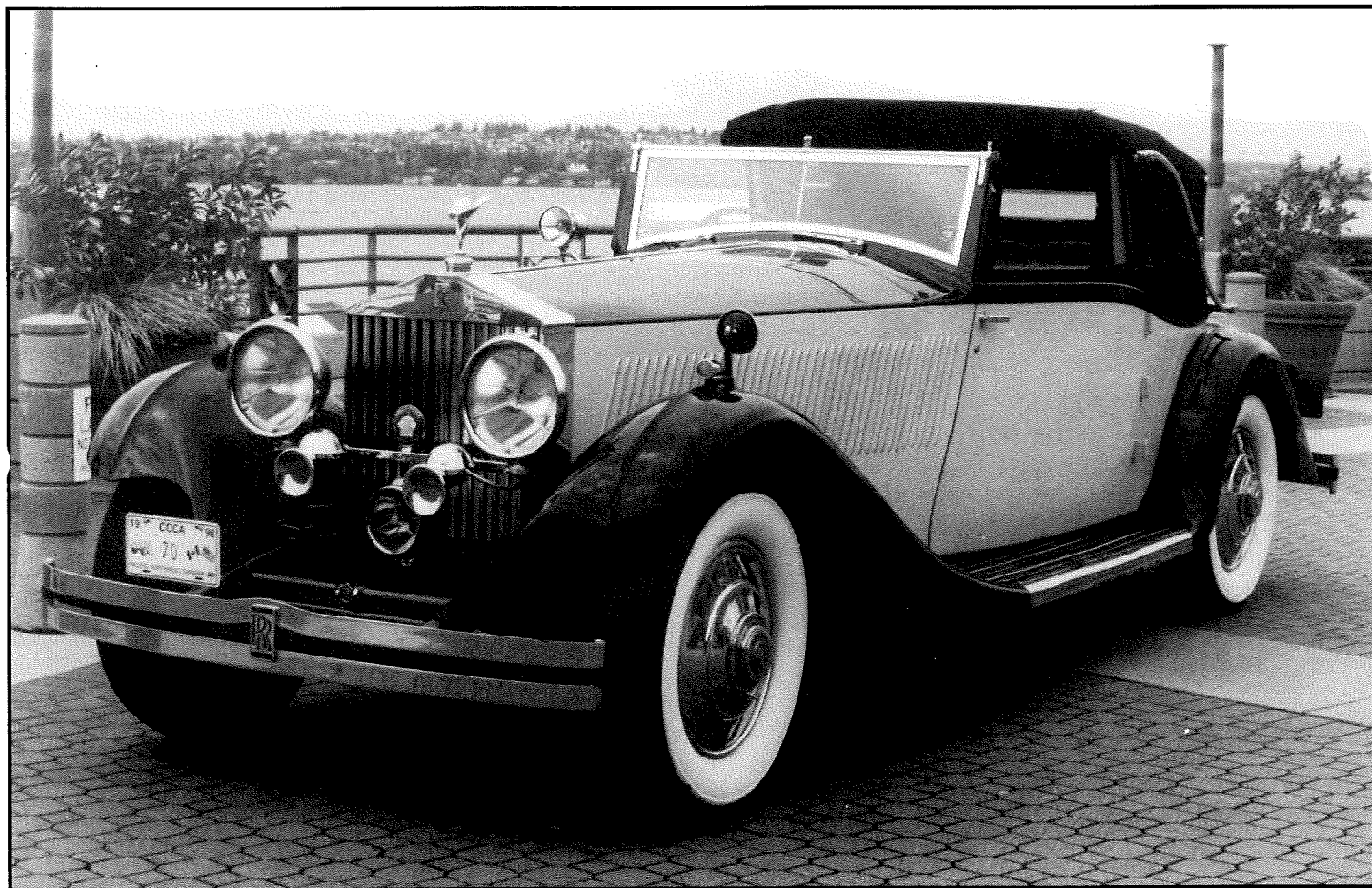


# BUMPER GUARDIAN

VOLUME 9

NUMBER 2



1933 ROLLS-ROYCE PHANTOM II CONTINENTAL  
THREE-POSITION DROPHED

*Hal Medén*



April 1999 through June 1999

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 quarterly.

Officers	HOME	WORK
Bill Deibel, Director	206/522-7167	
Gary Johnson, Asst. Director	425/746-1098	425/649-8636
Ted Barber, Secretary	206/431-1441	
Roy Magnuson, Treasurer	425/745-9648	425/252-7022
Anne Long, Membership Chair	425/747-7774	206/763-8050
Bill Deibel, Acting Editor	206/522-7167	
John Carlson, B.C. Liaison	604/931-5948	604/939-7367

#### Board of Managers

Brian Pollock	1999	206/236-2354	206/467-6994
Ed Rittenhouse	1999	206/232-1117	206/215-2800
Rick Turner	1999	425/742-1147	
Carl Bomstead	2000	425/898-8075	
Bill Deibel	2000	206/522-7167	
Hal Meden	2000	425/641-0673	
Gary Johnson	2001	425/746-1098	425/649-8636
Al McEwan	2001	425/454-3671	
Jim Milligan	2001	206/364-1163	425/775-8686
Bill Mote	2001	206/937-3959	206/621-9603

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. Membership forms may be obtained by contacting Anne Long at 425-747-7774.

#### Advertising

Advertising policy/rates: The *Bumper Guardian* will print classified advertising free of charge to members. All other ads are priced based upon business card size or multiples thereof. Please inquire for rates.

Address correspondence to  
Editor, *Bumper Guardian*  
6426 NE Windermere Rd.  
Seattle, WA 98105-2056

Production is handled by Sunset Press.

#### Our apologies —

THE BUMPER GUARDIAN wishes to recognize Gayle Doss for her wonderful photographs that accompanied the centerfold article, "Kris Kringle Kaper '98", by Hal Meden that appeared in the January-March issue.

## Pacific Northwest Region Classic Car Club of America 1999 Calendar of Events

<b>July 4</b>	<b>Yarrow Point Parade - Al McEwan</b>
<b>July 3-4</b>	<b>Sovren Historic Races</b>
July 10	Grand Classics - Michigan, Southern California
July 17	All British Field Meet
<b>July 25</b>	<b>Port Gardner Concours - Roy Magnuson</b>
July 25	Forest Grove Concours
August 29	Pebble Beach Concours
<b>August 7</b>	<b>Garage Tour to Vancouver, B.C. - Ron Doss &amp; John Carlson</b>
September 11	Newberg (Oregon) Vintage Festival
<b>September 25-27</b>	<b>3-day O'niter to Centralia &amp; Rainbow Falls with Oregon Region &amp; ACDC - Tom Crook</b>
<b>October 8-10</b>	<b>Bellevue Place Show (fund raiser) - Peter Hageman</b>
<b>October 30</b>	<b>Fall Garage Tour - Roy Magnuson</b>
<b>November ?</b>	<b>Regional Annual Meeting - Brian Pollock</b>
<b>December 12</b>	<b>Holiday Party with Rolls Royce Club - Roy Magnuson</b>

**Bold face type indicates a PNWR sponsored event.**

## Yarrow Point July 4th Parade

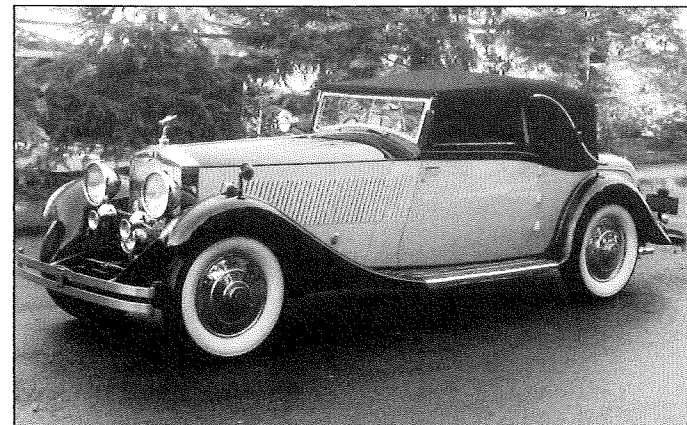
Every year since 1976 Yarrow and Hunts Points have celebrated Independence Day in the old-fashioned, small town manner. There are many and varied activities for all ages spread over the three-day weekend, but the high point has always been the parade. The parade is held on the 4th (Sunday) at 11:00 a.m. and many of the CCCA members have been participating in this event for years. At the end of the parade everyone has the opportunity to stuff themselves with the best hot dogs, strawberry shortcake, beer, and pop that money can buy. And better yet, these goodies are at old-fashioned prices. In past years this parade has thrilled the residents with multiple Duesenbergs, Hispano-Suiza, Mercedes Benz 540ks Cadillac 8, 12 & 16s, Packard 8 & 12s and just about every other make of classic car. Join us this year and bring the family. It is what a 4th of July celebration is all about.

**Be at the 92nd Ave. N.E. overpass where it crosses Route 520 (Entrance to Yarrow Point) by 10:30 a.m. and you will be given parking instructions.**

Hope to see you on the 4th! If you have any questions call Al or Myra McEwan at 454-3671.

# A Flying Lady...In Continental Dress

BY HAL MEDÉN



*Dressed for a typical day in the Pacific Northwest.*

It all started in July 1990 on the CCCA Pacific Northwest CARavan.

I spotted this beautiful 1933 Phantom II Continental three-position drophead being driven by CCCA past president Mort Bullock...and I had a new lust-attack for the car. I say new because I had seen the car previously in the region, with similar reaction. Dick Hooper (also on the CARavan, driving a 1938 Lagonda) owned the car and loaned it to Mort for the CARavan.

I was driving my Bentley 4 1/4 litre drophead coupe with Joan Royal occupying the passenger seat. Occasionally we tailed Mort and watched the car effortlessly clip along through the twisting back roads and scenic mountain passes that characterize any tour route planned by Al McEwan, CARavan leader. During one of the dinner breaks, I asked Mort about the car's performance and he said, "...it drives like a dream."

The lust turned into action after the CARavan and 16 months later I owned the car. Over the ensuing months some upgrades by such fine artisans as Bill Mote, Don Vogelsang and Curt Pearson were completed and, in September 1992, the car looked great and performed flawlessly on the RROC National Vintage Tour. (At the Awards Dinner, a special 25-cent plastic trophy cup was presented to us by Bentley aficionados Peter Hageman and Bill Mote, "...for keeping up with the Bentleys.")

The car again showed its mettle in completing what some regard as Al McEwan's ultimate tour de force, the early-car contingent (1925-1937 models only) of the 1,000-plus-miles CCCA 1998 CARavan.

### The Phantom II Continental

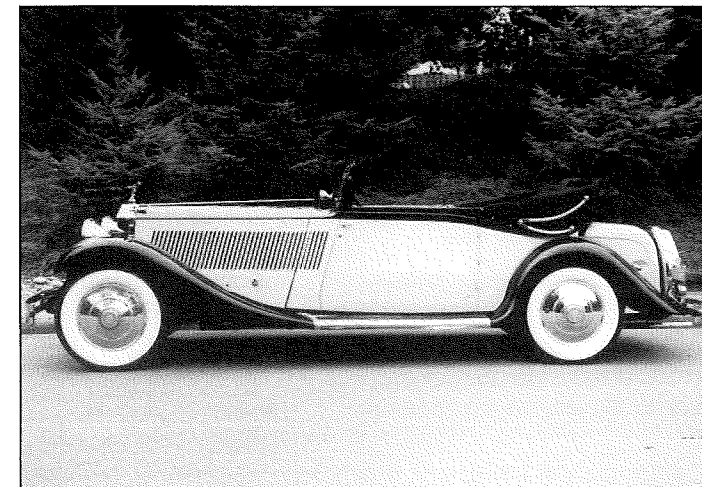
The Phantom II is considered by many authorities of the prewar Rolls-Royce to be one of the best Rolls-Royce motorcars ever built. It has the classic aura that says luxury and performance all in one.

Factory records show that 1,767 Phantom II chassis were produced from 1929 to 1935. It was the last of the Big Six models and considered the finest achievement of the master, Sir Frederick Henry Royce who died in 1933. The engine evolved from the Phantom I six, but was improved with an aluminum cylinder head and revised manifold.

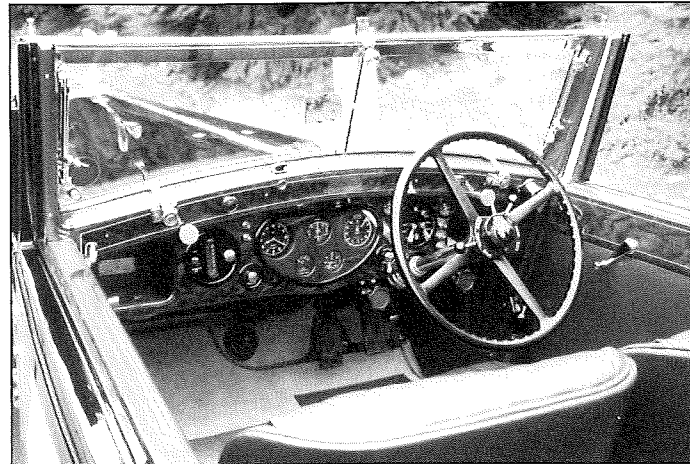
The rear cantilever springs of the Phantom I were replaced by supple half elliptic. The Phantom II chassis is lower and so, in turn, is the center of gravity. Weight was reduced and the steering much improved. The Phantom II also has centralized chassis lubrication, twin ignition systems—one by coil and battery and the other by magneto—firing six plugs each. At the end of 1932 an improved gear box was introduced.

In 1931 the sporting version of the Phantom II arrived, the Continental. Despite a production total of only 281, the Continental became one of the motoring legends of the 1930s. Based on the short 144-inch chassis and with a 5.25:1 compression and a higher axle ratio, the Continental was an ideal high-speed touring car.

The Continental was specifically designed and built for the owner-driver motoring enthusiast. The short, lighter chassis,



*Dressed for sun...anywhere. Despite its size, top is raised and lowered easily.*



Beautiful original walnut interior woodwork reflects the careful refinishing work of Don Vogelsang.

greater acceleration and top speeds, and improved high-speed handling and riding, made the Continental a much sought-after Rolls-Royce, both in its era and with collectors today.

The majestic Rolls-Royce radiator and low drive train provided a superb platform for elegant coachwork, inspiring some of the best-proportioned and most beautiful designs of the era. Many noted coachbuilders provided the design artistry for the Phantom II. They included Barker, Gurney Nutting, Hooper and Freestone & Webb in England and others on the continent.

#### Chassis Number 186MY

186MY is one of only 30 Rolls-Royce Continental drophead coupes produced. A key feature is its Barker coachwork. Barker was by far the leading coachbuilder on the Continental chassis, producing 70 bodies of various configurations...twice as many as Park Ward, the number two producer.

Barker's 40-page brochure, "Coachbuilding—1933-34" illustrates the design that was subsequently used on 186MY and titles it "Barker Foursome Cabriolet De Ville," mounted on a Continental chassis. Over time this designation evolved, perhaps for descriptive clarity, into today's "three-position drophead."

The car was delivered new to Captain John Wanamaker Jr. in New York in April, 1933 (quite possibly the only Rolls-Royce of its type delivered directly to the United States from England.)

Wanamaker was the grandson of the Wanamaker Department Store founder. He served on General Pershing's staff during World War I and was aide to President Wilson on his visit to France. For his war service, Captain Wanamaker was decorated with the French Legion of Honor.

After the war he became widely known in society, military and sports circles in the U.S. and Europe. He and his two sisters inherited a vast \$56 million fortune—in 1928 dollars—on the

death of their father, Rodman Wanamaker. (Sidelight: Captain Wanamaker divorced his first wife in Reno, Nevada on August 9, 1932; a half-hour later he married his second.)

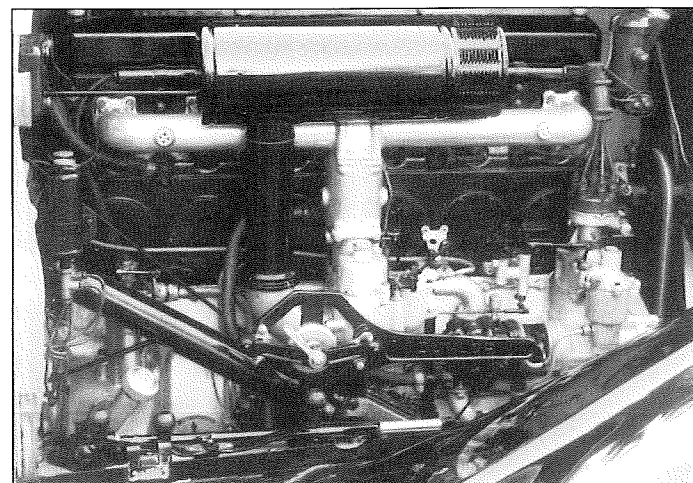
Captain Wanamaker died of a cerebral hemorrhage in late 1934 at age 45. In 1936 186MY was sold to a purchaser in England where it remained throughout the war years, most likely in storage, and until 1959 when it was purchased by a U.S. member of the RROC. For the past 40 years the car has remained in North America in the caring hands of knowledgeable hobbyists and collectors.

Throughout the 1970s and early 1980s 186MY was in the famed Craven Foundation Collection in Toronto, Canada. A former Foundation employee reported that, during this period, the car was driven only about 500 miles, used for parades and other special appearances. At the Collection in 1985, Al McEwan spotted 186MY, made a quick long distance call to Rolls-Royce enthusiast Dick Hooper and secured the car for him.

Based on the conditions of engine, chassis, drive train and coachwork, professional opinions are that the car's mileage is very low, probably in the 100,000 mile-range. The five-digit odometer now reads 18,500, indicating a likely 118,500 total.

The car has been well maintained and is in excellent running order. The engine is very quiet and is a strong performer in all gears. It is a pleasure to drive, with fine roadability, smooth riding, and responsiveness in all situations.

The car is finished in dove gray and sable black with whitewall tires and polished wheel disks. The coachwork is a fine example of Barker's design excellence in proportion and elegant styling. The interior is in gray leather and gray Wilton wool carpeting and headliner, with beautiful walnut wood trim. Features include Andre telecontrol shock absorbers, a Zeiss spotlight, a heater and Rolls-Royce tools stowed under the bonnet in the cowl.



Six BIG cylinders total 7,668cc and are mounted in two groups of three. Hub tool and handle for built-in jacks are in the foreground.

Continued on Page 11...

MARCH 6, 1999

## Kick-Off Garage Tour to Apkers Barn and the LeMay Collection

BY CARL BOMSTEAD

Where do you put a collection of 2400 cars? In the case of Harold LeMay the answer is darn near everywhere! They are stored in a school that he purchased, with Chevrolets arranged on the seats in the balcony in the gymnasium; in a Sanctuary called Marymount Manor, and in and around the LeMay home in southern Tacoma. There are numerous other locations where his amazing collection is stored but it would take you five weeks to view them all if you only spend five minutes per car!

Accumulating 2400 of anything is a task, especially if you consider that it would take 40 years if you added one a week to your collection. Harold has been moving quicker than that, adding about three a week and he shows no signs of slowing down. Tanks, busses and anything with four - or more - wheels are fair game especially during this annual trek to Hershey. Harold claims to have only sold five cars since he started his collection and is quick to add that he did buy two of them back. One he sold to his grandson Eric, who now serves as the curator of the collection, but there was no family bargain.

The collection is normally only open to the public during the annual LeMay Open House that is held in August, but after extensive discussions with Eric he agreed to host our first driving tour of the year.

Fourteen Classics and 61 people arrived at Apker's Barn on the morning of March 6, the gathering point for our CARavan tour to LeMays. The group included five of our neighbors from the north who left Vancouver at 5:00 a.m. in order to attend! Gordon's collection is always a treat and the work in progress, Classics, Hot Rods, automobilia and other collector cars could have been a tour destination of its own. The morning also reunited Director Bill Deibel with his Rollston bodied

Duesenberg which had been stored at Apker's since it's return from the "It's a Duesy" exhibition at the Petersen Museum in Los Angeles.

The destination was Marymount Manor which at one time was a Sanctuary and a boy's boarding school. It still contains

the Sacraments along with the higher end cars in the collection. It could be said that it truly was a religious experience for car people! Marymount is not open during the annual Open House so we were most fortunate to have the opportunity to visit this portion of the collection.

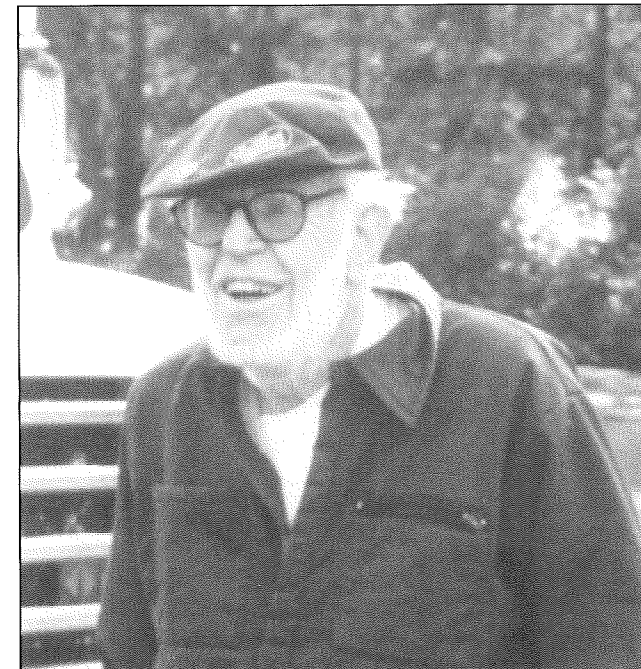
Harold was working in the area and joined the group to hear Eric explain that they are attempting to find a permanent home for the collection.\* Presentations have been made to the city of Tacoma and the county as well as the major corporations in the area. Eric explained that only about 80 of the cars would be considered "museum quality" but the magnitude and variety of the collection would make it a regional asset. At this point over

\$300,000 has been raised for the permanent home for the collection.

An hour and a half had been allocated for our visit but it extended well beyond that as Eric opened additional facilities that housed portions of the collection. The tour concluded with the group traveling across Tacoma and along the Sound to the Cliff House Restaurant for a late lunch.

We all owe a vote of thanks to Harold and his grandson Eric for the rare opportunity to visit this extensive and unique collection!

\* A recent TV news spot announced that Tacoma & Pierce County will be building a museum for the LeMay collection adjacent to the Tacoma Dome. Ed.



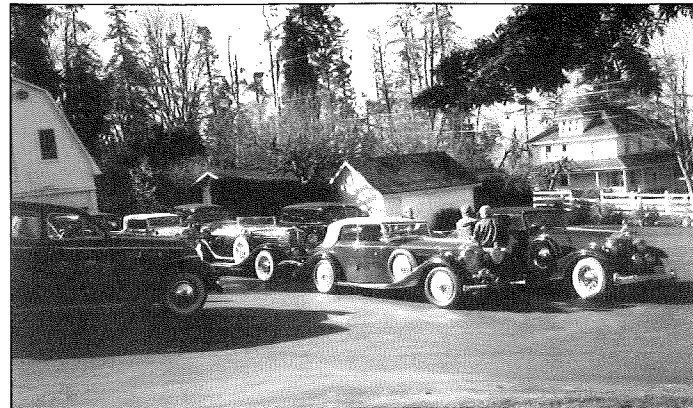
Harold LeMay — Collector Extraordinaire.

Continued on Page 6...

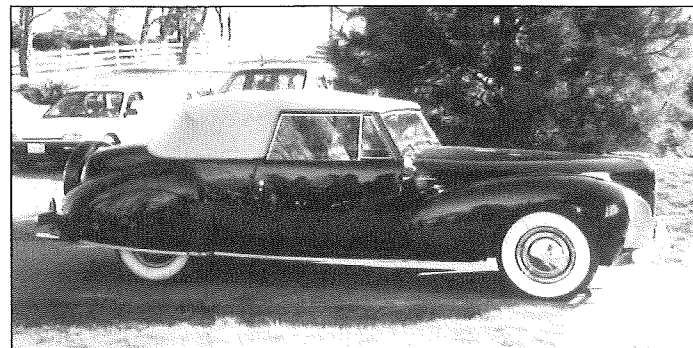


## Fall Garage Tour Recap

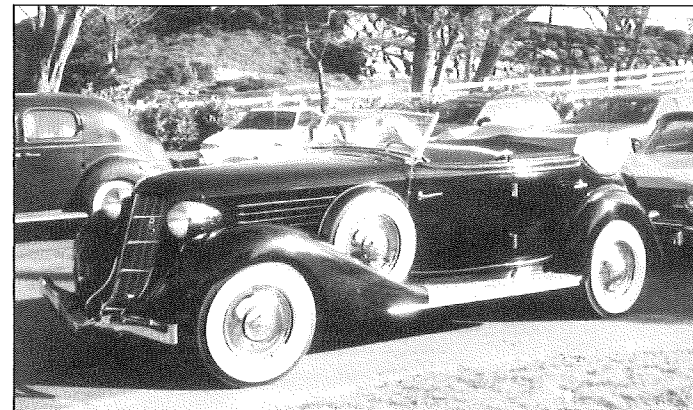
Continued from page 5



Kick'n tires at the Kick-off by Apker's Barn.



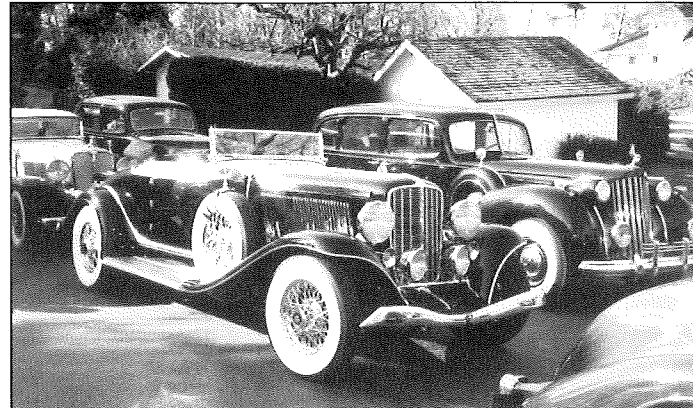
Lincoln Continentals coming and going...



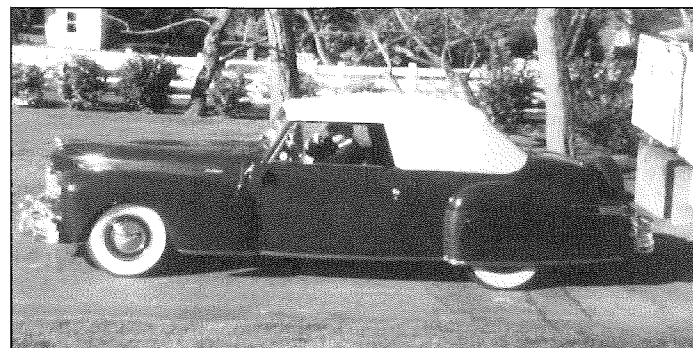
Don Wohlwend's '35 Auburn. Tell us Don — does it really have a top?



"Line-up in Building I" — LeMay Collection.



A pair of 12s — Tom Armstrong's '34 Auburn & Roger Freeman's '39 Packard.



Bob Reverman's newly acquired '47 and Tom Sumner's '41 opposite.



"It's Baaack" (from the Petersen) exclaims your grinning editor.

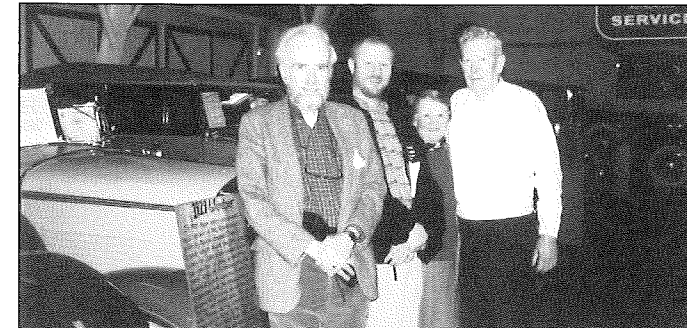


Eric LeMay explains the unusual Marymount Manor thick stained glass windows "Leaded" with cement instead of lead.

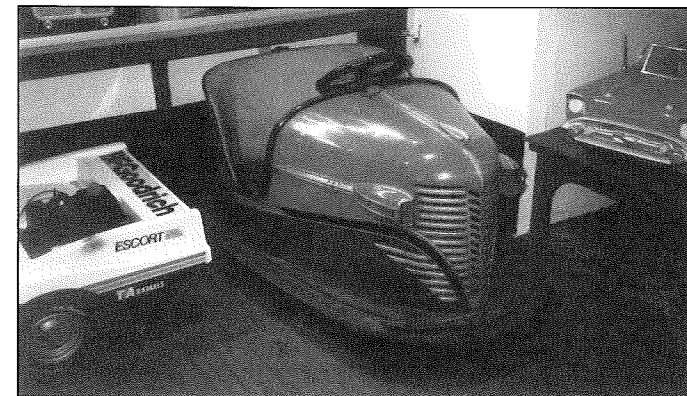
Continued on Page 7...

## Fall Garage Tour Recap

Continued from page 6



Ted Barber, Barbara & Joe Carman with host Eric LeMay in front of LeMay's rare 1929 Windsor White Knight Roadster (nc?).



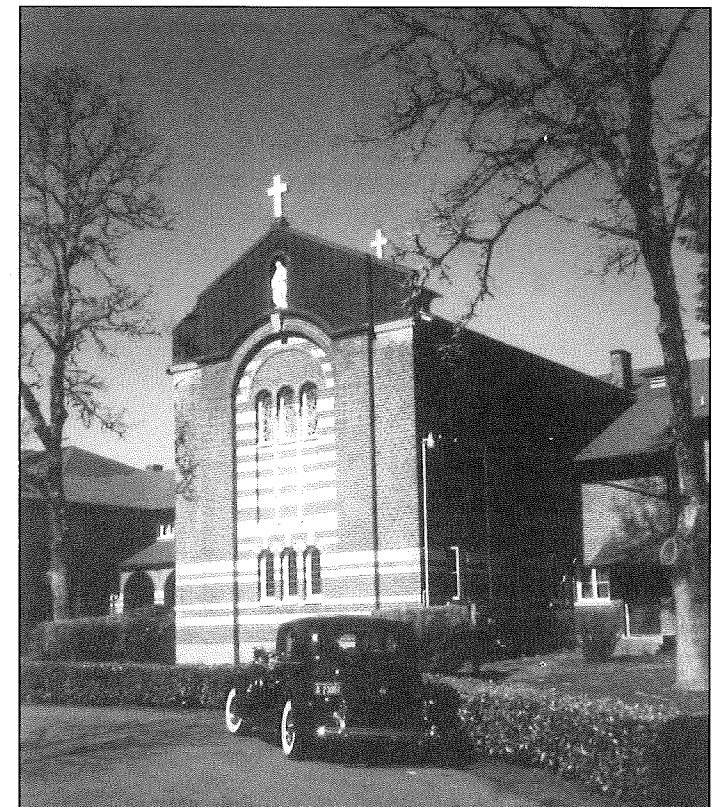
"Classic Bumper Car" — LeMay Collection.



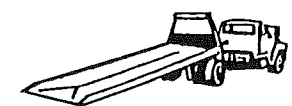
Truck parking only.



Dan Dinsmore with his and Gracie's Studebaker President 8.



Marymount Manor - Home of much of the LeMay Collection.



Classic  
Car Courier

Damage Free Flatbed Car Carrier

CALL CHARLEY (206) 622-7223

DIGITAL PAGER (206) 977-4575

Antique and Classic Autos My Specialty

Rebuilt Starters, Generators, Fuel Pumps, Distributors



MORRIS TONDA

Mailing Address:

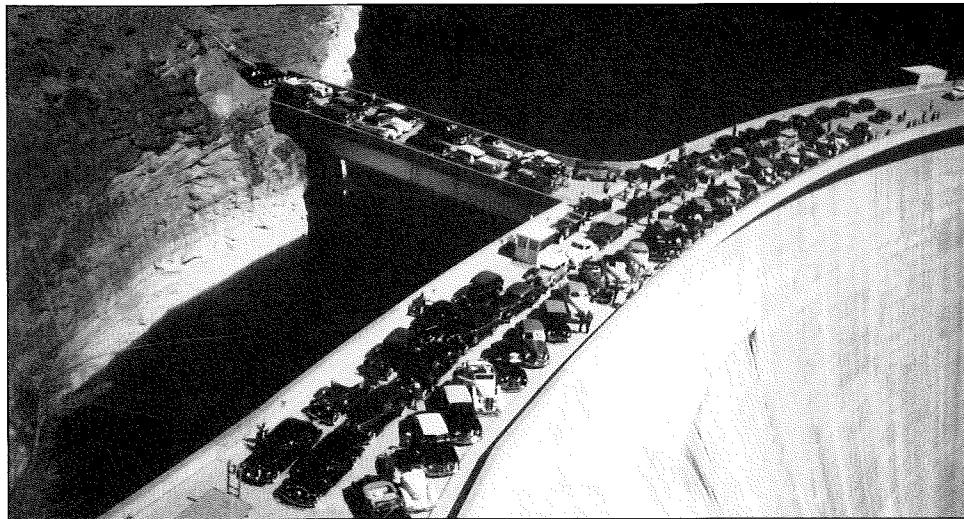
10505 SE 218th St.  
Kent, WA 98031

(253) 847-1534

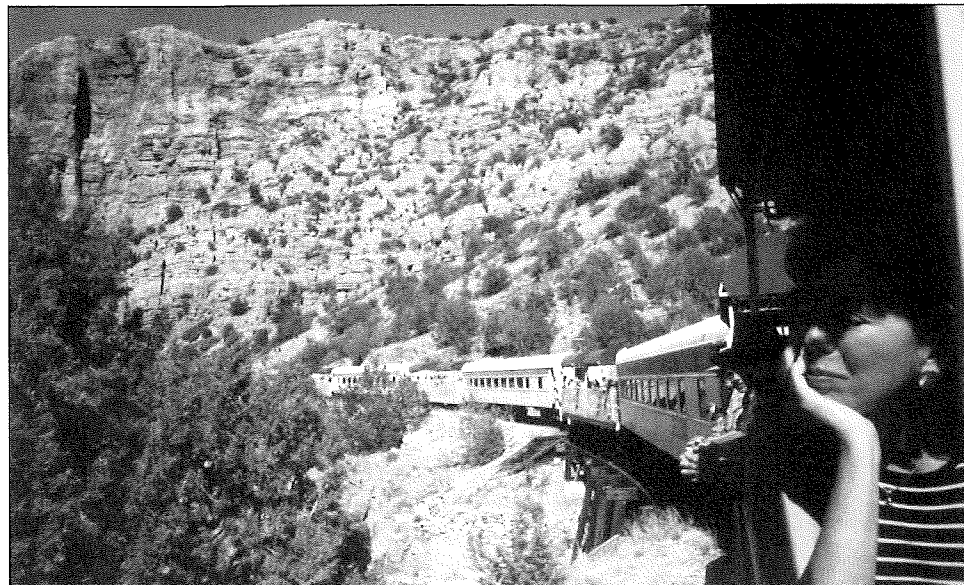


Chevrolet Parts, Ignition Parts, Gaskets, Lenses

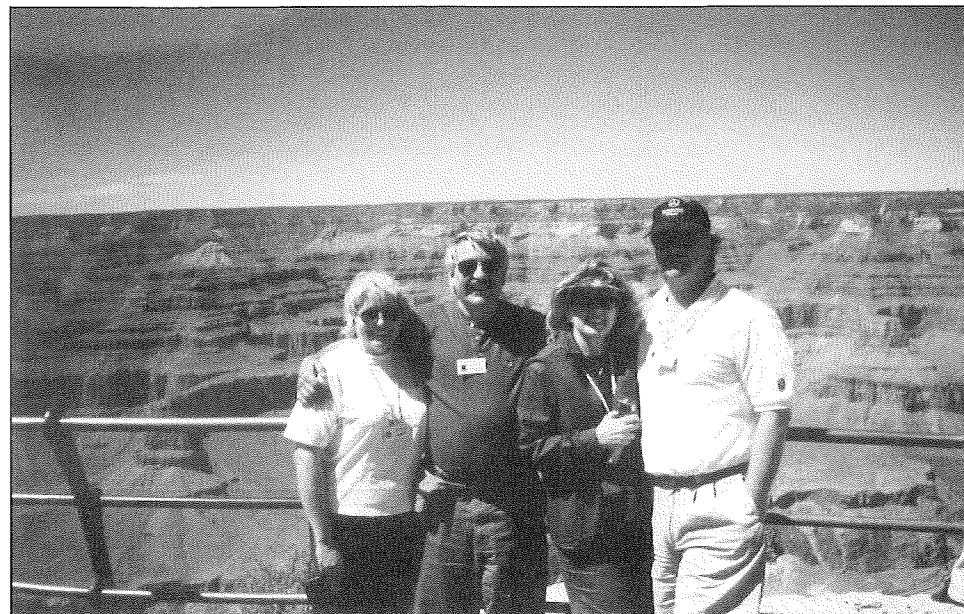




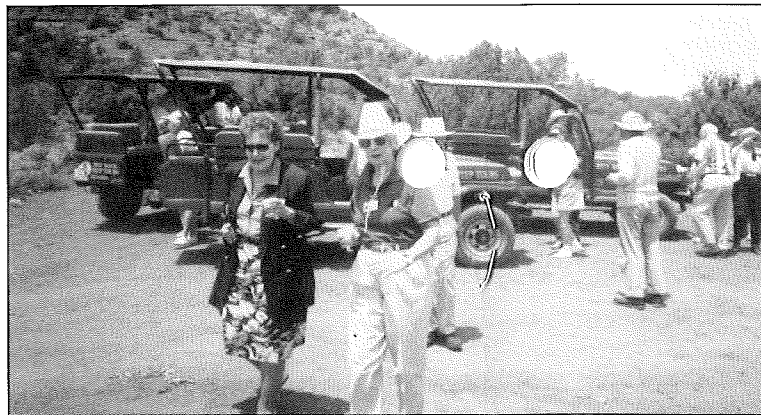
Lineup on Glen Canyon Dam.



Train ride up Verde Canyon.



Bus trip along the rim of Grand Canyon - Bomsteads & Dinsmores.



Jeep trip at Enchantment Resort outside Sedona. Katie Robbins on the left.

## Arizona CARavan<sup>SM</sup> in Review

BY DAN AND GRACIE DINSMORE

May 6-15, 1999 will go down in the CCCA History Books, as one of the very best CARavans to date. The CARavan started, for a lot of us, on Thursday evening, with an Early Bird Party, at the home of Don and Barbara Klusman. They have a spectacular view of Pinnacle Peak from their back yard.

Friday, there was an Early Bird Lunch, in Cave Creek, at the Satisfied Frog. The Satisfied Frog is a rustic restaurant and bar. Our friend, Mandie Fossette, became an honorary waitress, as she served trays of popcorn to hungry club members to snack on while we waited for lunch. Friday evening at the Kick-Off Party, we were introduced to our first of many excellent meals.

Saturday morning, we were off and running. The weather, scenery and the total miles driven, were great! The most miles driven, in one day was 195.

We got to see some of the most beautiful landscapes that Arizona has to offer. In Sedona the rocks really are very red. Lake Powell and the Rainbow Bridge were really something. Prescott, Flagstaff, and the Grand Canyon and all the other towns we went through were wonderful.

We went on a train ride, bus trip, jeep ride, boat tour and a rafting trip down Glenn Canyon. And if you wanted, you could have gone on an airplane ride over the Grand Canyon.

Something we have never experienced before was a photo shoot of all the CARavan cars on the top of a major dam. This was done by a professional photographer, with all the cars on top of Glenn Canyon Dam.

We especially enjoyed the disposable camera everyone received in their tour bag. The last night, at the banquet, an extra set of pictures were taken from all the participants and placed out on a large table. In a free for all, you could get some great pictures that someone else had taken.

The Deutsch Trophy went to Heinz Schu, of Los Gatos, California. The Crosstie Award went to Wes Aplanalp, of Carefree, Arizona. The Aplanalp's have a very beautiful and unusual 1939 Chrysler Imperial Station Wagon.

The Arizona CARavan is history, so now Dan and I are getting ready for the Ozark's Revisited CARavan, next month.

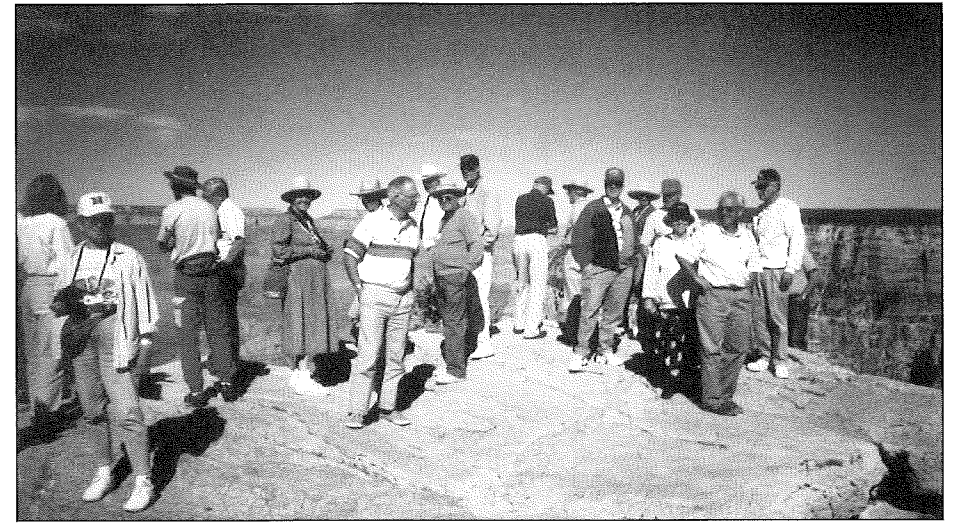
### Pacific Northwest Region Participants

Carl & Chris Bomstead - 1941 Cadillac 60S	Ron & Gayle Doss-1937 Packard 12 Coupe Roadster
Larry & Aloma Douroux - 1938 Packard 8 Conv. Victoria	Gary & Joyce Johnson-1937 Packard 12 Club Sedan
Bob & Rene Larrabee - 1940 Packard 160 Conv. Victoria	Jerry Hanauska & June Fezler-1941 Cadillac 62 Conv. Sedan
Tom Crook & Randy Small - 1935 Packard 12 Dual Cowl Sport Phaeton	
Dan & Gracie Dinsmore - 1930 Studebaker President 7 passenger sedan	

Bill & Liz Holt were not able to make the CARavan due to illness. (Hope that we got everyone else.)



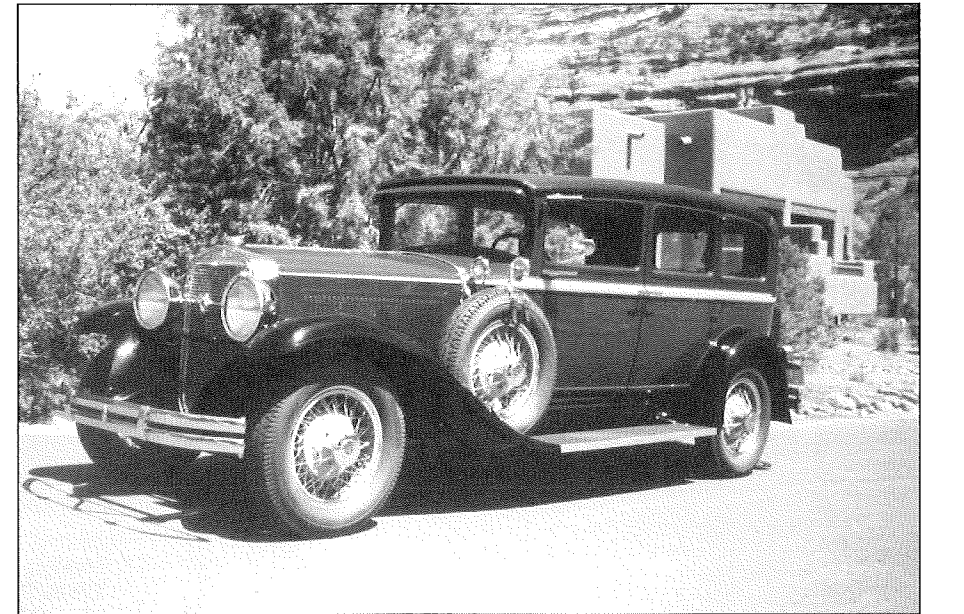
Lunch stop in Jerome with left to right, Anne Marie Steig, John and Mandie Fossett, and Jim and Betty Hull.



Some CARavaners on south rim of Grand Canyon.



Raft trip down Glen Canyon, the start of the Grand Canyon.

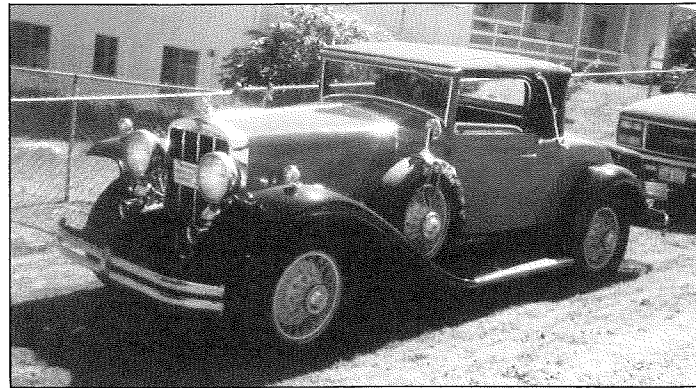


Dinsmore's 1930 Studebaker President ran great on the tour.



# A Spring Garden Tour

BY PHIL GRISHAM



1929 Franklin 130 - Arnold Barer.



1947 Cadillac Sixty Special - Jerry Schimke.

Fair weather greeted a nice mixture of cars and members from the Classic Car Club of America and the Cad Lasalle Club at the Bellevue Botanical Garden on Saturday, April 24, 1999. There were a few interesting non-classics and a potential new member in a classic. Some of the attendees were members of both clubs. It was a wonderful chance to meet and visit with old friends and a chance to make new friends.

The group was given an overview and history of the Bellevue Botanical Garden. We were then divided into thirds, and docents led very informative and interesting tours through the garden. The varied and interesting landscape at the McEwan's, as well as

the view, were a treat for the eyes. A few more people joined us at that point. Our tour concluded at the Houser's for enjoyment of their beautiful garden. The Cad Lasalle Club provided gourmet hot dogs with trimmings. No one left with an empty stomach.


The event was seemingly appreciated by gardeners and non-gardeners alike. We have made a tentative plan for next May to have a tour of two wonderful gardens on Bainbridge Island. We are grateful to the Bellevue Botanical Garden for the tour. Special thanks go out to Al and Myra McEwan and Cliff and Virginia Houser for their wonderful hospitality, plus Pam and Conrad Wouters for their help in preparing the flyer.



1938 Cadillac Sixty Special - Dan & Gracie Dinsmore.




Gary and Joyce Johnson with 1948 Lincoln Continental.



**Alison Deibel**

Lake & Company Real Estate, Inc.  
7801 Green Lake Drive North  
Seattle, WA 98103

Office: (206) 527-1777  
Direct: (206) 841-1931  
Home: (206) 781-1956  
Fax: (206) 527-8837



**FEDERAL MORTGAGE  
COMPANY, INC.**

**CONRAD F. WOUTERS**

**2371 EASTLAKE AVE EAST  
SEATTLE, WA 98102**

VOICE MAIL (206) 517-7205

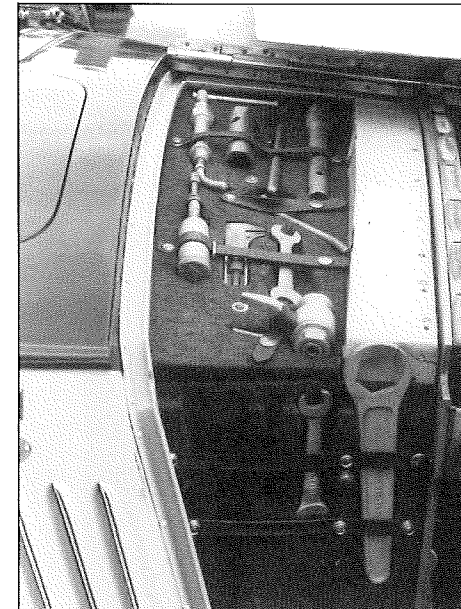
**PHONE (206) 325-8400**

FAX (206) 325-8482

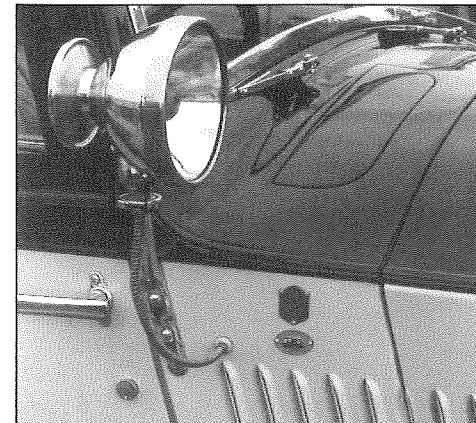
EMAIL: conrad@fedmtg.com

## Cover Story - A Flying Lady

Continued from page 4



Tools are stowed under the bonnet in both sides of the cowl.

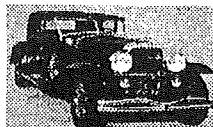


Zeiss spotlight with rear view mirror; National award winner badges from both CCCA and RROC. Car is CCCA Senior #135.

The car has a long-standing successful show history, including Senior CCCA status and RROC national first, as well as class awards at CCCA Grand Classics and other regional events.

*Author's Note: A tip of the hat to Peter Hageman, European motorcar connoisseur and regional president of the Bentley Drivers Club, in recognition of his input and review.*





**Seattle Collector's Garage**  
Dixon A. Schwenk  
587-0880

Safe, secure, downtown near Denny, easy access to I-5  
Expert detail, maintenance and valet services available  
Call for Prices



## Annual Participation Award Established for Region

The PNWR Board of Managers has voted to establish an award for regional participation to be presented each year at the Annual Meeting.

Criteria for selecting the winner will be as follows:

- 1-point - attendance at a meet
- 2-points - driving a Full Classic™ to a meet
- 1-point - each additional Full Classic™ at a meet
- 1-point - travel over 75 miles to meet
- 2-points - travel over 125 miles to meet

One must be a member of the region at the time of meet to receive credit.

A grid form will be circulated to members to record their participation and return prior to the Annual Meeting to determine the winner.

A trophy and a memento will be presented with the trophy being passed annually to each subsequent winner.

B & J RESTORATIONS, LTD.  
4222 6TH AVE SO.  
SEATTLE, WA. 98108  
TEL (206) 621-9603

*B & J Restorations Ltd.*

MECHANICAL & ELECTRICAL  
AUTO RESTORATION & SERVICE  
ANTIQUE & CLASSIC  
FOREIGN & EXOTIC

BILL MOTE

## ANTIQUE AND CLASSIC AUTO UPHOLSTERY

*Antiques • Classics • Collectibles*

Keith McGowan  
6821 92nd St. E., Puyallup  
(206) 841-1126







STEICHEN

## "I'm not going to wait any longer!"

Perhaps you have wanted a Packard for years, but have felt it was beyond your means.

Then read this letter, written by a man who, like yourself, has felt he couldn't afford a Packard. He says:

"Last Saturday I accepted the invitation of a Packard dealer to slip into the driver's seat and test out a new Packard in my own way. For the best part of the afternoon, my wife and I drove that Packard as we would our own car—over roads we have driven many, many times before.

"That ride was a revelation. I drove faster than I'd ever driven before—yet with a perfect sense of security. The car was so quiet that even at top speeds my wife and I could talk without raising our voices. The steering was so easy it was almost automatic. When

we struck a rough road, I set myself for the bumps—but none came. I tried the brake selector and ventilation control and ride control. Why, this car is even adjustable to the mood of the driver!

"That ride made me want a Packard as I had never wanted any other car. But I didn't see how I could afford one.

"Then I got to figuring. I put down all the upkeep costs of a Packard against those of my present car. License, insurance, garage and tires are the same for both cars. With the new economy features of today's Packards, gas and oil run about the same. And repairs? Nothing to worry about there. For last year the Packard factory sold only \$15.31 worth of repair parts for each Packard on the road. And while the purchase price of a Packard is a little higher than that of my

present car, I know from the experience of my friends that a Packard will last a lot longer.

"That bit of figuring decided me. These new Packards are finer than I thought any car could be—and I'm convinced they will cost less over a period of years. So I'm not going to wait any longer. Tomorrow I'm going to make one of them mine."

We believe the new Packards are the finest cars America has ever seen—and we believe a comparison with other fine cars will prove it. Go to your Packard dealer and take the wheel of a new Packard. Drive it over roads you know by heart. Compare it with every other fine car 1933 can offer. We know then your next car will be a Packard.

## PACKARD

ASK THE MAN WHO OWNS ONE

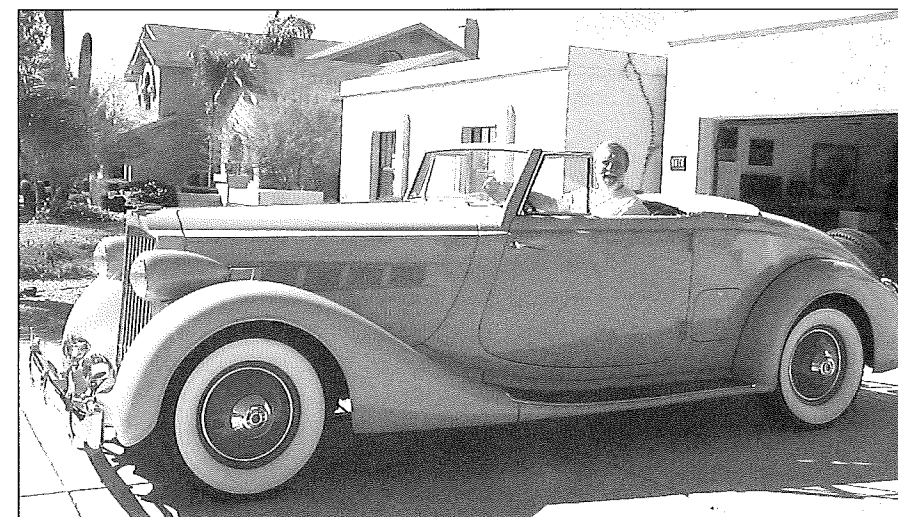
The Packard Eight . . . . . \$2150 at Detroit.  
The Packard Super-Eight . . . . . \$2750 at Detroit.  
The Packard Twelve . . . . . \$3720 at Detroit.

# Herstein & Packard, Featured Car & Driver

*Chosen by The Arizona Classic Roadrunner  
as its March-April Cover Story*

The following abridged and edited version of the original article by Les Jackson is printed here with permission from Les Jackson, Norm Herstein and The Arizona Classic Roadrunner, publication of the Arizona Region, Classic Car Club of America. (Norm is a member of the Arizona Region as well as the PNWR.)

## *It Was After Joining CCCA That Norm Herstein Learned Packard 120's Were Not Full Classics™*



Norm Herstein behind the wheel of his 1935 Packard Eight coupe roadster.  
The car's color is called Kalihari Beige.

As Norm Herstein describes it, years ago friends in Indianapolis invited him to join the CCCA. Norm decided he should have an appropriate car first, so he bought a Packard 120 and then joined the club. He then learned that it was an (nc) non-classic. So he sold the Packard and bought a 12 cylinder Pierce-Arrow. This was a Full Classic™!

Norm currently has two Full Classics™: A 1947 Packard 2106 Custom Super Clipper Eight club sedan and a 1935 Packard Eight coupe roadster, this month's featured car.

Five years ago Norm bought the car from Jack Morrison who owned it on Long Island, New York for 44 years.

The car is pictured in *Packard - A History of the Motor Car and the Company*, Beverly Rae Kimes, Editor. It appears on page 390 in color. It is instantly obvious that the car's location, in the photograph above, is not the Phoenix Valley as there are abundant trees and a wooden house in the background.

Norm has also owned a 1938 Packard Super Eight and a 1930 Bentley 4-1/2 litre tourer among other collector cars, Full Classic™, and non-classic (nc).

Norm likes to drive his cars. Last year the 1935 Packard did about 1200 miles on the PNWR CARavan without any problems despite the unusual heat encountered.

## From Indiana to New Jersey in a 1938 Packard

When he was transferred from Indiana to New Jersey by his employer, he drove his 1938 Packard in making the move.

He drove his Bentley on five Copper State tours in Arizona.

After New Jersey he spent some time in Chicago and then Seattle. When he retired from his own seafood wholesale business about 10 years ago he came to the Phoenix area.

## Why Retire in Arizona?

Why did he choose to retire here? He attended the January Barrett-Jackson auctions for many years and marveled at the climate and other features about the Valley. So here he is. His wife Joan has trouble with the heat in the summer so she spends it on Camano Island in Puget Sound where he joins her for part of the summer.

Norm, who has been a life member of CCCA for some 30 years, has served on the national board and was National Head Judge for a while. He liked being head judge because he did not have to judge cars; he settled disputes and handled administrative duties in that role.

Why did he first join CCCA? Because he was previously involved with sports cars, but when children came along the picnics and other CCCA activities were better than sports car events. (How many kids can you fit into a typical sports car?)



# 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.

1 (800) 345-8290 (610) 853-1300

Applicant \_\_\_\_\_ Date of Birth \_\_\_\_\_ Occupation \_\_\_\_\_

Address \_\_\_\_\_ Zip \_\_\_\_\_

Phone Number ( ) \_\_\_\_\_

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

We Require: 1. PHOTO of all vehicles listed 2. APPRAISAL for each vehicle valued at \$20,000 or over

Year	Make	Body Type Series or Model	V.I.N. (Vehicle I.D. Number) Serial 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.

NOT AVAILABLE IN ALL STATES.

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

**Note: Your insurance will become effective upon payment of the entire premium, acceptance of the risk and compliance with all state specific laws and regulations. Please sign and forward with your remittance, payable to:**



## J.C. TAYLOR ANTIQUE AUTO INSURANCE AGENCY, INC.

320 South 69th Street  
Upper Darby, Pennsylvania 19082  
1 (800) 345-8290 (610) 853-1300

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

APRIL 7, 1999

The meeting was called to order by Director Deibel at Franco's Hidden Harbor Restaurant in Seattle. Attending were managers Johnson, Pollock, McEwan, Milligan, Mote, Rittenhouse, and Turner; Secretary Barber; Treasurer Magnuson; National Board Member Doss; and members Crook, Greenfield, Grisham, and Wouters. (Absent Board members: Bostead, Meden.) The minutes of the March 3, 1999 Board Meeting were approved. The Treasurer reported a balance of \$8,260. Director Deibel expressed a need for a formal year-to-year financial statement. The treasurer will work on this. The Regional membership is 153 members and 85 associates. The directories are in the mail. The next BG will be out in about one week. Deibel has planned for four issues of the BG, interspersed with the Bumper Bolts as needed. Possible cover stories for the BG were lined up at the meeting. The Member Participation Recognition Committee reported that the new awards will stress event participation and driving of Classics.

In a report on the 1998 CARavans, McEwan reported that the video for the second CARavan has been partially reviewed and meal refunds will be sent as previously discussed. The letter to National on CARavan oversubscriptions was presented to the National Board by Ron Doss and is being studied. 64 people in a number of Classics toured the LeMay car collection in Parkland and enjoyed it very much. The Board moved to offer a complimentary membership to the LeMay collection. The Coming Out Party made a profit of \$961. P. Grisham discussed the possibility of a future Grand Classic with J. Hanauska of the Oregon Region. Sites considered were Hood River, Vancouver, or Long Beach. The Director announced the appointment of member John Carlson to serve as BC Liaison for the PNWR.

G. Johnson led a discussion of upcoming events for 1999 (Regional events shown in bold-face):

April 17 (Sat). Grand Classics. Metropolitan, Indiana, Florida, North Texas.

April 24 (Sat). Garden Tour, Mgr. Grisham. Joint with Cadillac-LaSalle Club. Flier sent with Bumper Bolts.

May 2 (Sun). Joint Tour with HCCA, Mgr. Greenfield. Flier sent with Bumper Bolts, start at T. Crook's.

June 4-6. Grand Experience at CCCA Museum. Featuring Pierce-Arrow.

June 5 (Sat). Tour to Brent McKinley's. Mgr. Johnson Bring your own picnic, dessert provided, at McKinley's.

June 19 (Sat). Fabulous '50s Mystery Tour (evening) with Corvette Club, Mgr. Deibel. Same format as previously.

July 4 (Sun). Yarrow Point Parade, Bainbridge event, Vintage Auto Races. Club will handle tickets through contact person; R. Magnuson. Fliers to be sent.

July 10 (Sat). Grand Classics. Michigan, Southern California.

July 25-31. Kingdome display sponsored by Buick Club, Cascade Region. CANCELLED.

July 25 (Sun). Pt. Gardner Counours. Features Packard. Mgr Magnuson, Club to send mailing list to sponsors.

July 25 (Sun). Forest Grove Conours. Features Packard.

Aug 7 (?). Gargage Tour to Vancouver BC, Mgr Doss. Calson co-ord in BC. QE Theatre dark; maybe night club stop?

Sept 11. Newberg OR Vintage Festival. G. Johnson will get details.

Sept 25-27 Overnighter to Centralia Rainbow Falls w. Oreg Reg & ACD. Mgr. T. Crook, D. Ellis, co-chr.

Oct 15-17. Bellevue Place/Wintergarden. Mgr. Hageman. No furthr details.

Oct 30 (Sat). Fall tour. Mgr. Magnuson. Garages: Armstrong (?), Fluke(?), Wouters(?).

Nov 20(Sat). Annual Meeting. Sand Point CC or Museum of Flight. Mgr. Pollock, M/F room charge: \$750 + \$35/meal. Consider subsidy or alternate site.

Dec 12 (Sun). Holiday Party. Seattle Golf Club. Joint w. RROC. Mgr. R. Magnuson. All set.

G. Johnson described a fund raiser for VFW memorial in Renton. Car pictures would be taken at t certain site in Renton with an appropriate vintage background.

The meeting adjourned at 8:30 pm. The next meeting will be May 5 at Franco's Hidden Harbor, Seattle.

MAY 5, 1999

The meeting was called to order by Director Deibel at Franco's Hidden Harbor Restaurant in Seattle. Attending were managers Bomstead, McEwan, Mote, Pollock, Rittenhouse; Secretary Barber; Treasurer Mahnuson; National Board Member Doss; and members Carmen, Greenfield, Grisham, and Wouters. (Absent Board members: Johnson, Meden, Milligan and Turner.) The minutes of the April 7, 1999 Board Meeting were approved as corrected. The Treasurer reported a balance of \$8,118. The Regional membership is 153 members and 85 associates. The chairmanship of the membership committee will now be handed over to Anne Long. The next BG deadline is June 1. A report on the LeMay tour is needed. A Bumper Bolts will be out soon to cover the McKinley tour, Fab '50s tour, and Sovren. National Director Doss reported that there had been 7500 "hits" on the National web site, four Spring Grand Classics went ok, good summer GCs expected and other matters. The CARavan Policy committee has blessed our percentage program for CARavan oversubscription using their date system. Doss successfully promoted National approval of a multi-week CARavan in 2002. The PNR Membership Participation Recognition plan was approved by the Board

and will be explained in the next BG. A plan for a mileage trophy will be discussed later.

In a report on the 1998 CARavans, McEwan reported that the video for the second CARavan has been completed and after its distribution, CARavan books will be closed. P. Grisham reported that the Oregon Region will disucss the possible joint Grand Classic with PNR at their next Board meeting. Northern California is also being considered as a joint participant. A. McEwan pointed our that other attractions at a GC are necessary for success. Possibilities discussed were collections to view, short tours on the Thursday and Friday prior to the main event, or a long tour, say to the coast or Columbia Gorge. P. Grisham reported that the Garden Tour was a success and it was suggested that it be held again, possibly with about 110 people and 30 cars.

A discussion of upcoming events for 1999 was as follows. (Regional events shown in bold-face):

June 4-6. Grand Experience at CCCA Museum. Featuring Pierce-Arrow.

June 5 (Sat). Tour to Brent McKinley's. Mgr. Johnson Bring your own picnic, flier in a few days.

June 19 (Sat). Fabulous '50s Mystery Tour (evening) with Corvette Club, Mgr. Deibel. Same format as previously.

July 4 (Sun). Yarrow Point Parade, Bainbridge event, Vintage Auto Races. Club will handle tickets through contact person; R. Magnuson. Fliers to be sent, or in BG. Sovren tickets purchased, flier will tell how utilized.

July 10 (Sat). Grand Classics. Michigan, Southern California.

July 25-31. Kingdome display sponsored by Buick Club, Cascade Region. CANCELLED.

July 25 (Sun). Pt. Gardner Counours. Features Packard. Mgr Magnuson. No meeting since Feb.

July 25 (Sun). Forest Grove Conours. Features Packard.

Aug 6-8. Gargage Tour to Vancouver BC, Mgr Doss. Carlson co-ord in BC. No further news.

Sept 11. Newberg OR Vintage Festival. CANCELLED

Sept 25-27 Overnighter to Centralia Rainbow Falls w. Oreg Reg & ACD. Mgr. T. Crook, D. Ellis, co-chr.

Oct 15-17. Bellevue Place/Wintergarden. Hageman will assist, needs contact person with sponsors.

Oct 30 (Sat). Fall tour. Mgr. Magnuson. Garages: Fluke, Wouters ok. J. Kane to contact Vig.

Nov 20 (Sat). Annual Meeting. Museum of Flight. Mgr. Pollock. Room charge: \$500+ \$35/meal. Film on Cord may be used on program.

Dec 12 (Sun). Holiday Party. Seattle Golf Club. Joint w. RROC. Mgr. R. Magnuson. All set.

The meeting adjourned at 8:40 pm. The next meeting will be June 2 at Franco's Hidden Harbor, Seattle.



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

**July 4**

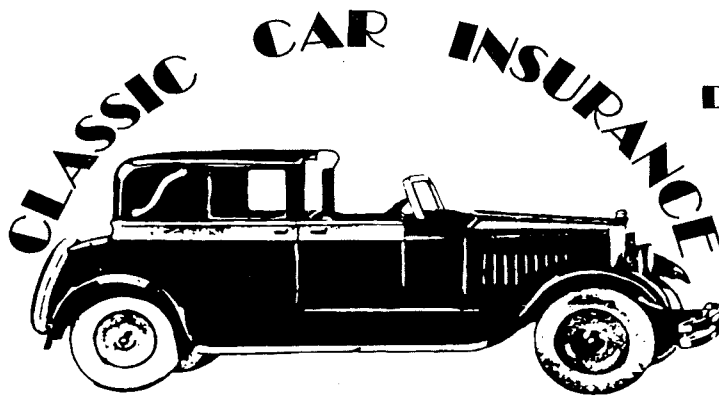
**Yarrow Point Parade - Mgr. Al McEwan**

**July 3-4**

**Sovren Historie Races - Mgr. Bill Deibel**

**July 25**

**Port Gardner Councours - Mgr. Roy Magnuson**



**DICKISON INSURANCE AGENCY**

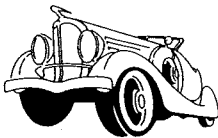
**Stan and Valerie Dickison**

**425-640-6400**

**One Ten James Street  
Edmonds, Washington 98020**

*Representing:*

**American Collectors • Condon & Skelly  
J. C. Taylor • James A. Grundy**



**BUMPER GUARDIAN**

**6426 N.E. Windermere Road, Seattle, WA 98105-2056**

***Address Service Requested***

**BULK RATE  
U.S. Postage**

**PAID**

**SEATTLE, WA  
PERMIT NO.  
2347**

**ALAN & MYRA MC EWAN  
4420 BONNYBRAE DR.  
BELLEVUE, WA 98004**