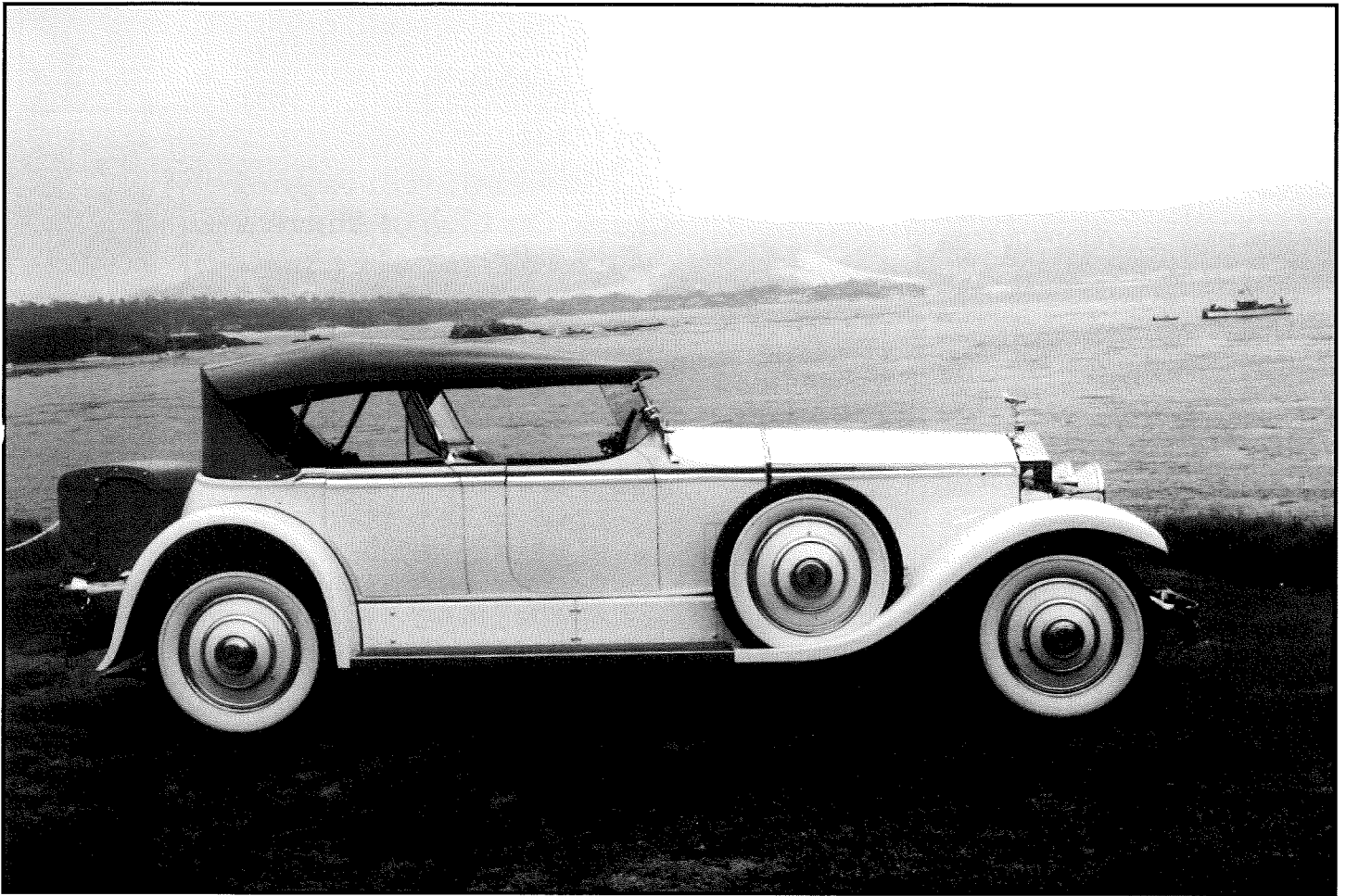


BUMPER GUARDIAN

VOLUME 6

NUMBER 2



1928 SPRINGFIELD ROLLS-ROYCE ASCOT PHAETON

Lee and Marlene Zuker



February 1996 through March 1996

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 quarter - March, June, September and December.

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Ron Doss, Director	881-8794	881-6977
Gerald Greenfield, Assistant Director & Activities Chairman	862-2630	838-2055
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Phil Grisham	1998	232-3190	292-1110

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 Gayle Doss or Shirley Starr.

Advertising

Advertising policy / rates: The *Bumper Guardian* will print classified advertising free of charge to members. Display advertising rates are available on a prepaid basis only.

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PER CALENDAR YEAR.

The *Bumper Guardian* is the official publication of the Pacific Northwest Region, Classic Car Club of America.

Editor is Kathie Olsen, 16908 20th Avenue West, Lynnwood, WA 98037, (206) 742-1147.
Production is handled by Sunset Press.



The Three Musketeers! Marlene and Lee Zuker and Bill Mote.

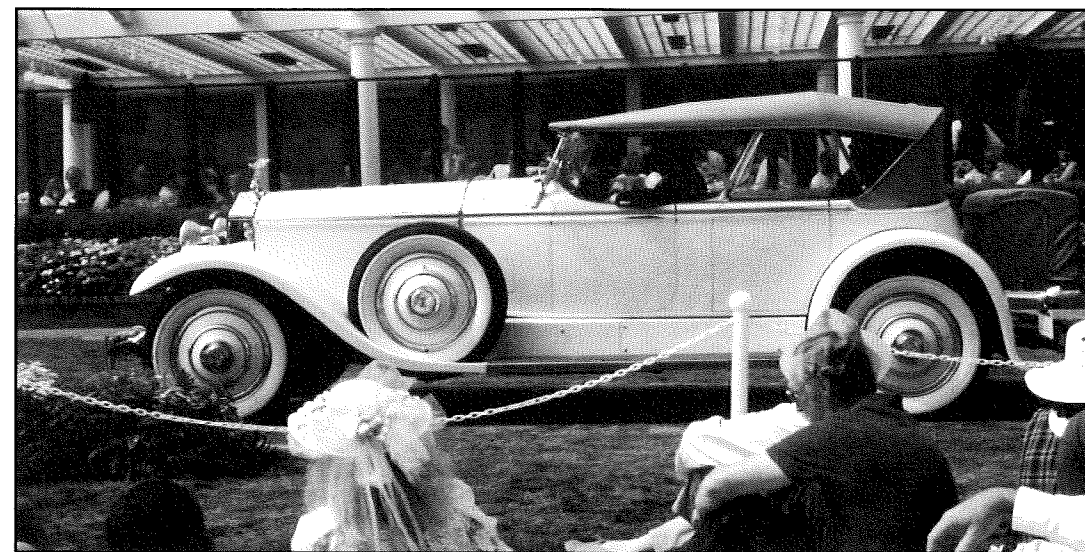
Pacific Northwest Region Classic Car Club of America 1996 Calendar of Events

* PNR EVENTS

* April 3	Board Meeting
April 26-28	Bellevue Place Show - Mgr. Richard Adatto
* May 1	Board Meeting
May 5	Breakfast Tour from Crook's to Anton's with H.C.C.A. - Mgrs. Ellis and Greenfield
May 31	BG Issue
* June 5	Board Meeting
* June 22	South Sound Tour - Mgr. Bill Deibel
June 30	Forest Grove
June 1	Maristone Island Garage Tour - Mgr. Hageman
* July 3	Board Meeting
* July 5-7	Sovern Vintage Races - SIR
* July 21	Lake Tapps Golf & Classics Picnic - Mgr. Gerald Greenfield
* July 28	Port Gardner Concours d'Elegance
July 30	BG Issue
August 1-4	Hot August Nites, Reno
* August 7	Board Meeting
August 8-18	Can-Am Caravan - CCCA National
August 17-18	Pebble Beach Concours d'Elegance
August 31	LeMay Open House
* September 4	Board Meeting
September 4-8	Auburn ACD Classic, Auburn, In
* September 14	Crook Potluck Picnic - Mgr. Dave Ellis
September 22	ACD Rainbow Falls
September 30	BG Issue
* October 2	Board Meeting
October 9-13	Hershey
* November	ANNUAL MEETING - Mgr. Hal Meden
November 30	BG Issue
* December 4	Board Meeting
* December	Christmas Party

The Blooming of Buttercup

BY LEE ZUKER



Approaching the Ramp at Pebble Beach

Close Encounter of the First Kind

It was a gray day in Vancouver, BC. We were there for the weekend in February 1989 attending the annual meeting of the BC chapter of the Rolls Royce Owners Club. During the course of the meeting, we heard that Basil Fox had the keys to a garage on Marine Drive where a Rolls had been tucked away for several years. When there was a break in the activities, a few of us - Norm Herstein, Peter Hageman, Ted Reich, my wife Marlene, and I - took off to see the mystery car. It wasn't exactly a "car in a barn" - but it was pretty close . . . a car in a very pretty brick garage that hadn't seen the light of day for several years . . . not running, of course. We got the door open but could still hardly see the car in the darkness. With some difficulty we managed to roll the car into the daylight. And there it was! Scruffy, not working, wrong top shape, but there it was. A Springfield Rolls Ascot Phaeton. One of the few original cars of this type. One look and Marlene decided that it had our name on it, and since it didn't run I agreed that it probably did.

After a couple of weeks of long distance negotiations, a price was agreed to, but this was just the start, since the car had never been registered in BC. After about four months of legal back and forth, the title was cleared and we made arrangements to have the car brought home. As was often the case, I was in Europe so Marlene headed up to Canada with Red Rowe to retrieve it. She was loaded with documents to show that the car was made in the US, and hence should not be subject to import tax. However, a wise border guard merely made note of the name plate (which said Springfield, Mass.) on the firewall and waved the car through customs without incident.

The Basics

We decided that our first task was to get the Ascot running and see how we liked driving it before making any sort of major restoration commitment. Initial problems to deal with, after removing the cobwebs and the dust, included getting the engine running. This entailed welding the cracked cylinder head, redoing the valves and overhauling the carburetor. A pass through all the fluid systems and the running gear got the vehicle to a state of repair that allowed it to be presented at the CCCA Coming Out Party of 1990. With all of this behind us, we were at last prepared to commit ourselves to take it on the PNR CARavan of 1990.

Some of our adventures on the CARavan were documented in the reports in the *Classic Car* issue following the trek. These included the muffler giving way and getting repaired at the famous classic repair garage - Midas Mufflers. They were very interested in the car, and didn't seem to mind clawing through the ancient cover to re-weld the exhaust pipe fitting. But the most exciting part was the traverse of the mountains between Winthrop and Seattle. The cooling system, which for the first four legs of the trip seemed normal, decided to let us know it was there. As we drove into Winthrop we experienced the first overheating. So we decided that we should have some emergency water with us the next day to travel across the pass. Barely had we left Winthrop when we noticed the temperature rising and water boiling over. We soon consumed our water supply. But fortunately there was a ranger's station where we were able to refill the water jugs. We quickly went through that four gallons, and stopped beside the road to contemplate the next step. Bill Deibel pulled in behind us, and gave us a couple

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.

Cover Story . . . Buttercup . . .

Continued from page 3

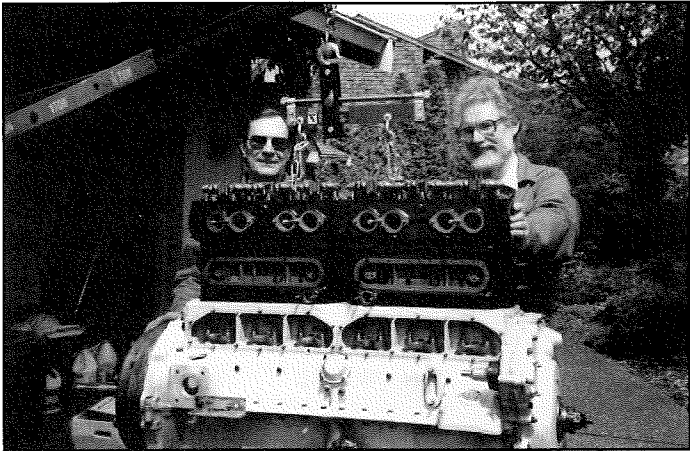
more gallons of water to get us going again. Soon we started running along side a stream, and from time to time stopped to refill the radiator and the jugs. We figure we averaged about one mile per gallon of water up hill.

Notwithstanding, the CARavan was a lovely experience and we concluded that we should do some basic restoration before we again put the car on the road. And thus began a tale of four years duration, the essence of which is extracted in the following paragraphs. But first let's look a little more at the background of the car, which contributes to making it all worth the effort.

Genesis and Genealogy

In 1921 the first American-made Rolls-Royce rolled off the assembly line in their new plant in Springfield, Massachusetts. This was a Ghost chassis, which, like the first 25 to be produced, were identical to the English design. A gradual manufacturing transition began, leading to the eventual production of an all-American chassis. Bodies initially were labeled Rolls-Royce Custom Coachwork, being fabricated by four different manufacturers. By the introduction of the "New Phantom" in 1927, now called the Phantom I, most of the bodies were produced by Brewster, which had been controlled by Rolls-Royce since 1926. In 1928 a new series of Brewster bodies were introduced, which included several with magnificent lines - the Ascot and Derby tourers and the Rengent and York convertibles. Our car was the second of 19 Ascots produced before the Depression-induced demise of the Springfield company. The first Ascot went to New York City as a company demonstration car and ours went to the Rolls-Royce Los Angeles sales office as their demo. It stayed in demonstration status for about 18 months, and then went first to an owner in Beverly Hills and secondly to a home in Belair. In 1934 it was traded in to Rolls-Royce, who sent it back to Brewster for an update.

The car had originally been fitted with cylindrical (drum) headlights and sidelights and tubular bumpers. In the mid-thirties it was very common for Rolls-Royce cars to return to Brewster (Rolls-Royce of America had gone out of business in 1931) for either a facelift or an entire new body. During this period 11 additional Ascot bodies were fitted to 1920's chassis to which had been originally fitted a sedan or town car. In the



Bill Mote and Bill Holt - the engine is done!



Jay Leno checks out the engine at Pebble Beach.

case of this car, the factory updated the lights and bumpers, and presumably repainted it at the same time. Although we have been able to unearth the entire story of ownership, we will summarize by saying that after five more owners, one of whom was an original member of the RROC, it ended up in Edmonton, Alberta in the possession of Peter Pocklington, owner of the Edmonton Oilers. He in turn sold it to his associate Nick Skalbania (from whom he had obtained Gretzky's hockey contract). As a result of divorce, Mrs. Skalbania became the owner, and it was from her we bought this very special automobile.

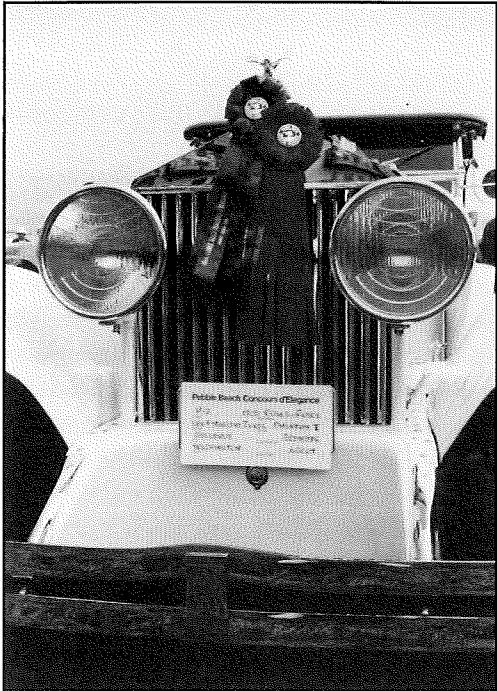
Resurrection

From the beginning, one of our restoration objectives was to

Continued on Page 5 . . .

Cover Story . . . Buttercup . . .

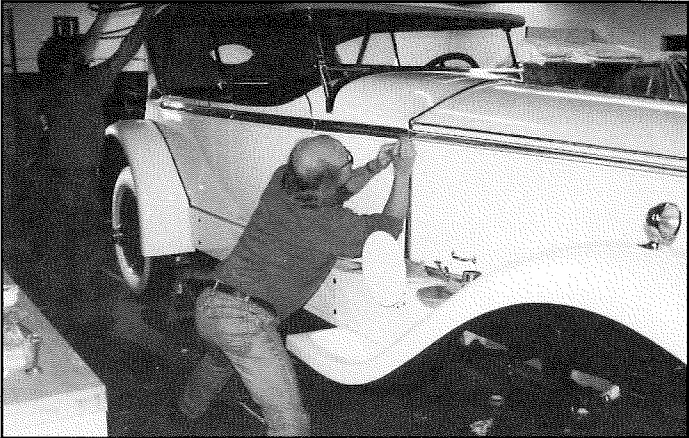
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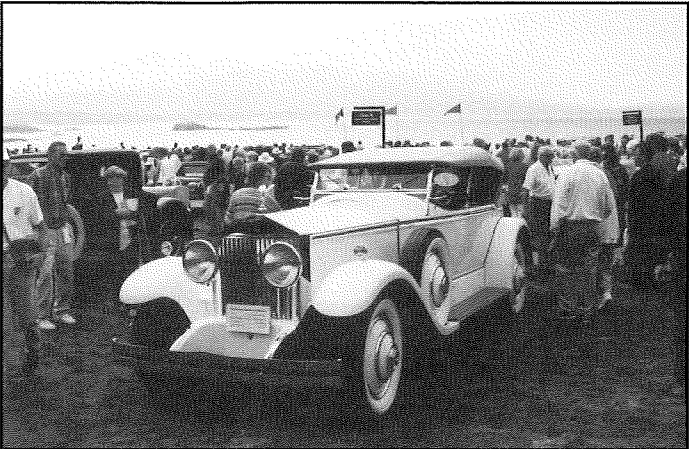
At Pebble Beach with its ribbons.



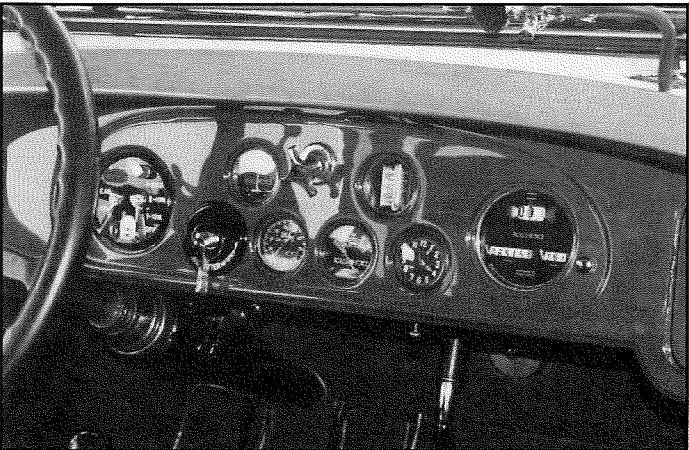
A perfect reflection.



Pin-striping is a back breaking job.



On the field at Pebble Beach.



A view of the new dash.

Continued on Page 6 . . .

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insure originality. In the case of this car, this was particularly difficult because it was a transitional car. From 1926 the "New Phantoms" had engines with cast iron heads, and fitted as previously described. In 1929, shortly after our car was produced, the new series of "aluminum head" chassis were made, and the lights changed to Hall conically shaped and head and sidelights and Trilin taillights. A number of minor changes were also incorporated, many of which were phased in during our car's series. So it was difficult to tell exactly what was early transition and what was done when Brewster did the update on the car in the mid-thirties. A Rolls-Royce advertisement in the November 1929 Vogue depicted a Derby with a burgundy chassis, a yellow body and a tan top, which we rather liked. It was evident from the paint removal that the original color scheme had been gray with a black top and black leather, over a navy blue chassis. This gave us the courage to undertake a colored chassis, which was rather rare on Rolls-Royces in the pre-Depression era.

The radiator, which has an integral core, had to be totally rebuilt so it was dispatched to Springfield, Mass. The car was sent out for cleaning, body work and initial painting, and then returned to our garage for further work. While getting into the nitty-gritty of restoration we were surprised to see how little wear there was in many parts of the car, leading us to believe that the 064,173 miles registered on the odometer when we bought it was in fact correct. Upon disassembly and inspection of the engine the bearings turned out to be badly cracked, leading to a complete rebuild of the engine by Bill Mote. While the engine was out I tended to the rebuild of the bijur system and the rewiring of the chassis. Wood, plating and instruments were sent out for refinishing. When everything that could be done at home was completed, the car went to Mote's shop where he and Stuart Sayyah completed the restoration, just in time to meet the shippers schedule for last years' Concours at Pebble Beach.

The Shining

As the old saying goes, nothing is easy, particularly as relates to old automobiles. Recognizing that we had some more detailing to complete before the Concours, we made arrangements to garage the car at a private residence in Pebble Beach. The car arrived at about the appointed time, and as we unloaded it we noticed that there was a little dirt here and there. But on closer inspection the little dirt was found to be a layer of greasy soot over the entire vehicle, inside and out. Turns out the trailer it traveled in was full of holes, and the truck pulling it had a new engine, which spewed diesel soot over everything. We may not have made it, except Walt Johnson and his crew arrived on the spot and came to our rescue. In about four hours it was clean, and we had only to complete the finishing details and we were ready to go. We even had a little time to drop in to the Rolls-Royce hospitality tent for a little to eat, and attend the Saturday night Chrysler dinner.

Early on the morning of the Concours we headed to the field,

being one of the early arrivals. It was a very foggy morning and our pale yellow car glowed through the misty air. It seemed to us like a buttercup shining out of a field of grass. And thus its name was found - the blooming of Buttercup. This was the year of the Rolls-Royce, and soon there were more than 30 of that marque on the field, divided into three classes by date. Shortly the hustle bustle of the day was in full swing, and quickly the judges arrived, everything on the car worked just fine. Now the waiting started. The judges arrived again, and departed and the waiting resumed. Soon, after an eternity, the car was called out for the Parade of Elegance. The ride across the stand was wonderful and we were delighted to accept the ribbon, a bouquet of flowers and the bottle of champagne. And then more waiting. Soon the news was out and we headed for the winners staging area. Buttercup had won the second prize in its large field of eight Rolls-Royces and we headed across the stand once more, receiving the traditional red ribbon and one of the lovely Zerini automotive sculptures. What a day!!

Good Company

Now it was time to unwind. After properly placing the ribbons on the radiator and the champagne in our glasses, we set out to look at the other cars on the field, and see some of the others from the Northwest. Dave and Jody Smith had won two prizes with their stunning Bugatti 57C Atlantic. Marty and Arlene Anderson and their exciting Bohman and Schwartz Chrysler convertible received a first place, Gerry and Doreen Greenfield's 1934 Packard convertible Victoria had won its class, and Bruce and Betty Armstrong were there with their class-winning 1934 Packard Coupe. Al McEwan and Dick Hooper had their Isotta-Franchini Castagna Cabriolet, coming in second to the best of the show, and so was Gordon Apker whose 1930 Rolls-Royce towncar won the Lucius Beebe award. Patrick and Dolores Hart had shown their extraordinary MGSA three-position drophead, while Thor Thorsen had an exciting Maseratti 6CM Monoposto on display. Additionally, the judges list included Richard Adatto (who had taken charge of the Rolls-Royce company activities with Conrad Wouters and Peter Hageman), Steve Frisbie, Brian Pollock, Glenn Mounger and Siegfried Linke. All and all a great day for the Northwest contingent.

But soon the day came to an end. The drive from the show field back to the van was short and uneventful. We parked in front of the van's ramp, and upon starting, discovered that the battery had lost charge. The holes in the trailer had been plugged, and after being pulled on board, the car was carefully sealed in plastic. On returning to Seattle it went back to the Mote's shop to care for a couple of pickups discovered at the show. It now resides in its new home at Suite 200, after being re-introduced at the Coming Out Party of 1996. Drop by and see it!



St. Valentine's Day Massacre Party

By NICKY DANGER
PHOTOS BY G. DOSSINI

Most of the following is true, Vito Goffetti arrived at the upstairs garage over the sheet metal factory at six thirty. Many of his underworld cronies were in attendance. Since a gang war was in full rage - many were hitting the mattresses, and Italian food was in preparation around the clock. Several glasses of wine later, the crowd expanded to around sixty, thugs and dolls alike. Ratso was busy with his third plate of spaghetti when a small group gathered around Vito's 1929 Rolls. The leader seemed to be Scarfetti or Genevese, but what was important was that the Thompsons and violin cases came into view. Nerves frayed, humanity scattered, and the lucky ones went up into the loft where the kitchen gave shelter. Shots exploded downstairs as we crouched under the pool table, rat-a-tat, rat-a-tat-a-tat, POW! then . . . silence.

It was a long time before any of us moved. Slowly Ricky "Fingers" Turner looked over the balcony, down upon the carnage. Evidence of slaughter was all over the east end of the garage. Yes, all of the cheesecake was gone - the Italian Salad was now dead and the spaghetti line was an atrocity. Such cruelty was unparalleled and man's inhumane treatment of food was once again in evidence.

These roughnecks went on with the party. Our stomachs ached as we watched a few dancers enjoying music of the day.



Vito Goffetti and his gang.



Hal Medini with Doll Joan.

They seemed to be able to ignore the gruesome scene all around them. You know the type - Jerry Greensleeves and Dorita, Crazy Harold and his Royal Broad, Siggy was packing a Thompson and a bottle of booze all night. It was all over for the McBride Mob, they had been too big in the arson business for their own good. Kenny had been making plans to get out of town but it was just too late. Goffetti, Greensleeves, Tricky Dickison, and all the rest had it in for him. Bumstead and Ellisini weren't going to take the rap, they split before the cops came.

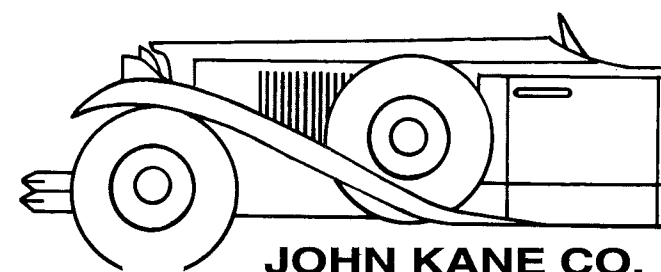
Don "The Knife" Wallwind conspired with Conrad "Mumbles" Withouters and Denny "Give 'em a Coupla" Acres; they were up to no good.

Russ "Humpy" changed disguises outside and Joe Carmine eyed the .50 caliber on the back of the Lamborgini. Willy Dieall made the mistake of showing up with citizens unknown to the MOB, none were bumped off, surprisingly.

It was late, rain spattered on the windshield as we made our way around Fisherman's terminal and pointed the black cad sedan for the Eastside.

Maybe by tomorrow we could get the sounds and smells out of our heads and start a new day, but that's another story.

Continued on Page 8 . . .



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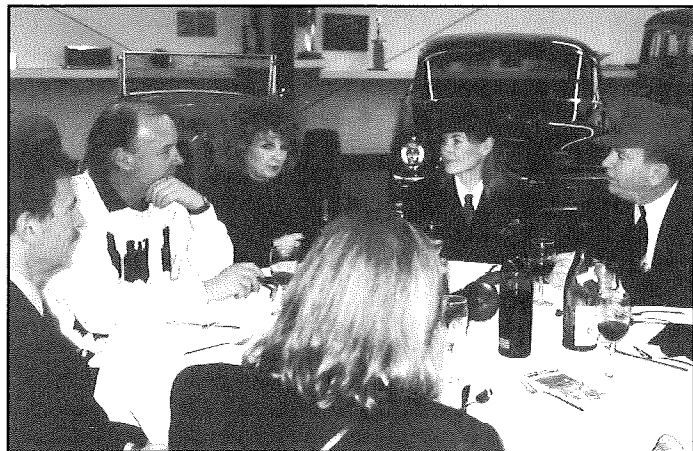
Guys and Doll . . .



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McBride's, Bomsteads and Pollocks planning their next hit.



Don "The Knife" and wife . . . Arlene.

Broadmoor Hotel, Colorado Springs

By JOHN MILLIKEN

JANUARY 10 - 14, 1996

Following snow, hazardous roads and temperatures in the teens – that's what many people probably envisioned about a C.C.C.A. Annual Meeting in Colorado in early January. In actuality the weather there was probably the best in the U.S.A. as several hundred people and 38 Classic cars gathered at the famous Broadmoor Hotel during January 10-14, with clear skies and temperatures into the mid 60's each day.

It was the blizzard that struck the East that prevented me from hauling my '39 Cadillac to the event. I got stuck for three extra days in Paris (yes, I know what you are thinking – a real hardship tour!). Finally, on Wednesday, the 10th, New York opened and I was able to get directly to Colorado Springs by way of New York and Cincinnati.

On Thursday, the 11th, the group boarded four huge Broadmoor tour busses for the 80 minute drive to tour the Clive Cussler museum in Golden, Colorado. Clive himself was there to sign books and give us a guided tour of his eclectic collection. Among the 70 plus cars were about two dozen Classic town cars (many of which appear to be recent conversions from sedans?) and several of which were painted in rather ebullient colors – a purple '31 Lincoln and a magenta '36 Avions Voisin, featured in Clive's novel, *SAHARA*. My favorite classic was his blue '36 Pierce Arrow 12 Sedan with travelodge trailer, featured in the novel, *INCA GOLD*. In an adjacent room was a large display of '50's cars, my favorite of which was a huge blue 1958 Buick Limited convertible with Continental kit – perhaps the longest car I have ever seen.

Leslie's favorite event was on Friday, as we again boarded the luxurious busses for the short drive to visit the Air Force Academy and lunch at the Officers Club. I spent 13 years as an Air Force pilot but never had a chance to see this beautiful, immaculately kept campus nestled at the base of the mountains. For all the things our

Government does wrong it is very encouraging to see something that seems to be done right. Go Air Force!

The rest of Friday, Director Jerry Hanauska and I attended the National Board Meeting, with the installation of Jim Hull as National C.C.C.A. President, followed by the Regional Directors Meeting. Friday night was Regional Awards night and an excellent hosted cocktail party and catered dinner among the Classics.

Saturday was the judging event followed by the gala dinner and awards banquet. Of 38 cars, 19 were judged and I believe there were four 100 point cars. There was the usual predominance of Packards, followed by Cadillacs, a Bugatti, a Delahaye, two Franklins, and what has to be among the rarest of Classics, and my favorite at the event – a 1933 Nash Convertible Sedan from Florida. There was a huge 1938 Packard 12 Convertible Sedan, painted in fire engine red (which made it look like one). My personal pick won Best of Show. It was a stunning 1932 Packard Standard 8 Phaeton in black with black leather and tan top and white pin-striping. The winner, scoring 100 points is owned by Zack Brinkerhoff, who incongruously also owns the aforementioned red '38.

As always, the real fun of attending the Annual Meetings, Grand Classics, or CARavans, aside from seeing the cars, is meeting the wonderful members from the various regions. Leslie and I had great fun seeing old acquaintances from Michigan, Arizona, Northern California and Southern California regions and making new friends from the Colorado Region.

Plan to attend one of the upcoming Grand Classics – the Spring Grand Classic in San Diego or Summer Grand Classic in San Ramon in the San Francisco bay area. You'll be glad you did.



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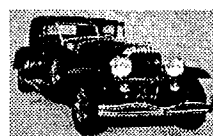
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ENGLAND FRANCE GERMANY THE NETHERLANDS

Vintage Europe

By AL McEWAN

Four of our CCCA members, Peter Hageman, Charlie Morse, Jerry Hanauska and Al McEwan just returned from a two week vintage car blast through Europe. The motto for the trip was "We're not here for a long time . . . just a good time!" And a good time it was with the opportunity to see many very desirable cars interspersed with good wine and champagne.

The trip started with a flight on British Air from Seattle to London and a change for Amsterdam. Once in Holland, Peter's brother-in-law provided us a Mercedes station wagon on which 2600 Km was clocked before its return. The first stop was Retromobile in Paris for a couple of days, where we stayed at the Port de Versailles Mercure Hotel. This is right across the street from the convention center and probably the most convenient location for Retromobile, in addition to being the former site of the Gordini factory. There is a Gordini race car in the lobby and many photographs depicting Gordini history decorate the hallways and common rooms of the hotel. From Paris we went east to Chateau Thierry, where long time friends of Peter hosted two dinner parties for the group and arranged for visits to two private collections. The opportunity to visit both of these collections and to be hosted by the owners' at their homes was a special treat. As this is champagne country, partaking of the local beverage was a must and our hosts made sure that we were amply supplied. One of our hosts produces champagne and brought out a magnum of his own label for our enjoyment.

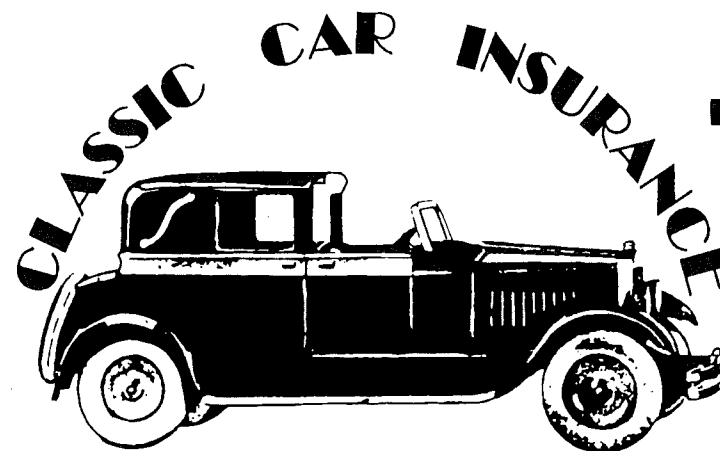
It was then on to Speyer, Germany and the Technical Museum there which contains The Phantom Collection. This collection is a group of Rolls-Royces that were built and delivered to India's maharajahs during the twenties and thirties. The owner is Dr. Leuthausel, who drove 100 miles from his home just to meet us and host a close up and personal inspection of the cars. Al's mission was to determine what color "Nile" blue is and one of the cars still has its original crocodile grained Nile blue leather.

There are many other cars plus aircraft in the museum.

We were only able to stay at the museum in Speyer for a couple of hours as it was a detour along the way to Mulhouse, France. Mulhouse is, of course, the home of the former Schlumpf Collection, or, to some, Bugatti heaven. This is a "must see" for anyone interested in European cars both street machines and race cars. It is about a 500 car collection. Arriving in Mulhouse from Speyer in the early evening and without hotel reservations, we happened to select another Mercure Hotel. Lucky again, as it turned out that the Mercure Hotel in Mulhouse is the "official" hotel for the collection. We felt right at home as all of the decorations, room names, art work, etc. were based on the automobile.

The group left Mulhouse at 2:00 p.m. and it was a mad dash north to Essen, Germany, as reservations were being held. One of the big advantages of travelling by car in Europe is the speed that can be maintained on the motorways. It was easy to average 90 mph for many miles. Even at 100 mph one is passed by many cars travelling at 125 or 135 mph, and usually they have about a 10 foot spacing from the car in front. The huge convention center in Essen is the site of the Techno Classica. This is a larger show than Retromobile and covers several buildings with everything from brass era cars to competition Ferraris. While Retromobile naturally leans toward vintage French cars, Essen leans toward German cars. However, more of the European vintage car dealers have large displays at Essen. Both events had many very desirable cars on display. The night that we arrived in Essen we were met by our friend Axel Shutte, owner of Cabrio Partners. Axel had arranged our hotel reservation and his display at the show, one of the largest with some of the most desirable cars, was home base for us. One evening we attended a fun party with the German

Continued on Page 12...



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Continued from Page 11

contingent of The Bentley Drivers Club, thanks to our friend Hans Bense. After two days at Essen it was back to Holland for a bit of antiquing, visits and parties before catching the board from the Hook of Holland for the overnight crossing to England. (Note: Anyone interested in the group's fun visit to Amsterdam should ask one of the participants.)

The Gore Hotel on Queensgate was home in London for three days as this is very close to most of the vintage car dealers. Among those that put up with our tire kicking for several hours were Coys of Kensington, Gregor Fisker, Dan Margulies and Porters. Each of these dealers had some very desirable automobiles in their showrooms. One Speed Six Bentley at Coys, with absolutely gorgeous, original coachwork, got to us all. One afternoon Al, thanks to an acquaintance, took a train out of London and got to see a relatively unknown 1928 Isotta Fraschini near the south coast. The car's owner is recently deceased and a quiet sale is being sought. (Contact Al, if interested.) Peter and Al spent a lovely day in the country thanks to Bill Harding and managed a visit to both The Bentley Drivers Club and The Rolls-Royce Enthusiasts Club headquarters. The

RREC facility has grown significantly in the last few years and is very impressive. Even on the way to the airport we had the taxi detour a short distance so that we could make one last visit. This was to Crailville Ltd. Having seen their display and spending time in Essen with the Director, David Brimson, we were interested in seeing some of the work in progress. They do only structural wood and metal work and we were all impressed by what we saw. There was one car in the shop that brought tears to Peter and Al's eyes. Both thought that it could, or should be, if finished to a high standard, the next Best of Show at Pebble Beach or anywhere else.

There are many stories and active leads associated with this soiree, and lots of photos were taken. Al has put together a book of over 300 pictures and 95% of them are of interesting cars. See them at the next Suite 200 function, CCCA Board Meeting or if you can't wait, call him. Those who participated in this trip appreciate Peter's efforts in putting it together. As Peter is fluent in both German and Dutch, this made everything easier and more enjoyable. In addition the round trip air fare was only \$420. What a deal! The four guys are ready to do it again . . . soon.



H.C.C.A. ANNUAL BREAKFAST TOUR SUNDAY, MAY 5TH, 1996

The Sea-Tac Region of the Horseless Carriage Club has invited the PNWR-CCCA to join them for their Annual Breakfast Tour to Anton's Restaurant in Sumner, WA. This is a traditional Spring Tour which is always held the first Sunday in May. The tour will start at Tom Crook's Showroom for coffee and doughnuts at 8:45 am, with a departure set for 9:30 am. A three-hour tour of unique roads in King County and Northeast Pierce county will end with a sumptuous buffet brunch at Anton's. This is a well attended tour with 35-40 cars participating. A wide variety of vehicles from the Brass era, Antiques, Classics, and Special Interest make this one of the runs that should be at the top of your list to attend. Don't miss this May tour! Call Gerald Greenfield for more information at 206-862-2630.

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3. Total Annual Mileage: Club Functions _____ Other Purposes _____

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7. Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

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☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

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(Note—Collision is not written as a singular coverage but is available with Comprehensive.)

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Club year begins November 1

Spouse's name:

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

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

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

Pacific Northwest Region

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Membership Information: BRING IN A NEW MEMBER!

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

January 3, 1996 - Board of Managers Meeting

The meeting was called to order by Director Doss at Latitude 47 Restaurant in Seattle. Attending were managers Adatto, Ellis, Greenfield, Grisham, Hageman, Meden, Turner and Zuker (Treasurer); Secretary Barber; Past Director Wouters; Editor Olson; and members Crook, McEwan, Milligan, Mote, Murray, Reddaway, and Rittenhouse. (Board members absent: none.) The minutes of the December 6, 1995 meeting were presented and corrected. The Treasurer reported that the Club bank balance was about \$17,500. Membership report showed about 70 renewals. Dues are due by Jan. 15 to allow for publication of the new roster by mid-February. Kathy Olson was introduced as editor of the Bumper Guardian. Deadline for copy for the next issue will be Jan. 6 with expected publication the end of January. There was no national report.

Upcoming events were discussed as follows (non-Regional events shown in bold-face):

Jan. 10-14, 1996. National Annual Meeting. Colorado Springs, Colorado.

Feb. 17, 1996. Valentine's Day Massacre Costume Party. Mgr. Turner. McBride will provide garage. A sample flier was shown to members present. Spaghetti and salad will be served with music and dancing. BYOB. \$25 per person.

March 23, 1996. Coming Out Party. Mgr. G. Mounger / P. Wouters. At the Red Lion. Floor plan will allow for at least eight cars. Entree is beef or fish for about \$25 per person.

April 1996. Bellevue Place. Mgr. Adatto. Other clubs to be invited. Promotion by/for the Bellevue museum, which may be able to display selected cars for extended periods in a few years.

May, 1996. Bucklin collection. Mgr. Hageman.

June 16, 1996. Great American Race, starts in Seattle.

June 22, 1996. South Sound Tour. Mgr. Deibel.

June 30, 1996. Forest Grove Concours.

July 4, 1996. Parade. Sovren Vintage Races (?)

July 21, 1996. Lake Tapps Golf & Classics Picnic. Mgr. Greenfield. Need golfers.

July 28, 1996. Pt. Gardner Concours.

August 8-18, 1996. CCCA Can-Am Caravan. (Hosted by the Colorado Region).

August 17-18, 1996. Pebble Beach Concours.

August 31, 1996. LeMay Open House.

August 29-Sept. 2, 1996. Auburn ACD Classic.

Sept. 14, 1996. Potluck Picnic at T. Crook's. Mgr. Ellis.

Oct., 1996. Fall Garage Tour. Mgr. Zuker.

Nov., 1996. Annual Meeting. Mgr. Meden.

Dec., 1996. Holiday Party. Mgr. Grisham.

Regular monthly board of managers meetings continue as before on the first Wednesday of each month, except for the July meeting which was moved to the 10th and possibly the November meeting, to be combined with the regional annual meeting as done in the past.

The meeting adjourned at about 7:30 pm. The next meeting will be February 7, 1996 at Latitude 47.

February 7, 1996 - Board of Managers Meeting

The meeting was called to order by Director Doss at Latitude 47 Restaurant in Seattle. Attending were managers Ellis, Greenfield, Grisham, Meden, Turner and Zuker (Treasurer); Secretary Barber; and members Anderson, Crook, Deibel, Kane, McEwan. (Board members absent: Adatto, Hageman.) The minutes of the January 3, 1996 meeting were approved as presented. The Treasurer reported that the Club bank balance was about \$19,755. Membership report showed about 40 members had yet to renew. Names were read out for members present to call and remind. The editor's report noted that the Bumper Guardian had been mailed. Deadline for copy for the next issue will be March 8 with expected publication the end of March. Ads and other copy should be sent to R. Turner or C. Olson. There was no National Report.

Upcoming events were discussed as follows (non-Regional events shown in bold-face):

Feb. 17, 1996. Valentine's Day Massacre Costume Party. Mgr. Turner. McBride will provide garage. Fliers have been sent and are included in BG. Spaghetti and salad will be served with music and dancing. BYOB.

\$25 per person. Various other entertainments include hot slot cars.

March 23, 1996. Coming Out Party. Mgr. G. Mounger / P. Wouters. At the Red Lion. Floor plan will allow for about eight cars. Entree is beef, fish or pasta for \$30 per person. Flier is included in BG.

April 26-28, 1996. Bellevue Place. Mgr. Adatto. Other clubs to be invited. Promotion by/for the Bellevue museum, which may be able to display selected cars for extended periods in a few years.

May, 1996. Bucklin collection. Mgr. Hageman. Not shown on calendar. Possible "instant" tour or joint tour with HCCA. D. Ellis & G. Greenfield will check on this.

June 16, 1996. Great American Race, starts in Tacoma.

June 23, 1996. South Sound Tour. Mgr. Deibel.

Possible date switch to October.

June 30, 1996. Forest Grove Concours.

July 4-7, 1996. Parade and Sovren Vintage Races - SIR.

July 21, 1996. Lake Tapps Golf & Classics Picnic. Mgr. Greenfield. Need golfers.

July 28, 1996. Pt. Gardner Concours.

August 8-18, 1996. CCCA Can-Am Caravan. (Hosted by the Colorado Region).

August 17-18, 1996. Pebble Beach Concours.

August 31, 1996. LeMay Open House.

August 29-Sept. 2, 1996. Auburn ACD Classic.

Sept. 14, 1996. Potluck Picnic at T. Crook's. Mgr. Ellis.

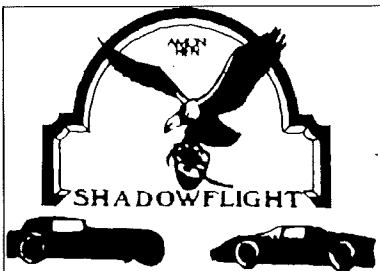
Oct., 1996. Fall Garage Tour. Mgr. Zuker prefers not to switch with June tour (see above).

Nov., 1996. Annual Meeting. Mgr. Meden. Dinner format preferred.

Dec., 1996. Holiday Party. Mgr. Grisham. Format, location and charity support TBD.

During the discussion of the calendar, it was noted that the change in the July Board meeting which was moved to the 10th was not reflected in the BG. Bill Deibel noted that a tour to BC should be included.

The meeting adjourned at about 7:40 pm. The next meeting will be March 6, 1996 at Latitude 47.



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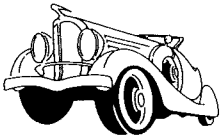
PRESENTS...

April 26

**The Art Of The Coachbuilder
Wintergarden at Bellevue Place
Manager - Richard Adatto**

June 22

**South Sound Tour
Manager - Bill Deibel**



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