

BUMPER GUARDIAN

September 2007



1932 Lincoln KB LeBaron Convertible Roadster
Gerald and Doreen Greenfield



Pacific Northwest Region – CCCA

2007-2008 Calendar of Events

Events sponsored by the Pacific Northwest Region of the Classic Car Club of America are listed in bold type. Other events are listed for the convenience of our members in planning their annual "Car Calendar". Event flyers usually go out to all members 3-4 weeks prior to each event. Please feel free to contact the Event Manager with any questions.

November

Nov. 3 – PNR Annual Meeting

Special Auction and Auctioneer for our Annual Meeting and Luncheon
Sand Point Country Club, Seattle, WA
Bill Deibel, Manager, 206-522-7167
karelorbill@mindspring.com

December

Dec. 9 – Christmas / Holiday Party

Brunch and entertainment at the Seattle Yacht Club
Seattle Yacht Club, Seattle, WA
Lee and Julianna Noble, Managers

January 2008

Jan. 9-13, 2008 – CCCA Annual Meeting Hosted by Pacific Northwest Region

See pages 14-15 for information about events, trips, and reservations
The Hilton, Bellevue, WA
Stan Dickson, Director PNR-CCCA
Conrad Wouters, Event Registration

February 2008

February Date TBA – Garage Tour TBA

March 2008

March 15 and 16 – Almost Spring Swap Meet and Car Show
Gerald Greenfield

April 2008

April 26 – Bill Mote and Dennis Somerville Garage Tour

May 2008

May 4 – CCCA/HCAA Puyallup Elks' Breakfast and Tour

Favorite multi-auto club breakfast and tour
Gerald Greenfield, Manager

June 2008

June Date TBA – Daryl Hedman and Dave Murray Garage Tour

July 2008

4th of July Parade at Yarrow Point
Yarrow Point, WA
Al McEwan, Manager, 206-999-4485, almcewan@msn.com

Date TBA - SouthSound Picnic

August 2008

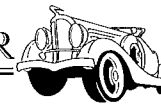
August 2 – Jerry McAuliffe's Seabeck Picnic

September 2008

Sept Date TBA – Steamworks Concours and Tour of David Cohen's Garage

PACIFIC NORTHWEST REGION – CCCA

BUMPER GUARDIAN



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.

Officers:	Home:
Stan Dickson, Director	206-546-3306
Gary Steinman, Asst. Dir.	360-426-2232
Ed Rittenhouse, Past Dir.	206-232-1117
Arny Barer, Secretary	425-454-0296
John Campbell, Treas.	425-885-5472
Barrie & Karen Hutchinson Membership Chm.	360-678-5453
Merrisue Steinman, Editor	360-426-2232

Board of Managers:		
Stan Dickson	2007	206-546-3306
John McGary	2007	206-552-3727
Ed Rittenhouse	2007	206-232-1117
Jerry Greenfield	2008	253-862-2630
Gary Steinman	2008	360-426-2232
Barrie Hutchinson	2008	360-678-5433
Lee Noble	2009	206-768-5140
Conrad Wouters	2009	206-517-7205
Lee Zuker	2009	360-426-4388

The Board of Managers holds a dinner meeting the first Wednesday of each month at 7:00 p.m. at the Woodmark Hotel in Kirkland. All members are welcome to attend.

Membership:

Regional membership is available only to Classic Car Club of America national members. Membership forms may be obtained by contacting Barrie or Karen Hutchinson at 360-678-5453 or BarrieHutch@wildblue.net

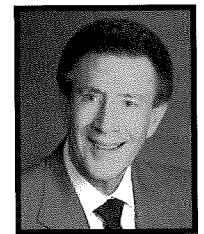
Advertising:

Advertising policy/rates: The *Bumper Guardian* will print classified advertising free of charge to members. Display advertising rates are available on a prepaid basis only. If you are interested in ad space, please contact Noel Cook at 206-232-6413 or noelnjan@comcast.net

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Director's Message

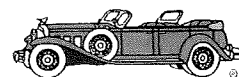


Winter is fast approaching and many of our Classics are back in their secure garages until the flowers bloom next Spring; at least for us "fair weather" drivers. In spite of weather, a Director's job is never done. The same holds true for your Officers, Board of Managers and the folks working on the 2008 Annual Meeting.

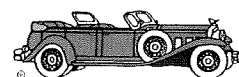
In the last two issues of the "*Bumper Guardian*", I have reminded everyone of the CCCA Annual Meeting at the Bellevue Hilton on January 9 -12, 2008. If time allows, I hope you will join us in Bellevue for all or some of the meeting. The application is in your June 2007 "*Bumper Guardian*" (page 15) and was also sent to you by National. Or you can contact Conrad Wouters at 206-325-8400; email conrad@fedmtg.com.

The year seems all too quickly to have come and gone. Possibly it's partly because your Club has had a year full of new and interesting events. My heartfelt "thank you" to Gary Steinman for an excellent lineup of activities. He managed to include many new venues that were enjoyed by our Club members. The annual calendar regularly appears on the inside cover of the "*Bumper Guardian*," making it easy to plan your next Classic car outing. Your new "*Bumper Guardian*" editors, Karen Hutchinson and Ray Loe will carry on with the fine work established by Editor, Merrisue Steinman. I wish to express my greatest appreciation to

Continued on page 26



CCCA National Events



Annual Meetings	2008	May 30-31, June 1, 2008 ...	The CCCA Experience At the CCCA Museum, Hickory Corners, MI
2008 Jan 10-13 ... Seattle, WA			
Grand Classics	2008	July 12, 2008 ...	Summer Grand Classics, New England, Michigan, Northern California
2008 April 19 ... Indiana, N. TX,			CARavans™
San Diego/Palm Springs	2008	European CARavan™, May (tentative)	Christine Snyder
2008 May 31 ... Nat'l at CCCA Museum,	2008	Classic Europe, May 3-24 (tentative)	
Hickory Corners, MI	2008	Big Sky CARavan (COR), June 19-27	
	2008	Independance Trail CARavan (DVR/CBR), October 12-18	

1932 LINCOLN KB LeBARON CONVERTIBLE ROADSTER

*By Gerald Greenfield
Photos by Gerald Greenfield and Merrisue Steinman*

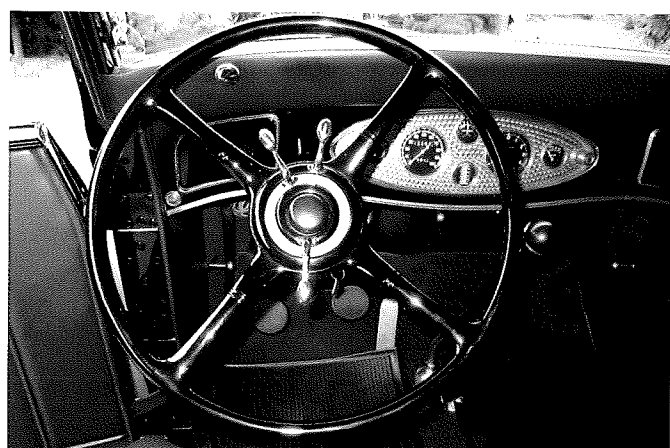


*Gerald and Doreen Greenfield and their
1932 Lincoln KB LeBaron Convertible Coupe*

Edsel Ford convinced his father to buy the technically-advanced, but financially troubled Lincoln Motor Car Company in 1922. Although Edsel worked hard to improve the styling of the L Series Lincolns using numerous custom body builders, it wasn't until 1931 that a substantially new Lincoln was introduced. The new K-Series was longer, lower and sleeker. However, the Model K Lincoln was still powered by the proven fork and blade 60-degree V-8 engine now producing 120 horsepower. With V-16s already in production by Marmon and Cadillac and V-12s on the way from Packard and Cadillac, Lincoln for 1932 introduced the Model KB V-12. This engine was the culmination of Henry Leland's engineering genius, which now produced



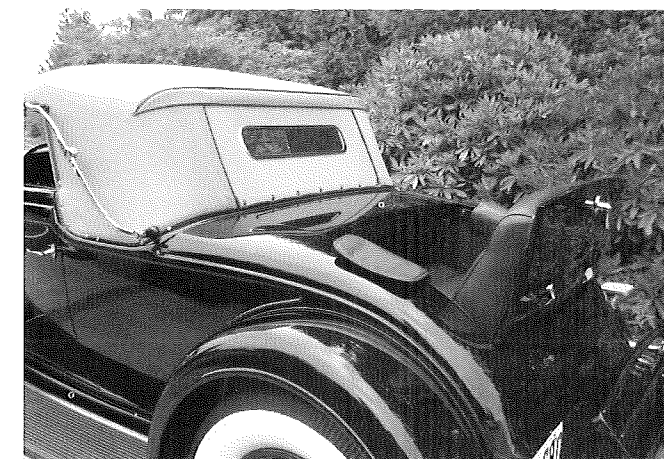
The KB's glowing neon garage spot



Luxurious driver's seat visual array



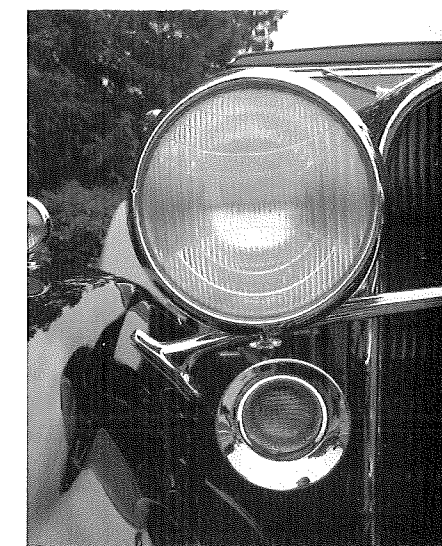
Curving convertible landaulet



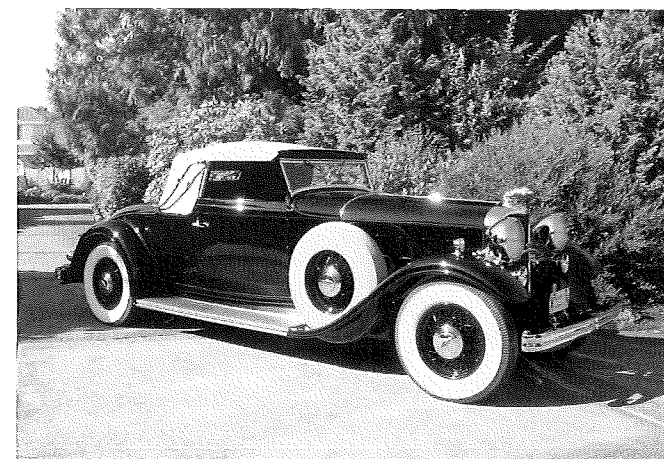
Tan leather rumble seat view

a fork and blade engine of 447 cubic inches producing 150hp at 3400 rpm. The new KB-Series rode on the same 145 inch wheelbase of the 1931 Model K Lincoln. Lincoln offered numerous factory body styles as well as numerous semi-custom styles from Waterhouse, Murphy, Dietrich, Judkins, Willoughby and Brunn.

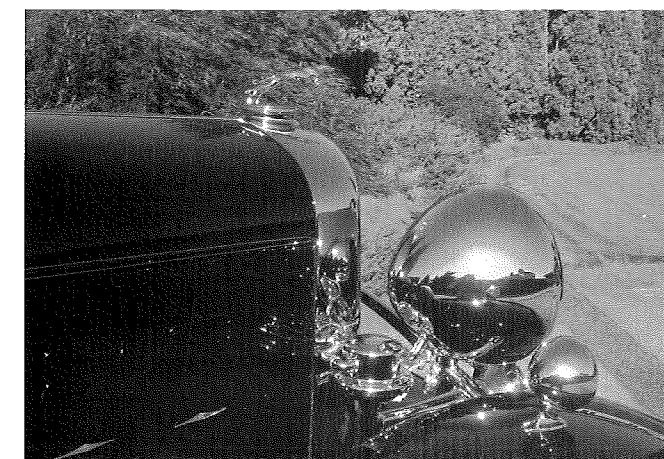
My 1932 Convertible Roadster was built by LeBaron and sold for a base price of \$4600.00. It carries chassis number KB 1257. The car was sold new by the Foss-Hughes dealership in Philadelphia. Dick Price, one of the early founders of the Lincoln Owners Club, purchased the car in the 1950s. He had known about the car from the late 1940s. The car had about 17K original miles on it at that time and was reported to be a very nice original Classic. The car was disassembled for restoration but remained a basket case until 1989 when purchased by Mark Langford. Mark started the restoration but soon put the project on hold until 1999.



Impressive headlight and horn



Proportion, beauty, and grace!



Forward view over the fender

Continued on page 6

COVER STORY – 1932 LINCOLN KB LeBARON CONVERTIBLE ROADSTER



Rear-view with rumble seat open



Full tan leather rumble seat with leather arm rests

At that time it was delivered to Steve Babinsky at Automotive Restorations in Bernardsville, NJ. The restoration was completed by Steve, and the car was shown at Pebble Beach in 2002 where it received second in class. Following Pebble Beach, the Lincoln received a Senior AACA Award in 2003, won Best Open Car at the Concours of the Eastern US in 2003, won Best Open Lincoln at the Radnor Hunt Concours in 2003 and scored 99.25 points in CCCA judging. Up until now, the Lincoln had resided its entire life in Philadelphia!

In 2006 I acquired the car in a round-about way. My close friend Glenn Mounger, expressed a desire to buy my 1932 KB Dietrich Coupe on numerous occasions. I finally agreed to part with the Coupe, but with the stipulation that I wanted to trade cars.

Luckily for Glenn, The LeBaron Roadster became available soon after. I traded my Coupe for the Roadster, and Glenn then purchased the Coupe from Mark Lankford. Glenn has since repainted the Dietrich Coupe, and it is stunning. I showed the LeBaron Roadster for the first time at the Early V-8 Ford Club National Meet in Tacoma, WA., in July of 2006. It was awarded People's Choice at the Broadway Street Show as part of that Convention. This past August, the Lincoln Continental Owners Club hosted a Western National Meet in Federal Way, WA. The LeBaron Roadster was voted Participants' Choice Best of Show and received a Ford Motor Company Lincoln Trophy for Best in Primary Division. It's next outing will be the CCCA Annual Meeting in Bellevue, WA. in January, 2008.

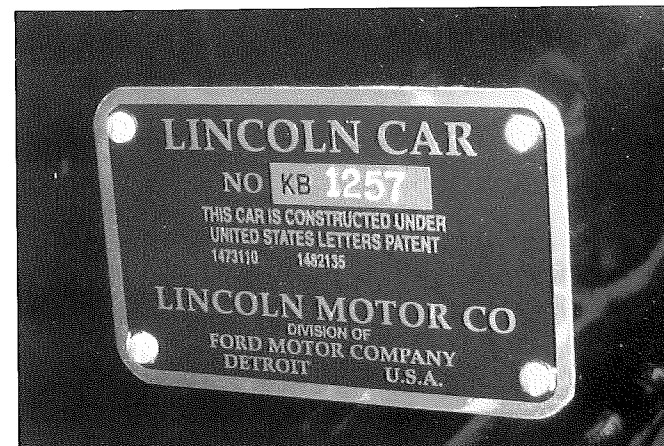


Beautiful shades for when the sun shines!

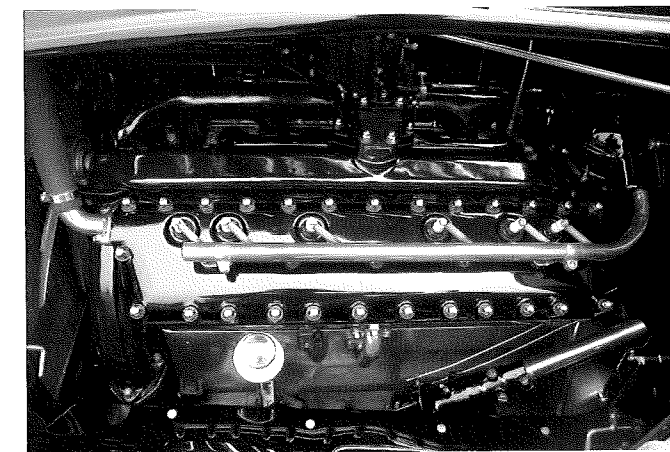


Tan leather interior welcomes you

1932 LINCOLN KB / CARAVAN PLATES / THANK YOU



Lincoln Car # KB 1257



Fork and blade V-12 engine of 447 cubic inches producing 150 hp at 3400 rpm

This Lincoln is one of the best of its kind, and is revered and cherished as the ultimate Classic Lincoln!



Do you have a 1986 or 1994 PNR CARavan license plate?

CCCA National Headquarters has mounted on a wall in the CARAvan room a license plate from every CCCA CARAvan with the exception of two. The two missing from the wall of plates are from the PNR CARavans - 1986 Pacific NWR V CARAvan and the 1994 Pacific NWR VII CARAvan. Does any member have one of these plates they would donate to the Club? If so, they could be sent Club Headquarters at 1645 Des Planes River Road, #7, Des Planes, IL 60018-2206. Thanks for your help. I will see you in January for the Annual Meeting.

Katie Robbins, CCCA
Executive Administrator
(847) 390-0443
www.classiccarclub.org

THANK YOU FROM THE KIRKLAND CONCOURS

The Pacific Northwest Region of CCCA would like to sincerely thank our members who generously donated to the Phil Smart Kirkland Concours d'Elegance by sponsoring the "Award for Most Elegant Open Classic", which was presented to Charlie Morse for his 1932 Delage D8-SS-100 Tourer with body by Chapron.

AUGUST WEST SOUND TOUR

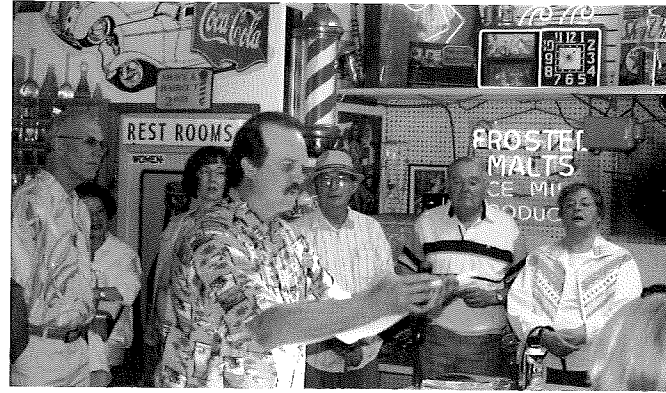
AUGUST WEST SOUND TOUR

By Lee Zuker

Photos by Lee Zuker and Merrisue Steinman



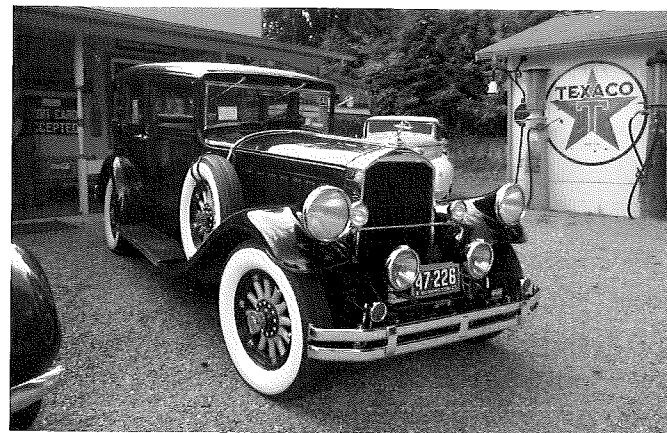
Arrival at "Anything Neon and Northwest Metal Art"



Chuck Hamling explaining properties of neon lights



Bill Allard watches Chuck bend neon while heating the neon tubes



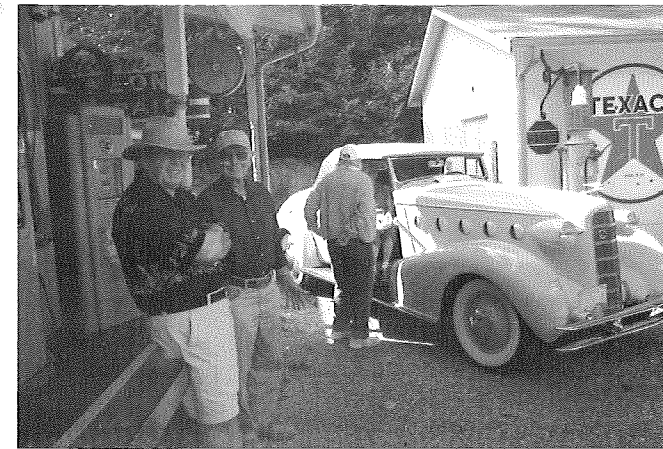
1929 Pierce Arrow Sedan
Diane and Paul Shager, owners

This was the first joint tour of the CCCA-PNR and the Olympic Vintage Automobile Club (OVAC). OVAC is a Silverdale-centered auto collectors club where there are no restrictions on accepted cars.... just as long as they are older and interesting. As a result we had many interesting non-Classic cars on the tour driven by both OVAC and CCCA members.

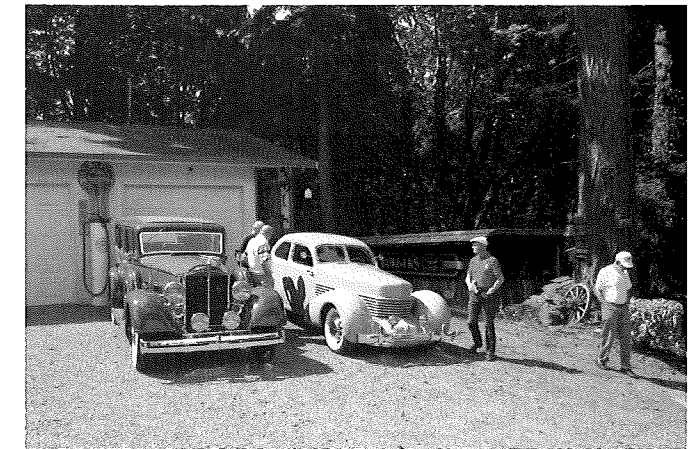
Our first stop was in Port Orchard at "Anything Neon and Northwest Metal Art" in Port Orchard, where Chuck Hamling, the proprietor, gave us a very interesting demonstration of how neon signs are made and repaired. While his business is primarily servicing beer companies, repairing the signs they put in the windows of the establishments using their products, he also makes a wide range of neon products, including replica vintage automobile dealer signs. He also created metal objects d'art, many of which were displayed on the walls.

After coffee and refreshments, the assembled group saddled up and headed north towards Poulsbo and the home of Bruce and Betty Harlow. At Harlow's we parked our cars along the crest of their property

AUGUST WEST SOUND TOUR



Gary Steinman, Bruce and Betty Armstrong relax by Betty's pale yellow 1936 LaSalle (NC)



Stan and Val Dickison's 1934 Packard 1100 Sedan
Barrie and Karen Hutchinson's 1937 Cord 812 Beverly

overlooking the Hood Canal ... a spectacular view! Most of us headed immediately for Bruce's garages. These are best described by the pictures included with this article, but needless to say they contained an impressive collection of vintage and Classic automobiles, automobilia (including a great collection of gas pumps) and several neon signs created by Chuck Hamling. Classics included a 1931 Cadillac roadster and a 1937 Packard convertible sedan with body by Dietrich. A lunch of pizza and chocolate sundaes was enjoyed by all.

Many thanks to our hosts, Chuck and Colleen Hamling, and Bruce and Betty Harlow, for a wonderful day in the West Sound.

CCCA-PNR Attendees and their cars:

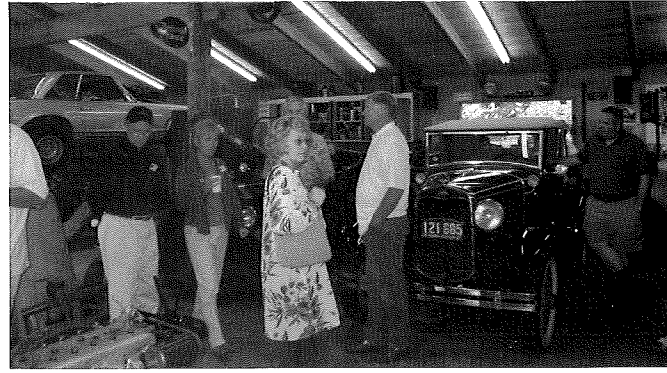
Jim and Dian Tallman	..... non-collector car
Lee and Marlene Zuker and son Hunter	..... non-collector car
Noel and Janet Cook	..... 1962 Bentley Sedan (NC)
Bob and Yoshi Reverman	..... Packard Caribbean Convertible (NC)
Bruce and Betty Harlow - co-hosts	..... non-collector car
Stan and Valerie Dickison	..... 1934 Packard 1100 Sedan
Lee and Juliana Noble	..... 1930 Chrysler CJ Rumbleseat Coupe (NC)
Duane Ruud	..... with Dickisons
Bob Newlands and Jan Taylor	..... with Hutchinsons
Barrie and Karen Hutchinson	..... 1937 Cord 812 Beverly
Bruce and Betty Armstrong, and grandson Alex	.... 1936 LaSalle (NC)
Gary and Merrisue Steinman	..... 1933 Lincoln KA Town-Sedan
Chuck and Colleen Hamling - co-hosts	..... Hot Rod
Paul and Diane Shager 1929 Pierce-Arrow Sedan
Bill and Lucy Allard non-collector car

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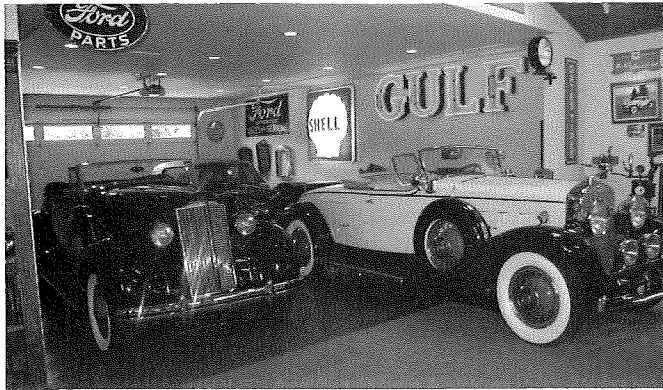
AUGUST WEST SOUND TOUR / MANAGERS MINUTES



Tour cars lined up in front of the Harlows' magnificent view from their deck



Bruce Harlow's "working" garage. Note Mercedes (NC) on lift in rear.



1937 Packard Convertible Sedan and 1931 Cadillac Roadster on exhibit



Bruce's "display" garage arranged with his cars, neon, and automobilia



Board of Managers Meeting Minutes

Abridged: June 6, 2007

The monthly meeting of the Board of Managers of PNR-CCCA was called to order at 7:05 PM by Gerald Greenfield. In attendance were Board Members: Ed Rittenhouse, Gerald Greenfield, Barrie Hutchinson, Lee Noble, Conrad Wouters, and Lee Zuker. Absent were Board Members: Stan Dickison, John McGary, Gary Steinman and Sec. Army Barer. Members in attendance were Bill Deibel, John Campbell, Karen Hutchinson, Julianna Noble, Marlene Zuker, and Gary Johnson.

The Minutes for May 2, 2007 were approved as written. Treasurer John Campbell reported that the Assets of the Region were currently \$19,542. Membership Chairmen Barrie and Karen Hutchinson reported two new members this month recruited by them.

OLD BUSINESS: Jerry Greenfield gave an overview of the Annual Meeting report in Director Stan Dickison's absence. Stan has submitted a complete outline to Katie Robbins containing the agenda, meals, events, etc. Stan and Valerie have been working very hard getting all the final pieces in place. Bill Deibel, Jerry Greenfield, and Ed Rittenhouse reported on their progress. Ed Rittenhouse is to make an announcement at the Indiana CARavan advertising the Annual Meeting.

Lee Zuker reported on donations for the Regional CCCA Trophy for the Kirkland Concours. Jerry Greenfield reported on the May Tour in connection with the HCCA. NEW BUSINESS: Upcoming events were reviewed.

The next Board of Managers Meeting is scheduled for Wednesday, July 11th.

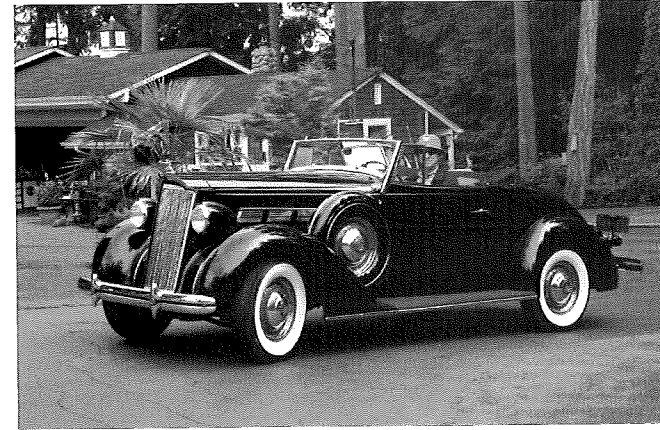
Submitted by Gary Johnson in the absence of Secretary Arnold Barer

SEABECK SUMMER PICNIC AND TOUR

SEABECK SUMMER PICNIC AND TOUR

By Merrisue Steinman

Photos by Michael Bradley and Merrisue Steinman

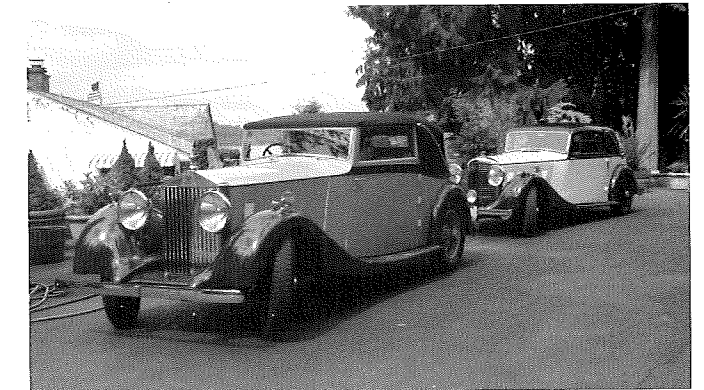


Bruce Harlow arrives in his 1937 Packard 1502 Convertible Sedan, body by Dietrich

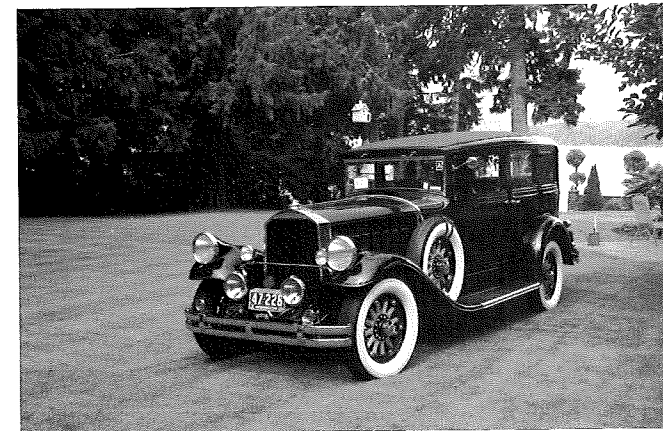


1946 Cadillac 62 Club Coupe
Tim and Kara Sullivan, owners

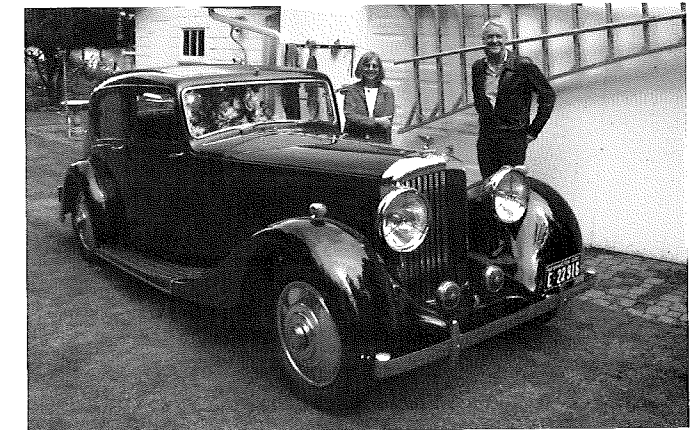
August 26, 2007 was a lovely day for driving Classic cars to Jerry McAuliffe's Seabeck estate. Some vehicles floated over on a ferry, while others stayed on asphalt the entire trip. What a delight awaited our members when we arrived at Jerry's magnificent estate and arboretum! Each year Jerry adds more to his beautiful landscaped grounds, and to his extensive auto and memorabilia collections. Anticipation of Jerry's new transformations is part of the fun of this wonderful annual event.



Lee and Julianna Noble's 1936 Rolls-Royce
Tom and Joy Crompton's 1937 Bentley Coupe

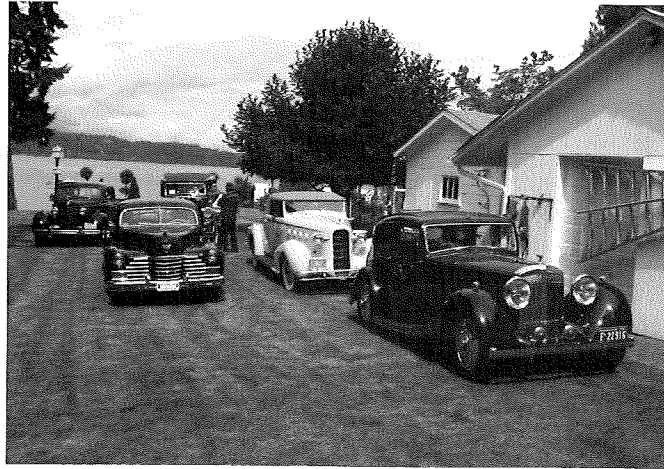


The Shagers' 1929 Pierce-Arrow 133
7-Passenger Sedan shining in the sun

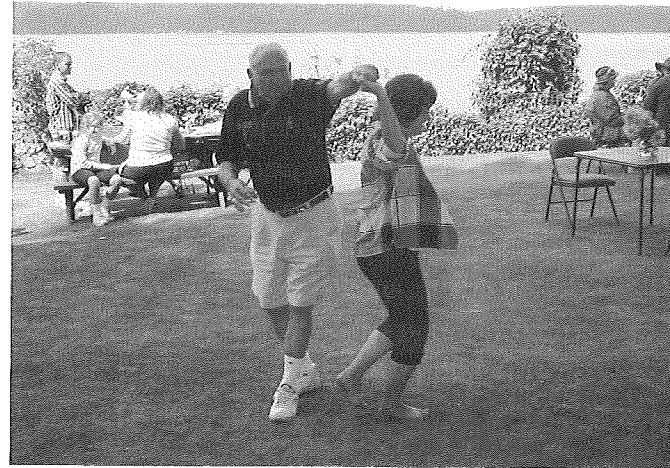


Ildi Bradley and Conrad Wouters admire
Conrad's 1937 Bentley Sports Saloon

SEABECK SUMMER PICNIC AND TOUR



Tour members' cars resting for the trip home



Jerry McAuliffe enjoying his party!



Great buffet of prime rib and great food!



Betty Armstrong, Catherine and Gary Harris, and Bruce Armstrong enjoying lunch

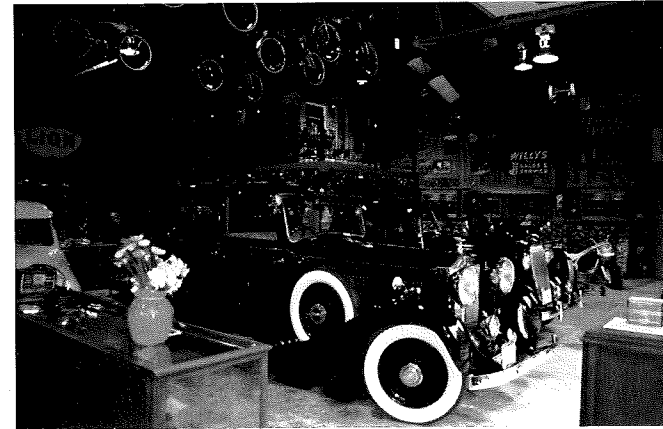


Jerry McAuliffe's 1941 Packard 160 Convertible Coupe showcased by his landscaping

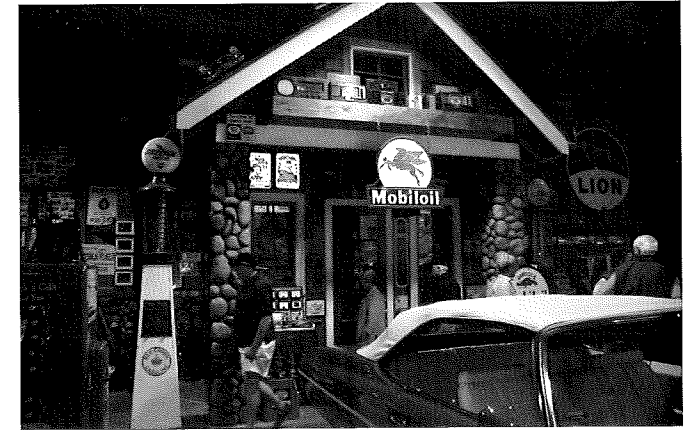


Panoramic view of Jerry's "big" garage and his collections

SEABECK SUMMER PICNIC / MANAGERS MINUTES



What a great lineup of luxurious cars!



Jerry has his own Mobil Oil gas station recreated in his "garage"

We were not disappointed. It was Great! Guests danced to the "hot" band that Jerry hired for the party. The band could play most any song requested, and they performed in spectacular fashion. After a lunch of barbecued prime rib and all the fixings, members were taken on a tour of Jerry's garages. Jerry's enthusiasm is contagious and we cheerfully swarmed across the street to see his "big" building with multiple collections displayed in vignettes appropriate to vintage cars.

A party where you are surrounded by magnificent water and mountain views, Classic cars, sweet air, good friends, fantastic food and drink.....it cannot get better than this. Thank you, Jerry, for your warm and generous hospitality. Thank you for a respite with nature and friends.



Board of Managers Meeting Minutes

Abridged: August 1, 2007

The monthly meeting of the Board of Managers of PNR-CCCA was called to order at the Woodmark Hotel at 7:15 PM by Director Stan Dickison. In attendance were Secretary Arnold Barer, Treasurer John Campbell, Managers Barrie Hutchinson, Jerry Greenfield, members, Valerie Dickison, Karen Hutchinson, Bill Deibel, Don Reddaway and Brian Pollack. Absent were Directors Gary Steinman, Lee Noble and Ed Rittenhouse.

The minutes of the July 2007 Managers Meeting were approved as corrected. John Campbell presented his Treasurer's Report. We have a balance of \$19,300 in the bank account. Barry Hutchison reported that we have no new members. Our membership is approximately 180. Stan reported that Gary Steinman will not serve as activity director next year.

Stan Dickison led an extensive discussion of the progress of plans for the 2008 National Meeting. Bill Diebel reported on the Regional Annual Meeting. He has met with Carl Bomstead on the entertainment plan. Stan Dickison displayed a sample vest with the club emblem. The cost will be about \$40.00 apiece. There were reports on past and future events

After completion of discussions, the meeting adjourned at 9:00 P.M. The next meeting will be September 5, 2007.

Respectfully submitted,
Arnold J. Barer, Sec.

2008 CCCA ANNUAL MEETING

CLASSIC CAR CLUB OF AMERICA – 2008 ANNUAL MEETING

JANUARY 9- 13, 2008

THE HILTON BELLEVUE • BELLEVUE, WA

Wednesday, January 9, 2008

- 8:00 AM Garage open for Classics
- 12:00 PM Registration
- 2:00 PM Busses depart for LeMay Collection, America's Car Museum
- Dinner at Johnny's Dock (No-Host) Before returning to the hotel.

Thursday, January 10, 2008

- 8:00 AM Garage open for Classics / Registration
- 8:00 AM CCCA Annual Membership Meeting
- 10:00 AM CCCA Museum Annual Membership Meeting
- 12:00 PM Busses depart for tour:
 - Ken McBride Collection
 - Museum of Flight
 - James Raisbeck Collection (hors d'oeuvres)
 - Return to hotel – Dinner on your own

Friday, January 11, 2008

- 8:00 AM Garage open for Classics / Registration
- 8:00 AM CCCA National Board of Directors Meeting
- 9:00 AM CCCA Regional Relations Meeting
- 10:00 AM CCCA Regional Editors Meeting
- 1:30 PM Busses depart for tour:
 - Craig Watjen Collection
 - Jon Shirley Collection
 - Greg Whiten Collection
- 6:30 PM Dinner amongst the Classics

Saturday, January 12, 2008

- 8:00 AM CCCA Museum Trustees Breakfast Meeting
- 9:00 AM Judges & Tabulators Breakfast Meeting
- 10:00 AM Judging commences
- 12:00 PM Vintage Fashion Show Luncheon
- 3:00 PM Technical Session
- 6:30 PM Awards Banquet, Hilton Ballroom

Classics may enter display area - Wednesday, Thursday & Friday
Special arrangements needed for Saturday.

Please check out the Annual Meeting brochures and we hope that you will be attending many of the events. Not only are the events wonderful, but you will meet many fellow car-lovers and exchange auto stories. CCCA members will be arriving from all over the country and we hope to have a huge display of our Pacific Northwest Region cars for the attendees to view. The Pacific Northwest Region is known for having fantastic collections and superb cars. Let's bring our Classic automobiles to Bellevue and show them off! There will be security for the cars on display.

You will receive car registration forms from National and Classic Cars must be registered with National using the National Registration Form.

REGISTRATION AND ORDER FORM - 2008 ANNUAL MEETING

NAME _____ SPOUSE OR GUEST _____
(As you wish the names to appear on the name tags)

ADDRESS _____ PHONE _____ FAX _____

CITY _____ STATE _____ ZIP _____ E-MAIL _____

NOTE: DEADLINE FOR ACTIVITIES RESERVATIONS POSTMARKED BY DECEMBER 15, 2008

REGISTRATION FEE

Registration, per person (regular deadline postmarked, December 1, 2008) No. of Persons _____ @ \$75.00 = \$ _____

Late registration per person (December 2 - December 15, 2008) please ADD No. of Persons _____ @ \$25.00 = \$ _____

WEDNESDAY, JANUARY 9, 2008

LeMay Collection – America's Car Museum No. of Persons _____ @ \$27.00 = \$ _____

Transportation (Bus leaves the Hilton at 2:00 PM) No. of Persons _____ @ \$22.00 = \$ _____

Dinner at Johnny's Dock (no host) before returning to the hotel.

THURSDAY, JANUARY 10, 2008

Ken McBride Collection, Museum of Flight (admission included) and James Raisbeck Collection (hors d'oeuvres) No. of Persons _____ @ \$40.00 = \$ _____

Transportation (Bus leaves the Hilton at 12:00 PM) No. of Persons _____ @ \$22.00 = \$ _____

FRIDAY, JANUARY 11, 2008

Craig Watjen, Jon Shirley and Greg Whiten Collections Transportation (Bus leaves the Hilton at 1:30 PM) No. of Persons _____ @ \$20.00 = \$ _____

Regional Night with Dinner amongst the Classics (Buffet) 6:30 PM No. of Persons _____ @ \$65.00 = \$ _____

SATURDAY, JANUARY 12, 2008

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TRAILERING BASICS #101

A look at trailering before and after you buy the trailer.

By Chris Wantuck

You're the owner of a collectible automobile. Great. Either it's a show car or one intended to participate on tours. Whether you've owned it for years or recently acquired it, you now have the decision to have your collectible transported. Professional transport services are convenient, but are not for everyone. If you're considering buying a trailer to transport it yourself, the following tips are offered before and after you purchase one. Goose-neck trailers are not addressed here although some of the tips may be applicable. This applies to pull trailers also referred to as tag along trailers.

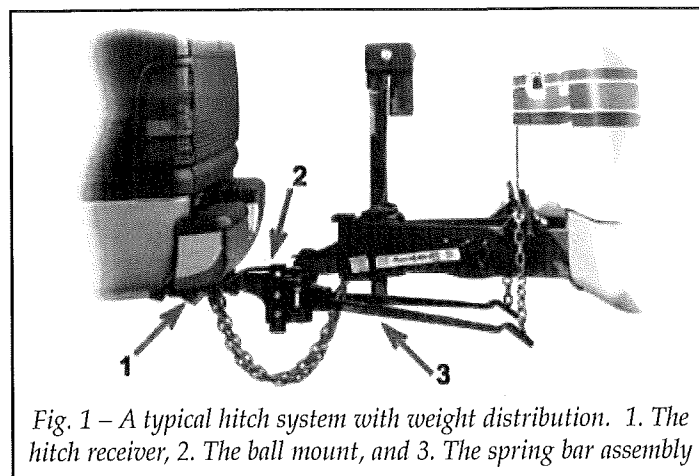


Fig. 1 – A typical hitch system with weight distribution. 1. The hitch receiver, 2. The ball mount, and 3. The spring bar assembly

1. Open or Enclosed Trailer – An open trailer has several advantages such as less weight, less cost, and even ease to tie-down the vehicle, but the enclosed trailer offers security and protection from the elements of weather. Plus the enclosed trailer shields your precious cargo from tempting eyes while enroute or overnight at a hotel. The extra \$3,000 price difference for an enclosed trailer easily justifies piece of mind over cost. Also, contrary to popular belief, there is no significant reduction in gas mileage when pulling an open trailer, so the decision, based on cost becomes even easier. Since our collector cars tend to be rather large, also note the width of your candidate trailer. Most trailer manufacturer's adhere to the maximum overall width of 102 inches established by the US Department of Transportation.

2. Weight – Let's first discuss Gross Trailer Weight (GTW) – The Gross Trailer Weight is the total weight of the trailer and the cargo, which is the hauled vehicle's weight plus any accessories and ancillaries such as tools. Most two axle enclosed trailers weigh approximately 4,500 pounds and handle 10,500 pounds GTW which leaves approximately

6,000 pounds for vehicle and cargo. A full classic weighing 5,200 pounds doesn't leave a lot of margin. Consider a trailer with 12,000 GTW to increase your weight margin and can be as simple as ordering the trailer with larger tires and/or axles. Now another term. Gross Combined Vehicle Weight (GCVW) is the maximum allowable weight of the entire rig, loaded and ready to go. It includes not only the weight of the tow vehicle, but also its fuel, passengers, luggage or cargo, the dog, plus the weight of the trailer and everything inside of that. This results in manufacturers publishing a Gross Combined Weight Rating (GCWR). This is the design metric used by engineers to size things like the cooling system, engine and transmission, axle ratio and brakes. Take the time to understand these weight terms when choosing the trailer and tow vehicle and how they may affect your purpose.

3. Tow Vehicle – The vehicle you use to pull your trailer should be made based on a number of considerations. The most significant factor is the weight class it will handle. Will the vehicle comfortably pull the GTW of 10,500 or 12,000 pounds? What about passengers and cargo/luggage? Is the GCWR enough? Basic pick-up trucks can be used, but are limited in seating. Will this be a dedicated vehicle for towing or a multi-purpose one? Chevrolet/GMC Suburban or Ford's Excursion offer ample seating and weather-tight cargo luggage area. In general, a longer wheel-base tow vehicle and heavy duty suspension with three quarter ton or higher capacity is recommended. Several companies now even offer special tow modes that computer-control the transmission and engine during acceleration or slowing down. The selected tow vehicle should be considered "Heavy Duty" in aspects like pulling capacity and transmission and oil cooling, yet still offers reasonable comfort while being many hours on the road. Finally, the tow vehicle should accommodate a hitch system matching or exceeding the GTW. Class 4 hitches are rated at 10,000 GVW and a tongue weight of 1,000 pounds whereas the Class 5 hitch is rated for 14,000 and a tongue weight of 1,000-1,200 pounds. Class hitch receivers (bolted onto the tow vehicle's chassis are easily identifiable. The class 4 hitch receiver has a square opening of 2 inches and the class 5 receiver has a 2 1/2 inch square opening. The Class 5 hitch is recommended.

4. Door Height – The height of the rear door should be considered when purchasing a trailer. Is a door height of 7 feet enough? Since some collectible cars of the "teen era" tend to be higher than a standard 6'8" garage door, than you may

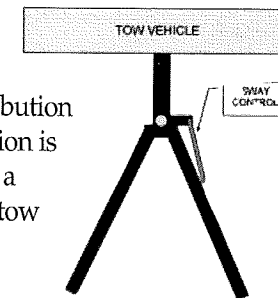
TABLE 1 – Tow Vehicle Comparison Data. Source: Edmunds Evaluation

2006 Vehicle Data	Dodge Ram 3500 Mega Cab	Ford F-350 Super Duty	Chevrolet Silverado 3500
Vehicle Curb Weight	7,880	8,180	7,420
Driver & 2 Passengers	550	550	550
GTW	10,000	10,000	10,000
GCVW (Total)	18,930	19,230	18,470
GCWR	21,000	26,000	23,500
Difference (Margin)	2,070	6,770	5,030

require a larger trailer with a higher door. If you think you will never trailer a tall car, then stay with a standard height.

5. Inner Fender Well Height – Does the trailer you're considering have an inner fender well? Will your car be able to pull in and open the door without hitting the inner fender well? Ideally the door should swing above the inner fender well. 1930's cars probably have enough clearance, but 1940's cars may not. This would force you to climb out the window once inside or add/raise the height of the floor to get the necessary clearance, using perhaps wooden planks for a particular car. Exercise care when choosing your trailer on details such as this on just how you're going to use it.

6. Hitch System – The hitch system must be considered when selecting your trailer. Two terms should be considered, Weight Distribution and Sway Control. Weight distribution is the hitch system's ability to transfer a portion of the trailers weight to the tow vehicles chassis. When you add the weight of the trailer (called tongue weight) to the rear of the tow vehicle, the rear of the tow vehicle will be lowered under this weight. The tow vehicle can more than likely handle this weight, but it alters the tow vehicle's original posture and thus handling. In the extreme case, it can leverage the weight of the tow vehicle such that the front wheels make minimal contact and steering is effected, especially in wet pavement. Rather than merely supporting the trailer tongue weight, weight distributing hitches apply leverage between the towing vehicle and trailer causing the tongue weight to be carried by all axles of the tow vehicle and trailer. When tongue weight is distributed in this way, trailers with greater tongue weights can be towed resulting in a more level ride which reduces stress on the rear of the tow vehicle and provides greater steering and brake control. By including a weight distribution hitch system, essentially you maintain the tow vehicle's posture as if the trailer were not connected. Sway control minimizes the trailers movement that pivots around the hitch ball. The



practical benefit is when being passed by other larger vehicles such as a semi-tractor trailer truck, the trailer's side-to-side motion caused by the passing truck will be minimized. Sway control is of such importance to trailer towing safety it should be mandatory. Reese, Draw-Tite, or Equal-I-Zer hitch systems offers BOTH weight distribution and sway control features. Take the time to understand

these two important features and how you'll include them into your truck & trailer. Remember, a correctly adjusted trailer and hitch system will ride in a relatively level position.

7. Braking system – Braking systems used on larger two or three axle trailers should be researched and understood when selecting a trailer. The two most common types are Hydraulic and Electric. The purpose of the trailer's braking system is to allow the trailer and its cargo to brake on its own and not rely solely on the tow vehicle. Hydraulic brakes are applied when the trailer senses movement at the hitch and that movement is translated to the hydraulic master cylinder much like stepping on a brake pedal. The more movement (harder stop), the harder the master cylinder operates and the more the brakes are applied. Electric brakes are quite different. A separate control in the cab of the tow vehicle senses the electrical connection of the brake pedal and applies a regulated amount of electric current to the brakes on the trailer. Most electric brake controllers have easy adjustments for the driver to apply the right amount of braking when the brake pedal is depressed. If using electric brakes, investigate how the controller is installed and how it will be used. Starting in 2005, Ford now offers an integrated controller into their wiring and brake systems on larger pick-up vehicles such as the F-350 models. Other brands may offer a similar feature. Either system, when operating properly should stop the trailer evenly when the tow vehicle slows down. Electric brakes also have a safety switch feature that applies a separate electric current from a small battery mounted on the trailer's frame that engages in the event the trailer separates from the hitch and needs to stop on its own.

8. Left side door - Having a left side "pass door" over the axles is a handy feature. It permits easy egress out of the vehicle once it is parked in the trailer rather than having to shimmy down the side and out the back. This is standard among some models and is worthwhile if it has to be ordered.

9. Front Pass Door – A thin pass door on the front passenger side of the trailer is a necessity to gain access to the front of the

Continued on page 18

vehicle to attach the hold down straps. This is usually a standard feature amongst trailer manufacturers.

10. Spare Tire – Where should you mount the trailer's spare tire? Locating the spare in a hidden floor compartment saves space, but can be havoc if you need it and there is a car over it. Mounting it up front against a wall may take up valuable space intended for other ancillaries. Care should be taken when considering how and where you include the spare tire in your trailer order. Changing the spare tire on a trailer especially when fully loaded should be considered. A simple method is to raise the trailer tire up by rolling the good tire onto a set of wooden planks. This could mean pulling forward or backing up depending on the tire to be changed. Store the planks in an accessible but out of the way place and hope you never need to use them. Thanks to John Tritle with photo by Charlie Russo for this tip.

11. Electric Winch – Including an electric winch into your trailer design is a good idea. If for some reason the vehicle breaks down, the winch will be a great asset to pull the stalled vehicle into the trailer and get it home or to a shop. When considering a winch, make sure 1) it's mounted to the frame (e.g. U bolts over the trailer's frame or channel), and 2) run adequate cable (suggest 8 gauge or better) from the tow vehicle battery to a specialized two prong quick disconnect at the tow vehicle's rear bumper to power the winch. A little hole opening in the trailer's floor adjacent to the winch can be used to route the power cable out to the quick disconnect. The hole can be protected by a wooden or rubber cover when the winch is not in use. Another option for mounting the winch is to include a class 4 or class 5 hitch receiver into the design. The receiver is firmly mounted on the trailer's floor and the winch with its square tubing slides into the receiver and secured by the same pin and clevis clip as a regular hitch. Advantage of this detachable winch version is that the winch can be used on the tow vehicle's hitch receiver (trailer disconnected of course) if the situation arises. The electrical connection would be the same two prong heavy duty disconnect plug as if the winch were inside the trailer. Thanks to John Tritle with photos by Charlie Russo for this detachable winch design tip.

12. Trailer Tongue Jack – A trailer tongue jack is essential to lift the trailer's tongue off and on to the hitch ball. Most tongue jacks are manual wind style, but where it's mounted is especially important. A convenient location is right behind the trailer's tongue (hitch ball point). If the tongue jack is located on the outside of the frame rail with a swing up feature, it may interfere with the hitch's weight distribution bars, forcing you to have to remove or reattach the jack each time the weight distribution bar is installed. An added convenience is an electric tongue jack and can be powered via the same two-

prong quick disconnect electrical plug used for the winch. Pay extra care about height and location of the tongue jack that it does not interfere with any part of the tow vehicle such as the drop down tail gate or door on pick-ups or SUV's.

13. Tongue Weight Scale - Consider purchasing a tongue weight scale for use when positioning the vehicle inside the trailer. Moving the vehicle back and forth will increase or decrease the effected weight on the hitch ball. Too much weight will alter the tow vehicle's handling and not enough weight may cause the trailer's tongue to lift up off the hitch ball. Once the vehicles location is established, a mark on the trailer's floor or a stop can be fastened, assuming its the same car each time. These cost approximately \$110 and are offered at Northern Tool, McMaster-Carr or select trailer supply companies. Or perhaps you can borrow one and do it once. A relative tongue weight is at least 500 pounds and should not exceed 1,000 pounds which is the limit for most hitch systems.

14. Reflective Tape - Using Reflective Conspicuity Tape on the outside of the trailer improves the visibility of the trailer to others on the road. Use of this tape is even more important if the trailer is a dark color or one that easily blends in with one's surroundings. This tape is required on all commercial trailers but is not required in most states on car trailers. It is available in various lengths and in kits and is very easy to install. Thanks to Charlie Russo for this reflective tape tip and photos.

15. Tie Down System - Consider using the E-Track Tie-Down System. E-Track is a heavy gauge metal cargo securing system that when used with E-Track clips and straps, secures the vehicle to the trailer. Since E-Track has multiple connection slots to place the clips, it permits holding the car more securely while in transit. E-Track should be installed so it's connected to the trailer frame and not just the floor. E-Track can be purchased through McMaster-Carr Industrial supplier or other truck-trailer-cargo vendors. A simple computer search under "E-Track" reveals many. And don't forget the E-Track clips/straps along with the regular 2 inch wide Tie Down ratchet straps and special double ring straps that wrap around the suspension. Regarding cargo straps:

- Inspection: Always inspect straps prior to each use. Webbing that is cut, frayed or abraded should be replaced immediately. Never use any oils, solvents, acids, etc. on the webbing itself. When necessary only lube the mechanical workings of a ratchet or cam buckle with a lightweight lube such as WD-40.
- Exposure to Sunlight: Use only top quality straps and webbing with UV protection. Sunlight is still a killer. When not in use, don't leave your straps laying around on the deck of your trailer in the sunlight. Ideally, store

them in a cool dry location. This will greatly prolong the life of your straps.

- Routing: Be careful of how your straps are routed. Avoid sharp edges or abrasive surfaces whenever possible. If this cannot be done, make sure you add some protection between the webbing and the surface in question.
- Cleaning your Straps: Warm, soapy water and a good scrub brush is the best method. Once the cleaning is complete, hang the straps up to air dry. Avoid cleansers with bleach or acid as these will weaken the webbing.
- Tie-Down Method – Consider the method you use to tie down your vehicle using the ratchet straps. Straps that run in-line (straight front-to-back) would provide ample holding power front to back, but straps that also criss-cross will provide extra side-to-side control.

16. Flooring protection – Since most collectible cars leak a little, consider protecting the floor with either an epoxy paint or suitable floor covering for easy clean-up of oils and spills. One such covering is a vinyl floor sheet by Better Life Technology, LLC, Lenexa, Kansas. Also consider traction needs when covering the door (ramp) as well. Tip: Put down the E-Track over the vinyl covering.

17. Back Up Lights and Back Up Alarm– An important accessory that can be useful on your trailer is a set of back-up lights and back-up alarm. The lights can be wired traditionally as back-up lights and/or as accessory spot lights while loading or unloading in the dark. Consider carefully where and how to mount these lights. Mounting them below the frame might break off when encountering a valley or hump on the road and mounting on the door may be a problem when the door is down. Another mounting method is to recess them into the door, if the door can accommodate them, but doesn't offer general lighting when the door is down. If you choose a flood light arrangement, a separate relay may be needed. Most tow vehicle reverse light switches/circuits don't handle a lot of current. The back-up alarm can be as simple as mounting the speaker or siren under the chassis. A situation to think about is when backing up into your own driveway late at night. Do you really need to announce yourself to the neighbors with the backup alarm going? Adding a backup alarm kill switch in a convenient location like just inside the pass door may keep you on good standing with the sleeping next door neighbors. Thanks to John Tritle with photos by Charlie Russo for this alarm and kill switch tip.

18. Storage – When storing your trailer for long periods, consider a special trailer cover to protect it from the sun and elements. Weather can wreak havoc on an unprotected unit, especially the seams and moldings. Consider using small jack stands on the rear frame members and in conjunction with

the tongue jack to take some of the weight off the springs while in long term storage.

19. Mirrors – The mirrors on your tow vehicle are an important safety accessory when towing. Using the driver and passenger side exterior mirrors provide the driver an instant perspective of the surroundings, which is usually other traffic. The driver must learn to depend on mirrors and gauge where traffic is in relation to the trailer. The most common occurrence for mirrors is lane changes. Exterior mirrors on many of today's tow vehicles simply pull out (extend) to accommodate the extra viewing area needed for seeing past or alongside the trailer.

20. Video Camera System – A video camera system can provide the driver with extra comfort while towing by seeing whose following behind the trailer. This is much like the camera system used on motor homes, but instead the camera is mounted at the rear of the trailer. The camera can be mounted high up on the rear door with a quick disconnect clip or on the roof of the trailer. Small bullet cameras such as Swann's SW-C-CCBC is outdoor rated and operates on 12 volts. If it's mounted to the rear door, remember to remove it when lowering the door. Small 5-6 inch TFT-LCD video monitors such as the Valor VH-700WR, Emerson MT-1563, or Accelelevision LCDP56 can be used. Its important to remember that with a video-camera monitor system, left and right are switched and thus the selected monitor must have a mirror or reverse video mode to correct left and right confusion. The Bravo-View MR-04F system includes the camera and entire rear view mirror which includes the video monitor inside the mirror. Benefit of the Bravo system is that when the camera is off, the rear view mirror is totally usable again and also has the reverse video mode. Wireless camera systems are possible, but a hard wired system using coax cables for both video and 12 volt power should provide years of worry-free service. Another benefit of a video-camera system is to temporarily mount the camera (using a magnetic mount) to the rear of the tow vehicle and the camera facing the hitch-ball. Backing and aligning the tow vehicle hitch-ball to the trailer exactly the first and every time by yourself has never been easier. You can now throw away that tennis ball alignment system!

21. General Information – Take the time to plan where and how everything in your trailer will be placed.

- Layout where accessories will be stored. The E-Track system makes their product with both vertical and horizontal slots, so using it on the trailer's inside walls is also possible. This permits multiple tie-down points for boxes and parts or tools.

Continued on page 20

TRAILERING BASICS #101

- Check for peculiar things like operation of the inside lights. Some tow vehicle's trailer connector only provide 12 volt power while the ignition is on. Is this what you want? If not, consider ways to change this. Like the back-up lights suggestion, perhaps you want separate back-up lights when backing, but have separate flood lights mounted high that are switched on independently of the reverse lights.
- Enclosed car trailers can be very dark places especially before sunrise or after sunset. Most trailer manufacturers offer optional interior lights at a nominal cost. Interior lights can also be added later by the trailer owner. In most cases interior lights are run off of the tow vehicle's electrical system. Having these lights wired that way can result in a dead battery in your tow vehicle if you leave the lights on. Some trailer manufacturers or trailer sales dealers offer an optional battery to power interior trailer lights. These batteries are usually deep cycle marine batteries and are usually mounted somewhere on or in the trailer. They can be wired so that they are charged by the tow vehicle when it is running and not drain the tow vehicle's battery. Another tip for improving interior lighting - paint the interior walls bright white to improve reflection. Thanks to John Tritle with photos by Charlie Russo for this interior lighting tip.
- Fire Extinguishers - Since most enclosed car trailers have wooden floors and walls and carry vehicles that contain flammable liquids like gasoline. Carrying one or more properly rated fire extinguishers is a must. When deciding on where to mount fire extinguishers, accessibility should be a priority. Mounting them near one or more of the trailer doors is usually where many trailer owners located them. Thanks to John Tritle with photo by Charlie Russo for this fire extinguisher tip.
- Wheel Chocks - There are a number of wheel chocks available on the market today. Some are made of plastic and have a simple design. Others are made of metal and are mechanical in nature. Whenever a trailer is not hitched to a tow vehicle, some form of wheel chocks should be

used to insure the trailer does not move from its parking spot. Mechanical wheel chocks are available from most RV retail stores or on-line RV web sites. Thanks to Charlie Russo for this tip and photo.

- Think about the locks you'll use. Having the locks all keyed alike saves frustration in finding the right key. This includes the pad locks on all the doors and the hitch (ball) lock.

22. Maintenance - The trailer you've bought or are about to purchase requires maintenance just as much as the vehicles themselves. Greasing suspension components, the hitch ball, and wheel bearings; check tire pressures and there overall condition; clean electrical connections and check lighting and electric brake operation. On the trailers exterior, lubricate door hinges and lock hasps and look for moldings and trim that may have worked loose.

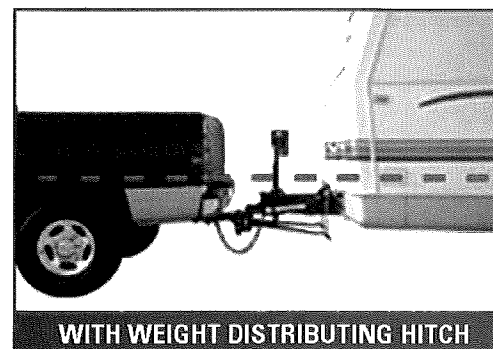
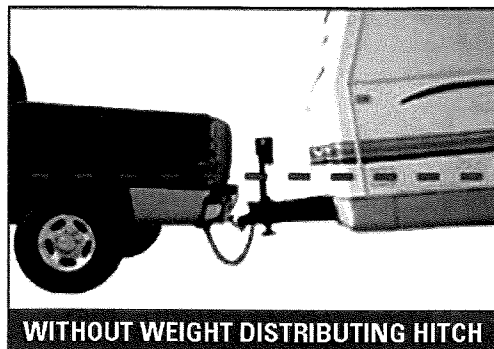
Summary:

1. Look and research how you'll be using your truck and trailer. Take the time to understand the weights mentioned as it applies to you.
2. Look at other people's truck & trailer arrangements and don't be afraid to ask questions. The dumbest question is the one that didn't get asked. Learn from other peoples experiences.


References:

1. Sherline Website: Information on tongue weight scales and trailering
2. McMaster-Carr Industrial Supply
3. Better Life Technology
4. Reese Hitches
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7. Reflective Tape Supplier

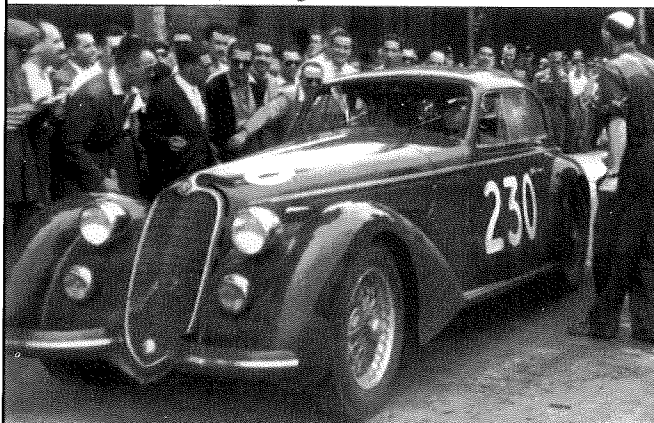
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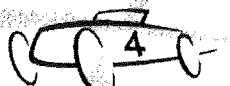
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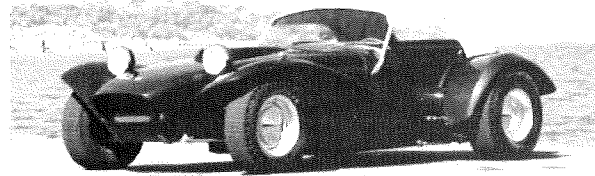
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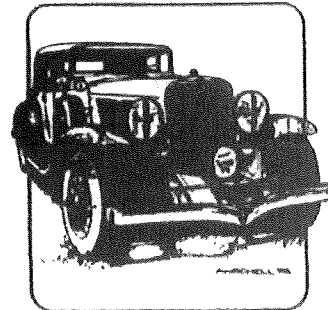
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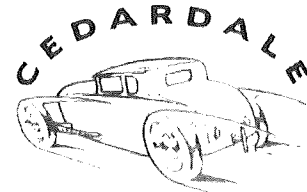
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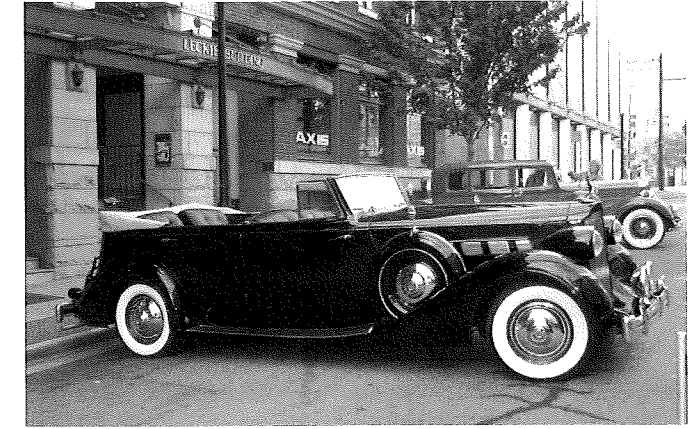
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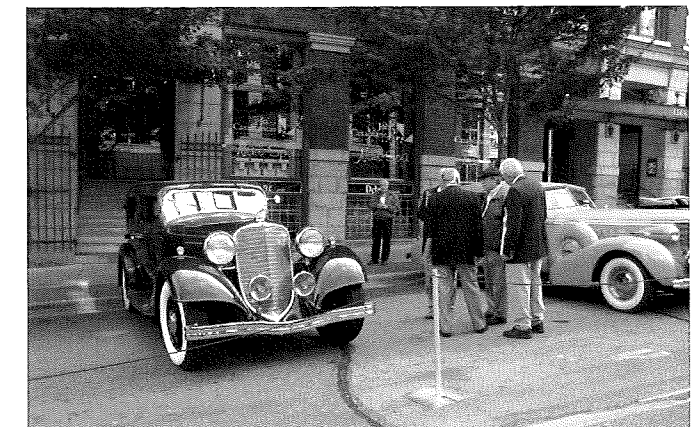
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A sea of 40,000 faces at the Saturday event



1935 Packard 1205 Super 8 Convertible Sedan
Max and Carole Shields, Owners



Judges viewing Gary Steinman's 1933
Lincoln V-12 KA Town Sedan

September 1, 2007, was the date of the fifth Steamworks Concours d'Elegance in Gastown in Vancouver, B.C. PNR members John Carlson, Laurel Gurnsey, and Colin Gurnsey were Co-Chairmen of this event. Eli Gershkovich, Co-Chairman, said "The Concours was able to facilitate an event where owners of antique autos, Classic cars, motorcycles, and rare muscle cars could share their passion with the enthusiastic public set amid the ambience and cobblestones of Gastown". About 85 invited-cars and motorbikes were displayed on Saturday. There was a special display of 1932 Fords (NC) to celebrate the 75th anniversary of this iconic automobile. The event was free to the general public. In one day, an estimated 40,000 people viewed the cars and motorcycles. All ages and socio-economic groups came to observe and appreciate the cars and bikes. Although the cars had only a rope between stanchions protecting them from spectators, the viewers were very careful and respectful of the displayed vehicles.

PNR members started arriving Thursday and stayed through Sunday. We were treated like royalty with a Friday cocktail party where the complimentary food and drinks were in abundance. Awards were given out on Saturday starting at 4:00 PM. Participants again were wined and dined in a comfortable and cosy region of Eli's Steamworks Brewery Restaurant as trophies, plaques, and gifts were awarded to winners. What a wonderful time!

Saturday evening Laurel and Colin Gurnsey made arrangements for PNR members to gather for dinner at Eli's new TransContinental Heritage Restaurant, which is located in the restored Waterfront Railway Station. The grandeur of the setting was perfect. Sunday we drove our Classics to an authentic restored 1912 Electric Generating Station at Stave Falls. Guess who was in charge of this amazing restoration and hands-on science exhibit? Colin Gurnsey is the Man and he gave us a personal guided tour of the powerhouse's original turbines, exhibits, movies, and historical artifacts. It is an amazing "science center" right there in Mission, B.C. We highly recommend visiting.

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2007 STEAMWORKS CONCOURS d'ELEGANCE



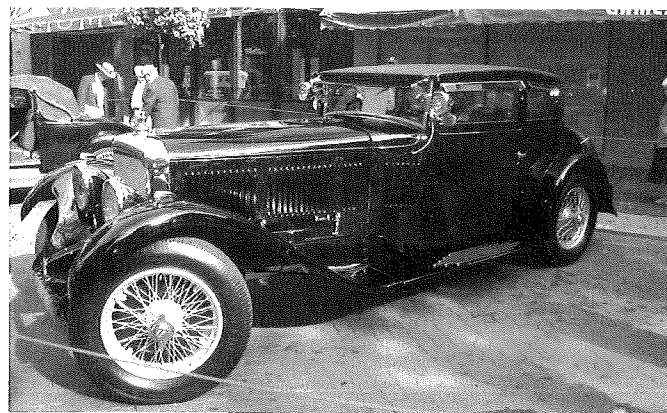
Adele Cohen accepts "Most Elegant Post War Award" from Colin Gurnsey and Eli Gershkovich for her 1953 Bentley R Continental (NC)



1953 Bentley R Continental (NC)
David and Adele Cohen, Owners

PNR members attending included:

- LeMay Museum, 1930 Stutz Boat Tail
- Steve and Annie Norman, 1929 Bentley Martin Walter Speed 6 (First In Class: 1920-1930 Foreign)
- Bloor Redding, Jr, 1926 Bentley-L (Second in Class: 1920-1930 Foreign)
- Lee and Julianna Noble, 1936 Rolls-Royce 25/30 Park Ward DHC (Third in Class: 1931-1939 Foreign)
- Gary and Merrisue Steinman, 1933 Lincoln V-12 KA Town Sedan
- Max and Carole Shields, 1935 Packard 1205 Super 8 Convertible (First in Class: 1931-1939 Domestic)
- Stan and Val Dickison, 1934 Packard 1101 4-door Sedan (Third in Class: 1931-1939 Domestic)
- David and Adele Cohen, 1953 Bentley R Continental (NC) (First in Class: 1946-1959 Foreign) and received The Most Elegant Post War Car Steamworks Award
- Sig Linke, 1947 Buick Roadmaster(NC)
- Gerald (Judge) and Doreen Greenfield
- John (Head Judge) and Koko Carlson
- Colin (Judge) and Laurel Gurnsey
- Arny and Carol Barer
- Fred (Judge) and Brenda Bonin



1929 Bentley Martin Walter Speed 6
Steve and Annie Norman, Owners

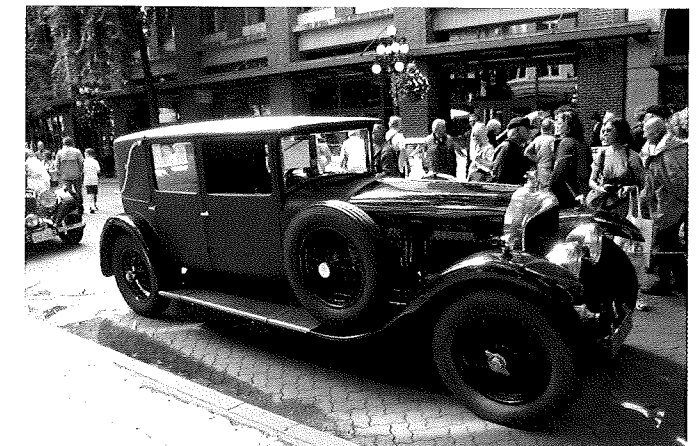


Sig Linke's 1947 original Buick Roadmaster (NC)
Admired by John and Koko Carlson

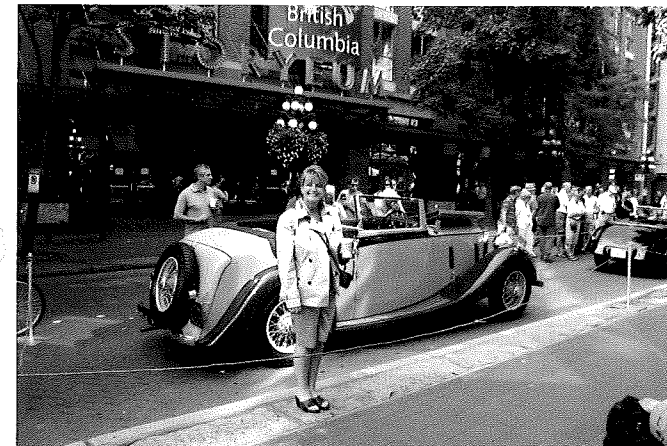
2007 STEAMWORKS CONCOURS d'ELEGANCE



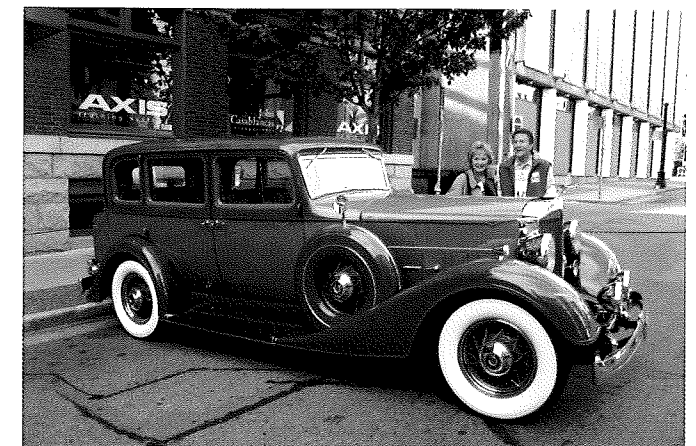
1930 Stutz Boat Tail
Le May Museum, Owner



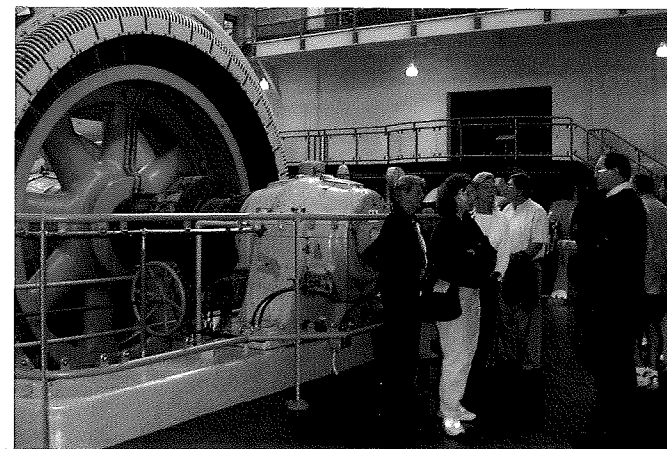
1926 Bentley-L
Bloor and Pat Redding, Jr., Owners



Julianna Noble in front of the Nobles'
1936 Rolls-Royce 25/30 Park Ward DHC



1934 Packard 1101 4-Door Sedan
Stan and Val Dickison, Owners



Tourmaster Colin Gurnsey describing how the pictured turbines manufactured electricity



Steve Norman, Gary Steinman, Colin Gurnsey, Stan Dickison, David Cohen, and Rudi De Groot are "Men and Tools"

EDITOR'S MESSAGE / DIRECTOR'S MESSAGE

EDITOR'S MESSAGE

We hope you enjoy this edition of the *Bumper Guardian*. Please check pages 14-15 for the event descriptions and application for the January 2008 CCCA Annual Meeting in Bellevue, WA. As the Host region, we welcome your assistance, and invite you to attend the myriad of planned activities.

The Trailering Tips #101 article on page 16 appeared in the Summer 2007 Metropolitan Skyline. This concise and complete guide will help you choose a trailer or a proper tow vehicle. When we purchased our open-trailer, we copied the tow package a friend had selected, because he had the same Navigator tow vehicle and the same car to be towed—a 1948 Lincoln Continental. This was a fortunate encounter, because at the time, we did not have the information that is shared in this article.

Many of our local activities are chronicled within, via words and pictures. Check the Calendar of Events and plan to attend future PNR-CCCA functions to view other members' collections, and share good times with fellow car-friends!

Merrisue Steinman, Editor
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DIRECTOR'S MESSAGE

Continued from page 3

Merrisue and her committee for their making the "Bumper Guardian" an excellent publication.

As we move into 2008 and the event calendar, I hope you will join your other Club members attending the events. Consider bringing non-member friends with you. Not only is this an excellent source of new members for our Club, the experience could open up a whole new world to those unfamiliar with our cars. Where appropriate, bring the young people, children and grandchildren so that they may get a taste for the cars and appreciate them. It should be noted at the Kirkland Concours there are "Junior Judges". These children ranging from 8 to 12 years, learn a lot about the cars. As a group they debate and make their choice of car to receive the "Junior Judges Award." These young people really get into the spirit of selecting the car. They are the future of car collecting, Classic or otherwise. It's great to have them participate.

My year as your Director is drawing to a close. I have enjoyed working with everyone these last two years. My wife, Valerie has shared the same experiences and feels the warm kinship of the members. The reason we are brought together is our common interest in Classic automobiles. We are the custodians of these moving pieces of art and wish to share them with others wherever appropriate. Besides our fun with the cars, the benefit of our Club membership is the wonderful friendships we make with other members. I hope you will each nurture and develop that process.

I trust your 2008 is full of good happenings, non-leaking radiators and Classic cars that never "fail to proceed".

I look forward to seeing you soon,
Stan Dickison, Director



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ON THE FRONT & BACK COVER

1932 Lincoln KB LeBaron
Convertible Roadster
Owned by Gerald and Doreen Greenfield

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