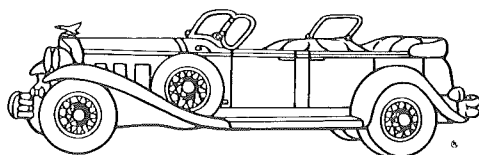
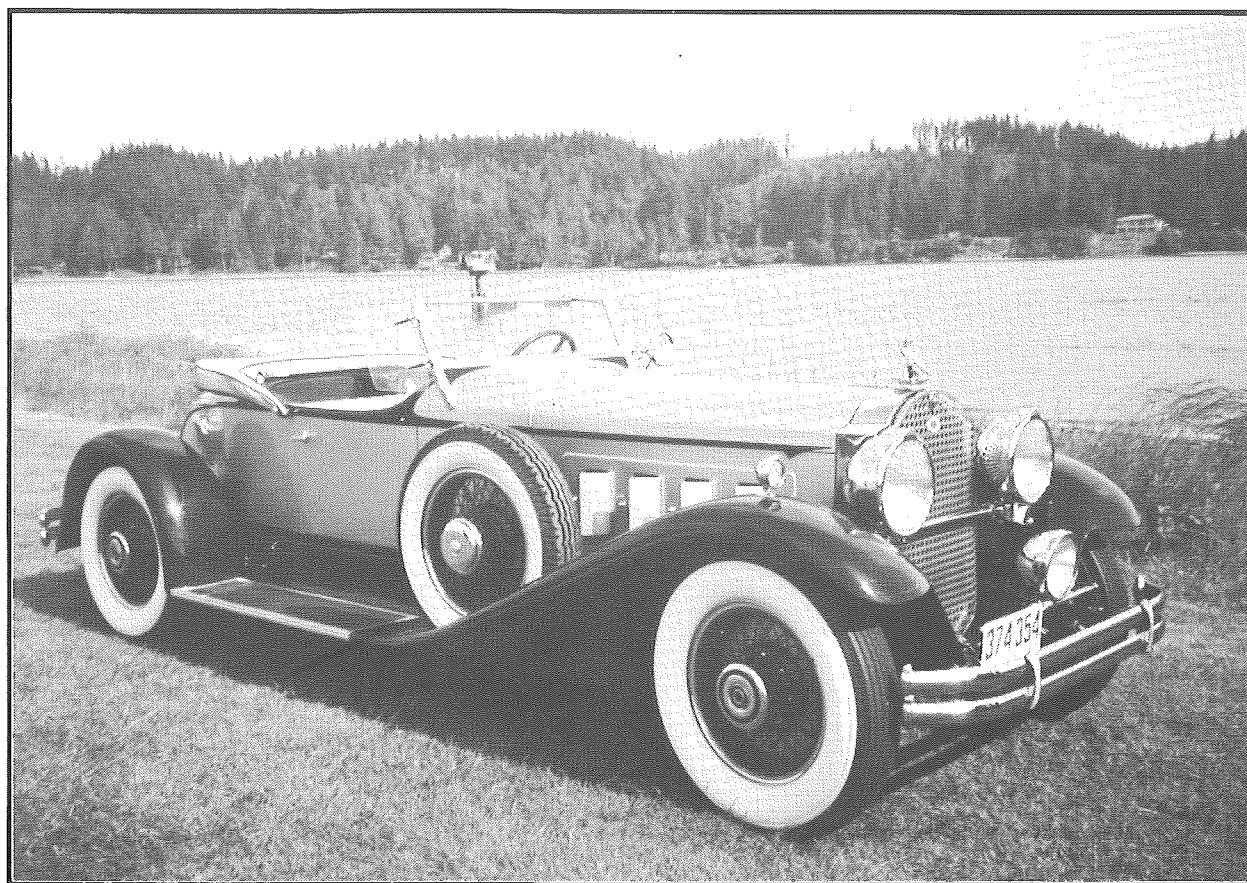


# BUMPIER GUARDIAN



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



May - June - July 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	941-2043
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

**D.M. Bradley**  
118 - 10th Avenue E.  
Seattle, WA 98102  
(206) 324-5039

**Doug Kirk**  
14610 S.E. 198th  
Renton, WA 98058  
(206) 631-4886

**Dr. C. Lawrence & Rebecca Roberts**  
6614 - 136th Place S.W.  
Edmonds, WA 98020  
(206) 391-8244

**John J. Watson**  
c/o Gibson, Dunn Krutcher  
6600 Columbia Center  
701 Fifth Avenue  
Seattle, WA 98104

CALENDAR OF EVENTS

AUG. 28	Harold LeMay Open House	OCT. 4	Board of Directors Meeting
SEPT. 2-4	All British Meet	8-9	Monroe Swap Meet
11	<b>(Sunday) Board Meeting On The Pier, All Members and Guests Welcome, No Fee — Richard Adatto, Chairman</b>	15-16	Portland NW Car Collectors Show & Swap Meet
24	<b>PNR-CCCA Driving Event to Centralla — Bill Mote, Chairman</b>	22	Garage Tour
		NOV. 4-6	Bremerton, WA, Swap Meet
		12	<b>Annual Meeting — Lee Zuker, Chairman</b>
		DEC. 7	Board of Directors Meeting
		10	<b>Christmas Party — Bob Gerrity, Chairman</b>

NOTE: All CCCA-Sponsored Events in Bold Type.

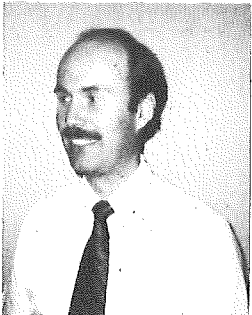
**COVER CAR:** Glenn Mounger's beautiful '30 Packard 8, 734, Boattail Speedster posed for this picture at the Port Ludlow Rendezvous in June. Glenn acquired this red and silver gem about two years ago from the Craven Collection in Canada. It took a First in Class Senior Emeritus at the CCCA/ PNR Grand Classic in 1987. We understand there are only seven others like it.

**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. **ASSISTANT:** Craig Christy.

**PRINTING:** Magna Color Press, 817 5th Ave. N., Seattle, 98109 283-2252. **TYPESETTING:** Magic Fingers, 1104 Mercer St., #4, Seattle, 98109 382-9495.

DIRECTOR'S MESSAGE



Our Summer Calendar of Events is certainly in high gear. Looking in the rear view mirror, I can reminisce with a smile on my face about the wonderful events that have been completed.

A special thanks to Phil Grisham, Monte Holmes and the folks at Port Ludlow for the spectacular Land, Sea and Air Rendezvous. Words cannot describe the thrill of gliding over the glistening waters of Puget Sound in a 1948 mahogany runabout, or sitting in the captain's chair of a 1939 fifty-foot yacht, while viewing the splendid classics and antique cars positioned on the shoreline of the Port Ludlow Resort. This is a must-attend event for 1989.

The Fourth of July Parade was well attended and the rallye-like climb to the Armstrongs' new home on top of Cougar Mountain provided a spectacular ending to a superb day.

We've had members attend the Grand Classics, the Forest Grove Concours and, of course, James Raisbeck's Star-Lite, Star-Brite Summer Dance. Yes, we have been busy and, to top it all off, the television program *Cruizin' Northwest* filmed the Port Ludlow event, the Fourth of July Parade and the Summer Dance. This was certainly tremendous exposure for our club. As they say on *Cruizin' Northwest*, "If you're not cruizin', you're losin'."

*Donald Greenfield*

In Remembrance —

PETER J. MANELLO

*Pete died suddenly July 30th at the age of 66. Surviving is Catherine (Cass), his wife of 40 years.*

*Pete was a founding member of the Pacific Northwest Region of the CCCA and a very early member of the National Club. He served terms as a member of the Board of Managers of the Pacific Northwest Region.*

*He was known for his willingness to help any and all members with their car hobby, and was extremely well versed on the Lincoln Continentals. Pete had owned several, most notable being a beautiful and original unrestored '48 Lincoln Continental. He was particularly active in Northwest auto events and held memberships in the Horseless Carriage Club, Vintage Car Club of Canada, Lincoln Continental Owners Club and the Pierce Arrow Society.*

*Pete will be fondly remembered by all who were privileged to know him.*

— Phil Schwarz



Reunion at the Packard National — Bend, Oregon.

Picture by P. Grisham



## COME FLY YOUR KITE AT FORT CASEY

May 14 hit the calendar with foggy beginnings which later evaporated into a glorious sunny day. A considerable number of CCA and RROC members and guests met at the Lynnwood Burgermaster for breakfast and then continued on to Fort Casey State Park on Whidbey Island, where late-comers joined the group.

Classics were lined up on the grass, kites were carefully unpacked and prepared for flight, tire kickers began their stroll down the line of cars and others ambled off across the grass to explore.

Fort Casey was built in the late 1800s, one of three forts built initially to protect the Bremerton Navy Yard. It originally had large disappearing gun emplacements, which have long since been scrapped; however, the Park Service has been able to acquire two similar guns from the Philippines and has installed them in the old emplacements. None of these coastal forts ever engaged in combat with hostile forces, with the exception of one incident at Astoria, where a World War II enemy submarine surfaced and fired upon that fort, but there was no return fire.

Although the majority of the group enjoyed the kite flying vicariously, the real hands-on kite flyers had a challenge with a light wind which was of off-again, on-again quality. Dave Lewontin got his delta up first, a beautiful bright splash against the sky, and Roy Magnuson's red quadriplane kite was another interesting model. Tom Sumner of RROC, obviously a true flight enthusiast, brought two kites, both replicas of antique airplanes — a Lindberg's Spirit of St. Louis, and a Wrights' Flyer, a white paper bi-plane which reeled out 265 yards of string!

As picnic baskets appeared, the social scene shifted somewhat to the rear of the cars, where blankets were spread and food was the attraction of the hour. Lots of car talk, kite gazing, napping and sun soaking until late afternoon, when the great classics began rolling toward home.

Our thanks to Jack Goffette and Norm Herstein for chairing this annual event. If you missed it, watch for next year's calendar and circle the date!

— Editor

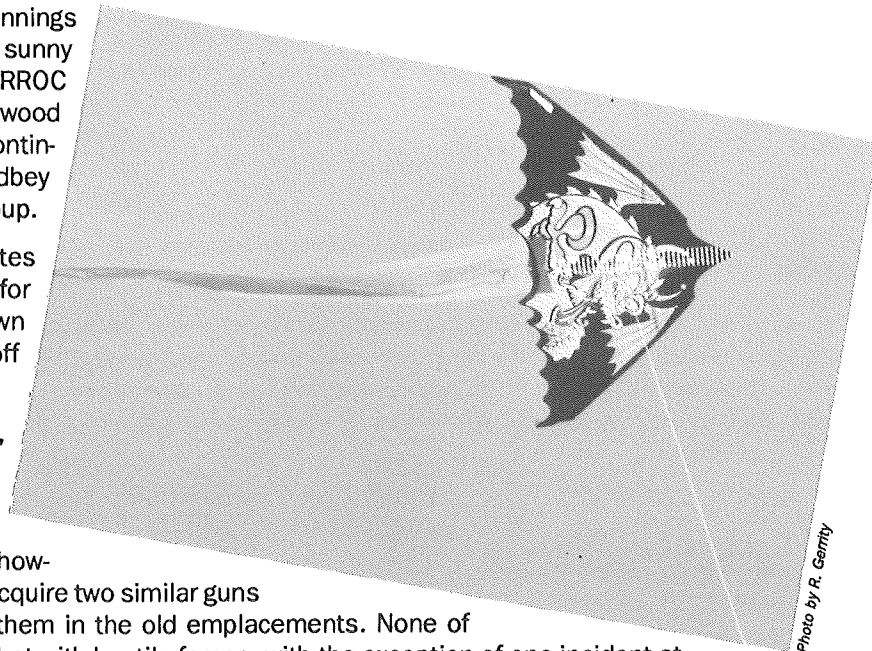


Photo by R. Gerrity

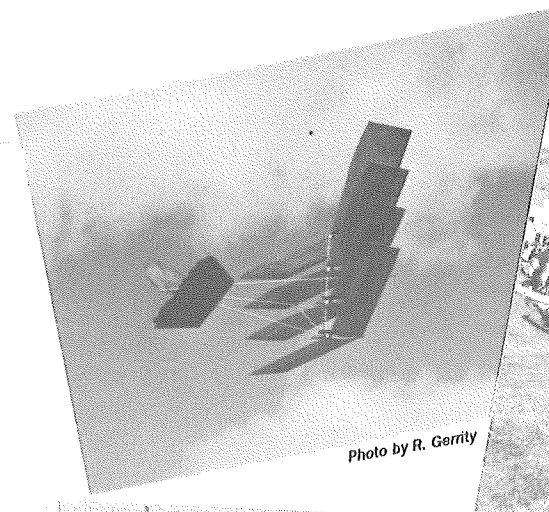


Photo by R. Gerrity

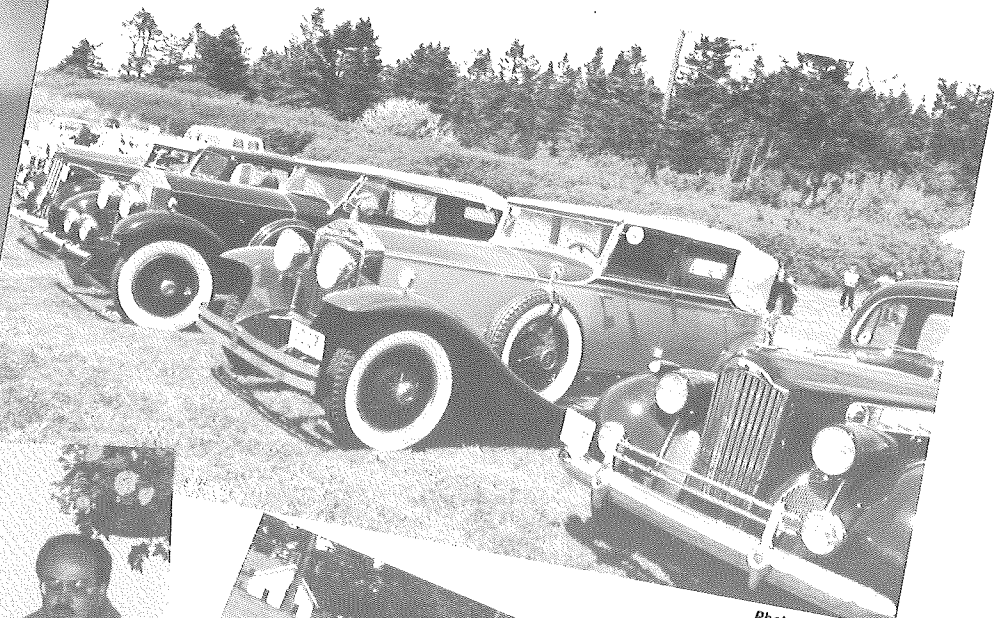


Photo by R. Gerrity



Photo by M. Crook



Photo by R. Gerrity



Photo by R. Gerrity

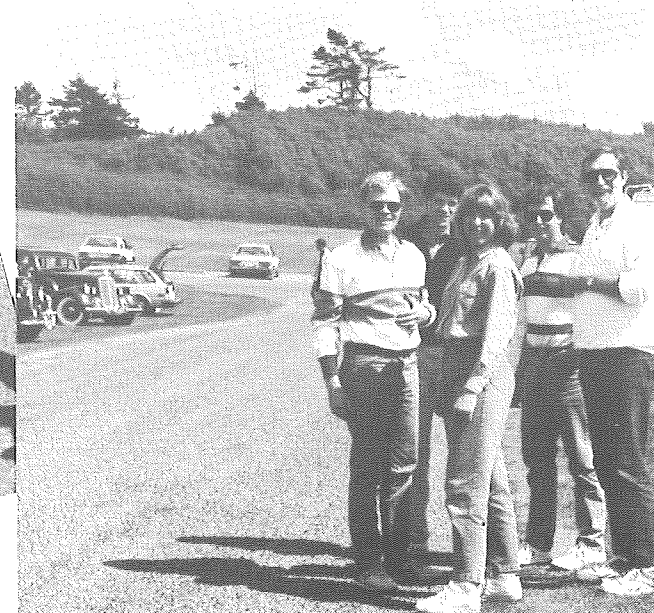


Photo by M. Crook

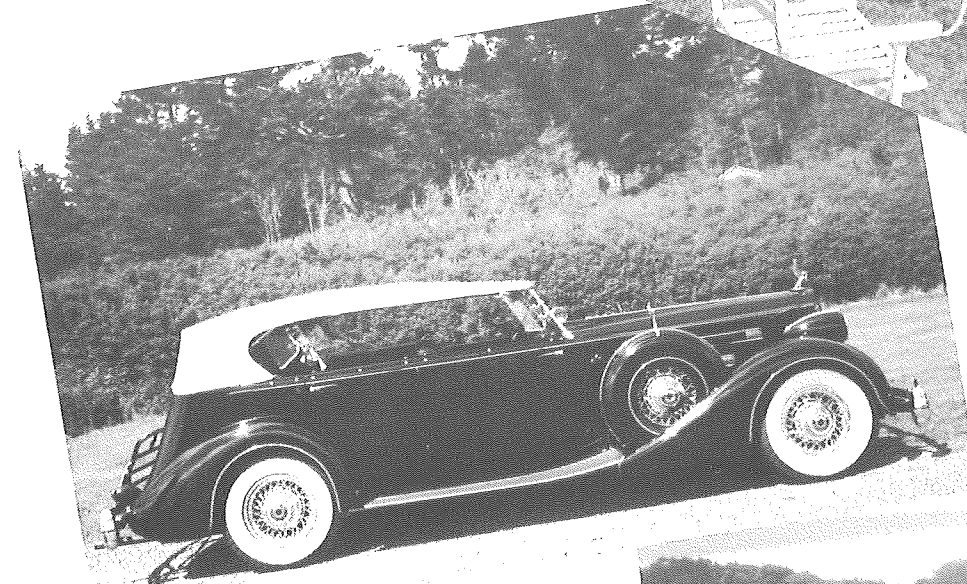


Photo by D. Whalen



Photo by R. Gerrity



## FOURTH OF JULY 1988

Flags flew, drums rolled and horns tooted as the 12th Annual Hunt's Point and Yarrow Point Fourth of July Parade passed by the spectators. About 20 Club members paraded their classics, and some non-classics, in addition to many other antique and collectable cars. Hot dogs, strawberry shortcake and all the trappings of a small-town Fourth made it a very special occasion.

For afternoon entertainment, Tom and Susan Armstrong opened their new home, garages and grounds to all who could complete the First Annual Cougar Mountain Hillclimb! About 22 classics did just that, and their occupants were treated to a firsthand look at the Armstrongs' lovely big mountain top home and to an outside buffet lunch.

The Armstrong classics and other special cars are comfortably housed in a separate two-level garage, with an outside lift to carry cars up and down from the shop area on the second level. Doubtless, this set-up kindled admiration and a little envy in many a classic owner's heart!

Thank you, Tom and Susan, for your generous hospitality in hosting this post-parade event. We hope you enjoyed it as much as your guests did!

— Editor



Photo by D. Whalen

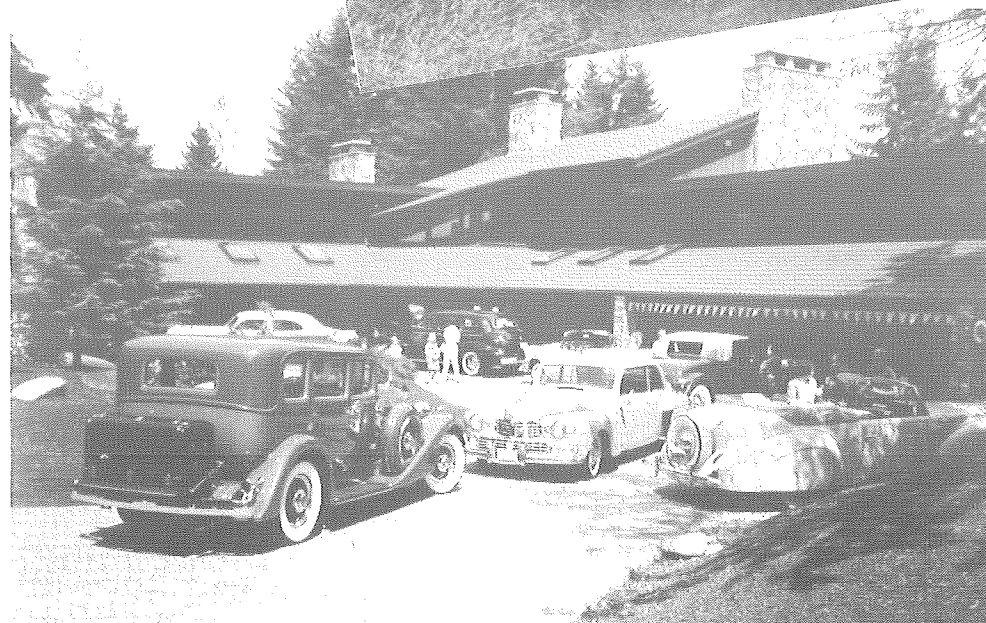


Photo by C. Christy

## MORE FOURTH OF JULY

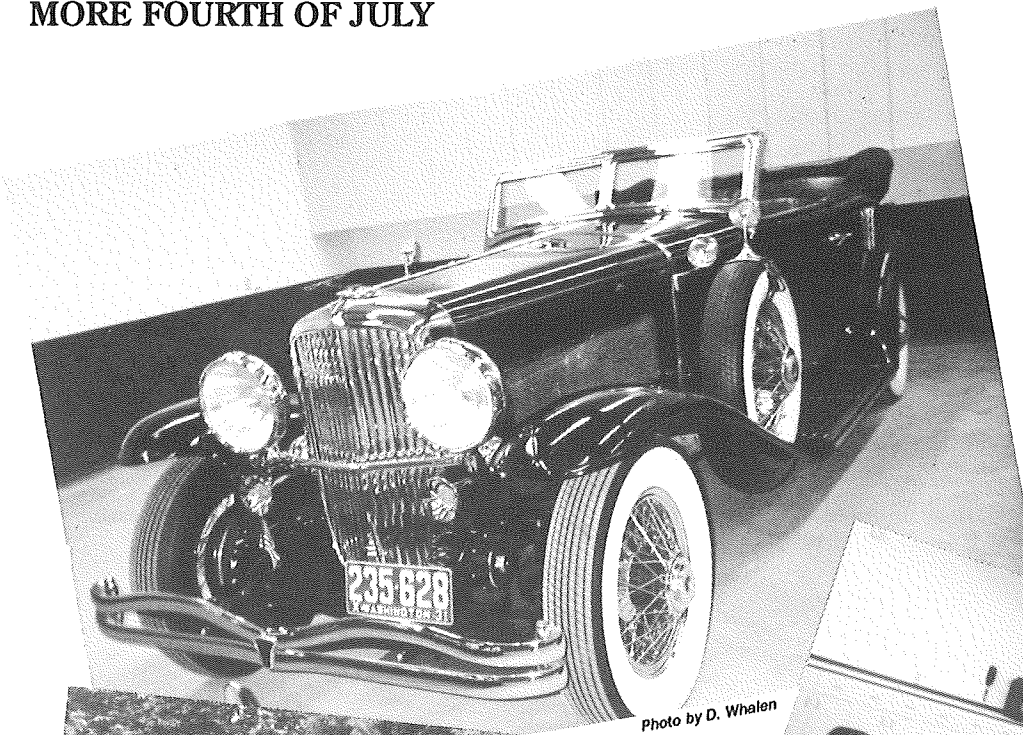


Photo by D. Whalen



Photo by C. Christy

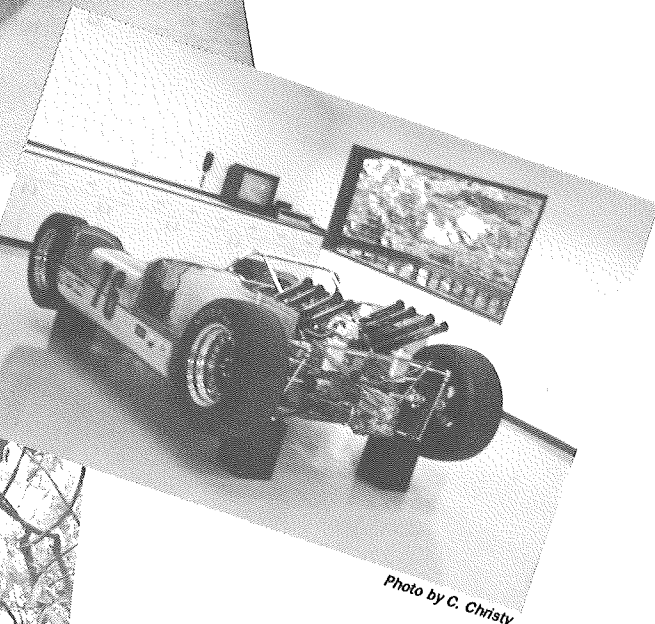


Photo by C. Christy

## 1988 GRAND CLASSIC - NORTHERN CALIFORNIA REGION

July 9 was the big day across the country where most of the CCCA regions held their Grand Classics. In Pleasanton, California, 63 cars were entered to be judged and 48 for exhibit only. This was the year of the Original Classic, which resulted in 25 of these lovely automobiles appearing at Northern Cal Region.

Two members of our Region scored high in the judging:

Tom Crook's original '40 Packard, Super 8, 180 Sedan took a First Place in the Pre-Primary Class — 90 pts.

Phil Grisham's '41 Cadillac 8, 6019S, Sedan, Fleetwood, earned a Second Place in the Primaries with 98 pts.

Congratulations!

— Editor



## FOREST GROVE 1988

A number of CCCA/PNR members were awarded trophies, including Best in Show, at Forest Grove on July 17:

**Best in Show: Brent McKinley** — '29 Packard 8, 640 Roadster.

**Closed Body Classic — Packard — First in Class: Ed Rittenhouse** — '34 Packard 8, 1100, 5 Passenger

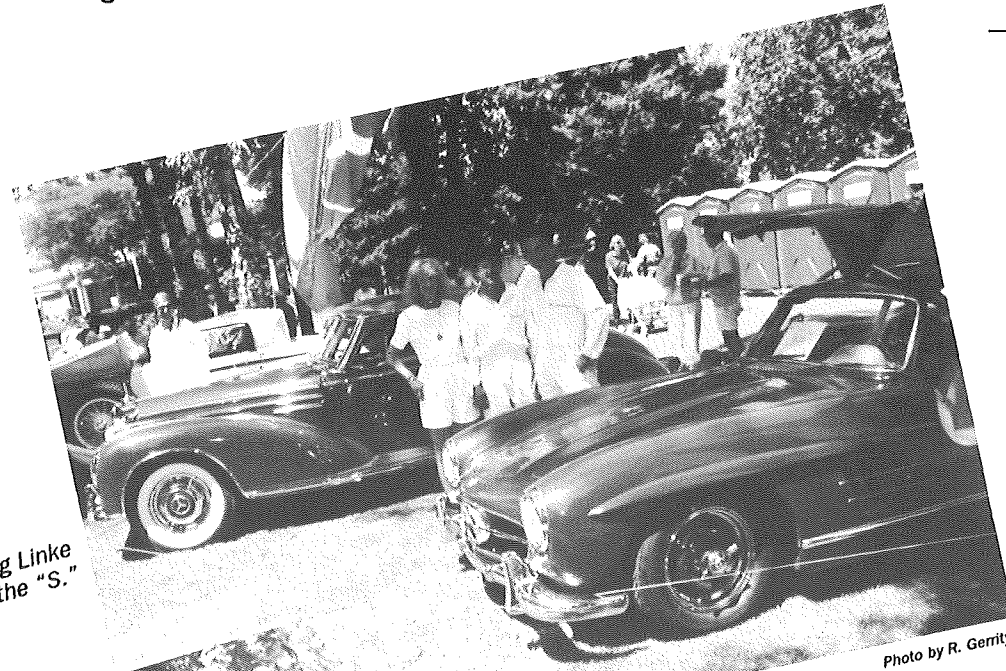
**Closed Body Classic — First in Class: Phil Grisham** — '41 Cadillac 8, 6019S, Sedan, Fleetwood

**Open Body Classic — Second in Class: Ed Rittenhouse** — '31 Cadillac 12, 370-A Convertible Coupe, Fleetwood

**Sweepstakes: Sig Linke** — '28 Mercedes 6, S, Torpedo Brevette, Saoutchik.

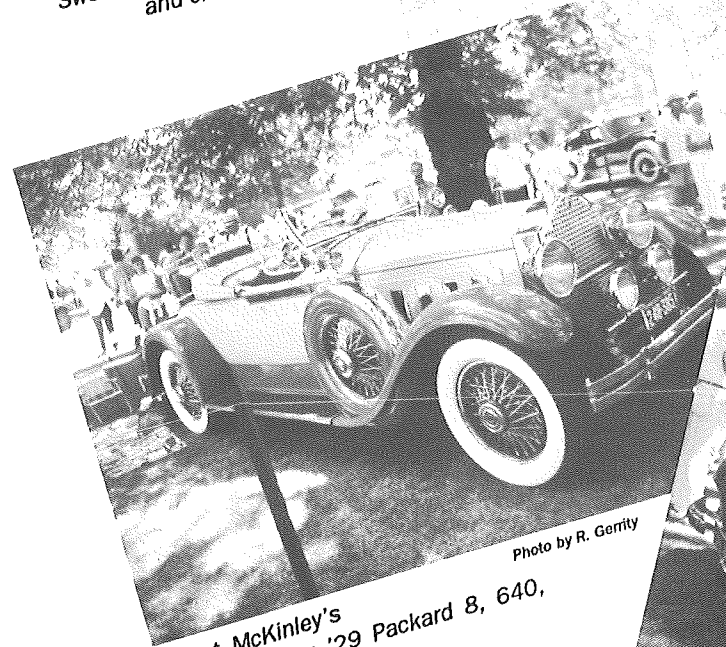
In addition to the above, Larry Justice with Lorraine was asked to drive his '34 Packard Super 8, 1104, Coupe Roadster onto the runway and to tell the assembled crowd about his Roadster. He and Lorraine had just completed the Packard National Tour before arriving at Forest Grove.

— Editor



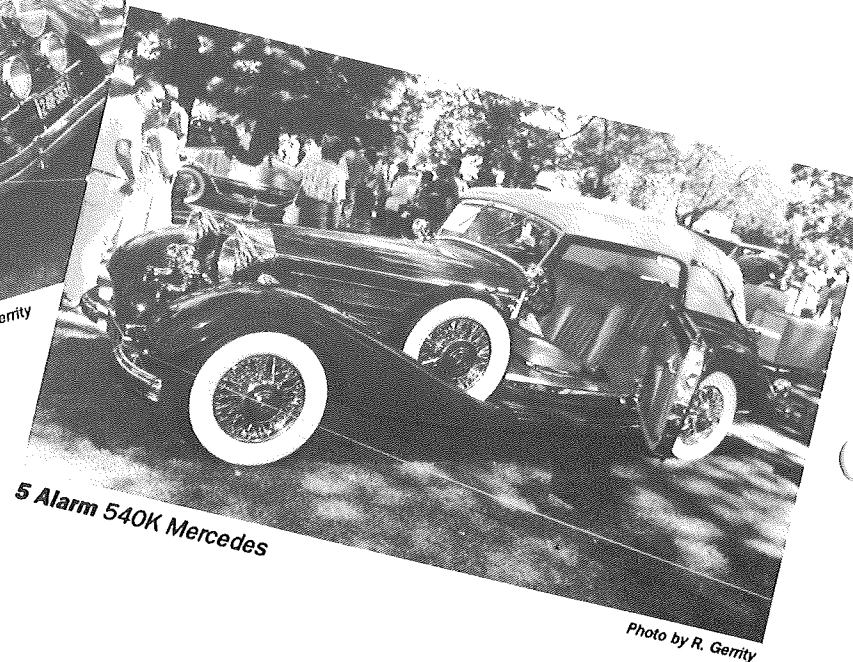
Sweepstakes winner Sig Linke and crew with the "S."

Photo by R. Gerrity



Brent McKinley's Best in Show '29 Packard 8, 640, Roadster.

Photo by R. Gerrity



5 Alarm 540K Mercedes

Photo by R. Gerrity

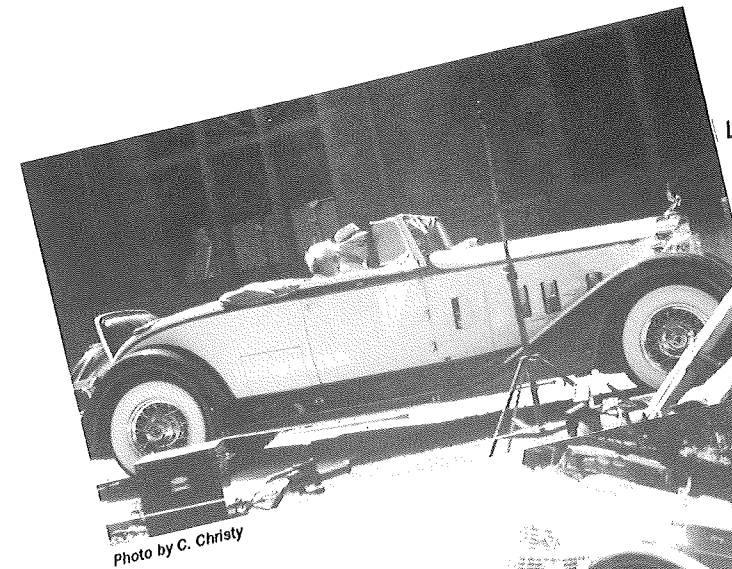


Photo by C. Christy

Larry and Lorraine Justice on the runway at Forest Grove.

Ed Rittenhouse's '34 Packard 8, 1100, 5-passenger. First in Class, Closed Body Classic — Packard.

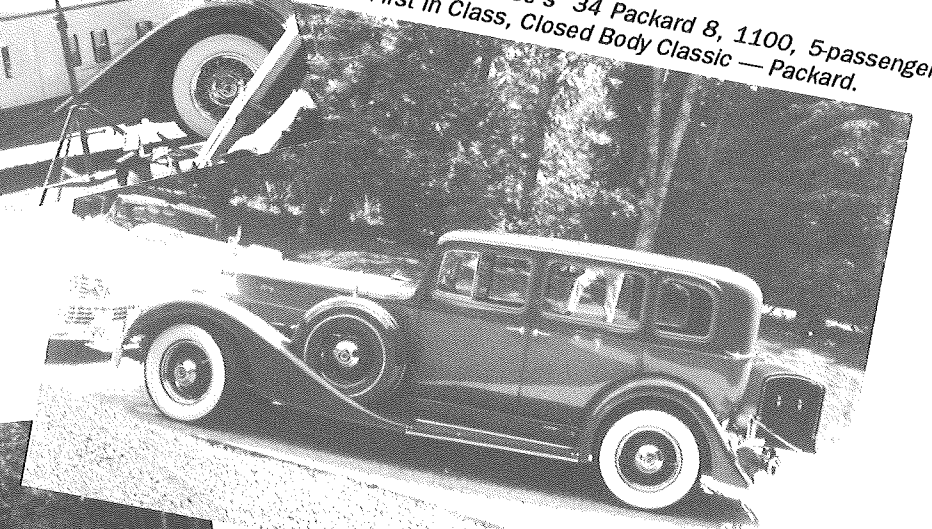


Photo by C. Christy



Phil Grisham's '41 Cadillac 8, 6019S, Sedan, Fleetwood.

Photo by R. Gerrity

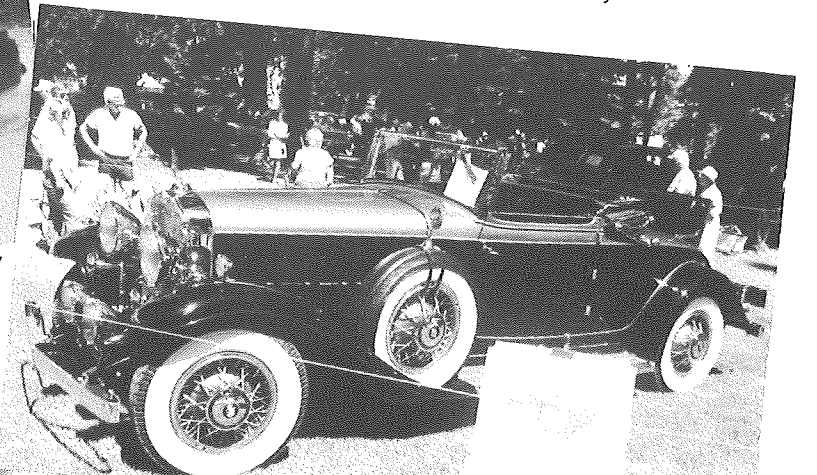


Photo by R. Gerrity

Ed Rittenhouse's '31 Cadillac 12, 370-A, convertible coupe — 2nd in Open Classics.



The Justices and Granbergs finally relaxing at Forest Grove.

Photo by R. Gerrity



## SUMMER DANCE

"Starlite, starbrite," warm weather and full moonlight — what idyllic conditions for the summer dance at James Raisbeck's home on Lake Washington! Members and guests driving classics, entered through the guarded front gate and glided down the long ribbon of driveway to the Raisbeck home. Under the porte cachère of this stately brick home, they paused to drop off their "ladies fair," many of whom were fashionably dressed in styles of the '30s and '40s. Then, completing the circle of the beautifully landscaped one-acre property, they parked their classics on the grass near the gate to be admired by all.

Across the wide bricked area in front of the house, small candlelit tables and a gazebo under the trees lent an essence of nostalgia and romance often lacking in today's settings. Champagne flowed freely, supplemented by a no-host bar, and the hors d'oeuvre table was surrounded by nibblers.

Suddenly the long summer twilight was filled with music from a 13-piece band and a vocalist, ensconced on the broad steps leading to the front door. Not the pounding of heavy metal, but the floating melodic ballads to drift to, and the happy, lively rhythms of the jitterbug era. Swing music from the '30s and '40s prevailed throughout the evening. Alternating fast and slow renditions of the great oldies, they had those of us old enough to have learned to jitterbug when it was the new dance, huffing and puffing to the One O'Clock Jump, and swaying nostalgically to Sentimental Journey.

As a respite from dancing and watching dancers, Jim's garage doors were rolled up to display his classics, lined up and gleaming under the lights. An added touch was a display of black and white photography adorning the walls of the garage. These photographs were both taken and printed by Sherry Valpey, who recently received a degree in Fine Arts from Cornish College of the Arts. An impressive display of black and white photography as an art form.

To end this lovely evening, Fritz Gechter, Jr., and Barbara Sauter played a program of Bach and Beethoven on the grand piano in the Raisbeck living room. A pleasant finale before heading home.

Guests finally said their goodbyes, classics rolled up majestically to absorb their passengers and whisk away. This classic evening will be a highlight in the memories of the nearly 100 members and guests who attended.

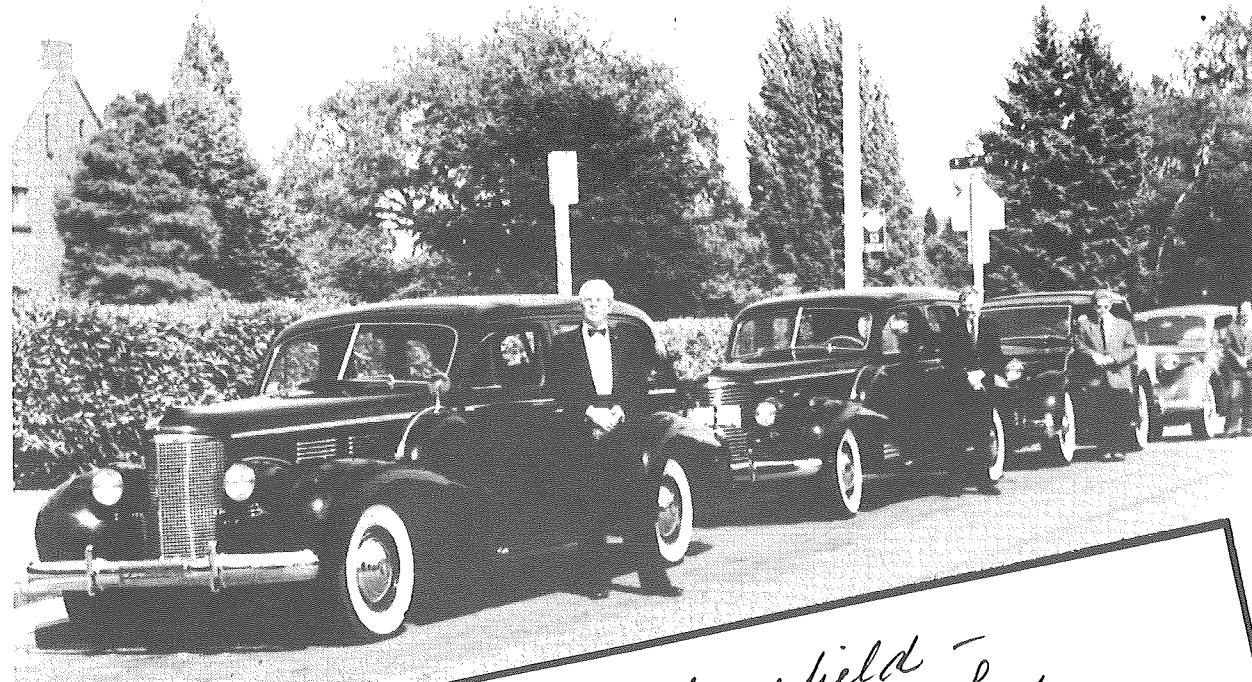
Our special thanks to James Raisbeck, Lee Zucker and Noel Cook for organizing this magnificent event. Our thanks also to Fritz and Barbara for their fine contribution.



Photos by R. Gerrity and Sherry Valpey







Four limousines were furnished for Governor and Mrs. Gardner's daughter's wedding on Saturday, July 2. The Gardners have contributed \$600 to our Club Treasury for providing these cars. Cars and chauffeurs were as follows:

- 1938 Cadillac — Jim Raisbeck
- 1939 Cadillac — Brad Ipsen
- 1935 Packard — Tom Crook
- 1937 Packard — Brent McKinley



Mr. Greenfield -  
Many thanks for  
the use of your "Classic"  
cars "during Gail's wedding."  
They thoroughly enjoyed  
riding in them - plus  
gave an additional  
festive air "to the  
wedding!"  
Thanks again - Jean Gardner

GOVERNOR BOOTH AND JEAN GARDNER

7/14

Bad news, it is said, comes in twos. Pain and suffering, hunger and thirst, fear and trembling. To those we would add "parts and labor."

— Swiped from Bobbie'dine Rodda

## ARE YOU READY TO NEGOTIATE?

*Occasionally, a writer puts together a series of scenarios interlaced with his own feelings and philosophy, which causes the reader to smile and nod over and over again in agreement.*

*Your editor feels this piece, with its sound advice to boot, is worthy of reprint.*

*Our thanks to the Michigan Region Torque!*

L.G.

One of the happiest times of a man's life must be the time when he is looking for a Classic. You see, he has the whole sky for a limit and he has still not spent one cent. He can indulge in flights of fancy, in which he will find exactly the car which would please him the most, and best of all worlds, he will find it hidden away in some unknown residential garage that no one else knows about.

To really get some altitude into this fantasy, it will be owned by some little widow who has had it in that garage for forty five years, during which time it has lain untouched. Well, not exactly untouched, for she will have had some mechanic friend start it up and run it every two months, and change the oil and put in new batteries when it needed it. It will have a total of 4,850 miles on it, and the interior is pristine. Furthermore, in the house she will have every piece of paper in a big envelope ever connected with the car, including the original invoice.

Of course, this was her dear husband's car, and he died suddenly in 1942 when they were both still young. She could never part with it as it was the one concrete remembrance she has of the happy times they spent together. But now, things have abruptly changed, as she plans to move to Florida where she has bought an immense condominium on the beach. The car has suddenly become a sort of millstone, hanging heavily around her neck, and she is desperate to get rid of it. The boy who mows the lawn and rakes the leaves wants to buy it, but he cannot afford it. She is one tough lady when it comes to bargaining, and she will not accept one cent less than the original price on that invoice in the envelope. Which is \$2,615. And it must go to a good home where it will continue to be taken care of. And on and on, etc, etc.

Believe me, that is not the way it works. Either the car he has run across was wrecked and abandoned, and at the last possible minute put into a dilapidated garage with a leaking roof, or he finds himself at an auction wherein he has already passed his outer limit of money and is bidding against some son of a dog who thinks he can make a quick \$5,000 on a fast resale. Well... that's a worst case scenario, but I have heard of cases exactly like that.

The truth of the matter is, that while you still are supported by your fantasy, finding the car of your dreams turns out to be a long drawn out piece of hard work, in most cases. The hobby world is replete with stories of plane rides to distant places to view heaps which hardly fit the glowing descriptions received over the phone. Or, once you are there, the owner hasn't got the guts to come out and face you, and fobs off the distasteful job of telling you he had to leave on some emergency, to his son, and he won't be back until the day after tomorrow. But you can see the car if you want and get back to him if you are interested. The thing is, the owner gets things all going his way, and if by some chance you choose to pursue it, he knows he has got a hot one he can probably stick the car with, at somewhere close to *his* price. The only way to handle a case like that is to tell the son you will look at the car, but the owner has got exactly two hours to show up, or you are gone forever. That is what I call getting things going *your* way.

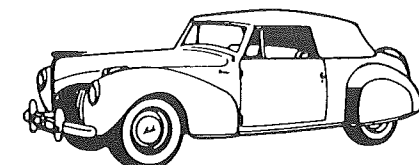
Having recently gotten involved with my son in his search for a Ferrari, I am amazed at how some people try to handle important transactions. Either they chose to ask a price which is exactly three times what five cars sold for last year, or they refuse to state a figure and claim they don't know what to ask, but what will you offer? Then when you study the car for about two hours, and consider all the plusses and the minuses, and rack your brain with how much it would cost to fix this and that, and finally give them an offer, they immediately say, "OH NO! You are twenty thousand short." So much for integrity. They knew all along what they wanted.

Occasionally, somebody will call me and ask for advice on buying a Classic, usually either what they should look for or how much should they pay. I tell them they have got to have the answer in their minds to both of these questions before they even step out into the marketplace. It seems more people have wasted more time and money looking at cars they had no intention of spending that much money on. My advice is to set a limit you can live with, and don't be afraid to negotiate. My experience has been that never yet have I seen a price that the owner said was absolutely firm, turn out to be absolutely firm. Sellers should know what the approximate market is and leave room for bargaining. And buyers have a whole bunch of rules to live by.

One thing I run into is that usually a guy wants a perfect car. That is the worst posture to put yourself into, unless you are a big time roller looking for something to add to your collection. Then you can justify the perfect car, because you don't intend to drive it and it will be one of your investments. But what can the average Joe do with a perfect car? It is too good to drive, so my God, he has to spend another \$20,000 on a mule and trailer to *carry* it wherever he goes. All for a \$15 trophy.

Nope, my advice if you want to *enjoy* your Classic is to spend as much as you can afford, but don't exceed one that will judge out at about 90 points. To the general public, that is virtually a perfect car, and to knowing club members, it is nothing to be ashamed of. Then you can get in and drive it and enjoy it the way a car was meant to be enjoyed. If it gets a little wear on it, or a little mud, what the heck, wipe it off and you will find that it does not hurt it a bit. With a reasonable amount of care, you can keep it at the 90 point level for years, and keep your enjoyment level at 100%. A good rule of thumb is to never pay any more for it than you could turn around tomorrow and get out of it.

This same rule of thumb also applies to the car you might find that is about 70-75 points. Here, you can afford to make improvements as you go along, and savor each one in turn. It works this way - you get the bumpers rechromed and Wow, it changes the car in your eyes by a good 25%. When that wears off you go on to a new drivers side mirror, and then new whitewall tires, or a new cover for the spare, while you fix the leak in the roof and get rid of those raggedy carpets. Each time, you spend a miniscule amount of money and get a giant amount of pleasure out of it. That's how to stretch pleasure to the ultimate degree!



By Paul Clancy

## RENDEZVOUS AT PORT LUDLOW — 1988

LAND arrayed with classic cars, SEA afloat with classic boats and yachts, and AIR humming (however briefly) with classic airplanes, that's what Rendezvous at Port Ludlow is all about!

Fifty collector cars, 45 classic yachts, and 17 vintage and classic runabouts arrived at this scenic spot in June to spend a weekend on display, and in demonstration, providing rides and cruises for those interested in learning more about the other guy's hobby.

The weather was great, activities well planned, turnout an all-time high. Our thanks to Phil Grisham, who represented CCCA/PNR on the Planning Committee for this annual event. Also to the Cadillac-LaSalle Club — we enjoyed your company and support this year.

A special round of applause should go to Tom Sumner, who was the sole fly-in at the Rendezvous. In his 1947 Tiger Moth bi-wing, which he had sold but not yet delivered to Wisconsin, he buzzed the Resort at Port Ludlow and then was retrieved by classic car from the nearby airfield in order to socialize with the Land and Sea people. The weekend over, he proceeded to deliver the plane to its new owner.

To those who had too many other things going to take in this event, think again next year. Take a break and relax at the Land, Sea and Air Rendezvous at Port Ludlow!

— Editor

### AWARDS 1988

**People's Choice — Classic Car:** Larry and Lorraine Justice, '34 Packard, 1101, Dual Windshield Phaeton

**Runner-Up:** Al McEwan, '48 Delahaye, 175, 3 Position Cabriolet, Henri Chapron

**Classic Runabouts:** Curt Ericson, '47 Fairliner, "Nonsense"

**Classic Yachts:** Mike Van Geystel, '26 56-ft. Lake Washington Shipyard, "Sea Farer"

**Runner-Up:** Monty Holmes, '39 50-ft. Lakewood Bridge Deck Cruiser, "Wahoma"

**Best-Dressed Gentleman:** Kerry Pilling

**Best-Dressed Lady:** Betty Pilling

**Best-Dressed Child:** Caitlin Frauenheim

**Best-Dressed Family:** The Frauenheims

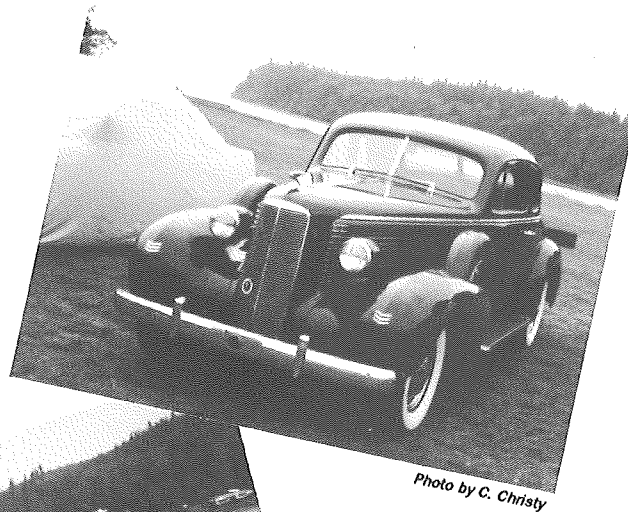


Photo by C. Christy

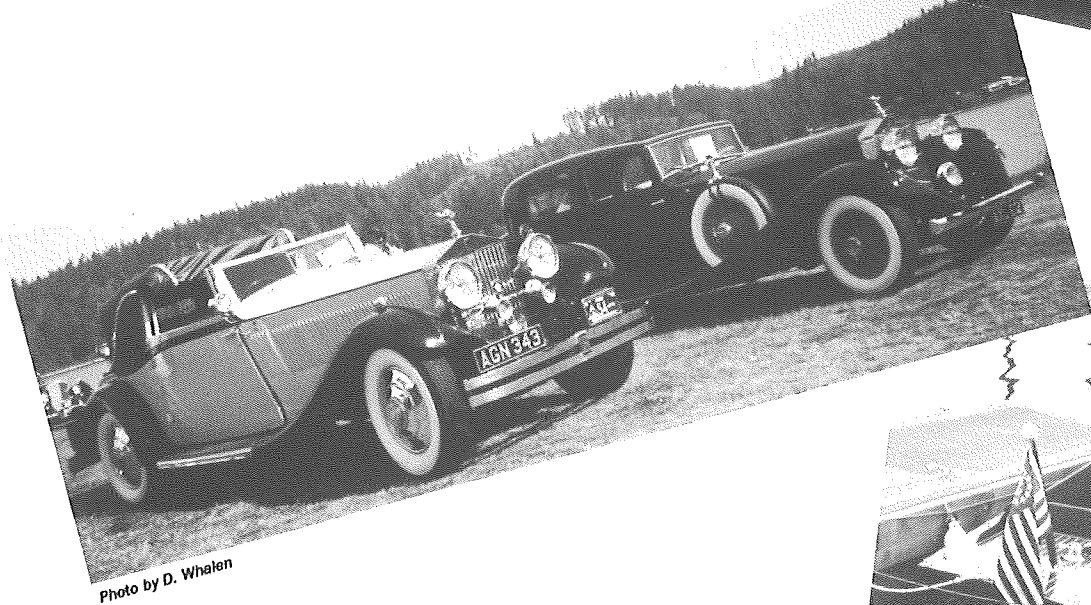


Photo by D. Whalen

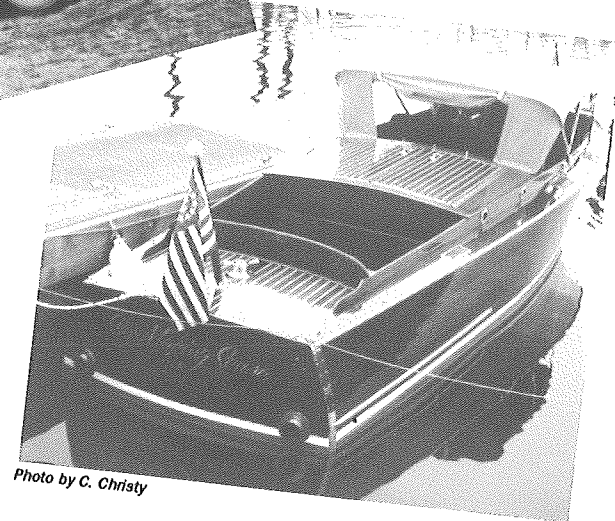


Photo by C. Christy

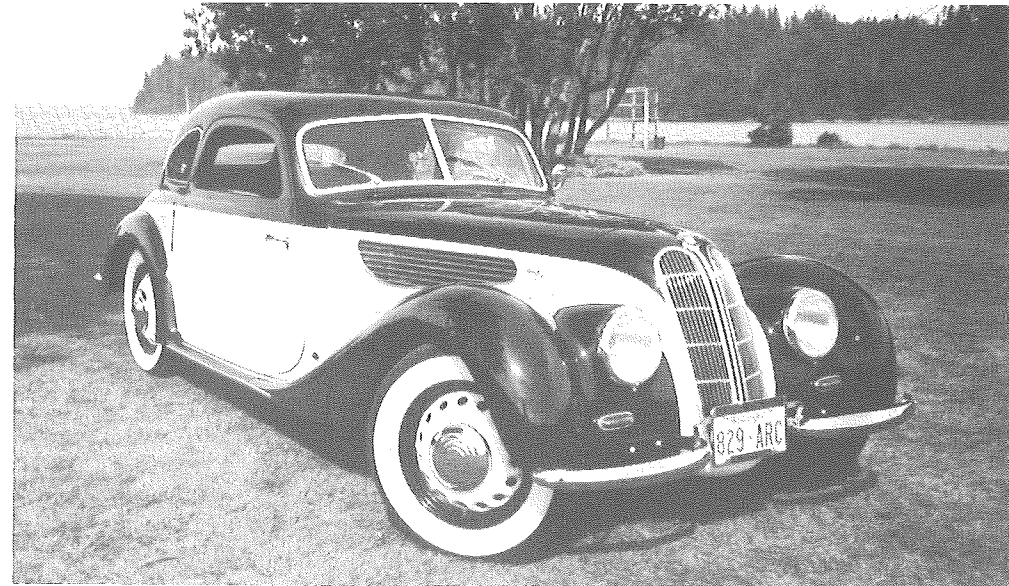


Photo by D. Whalen

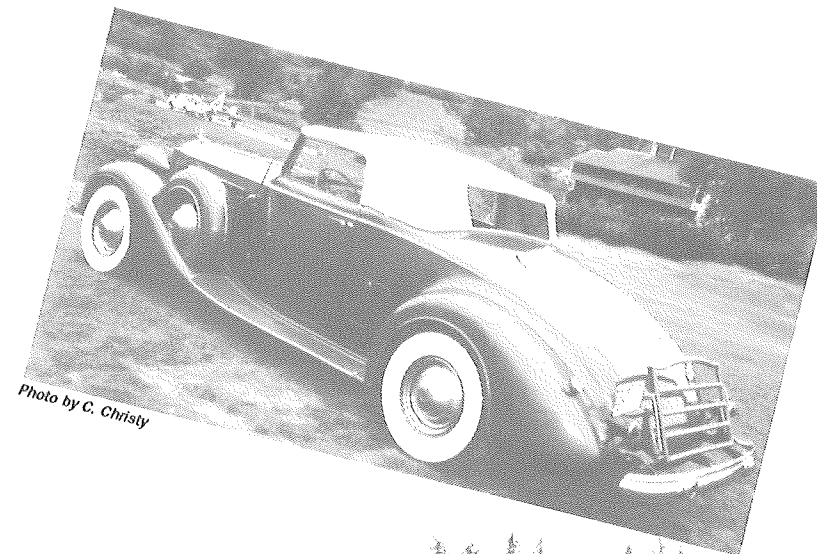


Photo by C. Christy

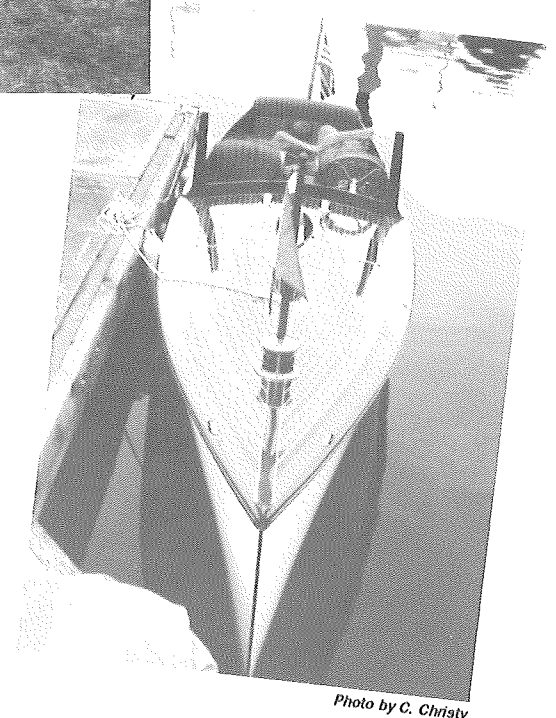


Photo by C. Christy



Photo by C. Christy

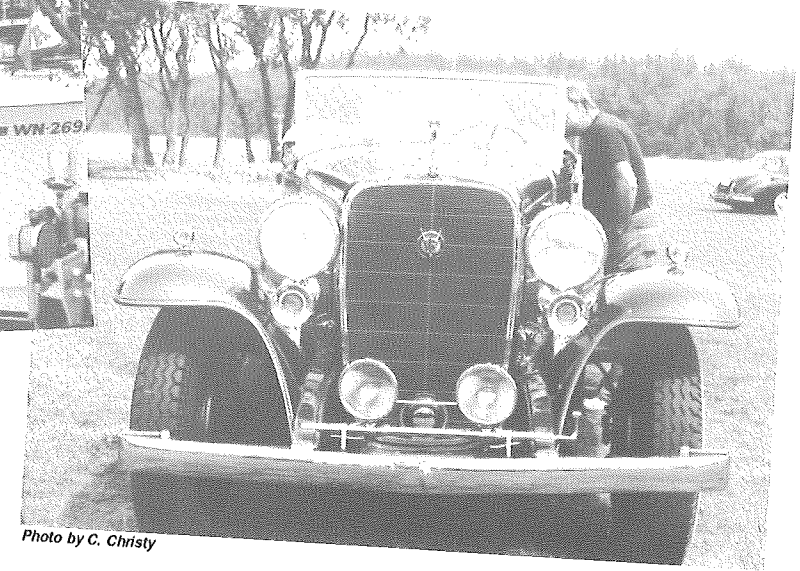
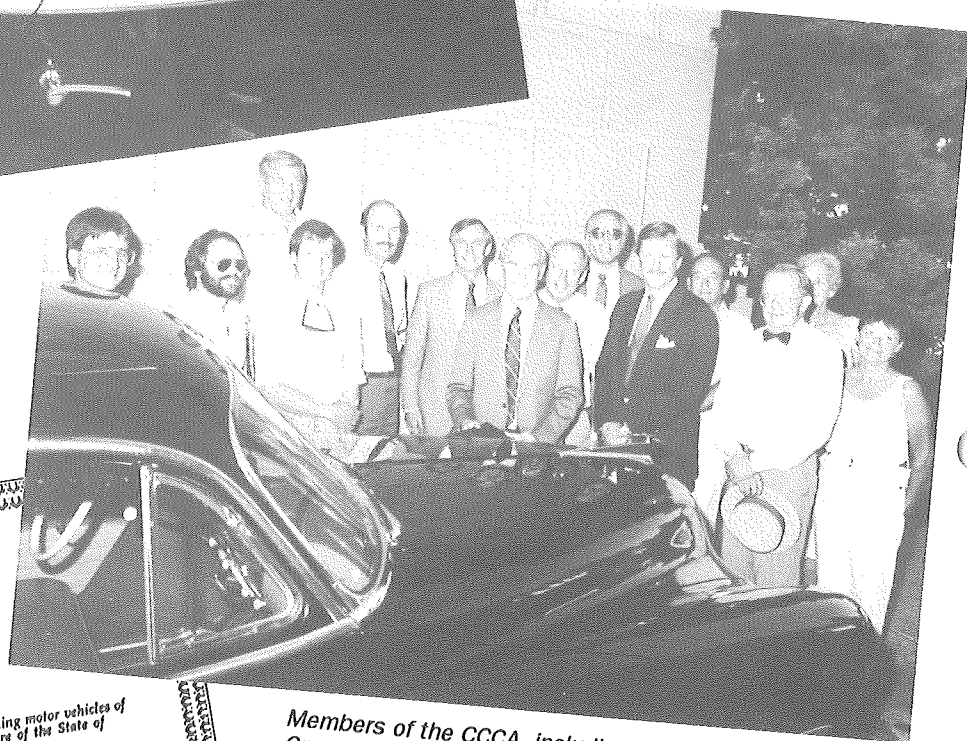


Photo by C. Christy

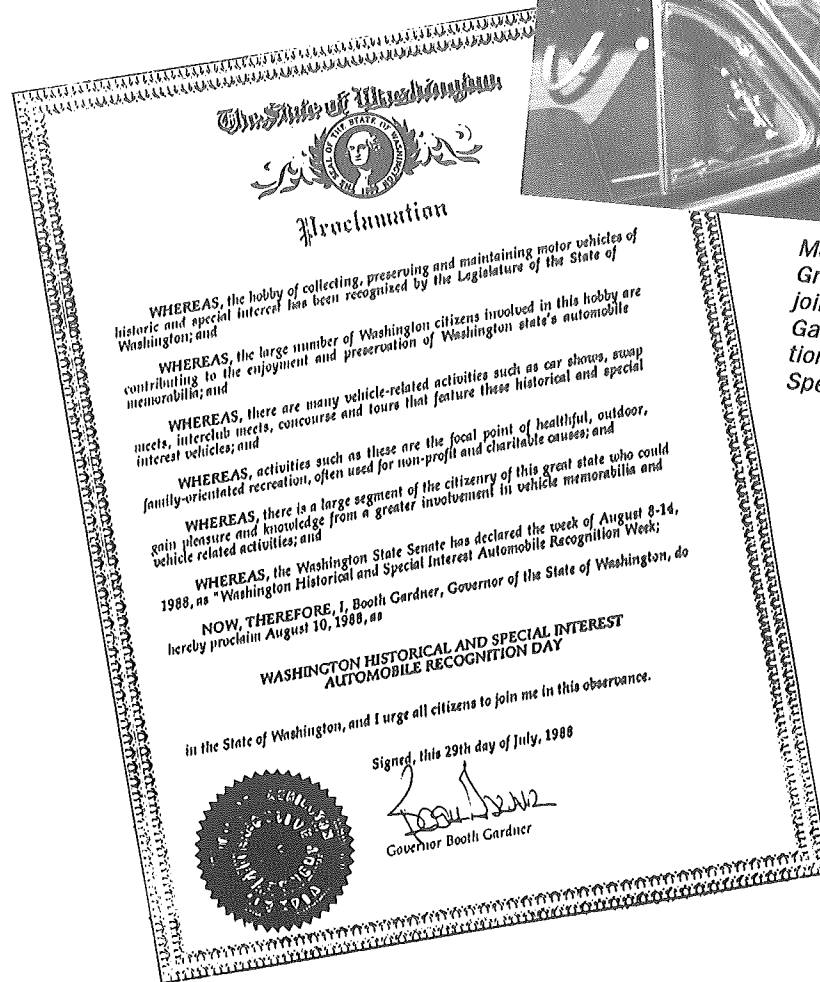




State Senator Peter von Reichbauer and CCCA member Gordon Apker look on as Governor Booth Gardner admires Apker's 1934 Auburn V-12.



Members of the CCCA, including Bob LeCoque, Gerald Greenfield, Dave Ellis, Gordon Apker, and Glenn Mounger, join Senator Peter von Reichbauer and Governor Booth Gardner in his signing of the Washington State Proclamation declaring August 10 as Washington Historical and Special Interest Automobile Recognition Day.



Proclamation declaring our special day. Also note that the State Senate passed an entire week, August 8-14, as "Washington Historical and Special Interest Automobile Recognition Week," due to the efforts of Senator von Reichbauer.

## Editor's Notes:



The first part of the summer brought a multitude of activities for club members which we have tried to document for you in this issue with lots of pictures and fewer words.

The turnout for most of the activities has been good, in some cases exceptionally good; however, there are still a great many of our 178 members who are missing out on club activities, no doubt for a variety of reasons. If the reason is that you do not yet own a classic or the one you own is in baskets in the garage, come to the tours and follow along in your driver or other (NC) collectible. Those of you still shopping or saving will gain first-hand knowledge comparing the different marques and years, and those in mid-restoration can certainly always use hints and references. If you love classics you should be there!

As for the "established" club members, we should remember that, like a living creature, a club needs new blood, new energies, new ideas. Without these it will turn in upon itself, shrivel, and ultimately cease to exist. We need to be conscious of this and realize that sheer numbers of new members means little, unless by the individual actions of the present club members the new ones are assimilated, stimulated and encouraged to help keep the club active, interesting and entertaining. So let's make our new members *really* feel welcome when we meet them on a tour or at the next activity. At a recent Board meeting it was agreed that Event Chairmen will act as a clearinghouse for those willing to share an empty seat in their classic with new or other members who would like a classic ride to an event. All it takes is a phone call!

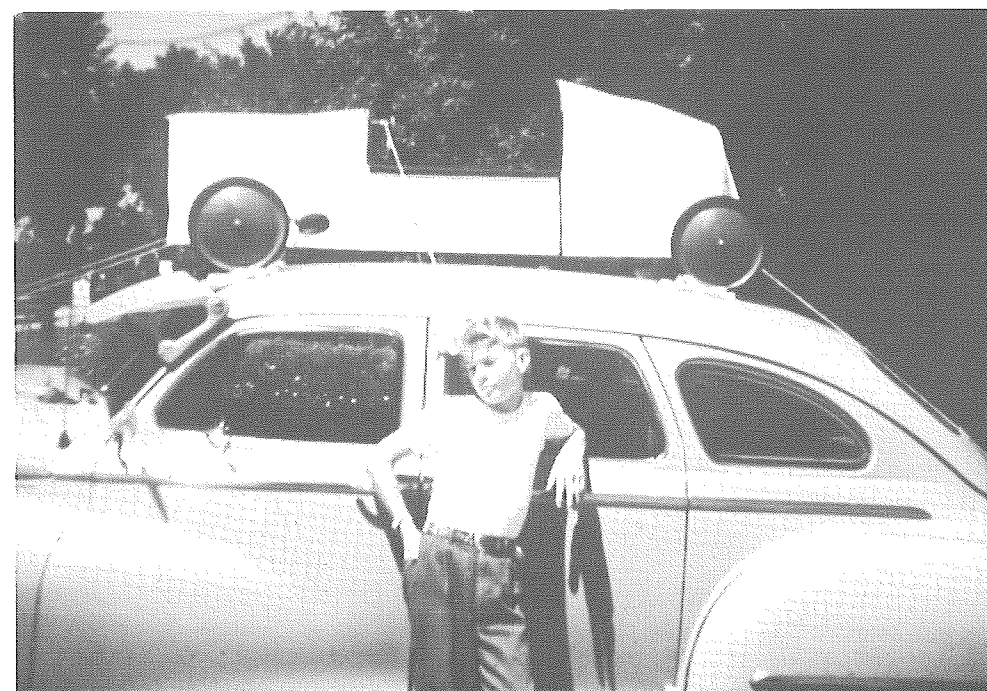
Three upcoming events worthy of your attention are:

**August 28** — The Harold LeMay Open House. An annual affair in Tacoma, featuring LeMay's garages, barns, shops, and warehouses, all filled with an unbelievable number of collectible cars, some restored, more waiting! Guests are free to wander and look at their leisure.

**September 11** — Board Meeting on the Pier. On SUNDAY, Sept. 11, at 1 p.m., the Board will hold its annual outdoor meeting. This year it will take place at Henry Pier on Lake Union. All members are encouraged to take in this event — it will be short on business and long on fun! See enclosed flyer for map and more info.

**September 24** — Driving Event to Centralia. An overnigher to Centralia to take in the swap meet. Further information will be sent out by flyer as soon as it is available. Sounds like fun!

— Editor



Tom Armstrong may be the best race car driver in the region, but he was not the first! (1948 Soap Box Derby racer, 1948 De Soto.) Can anyone guess who this lad is? Answer next issue! If you have a similar mystery picture of one of our members as a child or teen with his car, please send to Editor.

### ANTIQUE AND CLASSIC AUTO UPHOLSTERY

Antiques • Classics • Collectibles

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



HCCA

MTFCI

CCCA

### THE AUTO SHOP

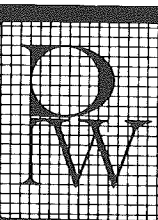
AUTO PAINTING • RESTORATION  
7520 N.E. Hidden Cove  
Bainbridge Island, WA 98110  
Walt Johnsen  
206-842-3387



### Glenn Vaughn Restoration Services

World Class Work at Northwest Prices

P.O. Box 1562 (208) 664-9795 Bus.  
Couer d'Alene, ID 83814 (208) 667-5202 Home



**DANIEL R. WHELAN**  
DESIGN CONSULTANT

4231 192nd PL. S.W.  
LYNNWOOD, WA. 98036  
(206) 776-4487

*Residential Planning*

**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.

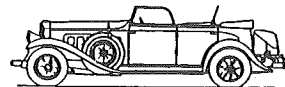
\* \* \*

**AVAILABLE:** Videotapes and color photographs for the following events:

1987: Forest Grove Concours; CCCA Grand Classic — Seattle; Ste. Michelle Jaguar Concours; Las Vegas Auction (no video); McLeod Auctions; B.C. MG/Jag Meet; All British Meet, Portland; Rendezvous Land/Sea; Apkers' Affair; CCCA Christmas Party; Silver Auction, Bellevue; Garage Tour

1988: Ft. Casey Kite Fly; Fourth of July — Armstrongs'; Port Ludlow — Land, Sea and Air; Ste. Michelle Jag Meet; McLeod Auction — Tacoma; Forest Grove

Reasonable prices. Daniel R. Whelan, 776-4487



**WANTED**  
**Excellent Original Or Restored**  
**Collector Cars**  
**Tom Crook Classic Cars**  
**206-226-3071**

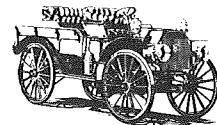
### Murray Motor Car

Restoration and Service

AL MURRAY

(206) 487-1902

13406 Northeast 177th Place, Woodinville, Washington 98072



### Collector Auto Services Co.

Restoration Management — Appraisals — Badge Repair

ROBERT H. GERRITY, 28048 - 13th Ave. South  
LOUISE B. GERRITY, Redondo Heights  
Tel. (206) 941-2043 Kent, WA. 98032 USA

### 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.

Business 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.

### 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 to (line copy or stats; 100-line screen for photos) to:

Editor — PNR/CCCA  
28048 - 13th Avenue S.  
Kent, WA 98032

Advance payment requested. Make checks payable to: Treasurer, PNR/CCCA. Send to the above address.

### Collector's Automotive

Robert A. LeCoque

ANTIQUE AND CLASSIC AUTO  
REPAIR AND MAINTENANCE  
SPECIALIZING IN CADILLAC LA SALLE

12850 166th Ave. S.E.  
P.O. Box 3025  
Renton, WA 98056

TELEPHONE  
(206) 226-7875

### METAL TECH

SPECIALIZING IN METAL FABRICATION & REPAIR

WERNER DE LANGE 323-7848  
1521 B 10TH AVE. SEATTLE

**283-2252**

### Magna Color Press, Inc.

817 Fifth Avenue North, Seattle, WA 98109 (206) 283-2252

HIGH  
QUALITY COLOR

**Printing  
of Distinction**

Typesetting • Letterhead, Envelopes & Business Cards  
Posters • Art Prints • Mailers • Annual Reports • Brochures

206-441-1199

### Queen City Plating Company

SURFACE FINISHING SPECIALISTS

RICHARD FRISCH

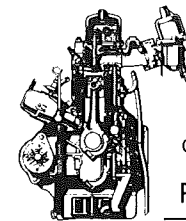
90 BLANCHARD STREET  
SEATTLE, WASHINGTON 98121



*John Parkhurst*  
*Auto Upholstery*  
*Specializing in Restorations*

Prop. (206) 391-2785  
28102 S.E. 53rd St.

Res. (206) 391-2677  
Issaquah, Washington 98027



Restoration of  
Vintage and  
Classic Automobiles

Gregory Soter (206) 622-7469

Phantom Restorations

### INSTRUMENT DIAL REFINISHING

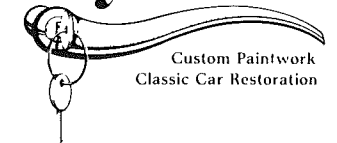
ALL TYPES



Shawn V. Gateman  
Rt. 4 Box 780

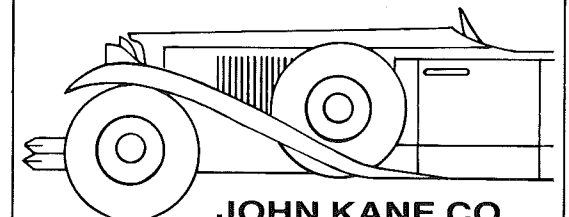
(206) 463-2077  
Vashon, WA 98070

### Toy Care LTD.



Custom Paintwork  
Classic Car Restoration

18914 Des Moines Way So. Bld. 4  
Seattle, WA 98148 (206) 242-4050



**JOHN KANE CO.**

Automotive Detailing • Restoration  
**323-7848**

### Steve's Auto Restorations

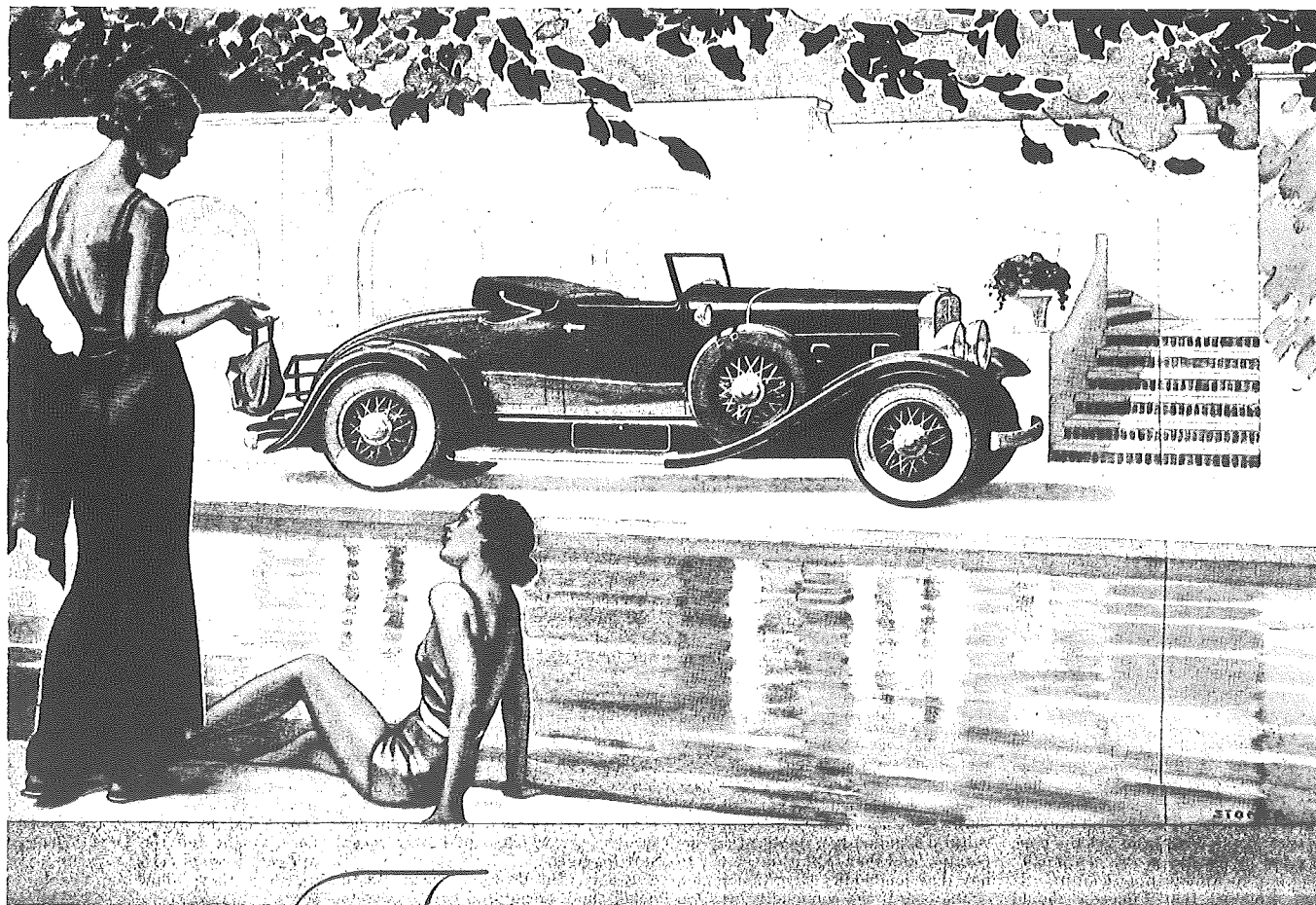


QUALITY CONCOURSE REFINISHING  
Specializing in  
Auto Body Restoration & Refinishing  
on Antiques, Classic, Show & Special Interest Autos  
STEVE FRISBIE

Restorations  
Partial or Complete

(503) 257-0000  
5705 NE 105th Ave., Unit G  
Portland, OR 97220





*The smartness of modern today*

## THE POWER OF PROGRESSIVE TOMORROW

### AIRPLANE-TYPE CAR

With the new low level of prices which begin at \$2295 at the factory—the economical operation—and the new terms—it is easier to own a Franklin than many lesser quality cars.

AIR-COOLING has literally unbound the hands and brains of engineers. The greatest advances in power development in both automobile and aircraft in the past two years have been made possible by *air-cooling!* 66% power increase in Franklin! 50% greater percentage of increase than in any other fine car. Air-cooling ➤ riding like gliding ➤ 80 miles an hour seeming like 50 ➤ top speed indefinitely, without loss of power ➤ light unsprung weight with every unit in perfect balance ➤ 60 miles an hour into a curve with a greater feeling of safety than 40 in other cars ➤ full-elliptic springs with flexibly designed chassis ➤ extra margin of comfort ➤ streamline styling of aircraft! No wonder aviation engineers and automobile authorities see in Franklin the motor car of tomorrow. Try a ride in the air-cooled Franklin. Feel the *force* of air-cooled power from an airplane engine, the *thrill* of the airplane feel. If all motor cars of the future are to be air-cooled, why not take advantage of the performance of the future today? Franklin Automobile Company, Syracuse, N. Y.

# FRANKLIN

AIR-COOLED

