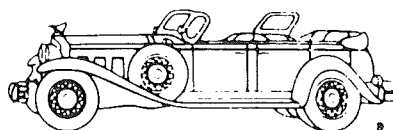
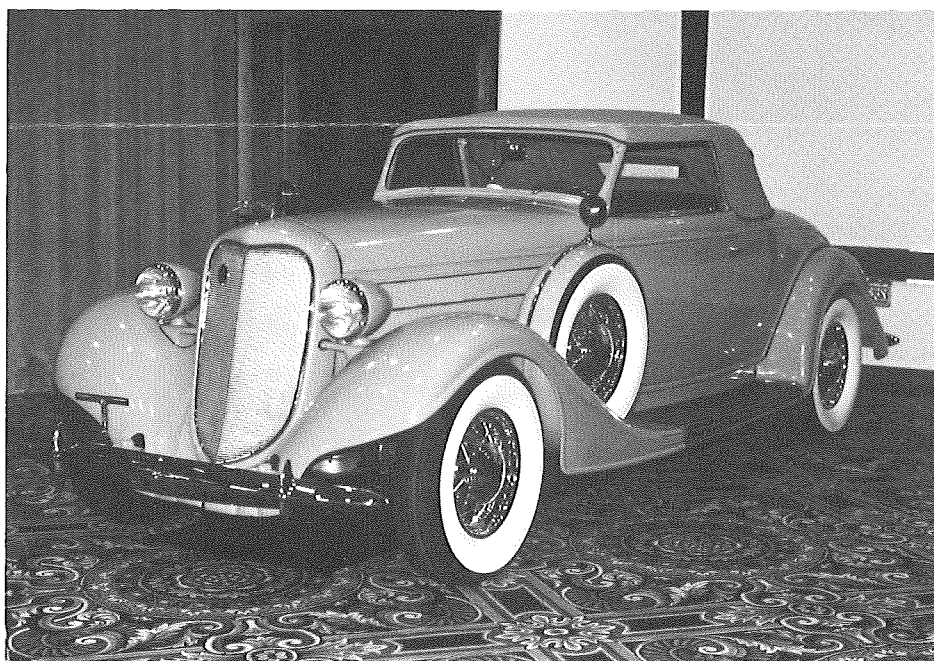


BUMPER GUARDIAN



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region



SPRING ISSUE 1987

CLASSIC CAR CLUB OF AMERICA
Pacific Northwest Region

1987 BOARD OF DIRECTORS

Phil Grisham	87	Director	.....	-	H	838-2867	W
Gerald Greenfield	87	Assistant Director	.....	874-3729	H	838-2055	W
Bob LeCoque	N/A	Treasurer	.....	226-8313	H	226-7875	W
Ted Barber	N/A	Secretary	.....	325-3580	H	655-1726	W
John Naylor	87		.....	568-8869	H	872-5725	W
Richard Adatto	88		.....	324-1451	H	322-2576	W
Bill Deibel	87		.....	522-7167	H	382-2500	W
Norm Herstein	88		.....	668-9050	H	328-5252	W
Dennis Aker	89		.....	546-5698	H	329-5253	W
Tom Crook	89		.....	226-7151	H	226-3071	W
Lee Zuker	89		.....	641-8564	H	281-1311	W

Tom Brace		Immediate Past Director	.....	(612) 644-1716	(H)	-	W
Bill Mote	87	Past Director	.....	937-3959	H	828-2290	W
Dennis Aker	89	Membership Chairman	.....	546-5698	H	329-5253	W

The Board of Directors meets the first Wednesday of each month, currently at Girvan's Restaurant (1st & Cedar, Seattle) at 6:45 PM. All members are invited to attend.

1987 CALENDAR OF EVENTS

This reminder of upcoming events includes changes and additions not on the detailed 1987 Events of Interest (yellow sheet). If you have mislaid your copy, Richard Adatto (324-1451) has extras.

May 6	Board Meeting	July 10-12	PNWR Grand Classic
May 8	Judging Seminar – Gordon Apker's barn. 9 AM to 12 PM. All members interested in judging should attend.		Area Coordinator – Greenfield
			Head Judge – Apker
		July 18-19	Forest Grove
May 8-9	All British Meet – Vancouver, Canada	July 25	Cottage Grove
May 16	Go Fly A Kite – Whidbey Island	July 30-August 1	Cadillac Grand National
June 6	Board Meeting – Woodland Park. Come and drive your classic.	July 30-August 1	Pierce Arrow National Caravan
		August 16	Apker's Affair
June 7	Silverado	August 23	Pebble Beach
June 20	Chucknut Drive Tour	August 30	ACD Meet
July 1	Board Meeting	October 6-10	Hershey
July 4	Fourth of July Parade – Hunts Point/Yarrow Point	October 24	Garage Tour
		November 7	PNWR CCCA Annual Meeting
		December 12	Christmas Party

ABOUT THE COVER PICTURE

Gerald Greenfield's 1935 Lincoln K LeBaron Convertable Roadster.

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.

DIRECTOR'S MESSAGE Our classic year is off to a great start. It is nice to see the Saint Valentine's Day party brought back to life thanks to the efforts of Sigfried Linke and his various helpers. The annual coming out party was enjoyed by a large number of our membership thanks to Jerry Greenfield and those individuals who presented their "new classics."

Be sure to look over the Calendar of Events and try to participate in as many as your time permits. There are many events which require very little time or expense. Be sure to bring your friends. Prospective new members, need not own a classic to join. All that is required to be a member is to "take the oath" to have an interest in classic automobiles. Once new prospects participate in a few events and become acquainted with the virtues of classic automobiles, we will have them captured and behind the wheels of their own classics before they know it.

Our major event of this year will be the Pacific Northwest Grand Classic on July 10 and 11, 1987. Details are contained elsewhere in this issue of the Bumper Guardian. Plan to help make this a grand success by participating at whatever level your time and talents permit.

The Pierce Arrow Society and Cadillac LaSalle Club are both having national events in our area this coming summer. As the premier multi-marque club, we offer them our moral support. If you know of other clubs having major regional or national events please be sure to bring those to the attention of a board member so that we can also extend to them our best wishes.

All Board meetings are always open to the membership. On Saturday, June 6, 1987, there will be a special Board Meeting in Woodland Park. All the members are urged to drive a classic to this meeting. The specific details about the time, meal and location will be forthcoming.

— Phil

St. Valentine's Day Massacre

By Craig Christy

"A Gathering of the Mob" the invitation said, and a gathering it was! 150 guests turned out on Saturday night, the 14th of February to attend a party held at Sig Linke's European Motors. Sig and Jim Raisbeck acted as Co-chairmen for the event.

The basement of European Motors was cleared of every piece of European iron, and in some of that space members displayed their classics to add to the Roaring '20s and '30s theme. Almost all the guests were dressed in period clothing. Flapper dresses and silk stockings, tuxedos and spats, and violin cases were the "in" thing to carry. Enough violin cases to make the Seattle Symphony jealous. Breast pockets bulged with gun holsters, also in high fashion.

Music was provided by a big band that played music from the swing era. Hit songs from such bands as Glenn Miller, Tommy and Jimmy Dorsey and Artie Shaw provided dance music for the guests.

Automotive attractions on hand belonging to our "mob" included Tom Crook's '31 Buick 90 Series Roadster, Norm Herstein's '37 Rolls Royce P111 Sedan, and Tom Armstrong's '31 Duesenberg Convertable Sedan. Our host, Sig Linke, showed his '37 Mercedes 540 K

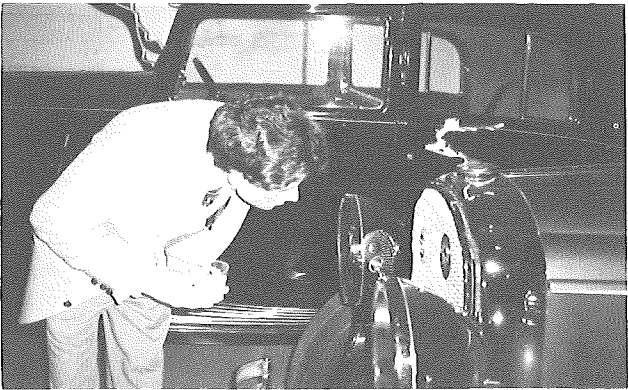


Roadster, and Ken McBride brought his 540 K Coupe, an impressive pair of cars, I'll tell you! Jim Raisbeck's '40 Lincoln Continental was in attendance, as well as Glenn Mounger's sleek and svelt '30 Packard Boat-tailed Speedster.

The party was in full swing when the Keystone Kops in their vintage paddy wagon raided the place to the delight of everyone. They were all dressed in their vintage police uniforms, complete with shrill whistles and big billy clubs. They searched the crowd for mobsters, but finding no one for whom they had a warrant they turned their paddy wagon around and went back to the station, much to the relief of some of the mobsters who had been concealing themselves in the shadows.

Talking with Betty and Sig Linke a few weeks after the party, Betty told me that with the proceeds from the event, our CCCA/PNWR made a \$150 donation to NW Harvest, plus a large amount of non-perishable food which was collected at the door the night of the party.

Many thanks to Sig and Jim for chairing this great event which started off the year in such a CLASSIC fashion.



COMING OUT PARTY

By Gerald Greenfield

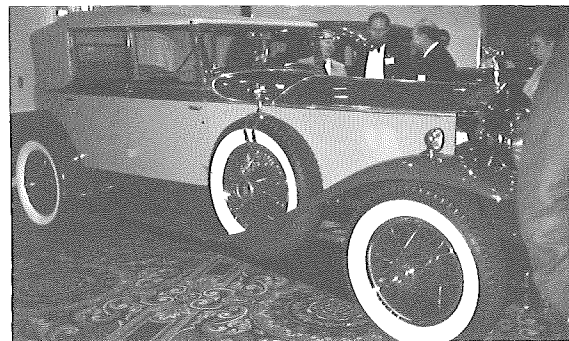
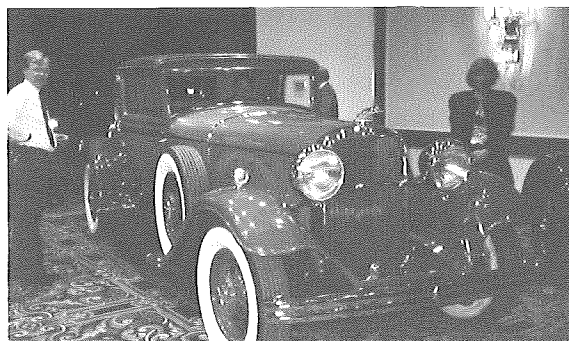
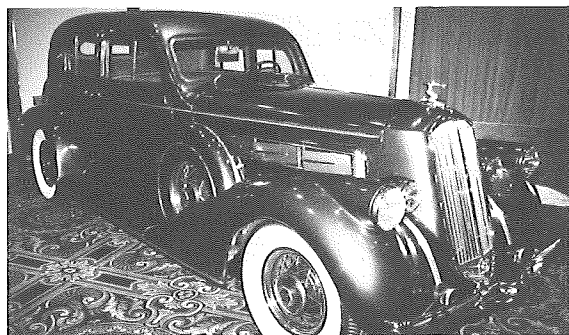
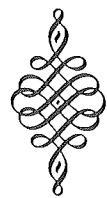
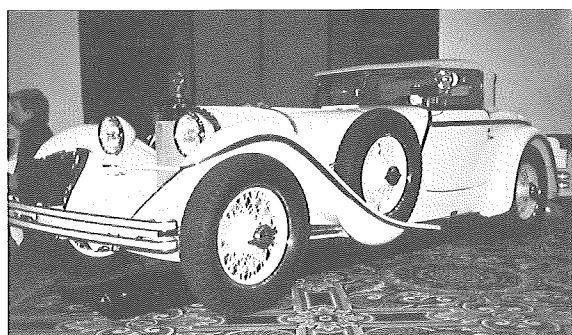
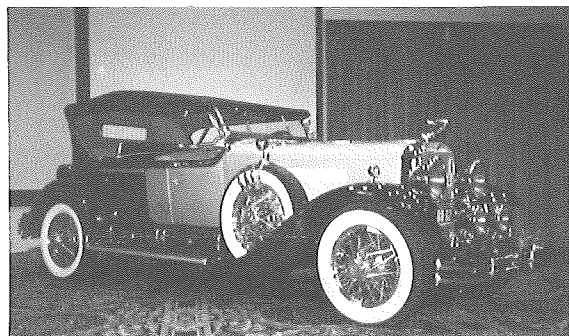
The Coming Out Party is an event unique to the Pacific Northwest Region of the CCCA. The purpose of the event is to unveil and honor new restorations or recent acquisitions that have not previously been seen at a regional event. This year's group of foreign and domestic classics lived up to the traditional high quality of recent years. Despite the cold, rainy weather of March 14, these classics reigned supreme and brightened the Evergreen Ballroom of the Sea-Tac Marriott.

108 members and guests were in for a real treat as they entered the Marriott Ballroom. The hotel had decorated the tables and hors d'oeuvres servers with lovely bouquets and lively pink linen. Yet the major decorative pieces were the eight classics surrounding the banquet room draped with colorful car covers. While guests renewed old acquaintances, the theme of the conversations revolved around the mystique created by the draped automobiles. While some of the prognostications were correct, many of the guests were in for real surprises as each classic was individually presented.

Following a delicious dinner, our new director, Phil Grisham, approached the podium and assumed his role as Master of Ceremonies for the evening. Phil presented the classics in chronological order from early to late. Each presentation was supplemented with interesting historical facts. A special mood was created for each individual classic.

Phil first called Denny Aker to the podium. Denny was representing Jack Goffette, who was vacationing in Hawaii. Jack has presented a new classic at every Coming Out Party, and a vacation was not about to break his record. Following a brief description by Denny, a 1927 6.5 litre Bentley with a speedster body was unveiled. Jack had done it again. Such a lovely car to set the mood for the following presentations.

Sigfried Linke was the next to present his new Mercedes. New, in the respect that this 60-year-old classic had been driven only 9000 miles since original purchase. A very striking 1928 Mercedes Model S Brevette Torpedo was unveiled, a phenomenal car with lizard skin upholstery and German silver trim.



The next classic was owned and presented by Bill Scheef. Bill has spent over four years restoring this fine classic himself, a tribute to his skill and patience. Bill's father helped unveil his 1929 Cadillac Dual Cowl Sport Phaeton. The blue and silver Cadillac featured chrome wire wheels and red accent trim.

Bill's Cadillac was followed by a presentation by Jim Tallman. Jim had recently added a remarkable original unrestored classic to his fine collection. A 1930 L-29 Cord Cabriolet with body by Central was unveiled. Its low, rakish lines were accentuated by some of the taller draped vehicles. Another success!

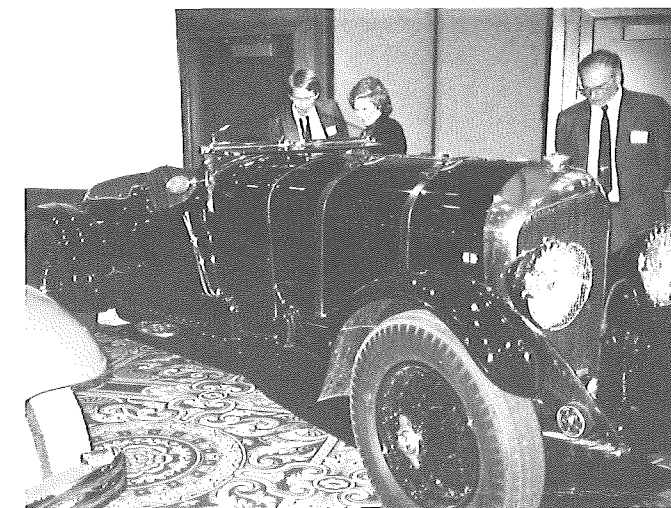
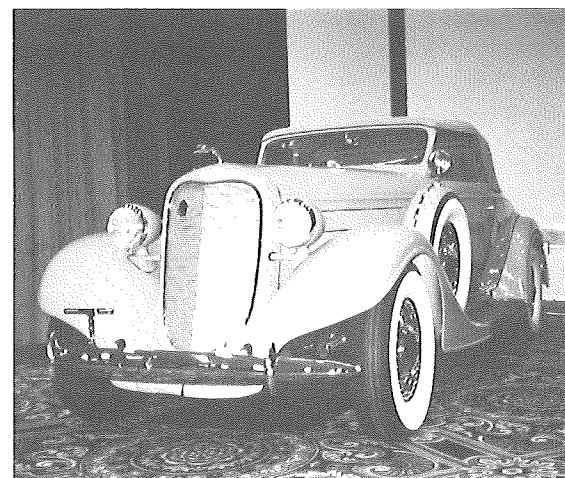
The following classic created quite a commotion, not just during its presentation, but also earlier in the afternoon while it was being positioned in the ballroom. It seems that the smoke detectors in the hotel are very sensitive. Stan Dickison's 1930 Rolls Royce Springfield New Market Convertible Sedan set off the alarms, which attracted a lot of attention from the security people in the hotel. To top that off, the Fire Department came screaming up to the hotel, finding, to their surprise, a "red hot" Rolls creating all of the commotion.

The last car to arrive for the event had been trailered here from eastern Washington that same afternoon. After many problems, the final details were being "taped" onto the car as the first guests started to arrive. Jim Raisbeck should be very proud of his 1932 Lincoln KB Judkins Coupe. Jim has owned the car since 1976 and it is now nearing the completion of a 100-point restoration. A real classic — 145" wheelbase — transportation just for two.

Chairman of the Coming Out Party event, Gerald Greenfield, was pleased to present his new restoration. As most everyone knows, Lincolns are his favorite marque, and this particular car was the third Lincoln Gerald has unveiled at these events. As the cover was removed, a 1935 Lincoln K LeBaron Convertible Roadster was displayed, painted a striking golden topaz color, accentuated by chrome wire wheels. Gerald acknowledged the fine paint and restoration by PNR member John Kane, and looks forward to displaying this attractive V-12 at this year's Grand Classic.

Last but not least, Master of Ceremonies Phil Grisham was asked to explain why one car still remained. After joking about a "Buffalo Beauty," Phil acknowledged that the hidden classic was his own car. To everyone's enjoyment, a 1936 Pierce Arrow V-12 Club Sedan Model 160 was unveiled. The Pierce displayed 29,000 original miles, and the gorgeous original interior testified to the fantastic care this Pierce had received. Phil should be touring in style this coming classic summer.

Many of the guests lingered for another hour visiting with the owners and admiring the classics. A special thank-you to Bob A. LeCoque and Phil Grisham for their help assuring the success of this Pacific Northwest Region event.



MINUTES

CLASSIC CAR CLUB OF AMERICA
Pacific Northwest Region
Board of Managers Meeting
March 4, 1987

The meeting was called to order by Director Grisham at 6:40 pm at Girvan's Restaurant in Seattle. Present were managers Adatto, Aker, Crook, Greenfield, Herstein, Naylor, and Zuker; Secretary Barber and Treasurer LeCoque; and members Aker, Christy, Harding, Hedman, Johnson, LeCoque, Linke, McAuliffe, McEwan, McKinley, Mole, Mounser, Raisbeck, and Tallman. The minutes of the February 4, 1987 meeting were approved as corrected and the minutes of the special meeting February 26 were approved as presented. Treasurer LeCoque reported a balance of \$12,666.48 (including \$10,000 CD).

Chmn Linke reported that the Valentines Day party was successful. He estimated that the return to the Club would be about \$75 to \$80 and would have a complete report by next meeting.

It was moved and passed by the Board to request National to award Tom Brace with a past-director's pin. Director Grisham will prepare a letter to this effect and if approved, the pin will be presented to Tom at a future time as yet to be determined.

On March 6, Director Grisham will meet with the Port Ludlow committee to discuss the Rendezvous by Land and Sea (Sept 12 and 13).

Chmn Greenfield reported that 48 persons had made reservations for the Coming-out Party (March 14).

Chmn Herstein reported that plans for the Go-Fly-a-Kite event (May 16) were well underway.

Director Grisham stated that a committee for publications would be formed, comprised of R. Adatto, C. Christy, and himself. He also pointed out that the Regional by-laws needed to be consulted to determine conformance with the format provided by National, particularly concerning approval of new members.

G. Mounser passed around information concerning an auto hobbyist conference to be held in California May 3 & 4. He wondered if the Club should sponsor a person to attend. The Board and those present felt that since the conference was focused mainly on California legislation that it would suffice to invite a California CCCA member to report to our Region afterwards.

The meeting was adjourned at 7:15 pm to discuss Grand Classic committee business. The next meeting will be at Girvan's on April 1, 1987.

Respectfully submitted,
Ted Barber
Ted Barber, Secretary CCCA-PNWR

Grand Classic committee discussion dealt with the following areas:

1. Preparation of information to be sent to National for insertion in publications for registration purposes.
2. Determination of projected expenses so that a meet fee can be set.
3. Discussion of a policy for Regional members not registered for the meet to view displayed Classics consistent with previously announced policy.

Clockwise from top left: Jim Tallman's 1930 L-90 Coro Cabriolet. Bill Scheef's 1929 Cadillac Dual Cowl Sport Phaeton. Phil Grisham's 1936 Pierce Arrow Club Sedan, Model 160. Stan Dickison's 1930 Rolls Royce Springfield New Market Convertible Sedan. Jim Raisbeck's 1932 Lincoln KB Judkins Coupe. Sig Linke's 1928 Mercedes Model S Brevette Torpedo.

Next Page, top right: Jack Goffette's 1927 6.5 Litre Bentley. Bottom left: Gerald Greenfield's 1935 Lincoln K LeBaron Convertible Roadster.

1987

35th ANNUAL MEETING – CCCA

by Glenn Mounger

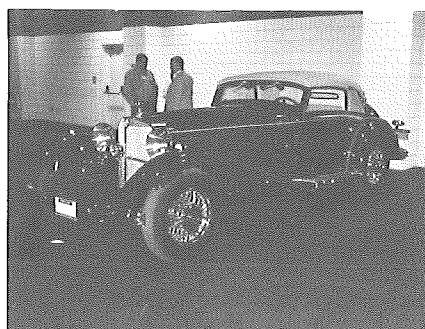
The Michigan Region of the Classic Car Club of America was this year's host for the 35th Annual Meeting of the CCCA. The Pacific Northwest group was led to the Dearborn Hyatt Regency by our Director, Tom Brace, and Assistant Director Phil Grisham, and included National Director Gordon Apker and his wife, Claudia, Hal Meden, Jim Raisbeck, Sherry Valpey, Al McEwan, and Glenn Mounger.

Although the first event was not held until Thursday at noon, most of us arrived on Wednesday, January 8. That evening was spent kicking tires, rekindling friendships, and resting up for the next four days' activities.

Thursday's kickoff event was a tour of Chrysler Corp.'s newest automobile manufacturing plant, which features the extensive use of robotics. This was both a fascinating and informative tour. From all observations, the plant was efficient and quality oriented, but what impressed many of us the most was the strong esprit de corps throughout the workforce.



Jim Hull (newly elected National Board Member) and Phil Grisham (PNWR Assistant Director) enjoying the evening at Carail.



Noel Thompson's 1936 Mercedes-Benz 540K Cabriolet A, judged to 98 points during the Annual Meeting.

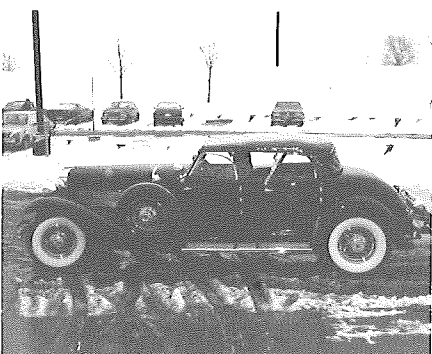


Gordon and Claudia Apker enjoying the evening at Carail chatting with Gordon Buehrig (designer of ACD fame).

On Thursday evening it was back on the buses and out to Carail, the fabulous collection of Dick and Linda Kughn. The museum building housed not only an extensive collection of both cars (strongly leaning toward classics) and model trains, but also a four-lane bowling alley, a library, large dining facilities, and a beautiful classic-era bar. During the evening it was learned that the Kughns would be moving to Carail to a new and larger facility in the near future.

Friday morning began with the CCCA Annual Membership Meeting, during which the following elected board members were announced: Richard Gold, Bill Greer, Ken Wessel, Paul Bodine, and Jim Hull. This year's slate of national officers is Chris Bock, President; Dick Gold, first Vice President; Gordon Apker, second Vice President; Bill Greer, Vice President Publications; Matt Sonfield, Vice President Regions; Paul Bodine, Secretary; and Katie Robbins, Treasurer.

Friday afternoon found many of us visiting the Henry Ford Museum and Greenfield Village. Friday evening the Ford Motor Company hosted a cocktail party within the museum – it was a delight to roam throughout the exhibits. The Ford Museum is a "must" on any visit to the Detroit area.



What do you do after your 1935 Torpedo Phaeton Duesenberg scores 100 points? Why, take it out for a run in the snow, of course!



Left to right: Katie Robbins (National Board Member), Mort Bullock (Past National President), Matt Sonfield (National Board Member), and Al McEwan (Talk Show Host), enjoying the Carail Museum.



Pacific Northwest Region members at the Annual Meeting in Dearborn, Michigan. Left to right: Glenn Mounger, Jim Raisbeck, Sherry Valpey, Al McEwan, Claudia Apker, Gordon Apker, Tom Brace, Phil Grisham, and Hal Meden.

Saturday morning brought the usual flurry of activity in the Classic Car Show area. According to my count, there were 45 classics on display, 34 of which were judged. Six of the classics judged received 100 points each. It was truly a wonderful display of automobiles – highlighted by two 1935 Duesenberg-Torpedo Phaetons by Walker-La Grande; two 1931 Chrysler CG Dual Cowl Phaetons by LeBaron; a 1930 Mercedes Benz by Tamaroff; and 1932 Packard 12, 906 Sport Phaeton Deitrich, just to mention a few.

The awards dinner was held Saturday evening and I believe a very nice evening was had by all – in spite of the fact that the Pacific Northwest Region did not win any of the awards presented.

If anyone attending this meeting had any doubt as to why the greater Detroit area is known as Motown, I am sure those doubts were dispelled by the time we bid farewell on Sunday afternoon.

DALLAS TO SEATTLE IN A '34 SILVER ARROW

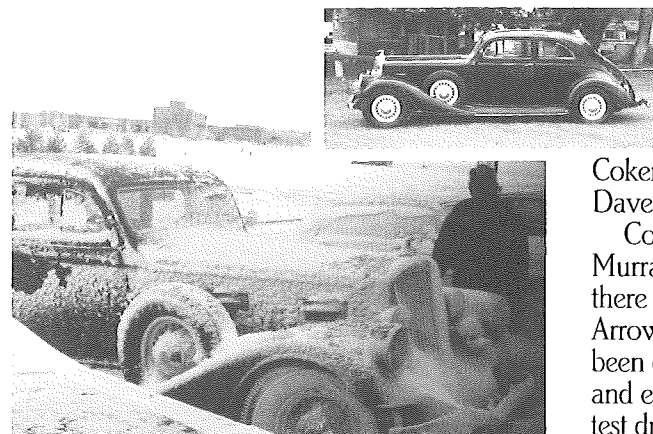
The year was 1932 when a young auto stylist approached Pierce Arrow's Vice President of Sales, Roy Falkner, with sketches of a sleek new Pierce Arrow. Enclosed running boards, a tapered back which enclosed a trunk, slanted windshield, all shouted "STREAMLINED!" Roy Falkner was intrigued, and by January 1933, after some modifications to maintain the Pierce Arrow identity, the first Silver Arrow was presented to the public at the New York Automobile Show, where it created a sensation. The desirable 12-cylinder engine produced a top speed of over 100 m.p.h. When Pierce Arrow went out of business in 1938, the castings for this engine were sold to the Seagrave Fire Engine Company, which used that engine until the mid-50s, a tribute to its dependability. The mechanical power brakes were a popular feature also.

Unfortunately, the Pierce Arrow Company was at this time on a financial downside, and although the Silver Arrow ultimately was recognized as the inspiration for years to come of designing and building streamlined cars, the Silver Arrow production models were only produced in 1934 and 1935. About 80 of the great machines were produced, 12 of which are known to be in existence today.

1934 PIERCE ARROW SILVER ARROW 1240A V-12

SERIAL #3530133
ENGINE #400296 462 cu. in.
BODY #344-Y-24
WEIGHT – 5804 lbs.
WHEELBASE – 144"

OWNERS – Walter and Kelly McDaniel (new members of CCCA/PNWR)



One of these rare machines arrived on March 28 at its new home in Lynnwood. Owners Walt and Kelly McDaniel had arranged with the previous owner, Dave Coco, in Alexandria, Louisiana, to have the automobile trailered to Dallas, where fellow Pierce Arrow enthusiast Paul Morris would receive it. They had also ordered from

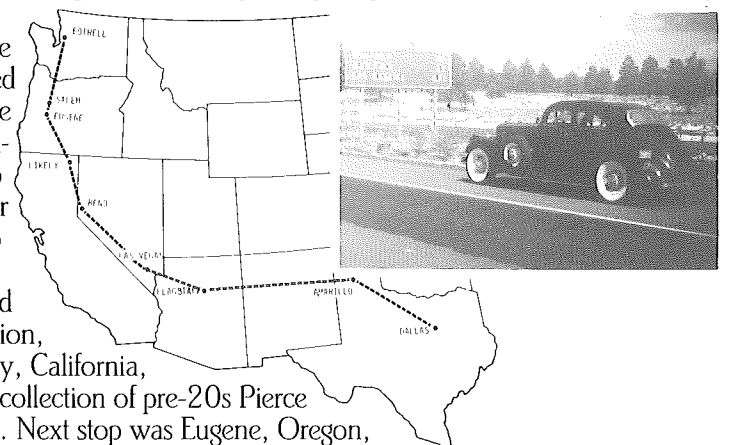
Coker four B.F. Goodrich 750x17 tires to be shipped to Dave Coco to be installed before shipment.

Completing this logistical plan, Walt and friend Paul Murray, a restoration specialist, then flew to Dallas and there the fun began. After two years of inactivity, the Silver Arrow was sorely in need of some TLC. Coil wires had been crossed, timing was off, carburetor was gummed up, and everything needed a good dose of grease and oil. A test drive revealed a shimmy in front to be attended to.

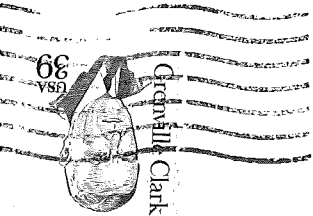
After two days of working in Paul Morris' garage, with a Chickasha, Oklahoma, swap meet sandwiched in between, they felt ready to roll and started north from Dallas to Amarillo. Late March, of course, can bring weather surprises anywhere, and this was no exception. As they approached Amarillo, tornado winds were strong enough to blow the rear license plate off its stanchion. Taking shelter in a motel for the night, they woke to a world plastered with snow and ice, and the Silver Arrow was not spared. Worse still, the engine compartment was packed solid with snow which had blown in through the open louvers. A lot of scooping, and hair dryers on extension cords to dry out the distributor, appeared to solve the problem. However, in the end, a friendly tractor driver, plowing out the motel parking lot, pulled the Silver Arrow halfway around the motel until she finally coughed to life.

At this point, they scrapped their original plan to drive north through Denver and Salt Lake, and instead headed west to Flagstaff and better weather. Humming along the highway between 50 and 70 m.p.h., they entered Holbrook, New Mexico, for the night, and continued on to Las Vegas. Here, at the Imperial Palace Hotel, the Silver Arrow was treated as a special guest, and was invited to spend the night in safety and comfort upstairs with the more than 400 cars being readied for auction. Walt and Paul took the opportunity to tour the famous car collection, but the next day headed for Reno, and then on to Likely, California, where Rodney Flournoy toured them through his large collection of pre-20s Pierce Arrows, a Locomobile, and other great old automobiles. Next stop was Eugene, Oregon, and then Salem, where they gave Paul Johnson, a Director of the Pierce Arrow Society, a look at the new acquisition.

The trip had gone well with no serious problems. This, according to Walt, a credit to Paul Murray's mechanical genius. A flat on one of the new tires replaced with a spare, an electric fuel pump replaced on the road, and a problem with the carburetor which did give them a scare. Smelling gas while cruising along, they had quickly shut everything down and jumped out with the fire extinguisher. Opening the hood, they discovered that a carburetor jet, which they had adjusted earlier, had backed itself out and the fuel pump had pumped five gallons of gas onto the engine. Fearing a fire was imminent, they stood and watched the gas evaporate, then removed the jet from the linkage where it was caught up and went on their way, thankful not to have needed the fire extinguisher. On Saturday evening, March 27, after seven days on the road, the Silver Arrow pulled up to the McDaniel house in Lynnwood. The odometer had clocked 2500 miles from Dallas. Home at last, the Silver Arrow joins another Pierce, a '34 very original straight-eight sedan.



Alan W. McEwan
4420 Bonnybrae Drive
Bellevue, Washington 98004



28048 13th Avenue S. ♦ Kent, WA 98032

CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

EDITOR'S NOTES

With this issue we bring you the Bumper Guardian under new management and direction. Although we plan to continue the same general format, we may also make some additions or changes now and then. We sincerely hope that our readers will feel free to offer comments, positive or negative, to help us continue a publication which answers to the interests of as many classic auto enthusiasts as possible.

In this issue we offer the first of a series about classics in our region which have an interesting story behind them. We welcome any suggestions for upcoming issues. Please address comments and suggestions to: Louise Gerrity, Editor, 28048 13th Avenue S., Kent, Washington 98032, (206) 941-2043.


ADVERTISING POLICY

The Bumper Guardian will run classified advertising of classic-related items and cars for members of the Northwest Region free of charge. Non-members may submit classified advertising at a charge of \$3.00 for the first 40 words and 10¢ per word thereafter per issue.

Businesses may submit business card-size advertising for \$12.00 per issue. The Bumper Guardian reserves the right to refuse publication of advertising which it deems unrelated or unsuitable, and will allocate space as it is available.

■ A • D • V • E • R • T • I • S • I • N • G ■

RESERVED
FOR
FUTURE
AD

CLOISSONNE ENAMEL
**BADGES & EMBLEMS
RESTORED** 
CLUB, TOUR, CAR BADGES
MADE TO YOUR ORDER

COLLECTOR AUTO SERVICES CO. SAME OR
280 1st Ave. S., Kent, WA 98032 PHONE FOR
(206) 941-2043 INFORMATION

Collector's Automotive

Robert A. LeCoque

ANTIQUE AND CLASSIC AUTO
REPAIR AND MAINTENANCE
SPECIALIZING IN CADILLAC L'ASALLE

12850-166th Ave. SE
Renton, WA 98056-6963

TELEPHONE
(206) 226-7875



Classic Cars
14516 178th Ave. S.E.
RENTON, WA 98056
(206) 226-3071

TOM CROOK

283-2252

Magna Color Press, Inc.

817 5th Avenue North
Seattle

HIGH
QUALITY COLOR
**Printing
of Distinction**
Typesetting • Letterhead • Envelopes & Business Cards
Posters • Art Prints • Mailers • Annual Reports • Brochures

