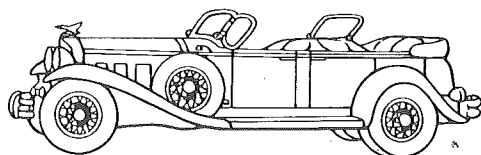
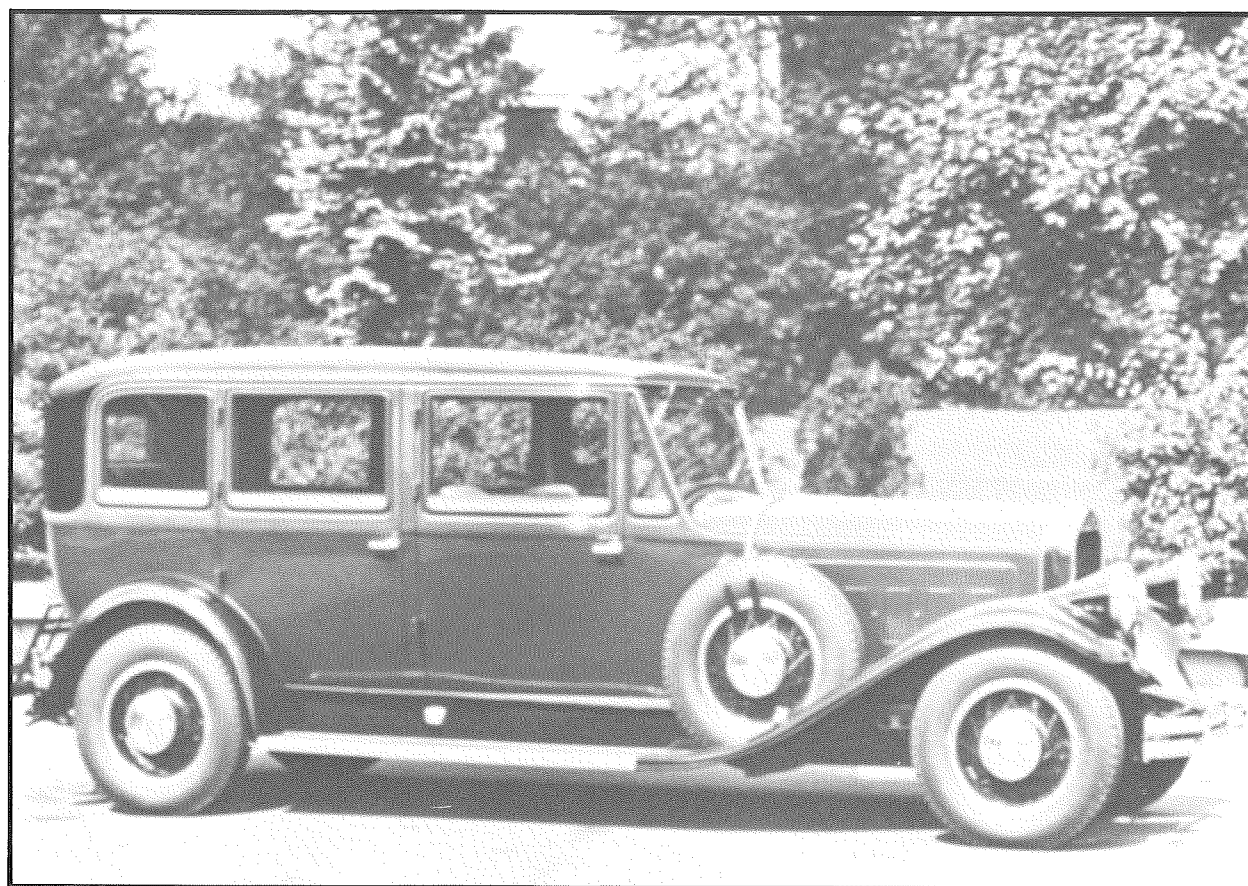


# BUMPER GUARDIAN



**Pacific Northwest Region  
CLASSIC CAR CLUB OF AMERICA**



**March - April 1988**

PACIFIC NORTHWEST REGION  
C.C.C.A.

1988 BOARD OF MANAGERS

		(Home)	(Work)
Gerald Greenfield	'88 Director	862-2630	838-2055
Lee Zuker	'89 Assistant Director	641-8564	281-1311
Richard Adatto	'88	286-8325	322-2576
Norm Herstein	'88	668-9050	827-7331
Dennis Aker	'89	546-5698	329-5253
Tom Crook	'89	226-3071	941-3454
Noel Cook	'90	232-6413	443-9424
Bob Gerrity	'90	941-2043	657-7232
Jack Goffette	'90	774-6346	775-0657
Phil Grisham	Past Director	232-3190	292-6200
Bob LeCoque	Treasurer	226-8313	226-7875
Ted Barber	Secretary	325-3580	544-5366
Walt Johnsen	Membership Secretary	842-6269	842-3387

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

<b>Ted &amp; Charline Austin</b> 7469 Varsity Lane Bremerton, WA 98310 (206) 692-4119	<b>John &amp; JoAnn Bonallo</b> 3128 - 166th Pl. S.E. Bothell, WA 98012 (206) 481-5736	<b>Bob &amp; Roberta Ouderkirk</b> 17038 - 21st S.W. Seattle, WA (206) 246-3386
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CALENDAR OF EVENTS

MAY 4	<b>Board of Directors Meeting</b>	AUG. 3	<b>Board of Directors Meeting</b>
14	<b>Go Fly Your Kite, Jack Goffette and Norm Herstein - Chairmen</b>	14	<b>Apker's Affair d'Elegance</b>
14	All British Car Meet, Portland	19-24	Jaguar - MG Heritage Classic, Vancouver, B.C.
14-15	Monroe Swap Meet	21	Pebble Beach, California
21-22	Puyallup Swap Meet	28	Harold LeMay Open House
27-28	Coquitlam, B.C. Swap Meet	SEPT. 2-4	All British Meet
JUNE 1	<b>Board of Directors Meeting</b>	10	<b>(Saturday) Board Meeting in the Park, All Members and Guests Welcome, No Fee, Richard Adatto - Chairman</b>
3-5	Yakima HCCA Fun & Sun Tour	24	<b>PNR-CCCA Driving Event to Centralia, Bill Mote - Chairman</b>
12	Bellevue Ford V-8 Picnic	OCT. 4	<b>Board of Directors Meeting</b>
24-26	<b>By Land and By Sea, Port Ludlow, Phil Grisham - Chairman</b>	8-9	Monroe Swap Meet
26	Victoria, B.C. - VCCC Swap Meet	15-16	Portland NW Car Collectors Show & Swap Meet
JULY 4	<b>Yarrow Point Parade, Al McEwan - Chairman</b>	22	<b>Garage Tour</b>
6	<b>Board of Directors Meeting</b>	NOV. 4-6	Bremerton, WA Swap Meet
9-10	Spokane Swap Meet	12	<b>Annual Meeting - Lee Zuker, Chairman</b>
11	National Packard Caravan	DEC. 7	<b>Board of Directors Meeting</b>
17	Forest Grove Concours	10	<b>Christmas Party - Bob Gerrity, Chairman</b>
23	Jaguar Concours - San Michelle		
23-24	Federal Way - SeaTac Mall Auto Show - AACA		
29-30	Alpine Antique Auto Days, Leavenworth, WA		
30	Summer Dance at Jim Raisbeck's		
30-31	Steam & Gas Engine Meet, Brooks, Oregon		

NOTE: All CCCA Sponsored Events in Bold Type.

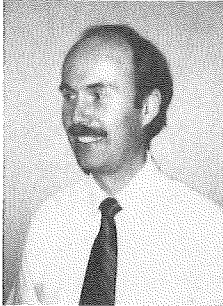
Copies of this calendar are available. Call Lou Gerrity (206) 941-2043.

**COVER CAR:** For our Pierce Arrow lovers, a 1930 Enclosed-Drive Limousine by Judkins. This design was part of Pierce Arrow's most ambitious catalogue custom body program begun in 1929. Judkins reached back 10 years in style and applied to his design the triangulated front quarter windows which are ahead of the front doors, an unusual and distinctive feature. Again this month credit for this cover picture goes to Richard Burns Carson who was kind enough to let us use this photograph from his collection.

**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



We are rapidly approaching the height of our touring season and a busy schedule of activities lies just ahead. Be sure to check the Calendar of Events and mark your calendar for those special CCCA tours and activities. Let's show each event chairman that we appreciate all of their effort.

The February Coming Out Party was a tremendous success, with 123 guests in attendance. A special thanks to all of the members who unveiled their fine Classics. A very exciting evening!

The March Restoration Seminar, a new event organized by Richard Adatto, chaired by Gordon Apker, and housed by Tom Crook was also well attended. I have had numerous requests for a repeat performance and I am sure this will become an annual event.

A sincere thanks also to Bob Gerrity who organized the April combined General Membership and Board of Managers Meeting. The Petroleum Museum is always an exciting place to visit and a great time was had by all that attended. Should the Club have another General Membership Meeting this year? Please let me know.

Once again, check your calendar and lets go touring in our fantastic Classics!

Gerald Greenfield

THE SWAP MEET

by Glenn E. Mounger

A funny thing happened at the Portland Swap Meet a few weeks ago. It almost seemed I had made a wrong turn somewhere along the way. Sure, when I got there things looked somewhat the same; the traffic was still backed up to the Washington border, the parking was still a "joke", and paying the entrance fee and getting in took as long as ever. But this Portland Swap Meet was different.

Our friendly little Meet isn't a secret anymore. I saw more people from California than the Raiders get to a home football game. There were a group of four people from Ohio that hit our booth at 8:00 a.m. like a Midwest "twister" and bought everything that wasn't tied down. I even saw friends from the East Coast that said they'll make the swap meet an annual trip.

Remember how you'd walk the Meet, see an item, think about it for awhile then go back and make the guy an offer . . . well, at this Meet, forget it. The "good stuff" was pretty much gone by noon on Saturday.

Don't misunderstand me, I had a great time! . . . and even bought some "rusty stuff" that I couldn't live without. I guess it must be a sign of "age" (?), but I want things to be like they used to . . . purchase a set of Pilot Rays for \$50; a mint Packard hood ornament for \$35; porcelain signs at \$10 . . . you remember the "old days" of just a few years back.

Then again, maybe Carly Simon was right when she wrote: "These are the good old days." At least there wasn't a Classic Nissan booth.

MEMBERSHIP JOB CHANGES HANDS

At the May Board meeting it was announced that Membership Secretary, David Lewontin, had requested that a replacement be found for him, as he has discovered that he does not have the kind of time it takes to do the job as he feels it should be done. Thank you, Dave, for volunteering to step in almost a year ago to relieve Denny Aker, long-time Membership Secretary. Your help has been very much appreciated. Walt Johnsen has volunteered to take over the responsibility, and says his first big challenge will be to prepare the new Club roster which he hopes to have ready very soon. Good luck, Walt, and thanks for pitching in. From now on please send changes of address and telephone to: Walter Johnsen, 7520 N.E. Hidden Cove Dr., Bainbridge Island, WA 98110, or phone (206) 842-6269.

## CLASSIC CAR PROCRASTINATORS BEWARE!

I am a rancher! This in turn makes it necessary to own land or would be better to say a piece of a planet known as "earth". I have been taught that even though the earth is around six billion years old and seems to have survived all this in very good condition, it still needs some help from time to time to preserve it's productivity for the next "owner" in the future. I have also been taught to take good care of it because what land is here on earth now is all there is going to be thousands of years from now too. Keeping in mind what I have said in the above statements, I would now say "I don't own this land, I am just the caretaker of it for a very short time. The time is what ever my life span may be. After that it will have a new owner.

The same holds true for Classic Cars. What Classic Cars exist today are all that will be in existence tomorrow. There will never be another time when man will build a Classic Car identical to the Classic's built around 1925 AD to 1948 AD. I will say again "Take care of what we have because that is all we are going to get." A Classic Car deserves the following: It should always be in proper storage regardless of condition. Find all missing, broken, or incorrect parts **now!** Don't wait till N.O.S. parts are no longer available 10 years from now. The same goes for good used parts. The man making reproduction parts for your car is not going to make them forever either. If he has something available today that you need for your car, order it today. He may not be here tomorrow. In the meantime, your order may give him incentive to reproduce something else your car needs. Be sure and put all the parts you have accumulated for the restoration of your car in a good storage container in the trunk of your car or have it in close proximity to it so they can be found when the time comes to restore the car. The best time to restore your Classic is while the foremost authority on the make and year of your car is still able to help you. He isn't going to live forever either. What I am trying to say is "If you are financially able to restore your Classic Car now, then don't wait another day. Tomorrow may be a lot more expensive or even almost impossible to put your beautiful Classic in 100 point condition. There are still several Roman Chariots that are on display in museums around the world. Who knows, but the Classic Car you restore today may be on display in a Museum two thousand years from now. **You** may have a part in showing man 2000 years from now, what man did in 1925 AD to 1948 AD.

— By Curtis Foester

Reprinted by permission from "The Long Horn" Lone Star Region - Texas

EDITOR'S NOTE: This anti-procrastination policy should also be applied to the use of certain skilled shops, services and craftsmen or suppliers that for one reason or another seem to dwindle as the years go by.

## CLASSY GUYS GO TO SCHOOL!

Good ideas are always worth trying, and the February Restoration Seminar proved the point. It was a great success and will very likely be held again next year. Richard Adatto did the organizing legwork and the choosing of experts and professionals who, in his opinion, are top in their fields in the general area at this point in time.

On March 5th they congregated at Tom and Mollie Crook's showroom and divulged a wealth of restoration information to the 80 or 90 people who attended the event. Gordon Apker opened the seminar with a brief overview of its intent and introduced the following presenters:

Burt Curtis - woodwork  
Ben Foster - Foster's Wire Wheels  
Richard Frisch - Queen City Plating  
Bob Gerrity - Cloisonne badge restoration & restoration management  
Walt Johnsen - The Auto Shop; painting and body restoring  
Bob LeCoque - Collector's Auto; American mechanical  
David Lewontin - Custom Mechanical; foreign mechanical  
John Parkhurst - John Parkhurst Upholstery  
Morris Tanda - Generators and alternators

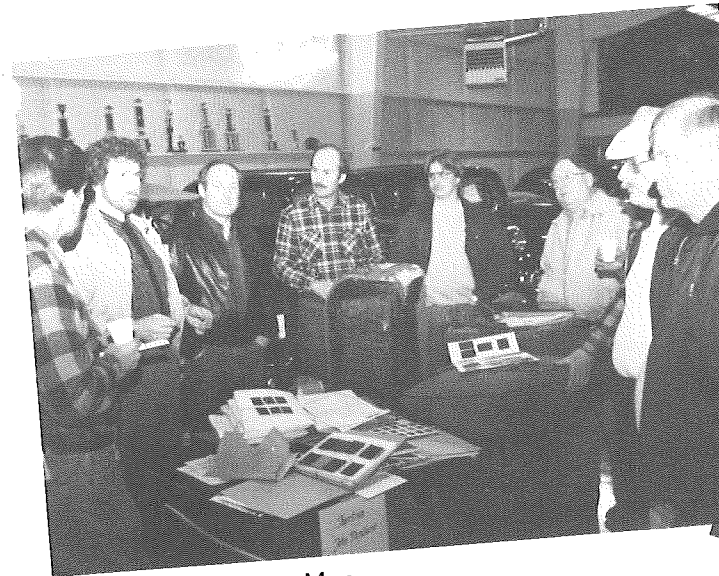
The attendees were then directed to count off from one to eight, divide into eight groups and move from one craft set-up to the next in a clockwise direction. I understand this worked pretty well, when they learned to count to eight and finally all figured out which way was clockwise! Many of the presenters had hand-outs, visual aids, and materials for demonstration at their tables.

Around noon, much of the group adjourned to the Blockhouse for lunch and later ended up at Gordon Apker's where he hosted an open-house at his showroom.

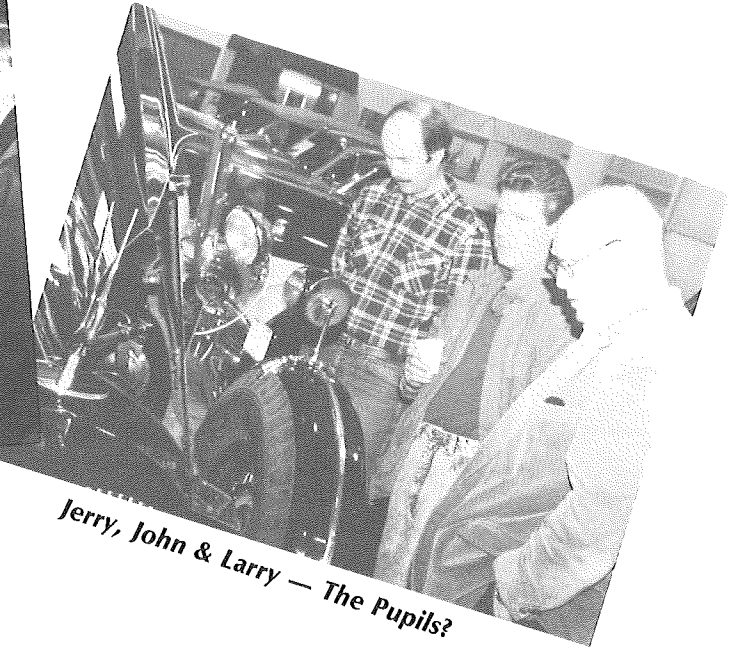
General consensus seems to indicate a desire for more crafts to be represented next time around, and somehow more time to take it all in. Many thanks are in order to both Tom and Mollie for providing the place, coffee, and help in setting up; to Richard for his time and energy in getting this trial balloon off the ground; and to Gordon for his hands-on directing of the event and his contribution of cinnamon rolls.

Watch your calendar for a repeat of this event next year!

— Editor



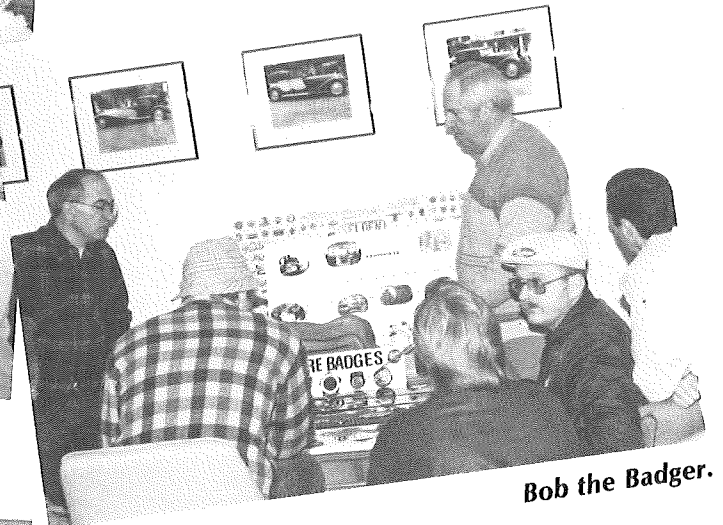
John the Upholstery Man.



Jerry, John & Larry — The Pupils?



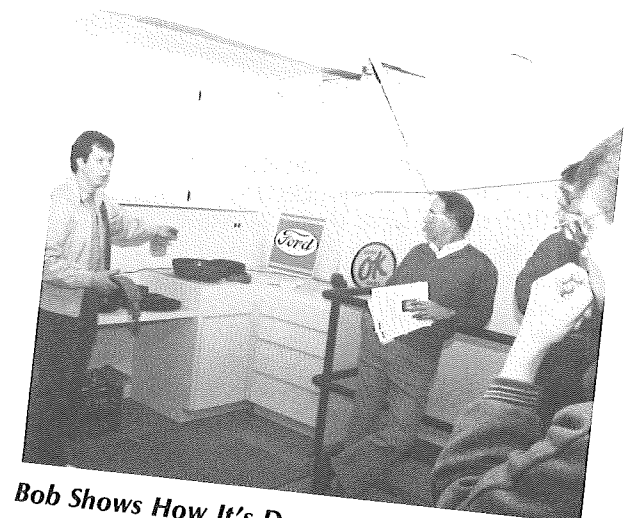
Painting With Walt.



Bob the Badger.



Morris Generates Interest.



Bob Shows How It's Done.

Photos by Bob Gerrity



## Joint Membership Board Meeting

A Wednesday night Board Meeting in a museum with 59 people attending? You bet! — and to all appearances all 59 enjoyed themselves — to the extent that the proprietor/curator had to throw out the last of the crowd at 10:00 p.m. so he could clean up!

This latest club event was held on March 6th at the Petroleum Museum at Bellevue & Pine in Seattle, where Jeff and Susan Pedersen have a treasure house of gas station memorabilia. Located on the second floor of a large building which originally was an automobile dealership, this large open area has an air of antiquity of its own and makes an ideal backdrop for the tall, old visible gas pumps, and huge gas station signs. Along the street side of the floor, Jeff and Susan have created a pullman-type apartment for themselves, with all rooms, including the bath, furnished with antiques.

Cocktails were followed by an outstanding buffet dinner. Bob Gerrity, Event Chairman, welcomed members and guests and introduced Past Director Phil Grisham. Phil introduced new members present, the Board members who were there, and Jack Goffette, who would be Acting-Board Chairman that evening. Director Gerald Greenfield was a continent away, vacationing with his family.

While the Board met very briefly to discuss up-coming activities, a video of the Pebble Beach Concours was shown for those who chose not to listen to the Board meeting.

Business out of the way, Jeff claimed everyone's attention with the story of how the museum began and evolved into the amazing collection it is today. As a salesman for Mobil Oil over a 20 year period, Jeff became interested in old gas station equipment and memorabilia or Petroleana, as it is called.

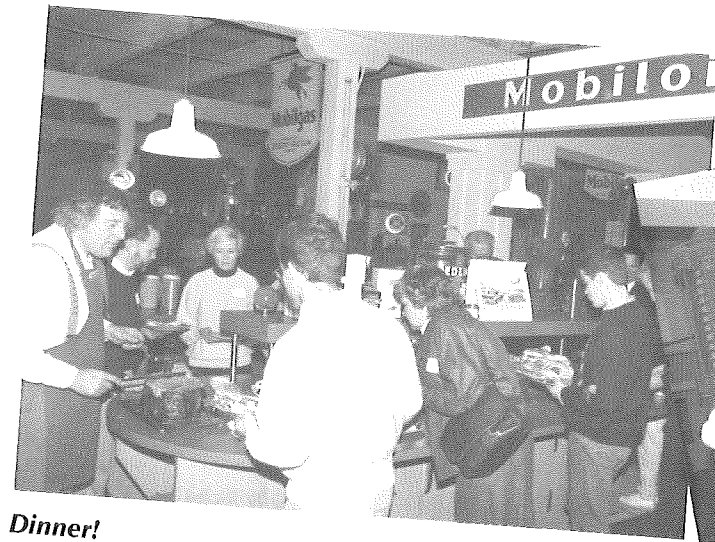
He began collecting interesting items here and there as he saw older gas stations and equipment being demolished to make way for new. One of the most amazing displays in the museum is a huge revolving Mobil Oil Co. flying red horse outlined in neon tubing. These were awarded to Mobil dealers who sold over 10,000 gallons of gas a month and were displayed on top of that station's Mobil Oil sign. Dealer's who were unable to keep up that quota had to relinquish the horse, and they were moved frequently. The perils of this frequent moving gradually reduced the number of signs in existence so that there are only a very few left to admire today. Jeff pointed out changes in gas pumps which had occurred over the years, beginning with the hand-pumped-dispensers where glass showed the level of gas dropping down a scale as it was pumped into the automobile. In the course of this lesson in petroleana, Jeff called attention to the rising interest in gas station memorabilia, and cautioned those listening to keep their eyes open for bits and pieces of gas station history.

Coffee and Susan's homemade pastries were the next order of business giving the guests another chance to visit and examine more of the museum.

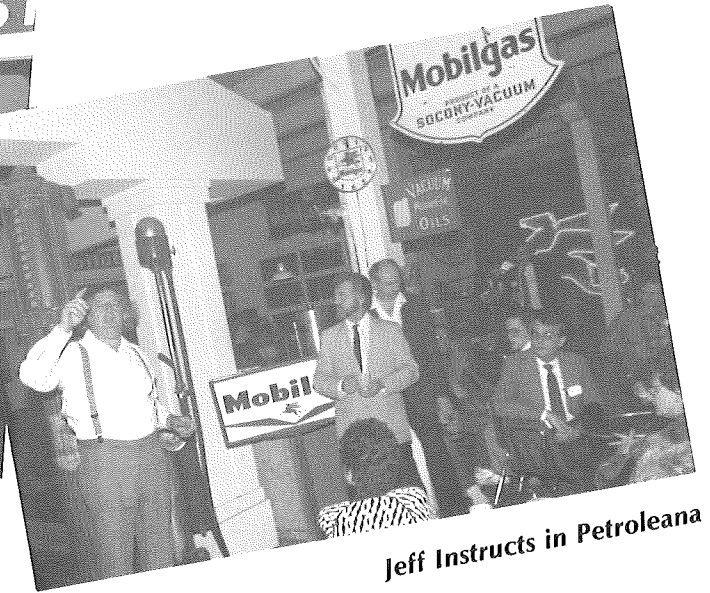
The crowd had one more bit of entertainment before heading for home. Bob Gerrity, Event Chairman, had promised a door prize in the form of a visible gas pump, and asked how many were equipped with pick-ups to carry it home! He then announced that the winner was sitting on the winning ticket. Everyone rose to their feet, flipped over their chairs, and, Voila!, Al Murray came up with what they were all looking for. He was presented with a gas pump, as promised, a 7" high and a precise miniature of an old visible pump.

Nice to have so many Club members attending this joint meeting! Let us know if you would like to get together this way again.

— Editor



Dinner!



Jeff Instructs in Petroleana



This Is Serious Stuff!



An Eatin' Meetin'



Winner of the Gas Pump and Two Sad Losers!

Photos by Bob Gerrity



Photo by S. Valpey

## Annual Coming Out Party

The Coming Out Party is an event originated by the Pacific Northwest Region of the CCCA, the purpose of which, is to unveil and honor new restorations or recent acquisitions that have not previously been seen at a Regional event. It is traditionally an elegant dinner party celebrating the classic guests of honor and this year was certainly no exception.

On Saturday, February 27, 123 members and guests gathered for cocktails, dinner and an evening of surprises in the ballroom at the Bellevue Red Lion. Nine classics, their identity known only to their owners and the Event Chairman, waited under colorful car covers for their introductions. As usual, there were some educated guesses as to what the cars were, and some, as it turned out, were correct, but the crowd was in for a few surprises too.

Gerald Greenfield, Regional Director and Event Chairman, was Master of Ceremonies and introduced each classic owner or representative who then described his automobile. Cars were introduced chronologically by the year they were built.

1928 — **Jack Goffette** has unveiled a car at each Coming Out Party since its inception in 1983 and his record was not to be broken this year. After describing his 1928 Rolls Royce to the surprise of all in attendance, Jack walked over to a small table covered with a drop cloth. Here he unveiled an original 1928 mechanically operated toy car, beautifully restored and detailed. The toy was complete with working lights and a drive mechanism operated by the gear shift lever. Needless to say, the introductions were off to a great start.

1929 — **Al McEwan** followed with an interesting story of how he acquired his classic from friend Sergio Franchi. He then unveiled a gorgeous big Castagna-bodied Model 8A Isotta Fraschini. He pointed out that although the car had been repainted and reupholstered, it had been done to exactly match the original colors and material.

1930 — **Don Reddaway**, one of our newer members, described the restoration of his classic which had been underway for 14 years! Beginning with a frame and a collection of pieces (no nuts, bolts or braces), and with the help of many friends and 20 parts cars, he had reconstructed an extremely rare 1930 Franklin Convertible Sedan Dietrich Speedster. The striking red and silver Franklin drew considerable attention throughout this evening.

1934 — Another newer member, **Ed Rittenhouse**, presented his '34 1100 Series Packard Five-Passenger Sedan. Painted in an elegant two-tone gray combination it displayed a top quality restoration.

1934 — The next participant also seems to be an annual contributor. During the 1986 Garage Tour, many of us saw his rare classic under restoration. On this night, **Jim Tallman** displayed his outstanding and newly restored '34 Auburn Salon Cabriolet V-12 Model 1201-65, painted a striking blue and silver.

1934 — Last but not least for 1934, **Ty Long** gave an enlightening narrative about his cars original owner, a famous and rather progressive woman. Ty stressed the point that his car had been restored in the manner that he felt the original owner would have chosen had she been alive today. To everyone's surprise, a 1934 Rolls Royce PII, Sedan De Ville, painted a rich black cherry was unveiled. The surprise was, however, the outrageous flames originating from the hood sides which had-rodded down the doors of the car. As many guests looked in horror and amazement, the spoof was soon unveiled as it was learned that these flames could be easily extinguished. There is no doubt, Ty's Rolls is a red hot number.



Photo by B. Gerrity

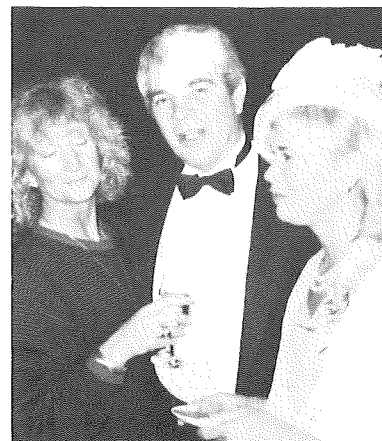


Photo by C. Christy



Photo by C. Christy

1935 — **Noel Cook** followed with a history of his '35 Jaguar SSI Drophead Coupe. Built in March 1935, it was entered in the British trials in May of that year and took first place over 110 cars. It has been shown many times through the years including six First in Class wins at Pebble Beach in six appearances! That's a Pebble Beach record! Quite a classic!

1937 — Seven months ago in Bellingham **John Kane** purchased an original '37 Packard V-12 Convertible Roadster. Sporting a 139" wheelbase, it is painted Regatta Blue and its original carpets and leather are very tourable. John says it has apparently been in storage most of the last 25 years but he plans to change that! After a little tinkering under the hood and some spit and polish it is going to be toured and enjoyed, and bit by bit he plans to upgrade it to show condition. Meanwhile it is a marvelous original!

1938 — **Al Murray**, the owner of Murray Restorations in Woodinville, described the classic he was presenting for **Ernie Ferullo**. Al has known this car for a number of years and has recently brought it to presentation condition for Ernie. When the cover was removed, Al was proud to present a finely detailed 1938 Cadillac 8, 75 Series Convertible Sedan by Fleetwood.

1938 — Most guests were probably thinking Lincoln as **Jim Raisbeck** began describing his newly acquired Classic. However, a gorgeous 1938 Cadillac 8 Series 7519S five-passenger sedan was uncovered. From Flint, Michigan, it is mostly original, and has only 57,000 miles on the odometer. An elegant auto!

1941 — By now, all of the Classics had been unveiled, however, an eleventh person was called to the podium. **Richard Adatto** eagerly began describing his new acquisition while everyone looked around a little confused. Following a brief description, Richard and John Kane approached John's Packard and quickly lifted a restored 1941 Chrysler Roadster Peddle Car from the rumble seat of John's car. Amidst laughter and applause, Richard was proud to present the final guest.

Many of the guests lingered for another hour visiting with the owners and admiring the Classics.

A special thanks to Bob A. LeCoque for handling the registration of guests. His help assured the success of this Pacific Northwest Region event.

Editor

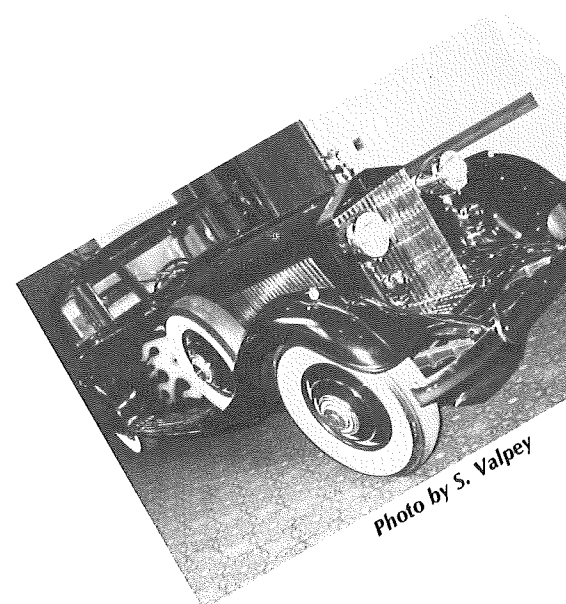


Photo by S. Valpey



Photo by C. Christy

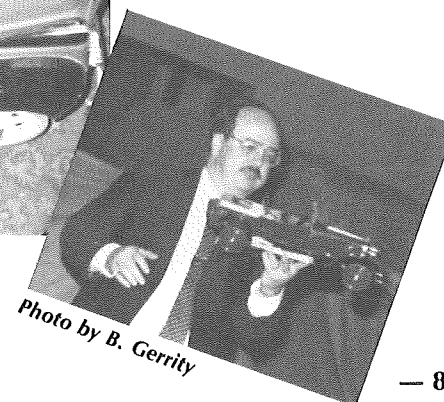


Photo by B. Gerrity

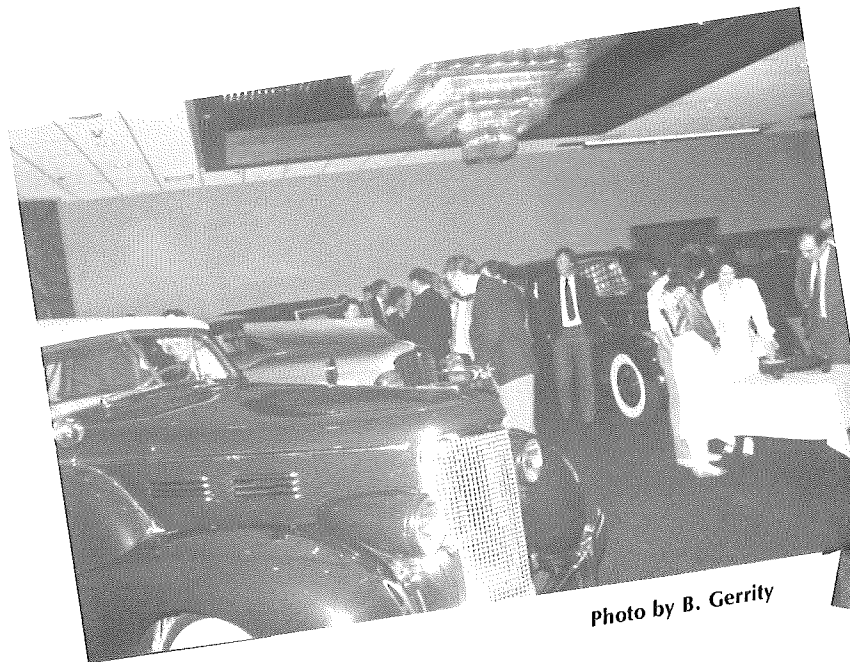


Photo by B. Gerrity

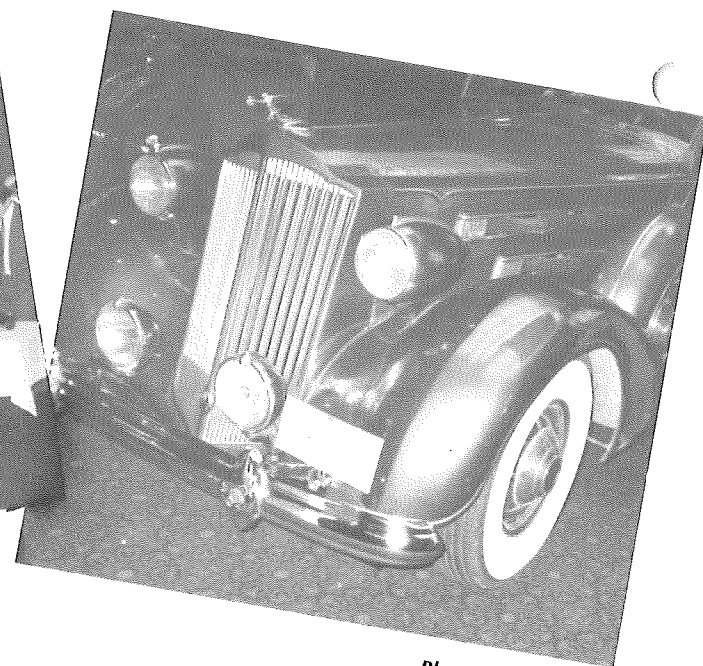


Photo by C. Christy

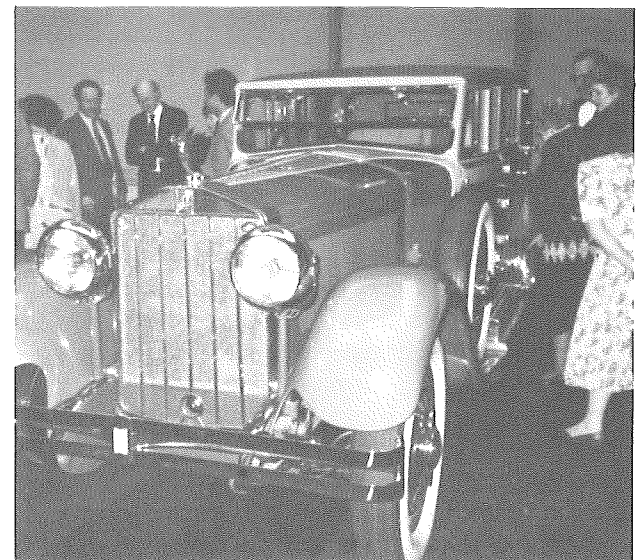


Photo by C. Christy



Photo by B. Gerrity

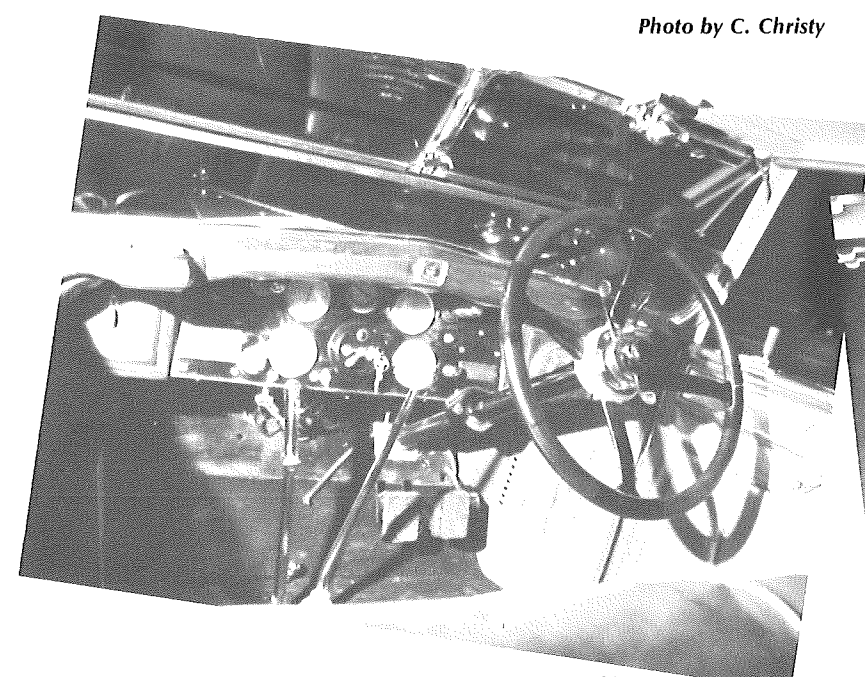


Photo by B. Gerrity

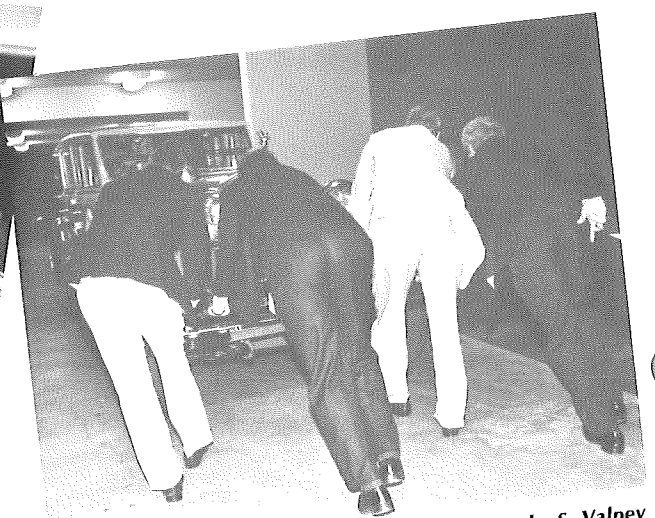
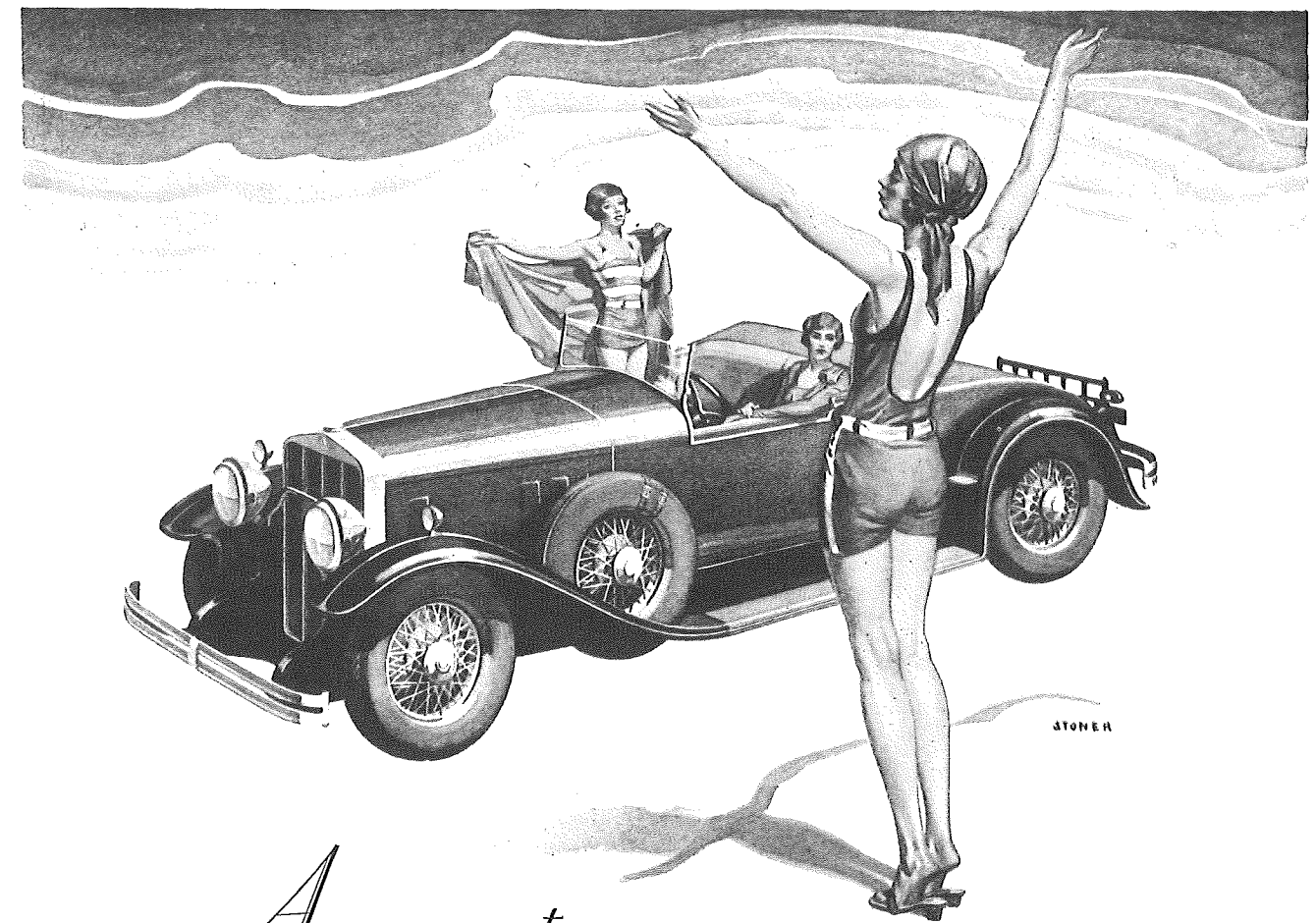


Photo by S. Valpey

THE END!



*As smart  
and as modern  
as  
youth itself*

fuselage in their streamline contour, rolled belt panels and graceful air-wing fenders. Like modern airplanes, the Franklin is powered with an air-cooled engine. And like a zooming take-off, Franklin's newest sensation is its fast getaway in second—quiet as high, even up to 55 miles an hour.

As Paris couturiers set the style with new creations, so Franklin with its latest achievement, sets the style in motor cars. Franklin the originator of low bodies, of enclosed sport types and dozens of other style features, has become a symbol of the progressive mode. Franklin open models suggest the airplane

As you drive the car, you thrill to its great power—you praise its incomparable comfort—you instantly sense its soaring smoothness. It is different from any other car you have ever driven. If you've flown, you instantly sense the driving feel of an airplane.

Drive a Franklin! It's the one different motoring thrill you can experience today.

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, N. Y.

*The new Franklin prices begin at \$2160 F.O.B. Factory*  
**FRANKLIN**

(House & Garden, June 1929)

# UNDERSTANDING HYDRAULIC LIFTERS

## Packard Super 8, 1940-41

### Understanding

No publication permission is needed. . . . because Bill Snyder lifted these helpful hints from a Packard Motor Car Company Service Bulletin. (Thank you, Bill.)

—Editor

The hydraulic tappet was developed to provide a silent method of valve operation. When adjustable type tappets are used, clearance must be maintained between the valve stem and the tappet screw. If not, there is danger of the valves being held open due to expansion of the valve stem and tappet. This clearance is often the cause of an objectionable click occurring every time a valve is opened.

The hydraulic tappet is designed to operate with no clearance between the lifter and the valve stem. This "zero clearance" entirely eliminates the possibility of noise due to the "take-up" of clearance.

When the construction and operation of the hydraulic valve tappet is thoroughly understood, the diagnosis of trouble and its correction are greatly simplified.

As shown in the illustration, the hydraulic unit is set into a hollow mushroom type tappet which contacts the camshaft. The unit itself consists of the cylinder, incorporating an inlet tube and a ball check valve, and the plunger and spring assembly. The plunger and cylinder are highly machined and are fitted to very close limits.

In operation, oil from the tappet oil gallery in the cylinder block enters the reservoir in the hollow tappet through a drilled hole in an annular groove around the tappet. The oil then travels up the inlet tube, past the ball check and into the cylinder under the plunger.

As the engine valve is lifted, the ball is forced against its seat by hydraulic pressure preventing the oil from being forced out of the unit. Since oil cannot be compressed the unit functions as a solid tappet.

As there is no seal around the plunger, other than that made possible by the close fit in the cylinder, a small amount of oil will be forced out of the unit each time the valve is lifted.

The oil lost in this manner is replenished each time the valve closes, by action of the plunger being raised by the spring. This movement of the plunger sucks oil into the unit from the reservoir in the hollow tappet. By means of this spring the plunger is always in contact with the valve stem and the unit is always full of oil.

When hydraulic tappets become noisy, there are two possible causes:

(1) When one or more tappets are noisy, the usual cause is dirt between the plunger and the cylinder or under the check valve ball.

(2) When all lifters are noisy, the usual cause is an insufficient supply of oil reaching the tappets.

To determine the cause of noisy tappets, the first step is to get an accurate check of the oil pressure in the tappet oil

system and the main engine oil system. For this check a testing rig may be made up using a 30 pound direct reading oil pressure gauge, two pieces of oil resistant hose, and the fittings necessary for attachment to the oil passage connection and the sending unit tee.

To check the oil pressures, start the engine and allow it to warm up. Stop the engine when the temperature reaches 180°F. To offset any possible error in the electric gauge on the instrument panel, a direct reading gauge should be installed in place of the sending unit.

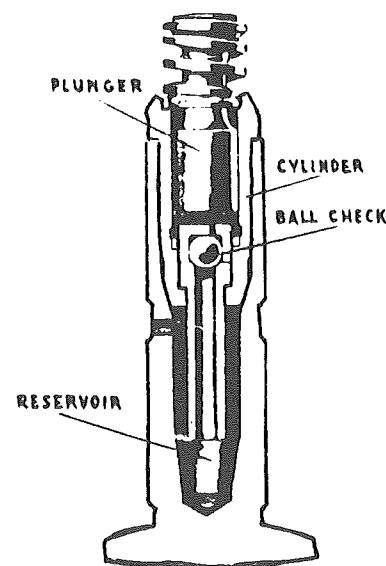
If two gauges are not available, remove the gauge from the testing rig and install in place of the oil gauge sending unit. Start the engine and with the idling speed set at 10 mph, check the idling pressure to see if it is normal.

If the gauge from the testing rig is used, stop the engine, remove the gauge from the tee, reinstall the sending unit, and attach the pressure gauge to the testing rig.

To test the hydraulic tappet system pressure, remove the cylinder oil passage connecting tube ("pigtail") and attach one of the hose connections of the testing rig to the sending unit tee. To prevent forcing air into the tappet oil system, turn the engine with the starter until the oil flows from the other hose. Then connect this hose to the oil passage connection on the side of the cylinder block.

With the engine running at an idling speed of 10 mph, check the pressure shown on the test gauge. This reading must not be less than 5 pounds.

If the main oil system shows normal pressure and the test gauge shows less than 5 lb per sq. in., the restriction in the tee connection may be partially blocked. If not, one of the tappet oil regulating valves at either end of the tappet oil gallery is probably at fault.



Courtesy of Classic Reflections  
Northern Texas Region

### Editor's Notes:



Summer finally seems to be around the bend, and with it hopefully some perfect weather for driving those Classics. A glance at the Events Calendar inside our front cover will show you that the summer is packed with enough activities to keep any Classic enthusiast busy every weekend. The highlights, of course, are those events in which our own club members have put a lot of time and effort to make them truly memorable occasions.

Although the Rendezvous by Land, Sea and Air is sponsored by the Resort at Port Ludlow this year, it incorporates most of the same activities, with classic cars, boats and antique airplanes as in previous years, and in the same beautiful setting. If you have never been to this Rendezvous, a fast phone call to The Resort at Port Ludlow (206) 437-2222 may secure you a last minute reservation — and you will later be so glad you went!

The 4th of July parade put on by Yarrow and Hunt's Point communities at the north end of Mercer Island is a must for a bang-up celebration in the traditional manner. Our Classics are invited to join the parade each year and the crowd loves them, so back out your treasure, get out the polishing rags and be ready for the big day! A flyer with information and map should be in your mailbox early in June.

On July 30 Jim Raisbeck will host a summer dance at his lovely home on Lake Washington. All the details and the reservation forms are enclosed with this issue of the Bumper Guardian. You'll be sorry if you miss this one!

At the May Board meeting Director Gerald Greenfield announced that our Club has received confirmation from National that we will host a 1990 Caravan. Al McEwan has graciously volunteered to organize and plan that forthcoming event.

Another matter brought up for discussion was the possibility of sharing back seats of Classics with those whose Classics are indisposed, under major restoration or not yet acquired, so that more members can enjoy touring in a Classic rather than bringing up the rear in a driver. It was agreed that future event chairmen will provide information for this opportunity in the flyer for the event, and the chairman or his delegate will act as a clearinghouse to facilitate putting the guest passengers and car owners together. A great way for the older Club members to get to know the new ones.

As you undoubtedly know, advertising keeps most publications solvent and enables them to expand without draining the Club's treasury. We therefore are mounting a campaign to sell advertising and hope that anyone with a business or anyone who wants to buy, sell or trade will consider using our classified or display ads. The Board recently voted to accept ads other than Classic or auto related ones which opens up our field of customers. However, when space is limited, preference will be given to the auto related ads. Members will be given free space for personal auto related classified ads limited to 25 words or less. For detailed advertising information see following page.

After many copies of the last Bumper Guardian were defaced by the U.S. Post Office cancellation (looked like a tractor had driven over it) we decided envelopes were necessary. Apologies to those whose copies came through this way. The Bumper Guardian is a little fatter this time and we hope the fat is in the right places! Any comments about the Bumper Guardian, pro or con are welcome, as are letters, articles, news of members and/or their cars, photos, cartoons, whatever you think is good publishable material. Send to: Editor, Bumper Guardian, 28048 -13th Avenue So., Kent, WA 98032.



### THINK YOU PAY A LOT FOR STORAGE?

Released by Associated Press

LONDON — A 61-year lease on a two-car garage in the fashionable Mayfair district is up for grabs for just over \$300,000.

The 19-by-13-foot garage, equipped with a light bulb and an electrical outlet, could house one medium-sized Rolls-Royce or one medium-sized Lamborghini, said Steve Truman of Westside Estates.

"It's worth what somebody will pay for it," said Truman.

An unidentified Middle Eastern dealer offered \$211,000 but was turned down by the owner. Truman said.

## ANTIQUE AND CLASSIC AUTO UPHOLSTERY

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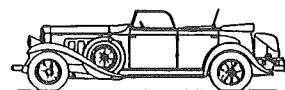
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**WANTED:** Photo-journalists to take pictures of Classics, members, club events, etc. for the Bumper Guardian. Please contact Editor if you would like to cover an event, build a photo story or for voluntary assignment details. Call Lou Gerrity at 941-2043.

## ADVERTISING POLICY

The Bumper Guardian will run classified advertising of 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. First business card ad free. The Bumper Guardian reserves the right to refuse publication of advertising which it deems unsuitable, and will allocate space as it is available. Please make checks to: Treasurer, PNR/CCCA and submit cards or copy to:

Editor, PNR/CCCA  
28048 - 13th Avenue South  
Kent, WA 98032  
(206) 941-2043

## PER ISSUE AD RATES

Full Page .....	\$60.00
Half Page .....	\$35.00
Quarter Page .....	\$30.00
Eighth Page .....	\$20.00
Business Card .....	\$12.00

## DEADLINES

January/February .....	February 15
March/April .....	April 15
May/June .....	June 15
July/August .....	August 15
September/October .....	October 15
November/December .....	December 15

Send camera-ready copy (line copy or stats . . . 100-line screen for photos) . . . to:

Editor — PNR/CCCA  
28048 - 13th Ave. So.  
Kent, WA 98032

Advance payment requested. Make checks payable to:  
Pacific Northwest Region — C.C.C.A.

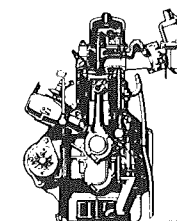
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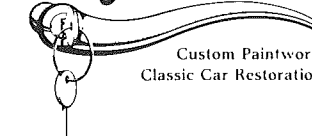


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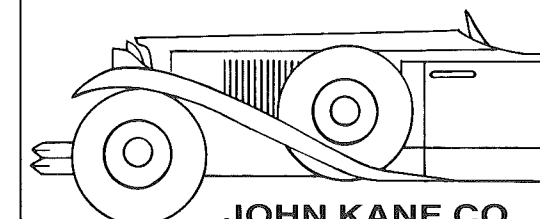
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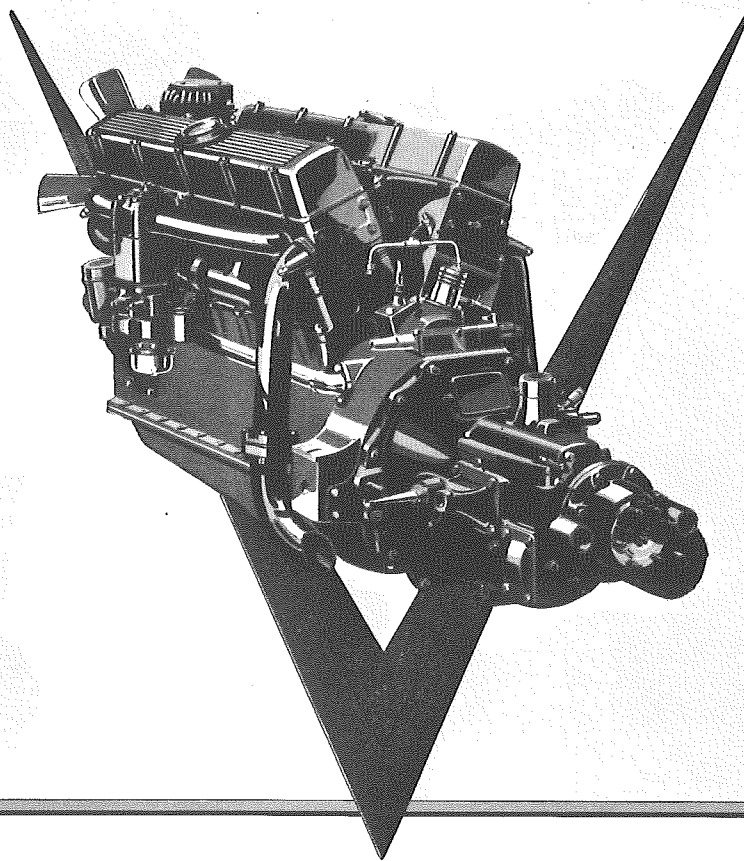
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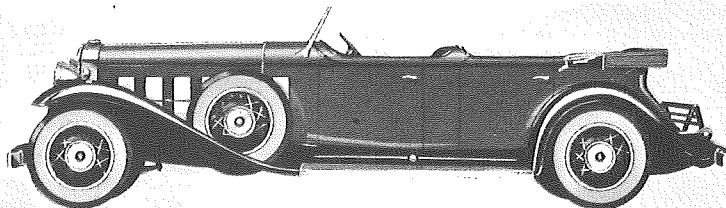
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