

BUMPER GUARDIAN

VOLUME 8

NUMBER 2



1940 CADILLAC FLEETWOOD 72 TOURING SEDAN

Ted and Beth Barber



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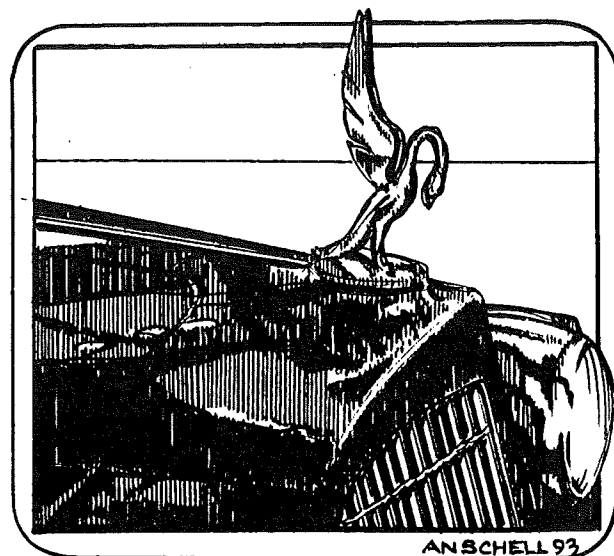
The *Bumper Guardian* is the official publication of the Pacific Northwest Region, Classic Car Club of America.

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

Februray 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 22-24	Tour to Leavenworth - Possible overnight with Oregon Region
May 29	Bellevue Place Show / Classic Cars Gala - Mgr. Adatto
May 29-31	Classic Experience Hickory Corners CCCA Museum Kalamazoo, MI
May 6	Board Meeting
June	Tour to Bellingham - Sullivans Rope Factory - Mgrs. Dinsmore & Ellis
June 3	Board Meeting
July 1	Board Meeting
July	Pre Caravan Function
July 23-August 1	Pacific Northwest Caravan - 1
August	Pre Caravan Function
August 5	Board Meeting
August 19-29	Pacific Northwest Caravan - 2
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



COVER STORY

The Story of an Original Classic

STORY AND PHOTOS BY TED BARBER



1997 PNR GRAND CLASSIC

In May of 1940, a nine-year old boy opened the latest copy of Time magazine at his family home in Pendleton, Oregon to look first at the automobile advertisements. His eye was struck by a picture of a long, low car with a golf course background. Two golfers and their caddy had interrupted their putts to look at the car, an elegant club house in the background with well-kept fairways, shrubbery and trees. The two rear-seat occupants absorbed, no doubt, in matters of high finance and a rather smug chauffeur seemed oblivious to all this. The text of the ad described it as a Cadillac-Fleetwood Series Seventy-Two Touring Sedan for Five Passengers, available for \$2,705 including white sidewall tires.

A born car-lover, he'd discovered Cadillacs at the age of six when he first saw and rode in his father's boss's 1936 Fleetwood series 70 sedan. Surely, he thought, the interior of the series 72 would be similar, only bigger. He found from other Cadillac ads that profile illustrations were drawn to exaggerate the length of cars, but it was still one large car. He began drawing it on his blackboard, along with cars from Otto Soglow's comic strip. The

Little King and various fantastic vehicular designs. Even before this he'd collected all the literature and other information he could on Cadillacs and other cars.

About two month before this, on March 6, a 1940 Cadillac, Style 40-7219, serial number 7320506, body no. 211, paint no. 1 (um-ah-let me guess - black!), trim no. 60 (plain gray wool cloth) was checked through the shop at the Don Lee distributorship in Los Angeles, the date duly inscribed in grease pencil on the sheet metal between the radiator and the grille. The car was not equipped with a radio, but had white-wall tires (the original spare still exists), full-disc wheel covers, and the new dual-ventilating-defrosting heater. The latter item was no doubt specifically requested by the car's new owner, Della Metzger of Everett, Washington, who took delivery the following day.

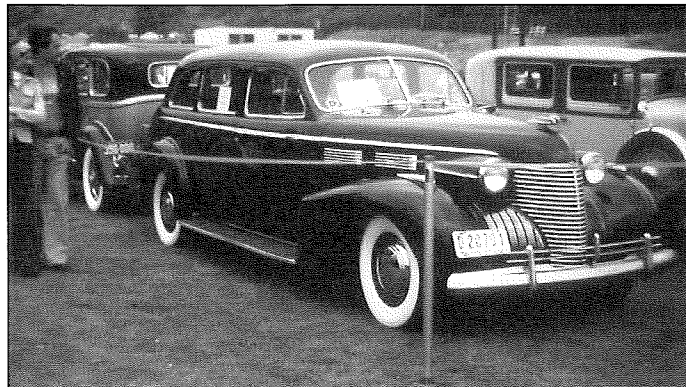
Why Ms. Metzger bought the car in Los Angeles is not known, but there was no Cadillac dealer in Everett then and perhaps she got a better deal at Don Lee than she could have in Seattle. The name Metzger appears early in Cadillac history with a William E.

Continued on Page 4...

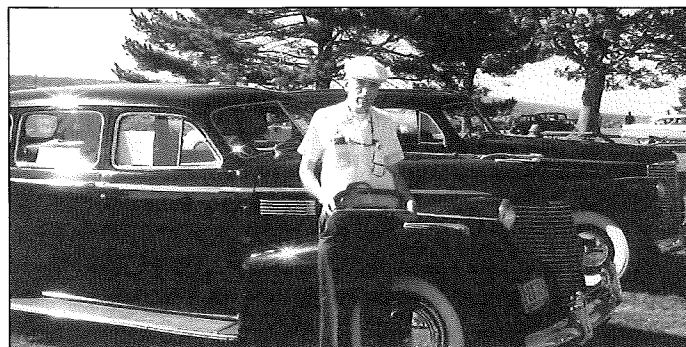
NOTE: The Bumper Guardian takes pride in the fact that there is something of interest for everybody. There are a few well placed mistakes in this newsletter for those individuals who are continually searching for and pointing out the errors of others.

Cover Story - Original Classic

Continued from page 3



"Deacon Henry Fleetwood" at a Concours at the old Sick's Stadium in Seattle in the 1970s. (Now it's an Eagle Hardware store.) That's Ted's mother in the back seat. The first set of wide white walls replaced the truck tires.



Ted and "Deke" with the special award given in 1997 for being runner-up in the original car category at the Port Gardner Concours for several years.



Starting across the floating bridge on the old-car caravan at the re-dedication of the floating bridge in 1994. Originally dedicated in 1940, the original span sunk during a storm during re-construction and was replaced with the present bridge (south span). The former Washington State Director of Transportation rode in the backseat.



Metzger given as Sales Manager at the time of the founding of the company. Maybe a distant relative? Ms. Metzger, a somewhat mysterious figure, lived in a hotel in Everett, had the car chauffeur-driven and serviced at a Buick dealership, and she probably owned the car the rest of her life.

The car was eventually purchased from her estate by a Mr. Anderson and was kept in his family for several years. During this time, several things happened to the car - some dings in the right front and rear fenders, a key scratch on the right side, truck tires, and most of its bumper guards were lost. In August of 1971, Mr. Anderson decided to sell the car.

Meanwhile, the nine-year old boy grew up, moved to the Puget Sound area, got an ROTC commission at Washington State, served in the Air Force and eventually went to work at Boeing and married at the age of 40. His passion for cars changed for a time to sports cars, but he never lost his interest in Cadillacs and the other cars which had become Classics. In 1971 he joined the Classic Car Club (signed up by Phil Schwarz, a founding member of the Pacific Northwest Region) and eventually became secretary of the Region.

When he saw Mr. Anderson's ad in the Seattle P-I for a 1940 series 75 (sic) Cadillac, he went to look at it, and so met Ms. Metzger's series 72 sedan, just like the one in the golf-course ad. The interior was indeed similar to Dr. McNary's '36, gray wool upholstery, opalescent interior lamps and all. It even smelled the same.. In spite of the obvious flaws, he struck a deal and bought it for \$1500.

The odometer showed 97,000 miles, and there was no evidence in the Buick garage records of a major rebuild, but the engine ran flawlessly, though it did use a bit of oil and was sometimes hard to start when hot. It went smoothly through many Club tours and caravans for 15 years with the help of a few tune-ups and a re-built water pump and carburetor. Eventually, full set of bumper guards were obtained from junk yards and swap meets, including a factory accessory grille guard. The minor fender damage was repaired and other areas were touched up but nearly all of its paint was placed there at the Cadillac plant on Clark Avenue in 1940. The upholstery, carpets and most interior fitments were original. The grease pencil note placed under the hood by Don Lee service department is still there. Under its present ownership, the car acquired the nickname "Deacon Henry Fleetwood" from its 1963 license plate (DCN599), its dignified appearance, and the traditional founder of Fleetwood. The car now bears a vintage 1940 plate (D20701), correct for Snohomish county. It is now into a second set of replacement white-wall tires.

Although "Deke" was still running as well as ever at 125,000 miles in 1986, Bob LeCoque, Jr. and I decided that it was time to "re-do" the classic flat-head 346 cubic inch V-8 engine. This resulted in a smooth running engine with no oil burning or hot-start problems, keeping the 6-volt electrical system. The car has

Continued on Page 5...

Cover Story - Original Classic

Continued from page 4

run well for another 11 years and 12,000 miles, and has just had its first tune-up since then at the time this article is being written.

Throughout all this, my philosophy has been that it's important both to have a hobby car that can be driven, and to realize that this historic object is worthy to be maintained in as original condition as possible. Grand Classics and other judging competitions (especially some premium Concours events) keep restoration and maintenance standards high, but tend to encourage over-restoration and so discourage owners from keeping their cars "original". The primary standard for judging for the Classic Car Club compares the cars with their original materials and workmanship, and are available for reference. Realizing this, the Club has established a new category of "Red Ribbon" original cars, based on fairly flexible guidelines, to encourage owners to keep them original.

At the 1997 Seattle area Grand Classic, Deke was duly inspected and his history investigated by Ron Doss. On his recommendation, after consultation with the National Club, it was decided that the car qualified for a Red Ribbon, which was awarded at the November 8, 1997 regional Annual Meeting.

The series 72 Cadillacs, though not as rare as the "one-off" Classics, are uncommon compared with many production Classic cars. The top of the line Cadillac V8-75 series and V-16-90 series had come in many body styles. These were still advertised for


the 1940 model year, but joined by the new series 72 sedans. By January 1940 the 75 and V-16 were out of production. 1251 series 72 sedans were built on a 138 inch wheelbase (plus 275 165 inch commercial chassis were made for hearse and ambulance use). 455 were 7219's with Deke's configuration, five-passenger touring sedans with two storage compartments in the back of the front seat. Other models had jump seats (two different arrangements), divider windows (two different kinds), and some had leather padded tops and blanked-out rear quarter windows. In 1941, the series 72 body shell was adapted for the series 75 and was used with slight modifications through 1949. Since these later cars are more numerous, Deke is often taken to be a series 75.

Because of their spaciousness and reliability, many series 72's were "driven into the ground" as purely utilitarian vehicles and though the actual number in existence is unknown, the total in the hands of collectors probably doesn't exceed 50. Two in Seattle area have been converted to modern limo service, fully modified mechanically from the cowl forward, which have air-conditioning, power steering, stereo systems, sun-roofs, and one with a four-foot stretch in the body! No Red Ribbons here, though the workmanship of the conversions was excellent.

Few Classics are apt to meet such a fate, but many in very good condition are likely to be restored, authentically, tastefully or not. I am glad the Classic Car Club is encouraging owners who have good original cars and rewarding them with the Red Ribbon, and am pleased that Deacon Henry Fleetwood qualified.



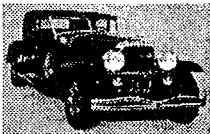

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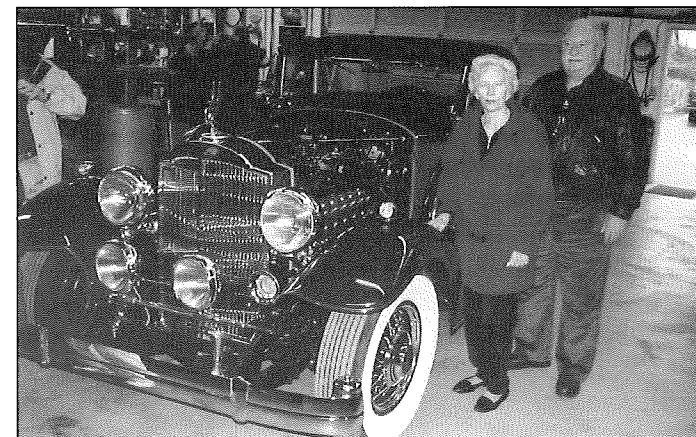
PNWR 1998 Kickoff!

STORIES AND PHOTOS BY BILL DEIBEL

Saturday February 28 arrived with a light rain falling - rather normal for this day of the year. Nevertheless 39 regional members and guests showed up at the Murray Motor Car shop at Monroe in the morning for coffee and pastries. There were four classics driven: '40 Cadillac Series 72 Fleetwood Sedan - Regional Secretary Ted Barber, '47 Cadillac Series 62 Convertible - Regional Director Carl Bomstead, '40 Packard Super 8 180 Club Sedan - Conrad and Pam Wouters & '40 Packard Super 8 160 Club Coupe - Bill and Karel Deibel. (A little water won't stop Caddies & Cormorants!)

Hosts Al and Paul Murray gave the group a guided tour of the building explaining the different cars and projects underway including various mechanical jobs on three classics belonging to members Bill and Liz Holt ('39 Lagonda 12 Drophead Coupe), Conrad and Pam Wouters ('37 Bentley 4-1/4 Parkward Sport Saloon) & Del and Dottie Barton ('33 Packard 12 Coupe Roadster). There were of course a number of non-classic projects in process including a ground-up '51 Hudson Hornet Coupe for the writer which in its present state looked like the Murrays had ground it up pretty well.

From Monroe the group individually drove up old route 2 to Snohomish gathering again at Classic Auto World where what seemed to be at least 100 "collector cars and trucks" were on display for sale. The selection was very eclectic including a concentration of 60's vintage cars with some '70's and '50's, but fewer '40's and older models with the exception of street rods and customs. Despite the business name, only one True Classic was to be found, a very pathetic hulk of a '47 Cadillac Sixty Special. (It wouldn't even meet the definition of a "heap.") Some of the muscle cars were no doubt choice pieces, but I'm not qualified to determine which ones.



Del and Dottie Barton getting their "33 Coupe Roadster ready to "Come Out".



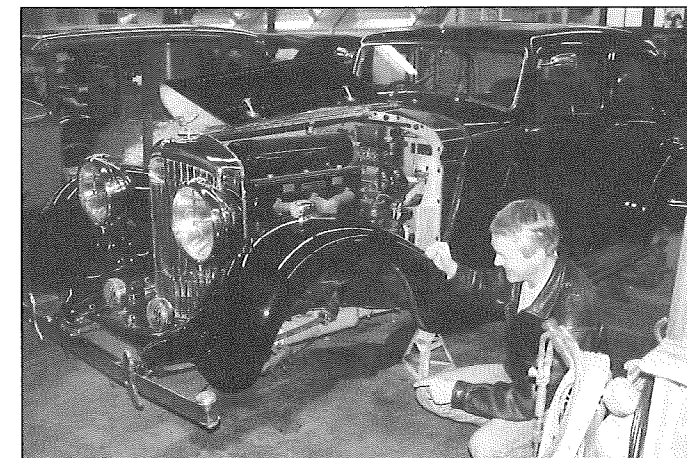
"The Packards Averaged 170".

With about 50% attrition from Murray's we ended up at the Silver King Cafe for lunch along the Snohomish River by which time the rain had stopped, making the final activity quite pleasant and relaxing.

Members and guests appearing at Murray Motor Car (listed in no particular order) were Al Murray, Kenny Murray (Al's son), Paul Murray, Noel Cook, John Campbell, Conrad & Pam Wouters, Bob Reverman, John & Pat Dennis, Ron & Gayle Doss, Jeff Johnson, Eric Schill (from Vintage Auto Parts), Carl Bomstead, John Parkhurst (Parkhurst Upholstery), Terry & Barbara McMichael, Jim & Lorraine Milligan, Jim Tait, Monty & Shirlee Holmes, Del & Dottie Barton, Denny & Sue Aker, Tom Sumner, Peter Wolff, Robert Ingversen, Joe Gordon, Chris Barber, Roy & Terry Magnuson, Brian Pollack, David Smith, Ted Barber and Bill & Karel Deibel.

Many thanks are due not only to the Murrays for their hospitality, but three cheers go to the Milligans for the coffee, and Federal Mortgage Co. (Wouters') for the pastries.

Continued on Page 8...



"Look Ma - No Wheels", Conrad and the 4 1/4.

The Touring Sedan for Five Passengers \$2705*, (including white sidewall tires)

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with unexcelled agility . . . turns in an incredibly short radius . . . and slips handily into parking spaces other big cars pass by. And it does all this with no more effort on the driver's part than the smallest cars require!

One reason for its nimbleness is its Cadillac V-8 engine. This mighty motor makes every driving move easier by giving you the smoothest, *quickest* response in your experience. And it is complemented

by the finest array of driving aids on any car, including Synchromatic Shifting, and an exclusive ball-bearing steering gear which gives greater steering ease than results from any other type.

Your Cadillac dealer has a Seventy-Two awaiting your call for a demonstration. Why not get personal proof today that, in handling ease, too, Cadillac-Fleetwood cars are beyond comparison? Cadillac Motor Car Division—builder of LaSalle, Cadillac and Cadillac-Fleetwood Cars.

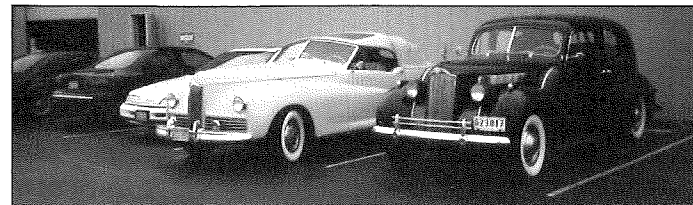
The Seventy-Two series has six body styles—five- and seven-passenger touring sedans, each available, at extra cost, with a division for chauffeur-driving; and five- and seven-passenger formal sedans.

\$2670 for the Series Seventy-Two, Five-Passenger Touring Sedan*delivered at Detroit. Transportation based on rail rates, state and local taxes (if any), optional equipment and accessories—extra. Prices subject to change without notice.

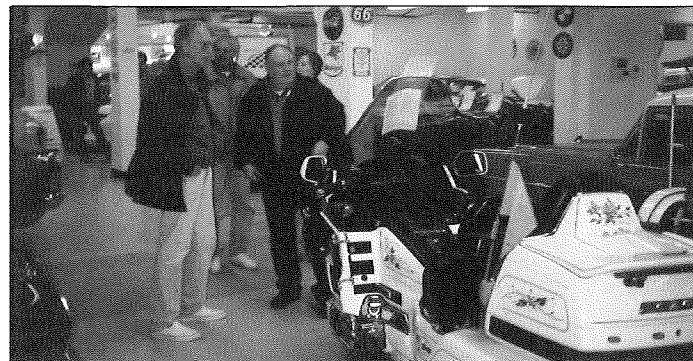
CADILLAC-FLEETWOOD

Photo Gallery

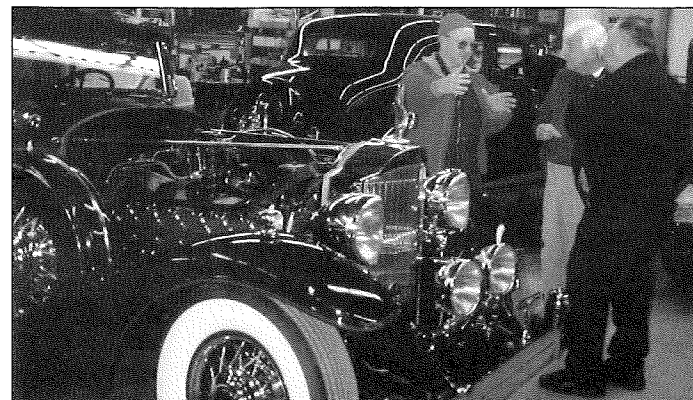
BY TED BARBER



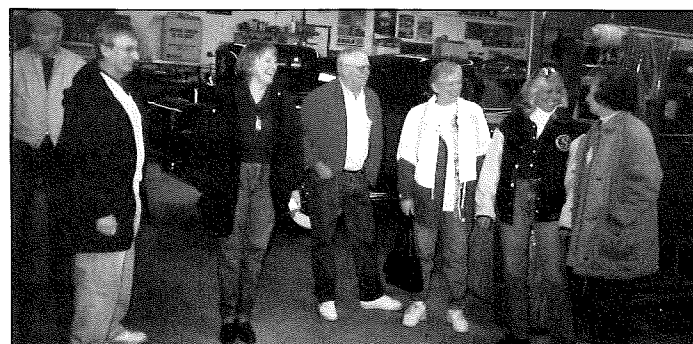
Packards: '47 Darrin Custom Conv.-Tom Sumner ; '40 180 Club Sedan-Conrad Wouters.



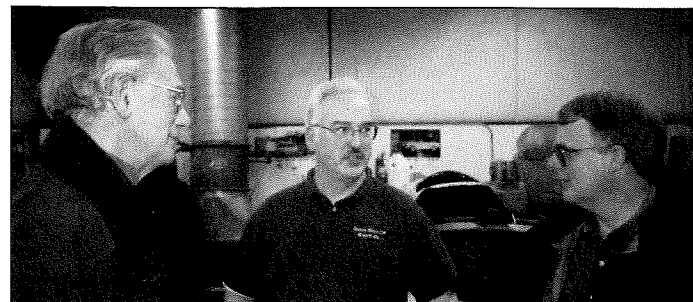
Tom Sumner and Monty Holmes view a motor cycle at Classic Auto World.



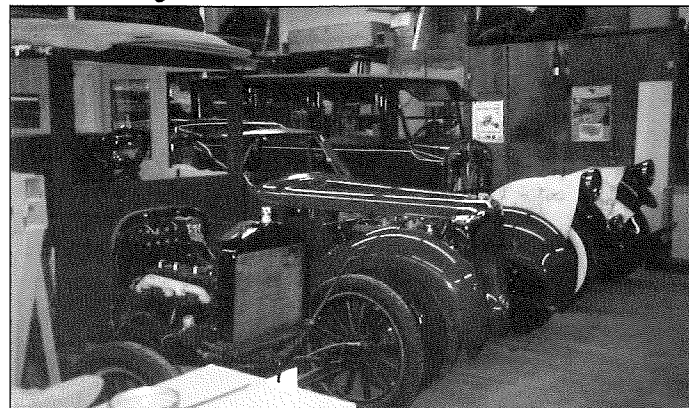
"I bet the cylinders are that big!", Bob Reverman, Monty Holmes.



Somebody said something funny. Left to right: Terry & Barbara McMichael, Denny & Sue Aker, Gayle Doss, Pat Dennis.



Tom Sumner, Al Murray, John Campbell discuss the state of the world (of cars).



Contrast of styles and eras: Model T, Lagonda, and Pierce-Arrow.



Lunch with a view. Gayle D., Terry & Barbara McMichael, Ron Doss.



Lunch and conversation. Monty & Shirlee Holmes, Sue & Denny Aker.



Roy & Terry Magnuson, Conrad Wouters, Bob Reverman. Conrad's Packard.



The only Classic car displayed at Classic Auto World, a '47 Cadillac Fleetwood, a real 200+ footer.

The Glare Off the Director's Headlights

BY CARL BOMSTEAD

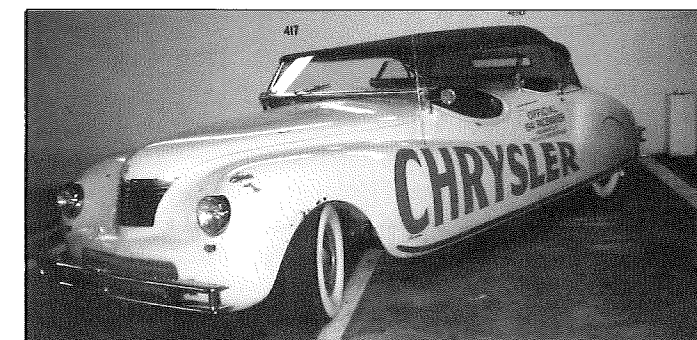
Our club has an attitude...No, not that kind, the good kind that gets things done. A case in point is our publication, the Bumper Guardian. We were leaving the task of rounding up the feature articles, chasing the event chairman for write-ups, selling the advertising, collecting from the advertisers, doing the layout etc., etc. to our editor Kathie Olsen. A big job even if you don't hold a responsible day job, which Kathie does.

A group was quickly gathered and the obvious solution of getting more people involved rather than having to dramatically reduce the quality of our publication, was agreed to. If we have six or seven people on the committee than the time requirements are only a few hours a month and it can be an enjoyable experience. John Kane is our chief advertising salesperson and Ron Doss will be collecting the money. Bill Diebel is ensuring that the event articles are written on time and Hal Meden is proof reader. We can use a few more on the group so get an attitude and get involved!

There have been a few comments regarding the price of our recent Coming Out Party. The Board determined some time ago that our events should be priced on a break even basis. Elaborate events are expensive and there is no way around it. We try to

offset the costly events with a balance on our annual schedule that includes no cost driving tours and less expensive events but if you have recently been in downtown Seattle for an evening out you know what we are up against.

The Board of our Club meets the first Wednesday of each month at Franco's Hidden Harbor. The business part of the gathering takes less than an hour and the majority of the time is spent discussing the car "stuff." All are welcome to attend, they're fun!



All original '41 Chrysler Indy 500 Race Car dual cowl Phaeton, seen at National Annual meeting and owned by Jim Kaupman.

30th Annual HCCA May Breakfast Tour

The PNR of CCCA has been invited to join the SeaTac HCCA for their 30th Annual Breakfast Tour to Anton's Restaurant in Puyallup on Sunday, May 3rd, 1998.

9:00 AM Coffee and Donuts at the Car Collection of June and Gordon Apker.
625 South 240th, Des Moines, WA 98198

10:00 AM Departure for tour of South King and North Pierce Counties

12:30 PM Arrival for Brunch at Anton's Restaurant in Puyallup

Cost \$9.50 Adults; \$4.50 Children under 10 years of age

Tour Chairman Gerald Greenfield 253-862-2630



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(Note—Collision is not written as a singular coverage but is available with Comprehensive.)
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If you are a resident of FL, PA, or NJ, send copy of regular car policy.

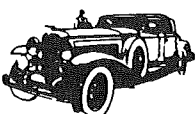
Signature: _____ Date: _____

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:

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

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Club year begins
November 1

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(\$38 for the Classic Car Club of America Magazine; \$2 for the Classic Car Club of America Bulletin).

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(U.S. Funds) \$ _____		(U.S. Funds) \$ _____

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.
Bellevue, WA 98008
DUES: \$30.00 Active
*\$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 _____ Business _____ Fax _____
Phone: (_____) _____ Phone: (_____) _____ 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

An Old Fool, A Young Fool and An Old Car

Challenges have been my lifeblood...one of my earliest being a submarine sailor in Tokyo Bay at the time of the Japanese surrender, then, upon returning from the war at the tender age of twenty-five (and with very little experience), spending the next 50 years buying, running and growing a boat yard on the Connecticut River. Though that work alone is inherently challenging, I felt it was about time for a new one. My friend, Tom Engel, twenty-eight years old, like me, so many years ago--is building up his own bodyshop business, Highway Service. And also like me--even yet, Tom is always ready for an adventure.

As a hobby, I have been in the old car collecting business for over 40 years, gathering and restoring cars ranging from 1905 Cadillac to a 1960 Chrysler 300. The scope of the restoration work has ranged from minor to extensive; my most recent and intensive effort being--a 3 year refurbishment of a 1933 Cadillac. Yet, I have always had the desire to buy one of these old gems on the West Coast and drive it across the country back to Connecticut.

For years, I have been looking for what I consider the optimum car-somewhere between the early vintage models and the more recent varieties of the '40's and '50's. After much consideration, I began my search for a '32 or preferably, a '33 12 cylinder Packard Coupe Roadster. I called five or six people all over the country looking for such a car. One day I saw Tom Crook's ad for a '33 V12 Packard. I called him several times asking various questions about the car simply to get my nerve up. One day I decided that if I was ever going to do this trip, I had better get at it. Being 76 years old, how many more trips might I have?

I made arrangements to go to Seattle, Washington to see the car. Of course--I couldn't go without my good friend, Tom Engel. We flew out one morning in mid July and we were met at the Seattle Airport by a hospitable, veteran collector, Tom Crook. He took us directly to meet her.

There she was...a bright, tomato-red beauty. This car had been competently and exquisitely restored 10 -12 years ago as evidenced by the fact that she had won the CCA first place award. That was quite an honor...this was quite a car.

Once back in Connecticut, we started to pack everything we thought we would need in the way of tools and spare parts and shipped them to Seattle. AAA charted a course that would take us on a more northerly route so as to avoid the more oppressive heat typically found in the South in the middle of August--a route that would usher us through some of the most incredibly spectacular scenery I had ever had the chance to view.

Most people to whom we talked about our plan thought we were nuts--64 year old car, 76 year old man, BIG mountains, thin

air, summer storms and a host of other worries--were expressed (of course, out of genuine concern). Not that these weren't valid, but we really wanted to do it, so we stopped taking and just decided to go. The worst that could happen--if the car completely broke down-- would be that it might have to be trucked back to Connecticut. How bad was that?

Finally with all preparations made, on August 14, 1997, Tom Engel and I took an early flight back to Seattle, Washington. We arrived at 11:30 AM where we were again met by Tom Crook. Understanding that we were anxious to get on the road, Tom promptly brought us to an auto parts store to pick up a few last minute supplies such as a gas can, fire extinguisher, etc. Friends also suggested that we should bring along another spare gas can, gut with a 32 gallon tank, we didn't need it.

Tom Crook had the car all tuned up and polished by 1:30 PM and we were on our way! With 55,420 miles on the speedometer, we headed for the entrance to Route 90--about 17 miles from Crook's garage. Once inland and away from the cool Pacific Coast, the weather was very hot. The engine ran 180 to 190 degrees uphill and 160 to 170 degrees downhill. The engine was running fine despite the peaks and valleys of the mountain range. Tom and I began to relax, sit back, and enjoy the spectacular views of the Cascade mountain range. Our first challenge was about to present itself. Only 2 hours into our journey, on a 40 degree downhill descent, the front left tire blew. Tom Engel was driving and going about 65 mph at the time. He finally brought us to a stop where we put on one of our two spare tires. This was all rather unsettling with all the tandem trailers boiling down on us at 70 mph. Fortunately, Tom Crook had supplied us with two jacks, a generator and a distributor, among other necessities--most of which we luckily did not need.

We arrived in Spokane around 6:00 PM. We knew we didn't want to go much further with only one spare, but we were unable to find a store that stocked a 750-17 tire, so I called Tom Crook and told him about our flat and our inability to find a tire. Being true to his promise to call us back in 10 minutes, he told us he was taking a new tire and wheel off his own car and would have one of his employees bring it to us. And here we were 5 1/2 hours away! Tom's man arrived at 3:30 AM; delivered the new tire and took our flat. Next morning, with a good night's sleep, and a hearty breakfast under our belts, we changed the tire and we were once again on our way.

We left Spokane that morning, the fifteenth, at 7:30 AM and were in Coeur d'Alene, Idaho by 8:00 AM. The weather was cloudy and cooler. We passed Lake Coeur d'Alene at an altitude of 5000 feet which made the boats on the Lake look like toys. By 11:00 AM, we were at the Montana border. The mountains seemed higher than we have ever seen.

Continued on Page 13...

An Old Fool

Continued from page

Route 90 winds up, down and through the mountains like a ribbon. This Packard V12 was so smooth and powerful that the steep incline of the mountains seemed nearly flat. Incredible, considering that at the Continental Divide in Butte, Montana, the Packard purred smoothly away at an elevation of 6300 feet. Confident and relaxed now with the mountainous route and transportation we had chosen, we were on to Billings, Montana for the night. We were finally able to look for native wildlife and other normal "traveling across the country for the first time in your life by land" sights. Unfortunately, perhaps due either to speed or route we had chosen, the only wildlife we did see was buffalo...stuffed...and about 30 feet long! A slight disappointment, but noteworthy, nonetheless.

At 6:30 AM the next morning, we left Billings and headed for Bismarck, North Dakota which, with the change in time zones, was to subtract one precious driving hour from our day. From Bismarck, the landscape began to flatten out as we headed on towards Fargo, North Dakota where we arrived at around 5:45 PM. Our intent was to stay in St. Cloud, Minnesota that night, but being the busiest summertime weekend in the Lake Region, we were unable to find a place to stay. We searched for a vacancy all the way to Eau Claire, Wisconsin, but every lodging was full. At Tomah, Wisconsin, we picked up Route 90 once again and were going about 50 mph, when, at around 1:00 AM, we became aware of a red flashing light in our rear window. Dutifully, we pulled over, when the officer reported to us that our tail lights were out. Tom wiggled the switch and to our relief--the tail lights began to work just fine. The officer asked for neither a license nor registration, but was quite interested in seeing our car.

During our conversation, we told him that we had been unable to find a place to stay, following which, he invited us to follow him, escorting us to a motel located just off the next exit. We had covered 945 miles that one long day! That motel was also full, however, a gracious desk clerk invited us to spend what was left of the night in our car in the motel parking lot along with ten other inhabited vehicles. We would be able to use the motel's bathroom and even have coffee in the morning. It sounded like the best possible plan. Being a coupe, sleeping space was limited so I slept in the front seat with my feet sticking out the window

and Tom snuggled up in the rumble seat. As luck would have it, that night it rained a warm rain which made for a soggy awakening. We decided to get a jump on the day and left at 6:30 AM the next morning for Chicago.

We passed through downtown Chicago at 10:15 AM via the eight-lane wide expressway. While traveling at a speed of 60 mph, Tom expressed his concern about having another flat there! The weather through Ohio was the worst of the entire trip. Despite three inches of pounding rain and well-functioning windshield wipers, the blinding rush of water from passing trailer trucks forced us to slow to 25 mph--just to see. On to Indiana with a welcomed stop in Ravenna, Ohio for a good night's rest. Refreshed, we left Ravenna and discovered that the rim had split, but being on the right rear of the car, it certainly was easier to change--and favorably shielded from the traffic.

We were now on a familiar path as if we were coming home from the Hershey show--a trip my friend Tom and I had made many times in the past. Tom took over the driving this last day of our trip and drove like a bull headed for the barn! We were back home in Portland, Connecticut at 4:30 PM--across the entire country--2,950 miles--in a vintage automobile--averaging 10 mpg and using a mere 3 quarts of oil--in a memorable, four and one half days!

What next? Well, as for this wonderful car, I don't plan to change a thing--not even the color. This summer however, Engel and I plan to take this driver on the road once again when we travel to one of our favorite antique car shows in Stowe, Vermont.

This personally satisfying--and somewhat remarkable journey stands as a testament not only to the original workmanship of this vehicle, but the superior restoration effort...formal confirmation of the worthiness of its prize-winning status. Additionally, we would be remiss not to credit Tom Crook with his extraordinary preparation of the car, interest and care during our rather dubious (some would still refer to it as harebrained) trip. We were also greatly blessed by the good fortune of nature and the kindness and genuine welcome of the people across the United States. Would we do it again? Most definitely. In a heartbeat.



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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

JANUARY 14, 1998

The meeting was called to order by Director Bomstead at Franco's Hidden Harbor Restaurant in Seattle. Attending were managers Deibel, Greenfield, Grisham, Meden, Pollock, Rittenhouse, and Turner; Secretary Barber; and members Kane, Milligan, and Wouters. (Absent Board members: Ellis.) The minutes of the December 3, 1997 Board Meeting were read and corrected. In the absence of the treasurer, there was no Treasurer's Report, but the financial committee consisting of Doss, Greenfield, Grisham, Hageman, and Magnuson (Chr.) will present a complete report at the February meeting. The membership report showed that about 30 have not renewed and these will be contacted.

The editor's report stated that the next deadline is Feb. 4, with stories and pictures on the Annual Meeting (also the National Annual Meeting) and Holiday Party needed for upcoming issues. Additional cover stories and the Calendar of Events for the coming year are needed also. More help from Club members is needed. Special thanks was given to Hal Meden for his efforts in proof-reading each issue.

Director Bomstead reported that the National Annual meeting went well with good tours and an excellent technical session. R. Turner reported that the Holiday Party went well, also. A Past-Director's pin has been requested for Jerry Greenfield and will be awarded at a future meeting.

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

Feb. 28, 1998. Tour to Murray shop open house (Monroe), lunch & car consignment lot in Snohomish. Mgr. Deibel.

March 21, 1998. Coming-out Party. Mgr. Apker/?

April , 1998. Tour to J. Chinn's and McBride's.

May 3, 1998. Breakfast Tour with HCCA. Mgr. Greenfield.

May 29, 1998. Bellevue Show. Mgr. Adatto.

June , 1998. Pre-Caravan tour to Bellingham, Mt. Vernon, or Anacortes.

Mgr. Grisham?/Dinsmore?

July 26, 1998. Port Gardner Concours. Need Chief Judge.

July & August, 1998. Caravans with pre-Caravan function at Suite 200.

Mgr. McEwan.

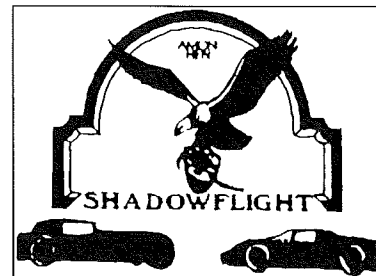
Sept or Oct, 1998. Fall Garage Tour. Mgr. Magnuson/Deibel.

November, 1998. Regional Annual Meeting. Mgr. Pollock.

December, 1998. Holiday Party. Joint with RROC. Mgr. Meden.

Other suggestions for events: Grand Classic (in 2000), maybe with the Oregon region, combined with a tour to the Columbia Gorge. The possibility of a Grand Classic open to the public was discussed, with other car clubs invited. Greenfield & Grisham will look into this. The possibility of a Friendship Day meet in 1999 was considered also. Greenfield, Grisham, and Milligan will look into this. It was pointed out that Club members should also be polled to find out what sort of events they would like to participate in.

The meeting was adjourned at 7:35 pm. The next Board of Managers meeting will be February 4, 1998 at Franco's Hidden Harbor in Seattle.



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Bill Rehberg

FEBRUARY 4, 1998

The meeting was called to order by Director Bomstead at Franco's Hidden Harbor Restaurant in Seattle. Attending were managers Deibel, Ellis, Greenfield, Grisham, Meden, Rittenhouse, and Turner; Secretary Barber; Treasurer Magnuson; National Board Member Doss; and members Apker, Crook, Hageman, Kane R.A. LeCoque, Milligan, Mounger, Reddaway, and Wouters. (Absent Board members: Pollock.) The minutes of the January 14, 1998 Board Meeting were approved as corrected. The Treasurer reported a balance of \$3,841, noting that there was \$7,000 outstanding in deposits for the Caravans. The financial committee consisting of Doss, Greenfield, Grisham, Hageman, and Magnuson (Chr.) reviewed recent expenses and overall cash flow, reporting that the overall picture was good for 1998; and noting that procedures to insure future fiscal stability need to be established to cover a reserve fund and guidelines for small expenditures. The membership report showed that 155 have renewed; the roster will be out soon. A new system for running address labels must be found. National Director Doss reported that the National Annual Meeting was very successful with 450 people at the banquet. A Director's pin will be sent to Carl.

The editor's report stated that the next BG deadline is April 4. R. Doss has assisted the editor in preparing the "Oct. 97 through Jan.98" issue, which will be out soon. More help from Club members is needed, along the lines suggested by National on

publications. A committee consisting of the Director, P. Hageman, B. Deibel, R. Doss, H. Meden, R. Magnuson, J. Kane, and T. Barber will meet to discuss this before the next Board meeting.

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

Feb. 28, 1998. Tour to Murray shop open house (Monroe), lunch & car consignment lot in Snohomish. Mgr. Deibel reports that all is lined up. A flier will be sent.

March 21, 1998. Coming-out Party. At the Atrium. Mgr. Apker. Details all set. Need ticket and registration co-ordinator. Letter will be sent; guests are encouraged.

April , 1998. Tour to J. Chinn's and McBride's. (?)

May 3, 1998. Breakfast Tour with HCCA. Mgr. Greenfield. Possible start at G. Apker's.

May 23, 1998. Bellevue Show. Mgr. Adatto.

June 13, 1998. Pre-Caravan tour to Bellingham, Mt. Vernon, or Anacortes.

Mgr. Ellis/Dinsmore

July 26, 1998. Port Gardner Concours. Need Chief Judge.

July & August, 1998. Caravans with pre-Caravan function at Suite 200.

Mgr. McEwan.

Sept or Oct, 1998. Fall Garage Tour. Mgr. Magnuson/Deibel.

November, 1998. Regional Annual Meeting. Mgr. Pollock.

December 6, 1998. Holiday Party. Broadmoor. Joint with RROC. Mgr. Meden.

In a report on the Caravans, it was noted that packets will be out to Caravaners in February and March. Director Bomstead has talked to the Oregon region about a possible joint Grand Classic in 2000 and they have tentatively agreed with this. Various means of encouraging younger members were discussed, such as extending the accepted Classic car base. G. Mounger proposed a Caravan T-shirt which he would provide. This would need Board approval.

The meeting adjourned at 8:20 pm. The next Board of Managers meeting will be March 4, 1998 at Franco's Hidden Harbor in Seattle.

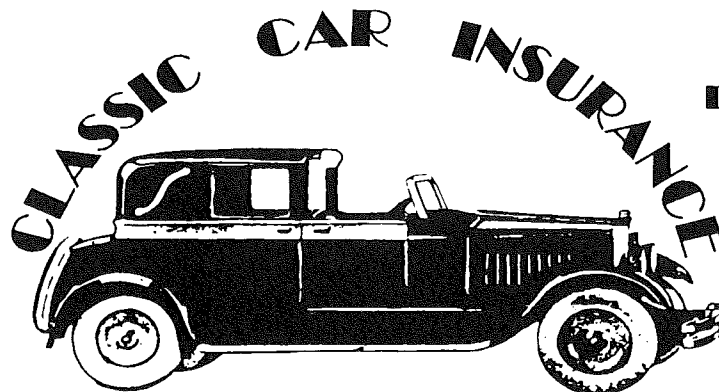
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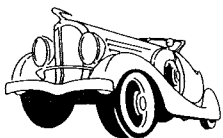
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**CLASSIC CAR CLUB OF AMERICA
PACIFIC NORTHWEST REGION**

PRESENTS...

- | | |
|------------------|---|
| May 3 | Breakfast Tour to Anton's with HCCA - Leave from Apker's - Mgr. Greenfield |
| May 22-24 | Tour to Leavenworth - Overnight with Oregon Region - Mgr. Deibel |
| May 29 | Bellevue Place Show / Classic Cars Gala - Mgr Adatto |
| June | Tour to Anacortes - Mgrs. Dinsmore & Ellis |



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