



Bumper Bolts

2023 Issue #2

Pacific Northwest Region
Classic Car Club of America
founded in 1963

Regional membership is available
only to CCCA National members

Officers and Appointed Posts:

Frank Daly, Director	425 210-1804
Brian Rohrback, Secretary	206 235-0371
Steve Larimer, Treasurer	206 954-7829
Stan Dickison, Activities	206 949-1115
Keenon Greenfield, Membership	425 890-2293
Irene Tait, Facebook	206 234-9507
Brian Rohrback, Website	206 235-0371
Karen Hutchinson, BG Co-editor	360 678-5453
Raymond Loe, BG Co-editor	360 678-9366
Colin Gurnsey, BC Liaison	604 980-7429

Board of Managers:

Al McEwan	2023	206 999-4485
Stan Dickison	2023	206 949-1115
Kenny Heng	2023	425 443-7546
Tom Alberts	2024	206 236-6112
William Howard	2024	206 227-1078
Kim Pierce	2024	425 330-2665
Steve Larimer	2025	206 954-7829
Brian Rohrback	2025	206 235-0371
Jim Tait	2025	206 948-4215

Board of Managers' Meetings:

1st Wednesday at
The Danz Garage, Totem Lake, Kirkland
5:00 Social Gathering, 6:00 Dinner/Meeting.
Minutes on the web and available upon request.



And Away We Go!

We are entering the time when we spend a lot of our waking hours in the dark ... It seems like the sun has barely risen just in time to disappear over the horizon again and, in fact, we only get to enjoy about half of the hours of daylight on December 21st as we do in the summer solstice on June 21st. And that daylight is most often marked by gray, wet conditions making it tougher to schedule driving events for our Classics.

But the new year is about to dawn, and we are looking to provide more opportunities to get your Classic on the road and more chances to interact with other Club members. Keep tabs with these Bumper Bolts issues which will focus on the near-term events as well as some general Club news. We started using Mail Chimp last year as a means of getting information out in a timely manner. If you have any comments, please let me (Brian Rohrback) know.

And, if you have some news to share, like the article on the Pollock's donation to the LeMay Museum of a 1936 Morgan, send us the information.

I never make the same mistake twice. I do it like, five or six times, you know, just to make sure.



PNR CCCA Income and Expense
11/1/2021 through 10/31/2022

INCOME	
B.G. Advertising	\$2,500.00
Dues 2022	\$6,435.00
For Members	\$151.00
Investment Income	\$12.99
Regional Event Income:2021 Holiday Party	\$5,360.00
Regional Event Income:2021 Holiday Party Auction	\$2,585.00
Regional Event Income: Board Meetings	\$1,080.00
TOTAL INCOME	\$18,123.99
EXPENSES	
Administrative Expense	\$39.00
Administrative Expenses: Insurance - D&O	\$236.00
Administrative Expenses: Liability Insurance	\$418.00
Administrative Expenses: Postage	\$30.00
Bumper Guardian: Printing	\$9,489.00
Printing: Directories	\$457.78
Printing: Name Badges	\$225.63
Regional Event Expense	\$2,536.10
Regional Event Expense:2021 Holiday Party	\$4,007.74
Regional Event Expense:2022 Motoring Classic Kick-off Party	\$496.92
Regional Event Expense:2022 Annual Meeting	\$500.00
Regional Event Expense:2022 Holiday Party	\$389.47
Regional Event Expense: Awards	\$220.78
Regional Event Expense: Board Meetings	\$1,554.98
Regional Event Expense: Name Badges	\$318.24
TOTAL EXPENSES	\$20,919.64
OVERALL TOTAL	(\$2,795.65)

In our fiscal year 2022, we show a \$2,800 loss, which is on the low end of the range when the club does not manage a CARavan or a Grand Classic. As expected, there are some expenses that tie to the 2022 year that will not be recognized in our cash accounting until 2023.

But, through the last few years, we are fortunate to have maintained an asset balance that is sufficient to be able to host a CARavan in 2023. A multi-day, multi-car event like this requires a significant amount of cash on hand to be able to fulfill the guarantees required by hotels and restaurants we will see en route.

A CARavan typically makes money for the club, but there is a small margin of error; we must anticipate a particular number of Classics, rooms, meals and if we fall short, the PNR is on the hook. Luckily, we have the best management team in the CCCA for handling these wonderful events.



With a new year raising myriad possibilities for Club events, we have a start to our calendar and the promise of more details to come soon. Each Club Manager is expected to organize an event: driving to see the sights, participating in community events, visiting museums and collections, or attending parties large and small. But suggesting and managing events is not restricted to managers. If you have an idea you would like to pursue, let's see if we can get it on the calendar!

So, here is our start to the year:

12/07/22				<div>Black Print = PNR</div> <div>Gray Print = non-PNR</div>
<div>2023 Calendar of Events --- PNR and non-PNR</div>				
MONTH	DATE	EVENT	VENUE	MANAGER OF EVENT
JANUARY	24th	"Auction Week" PNR-CCCA Party	Paradise Valley, AZ	Kim & Kristy
FEBRUARY				
MARCH				
APRIL	TBD	Tiptoe Through the Tullips	Mt. Vernon	Jim & Irene Tait
MAY				
JUNE				
JULY	4th 16th 23rd	Yarrow Point Parade Forest Grove Concours Mercer Island Cruise & Car Show	Yarrow Point Forest Grove, Or Mercer Island	Al McEwan Jerry Greenfield Tom Alberts
AUGUST	7th 20th 26th	Motoring Classic Kickoff Pebble Beach Concours LeMay Family Collection Show	Hagerty Garage Pebble Beach Marymunt Event Center	Larimer & Howard No Manager TBD
SEPTEMBER	9th 11th - 18th	LeMay Americas' Car Museum GALA Pacific Northwest CARavan	Tacoma Roads Traveled	No Manager McEwan & Dickison
OCTOBER				
NOVEMBER	TBD	Annual Meeting		
DECEMBER	TBD	Holiday Party and Awards		
OTHER SUGGESTIONS		1 PICNICS, 2 GARAGE TOURS, 3 COLLECTIONS		
SOME POSSIBILITIES		1 FLYING HERITAGE MUSEUM, 2 PICNIC AT MCKINLEY'S		
		4 PICNIC AT Craig DeVine, 5 BOEING RESTORATION FACILITY		
		6 MARCONY SPARK MUSEUM, 7 RETURN TO THE STEEL MILL		



Lemay America's Car Museum Donation

A special note from Jerry Greenfield

It is with great pleasure to announce another donation to America's Car Museum from members of the PNR CCCA. Randy and Brian Pollock have recently donated their extremely rare and beautifully restored 1936 Morgan MX2 Supersport. The car was dispatched from the factory on December 30, 1936. Morgan V Twin production peaked in 1935 with a final year production of only 137 vehicles. Brian purchased this Morgan in 2002 and began an extensive 10-year restoration. The vehicle had a racing history with extensive modifications requiring new ash wood and sheet metal as needed. The Pollocks showed their restored Morgan at the Quail in 2013 and The Quail Motorcycle Event in 2014. David Madeira is planning a future special unveiling at the museum to celebrate this donation.

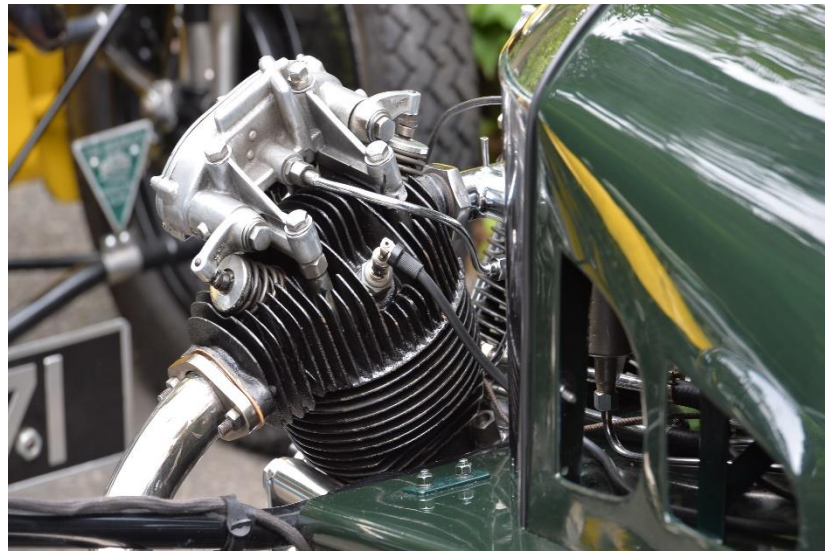
Thanks to the generous support of members of the PNR CCCA a total of 5 vehicles have now been donated to ACM. Please feel free to contact me to discuss the donation of a cherished vehicle to one of the finest car museums in the world. Creating a family legacy for future generations to enjoy as well as tax considerations are strong reasons to consider a vehicle donation.

Gerald Greenfield

Here is some information from Brian Pollock on this, very special 1936 Morgan MX2 Supersports.

This trike comes complete with a copy of the original build sheet. From factory records, Chassis D1716, engine number MX2/665, Supersports model was dispatched from the factory on December 30, 1936. The agent listed was Stanfield Saurence (sic).

Brian purchased it from Dr. John English of Newport Beach, California in November 2002. At some time during the trike's existence, the Morgan was modified for racing in the UK. The chassis was both widened by 10 inches and lowered by about 3 inches to accommodate the competition circuit.



Brian started at 10-year restoration project on it in 2002. The engine was overhauled with many new bits including pistons, bearings, and oil pump. The body wood structure was rebuilt with new ash members where required and the sheet metal was replaced as needed.

The Morgan was shown at The Quail in 2013 and at The Quail Motorcycle event in 2014.

Morgan V-twin production peaked in 1935 because of the introduction of the new four-wheeled Morgan in 1936. Only 137 V-twins were built in 1936 of with about one third were MX2 Supersports, powered with the overhead valve air-cooled engine.

An interesting aspect of the MX2 engine is that it was produced by Matchless and this engine was also used in Matchless motorcycles along with the Brough Superior SS100 motorcycles from about 1935. The main difference between the motorcycle version of the Matchless and the Morgan version is the cooling fins on the head are in line with the engine axis on the Morgan and at right angle to the engine axis on the motorcycle.

