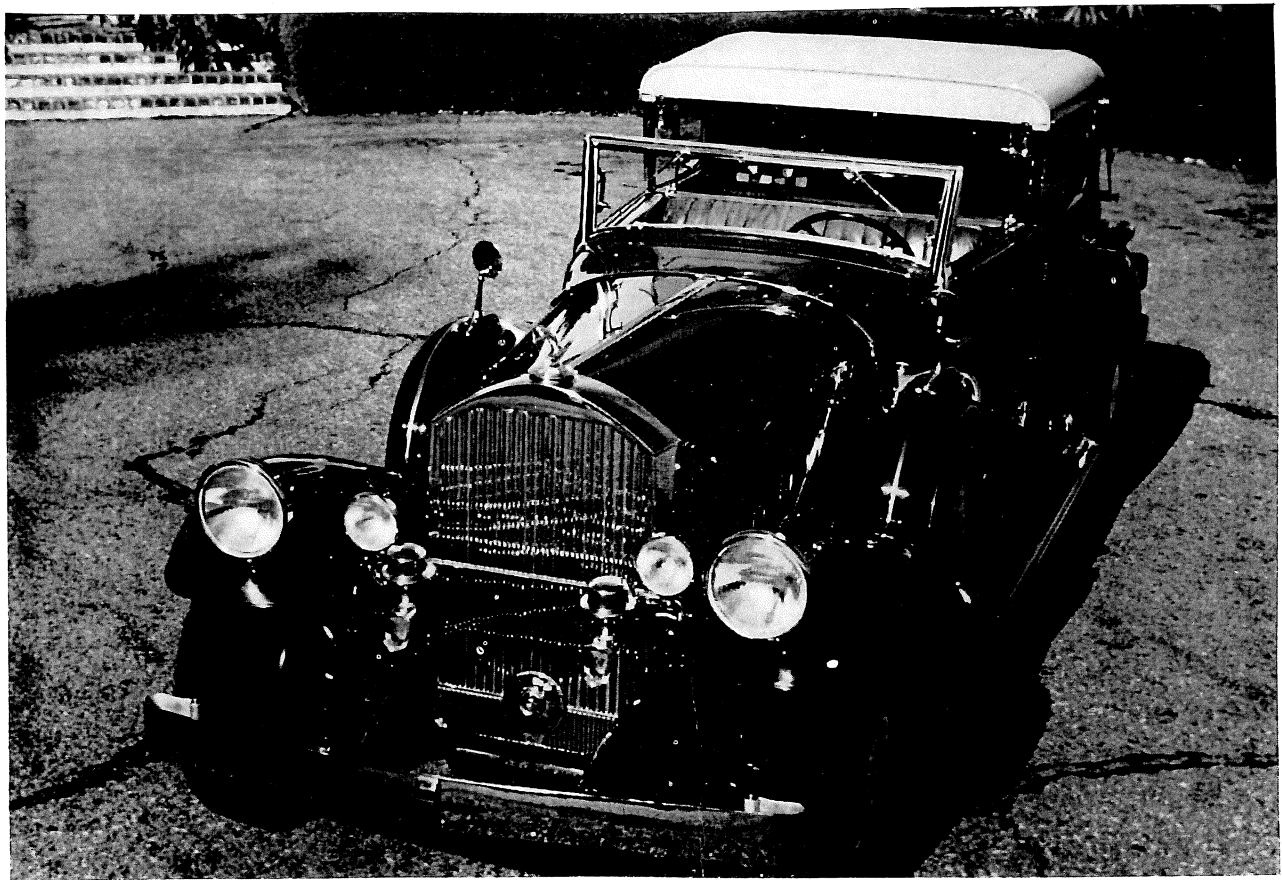


THE BUMPER GUARDIAN

PACIFIC NORTHWEST REGION
PERRY D. and DAPHNE FOWLER, Editors

CLASSIC CAR CLUB OF AMERICA
1139 SHOREWOOD DRIVE, BREMERTON, WASH. 98310



SPRING, 1969

AN EDITORIAL INTRODUCTION

by
Perry D. & Daphne Fowler

Many of you members already know us and our interests.

For you others, we will give a resume of our interests.

It really all started about ten years ago when we acquired a 1931 Model 43 Pierce Arrow. It was given a partial restoration such as new chrome, paint, and general engine work. After driving it 2 or 3 years, we purchased a 1935 Model 845 Pierce Arrow Club Sedan. Both of these were 8 cylinder engines.

Shortly after that we sold our 1931 Pierce to our son, Jerry. We completely restored the 1935 Pierce and entered it in several shows in the Puget Sound area and Eastern Washington.

During this time we bought a 1933 V-12 Pierce Arrow Club Sedan.

A couple of years ago we sold our 1935 Pierce to Bill Harrah in Reno, Nevada.

Our next purchase was a 1934 Pierce Silver Arrow with a V-12 powerplant. This last one we are in the process of restoring at present. The engine work is completed. This included reboring, new pistons, rings, valves, timing chain, and gears. It also has all new bearings on cam and crank. The painting and chrome work is all done and is about ready for upholstery. We did our own painting in nitro-cellulose lacquer. This was the first paint job of any size that we have attempted, so we know that it has imperfections, but the main thing is that we did it ourselves, and can take pride in that accomplishment.

Our next paint job will be much better because we know what to avoid and what sequences should be followed. We gave up trying to find a painter that we could depend on to do the job on time.

Not long ago our good friend, Pete Manello and his wife, helped us to get our latest purchase home from Seattle. This time it is a 1936 7 ps. Sedan Model 1601 Pierce Arrow. By now, you people probably have an inkling that we are rather fond of Pierce Arrow cars. We find them extremely well constructed and a pleasure to drive. In a Pierce Arrow, the modern freeway holds no terrors.

We also collect Pierce Arrow literature, photos, pictures, etc. We are filling 2 albums with photos and pictures. We are trying to get a picture of each year and model of all Pierce Arrows.

PACIFIC NORTHWEST REGION - C.C.C.A.
Managers Meeting
5 February 1969

The February meeting of the Board of Managers was opened by Phil Schwarz at 7:10 P.M. Present were managers Hooper, Irwin, Schoenfeld, Klineburger, Keller, Fowler, Manello; and guests Carman and Bortles. The following committee reports were read:

- Membership- The 1969 membership stands at 38 members. Follow-up letters will be sent to the tardy members prior to the next meeting.
- Finance- A balance of \$1138.53 was reported for February. It was moved by Dick Hooper that \$1000.00 be placed in Treasury notes of 90 day duration. This motion was passed unanimously.
- Activities- The Activities chairman, Al McEwan, was not present, hence no formal report. Dan Bortles reminded that the deadline on slides for the stag show was the next Board meeting. A further discussion of the Stag indicated that the parts for the auction need not be Classic. It was recommended that the auction be run by Hal Dahl.
- Caravan- The Caravan Committee presented three possible Caravan routes. It was recommended that Tour #1 to Diablo, Rosario, Victoria, Seattle, and Crystal Mountain be pursued in greater detail. A package of this tour including itinerary, places to stay, maps, etc. will be presented at the next meeting. Pete Manello and Bill Fowler volunteered to serve on the Caravan Committee.
- Publication- It was announced that Mr. and Mrs. Perry D. Fowler have agreed to become the new editors of the B-G. George Shufelt will continue as photography editor. It was requested that the managers supply articles to Mr. & Mrs. Fowler for future issues.
- Guidance- Joe Carman announced his committee of Shufelt, Dahl, Brown, Downs, and Holmgren. A meeting is scheduled later in February at which Phil will discuss recent ideas regarding this committee's function.

The meeting was closed with a discussion and agreement that a letter should be prepared to Mr. Tissen thanking him for his devoted service as past director.

Next meeting to be held 5 March 1969 at the Mercer Island Barb.

Respectfully submitted

Russell L. Keller

Russell L. Keller
Secretary

THE BUMPER GUARDIAN

Pacific Northwest Region

Classic Car Club of America

Perry D. & Daphne Fowler, Editors & Publishers

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* Not a member of the Board of Managers

THE HOOPER PACKARD

by:
Phil Schwarz

Yes, a Hooper (Coach Builders for Her Majesty) bodied Packard Limousine! Unfortunately the historical information on this car is next to nothing; however, we hope through this article that some interesting historical facts will surface. The Hooper Packard is possibly (or probably) a "one only" or one off production. Either the chassis, or a complete sedan was purchased new from the Packard factory in December, 1935 according to the firewall plate. It was purchased by a Mr. Spyer and was shipped from the United States for delivery to the Hooper Body Works, England, where it was built into a typical, elegant Rolls-type limousine from the firewall back.

It is my understanding that Mr. Spyer is deceased, and I have unable to make contact with any remaining members of the family. Thus perhaps the most interesting bit of history remains obscure. That is; Why? Why did Mr. Spyer order the Packard? And why didn't he simply purchase a Rolls or a Bentley? The following information from Mr. H. A. Smith of Bedwell, England is just about the only history we have.

"The car was specially built for Mrs. Spyer and we purchased it after her death in 1948. I have no idea of the original cost, but we paid 1450 for it secondhand in 1948. Secondhand cars were quite a price here for several years after the war. There was no special name other than "A Hooper Coach-built Limousine". The speedometer was not working correctly, but showed about 65,000 miles if I remember rightly. It had not carried any famous persons, but we contracted with it for the use of the Mayor and Corporation duties for this Town."

Mr. Smith, as you will note, used the car as a "hire" limousine. Following his ownership there were two or three others including a Mr. Kimberly Smith followed by Mr. Eric Gee.

In tracing all the previous owners, Mr. Gee and Mr. H. A. Smith were most helpful, and we have had considerable correspondence with Mr. Gee, whom I'm looking forward to meeting soon. After several letters Mr. Gee allowed as how he had the original custom-built trunk and fitted luggage along with the owner's handbook. Through Mr. Gee's kindness all of these items have been reunited with the "H.P." They all are in fabulous condition. As a bit of humor to this, in one of my letters I asked Mr. Gee if he knew the owner following him. He replied with the name and asked me if I should run across the address of this individual he would appreciate this information as the gentleman had never finished paying for the car! (I did supply the address.)

The rest of the history is null and void. Someone imported the car to the Pacific Northwest, and following another exchange it was acquired by ourselves, Northwest Classic Cars in Seattle, Washington.

Though entirely original and well kept, there was much to be done, most of which has been accomplished, including a new set of Denman white sidewalls. Mr. Smith remarked on seeing a photograph we sent, "I am very pleased with the picture, although over here we are not too much in favour of so much of the white wall tyres." The H.P. is totally original except for the tires, and usual engine replacements such as plugs, coil, points, etc., which are all renewed.

As for the driving, it is indeed fun to "play the stick" left-handed, and yet more than that, it is a very easy handling and responsive car. Best of all, the front seats, almost excessively "bucketed", are beyond any doubt the most comfortable I've ever been in. All others who try them agree. There is a removable divider arm rest for the front seats also. Covering the front seats, arm rest, and door panels is black leather, the seats pleated with generous padding.

The dash is standard Packard plus a few gadgets such as the spring-loaded timer signal lever. Under the front seat is a generous pull-out drawer on the passenger side for tools, etc., and there are the usual map pockets, etc., in each door.

The rear compartment is also completely original and immaculate. Door panels and seats are covered in a very rich gray wool broadcloth in typical Rolls-Royce fashion with the usual burlled hardwood trim, etc. The back of the front seat holds two concealed jump seats, and storage compartments, as well as a fold-out foot rest. Carpeting is original and unmarked due to the usual lamb's wool "cover rug". The back seat is adjustable and has on the left side (gentleman's) the smoking vanity. On the right side is the usual lady's vanity and microphone to the driver. The back window has a shade remotely controlled from the driver's position.

The rear of the car has the regular Packard trunk rack plus a built-in trunk that is automatically locked since it has a removable handle. On the rack is the aforementioned special built trunk with matched fitted luggage built for this car.

In addition to the typical British exterior arm signals is the unique built in four wheel hydraulic jack system. Head on, it is of course, Packard, yet you are startled and pleased by the Marchal headlights, and usual Continental-type driving light.

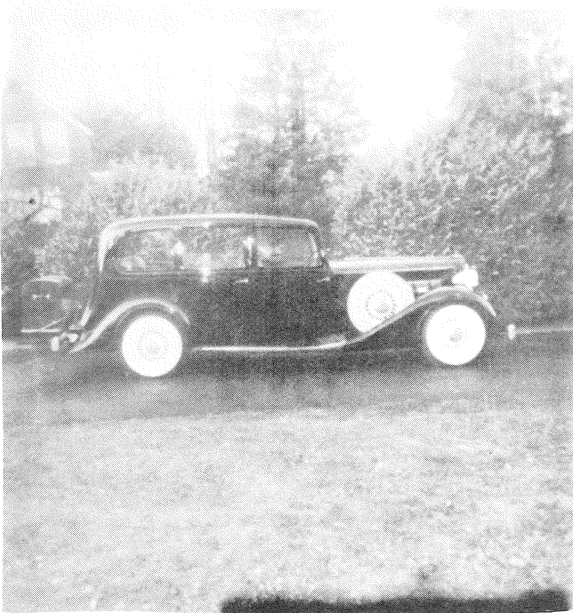
The Hooper Packard is a very elegant, formal appearing car, not overly large; pleasing to drive and handle, and fun to show off. Certainly a rare one.

Pictures of Phil's 1935 Hooper Packard are on pages 7 and 8 - pictures No. 1 through 11.

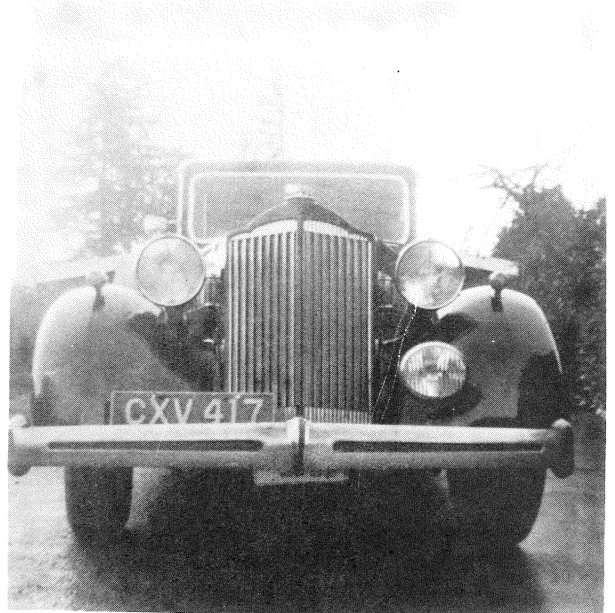
Picture No. 5 - shows the left hand stick shift.
Picture No. 7 - shows the sliding tool drawer under the front seat.
Picture No. 8 - vanity and microphone.
Picture No. 9 - trunk lid without a handle.
Picture No. 11 - the trunk with fitted luggage.

NOTE: FRONT COVER -

The car on the front cover is a 1931 Pierce Arrow LeBaron body Convertible Town Cabriolet 8 cylinder Model 41. It belongs to Mr. Phil Hill, 266 20th Street, Santa, Monica.



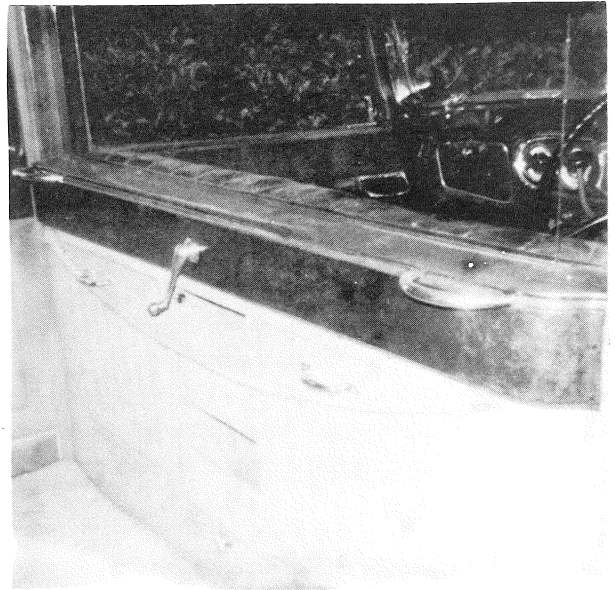
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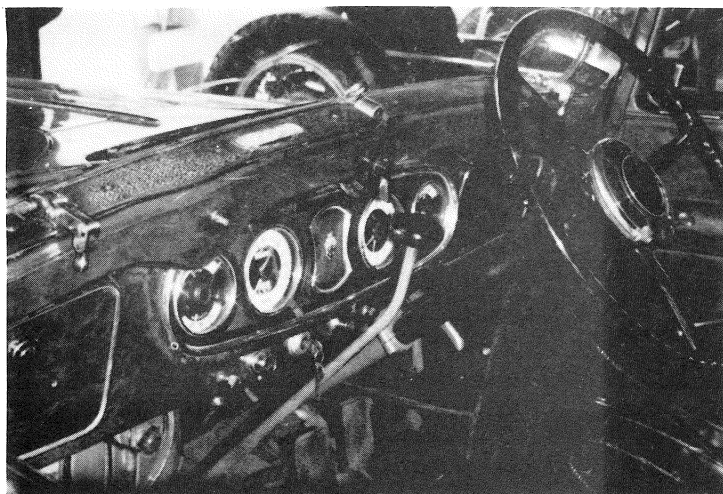
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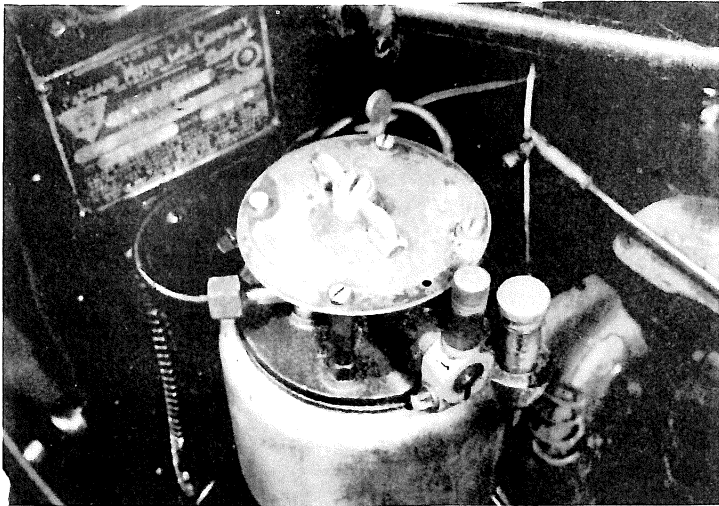


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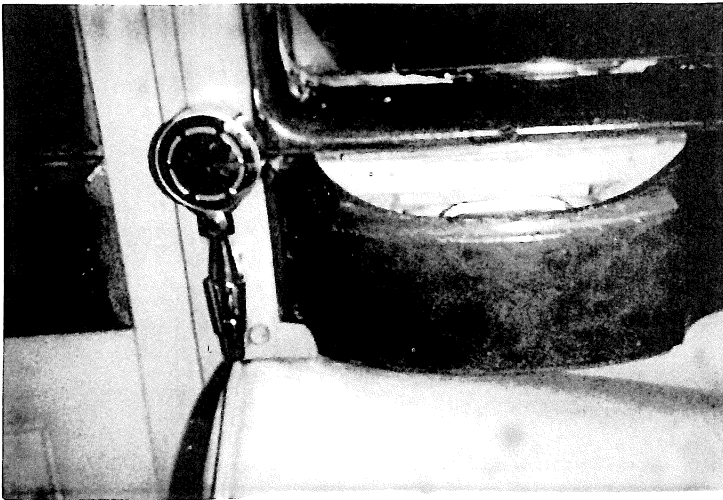
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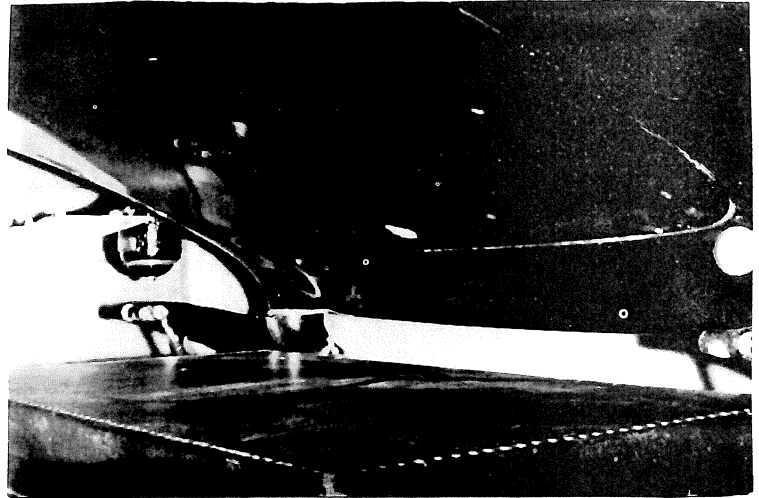
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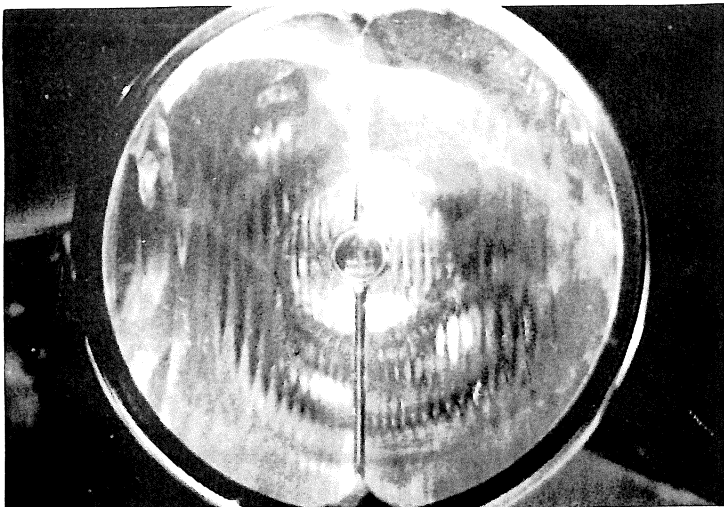
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8



9



10



11

LUBRICATION POINTS, 16
30s and 32s, 22—31s
LUBRICANTS REQUIRED, 6

3-A

PACKARD 8

Serial No.—See Notes.

MODEL—726, 733, 734, 740,
745, 826, 833, 840, 845, 901,
902, 903, 904
YEAR—1930, 31, 32

MOTOR		MOTOR OIL RECOMMENDATION				CAPACITY (Qts.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +35°	+35° to +90°	Hard Driving Above +90°		
8 Cylinder	724-740-745-840-845- 903-904	S. A. E. 10	S. A. E. 20	S. A. E. 30	S. A. E. 40	10	1000
8 Cylinder	726-733-826-833-901 902	S. A. E. 10	S. A. E. 20	S. A. E. 30	S. A. E. 40	8	1000
TRANSMISSION		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Selective, 4-Sp.	All	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	4	5000
DIFFERENTIAL		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Hypoid Gears	724-740-745-840-845- 903-904	S.A.E. 90 E.P.	S.A.E. 110 E.P.	S.A.E. 160 E.P.	S.A.E. 160 E.P.	7	5000
Hypoid Gears	726-733 826-833-901-902	S.A.E. 90 E.P.	S.A.E. 110 E.P.	S.A.E. 160 E.P.	S.A.E. 160 E.P.	9 6	5000
UNIT	TYPE	No. Places	LUBRICANT		INSTRUCTIONS		
DISTRIBUTOR	Grease Cup	1	Wheel Bearing Light		Turn down 2 turns every 1000 miles. Also oil wick under rotor.		
WATER PUMP		0			No lubrication required.		
FAN HUB BEARING	1930—Fitting 1931-32—Oilier	1	Wheel Bearing Light Motor Oil S. A. E. 20		2 shots every 1000 miles. 6 to 8 drops every 1000 miles.		
GENERATOR	Oilier	1	Motor Oil S. A. E. 20		Few drops every 1000 miles.		
STARTER		0			No lubrication required.		
CLUTCH REL. BEAR.		0			Lubricated by Bijur system.		
STEERING GEAR	Worm and Sector	1	Gear Oil S. A. E. 250 E. P.		Fill to plug level every 1000 miles. Avoid pressure.		
UNIVERSAL JOINT	Mechanics	3	Gear Oil S. A. E. 160		Remove both plugs. Fill housing every 1000 miles. Also lubricate spline.		
SPRING SHACKLES		0			Lubricated by Bijur system.		
CHASSIS POINTS	Fittings	2 (6)	Chassis Lubricant		Shock absorber links 4, (1931 only) king pins 2. Every 1000 miles.		
FRONT WHEEL BEAR.	Timken	2	Wheel Bearing Light		Remove and repack every 5000 miles.		
REAR WHEEL BEAR.	Timken	2	Wheel Bearing Light		Remove and repack every 5000 miles. (See Notes.)		
REAR BRAKE OPERATING CAMS	Plug	2	Wheel Bearing Light		Remove plugs. Fill hole every 5000 miles.		
SPRINGS	Covered		Graphite Medium		Repack covers when necessary.		
BIJUR TANK	Plug	1	Motor Oil S. A. E. 50		Capacity 1 quart. Inspect every 1000 miles. Keep full.		

LUBRICATION POINTS, 21

LUBRICANTS REQUIRED, 5

3-C

PACKARD 8

Serial No.—533-II and Up.

MODEL—LIGHT 8 (900)

YEAR—1932

MOTOR		MOTOR OIL RECOMMENDATION				CAPACITY (Qts.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +35°	+35° to +90°	Hard Driving Above +90°		
8 Cylinder	900	S. A. E. 10	S. A. E. 20	S. A. E. 30	S. A. E. 40	8	1000
TRANSMISSION		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Synchro-Mesh	900	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	5	5000
DIFFERENTIAL		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Hypoid Gears	900	S.A.E. 90 E.P.	S.A.E. 110 E.P.	S.A.E. 160 E.P.	S.A.E. 160 E.P.	4	5000
UNIT	TYPE	No. Places	LUBRICANT		INSTRUCTIONS		
DISTRIBUTOR	Grease Cup	1	Wheel Bearing Light		Turn down 2 turns every 1000 miles. Also oil wick under rotor.		
WATER PUMP	Oiler	1	Motor Oil S. A. E. 20		Apply 3 or 4 drops every 1000 miles.		
FAN HUB BEARING		0			No lubrication required.		
GENERATOR	Oiler	1	Motor Oil S. A. E. 20		Few drops every 1000 miles.		
STARTER		0			No lubrication required.		
CLUTCH REL. BEAR.	Oiler	1	Motor Oil S. A. E. 20		Cup on right of case. 10 drops every 1000 miles.		
CLUTCH REL. LEVER	Fitting	1	Wheel Bearing Light		2 shots every 1000 miles.		
STEERING GEAR	Worm and Sector	2	Gear Oil S. A. E. 250 E. P.		Fill to plug level every 1000 miles. Avoid pressure. Also fitting on sector shaft.		
UNIVERSAL JOINT	Spicer	2	Universal Joint Lubricant		Remove plugs. Fill carefully every 1000 miles. Avoid pressure.		
SPRING SHACKLES	Rubber	0			No lubrication required.		
CHASSIS POINTS	Fittings	8	Chassis Lubricant		King pins 2, tie rod 2, drag link 2, pedal shaft 1, front spring trunnion bracket 1. Every 1000 miles.		
FRONT WHEEL BEAR.	Ball Bearing	2	Wheel Bearing Light		Remove and repack every 5000 miles.		
REAR WHEEL BEAR.	Ball Bearing	2	Wheel Bearing Light		Remove and repack every 5000 miles.		
SPRINGS	Covered				No lubrication required.		

LUBRICATION POINTS, 22
LUBRICANTS REQUIRED, 7

3-D

Serial No.—See Notes.

MODEL—8, SUPER 8, and 12

YEAR—1933, 34, 35, 36

PACKARD 8 and 12

MOTOR		MOTOR OIL RECOMMENDATION				CAPACITY (Qts.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +35°	+35° to +90°	Hard Driving Above +90°		
8 Cylinder	8	S. A. E. 10	S. A. E. 20	S. A. E. 30	S. A. E. 40	8	1000
8 Cylinder 12 Cylinder	Super 8 12	S. A. E. 10	S. A. E. 20	S. A. E. 30	S. A. E. 40	10 See Notes	1000
TRANSMISSION		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Synchro-Mesh	All	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	4½	5000
DIFFERENTIAL		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Hypoid Gears	All	S.A.E. 90 E.P.	S.A.E. 110 E.P.	S.A.E. 160 E.P.	S.A.E. 160 E.P.	6	5000
UNIT		TYPE	No. Places	LUBRICANT		INSTRUCTIONS	
DISTRIBUTOR		8 Cylinder—Grease 12 Cylinder—Oilers	Cup 1 2	Wheel Bearing Light Motor Oil S. A. E. 20		1 turn every 1000 miles. Few drops every 1000 miles. (See Notes.)	
WATER PUMP			0			No lubrication required.	
FAN HUB BEARING		Oiler	1	Motor Oil S. A. E. 20		Few drops every 1000 miles.	
GENERATOR		Oiler	1	Motor Oil S. A. E. 20		Few drops every 1000 miles.	
STARTER		1933-34-35 1936—8 only	0 2	Motor Oil S. A. E. 20		No lubrication required. 2 drops each every 1000 miles.	
CLUTCH REL. BEAR.			0			Lubricated by Bijur system.	
STEERING GEAR		Worm and Roller	1	Gear Oil S. A. E. 250 E. P.		Fill to plug level every 1000 miles. Avoid pressure.	
UNIVERSAL JOINT		1933 Spicer Needle Bearing	2 1	Universal Joint Lubricant Chassis Lubricant		Remove plugs and fill carefully. Lubricate spline joint every 1000 miles. See Notes.	
SPRING SHACKLES			0			Lubricated by Bijur system.	
CHASSIS POINTS		Fittings	6	Chassis Lubricant		King pins 2 (See Notes), tie rod 2, drag link 2, every 1000 miles.	
FRONT WHEEL BEAR.		Ball Bearing	2	Wheel Bearing Light		Remove and repack every 5000 miles.	
REAR WHEEL BEAR.		Ball Bearing	2	Wheel Bearing Light		Remove wheel, clean and repack bearing every 5000 miles. (See Notes.)	
BRAKE CABLES		Conduit	4	Graphite Medium		Partial disassembly. See notes.	
BRAKE BOOSTER CYL.		Plug	1	Cleanlube		Remove plug. Insert 2 oz. every 10,000 miles.	
AUTOMATIC CHASSIS LUBRICATOR		Plug	1	Motor Oil S. A. E. 50		Inspect every 1000 miles. Keep full.	
SPRINGS		Covered				No lubrication required.	

NOTES:

1. Serial Numbers: 1933 (8)—370,001 to 374,000.
1933 Super (8)—750,001 to 752,000.
1933 (12)—901,001 to 901,600.
1934 (8)—374,001 and up. Super (8)—752,001 and up. (12)—
901,601 and up.
1935 (8)—385,001 and up. Super (8)—755,001 and up. (12)—
903,001 and up.
1936 (8)—390,501 and up. Super (8)—757,001 and up. (12)—
904,001 and up.
2. Distributor: Caution: Add no oil to wick under rotor. Replace wick every 10,000 miles on 12 cylinder models only. Special wick employed on these models.
3. Universal Joint: Later 8 cylinder models are packed at factory. Do not have fittings.
4. King Pins: Remove plugs, substitute fitting. Lubricate, replace plugs.
5. Rear Wheel Bearing: (1933 (12), all 1934 models. Remove hub, drum and bearing sleeve. Repack bearing, replace parts carefully.
6. Brake Cables: Disconnect cable conduit and push back as far as possible to exposed cable. Apply Graphite Medium Lubricant to exposed cable, working same back into conduit. (A special tool is available for this service.) Caution: Lubricate carefully; excess grease will work into brake mechanism and damage brake lining. Service every 5,000 miles.
7. Shock Absorbers: Delco. Use Red Line Shock Fluid No. 1 to refill.
8. Air Cleaner: Wash in Cleaning Solvent, dry, dip in new Motor Oil S.A.E. 50, drain and replace.
9. Crankcase capacity of Super 8, 1936, is 9 1/2 quarts.

CONCOURS D'ELEGANCE

The 1969 Concours D'Elegance has come and gone. Approximately 150 cars were displayed at the Exhibition Hall in Seattle, Wash., and from all indications, it was a success.

Since we did not enter a car and did not go the awards banquet, I cannot tell you who the winners were in the Classic Car Club groups.

Many fabulous cars in all classes were entered, and it was well worth the time to view them and, perhaps, wish that they might be yours.

Comparing some of the cars at this Concours with our first one at Mercer Island, Wash., I am struck with the fact the restorations are getting better each year and the competition is getting more rugged.

Don't forget the Alderbrook meet April 25-27 on Hobd Canal here on the Puget Sound. This is a fun time for all of us and is always a great pleasure to attend. With or without your Classics, we will be looking forward to seeing all of you there!

We, the editors, are looking for some help in the form of stories about how you acquired some of your cars, and some of the restoration problems you may have had. Might add some pictures of your cars and restorations also. We would like to publish at least one story each issue with pictures, if possible. Before and after restoration pictures are always of great interest to all of us. We will be looking forward to your letters.

This issue isn't as large as we hope to make it in the future. The size of each issue will depend on the amount of information, pictures, ads, etc., that we receive from Y O U members. When sending pictures or writing about cars, it would help if you can give colors of the car - also owner's name & address. Include your address also unless it appears elsewhere in the bulletin.

If any of you have any Classic parts for sale or need any, let us know, and we will publish it for you. Perhaps someone has just what you need.

FOR SALE, TRADE, WANTED

Lead: Burgin's Engine Rebuilding of Tacoma
3861-3865 Center St.
Tacoma, Wash. 98409
MA 7-4172 or MA 7-4173 (206)
J. C. Burgin, Proprietor

has a 1934 Pierce Arrow V-12 engine. I imagine that it can be bought.

Wanted: Pierce Arrow photos, pictures, literature, etc. any year & model. We are making two albums of Pierce Arrow photos and pictures. We are trying to get them for every year and model.

For Sale: Pierce Arrow 1934 V-12 engine and chassis parts.

Perry D. & Daphne Fowler
1139 Shorewood Drive
Bremerton, Wash. 98310

Phone: (206) ES 3-2817

CLOGGED RADIATORS ? ? ? ? ?

The very best place to take a clogged radiator is The Windmill Service in Ellensburg, Wash. They put about 30 lbs. of steam pressure through it with a cleansing agent, drain that out, then cleanse with water until it runs clean & clear. If there are any leaks, they repair those. They do a wonderful job. We have had a number of them cleaned & repaired there. Their charge usually runs \$5.00 or \$6.00 unless repairs are needed. His customers are from all parts of the country; Canada, Calif., Nevada, etc.