

# BUMPER GUARDIAN

VOLUME 7

NUMBER 2



1930 8 DUAL COWL PHAETON LEBARON (RESTYLE)

*Jim & Dian Tallman*



March 1997 through April 1997

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
Gerald Greenfield, Director	862-2630	838-2055
Dave Ellis,	745-3088	
Assistant Director & Activities Chairman		
Ron Doss,	881-8794	881-6977
Past Director		
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Gayle Doss,	881-8794	881-6977
Membership Co-Chair		
Kathie Olsen, Editor	742-1147	603-6355

**Board of Managers**

Ron Doss	1997	881-8794	881-6977
Peter Hageman	1997	827-8751	467-1535
Lee Zuker	1997	641-8564	
Dave Ellis	1998	745-3088	
Gerald Greenfield	1998	862-2630	838-2055
Phil Grisham	1998	232-3190	292-1110
Brian Pollock	1999	236-2354	467-6994
Ed Rittenhouse	1999	232-1177	328-2001
Rick Turner	1999	742-1147	

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**

**1997 Calendar of Events**

**\* PNR EVENTS**

* March 5	Board Meeting
* March 14-15	Bellevue Place Show - Mgr. Adatto
March 15 - 16	Almost Spring Swap Meet - Puyallup
* March 29	Coming Out Party - Mgr. Mounger & McMichael
* April 2	Board meeting
April 5 - 6	Swap Meet - Monroe
* April 12	Joint RROC & PNR CCCA Tour - Mgr. McGary
April 19	Mt. Vernon Swap Meet - Skagit Fairgrounds
May 4	HCCA Annual Breakfast Tour to Anton's
* May 7	Board Meeting
May 17 - 18	Portland Swap Meet
* May 24	Grand Classic Judging Seminar - Bornstead
May 31	Maritime Antique Car Show - Bellingham
June 1	All Ford Picnic - Bellevue Community College
* June 4	Board Meeting
June 13 - 21	CCCA Northern California Caravan
June 29	Forest Grove Concours
* July 2	Board Meeting
July 4 - 6	SIR Sovren Vintage Races
July 4	4th of July Parades - Hunts Point & Bainbridge Island
* July 11 - 13	Grand Classic - Mgr. Doss
July 18 - 20	Sea-Tac HCCA Red Carpet - Silverdale
July 27	Concours d'Elegance - Port Gardner
August	Hot August Nites - Reno
August 2	Driving Tour - Car Collection & Conway - Mgr. Dinsmore
* August 6	Board Meeting
August 16 - 17	Pebble Beach Concours d'Elegance
* August 30	LeMay Open House - Breakfast Tour - Mgr. Greenfield
* September 3	Board Meeting
September	Auburn ACD Classic - Auburn, IN
September 20 - 21	ACD - Rainbow Falls and Swap Meet Centralia
* September 27	Tour to Index & Bush House Inn
* October 1	Board Meeting
October	One Day tour - McCaw Garage - Mgr. Hageman
November 8	Annual Meeting
* December 3	Board Meeting
* December 14	Holiday Party - RROC & PNR CCCA combined - Mgr. Turner & McGary

**C O V E R   S T O R Y**

# Dual Cowl Phaeton LeBaron

BY ED RITTENHOUSE

BY JIM TALLMAN

One cold, rainy day in April, 1981, my friend Daryl hedman asked met to help him retrieve a 1946 Ford convertible a few miles away from my home in Gig Harbor. The car was supposed to be on it's wheels, and it would only take an hour or so, so he said. Beings he always helps me when I need it, I readily consented.

As we drove along, I was beginning to get a little suspicious as to the quality of the car when Daryl said he paid \$25.00 for it sight unseen. When we drove down a windy dirt road, and rounded a curve, a chrome bumper was barely visible sticking out of the blackberries. We stopped, and commenced to tearing away the brush and berry vines to see what was behind the bumper. All you could see was a trunk lid, painted half black and half green, with moss and trash around it. The seat area was full of branches and berry vines, and the top bows were bent down under the load of all the debris.

As promised, the car was on it's wheels, the tires were flat however, and so rotten they disintegrated as we pulled the car out onto the road. As we got ready to pull it onto the trailer, a door fell off, and the other wouldn't shut, so we had to tie it up. As we loaded the car, an elderly couple on their way to church stopped by to admire our piece of junk, and asked why we would want such a thing. As I was talking to them, the man indicated he knew where there was an old Packard in a woodshed up near Port Orchard, that he had seen a couple years earlier when he was looking for a pickup truck he saw advertised in the paper.

He told me the car was twice as long as the one being loaded on the trailer, and in a lot better shape. I, of course, became interested, and started asking questions about the car. His description seemed to indicate that it was an open car that had a front and rear seat area, with big spoke wheels. he said that there wasn't a hood or doors on it, and the top was not there either. He said the car was very low to the ground, and had big fenders, and there was dark blue

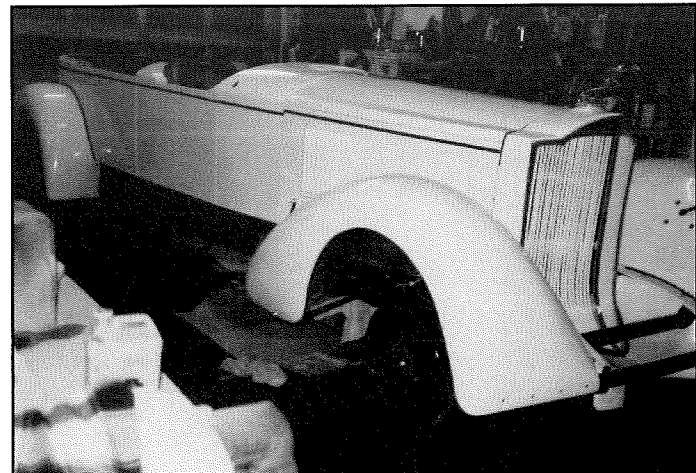
paint in some areas, with rust on the rest, and a lot of dents.

I began to quiz him about where the car was, and who owned it, but he suddenly lost his memory for specifics, but seemed to think it was near a meat shop called "Farmer George's" on the old Port Orchard highway. He gave me a few directions, and said as he recalled, the owners name was Arnie Lind, or something like that. That's all I needed to track this jewel down.

I told Daryl of my conversation with the guy, and that we should go look for this gem. Daryl, having already gathered all the good stuff in this Ford, seemed disinterested, so we didn't go. After a couple weeks went by, it started eating at me, and I decided I should check this out. I wouldn't want to miss a hot deal if there is such a thing this close to home.

In early May, I skippped out of work early, and drove to the area described by the gentleman. After going down several small roads, and checking out a couple of old buildings, I nosed into an old run down little farm that had several old buildings with a Model "T" body out in the field. The farm looked a little unkempt, and had an array of old car bodies from the '50s and '60s laying around. This seemed a likely place to start.

*Continued on Page 4...*



Picture 7

**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.

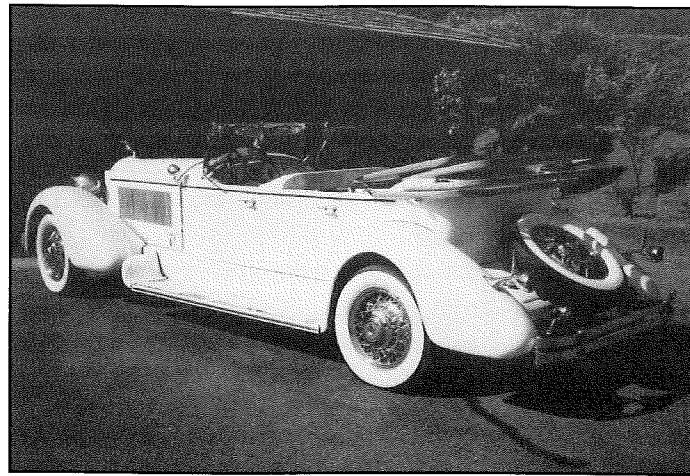


## Cover Story – '30 8 Dual Cowl Phaeton . . .

Continued from page 3

As I drove around the garage to the back open field, I could see an old chicken shed, and could see a spare tire on what looked like a roadster rear deck. The farmer came out of his house, and acknowledged that he had a car like I was talking about, and would show it to me. We had to step across an old drainage ditch, and I noticed that a huge old hood section was being used for a bridge in the mud. It seemed like it was four or five feet long, with louvers nearly full length. Soon I could see the headlights and large front fenders with an obvious Packard grill between them. It was buried in mud up to the running boards, and had no doors, but there was a good rear section, cowl section, and enough of the center section to see what the car was meant to be.

This truly did not appear to be any production car I had ever seen. As we talked, he related the story of



Picture 6

how when he acquired the car. His story seemed reasonable, and not being a Packard fan, I could not believe or disbelieve his theory. Seems that he (Ernie Lund) retrieved that car from an old farm near Quilcene, WA, on Hood Canal about ten years earlier. He told me the car was hurriedly put together by the LeBaron Company as a prototype, to compete for the custom body business with the Packard Motor Company. Supposedly, a roadster had also been built as a show car for the same purpose.

The fenders were definitely each handcrafted individually, and (Picture #7) very disproportionate to the overall length of the car. It was supposedly built in about 90 days, in early 1932. Accordingly, Deitrich Body Company got the bid to do Packard's custom body work, and it is certainly easy to see why. The car

had parts from other years, kind of like Johnny Cash's Cadillac, but turned out so shallow and narrow that it was not a pretty car.

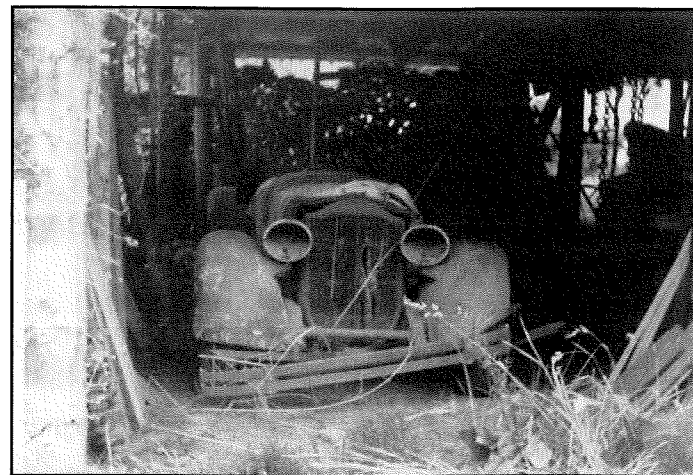
The car certainly had traits normal in LeBaron styling, such as used in the design of my 1931 Chrysler. Other parts used were body by Holbrook and other year Packard parts, wheels and front shell from 1932 "900" series, hood from a 1924 453 with 35 louvers. The running gear and engine were from 1929. The result was long, low car with rear mount spare. (Picture #6).

The shallow narrow body made it uncomfortable for anyone to drive except a very small person. The front fenders attached to the running board was the first version of the LeBaron body trait used in later Packard custom LeBaron bodied cars. I have been unable to authenticate this story, so who really knows the full, true story? Some say it resembles French styling of that era.

I did, however, see possibilities in it's styling to make it worthy of saving from the junkyard. After agreeing on a price, I made plans to get it home.

We had to tear down the side of the building to get it out. (Picture #1). We had to use a track loader to pull the car out and load it on our trailer (Picture #2). As I pulled into our yard with the car, my son Larry asked "Was the dump closed?"

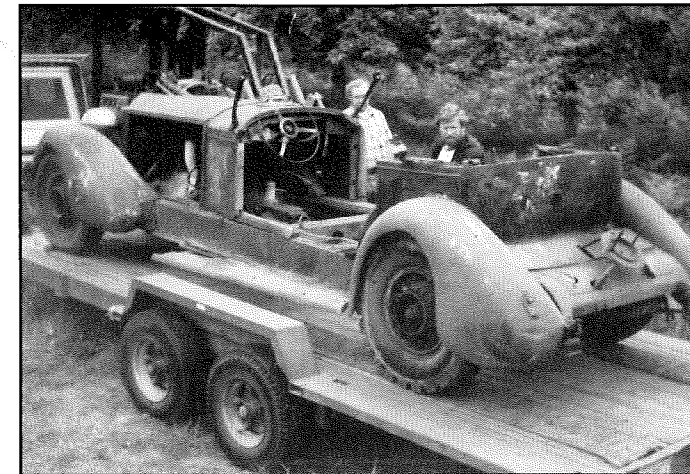
We unloaded the car into my garage, and for a couple years searched for information and parts for Holbrook bodies, the doors especially. There was none on the car, and the wood in the body was over half gone. Two years at Hershey left me thinking that no Holbrook bodies exist.



Picture 1

## Cover Story – '30 8 Dual Cowl Phaeton . . .

Continued from page 4



Picture 2

One day my neighbor, Hugh Vogel, came by and we looked and, and talked about the old Packard. Hugh was a skilled craftsman in boat work, and had done a lot of metal work restoring a couple of older cars in the past. He had recently retired from insurance adjusting, and related that he needed a project, and asked to be involved in restoring the old Packard. Hugh's ability at wood work soon was apparent, as he built a complete wood body skeleton from the few pieces we felt were patterns. (Picture #3).

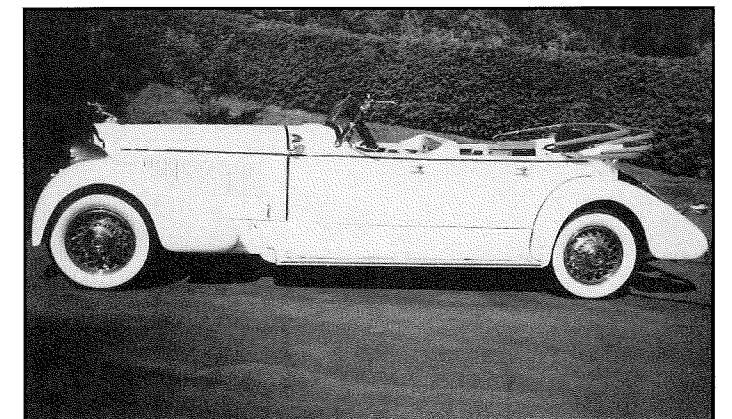
We dipped the pieces we felt were salvageable, and Hugh repaired the metal in the fenders, cowl, and rear section. He commenced to assembling the parts into their original shape, and we could see that there were a lot of parts missing to complete the project.



Picture 3

Hugh worked part time for over a year and a half, rebuilding the engine and transmission, making body parts, and assembling the car. I was able to get a new frame out of the Harrah parts inventory, and had the wheels restored by Dayton Wire Wheel Company back East.

The car was really starting to take shape when Hugh started to have some health problems. He had a seizure one day, followed by another one a few weeks later, and then took a turn for the worst and died of an inoperable brain tumor. His leaving really set the project back, and certainly dampened my enthusiasm about working on it.



Picture 4

I let the car set for a couple years, as I had begun to restore a 1934 Auburn, and did not want to try to work on two cars at the same time. When the Auburn was in the upholstery shop, I started getting interested in finishing the Packard project.

A lot of work had been done by Hugh, but it still took nearly two years to put it all together to see the stage where upholstery and the top were all that was needed to complete the car. (Picture #4).

I talked Jerry Kline into doing this work, and he did a nice job having to do everything from scratch. We had very few pieces of upholstery to work with, and no patterns, so this was truly no piece of cake.

After approximately six months, the car became completed, and a running example of someone's dream (cover photo). The car could not have been a production model until some definite changes were made. It still is a fine example of craftsmanship, and I saved it from the junk pile. The car is truly a "ONE OF".



# Grand Classic • Bothell, Washington

**LOCATION:** WYNDHAM GARDEN HOTEL BOTHELL  
19333 N. Creek Parkway • Bothell, WA 98011  
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**COORDINATOR:** RON DOSS  
19109 N.E. 151st • Woodinville, WA 98072  
(206) 881-8794

**ROOMS:** SPECIAL CCCA RATES  
\$89.00 - King • \$99 - Double • \$109 - Suite  
Register by June 20th, 1997

**SPECIAL EVENT:** FRIDAY RECEPTION  
Party at the Hart Collection in Bellevue.  
The "squire" should be done and ready for Pebble.  
Complete Pasta Bar Dinner with all the right stuff.

**SCHEDULE** **FRIDAY, JULY 11, 1997**  
1:00 to 5:00 Registration, Hotel Lobby  
5:30 Bus Departs for Hart Collection  
9:30 Bus Departs for the Hotel

**SATURDAY, JULY 12, 1997**  
8:00 - 10:00 a.m. Registration, Hotel Lobby  
8:30 a.m. Judges Breakfast  
11:00 a.m. Judging Begins  
6:00 p.m. No Host Cocktail Party  
7:00 p.m. Awards Banquet

Call Coordinator for Additional Information • Registration Deadline: July 1, 1997

Registration per adult	\$15.00 – No. @ \$15.00 _____	= \$ _____
Friday Night Event	\$25.00 – No. @ \$25.00 _____	= \$ _____
Friday Night Bus Transportation - Round Trip Per Person	\$7.00 – No. @ \$7.00 _____	= \$ _____
Saturday Night Banquet Per Person	\$28.00 – No. @ \$28.00 _____	= \$ _____
Specify Heart Healthy Salmon <input type="checkbox"/> or London Broil <input type="checkbox"/>		

**TOTAL ENCLOSED \$** \_\_\_\_\_

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Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Mail To: PNR-CCCA c/o Gayle Doss • 19109 N.E. 151st, Woodinville, WA 98072

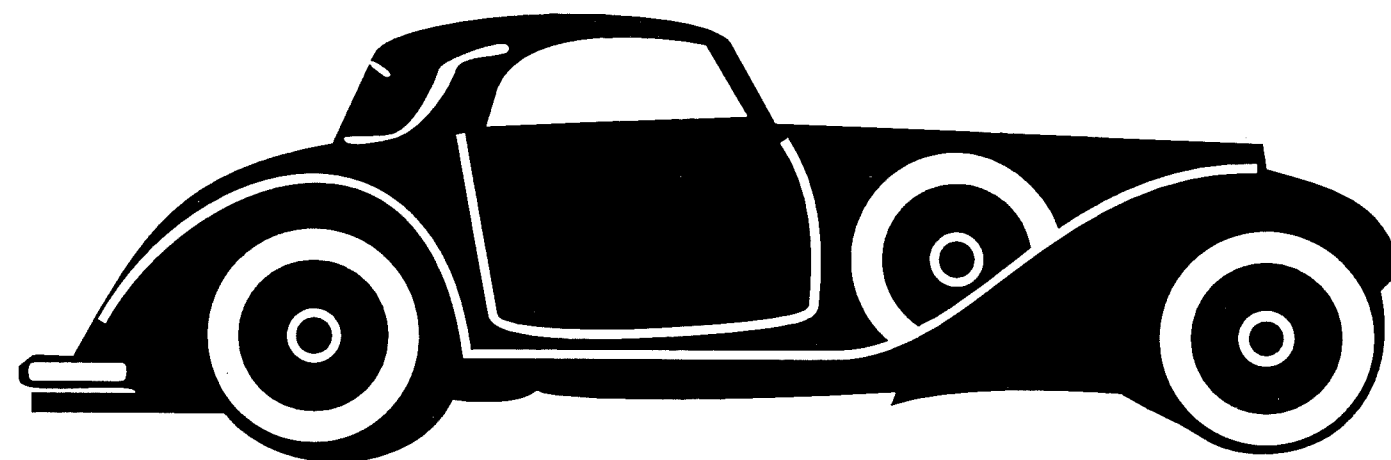
Classic Car Registration Goes to National CCCA



6<sup>th</sup> Annual

• PORT GARDNER BAY •

# Concours d' Elegance



**SUNDAY, JULY 27, 1997**

**9 A.M. TO 4 P.M.**

**LEGION PARK**

**EVERETT, WASHINGTON**

*Celebrating the beauty and elegance of Mercedes Benz  
and other classic automobiles.*

In addition to the Class Awards,  
special awards will be presented for  
the following;

- Best of Show
  - Pre WWII
  - Post WWII
- Artisan Award for Design
- Outstanding Original Car
  - First Half Century
  - Second Half Century
- People's Choice
- Milestone Society Award
- Outstanding Theme Car

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If you have any questions,  
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committee at

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FAX (206) 355-8238

or write to

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P.O. Box 3763

Everett, WA 98203-8763

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## Coming Out Party

STORY BY RON DOSS

March 29th one hundred thirty one members and guests attended the Pacific Northwest coming out party at the Atrium in Seattle. The event, managed by Glenn Mounger and Barbra McMichael, featured eight classics - new to the area or freshly restored. Prior to the unveiling of the classics, all enjoyed the social hour and a fine dinner. The order of presentation consisted of the oldest car first, etc.

1929 Bentley speed six presented by Vintage Racing Motors. The British having a "class bullies: attitude and came from the Andrew Darling Estate.

1929 Cadillac roadster by English body builder, Cruse Body Co. This stunning 341B custom was in black and silver with red trim and presented by James Tallman.

1931 Rolls Royce 20-25 Town Car presented by Carol Story and restored by Murray Motor Car. The town car almost looked delicate and was previously owned by Douglas Fairbanks and Mary Pickford. It was purchased new in Los Angeles and currently shows 55,000 miles on the odometer.

1933 Stutz Waterhouse Victoria convertible DV32 presented by Ed Rittenhouse. After a win at Pebble Beach with Walt Johnsons stunning restoration the car will be shown a few more times the driven. More on

this car in last months Bumber Guardian as our cover car.

1934 Packard Club sedan presented by Bill and Mary Roberts. Another Walt Johnson restoration presented in 2 tone gray with burgundy highlights.

1934 Tagonda by Wylders of Kew. 19000 miles showing - painted in powder blue this automobile looked sleek and fast with its top down. From Charlie Morris.

1937 Bentley Sports salon 4 1/4 parkward. Presented by Conrad Wouters this black four door was very low and smooth, and shown in nice original condition.

1939 Bugatti 3.3 litre type 57C by Gangloff from Charlie Morris and presented by Al McEwan this show stopping, black and red swoopy coupe is believed to be the last Atalante by Gangloff. Appointed with saddle tan leather, very long fenders and graceful body lines.

Well there you have it, one of our most popular events, and after reading the roster of cars you see why. Glenn has always found wonderful cars and we are fortunate to have a large number of collectors and restorers in our area. I can hardly wait until next year.



# Come and Join Us

## Saturday, August 2, 1997

Hosted by Dan & Gracie Dinsmore  
Helpers - Don & Arlene Wohland

Meeting Place - Exit 199 north or south off I-5  
Coming north, turn left back under  
I-5. Turn left into Arby's parking lot.  
Coming south, turn right at stoplight.  
Turn left into Arby's parking lot.

Leaving Arby's parking lot, at 9 a.m. Be sure to gas up as many miles will be driven this day.

We will be touring a large private collection, and the beautiful grounds of the estate. Lunch will be a famous local bar and eatery. Reportedly to have the best hamburgers and curly fries in Skagit County. Many antique stores in town to browse.

Possible option stop for huge hand dipped waffle cones.

Please come. Should be a good day.

Questions - Dan Dinsmore (360) 435-7011



# Principles of Electricity

Out of the Adelaide Antique Auto Club of Australia comes a discourse on faults and failures of the Joseph Lucas, Ltd. company of Birmingham; a company that manufactures ignition systems for automobiles of British origin. Among the description are the following: "Lucas-Electrically Eccentric", and "The reason the British drink warm beer is because they have Lucas Fridges" and "Joseph Lucas – Prince of Darkness". These slogans are particularly prevalent among owners of old British motor bikes.

Thanks to Ian Mathews for this contribution from the Daimler and Lanchester Owners Car Club of Australia Newsletter:

These and other scurrilous soubriquets, some of which are quite unprintable, are from time to time heaped upon the shoulders of Joseph Lucas Limited of Birmingham. This is really quite unfair and displays a basic inability to comprehend the simple principles of a motor vehicle's electrical system.

Forget all that nonsense about magnetic fields and the flow of electrons through a conductor, for it is just that – nonsense; a myth put about by auto electricians to support their lavish lifestyle at your expense. The reality is smoke! When you think about it, it all becomes startlingly obvious - smoke makes all electrical things function. If the smoke escapes, the component stops working. For example: the last time you had to grovel under your car to replace the starter motor, didn't it start smoking before it ceased working? Of course!

The wiring loom in your car carries smoke from one device to another, pumped around the system by the dynamo, and when a wire springs a leak it lets all the smoke out the everything stops. The starter motor requires a lot to work properly, so it has a very thick wire leading to it.

The battery stores up lots of smoke dissolved in the battery acid which is why they were once called "accumulators" until it became apparent that we unwashed home mechanics would twig to the secret. Naturally, if you try to dissolve too much smoke in your battery it will try to escape through those little holes in the top - this is why those newfangled batteries with sealed tops explode when they get too much smoke in them.

But with regard to Joseph Lucas and his wrongfully sullied reputation - why is he so maligned? Why are Lucas components more likely to leak smoke than, say, Bosch or Marelli? Because Lucas is British and British things always leak. British engines leak oil; British sports cars leak rain; British Hydrolastic units leak fluid; and British Governments leak military secrets! So naturally, British electrical components leak smoke!

Thanks to Mr. Mathews for the above contribution; at last we have a clear and lucid explanation of electricity. And thanks to Bob Rich in Wichita, Kansas for this rare find of fact.



# Editor's Corner

BY KATHIE OLSON

You will notice a definite shortage of photos in this issue. I know some of you are taking pictures at our functions. So please forward those for everyone to enjoy in the next *Bumper Guardian*. Thank you!

# Membership

BY GAYLE DOSS

New members to add to your directory:

Fred and Brenda Bonin  
1415 King Albert AV, Coquitlam, B.C. V3S1A3  
Home: 604-931-6201

Carl and Karen King  
18461 Ballinger Way, Lake Forest Park, WA 98155  
Home: 206-365-5123

Jeff Anschell  
22609 SE 32nd St, Issaquah, WA 98029  
Home: 425-392-9723 Work: 425-455-9559

Remember those new area codes

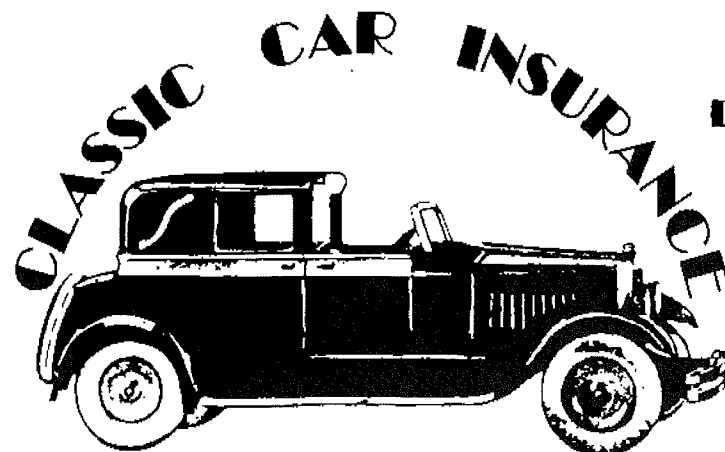
# Financial Report

BY KATHIE OLSON

## Income vs Spending

1/1/96 Through 12/31/96

Subcategory	1/1/96-12/31/96	Total
<b>INCOME CATEGORIES</b>		
Dues - Unassigned	8,014.00	8,014.00
British Motorcoach	900.00	900.00
Income - Unassigned	490.89	490.89
Christmas Party-95	96.72	96.72
All Others	0.00	0.00
<b>TOTAL INCOME CATEGORIES</b>	<b>9,501.61</b>	<b>9,501.61</b>
<b>EXPENSE CATEGORIES</b>		
Printing-B.G.	6,524.78	6,524.78
Directory	1,360.83	1,360.83
Events Crook picnic	1,119.24	1,119.24
A.G.M.	944.52	944.52
Events Coming out Party	868.11	868.11
Bellevue Place Car Show	(855.10)	(855.10)
Events Valentine Party	(720.09)	(720.09)
COP	500.00	500.00
Expenses B.G.	381.42	381.42
Expenses	294.32	294.32
Events	294.09	294.09
B.G. Misc.	232.50	232.50
Membership	211.19	211.19
Events Port Gardner	189.35	189.35
Mailing-Dues	186.29	186.29
Insurance-Unassigned	145.00	145.00
Printing-Events	108.04	108.04
Postage	103.00	103.00
Marestone Island	102.48	102.48
Donation Washington car council	100.00	100.00
Greenfield event	78.45	78.45
Caravan-94	62.32	64.32
Expense-Unassigned	55.85	55.85
Christmas Party-Unassigned	44.96	44.96
Refund-Dues	17.00	17.00
Miscellaneous	(13.96)	(13.96)
Fees and Taxes	10.00	10.00
South Sound Tour	(3.31)	(3.31)
<b>TOTAL EXPENSE CATEGORIES</b>	<b>12,341.98</b>	<b>12,341.98</b>
<b>GRAND TOTAL</b>	<b>(2,840.37)</b>	<b>(2,840.37)</b>



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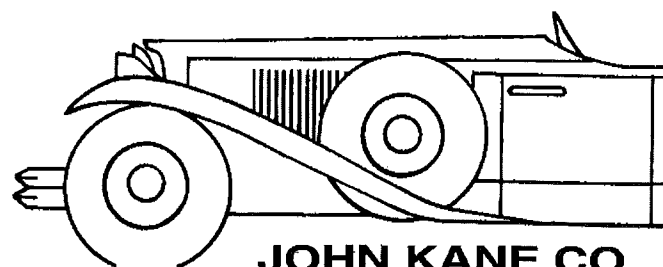
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Best in Show - Port Gardner Bay Concours  
1st in Class (100 pt) - Pebble Beach Concours

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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.**

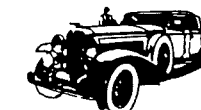
Please sign and forward with your remittance, payable to:

CC / PAC12

**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 ☐

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

Club year begins  
November 1

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 \_\_\_\_\_ City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Address: \_\_\_\_\_  
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

### MARCH 5, 1997

The meeting was called to order by Director Greenfield at Latitude 47 Restaurant in Seattle. Attending were managers Doss, Ellis, Grisham, Magnuson (Treasurer), Pollock, and Turner; Secretary Barber; and members Adatto, Anderson, Bomstead, Crook, Kane, McEwan, Meden, Mounger, Reddaway, and Wouters. (Board members absent: Hageman and Rittenhouse). The minutes of the February 5, 1997 meeting were approved as corrected. Treasurer Magnuson reported that the Club bank balance was \$14,571. The membership report noted that the Directory had been sent to all members and extra copies are available for \$1. It was noted that Guy Carr of Beaverton, Oregon had been previously made a permanent Regional member and should be added to the mailing list. The editor's report stated that the BG had been mailed. The next deadline is March 7. In a brief report from National, Ron Doss discussed Classification Committee rules for Classics and handed out copies of a National board resolution (passed) stating criteria for Modified Classics. Director Greenfield presented a Past Director's pin to Richard Adatto. He noted that a similar pin had been given to Ron Doss at the recent National board meeting. D. Ellis noted that the Museum of Flight restoration facility tour had been a success with good weather and about 20 Classics and 50 people showing up.

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

March 14-15, 1997. Bellevue Place. Mgr. Adatto. Cars shown will include a 1911 RR Ghost and a 1913 Peugeot. There will be a drivers breakfast on Saturday at 9:30 am with special parking for classics.

March 29, 1997. Coming Out Party. Location: Design Center Atrium. Mgr. McMichael/Mounger. About eight cars to be shown.

April 12, 1997. One-Day Tour to Whidbey Island, lunch at Langley. Joint meet with RROC. Mgr. McGary. Tour will start at the Lynnwood Burgermaster.

May 4, 1997. Breakfast Tour to Anton's, Puyallup. HCCA invites CCCA again. Mgr. Greenfield. Tour starts at Crook's garage. Flyer out soon.

May 24, 1997. Grand Classic Judging Seminar. Mgr. Bomstead (Head Judge). 9:30 a.m. at Crook's garage. New 200 point system will be discussed, for judges and entrants. Lunch at the Blockhouse restaurant.

May 31, 1997. Maritime Antique Car Show, Bellingham. Possible tour there?

June 13-21, 1997. CCCA Northern California Caravan. See Ed Rittenhouse if touring down there.

June 29, 1997. Forest Grove Concours.

July 4, 1997. Yarrow Point Parade, Bainbridge Island show.

July 4-6, 1997. Sovren Vintage Races, SIR.

July 11-13, 1997. Grand Classic. Mgr. Doss. Wyndham Hotel, judging site to be near hotel. Car entry forms should be sent to National. Workers still needed.

July 27, 1997. Pt. Gardner Concours, Everett.

Rotary Club now sponsor. Their representative will be invited to attend a Board meeting. Mercedes is featured marque.

Aug. 3 or 10, 1997. Mt. Vernon area tour. Stop at Brent McKinley's. Mgr. Dan Dinsmore.

Aug. 30, 1997. LeMay Annual Open House. Breakfast tour to there, Mgr. Greenfield.

Sept. 13, 1997. One-Day tour - McCaw garage. Mgr. Hageman.

Sept. 27, 1997. Tour to Busch House, Mt. Index, winery. Mgr. Meden. Ck. Husky schedule.

Oct., 1997. Fall Tour to Linden. Need mgr.

Nov., 1997. Annual Meeting. Need date, location, Mgr. Pollock.

Dec. 14, 1997. Holiday party. Joint event with RROC. Mgr. Turner/Dickson. At Seattle Golf Club.

A. McEwan discussed Caravan plans for 1998. The Board passed a resolution to have the next PNR caravan in 2002. P. Grisham suggested we send copies of the BG to other (marque) clubs.

The meeting adjourned at about 8:30 p.m. The next Board of Managers meeting will be April 2, 1997.

### APRIL 2, 1997

The meeting was called to order by Director Greenfield at Latitude 47 Restaurant in Seattle. Attending were managers Doss, Grisham, Magnuson (Treasurer), Rittenhouse, and Turner; members Bomstead, Crook, Hooper, Milligan, and Wouters; and guests Jack Shannon and Pete Kinch representing the Rotary Club. (Absent: Board members Ellis, Hageman and Pollock; Secretary Barber.) The minutes of the March 5, 1997 meeting were approved. Treasurer Magnuson reported that the Club bank balance was \$13,563. The Wintergarden show resulted in an income of \$200. \$500 was donated to the Bellevue Art Museum. The editor's report stated that the BG had been mailed on 3-27-97. The next issue is due 4-30-97. Articles and photos are needed. In a brief report from National, Ron Doss discussed the Classic Car Experience to be held in Kalamzao at the end of May. National is considering a change in fiscal year end to January 1. The National Board voted not to judge modified cars. It was noted that the Coming-Out Party went well with 131 people and eight cars present.

Pete Kinch spoke of the Pt. Gardner Concours and along with Jack Shannon invited comments and input for the event to be held July 27. It is now sponsored by the Rotary Club in Everett. They plan to keep the concours format the same and are looking for two to three cars to promote the event. Mercedes has been selected as the marque car. They will have new custom designed metal trophies to differentiate awards which will be truly unique. In other new business sending our newsletter to other car clubs. Expense and the maintenance of a mailing list were concerns. It was suggested that

members distribute BG extra copies to directors of other clubs. National is starting a judge accreditation program and will issue identification cards. They are asking for nominations form each region.

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

April 12, 1997. One-Day Tour to Whidbey Island, lunch at Langley. Joint meet with RROC. Mgr. McGary. Tour will start at the Lynnwood Burgermaster. Flyer sent March 30.

May 4, 1997. Breakfast Tour to Anton's, Puyallup. HCCA invites CCCA again. Mgr. Greenfield. Tour starts at Crook's garage. Flyer sent March 30.

May 24, 1997. Grand Classic Judging Seminar. Mgr. Bomstead (Head Judge). 9:30 a.m. at Crook's garage. New 200 point system will be discussed, for judges and entrants. Lunch at the Blockhouse restaurant.

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June 29, 1997. Forest Grove Concours.

July 4, 1997. Yarrow Point Parade, Bainbridge Island show.

July 4-6, 1997. Sovren Vintage Races, SIR.

CCCA has been invited to bring 20 cars to the Car Corral @ \$5 per car perpaid by May 15. It was decided that our club would donate \$100 to Children's Hospital and request parking for Classic cars in the Car Corral.

July 11-13, 1997. Grand Classic. Mgr. Doss. Wyndham Hotel, judging site to be near hotel. Car entry forms should be sent to National. Workers still needed.

July 27, 1997. Pt. Gardner Concours, Everett. Rotary Club now sponsor. Their representative will be invited to attend a Board meeting. Mercedes is featured marque.

Aug. 3 or 10, 1997. Mt. Vernon area tour. Stop at Brent McKinley's. Mgr. Dan Dinsmore.

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Sept. 13, 1997. One-Day tour - McCaw garage. Mgr. Hageman.

Sept. 27, 1997. Tour to Busch House, Mt. Index, winery. Mgr. Meden. Ck. Husky schedule.

Oct., 1997. Fall Tour to Linden. Need mgr.

Nov. 8, 1997. Annual Meeting. Need date, location, Mgr. Pollock.

Dec. 14, 1997. Holiday party. Joint event with RROC. Mgr. Turner/Dickson. At Seattle Golf Club.

The meeting adjourned at about 8:15 p.m. The next Board of Managers meeting will be May 7, 1997.



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**Bill Rehberg**



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

***PRESENTS...***

**May 24**

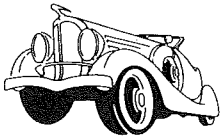
**Grand Classic Judging Seminar  
– Mgr. Carl Bomstead**

**July 11-13**

**Grand Classic  
– Mgr. Ron Doss**

**August 30**

**LeMay Open House - Breakfast Tour  
– Mgr. Gerry Greenfield**



**BUMPER GUARDIAN**

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