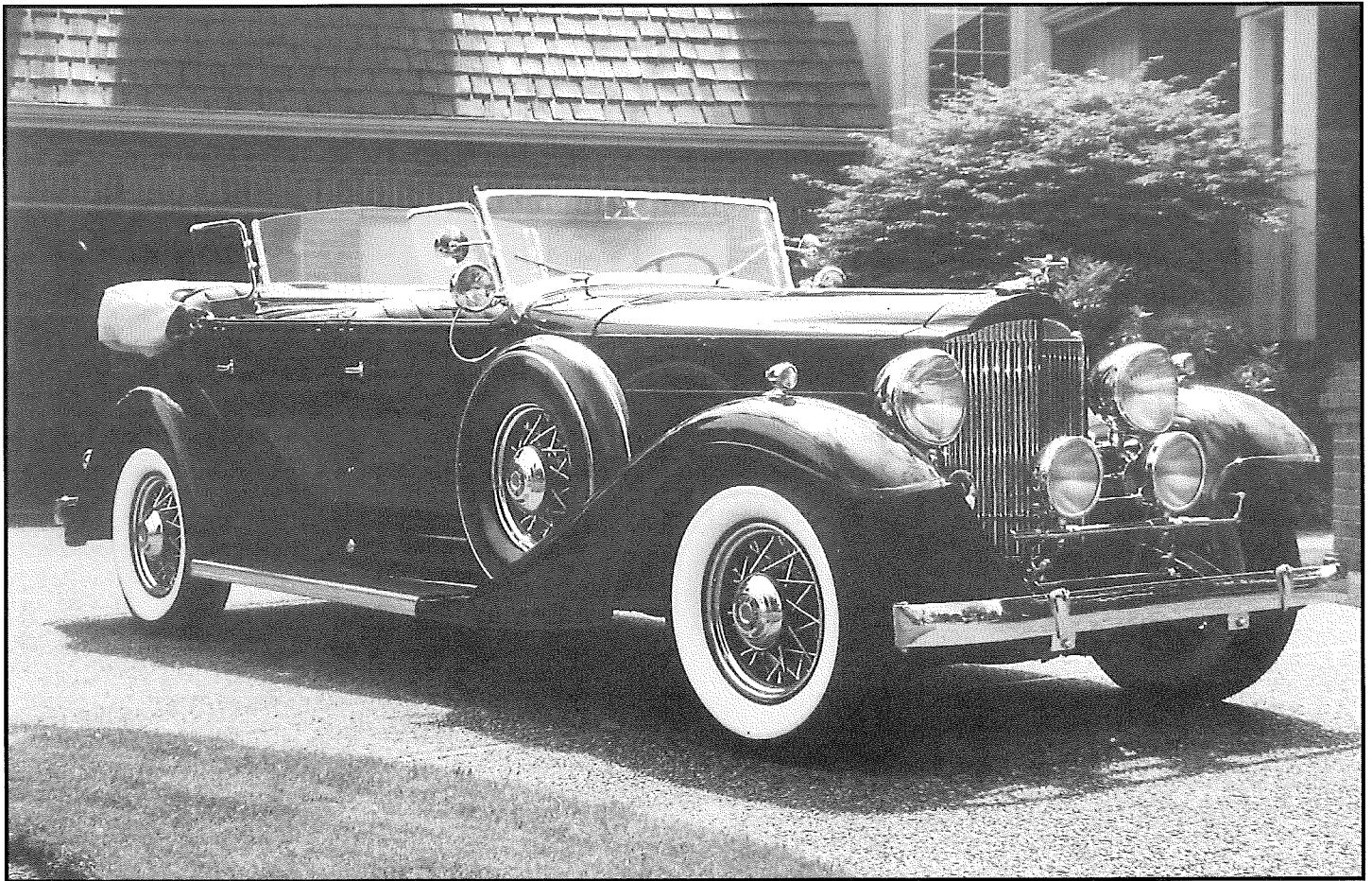


# BUMPER GUARDIAN

VOLUME 8

NUMBER 1



1933 PACKARD 1004 SPORT PHAETON (DUAL COWL)

*Ron and Gayle Doss*



October 1997 through January 1998



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.

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The Board of managers holds a dinner meeting the first Wednesday of each month at 6:30 p.m. Members are encouraged to attend. Locations are announced in advance via mail.

#### Membership

Regional membership is available only to Classic Car Club of America (national) members and may be obtained by contacting 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, (425) 742-1147.

Production is handled by Sunset Press.

## Pacific Northwest Region Classic Car Club of America 1998 Calendar of Events

February 28	Garage Tour to Murray Motor Cars and Snohomish Classic Auto World - Mgr. Deibel
March 21	Coming Out Party - Mgr. Apker
March 4	Board Meeting
April 1	Board Meeting
May 3	HCCA Breakfast Tour to Anton's
May 23	Bellevue Place Show - Mgr. Adatto
May 22-24	Tour to Leavenworth - Possible overnight with Oregon Region
May 29-31	Classic Experience Hickory Corners CCCA Museum
May 6	Board Meeting
June?	Pre Caravan Tour to Bellingham - Sullivans Rope Factory - Mgrs. Dinsmore & Ellis
June 3	Board Meeting
July	Pre Caravan Function
July 1	Board Meeting
August	Pre Caravan Function
August 5	Board Meeting
September	Open
September 2	Board Meeting
October	Fall Gargae Tour - Mgrs. Magnuson and Mote
October 7	Board Meeting
November	Annual Meeting - Mgr. Pollock
December	Holiday Party with RROC - Mgr. Meden

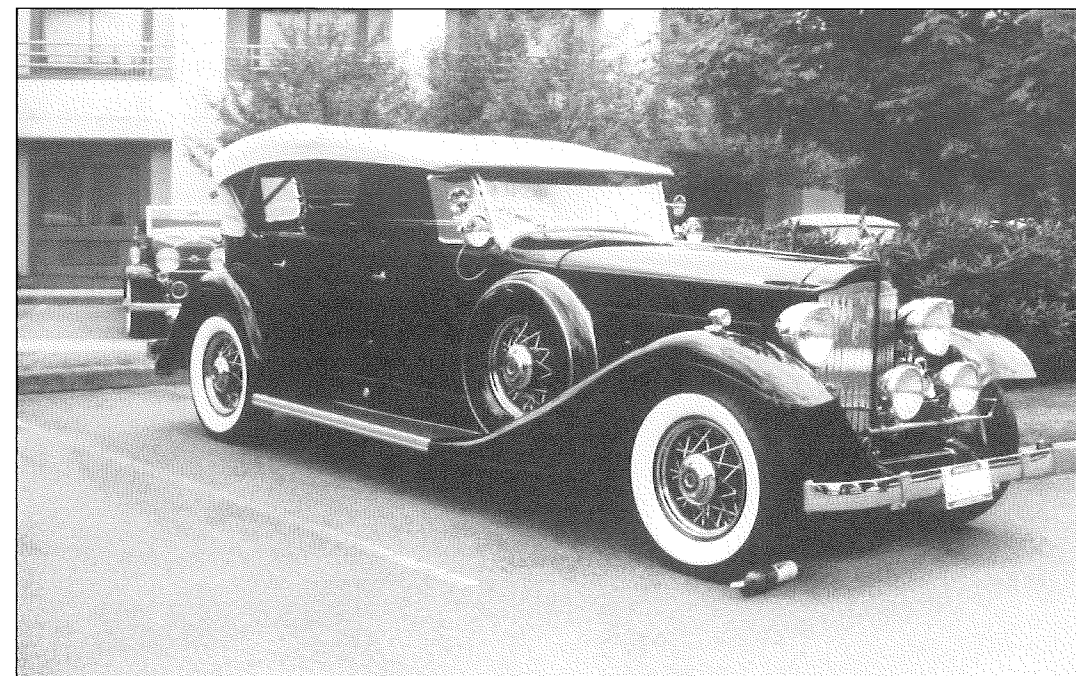


S-3 "Viking" Tailhook and Landing Gear Down - Story Page 6.

## COVER STORY

# Always a Showcar, becomes a Driver

STORY AND PHOTOS BY RON DOSS, GAYLE DOSS AND TOM CROOK



1997 PNR GRAND CLASSIC

The first family to own this 1933 Packard Dual Cowl Phaeton enjoyed it for thirty-five years. The car was passed on from the original owner to his grandson Sherman Damon. Mr. Damon took the car from Brookline, Massachusetts to his summer home in Vermont. A dealer (Tom Mix) learned of the car in the 1960's and persuaded Mr. Damon to sell the car and resold it to Mr. Frank E. Mueller. Mr. Mueller kept the car in his Packard collection for another twenty years. The car changed hands again and was owned by Robert E. Bolt. Mr. Bolt owned the car for many years and in poor health sold the car to David Kane of Bernardsville, New Jersey, in September of 1994. Mr. Kane had some work done by Stone Barn Restorations. The car then went on to show at Meadowbrook and won a 1st in class.

In 1996 David traded the car to John Farrell of Seattle as part of a deal to acquire a Duesenberg Victoria Convertible. Early last summer Gayle and I proposed a trade for the '33 Packard. Tom Crook who was acting as John Farrell's agent, saw to the details. Thus we are the sixth owner.

Packard started the Super Eight Sport Phaeton series with body #11. Our #13 is the third car built. We feel it was produced for the show circuit since it was early in production.

'33 production started at #750001, this car is:  
frame #75050  
front axle #750059  
steering box #750065  
engine #750055  
and rear end #750029.

This would indicate it was produced probably during the first 15 days of production which started on January 5th of 1933 and ran through August of 1933. Averaging about 162 Super Eights per month since only 1300 total Super Eight cars were produced in the tenth series.

1933 was the first year of the "Super Eight" designation. Thirteen body styles were offered. The Sport Phaeton rode on a 142" wheelbase. It is felt eight 1933-1004 Sport Phaetons were produced. Three of them still exist. Ed and Pam Rittenhouse own #6 and #8 is known to exist in Missouri. It also is black with a red chassis.

We have driven "Blackie" in the Seattle rain a few times and its true, a "dual cowl" seems to stay dry inside the car, even without side curtains.

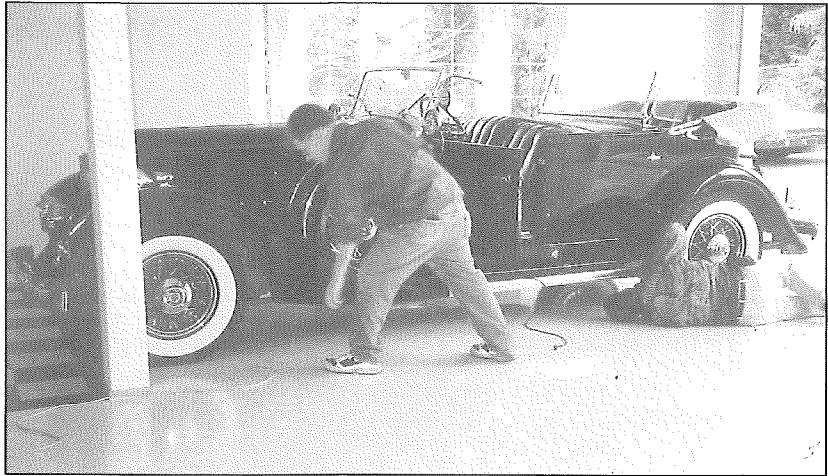
We purchased this car with only enough time to detail it and show it in the PNR/Grand Classic where it scored 98.5 points and

*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.



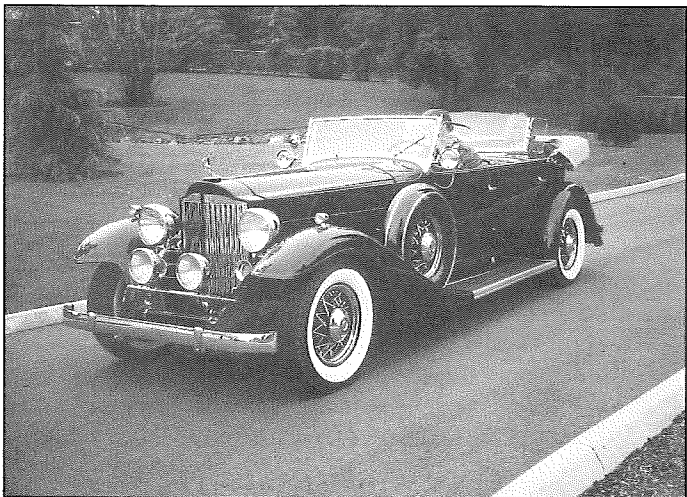
**Cover Story - Always a showcar...**  
Continued from page 3



Tom said "Lets put a battery in it."



"...and check the water and oil."

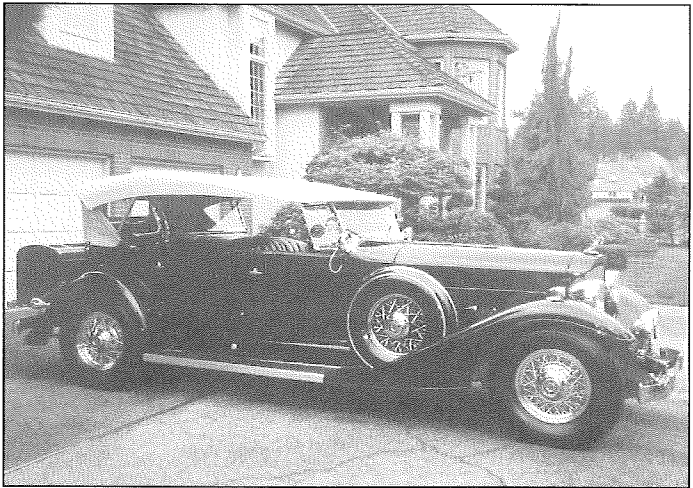


So you can test drive it! What about the warranty Tom? Oh—that was used up on the test drive.

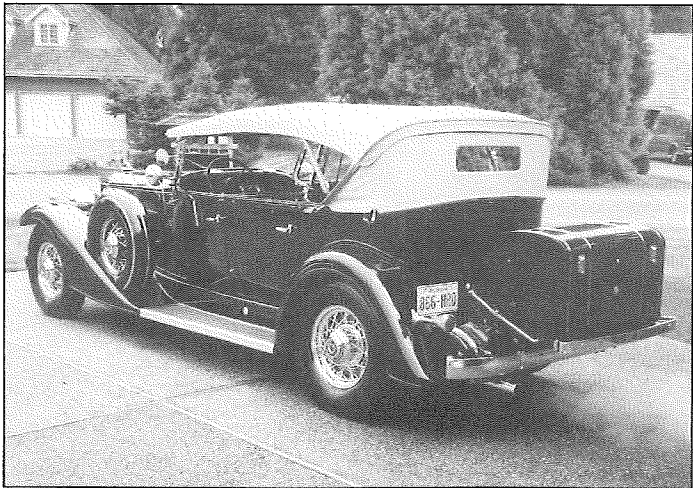
won its senior badge number 2111. Soon after the car was shown at Port Gardner and did very well winning the Packard class, the Artisans Award and Peoples Choice.

The current plans are to turn this forever show car into a driver and run it on the 1998 PNR Caravan. The engine is fresh, we changed the transmission - added 407 rear end gears. Upgraded the radiator (to the correct size) and muffler (no restrictions) and mounted a set of Michelins on chrome wheels for the caravan. Then generally went over all of the other mechanicals. Thanks to Ernie Crutcher it will be ready for some hard running and run the way it did when it was new.

Gayle and I really appreciate Tom Crook who is most responsible for putting us together with "Blackie". We are extremely grateful to David Kane and all of the other owners that have preserved this wonderful automobile over its lifetime.



Radials for the caravan, saved the double whites for show.



It had to have a trunk.

# **Classic Car Club Unveiling Party Coming Out Party Sneak Preview Party**

*Whatever you call it this is our region's biggest annual event.*

Ten Classics new to the Northwest will be unveiled for the first time in The Atrium of the Design Center Saturday night, March 21, 1998. Since seating is not limited, this is a great evening to invite friends, family and non-members to get acquainted with Classic Cars and People. Send your checks and meal choices in early to avoid the late comer fee after March 10.

- 6:30 pm Guest arrival - Bar Open
- 7:15 pm Sit Down Dinner
- 8:30 pm Program Begins

**Menu**

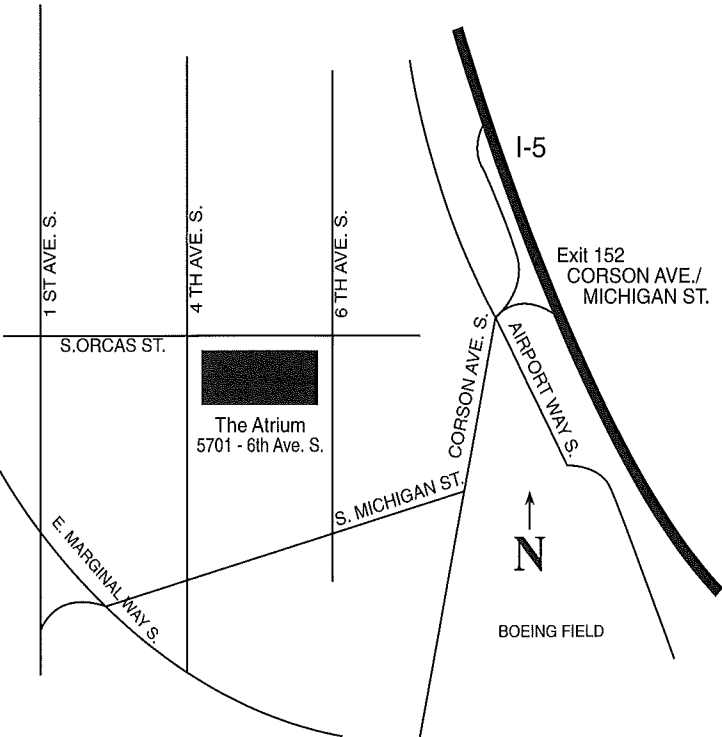
- Classic Caesar
- Entree I or II
- Chef's Seasonal Vegetables
- Herb Roasted Potatoes
- New York Cheesecake with Raspberry Sauce

**Entree I**

- Chicken Piccata
- Artichoke, Lemon Caper Sauce

**Entree II**

- Oven Roasted Prime Rib - Medium
- Au Jus, Creamy Horseradish Sauce



Price is \$35.00 per person if paid before March 10.  
Price is \$40.00 per person if paid after March 10.

Classic Car Club Unveiling Party, Saturday, March 21, 1998

Reservations For: \_\_\_\_\_

Specify: Chicken # \_\_\_\_\_

Amount Enclosed \$ \_\_\_\_\_

Prime Rib # \_\_\_\_\_

Send check made payable to CCCA-PNWR to:  
Apker's Classics  
13838 First Ave. South  
Seattle, WA 98168

Gordon Apker, Chairman  
Questions? Call 206-248-6451 or 206-878-3067





# It was Friday, it was cool and windy in Los Angeles...WAY cool!

STORY AND PHOTOGRAPHS BY ROY MAGNUSON

It was Friday, it was cool and windy in Los Angeles. We had just stepped off the most turbulent flight in our collective memories, except for one flight in Southeast Asia during monsoon season. However, there was more to come.

Why were we in southern California? It was a warm summer evening in Seattle...Seafair...Mariners. The combination brought Navy Brass from Washington D.C., San Diego and Hawaii and baseball fans from Suite 200 together in the owners suite of the Kingdome as guests of Joan and Craig Watjen. The Honorable John H. Dalton, Secretary of the Navy, Admiral Archie Clemens, Commander in Chief US Pacific Fleet and Rear Admiral William Purnam, Commander Abraham Lincoln Battle Group were among the 10 or so naval personnel that joined 25 members of Suite 200 to witness an extra innings loss by the Mariners.

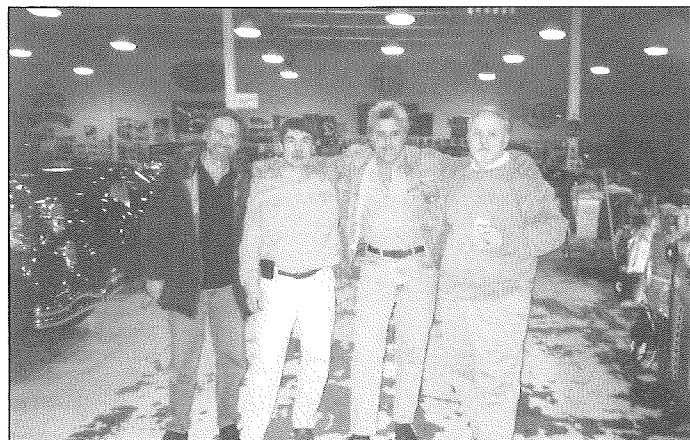
During a conversation with Rear Admiral Putnam an invitation was extended to Brian Pollock, Peter Hageman and Roy Magnuson to visit the USS Abraham Lincoln at sea. The visit to the Lincoln would become the nucleus of an unbelievable 5 day adventure.

Our first stop was the Edelbrock Corporation, where Camee Edelbrock gave us a tour that went from nostalgia to hi-tech. This lady knows everything about this company that her grandfather founded 60 years ago. At over 250,000 sq. feet and 500 employees this has to be the largest and most diverse manufacturer of performance parts. A highlight was the new shock absorber manufacturing facility - they have just invented a shock that is like no other on the market.

After lunch at Ed Debevis, a fifties style diner with waitresses such as Pinkey and Dharma, it was time to head for Burbank.

Burbank is the home of the Tonight Show starring Jay Leno - comedian/car guy. As arranged by Peter, we had reserved seats for the show. We were escorted to our seats and told to come on stage after the taping. Jay comes out in jeans and does a warm-up. The show is done from 5 - 6 PM and what you see is what you get at 11:30. Jay greeted us on stage afterward, then instructed us to wait in the "green room" while he changed back into his jeans and denim shirt, then we would go look at a bunch of cars that he has. I don't know why so many people made such a fuss over the four of us as we jumped into Jay's car and drove away. After looking at Jay's stuff for, what seemed like, hours he escorted us out of town, literally; at one point stopping traffic on a freeway ramp while he issued further instructions.

The next morning we woke-up in Coronado to the sound of palm trees beating against the side of our room. "I think the airplane we are flying out to the carrier on is the same kind the Navy uses as hurricane hunters...don't worry." After reporting to North Island Naval Air Station VIP lounge and a short briefing we donned our crash helmets and survival gear and boarded our C-2 airplane for the hour long flight. As per a prearranged signal we knew our landing was 5 seconds and counting. With the weather as it was, or in native tongue, "the plane and deck out of sync"...well the 2nd time around when the tailhook hit the deck and caught the #3 wire our 140 mph went to zero in 2 seconds...we were "trapped". As we stepped onto the flight deck, WOW, here we were onboard the most awesome warship in the world!



Brian, Roy, Jay and Peter, amid Jay's stuff.

Within minutes we had descended 4 decks below to the wardroom where we were welcomed aboard by Captain Robert Willard, one "squared-away sailor". This man is in charge of his 100,000 ton aircraft carrier with a crew of 5,500 and still has time to fly his F-14 Tomcat. He was aerial coordinator for the movie "Top Gun". A man sincerely devoted to his ship and crew. We also met our guides for the two day adventure, Lieutenant Commander Scott Harris and Lieutenant Ann Minami a JAG, and one of the 500 ladies onboard.

The Lincoln, homeported in Everett, was at sea doing a 30 day "work-up" in preparation for a 6 month deployment in 1998.

In addition to the C-2 aircraft, used for ferrying personnel and cargo, there are 6 different types of tactical aircraft performing functions ranging from air-to-ground attack, aerial combat, aerial refueling, antisubmarine warfare to rescue missions be it a man overboard or civilians after a volcanic eruption in the Philippines.

With the exception of the nuclear reactors not much was off limits. The ship is a city in itself, a barber shop, 2 stores, its own ZIP code, radio and TV stations, 24 hour food service (20,000 meals a day), hospital, library and, of course, its own airport and that is where the excitement was. Hot exhaust, incredible noise, intense activity, we were in the opening scene of "Top Gun", in real life!

Saturday's evening meal was memorable not just because of the linen, china, silver and excellent food, but the outstanding company. By midnight we were slowly being rocked to sleep in our staterooms. 0530, "duty section four report to your stations". We might as well nit the deck too. 0645, the Chaplain, who had joined us for dinner last night, was performing a burial at sea, he will soon board a helicopter and do Sunday services for the crew on four other ships in the battle group. 0800, "Good morning, this is your Captain speaking...As we start this new week let us reflect back on the events of 56 years ago today when so many lives were lost at Pearl Harbor..."

For our noon meal we decided to try the mess hall. We were joined by there sailors who usually ate there four times during a typical 12-14 hour work day. Some of us needed to be reminded to take our own mess tray and utensils to the scullery for proper

Continued on Page 7...

## Los Angeles...WAY Cool!

Continued from page 6

disposition.

Finally, the moment we had been waiting for, our departure. Not that we wanted to leave the Lincoln and all the wonderful people we had met, it was the way we were leaving. Thirty-five thousand pounds of airplane, 0-150 knots in two seconds! The launch.

We still had time that evening to visit Alan Taylor Restorations. Bugatti (2), Rolls-Royce, Mercedes, Corvette and a Pinin-Farina bodied 1932 Ford. Monday was one of those days where one thing led to another, starting at Symbolic Motors in La Jolla, visiting an 8 litre Bentley up in the hills and ending up at the Bill Evans collection. The forty or so cars were housed in a neat old building that once was the laundry facility for a string of hotels that Bill owned. A Gypsy Moth hung from the overhead above several early Benz. In the mens room was a strategically placed trick mirror that would make any man proud. While heading for the San Fernando Valley, Brian decided to get off at LAX to catch an evening flight home so he and Randy could get ready to come back to L.A. for a Bugatti Club Christmas party that weekend.

The next morning we visited Charles Bronson. Having been more than two months since we put away our open cars at home, we couldn't refuse the offer to take turns at the wheel of his flathead Ford powered Allard. It is always fun to see one of the



Brian, Peter, Admiral Putnam and Roy.

2600 or so makes automobiles sold in this country through the years and his 1913 Moyer was no exception. We still had time before our evening flight back home to spend a few hours at the Petersen Auto Museum.



Some members picked out their Christmas cards after the judging was over.

Grand Classic Follies



# California Cruisin'

BY JOHN MILLIKEN

This is your Southern California correspondent reporting on the car scene down here.

There are only two kinds of cars to own down here in SoCal--Convertibles and Woodies. I am fortunate to own examples of both. Actually there is a third type of car to own--Streetrods! I don't have that urge yet.

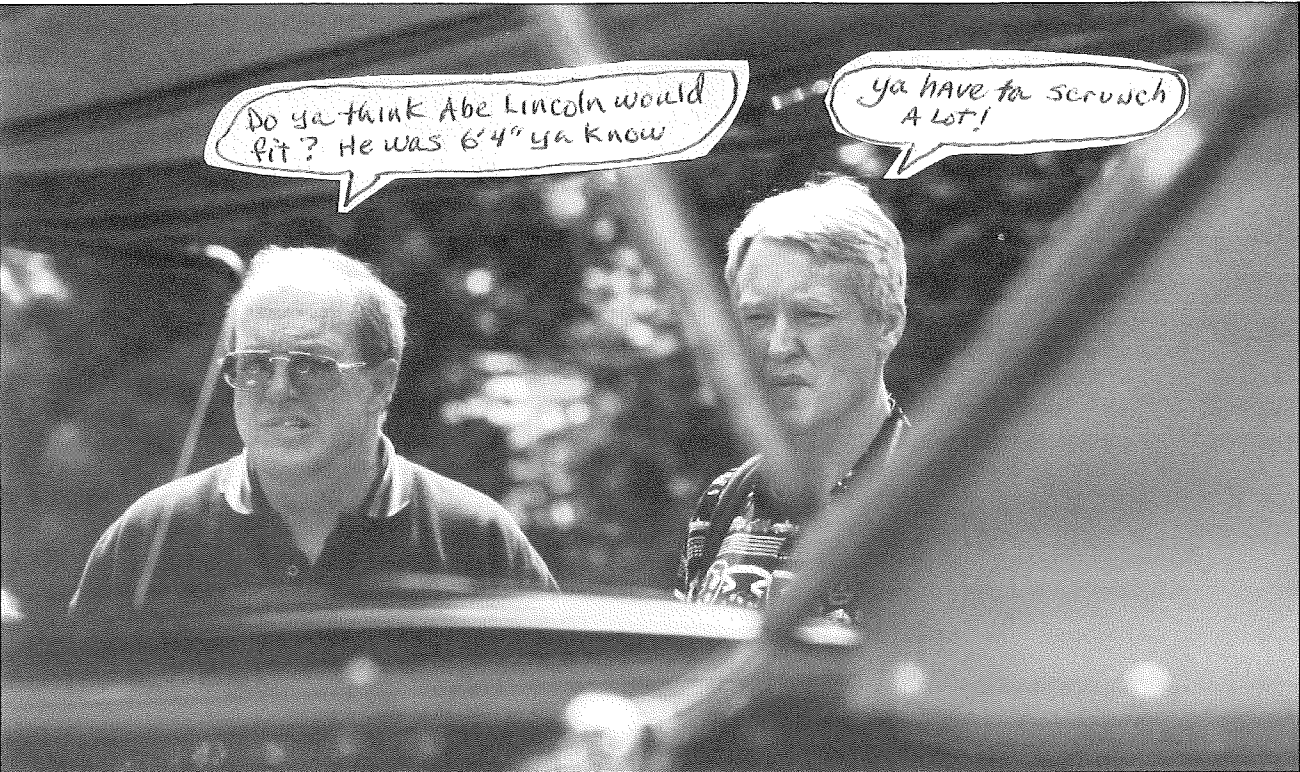
In July, I along with my 3 year old son, Pierce (remember little Dufur?), exhibited my 1948 Packard Woodie (NC) at the Beverly Hills Concourse, held on the grounds of the famous Beverly Hills High School. It was a fun, non-judged event with everything from Rods to Classics and a display of movie star cars. Miss America showed up and, of all the cars there, she chose my car for a photo shoot. And I forgot my camera d@#\$it! While chatting with new friends, Pierce disappeared for about 20 minutes. I found him a few rows down sitting on a WWI era John Deere tractor---only moments before my mother-in-law arrived to pick him up---whew, close call!

I did a couple of local shows in July and August including a SoCal C.C.C.A. region luncheon tour. In September we once again showed the Woodie at the Newport Beach Concourse held on a beautiful golf course overlooking the ocean. Great Show! Parked in a class with 18 other restored Woodies, including one almost identical to mine. Pierce fell in love with a 1911 Brush that was just his size.

Our favorite event was an invitation only Gatsby show held on the grounds of the restored turn-of-the-century Ritz Carelton hotel in Pasadena. This is my kind of show. Catered lunch, vintage cars, vintage music, and you were expected to dress in the era of your car. We drove the 1939 Cadillac Fleetwood Convertible. We spent two days shopping in L.A. area vintage clothing shops and found the perfect attire. This show is patterned after the Monte Carlo Concourse in that both the car and occupants' attire are judged. Eight Grande Dames of Pasadena society are the judges. Among them were Bobbe'dine Rodda and 1930's movie dancer, Anne Miller. This event has inspired me to search for a pre-1930 Roadster---perhaps a Pierce Arrow---a real Gatsby car. I'm looking!

Now this last event wasn't exactly a car show, but it will make you Oregonians and Washingtonians weep. Get your hanky ready. It was last Thursday, November 20th, a hot sunny day. We put the top down on our 1947 Cadillac---actually it has not been up all summer. Leslie, Pierce, and I drove over the Malibu hills to the PCH (Pacific Coast Highway) to Malibu and a popular seafood restaurant called Neptune's Net. It is really an old rundown dive of a place with a large veranda, a view of the beach and great seafood. It is particularly popular with a colorful Harley crowd (I own one of those too---life is great!) and movie stars. We parked next to a brand new \$230,000 Bentley Convertible. Guess who got the most attention? I love old cars!

But I still miss Oregon---honest I do.



Grand Classic Follies

## J.C. Taylor Antique Auto Insurance Information Sheet

Underwritten by Maryland Casualty Company (A member of the worldwide Zurich Insurance Group)  
with offices and claim facilities in principal U.S. cities.  
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Applicant \_\_\_\_\_ Date of Birth \_\_\_\_\_ Occupation \_\_\_\_\_  
Address \_\_\_\_\_ Zip \_\_\_\_\_

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

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.
- ☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00
  - ☐ Uninsured/Underinsured Motorist---Rates as required by your State. \$ \_\_\_\_\_ Car 1 \$ \_\_\_\_\_ Car 2 \$ \_\_\_\_\_ Car 3
  - ☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00
  - ☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE
- Physical Damage**
- ☐ Physical Damage (Comprehensive Includes Fire and Theft)---Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
  - ☐ Physical Damage (Collision)---Annual Rate---\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older  
(Note---Collision is not written as a singular coverage but is available with Comprehensive.)
  - ☐ Physical Damage (Comprehensive Includes Fire and Theft)---\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.
  - ☐ Physical Damage (Collision)---\$0.70 per \$100 of amount of insurance for each vehicle, Less than 25 yrs.
9. Date this coverage is to be effective \_\_\_\_\_ Policy Minimum Premium \$50.00

### ANTIQUE AUTOS TO BE INSURED

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

Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
1.				
2.				
3.				
4.				

Use separate sheet for additional cars to be insured.

An application may be forwarded to you for additional information.

My vehicle(s) will be used mainly in exhibitions, club activities, parades and other functions of public interest and will not be used primarily for the transportation of passengers or goods.  
If you are a resident of FL, PA, or NJ, send copy of regular car policy.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

CC/PAC 13

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# National Annual Meeting

San Antonio

BY RON DOSS

San Antonio is a wonderful city for an annual meeting in January. The weather was mid-sixty to mid-seventy, the city was charming with all of the hotels and restaurants along the river walk. We tried several and made our last stand at the Alamo.

Thursday was car collection day and we toured two wonderful collections. Dee Howard's collection near the airport was first. Three dozen cars or so, on display in a very attractive museum with a great aviation art exhibit upstairs. I was very interested in his Ocean Blue '37 Packard 12 Victoria Convertible. This is the car Dee will drive on the PNR Caravan. "He says he is tired of lifting luggage out of a rumble seat so the Vickie goes to Seattle." Dee has spent his career customizing airplanes including 747s for middle East Royalty to the tune of 65 million dollars a copy.

So he couldn't resist modifying a few of his cars too. Including a 1930 V-12 Pierce Arrow set up to run 200 mph on the salt flats.

Our group filled six busses and we all met for lunch at a true Texas Bar-B-Que. Everything was hot, too hot, or emergency room hot. Next we rode to the Atwell Museum in Kerrville. Mary Atwell welcomed us to her collection, which included Marmons, Rolls-Royce, Pierce Arrow, Isota-Fraschini, Duesenberg, a 1940 Chrysler LeBaron Newport Dual Cowl Phaeton, and many others. The Rolls Windblown Coupe was very handsome.

Friday the business meeting included the General Membership meeting, Editor's meeting and Regional Relations meeting. Bill Snyder of SoCal Region was elected to the National Board as was Tom Goad (Michigan) and Jack Dunning (Ohio). The evening Mexican Dinner was moved to a larger location to hold over 400 of us. The Program included awarding Accredited Judge and Master Judge Badges to members who had already submitted their questionnaire and resume, and met the appropriate qualifications. (See Page 11 for article on Judges Accreditation) Several PNR members received theirs: Carl Bomstead, Phil Grisham, Dan Dinsmore, and Ron Doss.

Saturday was the judging of the classics. About 50 cars were on hand and the quality and variety were very high. There were seven 100 point cars. One of my jobs as Awards Chairman was

to meet with the National Head Judge and Area Head Judge to select the car that would receive the Warshawsky Award (Best of Show). It was very difficult. We spent close to three hours going over the seven cars plus a few others. A '28 Mercedes Tourer, '36 S.S. 4 place Tourer, a '30 Dusenber Limo, a '41 Packard Bohman and Schwartz Limo, and a 1933 Packard 12 coupe like Larry Justices car were some of the top cars. The winner was a 1936 Packard 12-LeBaron Town Car owned by Tom Moretti of Illinois (It won first in its class at Pebble Beach last year.) Jay Kaufmann of Atlanta, Georgia brought a Chrysler LeBaron Newport Dual Cowl Phaeton and that made two we had seen in as many days. I think only five still exist out of the eight built.

PNR was represented well by the following members:

Chris and Carl Bomstead (PNR Director)  
Gracie and Dan Dinsmore  
Ed Rittenhouse (PNR Board)  
Phil Grisham (PNR Board)  
Al McEwan (Caravan Czar)  
Gayle and Ron Doss (National Board)  
Barbara and Joe Carmen (President CCCA-Museum)

We all headed back to snow in Seattle.

Don Scott the Lone Star Region Director and Area Coordinator did a great job, as did Chuck Conrad, Head Judge. Chuck is a very comfortable, and unflappable gentleman.

Next year January 7-11 1999 we will be in Cleveland, Ohio for the Annual meeting and see the Isquick collection, and the Fredrick C. Crawford Auto Aviation Museum. The car show will be in the Cleveland Music Hall in a '30 Auto Trade Show Environment, featuring the "Car of the Dome". Harry Wolk is the coordinator 1-800-422-4948.

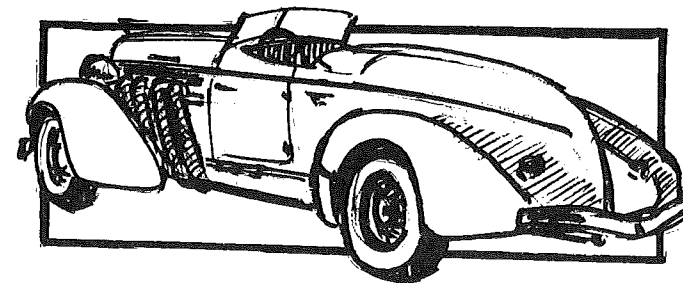
Pete and JoAnne McManus were awarded the Distinguished Service Award at the Saturday Nite Awards Banquet attended by more than 450. The General meeting was attended by 178 members and 1660 proxies. It was a great success all around.

# Judges Accreditation Program

Carl L. Steig - National Chief Judge

In December 1997, National sent out over five hundred new Judging Manuals. This was part of the new Judges Accreditation Program. The "old" Judging Manual was only available to Area Head Judges. About one third of the members responding to the Questionnaire had never seen the Manual and many were not aware of its existence.

The list of prospective Judges was compiled from names submitted by the Regional Directors. They had been requested to furnish names of those interested members that are, or might be, good judges. Along with the Manual was a Questionnaire and a Resume form. These were to be filled in by the member and returned. The Questionnaire would reflect whether or not the "Judge" was familiar with the Club's Judging rules (both long standing and any recent changes). The resume would provide the Club with information regarding what experience the member has had in judging situations and what era (and makes) of Classics he is interested in and familiar with.

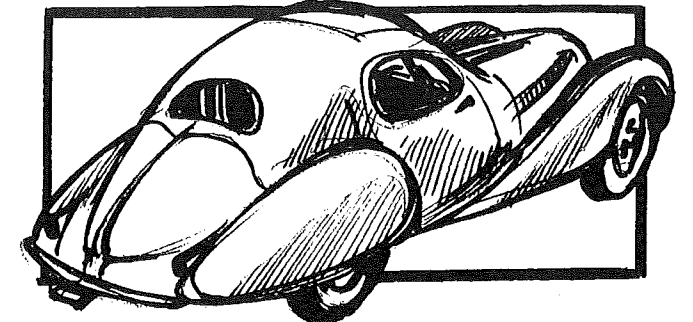


Based on this information, the member, if meeting the minimums on the Questionnaire and experience, is issued an Accredited Judge or Master Judge Pin and Card.

No, you don't have to participate in this Accreditation process and you may still judge at Grand Classics or Annual Meetings. But, the information about the Judge is entered in a Database and then shared with the Area Head Judges of Grand Classics and Annual Meetings. This will be of great help to the Area Head Judge in his task of providing well-balanced Judging Teams.

The Questionnaire is really a good refresher course and learning

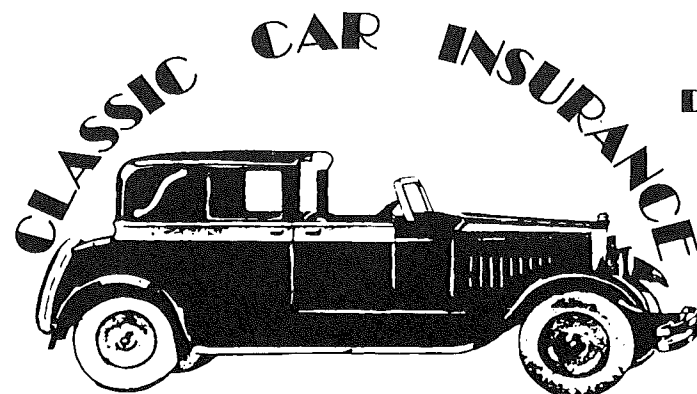
tool. Nationally, over 150 have already responded. I was rather surprised at the number of experienced Judges who incorrectly answered questions relating to some of the Club's rules that have been in effect for 10-20 years. We now know that these are areas we need to address with more information and instruction.



Please, if you received the Manual and are interested in the Club's Judging program, take the time to read the Manual and fill in the Questionnaire and Resume and return them as soon as possible. The information contained therein will really be of help to our Club. If you are not interested, please pass the Manual on to someone who is interested, or return it to National.

If you did not receive the Manual and are interested in Judging, contact Toni at National Headquarters and request that the Manual and forms be sent to you. National had about 650 Manuals printed thinking that would be enough for awhile, but demand has been higher than expected, so there is only a limited supply left (the Judging Manual will be updated and reprinted when needed). If you are not interested in being a judge, but just want to see the Manual why not borrow one from one of our members. If you are restoring a car and only want the Manual to help in your restoration, the Manual may be purchased from National for \$5.00.

The program is an ongoing one. Members with very little experience may attain Accredited Judge Status by attending CCCA Judging Seminars and judging at G.C.s and/or Annual Meetings. Also, credit is given for judging at Concours that use our CCCA Judging form such as Hillsborough and Silverado. The same is true for Accredited Judges who may reach Master Judge Status through future experience.



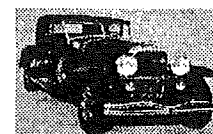
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# CLASSIC CAR CLUB OF AMERICA

MEMBERSHIP  
RECRUITMENT  
KIT

## MEMBERSHIP APPLICATION - Classic Car Club of America

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

FOR OFFICE USE ONLY

GIVE  
CCCA  
SENIOR  
BADGE  
NO.

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

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

Members, Please PRINT name and address here:

Check one  
New ☐ Renewal ☐

Club year begins  
November 1

Spouse's name: \_\_\_\_\_

Residence Phone \_\_\_\_\_ Business Phone \_\_\_\_\_

Foreign air mail: Add \$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: SHIRLEY STARR  
1619 - 168th Avenue N.E. DUES: \$30.00 Active  
Bellevue, WA 98008 \*\$1.00 Associate

## MEMBERSHIP APPLICATION RENEWAL FOR 1998 DUE OCTOBER 31, 1997

You may call with any questions at (425) 747-6458. Send both forms and both checks to Shirley and we'll do the rest.

Here's my check for \$ \_\_\_\_\_ for my 1998 membership in the CCCA Pacific Northwest Region.

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

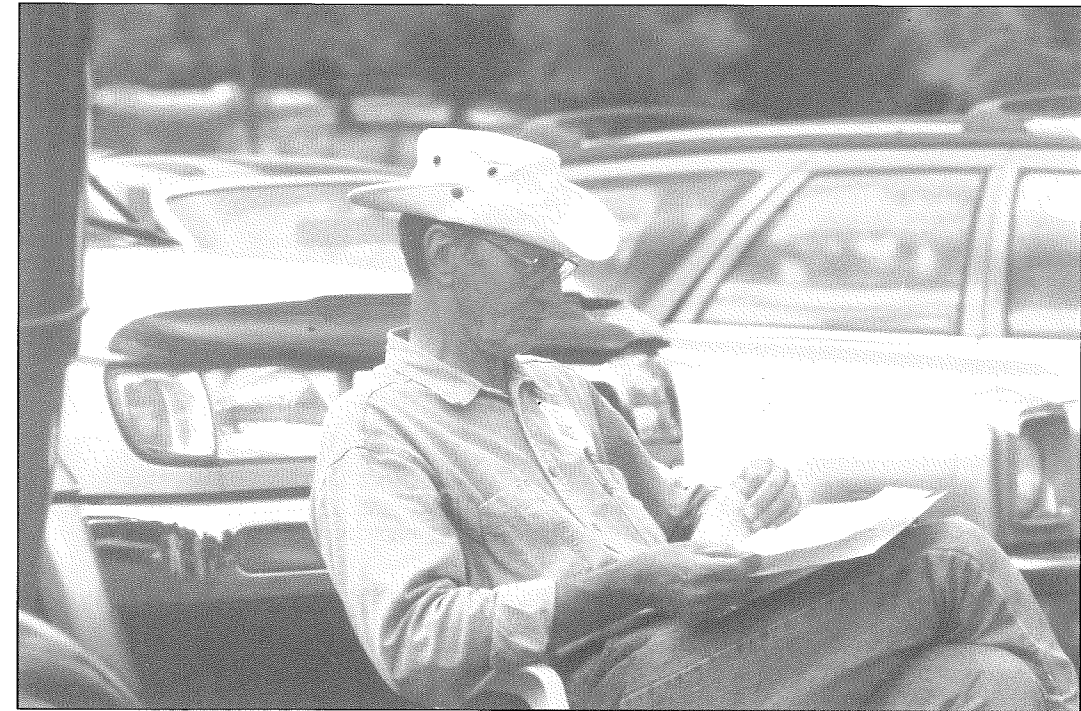
MAKE OF CLASSIC	YEAR	CYL.	MODEL OR SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	CHECK IF CCCA SENIOR

\* 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).

\*New Dues schedule, 1.00 for Associate (Spouse of Active Member).

Reminder, Associate Membership in National CCCA is a prerequisite for Associate Membership in Pacific NW Region.  
(SEPARATE CHECKS FOR NATIONAL AND REGIONAL DUES, PLEASE)

**Bring in a New Member! Call Shirley Starr (425) 747-6458**



PNR judges work HARD, like this one who is hustling through his task.

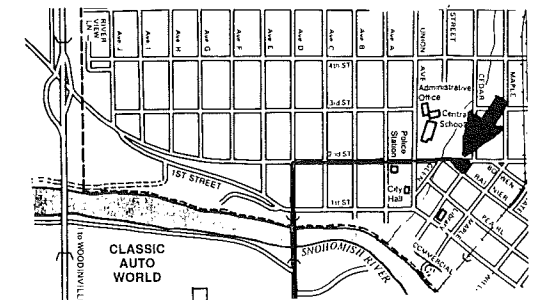
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downtown Snohomish; finish the day browsing the many Snohomish antique shops.

**Join in kicking off the 1998 PNWR season!**




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# Pacific Northwest Region - CCCA

## 1997 Annual Meeting

BY CARL BOMSTEAD

The Annual Meeting of the Pacific Northwest Region was held at the beautiful Overlake Country Club in Bellevue on November 8th. The event was attended by fifty-seven members and guests from throughout the Region. The Dourouxes from Eugene, Oregon were the members attending from the furthest distance.

A social hour preceded the elegant dinner. Prior to the open membership meeting the Board of Managers met to approve the election of the new board members who are Bill Deibel, Hal Meden and Carl Bomstead. The new board then in turn elected Carl as the new Director.

After dinner outgoing Director Gerald Greenfield conducted the general membership meeting. The reports by the various offices and committees were presented along with the Car of the Day Awards, the details of which can be obtained from the official minutes of the meeting. The Car of the Day awards are a long standing tradition that acknowledges a car and its owner for whatever reason the event manager deems appropriate.

Carl Bomstead, representing the Schwarz family, presented the Phil Schwarz Award to Ted Barber. Ted has been a consistent contributor to our club, having served as Secretary for over 20 years.

CARavan Chairman, Al McEwan discussed the 1998 tour, the rationale behind the two events, and mentioned that neither had waiting lists at this point. The first CARavan is restricted to Classics prior to 1937 and the second open to all Classics.

The guest speaker for the meeting was Reed Jarvis, renowned local historian. He prefaced his talk with facts relating to the evolution of the automobile in the Northwest. He discussed the Klondike Gold Rush and it's effect on the City of Seattle. He mentioned that for all the thousands who came to Seattle for the trip north very few returned with the hoped for riches. The most profitable venture was that of an outfitter, supplying the miners with clothing and equipment or the trip North. The slides that Reed presented as part of his talk added to the enjoyment of his presentation.



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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

### OCTOBER 1, 1997

The meeting was called to order by Director Greenfield at the Crab Cracker Restaurant in Kirkland. Attending were managers Doss, Grisham, Hageman, Magnuson (Treasurer), and Turner; Secretary Barber; and members Carman, Crook, Deibel, McEwan, Meden, Murray, Randy Pollock, Reddaway, and Wouters. (Absent Board members: Ellis, Pollock, Rittenhouse.) The minutes of the September 3, 1997 meeting were approved as corrected. Treasurer Magnuson reported that the Club bank balance was \$8,648, with all bills paid to date including the liability insurance payment to National. The membership report showed that renewal notices have been sent out. The editor's report stated that the next *BG* will be sent Oct 15 with a schedule to get a total of six issues for the year. The next deadline Oct 6, with a cover story needed for upcoming issues. T. Barber and B. Deibel will work on separate stories. The "This & That" column needs items; get these to R. Magnuson. National Director Doss reported that the National board has approved that regions may determine starting dates for their fiscal years and that new trophies are being discussed. He also discussed the National interpretation of the criteria for original cars. The PNR Caravan was discussed with results as noted in the report below. H. Meden reported that the Bush House tour went well with 44 people and 17 Classics. He gave special thanks to Pam Wouters and Roy Magnuson. The event had a deficit of \$76.

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

October 4-5, 1997. Issaquah Salmon Days. A. Long has eight or nine Classics signed up and would like a few more.

October 18, 1997. Fall Garage Tour. Mgr. Hageman. McCaw, Fluke collections. There will be a lunch stop.

November 8, 1997. Annual Meeting. Overlake Golf and Country Club. Mgr. Pollock. A speaker giving a talk on the "Story of the Klondike" has been scheduled. Ten events were identified for Car of the Day awards: the last Annual Meeting November 96, Holiday Party December 96, Museum of Flight Restoration Shop February 97, CCCA/RROC Tour April 97, Bellevue Place March 97, Coming Out Party March 97, HCCA/CCCA Breakfast Tour May 97, Mt. Vernon Tour August 97, Bush House/Mt. Index Tour September 97, and the Garage Tour October 97.

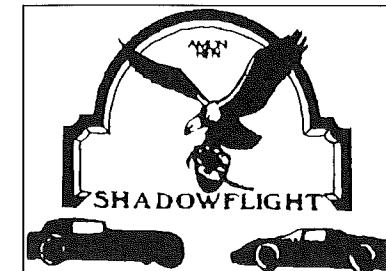
December 14, 1997. Holiday Party. Joint event with RROC. Mgr. Turner/Dickson. At Seattle Golf Club in the Highlands.

A. McEwan discussed the '98 Caravan. There are 196 couples/cars on the list now and after a discussion with National, he has planned a second Caravan to start August 19. The first Caravan would be for '37 and earlier Classics and the second would be identical except for the starting hotel and would be for '38 and later Classics, but earlier cars are welcome as well. The Board gave a big hand of commendation to Al for his effort.

J. Carman, President of the CCCA Museum, gave out applications for museum membership. The theme for the meet there next year will be "The Custom Body Experience".

Various locations were discussed for the next Board meeting. The Crab Cracker in Kirkland was selected and R. Pollock will look into another location for the January meeting.

The meeting adjourned at 8:15 pm. The next regular Board of Managers meeting will be December 3, 1997 and there will be a short Board meeting at the Annual Meeting on November 8.



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### NOVEMBER 8, 1997

A brief Board of Managers meeting was called to order by Director Greenfield at the Overlake Golf and Country Club in Bellevue. Attending were managers Doss, Ellis, Grisham, Magnuson (Treasurer), Pollock, Rittenhouse, and Turner; Secretary Barber; and Board nominees Bomstead, Deibel, and Meden. (Absent Board members: Hageman.) The minutes of the October 1, 1997 meeting were approved as corrected. B. Pollock noted that the Mercer Island location for the Board meeting is not available. Secretary Barber reported that the ballots turned in indicated that all three nominees had received a majority of votes. The Board declared them to be elected to fill the expiring terms of Doss, Hageman, and Magnuson. C. Bomstead was nominated for Regional Director and unanimously elected by the Board. The assistant Director and other officers will be chosen by the new Director. The meeting was adjourned for dinner and the main meeting.

At the main meeting led by Director Greenfield, the minutes of the previous Annual meeting were approved. He thanked B. Pollock and others who had made the meeting a success. Treasurer Magnuson reported that the club bank balance was \$9,200, with all bills paid to date including \$2,500 in returnable deposits for the upcoming Caravan. The membership report showed that there are 160 Regional members of which 110 have renewed so far. The Director introduced the Board members: retiring Doss, Hageman, and Magnuson; Ellis, Greenfield, and

Grisham continuing for one year; and Pollock, Rittenhouse, and Turner continuing for two more years. He then introduced National Director Ron Doss who presented and Original Car Award to Ted Barber for his 1940 Cadillac shown at the recent Grand Classic. Also introduced were Joe Carman, president of the Classic Car Museum; Oregon members Larry and Aloma Douroux; Gayle Doss retiring as Membership Chairman replaced by Shirley Starr; Asst. Director D. Ellis, Secretary Barber; Treasurer Magnuson; Editor Kathie Olsen; and B. Pollock, event manager. Car of the Day awards were presented as follows:

Event	Date	Chairman	Winner	Car
Annual Meeting	Nov. 96	H. Meden	R. Doss	'38 Packard Super 8 Touring
Holiday Party	Dec. 96	P. Grisham	C. & P. Wouters	'37 Bentley Special Saloon
Museum/Fl. Rest.Shop	Feb. 97	D. Ellis	C. Bomstead	'47 Cadillac Convertible
Bellevue Place Show	Mar. 97	R. Adatto	D. & P. Hart	'31 MG Coupe
Coming Out Party	Mar. 97	G. Mounger	E. & P. Rittenhouse	'33 Stutz DV-32
Whidbey Isl. Tour	Apr. 97	McGary/Magnuson	T. Crook	'35 Packard Sport Phaeton
Breakfast Tour	May 97	G. Greenfield	Bob Gerrity	'46 Lincoln Continental Coupe
Mt. Vernon Tour	Aug. 97	D. Dinsmore	Bonham	'33 Auburn Phaeton
Bush House Tour	Sept. 97	H. Meden	E. Crutcher	'28 Packard Sport Phaeton
Garage Tour	Oct. 97	P. Hageman	R. Magnuson	'28 Bentley Touring

Retiring Director Greenfield then introduced the new Board members Bomstead (new Director), Deibel, and Meden. A special gift certificate award was made to Editor Kathie Olsen. A. McEwan discussed the upcoming dual Caravan. About 100 have signed up for the first part with 70 for the second part so far. Director Bomstead presented the Phil Schwarz Award to Ted Barber for his long service to the Club, particularly as Club Secretary for over 20 years. R. Turner announced the Holiday Party, stating that a flyer would be out in the next week. The meeting was then turned over to guest speaker Reed Jarvis who spoke about the Klondike gold rush and Seattle's role in that part of history.



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

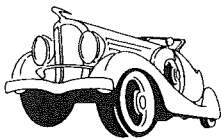
***PRESENTS...***

**February 28th**

**See Over 50 Collectable Cars!  
Garage Tour to Murray Motor Car and  
Classic Autoworld and Lunch (see page 13)  
– Mgr. Deibel**

**March 21st**

**Coming Out Party  
– Mgr. Apker**



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