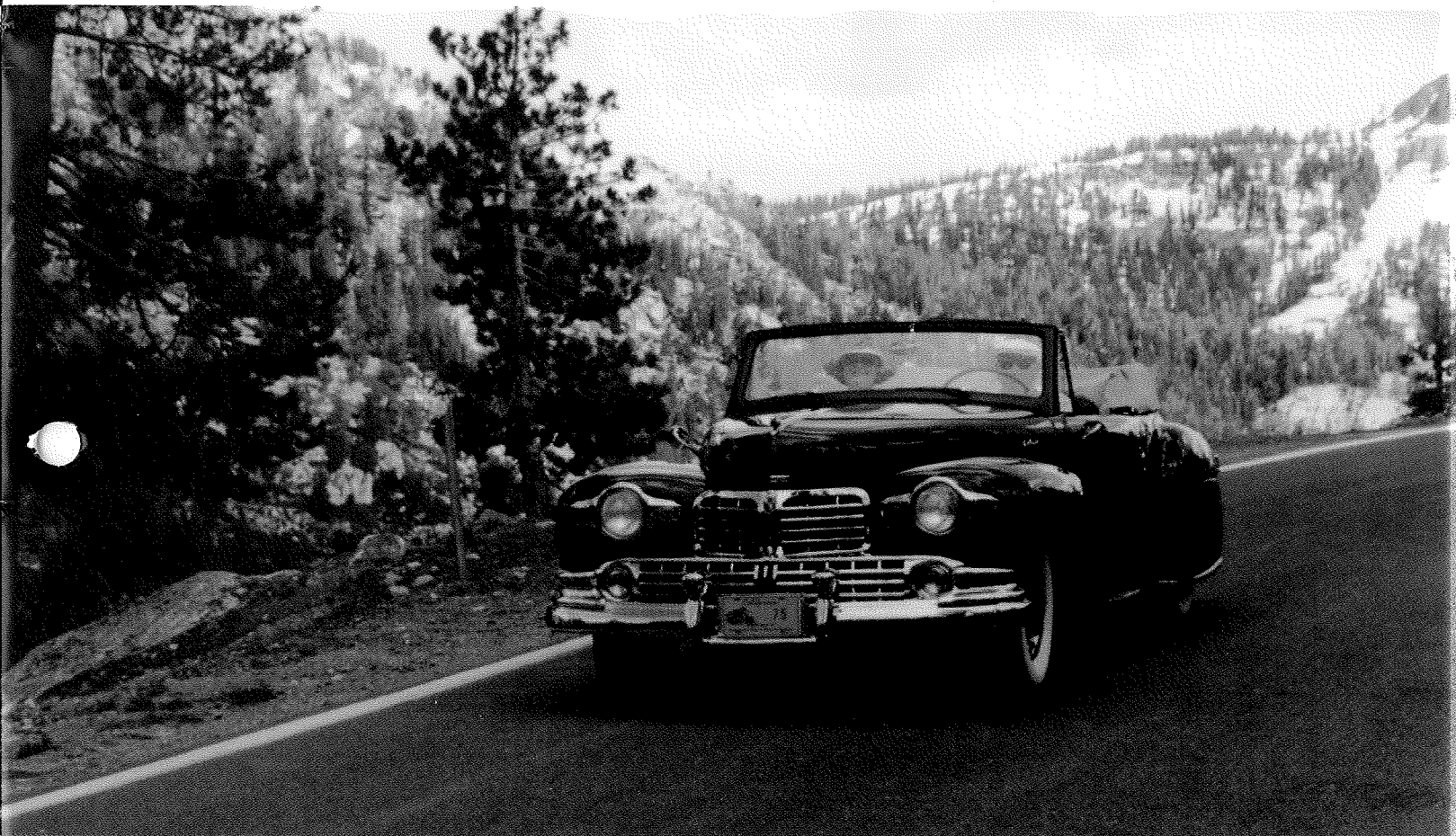


# BUMPER GUARDIAN

VOLUME 9

NUMBER 4



1948 LINCOLN CONTINENTAL  
MODEL 876H CABRIOLET

*Joyce Johnson*



October 1999 through December 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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#### 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.

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#### 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.

## Hal Medén Cited by MS Society

PNWR Board member Hal Medén has been named 1999 Volunteer of the Year by the Western Washington Chapter of the National Multiple Sclerosis Society. (Hal was elected PNWR Assistant Regional Director at the Annual Meeting in November.)

An engraved crystal award commemorating the honor was presented to Hal at the Chapter's recent Annual Meeting. In making the presentation, Chapter President Norman Schwamberg commented on "Hal's numerous contributions...all of them pursued with considerable vigor."

Hal served eight years on the Chapter Board and retired in October, but has continued active with the Chapter as a member of the Development, Personnel and Annual Auction Committees.

The NMSS was funded \$167.5 million in MS research in the past 10 years, with significant participation from the Greater Washington Chapter. (The NMSS currently funds five MS-related research projects at the University of Washington.) In fiscal 1999 the Chapter raised \$2.5 million for research funding through NMSS and local services for 6,000 clients in Western and Central Washington. For reasons unknown Washington state has one of the highest MS incidence rates in the nation.

## Classics & Horsepower Heaven

BY JOHN CARLSON, B.C. LIAISON

Horsepower, a drive-in movie and a great Concours d'elegance set the stage for Western Canada's newest and largest old car event. A small blossoming town, Langley, just north of the US border, was the setting for the *Langley Good Times Cruise-in* held in midsummer this year.

Downtown Langley was filled with more than 2000 vehicles. There were street rods, collector cars of every description, muscle cars, vintage vehicles and low riders. A small picturesque park beside the downtown core was the setting for the Concours d'elegance hosted by the Vancouver Chapter of the Vintage Car Club of Canada. Collector cars and classics were in abundance.

Some Full Classics™ on display were two Duesenbergs, several V-12 Packards, an Auburn Boat Tail, a number of exotic foreign roadsters and a mixture of 40's Cadillacs and Lincoln Continentals. There was a significant group of pre-'15 Antiques, including a newly restored 1912 Kissel 6-60 semi-racer.

Participants came from many western states, including Southern California. The festivities started at the Langley drive-in with 500 cars gathering for a premier showing of American Graffiti. The drive-in event was sold out weeks in advance. On Saturday morning the downtown core of Langley became a huge parking lot. All of the main streets were closed and made available to collector cars, hot rods, etc. for parking. The local merchants provided food and shopping. Television cameras rolled with the host of My Classic Car interviewing many participants. At noon vintage airplanes flew in a formation overhead dipping their wings to the spectators below.

This event has all the makings of becoming the Pleasanton of the North. Event organizers are anticipating in excess of 3500 participants next year. Dates and information will be given in a future article.

## It's About Time...and Style

BY GARY JOHNSON

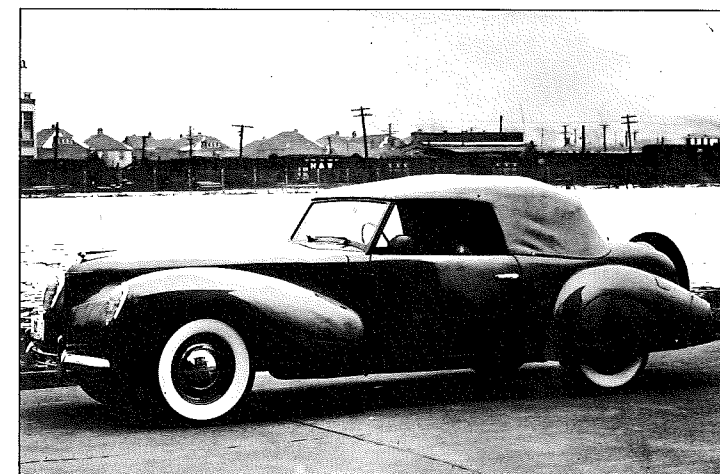
Our Editor informs me that the last 40 BUMPER GUARDIAN feature cars include among them 11 Packards, five Duesenbergs, four Pierce-Arrows, three each Bentleys, Cadillacs, and Lincoln K models, two Rolls-Royces and one each of nine other makes—but *no* Lincoln Continentals. So it is about time! After all, in New York the Lincoln Continental was one of the eight cars featured in the Museum of Modern Art's 1951 Exhibition of Outstanding Automobiles "chosen primarily for their excellence as works of art."

It's surprising that a car the renowned architect Frank Lloyd Wright described as "the most beautiful car ever designed" (he owned two of them) came into production by happenstance.

Edsel Ford began traveling to the Continent as a child. In his teenage years he put together a scrapbook of custom cars from the Continent that he particularly liked. As the authors of *Lincoln Continental—the First Fifty Years* explain: "As the Nineteenth Century merged into the Twentieth it became apparent that, for some Americans at least, a wistful glance across the Atlantic was paramount to being fashionably chic and cultured. In the Thirties Fred Astaire and Ginger Rogers glided to the strains of a tune that heralded the beautiful, the daring, the subtle, the ultra-new—**The Continental**—a dance of passion and fashion, of moonlight and romance. In the last year of the Thirties a car was introduced that bore the same name, the continental qualities of which, its enthusiasts believe, lost nothing in translation from dance to automobile."

The concept of the Lincoln Continental occurred when Edsel Ford returned from one of his frequent European vacations in September, 1938. He asked E. T. "Bob" Gregorie, head of Ford Styling, to build him a special convertible coupe strictly for his personal use. There was nothing unusual in this request as Edsel had a one-of-a-kind Ford built for him about once a year since the early Thirties. Edsel gave Gregorie some sketches he made showing a design unlike anything then produced in the United States. The sketches showed a low silhouette, long hood, relatively short passenger compartment and an unusual rear deck treatment with the spare tire mounted outside. The stylists could find little fault with the design except they felt the spare should

be placed inside the trunk, a practice generally favored at the time. The stylists drew up a version with a concealed spare. Edsel, who visited the shop every day, turned down the idea saying "it's very nice, but I wanted it to be strictly continental." Thus was born the *Continental* suggestive of certain European styling characteristics. The car was revised with the spare mounted outside, but the contours of the rear deck gave the car an unfinished appearance. The deck was then revised by squaring its line and raising it as high as possible without losing the flowing lines of the Lincoln Zephyr.



Special car built for Edsel Ford. Note Zephyr name plate above grille and slanted elongated headlight frames.

The first Continental was based on sheet metal for the 1939 Zephyr, with special inserts which added 12 inches to the hood and fenders. Zephyr door panels were cut horizontally, a strip four inches wide removed and the parts welded together again. Other panels were hand-framed on wooden blocks. The windshield frame and some other parts were aluminum castings. The car was 209 inches long on a 125-inch wheelbase and 62 inches high. It used the Zephyr's 110 HP V-12

engine and running gear.

Thus was conceived the Lincoln Zephyr Continental. It was completed on schedule, finished in the traditional Eagle Grey paint scheme with grey leather trim and delivered to its delighted owner in Florida. Rumor has it that this Ford family vacation created quite a stir among the "Snow Bird" elite in Florida. Cruising around amid admiring stares and drawing constant questions, this new Lincoln Zephyr was so well received that Edsel took 200 blank-check orders back to Dearborn with him. A second prototype was built and, by April 1939, it had been decided that the Continental would be produced on a limited basis for the 1940 model year. It couldn't possibly make any money for the company—that was obvious. But as an image builder and showroom draw it had almost unlimited potential.

At first only the cabriolet was offered at \$2,840, but the coupe soon followed. This price seems quite high when compared with



## Cover Story - Time and Style

Continued from page 3

the production Cadillac 62 convertible coupe at \$1,795, but it was a bargain compared to the \$3,800 Packard 120 Darrin convertible victoria—another ultra high style, labor intensive rework of a standard medium priced car. There were only 350 cabriolets and 54 coupes made that first year and Lincoln lost money on all of them. In 1941, the name Zephyr was dropped and the price went down to \$2,778 for the cabriolet and production was trebled to 400 cabriolets and 850 coupes. 1941 also saw the introduction of those ubiquitous push button door locks, however, the Cadillac still cost less and was powered by a V-8 of 346 cubic inches and 150 HP while the Lincoln V-12 was only 292-cid and 120 HP and the car weighed considerably more than the Cadillac. Packard's Super Eight provided 165 HP from 354 cubic inches. Critics at the time such as *The Sidewalk Superintendent* wrote, "When it comes to picking up speed from a stop position, you can't beat a bus you've just missed." But it was pretty if not a paragon of power. Before the war stopped production in 1942 the car was 4.5 inches wider, 7 inches longer and 170 pounds heavier and sold for \$3,174. Only 336 of the rare 1942 models were produced.

When production resumed after the war, the 1946 Lincolns were simply face-lifted 1942 models. The Continentals at \$4,500 now were considerably more expensive. A highlight of the early postwar period was the choice of a "Pace Car Yellow" Continental to pace the 1946 running of the Indianapolis 500. Sales of the Continental topped 1659 in 1947, its best year ever, but the writing was on the wall. In 1948 the price had risen to over \$5,300 (nicely optioned, as they say now) and the only change from 1947 was clear fog lights in place of amber. Only 452 cabriolets and 847 coupes were built as production ended in March and Lincoln was reportedly losing \$800 to \$1000 on each one. But that was only part of the story. The death of Edsel Ford on May 26, 1943 had really sealed the fate of this "Queen of Classics".

Our feature car was built in December 1947 and shipped to a Schroeder Motor Sales Company probably as the last Continental they would receive. Most dealers never received even one in the six model years. The color was Moss Green with green leather interior and tan top. It was equipped with Firestone white sidewall tires, vacuum antenna, hydraulic power windows and top, foot-operated radio station selector button and front and rear

heaters. It also had left and right side mirrors, the right one placed so the driver can't see it, but remember this is beauty first and *sometimes* function.

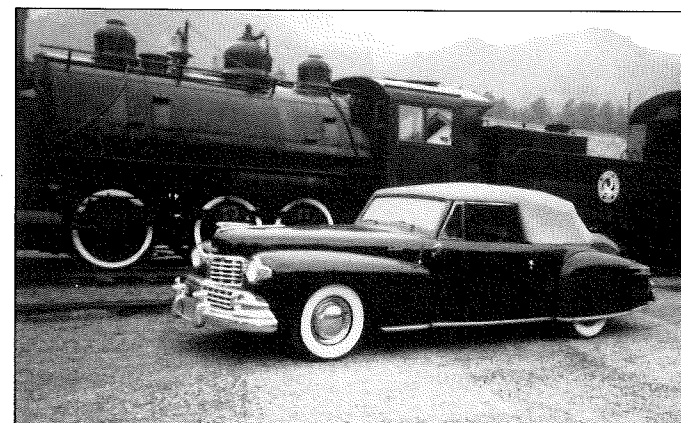
The intervening years were good to the old girl, it seems, because in 1983 CCCA Club member Rod Marconi who owns R & M Classic Cars restoration in Redwood City, California bought her as a rust-free, straight car from A. C. Kanett. The car was 95% complete, disassembled and an easy restoration except the filing and sanding of the enormous grills for plating.



However, because it had to take a back seat to customers' cars, it was not completed until 1986. That year at the Grand Classic in Carmel Valley it scored 99.5 points; received its Senior in 1990 in Los Angeles at the Grand Classic and Premier in 1991 at the Annual Meeting in San Francisco. It also received the Ford Motor Trophy for best 1946-48 from the Lincoln Continental Owners Club and the Dearborn Award from the Early Ford V-8 Club. She's been driven on the 1988 Sea to Sierra, 1990, 1994 Pacific Northwest, 1996 CanAm and 1997 Gold 'n' Wine CARavans all without incident except for her inability to keep up with Ron Doss and Tom Crook.

In the summer of 1990 a photographer on assignment to do a Ralph Lauren catalog, drove by the Marconi's home and spotted the car in the driveway. He told Rod he would pay him \$300 for one day to photograph the car. Thus, it's not one of the famous

Continued on Page 5...



car collector's Bugattis that appear in his catalog but our featured Lincoln Continental.

In June of 1991 Joyce and I took our 1936 Ford Roadster to the Early Ford V-8 Picnic at Bellevue Community College. Ron and Gayle Doss were there with the beautiful 1948 black Continental they owned at the time. Joyce *loved* that car and that's all I needed to buy one like it for *her* (not for me, you understand)! Ron had pictures of this perfect car that was on the CARavan the previous year and I was hooked. I called Ron and made a deal over the phone taking Ron's word on the condition of the car, with the caveat that if we weren't happy, Ron would trade us straight across. By the way I recently asked Rod why he sold the Continental and he said, "I wanted to buy a car that would keep up with Ron Doss on a CARavan." Rod bought a 1947 Packard Custom Super Clipper Eight with overdrive. He tells me he's thinking of hopping it up with two carburetors and some other items. Better watch out Ron.

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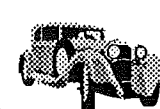
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In the spring of 1992 we took the "Green Machine" on its first CCCA outing under our ownership and it almost proved to be the last. It was an overnighter to Portland to tour some collections and meet with the Portland Region. I shined her all up, got my emergency parts and tools together and prepared to meet at the Southcenter Mall Saturday morning. We were the first car to arrive (new members are always early). Norm Herstein arrived in his original Packard, and then Tom and Susan Armstrong drove their 1931 Duesenberg 8 J-488 Convertible Sedan up and parked it next to us. It was time to be friendly, so Joyce pushed in her door button forgetting that the Continental's doors *spring* out. Tom had his door open at the same time to get something behind his seat. Joyce's door hit the Duesenberg. Joyce was devastated and almost demanded to be taken home in embarrassment. Tom and Susan, in what I've since learned is their Class Act style, proceeded as if nothing had happened. They never mentioned the incident, went out of their way to make us feel welcome and watched out for us on the trip. We had really joined the "Classy" car club.



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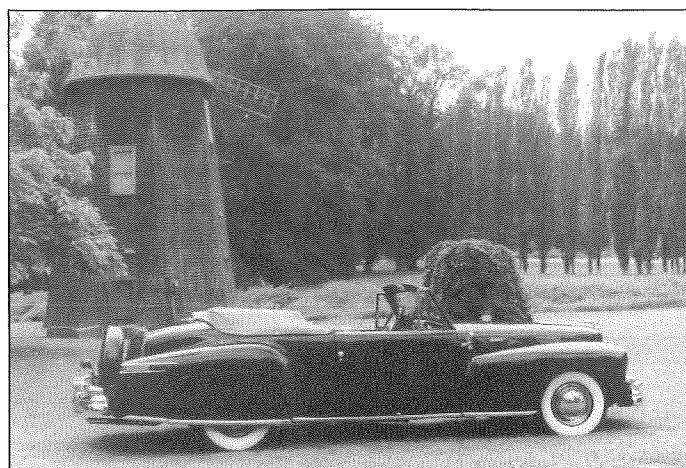
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## *"Liquamatic Drive"*

### *Obscure 1941-1942 Lincoln Continental Option*

The Liquamatic Drive consists of a fluid coupling, conventional pedal-operated clutch, three-speed semi-automatic transmission and overdrive wherein shifting from second to high is made automatically.

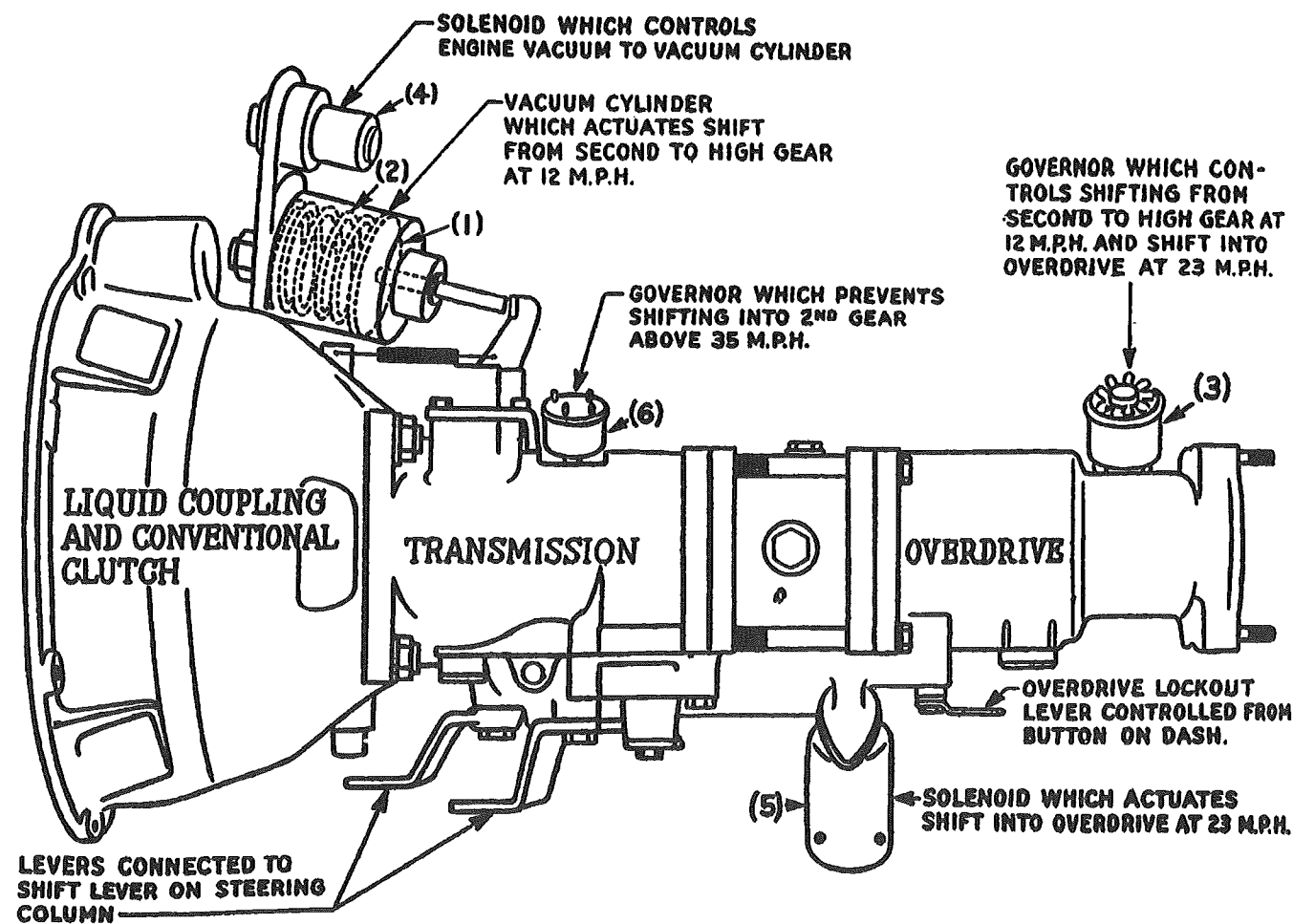
The transmission has the conventional manually operated low and reverse gears operated by the gearshift lever.

The second speed position of the gearshift lever is used to lock out the automatic shifting feature of the transmission and prevents it from shifting into high gear. This permits using the engine as a brake when descending steep hills and permits starting the engine by towing the car.

The conventional high gear position of the gearshift lever puts the transmission in "driving" range in which position the start is in second gear and the shift from second to high gear is automatic as controlled by the speed, load and manipulation of the accelerator pedal. In other words, the transmission is in two gears at the same time when the lever is in high gear position. This is possible because of an overhauling clutch in the transmission countershaft front gear that permits the countershaft to run faster than the gear that drives it when in second gear.

The shift into high gear is prevented by

a heavy spring in the vacuum cylinder. When the vacuum cylinder operates, a "pull" spring coiled around the piston rod of the vacuum cylinder operates the high gear lever which, in turn, moves the sliding collar on the transmission mainshaft forward under spring tension. The purpose of the sliding collar is to lock the clutch shaft and mainshaft together so that they will turn together at the same speed (direct drive). However, a balk ring is provided which prevents the two shafts locking together, until the torque of the engine is broken and the load is taken off of the gear teeth.



LIQUAMATIC DRIVE CONTROLS. 1941-42

(Lincoln must have been out to trade up late model Cord owners who wished to continue their "adventures in motoring." Ed.)

## *Reo-Royale*

### *Self-Shifter Transmission*

The Reo self-shifting transmission<sup>1</sup> consists of a two-speed and reverse unit, controlled from the instrument board, in series with a two-speed automatic internal gear reduction. This transmission incorporates a new feature which eliminates 90% or more of all gear shifting through its automatic operation. In normal starting the only manual operation is disengaging the clutch, moving the selector forward from the neutral position to

forward position, and the engagement of the clutch in regular manner.

The automobile starts in the forward starting range through an internal gear reduction in the automatic unit of the transmission. As the car speed approaches approximately 14 m.p.h. the transmission smoothly, and without an interruption in the steady flow of power, changes into the direct or high gear drive.

Should the car speed be retarded to a point slightly below 10 m.p.h., the transmission automatically changes back into the normal low gear with no effort of any kind on the part of the driver.

<sup>1</sup>Taken from literature of Reo Motor Car Co., Lansing, Mich., 1934. Standard on the *Royale* and optional on the *Flying Cloud*.

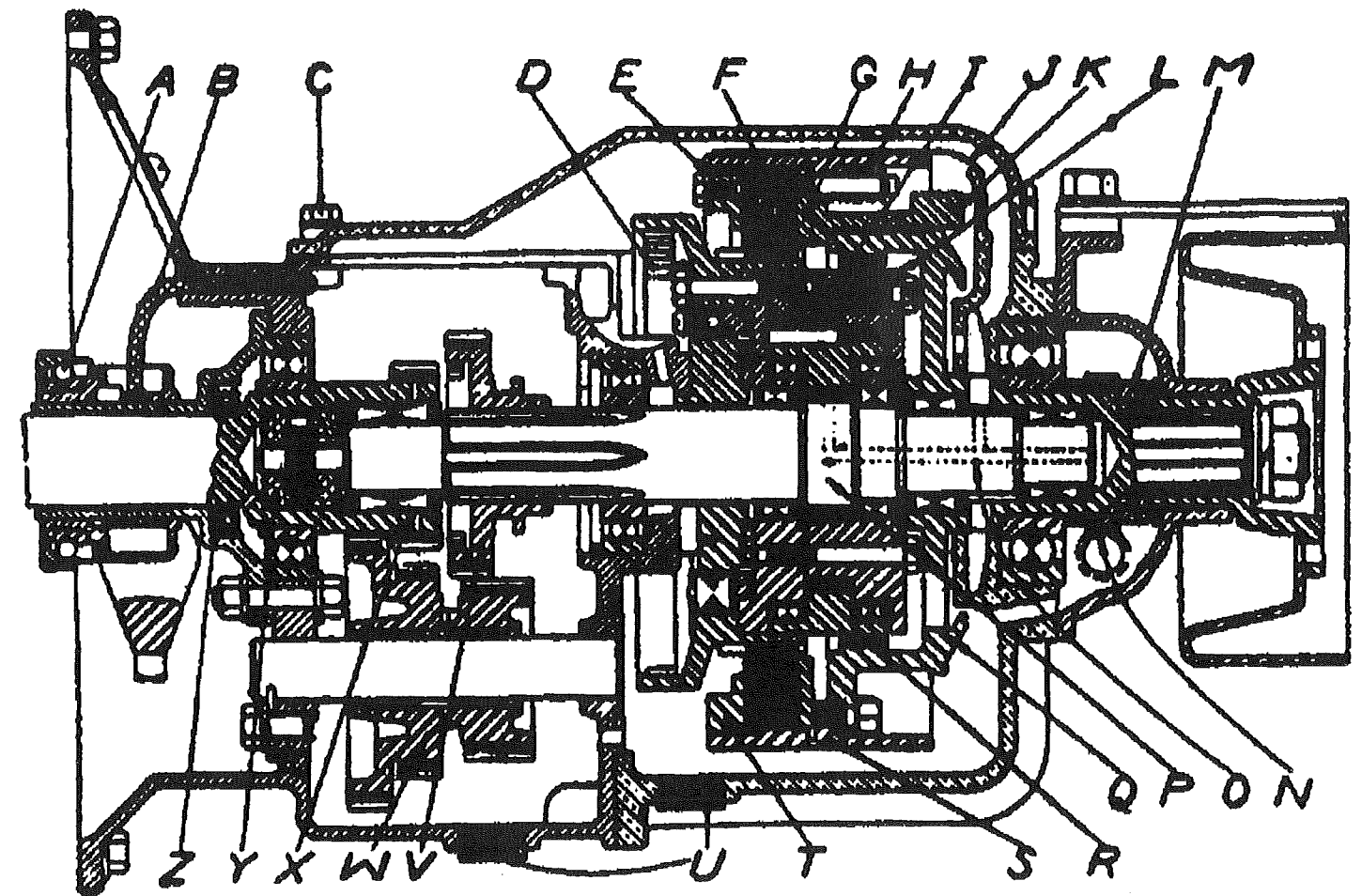
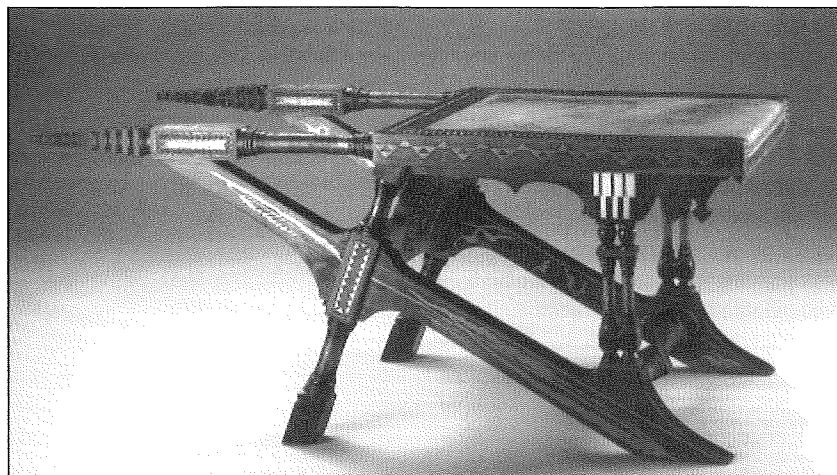


Fig.1 Cross-sectional view of Reo self-shifting transmission. Names of Parts: (A) clutch thrust bearing; (B) wick oiler; (C) venting cap screw, drilled; (D) inner drum; (E) lock plate, clutch adjusting ring; (F) multiple disc clutch; (G) pressure plate; (H) pressure plate return spring; (I) counterweight; (J) oil pick up and passage; (K) governor weight (8); (L) rear plate for eccentric assembly; (M) spacer; (N) speedometer drive; (O) oil passage in shaft; (P) internal gear on spline shaft; (Q) main gear; (R) rotating internal gear; (S) outer drum; (T) clutch adjusting ring; (U) drain plugs (2); (V) sliding gear; (W) countershaft gears; (X) main drive gear; (Y) synchronizing unit; (Z) grease retainer.



# Talent in the Blood...the Famous Bugattis

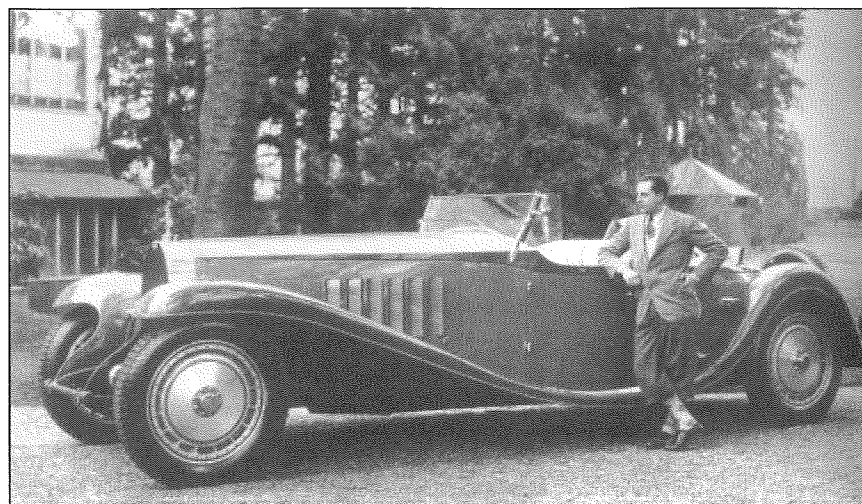
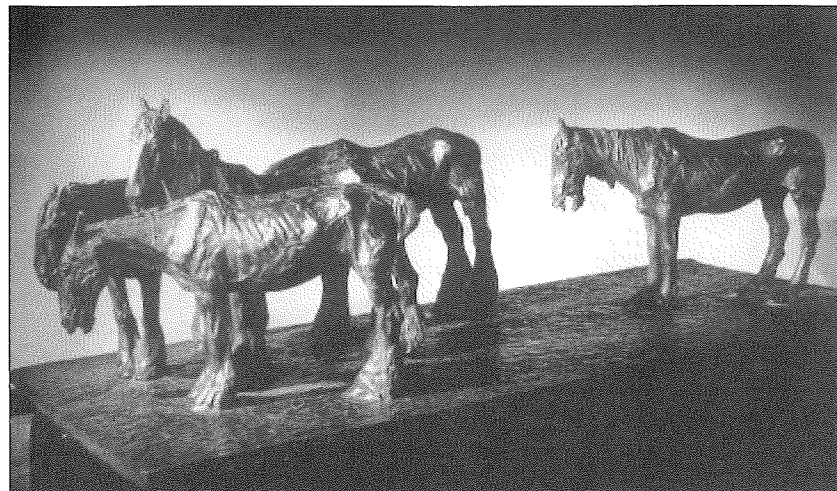


Library stool ca. 1899

Carlo Bugatti

"The Old Horses" 1910  
cast bronze

Rembrandt Bugatti



1932 Bugatti Royale  
Type 41 Roadster

Engine and Chassis  
Ettore Bugatti

Body design  
Jean Bugatti

Photos from the book *Bugatti* by Henry H. Hawley 1999, The Cleveland Museum of Art  
(See Article on page 17).

AUGUST 6-8, 1999

# John Carlson's Mini CARavan

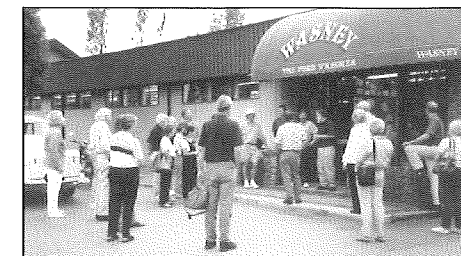
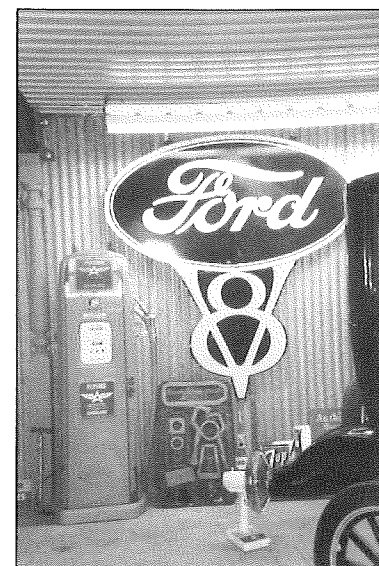
BY RON DOSS

We always have a great time on our trips to British Columbia. This Mini CARavan was enjoyed by 42 members and friends. More came and went at various times and were not accounted for.

The goal was to repeat our very successful "Phantom of the Opera Tour" from 1990, but alas no stage productions were available. That didn't stop us.

On a Friday noon, a large number of us met at G.A. Maxwell's in Marysville for lunch and then proceeded on our way. The border was no problem. We checked into our rooms and headed to Ed Wasney's collection. Ed has one of the largest collections of porcelain gasoline and automotive signs on the West Coast. He also allowed us to roam through four charming buildings full of neat stuff. Old Fords, collectibles, engines, signs, you name it—all well displayed.

Saturday morning we were at breakfast at the Tomahawk restaurant at 8:00. Bruce Harlow's Packard had a little fuel problem; he fixed it quickly. Next stop RX Auto works in North Vancouver. Owned by Ian Davey and Mike Taylor, we were treated to several high quality restorations in progress and loved the Lagonda being readied for Pebble Beach.



First stop: Wasney's.



One of the largest collections of porcelain signs on the West Coast.

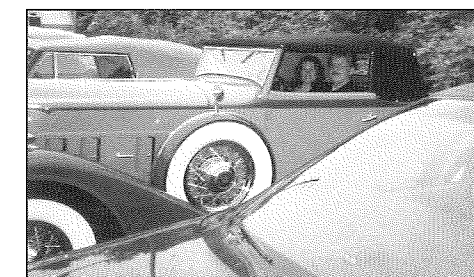


The Ford building.

Then we were off to Peter Welsh's collection. This sports car collection is impressive. Pat Hart was paying close attention to a fast-looking MG race car, having just acquired its twin. Next a 28-mile drive to Squamish and lunch at Howe Sound Brewery and Inn. As soon as we swallowed the last sandwich we were on the move again to the Heritage Railway Museum and Park. An hour covered that stuff and we were off to Shannon Falls. Some of us hiked up to the best vantage point to see the entirety of the falls, but by 5:00 we had to be off to the Salmon House

on the hill. A repeat from a CARavan or two, the Salmon House was a wonderful place for dinner before our drive back to the city for the night. It was at this dinner that we counted 42 of us.

The Mini-CARavan was named "John Carlson's Mini-CARavan" because he and wife Koko made it all happen. We called John and asked for help planning the event. Next thing he had it all done and planned



Tom Crook and Randy Small: 1933 Packard coupe roadster "BABS".

with no shortage of ideas and effort. Thank you both very much John and Koko. JJ Carlson served as our security man both nights. Then the Carlsons had us all to breakfast at their beautiful home. Yes, its full of neat car stuff everywhere.

The schedule called for us to leave for Al Johnson's collection at 10:30. At this point Ron and Gayle Harmon were asked to lead. They had already found drugs for Diane



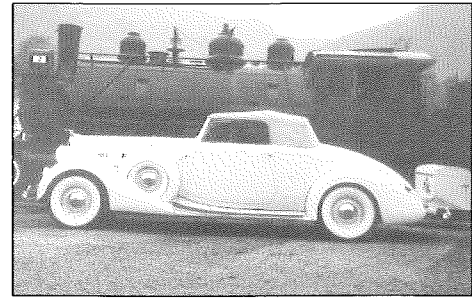
Breakfast: Ron and Gayle Harmon with Ernie Crutcher.

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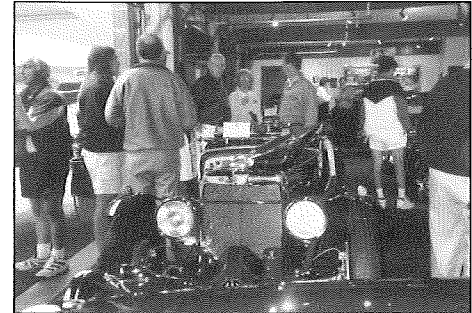


## Mini-CARavan

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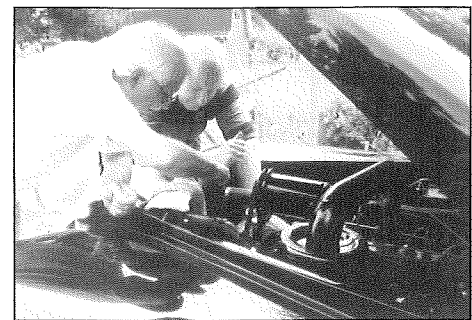
Doss's '37 Twelve Coupe Roadster.



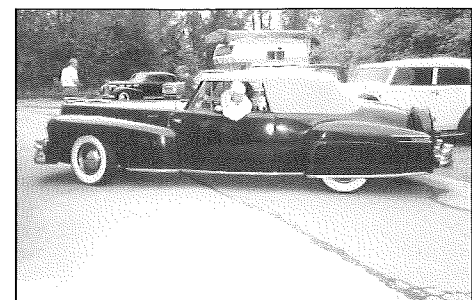
Peter Welsh's MG collection.



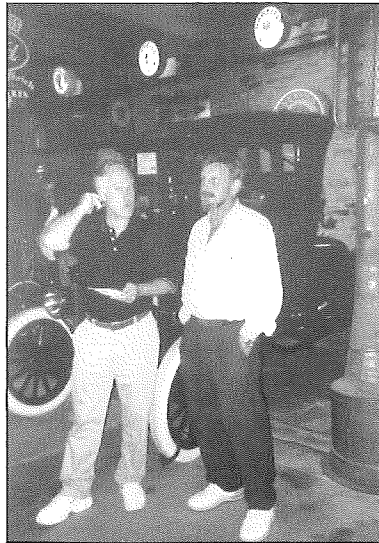
Al Johnson's collection.



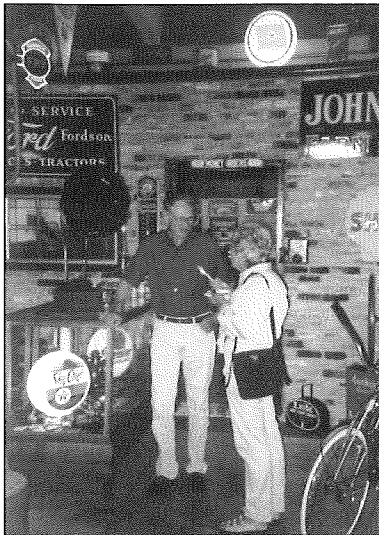
Bill and Gary—Is that what's meant by "dual ignition"?



Bob and Jake in their latest Continental, a '47.



Ron Harmon and Ed Wasney.



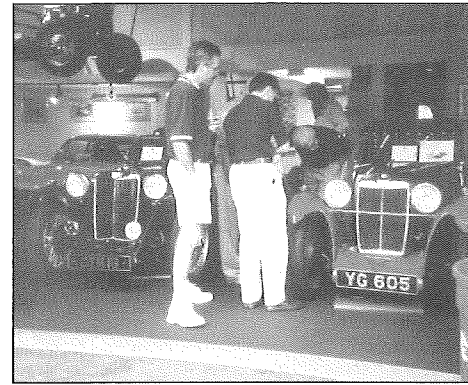
The Wohlwends at Wasney's.



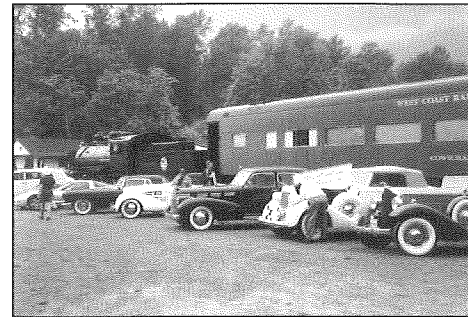
Rick, Ernie, and Ron H.



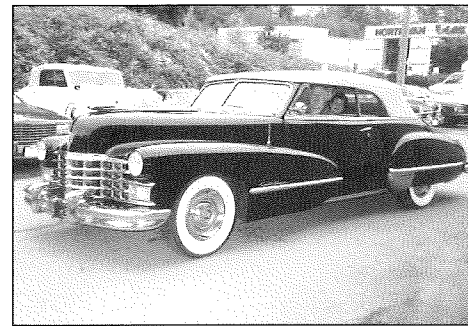
Gayle, Betty and Gayle.



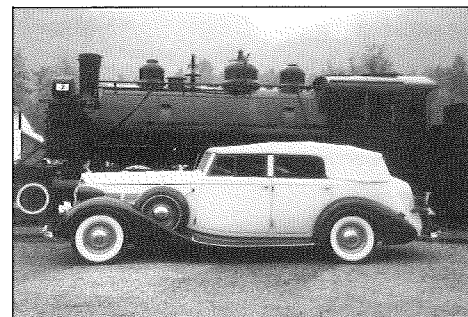
Lots of MGs.



At the railroad museum.



The Harmon's '47 Cadillac Conv. "Car of the Day".



The Harlow's '37 Packard Convertible Sedan.



Karel and Joyce.

Continued on page 11...

## Mini-CARavan

Continued from page 10

Crutcher's migraine, and invited Diane and Ernie to ride with them while Diane wasn't feeling well. All this in a 1947 Cadillac 62 Convertible that Ron and Gayle Harmon bought from Tom Crook the day before the tour, this tour. He barely had time to check the oil. The car is new to the region, coming from the Dick Gold Collection, and carries a senior badge. Their car performed flawlessly all weekend and was awarded the Car of the Day Award for this event. (If Tom Crook and Randy Small had won the award for their two-tone blue '33 Packard Coupe Roadster it might have come out that they used a tow strap to pull a certain cream '37 Packard Coupe Roadster out of a vapor

lock at the border—and we sure wouldn't want that getting around.)

Al Johnson's building houses 30 cars, most of them Full Classics™: two Duesenbergs, two Packard 12s, two Cadillac 16s, a lovely Auburn boattail you may remember from our coming out party, Horch, Pierce-Arrow, Reo-Royale, Stutz, Cord, Lincoln Continental and more. Have you ever seen a Diana? He has three. Thank you Al very much for sharing your extensive collection with us.

We departed between 12:30 and 1:00 in smaller groups and headed for home.

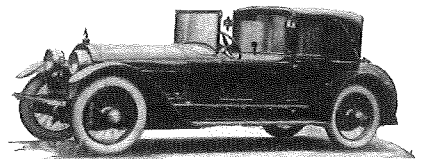
Those of us that crossed the border at the truck crossing in Blaine spent up to two hours at an idle. The cars were hot from freeway running and then had to sit or inch along at a slow walk for all of that time. It was hard on them but only one needed help with vapor lock. Others crossed the border at Sumas and breezed right through...go figure!

It was a wonderful weekend thanks to John and Koko Carlson, Ed Wasney, Ian Davey, Mike Taylor, Peter Welch, and Al Johnson.



### Members and cars that attended the Mini-CARavan:

John and Koko Carlson	
Tom Crook and Randy Small	'33 Packard
Ernie and Diane Crutcher	'28 Packard
Bill and Karel Deibel	'48 Lincoln Continental
Dan and Gracie Dinsmore	'38 Cadillac
Ron and Gayle Doss	'37 Packard
Joe and Yolanda Gordon	
Jerry, Doreen and Lauren Greenfield	
Bruce and Betty Harlow	'37 Packard
Ron and Gayle Harmon	'47 Cadillac
Pat and Doris Hart	
Bill and Liz Holt	
Al and Sira Johnson	'57 Continental (nc)
Gary and Joyce Johnson	'48 Lincoln Continental
Bill and Judy Mote	'36 Bentley
Joe and Jean Mitchell	
Bob Reverman and Yoshi Aertker	'47 Lincoln Continental
Rick Turner	'36 Cord
Don and Arlene Wohlwend	



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PHILADELPHIA  
and Rosemont, Pa.

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menthol-cooled  
CIGARETTES  
20 for 20¢



*Picture the Classic era. A wicker picnic basket and lunch set out on your car robe. The Classic Car of your dreams parked nearby on the rolling green lawns of a country estate. You top it all off with Olde Fashioned Ice Cream Sundaes provided by your hosts. Plus you get to view one of the nicest collections of cars, automobilia, dolls, lamps, etc. in the Northwest."*

That's how it was advertised! And 62 people came out in pouring rain to find that the advertising delivered all that was promised, with just a few modifications.

Early on a Saturday morning we met at Weller's Restaurant just off Highway I-5 in Arlington. Everyone took shelter in the restaurant where some of the early birds were finishing their breakfasts. Tom Crook, Randy Small and Gayle Doss were eating their non-fat Pritikin Breakfast while some of the rest dined on the old-fashioned high fat/cholesterol Farm Breakfast. The mood was sunny even if the weather was not.

Shortly after 9:30 tour leaders Gary and Joyce Johnson started off down the highway toward Silvana in their 1937 Packard 12 Club Sedan with non-working windshield wipers.. They were followed *closely* by Peter and Paul Hageman and Terry Sarkinen in Vintage Racing Motors' 1929 Bentley Speed 6, water pouring in every opening in the famous Hut Tourer coachwork. Following were Bill and Karel Deibel in Karel's 1942 Cadillac 60 Special Custom Town Brougham, Dan and Gracie Dinsmore in their 1938 Cadillac 60 Special Sedan, David and Elaine Ellis in their 1938 Cadillac 75 Sedan, Virgil and Deb Parker in their 1941 Packard Super 8 160 Club Coupe, Tom Crook, Randy Small and Gayle Doss in a 1940 Packard Super 8 160 Convertible Sedan, Conrad and Pam Wouters in a 1939 Bentley 4 1/4 litre Sports Saloon and Howard DeRusha in his 1938 Buick 8 66 Sport Coupe (nc). Those who chose not to spend the following day cleaning up old cars were Bruce Armstrong and guest, Dick and Judy Buckingham, Gordon and Darlene Cochran with two guests, John and Pat Dennis, Joe and Yolanda Gordon, Jerry Hanauska and June Fezler (members from Oregon), Patrick and Doris Hart, Monty and Shirley Holmes, Russ and Janette Humphry, Siegfried Linke and Darlene Kohlwes, Bill and Carrie Scheef, Arnold Taub, and Don and Arlene Wohlwend, all in modern cars that did not leak and had working windshield wipers.

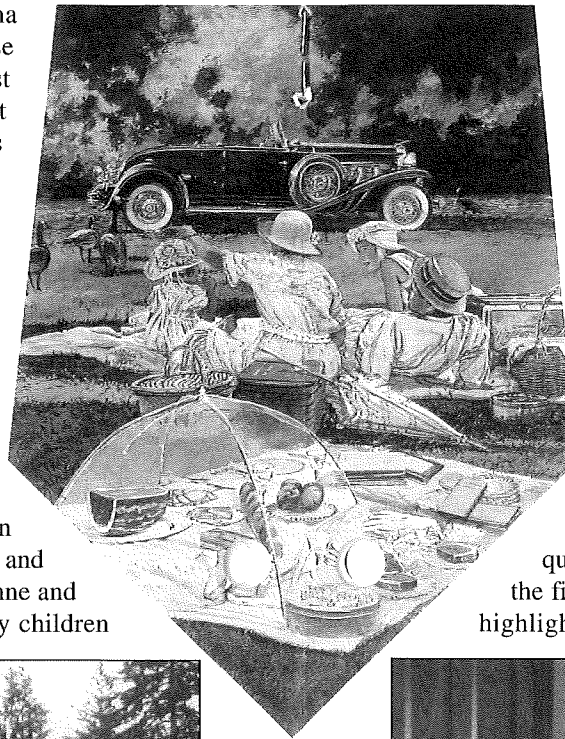
We stopped at the antique shops in Silvana where Terry Sarkinen made the major purchase of the day, a genuine Hawaiian shirt that almost glows in the dark and should only be worn at backyard luaus. Others picked up a few trinkets and we were off for the 17-mile ride through the Stillaquamish River Valley. As we wound along this old pioneer road, which once served as the main byway from Seattle to the Canadian border, our period cars were right at home. It seemed as if little had changed from the 1930s and 40s on these farms where smoke still comes from chimneys and subdivisions have not displaced the cows.

Arriving at McKinley's beautiful country estate we passed through formal gates and down the *long* drive bordered on each side by flowers and lush green lawns to be met by Jeremiah, Tianne and Torrie McKinley, three of the eight McKinley children



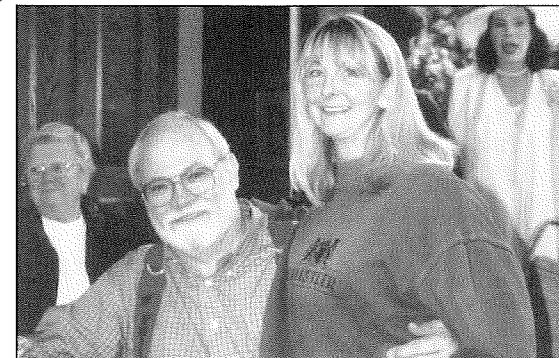
Gary Johnson's '37 Packard 12 Club Sedan gracing the front of the lovely and impressive McKinley home.

Image used by permission of Robert Talbot Limited Edition  
Neckwear by John Francis Marsh.



who served as parking attendants and guides in the various buildings and their home. We were also met by Tom Sumner and Sherry Ruxer in Tom's 1947 Packard 2122 Darrin-styled Convertible (nc). Al McEwan and two guests in Al and Dick Hooper's 1938 LG-6 Lagonda and John and Koko Carlson and son from Canada in a modern car.

The rain turned to a fine mist as we spread out and started exploring the two large modern "Car Barns", the children's almost full-size playhouse and the exquisite log home designed, built and decorated by Brent and Connie. The McKinley family members were the most gracious of hosts. They roamed the buildings and the grounds answering questions and sharing their collections with us. In the first barn there is a collection of Full Classics™, highlighted by a beautifully restored 1932 Auburn 8-



Our hosts Brent and Connie McKinley.

100A Speedster painted a deep maroon with silver and light maroon trim. Other magnificently restored Full Classics™ were a 1929 Packard 8 640 Touring and a 1937 Packard 8, 1502 Limousine, along with the infamous 1932 "Packenberg" (nc). An antique jukebox and other period collections lined the room.

The second barn housed many beautiful non-classic collector cars set off by a beautiful blue 1950 Hudson that belonged to Brent's grandfather. It has been painstakingly restored in the McKinley's own facilities to showroom condition. Among the other cars were a red Ford Retractable, a turquoise 1958 Cadillac Limousine as well as a 1978 Corvette Commemorative Pace Car. In this building, one wall is lined with a unique model train display, while original 1920s fashion model calendars line another wall. Tastefully displayed antique automobilia grace the other walls including a huge neon Mobil Pegasus.

The McKinley's home is hard to describe. It's really a showcase of their interests and their own family history. Connie loves to take photos, many featuring period costumes, frame them in unique ways and display them in their upper hall. The house is like going through a special museum with artwork collections, dolls, Aladdin lamps, chandeliers, American Indian and Western art, etc. The house itself is a creative work of art. It has a special antique tin ceiling in the formal dining room, wooden arches highlighting a special solarium room (where we met Drew, the youngest member of the family), an upper turret room reached through a pull-down staircase, etc. And it's all set above a stream that meanders through the back of the property. Looking out from Connie's dressing room toward the stream, some of us saw a plastic deer that had been placed on the tree-covered hillside...until it moved its ears and slowly walked off. There are no fakes here!

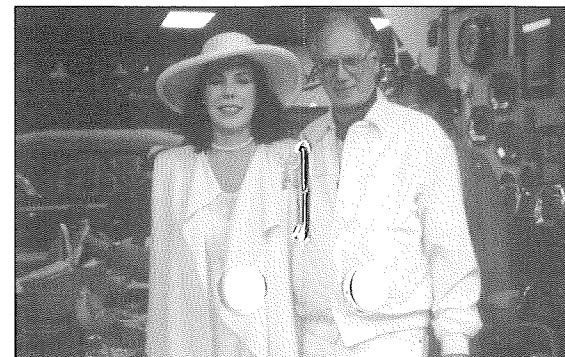
It now was time to eat! The advertised picnic with our cars parked nearby *would* happen, even in the rain. Our hosts had picnic tables *inside* the barn with the Full Classics™. We enjoyed our lunches amid lots of friendly conversation and then came the big treat. We were served the biggest ice cream sundaes I've ever seen. And they were delivered to our table by Brent and Connie. No need to use some self-service scoop here. It was all Class! Thanks to all of you, and especially the McKinley family, for making this another classic experience.



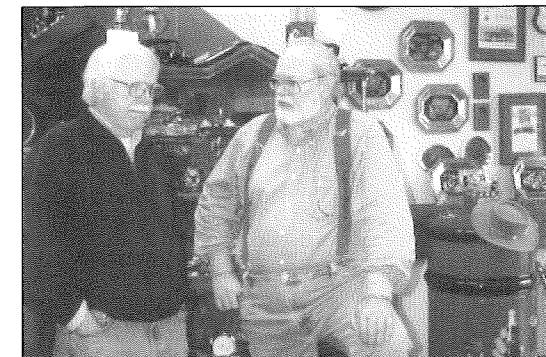
Dick Buckingham, Bill Deibel, Don Wohlwend and John Dennis (l. to r.) discuss the "Packenberg" (foreground) with Pat Dennis standing behind John.



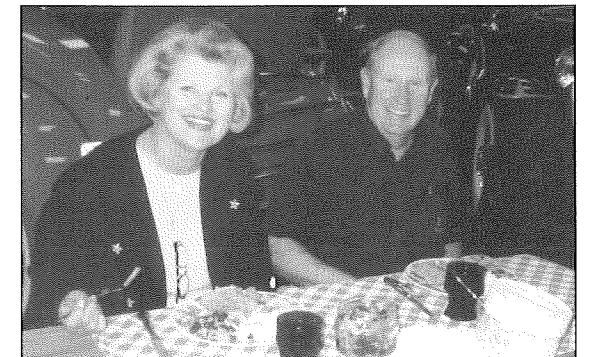
Oregon Region Director and PNWR member Jerry Hanauska examining some of Connie McKinley's collectibles with June Fezler.



Tom Sumner and Sherry Ruxer.



PNWR Director Bill Deibel and Host Brent McKinley probably talking Hudsons!



Event organizers Joyce and Gary Johnson expressing some Olde Fashioned delight.



# CCCA/ACD Meet at Rainbow Falls

## ...The View from the Passenger Seat

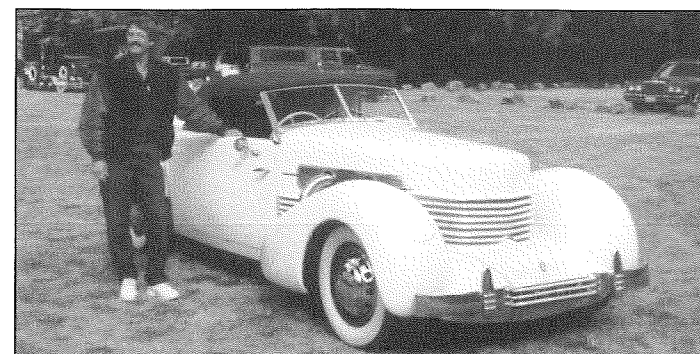
BY GAYLE DOSS AND RANDY SMALL  
(with help in photography because "the girls" forgot their cameras)

Denny and Sue Akers, Tim and Kara Sullivan, Deb and Virgil Parker, Don and Arlene Wohlwend, Dave and Elaine Ellis, Pat and John Dennis, Paul Murray, Pam and Ed Rittenhouse, Ron and Gayle Doss all met at Tom Crook's Building where Randy Small had rustled up some coffee and pastries for brunch. This September CCCA Tour was coordinated with the Auburn Cord Duesenberg Club (ACD) for its annual meet at Rainbow Falls State Park. The predicted inclement weather did not dampen the enthusiasm of this group! We all jumped in our cars and hit I-5 South on the perfect fall day...sunny and crisp. Very nice not to have to be on drip patrol (sometimes a drop of rain slips inside the old cars if it's raining.)

We stopped at the Days Inn Motel in Centralia long enough to check in and then off to the Autumn swap meet at the Lewis County Fairgrounds. Since we were driving Full Classics™, we had designated parking inside the Swap Meet area. The treasures to be found were just across the fence. All of the men and some of the women found "diamonds in the rough". Not all of us have the gift of seeing through the rust and dust and recognizing an item we've needed. But a wonderful day was had by all, especially after the kettle popcorn was found.

Some of us had to rush through the first few barns before we could have lunch—tasty whether purchased from the snack shacks or prepared on the running boards of our cars. It was a lovely day for a picnic amongst the red, yellow, and orange of the trees. Time to pack up and check into the rooms, which were not ready the first stop, and to get ready for dinner.

All drivers and passengers were together again. Some of the passengers were left at the Outlet Mall in Centralia to shop for NBS (new, bright and shiny) while the "drivers" went on to the Swap Meet to find NOS (new old stock). Randy Small and Gayle Doss asked to be taken to the Outlet Mall to check out the boots; Tom Crook is not a shopper, but agreed to look for boots. We



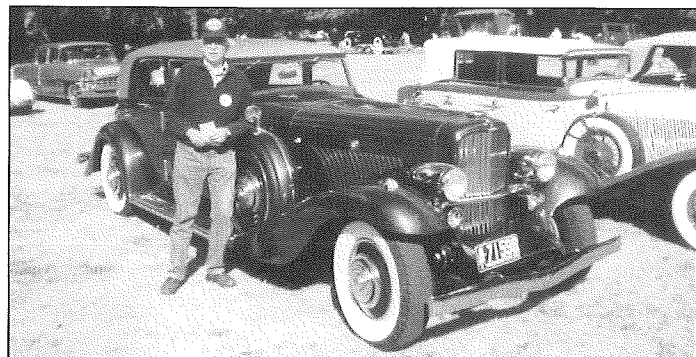
Rick Turner with his 1936 Cord 810 RHD Cabriolet. Note the lovely new maroon top!

only found cowboy boots—big surprise! Not what we were looking for. But we did not leave empty-handed, nor empty-pocketed...we girls found scuffs which we were debating about buying. Tom pointed out the sale sign—"buy one and get the second pair for 40% off"—Tom bought the scuffs for us because they were such a good buy.

Fred and Brenda Bonin and their two children, Rick Turner and Kathy Olsen, Phil and Patti Grisham joined the group for dinner. The traditionalists of the group went to the scheduled McMenamins Restaurant and Olympic Bar, but the renegades, led by Tom Crook met at the Mexican restaurant up the street from the motel.

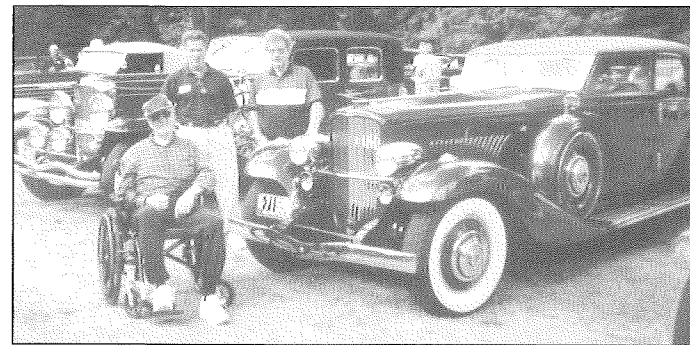
Saturday was just the prefunction to Sunday's main event which was the ACD Meet at Rainbow Falls. Another gorgeous fall day hampered only by the pesky bees. The morning started in the lobby of the motel (have you ever noticed that every couple consists of a morning person and an evening person?) the morning people were in the lobby getting coffee, juice and rolls to take back to the room to share with the other half. So much for a leisurely Sunday brunch.

Pack up and we're off to Rainbow Falls, scary if you lost the lead car, a '36 Auburn Cabriolet driven by Dave and Elaine Ellis. (If the passengers were doing their jobs, they would have a map and directions in their possession.) Everyone made it...the Oregon people even found us. A nice addition to the group, Paul and Joan Taylor, came dressed to the nines in red and white to match their Corvair (nc); Dave Doeltz and Daryl Campbell were cruising in their Buick Riviera (nc); Bob and Carol Lind and Marjorie Macmillan were driving their '47 Cadillac 62, Roger and Janet Eddy in their Cord 8/10 (nc), Hurley York and Steve Sauer driving a Hupmobile (nc). Burton and Bev Smith, Gene and Lois Bradshaw, Ray and Jo Dunford, and Mona Marsh were also



Your editor with his 1936 Duesenberg JN Rollston Sport Berline.

Continued on page 15...



John Dennis, John Kane and Tom Crook.

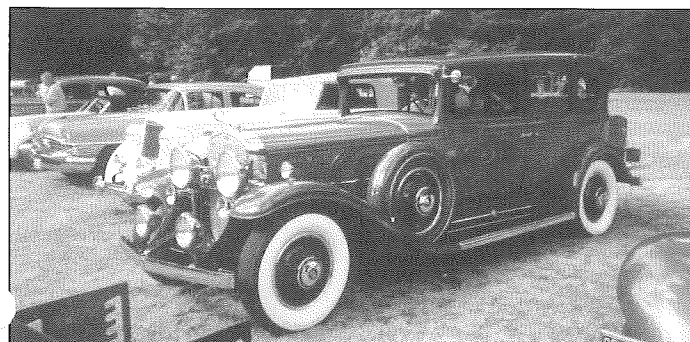
among the Oregon entourage whose final destination was the Tokeland Hotel. New members to the Oregon CCCA Region, George and Sylvia Potter were introduced around. They drove their '34 Packard Coupe Roadster model 1104, Bill Deibel and Tom Sumner also showed up Saturday driving Bill's '35 Duesenberg JN.

Tires were kicked, raffle tickets sold and prizes awarded. Half of the money from the raffle tickets was won by a lucky ticket counter who shall remain nameless. One of the highlights of the day was the unveiling of Sylvia Kane's Cord which had been restored and trailered to the meet by John Kane. It was gorgeous. Now we're working on Sylvia to join CCCA and get the Cord out on the road.

We even signed up new members Louis and Benita Berquist from Tacoma as a result of our joint meet with ACD. They were attending as ACD members with their '36 Auburn 852 Phaeton Sedan which they had, just weeks before, driven to the Auburn, Indiana ACD meet.

As with all CCCA events, food must be available—lots of food. We were not disappointed; all of the aforementioned people ate from a delicious buffet catered by The Rib Eye. This was coordinated by Jim Milligan—Lorraine Milligan wasn't just along for the ride, she baked some delectable desserts.

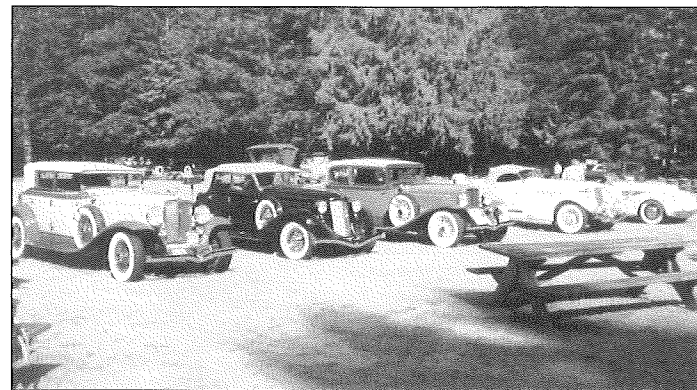
After the food was eaten, auction items sold, announcements made, and goodbyes said, we packed up and headed down the road. The Oregon people were off to a walk on the beach, dinner and fireside stories at the Tokeland Hotel. The rest of us headed home; some went North on I-5 while others extended the weekend a little by following Dave and Elaine Ellis on the back roads.



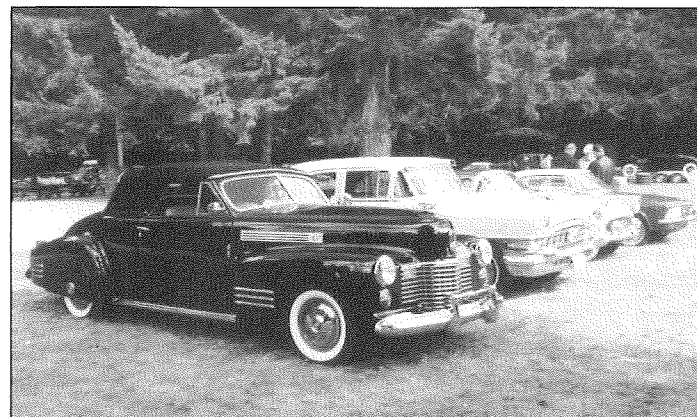
Pam Rittenhouse and Patti Baulig in Rittenhouses' 1931 Cadillac 370-A Sedan.



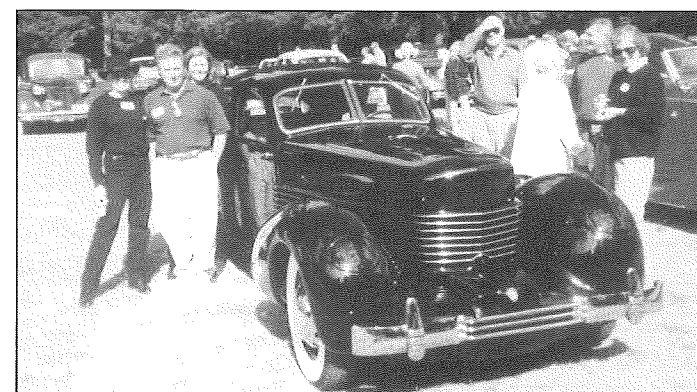
Ron Doss, Don Wohlwend, Arlene Wohlwend, right to left with ACD Club members Ralph and Charlotte McCarty. (The McCartys are former PNWR members).



ACD Line-up: Denny Aker's 1932 Auburn 12-160 Convertible Sedan, Don Wohlwend's 1935 Auburn 851 Phaeton Sedan, ACD members Mike Pilingatore's 1932 Auburn 12-160 A Brougham, John Dennis's 1935 Auburn 851 S/C Speedster and Rick Turner's 1936 Cord 810 RHD Cabriolet.



Virgil Parker's 1941 Cadillac 62 Convertible Coupe.



Gayle Doss, John Kane and Randy Small with Sylvia Kane's 1936 Cord Westchester Sedan.



# Inland Seas CARavan

BY BILL DEIBEL

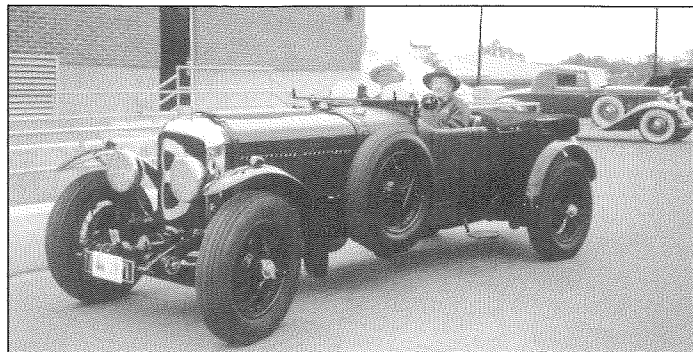
Three PNWR members participated in the 1999 Inland Seas CARavan—all as hitch hikers! Noel and Janet Cook rode along with Northern California Region members, John and Lorraine Blackburn in the Blackburns' 1942 Packard 160 Convertible Coupe; and I was a passenger with Ohio Region member Gretchen Dennison in her 1947 Cadillac 62 Convertible Coupe along with my sister Jeanne Tyler. This car was Gretchen's mother's car when new and has only 37,000 miles on it. Gretchen and Jeanne are close friends and neighbors.

Long-time Ohio Region CCCA members, Bill and Chris Snyder, took four years to plan this CARavan which went off without any hiccups that I could discern. By PNWR / Al McEwan standards the driving was "a piece of cake." Miles were little more than half our usual ration, and the terrain was mostly very flat. Almost the entire trip was on very scenic back roads through Ontario, New York, Pennsylvania and Ohio.

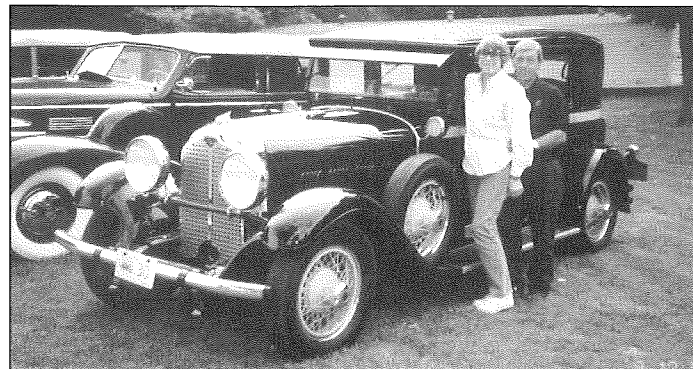
As many of you know, I am originally from Ohio and have covered a lot of ground in Ohio, Pennsylvania and New York, but unbelievably I had never visited a single one of the sights included on the CARavan itinerary—and they were all extremely interesting.

The tour started at the Queen's Landing Inn, a magnificent new colonial style resort hotel in Niagara-on-the-Lake, Ontario. This town is very old and historic, having been the first capitol of colonial Upper Canada from 1792 to 1796. Upper Canada was later called Canada West and eventually became the Province of Ontario. Many old buildings have been restored and the place is a major tourist attraction. It was interesting to me that slavery was practiced here on a small scale until the mid 19th century while at the same time the place was a safe haven for runaway U.S. slaves arriving via the "underground railway." The circumstances were too complex to fully explain here, but in essence when slavery was "ended" much earlier, existing Canadian slaves were grandfathered. From here we traveled by bus to dinner in a tower overlooking the Canadian Falls with a colored light show after dark. We also had a wonderful all-day, back-country tour which included stops at the Canadian Warplane Heritage Museum and the Visitor Centre at Lock 3 of the Welland Canal which joins Lake Erie to Lake Ontario providing cities such as Duluth, Milwaukee, Chicago, Detroit, Toledo, Cleveland and Buffalo access to the Atlantic ocean via the St. Lawrence Seaway. The canal is 26 miles long with eight locks which raise and lower the vessels 327 feet. While there we had the opportunity to watch two ships lock through.

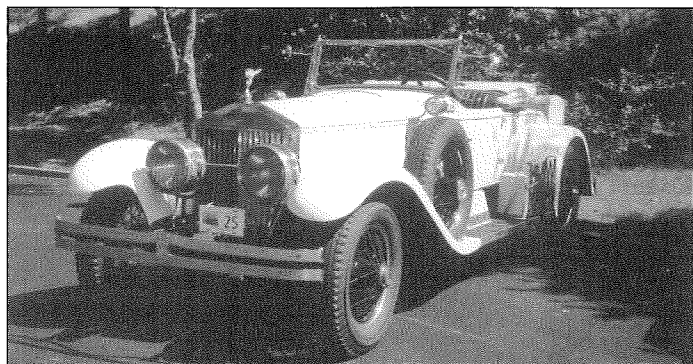
Leaving Niagara-on-the-Lake we drove to the Chautauqua Institution on Lake Chautauqua at Chautauqua, NY stopping for lunch at CCCA National Director Dan Gernatt's company Conference Center where we could view Dan's Cadillac collection, tour his company's facilities and feast on one terrific lunch provided by Dan. The Chautauqua Institution is a private gated community and conference/entertainment center founded as



CCCA President George Holman and Pat Holman in their 1929 6-1/2 litre Bentley.



CCCA Executive Editor Bev Kimes and Jim Cox with their 1929 Auburn 8-125 sport sedan.



First time CARavaner Lee Wolff's 1925 Rolls-Royce Silver Ghost Picadilly Roadster.



Ted Bunnell's 1925 Packard 136 Touring Car with one of Charlie Reed's biplanes.

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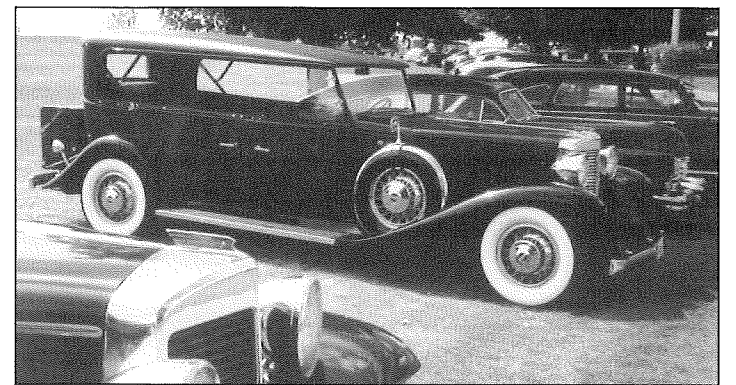
a Christian summer retreat about 125 years ago. Over the years the summer programs have featured lectures by prominent philosophers and political leaders, and today also include performances by the performing arts, especially ballet. In addition to noted orator and presidential candidate William Jennings Bryan, nine sitting U.S. presidents from U.S. Grant to W. J. Clinton have spoken here while lodging, as we did, at the Atheneum Hotel built in 1881, and today the second-largest wood construction hotel in North America. Only the Grand Hotel on Macinac Island in Michigan is larger. The finest home within the institution was built by William Doud Packard—a grand red brick structure. In some free time the ladies and I drove to nearby Lakewood, NY to see the equally fine James Ward Packard summer home on the lake which has been divided into condos without much change in appearance. (Incidentally the Packard brothers' father, Warren Packard, owned a hotel in Lakewood, NY).

Following Chautauqua the CARavan journeyed through Pennsylvania stopping at the Drake Well Museum, created by the state of Pennsylvania at the site of the first oil well, and continued on to our motel in Sharon, PA. From there we went by bus to dinner at the Packard Music Hall in Warren, OH following cocktails and hors d'oeuvres at the wonderful new Packard Museum. The next day took us through lovely Ohio countryside to the private airfield of Charlie Reed where he maintains and flies his collection of interesting airplanes, including replica World War I biplanes built for use in various movies. Leaving Charlie's we toured 35 miles through Cleveland's "Emerald Necklace," a 100 mile park system ringing the city from Lake Erie on the East to Lake Erie on the West, arriving eventually at our lodging in Sandusky, OH.

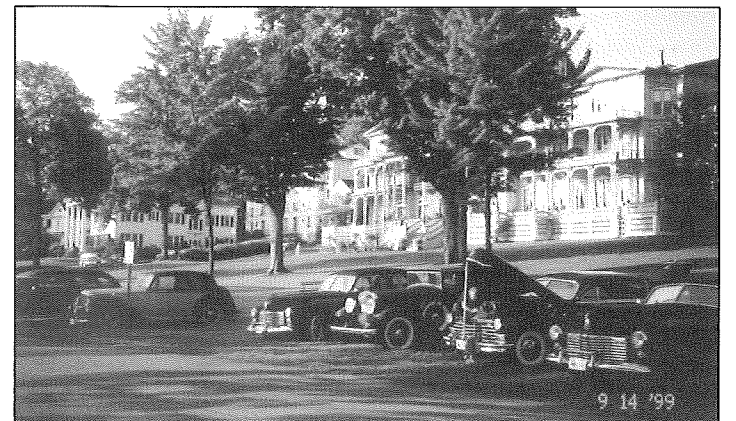
The first of our two days in Sandusky was spent visiting the summer tourist destination of Put-in-Bay on Lower Bass Island in Lake Erie and the old Lonz Winery on Middle Bass Island. From the boat we could see the largest island of the group, Kelley Island and a number of smaller islands. At Put-in-Bay we visited the spectacular Perry's Victory Monument commemorating Oliver Hazard Perry's victory over the British in the Battle of Lake Erie during the War of 1812. It consists of the largest Doric column in the world. On the walls of the rotunda are listed all the ships in the battle of both sides with the names of all those killed and all those wounded on each ship. It must be one of the tallest monuments anywhere. Dinner that night was at the prestigious Sandusky Yacht Club.

The last day was a free day with an optional bus tour to the Cleveland Museum of Art which was hosting an extraordinary international exhibition honoring the works of four Bugattis\*: Carlo (furniture art and silverware), Rembrandt (bronze sculpture), Ettore (automobile engine and chassis design) and Jean (automobile body design). Six cars were on display including a Type 51 grand prix race car with completely polished, bare metal body, Type 50 and Type 55 roadsters, a Type 41 Weinberger Cabriolet Royale, a Type 57S Atlantic Coupe (owned by Ralph Lauren) and an electric-powered Type 52 child's Bugatti. As impressive as these were, the works of Ettore's brother Rembrandt and father Carlo just bowled me over. Jean was Ettore's son. Rembrandt and Jean both died tragically while

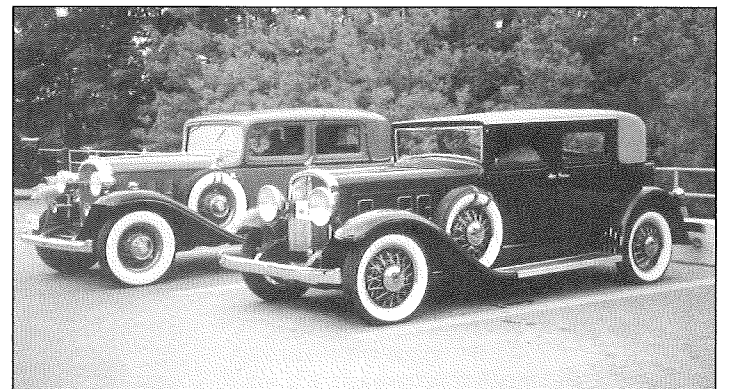
\* see page 8



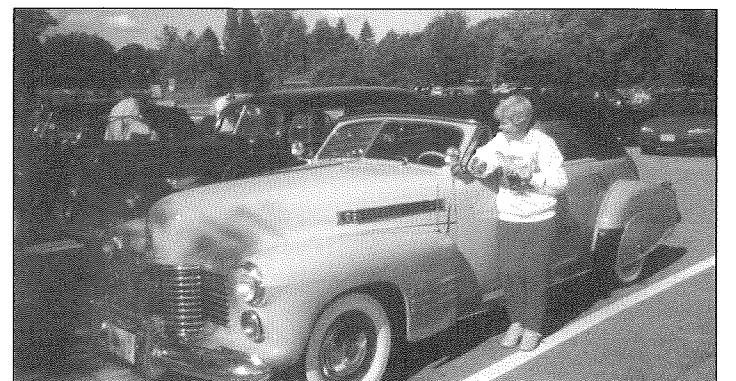
Two 1932 Marmon 16s - Bruce Williams' Waterhouse Fixed-roof Phaeton and Phil Bray's Coupe (foreground).



The Atheneum Hotel, Chautauqua Institution, Lake Chautauqua, New York.



Former CCCA CARavan Chair Jim Hull with Betty Hull in their 1931 Franklin 152 Spot Sedan; James Synodino's 1932 Buick 90 Club Sedan in the background.



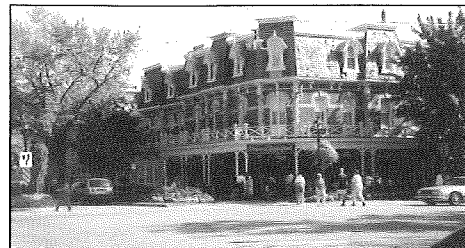
Gretchen Dennison, new CCCA member, first time CARavaner and ride provider for PNWR Director Bill Deibel with Andrew Edmond's 1941 Cadillac 62 Convertible Sedan.

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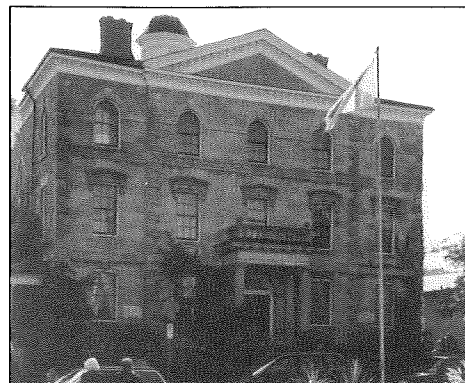
## Island Sea CARavan

Continued from page 17



Prince of Wales Hotel, Niagara-on-the-Lake, New York. In continuous operation since 1868. (A Prince of Wales once stayed here).

young men from suicide and auto accident, respectively. The steep extra cost to make this "free day" trip discouraged many CARavaners from going, which was too bad, since on a Saturday there was little traffic; and it was easy freeway all the way almost door-to-door. In fact two



The "Old Court House," Niagara-on-the-Lake, New York currently used as a little theatre.

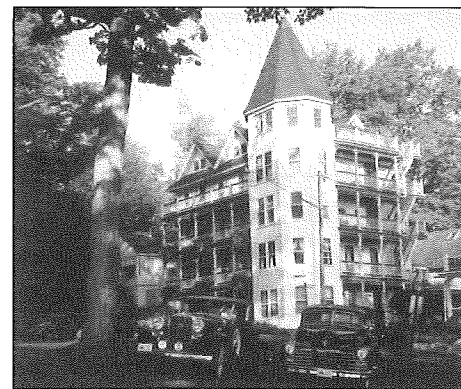
CARavaners drove their classics. The wonderful Fred Crawford Auto Aviation Museum is directly across the street from the art museum, but it was closed in preparation for hosting a major antique show.

These were the highlights of the tour; other interesting stops and events are too numerous to mention here. I do, however, want to attest to the absolute comfort of the back seat in the 62 convert, but Noel Cook will tell you a different story regarding the 160—seems they rode three in front most of the way.

As for statistics I believe 68 Full Classics™ from 17 regions and 22 states participated including a '25 Kissel that broke down on the way to the start. As best as I can figure out because of last minute car changes, those arriving at the start included 31 Cadillacs (19 model 62), 16 Packards, three Rolls-Royces, three

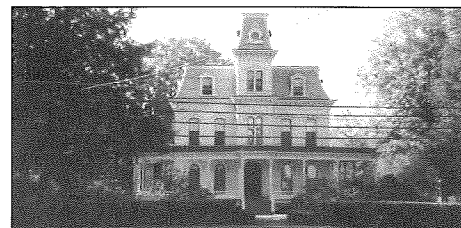


Ernie Courmier's 1936 Pierce-Arrow 1601 Formal Sedan.



Example of summer accommodation, Chautauqua Institution. Volunteer Fire Department nightmare. Yes, VFD is what they have.

Bentleys, three Buicks, three Lincolns, two Pierce-Arrows, two Marmon 16s, an Auburn, a Cord, a Stutz, and a Franklin. I believe five cars were withdrawn for mechanical concerns: the Kissel, a '36 Pierce-Arrow, a '37 Bentley, a '38 Lincoln and the '36 Cord which decided to stay in one gear. As Tony Ficco from Denver says: "Cords are like strippers - they're fine to look at, but it's not too smart to take one home."

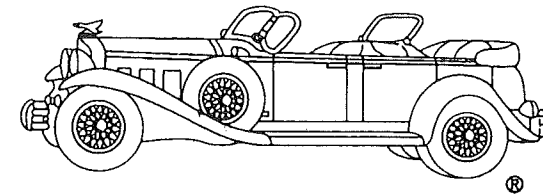


Magnificent Victorian home in Tidioute, Pennsylvania typical of many along the CARavan route.

## CARavan 2000

May 5th-20th

A National CARavan into the Old South



### MARK YOUR CALENDAR FOR MAY 2000.

See parts of the USA never offered on a CCCA CARavan.

Visit seldom-seen auto museums and private collections along the way. See military museums and space centers.

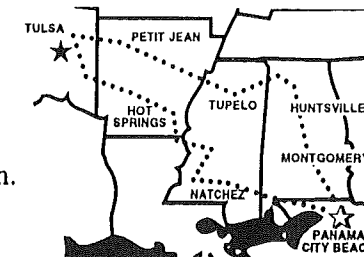
Tour antebellum homes, elegant resorts, out-of-the-way state parks, lakes and historic sites of the Old South. Accommodations will vary along the route. Some are elegant, some are new, some are historic, and there will be 30's-era rustic stone cabins.

**DRESS CODE: Comfortable. WEATHER: Perfect.** This is blossom time in the south with mild days and comfortable evenings. Mileage will average ten 200-mile driving days with many optional side trips and four free days.

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You are invited to tour with us for two weeks or either of the one-week portions of the tour. You may join us on any given date for as long as you wish.

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TULSA - PANAMA CITY BEACH for first week CARavaners via Tupelo and Huntsville  
PANAMA CITY BEACH - TULSA for second week-only CARavaners via the Gulf and Hot Springs.  
OPTION: Any two cities along the way for CARavaners wishing to custom-tailor CARavan 2000.



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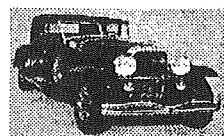
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## CLASSIC CAR CLUB OF AMERICA CARavan Registration Form

Check ☐  
Cash ☐  
Charge ☐

Date \_\_\_\_\_ Name of CARavan CARavan 2000 - May 5 - May 20<sup>th</sup>, 2000

I will participate: 1<sup>st</sup> week 5/5 - 5/13 2<sup>nd</sup> week 5/13 - 5/20 Both weeks 5/5 - 5/20

Name \_\_\_\_\_ first \_\_\_\_\_ last \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ street \_\_\_\_\_ city/town \_\_\_\_\_ state/zip \_\_\_\_\_

Spouse's first name \_\_\_\_\_ Is this your first CARavan? Yes ☐ No ☐ Your car's first? Yes ☐ No ☐ Trailer parking? Yes ☐ No ☐

Passengers other than spouse \_\_\_\_\_ (additional couples must be members or join CCCA before CARavan)

Home Region \_\_\_\_\_ Special CARavan plate no. desired \_\_\_\_\_ Your state license plate no. \_\_\_\_\_ (between 10 and 125)

Make of Classic \_\_\_\_\_ Year \_\_\_\_\_ Cyl. \_\_\_\_\_ Model/Series \_\_\_\_\_

Body Style \_\_\_\_\_ Body Maker (if Custom) \_\_\_\_\_

Replica-body? \_\_\_\_\_ Modifications? \_\_\_\_\_

Your Classic Car Liability and Physical Damage Insurance Carrier's Name \_\_\_\_\_ Policy No. \_\_\_\_\_

Non-Refundable Car Registration Fee: \$100.00 per CARavan. Checks should be made payable to CCCA. Mail to CCCA, 1645 Des Plaines River Road, Suite 7, Des Plaines, IL 60018. Telephone: (847) 390-0443

OFFICE USE

ENTRY NO. \_\_\_\_\_

ASSIGNED PLATE NO. \_\_\_\_\_

Insurance  
Fire  
Extinguisher  
Safety Glass  
All Around  
Required



# Book Review: Cadillacs of the Forties III

(Roy A. Schneider, author)

BY TED BARBER

Cadillac aficionados who enjoy the pivotal period 1940 to 1949 will be delighted to know that the third (and latest and best) edition of CCCA member Roy Schneider's *Cadillacs of the Forties* is now available. Since the first edition in 1976, this book has been a must-buy for owners and/or lovers of these cars. A second edition in 1988 updated information and added some photographs; now the third edition with more new photographs and completely rewritten text is here.

The book follows the earlier format with a section delineating events and cars that led to the 1940 models and then chapters for each year describing each model and series, 1940 through 1949. This is followed by appendices giving tables of production figures, prices, accessories, special features, valuable excerpts from *The Cadillac (-LaSalle) Service Man* and much more (for example, a complete list of paint codes and names for each year; no paint chips). About 30% of the photographs and other pictures are new and the text, as noted above, is not merely corrected where needed (as in the second edition) but completely rewritten, as are the captions for the pictures retained from previous editions. The only section which was not revised in some way was the *Service Man* appendix. Among the important additions are more biographical information about Cadillac designers and managers who were influential in the era, including Harley Earl and Bill Mitchell, more about the late V-16 cars, quite a few more LaSalle pictures, and more pictures and details about various custom bodies by Derham, Coachcraft, and others as well as Fleetwood customs and GM concept and styling designs. As always, Schneider's enthusiasm and scholarship show in his preparation of the book.

Among the items I relished as I looked through my copy of the new book were some of the auto show pictures, particularly the 1941 Los Angeles show with Don Lee's 18 cars including five Series 75 sedans, all different—a real time-machine trip. Also delightful are President Truman demonstrating the hydraulic windows on his limo in a White House driveway to a group of dignitaries, and many newly added photographs showing the cars as they appeared in public in the era.

Soon after the first edition was published in 1976, I bought a copy, treasured and much consulted and enjoyed just for browsing. It is now well-thumbed and slightly yellowed and frayed around the edges but still a treasured item. When the second edition came out, I decided not to get it because its improvements included mainly pictures of some cars seen at local meets and tours such as Cliff Houser's '49 fastback and Karel Deibel's '42 town car. (Both are still in the third edition.) However, the third edition is simply a must. Maybe it's irresistible to you too. (Printing, binding and paper quality are again excellent.) For your use, we're including an order form.

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Pacific Northwest Region Cadillac LaSalle Club

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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) \_\_\_\_\_

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: \_\_\_\_\_

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☐ Physical Damage (Collision)—Annual Rate—\$0.35 per \$100 of insurance for each vehicle. NO DEDUCTIBLE. Vehicles 25 yrs. or older.

☐ (Note—Collision is not written as a singular coverage but is available with Comprehensive.)

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# PNWR CCCA 1999 Year in Review

## Welcome to New and Rejoining Members 11/98-10/99

Charles Anderson  
Kirkland, WA

Ron & Gayle Harmon  
Kent, WA

Larry Lattin  
Seattle, WA

Paul & Shirley Risinger  
Woodenville, WA

Arnold & Sue Taub  
Bellevue, WA

Glenn Vaughn  
Post Falls, ID

Louis & Bernita Berquist  
Tacoma, WA

Malcolm Harris  
Seattle, WA

Roy Matson  
Seattle, WA

Gary & Merrisue Steinman  
Grapeview, WA

John & Cyndi Upthegrove  
Burien, WA

John & Lynne Fluke, Jr.  
Seattle, WA

Darlene Kohlwes  
Seattle, WA

Tenny & Toby Natkin  
Riverwoods, IL

Bill & Julie Summers  
Tacoma, WA

Bill Valela  
Des Moines, WA

Don Vogelsang  
Seattle, WA

### Many Thanks for Your Services to Managers and Officers Leaving Office

Managers: Brian Pollock, Ed Rittenhouse, and Rick Turner

Director: Bill Deibel, Assistant Director: Gary Johnson, Membership Chair: Shirley Starr

### Welome to New Managers & Officers for 2000

Managers: John Campbell, Darlene Kohlwes, Stephen Norman

Director: Gary Johnson, Assistant Director: Hal Medén, Membership Chair: Anne Long

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

REPORTED BY TED BARBER, SECRETARY, CCCA-PNR

### SEPTEMBER 1, 1999

The meeting was called to order by Director Deibel at Franco's Hidden Harvor Restaurant in Seattle. Attending were managers Bomstead, Meden, McEwan, Pollock, and Rittenhouse; Secretary Barber; Treasurer Magnuson; National Director Doss; and members Barer, Crook, Greenfield, Grisham, Hageman, Linke, and Wouters. (Absent Board members: Johnson, Milligan, Mote, and Turner.) The minutes of the August 4, 1999 Board Meeting were approved. Treasurer Magnuson reported a balance of \$7,598. The Regional membership is 162 members and 87 associates. The membership chairman, Anne Long, has completed transfer of records from Shirley Starr. The next BG is 85 to 90% complete and will go to the printer on Friday. It will include the regional Annual Meeting notice and return coupon, if feasible. National Director Doss reported on the recent survey by National on Annual Meeting participation since the Club was founded, new Grand Classic trophies, assignment of an ombudsman on CARavans to handle problems, and the candidacy of PNR member Phil Grisham for the National Board. H. Meden, reporting for G. Johnson, stated that the nomination committee had selected three candidates: John A. Campbell, Stephen F. Norman, and Darlene M. Kohlwes. These were approved by the Board.

In a report on the 1998 CARavans, McEwan reported that when all checks cleared, the balance from the CARavan would be turned over to the Club treasury. CARavan treasurer Wouters reported that this had occurred and turned a check over to Treasurer Magnuson. R. Doss reported that the driving award had been tabled because of difficulties in implementing it. He also reported on the Vancouver tour. About 15 cars drove from the US and about 40 people participated in various events. Other than a long wait at the border coming back, all had a wonderful time. In a report on Pebble Beach, it was noted that 48 Regional members attended winning a number of awards. The National Board requested that we reconsider a previous motion not to have a 2001 GC. This was done in two motions (both passed) to reconsider and then to reverse the previous position. Theme for the event would be "The Unrestored Car". Discussion included a number of suggestions to improve participation. R. Doss will co-chair the event with J. Greenfield and P. Hageman assisting.

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

**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.

**CANCELLED. Oct 8-10. Bellevue Place/Wintergarden.** Possibly may be rescheduled for next Spring (Feb?).

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

**November 20 (Sat). Annual Meeting.** Museum of Flight. Mgr Pollock. Room charge: \$500+ \$35/person. Deposit made, caterer signed. Program will be a talk on the Hispano-Suiza by J. Heumann.

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

**March 25, 2000 (Sat). Coming Out Party.** Atrium. Mgr. G. Apker. Need \$500 deposit, approved by Board.

A letter from the Lone Star Region was read concerning the National survey to be sent to all members. Topics considered include extension of the Classic era and increasing the number of makes and models regarded as Full Classic™ cars. Another letter, from the San Diego/Palm Springs Region, was read concerning individuals stating their preference for a home region, rather than arbitrary determination by residence in a region. Board members approved allowing this individual preference. P. Hageman suggested a father-offspring meet to get the younger generation interested in Classic cars. P. Grisham offered to prepare a Regional questionnaire to poll local members on their preferences relating to more local issues. T. Barber offered to assist with this.

The meeting adjourned at 8:45 pm. The next meeting will be Sept. 29 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

### SEPTEMBER 29, 1999

The meeting was called to order by Director Deibel at Franco's Hidden Habor Restaurant in Seattle. Attending were managers Johnson, Meden, McEwan, Pollock, Rittenhouse, and Turner; Secretary Barber; Tresurer Magnuson; National Director Doss; and members Barer, Greenfield, Grisham, Kane, and Wouters. (Absent Board members: Bomstead, Milligan, and Mote.) The minutes of the September 1, 1999 Board Meeting were approved. Treasurer Magnuson reported a balance of \$40,295. The Regional membership is 160 and 88 associates (corrected figures). The membership chairman, Anne Long, has membership information ready to send to National for the Bigelow trophy. The next BG will go to the printer next week. This issue has 8 additional pages. The possibility of a color cover was discussed, and Director Deibel is investigating costs. The next deadline is Dec. 1. G. Johnson discussed the Event Calling Committee and will re-write the letter of instructions to be sent to each member. In adiscussion about the 50th Anniversary National Annual Meeting proposal, led by G. Johnson, it was proposed that we withdraw our offer since this would be held less than six months after the 2001 Grand Classic. This was approved by the Board.

W. Deibel reported on the Island Seas CARavan in which he was a passenger and part-time driver. Eight cars drove to the Centralia/Rainbow Falls tour; four more arrived later, and the event was attended by about 20 people, who reported that the food and band were good and all had an enjoyable time. P. Grisham and T. Barber are working on a survey of regional members. Suggestions from the Board included focusing on items controllable by the Region, include return postage and try to have results for timely preparation of next year's schedule.

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

**Oct 30 (Sat). Fall Tour.** Mgr. Magnuson. Collections: Unexpected cancellations have required alternate plans to be made. A flyer will be sent next week.

**November 20 (Sat). Annual Meeting.** Museum of Flight. Mgr Pollock. Room charge: \$500+ \$35/person. Deposit made, caterer signed. Program will be a talk on the Hispano-Suiza by J. Heumann.

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

Jan 5-8, 2000. National Annual Meeting, Indianapolis. BG will have centerfold for registration for this event.

**March 25, 2000 (Sat). Coming Out Party.** Atrium. Mgr. G. Apker. Need \$500 deposit, approved by Board.

A national cross-country CARavan is planned for May 5-20, 2000 which will be publicized in the next BG. Either or both of two weeks may be signed up for. G. Johnson noted that regions are encouraged to have mini-caravans.

Nominations for the Classic Spirit Award are due to National by November 1. H. Meden will prepare a letter nominating a member of this region.

As the last persons were leaving the restaurant, the waitress informed Director Deibel that Franco's would no longer have full-menu ordering and separate checks for groups as large as our Board meetings. Director Deibel will try to negotiate this or find another location for the next meeting.

The meeting was adjourned at 8:20pm. The next meeting will be November 3 at a location to be determined.

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### NOVEMBER 3, 1999

The meeting was called to order by Director Deibel at Rock Salt Steak House in Seattle. Attending were managers Bomstead, Johnson, Meden, McEwan, Milligan, Mote, Rittenhouse, and Turner; Secretary, Barber; Treasurer Magnuson; Membership Chair Long, National Director Doss; and board members Barer, Crook, Greenfield, Grisham, Mounger, and Wouters. (Absent Board members: Pollock). The minutes of the September 29, 1999 Board Meeting were approved as corrected. Treasurer Magnuson reported a balance of \$39,254. The Regional membership is 161 members and 44 associates (corrected figures). The membership chairman, Anne Long, reports 92 renewals so far. Bill Deibel reported that the next BG deadline is Dec. 1. National Director Doss showed a new sample national trophy which has a new logo similar to the first one adopted by the Club, requested members to get their National questionnaires in, emphasized that GC dates were flexible, summarized National annual meeting plans, and urged our members to vote for Phil Grisham. Bill Deibel reported on the meeting of the WCCC. Topics included I-695, a Seattle ordinance restricting the number of vehicles on a piece of property and insurance. They will meet at different locations on different dates. The Board voted to continue Club participation.

R. Magnuson reported that the Fall Garage Tour enjoyed good weather, with 16 collector cars including 12 Full Classics™ participating. Director Deibel discussed items for the Annual business meeting which will be handed out to members: minutes, agenda, treasurer's report, and membership report. Ron Doss showed the new trophy for the new regional Participation Award. This will be given to a Regional member at the Annual Meeting on the basis of information turned in to him. G. Johnson will mc handing out Car of the Day awards. Event managers will present awards based on their own choice and should try to get awardees to attend the meeting. T. Barber showed a working copy of the survey to be sent to regional members and several suggestions were made to improve it. It is planned to be sent out in mid-December and returned by mid-January. G. Johnson discussed issuing name badges to Club members.

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

**November 20 (Sat). Annual Meeting.** Museum of Flight. Mgr Pollock. Room charge: \$500+ \$35/person. Deposit made, caterer signed. Program will be a talk on the Hispano-Suiza by J. Heumann. 40 people signed up so far.

**December 12 (Sun), Holiday Party.** Seattle Golf Club. Joint w. RROC. Mgr. R. Magnuson. All set. Flyer will be sent by the Membership Chair.

Jan 5-8, 2000. National Annual Meeting, Indianapolis. BG will have centerfold for registration for this event.

**?Feb 2000?. Bellevue Place** (prev. cancelled). Alternate event. "Instant" or other tour. McEwan will check on this.

**March 25, 2000 (Sat). Coming Out Party.** Atrium. Mgr. G. Apker. Need \$500 deposit, approved by Board. Arrangements all set. Gordon will arrange for cars.

Director Deibel asked if members approved of the meeting location, which met with a favorable response. He noted that member D. Reddaway was ill and suggested cards be sent. He also recommended more public-oriented activities to get new members, such as a Friendship Day meet (at St. Edwards Park?) the Land-Sea Air event, or a father-offspring meet.

J. Greenfield (chr), T. Barber, and A. McEwan (last three recipients) will form a committee to select the next Schwarz trophy awardee. R. Doss also suggested an "Associate Member Award" and will prepare a proposal.

The meeting adjourned at 8:25 pm. The next meeting will be December 1 at the Rock Salt Steak House.



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

**January 5-8**

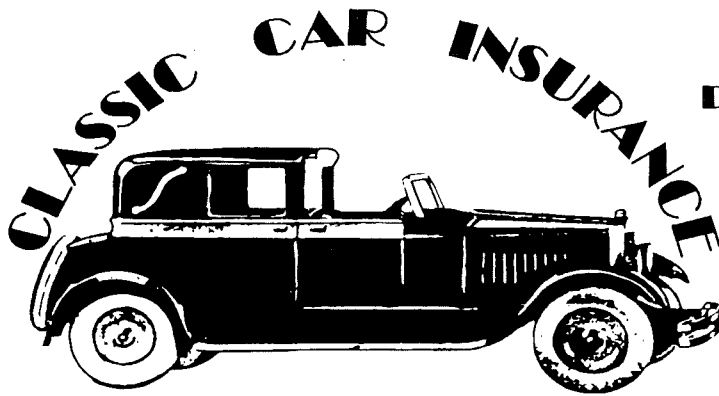
**CCCA National Annual Meeting - Indianapolis**

**February 5**

**Garage Tour - Bellevue Area**

**March 20**

**Coming Out Party**



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