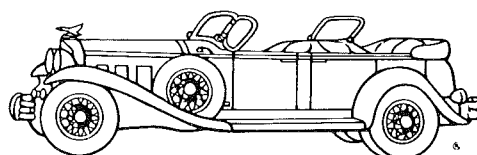
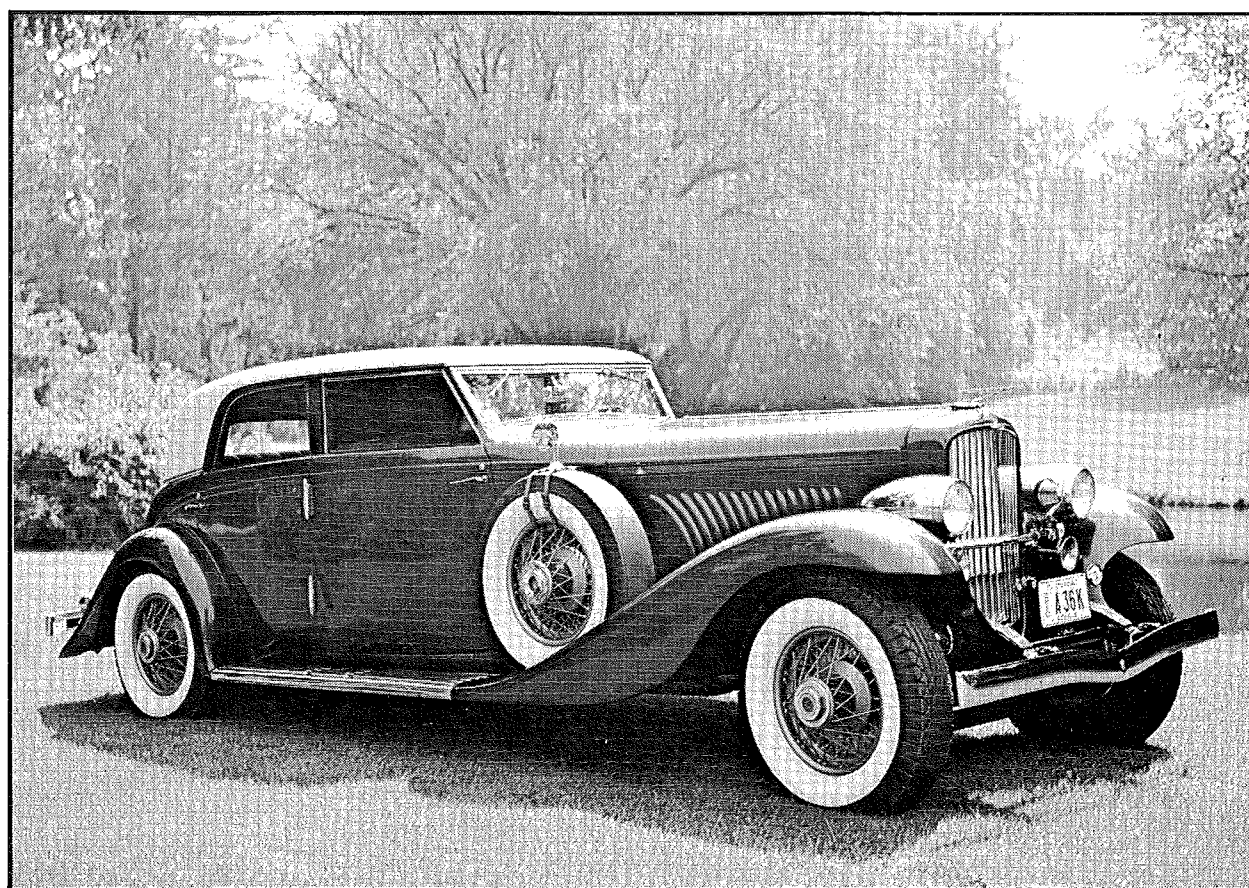


# BUMPER GUARDIAN



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



**1988**

*Silver Anniversary Issue*

# 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

**Clifford Eberley**  
1521-B 10th Ave. S.  
Seattle, WA 98122

**Bruce McCaw**  
P.O. Box 1607  
Bellevue, WA 98009  
(206) 646-6006 (H)  
(206) 827-6000 (W)

**Robert R. McKenzie**  
2164st Hill Wynd  
West Vancouver, B.C. V7S 2Z3  
(604) 925-2000  
1930 Cadillac V-8 353 Convertible  
Coupe Fleetwood  
1947 Cadillac V-8 62 Convertible  
1937 Packard V-12 1507 4-Dr. Sedan

**John and Denise Wurner**  
3932 Biscay N.W.  
Olympia, WA 98502  
(206) 866-9339 (H)  
(206) 753-8280 (W)  
1936 Daimler, Straight 8,  
Limousine, Hooper

## CALENDAR OF EVENTS

NOV. 4-6	Bremerton, WA, Swap Meet	JAN. 4	Board of Managers Meeting
12	Annual Meeting — Lee Zuker, Chairman	14-15	National Annual Meeting
DEC. 7	Board of Managers Meeting	MAR. 25	Coming-Out Party — Gerald Greenfield, Chairman
10	Christmas Party — Bob Gerrity, Chairman		

NOTE: All CCCA-Sponsored Events in Bold Type.

**COVER CAR:** Bill Deibel's '35 Duesenberg JN. See article on page 6.

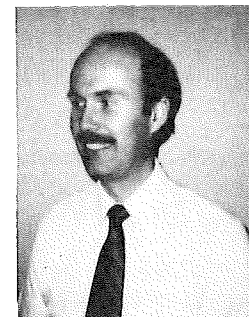
**BACK COVER:** Courtesy of Lee Zuker collection.

**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.

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

## DIRECTOR'S MESSAGE



A Silver Anniversary Toast to the Pacific Northwest Region of the Classic Car Club of America. Congratulations! Twenty-five years of growth, evolving from a small group of friends sharing a common interest to a region of almost 200 members radiating national prominence.

I'm sure our founding members can remember classics still being used for daily transportation in 1963. Certain classics had already attained collectible status, but many were still revered for their strength and dependability.

Having just turned seventeen, with my first driver's license in my wallet, I was much too concerned about where my next tank of gas would come from for my '51 Chevy to consider owning one of those grand old automobiles. Yet the vision of an original 1931 Lincoln K Roadster parked on the streets of West Seattle in 1963 was never forgotten. The memory of that Lincoln has been treasured by me for 25 years and it certainly inspired me to pursue ownership of a classic Lincoln.

A new generation of classic car enthusiasts is coming of age. Let's all be generous with the treasures that we own. Drive them and share the wonderful visual experience of a Classic passing by. Share their history, their mechanical attributes, their aesthetic styling to an eager enthusiast. Remember, the success of our club for the next 25 years hinges on the quality of the impression we as members make today. Happy 25th and many treasured returns.

*Gerald Greenfield*

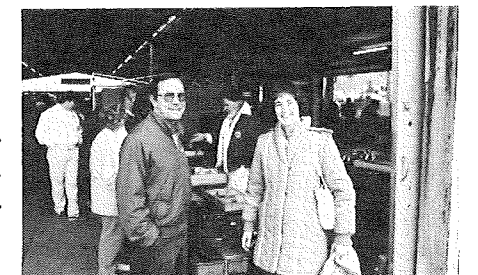
## FALL TOUR



On the morning of October 24 a small and hardy group of PNWR members gathered in the Southcenter parking lot and, led by Bill Mote, set off for their first stop, the Centralia Swap Meet. Although for a variety of reasons there were only three approved classics on this little tour, the balance of vehicles were mostly nice antiques and collectibles (NC) and we certainly began to feel like a tour group as we hummed down I-5, attracting lots of attention.

The swap meet barns at Centralia yielded a number of treasures before we all gathered for lunch, and then fell into line heading east toward Morton, our overnight destination, with stops at the Lewis and Clark State Park and the historic Jackson House. The Roadhouse in Morton was expecting us for dinner and we were flattered to be served by the very attractive Miss Morton Logging Queen of 1988!

Sunday, the plan was to drive to Windy Ridge overlook at Mount St. Helens for a comprehensive view of the volcanic eruption area, and then on to the Paradise Inn at Mt. Rainier for a brunch. As luck would have it, we awoke to rain on Sunday, and the windshield wipers were hard at work all day. We groused about the lack of visibility on such a scenic tour, but we had a good time anyway, and I have



yet to hear anyone say they were sorry they went! The fall colors were beautiful and the camaraderie was great. Even the cars behaved themselves, except for a few small incidents — Bill Deibel's '41 Packard didn't want to leave the impressive trees in the park — just needed a little push. Brunch at the Paradise Inn was outstanding and a class way to wind up the tour before heading for home.

It was fun! Sorry, for you who missed it, but there's always next year. A special thanks to Bill Mote, who planned and coordinated the trip, and to Leonard and Heide Esser, who came down from New Westminster, B.C., to join us — thanks for coming!

Photos by R. Gerrity

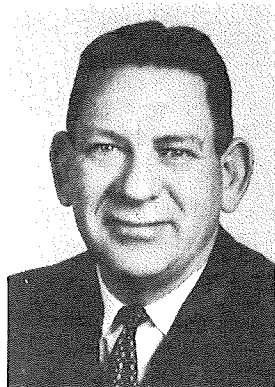
## HONOR ROLL OF DIRECTORS — 1963-1988

Sam Fancher  
Al McEwan  
Joe Carman III  
Phil Schwarz  
Dick Hooper

Russ Keller  
Ron Bloom  
John McDermott  
Don Gerard  
Norm Herstein

Tom Armstrong  
Carl Bomstead  
Frank Starr  
Gordon Apker  
Larry Justice

Glenn Mounger  
Bill Mote  
Tom Brace  
Phil Grisham  
Gerald Greenfield



## About Our Silver Anniversary –

### DID WE HAVE FUN?

By Phil Schwarz

Since this is our 25th anniversary, it must have been 1963 when Sam Fancher of Spokane, an attorney and Packard owner, requested sanction of a CCCA Region from National. Somehow, without any organization or membership, the region was more or less official.

During the 1964 Concours d'Elegance at Mercer Island, following discussions with Sam, Al McEwan asked me, Peter Manello and several other classic collectors to meet and pick up the effort first launched by Sam. The results of this first meeting in August 1964 are

now obvious and awesome in results based on our early expectations and sometimes extreme growing pains over the years.

But – enough of serious history and background. I'd like to turn to some of the many pleasant and fun thoughts that come to mind.

George Shufelt, an early member whose services to the early club were tremendous. Interestingly, though, George helped finance his college education by purchasing exotic classics for several hundred dollars and selling them for a few more – hundreds of fifties, that is!!! Yet he never owned a classic as a member of our club.

Bob Turnquist's "inspection" visit to our region about 1967 during a time when the principal "players" in our regional organization were all out of town. Though the visit was strenuously discouraged by our President and Board members, Bob came anyway and was picked up at the airport in a *non-classic* Packard. In those days, Classic members were not to be seen even in the *area* of a "non-classic."

Joe Carman's estate at American Lake – hosted our first judging meet – maybe about 1968/69, and a great day it was – yet I and others were horrified at some of the undercurrents and unhappiness caused by judging. During my three terms as President, I made up my mind that this club – as a family fun organization – could not withstand judging. We never had another serious judging meet until the recent Grand Classic!

Ron Bloom's great humor and service to the club as an "MC" during our caravans and other meets. His never-to-be-forgotten Used Car Salesman act, and of course his collaboration in developing the famous Beasley 9 cyl. National really wondered about us after this article was first published. They weren't even sure it was funny! Recently re-published, I'm sure you all "re-enjoyed" this masterpiece.

Gordon Apker calling me to inquire about joining the Classic Car Club, only to learn in great disappointment that his "hotted-up" Olds wasn't a classic. Who said it wasn't and why? Didn't take Gordon long to figure it all out, did it? Recent visit to the Apker estate indicates Gordon has "fallen off the wagon" again, and is stocking up on "modern" classics. (Isn't everybody?) I wonder when National will wake up and develop a "Modern Classic" division, branch, class, or whatever?

Buck Hill Falls, used to be the permanent site of the annual meeting. I attended it in January of 1970, up to my \_\_\_ in ice and snow. Highest temperature was 7° as I remember. Main purpose of this miserable visit was to reinforce our bid and obtain confirmation for the first Caravan in the Northwest. This had been unheard of and the vast majority of attendees, most of whom were from New York, New Jersey and Pennsylvania, at Buck Hills personally questioned any possibility of success for either our planning, execution, and/or attendance. They checked me out pretty carefully for arrows and tomahawks. Interestingly enough, our long-time member, board member and former board chairman Norm Herstein was there, and even though he didn't know where Seattle was in those days, he was very supportive of our bid and was a strong influence in putting it through National.

Al McEwan has of course chaired each Caravan to total success, starting with #1 in 1970. We had lots of "fires to put out along the way" in each Caravan, but I guess the funniest was as we were boarding a ferry somewhere to our next stop, hearing Al saying, "Myra, where's the Caravan checkbook?" Answer: "On the table where we were *last night*, Boo Boo!"

Herman Van Os, attendee from Louisiana, continually remarking during our ferry rides, "Where did all these white crows come from?" (seagulls).

Gee, so many great memories from all the Caravans and the other local events. It's nice to know that our Caravans are the dream and goal of all CCCA National members – now, of course, other regions have picked up the ball successfully using our Caravans as the model.

### Remember??

- The fog and party at Crystal Mountain
- The great picnic at Tallman's Ranch
- The champagne and salmon dinner at Portland
- The used car auction by Bloom at Harrison
- Sergio "winning" the Boo Boo Burger
- Reverman backing out over their suitcases
- The drive from Columbia River to Yakima in 110° or more
- The sand in our cars in the morning at Ocean Crest, Oregon
- The Champagne Beach picnic enroute from Ocean Crest to Astoria
- The fabulous brunch and band at the Brent McKinleys'
- Siggy directing traffic in his German army helmet (chromed)
- The dinner-dance at Cottage Grove – on the green!
- The white-water race/fight at Quinault
- The drag race between our Packard and Goffette's Rolls at the Roche Harbor airstrip. Result? Ask the man who owns one.
- The Sandcastle Contest at Harrison and Sergio being \_\_\_-off about losing to Eva and the girls.
- Connie's directions via a dead-end street to our hotels at Victoria (I didn't do it!)
- Bobby LeCoque's great help to all of us at one time or another on our Caravan cars
- Hal Dahl saying "good morning" to whomever was up at 5:30 am at the Alderbrook parking lot, and his booming voice waking most of us up. Those who didn't, did, when he started his Packenberg with the cutout in the exhaust line!
- Sleeves, yes, who could forget "Sleeves" Mounger and his official CCCA vest? Coat? Whatever!
- Don Gerard sinking his Packard Phaeton to the hubs at Port Ludlow
- The Schoenfeld/Klusman fire show with Herb's P-3.
- Ed Stolacyk of New York State wanting to leave his '41 Packard Darrin here in the PNW after an early caravan, for a selling price of \$3000.00!
- The pre-Caravan arrival of the Dee Howard, Bill Boccock entourage. Trucks, trailers, mechanics, etc.
- The Bomsteads performing their great blind parking act, leaving everybody exhausted from laughing
- Santa Goffette's Christmas party appearances – I always wondered if Pat had to enlarge the Santa suits that Jack rented??
- Mort Bullock driving, (trying to) Hooper's 1938 LaGonda with its *original* tires on a Caravan.
- Pete Manello falling out of the row boat and into the lake between Armstrong's and McDermott's houses (distance about 200 feet; depth, 4 feet)
- Tom and Mollie Crook enhancing the caravans by graciously loaning cars to visiting firemen
- On and on – did we have fun???

Hi to all of you! Yes, we love Roche Harbor and the islands, and now consider Seattle and Mercer Island a zoo!!

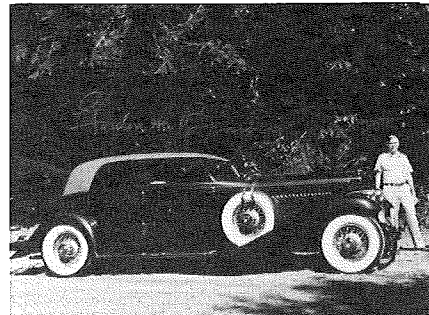
Love to all, Connie and Phil Schwarz

Many, many thanks to Phil Schwarz for this 25-year collection of memories.

– Editor







Deibel with a recent picture showing the signature of Gordon M. Buehrig.

??-??-??

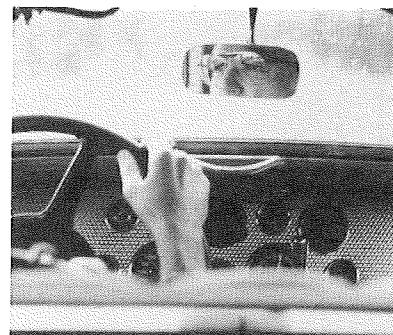
Cochran buys a Murphy roadster and uses Deibel's car as a parts car. He exchanges engines, installing J 500 in this car in place of J 559; he exchanges wheels, putting 19" in place of 17" on this car; and he exchanges radiator shells, putting chrome shell on this car and chroming original shell for other car. Cochran also switches instrument panels and leaves this car with several proper gauges missing. The work is done at Jim Hoe's, and the car put on consignment to be sold.

01-24-55 Hoe closes sale of car to Bill Deibel from Cochran.

June 1955 Bill D. enroute home, Connecticut to Ohio, the car throws a connecting rod. Jim Hoe supplies the necessary parts to rebuild.

- 1961-1971 Bill Deibel starts the slow and difficult task of restoring J 559, including:
- Rebuilding the J 500 engine
  - Installing the correct steering wheel
  - Reinstallation of the side-mounted spares (still looking for metal covers)
  - Restoration of instruments to their original condition
  - Returning to the use of original 17" wheels
  - Repainting body in dark brown color
  - Recovering the top
  - Installing original cloth interior
  - Removing the sunroof
  - Painting radiator shell
  - Installing correct headlights

Pertinent statistics on Bill Deibel's 1935 Duesenberg are as follows:  
 Advertised Performance: 116 mph top speed (89 in second)  
 with open Phaeton body.  
 Original Body Builder: Rollston, Style 424.  
 Vehicle Serial No.: 2587.  
 Frame No.: 2587.  
 Engine No.: J 59, now J 500.  
 Body Serial No.: 555



On Deibel's trip to his new home in the Northwest, he had the Duesie on 80 mph.

## PEBBLE BEACH 1988

The first Pebble Beach Concours d'Elegance was held in 1950 as an adjunct to the Pebble Beach Road Races which were run in the Del Monte Forest (part of Seventeen Mile Drive), before the races were moved to Laguna Seca. The Concours was held for two years, adjacent to the Beach Club Tennis Courts; however, it was soon organized as a separate event from the races, and was moved to its current site on the lawn in front of the Lodge.

Each year about 100 of the world's best pre-war and a few post-war cars are exhibited at this prestigious event. A feature car or marque is chosen to be highlighted each year, one of the most memorable in 1985 when six rare Bugatti Royales were brought in from several parts of the world and were viewed by 10,000 spectators. This year the Concours featured Water-

house-bodied cars and the Hispano Suiza J-12, a beautiful array of elegance on display in the Courtyard of the Lodge.

Photos by Claudia Apker

If I were to choose any setting in this country for this queen of Concours, I could do no better than the Pebble Beach Lodge, with its spread of green velvet lawn looking out over Carmel Bay, the gentle salt breeze dispelling the August heat, and with its photogenic backdrops whichever direction one points a camera.



John and Nancy Martin in their 1938 BMW 328. Second-place winners - European Sports and Racing Class. This car has been in the family since the mid-'40s.



Best of Show and First-Place European Sports and Racing Class. John Mozart of Palo Alto.

Continued on page 9.

## PEBBLE BEACH Continued from page 8

At least 36 of our PNWR/CCCA members, probably more, traveled south to enjoy this year's display of marvelous automobiles, to watch the Vintage Races at Laguna Seca, and some to show their automobiles in competition. Car buffs from all over the world crowded around the array of polished and perfect treasures, while nationally accredited judges examined each competing car from bumper to bumper, over and under and inside and out. Finally their sage decisions were announced, winners drove over the runway to receive trophies, and it was all over but the shouting for another year.

In addition to the photographs which follow, I have recorded the names of Regional members whom I spotted at Pebble Beach. I am sure there were others there that I didn't happen to see, so if I missed some of you, I'm sorry! Perhaps next year!

- Editor

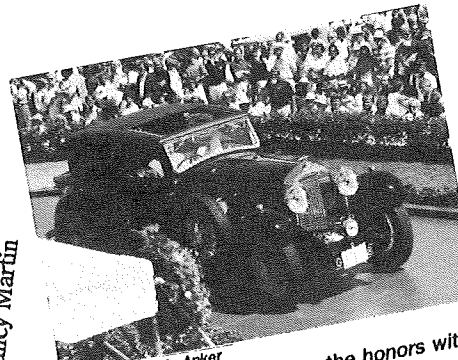


Photo by Claudia Apker  
 Al and Myra McEwan share the honors with Dick Hooper in the 1931 Bentley 8 Litre - Mulliner Saloon. It took third place in the European Classic 1925-1939 Class. This car also took the Montagu of Beaulieu Trophy.

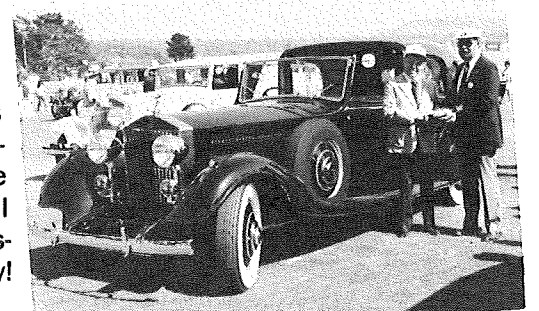


Photo by Claudia Apker  
 Joe Bridgman and "Ty" Long with the award-winning '34 Rolls-Royce.

John & Nancy Martin

Denny & Sue Aker

Norm Herstein

Peter Hageman

Bill Mote

Marty Anderson

Ty Long

Sig Linke

Monte Brown

Richard Adatto

Joe Bridgeman

Jack Goffette

Scott Seifort

Noel Cook

Tom & Susan Armstrong

Dick & Carol Hooper

Gordon & Claudia Apker

Bob & Lou Gerrity

Tom & Mollie Crook

Photo by Lou Gerrity  
 "John, I hear there's a 328 in Puyallup. Shall we try to do it in four months? We've always got transport time and the polo field for final assembly."

Judy & Dick Buckingham

John & Sylvia Kane  
 Al & Myra McEwan

## TROPHIES FOR PNWR CLASSICS

John and Nancy Martin	1938 BMW 328 Roadster
Richard McIntosh	1939 Bentley 4-1/2 Litre Vandenplas drophead
Dick and Carol Hooper	1931 Bentley 8 Litre Mulliner Saloon
Ty and Anne Long	1934 Rolls-Royce Phantom II, Thrupp and Maberly Sedan de ville

- 2nd Place - European Sport and Racing
- 2nd Place - Bentley Derby
- Montagu of Beaulieu Trophy
- 3rd Place - European Classic
- Lucius Beebe Award



## THE OLD CAR IN THE BARN STORY

By Bob Gerrity

When we first started seeking and collecting vintage automobiles (in the early fifties), the most prevalent means to this end was the "old car in the barn." How well we remember the day our phone rang and the potato farmer out on eastern Long Island said, "Bob, I know how much you've been subtly trying to get my IHC high wheeler (1907) away from me. Well, we've decided to let you pick it up." To us, this was like being told we had just won the lottery – but to top it off, the high wheeler was a gift, IF we were to take good care of her. That was 32 years ago – and the IHC is still with us.

For many years after that my neighbor, Austie Clark, and I, along with many others in that area were discovering old cars in barns in New England, New York, Pennsylvania and New Jersey. Even in the middle of mid-town Manhattan there was a gold mine of estate vehicles sitting more or less forgotten. Brass cars and steamers were the big thing then. Classics were almost ignored and there were tons of them around. If

only we knew then – etc. etc.

Today finding a classic in the barn is about as rare as reading an ad in the Sunday Times about a '32 V-12 Cadillac convertible, unrestored for \$5000.00.

Recently our members, Walt and Kelly McDaniel, acquired a 1926 Pierce Arrow Series 33 Limo. The McDaniels' story leading up to discovery and acquisition is not the typical grueling hunt – which usually includes befriending the old car owner – selling him on the idea that his auto should really come out of the old barn to be restored by this potential buyer, and finally sharing it with everyone who enjoys seeing old cars touring. For the McDaniels, none of those long, repeated trips to try to pry the old car in the barn away from the reluctant owner were necessary. Instead, Walt and Kelly received a phone call from the family of the deceased owner, who lived two miles down the road, asking them if they would be interested in an old car. How lucky can anyone get?

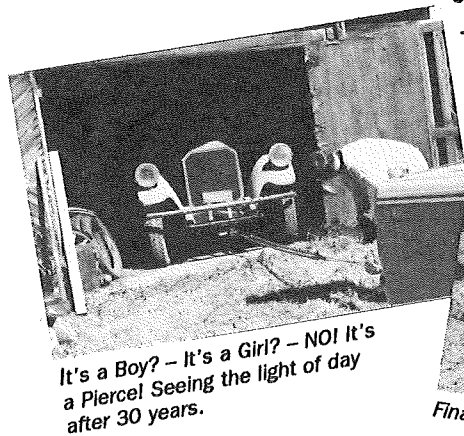
The Pierce had been previously owned by the late Art Stauffer of Bothell, who had bought the car in 1951 from James H. Brown of Poulsbo. In 1952, Stauffer toured

the car in Horseless Carriage events – including a trip to Mt. Rainier. Lesley Caveness, Stauffer's daughter, remembers the family riding in the limo to "The Mountain." The car eventually had some rod problems and, although Stauffer acquired the rebuild parts, the car languished in the barn for 30 years waiting for the motor to be repaired. Both Art Stauffer and his wife passed away in 1986.

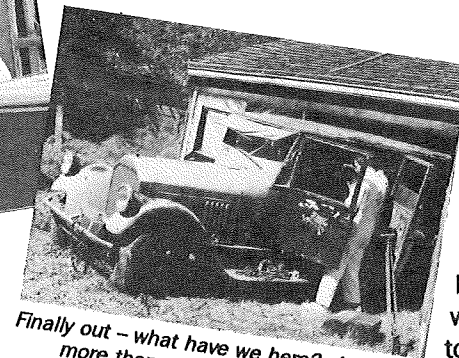
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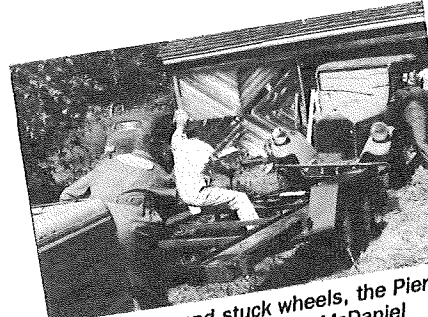
The Pierce limo with chauffeur/owner Art Stauffer and an unidentified lady.



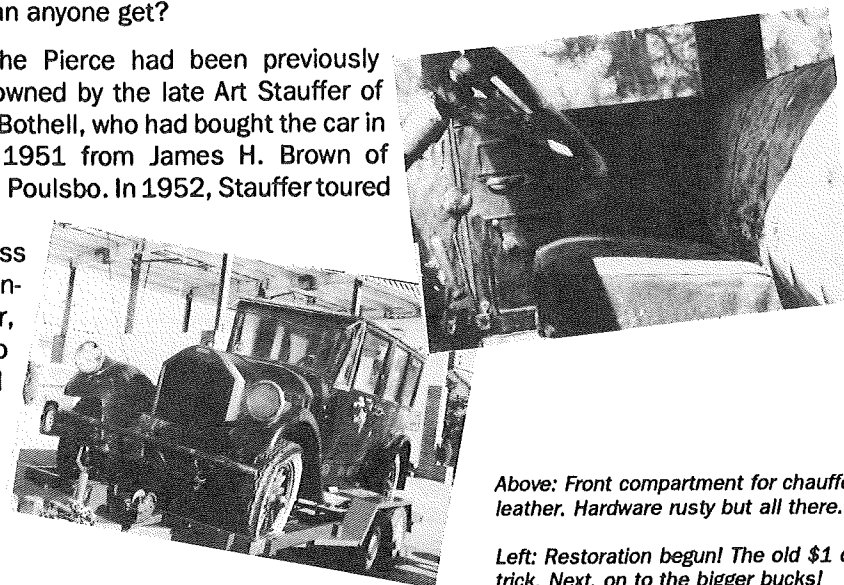
It's a Boy? – It's a Girl? – NO! It's a Pierce! Seeing the light of day after 30 years.



Finally out – what have we here? A little more than a couple of weekends' work! Many additional parts were retrieved from two collapsed sheds.



With flat tires and stuck wheels, the Pierce had to be dragged out. Walt McDaniel steering, Al Murray on the come-along.



Above: Front compartment for chauffeur is all leather. Hardware rusty but all there.

Left: Restoration begun! The old \$1 car-wash trick. Next, on to the bigger bucks!

## OLD CAR IN THE BARN *Continued from page 10.*

Since the rescue of this car, Walt has established that only two of this model remain, and very few 1926s of any model Pierce survive. As you can see, the Pierce is due for a full restoration, having suffered the usual ravages of the unforgiving Northwest environment. Now, a hardy, ambitious new owner, Harold Christiansen, will tackle this task – leaving Walt and Kelly to get on with their six other Pierce Arrow classics.

Many thanks to Walt and Kelly for sending us this story material and pictures. Now come on, you "closet" article hold-outs! Let's get more of these stories into your Bumper Guardian! Just send your editor the data and pictures and we'll polish and publish. If writing or time allocation is a problem for you, we'll write it up and run it by you for approval. How's that for a deal? I'll be watching my mailbox!

– Editor

## AFFAIR d'ELEGANCE 1988

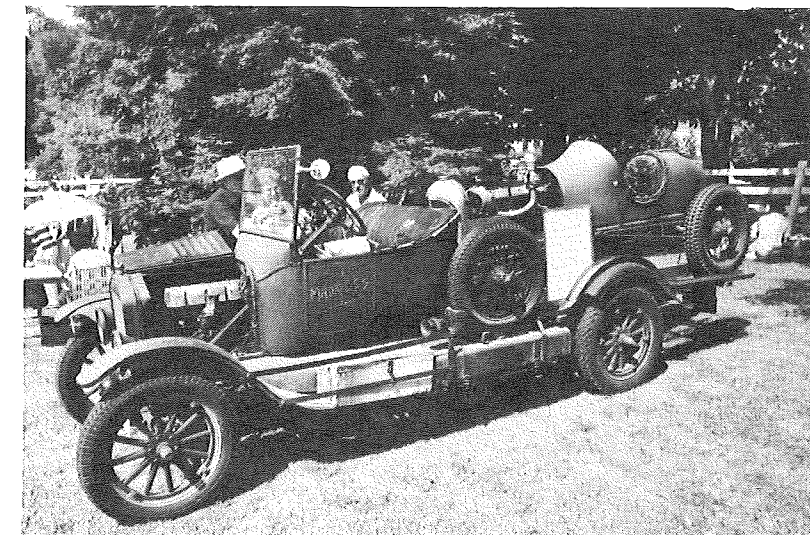
Gordon and Claudia Apker's twelfth annual Affair d'Elegance benefiting the Children's Hospital and Medical Center drew a large crowd of car people and cars on August 14. As it has every year, the weather cooperated fully! Vintage Racing Cars were featured this year; however, it was overall an eclectic field of automobiles, including a good number of classics. In addition to the visiting cars on display, some of the Apkers' collection was on view in their new showroom, which includes an early gas station and memorabilia façade.

Mountains of fried chicken and all the picnic trimmings fed approximately 1600 hungry people who were simultaneously entertained by a barbershop quartet, and later by a live band and vocalists. A live auction of auto-related items drew a big crowd and was followed by the awarding of prizes.

Another very special August Sunday of climbing up and down Apkers llama pasture and wandering through their spacious "car barns" to enjoy a great spectrum of fine automobiles! Thanks, Gordon and Claudia, for all your efforts and time put in on this production.

– Editor

## A Vintage Racer at Apkers' Affair



This 1925 Model T Frontenac (Fronty) (NC) dirt track racer has not moved from the back of its Model T transport truck since its last race in 1934. Called a Model T Fronty D.O. race car (denoting a double overhead camshaft), it raced in most of the states west of the Mississippi and retired to Longmont, CO. Race car and carrier rig are now owned by a local collector.

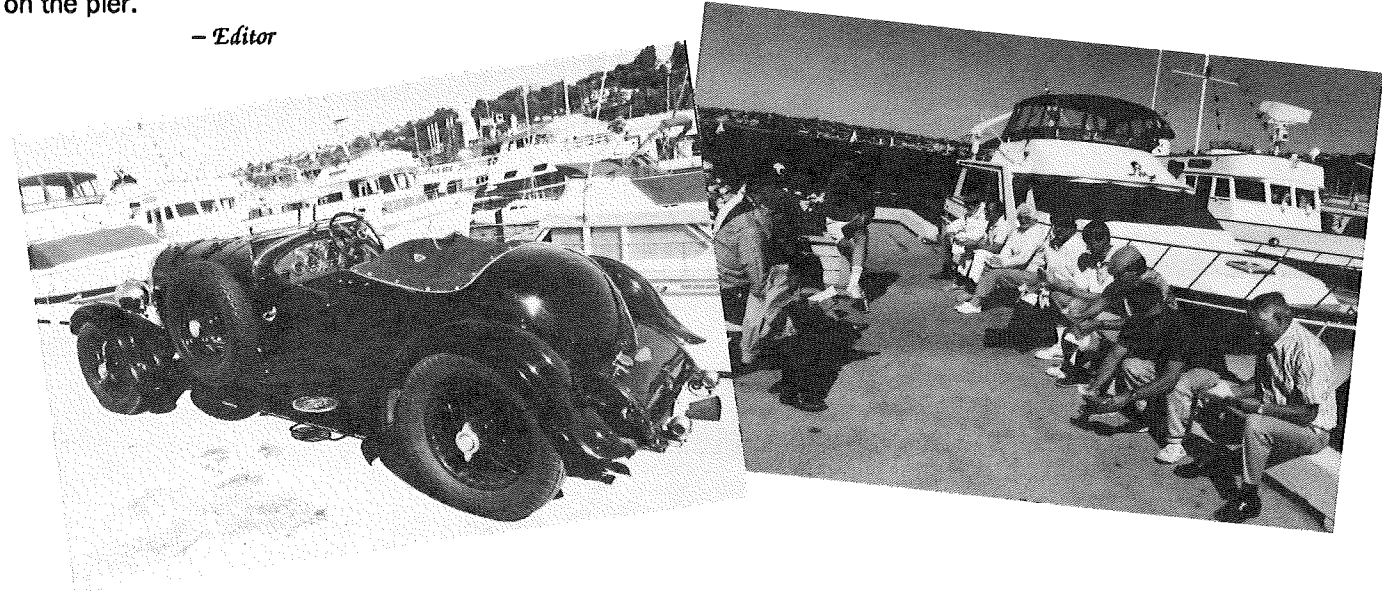
# BOARD MEETING ON THE PIER

For our one outdoor board meeting of the year, the weatherman dealt us a perfect day on September 11. By 1:00 pm, thirteen classics and collectibles were lined up on the Henry Pier on Lake Union, while their passengers enjoyed fish and chips at Benji's. The Board then assembled on a couple of long benches at the end of the pier, and ,while swatting away seagulls, dealt with necessary business in short order, so they could continue tire-kicking and lie-swapping in the fall sunshine.

Jack and Pat Goffette, with their bow-wow equipped '27 6-1/2 liter Bentley were awarded a bottle of champagne for bringing the oldest classic. This awesome Bentley looks as though it would eat you up if it came up behind you on the road. It appears to be the ultimate British "muscle" car of its era. Noel Cook won a second award for the Best Non-Classic Road Machine with his sporty 1973 Jaguar XKE Roadster.

Many thanks to Richard Adatto, Chairman of the event, for coming up with such a neat place to hold our outdoor meeting and making the special arrangements to park our classics on the pier.

- Editor



## WHAT'S IN A GROUP?

In putting together this bulletin, we thought it would be interesting for you to see a comparison of Classics registered in our Regional roster of five years ago and this year.

### 1983

Alvis .....	1
Auburn/Cord/Duesenberg .....	29
BMW .....	1
Bugatti .....	2
Cadillac/LaSalle .....	28
Chrysler .....	1
Delage .....	1
Hispano .....	1
Horch .....	2
Jag .....	3
Lincoln .....	22
Maybach .....	1
Mercedes .....	2
Packard .....	52
Rolls/Bentley .....	28
Ruxton .....	1
Stutz .....	3
Total .....	178

### 1988

Alvis .....	1	Horch .....	1
Auburn .....	20	Isotta Fraschini .....	2
Bentley .....	15	Jaguar .....	2
BMW .....	2	La Ganda .....	3
Bugatti .....	1	Lancia .....	1
Buick .....	1	LaSalle .....	4
Cadillac .....	46	Lincoln .....	27
Chrysler .....	3	Marmon .....	1
Cord .....	15	Mercedes .....	4
Cunningham .....	1	Packard .....	77
Daimler .....	1	Pierce Arrow .....	19
Delage .....	1	Rolls Royce .....	30
DeLahaye .....	3	Stutz .....	5
Doble .....	1	Total .....	301
Duesenberg .....	8		
Franklin .....	5		
Hispano .....	2		

## Editor's Notes:



With this issue we are celebrating not just the Silver Anniversary of the founding of the Pacific Northwest Region of the CCCA, but also the twenty-five ensuing years until now.

It began with an affiliation with National Classic Car Club of America as its Northwest Region, a charter, a Director and Board of Managers, a nucleus of members and a publication to keep members abreast of national and regional news. That is the history of the origin in a small nutshell, but it doesn't tell you what the Club is about and what has nourished it for twenty-five years. Phil Schwarz has done a bang-up job of this on pages 4 and 5 of this issue, and the key word is FUN. That is the principle this club was originally built on, one which we feel should be continued.

Thank you, Phil, for spelling this out so well! Older Club members will love it; newer members will sense the spirit of the Club as it was intended to be.

Along other lines, we have reports that the free restoration seminars being presented monthly by Greg Soter at his shop are very well presented, interesting, and of particular interest to those starting or involved in a restoration. Next date is Thursday, November 17, at 7:30 p.m. The subject will be the chassis. The same material will be repeated on Saturday, November 19, at 9:30 a.m. Both seminars will take place at 30 South Horton, Seattle; phone number 622-7469.

In our report on the Forest Grove Concours we omitted two more awards won by Club members, due to confusion over the new Packard class. Brent McKinley took a first in Open-Bodied - Packard with his '29 Packard 8, 640 Roadster, and Verne and Susan Howell took a second in Open-Bodied - Packard with their '36 Packard 12, 1407 Convertible Coupe, Dietrich. Sorry we missed these.

## UPCOMING EVENTS

**November 12** - ANNUAL MEETING on the 25th floor of the Lakes Club in Bellevue. This is the time of year when three members of the Board complete their three years of service and relinquish their places to three new members. Our annual awards to members will be presented as well. Always a nice surprise! Be sure to fill in your ballot as soon as it arrives and return it quickly. This promises to be a great meal in a gorgeous setting. Classics will be safe in a parking garage with a valet to watch them. For more information, call Lee or Marlene Zuker at 641-8564 or Hal Meden at 641-0673. We'll be looking for you!

**December 10** - CHRISTMAS PARTY in Apker's "Car Barn." Come celebrate an old-fashioned Christmas with all the trimmings! Share your favorite Christmas hors d'oeuvre snack or dessert recipe to help fill the table and add to the festive spirit. There will be entertainment and music. With setting provided by the Apkers and refreshments provided by you it will be a low-cost event! So mark your calendar in red NOW and watch for a flyer with all the details. Chairman is Bob Gerrity, 941-2043.

**January 11-15** - CCCA NATIONAL MEETING IN INDIANAPOLIS. Here's your chance to meet the people who make the decisions and facilitate them at the National level, and a chance to meet members from other regions across the country. A fun trip!

**March 25** - COMING OUT PARTY. The night when your new acquisition or newly restored beauty is presented with lights and fanfare to the members of our Region. A truly gala event! Chairman Gerald Greenfield asked us to note that he still has room for more cars to present. Please contact him at (H) 862-2630 or (W) 838-2055.



On August 25, 1988, the U.S. Postal Service issued a colorful series of 25¢ stamps honoring American Classic Cars. They have finally done something right! The stamps are available in booklet form at the Post Office.



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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.

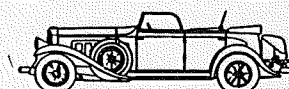
\* \* \*

**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

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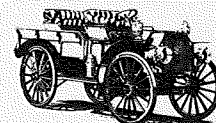
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# ADVERTISING POLICY

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.

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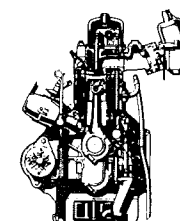
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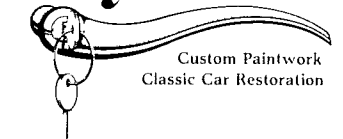
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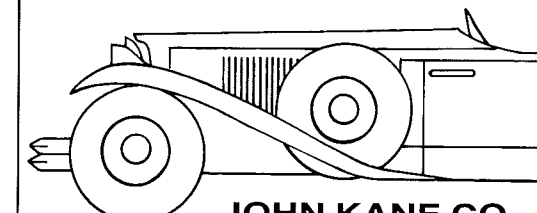
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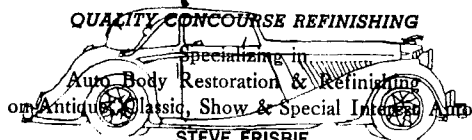
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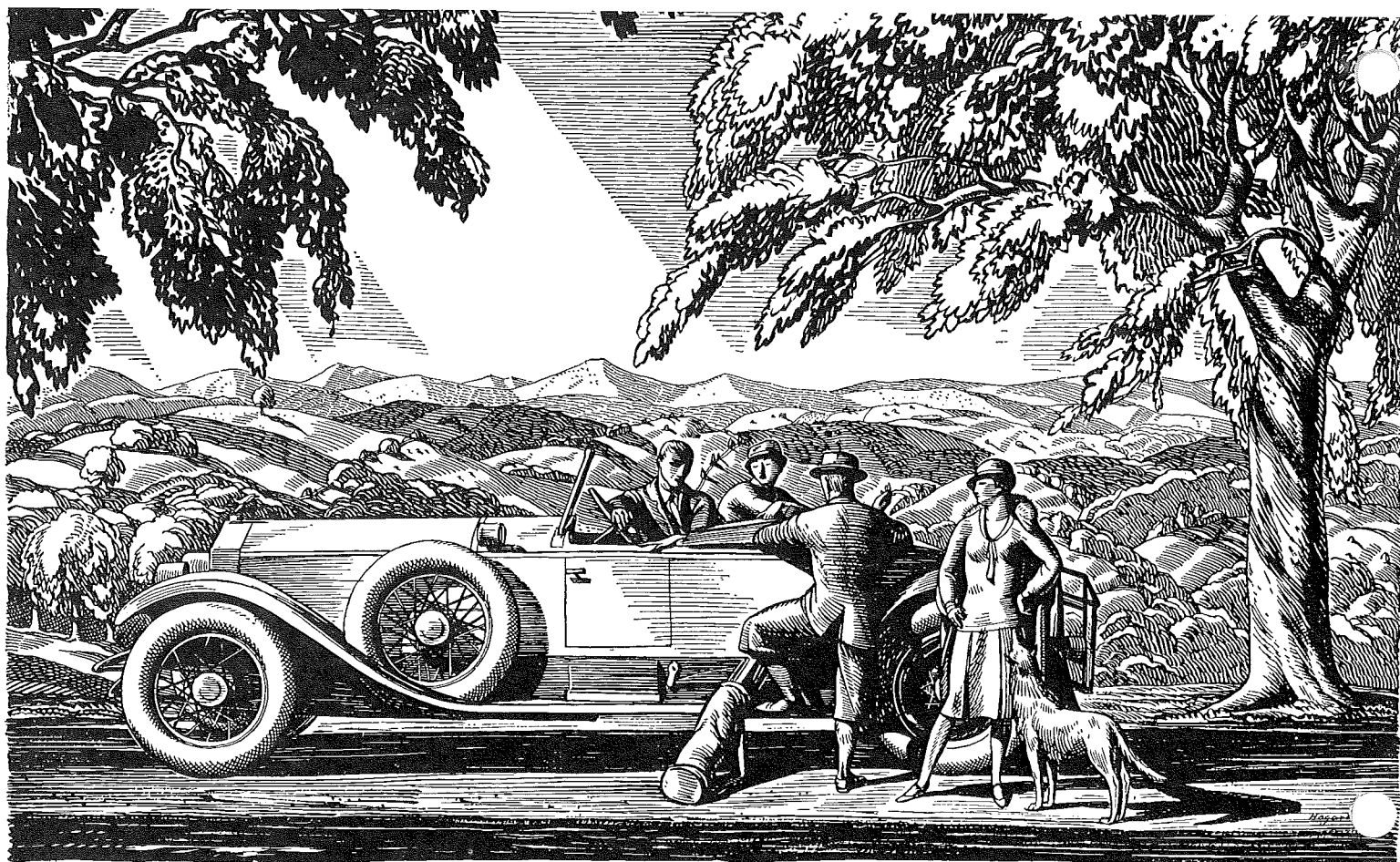


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