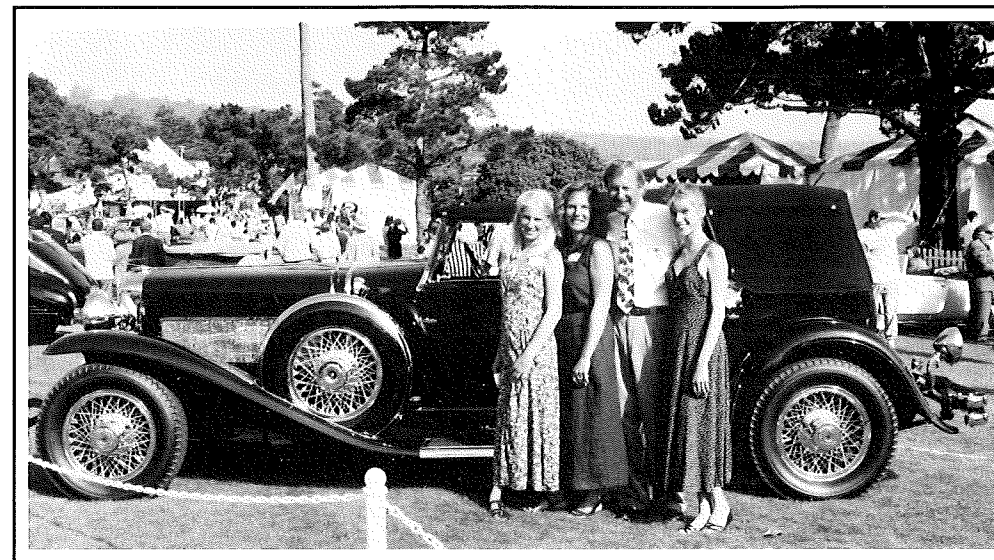
July 24 -	Port Gardner Concours Forest Grove
July 29 - Aug. 6	* Pacific Northwest Caravan - McEwan "From Mist to Ashes"
August 14	Apker Affair - Apker Super Cars & Vintage Motorcycles
August 28	Pebble Beach Concours (Ferrari)
Sept. 9, 10, 11	* Mini Caravan to Newberg Vintage Festival
September 17	* Garage Tour - Magnuson/Wouters
September 24	* ACD Fall Meet - Rainbow Falls
November 5	* Annual Meeting
December 10	* Christmas Party - Hal Meden

JANUARY 11 - 15, 1995	* National Annual Meeting Bellevue Red Lion - Doss/Rittenhouse/Wouters
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We will include other Northwest events of interest that are not PNR Events as dates are available.

COVER STORY

Honey! I'm Just Going to Freshen It Up a Bit



The "Winners" at Pebble Beach - Linsey, Mary Lynn, Glenn and Meaghan Mounger. The car took Best of Class and was selected for the Parade of Elegance.

Story &
Photos by
Glenn
Mounger

That phrase ranks right up there with "The checks in the mail!" and "Honestly, you don't look a day over 25." as one of the great little white lies of our time. I know those of you who know me will have a hard time believing it, but it is true. My intention was to go through the mechanics to make sure the car was safe before Mary Lynn and I started driving it to club events.

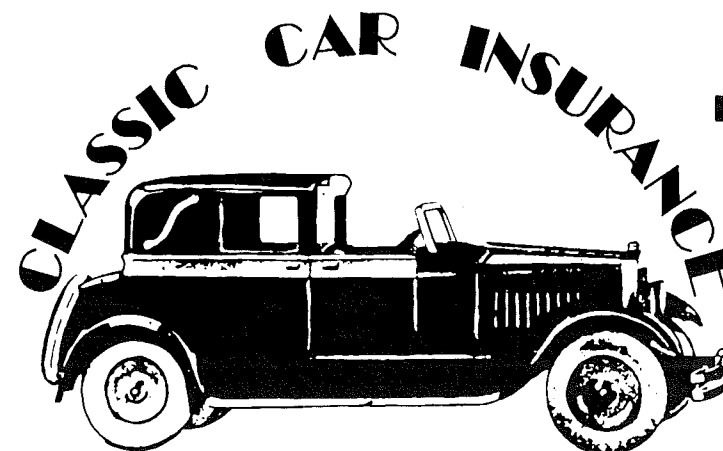
After purchasing our Duesenberg from Jim and Dian Tallman in December 1988 the "freshening" process was started. According to Randy Erma, and other Duesenberg historians we are the 21st owners of the J225 Murphy Bodied L.W.B. Convertible Sedan. Over the years the Duesy was well used.

We pulled the engine and learned that a "major" rebuild was required. "Why not fill in the eight extra holes drilled in the firewall? After all, the engine will be out!" Removing the firewall revealed next winters kindling and at that point the "Freshen it up" theory would remain just that, a theory. Pragmatism had taken over.

All in all, it was a great experience. Something like military service, you wouldn't take a million for it, or take a million to do it again. Or was it two million?

Continued on Page 4

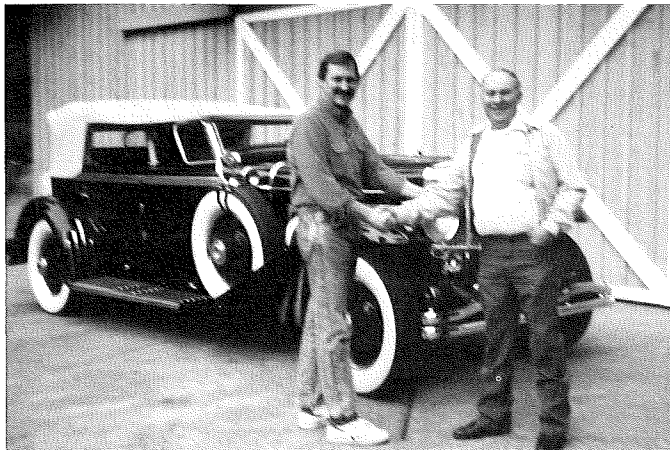
NOTE: The *Bumper Guardian* takes pride in the fact that there is something of interest for everybody. There are a few well placed mistakes in this newsletter for those individuals who are continually searching for and pointing out the errors of others.



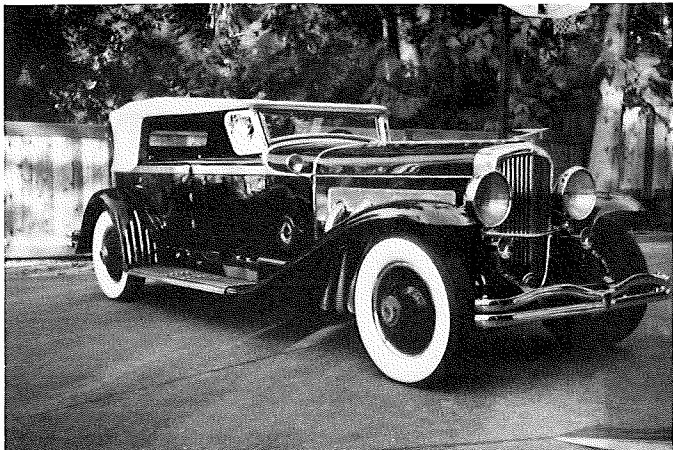
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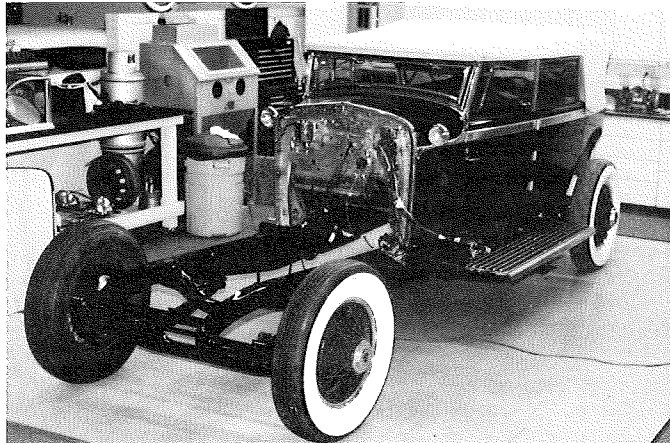
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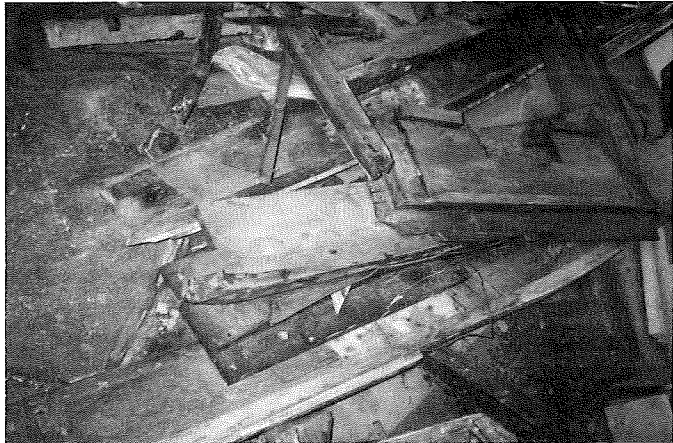
Taking delivery of J225. Glenn and Jim.



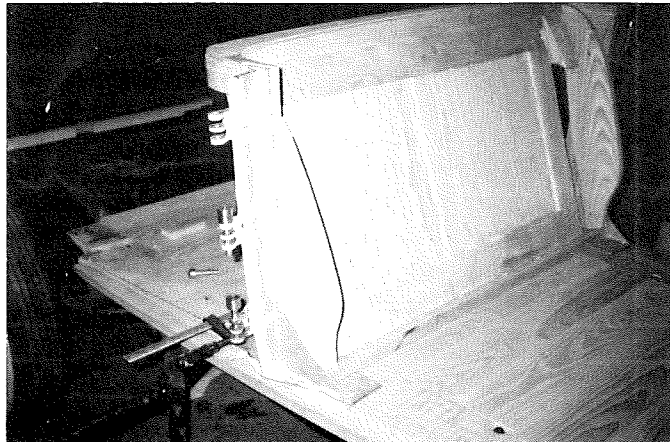
"Before" didn't look bad at all.



The beginning of the "Freshening" process.



The wood needed some work.

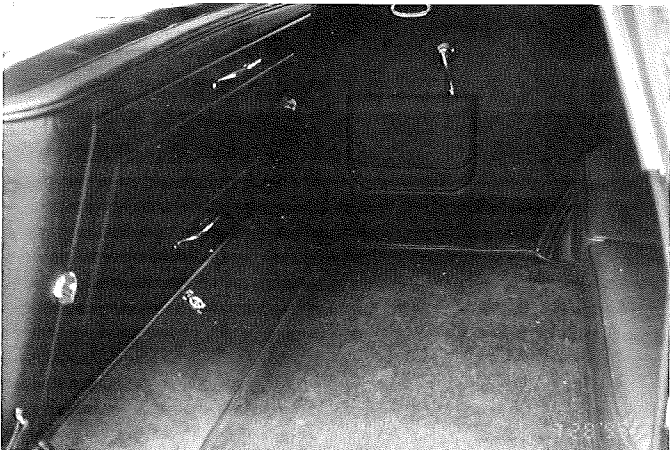


Stewart starts the rebuild.



A major discovery - a recess in the back of the front seat. This proved to be for the previously removed rear seat windshield.

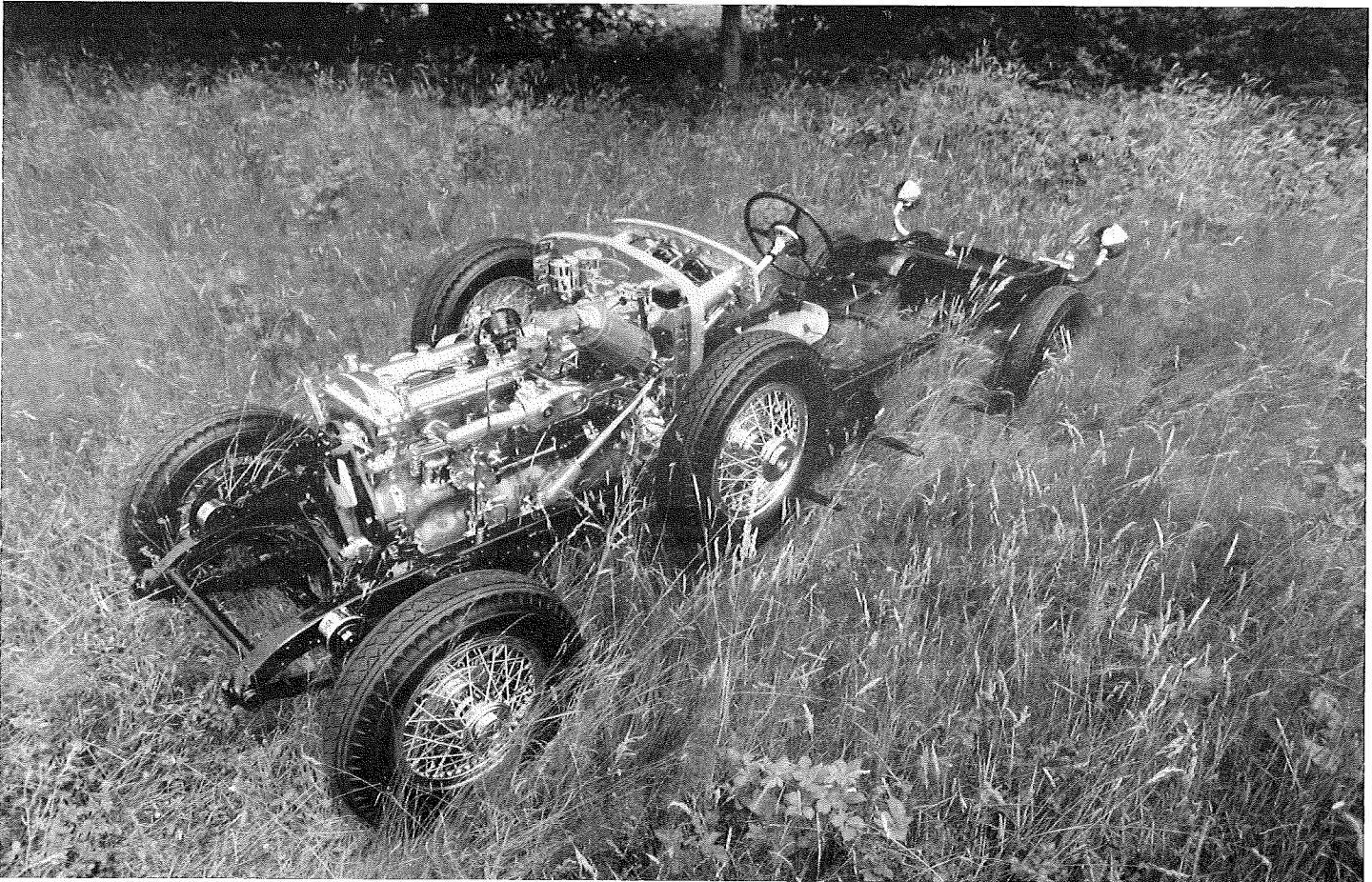
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The restored front seat...



...and disappearing windshield.



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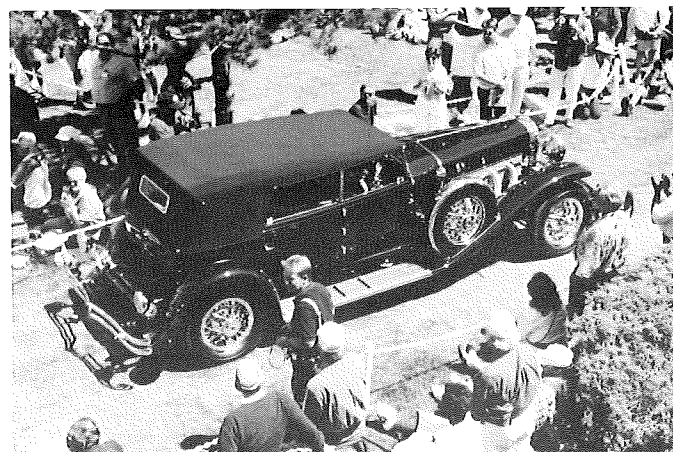
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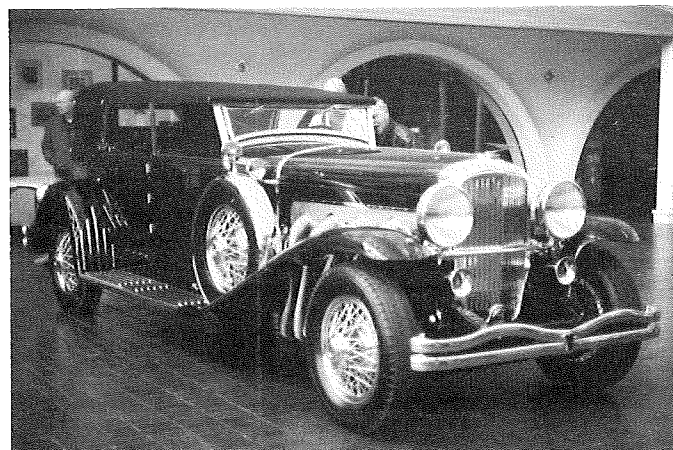
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Best of Class - Pebble Beach 1993.



In front of the ACD Museum in Auburn, Indiana where it won it's class (47 Duesenbergs were there), awarded the Fred & Augie Duesenberg Trophy and the Mayor's Trophy.

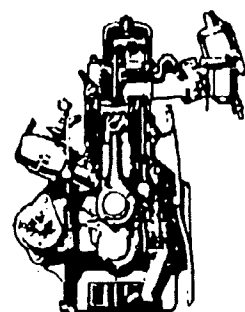


First public presentation - The "Coming Out Party" 1993.

Now that you have seen the pictures and read the article it is time for the *Editor's Quiz*. It is multiple choice and has only one question.

1. How do you know when a restoration project is a success?
 - a. Walt Johnsen builds new waterfront home and sends son to prestigious east coast school.
 - b. Dean Sims buys new home and pickup.
 - c. Bill Mote takes early retirement from Boeing.
 - d. Stewart Sayyah takes an extended trip to Reno and Las Vegas.

- e. Mark Burke buys pickup and takes a month's vacation to Australia.
- f. John Kane buys a vintage Indian motorcycle.
- g. Glenn Mounger wins \$38.00 worth of trophies.
- h. All of the above.



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Tips, Observations & Happenings

A Few Words About Gasoline

by Bill Deibel

With the subject of *vapor lock* never being far out of mind when summer approaches - especially with a CARavan coming up - I thought I would share with you several bits of relevant information gleaned from an article entitled "The Changing Nature of Gasoline" written from information provided by L. M. Gibbs of Chevron Research and Technology Company that appeared in the January 1994 issue of **AUTOMOTIVE ENGINEERING** the Magazine of the Society of Automotive Engineers. Where quotation marks are used I am quoting directly from the article.

"Volatility, its tendency to vaporize, is one of gasoline's more important physical properties. Gasoline volatility is defined boiling range (distillation curve) and vapor pressure. Gasoline must vaporize more easily in cold weather so a vehicle start easily and run smoothly during warmup (sic). In warm weather, gasoline must be less volatile to prevent driveability problems caused by excessive vapor." (Classic owners read this as *vapor lock*.) "High volatility in humid conditions just above freezing temperatures can cause carburetor icing, with rough idling and stalling."

"Gravity, or density, is reported at a reference temperature---. The U.S. oil industry uses the term, 'API gravity at 60 degrees F,' an arbitrary hydrometer scale related to relative density--- Winter gasoline's are less dense (higher API gravity) than summer gasoline's because more volatile (and less dense) hydrocarbons are needed for winter cold starting and warmup driveability. In general, premium-octane gasoline's are more dense than unleaded regular-octane gasoline and the unleaded grades are more dense than the leaded ones. Increased amounts of denser aromatics are needed to meet the unleaded gasoline octane demand."

My reading of the distillation, vapor pressure and density graphs presented is that volatility of gasoline has been declining as measured by these factors since about 1988, 1986 and 1974 respectively. In other words, the problem of *vapor lock* appears to have become a declining one over the past few years after having steadily increased from the Classic period up until several years ago. Vapor pressure is back down to the 1945 level and density has never been higher. Distillation looks about like 1955. (Using premium unleaded as the base.)

From the above can be gleaned the following tips for the Classic drivers striving to avoid *vapor lock*:

Use up any winter gasoline you may have filled up with prior to hot weather driving.

Choose unleaded gas over leaded and premium unleaded over regular. (This advice was also proffered by others at our April seminar.)



CCCA CARavan Seminar

by Ron Doss

Forty-five members attended our CARavan preparation meeting at Tom Crook's Classic Cars on April 30. The pastry was a hit but the coffee was a little like espresso. Richard Adatto and I thought 2 1/2 lbs. of coffee would cover it for 72 cups.

Lots of great information was exchanged here.

Loren Knutsen - In tank fuel pumps.
Ron Doss - Bypass fuel systems.
Ron Doss - Optima battery.
Bill Deibel - Brake systems.
Bruce Harlow - Oil lubrication.
Virgil Parker - Gasoline properties.

...and lots of other input.

We all agreed you need to shake out the Garage Queen with lots of driving prior to the CARavan. If you have *vapor lock* on the CARavan (not fuel starvation) you probably should have fixed it long ago. A new pump with good pressure, a non-shielded gas tank or any number of other conditions could be your problem. Gasoline used to vaporize at 172°, according to heresay, and now will vaporize at 114° or less depending on how low your fuel pressure is running. Modern fuels can waste a fuel pump diaphragm in a month sometimes (carry an extra).

As you prepare your car for the tour find and correct its problems. Check out your cooling, fuel, ignition and brake systems. Check your hoses, belts, and tires. Be sure you have "tube protectors" or valve "stem bushings" to keep your valve stems from being cut by a shifting tube.

We will be in Eastern Oregon in August and it can get pretty hot. If you take a spare part you won't need it, if you leave it at home that's the one that will break.



New Classic Reported

Although details are limited we understand that PNR members Brenda and Fred Bonin from Coquiam, BC took "delivery" of a new classic. On April 21, 1994 Aston John Paul Bonin arrived. We don't have the wheel base but curb weight was reported to be 7 lbs. and a body by Bonin. Congratulations to Brenda and Fred on their first "new" classic. With a name that includes "Aston" and "John Paul" there HAS to be an automotive connection. I'm sure Grandfather and CCCA member Paul Bonin would agree.



Bill Deibel
President



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Kitsap to the Kapital - A Rekap

Story and Photos by Bill Deibel

"Rain before seven, sun before eleven" was never truer than on the Kitsap Peninsula June 4th. Despite heavy downpours in the early morning it was already a lovely sunny day as folks began arriving about 10 am at the Naval Undersea Museum at Keyport - and it remained so for the rest of the day! First arrivers were Merrill & Sally Robison in their '48 Lincoln Continental cabriolet, Glenn Mounger & Dick Culp in Glenn's "woody wagon" and Gary & Kayla Main, guests of the Deibel's, in a "yellow Vette". Soon after came Bill & Karel Deibel with Lee & Marlene Zuker in Karel's '42 Cadillac 60S town car, Bob & LaVerne Baily in their '37 Packard Super 8 limousine, Conrad & Pam Wouters in Conrad's recently acquired '40 Packard 180 sedan, and by 11 the group included Ted & Beth Barber in their '40 Cadillac 72 touring sedan, Tom Sumner with Roy & Terry Magnuson in Tom's '41 Lincoln Continental cabriolet, Al & Myra McEwan in their '33 Rolls Royce PII continental sedanca, Barbara & Terry McMichael with guests Bob & Sally Thomas in modern "Detroit iron", Bill & Judy Mote with daughter Janis in their '36 Bentley 4-1/4 L sports saloon and Dick & Marcia Mahaffey with guests Tony & Debbie Schmid in Tony's non classic Alpha Romeo. Dick's Bentley was found to have a flat tire just as they were going to leave with it.



At the museum - Keyport. The Wouter's '40 Packard, Robison's '48 Lincoln and Deibel's '42 Cadillac with Baily's '37 Packard in the background.

This group was welcomed to the nearly new museum, by staff member Ron Roehmholdt and then allowed to browse at will with Ron available to answer questions as they arose. The museum features exhibits depicting the history and current state of the art of undersea research, rescue and warfare techniques and equipment. It is a very attractive and interesting facility which will be more so when it is fully completed in another 18 months.

With maps provided we left the museum in loose groups for a 17 mile scenic drive through Seabeck on the Hood Canal to Camp Union for lunch at the Camp Union Cookhouse. Some took in more than 17 miles (sorry - it is Old Frontier not Old Pointer Road - guess I need new lenses), and at Seabeck Tom Sumner had a flat - wheel

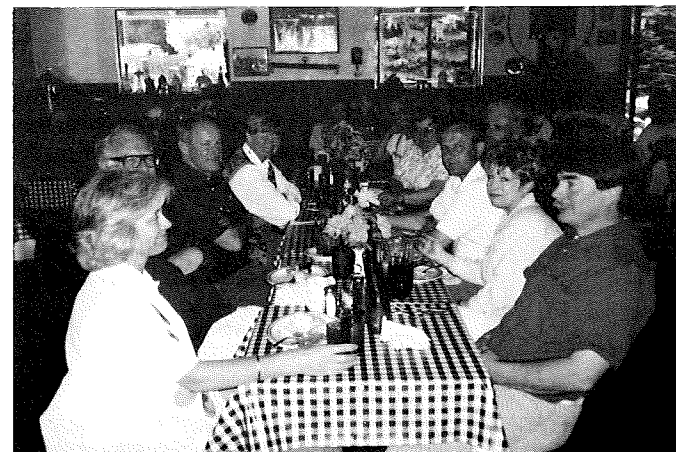


Can you tell who enjoyed their lunch at the Camp Union Cookhouse? Cars: Wouters - McEwan - Baily

that is - when a rim split on the Continental. Did you have a premonition, Tom, when you invited Roy & Terry as passengers? And Roy, you must be getting used to PNWR road service - last time was for me.

The Camp Union Cookhouse is a colorful rustic restaurant catering to the hearty diner with traditional American fare. Run by Fred Just and his wife Eloise it is "decorated" in the manner of a '20s tavern with hundreds of antiques everywhere - mostly logging and train related since the town of Camp Union started out as a logging camp for the Westfork Logging Company in 1921. Westfork logged throughout the peninsula by their own railroad network centered at Camp Union.

Joining us here were Bob Reverman and his navigator, Yoshi, in his '47 Lincoln Continental cabriolet. They joined for lunch and were never seen again. Bob was complaining about his overdrive, but is it possible that they're still trying to find their way out of Kitsap County?



"Waiting for Roy's dessert at the Camp Union Cookhouse." Seated on the left are: Terry Magnuson, Tom Sumner, Al McEwan and Myra McEwan. Seated on the right are: Roy Magnuson, Kayla Main, Gary Main Ted Barber and Beth Barber.

Kitsap to the Kapital...Continued from Page 5



Yoshi, Bob Reverman, Lee Zucker and faithful companion Teddie.

Following lunch we "CARavened" south 23 miles along lovely back roads to Belfair and from there on to Stretch Island to Bill Somers' Museum of Puget Sound featuring photographs and artifacts from the steamships and ferries servicing Puget Sound from the turn of the century. Bill Somers, who is in his eighties, worked summers in the late '20s on some of these vessels and came to know many of their captains and crew members over the years following. In fact, a major highlight of the day was to find that Mr. Somers knew Tom Sumner's father, Captain "Big Ed" Sumner who was Captain of the often pictured streamlined ferry Kalakala, and without hesitation he reached for a scrapbook and quickly found a snapshot he had taken of Captain Sumner on board Kalakala in 1938.

At this museum we were joined by Walt Sharp with son Keegan driving a non classic Caddy Convertible.

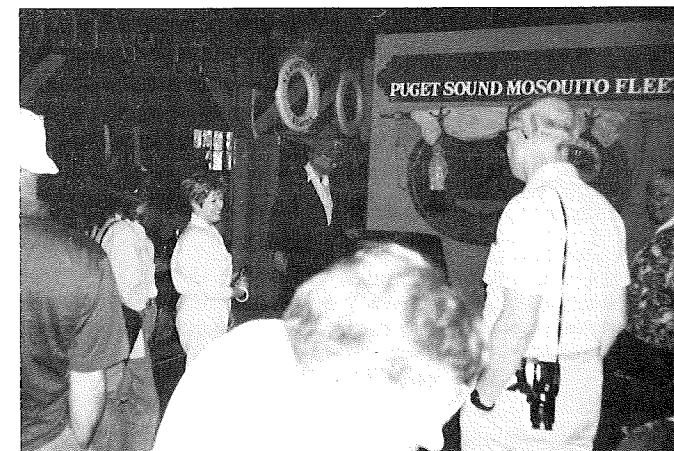
Upon leaving Stretch Island, Zuker's decided that they would settle once and for all the long standing dispute as to superiority between Cadillac and Packard in the '40s at least from a back seat driver's point of view. So they transferred from the Sixty Special to Wouters' Custom Super 8 for the third and final 34 mile leg of our tour to the Quality Inn - Westwater outside Olympia. Well, Lee & Marlene, we're waiting for your answer!



The Tripmeister leads the stalwarts off Treasure Island on the final leg of the tour.

Some of the day's participants dropped off at each of the three prior locations leaving 19 for dinner at the Westwater where we had a private room and ordered from a special limited menu. Al McEwan provided "waiting for the bill" entertainment with a chalkboard talkthrough of the '94 CARavan with much help(?) from many hecklers on the floor. I thought the food was quite good and the prices very reasonable, however the service was slow, and we were about an hour behind schedule leaving which put us Seattleites home about 10.

All in all there were nine Classics and 36 people participating with 16 memberships represented.



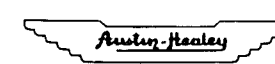
Bill Somers demonstrates an early fog horn in his Museum of Puget Sound. Kayla Main, Lee Zuker look on.



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Kite Fly, May 21, 1994

Story and Photos by Bruce Hill

The flyer announcing the event said we'd leave the Burgermaster in Lynnwood at 9:30 sharp; we left dull. More like 9:50 but no one cared. The CARavan proceeded up Old 99 to Everett, onto the freeway (I-5) to Exit 206 (of Turkey House fame) and then west and north on 530 etc. through Conway, Fir Island, La Conner, and then (to avoid a rock slide) via some really tricky back roads into Anacortes. After leaving the freeway it was like motoring in the mid-thirties. Except for the modern cars passing occasionally on the left, the two lane roads through mostly pastoral country easily seemed of a by-gone day.



Scene at Burgermaster in Lynnwood. L-to-R: Rick Turner's Cord, Gaffner's Silver Shadow estate wagon, Wouter's Packard, Doss' Cadillac, Mahaffey's Bentley (almost completely hidden), Sumner's Packard.

The idea of the run was to test out the cars for reliability, in anticipation of the CCCA CARavan planned for this summer. As part of the test all the cars were to do a steep climb to the summit of Mt. Erie, located in a park within the limits of Anacortes.

Three owners (including two Bentley owners), citing clutch weakness, decided their cars weren't up to the test and waited it out at the bottom. The rest drove the narrow twisting road which included one very interesting hairpin doubling back on itself at about 120° while increasing the pitch from approximately 7 or 8% to about 9 or 10%. There were no turnouts or escape routes for any who might falter. It was a real workout even for the modern cars making the ascent. All of our cars endured the trial without mishap.

A 1984 Chevrolet V-8 Caprice station wagon, arriving at the top only moments after our party, didn't share our luck. Rick Turner fetched the fire extinguisher from his cord and put out the engine fire in seconds.

After the excitement and some photo taking, we descended the mountain and drove to Fort Casey arriving about 1:30. We had enjoyed clear bright skies from Conway on in contrast to the gloom over Lynnwood.

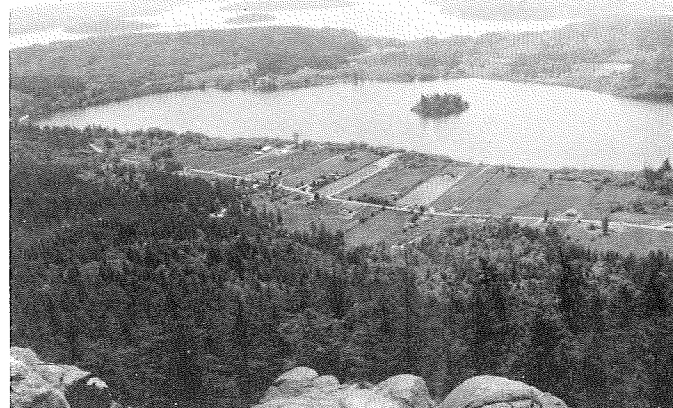
The picnic began immediately followed by attempts to fly kites of great variety. As is often the case at the Fort, available light airs were not quite strong enough to support most of the kites. Some flew for a little while, but none flew for long.

While kites were being flown, every collector car on the tour was photographed.

By 5:30 many had left. Most boarded the Clinton / Mukilteo ferry for the return. Among those staying to the very end were Gary Gaffner, The Goffettes, the Magnusons, Dennis Somerville, Tom Sumner and his son, Stuart.

Jack Goffette and Roy Magnuson organized the event in their usual efficient manner.

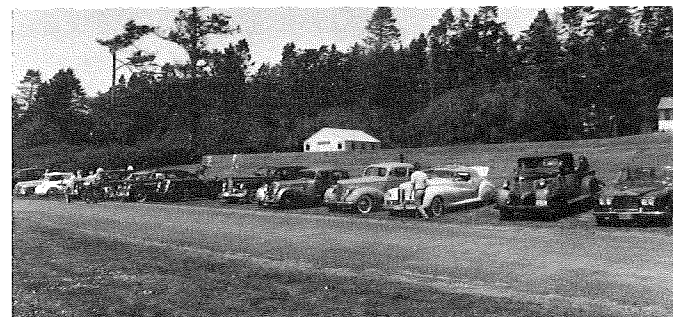
We will have more pictures from this event in the next issue — Ed.



View from Mt. Erie south toward Skagit Bay shrouded in mist and Whidbey Island to right. Lake Campbell is in immediate foreground.



Line at Fort Casey. L-to-R: Hageman's Silver Wraith, Somerville's Silver Wraith, Reverman's Lincoln Continental, Turner's Cord, Wouter's Packard, Doss' Cadillac, Grisham's Buick, Magnuson's Bentley, Nolan's Packard, Mahaffey's Bentley, Deibel's Packard, Tom Sumner's Packard, Stuart Sumner's 1939 Dodge pickup truck (Tom's son), Gaffner's Silver Shadow.



From the other direction.

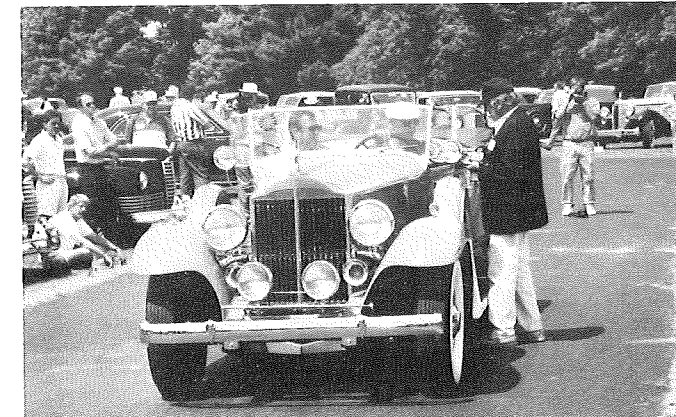


There were also kites! Stuart Sumner with his dad's 1910 Bleriot model kite.

The Packard Experience

Story and Photos by Ron Doss

The Gilmore - CCCA Museum held "the Packard Experience" on June 4th and 5th. The PNR was well represented by: Tom Crook, Randy Small, Ed Rittenhouse, Walt Johnson, Larry Justice, Bruce Armstrong, John Kane, Peter Hageman, Gerry Greenfield and Ron and Gayle Doss. This was thought to be the largest gathering of Packards ever assembled, numbering over 300. More than 42 customs and over 12 Vee-windshield Dietrichs were all lined up.



Victorian Taupe - "Best Open Car of Show"

Ed Rittenhouse took his 1933 Dual Cowl Phaeton "Victorian Taupe" and was awarded "Best Open Car," in Show. Gerry's freshly completed 1934 Twelve Victoria won a class award as did Larry's 1933 Twelve Coupe. The Region was certainly well represented.

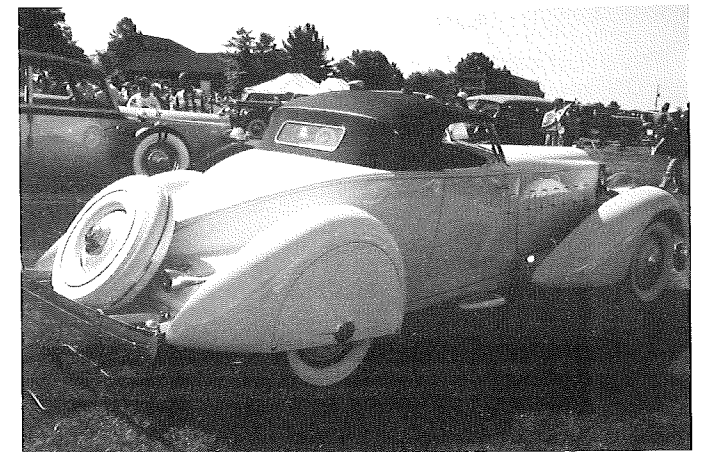
Clear skies and 84° were very welcome as we strolled the 90 acres and four barns full of the Gilmore - CCCA collection.



The three PNR award winners.

A new building has been added and is full of a Cadillac display, thanks to the Cadillac Division of General Motors. There is also a Russian Zil on display and, as Gayle heard one gentleman observe, "They took the bad things on American cars and included them all in this one."

Next year the show will feature ACD cars and in 1996, Lincolns.



Carole Lombard and Clark Gable's LeBaron Speedster from the Bahre Collection.



The Future of Our Classics?

by John Milliken

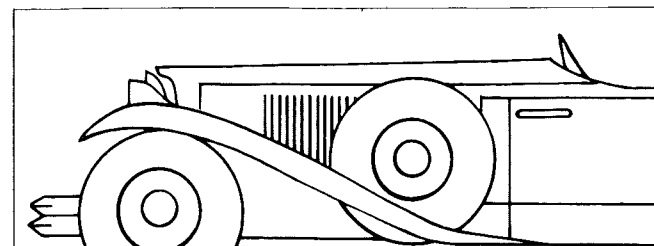
There is much speculation recently as to the future of our hobby, particularly as regarding Classic Cars. It is perceived that the newer generation has less interest in Classic era cars and furthermore can not afford to pay the prices asked for them. There may be some truth to this scenario.

One of my favorite car magazines, CLASSIC AUTO RESTORER, recently polled its' subscribers. The results make me wonder if perhaps they ought to change the title of their publication. Their poll seemed right on the mark indicating their subscribers as ages 42-56 with incomes on the high side of \$50,000, but the startling fact was that only 7% of them collected cars of the '30s, only 6% collected cars of the '40s, and 4% were interested in pre 1930 cars. The vast majority preferred cars of the '50s and '60s.

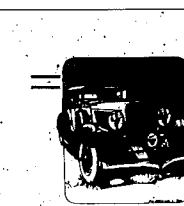
A recent issue of the Packard Club publication, *The Cormorant*, indicated that the average age of CCCA members was approaching 59 possibly Packard Club membership as well. I was on an airline layover in Detroit just after the "Packard Experience" at the CCCA Museum in early June. I am a member of the Michigan Region and, while there, I called several of my collector freinds from that region. They all said it was a great event with over 300 Packards (incidentally PACNW member, Dr. Ed Rittenhouse won "Best Open Packard" with his magnificent 1933 Phaeton), but several of those I spoke with said that there was a decided edge towards those owners with white hair.

So, what does this admittedly unscientific adventure mean for us? A future glut of Classics on the market? Perhaps. Well I, for one, am probably among the youth committed to Classic Cardom at age 49, though most of my contemporaries do seem to prefer the '60s stuff. But for those of you with Classics, restored or otherwise, tucked away in your garages in hopes that their appreciation will reward you with luxurious retirement — take note!

But at least one of you out there won't have to worry, particularly if you happen to own a 1934 Packard Convertible, or a Classic 1938 Packard convertible — my two favorites. Just give me a call and I will take it off your hands — for a reasonable price before the Crash. Hurry!

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Automotive Detailing • Restoration
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Carl Bomstead
• COLLECTOR AUTO APPRAISALS
P.O. Box 1083 • 506 E. Lake Stevens Rd.
Lake Stevens, Washington 98258
206.334.5215

Vintage Festival Car Show

by Ron Doss

This annual festival is September 10th 1994 and the PNR will have a mini CARavan leaving Southcenter at 10:30 AM on Friday the 9th. Most of the plans have been finalized and Dave Ryan is the co-ordinator of cars this year. The limit will be 100 cars and they need to be pre-registered. You can contact Ron Doss at (206) 881-8794 for the form. There will also be a flyer coming to you about the 1st of August with a copy of the form. Those with cars accepted will be notified by September 1st.

Whether your car is in the show or not, whether you drive a classic to the event or something else, please come along. There will be gifts for each registered car this year in place of awards. The featured Marque is Cadillac.

We will arrive around 3:00 PM at the Holiday Inn Crowne Plaza (formerly Howard Johnson's off I-5 in Lake Oswego) the rooms have been remodeled since last year. The deadline for reservations using the group rate is August 31st. You should contact the hotel directly at (503) 624-8400 and identify yourself as Classic Car Club. The group rate is \$79.00.

At about 4:00 we will leave for Frank and Leslie Cable's home in Lake Oswego for a Bar-B-Q dinner, tennis, croquet and bocci ball. After dinner Dave Ryan will make a presentation of posters or something for us for attending. The cost of the Bar-B-Q will be \$13.00 per person. Saturday morning we will caravan to the show site for coffee and a full day of cars, wine tasting, an Arts & Crafts fair, quilts, Bi-Planes and all of the other "stuff" that is a part of this wonderful event. Maybe the Tri-Motor (NC) will appear again this year.

That evening after checking in to our B&B's, hotels, etc. we will caravan to the Sokol Blosser winery. We have rented the entire winery and there will be a catered buffet dinner for \$21.00 per person. Wine tasting (no-host) will also be available.

Sunday we will make an early start for all the fun along the way back home. Breakfast will be from 9:00 to 10:00 at the Waverly Country Club. This is an elegant old club with a perfect setting for the cars. Being a private club appropriate dress is required. This means no jeans and for men, coats are preferred with ties being optional.

The total meal charges will be \$46.00 per person and checks can be made out to John Milliken, 15537 Village Park Court, Lake Oswego, OR 97034. If you want to call John the number is (503) 697-0507.

Here is a list of places to stay either or both nights:

Hotel:

Shilo Inn, Newberg - (800) 222-2244 - \$56.00 group rate.

B&B's:

Steigerhaus - McMinnville 472-0821 - \$65 to \$90.00

The Partridge Farm, Newberg 538-2050 - \$70 to \$95.00

Spring Creek Llama Ranch, Newberg - 538-5717 - \$50 to \$65

The Smith House, Newberg - 538-1995 - \$55.00

Wine Country Farm, Dayton - 864-3446 - \$55 to \$75.00

Secluded B&B, Newberg - 538-2635 - no charge info available

Springbrook Hazelnut Farm - Newberg - 538-4606 - \$90.00

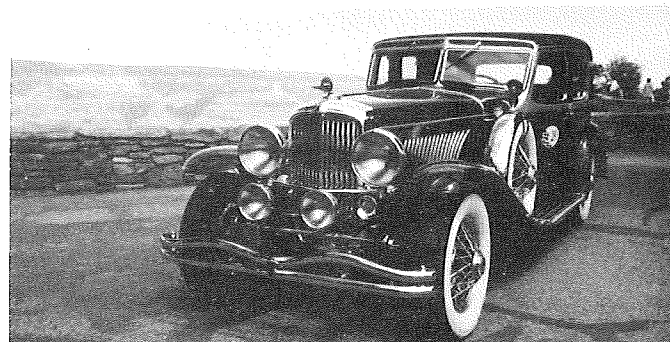
Carriage House - \$125.00

If you have a cell phone bring it and we will make up a directory for the tour.



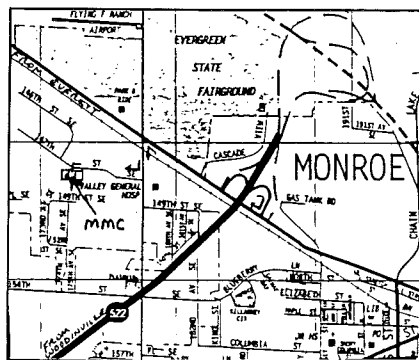
Copper State 1000

Glenn Mounger Photo



Copper State 1000 - Tom Crook's Duesenberg with a "Grand" Canyon backdrop. PNR was well represented by Tom and his co-driver Barry Looney, Nan & Joan Herstein, Ed and Tony Rittenhouse and Gordon Apker with co-driver Glenn Mounger.

MURRAY MOTOR CAR



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

Al Murray

Paul Murray

(206) 487-1902

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MONROE, WASHINGTON 98172

(206) 794-1902

J.C. Taylor Antique Auto Insurance Information Sheet

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:

CC/PAC3

J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.

320 South 69th Street
Upper Darby, Pennsylvania 19082

1 (800) 345-8290

(610) 853-1300



CLASSIC CAR CLUB OF AMERICA

MEMBERSHIP
RECRUITMENT
KIT

MEMBERSHIP APPLICATION - Classic Car Club of America

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

FOR OFFICE USE ONLY

GIVE
CCCA
SENIOR
BADGE
NO.

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

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

Members, Please PRINT name and address here:

Check one
New ☐ Renewal ☐

Club year begins
November 1

Spouse's name:

Residence Phone _____ Business Phone _____

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

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

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

Or send it to us, but

Separate checks please and we will forward to National.

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

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

Classic Car Club of America - Pacific Northwest Region

Board of Managers Meetings

Reported by Ted Barber, Secretary, CCCA-PNR

APRIL 6, 1994

MAY 4, 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; and members Hooper, McEwan, Milligan, Mote, Reddaway, and Rittenhouse. The minutes of the March 2, 1994 meeting were approved. Treasurer Wouters reported a balance of \$15,474.06. Membership Chr. McMichael reported that there were 169 paid members (plus about six new members) and six non-renewals. Board members and others will contact the non-renewers. The roster will be published by next month. Editor Culp reported that the next deadline is April 7. The next issue will include articles on the Caravan, preparation seminar, and other events. A report from National notes that additional French marques have been accepted. Chr. McMichael reported on the Coming Out Party held March 19. 142 people attended and saw seven "new" Classics. Everyone had a nice time and the Club netted about \$300. The Club has booked the Atrium for March 18, 1995. A new chairman will be assigned for next year. It was noted that there may be a problem getting cars next year since it will be just after the 1995 National Annual Meeting. W. Deibel suggested that cars shown should be of interest but not necessarily perfect.

1994 events were discussed as follows (dates of non-Club events of interest are shown in *italics*):

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, 10:30 am. Flier to be sent in April.

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. Confirmations have been made at each place.

June 24-26; Land, Sea, and Air Rendezvous Port Ludlow. Event notice to be in BG.

July 3, 4; SIR Vintage Races (Chr. Buckingham/Armstrong), Yarrow Point Parade (Chr. McEwan), Bainbridge Isl. (Chr. Mounger). Classics will drive around track at SIR.

July 24; Forest Grove and Port Gardner Concours.

July 29-Aug 6; PNWR Caravan. Chr. McEwan. A letter requesting deposits has been sent and the deposits should have now been received by J. Carman. 122 have been confirmed with 17 still on the wait list. Most committees have been assigned. Items for tour bags and a burgee 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. Included will be a Ford tri-motor among the vintage aircraft.

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

November ; Annual Meeting. Need chairman; possible location: Petroleum Museum.

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). Budget, other details to be sent to National by May 1. Banquet cost is \$46/person. Room-night factor will affect costs. Room rate may be renegotiated or registration fee raised. Tabulators needed. The Club will support the event up to \$3,000.

The meeting adjourned at about 8:30 pm. The next meeting will be on May 4, 1994.

The meeting was called to order at about 6:30 pm by Assistant Director Wouters and lead later by Director Adatto at Latitude 47 Restaurant in Seattle. Attending were Managers Culp, Deibel, Doss, Goffette, McMichael, and Meden; National Director Carman; Secretary Barber; and members Crook, Greenfield, Grisham, McEwan, Milligan, Mounger, Mote, Reddaway, Rittenhouse, and Zuker. The minutes of the April 6, 1994 meeting were approved. Treasurer Wouters reported a balance of \$15,740.96. Membership Chr. McMichael reported there were 187 paid members (including four new members). The roster (in a smaller format and including the by-laws) will be published by next month. Editor Culp reported that the next issue would be late because of roster preparation. National Director Carman reported from National that judging rules were being worked on, to possibly be changed to a 200 point basis and then divide by two for the final score. Trophy base design is being changed also. Awards may be split up between the Friday event and the Saturday banquet at annual meetings. Chr. Doss reported that the Caravan preparation seminar was a success with 45 attending and good inputs.

1994 events were discussed as follows (dates of non-Club events of interest are shown in *italics*):

May 21; Precaravan Hillclimb and Brake Test. Chr. Goffette. Combine with RROC Kite-Fly event. Tour will start from Lynnwood Burgermaster at 9:30 am. There may be a fee at Ft. Casey.

June 4; South Sound Tour. Chr. Deibel. Tour starts at Keyport and includes the Keyport Museum and a private museum on Stretch Island. Dinner (optional) at Olympia. Confirmation has been made.

June 24-26; Land, Sea, and Air Rendezvous. Port Ludlow Event notice to be in BG.

July 3,4; SIR Vintage Races, report by J. Goffette: event starts Friday. CCCA tickets cost \$5 and include admission to pits. Classics will drive around track. The Board voted to support this event.

July 4; Yarrow Point Parade (Chr. McEwan), Bainbridge Isl. (Chr. Mounger).

July 24; Forest Grove and Port Gardner Concours.

July 29-Aug 6; PNWR Caravan. Chr. McEwan. 110-115 cars and 264 people are expected. As much of the wait list as possible will be included. Cross-country transportation is being coordinated. The early-bird party will be at Suite 200. Cellular phones, additional service driver needed.

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

August 28; Pebble Beach Concours.

September 9-11; Newberg Vintage Tour. Chr. Doss. Leave Friday, return Sunday. Included will be a Ford tri-motor among the vintage aircraft.

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

November 5; Annual Meeting. Need chairman; location: Petroleum Museum.

December 10; Christmas Party. Chr. Meden/P. Wouters. Tacoma Country Club, cost \$15-20.

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). Budget, other details to be sent to National by May 1. Wine has been omitted from the banquet cost Room-night will be adjusted.

March 1995; Coming-out Party. Room to be reserved. Details to be left to event chairman.

The meeting adjourned at about 8:30 pm. The next meeting will be on June 1, 1994.



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206-328-7886

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1506A 11th Ave. - Seattle
206-328-5812

Bill Rehberg



Pacific Northwest Region

MAIL TO: BARBARA McMICHAEL
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.

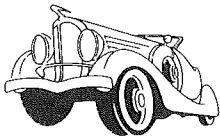
Membership Information: BRING IN A NEW MEMBER!



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

PRESENTS...

July 29 - Pacific Northwest CARavan
August 6 . . .
August 14 . . . Apker Affair
September 9-11 . . . Mini CARavan to Newberg
Vintage Festival
September 17 . . . Garage Tour



BUMPER GUARDIAN

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