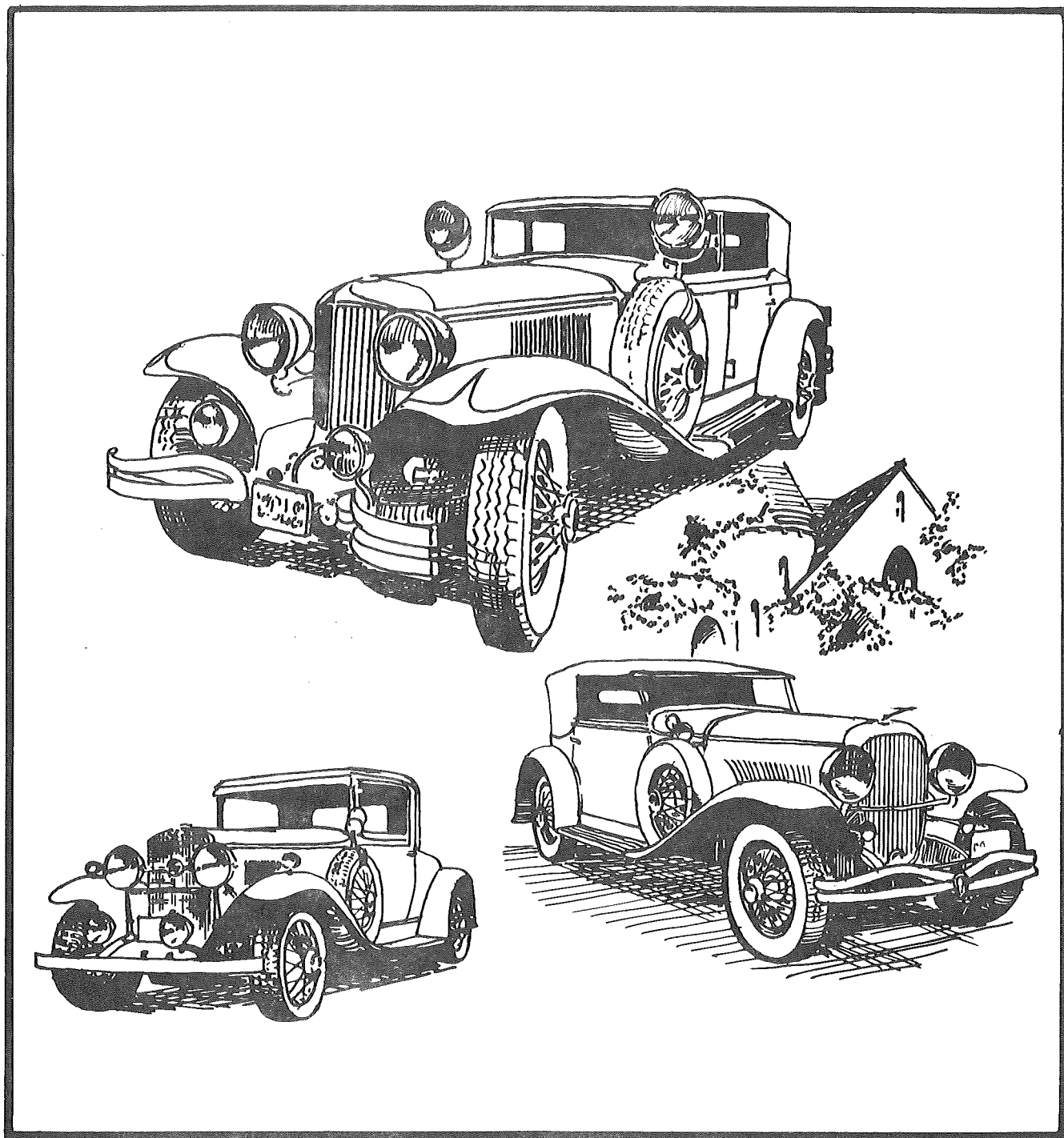


# THE BUMPER GUARDIAN

FALL 73 · WINTER 74



# THE BUMPER GUARDIAN

Official Publication of the Pacific Northwest Region of the CLASSIC CAR CLUB OF AMERICA. Published quarterly at 1411 - 4th Avenue Building, No. 801, Seattle, Washington 98101, (206) MA 3-7221. Permission to reproduce material contained herein is granted provided proper credit is given THE BUMPER GUARDIAN.

EDITOR ..... Anita M. Carmin  
REGIONAL EDITOR ..... Alan W. McEwan  
ART EDITOR ..... Bernard A. Carmin

The Pacific Northwest Region was chartered by the Classic Car Club of America in 1963. It is composed of Washington, Oregon, Idaho and British Columbia, Canada.

The Classic Car Club of America is a non-profit organization incorporated under the laws of the State of New York. The Club seeks to further the restoration and preservation of distinctive motor cars produced in the period from 1925 through 1942, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these finest examples of automotive craftsmanship. The sole requirement for membership is a demonstrable interest in a Classic Car or Cars. Application for membership should be sent to John C. Dennis, Membership Chairman, Pacific Northwest Region, P. O. Box 171 Mercer Island, Washington 98040. National dues are \$13 for Active Members and \$15 for Affiliate Members, Associate Membership dues, limited to the spouse of an Active Member, are \$2. Regional dues are \$7.50 annually.

## BOARD OF MANAGERS

### DIRECTOR

JOHN E. McDERMOTT, M.D. (1975)  
1227 N.E. 143rd Street  
Seattle, Washington 98125

### ASSISTANT DIRECTOR

JACK GOFFETTE (1974)  
18113 Densmore Ave. N.  
Seattle, Washington 98133

### SECRETARY

THEODORE M. BARBER (1975)  
2306 Franklin Ave. E.  
Seattle, Washington 98102

### TREASURER

DONALD S. GERARD (1975)  
3905 Shelby Road  
Lynnwood, Washington 98036

RONALD E. BLOOM  
8420 N.E. 123rd Place  
Kirkland, Washington 98033

JAMES M. CHAPMAN  
2111 Blarney Pl.  
Bellevue, Washington 98004

SIEGFRIED LINKE (1976)  
2303 NW 95th  
Seattle, Washington 98121

ALAN W. McEWAN (1974)  
4420 Bonnybrae Drive  
Bellevue, Washington 98004

FRANK STARR  
1619 168th NE  
Bellevue, Washington 98008

JIM TALLMAN (1976)  
8603 State # 302  
Gig Harbor, Washington 98335

## HERSHEY III

by Phil Schwarz

My third Hershey (1968, 1970, 1973)! It was unbelievable in 1968 and now it's tripled in size. Almost too much!! Fifty or more acres of parts (not all Ford) and cars (not all Fords). A severe test of physical endurance, concentration, and self control. The end of each day at 7:00 p.m. (the day starts at 6:00 a.m.) finds your legs numb from the knees down except for a genuinely sore pair of feet, sore beyond the numb stage; a very tired set of eyes, and an exhausted brain. One ringing thought keeps going through your tired brain each evening after it's over - "What kind of a nut am I to fly 3000 miles and spend four or five days and \$500 (not counting purchases) to buy a bunch of rusty old car parts and junk?" Would I dare confess my foolishness to anyone not in the hobby? Coming home, the big question arises - Will I recover physically and financially, and if so, WHEN!!

In spite of all this, anyone and everyone that has been agrees that it's a must for any hobbyist. It's Mecca, The Wailing Wall, St. Peter's Square, The Acropolis - of the car hobby.

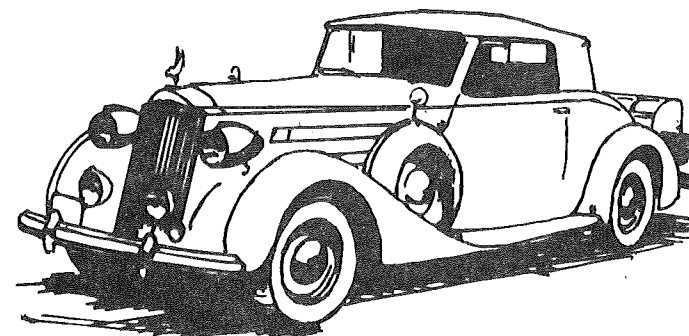
While it's heaven on earth for the Ford and Chevy guys, it's unbelievable for us "Classicysts". Will we go again? Of course - but not tomorrow or next year, but '75 - absolutely and planning starts NOW! But it's '73 we are talking about and now for your obvious questions:

Prices of parts: About the same as on the West Coast though it seems higher in Hershey. This is because you see so many more "goodies" in Hershey which are expensive anywhere. So you want a 30 Cad Rock

Shield? You have a choice of eight or ten used ones or ordering a reproduction.

Price of Cars: Yes, there were probably 60 cars for sale spotted throughout the grounds and prices were incredible. Examples: Mint 95 pt. '57 Cad 4 door Sedan - \$5500.00; Beautiful 90 pt., 1959 Eldorado Convertible - \$3500.00; 1932 Ford Phaeton Original, 85 pts. - \$20,000.00 (yes, twenty); 1932 Pierce Convertible Sedan, solid but needs total restoration, a steal at \$7500.00; 1913 Buick Roadster, 90 pts. - \$7500.00; 1932 Ford Roadster, restored to 95 pts., choice of four or five at \$7500.00; 1936 Ford Phaeton, a total mess - \$2500.00; 1936 Packard Std 8 Phaeton, 75 pts. - \$15,000.00; Phantom I Rolls Town Car (Springfield), 70 pts. - \$22,000.00; 1937 Mercedes Benz 320 A Cabriolet, a basket case - \$12,500.00. Indications are that most of the collector's cars were sold, but not many of the 59-55 Cad type. Yes, we heard the owner of the '32 Ford Phaeton received an offer of \$18,000.00!! What all this means is that we are living in bargain country in the Northwest and it can't last long. Looking back on Hershey, the \$3900.00 price tag on my '41 Continental Convertible is ridiculous; it should be at least \$7500.00!

Weather: Great; we all came back with sunburns. It was 75-80 degrees each day.





Hershey is fun and really hard work. It's educational to a hobbyist and ridiculous to a non-hobbyist. Located in beautiful green rolling hills of Eastern Pennsylvania, it's only a two and one half hour drive to Washington, D.C. or New York City. Hershey is fabulously beautiful, sparsely populated, and dotted with very quaint and old, but

beautiful, farm houses and country estates. We drove around a bit and many times was heard, "I'd like to have that one."; farm, that is, not car! In conclusion, Hershey is fabulous fun week that no hobbyist should miss and certainly no hobbyist will ever forget.

## THE CLASSIC MR. CADILLAC

by John McDermott

The founder of the Cadillac Motor Company, the man who established Cadillac as "The Standard of the World", left General Motors to develop a new luxury car for the Ford Motor Company. The new Ford car - the Lincoln. As such, one man is the "father" of two of America's three surviving Classics.

All of us have heard a comment such as "This product is the 'Cadillac' of office copiers", etc. There is now "Cadillac" everything from vacuum cleaners to motels. If "Mr. Cadillac's" cars were so great, why isn't he studied about in school or pictured with Edison or Teddy Roosevelt?

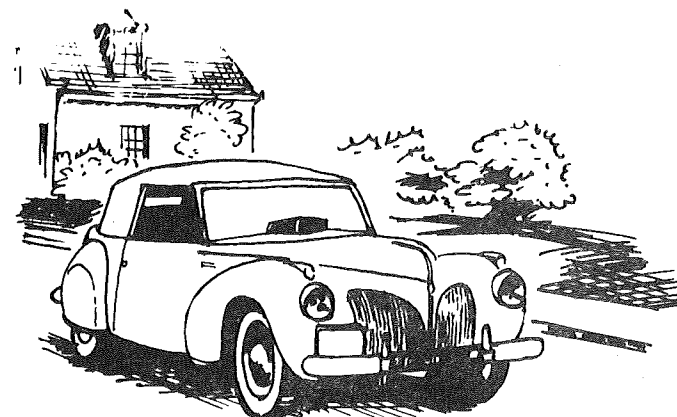
"Cadillac", the car, receives its name from that of the founder of the city of Detroit, the Marquis Antoine de la Cadillac, whose courage and ability the fledgling Detroit Automobile Company wished to emulate. Henry Leland, the real "Mr. Cadillac", selected this name as he was to, twenty years later, select the name for the Ford Motor Company's new luxury car "Lincoln", naming this car again for a man whose "courage and ability" he so much respected. Both courage and ability were much a part of this automobile pioneer's success and, perhaps, demise.

Henry Leland was, himself, a man of outstanding ability for it was his devotion to precision engineering that earned for Cadillac the title "Standard of the World". In winning the Denver Trophy in 1903, Cadillac established the basis of interchangeability of parts. To win, three cars were entered, then disassembled. the parts deliberately mixed before being reassembled! The cars were then raced for 500 miles. In winning with an average speed of 34 m.p.h., Cadillac set an engineering "standard" for the world. However, Leland's greatest contribution to motoring, or at least certainly the most appreciated, is the self-starter. With the help of Charles Kettering, Cadillac introduced the "car that has no crank" in 1912. (If you had trouble starting your car today you may be pleased to know that when Kettering took Leland to the train after closing the agreement for manufacture of the self-starter, the demonstration car wouldn't start. Faulty wire!!)

Cadillac introduced the V-8 engine in 1916. Then revolutionary, this type of power did not originate with Cadillac, having been used earlier in a French automobile, the De Dion. But the Cadillac V-8 was truly modern in performance and power - 70 horsepower. Although Ford is probably

more associated with V-8, it was Leland who introduced V-8 to Ford with the '22 Lincoln. It was not until 1932 that the Ford car was to bring V-8 engines to the masses.

Because of his personal courage, Henry Leland was to miss the glory that was to become Cadillac. Patriotism forced him from the company he had founded and the car he had made "standard of the world". In the year 1917, General Motors was refusing to accept government contracts for war production. With what must have been the greatest test of this courage, Leland left G.M. to work with his arch rival Packard in developing the "liberty" airplane engine for the American Expeditionary Forces. This engine, the lightest, most powerful engine of its day, is sometimes credited as a factor in America developing air supremacy. Following the war, Henry Leland joined with Henry Ford to develop the "Cadillac" of the Ford Motor Company - the Lincoln. One man is thus the originator of two of America's classic makes and perhaps the engine of a third; courage, yes, and ability.



## SUMMER OF 73

by R.J. Humphrey

The host and hostess were wonderfully hospitable; the barbecued salmon was plentiful and tasty; beer was cool; and the weather was unbelievably beautiful. The scenic view across the water to British Columbia was a scene to remember; the buffet dinner was excellent and overcame that sharp hunger developed by the sea breeze and the cocktail hour; the classic cars were still lovely to behold even though covered with dust. Most important, though, was the companionship and friendship enjoyed by all on that beautiful afternoon barbecue on the shores of Orcas Island. For all of the above, thanks to you - Arlene and Don.

### Orcas Island Rally

The judge eyed his stop watch. Suddenly he dropped his arm and said, "GO." I dropped the clutch and romped on the accelerator. The 33 year old V-12 purred into a sophisticated symphony of power and I shifted into second. Up the hill went the burgundy colored Cabriolet while the four members and three generations of the Humphrey family frantically and furiously studied the rally directions and questions. Sign, sign, where? What? Later we found out we goofed on the first question! Rock gates? That was an easy one. Pharmacy road - I had an inside track on that one. It so happens that I have a large antique channel top desk in my den that came from an old Seattle drug store and the label on the desk says Bartell! Orcas Island farmer offering old classic open car? Decades of practicing eyeballing countryside on both sides

of roads for old cars proved worthwhile. Out of the corner of right eyeball I saw a large Phaeton dream. The three ton Lincoln took exactly 1/2 mile to stop, then turn around and roar into the driveway. Some phony hung a sign on the car stating that it was a Packard. My ever-loving but gullible navigator wife wrote Packard while I screamed Cadillac. Another wrong answer. We asked the charming farmer wife her name. Another goof and wrong answer. The claim was salted by another untrustworthy Packard owner. Away we went. Number of unrestored Model A Fords in a farm yard ?? Three miles down the road - no "A"s.

Turn around, back-track, more classic cars turning around, lost, ah - the great Rolls Ghost - lost. Aha! Model A 'has beens' in the brush; send the handy 11 year old fast scout (he happens to have a '29 model roadster himself) running at top speed to scout. He runs back and reports at least two. On we go, over hill and dale of beautiful Orcas Island chasing down white cattle, horse ranches, tricky signs, seeing Rolls Royces and Packards lost, going the wrong way and on the wrong roads. We were the first car back, and Ron, the car performed flawlessly and did not heat up. My only problem was my navigator. Oh well, it was a great beautiful day and we, including the 33 year old Queen, had a ball!

## FOREST GROVE CONCOURS d'ELEGANCE

by Frank Starr

One thing is for sure; your actual northwest car collector now knows where Forest Grove, Oregon is. In a big way Forest Grove put itself on the map. Pacific University's Campus may be the finest setting in the northwest for a Concours; grassy lawns and lazy shade trees invite one to come, stay, and relax, which is what some 7,000 people did, if my information is correct.

Equally apparent was the amount of planning invested by the Forest Grove Rotary Club. They must have surveyed the grounds foot by foot to arrange the car placement. The result was a photographer's delight: wide spacing between cars, good angles, small free standing groups. Now, if they could just do something about those bilious green cords around the cars... There were side shows, food service, and a "for sale" area - all activities that don't just happen. The Souvenir Program was excellent.

There was also judging which proved to be a bit of a sore spot for some. I would like to make two suggestions for the future regarding judging. One: issue each entrant a copy of the judging rules in advance. For instance, it came as a surprise to some that the trunk was included in the judging. This is not done on the CCCA and possibly in other clubs too. Second: there is ample old car knowledge and judging ability in the northwest; leave the "California Experts" where they belong - in California. This applies in particular to a Sports Car Club of America Concours judge. The involvement of the SCCA in the Concours circuit is provincial to California and doesn't really represent the rest of the country. In summation, the Forest Grove Rotary Club is to be credited with a standing ovation for a job well done. They deserve our support. Hopefully we will see a repeat next year.

## WATCH OUT FOR RETROFIT

One of our duties as Editor is scanning the "Federal Register" and "Congressional Record" to see what's being hatched in the land of Watergate in regards to laws and proposals which may affect our hobby. This part of our job is usually as exciting as reading a telephone directory, but there was one 38-page item in the July 16 "Federal Register" which made us take notice.

It seems that the Saviours Of Us All at the Environmental Protection Agency have come up with a dandy plan for certain states.

Areas affected are the Northern Alaska Intrastate Region, the Phoenix-Tucson region of Arizona, San Francisco Bay, Sacramento Valley, San Diego, San Joaquin, and Southeast Desert areas of California, Metropolitan Chicago (9 county) area, the Wasatch Front region in Utah, and the Puget Sound intrastate region in Washington.

EPA has proposed some pretty drastic things concerning automobile operation in this area including emissions inspection, bus/car pool lanes, gasoline sales limitations, and idling limitations. But the most disturbing proposal for hobbyists and their cars is the section dealing with Air bleed to intake manifold retrofit.

We'll quote from this section: "The State of (name) shall establish a retrofit program to ensure that on or before June 30, 1976, all gasoline powered light duty vehicles of model years prior to 1968 ... are equipped with an appropriate air bleed to intake manifold device."

Some more delightful things in store: "After June 30, 1976 no owner of a vehicle subject to this section shall operate or allow the operation of any such vehicle which does not comply with the applicable standards and procedures adopted pursuant to paragraph C (quoted above) of this section."

Hobbyists in the areas named by the EPA had better get cracking on exemptions for registered antique, classic, and special interest cars right now. Note that the words above say all gasoline-powered vehicles of model years prior to 1968. No exceptions have been made at this point for anyone or any kind of car. "Old Cars" urges concerned hobbyists who would like to have the option of using their restored cars after 1975 to write to their legislators now. Not tomorrow. Or next week. Now. Refer to the EPA proposed rule-making in the July 16, 1973 "Federal Register" when writing. Otherwise you and your cars may be subjected to the wonders of an expensive, car-choking, government approved and certified air bleed device for years to come. Even worse, your cars may become nothing more than display pieces.

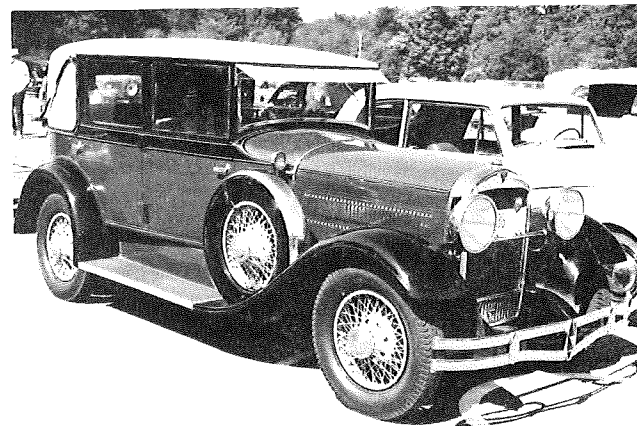
If that happens, we'll have no one to blame but ourselves. Because no one is going to look out for our interests except ourselves.

The above article was reprinted with permission from the September 1-15, 1973 edition of "OLD CARS", published in Iola, Wisconsin.

# FRIENDSHIP MEET A SUCCESS

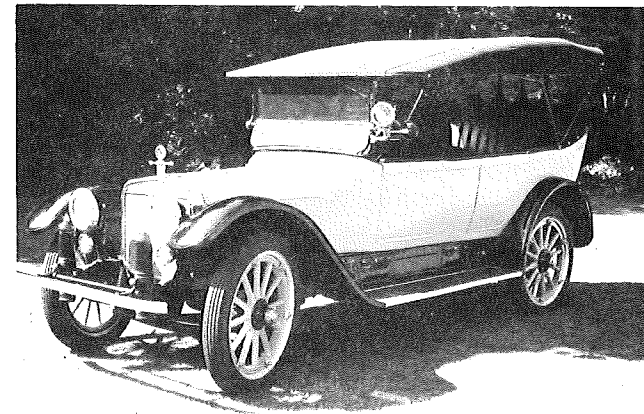
by Frank Starr

What started as an idea out of Phil Swartz' head six weeks earlier turned into a successful Friendship Day Meet on September 1, 1973. We wanted to create a meet for all the old car collectors in the area; one where they could bring their first love and/or second love regardless of make, model, year, condition, or mortgage balance. Judging by the turnout, we succeeded. There were approximately 150 cars of every conceivable description. A real Heinz 57 Variety. This was gratifying as we had worked to attract the entire cross section of the hobby.



1929 HUDSON SUPER 6  
BIDDLE & SMART CLUB SEDAN  
Belonging to Wes Clifton

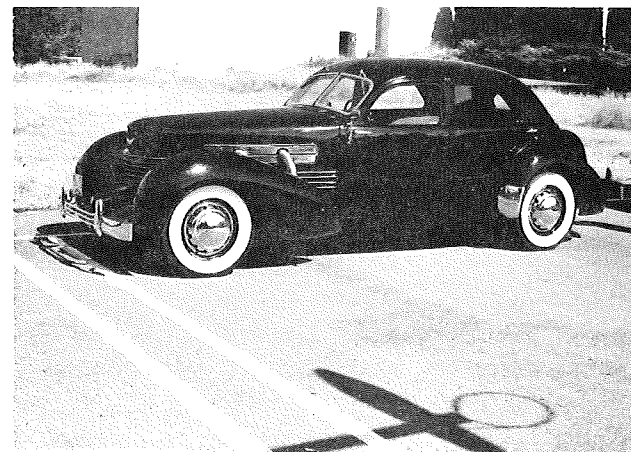
In the process of publicizing the event, I contacted over two dozen old car clubs in the Seattle-Tacoma area. Time did not permit contacting clubs in the more outlying areas or some of the sports car clubs. From the beginning, people were receptive to the idea. Collectors in one club are interested in knowing what other clubs are in existence and what they are doing. As one person said, "An old car nut is an old car nut"!



1917 WINTON belonging  
to Phil Gardner

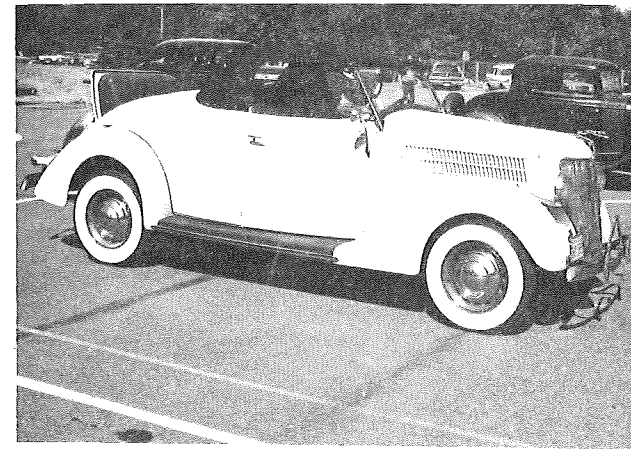
As an aside, one group certainly has an imaginative name - "The North End Rusty Relics".

It wasn't only the collectors who cooperated. After a dismal Thursday and a so-so Friday, the weatherman pulled Saturday out of the bag just like we ordered it. Question - How do we do it next year?



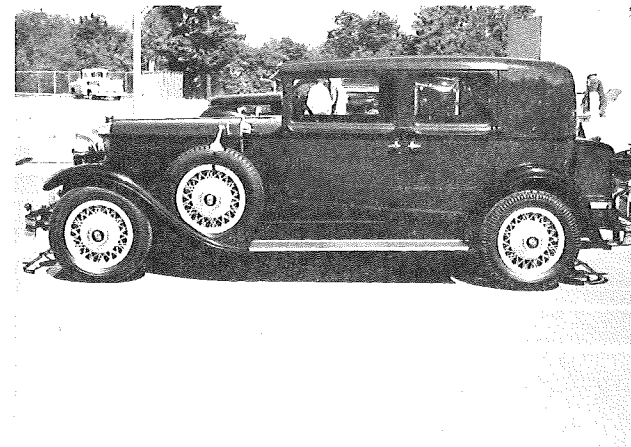
1937 CORD 812 BEVERLY SEDAN  
Belonging to John Dennis

Maybe Marvin Perry brought us the weather. Certainly he and his staff at Providence Heights went out of their way to accomodate us.



1936 FORD

They gave us the run of the grounds. Lunch was outdoors in a wooded glen. And best of all, they would like us back next year. The club can thank Dr. John McDermott for our initial contact with Providence Heights.

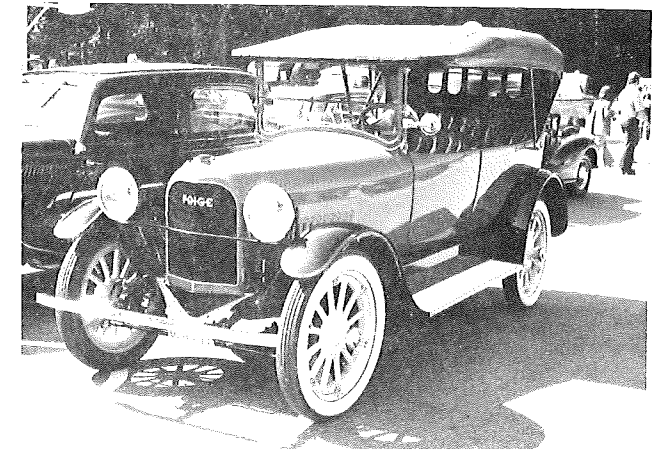


NASH

But it was our own group which gave the most cooperation. I would like to thank all of you who came out to work on the Friendship Day Meet. A special thanks to all the wives for their help at

## A CHRISTMAS CAROL

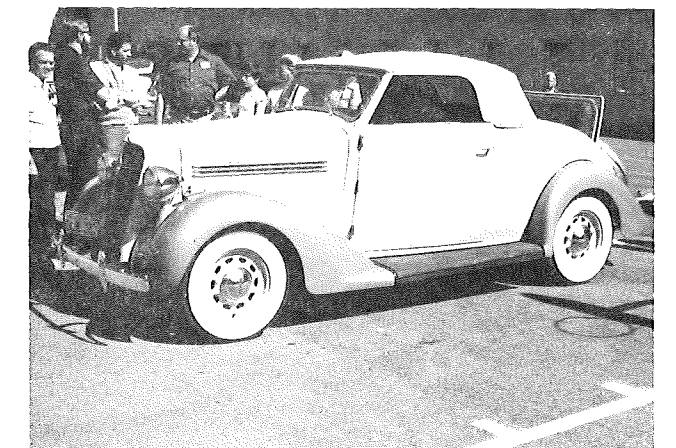
T'was a few weeks before Christmas  
When all through the town,  
The Classic Car bunch  
Was gathering around.  
A gift rolled in a cylinder  
And tied with a bow,  
To the party I was driven  
Like speed of falling snow.



PLYMOUTH

registration. Organizers of future club events should note the talent available on the distaff side.

Judging from the success of Friendship Day Meet 1973, I think we have established an event for the old car community to look forward to in 1974.



by John McDermott

When we finally arrived,  
I almost missed the party.  
Brought by the Linkes  
Always so tardy!  
A Christmas tree complete  
With even a star.  
Such effort speaks of  
Frank and Shirley Starr.

Over the strains  
 "God Rest Ye Merry Gentlemen",  
 A grateful club thanks  
 Joe and Donna Bridgman.  
 Steak and trimmings,  
 A dinner so fine,  
 Even the McEwans said  
 They liked the wine!

A great spirit of Christmas  
 Filled the whole room.  
 Stories and gladness  
 Added by Ron Bloom.  
 Soon a silence fell over the  
 Tables trimmed with sash,  
 Like fresh fallen snow  
 On Ted Barber's mustache.

Nestled at tables were  
 Such as Don Gerard,  
 Who dreamed of restorations  
 Like Phil's Packard.  
 When out of the men's room,  
 Sprang quick as a wink,  
 I knew it was Goffette  
 Dressed as St. Nick.

To the front of the room,  
 With a flash he flew,  
 One would almost think  
 He slipped in Rolls Royce goo.  
 The Santa was such  
 A sly 'ol elf.  
 A pinch of Arlene's car,  
 And she screamed, "Help!"

Carefully, one by one.  
 The numbers Santa did call.  
 Up sprang each recipient  
 All having a ball.  
 All rolled in a cylinder  
 And tied with a bow,  
 Under the tree I did wait  
 For my part in the show.

Alas! Carefully to  
 The broom closet we slipped,  
 And now my dates below  
 Last year's "playboy" are clipped!

Finally, after a few numbers,  
 My turn it did come,  
 And I wound up in the sweaty hands  
 Of some greedy bum.  
 No sooner had I looked  
 At my pages in oogle,  
 Then along came some guy  
 And traded me for a frozen stroodle.

Again and again,  
 My classic pages turned,  
 And then I was switched for  
 A plastic Grecian urn.  
 As the crescendo of the  
 Evening time did reach,  
 I was traded again for  
 Taffy from the beach.

No sooner was I tenderly  
 Clutched to Humphrey's belly,  
 Then Dahl traded me for  
 A jar of navel jelly.  
 By the time I was looked at  
 By a guy named Hooper,  
 My pages looked like  
 Paper from the pooper.

When finally the party  
 Thus was ended,  
 I found my pages  
 All soiled and bended.  
 When the guests from the party  
 Did depart,  
 I found my carefully numbered  
 Pages had fallen apart.

The guests had all made  
 Their goodnights of the evening.  
 Soon the janitor did begin  
 His business of cleaning.  
 As about his job,  
 The janitor did go,  
 My classic cars and  
 Calendar dates I did show.

PURCHASE & SALE OF

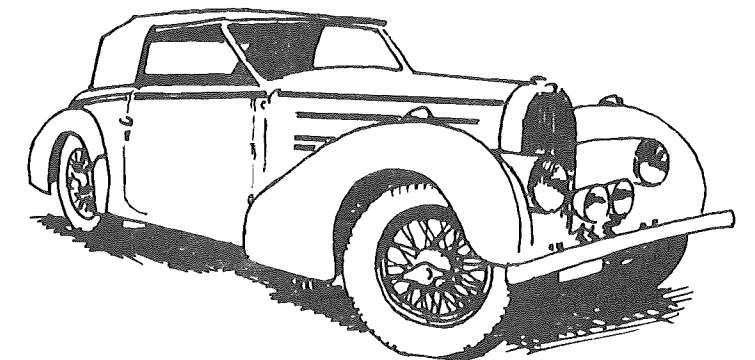
## Antique & Classic Cars

HAVE ORDER FOR FOLLOWING:

N.W. CLASSIC CARS

PHIL SCHWARZ  
 232-1499 or 232-0393

- \* 1932 FORD
- \* 1948/49 CHRYSLER TOWN & COUNTRY  
 CONVERTIBLES
- \* ROLLS ROYCE LIMO or SEDAN
- \* CLASSIC CHASSIS



SIEGFRIED LINKE  
 MA 2-3406

Ninth and Denny  
 Seattle 98121

*European Motors*

**MERCEDES-BENZ**  
 Specialists Independent