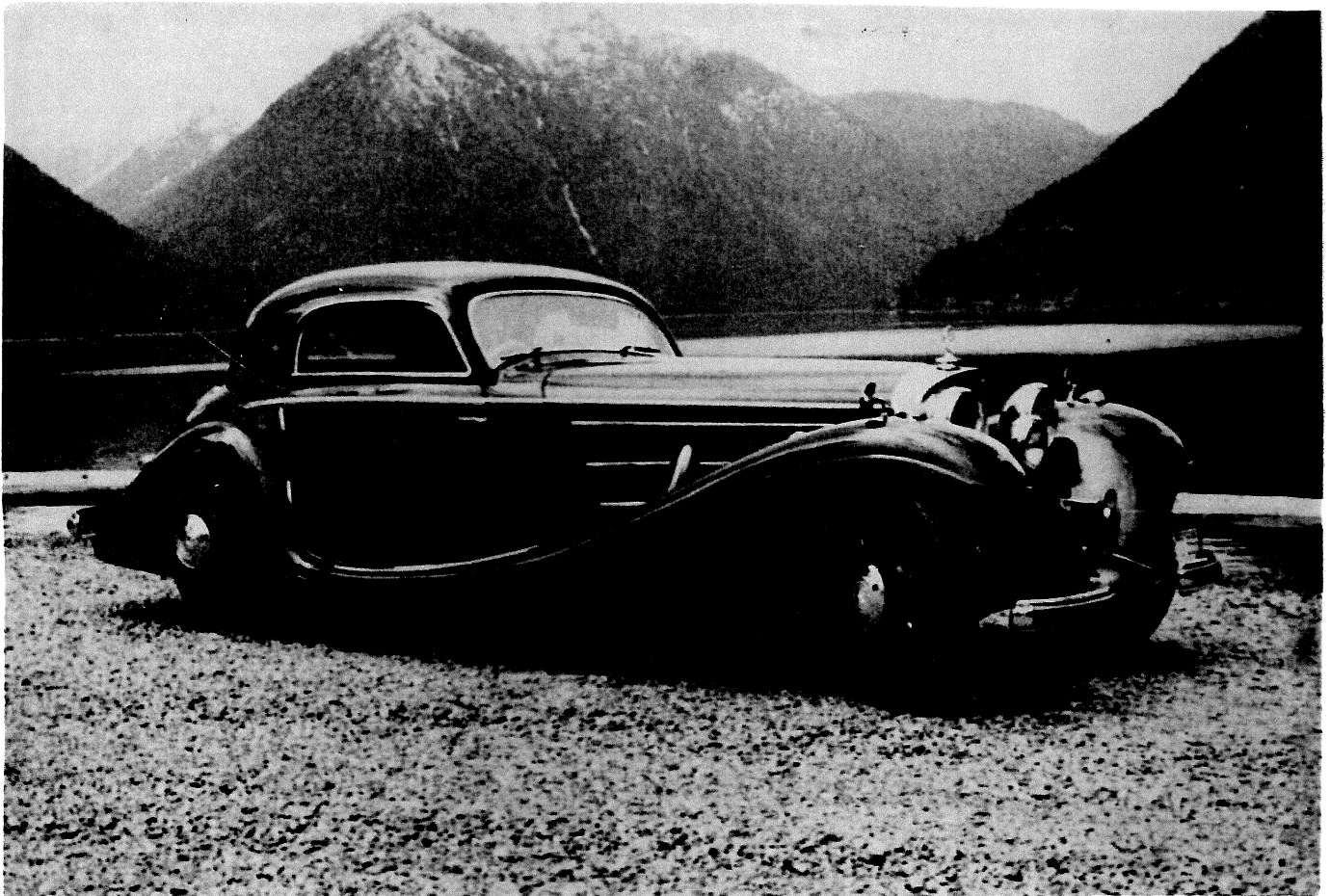


THE BUMPER GUARDIAN

PACIFIC NORTHWEST REGION
PERRY D. and DAPHNE FOWLER, Editors

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



WINTER—1969-1970

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THE BUMPER GUARDIAN

Pacific Northwest Region

Classic Car Club of America

Perry D. & Daphne Fowler, Editors & Publishers

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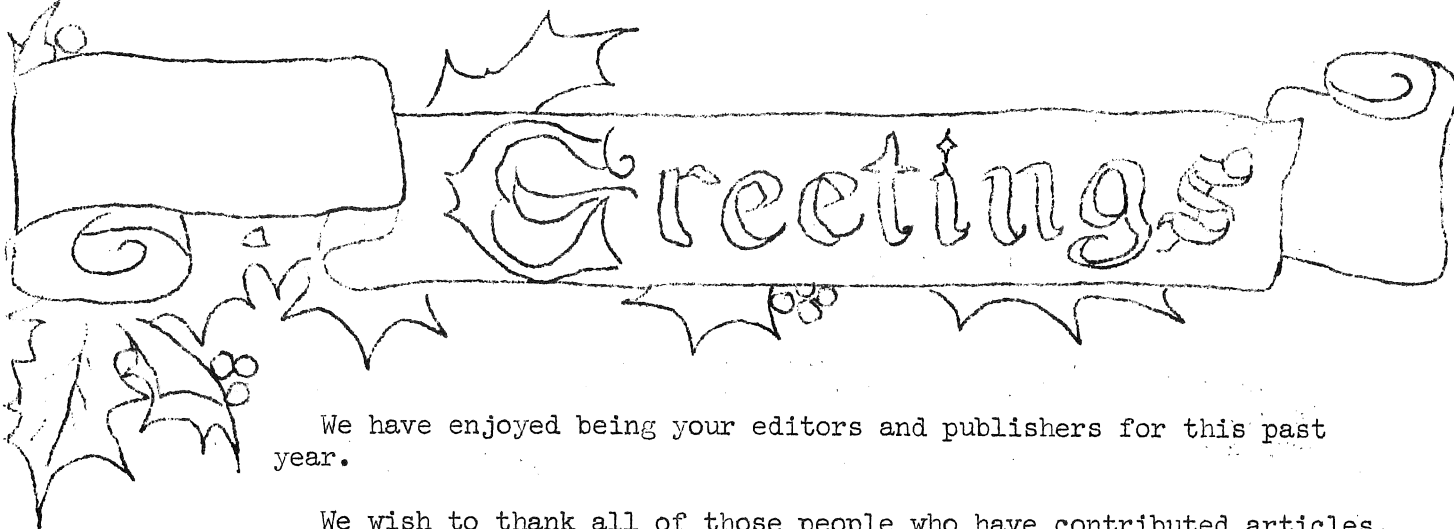
Chairman - Publicity

Chairman - Guidance Committee

Rod Brown
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* * * * *

Winter Issue 1969



Greetings

We have enjoyed being your editors and publishers for this past year.

We wish to thank all of those people who have contributed articles, photos, Minutes of the Board Meetings, Service Tips, Newspaper Articles, etc.:

Phil Schwarz
Al McEwan
Herb Schoenfeld
Gene Klineburger
Dr. Dumont Staatz
Russ Keller
Joe Carman
Bob Irwin
Richard B. Hooper

We wish to thank The Pierce Arrow Society for the use of some of their information.

We wish to thank The Pierce Arrow Society members for the use of some of the photos of their Pierce Arrow cars:

Bill Harrah
Rolland B "Bob" Lyons
Thomas D. Phillips
Edgar Megginson
Drew McFarland III, M.D.
Allen W. Bitner
Jerry Fowler
Harley Sage
Benny Goldflies
Earl J. Cate, Jr.
Dave White
Earl S. Eckel, Sr.
Kermit T. Fosgate
Dr. Dumont Staatz
Phil Hill

We also thank Joseph Rook for one photo that he gave us.

We have many compliments and requests for our last issue (Fall 1969 featuring Pierce Arrows) of The Bumper Guardian from various people from all over the country, from car club societies and leading magazines. After all the effort of getting it together and our sore hands from stapling it, these compliments and requests are very gratifying. We thank you.

Merry Christmas and A Very Prosperous New Year. Good luck with your cars.

Perry D. & Daphne Fowler

DIRECTOR'S MESSAGE

The end of another Classic year has arrived with fond memories and anxious anticipations for the next one.

In review, we as a club have accomplished much and yet there is so much to do to improve our club, hobby and fun that it's almost endless. So much to do, in fact, that I tend to overlook the many thanks and expressions of appreciation due our hard working "core" for the past year.

I am most thankful to all the committee chairmen, officers and individuals who have made this year "more fun than ever". I may be overboard on this fun kick, but I still think that's why we've all gone a little nuts over classic cars. Club or group fun does take work and sacrifice from a few to pull it off. My main objective for the coming year as your 1970 Director is to involve more of you so as to lessen the load and sacrifice on a few, and I want the "hard core" to grow immediately into a "large gang"!

In fact, it must, as we have assumed the very large and important responsibility of providing the national membership with a National Caravan in our back yard. This is indeed a monumental task involving many many man hours on the part of the Co-Chairmen Al and Russ, as well as their committee chairmen and members. It will be successful - it will be fun - it will be an event you and I will never forget - it will be work, and for the benefit of our few readers back east - it may even help "defeat the Indians".

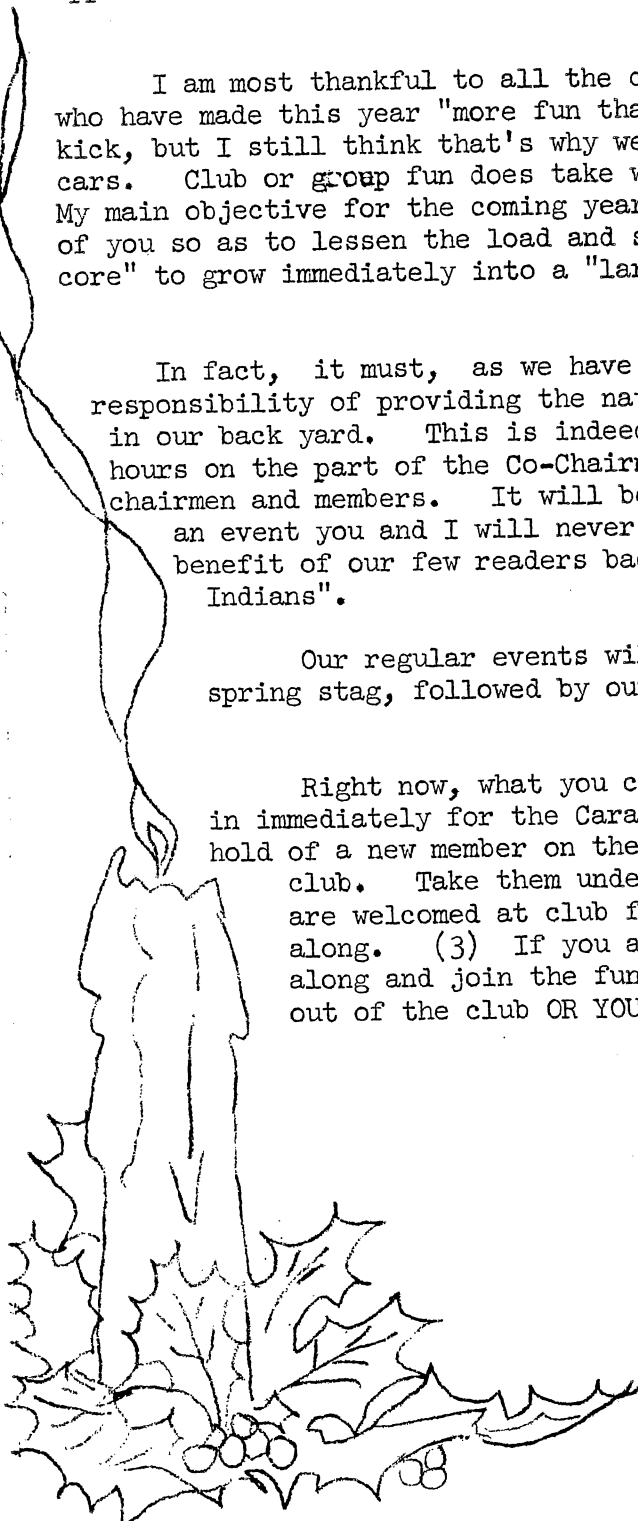
Our regular events will take place as usual starting with our spring stag, followed by our wonderful Alderbrook meet May 1, 2 and 3.

Right now, what you can do to help is (1) Get your registration in immediately for the Caravan. (2) If you are an old member get hold of a new member on the roster and get "em all fouled up" in the club. Take them under your wing personally, and see that they are welcomed at club functions, and get in to the habit of coming along. (3) If you are a new member don't be bashful - come on along and join the fun. You are not getting your money's worth out of the club OR YOUR CAR unless you do participate.

A MERRY CHRISTMAS

and

HAPPY NEW YEAR



PUBLIC RELATIONS COMMITTEE PN REGION CCCA

Meeting on June 10-1969

Present: Herb Schoenfeld, Chairman; Bill Fowler, John Dennis, Dan Bortles.

SUBJECT: To discuss the "Rex Letter" dealing with CCCA showings, with the thought in mind to make the gatherings more interesting to the participants and the public. The main theme of the "Rex Letter" is to have more IMAGINATION in putting on the meets.

SUGGESTIONS

- (1) Hold a swap meet at the ^{same} time as showing cars.
- (2) Allow unrestored cars to attend meets as long as driveable. These cars would be displayed in a separate section and the owners could learn more where to find parts and how to finish their cars.
- (3) Have seminars at meets so participants could make a choice of different subjects he would like to hear discussed: (a) clothes work shop to appeal to the women, (b) Snap-on tools display and demonstration, (c) Talk on plating, (d) Work shop on painting, (e) Upholstering, etc.
- (4) Fashion show of Classic clothes put on by the women.
- (5) A clinic of experts to assist a car owner.
- (6) Children of members to be taken on hikes or directed in organized games.
- (7) A trophy or award for car that needs restoration the most.
- (8) A trophy or award for the best restoration during the past 12 months.
- (9) Have each car "Ramped" or driven to a special location and have the owner explain the history and unusual parts of his car.
- (10) Should be a Woman's vote only for (a) most desireable car, (b) a judging of all the cars for the best in each class.
- (11) Special "Fun" questionnaire for the women (which car has a "Boat-tail"? Which 1931 car has a magneto? etc.)
- (12) At banquets show old-time movies even though they are not Classic cars.
- (13) At the banquet have "the biggest liar" about cars contest.
- (14) Fun contest with cars....slowest....slalom....carry egg on stick.
- (15) Judging: Record reasons for taking off points so owner can see the record. When stating the winners, name the judges and what points he gave the car. Allow the owner to see the final record.
- (16) Encourage owner to show pictures of his car BEFORE and AFTER - with history of his car and other cars in his class.

REMARKS Generally speaking, the committee felt that the REX letter has many fine and imaginative ideas worth while discussing. However, it was felt that a great many of the ideas expressed in the letter were more for a Concours de Elegance than a CCCA meet. It also was felt that Mr. Rex has not attended very many CCCA meets.

PACIFIC NORTHWEST REGION - C C C A
Managers Meeting
2 July 1969

The July meeting of the Board of Managers was called to order at 9:00 PM by the Director, Phil Schwarz. Present were managers Klineburger, Irwin, Carman, Schoenfeld, Manello, Keller and Hooper; with guests McEwan, Staatz, and Mr. & Mrs. Fowler also in attendance.

Phil Schwarz recounted his recent experience regarding the pursuit and almost purchase of a rare Duesenburg. Following this tale the minutes of the June meeting were read and approved. The following committee reports were then given:

Membership - The membership committee reported that there are currently 66 regional members. Applications have recently been mailed to 8 new prospects. The 1969 roster is in typing and will be published shortly.

Treasury - The treasurer reported that the current balance is \$861.21.

Public Relations - Herb Schoenfeld reported on a recent committee meeting that discussed the "Rex" letter, minutes attached. After a review of the committee minutes, Phil requested that additional effort be placed on showmanship and that in the future specific recommendations could be made regarding Shopping Center shows. In conjunction with shows it was reported that the Aurora Village show has been cancelled this year, however the Tacoma Mall is scheduled for the 11, 12, 13 September.

Publications - The B-G will be published by the 7th July. Issues will be oriented around a specific Classic each month; articles are requested. Herb suggested that extra pages be run of the feature articles to be passed out with other material at the Concours de Elegance show.

Activities - Al McEwan reported that currently reservations have been received from 17 families. Plans are to leave South Center at 9:00, Tacoma Mall at 10:00 and the Tyee at 11:00 with lunch at Raymond.

CARavan - It was reported that advertisements have been run in the So. California publications and response is encouraging. The CARavan chairman announced the following committees with their respective chairmen:

Registration	- Joe Carman
Travel	- Bill Fowler and Pete Manello
Finance	- Bob Irwin
Publicity	- Herb Schoenfeld
Accommodations/	-
Meals	- Phil Schwarz
Hospitality	- Gil Duffy
Entertainment	- Hal Dahl

Additional suggestions for appropriate committeemen were made. Phil reported on a recent get-together with the Governor's administrative assistant regarding the CARavan. It was requested that we furnish information from States that previously hosted CARavans. We indicated that we would comply with this request. In the meantime the team is working on the brochures and Olympia entertainment. Committees to have budget by next Board meeting.

Respectfully submitted:

Russell L. Keller
Russell L. Keller

The following article arrived too late for the last issue:

GEARHART - 1969 - by Al McEwan

It was sunny! It was warm! Not a drop of rain this year to dampen the Gearhart Meet. Many thanks go to the Activities Committee for arranging the superb weather.

For most of us the weekend started at 9:00 Friday morning when we headed south from Seattle on the freeway. After picking up additional cars in Tacoma, we continued on to Olympia and a coffee stop at the Tyee. At the Tyee, it was apparent that we had lost a car - Jerry McAuliffe's 20/25 Rolls-Royce, which was on its first trip since Jerry purchased it. About thirty minutes later, however, Jerry crept into the Tyee with a story about the Rolls cutting out after 15 or 20 minutes of running. It sounded like a vapor lock story, although the car was running cool and the air temperature was still below 70 degrees F. Of course the car ran fine in the parking lot (they always do) or anytime someone else tried to diagnose the problem. But Jerry's the persistent type and was determined to make Gearhart - "even if he had to push the car" - and started off from Olympia with us after blowing out the gasoline and cleaning the filter.

The other question at the Tyee was "Where is Bill Fowler and his '38 Packard 12?" Bill was to be a little late leaving home and had planned to catch us by Tacoma or Olympia --- but he wasn't there.

We all left the Tyee about 11:30 and drove the fifty odd miles to Raymond, where a room had been reserved at Bridges' Restaurant for lunch. Again everyone arrived within a few minutes of each other except for Jerry McAuliffe and the Rolls. They arrived about thirty minutes later with more stories of the same mysterious problem. By this time Al McEwan was convinced the problem was vapor lock and quickly performed the roadside mechanics repair. Jerry and his passengers were sent after the magic components - clothes pins and a stove top hot pad with aluminum covering. Although they didn't find the hot pad, Jerry came back with a piece of sheet aluminum, which we installed - using string - between the exhaust manifold and vacuum tank. The clothes pins were clipped onto the gas line at strategic points. From Raymond on to Gearhart Jerry's Rolls didn't miss a beat. So I guess the right problem was solved.

The ride south from Raymond along the Washington Coast and across the Columbia on the new toll bridge was very pleasant and uneventful. However, there was still no sign of Bill Fowler.

The caravan arrived at Gearhart about 4:00 to find our California participants already there with two beautiful classics brought all the way up from San Francisco. Jim Watson, Will Tryon, Richard Carson and Bill Burchett had brought Jim's '31 Lincoln Phaeton and Will's '30 Packard Roadster - both lovely cars and a welcome addition to the meet. There was just enough time to get settled into the nice condominium apartments facing the ocean before the "early arrival party" hosted by the Region in Phil and Connie Schwarz' apartment. Also, Bill Fowler and family finally made it, but in their Cougar and not the Packard. It seems that one of his 12 connecting rods got rather noisy a few miles south of Seattle, which necessitated a ride home behind a tow truck.

Gearhart - 1969 - by Al McEwan Cont'd -

At 7:30 we all moved from Phil's apartment to the Surfside Motel for the Salmon buffet and an enjoyable evening. Late in the evening those who couldn't give up, found their way back to Schwarz' apartment and discussed classic cars 'til early in the morning.

Saturday morning dawned bright and sunny, although there was a stiff breeze off the ocean; and you could find all the men out cleaning their cars in preparation for the day's judging. At 11:00 Dick Hooper conducted the judges meeting and about 1:00 the judges started scrutinizing the cars. This year the judges completed their chores in a couple of hours, giving everyone plenty of time to enjoy the Gearhart facilities and get ready for our visit to Bill Wilcox and Jerry Porsche' home for cocktails. By 6:00 all of the classics had left for the four block drive to the beautiful French Provincial styled home, where we were met by a parking attendant. Once inside we were graciously welcomed and served drinks of our choice by the bartenders. For those who were visiting the house for the first time, it was really a very special occasion as there are many interesting objects de art and the house is architecturally stimulating. Those who wandered out into the elegant courtyard couldn't help but notice the pair of Rolls-Royce Silver Cloud III Convertibles - one in white, the other black - parked in the adjoining garage.

Following the cocktail party the group returned to the Surfside Restaurant for dinner. Entertainment was provided by Bill Fowler and Bob Hess, each telling why Packards just aren't reliable enough to make it to the Oregon Coast. Also the Region's humorist, Gil Duffy, related another choice story for the enjoyment of all. The results of the judging were announced with awards going to the following cars:

(Editor's note: The Awards List will be found on following page.

Again the night owls drifted back to the Schwarz apartment. This reporter left early - about 11:30.

Sunday was another beautiful day and the group had brunch at 10:00 in the Surfside dining room overlooking the ocean. Then came the late morning chase of packing the Classic for the trip home, although we found a few who had escaped to the beach for a little more sun and sand.

The weekend was very enjoyable and we particularly appreciated having the four enthusiasts up from the Bay Area. Apparently they enjoyed themselves because each said we could expect him back for next summer's National Caravan. Other cars that came a long distance were Julian Eccles' fantastic Packard 734 Speedster from Klamath Falls and the MX Series 4 1/4 litre Bentley of the Bob Lawrences from Victoria.

JUDGING RESULTS

JOINT MEETING, PAC.N.W. REGION, C.C.C.A. & R.R.O.C. GEARHART, OREGON - JULY 25, 1969

Senior Division

Joe Carman	1939 Bentley 4 Door Conv.	97.50
Gilbert Duffy	1933 Duesenberg Conv. Sedan	97.50
Herbert Schoenfeld	1931 Phantom II Sedan & Coupe	96.50

Primary Division

Production, Early:

Julian Eccles	1930 Packard Roadster	92.80
Will Tryon	1930 Packard Roadster	88.50
Dr. Dumont Staatz	1929 Pierce Arrow Conv. Coupe	85.30
Jim Weston	1931 Lincoln Phaeton	Hon. Mention (not judged)

Production, Late:

Hugh Russell	1941 Packard 180 Touring Sedan	74.50
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Custom, Late:

Phil Schwarz	1939 Packard V-12 Touring Cabr.	77.17
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Rolls-Royce:

Alan McEwan	1933 Phantom II Conv. Coupe	74.00
Jerry McAuliffe	1934 20/25 Sedan & Coupe	70.00

Foreign:

Theodore Reich	1925 Bentley Tourer 3 liter	85.67
Robert Irwin	1934 Lagonda Tourer	82.30
Gene Klineburger	1938 Mercedes-Benz Coupe	81.80

Certified Correct


Chief Judge

GEARHART MEET ---- July 25, 26, 27, 1969 - by D. F.

On Saturday Perry and I drove down to Gearhart and joined the other CCCA members for the day. We had company from California, so we could not stay the weekend. Perry helped with the judging. We had sunny windy weather. I just about froze.

The following cars were ther:

1925 Bentley Tourer	Ted Reich	Portland, Oregon
1925 Franklin Doctor's Coupe		
1929 Pierce Arrow Conv. Coupe	Dr. Dumont Staatz	Tacoma
1930 Packard Rdstr.	Willett Tryon	Sonoma, Calif.
1930 Packard Boatail Spdstr.	Julian Eccles	Klamath Falls, Ore.
1931 Rolls Royce Town Car	Jerry McAuliffe	Bellevue
1931 Lincoln Phaeton	Willett Tryon	Sonoma, Calif.
1931 Pierce Arrow 8 Sedan	Jerry Fowler	Bremerton
1933 Rolls Royce PII Sedanca Cpe.	Al McEwan	Bellevue
1934 Lagonda Tourer	Bob Irwin	Seattle
1936 Mercedes Benz Cpe.	Gene Klineburger	Bellevue
1939 Packard Brunn	Phil Schwarz	Mercer Island
1939 Bentley Conv. Sedan	Joe Carman III	Tacoma
1939 Bentley Drophead Cpe.	Bob & Joan Lawrence	Victoria, B. C.
1941 Packard	Hugh Russell	Seattle

Modern cars present were:

1967 Rolls Royce Conv.	Jerry Porsche	Gearhart, Ore.
1966 Rolls Royce Conv.	W. D. Wilcox	Gearhart, Ore.
1966 Jaguar Mark 10 4.2 Sedan	Perry & Daphne Fowler	Bremerton

Bob & Maxine Hess arrived after we left. They had trouble with their Packard on the way. Bill Fowler's Packard's engine blew up before he got very far. Mrs. Schwarz, Klineburger, McEwan, Schoenfeld, Duffy, Staatz and Reich were there. Jerry Fowler had a guest, Rick Stout. Also seen were Larry Lubin of Portland and Monty Holmes of Seattle and George & Judi Shufelt of Tacoma.

Note: This stencil was already cut when I received Al's story about Gearhart. I included it as it gives places where the various cars are from.

* * * * *

Explanation of photos pictured in this issue:

Cover 1936 Mercedes Benz 8, 540K Coupe Sindelfinger - Owner: Eugene Klineburger
Featured story of this issue. Bellevue, Wash.

First Page

No. 1) 1941 Packard Custom Super 8, 180 Sport Brougham, LeBaron.
No. 2)

Second Page

No. 1 1939 Packard V-12, 1708 Tour. Cab., Owner: Phil Schwarz, Mercer Island, Wash.
No. 2 1931 Pierce Arrow 4 dr. Sedan 8 cyl., w/twin sidemounts, wood wheels, Owner: Jerry Fowler, Bremerton, Wash. (Editors' son). Jerry drove this car to this year's Gearhart Meet in Oregon.
No. 3 1930 Packard 8, 734 Spedstr., Runabout. Owner: Julian Eccles, Klamath Fall, Oregon
No. 4 1931 Rolls Royce Town Car. Owner: Jerry McAuliffe, Kirkland, Wash.



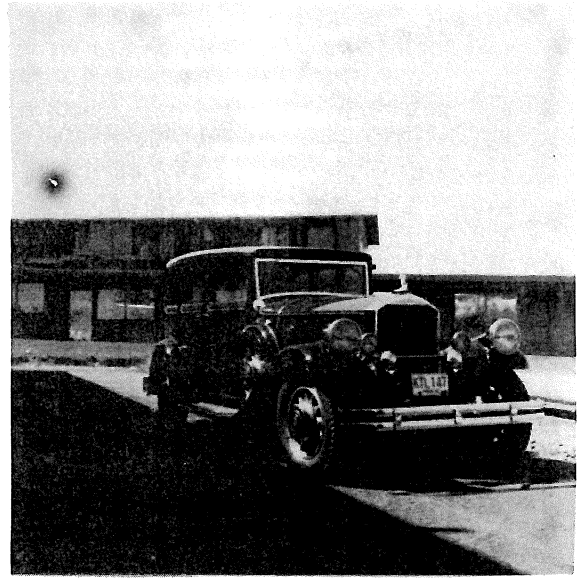
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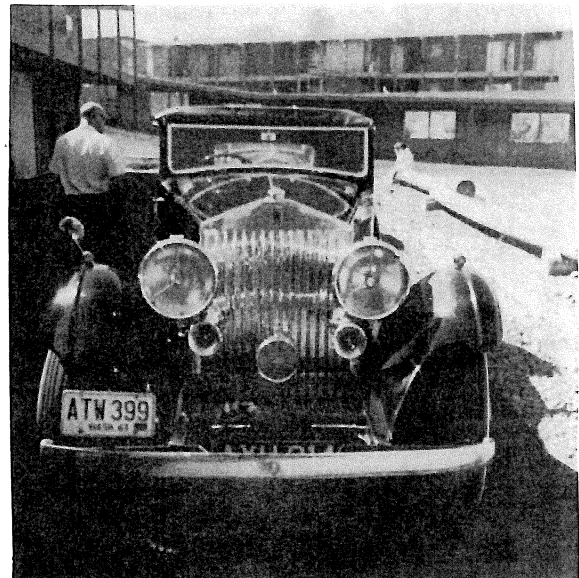
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4

LUBRICATION POINTS, 44

3-F

Serial No. K4500

LUBRICANTS REQUIRED, 7

MODEL—V-12

YEAR—1936

LINCOLN V-12

MOTOR		MOTOR OIL RECOMMENDATION				CAPACITY (Qts.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +35°	+35° to +90°	Hard Driving Above +90°		
12 Cylinder	1936	S. A. E. 20	S. A. E. 20	S. A. E. 40	S. A. E. 40	12	1000
TRANSMISSION		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Synchro-Mesh	1936	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	6	5000
DIFFERENTIAL		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Spiral Bevel	1936	S. A. E. 90	S. A. E. 110	S. A. E. 160	S. A. E. 160	6	5000
UNIT	TYPE	Nb. Places	LUBRICANT		INSTRUCTIONS		
DISTRIBUTOR	Oilers	2	Motor Oil S. A. E. 20		Fill cup every 1000 miles. Also oil wick under rotor.		
WATER PUMP	Covered Fitting	1	Chassis Lubricant		2 shots every 1000 miles.		
FAN HUB BEARING	Grease Cup	1	Wheel Bearing Light		Turn down 2 turns every 1000 miles.		
GENERATOR	Oilers	2	Motor Oil S. A. E. 20		Few drops every 1000 miles.		
STARTER	Oilers	2	Motor Oil S. A. E. 20		Apply 2 drops every 1000 miles.		
CLUTCH REL. BEAR.		0			No lubrication required		
STEERING GEAR	Worm and Roller	2	Gear Oil S. A. E. 250 E. P.		Fill to plug level every 1000 miles. Avoid pressure. Also lubricate Pitman arm shaft.		
UNIVERSAL JOINT	Fitting	1	Gear Oil S. A. E. 160		Fill carefully every 5000 miles.		
SPRING SHACKLES	Pin	12	Chassis Lubricant		Lubricate every 1000 miles.		
CHASSIS POINTS	Fittings	14	Chassis Lubricant		Spring bolts 3, king pins 2, steering linkage 4, brake cross shaft 2, rear spring seat 2, pedal shaft 1, 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.		
BRAKE BOOSTER CYLINDER	Plug	1	Cleanlube		Insert 2 oz. every 10,000 miles. See Notes.		
SPRINGS	Covered		Graphite Medium		See Notes.		
BRAKE CABLES	Conduits	2	Graphite Medium		Partial disassembly. See Notes.		

LUBRICATION POINTS, 40
LUBRICANTS REQUIRED, 9

3-D

MARMON 16

Serial No. 140-501 and Up.
MODEL—V-16
YEAR—1931-32-33

MOTOR		MOTOR OIL RECOMMENDATION				CAPACITY (Qts.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +35°	+35° to +90°	Hard Driving Above +90°		
16 Cylinder	V-16	S. A. E. 10	S. A. E. 20	S. A. E. 30	S. A. E. 40	10	1000
TRANSMISSION		LUBRICANT RECOMMENDED				CAPACITY (Pts., Lbs.)	DRAINING INTERVALS
TYPE	MODEL	Below +15°	+15° to +45°	+45° to 90°	Above +90°		
Syn. Mesh	V-16	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	V-16	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 1/2	5000
UNIT	TYPE	No. Places	LUBRICANT		INSTRUCTIONS		
Distributor and Distributor Governor Shaft	Grease Cup	2	Wheel Bearing Light		Turn down 2 turns every 1000 miles. Also oil wick under rotor.		
WATER PUMP	Covered Fittings	2	Water Pump Lubricant		2 shots every 1000 miles.		
FAN HUB BEARING	Plug	1	Motor Oil S. A. E. 20		Remove plug. Fill reservoir. Turn down to drain excess oil. Every 1000 miles.		
GENERATOR	Oilers	2	Motor Oil S. A. E. 20		Few drops every 1000 miles.		
STARTER		0			No lubrication required.		
CLUTCH REL. REAR	Fitting	1	Wheel Bearing Light		Fitting under left hood 5 or 6 shots every 1000 miles.		
STEERING GEAR	Cam and Lever	1	Gear Oil S. A. E. 250 E. P.		Fill to plug level every 1000 miles. Avoid pressure.		
UNIVERSAL JOINT	Spicer	2	Universal Joint Lubricant		Remove plugs. Fill carefully every 1000 miles. Avoid pressure.		
SPRING SHACKLES	Fafnir and Rubber	0			Disassemble. See Notes.		
CHASSIS POINTS	Fittings	18	Chassis Lubricant		Shock absorber links 8, king pins 2, steer- ing linkage 4, rear spring saddle 2, torque arm pin 2, every 1000 miles.		
FRONT WHEEL BEAR.	Timken	2	Wheel Bearing Light		Remove and repack every 5000 miles.		
REAR WHEEL BEAR.	Fittings	2	Wheel Bearing Light		2 to 4 shots every 1000 miles.		
SPRINGS	Covered		Penetrating Oil		Lift edge of cover and spray when neces- sary.		
BRAKE CABLES	Plugs	4	Graphite Medium		Substitute fitting for plug in collar. Lubricate sparingly every 5000 miles.		
BRAKE BOOSTER CYLINDER	Plug	1	Cleanlube		2 oz. through plug every 5000 miles. Remove rear clevis pin, work piston to distribute oil.		
KING PIN OILERS	Special	2	Motor Oil S. A. E. 20		Inspect. Keep full every 1000 miles.		

MY MERCEDES - by Gene Klineburger

One usually goes to the frozen arctic ocean in the dead of winter to get furs, study the Eskimos or hunt polar bears, or so I thought when I headed up there in 1963 and again in 1965. This was the last place I expected to find the Classic auto that I had been looking for for quite some time. Not that I found one buried in a snow bank, although I did find an old '25 Packard so buried in a small village on the shore, far from any highways.

Anyhow in 1965 I went to Kotzebue, Alaska - located some 50 miles north of the Arctic Circle to hunt polar bear and also to help other hunters care for, and ship their prize pelts to the tanning and taxidermy firm of Jonas Brothers of Seattle, which I am associated with, for processing.

Soon after successfully completing my hunt the skies clouded over and a blizzard proceeded to set in making flying out over the frozen ocean impossible for several days. During these frequent periods of inactivity, many card games, cocktail parties, and bull sessions take place among the hunters, guides, and townspeople.

It was during one of these sessions that I mentioned having a nice 300 Mercedes plus a couple of Antique autos. One of the hunters who had come from Quebec, Canada said he had two Mercedes - both 540K's. This, of course, got my interest up and I grilled him in detail about them. He said he would not part with either of them. I told him when, and if, he did want to sell one to let me know.

About six months after returning home I received a picture of one of the cars, a 1938 Convertible Coupe, with a letter saying the car had been sold, but he still had the hard top coupe. He kept the hard top as it was in a little better condition and more rare than convertibles.

In March of 1966 I went to Kotzebue again and was surprised to see Mr. Gisbert VonBoch in town for another hunt. We quickly got into another huddle and talked of "The Car", which he had a color picture of. I knew I had to have that car. Fate gave me a helping hand as Mr. VonBoch, a German living in Canada, told me his ceramics company was sending him to Argentina to run a plant there. He was going to try to take the Mercedes Benz with him, but if he could not, I would be the first to have an opportunity to purchase it.

We both had successful Polar Bear hunts and went our separate ways.

When I got home a letter was waiting saying he was unable to get the car to Argentina, so it could be mine upon payment of the agreed price. A deposit check went to Quebec by return mail to hold the car until I could decide the best way to get the car to Seattle.

After investigating various methods of having the car hauled down, I decided it would have to be driven. Mr. VonBoch assured me it would make the 3500 mile trip in good condition. An acquaintance, Bud Gould, went to Quebec, took a 30 minute check ride and training course, and headed south west.

My Mercedes Cont'd -

The car attracted an immense amount of attention everywhere along the route. It also used more gas and oil than it should have and a few of the electrical accessories like the windshield wipers didn't work. All in all, for a car that had been on blocks a good bit of it's life and hadn't made a long trip in years, it did very nobly.

With a 5.4 liter straight eight, hooked to a four speed transmission, and having a supercharger for added boost in case of emergency, the car had no trouble whatsoever keeping up with modern traffic. Even though many of the cars were thirty years younger, the 540 passed a lot more cars than it was passed by. Not even a flat tire was experienced.

Another car enthusiast, Bill Young, and I flew to Missoula, Montana to meet Bud and drive the last part of the trip to Seattle. Bud met us at the airport in "The Car" and drove us to his home to spend the night. For some reason I wasn't sleepy, though. Early next morning we were on our way as we were anxious to see how the car performed. We were more than pleased with its outstanding abilities on the open road.

The last week of July, I was in Germany and toured the modern assembly plant at Sindelfinger, which was 90% destroyed during the last war. Then I visited the museum and plant in Stuttgart, where I saw a very impressive display of cars and machinery encompassing the many years Daimler and Benz have been in business. The people there were very helpful and were able to tell me the name of the Englishman, Mr. Martin Turner, who first owned my car, plus a lot of other information on the 540K series of cars. Due to the fact that the car was made for English use, it has right hand drive, very unusual for a Mercedes.

In Bill Young's scrap book I spotted a car identical to mine. The picture was taken in London some years ago - so very likely it is the same car. In another book on the history of the Mercedes, "Three Pointed Star", identification was positive as I could read the English plates, which are still attached to the car.

This car is unrestored, but it had aged well and has many satisfying miles on it. My wife, son and I have put quite a few hundred miles on the car since getting it home, and we enjoy every minute of it.

ANNOUNCEMENTS

THE PACIFIC NORTHWEST BALLET ASSOC.
will present - Concours d'Elegance
March 26th thru 29th, 1970
Seattle Center
Display & Exhibition Halls
For information & application:
Pacific Northwest International
Concours
3039 78th S. E.
Mercer Island, Wash. 98040

From: DEL MONTE PROPERTIES CO.
Pebble Beach, California
Mr. Lee Darragh announces that the 20th
Annual Pebble Beach Concours d'Elegance
will be held on Saturday, May 30, 1970.
This Saturday in May, will be the date
for the Concours every year.
Cocktail buffet for judges & exhibitors
in Library of Del Monte Lodge on eve of
Concours. All entrants invited.
Sorry - No address accompanied this.
Will obtain that later & report it.

TYPES OF GLASS

--- Taken from an Auto Glass Parts Catalog.

SAFETY PLATE GLASS

The highest quality of Safety glass for automobiles. Only in Safety Plate Glass is it possible to obtain complete freedom from distortion together with protection from the hazards of flying glass. For this reason, many states require replacements of Safety Glass in windshields, not just Safety Glass.

Safety Plate Glass is approximately 1/4" in thickness and is composed of two pieces of clear Polished Plate Glass, approximately 1/8" in thickness, and a sheet of flexible plastic material. The three units are bonded or laminated together, under heat and pressure, with the plastic in the center. Broken pieces thus tend to stick to the center sheet of plastic, when the outer surface of plate glass is shattered by a heavy impact.

Safety Plate Glass resists the yellowing rays of the sun and is not subject to objectionable discoloration.

Safety Plate Glass provides perfectly clear vision as well as greatest available protection from the dangers of broken, flying glass.

Safety Plate Glass is standard factory equipment for most makes of automobiles.

BENT TEMPERED PLATE GLASS

This type of glass is between four and five times as strong as the Plate Glass from which it is fabricated. Its strength is derived from the fact that the surfaces are under high compression, induced through rapid heating followed by instant cooling. When the limit of its mechanical strength is reached, Bent Tempered Plate Glass will disrupt into small granular fragments. These particles tend to interlock, and to remain in the plane of the glass. Bent Tempered Glass, in all other characteristics, is identical to Plate Glass.

SAFETY SHEET GLASS

The process of lamination is identical with that used in the manufacture of safety Plate Glass. Safety Sheet Glass is made by laminating one piece of single strength sheet or window glass and one piece of double strength sheet or window glass to an interposed sheet of transparent plastic material. Safety Sheet Glass offers the same protection and approximately the same thickness as Safety Plate Glass, yet it does not have the same perfect, undistorted vision.

TRUTH IS STRANGER THAN FICTION

Taken from a Packard Motor Car booklet -

This is a story that again proves truth is stranger than fiction. It is the story of a simple mechanical idea that grew in the development like a snowball rolling downhill, till it transcended the wildest hopes of its creators and was hailed as another great advance in automotive engineering.

It started with a disc of rubber no larger than a nickel. Packard engineers believed these rubber discs, placed between the leaves of the rear springs, would add tremendously to the comfort of the car's ride.

This was a simple thing to do. But it soon became evident that vastly greater benefits could be achieved if the rear suspensions were more completely re-designed.

So Packard engineers set out to re-design it; and long before the job was completed, they realized they were on the verge of a discovery that would put Packard years ahead of the industry.

In swift succession came a new transverse stabilizer, and the world's first opposed shock absorbers, to aid the functioning of the new rear springs.

And as the first test chassis rolled out of the laboratory, Packard engineers found that their drafting room dreams were dwarfed by the realities that resulted.

In the rear springing were found qualities superior to independent wheel suspension. It resulted in the gentlest ride ever built into a motor car; a ride that seems to smooth out roads as oil smooths out a troubled sea. This is literally true; these new Packards make a smooth road seem even smoother than it is--and they make bad roads seem smooth. This is one of the greatest contributions to comfort since the advent of the balloon tire.

But that isn't all.

The rear wheels have a traction hitherto unknown in a motor car. They stay on the ground as if they were grooved there. These cars round turns as though they were running on rails like a train. Sidesway has been reduced to a negligible factor. This is among the greatest contributions to safety since the introduction of four wheel brakes. These are strong claims. We do not ask you to accept them, we ask you to make us prove them.

This we can easily do--by offering you a new 1938 Packard Six or Eight to drive.

Won't you take a ride and discover the really astonishing things that have happened to these new Packards. Discover that your present car will probably cover the down payment on a new 1938 Packard--that the monthly payments can be worked out conveniently.

Do these things, and you won't rest until you've become the man who owns one!

Ask The Man Who Owns One

CARAVAN COSTS

In response to several inquiries regarding the costs of attending the Puget Sound International Caravan, the Caravan Committee offers the following information:

It is estimated that a couple will be able to attend the entire Caravan for a cost of approximately \$300.00. This includes hotels (Tyee, Crystal Mt., Rosario for 2 nights, Empress, Alderbrook and Washington Plaza), meals (both those eaten with the group and those eaten on your own), ferry fares and registration. This cost may vary up or down by 10% as we continue to firm up the details. Incidentals, such as gasoline and bar bills will be extra. Also, there will be special pricing for children. Those who live near any of the overnight stops may wish to stay in their homes. This would reduce their costs.

As you can see from the list of registrants for the Caravan, included elsewhere in this issue, this is going to be an excellent event. We urge our Regional members who have any thoughts of going on the Caravan to register immediately. Once we reach 70 cars registered for the event, a waiting list will begin and the people will be notified if a cancellation in the first 70 occurs.

The Committee hopes that this will be the first of many National CCCA Caravans to be held in the West. We promise that the Puget Sound International Caravan will be the best automobile event that you have ever attended.

Detach & Mail

--1970 Puget Sound Int'l CARavan--

CARavan - Registration Form

(Please Print)

P. O. Box 1567, Tacoma, Wash. 98401

Safety Glass
Required
All
Around

Liability
Insurance
Required

My Insurance
Carrier Is

Your Name

First

Last

Address

Street

Town or City

State

Zip

Wife's First Name

Name of Additional Passengers & relationship

Make of Classic

Model

Year

Body Builder

Body Type

Enclosed is a check made out to the "PNW-CCCA CARavan Account" in the amount of \$12.00.

PHOTOGRAPHER NEEDED -

Before our National CARavan Tour begins our club should check among our members for a really good amateur photographer, both movie and still cameras. Many of us in the caravan will not have the best of opportunities to take pictures unless we should happen to be close enough to the head of the line of cars.

It would be really nice to have movie film of the highlights of the tour. I know that other regions would be most interested in showing such films at their meetings also.

A new car has been added to our club's roster of cars. Pictured on the first page of pictures No. 1 and No. 2 are a 1941 Packard Custom Super 8, 180 Sport Brougham, Le Baron. It has a newly overhauled engine and runs beautifully. There are twin sidemounts. Chrome is very good. Inside and outside are in good original condition.

Another new car has also recently been added to our club's roster: a 1925 Lincoln Roadster V-8 with 6 wire wheels, rumble seat with golf club compartment. It has 32,000 miles on it. It is original and needs restoration. Owner: Phil Schwarz of Mercer Island, Wash.

The Tacoma News Tribune and Sunday Ledger Newspaper in Tacoma, Wash. recently had an article and pictures of Paul Kyle's 1938 Jaguar 6, SS100 Roadster. Paul, how about an article and photos for The Bumper Guardian?

Report for Tarnopol Trophy

I have Participated in CARavans checked below:

Do you belong to a Region ----Yes ----No

If so, what Region _____

Names of Passengers who Belong to your _____

Region _____

We Joined Caravan at _____

on _____ date.

_____ 1970 Puget Sound Int'l CARavan

____ 1953 CARavan to Detroit
____ 1954 Roanoke CARavan
____ 1955 Detroit CARavan
____ 1956 St. Louis CARavan
____ 1957 Milwaukee CARavan
____ 1958 New England Circle Tour
____ 1959 Smoky Mountain Tour
____ 1960 Dearborn-Cincinnati
____ 1961 Montauk Point CARavan
____ 1962 Twin Tours to Montreal
____ 1963 Carolina Coastal CARavan
____ 1964 Upper Midwest CARavan
____ 1965 Civil War CARavan
____ 1966 CARavan Au Canada Francais
____ 1967 Ozark CARavan
____ 1968 Colonial Heritage CARavan
____ 1969 Speedway to Bluegrass CARavan
____ 1970 Palmetto CARavan

PUGET SOUND INTERNATIONAL CARAVAN

1970

DATES: July 25.....starting in the State Capitol-Olympia
to
August 1st.....ending in Seattle

TOUR ROUTE: Mt. Rainier, Crystal Mountain, Snoqualmie Falls, Canadian
and American San Juan Islands, Victoria, B. C., Canada,
Olympia Peninsula & Hood Canal, and Seattle Space Needle,
.....plus many surprises.

Participation for this outstanding International Tour will be limited to 70 cars. This will definitely be a FUN Tour as driving time and distances are limited each day. There will be plenty of time to enjoy the beautiful scenery and the outstanding facilities of the Northwest resorts.

Please register NOW because there definitely will be a waiting list. As of November 15th the following have sent in their registration for the 1970 CARAVAN:

David E. Bryant, Utica, N. Y.	Carl B. Walden, Minneap., Minn.
Gordon C. Morris, Maryland, N. Y.	Gene Klineburger, Bellevue, Wa.
Clarence Stanbery, Bath, N. Y.	Joseph Carman, Tacoma, Wa.
Alan McEwan, Bellevue, Wa.	Joseph Carman, Jr., Tacoma, Wa.
Donald Peterson, Murdock, Minn.	Phil Schwarz, Mercer Isld., Wa.
Richard B. Carson, Berkeley, Cal.	Herb Schoenfeld, Mercer Isld., Wa.
William Williams, Minnetonka, Minn.	Hubert M. Cook, Dallas, Texas
Eugene Babow, Kentfield, Cal.	Fred Tycher, Dallas, Texas
Barry Briskman, Scottsdale, Ariz.	Bill Clarke, Vancouver, B. C.
Roger May, Mesa, Ariz.	R. W. Apple, Phoenix, Ariz.
Bill Willey, Minneap., Minn.	Bill Fowler, Mercer Isld., Wa.
Warner Banes, Jr., Houston, Texas	Winfield Scott, Phoenix, Ariz.
Wayne Bemis, Palos Verdes Est., Cal.	Ron Bloom, Kirkland, Wa.
Gordon Maynard, Los Angeles, Cal.	Jim Weston, San Francisco, Cal.
John Bohmer, Broton, Minn.	Hal Dahl, Enumclaw, Wa.
Dumont Staatz, Tacoma, Wa.	Jerry McAuliffe, Kirkland, Wa.
Russ Keller, Bellevue, Wa.	Bob Hess Jr., Vancouver, Wa.
Peter Manello, Bellevue, Wa.	Herman Vanos, Shreveport, La.
Phil Hurlbut, Cave Creek, Ariz.	O. C. Braathen, Minneap., Minn.
E. O. Frazen, Minneap., Minn.	John Wallerich, Tacoma, Wa.
	Perry D. Fowler, Bremerton, Wa.

For Official Registration forms and Tour Itinerary, send postcard with return address to:

PUGET SOUND INTERNATIONAL CARAVAN
% Joseph Carman III
Classic Car Club of America
P. O. Box 1567
Tacoma, Washington 98401

SERVICE DIRECTORY

TOP SOCKETS
Ron Brown
P. O. Box 1516
Auburn, Calif. 95603

GENERAL PARTS
Vintage Auto Parts
Snohomish Highway
24300 Woodinville
Woodinville, Wash. 98072
EA 9-0449; HU 6-0777

ROLLS ROYCE PARTS
B. S. Haines
% The Buckingham
Scarsdale, N. Y. 10583

BODY-PAINTING
Jim Barbee
16127 S.E. 42nd
Bellevue, Wash. (SH6-1927)

STRIPING
Vic Nordee
16211 Sylvester Rd. S.W.
Burien, Wash. 98166
CHerry 6-2768

PAINTS
Seattle Paint Supply
1214 10th Ave.
Seattle, Wash.

MOTOR REPAIR
The Motor Mac
5338 Russell Ave.
Seattle, Wash.
SU 2-7700

MOTOR REPAIR
The Pit Stop
Tom Summer
Seattle, Wash. (ME 3-4449)

PLATING
Queen City Plating
90 Blanchard St.
Seattle, Wash. (MA 3-1577)

RADIATOR REPAIR
City Radiator Service
Earl F. Johnson
3102 Colby Ave.
Everett, Wash. (AL 2-7330)

WELDING SUPPLIERS
% Eutectic (E. H. Erickson)
2712 2nd Ave.
Seattle, Wash.

MOULDINGS
Moulded Products Co.
& Doug Blackman
2544 Chico Ave.
El Monte, Calif. 91733

FOR SALE: 1947 Lincoln Conv. Coupe. Very nice.
1948 Lincoln Cont'l Cab. (New Cad. V-8 engine), Hydramatic, New top,
New Denman whitewall tires.
1939 Packard V-12 Tour. Cab. Brunn

Phil Schwarz
4201 83rd S. E.
Mercer Island, Washington 98040
(206) AD 2-0393 home
(206) AD 2-1431 work

NOTICE: California car buffs: We have the following photos of Pierce Arrow cars with Calif. license plates on them. Will you please identify your cars for us - giving year, model, cyl. no.'s, your name, address, etc. Thank you.

1912	Pierce Arrow	Horseless Carriage Lic. No	320
1915	" " Limo.	" " " "	476
1915?	" " Touring	" " " "	138
1931	" " Conv. Town Cab. (No License plate on front - looks like Phil Hill's Conv. Town Cab.)		
1931?	" " 4 dr. Sedan	Calif. License No.	MGD610
1929-30?	" " Rdstr.	" " " "	HUK793
1936-37-38?	Pierce Arrow 4 dr. Sedan	" " " "	NUY009

We want these identified for our album.

Perry D. & Daphne Fowler
1139 Shorewood Dr.
Bremerton, Washington 98310
(206) ES 3-2817

DID YOU KNOW ?

That the straight eight Duesenburg engine was built by the Lycoming factory to the Duesenburg specifications? The 1928 J. Duesenburg offered 265 H.P. and 116 H.P.; 90 M.P.H. in second gear.

- - - - -

That the first automobile to use hydraulic valves was the Pierce Arrow? These valves were of their own design.

- - - - -

That Packard was the first to develop thermostatic control of water circulation in a car? That Packard was the first to offer hypoid gears in a rear axle?

- - - - -

That inner and outer front wheel bearings for 1936 V-12 Packard are identical with, 1932 Nash 990 and the following other Packard models: (1931 - 840, 845); 1932 - 903, 904, 905 & 906; 1934 V-12 ? There are many others too numerous to mention.

Many mechanical and electrical parts are interchangeable. All that is needed is an interchange book put out by Chilton. The tenth edition is the best for Classic car owners. Some of the parts that you may need and think are almost non-existent may be identical with those on some make of car that is quite plentiful.

* * * * *

EDITOR'S FROM OTHER REGIONS PLEASE NOTE: We have received very few bulletins from you. We would appreciate greatly getting them. They are good reading material and good articles for our bulletin can be acquired from them.

PLATING

BRASS . NICKEL . CHROME . SILVER
GOLD . BLACK CHROME
-METAL POLISHING-

Seattle's "Best Quality" Platers

Antique Car Specialists

MASTERCRAFT METAL FINISHING

1175 Harrison St.
Seattle, Wash.

Main 2-6380

