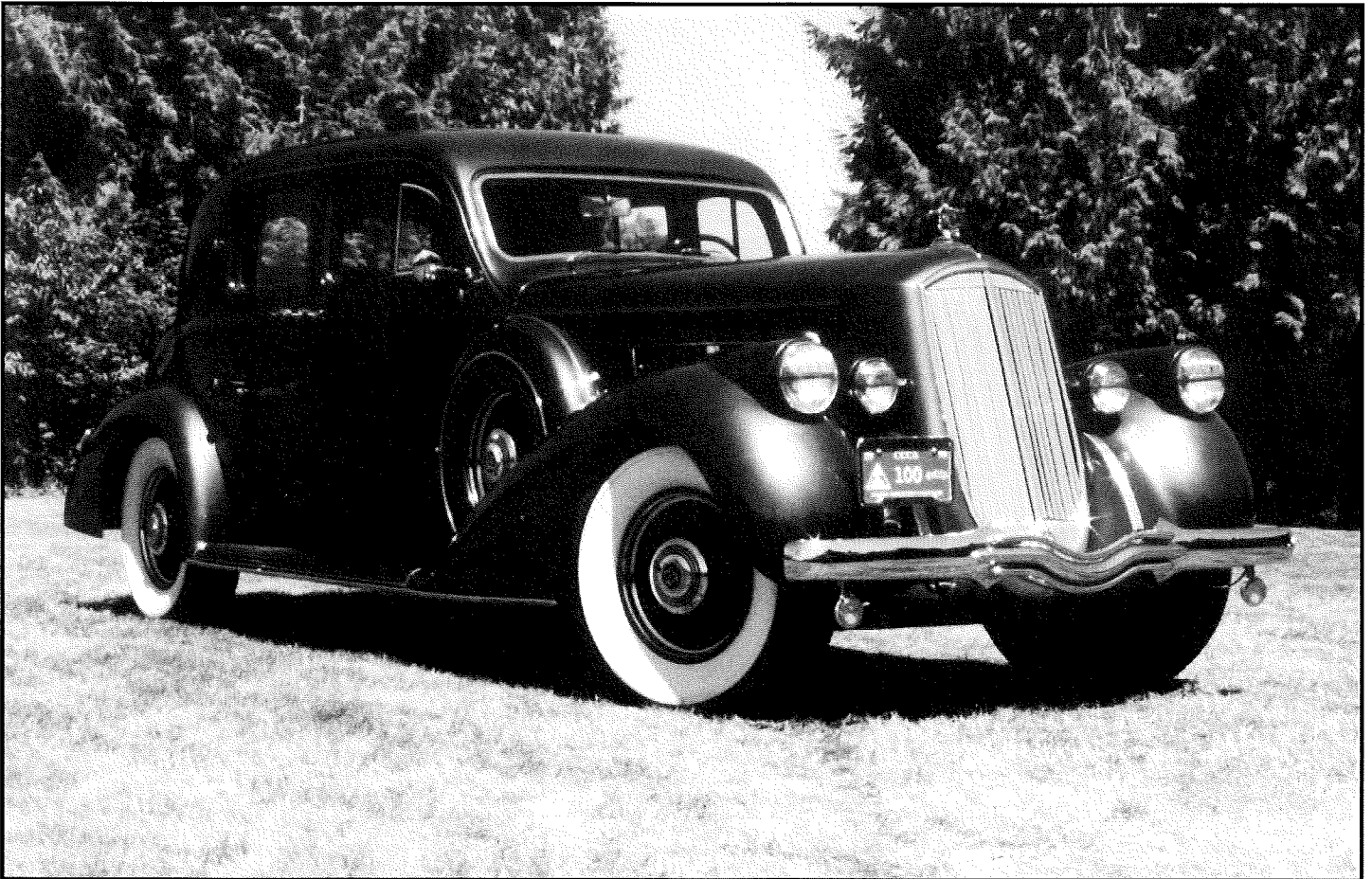


BUMPER GUARDIAN

VOLUME 8

NUMBER 4



1936 PIERCE ARROW SALON 12-1602 CLUB SEDAN

Phil Grisham



June 1998 through July 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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Bill Deibel, Asst. Director	206/522-7167	
Gerald Greenfield, Past Director	253/862-2630	253/838-2055
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Bill Deibel	2000	206/522-7167
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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.

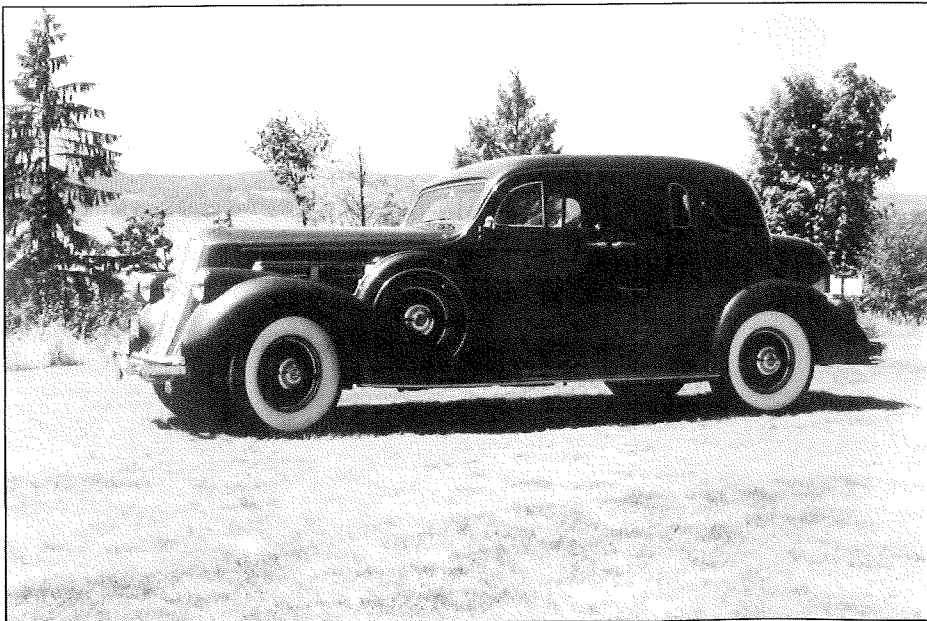
BUSINESS CARD (3-1/2" wide x 2" high)
\$95 PER CALENDAR YEAR.

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

June 3	Board Meeting
June 13	Tour to Bellingham - Sullivans Rope Factory - Mgrs. Dinsmore & Ellis
June 20	Tour with Corvette Club
July 1	Board Meeting
July 4	Yarrow Pointe Parade
July 4,5	Sovren Vintage Races
July 23-August 1	Pacific Northwest Caravan - 1
August 5	Board Meeting
August 19-29	Pacific Northwest Caravan - 2
September 2	Board Meeting
October	Fall Gargae Tour - Mgrs. Magnuson and Mote
October 7	Board Meeting
November 7	Annual Meeting - Mgr. Pollock
December 6	Holiday Party with RROC - Mgr. Meden



Grisham 1936 Pierce Arrow.

COVER STORY

1936 Pierce Arrow Salon Twelve (model 1602) Five Passenger Club Sedan

STORY BY PHIL GRISHAM



Pierce-Arrow made 85,000 automobiles from 1901 to 1938. They were generally large, high-quality, elegant and well-engineered vehicles sold to the most discriminating and sophisticated buyers. The company flourished and then sputtered and failed, like 2,500 other manufacturers in the classic era. All Pierce-Arrows are classics. The later years will be reviewed in some detail with a special focus on the 1936 models.

George N. Pierce was born in Pennsylvania in 1846. At the age of 17 he obtained his first job in American industry at the Townsend Manufacturing Company in Buffalo, New York, and later moved to the Javett Manufacturing Company in 1873. At the young age of 27 he was a founding partner in the Heintz, Pierce and Munschauer Company, which made bird cages, washing machines, ice boxes and a variety of small household

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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.

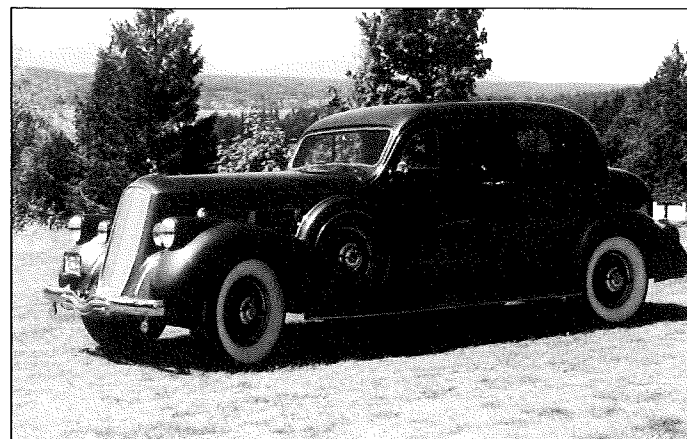
Cover Story - 1936 Pierce-Arrow

Continued from page 3



goods. In 1876 he set out on his own, founding the George N. Pierce Company with the financial aide of his wife. The company continued to make bird cages, washing machines, ice boxes and the new German invention, the refrigerator. Later, his company made tricycles, and from 1872 to 1914, state-of-the-art bicycles and, from 1909 to 1914 unique, high-quality motorcycles. These items are all highly prized collectibles today.

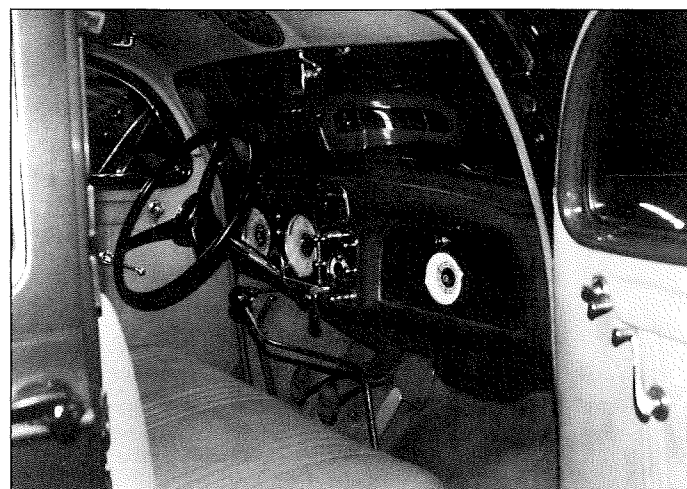
He, like many other entrepreneurs of the day, entered the automobile business. It is fascinating to see the application of bird cage and bicycle technology applied to the manufacturing



of automobiles. Perhaps the first crowning achievement was the production of the Great Arrow, which was so successful that in about 1909 the George N. Pierce Company became known, until its demise in 1938, as the Pierce-Arrow Motor Car Company. Economic struggles forced multiple financial alliances but the company never made a compromise in quality. When George Pierce was in the appliance and related business, he had the firm conviction that the customer should be offered choices. At one

time more than 150 variations on the same item were offered. This philosophy transpired into the automobile business and was a part of the undoing of the company. Even though he was not active in the automobile business by 1909 and died in 1910, his philosophy, unfortunately, permeated the business policy until the end. Multiple chassis, engines and bodies simply could not be supported by the company's low production.

In the late 1920s the multicylinder race was on and the Pierce-Arrow Company was not in it. Packard, Cadillac and other luxury marques for years had straight eights, V-8s, and V-12s. It was not until 1929 that Pierce offered a straight eight. It was a magnificent engine but not unique to the fine-car field. During the next few years up to three sizes of straight eights and two



sizes of V-12s were offered in the same year. In some years three sizes, 340, 366 and 385 cubic-inch straight eights were produced. The first V-12s appeared in 1932 as 398 and 429 cubic-inch offerings. In 1933 a 462 cubic-inch engine was added and used in Pierce-Arrows until the end in 1938. Variations on these V-12s continued until the mid 1950s, mostly in a fire truck application. It is amazing that in those years of low production and little, if any profit, a company offered three engines, multiple chassis and a wide variety of body styles.

In 1936 there was a last desperate effort to save the company. The new line offered more rounded bodies, three chassis and multiple body styles. There was new dash and new interiors with high-quality seating and elegant upholstery. Headlight treatment had long been a Pierce-Arrow trait. The traditional in-the-fender- "frog-eyes" were abandoned in 1933 for sleek, in-the-fender headlights. In 1936 two smaller inboard lights were added. There was a new five-position headlight system operated by a three-position pull-out switch, two under-the-dash toggle switches and a foot-operated dimmer switch offering a confusing

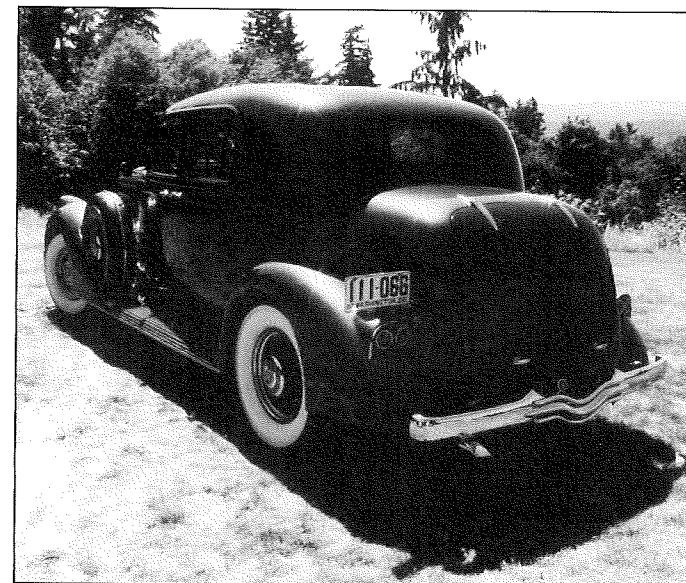
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Cover Story - 1936 Pierce-Arrow

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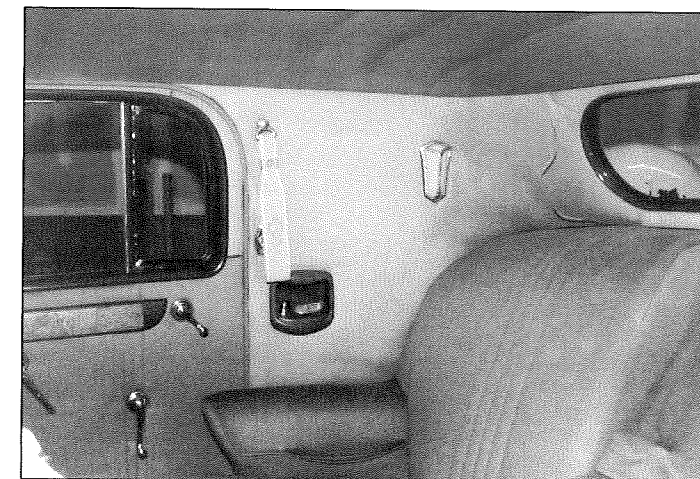
but sophisticated variety of lighting options that is understood by very few owners today. Freewheeling had been offered for a number of years but in 1936 a mechanical overdrive was added, making this one of the most roadworthy cars of the day. A down side is that there is no way to easily shift out of overdrive, making an unanticipated hill approached at low speed a problem that either has to be endured or corrected by shifting into second overdrive or trying to finesse engine and transmission speed so that the overdrive can be disengaged. The latter is often fraught with loud noises and sweaty palms.

Other new features in 1936 included placing the steering box ahead of the front axle, which, in the very early models, resulted in a somewhat upright steering wheel that was promptly remedied with a U-joint in the steering column, allowing the steering wheel to be placed in a more traditional position. The mechanical brakes were modified with a Bendix vacuum boost. This, in part,



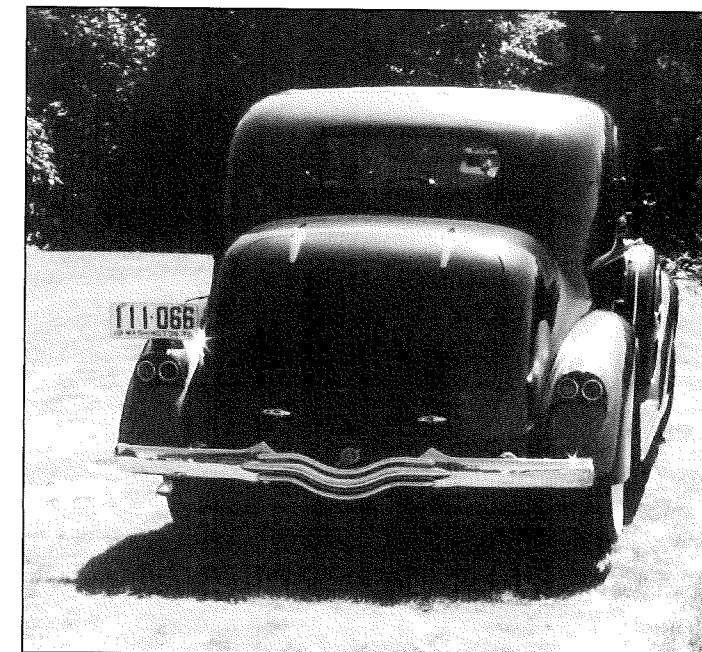
prompted the advertising slogan "the safest car in the world". The 462 cubic-inch, 7-main-bearing V-12 with hydraulic lifters was improved with the addition of 6.4:1 high-compression aluminum heads, boosting the horsepower from 175 to 185. Top speed has been estimated at 90 to 100 miles per hour. The 385 cubic-inch, 9-main-bearing straight eight also received the high-compression aluminum head, boosting horsepower from 140 to 150.

The 1936 Pierce-Arrows ranged in price from \$4,000 to \$7,300. Despite the innovative changes and high quality, the demand for lesser-priced cars resulted in a dismal sales figure of only 787 units, approximately 270 of these being V-12s. In 1937 and 1938 there were minimal changes and continued dwindling sales for a total of only 17 units in 1938. However, these last



three years of production resulted in some of the most interesting, and in many ways, the most desirable Pierce-Arrows. They are remarkably comfortable, easy to drive and capable of effortless freeway cruising.

I had been looking for a later-year Pierce-Arrow for some time when, in 1985, I spotted an ad in Old Cars Weekly for a 1936 V-



12 club sedan located in Provo, Utah, making the possibility of an inspection not too forbidding. A phone call revealed a very uninspired seller. I learned that the car had 27,000 miles and was largely original.

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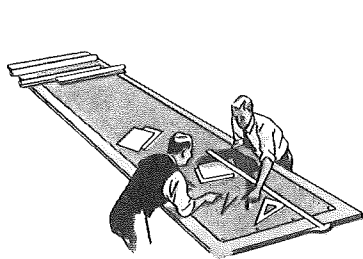
We are reliant upon one another at a time when a potential purchase is anticipated. I discussed at length the value and desirability of the car with Tom Crook and Marty Anderson, who encouraged its purchase. I spoke with Paul Johnson in Oregon, who is a national director for the Pierce-Arrow Society, and Pat Craig in California, who offered information that helped in my decision to purchase the car. In summer 1986 I combined a trip to the Grand Canyon with an inspection of the car. Bob Gerrity connected me with a friend of his who lived in the Provo area. He went with me for an inspection of the car and a shakedown cruise. Within the next month or two a price was agreed upon and the purchase made. Unfortunately, when the car was to be picked up the seller balked. He was having seller's remorse and considerable emotional pain leaving the old car hobby. He had at one time owned 20 to 25 collectible cars. Age and declining health had prompted a gradual paring down and this was the last to go. Most of us will likely face the same situation eventually. I remember well a phone conversation with him while the transport driver was in his driveway; the money in the bank was not near as comforting to him as being able to go out to his garage and look at the car.

At or near the time of my purchase it was learned that this car had been delivered in the Los Angeles area and driven approximately 25,000 miles and then put in storage. The car was found in the early to mid 1960s and underwent a partial upgrading. There was no small amount of misunderstanding

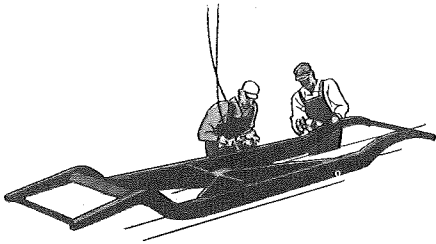
between the owner and restorer. The tired black paint was replaced with its current brown paint. The engine was thought, by the owner, to need, at most, some minor work. The new owner was absent from the scene for quite some time and upon his return the engine had been completely rebuilt. The restorer tells me today that this was the most expensive engine rebuild that he had ever done to that point in time. When the restorer took the car over on a mechanic's lien the owner's initials required only putting a tail on a T to make it an L to personalize the initials. Those minimally modified initials remain on the car some thirty plus years later.

Although this car is not quite as roadworthy as some of the later-year classics, nor as elegant as some of the slightly earlier custom-bodied classics, it does fit a unique niche in style, elegance, power and roadworthiness. A low-mileage, mostly original vehicle is a real treasure to be enjoyed and shared.

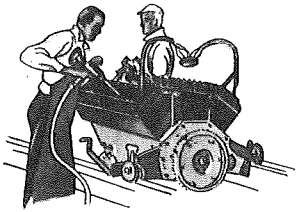
The car was presented at the 1987 Coming Out Party and has been in two of our Grand Classics. Its largely original state presented a judging dilemma; in one judging the points ranged between 85 and 98. It was taken on the 1990 Pacific Northwest Regional Caravan. It has been driven to two national Pierce-Arrow Society meetings, the most recent in July 1998, where the odometer turned 36,000 miles. Although not completely trouble-free miles, they have been enjoyable. The car continues to be a pleasure to won and drive.



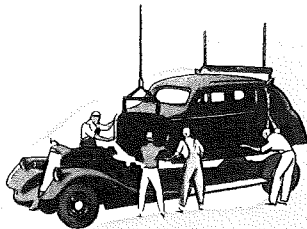
*Months ago engineers drafted the basic design of a new motor car. They planned to make it the world's finest... They did not know what its price would be.



*They visioned surpassing beauty and luxury. No one, indeed—not even Pierce-Arrow—had ever built such a car, and so they had to begin at the very beginning—the frame, itself.

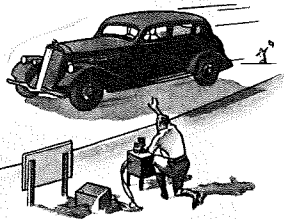


*Side by side with the men who have devoted lifetimes to quality, who have built world's champion engines, they enriched their creation with newly born mechanical perfections.



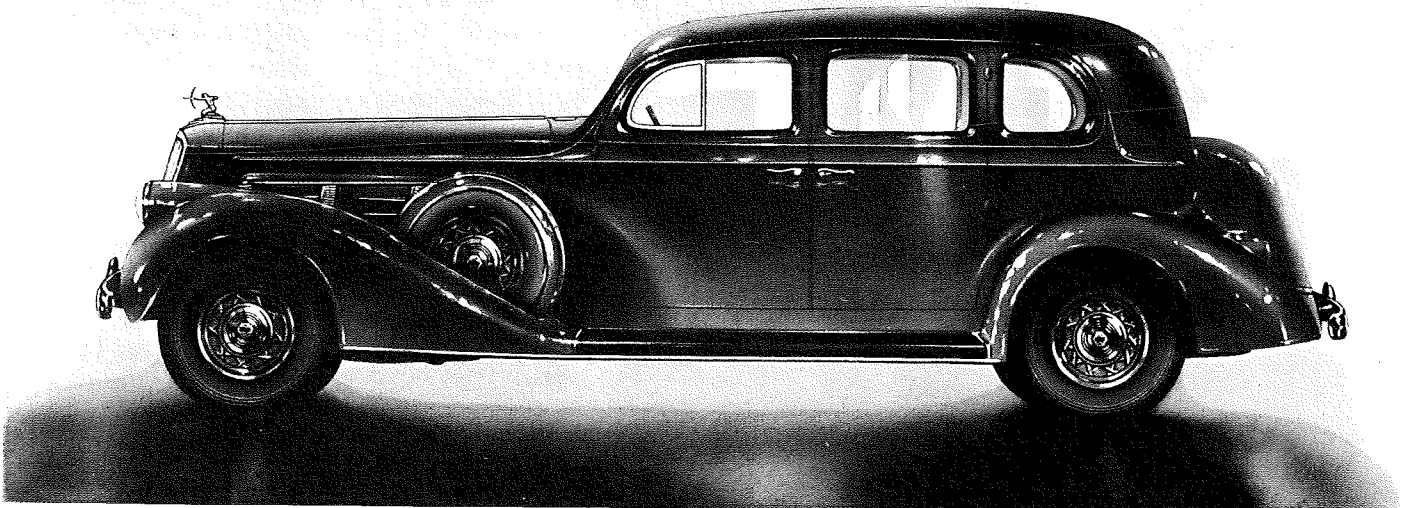
*From models of clay they projected a new body architecture and, under their guidance, veteran Pierce-Arrow craftsmen endowed their handiwork with the richest fabrics, the choicest appointments.

*To prove its greater and safer highway speeds, its greater power, its indescribable balance and stability on the road, its instant response to the controls, they put the final product to every known test...



... and the proud result is the
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PNR / CCCA 1998 Annual Meeting

Saturday, November 7th

Patrick Hart's Car Museum

No Host Bar - 6:30 p.m.

Dinner - 7:00 p.m.

Watch for your invitation in the mail

Mgr. Brian Pollock 206-467-6994

Randy Pollock 206-236-2354

Pam Wouters 206-325-8400

Joint CCCA/RROC Holiday Party

Scheduled for Sunday, December 6th

Brunch at Broadmoor Country Club in Seattle

It's calendar-marking time for the annual Holiday Party. Circle...underline... highlight Sunday, December 6 now for the event! This year's party is a joint affair of the Pacific Northwest Regions of the Classic Car Club and the Rolls-Royce Owners' Club, an encore of a holiday get-together that has proven popular several times in the past.

The beautiful Broadmoor Country Club in Seattle is the location. The Club will serve its bountiful Special-Occasion Brunch starting at 11:00 a.m. Come early for tire-kicking and conviviality with your friends. (At 10:00 a.m. the Rolls-Royce Owners' Club will hold its 1998 annual meeting, including election of directors and officers for 1999.)

A flyer with reservation form, deadline for sign-up, cost, and directions to the Broadmoor will be mailed to members of both clubs in November. Coordinators for the event are Hal Meden for the Classic Car Club and Chuck Anderson for the Rolls-Royce Owners' Club. If you have questions, Hal's phone is (425) 641-0673, fax is (425) 401-0086; Chuck's phone is (425) 827-5656, fax is (425) 827-5656.

ANOTHER VIEW

A Trip to San Antonio, Texas

STORY & PHOTOS BY GRACIE DINSMORE

When the information came about the CCCA annual meeting that was going to be held in San Antonio, Dan and I talked about taking a few days off and flying down.

Neither one of us had ever been to Texas before, and many of our friends had told us that San Antonio was a very pretty city.

After we bought our airplane tickets, Dan started watching the weather forecast for the San Antonio area, and he would come home every night and report that it was sunny and in the 60's. I would just look outside and sigh, because we were having nothing but rain here at home.

One of the hardest parts about getting ready for a trip, I find, is packing your suitcase. I'm never quite sure what to pack when they say "dress casual". As it turned out, I packed way too many clothes.



The PNW crew.

aisle from Bob Turnquist, on the bus, and by the end of the day I found out that he could be quite funny. The bar-b-cue lunch was held in a big dance barn. After lunch we were off to see Dee Howard's car and art collection. Dan was so impressed by the place, that he brought home a job application. Mr. Howard's shop foreman said they have a hard time keeping good workers. He said the young guys don't want to work for their money. Mr. Howard had a Studebaker and several Pierce-Arrows on display. Both cars are some of Dan's favorites.

Back at the hotel, it was time to unwind a little before going out and finding something to eat for dinner. We went in one of the hotel bars and visited with many club members, and also met a really nice bartender. The bartender told us the history of the hotel, and he said that he has met many of the celebrities who have stayed at the hotel. He said that he was excited about the coming visit by Elton John. The bar had small bowls of marinated green olives set out for snacking. They were some of

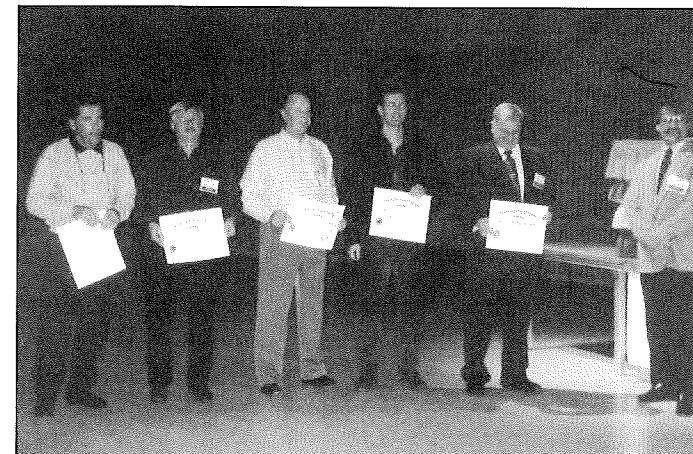


At Dee Howard's showroom.

After getting into the San Antonio airport, and picking up our rental car, it was time to head downtown to the La Mansion del Rio Hotel. Dan and I were very surprised by how light the traffic was, for being early evening, and everyone was driving the speed limit. Something you wouldn't find around here.

We were the last PNW members to check in. Carl and Chris Bomstead, Ron and Gayle Doss, Joe and Barbara Carman, Phil Grisham, Ed Rittenhouse and Al McEwan were already checked in. We ran into a lobby full of CCCA members. Everyone was standing around talking, so it took forever to get our bags up to our room. Once we did, we found that our room was right above the famous Riverwalk.

Thursday, was going to be a busy day. We were leaving early to tour 2 private collections, and have a bar-b-cue lunch. Dan and I were on the buses that went to Mary Atwell's car museum, first. A lot of cars packed into the building. I was sitting across the



AM198 G 16 Tarnapol.

Continued on Page 10...

the best green olives we've ever had.

We ended up going to a Rib House with Ray and Lou Bowersox, Bernie and Joan Aaron, and Dick and Ellen Roach. We all had a good laugh, when the ribs I ordered came to the table. The waitress said she hoped I wanted a doggy bag, when she took my order, but I said that it probably wouldn't be necessary. I didn't need the doggy bag, but I had to share the ribs because there were so many. Ellen said it was too bad that we didn't bring a camera, and I told Joan we didn't need to read about those ribs in her paper column. She said I didn't have to worry.

Friday, Dan and I decided to drive down to Corpus Christi, for lunch. A friend of Chris Bomstead's said that we should take the ferry over to Port Aransas for lunch instead, which is what we did. A nice drive, but many miles of nothing exciting to look at.

After getting back to the hotel, we decided that we had to go check out a place called Dick's Last Resort. It was a short walk from the hotel. Several people said we had to go, because supposedly the help had a real attitude. We had a good time visiting with everyone. I was impressed when one of the waiters called me by first name. He laughed and said that my name tag was a real give away. There was one young guy there, named Ruben, who liked cars and had a 60's car all fixed up. Dan gave him a picture of his 1930 Studebaker, before we left, so he would know what a real classic looked like. They served these drinks called Hurricanes. Three kinds of rum and other good stuff. They're yummy!

Friday night was Mexican night. They had buses for the drive to the hall we were to have dinner, but a bunch of us decided to walk along the river instead of ride. After dinner, they gave out all the region awards and also the judges pins and cards. Carl Bomstead, Phil Grisham, and Ron Doss all received numbered



master judges pins, and Dan received a pin for being an accredited judge. I hope that I didn't leave anybody else out.

Saturday was judging day. Dan went to the judge's breakfast, and I walked over to the Alamo to pick up a souvenir for our daughter. The Alamo is a lot smaller then you probably think it should be. I was supposed to meet Dan back at the parking garage with the cameras. I went to the history luncheon which was very interesting. Afterwards I met Dan and we walked to an oyster bar so he could get some lunch. We got there about 2:05. They had an all you could eat gumbo and salad bar for \$4.95 and for \$2.00 more you could get 1 lb. of boiled shrimp. This was served until 2 p.m. but our waiter let Dan have the lunch special. Dan said the gumbo was great, and the shrimp weren't bad either.

Saturday night was the final banquet. We found out that the next annual meeting will be in Cleveland, Ohio. I'm not too sure if I'm interested in going there in January.

Sunday it was off to the airport for our trip home. The sunny weather we had been enjoying was turning bad fast. We were flying into Dallas and then to Seattle. The weather was so bad and the fog so thick, that we were sitting out on the Dallas runway for an hour before we were cleared to take off.

Just south of the Sea-Tac airport, Dan is having a fit, as he is looking out the window of the plane. Everywhere we could see, there was snow and the cars were driving very slow.

When we went to pick up the car, the lot attendant asked which way we were headed, and when I said north, he said that was good, because there was no snow that way.

It was a fun trip. San Antonio is a pretty city, but it's always good to get home and sleep in your own bed.

Shakedown Tour

STORY & PHOTOS BY GRACIE DINSMORE

June 13, 1998 was billed as a CARavan shakedown tour. This tour was to see if your Classic was ready for the upcoming CARavan season.

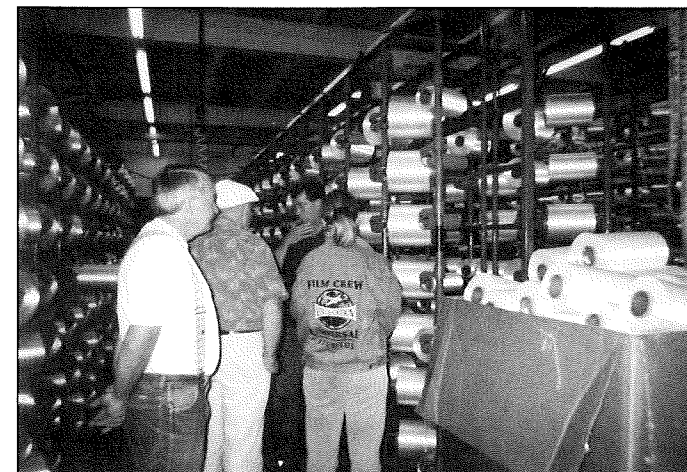
Dan and I had invited our friends from Granite Falls, Tom and Joy Crompton, to ride along in our 1930 Studebaker President, that we plan to drive on the July CARavan.

When you go to a car meet, you always hope for warm, sunny weather. This was not to be, for the first part of the day. Our little windshield wipers got a real workout. We found out that the driver's wiper wasn't working as good as we were hoping it would be. We also found out we had a very annoying squeak,

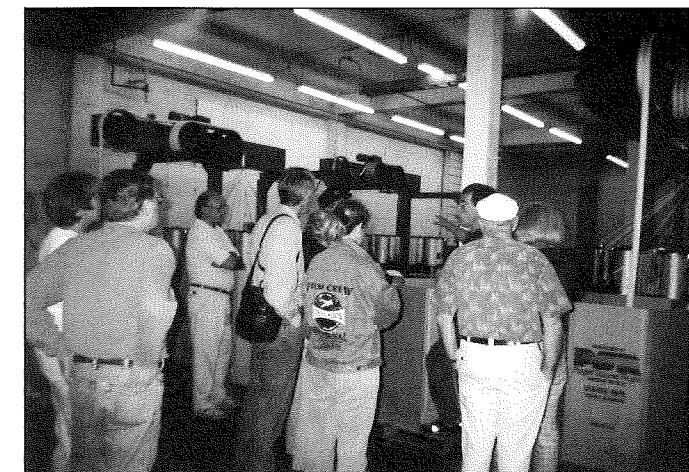
every time the steering wheel was turned to the left. You should try keeping the steering wheel held straight, on a twisty, winding country road. It can't be done.

Everyone coming from the south, said the weather was nice and they were able to have their convertible tops down, but as they got close to Arlington it was coming down cats and dogs. They had to stop at the rest area and put the tops back up on their cars.

We had seven cars when we left Arlington, on our way to visit Tim Sullivan's Rope Factory, in Anacortes. We picked up three more cars when we got to the rope factory, which made ten full



At the rope factory spool area.



At the rope factory.



At the restaurant. John Kane's Packard, Dinsmore's Studebaker, Phil Grisham's Packard, Tom Cook's Packard.



Wouter's Packard, Johnson's Packard, Cook's Bentley.

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classics. A pretty good turn out.

We drove through Silvana, Stanwood and Conway. Dan said we would drive through LaConner, but we had to bypass the town, because we were running a little behind schedule.

Tim Sullivan was a very gracious host. The tour was interesting, and we got to see where he keeps his Classics, and Kara's summertime convertible VW, parked in the factory.

By the time we left for lunch, at the Flounder Bay Cafe by the Sunnyside Marina, the clouds were all gone, and the sun was shining bright. It actually got hot by the end of the day.

Before we left, I had to get a map from Tim, on how to get to Mt. Erie. We were driving the lead car, but we've never been to the place before. The lunch was nice, and the trip up the mountain was exciting. First, we made a couple of wrong turns, and everyone had to turn around. Then on the last sharp turn, before reaching the top, Dan couldn't get the car shifted down into first gear, and we stalled. We had to back up, and try to get a straighter run at the hill, but not before Gary and Joyce Johnson thought we were going to roll backwards over the cliff. Whew! We didn't and we got to the top, and there was actually plenty of parking for everyone. Time to let the cars cool down, and get out and take a few pictures.

It was decided that everyone wanted to drive down Highway 9, into Snohomish on the way home.

Bob Reverman was flagging us down, when we were heading into Mt. Vernon. His Cord wasn't running correctly. We were lucky that our friend Tom is a mechanic. He found out that there was something wrong with the points, and he was able to fix them enough to get the car running again.

Off we went. Lovely drive down Highway 9. We turned off in Arlington, and stopped for ice cream at Rotten Ralph's. Everyone else headed south.

Good, fun tour. Thank you Carl, for suggesting the Rope Factory tour, and for Tim sharing his time with us.

Who Was There

Dan & Gracie Dinsmore	1930 Studebaker
Tom & Joy Crompton	
Ron & Gayle Doss	1933 Packard
Phil Grisham & Patti	1947 Packard
Carl Bomstead	1932 Auburn
John Kane & Linda	1935 Packard
Tom Crook & Randy	1936 Packard
Conrad & Pam Wouters	1940 Packard
Gary & Joyce Johnson	1937 Packard
Tim Sullivan	1940 Cadillac
	1946 Cadillac
	1934 Cadillac
Noel & Janet Cook	1935 Bentley
Bob Reverman & Yoshi	1937 Cord



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- Name of antique or car club to which you belong _____
- List modern cars used for daily transportation (owned _____ or company cars _____?) _____
- Where are cars garaged? Under one roof? Construction of garage—brick-frame-fire resistive _____
- Has rated horsepower or other specifications been changed? Yes _____ No _____ If yes, explain: _____

8. The following coverages are available. Indicate those desired by placing "X" in proper boxes.
- ☐ Liability (\$100,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$15.00, 2nd \$10.00, 3rd \$5.00
 - ☐ Uninsured/Underinsured Motorist—Rates as required by your State. \$ _____ Car 1 \$ _____ Car 2 \$ _____ Car 3
 - ☐ Liability (\$300,000 single limit) Bodily Injury and Property Damage. Annual Rates: 1st car \$20.00, 2nd \$14.00, 3rd \$8.00
 - ☐ Medical Payments of \$1,000.: 1st car \$4.00, 2nd car \$3.00, 3rd car \$2.00. Units in excess of 3, NO CHARGE

Physical Damage

- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—Annual Rates \$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
- ☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. 25 yrs. or older
(Note—Collision is not written as a singular coverage but is available with Comprehensive.)
- ☐ Physical Damage (Comprehensive Includes Fire and Theft)—\$0.70 per \$100 of insurance for each vehicle. Less than 25 yrs.
- ☐ Physical Damage (Collision)—\$0.70 per \$100 of amount of insurance for each vehicle, Less than 25 yrs.

9. Date this coverage is to be effective _____ Policy Minimum Premium \$50.00

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Year	Make	Body Type Series or Model	Series or Motor Number	Present Valuation (Amount of Insurance)
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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 16

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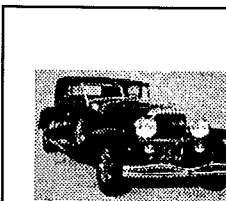
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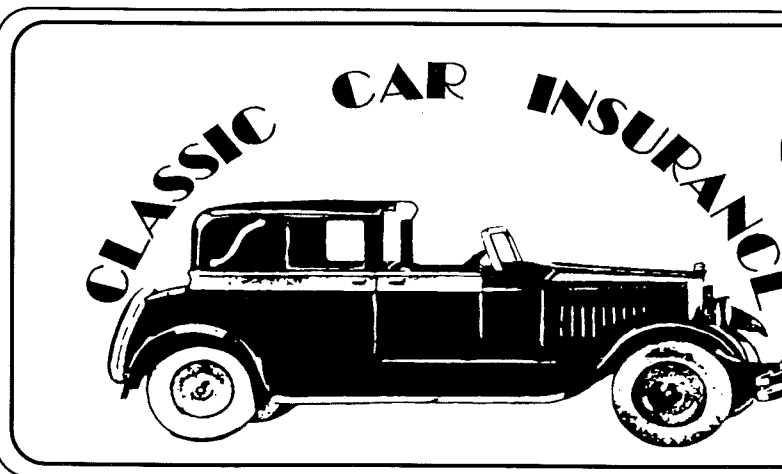
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Classic Car Club of America - Pacific Northwest Region Board of Managers Meetings

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

JUNE 3, 1998

The meeting was called to order by Director Bomstead at Franco's Hidden Harbor Restaurant in Seattle. Attending were managers Deibel, Greenfield, Grisham, Pollock, Rittenhouse, and Turner; Secretary Barber; National Board Member Doss; Museum Pres. Carman; and members Crook, Hageman, McAuliffe, McEwan, Milligan and Wouters. (Absent Board members: Ellis, Meden, Treasurer Magnuson.) The minutes of the May 6, 1998 Board Meeting were approved as corrected. There was no treasurer's report. New membership mailing labels will be required. Editor Kathie Olsen has submitted her resignation. She will continue to act as editor until a new editor is found. The next deadline for submissions to the BG is June 6. R. Doss reported that national was considering an application to admit the 1934 LaSalle (entire series) to Classic status as well as the 1940 Darrin bodied Nash. The National Board has tabled a conversation motion on methods of handling over-booked Caravans. Director Bomstead read his letter to National on the subject.

Under old business, Ron Doss reported that the May 29-31 tour with the Oregon Region was a success with about 12 cars. All members attending had a good time. The May 29 Bellevue Place show was very successful with \$15,000 raised for Children's Hospital. The Club netted \$1,000 of which \$500 is to be given to CH. Some Club members were not apparently aware that admission was free to see the cars. There also were some concerns about security for the cars displayed. Museum Pres. Carman reported on the Classic Experience event there, which went well.

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

June 13, 1998. Pre-Caravan tour to Anacortes. Will visit Sullivan rope Factory; lunch en route. Flyer to be sent. Mgr. Ellis/Dinsmore.

June 20, 1998. Tour with Corvette Club. A flier will be sent to CCCA members. CCCA Mgr. Deibel.

July 4, 1998. Yarrow Pointe Parade. Parade time is 11 am as before. Cars to line up by 10:30 am.

July 4, 5, 1998. Sovren Vintage Races. \$100 fee paid by Club for Classic parking.

July 11, 1998. Grand Classic. Sunnyvale, California.

July 22-25, 1998. Pierce-Arrow National Tour, Silverdale.

July 26, 1998. Port Gardner Concours. At Naval Station this time. There will be room for CCCA booth. P. Hageman announced that judges will be needed.

July 23-Aug 2 & Aug 19-29, 1998. Caravans with pre-Caravan function (the day before) at Suite 200. Mgr. McEwan.

August 16, 1998. Pebble Beach Concours.

August 29, 1998. Possible tour to LeMay Open house.

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

November 7, 1998. Regional Annual Meeting. Hart's Museum, \$35 per person. Mgr. Pollock.

December 6, 1998. Holiday Party. Broadmoor CC. Joint with RROC. Mgr. Meden. Cost will be \$30/person.

In a report on the Caravans, A. McEwan noted that the July Caravan letter is out and money is coming in. 240 people are signed up for the first (of which 23 are children) and about 150+ for the second. About 65 cars are signed up for the second Caravan. More are needed for the second, which has the higher cancellation rate. Some sort of kids' program is needed. Helpers so far: Linke, service vehicle; Klusman, badges; Greenfield, license plates; Mounger, shirts; Gary Johnson, security (#1, #2 still needs someone); Apker, trailer parking; Naylor, tour bag; Doss, Meden, Milligan, tour book collation.

The meeting adjourned at about 8:30 pm. The next Board of Managers meeting will be July 1, 1998 at Franco's Hidden Harbor in Seattle.

JULY 1, 1998

The meeting was called to order by Director Bomstead at Franco's Hidden Harbor Restaurant in Seattle. Attending were managers Deibel, Greenfield, Grisham, Pollock, and Turner; Secretary Barber; Treasurer Magnuson; National Board Member Doss; Museum Pres. Carman; and members Crook, Herstein, R.E. LeCoque, Linke, McEwan, Reddaway, and Wouters. (Absent Board members: Ellis, Meden, Rittenhouse.) The minutes of the June 3, 1998 Board Meeting were approved. The Treasurer reported a balance of \$6,203.14. New membership mailing labels will be required. The next issue of the BG will be ready by the end of the week. National Director R. Doss reported on three Grand Classics to be held in various places; the Michigan event has 135 Classics scheduled. The new Classic Car book is now in planning.

Under old business, it was reported that the May 29 Bellevue Place show raised \$20,000 for Children's Hospital. Susan Armstrong sent thanks to the Club. On the June 13 Pre-Caravan tour to Anacortes, 15 cars participated. On the June 20 tour with the Corvette Club, Bill Deibel reported that his 1948 Lincoln-Continental and R. Turner's 1936 Cord participated. Doss and Sumner drove non-Classics.

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

July 4, 1998. Yarrow Point Parade. Parade time is 11 am as before. Cars to line up by 10 to 10:30 am.

July 4, 5, 1998. Sovren Vintage Races. \$100 fee

paid by Club for Classic parking. Flier has been sent.

July 11, 1998. Grand Classic. Sunnyvale, California.

July 22-25, 1998. Pierce-Arrow National Tour, Silverdale.

July 26, 1998. Port Gardner Concours. At Naval Station this time. There will be room for CCCA booth. Judges are still needed.

July 23-Aug 2 & Aug 19-29, 1998. Caravans with pre-Caravan function (the day before) at Suite 200. Mgr. McEwan.

August 16, 1998. Pebble Beach Concours.

August 29, 1998. Possible tour to LeMay Open house. (Cancelled)

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

November 7, 1998. Regional Annual Meeting. Hart's Museum, \$35 per person. Speaker signed up. Mgr. Pollock.

December 6, 1998. Holiday Party. Broadmoor CC. Joint with RROC. Mgr. Meden. Cost will be \$30/person.

In a report on the Caravans, A. McEwan noted that the July Caravan letter is out and an additional optional event at McAuliffe's is scheduled for Thursday noon. Caravan shirts are ready. The Powell River resort which had been closed has re-opened, but too late for the Caravans to make the shift back. Construction on Stevens Pass may change route to Blewett. Lunch at the Sleeping Lady in Leavenworth. There will be a Concours at Deep Cove (Vancouver Island) on the Sunday after the first Caravan. 240 people are signed up for the first (of which 22+ are children) and about 150 people and 65 cars are signed up for the second Caravan. More are needed for the second, which has the higher cancellation rate. Some sort of kids' program needed. Helpers so far: Linke, service vehicle, parking monitor at Woodmark; Klusman, badges; Greenfield, registration; Wouters, treasurer; Mounger, shirts; Gary Johnson, security (#1, #2 still needs someone); Apker, trailer parking; Naylor, tour bag; Doss, Meden, Milligan, tour book collation. The tour book will be spiral bound.

D. Klusman, B. Briskman, and N. Herstein are planning the 1999 Arizona Caravan.

The meeting adjourned at about 7:30 pm. The next Board of Managers meeting will be August 5, 1998 at Franco's Hidden Harbor in Seattle.

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

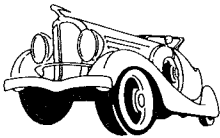
PRESENTS...

July 23-August 1

Pacific Northwest Caravan - 1

August 19-29

Pacific Northwest Caravan - 2



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