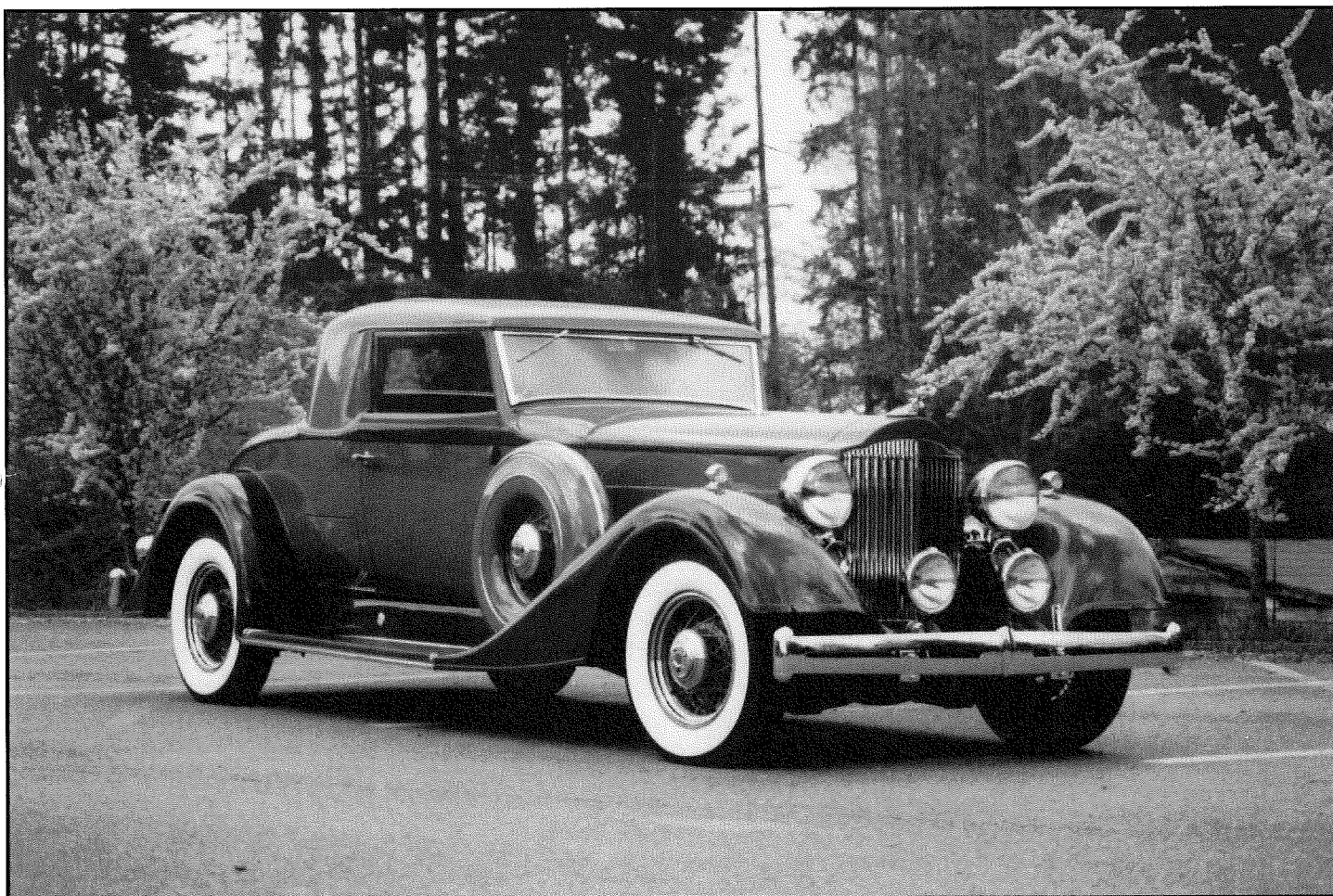


BUMPER GUARDIAN

VOLUME 5

NUMBER 4



1934 PACKARD 8 1104 2-4 COUPE

Bruce and Betty Armstrong



June 1996 through July 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 other month, January, March, May, July, September and November.

Officers	HOME	WORK
Ron Doss, Director	881-8794	881-6977
Gerald Greenfield, Assistant Director & Activities Chairman	862-2630	838-2055
Conrad Wouters, Past Director	517-7205	325-8400
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The Board of managers holds a dinner meeting the first Wednesday of each month at Latitude 47's Topside Room, 1232 Westlake Ave. No., Seattle at 6:30 p.m. Members are encouraged to attend.

Membership

Regional membership is available only to Classic Car Club of America (national) members and may be obtained by contacting Gayle Doss or Shirley Starr.

Advertising

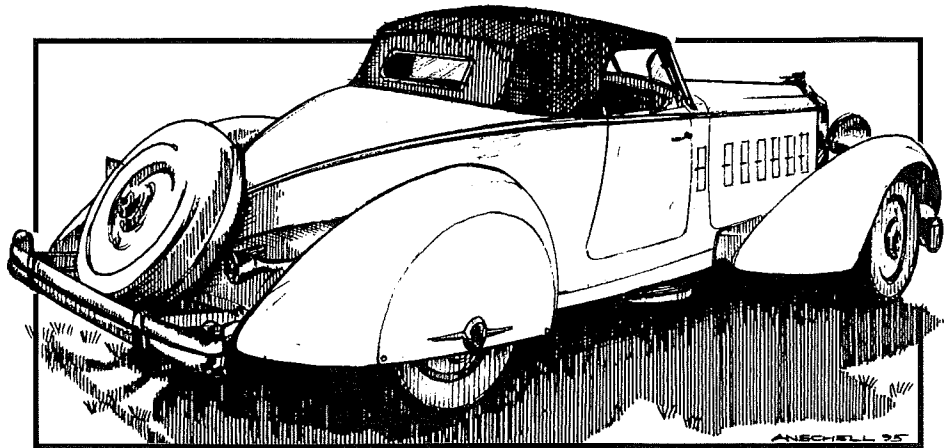
Advertising policy / rates: *The Bumper Guardian* will print classified advertising free of charge to members. Display advertising rates are available on a prepaid basis only.

All ads are priced based upon business card size or multiples thereof. If you are interested in other types of ad space, please inquire.

BUSINESS CARD (3-1/2" wide x 2" high)
\$95 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.



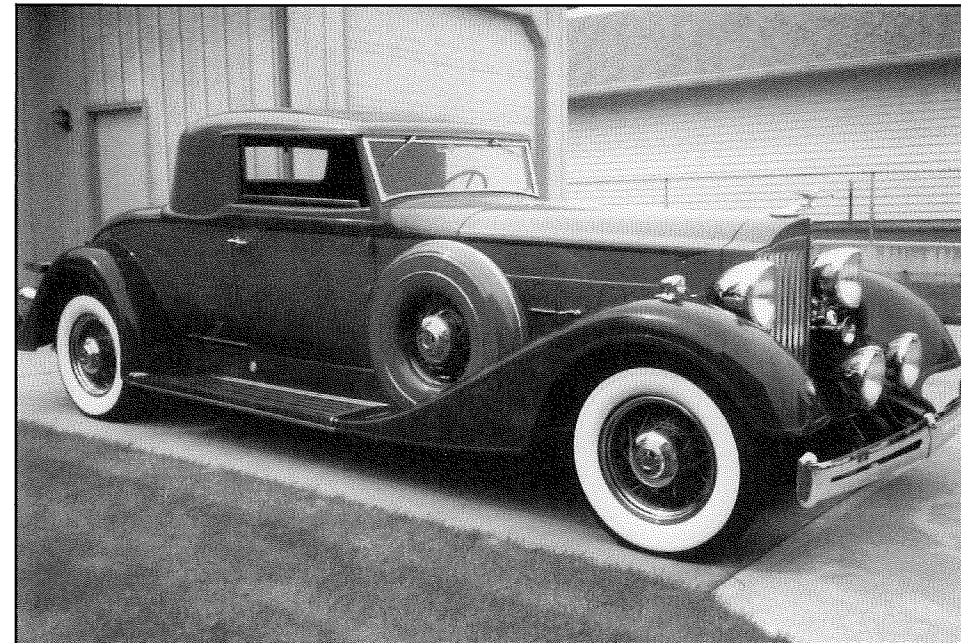
Pacific Northwest Region Classic Car Club of America 1996 Calendar of Events

* 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 1	Maristone Island Garage Tour - Mgr. Hageman
* June 5	Board Meeting
June 30	Forest Grove
July 4	Yarrow Point Parade
* July 5-7	Sovern Vintage Races - SIR
* July 10	Board Meeting
* 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
* October 27	South Sound Tour - Mgr. Bill Deibel
* November 23	ANNUAL MEETING - Mgr. Hal Meden
November 30	BG Issue
* December 4	Board Meeting
* December	Christmas Party - Mgr. Phil Grisham

The Car That Survived

BY BRUCE ARMSTRONG



Style and Grace - 1934 Packard 8 1104 2-4 Coupe

This is the story of a car that survived because it had mechanical problems, and as none of the three previous owners could satisfactorily run the car, it got pushed into the back of a garage or old building and just sat. If it could have been driven, it no doubt would have been run until it fell apart and then junked. I am talking about the period of the forties and fifties.

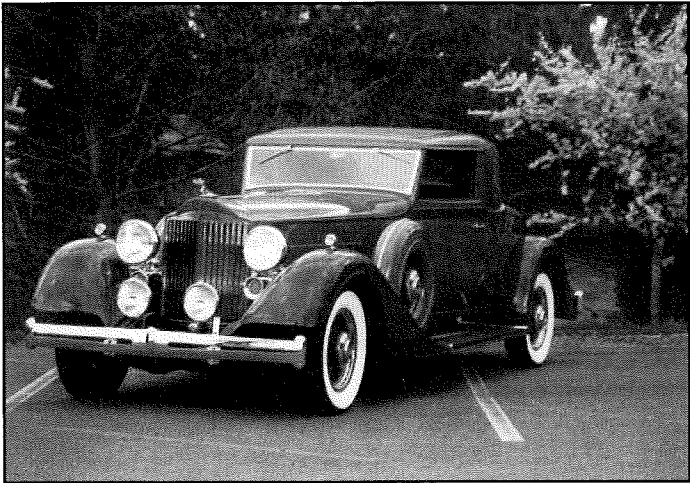
We saw the car advertised in the Bremerton paper and made an appointment to see it. I drove it around the block and although it seemed rather listless and very tired, we bought it. Actually, the owner had started to restore it but had gotten discouraged for reasons which I later was to find out.

The first time we tried to take it on a short tour it overheated badly and so I figured the radiator was plugged. We removed it, cleaned it out, did some repair and reinstalled it. This was no small job since

the hood had to come off, the lights had to come off, and we had to remove the heavy radiator shell and louvers. We then went on a local car club tour to Hurricane Ridge in the Olympics. The car turned itself into a "Stanley" and steamed all the way up and all the way back, overheating badly, but not running out of water. So, we tore the front end off again, figuring the timing chain was worn. It was OK but off two teeth from the marks on the sprockets. Ah ha! This is the problem - except why was it off at all? We set the chain on the proper marks, but before putting everything back together again, decided to check the valve openings, we could not get any of them to open properly so we figured we had a worn cam and cam rollers. Extensive examination of these showed them all to be in excellent condition with little wear. So the car sat in our garage for about a year with nothing going on. One day I decided that this

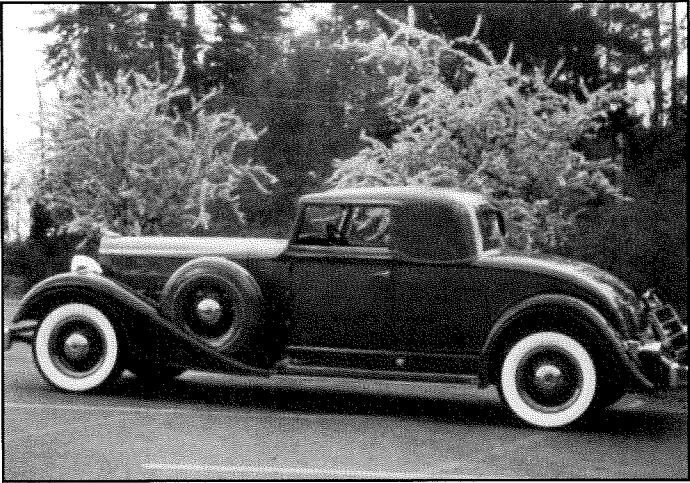
Continued on Page 4...

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.



Packard was built right once, and it was going to be built right again. Since we had removed the two banks holding the cam rollers earlier, I prepared to put them back on. I noticed the part number on the first housing to be upside down. I checked the second bank housing and the part number was right side up. I checked the parts car we had and the part numbers were right side up. And so were the ones on our 1926 Packard. I called my buddy Al over to ask him why he thought this number should be upside down, and Al gave me the funniest look imaginable. He said "Bruce, you have found the problem."

I traced the ownership of the car back to 1945. About the time some mechanical work was done and the car never ran properly after that. Then someone, by jumping the timing chain, had attempted to




correct the valve timing but, of course, only made it worse. By reinstalling the cam arms and rollers in the cover upside down this had caused the rollers to ride over the cam at an improper angle, thus causing the valves to be out of time. That is why the car had never been driven, which saved it from being worn out.

We know nothing about the history of the car up to 1945 except that it was sold new at the Bronx New York Packard dealer and delivered May 31, 1934. About 1945 it showed up in Bremerton, possibly taken there by navy personnel.

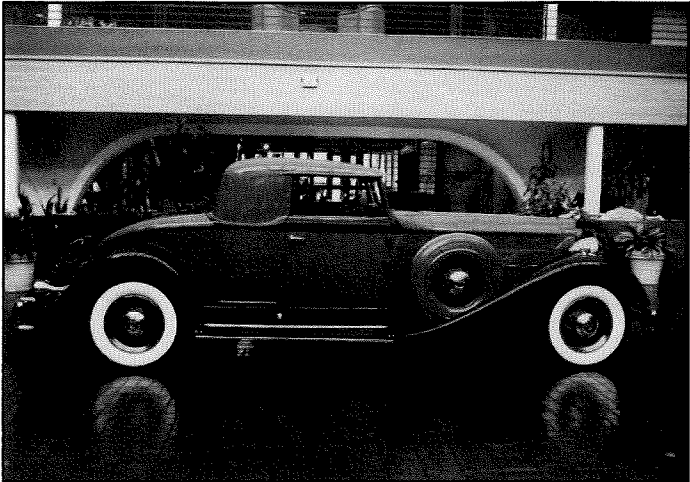
Walt Johnsen of Bainbridge Island was put in charge of the restoration. Larry Justice helped with a lot of the electrical components as well as being my mentor on this project. Mark Burke did a fantastic job on rebuilding some of the sheet metal, and parts of

Continued on Page 5...

<p>TOURS SHOWS SALES</p> <p>VINTAGE CLASSIC COLLECTIBLES</p> <p>HELTON AUTO TRANSPORT <i>Enclosed Van Door to Door</i></p> <p>27020 150th PL. S.E. KENT WA. 98042 (206) 639-1424</p> <p>AL HELTON Res: (206) 631-4401</p>	<p>ANTIQUE AND CLASSIC AUTO UPHOLSTERY</p> <p><i>Antiques • Classics • Collectibles</i></p> <p>Keith McGowan 6821 92nd St. E., Puyallup (206) 841-1126</p> 
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the car were at one time spread across this entire country for restoration and even into Canada. And others locally added their expertise to our project.

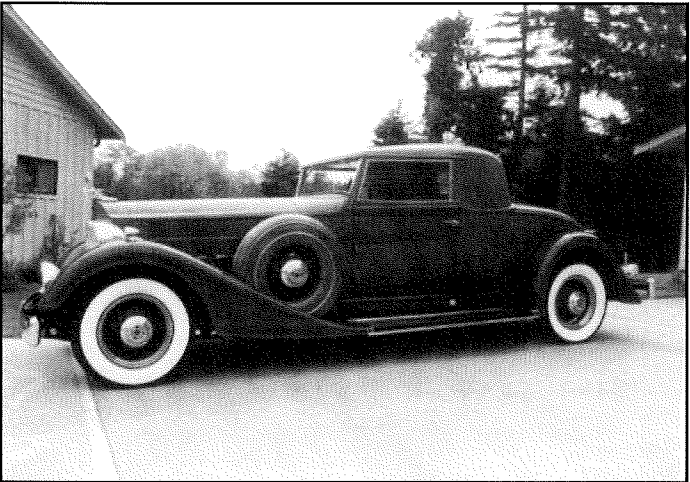
The car made its post-restoration debut at the Coming Out Party in March of 1995. It received a Best of Show award at the Forest Grove Concours and First in its Class at the 1995 Pebble Beach



Coming Out Party - March, 1995

Concours. We also were invited to lead the Parade of Elegance at the Pebble Beach show which was a special surprise.

Would I do it again? We are going to change course from Packards. Our next restoration is planned to be a 1953 MGTD which is now sitting in the back of our garage all apart just as we got it.



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Maristone Island Garage Tour

PHOTOS BY KATHIE OLSEN



Boarding ferry for Kingston



Wow!



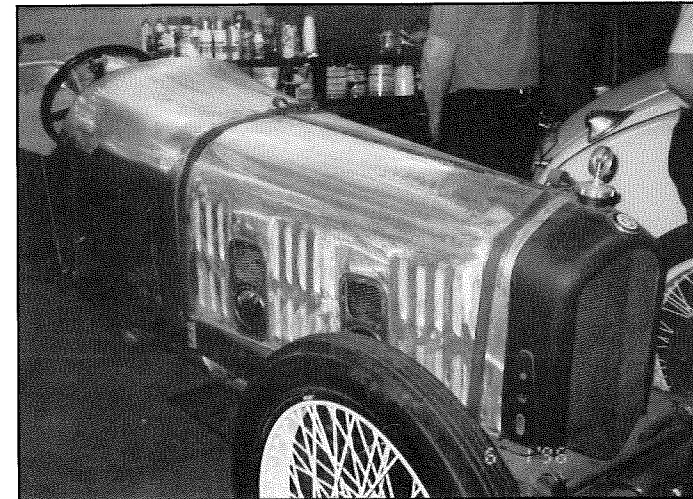
Look at those cars!



Old and new, side by side.



Picnic at Fort Flagler



French Balot getting new life.

Forest Grove

BY AL McEWAN

Concours D'Elegance

The Forest Grove Rotary has hosted this event for 24 years with the cars displayed on the lovely campus of Pacific University. Added to this picturesque venue is interesting entertainment, good food and, usually, warm, sunny weather. Most of the Seattle area contingent drive or trailer their cars down on Saturday and stay in the Hallmark Inn in Hillsboro. There is always a Saturday evening event preceding the Concours and this year it was a barbecue with fifties music, which tied in with the Concours theme of Fins and Flash. And, as cars of the fabulous fifties were featured, there were a lot of fins and flash displayed on the lawn the next day.

Bill Mote and I trailered the Hooper/McEwan Delahaye to the event. This car was shown at Forest Grove seven or eight years ago and it seemed like it was time again. We have had some carburetor problems (read old gas) and thought that these were resolved before we left. However, just before the car was loaded into the trailer, it started running poorly again. Bill figured that whatever the problem was it would be a simple fix once we got there. The Delahaye has three carburetors, each feeding two cylinders, and one carburetor became clogged with "stuff" again. As a result the car would run on about 4-1/2 cylinders. Not very elegant. This necessitated a carburetor disassembly and cleaning at midnight which did resolve the problem and the car was running on all six once again.

Several of the Region's members displayed cars at Forest Grove and most won significant awards.

First in Open Classic 1925-1932: Glenn Mounger's 1929 Duesenberg J Murphy convertible sedan.

Second in Open Classic 1925-1932: Marty Anderson's 1932 Chrysler CH Bohman & Schwartz cabriolet.

First in Open Classic 1940-1948: Jerry Hanauska's 1941 Cadillac 672 convertible sedan.

First in European Classics: Wes Le Matta's 1948 Delahaye 135MS Franay cabriolet (Restored by member Steve Frisbie and shown at this year's Coming Out Party.)

Second in European Classics: Dick Hooper/Al McEwan's 1948 Delahaye Chapron mylord cabriolet.

Third in European Classics: Brian Pollock's 1935 Bugatti Type 57 James Young drophead. (Driven round trip from Mercer Island.)

First in Closed Classics 1925-1936: Don Letson's 1934 Packard 1104 coupe.

Second in Closed Classics 1925-1936: Bill Scheef's 1929 Cadillac 341 B Fleetwood town car.

First in Closed Classics 1937-1948: Gracie Dinsmore's 1938 Cadillac 60 Special.

First in Domestic Collector Cars 1950-1959: Walt Johnsen's 1955 Packard Caribbean (N/C)

SPECIAL AWARDS

Best of Show Pre-War: Glenn Mounger's 1929 Duesenberg J Murphy convertible sedan.

Best of Show Post-War: Wes Le Matta's 1948 Delahaye 135MS Franay cabriolet.

Arnold N. Franks Sweepstakes Award: (To the car selected by the Rotary Club to be the next year's "poster car".) Ed Rittenhouse's 1934 Packard 1104 Coupe-Roadster. (Driven round trip from Mercer Island.)

Allen Stephens Elegance Award: (To the car selected as the most elegant automobile entered in this year's Consours.) Bill Scheef's 1929 Cadillac 341 B Fleetwood town car.

Stanley Wanless Award: (To the car best exemplifying artistic style in auto design.) Dick Hooper/Al McEwan's 1948 Delahaye Chapron mylord cabriolet.

PNR member Jerry Schimke displayed his lovely, original 1956 Imperial (N/C) and Jim Feldman was showing a freshly restored AC Cobra (N/C). This writer was very interested in one particular car that was shown this year by a longtime acquaintance, Harold Langdon of Portland. There was a crowd around his car all day long with a continuous flow of questions. Harold's car is a 1915 Crane Simplex (N/C), one of the most prestigious and expensive cars of the period. Harold has been restoring this car, which was a complete chassis with no body, for several years. While the coachwork is new and to Harold's design, it is very exciting and representative of the period.

The Forest Grove show is always a fun event and the post show party in one corner of the campus hosted by some of the CCCA Oregon members adds a special touch. Being able to return to Seattle on Monday instead of Sunday night also enhances the experience.



Chilling Out A Wraith

BY TOM SUMNER

An overheating Southern California Wraith visiting Washington state for the national RROC meet last year resisted a variety of treatments to cure its overheating, including a head gasket replacement. Nothing brought its fever down until the owner found his way to Tom Sumner's shop in Seattle.

to begin: a mercifully brief treatise on the direct and harrowing relationship between the British Thermal Unit (BTU) and the Rolls Royce Wraith.

For decades, Rolls-Royce engineers designed cooling systems that allowed their products to operate successfully under the most adverse conditions: generous ironmongery resulting in immense water jackets, cavernous free-flowing exhaust systems, properly placed water pumps and reasonable heat radiating surfaces.

In the Wraith, the new blood changed all that, beginning with downsizing the bonnet and all it concealed. The radiator outlet tube was relegated to the bottom rear of the engine where the pump was forced to attempt water circulation through a matto grosso of pushrod tubes and other impedimenta and virtually filled the cylinder block. The exhaust system was restricted to comply with the advertised silence of operation, in the process retaining more of those elusive BTUs.

Perhaps during the first quarter century of use these conditions were of little consequence but, after sixty-odd years of wear, cloggages and other ill humors, driving enjoyment of the vehicle (unless knowledgeable maintenance has been employed) definitely suffers.

Approaching a Wraith overheating problem, we should first determine whether: (1) coolant is sufficient and the fan belt is good and properly tensioned (2) the radiator is not clogged, as determined by a radiator shop or flow test; (3) the water pump is

doing its job, generating an appropriate current in the top tank; (4) timing and carburetion are correct (a road test at freeway speeds can disclose deficiencies in this area). Examining the coolant itself will help isolate the problem. Rusty usually means cloggage.

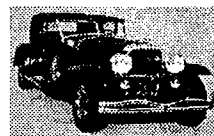
Following these tests, feel the six round water jacket covers on the lower right side of the engine with the engine hot and running. Any covers that are cooler than the others – usually the front two or three – indicate impaired circulation in the vicinity.

To correct this condition, remove all the round water jacket covers and the block radiator outlet. Fashion a small hook in the end of a wire (stripped 12 gauge copper house wire works well) and equip a good pistol-gripped hose nozzle with a 6 to 8 inch 3/16" O.D. copper tube on its outlet. Supplied with hot water, begin probing with the wire and washing with the nozzle until the water chamber is as clear of cloggage as time and patience will allow.

When it appears final assembly is in order, it pays to diligently clean and remove all scale from the water side of the jacket plates and coat them with a sealer (Hirsch Miracle Paint is good). This will prevent further sloughing from that source.

Reassemble all pieces and clean the cooling system with a good two-part cleaner as directed, repeating if necessary.

Following this purge, refill the system with the proper corrosion-inhibiting coolant and water. This should take care of overheating when it is due to impaired circulation in the Wraith block.



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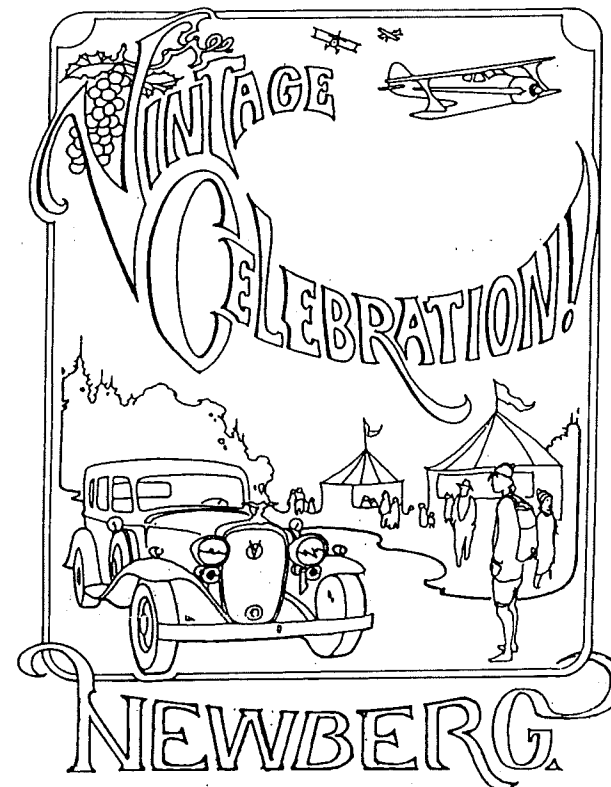
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NEWBERG VINTAGE CELEBRATION CAR SHOW REGISTRATION FORM

Come and join us on September 7, 1996 for the Eighth Annual Vintage Celebration Car Show. Cars will be shown in three categories and must be at least 20 years old to enter.

Please fill out the attached registration form and return by August 15, 1996. To:

VINTAGE CELEBRATION
NEWBERG AREA CHAMBER OF COMMERCE
115 N. Washington
Newberg, Oregon 97132



Letters of acceptance will be sent out in the mail on August 20, 1996 to the first 125 cars. If you do not receive your acceptance, please contact the Chamber at (503) 538-2014. Only preregistered will be allowed in the show.

Car placement for the preregistered vehicles will be from 7:00 to 9:00 a.m. The car gate will close at 9:00 a.m. due to landing aircraft, so plan to be there early. Again this year, we will not judge the cars, but will be giving each car in the show a complimentary gift.

We are looking forward to seeing you on September 7, 1996. **NO For Sale Signs**, please.

CLASSES

1. Antique 1903-1930

2. Vintage 1931-1951

3. Classic 1951-1975

Name: _____

Address: _____ Phone: _____

City: _____ State: _____ Zip Code: _____

Car Model & Class: _____

EXHIBITOR WAIVER

The Exhibitor agrees to hold the Newberg Area Chamber of Commerce and the Vintage Celebration harmless and free from liability because of bodily injury to, or property damage of, exhibitor, his agents, employees or third persons while in or on the premises occupied by the exhibitor and agrees to provide his or her own theft insurance from property on display.

Signature of Exhibitor: _____ Date: _____

Newberg Area Chamber of Commerce: _____

*The Pacific Northwest Region will be organizing a group to go -
there will be more information on this later.*



PACIFIC NORTHWEST REGION OF
THE CLASSIC CAR CLUB OF AMERICA

IS HOSTING A

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THE DAY WILL BEGIN AT 10:30 A.M.

Plan on fun and games throughout the day. Come early, stay late.

There will be People's Choice Awards presented at 3:30 p.m.

THE POTLUCK WILL BEGIN AT 12:30 P.M.

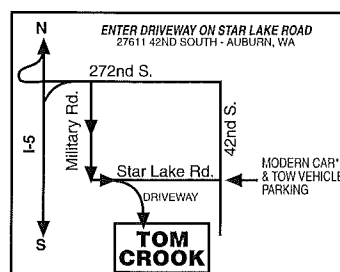
We would like to use the last name method
in developing a variety for our potluck menu.

A-H - Hot Dish **I-P** - Salad **Q-Z** - Dessert

Drinks and surprises will be provided by the Host Club.

Don't forget your eating utensils, favorite blanket and lawn chairs.

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REGISTRATION FORM: DEADLINE: SEPTEMBER 7, 1996

NAME: _____ PHONE: _____

STREET: _____

CITY: _____ STATE: _____ ZIP: _____

MAKE OF CAR: _____ YEAR: _____ MODEL: _____

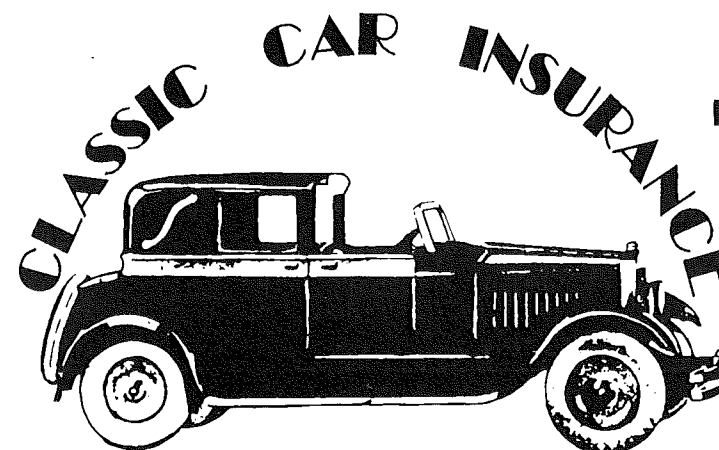
NUMBER OF GUESTS: _____

MAIL REGISTRATION TO: DAVE & ELAINE ELLIS ~ 3709 SERENE WAY ~ LYNNWOOD, WA 98037
FOR INFORMATION CALL: (206) 745-3088

Yarrow Point JULY 4TH PARADE

Several classic cars and a number of collector vehicles have been participating in this event for 21 years. This year we were fortunate again to have dry weather (only once in the 21 years of this parade was it necessary to have the dignitaries transported in closed cars) and the local Yarrow and Hunts Point residents always appreciate the cars. An incident this year really got the crowd's attention. The lead car, which was carrying the Yarrow Point Town Council, experienced a fuel starvation problem about one-quarter of the way through the parade route. Rather embarrassing when there are floats, marchers and about 40 cars behind. One of the first to volunteer a push was Sonic forward and parade watcher Detlef Schrempf. Fearing for the bodywork the driver yelled at the helpers to push on the bumper. Fortunately, the route is very slightly downhill and the car, once rolling, continued with minimal help. To heighten the excitement, the driver had one of the Council persons slide over behind the wheel while he jumped out of the still rolling car to lift the hood. A relatively quick look confirmed that the fuel pump was sucking air due to a bad fitting at the inlet to the pump. Nothing that could be fixed while walking along next to the moving car, so the hood was closed and the driver continued to walk beside the car, providing the push necessary to keep it rolling. Near the end of the parade route the ground flattens and the lead car was forced to pull over and disgorge its dignitaries. The car and driver will remain unnamed except for a hint: the car is of foreign origin and two toned terra-cotta in color.

All participants enjoyed the grilled hot dogs, soda, beer and strawberry shortcake after the parade. Some of the PNR participants have been to this parade so many times that they are thought by some to be residents. It's always a fun morning and truly represents a small town 4th of July celebration.



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From the Editor

This is our fourth issue of the *Bumper Guardian* for this year! I would like to take a moment to thank all of you for submitting articles and pictures for the magazine. I would like to explain why the magazine has been late the last couple months. My understanding is that the managers of each event are responsible for getting in a story and pictures to me for the next issue of the *Bumper Guardian*. That is, the next issue after their event takes place. The deadline for the remaining issues are September 6 and November 8. Please have your articles and pictures to me before that time.

Any of the members of the Pacific Northwest Region can submit articles and/or pictures for the magazine. Please feel free to contact me at anytime if you have any questions. I have been trying to set up an advertising column for parts or cars for sale. These would be classic related only. If you have any items for sale, trade, etc. please get them to me as soon as possible.

Just a reminder, if I don't receive articles for the magazine, I will be calling on you to write them.

Thanks,
Kathie Olsen - Editor



New Member

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NOTICES FOR 1997 DUES WILL BE
OUT THE 1ST OF SEPTEMBER. THEY
WILL BE DUE TO GAYLE DOSS BY
NOVEMBER 1, 1996.



JULY 12 - 13 - 14, 1996

Far West Grand Classic

San Ramon, California

BY JOHN MILLIKEN

An excellent location, nice weather and a great selection of cars all combined to make for a very enjoyable experience as Leslie and I ventured South to participate in the Grand Classic held in the San Ramon, California Marriott Hotel.

Friday evening began the weekend with registration and a poolside Western style Bar-B-Que. On Saturday morning the judging began in the tree studded parking lot. Of the 40 classics in attendance, 24 were judged, including four judged in Premier Class. Cars judged included five Cadillacs, six Packards, four Lincoln Continentals, two Auburns, a Cord, and two Stutz'. Two very unusual cars were: an almost never seen 1939 Jensen sedan and a magnificent 1932 Maybach Zeppelin V/12 from the J. B. Nethercutt collection. The Maybach, a convertible sedan, was painted a stunning mustard and pea green which looks much better than it sounds, it is, in fact, one of the most visually appealing cars I have ever seen.

The Saturday evening dinner and awards banquet went very smoothly. There were two 100 point cars. Two cars



earned their Premier badge, including a 1948 Lincoln Cabriolet and my own 1939 Cadillac Series 75 Convertible Coupe.

Sunday was tour day as about 30 classics toured the rolling hills and wine country of the East Bay. We visited two wineries including a gourmet lunch held at Wente Champagne Cellars. This was followed by a tour of the Behring Museum, which was only two miles from our hotel. The tour cars were the stars as we were all parked around the impressive entrance and fountain of the museum. The Behring Museum hosted us for their first ever HIGH TEA with museum executives Don Williams, Skip Marketti and Lorin Tryon all present. The Blackhawk sales room was opened for us and featured cars for sale with prices ranging from only \$145,000 for a 1928 Auburn Speedster to around \$14,000,000 for a Bugatti Royal. Unfortunately, I forgot my checkbook!

Many thanks go to the Northern California Region, to their Director, Dean Scott, Head Judge Bob Pease, and all the hardworking folks who worked hard to make it a smooth-running, fun-filled weekend.

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Address _____ Zip _____

- Operator License Number _____ Number of Antique Autos owned _____
- List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) _____
- Total Annual Mileage: Club Functions _____ Other Purposes _____
- Name of antique or car club to which you belong _____
- List modern cars used for daily transportation (owned _____ or company cars _____?) _____
- Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____
- 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/PAC9

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

Active, \$40	\$	(available after 10 years membership)
Canada & Mexico, \$45	\$	LIFE, \$800 U.S. \$
Other Foreign \$52	\$	LIFE, \$900 Canada & Mexico \$
Associate, \$7	\$	LIFE, \$1040 \$
(Spouse of Active Member, only. No publications.)		Other Foreign LIFE ASSOCIATE \$80 \$
		(Spouse of Life Member, only. No publications.)
Total enclosed (U.S. Funds)	\$	Total enclosed (U.S. Funds) \$

Spouse's name:

Residence Phone _____ Business Phone _____

Foreign air mail: Add \$48 (U.S. Funds) for Central and South America and Europe.

Add \$56 (U.S. Funds) for Africa, Australia, New Zealand and the Far East.

Complete above application and mail to: **CLASSIC CAR CLUB OF AMERICA**, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018

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

(\$38 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 \$40 check payable to CCCA (\$47 if spouse is included.)

Pacific Northwest Region

MAIL TO: GAYLE DOSS
19109 N.E. 151st
Woodinville, WA 98072

DUES
\$30.00

MEMBERSHIP APPLICATION RENEWAL FOR 1997 DUE OCTOBER 31, 1996

You may call with any questions at (206) 881-8794 (evenings), or (206) 881-6977 weekdays. Send both forms and both checks to Gayle and we'll do the rest.

Here's my check for \$_____ for my 1997 membership in the CCCA Pacific Northwest Region.

NAME: _____ ASSOCIATE (spouse): _____
Street Address: _____ City: _____ State _____ Zip _____
Home Phone: (_____) _____ Business Phone: (_____) _____ Fax Number: (_____) _____ E-Mail: _____

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 Board of Managers Meetings

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

May 1, 1996

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; National Director Carman; members Bomstead, Deibel, Kane, McEwan, Milligan, Mounger, Murray, Reddaway, and Wouters; and guest Lou Barrett. (Board members absent: none.) The minutes of the April 3, 1996 meeting were approved as corrected. The Treasurer reported that the Club bank balance was about \$17,900. Membership report showed 167 members and that the new roster was out. The editor's report noted that the next issue of the *Bumper Guardian* will be in the mail in a few days. Next deadline is May 10. Ads and other copy should be sent to R. Turner or K. Olsen. On the National club scene, Joe Carman reported that he had attended the Grand Classic in San Diego. There were four or five 100 point cars, using the old system. R. Adatto reported that the Bellevue Place show was a success. Crowds were particularly well behaved and respected the cars displayed.

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

May 5, 1996. HCCA "Breakfast at Anton's" tour. Classics invited. Starts at Tom Crook's at 8:45 am, arrive for lunch at 1 pm. (Contacts: G. Greenfield/D. Ellis.)

June 1, 1996. Bucklin Bugatti Collection, Marrowstone Island. All set, flyers sent. Mgr. Hageman.

June 14-16, 1996. Airlansea Rendezvous, Pt. Ludlow. Guest Lou Barrett gave a report on the event and gave out brochures.

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

(June 23, 1996). South Sound Tour. Mgr. Deibel. Lunch at Tacoma Yacht Club, visits to bonsai park, Ft. Lewis Museum. To be re-scheduled.

June 30, 1996. Forest Grove Concours.

July 4, 1996. Parade at Yarrow Point.

July 5-7, 1996. Sovren Vintage Races - SIR.

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

July 28, 1996. Pt. Gardner Concours. Features Rolls-Bentley.

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.

Sept. 4-8, 1996. Auburn ACD Classic. Auburn, Ind.

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

Sept. 22, 1996. ACD meet Rainbow Falls.

Oct. 9-13, 1996. Hershey Swap Meet.

Oct., 1996. Fall Garage Tour. Mgr. Zuker needs input for itinerary.

Nov. 23, 1996. Annual Meeting. Mgr. Meden. Location: Sandpoint CC. Dinner format.

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

Other events: Chilliwak BC Aug. 18, Classic Motor Rally: Bellevue to Columbia Gorge.

The meeting adjourned at about 7:15 pm. The next meeting will be June 1, 1996 at Latitude 47.

June 5, 1996

The meeting was called to order by Director Doss at Latitude 47 Restaurant in Seattle. Attending were managers Ellis, Greenfield, Grisham, Hageman, Meden, Turner and Zuker (Treasurer); Secretary Barber; and members Deibel, Kane, McEwan, McMichael, Milligan, Mote, Murray, Rittenhouse, and Wouters. (Board members absent: Adatto.) The minutes of the May 1, 1996 meeting were approved as corrected. The Treasurer reported that the Club bank balance was about \$17,600. Membership report showed 170 members. The editor's report noted that the next issue of the *Bumper Guardian* will be in the mail in a few weeks. Next deadline is June 7. Ads and other copy should be sent to R. Turner or K. Olsen. D. Ellis reported that the May 5, 1996 HCCA "Breakfast at Anton's" tour had a good turnout with 50-60 cars and 164 people at the brunch. HCCA used their drop-off car system which works well to keep cars together on caravans. P. Hageman reported that the Marrowstone Island tour was a successful event with about 60 people and a good Classic car turnout.

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

June 14-16, 1996. Airlansea Rendezvous, Pt. Ludlow. Boat tours have been arranged.

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

June 30, 1996. Forest Grove Concours.

July 4, 1996. Parade at Yarrow Point. Cars line up by 10:30 am, parade starts at 11 am.

July 5-7, 1996. Sovren Vintage Races - SIR.

July 21, 1996. Lake Tapps Golf & Classics Picnic. Mgr. Greenfield. Need reservations by July 7.

July 28, 1996. Pt. Gardner Concours. Features Rolls-Bentley.

August 3, 1996. Fund-raiser for Club. 20 or so Classics needed to ferry insurance company group from Columbia Winery in Woodinville back to Four Seasons Hotel.

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.

Sept. 4-8, 1996. Auburn ACD Classic. Auburn, Ind.

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

Sept. 22, 1996. ACD meet Rainbow Falls.

Oct. 9-13, 1996. Hershey Swap Meet.

Oct., 1996. South Sound Tour. mgr. Deibel. Lunch at Tacoma Yacht Club, visits to new state historical museum in Tacoma, Ft. Lewis Museum. Rescheduled from June 23.

Oct., 1996. Fall Garage Tour. to be replaced by the South Sound Tour.

Nov. 23, 1996. Annual Meeting. Mgr. Meden. Location: Sandpoint CC. Dinner format.

Dec., 1996. Holiday Party. Mgr. Grisham. format, location and charity support TBD. Possible locations: Brent McKineley's, Club Auto.

Other events: Chilliwak BC Aug. 18, Classic Motor Rally: Bellevue to Columbia Gorge. G. Greenfield proposed that hte region hold a Grand Classic here in 1997. This will be considered further.

The meeting adjourned at about 7:15 pm. The next meeting will be July 10, 1996 at Latitude 47.



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

PRESENTS...

August 9 - 10

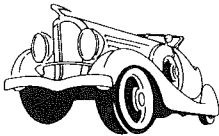
**Can-Am Caravan
– (National)**

September 14

**Crook Potluck Picnic
– Mgr. Dave Ellis**

October 27

**South Sound Tour
– Mgr. Bill Deibel**



BUMPER GUARDIAN

16908 20th W., Lynnwood, WA 98037

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