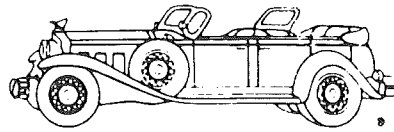
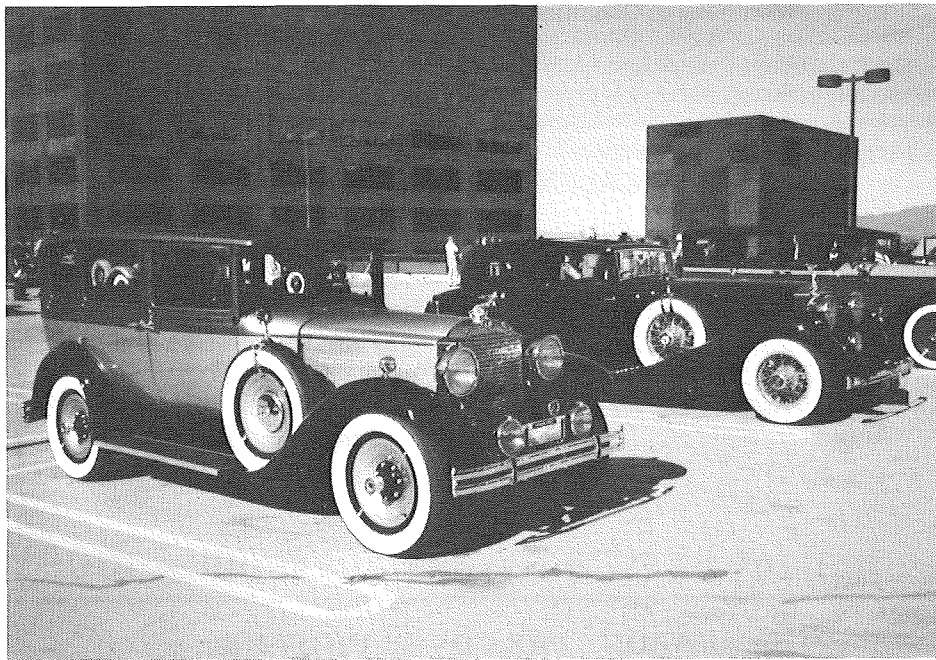


BUMPER GUARDIAN

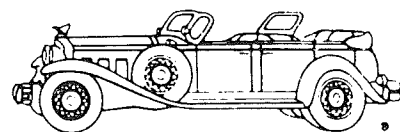


CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region



Center, Robert Vernon's 1934 Rolls-Royce.

WINTER ISSUE 1986



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

1986 BOARD OF DIRECTORS

Tom Brace	Director	838-2867 H	753-3605 W
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Gerald Greenfield		248-0084 H	838-2055 W
Bill Mote	Past Director	937-3959 H	828-2290 W
Dennis Aker	Membership Chairman	546-5698 H	329-5253 W



CALENDAR OF EVENTS

February 22	"Coming Out Party," Sea-Tac Red Lion
April 11	A dinner with Packards International
April 12-13	Portland Swap Meet
June 7-8	Rendezvous By Land and Sea
July 12-13	Grand Classic
July 26-August 2	Pacific Northwest Region Caravan
August	Apkers' Affair d'Elegance

ABOUT THE COVER PICTURE

Flanked by two Packards stands member Robert H. Vernon's Rolls-Royce, 1934, 6, P-II Continental, Saloon, Body Makers Gurney-Nutting. Member Vernon of Bosie, ID, trailered his classic from his home to University City, CA, to attend the 34th Annual meeting of the Classic Car Club of America. Other pictures of the event appear elsewhere in this issue. All were taken by Assistant Director Phil Grisham.

BUMPER GUARDIAN

Official Publication of the Pacific Northwest Region, of the Classic Car Club of America.
The Pacific Northwest Region of the CCCA was granted a charter by the Classic Car Club of America in 1963.
Printed courtesy of Fritz Gechter, Owner, Magna Color Press, Inc.

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HEAVY-DUTY, MARINE AND INDUSTRIAL ENGINES: Specifically, these engines are moderate displacement engines, and some large displacement heavy-duty truck engines in marine and industrial application. Many of these were equipped with alloy valve seat inserts (alone or with stellite faced valves) which offer the best protection against valve seat wear. These engines account for about 6% of U.S. gasoline for this category. For those few engines without valve seat inserts, preventive measures should be taken to reduce the severity of their service. Avoidance of full throttle operation for extended periods is primarily what is necessary. As a last measure, install hardened inserts and/or stellite valves, if possible.

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Summarizing, we do not see problems occurring in the overwhelming majority of engines in all categories, when unleaded gasoline is used.

(Reprinted from a Chevron Technical Bulletin, No. 17, Revised, published by Chevron U.S.A. Inc.)

The Greater Illinois Region of the Classic Car Club of America.... Presents



The 30th Annual Concours LeGrand Invitational

- **Date** May 30th – June 1 – 1986
- **Where** The most prestigious site in the Midwest
– McDonald's – new office campus – Oak Brook, Illinois
- **Accommodations** "The Lodge" located on campus.
- **Judging – Display – Awards:** 14 classes covering automobiles from 1900 to 1948 plus special awards.

For further information or to receive an invitation – please contact:

Gerry or Sandra Klein – Concours Chairpersons
1236 Candlewood Drive, Downers Grove, Illinois 60515
Phone 1-312-964-1980 eve.

or

Regional Director, Tom Moretti
Phone 1-312-991-9494 & 4144

Proceeds to Ronald McDonald Children's Charities



THE 34th ANNUAL MEETING OF THE CLASSIC CAR CLUB OF AMERICA January 9-12, 1986

By Tom Brace

WEDNESDAY NIGHT saw your club director and assistant director Phil Grisham arrive at the Sheraton Universal Hotel in Universal City, California. There were a number of agendas that were in mind as we checked into the hotel. First and foremost was to see a number of cars that we do not normally see in the Northwest, both at the Saturday judging and display event, and also at the private collections that we had been promised. Some of these collections included the Briggs Cunningham Museum and Thomas Cadillac collection on Thursday. On Thursday night a reception at the Times Mirror Building was hosted by Mr. and Mrs. Otis Chandler. Friday yielded a tour of the Huntington Museum and the Don Ricardo car collection. The Sunday finale was a tour of the J.B. Nethercutt collections.

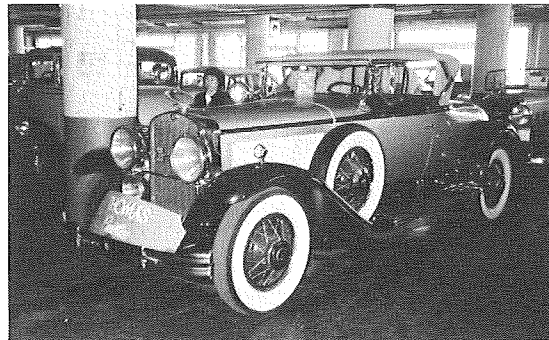
The southern California region of the CCCA is to be commended for a very fine annual meeting. What was particularly noteworthy is that they had to change the location of the annual meeting at the last minute due to the closure of a historic hotel by local government authorities in Pasadena. The annual membership meeting was well run and enjoyable to attend. The results of the elections were announced and our "home town" representative, Gordon Apker, saw re-election by a significant number of votes cast on his behalf (2nd highest vote total). By further announcements, it is clear that in the not-too-distant future Gordon will be the President of the Classic Car Club of America and congratulations and support are in order.

On Thursday, at two o'clock, I participated in the National Board of Directors meeting, where, as I promised you, I made several suggestions about changing the voting procedures for national elections. These comments were well received and a past-presidents' council was formed by newly elected President Bock to bring back to the national board recommendations for change. I left that meeting with the feeling that our suggestions would be acted upon in an expeditious manner. I also had the chance to meet other regional directors and discuss areas of mutual concern. On Saturday morning, a meeting of editors with the regional relationship committee occurred. It, too, was an informative meeting and I was particularly impressed with Lee Davenport. Davenport handles the publications for the national board and both Phil and I had the chance to speak with him after the meeting about ideas and suggestions for the future of both the regional and national organizations. Phil gave an excellent report on the concept of a "coming out party" which we found to be somewhat unique and a great deal of interest was expressed by other regions.

For those of you who like statistics, there were 458 people in attendance, 71 classics entered, and 29 were judged, making a very fine display on the roof of a parking garage immediately adjacent to the hotel. Several other interesting facts presented in that 21 automobiles were submitted for approval in 1985, seven were accepted and 14 were rejected. In addition, three automobiles were registered in the non-authentic class. The CCCA is a New York corporation and experiences about a 10% loss of membership per year, which for any national organization is a very significant retention rate. The total number of members in 1985 was 5006 members. As of December 31, 1985, 86% of the active members had already paid their 1986 dues.

In summary, I would imagine members go to a national meet for a wide variety of reasons. One of my major reasons was simply to see how the national organization is run, and, frankly, I came back impressed. I felt that there was a genuine concern for what was happening in the regions and the receptivity to suggestions from regional directors and others was noted. The car collections we saw were outstanding. I particularly felt that Briggs Cunningham, who backed out of his museum with a Bugatti Royale and gave people rides was as most extraordinary gesture of a fine collector and gentleman. The judging was certainly, in one man's opinion, fair, and I was particularly pleased to see PNWR members Mounger and McKinley involved in the judging.

As far as I was concerned, viewing Otis Chandler's 1933 Packard 12 Sports Sedan, body by Dietrich, the famous 1933 Chicago World's Fair "car of the dome" was the highlight. I read about that car, but I had never seen more than just a picture of it. And finally, if the readers will allow a little parochial viewpoint, the 34th annual meeting was a very fine outing, but our 33rd annual meeting in Bellevue had truly set a mark. The fact that we had the cars on display for four days was a very impressive presentation. In conclusion, a good time was had by all and I am pleased to report that our members made a fine showing in attendance and we have further established the reputation that the Pacific Northwest Region of the CCCA is alive and well.



One of the many automobiles on display at the 34th annual meeting from the Thomas Cadillac collection.

KNOW THY NEIGHBOR

By Tom Brace, Director

EVEN A CASUAL READER of various old car hobby periodicals has become aware of the growing number of fires reported with statistics like valuable Rolls-Royce lost, entire collection destroyed and so forth. It is possible that some of you have seen collector cars after a fire in which the frame is surrounded by puddled molten aluminum, the wheels are sitting on the floor sans tires, assorted springs and other metal objects distorted by the heat of the fire are scattered in less-than-attractive arrangement around the hulk.

As a fire professional, I am particularly interested in what caused the fire. The article in the respective publication generally is a little vague on that subject. Sometimes statements like, "The fire is under investigation by the local department," or "Children were seen running from the scene," or "Children playing with matches," are offered. From a national standpoint, juveniles set between 30% and 60% of all deliberately set fires. Deliberately set fires are estimated to be between 25% and 40% of all fires. Therefore, the odds of a deliberately set fire (arson) are high.

When I talk to various hobbyists, one of the topics of conversation revolves around storage and the cost of storage. I have heard members discuss that they are only paying ten dollars a month for storage. I would suggest that storage like that would buy an abandoned building of dubious construction that in the trade is considered a fire waiting to happen. Years of flammable materials soaking into wood floors, open exposed rafters, tar paper and so forth all add to the situation that should a fire start, it would be extremely difficult to extinguish. In addition, you, the owner, may be entirely responsible for properly storing your vehicle, but what about your next-door neighbor and his vehicles?

All it takes is one fire, one car to catch on fire, thereby destroying the rest of the automobiles stored in this "good buy" and the contents as well as the building.

Another automatic question in the minds of some readers is, "Was it insured?" and if it was, at least the loss is mitigated somewhat. However, can you imagine an unscrupulous owner who has over-insured a collector automobile only to find out that to repair it to the state that would be known as "No. 1" would far exceed the value of the car and thinking that there may be some alternative to recouping his or her investment.

Another scenario is someone who has a car under restoration and finds that an entire new engine block is necessary and that the block cannot be repaired and a replacement is almost unavailable. The list is endless.

While it is not the intent of this article to accomplish a sense of paranoia regarding your fellow club members and their desire to sell their car to the insurance company, I would suggest that in a large storage facility without the adequate level of fire protection, who can speak for someone storing an automobile. I can almost hear the terms of the owner describing how the fire started. "Well, possibly a gas line leaked." "It's old wiring; there must have been a short." "I was working on the car and I must have left an oily rag near the manifold." The list goes on and on.

In summary, I would suggest that when you seek out that additional storage space, give some thought to what type of building you're interested in. Why isn't it used for a more extensive or more revenue-generating commercial activity and who are the other people who are going to be parking their vehicles next to yours? Even if your vehicle is an unrestored original needing everything, it still has value. How much of a risk are you willing to take? It may well be that good fire-safe automobile storage is a much cheaper solution to your storage problem than simply cost.

BUMPER GUARDIAN NEEDS ADDITIONAL CONTRIBUTORS

IF BUMPER GUARDIAN is to meet its announced quarterly publication schedule, it becomes imperative for more members to start contributing to this newsletter.

It's believed the majority of members have stories and photographs of interest which would be worth publishing. Bumper Guardian does have frequent contributors — those willing to spend time and energy to submit stories and pictures for the enjoyment of all members — but they are in the minority. It's now time for more of you to become involved.

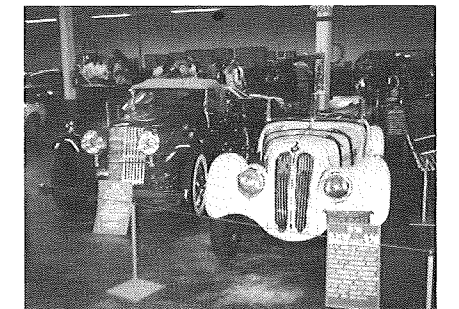
All stories and photographs should be submitted to Director Tom Brace, 2139 S.W. 305th Street, Federal Way, WA 98023. Remember, this is your club. Bumper Guardian is mailed throughout the nation and it should reflect the interest and dedication of all members, not just a few.



A 1936 Rolls-Royce, P-3.



A 1939 Logonda V-12 from the Briggs Cunningham Museum.



On the right, a 1938 BMW 328. On the left, an early Aston Martin.

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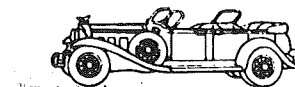
Alan W. McEwan
4420 Bonnybrae Drive
Bellevue, WA 98004

CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

CLASSIFICATION GUIDELINES CLASSIC CAR CLUB OF AMERICA

a Club dedicated to the collecting, preservation, and enjoyment of the world's finest automobiles manufactured from 1925 through 1948

FULL CLASSIC MARKED *** PART CLASSIC MARKED IN DETAIL NON-CLASSIC MARKED NO



- A.C.***
Adler—Please Apply.
Alfa Romeo—***
Alvis—Speed 20, Speed 25, and 4.3 litre***
Others—Please Apply.
Amilcar—Supercharged Sports Model—***
Others—Please Apply.
Armstrong Siddeley—Please Apply.
Aston-Martin—All 1927 through 1939—***
Others—Please Apply.
Auburn—All 8- and 12-cylinder***
Austro-Daimler—***
Ballot—Please Apply.
Bentley—***
Benz—Please Apply.
Blackhawk—***
B.M.W.—327, 328, 327/328 and 335 only
Brewster—All Heart Front Fords***
Others—Please Apply.
Brough Superior—Please Apply.
Bucciali—TAV 8, TAV 30, TAV 12 and Double Huit***
Others—Please Apply.
Bugatti—***
Buick—1931-1942 90 Series—***
All others NO, except custom-bodied Please Apply.
Cadillac—All 1925 through 1935—***
All 12's and 16's—***
1936-1941—60 Special***
1936-1948—All 67, 70, 72, 75, 80, 85, 90—***
All others NO, except custom-bodied Please Apply.
Chrysler—1926 through 1930 Imperial 80***
1931 through 1936 Imperial series CG, CH, CL and CW*** Also Newports and Thunderbolts.
All others NO, except custom-bodied Please Apply.
Cord—***
Cunningham—***
Dagmar—model 25-70 only—***
Daimler—All 8- and 12-cylinder
Others—Please Apply.
Darracq—8-cylinder cars and 4-litre 6 cylinder—***
Delage—Model D-8***, 4-cylinder cars NO
Others—Please Apply.
Delahaye—Series 135, 145, 165***, 4-cylinder cars NO Others—Please Apply.
Delauney Belleville—6-cylinder cars—***
Others—NO
Doble—***
Dorris—***
Duesenberg—***
duPont—***
- Excelsior—Please Apply.
Farman—Please Apply.
Fiat—Please Apply.
FN—Please Apply.
Franklin—all models*** except 1933-34 Olympic Sixes
Frazer Nash—Please Apply.
Graham Paige—Production body NO
Custom-bodied Please Apply.
Hispano-Suiza—***
Horch—***
Hotchkiss—Please Apply.
Hudson—1929 Series L***, all others NO
Custom-bodied Please Apply.
Humber—Please Apply.
Invicta—***
Isotta Fraschini—***
Itala—***
Jaguar—1946-48 2 1/2 litre, 3 1/2 litre (Mark IV)***, 4-cylinder cars NO
Jensen—Please Apply.
Jordan—Speedway Series Z only***, all others NO
Julian—Please Apply.
Kissel—1925-26, 1927 8-75, 1928 8-90 and 8-90 White Eagle,
1929-30 8-126***, all others NO
Lagonda—*** except 1933-40 Rapier
Lanchester—Please Apply.
Lancia—Please Apply.
LaSalle—1927 through 1933—***
Lincoln—All L, KA, KB, and K***, 1941 168 H*** and 1942 268 H***
Lincoln Continental—through 1948***
Locomobile—All models 48 and 90, 1927-29 8-80***
All others NO
Marmon—All 16-cylinder, 1925-26 74, 1927 75, 1928 E75,***
1930 Big 8, 1931 88 and Big 8***, others NO
Maserati—Please Apply.
Maybach—***
McFarlan—***
Mercedes—***
Mercedes-Benz—All 230 and up, K, S, S.S., S.S.K., S.S.K.L.,
Grosser and Mannheim***
Mercer—***
M.G. All 1935-39 SA, 1938-39 WA Please Apply. Others NO
Minerva—4-cylinder cars NO; All others***
Moon—Custom-bodied Please Apply.
N.A.G.—Please Apply.
Nash—All 1930 Twin Ignition 8, 1931 Series 8-90, 1932 Series 9-90,
Advanced 8, and Ambassador 8, 1933-34 Ambassador 8,
All Please Apply. Others NO
Packard—All sixes and eights 1925 through 1934***
All twelve-cylinder models***
- 1935 Models 1200 through 1205, 1207 and 1208***
1936 Models 1400 through 1405, 1407 and 1408***
1937 Models 1500 through 1502 and 1506 through 1508***
1938 Models 1603 through 1605, 1607 and 1608***
1939 Models 1703, 1705, 1707, and 1708***
1940 Models 1803, 1804, 1805, 1806, 1807, and 1808***
1941 Models 1903, 1904, 1905, 1906, 1907, and 1908***
1942 Models 2023, 2004, 2005, 2006, 2007, and 2008***
1946-47 Models 2106 and 2126***
All Darrin-bodied***
All others NO, except custom-bodied Please Apply.
Peerless—1926-28 Series 69***, 1930-31 Custom 8***,
1932 Deluxe Custom 8***, Others NO
Peugeot—Please Apply.
Pierce-Arrow—***
Raiton—Please Apply.
Raymond Mays—Please Apply.
Renault—45 HP***
Reo—1931-33 Reo 8-31, 8-35, 8-52, Royale Custom 8,
1934 Reo, N1, N2, and 8-52***
Revere—***
Riley—Please Apply.
Roamer—1925 8-88, 6-54e and 4-75, 1926 4-75e
and 8-88, 1927-29 8-88, 1929 8-125, 1930 8-125—***
Rochet Schneider—Please Apply.
Rohr—***
Rolls-Royce—***
Ruxton—***
Squire—***
S.S. and SS Jaguar—1932 through 1940 S.S. 1, 3, 90,
SS Jaguar and SSJaguar 100—*** 4-cylinder cars NO
Stearns Knight—***
Stevens Duryea—***
Steyr—Please Apply.
Studebaker—1929-33 President***, Others NO
Stutz—***
Sunbeam—8-cylinder and 3-litre twin cam***
Talbot 105C and 110C***
Talbot Lago 150C***
Tatra—Please Apply.
Triumph—Dolomite 8 and Gloria 6 models—***
Vauxhall—25-70 and 30-98***
Voisin—***
Wills-Sainte Claire—***
Willys-Knight—Series 66 Please Apply.