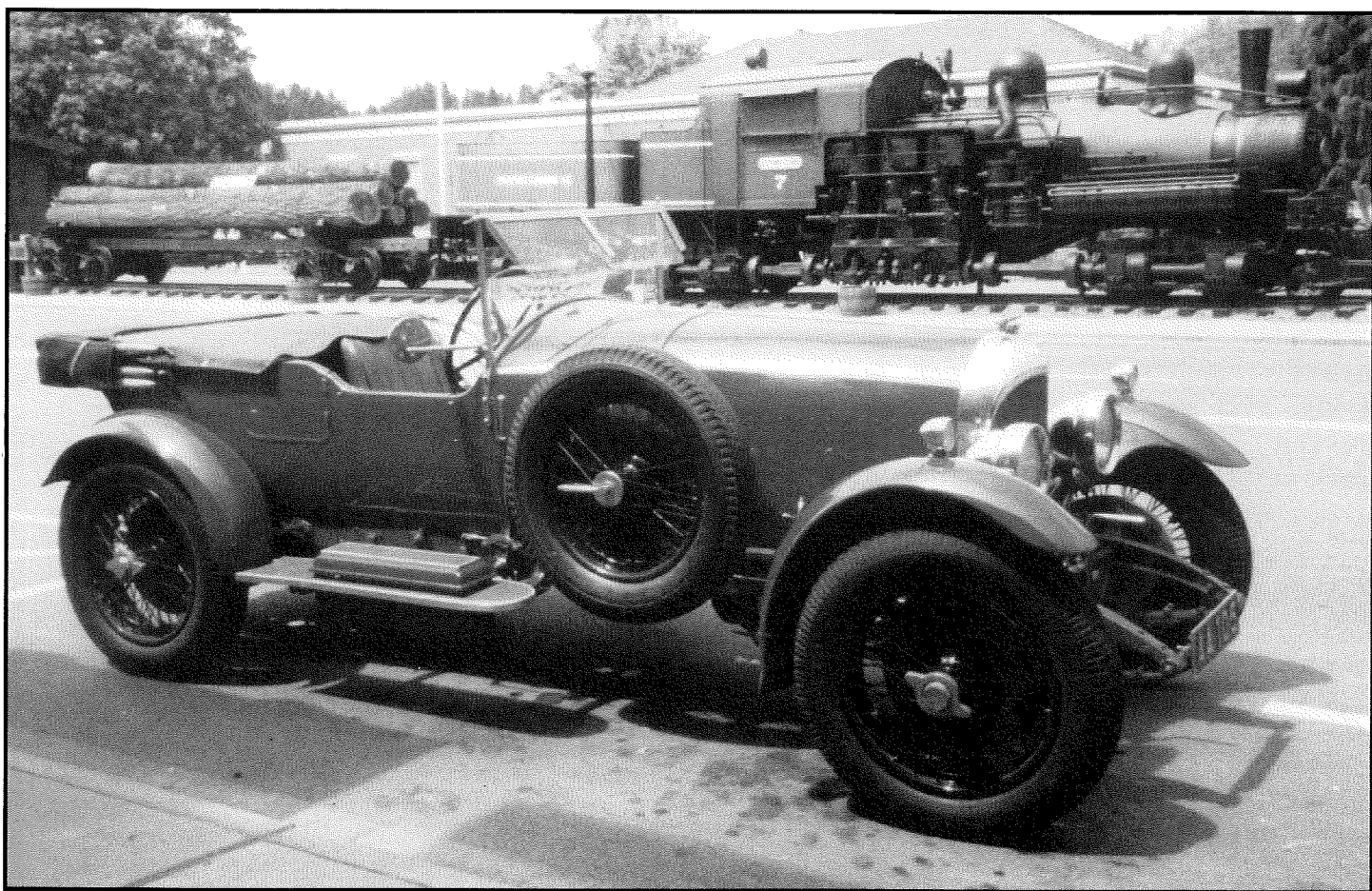


# BUMPER GUARDIAN

VOLUME 9

NUMBER 3



1925 BENTLEY  
3 LITRE SPEED MODEL TOURER

*Roy Magnuson*



July 1999 through September 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.

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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. 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.

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Editor, *Bumper Guardian*  
6426 NE Windermere Rd.  
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Production is handled by Sunset Press.

### PLEASE!

Please, Please, Please advise membership chair Anne Long or your editor when you change your address. With each BUMPER GUARDIAN issue we have been getting several \$.50 postal penalties the U.S. Post Office assesses for forwarding our publication.

## Bob Irwin

This past winter the Classic Car Club and many of us lost a long-time friend with the sudden death of Bob Irwin. Bob was one of the earliest members of the Pacific Northwest Region, and for many years he and Rita were regular participants in CCCA and Rolls-Royce Owners' Club tours and events. I met Bob in the late fifties when we were both members of the Horseless Carriage Club and his vintage car was a Flint. By 1960 the Irwins decided that they would like to acquire a Rolls-Royce and started searching throughout the country for just the right one. The right one, an early twenties Silver Ghost, turned up in Boston and they flew there with the intent of driving it back to Seattle. At that time none of the many companies that exist today for the transportation of vintage cars were in business and you were left to your own devices when it came to moving a car around the country. Unfortunately, shortly after leaving Boston Bob heard strange noises emanating from the rear end of the Rolls. The thought of a major mechanical problem somewhere between Boston and Seattle was too much, and the car was returned to the owner who refunded their money. The Irwins returned to Seattle without a Rolls-Royce but with a '58 Thunderbird purchased in Boston for the trip home.

The setback didn't deter Bob from pursuing the acquisition of a vintage Rolls-Royce. A few months later in 1961 he made an agreement with an R-R owner in Shreveport, Louisiana to trade the Thunderbird toward a 1931 Phantom II. However, Bob didn't feel that he could close his auto top and upholstery business again for another cross country attempt to bring back a vintage Rolls. So Al and Myra McEwan decided that this could be a fun adventure and took on the task of delivering the Thunderbird to Shreveport and returning with the Rolls-Royce to Seattle. The return trip was a bigger adventure than expected, but the car did make it to Seattle.

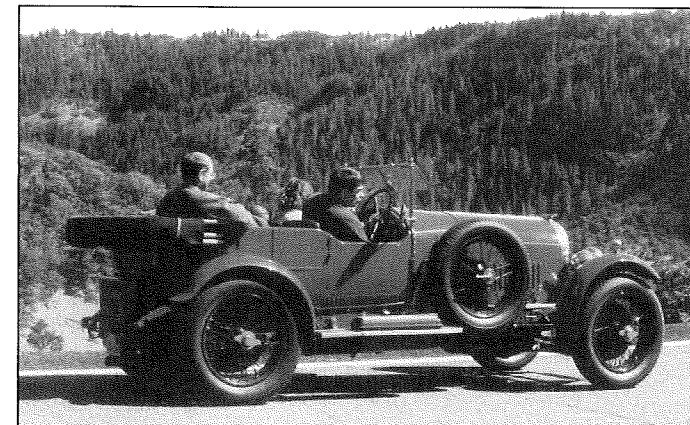
In the fall of 1962 Bob learned of a particularly desirable Rolls-Royce in Moses Lake that had just arrived from England. The car had been sent to an Englishman whose intent was to sell it here. Bob purchased the car and with Al McEwan brought it back to Seattle. This was the very desirable 1934 Phantom II Continental with Sedanca Coupe coachwork by Gurney Nutting that Bob and Rita toured in for 27 years. The Louisiana car was sold locally a short time after the arrival of the Gurney Nutting. During the late sixties and seventies Bob acquired at least two other P-II Rolls-Royce convertibles, a 4 1/2 Liter vintage Bentley, a '34 M-45 Lagonda tourer and a '56 Bentley S-I with Hooper body. The Lagonda and S-I Bentley were retained for many years and frequently used along with the Gurney Nutting P-II.

The Classic Car Club extends its deepest sympathy to Rita. We all do miss Bob.

Al McEwan

## "Classic Sports Car"...a definition

BY ROY MAGNUSON



Roy and Terry Magnuson with companion Ralph Curzon in Bentley 491, the cover car.

In January of 1919, W. O. Bentley started to design the engine that would power his new sporting car. Ten months later the engine sputtered to life in a second story workshop off Baker Street in London. It was two more years before all the testing was done and the first chassis was delivered. By the time Bentley Motors closed in 1931 just over 3000 chassis were built.

Starting in 1924 a series of 3 Litre Speed Models were produced. These cars had twin S.U. "sloper" carburetters, a "hotter" camshaft and a raised compression ratio. Chassis 491, a Speed Model, was sent to Vanden Plas to have a four seater touring body fitted.

In 1927 491 was shipped to Canada, where it spent the next 68 years. One of the several owners, a minister, cut off the back half of the touring body and repositioned it to make a "turtle-back". The car sat out behind the church for some time until John Fisher purchased it, chopped away the ice and towed it home on Christmas eve of 1950. John sold the car a few years later and it was not seen again until Phil Clark rescued it from a sand and gravel pit near Toronto in 1962.

Phil started the task of faithfully restoring 491, and 25 years later it was finished by Rob Follows. Rob also owned Sammy Davis's Aston Martin. Sammy Davis, one of the famous "Bentley Boys", was the 1927 winner, in a 3 Litre Speed Model, of the LeMans 24-hour Grand Prix d'Endurance. This was the first of four consecutive Le Mans wins for Bentley Motors.

I purchased 491 in the spring of 1995 clearly remembering my first encounter with a vintage Bentley over 20 years earlier. I was so wowed by all the noise and the open four-seater body with the small doors that I hardly noticed the exiting passenger was not wearing slacks.

Motoring in a Vintage Bentley takes lots of practice. The small doors, there are two, one on the driver's side for the back seat, the other for the front seat passenger. The driver needs to learn to swing his left foot over and land it on the carpeting, not on the seat, and without kicking the passenger in the head. The right leg takes more practice yet. I had the top up once and that made it much harder to effect all of this. Once settled in you push in the two magneto switches and touch the starter button and you get all kinds of wonderful mechanical sounds. Most of them from the overhead camshaft operating four valves per cylinder.

It's fairly easy getting away in first gear, but a series of awkward noises, coincidental with each gear change emit from under the car. Once in fourth gear things get quiet and the car that was designed over eighty years ago will keep up with modern traffic.

Since purchasing the Bentley in the spring of 1995 it has taken a first place at the RROC National Meet in Bellevue and the best theme car at the Port Gardner Bay Concours. The scarlet red Bentley has not missed many northwest events including the 1998 CCCA CARavan (the hot one) and the just completed 1999 RROC National Spring Tour. 491 was the oldest car on both.



491 on the 1999 RROC National Spring Tour at the Teapot Dome filling station in Zillah, Washington. This is the oldest continuously operating gas station in the country.

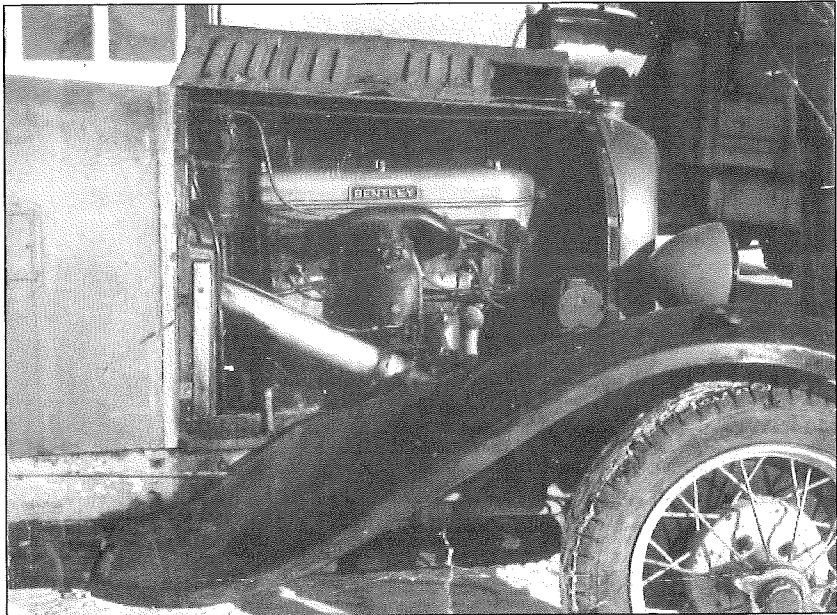
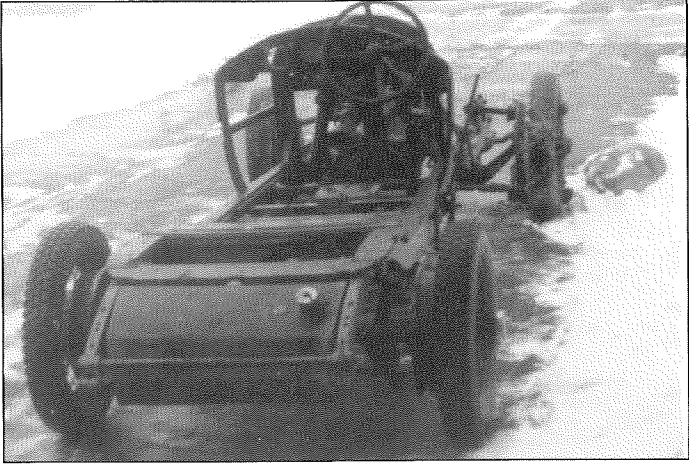


Cover Story - Classic Sports Car

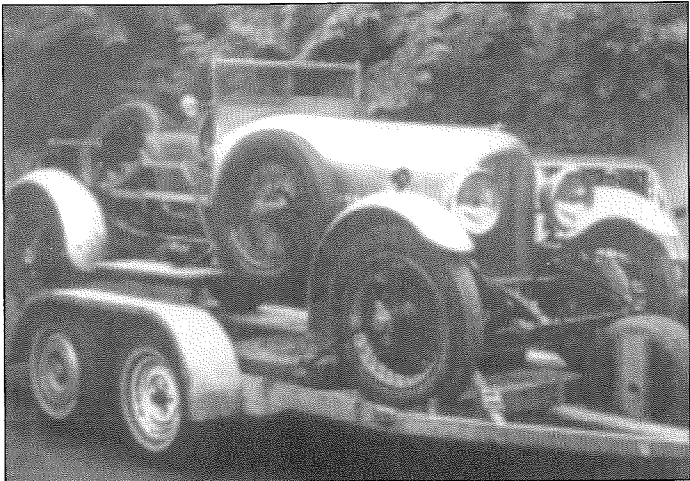
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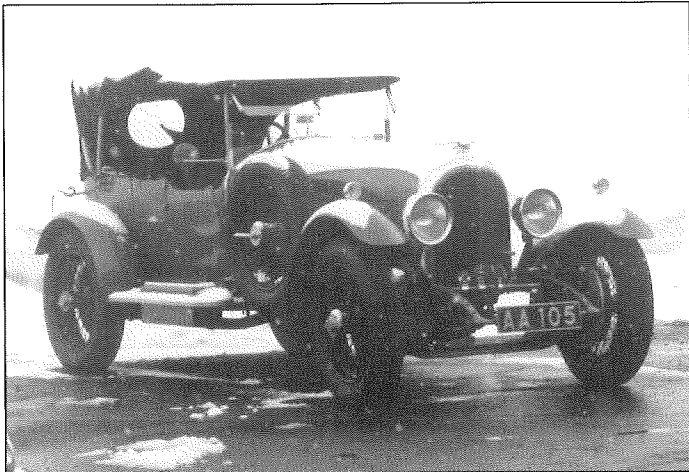
Toronto, Ontario in the snow - early '60s



In the snow on Christmas eve at Kirkland Lake, Ontario - 1950.



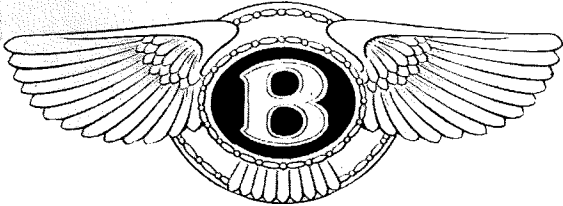
Preparing to race at Westwood, Vancouver, British Columbia about 1980.



Paradise Lodge, Mt. Rainier - in the snow again - June 7, 1999 on the RROC National Spring Tour.

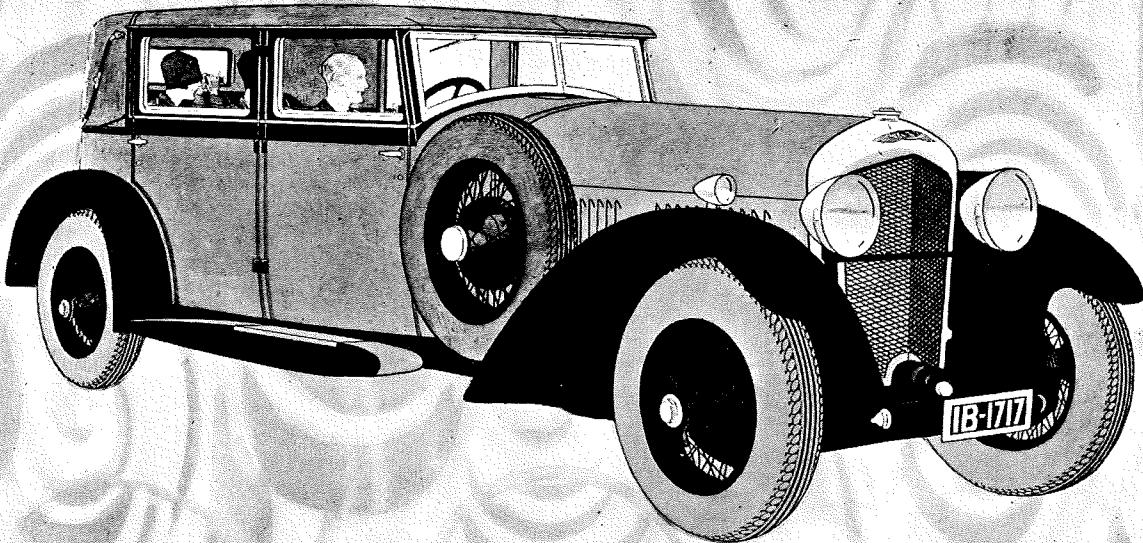


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# 31st Annual Breakfast Tour

BY GERALD GREENFIELD

The Pacific NW Region CCCA joined the SeaTac Region HCCA on Sunday, May 2, 1999 for the traditional tour to Anton's Restaurant in Puyallup. Despite a very cold and rainy morning, 33 antique and Classic cars and 109 people enjoyed an aggressive scenic tour of King and Pierce counties.

Tom Crook opened his showroom for the start of the tour. Don and Ruth Seeley arrived early to perk the coffee and arrange the pastries. The warmth of the showroom was enhanced by the melodic roar of Tom's Duesenberg engine.

Eager participants renewed old friendships while inspecting Tom's great collection. Despite some recent major health problems, John Dennis, Myrl Johnson and Jim Milligan braved the weather to enjoy an exciting Spring Tour. John and Pat Dennis arrived in their Cord chauffeured by Paul Murray. Myrl and Mabel Johnson were chauffeured by the Breitungs in their '37 Packard Victoria. And Jim and Lorraine Milligan drove their Auburn Cabriolet on its first tour despite Jim's recent heart surgery.

The tour was planned and led by Doreen and Gerald Greenfield. East King county was the primary destination. The tour covered 82 miles of scenic roads surrounding Black Diamond, Flaming Geyser park, the Gorge and Enumclaw. The final destination was Anton's Restaurant in Puyallup where a scrumptious buffet was served for lunch. Despite the weather, the first Sunday of May is always a great day for this traditional tour.



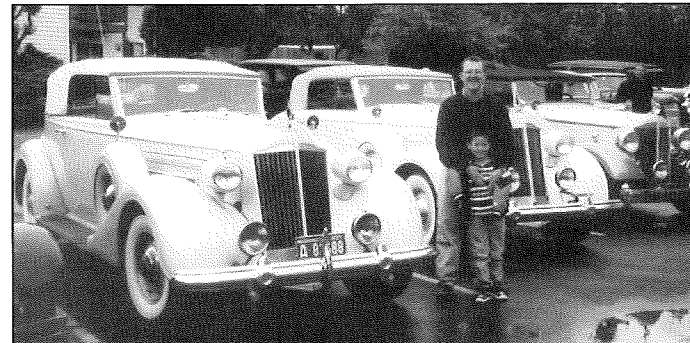
John Dennis & Myrl Johnson.



Paul Murray, Bill & Judy Mote.



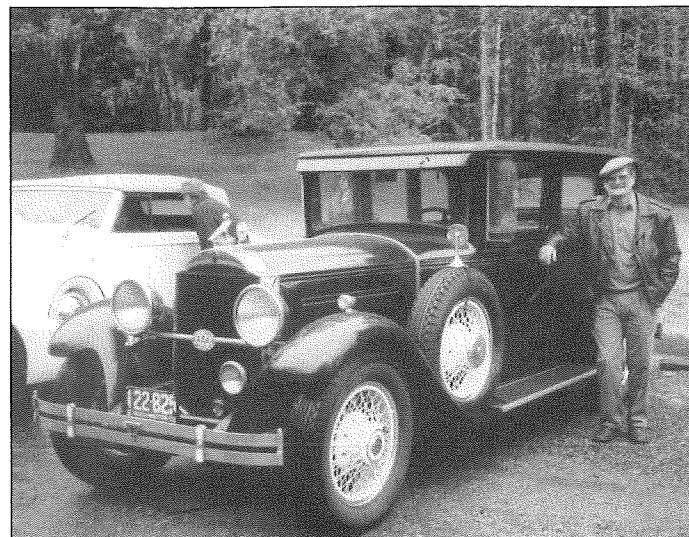
Tom Crook firing up his Duesenberg engine.



Adrian & son Troy Taylor at Anton's in front of Packard Row.



James & Lorraine Milligan - 1936 Auburn s/c Cabriolet - First tour.



Ernie Crutcher with his 1929 Packard which his father purchased new.



# A Classic Experience

BY PHIL GRISHAM

The day was capped off by a fun-filled banquet. There was a spirited auction featuring some outstanding automotive art. The evening was full of entertaining speakers and announcements.

Plan to take in a Classic Experience soon. You will not be disappointed.

This year, CCCA-PNWR members attending were Joe Carman, Ron Doss, Ed Rittenhouse and myself. We visited old friends and made a few new ones. A great classic time was had by all.

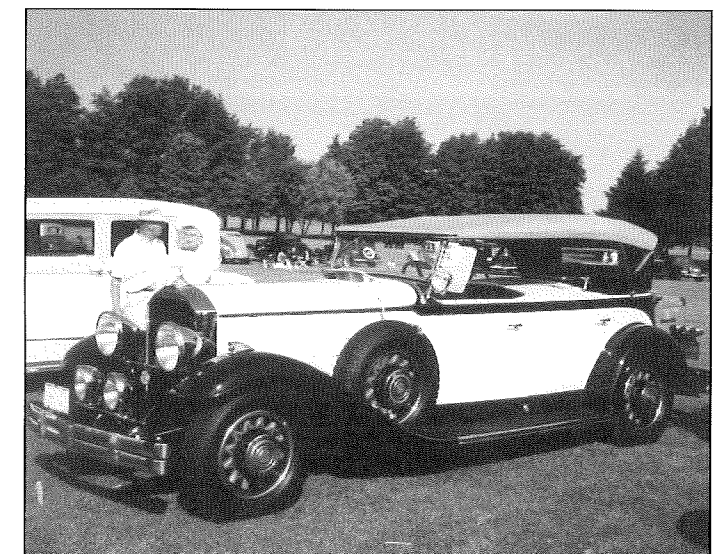
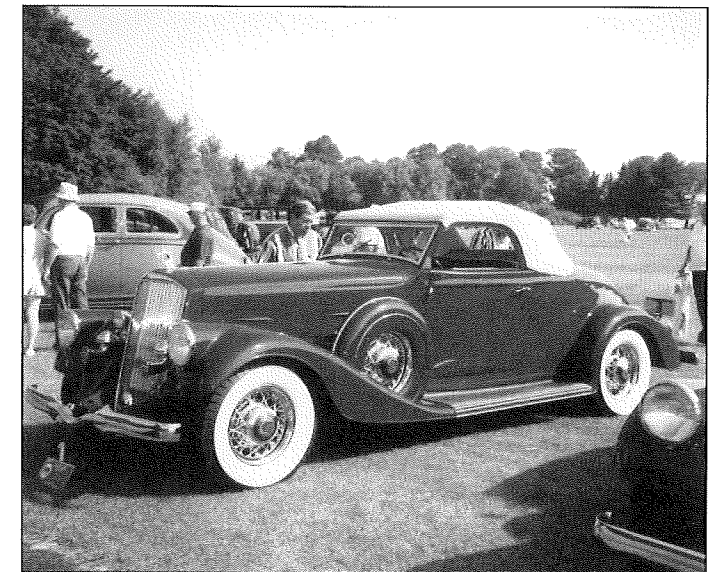


If you have never been to the Gilmore-Classic Car Club of America Museum near Hickory Corners, Michigan, you have an extraordinary event ahead of you. Try to time your visit for one of the annual CCCA classic experiences.

The grounds are expansive and meticulously well cared for. The multiple red barns with light trim housed many automobile exhibits. The Gilmore collection is large and varied. The CCCA barn has a great selection of outstanding classics. The newly leased Pierce-Arrow barn has a group of donated and loaned vehicles. There is a plan for construction of a new Pierce barn. The museum deserves our full support.

The Classic Experience began Friday, June 4. The kick-off was a catered dinner at the Kalamazoo Air Zoo, home of a fine collection of aircraft. For a fee, many of us opted for a ride in a wonderfully and, fortunately over-restored, 1929 Ford Trimotor. It was a trip back in time as we skimmed 1500 feet over the Michigan countryside. This was the typical operational altitude for this plane. In that day, passengers would fly by day to a train stop, travel overnight to an airport where they would board another Trimotor making for a then rapid transcontinental trip.

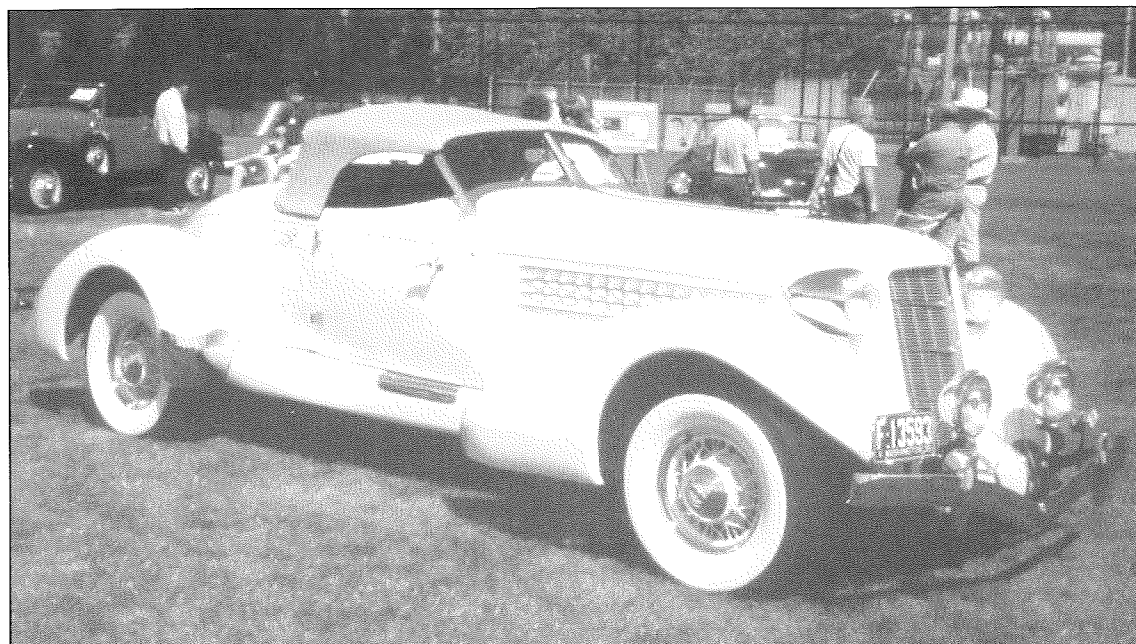
On Saturday, there was a "fun-day"...and it was! Many of the museum cars were brought out for a local tour. I had the privilege of riding in a 1931 Model 42 dual cowl phaeton Pierce, on loan from Steve Gold to the Pierce-Arrow Foundation. Paul Johnson drove, I attempted the navigation and Ed Rittenhouse and Jim Weston were chauffeured. We had a stop at Jim and Kathy Lohrberg's collection of gas station memorabilia. Later, there was a tour of Ron Elenbaas and Bill Johnston's "Off Bros" Museum, which contains a number of interesting vehicles.



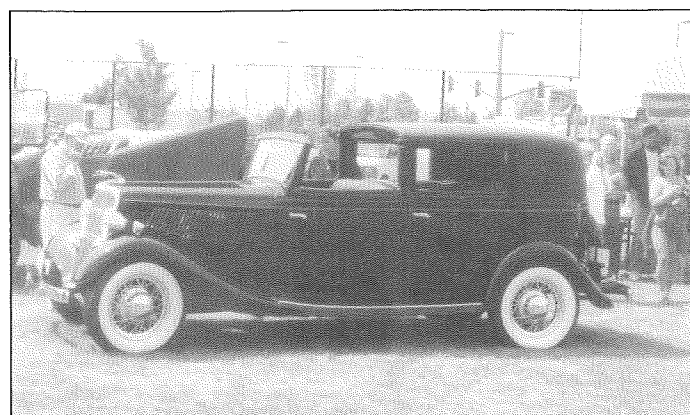


# Port Gardner Concours

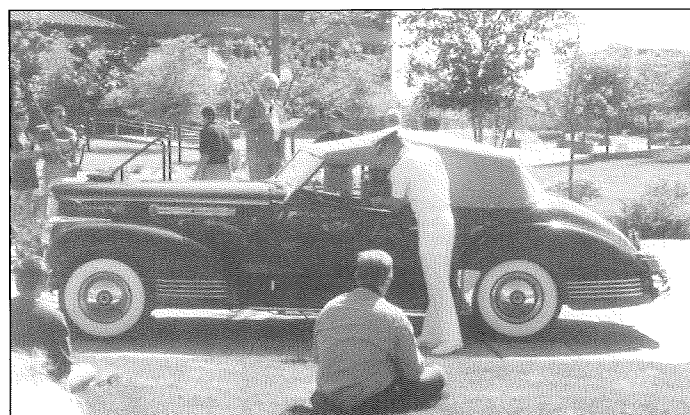
BY BILL DEIBEL



Best Prewar Car - 1935 Auburn 851 Speedster entered by John Dennis.



Best of Show - 1934 Ford Towncar with body by Rollston. Full Classic or just a wannabe??? Owned by non-member David Holzerland.



Gerry Greenfield receiving award for his 1942 Packard 180 Convertible Victoria by Darrin from CAPT Kim Buike USN of Naval Base Everett.



Interior of Ford Rollston Town Car.



Adrian Taylor's 1931 Franklin 153 Sedan.

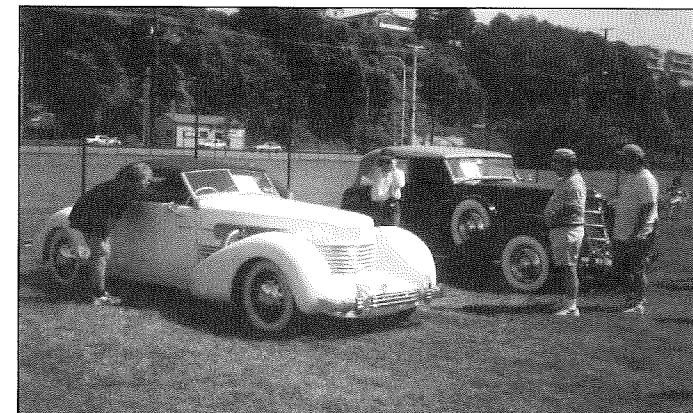
Sunday, July 25 surprised many by turning out mostly sunny and warm despite more ominous weather predictions by our notorious local weather soothsayers. The result was a very pleasant day for the second Port Gardner Concours to be held on the grass at Naval Base Everett. About 100 cars were shown with approximately 60 judged as directed by our own Roy Magnuson, Head Judge. Bill Deibel helped as Assistant Head Judge. Eighteen other PNWR members participated on the judging teams. As might be expected, Packard was the featured car. CAPT Kim Buike USN acted as host for the Naval Base and presented the awards.

In all, 19 PNWR members showed cars including 14 Full Classics™. Best of Show was an exquisite 1934 Ford Town Car with Body by Rollston. (I wonder what the classifications gurus would have to say under the "Please Apply" process. Ed.)

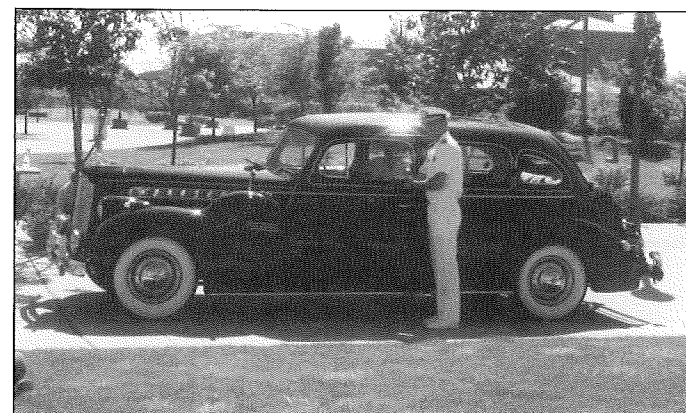
The PNWR was not left in the dust, however, as John Dennis won Best Prewar Car with his 1935 Auburn 851 S/C Speedster, Jim Raisbeck won Best Post War Car with his 1957 DeSoto Adventurer Convertible (nc) and eight other class awards were carried home by PNWR folks. (See page 16 for a complete list of PNWR participants, their Full Classics™ and awards.)



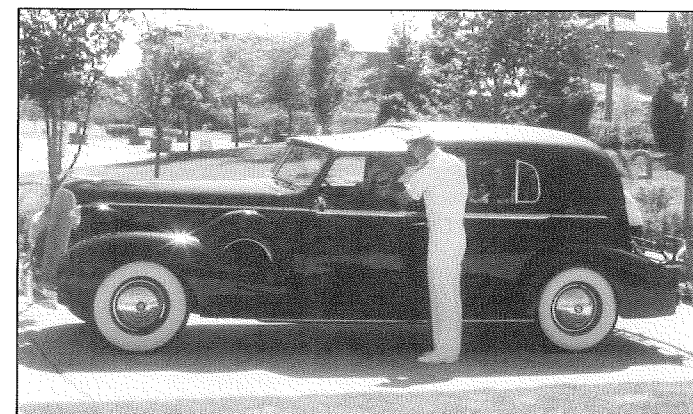
Richard Goodwin's freshly restored 1942 Lincoln Continental Cabriolet.



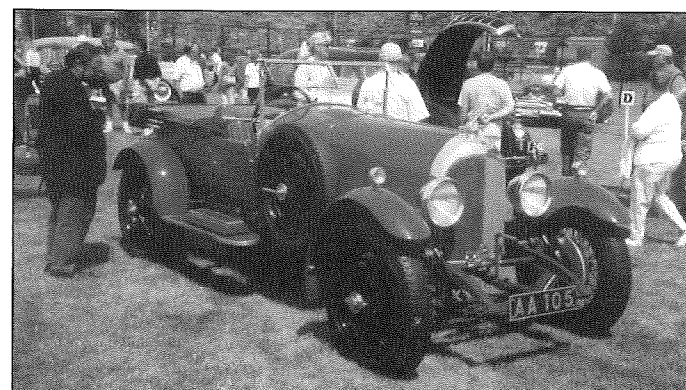
Auburn Cord Corner - Rick Turner's 1936 Cord 810 Convertible Coupe and new member Lou Berquist's 1935 Auburn 851 Convertible Sedan.



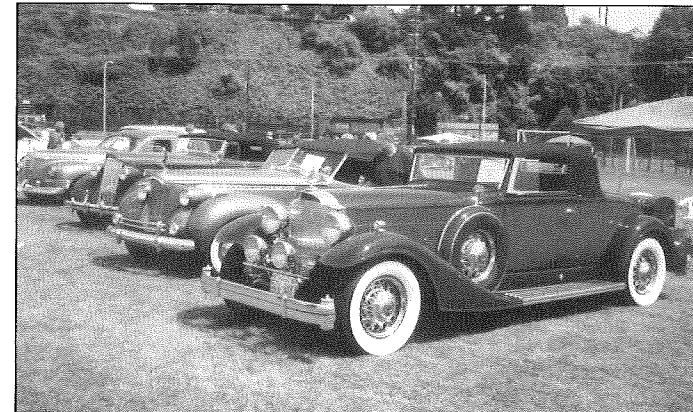
Merlin Granberg (non-PNWR member) receiving award for his 1940 Packard 160 from CAPT Buike.



Russ Juckett (non-PNWR member) receiving award for his 1937 Cadillac V12 Town Car from CAPT Buike.



Our cover car, Roy Magnuson's 1925 Bentley 3 Litre Speed Model Tourer.



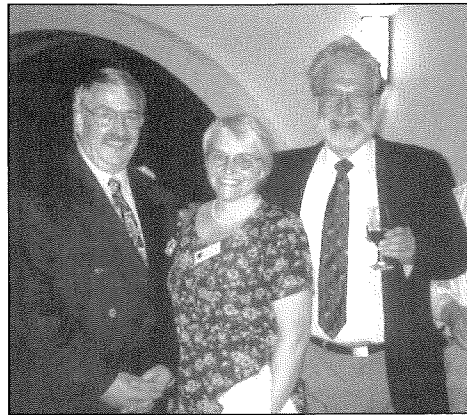
Packards were featured including Del Barton's 1933 Twelve Coupe Roadster and 1940 Darrin Convertible Victoria.







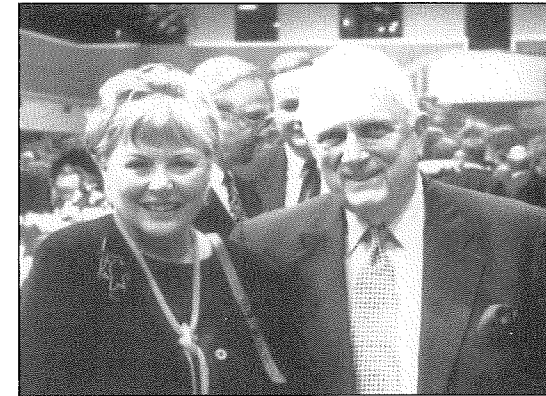
*I think it's British. Noel Cook to Terry McMichael.*



*All smiles - Dan & Gracie Dinsmore with Bill Holt.*



*Bill & Karel Deibel with California friends Claude & Bunny Rust talk Auburns with Jim Milligan. Carl Bomstead looks on. (See story page 15).*



*Joan & Hal*



*Joyce Johnson*

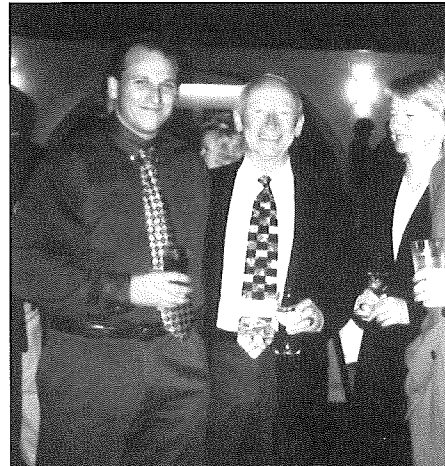
## *A Party Worth Coming Out For*

BY BILL DEIBEL

One hundred fifty seven PNWR members and guests turned out March 20 for our annual "Coming Out Party" which introduced nine great Full Classics™. We've come to take for granted a great event, and this year was no exception as attested to by the photos on these pages. See pages 12 and 13 for an album of the "debutantes". Kudos go to Gordon Apker as organizer and MC.



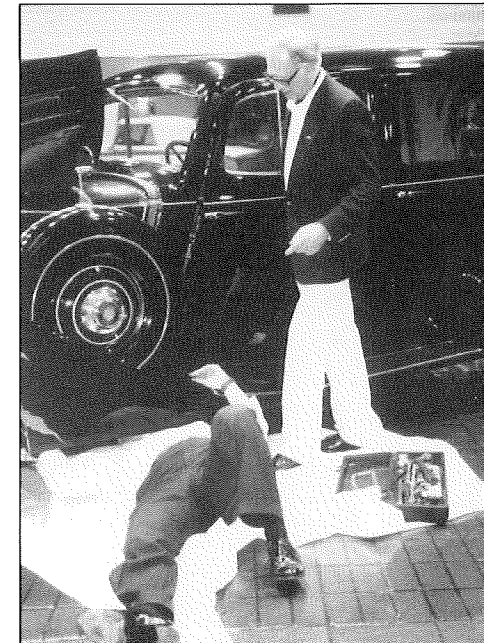
*More smiles. Adrian & Susan Taylor, Craig Christy, Gerry & Darlene Greenfield.*



*Everybody smiling - Wade Carter with daughter Sara and Tony Garmey.*



*John & Pat*



*The horn works, now try the lights - Apprentice Technician Robert J. Reverman learns about Packards from the ground up with assistance from Tom Sumner.*



*Lee Zuker explains things to ladies Gayle Harmon, Janet Cook, Marlene Zuker & Nancy Martin.*



*Hey!! No peeking. Tom Armstrong and Peter Hageman trying to get a head start.*



*A lot of thinking going on - Howard Freedman, center, with Stan Dickison, left, and Bob Reverman.*




*Denny & Bernie Dochnahl left and right with friends.*

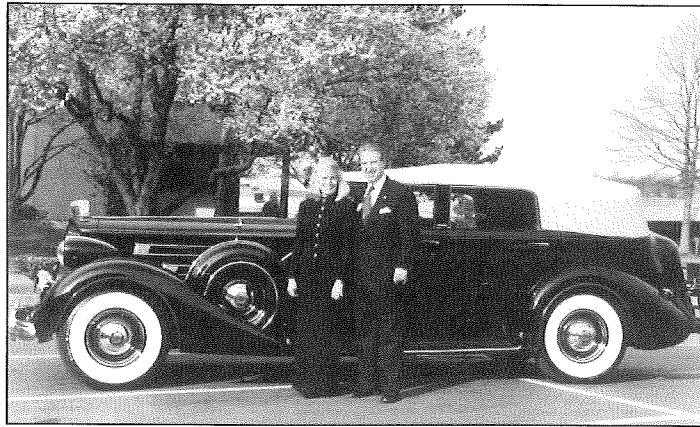


*This car speaks for itself.*

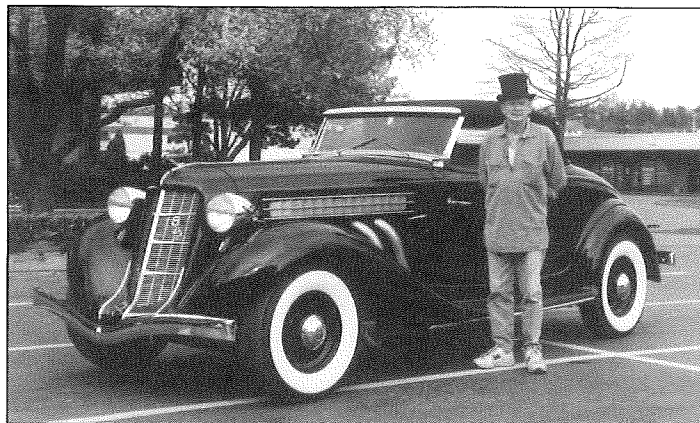




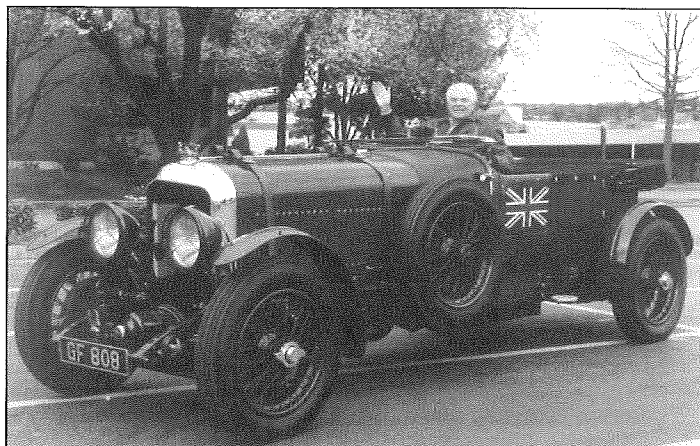
# PNWR DEBUTANTES OF 1999



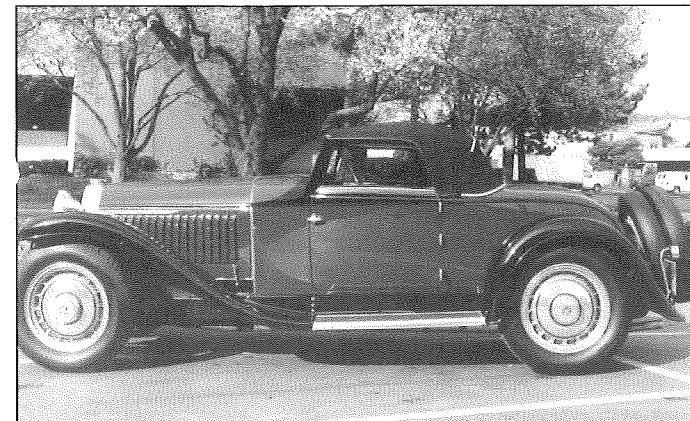
1937 Packard Twelve Convertible Sedan with owners Gayle & Ron Doss.



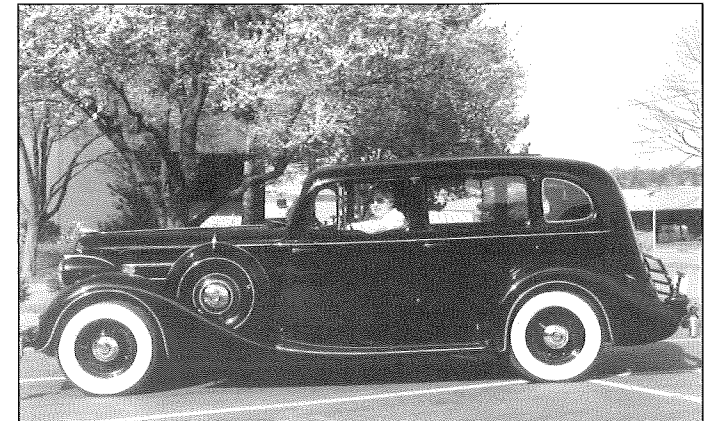
1936 Auburn 852 S/C Cabriolet owned by "The Cat in the Hat", Jim Milligan.



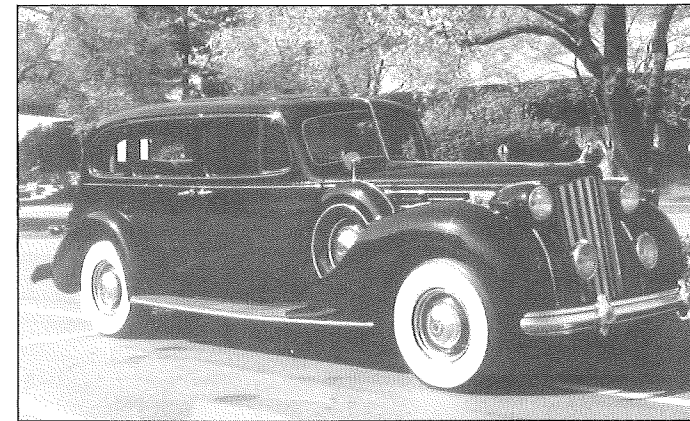
1930 Bentley Speed Six Tourer driven by owner James Raisbeck.



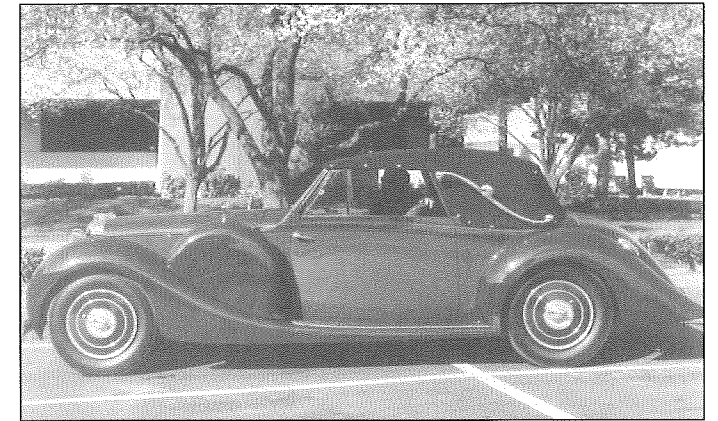
1932 Bugatti Type 50 Cabriolet owned by Charlie Morris. (non-PNWR member)



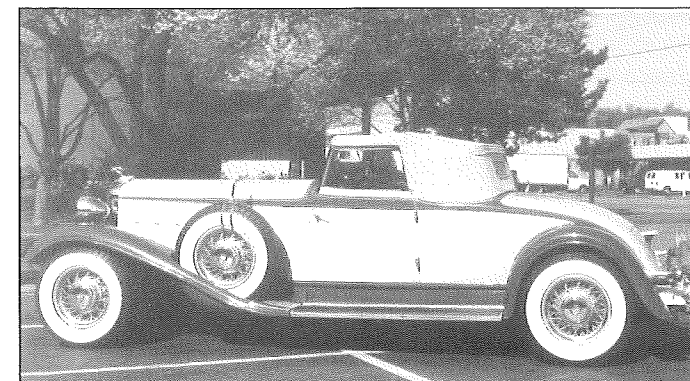
1936 Packard Eight Touring Sedan owned by Bob Reverman.



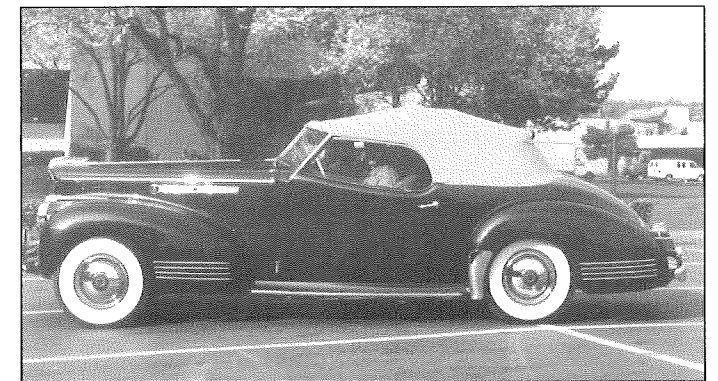
1939 Packard Twelve Formal Touring Sedan originally owned by the Boeing family. Now owned by John Fluke.



1939 Lagonda V12 Drop Head Coupe owned by Bill Roberts.



1933 Chrysler Custom Imperial Convertible Roadster by Derham owned by Ed Rittenhouse.



1942 Packard Super Eight 180 Darrin Convertible Victoria owned by Gerry Greenfield.



Alison Deibel

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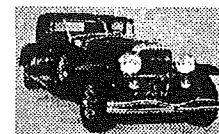
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2. List all losses in past three years and moving violations—antique and modern cars. (Date-Cause-Payment.) \_\_\_\_\_

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) \_\_\_\_\_

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☐ 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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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

# Long Ago and Far Away

## A Memoir

BY BILL DEIBEL

Once upon a time two teenage buddies from far off Lakewood, Ohio were out cruisin' on a sunny Sunday summer morning in Bay Village when they spied a neat-looking old convertible parked on a front lawn with a "for sale" sign on the windshield. A quick u-turn was executed, and a closer look revealed the car to be a freshly painted tan and brown *Auburn*! Now you might figure that two teenagers in 1952 would wonder what an *Auburn* was, but wonder of wonders these two teenagers just happened to be driving an *Auburn* that morning.

Well it wasn't long before the front yard Auburn's owner appeared from out of his house to explain that his car was a 1928 Model 88 cabriolet with original canvas top, top boot, *factory rumble seat top* and pigskin interior. Further inspection revealed a freshly rechromed radiator shell and wood spoke wheels with a mismatched set of tires - very good 6.00 x18 on the front and totally bald 7.75x18 super balloon, low pressure on the rear and spare. The price? \$150.00 - not negotiable.

So the two lads looked at each other, whispered briefly and produced \$10 each with the request that the car be considered "sold" with the balance of the price to be paid the next day. Accordingly a deal was struck. The reader should be noting the absence of what the over-eager car buyers should not have been neglecting - a demonstration.

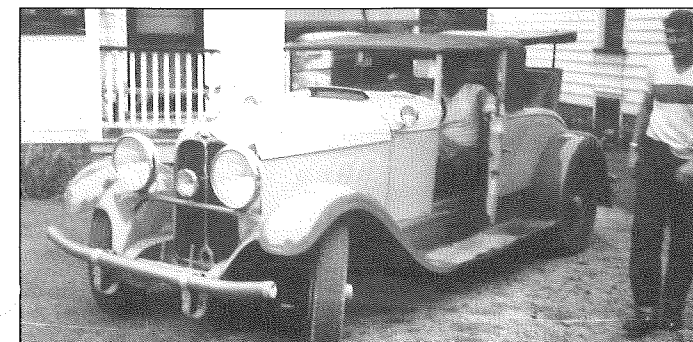
Next morning as planned the buyers returned with the rest of the money; signed an "as is" Bill of Sale; received the signed-off title; and went to drive off with their "unbelievable bargain." Well they did in fact drive off, but not with exactly the degree of pleasure they were anticipating. The engine started fine, did not knock and showed good oil pressure, *but* the brake pedal just pawed the air on its way to the floor. Fortunately the hand operated drive-shaft brake was in fine working order, so off they went. Well it didn't take long after pulling out to find that the nice, smooth, quiet engine did not have power "to pull the hat off your head," but it was sufficient to get the guys back home to Lakewood.

This is a "Good News," "Bad News," "Good News," "Bad News" story. You have just heard the "Good News" and the "Bad News." Now for the "Good News", and the "Bad News."

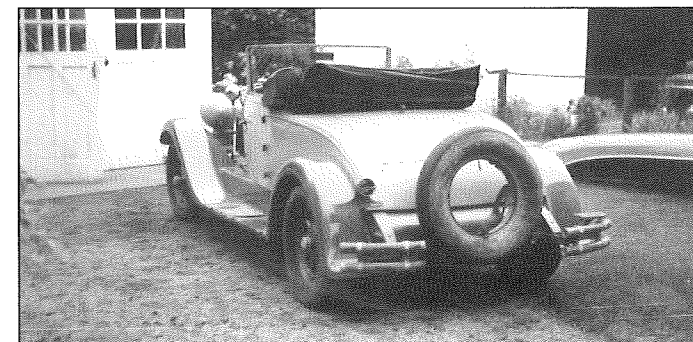
First addressed were the brakes. Master cylinder was empty - fluid would pump right out past the piston without developing any pressure. Off it came and into the basement sink where it and its parts were washed in hot water and laundry detergent. After reassembly, reinstallation and refilling it functioned just fine. Cost - about \$1.50 for fluid. Next priority was more power. Removing the distributor cap revealed the complete absence of one set of points in a dual point distributor. A second trip to the parts store and the installation of a second set of points resulted in "varoom", all kinds of power (without even resetting the timing). Cost - another \$1.50. Finally with air almost showing through the thin walled, virtually round cross-section, super balloon rear tires, some "new" rear tires were needed. The third junkyard visited produced three rather weathered 6.00 x18 tires and tubes. Now things were getting costly - these "skins" set the boys back a whopping \$15.00. (Incidentally, a very close-by, decrepit old B.F. Goodrich tire store had at the time a leftover set of five NOS 6.00 x18 white sidewall tires, but the price asked was a jaw dropping \$125.00) With a nifty, driveable, cabriolet the fellas needed a title and license plates - \$1.00 and \$10.00 respectively - which brought their "investment" to a gross total of \$179.00 (In Ohio the plates stay with the person not the car.)

Soon the word was out, and a third teenager appeared on the scene about to leave town for his freshman year at Dartmouth College. He needed wheels. He had dough - his dad was a large contractor who built lots of starter homes for returning veterans. Would the owners take \$350.00? *Would they - you bet they would!* So off the '28 Auburn went to Hanover, New Hampshire.

Alas, by Christmas, the '28 went crash and off to a snowy New England wrecking yard. Do you think there has been a resurrection, or was it just "recycled"—or, or? (You'll find that the best air connection is through Boston.)



Bill Deibel at the wheel with Claude Rust and their 1928 Auburn 88 Cabriolet. (For another snapshot of Bill & Claude see middle of top row in the centerfold pages 10-11.)



Rear view of the Deibel/Rust Auburn. Note the Super Balloon spare tire and note the factory rumble seat roof in the other picture.





## Port Gardner Concours

Continued from page 9

PNWR members, cars and awards were as follows: Full Classic™ - John Dennis, '35 Auburn, 1st in Class, Best Prewar Car; Gary Dunham, '33 Packard, 1st in Class; Gerry Greenfield, '42 Packard, 1st in Class; Del Barton, '33 Packard & '40 Packard, 2nd in Class for each one; Adrian Taylor, '31 Franklin; Arnold Barer, '29 Franklin; Roy Magnuson, '25 Bentley; Ted Barber, '40 Packard; Jim Milligan, '36 Auburn; Carl Bomstead, '47 Cadillac; Phil Grisham, '47 Packard; Rick Turner, '36 Cord; Richard Goodwin, '42 Lincoln Continental; Non-Classic - James Raisbeck, '57 DeSoto, 1st in Class, Best Post War Car; Jack Goffette, '53 Kurtis, 1st in Class; Bill Deibel, '51 Hudson, 1st in Class; Tom Sumner, '05 REO, 2nd in Class; Other Non Classic Cars - Dennis Sommerville; Jim Miller; Bob Reverman; Peter Hageman.

Judging were: Gerry Greenfield, Tom Sumner, Dennis Sommerville, Adrian Taylor, Ted Barber, Jim Milligan, Carl Bomstead, Phil Grisham, Peter Hageman, Rick Turner, Dick Hooper, John Kane, Hal Medén, Craig Christy, Fritz Gechter, Noel Cook, Paul Murray & Brad Ipsen.

At least three other Full Classics™ - a Packard, a Cadillac and an Auburn were shown, the first two of which won class prizes.



## 4th of July Yarrow Point Parade Well Attended as Usual

Organizer Al McEwan reported that the annual Yarrow Point 4th of July Parade was a big success again this year. It always seems to be a very popular regional event.

Among PNWR members and cars seen by Al were the following:

Al McEwan - '38 Lagonda LG-6 Drophead

Hal Meden/Joan Royal - '38 Bentley 4-1/4 litre Drophead

Brian & Randy Pollock - '36 Bugatti T857 Drophead

Ted & Beth Barber - '40 Cadillac 72 Sedan

Jim & Lorraine Milligan - '36 Auburn 852 S/C Cabriolet

Tom Sumner - '05 REO Runabout (nc)

Peter Hageman - Porsche 356 (nc)

Bruce Hill - Bentley S-II (nc)

Roy & Terry Magnuson - Corvette (nc)

David Smith - Ferrari 250 California (nc)

Conrad Wouters - Amphicar (nc x10)



## PNWR/CCCA 1999 ANNUAL MEETING



### PNWR/CCCA Annual Meeting Notice

Please Join Us! ☺

**Saturday, November 20th, 1999**

**Museum of Flight - Skyline Room**

9404 East Marginal Way South, Seattle

Phone number: (206) 764-5720

No Host Bar at 6:30 p.m. Dinner served at 7:00 p.m.

Business Attire

**Event includes self-tour of the Museum between**

**5:30 p.m. and 7:00 p.m. So come early.**

We will repeat the popular **Photo Exchange Table.**

Please bring your extra photographs of CCCA events.

The agenda includes the presentation of the **Car of the Day Awards** and installation of the **new Board of Directors.**

Our special feature presentation "**Hispano-Suiza Cars and Airplanes**" will be given by **Jules Heumann.**

Jules Heumann has served as Chairman of the Pebble Beach Concours d'Elegance for 28 years. Prior to that he was a judge at Pebble Beach as well as an exhibitor, having won Best of Show in 1972. He is president of the Hispano-Suiza Society, and was also the first president of the Candy Store, a private car club in California.

Please join us for this fun and lively event.

Questions? Call:

Brian Pollock (206) 467-6994,

Randy Pollock (206) 236-2354, or

Conrad Wouters (206) 325-8400

Reservations must be received **no later than Monday, November 15th** to meet the Club head count deadline.

Choose your tasty dinner, catered by McCormick and Schmicks:

### Grilled Breast of Chicken

Served with Shitake mushrooms and Marsala wine.

### Roasted Cedar Plank Salmon

Served with lemon chive cream.

### Jumbo Pasta Shells

Stuffed with Ricotta cheese and topped with roasted onion tomato sauce.

All dinners served with mixed green salad with caramelized walnuts, blue cheese, roasted red peppers in a balsamic vinaigrette.

Rolls & butter Fresh vegetables Coffee or Tea

McCormick & Schmick's Famous Chocolate Truffle Cake with Whidbey's Loganberry Liqueur Creme Anglaise.

Your Name(s):

Dinner Choice:	Number	@	Subtotal
Grilled Chicken		\$35.00	\$
Roasted Salmon		\$35.00	\$
Roasted Pasta Shells		\$35.00	\$
<b>Total Enclosed</b>			\$

Mail coupon and check to:

Conrad Wouters, c/o Federal Mortgage Company, Inc.  
2371 Eastlake Avenue East, Seattle, WA 98102.

Please make check payable to CCCA-PNR.

## VOTE FOR PHIL

**PHIL GRISHAM**, long time PNWR member and past Regional Director has accepted nomination to the National CCCA Board of Directors, and he will appear on the ballot you will soon receive.

Our Region has benefitted greatly from direct representation on the National Board most recently by Joe Carman and presently by Ron Doss who has chosen not to stand for re-election.

Phil Grisham is eminently qualified for a seat on the National Board in his own right, and the above Region considerations provide additional justification for the support of all PNWR members.

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

JUNE 2, 1999

The meeting was called to order by Director Deibel at Franco's Hidden Habor Restaurant in Seattle. Attending were managers Meden, McEwan, Milligan, Mote, Rittenhouse, and Turner; Secretary Barber; national Board Member Doss; and members Barer, Crook, Grisham, Hageman, Linke, Mounger, and Wouters. (Absent Board members: Bomstead, Johnson, Pollock, and Treasurer Magnuson.) The minutes of the May 5, 1999 Board Meeting were approved as corrected. The Regional membership is 154 members and 85 associates. The chairmanship of the membership committee has not yet been handed over to Anne Long. The BG deadline for the April-June issue is *now*. Dan Dinsmore has prepared a write-up on the Arizona CARavan which will be included in the BG. Some material now on hand may be carried over to future issues. A *Bumper Bolts* was sent to announce the McKinley tour, Fab '50s tour, and Sovren. Notice will be given in the next BG for the Yarrow Point July 4 Parade. National Director Doss reported that several local members were going to the Classic Experience at the CCCA Museum and there would be a Board meeting the following Monday and Tuesday. He showed flyers on Grand Classics for July 10 in Michigan and California. There will be a coast-to-coast, CARavan in 2000. He noted that National encourages regions to do mini-caravans. He also had applications for the National annual meeting in Indianapolis, which will include visits to the Speedway, museum and other features. Bill Deibel reported that the Washington Car Club Council has decided to rotate its meeting sites and not meet at swap meets. Current state legislation exempts cars older than 25 years from emission tests, effective Jan 2000. R. Doss gave Director Deibel a copy of the proposed regional driving award. The participation award will be described in the next BG.

In a report on the 1998 CARAvans, McEwan reported that the video for the second CARavan is being duplicated and after its distribution, CARavan books will be closed. P. Grisham reported no further news on the joint 2001 GC with PNR and the Oregon and Northern California regions. R. Doss questioned whether GC dates had to agree from region to region. The PNR Board preferred flexible dates.

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

June 4-6. Grand Experience at CCCA Museum. Featuring Pierce-Arrow. Several members from PNR attending.

**June 5 (Sat.) Tour to Brent McKinley's.** Mgr. Johnson. Bring your own picnic, flier out.

**June 19 (Sat.) Fabulous '50's 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 (Sun.) Pt. Gardner Concours.** Features Packard. mgr Magnuson (head judge). May not be at naval base.

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

**Aug 6-8. Garage Tour to Vancouver BC,** Mgr. Doss. Carlson co-ord in BC, garage visits, evening event.

Aug 29. Pebble Beach Concours. G. Mounger expects 195+ cars, described five Packard classes, other features.

**Sept 25-27 Overnighter to Centralia Rainbow Falls** w. Oreg Reg & ACD. Dixieland band. Mgr. T. Crook/D. Ellis.

**Oct 8-10. Bellevue Place/Wintergarden.** Hageman will assist, needs contact person with sponsors, on-site mgr for car arrangement. Publicize in BG &/or flier. Board consensus: keep money given to Club, maybe donate elsewhere. No breakfast.

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

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

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

A nominating committee consisting of G. Johnson (chr.), Hal Meden, and Bill Deibel was announced. The meeting adjourned at 8 pm. The next meeting will be July 7 at Franco's Hidden Harbor, Seattle.

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JULY 7, 1999

The meeting was called to order by Director Deibel at Franco's Hidden Harbor Restaurant in Seattle. Attending were managers Bomstead, Johnson, Meden, McEwan, Milligan, Mote, Pollock, Rittenhouse, and Turner; Secretary Barber; Treasurer Magnuson; Membership Chr. Long; and members Grisham, Hageman, Kane, and Wouters. (Absent Board members: none.) The minutes of the June 2, 1999 Board Meeting were approved. Treasurer Magnuson reported a balance of \$7,403. The Regional membership is 161 members and 87 associates. The membership chairman is now Anne Long, but she needs to get with Shirley Starr to complete transfer of records. The next BG deadline is Sept. 1. Some material now on hand may be carried over to future issues. National Director Doss reported (in absentia) that plans for the August minicaravan to BC were in place (see below). In a letter, he discussed the 50th anniversary annual meeting (for National) in 2002. Inputs from regions for hosting this must be in by Oct '99. Bill Deibel and G. Johnson are working on obtaining a chairman for the proposed event. A letter will be sent to National from the Region submitting our proposal.

In a report on the 1998 Caravans, McEwan reported that the video for the second Caravan is completed and distribution is 95% finished. G. Apker reported (in abs) that the Coming Out Party was a success, with 157 attending and made about \$1,000; he has sent pictures for the BG. A chairman is needed for next year. P. Grisham reported on the joint 2001 GC with PNR and the Oregon and Northern California regions: both feel that it would be unworkable, but may participate in one here. The Board voted not to have the GC in 2001. Members discussed other options: a Friendship Day, an "unrestored" meet, or a combination of these. Sites suggested were: Battelle Institute, Bloedel estate, St. Edwards's Park, Discovery Park, or another estate. The tour to McKinley's had a good turnout in spite of the weather, G. Johnson reported. He called many members to get this turnout and suggested a permanent calling committee. Four members attended the Fabulous 50s Tour. A. McEwan reported that the July 4 parade was a success, with several Classics there. The Sovren races were not well attended by the CCCA with only \$90 of the \$300 worth of tickets purchased. Director Deibel suggests we scrub this for next year.

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

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

July 17 (Sat.) All-British Field Meet.

**July 25 (Sun.) Pt. Gardner Concours.** Features Packard. Mgr Magnuson (head judge). At naval base. About 60 cars registered so far.

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

**Aug 6-8. Garage Tour to Vancouver BC,** Mgr. Carlson, Doss co-ord in Seattle area, meet at So-Ctr theatre Fri 10am. Collections to be seen Saturday: P. Walsh, R & X Restorations, & D. Cohan. Saturday dinner at Salmon House; Sunday: A. Johnson collection and return home. Est. 15 cars going Fr. May also have BBQ at Carlson's.

Aug 29. Pebble Beach Concours. G. Mounger expects 195+ cars, described five Packard classes, other features.

**Sept 25-27 Overnighter to Centralia Rainbow Falls** w. Oreg Reg & ACD. Dixieland band. Mgr. T. Crook/D. Ellis.

**Oct 8-10. Bellevue Place/Wintergarden.** Hageman reported mgr needed, schedule conflict w. Hershey, need theme car: perhaps Packard, or the roadster (still in work). Publicize in BG &/or flier. Board consensus: keep money given to Club, maybe donate elsewhere. No breakfast to be scheduled.

**Oct 30 (Sat.) Fall Tour.** Mgr Magnuson. Garages: Fluke, Armstrong, Wouters, possibly Nardoni in Maltby.

**November 20 (Sat.) Annual Meeting.** Museum of Flight. Mgr. Pollock. Room charge: \$500 = \$35/meal. Film on Cord may be used on program. Deposit made, working with caterer.

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

The meeting adjourned at 8:30 pm. The next meeting will be August 4 at Franco's Hidden Harbor, Seattle.

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

AUGUST 4, 1999

The meeting was called to order by Director Deibel at Franco's Hidden Harbor Restaurant in Seattle. Attending were managers, Johnson, Meden, McEwan, Milligan, and Pollock; Secretary Barber; Treasurer Magnuson; National Director Doss; and members Adatto, Barer, Crook, Ellis, Greenfield, Taylor and Wouters. (Absent Board members: Bomstead, Mote, Rittenhouse, and Turner.) The minutes of the July 7, 1999 Board Meeting were approved as corrected. Treasurer Magnuson reported a balance of \$6,854. The Regional membership is 161 members and 87 associates. The membership chairman, Anne Long, still needs to get with Shirley Starr to complete transfer of records. The next BG deadline is Sept. 1. Needed are material on Pt. Gardner (T. Barber has photos) and McKinley tour (G. Johnson). National Director Doss reported on the upcoming questionnaire, the Annual meeting in Indianapolis, and the 50th anniversary Annual Meeting in 2002. Proposals for the latter include Buckhill Falls (Skytop). Inputs from regions for hosting this must be in by Oct. 15, 1999. The best nearby PNR site is still the ex-Red Lion in Bellevue, but more remote sites are being considered. A chairman for the proposed event is still needed.

In a report on the 1998 Caravans, McEwan reported that the final wrap-up is near. Some checks need to be sent, videos are mailed. R. Doss discussed the driving award, still in the works. Renewal forms might be modified to include mileage. R. magnuson gave a re-cap of Pt. Gardner, with about 90 cars entered (about 30 Packards). He noted that date co-ordination needs to be done with other events, particularly with Forest Grove. The CCCA will continue to give help as needed, with interest for this expressed by several members present. A. McEwan reported on Forest Grove noting that several CCCA regional members won awards.

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

**Aug 6-8. Garage Tour to Vancouver BC,** Mgr. Carlson, Doss co-ord in Seattle area, meet at So-Ctr theatre Fri 10am. Collections to be seen Saturday: P. Walsh, R & X Restorations, & D. Cohan. Saturday dinner at Salmon House; Sunday: A. Johnson collection and return home. Est. 28 cars going. May also have BBQ at Carlson's. Closure of Chuckanut Drive may affect return route.

Aug 29. Pebble Beach Concours. G. Mounger expects 195+ cars, described five Packard classes, other features. Several CCCA regional members have cars entered.

**Sept 25-27 Overnighter to Centralia Rainbow Falls** w. Oreg Reg & ACD. Dixieland band. Mgr. T. Crook/D. Ellis. Leave from T. Crook's at 9:30 am. The Oregon region has arranged a tour to Tokeland. D. Ellis has arranged parking.

**Oct 8-10. Bellevue Place/Wintergarden.** Hageman reported mgr needed, schedule conflict w. Hershey, need theme car: perhaps Packard, or the roadster (still in work). Publicize in BG &/or flier. Board consensus: keep money given to Club, maybe donate elsewhere. No breakfast to be scheduled.

**Oct 30 (Sat.) Fall Tour.** Mgr Magnuson. Collections: Fluke, Armstrong, Wouters, Nardoni in Maltby.

**November 20 (Sat.) Annual Meeting.** Museum of Flight. Mgr. Pollock. Room charge: \$500 = \$35/meal. Film on Cord may be used on program. Deposit made, caterer signed.

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

G. Johnson noted that the Coming Out Party had not been booked because of Y2K problems at the previous location. Other sites were discussed. An all-Packard invitational event needs brass Packards, volunteers. A. Taylor and W. Deibel will assist.

The meeting was adjourned at 8:45 pm. The next meeting will be Sept. 1 at Franco's Hidden Harbor, Seattle.

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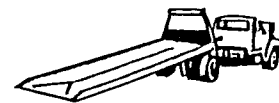
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## Last But Not Least

Your managers and officers, especially the Membership Chair, need the cooperation of all members when it comes to membership renewal. Our region's fiscal and membership year runs from October 31 to October 31, not on the calendar year. It is also very important that renewals are received promptly to correspond with National renewals and to permit the prompt printing of the coming year's directory. We want and need your continued membership participation. Those who do not respond in a timely fashion necessitate a lot of follow-up work for the membership chair and your board.

**Renewal notices will be going out to all current members very soon.**

***Please don't put them aside. Please return them to Anne Long to arrive before November 1.***



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

**October 30**

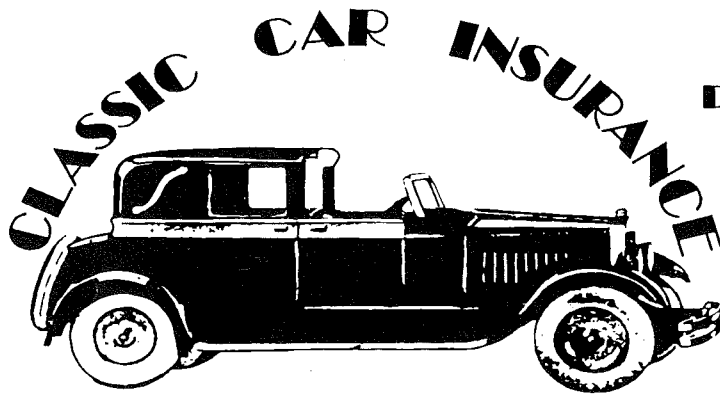
**Fall Garage Tour - Mgr. Roy Magnuson**

**November 20**

**Regional Annual Meeting - Mgr. Brian Pollock**

**December 12**

**Holiday Party - Mgr. Roy Magnuson**



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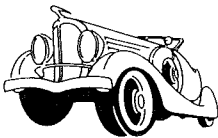
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