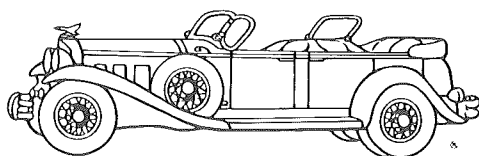
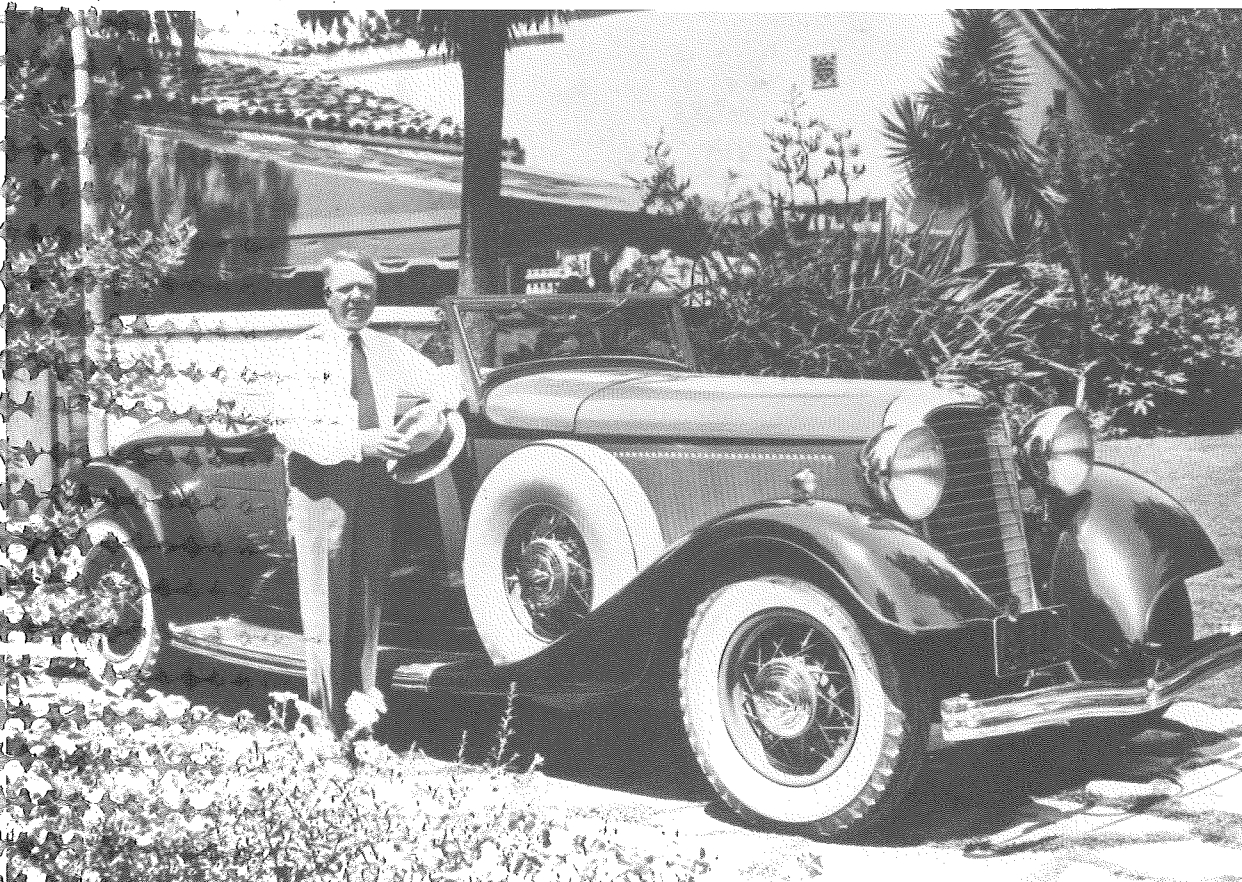


BUMPER GUARDIAN



Pacific Northwest Region
CLASSIC CAR CLUB OF AMERICA



January - February 1988

PACIFIC NORTHWEST REGION
C.C.C.A.

1988 BOARD OF MANAGERS

		(Home)	(Work)
Gerald Greenfield	'88 Director	862-2630	838-2055
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Richard Adatto	'88	286-8325	322-2576
Norm Herstein	'88	668-9050	827-7331
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Tom Crook	'89	226-3071	941-3454
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Phil Grisham	Past Director	232-3190	292-6200
Bob LeCoque	Treasurer	226-8313	226-7875
Ted Barber	Secretary	325-3580	544-5366
David Lewontin	Membership Secretary	285-8150	328-4022

The Board of Managers holds a dinner meeting the first Wednesday of each month at Latitude 47, (Top Side Room), 242 Westlake Ave. No., in Seattle at 6 p.m. All club members are encouraged to attend.

NEW MEMBERS

Gary Dawkins (Leilani)
19628 - 140th Ave. S.E.
Renton, WA 98058
(206) 631-6226

Larry Douroux (Aloma)
86319 Lorane Hwy.
Eugene, OR 97405
(503) 686-0980

Gary Dunham (Judith)
21011 - 26th St. Ct. N.E.
Sumner, WA 98390
(206) 862-7300

Verne Howell (Susan)
23655 S.W. Francis St.
Hillsboro, OR 97123
(503) 642-7262

John Cephas Martin (Nancy)
7535 S.E. 71st St.
Mercer Island, WA 98040
(206) 232-4691

Keith McGowan (Anita)
6821 - 92nd St. E.
Puyallup, WA 98371
(206) 841-1126

Ken Simpson (Lottie)
1112 W. 4th
Port Angeles, WA 98362
(206) 457-7072

Darwin Thornton
14117 - 101st Pl. N.E.
Bothell, WA 98011
(206) 821-0453

Rex Wallace
1611 E. Republican
Seattle, WA 98112
(206) 329-2673

Jim Warjone (Robin)
4803 N.E. 39th
Seattle, WA 98105
(206) 527-4735

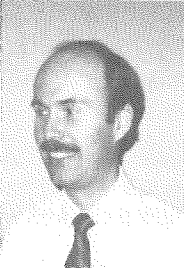
Conrad Wouters (Pamela)
2829 - 29th Ave. W.
Seattle, WA 98199
(206) 282-9431

COVER PICTURE: This photograph of W.C. Fields and his 1933 Lincoln KB LeBaron Convertible Roadster has never been published before according to contributor Richard Burns Carson, author of The Olympian Cars. A similar picture appears in The Olympian Cars, p. 154, however, it was taken in 1935, while our cover picture according to the license plate was taken in 1933. Bing Crosby bought an identical car that same year. Mr. Carson notes that W.C. Fields "looks hung over", perhaps cause and effect of the curb damage on the front right tire! At any rate, a great scoop for our Bumper Guardian.

BUMPER GUARDIAN: The Bumper Guardian is the official publication of the Pacific Northwest Region of the Classic Car Club of America. The Pacific Northwest Region was granted a chapter in 1963. The Bumper Guardian is published six times each year.

EDITOR: Louise Gerrity, 28048 - 13th Ave. S., Kent, WA 98032 (206) 941-2043

DIRECTOR'S MESSAGE



I would like to take this opportunity to wish the membership of the PNR-CCCA a Classic 1988. 1988 will be the first year in recent history that the PNR has not hosted a National event. This certainly doesn't mean we will be any less active. Event Co-Chairmen Jack Goffette and Richard Adatto are coordinating an exciting calendar of activities with the emphasis aimed at pleasing exclusively our PNR membership. We will begin the year with our traditional "Coming Out Party" scheduled for February 27th. A new event, a restoration seminar, is scheduled for early March. Our main driving event is scheduled for late June with the Land, Sea and Air Rendezvous at Port Ludlow. Be sure to review the enclosed event calendar so as not to miss any of these Classic activities.

Gerald Greenfield

CHRISTMAS PARTY 1987

On the wet and windy early evening of December 12th, our Christmas party Chairman, Harold Meden, with associates Bill Mote and Richard Adatto, put on a bang-up Christmas get-together. Bill Deibel's GMC Truck agency made a great place to park and show classics in his huge garage, and to feed and water members and guests in his decorated showroom. As advertised, the "Heavy" hors d'oeuvres were not only beautifully presented, but equally as interesting and delicious.

Bill Deibel's elegant '35 Duesenberg Sport Berline and his '32 Franklin Speedster were eye catchers in the showroom, as was his wife Karel's gorgeous red '42 Cadillac Town Brougham. Six child-size replica cars were on display, and, of course, the pedal car to be raffled off was a big attraction. Additionally, the membership really outdid themselves by driving and displaying a dozen or so of their pride and joys. These were displayed in the agency's inside service area, and these members are to be commended for their effort in taking these beautiful vehicles out at this time of year.

While Joan Herstein checked reservations, Norm wandered through the crowd peddling raffle tickets for the pedal car. Finally, the great moment arrived. Richard Adatto held the container of tickets while his wife, Sallie, drew out the magic number. The winner was — Norm! He insists his prize is a '33-'34 vintage Bentley replica.

Many, many thanks to Harold Meden, Bill Mote and Richard Adatto for planning and carrying out this occasion, to Bill Deibel for his generosity in contributing his agency and work in preparing it for us, to the Hersteins for help with reservations and raffle tickets(!), and to all who made it such a success.



Photo by Dan Whelan

Photo by Dan Whelan

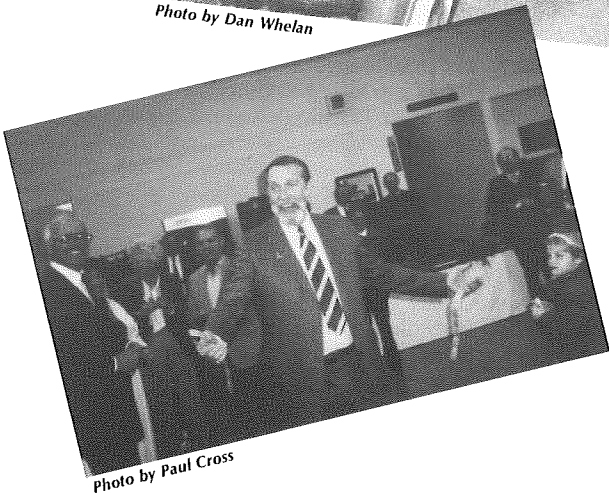
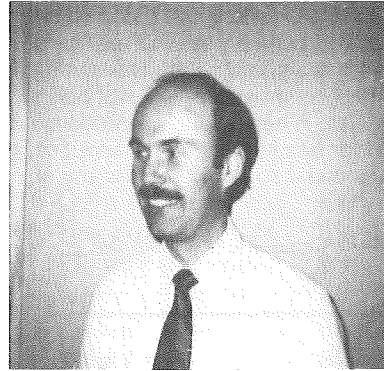


Photo by Paul Cross



Photo by Dan Whelan

MEET YOUR 1988 BOARD OF MANAGERS



Gerald Greenfield

Our Director reports that his interest in antique cars dates back to 1965 when he bought his first Model A-400 (N.C.) which he still has. From that point on, his car interests developed as he became more skilled and knowledgeable at maintaining and restoring. With a little prompting from Gordon Apker, he finally bought his first classic and joined CCCA in 1981. Lincolns are his favorites, the current one being his 1935 Lincoln K. LeBaron Convertible Roadster. He has nothing under restoration at this time, however, we are sure that won't last long as Jerry thoroughly enjoys looking for parts and the other challenges presented when restoring a vehicle.

His interest in our Pacific Northwest Region is based on the friendships and the sharing of knowledge with club members, along with "the fantastic opportunity to see and enjoy so many fine automobiles."

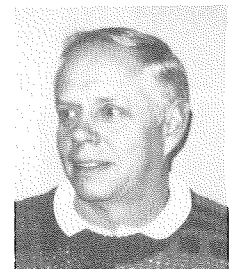
Jerry and his wife, Doreen, have a daughter and a lovely new auto-related home on Lake Tapps.



Richard Adatto

Richard has been active in Pacific N.W. Region of the CCCA for five years. Known as "Mr. Delahaye" his 1947 135 M Super Deluxe Convertible has been shown at Pebble Beach and was driven on the Monte Carlo Rallye a couple of years ago. He is considered one of the world leading authorities on this fascinating French automobile.

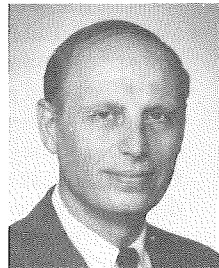
Richard was elected to the board three years ago. He also has been a tremendous help as a tour and activities chairman for many events. Along with his duties as a Board member he has in the past contributed time to help put together the Bumper Guardian. Richard and his wife Sallie live in Seattle and have a 10 month old son.



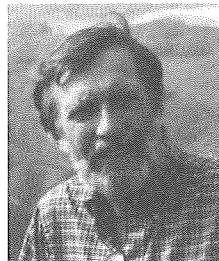
Dennis Aker

Tom has been an enthusiast and associated with vintage and classic cars since 1972. Originally starting with Packards, he now is an owner, trader and seller of Duesenbergs, Pierce-Arrows and other noteworthy goodies. Tom claims he gives one of the best warranties in the West on any car you buy from him — that is, for the first 50 seconds or the first 50 feet of ownership!

Tom has purchased the former Dean & Marge Spencer facility on Pacific Highway South at Midway and has turned it into a magnificent "wish palace", where he and Mollie graciously entertain various car clubs with their wonderful hospitality from time to time. They have four grown children and three grandchildren.



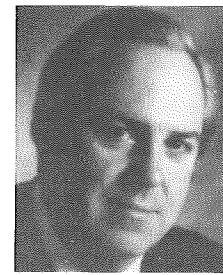
Lee Zuker
Asst. Director



Norm Herstein



Tom Crook



Bob Gerrity

Bob joined CCCA in 1985, however, has been a Classic owner since 1955 when he began acquiring Franklins and a Wills St. Claire which, at that time, he did not even recognize as Classics. He currently is restoring a 1934 836A Pierce Arrow Sedan which previously was in the collection of Dean & Marge Spencer. Bob also has a collection of other cars ranging from pre-teens to 60's muscle cars.

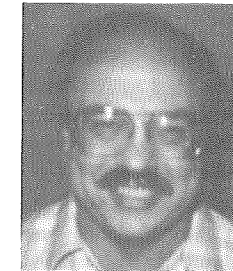
His wife, Lou, shares his interest in the hobby and is currently Editor of the Bumper Guardian. They have three grown children and five grandchildren.



Noel Cook

Noel tells us his interest in Classics began when he was about ten years old as his father, apparently recognizing the distinct quality of these cars, began buying them and enjoying them before they were considered collectors' items. Today Noel owns a '35 SS 6 Drophead Coupe-Jaguar. Restoration completed last year, this car took first in class for European Sports and Tourers '23-'49 at Pebble Beach.

Noel joined PNR-CCCA about five years ago and enjoys the contacts with friendly and well-informed Classic buffs. He and his wife, Janet have two children. Janet's hobby of collecting classic clothing from the 1920's complements their car hobby.



Jack Goffette

Another long-time CCCA member, Jack has been a member of this Region since 1970, the same year he bought his first Classic. He indicated that his favorite is always the one he has bought most recently, in this case, a 1927 6½ liter Bentley.

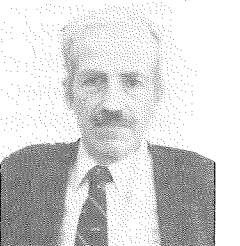
Jack confesses an attraction to many kinds of cars from "Vettes" (N.C.) to classics. He believes in driving his cars and loves to see them on the road. His wife, Pat enjoys touring with him.

SECRETARY

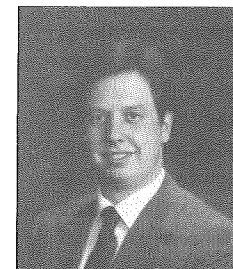
Ted says that at the age of nine he began collecting literature on cars — that was when some of today's classics were new! In 1971, he joined CCCA and has handled the job as our Club Secretary for many years. His contribution is very much appreciated. The membership is fortunate to have someone like Ted to handle this task.

His favorite Classic, which he owns, is his '40 Cadillac Series 72 Sedan. "It's a great tour car", he says, "for people who take lots of luggage and buy stuff along the way!" No current restoration projects, but he does enjoy driving events and associated tire kicking.

His wife, Beth, is actively interested in the hobby. They have one daughter.



Ted Barber



Bob LeCoque

TREASURER

Bob almost grew up in the hobby as his father, Bob LeCoque, Sr., is a classics enthusiast and a Life Member of National CCCA.

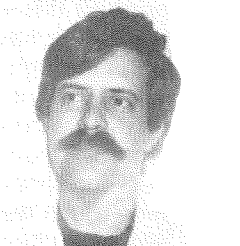
Bob, Jr. bought his first classic in 1980, a 1938 Cadillac 75 series, currently under restoration, and he joined CCCA at the same time. He also owns a '47 Cadillac 60S and is quick to admit that his favorite classics are the 16 cylinder Cadillacs.

As the owner of a restoration shop, Bob has a hands-on relationship with classics 7 days a week, if you include his own. He finds time, however, to keep the club treasury straight and to participate in most of the club activities.

MEMBERSHIP SECRETARY

David joined CCCA in 1984 and although he does not, as of yet, have a classic, he spends his days under very classic hoods. It is precisely his love for anything mechanical that made him choose to work exclusively on the engines of European classics. According to David, "these are the epitome of mechanical design."

David volunteered to take over the job of Membership Chairman last summer and now is coping with keeping lists updated, fielding new applications, compiling a roster and all the upkeep demanded by that job. He enjoys the friendly and knowledgeable Club members and has a wife, Sarah, and a son almost four.



David Lewontin



Louise Gerrity

EDITOR

Lou married Bob and the car hobby in 1951. They have restored, toured, bought, sold, and stashed away various 4-wheeled collectibles over the years, and have been active in car clubs in various parts of the country. She worked on publications throughout high school and college, has written newsletters for car clubs, and for ten years edited all publications for a large regional mental health center. The Gerrity's joined our region of CCCA in 1985 and in 1987 Lou took on responsibility for the Bumper Guardian.

A Man, A Dream, A Car

EDITOR'S NOTE: Some things get better with time! This now famous "Beasley" article was originally written for the "Bumper Guardian" in 1974 by PNR/CCCR members Norm Herstein and Frank Starr, and reprinted in 1983. We feel that members who have joined our region in the last five years should have a chance to enjoy this classic, as those who already know the Beasley renew their acquaintance.

OUR HOBBY has many interesting stories connected with little-known and obscure auto builders of the early days. One of the truly obscure and certainly little-known companies produced probably the most interesting car of all time. A small operation, conceived, executed and managed by the son of an English nobleman, this company produced automobiles for only a one-year model run — 1929. Actually founded in 1927 in a little town with the unlikely name of Monkey's Eyebrow, Kentucky (named by an obviously imaginative Ohio River steamboat captain in the early 1800s for a rather spectacular bend in the river). The two years prior to production were used mainly for research and development as many of the ideas were rather startling and bizarre, to say the least. A man and an idea, out of time and place, much like Tucker of the '40s, this was Sedgewick Orville Beasley and his pride — the 1929 nine-cylinder Beasley sedan, known to him and to his associates simply as the 29-9.

A car of medium proportions, 192" wheel base, his original plan was to also produce a light 7 and a luxury 11. Impressed by Packard's use of series and wheel base designations, wanting to indicate the number of cylinders, and being one of the first to realize the logical tie of year to model change, he integrated it all in his firewall plate. The designation of the first production car was 1192991291 or the first series built in 1929, with 9 cylinders, on a 129" wheel base, first car produced. Simple and effective, if a bit cumbersome.

Body style differences were envisioned, as using the common system of "dash" something. The touring sedan was built first, therefore it was 458 — 4 doors, 5 passengers, 8 windows. This was a bit unusual as the common practice of counting only side windows was ignored and the windshield and rear windows were also counted. Since none were ever built, there is no way of knowing, but one wonders if a phaeton would have been 452 since side curtains are not windows, or a double cowl 453, etc. We do know from available records, however, that the intended limousine was designated 449. This gets a bit confusing and should be explained. Being the son of a nobleman, Beasley felt that, as they were known in those days, "domestics" were not really a part of the machine itself, so to speak, and should not be counted as "passengers." Therefore, with the fixed center armrest configuration and the two jump seats, there was only room for 4 true passengers in the planned long wheel base, 11 cylinder, enclosed drive limousine. Four doors, 4 passengers and, of course, 9 windows, counting the divider. Or, had it been produced, the 11929111491-449. There was a further bit of confusion between the planned coupe roadster and the convertible victoria. These were to be produced with the 9 and 11 cylinder engines, but the model designation had to accommodate the fact that in one the rear seat passengers were inside the top and in the other they were outside the top — and then there was the collapsed top itself to contend with. The records indicate a 244-2PO and a 256-API. This would seem to indicate for the coupe roadster 2 doors, 4 passengers, 4 windows, with 2 passengers outside. Due to the numbers, we have to also assume the victoria was intended to have either wind wings or quarter windows, hence the 2 doors, 5 passengers, 6 windows API (or passengers inside). It was earlier stated that these cars were to have many innovative and unusual differences from the cars of their day — indeed, cars of any day — not the least of which was the uneven number of cylinders in a flat opposed block. A 4-3, a 5-4 and the extremely powerful 6-5. The 9 was to be the backbone of the line. The intended 7 cylinder engine was never built, not even a prototype, as far as we can determine, and the 11 (proposed in early planning sessions as a 13, but local superstition caused the reduction to an 11) was to be the answer to the 12 and 16 cylinder engines of competing companies.

With this type of creative and advanced engineering being done, it was only a matter of time before both the biphasor and ventnour valves were conceived. In later articles, the actual workings and performance of the engine will be gone into in detail. We will only say, at this time, that in the case of the ventnour valve the idea to chrome it was strictly a Beasley innovation. A tribute to the attention to detail one has come to expect in a true classic. Is it any wonder then that at swap meets all over the country, and especially at Hershey in the fall, one so often hears the question, "Do you happen to have a chrome-plated ventnour valve for a 1929 Beasley?" Men who have never even seen a Beasley continue to seek this memento of a lost era. The man who can point with pride to this elusive single part of one great automotive developer's dream, says to the world, "I am a man, dedicated, nay, maniacal, about the restoration and preservation of the classic car."

But enough of sentiment. Back to the construction and design features that made this car unique above others. In an attempt to create a work of art, only the finest materials were used in its construction. Beasley, feeling that metal was crude at best, elected to use wood exclusively. The body of the original sedan was Rosewood a la the famous Espanso Suiza of 1927. This, of course, did not present the engineering concern that was created by his decision to also use wood everywhere else in the automobile. The frame itself was not too big a problem (and a nice touch was the hand-carved diamond pattern). The real problem arose with the axles, the differential, and especially the brake drums, which had a tendency to catch fire if the car was stopped suddenly from any speed above 22 miles per hour. For some reason that was the critical speed. The Beasley Co. was still working on an idea for small water casks attached to each wheel when the company went under. Suspension, on the other hand, was a master stroke. No shocks, no springs, but the now famous "wicker wheels." Each wheel unto itself was a work of art, and woven by a little-known tribe of Samoan wicker weavers brought to this country at Beasley's insistence and personal expense — lock, stock and village. Remnants of their village, and a few artifacts, can still be found on a site near Monkey's Eyebrow.

The principle, of course, was a simple one. The woven wicker, with its natural flex, would absorb all road shock in the wheel itself and thus was born the first approach to today's accepted and experienced independent suspension.

As a sidelight, the idea was doomed from the start, however, since the Samoan wicker weavers' religion required that they only indulge in sexual activities at high tide and, since there is no tidal activity in the Ohio River, they began relating to the spring floods. This meant that for approximately two months they simply would not report for work. The rest of the year the men tended to be truculent, surly and extremely difficult. Thus the standard of workmanship suffered drastically and quality control was impossible.

Beasley himself, being no more or less an egotist than any other manufacturer, commissioned the famous sculptor of the time, Norvell Pitts, to do an original wood ornament mold. The first attempt was a full figure of S.O.B. with left arm extended, holding an albatross to indicate the characteristics of flight. Giving in to pressure from his sales department, however, the final rendition was simply the albatross itself in two versions. The standard, with wings folded in a sitting position, and the deluxe, with wings extended and forward thrust.

Working independently during the two developmental years was a small racing and competitive department. The thought, of course, being to put before the public a machine that would pique the interest of the automotive buyer. Something that would prepare the world, as it were, for their first showing of the 1192991291. This entire program never quite produced the successful results originally hoped for. Remembering the Anglo-Saxon background of Lord Beasley, one can only say, "You can take the Beasley out of England, but you can't take the England out of the Beasley." Records are spotty at best, but what has been reconstructed proves interesting.

Their chief driver was Lady Winifred Wacker. Originally they had signed the well-known British driver Sir Clive Gallop. Unfortunately, the one-off Beasley racing car, the Beasley bomb, was inadvertently left outside overnight. The ensuing rainstorm caused the Beasley's wicker seat to swell so much that there was no way Gallop could fit into the cockpit. Nonetheless, it was found this swelling was to the good for the Beasley became a stressed-seat design. The swelling, of course, increased the stress and it was found that the torsional rigidity of the body was greatly increased (much like a fully loaded mousetrap). So, leaving well enough alone, Beasley chose to find a driver to fit. The dimensions involved could only hope to accommodate the delicate form of a young and "almost innocent" lady. Lord Beasley himself, commonly known as "Old Bad Breath," personally interviewed over 400 applicants for form, fit and function. (In some countries this is referred to as a screen test.) As it happened, Lady Winifred Wacker was the ultimate winner, although it has always been a mystery just why, for Lady Wacker couldn't drive. But then, what the hell — can Sophia Loren type? Lord Beasley completed the assignment in the amazingly short time of just four weekends. For this devotion to duty, he was awarded the Businessman of the Year trophy from downtown Monkey's Eyebrow Marching and Chowder Society. He was also elected to the Board of Directors of the Greater Kentucky Hotel Association for singlehandedly creating a boom in the hotel industry. Unfortunately, these honors were to come posthumously, for Lord Beasley died from terminal old age soon after completing this assignment. As was only fitting, he was buried in a rain-soaked and worn wicker casket. He was 34 years old.

Several other interesting developments came from the Beasley-in-the-rain episode. For one thing, the torsional strength advantages were soon obvious to all. Leaving all prototype racing Beasleys out overnight in the rain soon became standard practice. Initially this was done by physically lifting each car off the line and carrying it outside where it sat overnight. The reverse procedure was applied in the morning. After some months, Lord Beasley's dimwitted elder son, Lurch Beasley, who was chief of Engineering, had a bright idea. Why not cut a hole in the factory's roof at an appropriate point over the production line? This was done (no big problem in the wicker roof) and Beasley now had an automatic rain-soak station. This proved satisfactory and was used right up to the end. There was, however, a persistent annoyance. You see, the Beasley factory was located immediately adjacent to the city dump, now the site of a large natural gas plant, and like all dumps, this dump was landlord to a large colony of scavenging birds and, well, birds leave their mark. In particular, they left their mark all over the hole in the roof of the Beasley works. It soon became apparent that the accumulation of bird marks in the factory had the undesirable effect of rotting some of the Beasley's more intricate parts. So shoveling bird marks became a daily routine. Although there were many people back home in England well qualified for this task, Lord Beasley could never persuade them to leave their posts in government.

Another spinoff was the Beasley duck presser. This consisted of two wicker grids. The idea was to place a duck between the two grids and then lace them together around the edges. Now all one had to do was leave the duck outside overnight in the rain so that the rain swelled the wicker and "presto" — instant pressed duck.

Unfortunately, as good as these ideas were, they, like so many others, could not be consummated once the Samoans left for Fort Lauderdale, there to be culturally absorbed by the other great mass of tidal activity worshippers, the eastern vacationing college students.

As previously stated, in future installments we will cover such diversified subjects as the engine performance, avant-garde engineering and design, the development of the exquisite "Albatross" mascot, first conceived and executed by sculptor Norvell Pitts, the attempt to create an industrial empire without an initial investment, and much, much more.

If, perchance, there are questions generated by this article, please do not contact either the authors or the editors until the series is complete as possibly the answer will be forthcoming. If, on the other hand, anyone has information, technical data, pictures or drawings that could be used in the future, please send them along for, as you can certainly understand, the history is far from complete.

One final thought: Beasley's proposed advertising slogan is as applicable today as it was 41 years ago — "TRY TO FIND A MAN WHO OWNS ONE."

-By Norm Herstein and Frank Starr

CCCA 1988 ANNUAL MEETING — DALLAS

by Bob & Lou Gerrity

The worst ice storm ever recorded in Dallas, crippled highways and airlines on the opening of the 1988 Annual Meeting. Hosted by the North Texas Region and co-ordinated by Don Auerback, it was held at the Dallas Hilton. Weather not withstanding, most of the CCCA members coming from around the country eventually made it through. Those who had arrived enjoyed a "Get Acquainted" wine and cheese party Wednesday evening. On Thursday, Texas hospitality was extended in the form of a "Texas Countryside Tour" which included a barbeque luncheon and in the evening a "Mexican Fiesta" dinner.

Friday was time to get down to business. A CCCA Annual Membership Meeting opened the day. Chris Bock, President, acted as chairman, Bill Greer as secretary.

Attending from the Pacific Northwest Regional were, Gordon Apker, Al McEwan, Bob Gerrity, Paul Johnson, Jerry McAuliffe, and Phil Grisham.

Items of particular interest were: Treasurer, Katie Robbins, reported on the Club's 1987 fiscal year. A \$20,000 excess of income over expenses the past fiscal year was attributed to a change of printer, sales of advertising and a more efficient system in the new Club offices in Chicago.

Matt Sonfield, Regional Relations, reported on the new Regional Membership Application Form, and announced that provisional approval had been given for a new Region in Oregon as soon as National dues have been paid by 25 members of that Region.

Jim Hull, Membership, announced an all time high of 4,981 members. Forty-six new members were recruited by contacting Cad/LaSalle members who owned the series of Cadillacs recently accepted as Classics.

Dick Greene, Public Relations, said that Old Cars Weekly is currently giving us the best coverage. He asks for more Regional input for press coverage, and stresses timeliness and the need for several good black and white photos. Articles can be sent directly to Old Cars Weekly or to Dick Greene who will edit and submit.

Lee Davenport, CARavan Committee, commented on the two CARavans of '87, one in Florida, one in Colorado. All CARavans will now be National Events run by Regions. The three planned for '88 will be Western Pennsylvania - August 12, North Carolina - September 17th, and Missouri - the first week in August.

President Bock then announced the five candidates elected to the 1988 Board of Directors. William Lassiter, Lee Davenport, Robert Belf, Richard Greene, and Matt Sonfield will serve for three years.

Saturday afternoon the Annual Board Meeting got underway. Dick Gold, from the Upper Midwest Region was installed as the CCCA National President, replacing retiring Chris Bock. Many issues were discussed, the following among them:

1) Can Regions choose to have their Grand Classics in a month of the year comfortable for members and cars? Our southern Regions are reporting that a July Grand Classic is a hardship for touring both people and cars. In some areas the temperature reaches 110° and wives and cars tend to drop out of this event.

2) Can approval be granted for air conditioners in Classics? The Regions interested in this modification should write to the National Board. This will be discussed and voted upon.

3) The purpose of CCCA membership booths at the major car auctions around the country, is to promote more memberships and therefore more money for the club. There were a lot of mixed emotions about this. (You know what mixed emotions are - watching your Mother-In-Law going over a cliff in your newly restored Pierce Arrow).

Anyway, some of the Regional Reps felt that would tend to be telling the world that the CCCA approved of all the things that go on at these auctions and we might be in some way tainted. Gordon Apker offered that, at any one of these auctions, so many National Board Members attend that you could almost hold a Board Meeting. Therefore, we could certainly monitor and control the proper environment for CCCA.

4) New Regions Application — The "Columbia Empire Region" (Oregon) was discussed. The Board wishes that a more geographically definitive name be considered; otherwise, the request will be processed as requested and the Pacific Northwest Region boundaries adjusted accordingly. Perhaps we should now pick up Hawaii or British Columbia to make up the loss.

5) The question of how the Regions get more of the membership to get together, either at local board meetings or a separate "club" meeting — or better called seminars — Movie-dessert get together — particularly in winter months, maybe every other month. One region has a "PUB" get together.

For those not attending meetings on Saturday a tour to visit Southfork, of "Dallas" TV fame, was facilitated by buses from the hotel.

A cocktail party and dinner dance at the Dallas Hilton highlighted Friday evening. Saturday morning brought a CCCA Editor's meeting (Bob sitting in for Lou).

And then the cars!

On Saturday, an impressive line-up of Classics were displayed and judged in the Hilton garage area. The following impressions of some of the more notable classics presented to the meeting attendees were expressed to this writer by Gordon Apker. There has been no attempt to mention these in order of importance.

A huge "5-alarm" red '47 Delahaye Convertible Sedan 135 MS by Ficoni & Falaschi, and owned by Noel and Jeanne Thompson received 99½ points. Recently purchased from Blackhawk Collection, it has an unusual shark snoot typical of post World War II Delahayes and is believed to be one of the Paris show cars. Hand tooled symbols on both the leather dash covering and seat panels create an interesting effect.

Thompson also displayed a magnificent 1934 Hispano Suiza K-6 coupe by Fernandez & Darrin also from Blackhawk. This open-front town car with dark blue fenders and silver body was breathtaking and achieved 100 points.

Another beautiful 100 point classic was Bill & Mary Cook's '39 Bugatti drophead coupe by Gangloff. It has a striking black fendered silver body with black soft top, black wire wheels and red leather interior. The 1939 style coachwork blended with late 20's grill design certainly created an interesting and unusual effect.

This year's meeting featured the largest number (15) of Pierce Arrows ever registered for a CCCA national meeting. Eleven Pierce Arrows made their appearance, including four V-12's, and an exceptionally large grouping of Pierces. Included in the Pierce inventory was a '36 12-cylinder sport coupe, similar to Marty Anderson's, and a '36 brown 8-cylinder club sedan reminiscent of Phil Grisham's 12. These two vehicles belong to Fred and Corrine Tycher. Interestingly the tavern at this Hilton is called the Fierce Sparrow.

Also of interest was Irv Davis' '33 Pierce Arrow 1247 black LeBaron Convertible Sedan, previously owned by our Regional member, Stan Long. It was kept in Northern California, and many of our members were familiar with it twenty-five years ago.

A 1941 Lincoln Continental 12-cylinder coupe owned by Wendell & Shirley Mathis was another 100 point car. This maroon gem, with light tan leather interior and gold plated dash trim, stood out as one of the youngsters in the exhibit but jolted the attention of non-Continental enthusiasts by the strong image it projected. The beautifully tuned engine was virtually inaudible.

One more eye-catcher classic was Robin Acton's '33 Packard coupe roadster V-12. This 15 year old restoration is always memorable by the fantastic orange-red color which Robin calls "paprika."

The above highlights and impressions of the National Annual Meeting were related to your editor by husband Bob, attending the meeting at the request of Director Gerald Greenfield who was unable to attend. A coordinated effort!

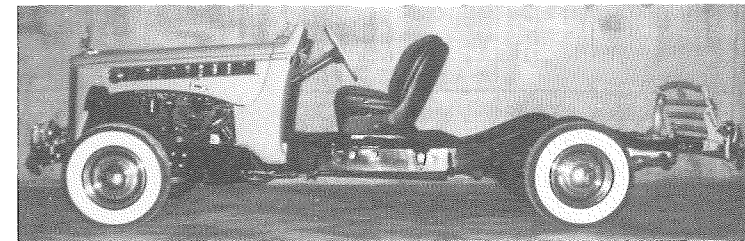
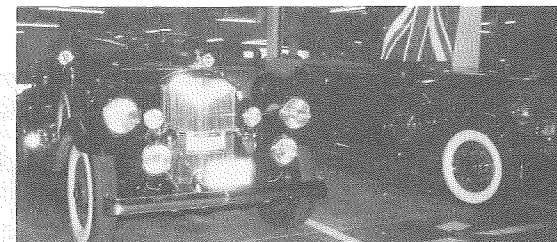


Photo by H. Cook Almost Naked! '40 Packard 180.



Pierce Convertibles Photo by S. Oliphant



"Tire Kicking" Photo by S. Oliphant

INTERVIEW WITH AUTHOR OF THE OLYMPIAN CARS

We caught up by phone with Richard Burns Carson at his backwoods sanctuary near Spirit Lake in northern Idaho. We called him for two reasons. First, as he is a member of CCCA National we wanted to recruit him as a Regional member. Secondly, we were asking his permission to use selected pictures in the Bumper Guardian from his magnificent book THE OLYMPIAN CARS. Alfred A. Knopf, publisher, comments "Dusenbergs, Stutz, Pierce-Arrow, Cord — names that summon up images of dazzling elegance, lavish comfort, and unsurpassed performance. These were a few of the Olympian cars, many of them one-of-a-kind, the very essence of a magnificence now lost in history. Richard's collection of photographs reveals the exquisite craftsmanship, the painstaking engineering, the sumptuous appointments. His authoritative text deftly traces the careers of both the Olympian cars themselves and the men who designed and built them."

We were successful on both counts, and even better, Richard sent us some original photographs and some negatives for use in the Bumper Guardian. He is not only the author of The Olympian Cars, but has published other work. He is a graduate of Harvard and the University of California where he studied philosophy. He has been a classic car collector for several decades and his current classic is a 1930 Cadillac V-16 #452 Coupe Fleetwood. The car is in mid-restoration, and is presently competing for Richard's time during his house restoration.

During our conversation, Richard mentioned that he had happened to be in the area last July and had taken in our Grand Classic. He said that it was without a doubt one of the best Grand Classics he had ever attended.

Richard has graciously consented to send us additional pictures and write-ups. He may also visit our membership at one of our upcoming events and give a talk on the challenges of assembling a book of such magnitude as The Olympian Cars.

We welcome him as a new PNR member and express our appreciation for his contribution to the Bumper Guardian.

Membership take note: If you should ever see a copy of The Olympian Cars at a swap meet or used book store, grab it! There was only one printing of about 12,000 copies, and they are now valued at three times their original cost! —Editor

1987 PNR ANNUAL MEETING

Our Annual Meeting this year was held in the Red Barn at the Boeing Museum of Flight in Seattle. It attracted 67 members, Board members and guests.

We were delighted to have past Director, Tom Brace, with us for the evening from his new home in Minnesota. He is enjoying his involvement with the Upper Mid-West Region, but says he really misses old friends here.

During the cocktail hour, most of us took advantage of private guided tours through the museum. The structure itself is fascinating from the outside alone, but from the inside it is even more impressive with many of the display planes hanging up overhead. Those who relate best to the inside of a 747 learned a lot, and those who are familiar with planes and their history were obviously delighted to be there. One of our guests, Ed Edwards, flew, sold and repaired planes at King County field during the 1930's and 40's. He had the pleasure of seeing one plane hanging in the museum on which he had actually worked.

The Annual Meeting convened after dinner. Minutes of the previous Annual Meeting and the annual financial report were presented and accepted. Director Grisham then reviewed all the activities of the past year, highlighting the PNR Grand Classic held last July. After announcing up-coming events, he thanked all the Board members and Club members who had worked for and supported Club activities during his tenure. He then asked Ted Barber to announce the election results for officers for the 1988 Board. They are as follows:

DirectorGerald Greenfield
Assistant DirectorLee Zuker
New Board MembersNoel Cook, Bob Gerrity, Jack Goffette

Car-of-the-Day awards were presented by Norm Herstein as follows:

Event	Date	Winner	Car
Annual Meeting	Nov. 2, 1986	Tom Brace	1938 Packard V-12 Club Sedan
Garage Tour	Oct. 24, 1987	Sigfried Linke	1928 Mercedes-Benz S Torpedo
Go-Fly-a-Kite	May 16, 1987	Bob Reverman	1948 Lincoln Continental 12 Cabriolet
Board Meeting in Park	June 6, 1987	Jack Goffette	1927 Bentley 6½ L. Roadster Tourer
Indep. Day Parade	July 4, 1987	John Krane	1938 Packard Coupe
Rendezvous Land/Sea/Air	Sept. 12/13, 1987	Peter Hageman	1934 Bentley 3½ L. Fixed-head Coupe
Chuckanut Drive Tour	June 20, 1987	Phil Grisham	1936 Pierce-Arrow V-12 Club Sedan

Jim and Dian Tallman received the annual Herb Schoenfeld Award for their long service to the club. Bill Mote received the 2nd Annual Dean Spencer Prize for his efforts as a hobby restorer of Classics, and for his willingness to share his expertise with other Classic car hobbyists.
A very fine evening! Our thanks to the Event Chairman, Phil Grisham, for a great choice of location and a well-planned program.

Photos by Craig Christy




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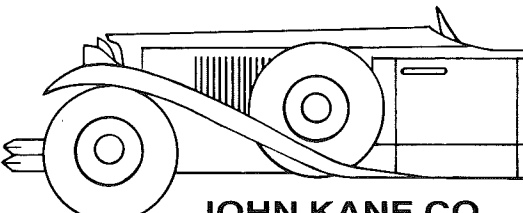
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1988 COMING OUT PARTY — DON'T MISS IT!

On February 27, one of the gala events of our Club's year will once more take place at the Bellevue Red Lion. Following cocktails at 7:00 p.m. and dinner at 8:00 p.m., eight spectacular Classics, recently restored or acquired by members of our region, will be unveiled.
If by chance you have not received your invitation with reservation form, please call Louise Gerrity at 941-2043, and one will be sent. Deadline for reservations is February 22, so don't put it off. See you there!