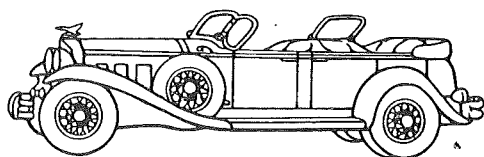
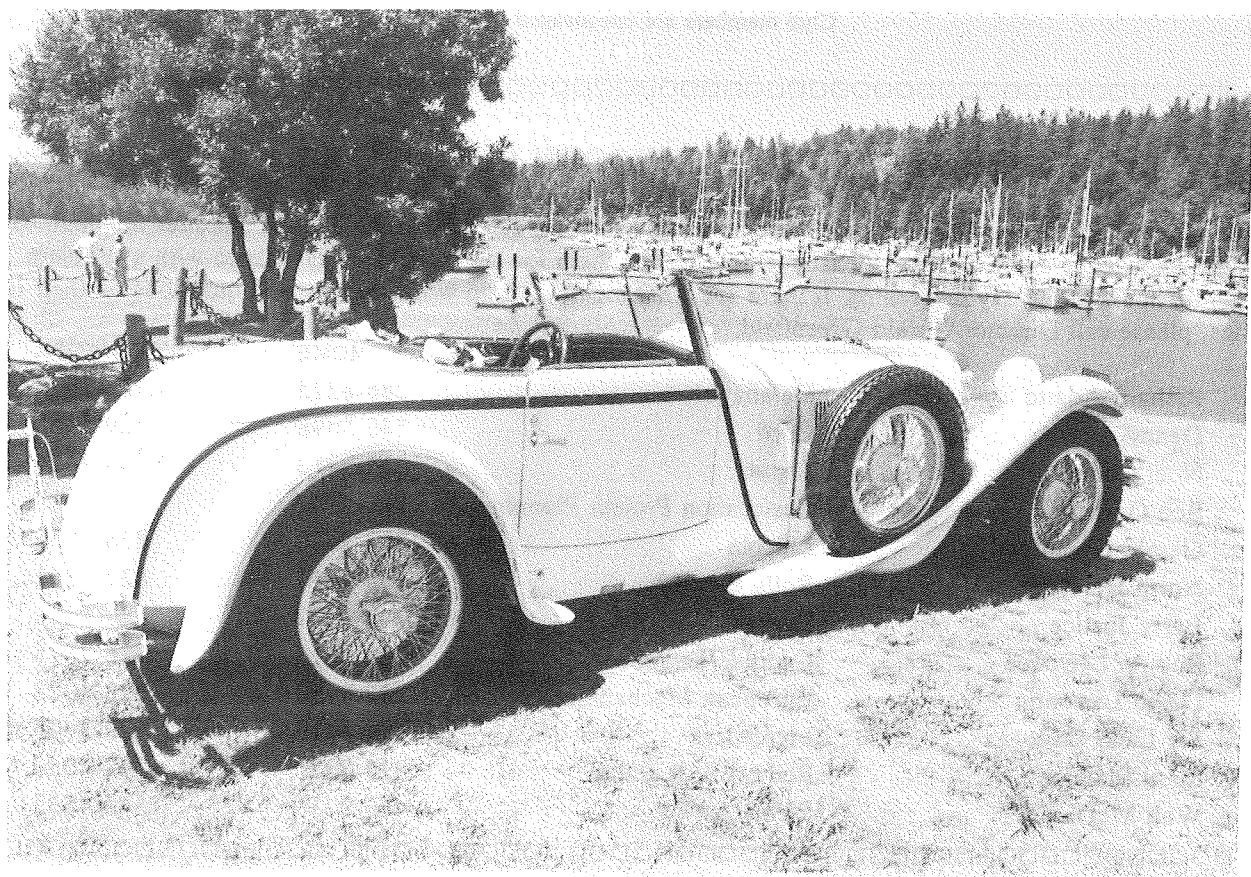


BUMPER BOLTS



Pacific Northwest Region CLASSIC CAR CLUB OF AMERICA



JUNE - JULY 1989

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BOARD OF MANAGERS		
	HOME	WORK
Gerald Greenfield	Director	862-2630 838-2055
Edward Rittenhouse	'91 Assistant Director	232-1117 624-2000
Dennis Aker	'89	546-5698 329-5253
Tom Crook	'89	226-3071 941-3454
Noel Cook	'90	232-6413 443-9124
Robert Gerrity	'90	941-2043 941-2043
Jack Goffette	'90	774-6346 775-0657
Sissy Madden	'91	323-8226 242-4050
John McGary	'91	522-3727 682-3840
Lee Zuker	'89	641-8564 453-9400

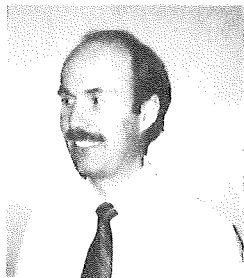
The Board of Managers holds a dinner meeting the first Wednesday of each month at Latitude 47 (Topside Room), 242 Westlake Ave. No., in Seattle at 6:30pm.
Club members are encouraged to attend.

[illegible]

		HOME	WORK
Richard Adatto	Delahaye	286-8325	322-2576
Denny Aker	Cord	546-5698	329-5253
Noel Cook	Jaguar	232-6413	443-9424
Bob Gerrity	Restoration Project Planning	941-2043	
Gerald Greenfield	Lincoln	862-2630	838-2055
Norm Herstein	Rolls/Bentley	668-9050	827-7331
Larry Justice	Packard	242-0428	
Bob A. LeCoque	Cadillac/LaSalle	226-8313	226-7875
David Lewontin	European Mechanical	285-8150	328-4022
Sig Linke	Mercedes	784-8716	622-3406
Sissy Madden	Bodywork & Paint	323-8226	242-4050
Walt McDaniel	Pierce Arrow	483-9736	544-4635

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

DIRECTOR'S MESSAGE



Summer of '89 It's July 16th, Sunday, 7:30 AM. We're on I-5 heading south to Forest Grove, Oregon. Doreen is driving and I am daydreaming about the Concours. It's pouring rain and I am thinking about tire tread - specifically tire tread full of mud and grass clippings. What a pain to get grass clippings out of your tires prior to judging. Is it worth it? You bet it is! The satisfaction of way, initial plans are already underway for the Pacific Northwest 1991 Grand Classic.

Drifting back to summer days, everyone who attended the Land, Sea and Air Rendez-vous had a thoroughly wonderful time. Lovely sunny weather on Saturday. I enjoyed the yacht parade from the dining room vantage point. After lunch, over 65 cars were displayed for the enjoyment of all participants.

A special thanks to Sue and Tom Armstrong for the 4th of July picnic after the Yarrow Point Parade. We are very fortunate to have such generous members in our region. Congratulations for the spectacular new addition to their superb collection - one of the five original Corvette Gran Sports!

It's 9:00 AM, it's still raining and I'm ready for a cup of coffee. A quick thought ahead to the Raisbeck's Summer Dance on July 29th. No, it still couldn't be raining? I suppose we could always dance under the portico. Oh well, Centralia is just ahead and I can smell the coffee brewing.

Best Wishes.

Donald Sheffield

NEW MEMBERS

Four new members since the first of June! The Club welcomes you and looks forward to meeting you at future events. Although new Classics in the Club are always of interest to our members, please don't hesitate to come with or without cars as there are always a certain number laid up for restoration or still in dream status!

Jeffrey M. Girard

9360 S.E. 46th Street
Mercer Island, WA 98040
232-2800 (H) 562-1800 (W)
1937 Rolls Royce, 6, 2530
Sports Salon by Hooper

Judd & Susan Martin

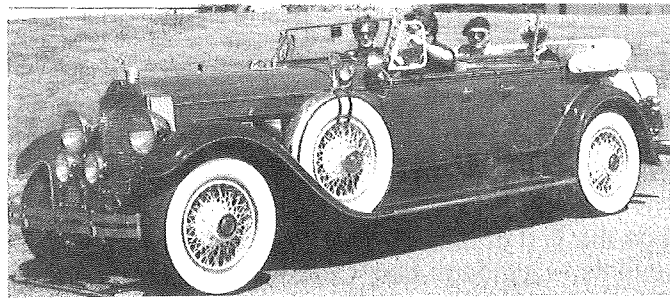
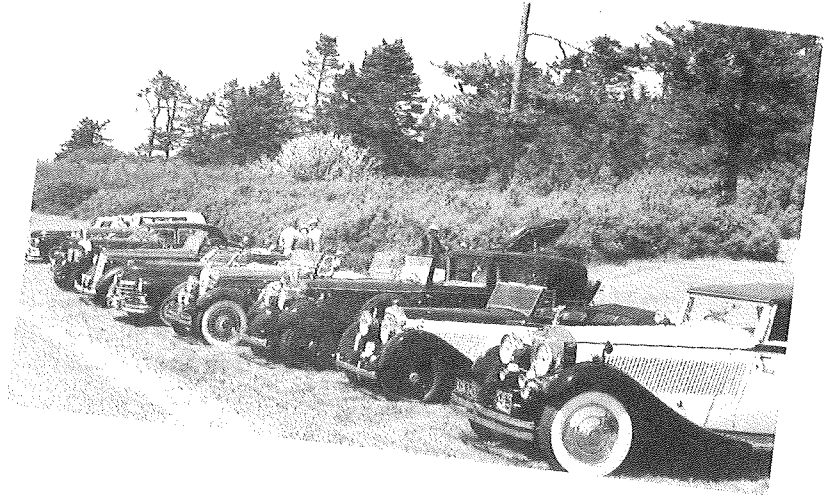
5435 South Bell Street
Tacoma, WA 98408
474-6764 (H) 624-1040 (W)

Hellmut & Barbara Hasse

25037 84th Avenue
Langley, B.C., Canada V3A 4P9
(604) 888-6241 (H) 888-3137 (W)
1931 Packard 8, 833 Conv. Cpe.
by Packard

Charles & Alex Morse

1644 Windermere Drive E.
Seattle, WA 98112
329-7853 (H) 881-8000 (W)



KITE FLY AT FT. CASEY

As your editor was not able to go to the Kite Fly this year, two CCCA members, Dennis Somerville and Bruce Hill, were good enough to contribute pictures and information. Thanks for the help!

This joint CCCA/RROC event has grown in popularity each year, becoming a relaxed, unstructured family event in a beautiful setting. According to Bruce Hill's count, this year there was a total of 74 people, including children and guests, and 28 cars from the two clubs.

Although there was enough wind to make normal sized kites fly well, we understand that RROC member Dick Tilden had trouble keeping his Canadian Goose kite, with a six foot wingspread, aloft. Some members traded cars for test drives. Jack Goffette's 6 1/2 liter Bentley and Roy Magnuson's 4 1/2 liter Special were very popular. Also worthy of mention is the fact that both Jack Goffette and Hal Meden brought more than one car to the event. New members take note, this is a good one to plan on for next year! Try it - you'll love it!

Editor

CAN OLD CAR COLLECTING BE SAVED?

by Matt Joseph

The following editorial was originally published in *Skinny Knuckles* and then picked up and slightly condensed in the interests of space, by Bobbie'dine Rodda for Southern California Region's *Side Mount Mirror*. It is not intended to tweak any noses in our Region, however we feel it is a national issue which warrants thought on the part of all car collectors.

It has been a little less than a year since this column dealt with the issue of "The Future of Old Car Collecting." That was a topic that I was comfortable with since most of my formal training has been in the field of history and historians are usually budding futurists. Certainly, the tools of history can often be very useful in forecasting the future. Besides, cars, restoration and car collecting have been my passions ever since I was old enough to read *Motor Trend*, wield a wire brush and buy a \$25 flivver. I thought that my long experience with old cars and my historical training ideally positioned me to forecast the hobby's futures. I was wrong. Developments in the last year have made some of my predictions, at best, naive. More needs to be said.

I say that I was "comfortable" with the topic of predicting the short range future of old car collecting. I certainly was not comfortable with my specific predictions. The nugget of my article last June was that the collecting hobby had been subjected to a relentless onslaught of commercialism in the last 30 years and that much of what was quaint, intriguing, and satisfying about collecting and restoring old cars had vanished in the process. On the other hand, the standards of restoration have advanced in the last 30 years and cars are being preserved. My conclusion was that the future would be a mixed bag of crass and desirable aspects of the hobby/business.

What I failed to see was an explosion of the prices of *some* cars and the influx onto the old car scene of a lot of people with no previous experience in the field, and no particular love for the cars. Suddenly, the small suspicion that the cars were becoming a commodity has turned into a confirmed reality.

Recent events suggest that there are things going on in our hobby that threaten to destroy it for many of us. As a poker player exits a hand with the statement "Too rich for my blood", so many collectors are now thinking of exiting our hobby for about the same reason. We need to see if some of the changed conditions in car collecting are in the category of inevitable things that we don't like, but can do nothing about, or are things that we *can* try to turn around. In particular, we need to see if we can harness the energies of the clubs that we belong to and the publications that we subscribe to so that they represent our majority opinion and not just the narrow interests of a limited number of greedy promoters and speculators who want only to extract cash from old car collecting.

I have the sense that we have "finally arrived" at the big times, and I am uncomfortable with the whole concept. This point was dramatically driven home a week ago when I listened to a television panel show that considered the topic "Should the Tax on Long-held Capital Gains be Reduced." What was interesting about this particular show was that those on both sides of the question agreed that if a reduction was to take place, it should be directed toward investments in job-creating industries and should not involve collectibles. Okay, so far this is a big yawner. But get this, panelists on both sides of the issue repeatedly made references to "things like art and antique cars" when they had occasion to further define or typify potential tax dodging collectibles.

There we were on TV, right up there with the folks who buy Van Goghs and Picassos. Somehow I did not find this reassuring. In fact, I find it downright threatening, and I think that collectors are going to have to regain control of their hobby if it is not to be engulfed by the kind of greed and excess that have ruined some of the other collecting hobbies. Cars are not stamps or coins. They are different from many other collectibles, and we can make those differences work for us. No speculator ever needed parts for a stamp. I think that most of us have been pretty tolerant of a small minority that has misused and abused our interest for very selfish ends. We have been even more tolerant of some of the clubs that we pay dues to and the publications that we subscribe to when they have acted to cheerlead the big prices and promote the phony celebrities.

WHAT WE'RE UP AGAINST

A long and copiously illustrated article in the December 4, 1988 *New York Times Magazine*, under the title "A Red-Hot Market in Vintage Cars," carries the subtitle, "Traders are moving in on classic cars, once bought just for the love of collecting." Wait, the news gets worse. The article goes on to describe recent changes in our hobby and leaves little doubt as to who is in the "driver's seat" these days: "Once the province of hobbyists, the collectible-car market has been taken over by global speculators. These new hard core investors — who may never even see the cars — have injected liquidity (I think that means *money*) into the market. They may turn the cars over every few months, or even buy them in the morning and sell them in the afternoon for five-figure profits ... And in the past few years investment syndicates have begun setting up multi-million dollar pools to buy and sell the most highly valued cars."

As we read on, the author of the article quotes Dean Kruse to the effect that "the vast majority of buyers seek out the dream cars of their teens and 20s, ... (however) the smart collectors buy the cars on their 16th or 18th birthdays and sell after they hit 20. There's a good chance you'll double or triple your money." Pardon me, but what crap.

Of course, wisdom isn't the exclusive province of the *New York Times* and Dean Kruse. The *Wall Street Journal* for June 29, 1988 included an article in the "YOUR MONEY MATTERS" series under the title "Prices for Collectible Automobiles Surge Amid Wave of Speculation in Nostalgia." Here's a sample: "Mirroring record-breaking purchases of fine paintings, wealthy individuals are paying eye-popping amounts for cars they consider to be art objects." The December 2, 1988 *Wall Street Journal* also dealt with collectible cars in their "Personal Finance: Taking A Flyer" column with an article titled "The Nostalgia Market: Restoring the Cars of Their Youth is a Pricey Hobby for Antique-Auto Buffs." Oh, how I hate that word "buffs." In all fairness to the *Wall Street Journal*, both of these articles and others that have appeared in this paper emphasized the pitfalls of old car investing, as well as its often illusory rewards. In that regard, the *WSJ* may have been more honest and forthright than some of our beloved — and not so beloved — hobby publications.

If the *WSJ* showed commendable restraint, coupled with realism, in describing the real potential of car speculating for the novice, no such restraint or realism has been evident in the proliferating gaggle of collectorcar-investor-insider-newsletters found recently at newsstands and in mailboxes. We already had the *Robb Report*, *DuPont Registry*, and *Tower Report* — if any collectors really wanted them — as well as a spate of genuine hobbyists monthlies, bimonthlies, and quarterlies that constantly informed us as to the true money potential of old cars in general, and specific cars in particular, as investments. Some of these publications even used the new computer spreadsheet and graphics software to drive the point home. Clearly that wasn't enough.

The response has been an explosion of new investing monthlies and biweeklies. Let's sample a couple of them. *Automotive Investor*, a Liebert Publication — whoever that is — solicits our subscriptions in an introductory half-price offer of \$125 per year. They inform us in their promotional flyer that this publication " ... is the single indispensable source for serious collectors and investors of all marques ... " Tell me more. "Collectible automobiles are increasingly attractive investments today, more than ever before. The general trend in collector cars has been steadily upward for two decades, outperforming the Dow Jones Industrial Average and many other investments in real estate, commodities, coins and stamps." We are even promised a monthly "Expert's Choice" feature and a special page dedicated to "Buy-Sell-Hold" decisions.

Had enough of *Automotive Investor*? Then you'll just love *Car Collecting and Investing* at your doorstep every two weeks for a special introductory price of just \$65 a year, satisfaction-guaranteed-or-your-money-back! According to the promo for *CC&I*, we have "at last, a new newsletter that shows you how to cash in on the price explosion in collectible cars!" *CC&I* promises to inform us about topics like "How the mutual fund and limited partnership pros are secretly moving into the collectible market, and why they're keeping a low profile;" or "How to tell if your restoration shop is giving you value for your money ... how important is perfection? and, significantly, "Classic cars as showroom traffic generators."

These are just some of the more extreme examples from a couple of the half dozen or so new investor-oriented newsletters that have sent me solicitations in the last year. Of course, I could suggest some topics that I would like to see covered. For example, "Why are a fool and his money soon parted?" and could you include a feature about "people who know the price of everything and the value of nothing." Fat chance.

Well, if the investor "tip" publications don't do anything for you, there are always the solicitations from financial institutions that want to bankroll your next collector car purchase. One of the two

most prominent of these outfits sent me a solicitation the other day — "800" number and all — for up to 80% financing of a "pre-1975 automobile, at simple interest rates for terms up to 15 years." I only wish that they would offer similarly generous terms on the investments of sending my children to college.

Of course, the biggest worries of the "investment grade" old car investor are either buying for too much or selling for too little. There is help here, too. The silliest of the five computerized car listing services that have sent me solicitations in the last year advises, "Do not make your decision to list on what you believe to be rare or valuable. Many of the requests we receive are based on sentiment in (sic) the fact that the customer is simply looking for a vehicle like their first car or some other non-collector reason." What they are saying is that P.T. Barnum was right — "there's a sucker born every minute." What I am *thinking* is also summarized by a P.T. Barnum quotation — "No one ever went broke underestimating the intelligence of the American public."

Lest you get the wrong idea, I am not some kind of buttercup who grew up under a cabbage leaf and is constitutionally opposed to people taking a profit when they sell the cars that they have collected. There is no law or moral edict against this course of action. As I have said before, a steady and rational growth in the prices of old cars can provide an incentive and climate for investment in their preservation.

I am against seeing our hobby — which has brought great pleasure to many people and preservation to many cars — completely converted into a zoo of speculation that prices most of us with genuine interest in old cars out of the market, and results in more "closed" collections. I am against the kind of "restoration mills" — to use an apt phrase from a wonderful editorial by President Josh Malks in a recent ACD Club newsletter — that butcher cars so that they can be sold dear and quickly to high buck investors. I am against counterfeiting and modifying original cars so that they can be sold fraudulently as more expensive cars than they were as they were originally configured and

equipped. I am against the advent of syndicates and partnerships that pool amounts like \$25,000,000 to invest in collectible car "portfolios," with the stated purpose of liquidating these assets in one year for a profit of 15% or more — to take a recent example. There is a difference between speculation and investment, and we had better take a stand on this issue in our hobby before it is too late.

If some of this sounds angry, there is certainly an element of that in it. For too long, we have stood by while all sorts of fast buck sleazes, who knew little about and cared less for the cars that we love, called the shots as to what would be. Now this is a democracy and the other fellow has as much right to enjoy his aspect of the car hobby as I do to enjoy mine. That is fine in principle, but it doesn't work out very well for many of us in practice. The problem is that our interest in the hobby doesn't exclude anyone else from it; everyone is welcome. However, this is not a two-way street. The hype artists, speculators, and big buck specialists, who are making the headlines in old car collecting these days, are pursuing a predatory interest that is being expressed in ways that will eventually drive most of today's collectors out of car collecting. They have the right, but we don't have to sit idly by and accept the change.

WHAT IS TO BE DONE?

The first thing that must be done is for collectors with a genuine interest in cars — as opposed to a primary interest in the big bucks that they can generate — to demand that the clubs that they belong to and the publications that they subscribe to consider the implications of the present situation with regard to old car values and hype. We can't undo what a market economy has done, but we can stop supporting it.

Skinned Knuckles is one of the few car journals in the country that would print anything as inflammatory as this article. Yet I am certain that my feelings expressed here reflect the feelings of a majority of contemporary car collectors. *Skinned Knuckles* is also the only publication that I am aware of that has a policy in place that rejects auction advertising.

Now I know that Bill Cannon's policy against printing auction advertisements hasn't cause the auction companies to collapse, yet. It has made the point that this publication, with a long record of significant service to the car collecting hobby, opposes auctions because they are not good for the cars or for the majority in the car collecting community. It occurs to me that other publications might adopt similar positions, regarding several issues, if their readers let them know how they feel.

Somehow, I find it difficult to believe that most car collectors really want to see limited editorial resources squandered on endless reporting and interpretation of car auctions, as opposed to more durable and valid topics like restoration, old car maintenance and automotive history.

I am suggesting that those of us who are dissatisfied with the nature and scope of some of the changes that are occurring in our hobby take action to make our feelings known.

Our clubs should nurture and protect our interests and our hobby, but in many cases they do not. In many instances, they have joined the worst of the commercial publications in hyping the celebrities and the fantastic prices.

We don't have to accept that and I hope that the future of our endangered hobby becomes an issue in the board elections of many of our clubs. If you feel strongly about this, make it an issue. We don't have to stand by helplessly as our hobby is changed in ways that we don't like and transformed into something that we can no longer be part of.

Okay, we have the right to petition and protest, but what did that ever get anyone? Alone, not much. What else can we do? Wisdom on this topic comes from an unlikely source: Dean Kruse. He is quoted in the *New York Times Magazine* article cited above as saying, "There are essentially four legs to the collectible-car market ... The hobbyist is the backbone: He actually drives the cars, and he generates the largest dollar volume, but he won't pay top dollar. The dealer is someone who makes a full-time living from all of this. His role is to help preserve the floor under car prices. The investor is only out to beat the rate of return that a bank or the stock market might offer.

But the collector will pay anything to get the right car for his collection."

And don't think that Dean Kruse is our only problem. He is simply more visible than the thousands of little worms with pleasant telephone voices sequestered in offices all over the country. They have unlimited telephone access and a persistence that is incredible. Slowly they are "moving the merchandise" into ever-higher price categories. The next time one of them misuses a club directory to systematically solicit the purchase of members' cars — or one of your cars — complain to your club. Most club directories are copyrighted and contain statements prohibiting this sort of misuse.

I am suggesting restraint. I am suggesting that we deal with each other reasonably. If you don't use the auction services, don't demand the much-publicized auction prices. Many of them are fictitious anyway. I am not really asking people to sell cars to other collectors for radically less than they are worth. That would not be reasonable. I am saying that you should distinguish between collectors and speculators when you buy or sell a car or parts for a car. If a speculator wants what you have, make him pay dearly for dealing with you. If, on the other hand, it is a genuine collector who wants what you have, consider such things as what your actual investment is in the car or item in question.

I have already had the experience of being made to feel uncomfortable at car events dominated by the big buck boys. It is time that we made them feel uncomfortable and informed them that we are not a bunch of sentimental saps who will go on letting them dictate the nature and future directions of our hobby. Enough is enough.

There is nothing contained in this article, or in my thinking, to suggest that wealthy collectors should be discriminated against because of their wealth. That is not the issue, I am suggesting that those who have hyped and manipulated the old car market for unconscionable levels of personal gain should meet some resistance to their further efforts. It's up to all of us.

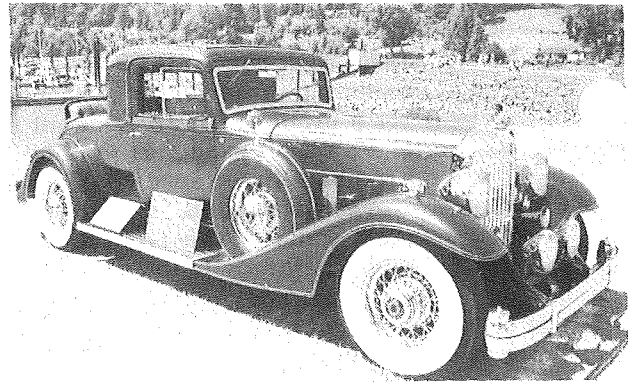
People's Choice Award!

The Justice's beautiful blue '33 Packard.

RENDEZVOUS BY LAND, SEA AND AIR

AT PORT LUDLOW

Over the years, this weekend event has become one of the nicest summer activities in the Region. Located at The Resort At Port Ludlow, near the entrance to the Hood Canal, Classics, antiques and other collectable cars, are displayed in a park-like setting bordered by the bay and a large yacht basin. Here owners of antique and classic boats and yachts have moored for the weekend to display their treasures.



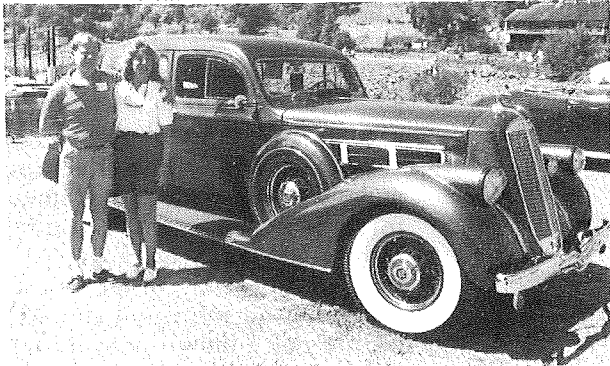
As this is not a competitive event, it is a great opportunity to visit with car owners in a relaxed atmosphere, and best of all to take a ride in any number of vehicles which owners are eager to show off. When one is saturated with beautiful automobiles, the boats and yachts are sitting ready to take one or a group on a short cruise. Although the antique airplanes are unable to land at Port Ludlow, they did do a Fly-By at noon on Saturday, circling and dipping their wings in a salute of camaraderie.

This year with great weather, a record turnout of 68 cars and in excess of 225 participants, the annual Blind Dingy Races, Vintage Attire Contest, Saturday night cocktails and barbeque, this unique and entertaining event has once again paid tribute to the appreciation of classic transportation. As he has for several years, Phil Grisham represented the PNR/CCCA on the planning committee for this event. Thanks, Phil, for all the time and energy we know you have expended to help make this such a great weekend for all participants.

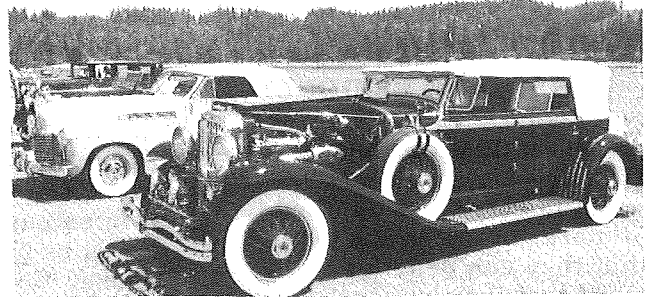
One final notation - The People's Choice Award went to Larry and Lorraine Justice for their beautiful blue 1933 Packard V-12, 1005 R/S Coupe. This is especially significant as each time Larry, who restores his own cars, has shown a car at Land, Sea and Air, the crowd has voted for his entry. Quite a record! Congratulations Larry and Lorraine.

Editor

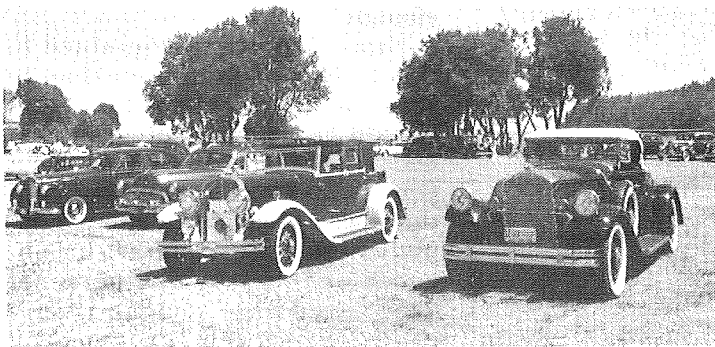
Phil Grisham & Patti Baulig



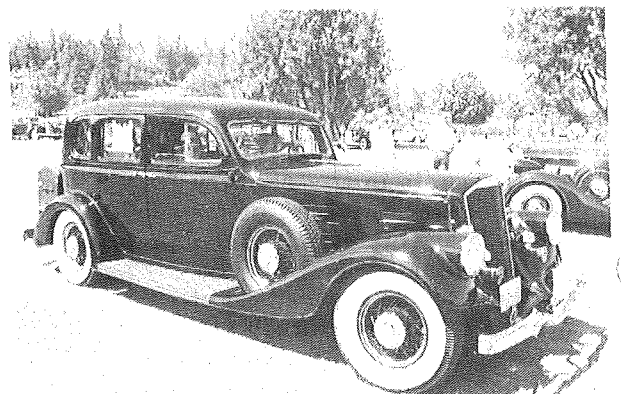
with their award winning '36 Pierce Arrow



Glenn Mounger's newly acquired Duesy, & its pal the '41 Cad



Another breathtaking view!

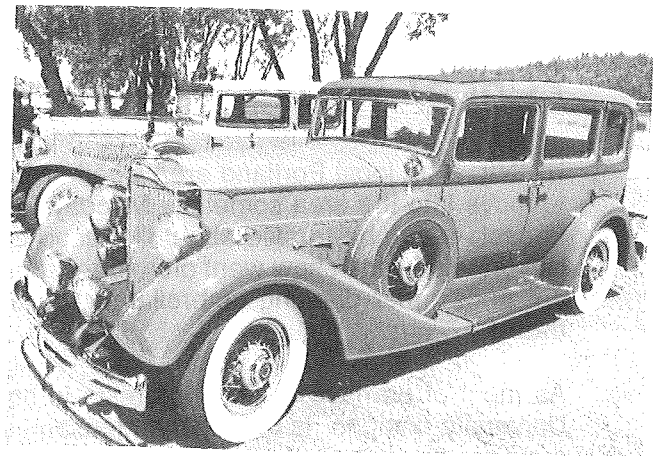


Walt and Kelly McDaniel's original '34 Pierce Arrow

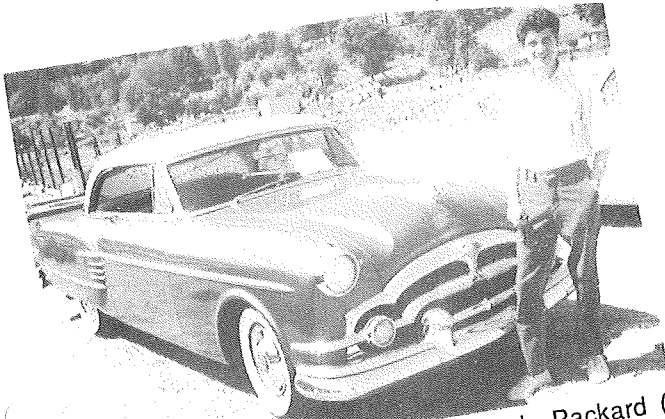
Kelly & Walt McDaniel

each doing their
thing!

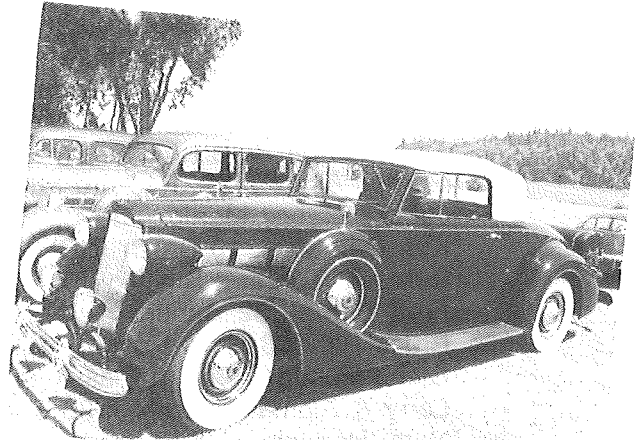
co-editors of the Pierce Arrow publication



Ed & Pam Rittenhouse's '34 Packard. A gorgeous interior!



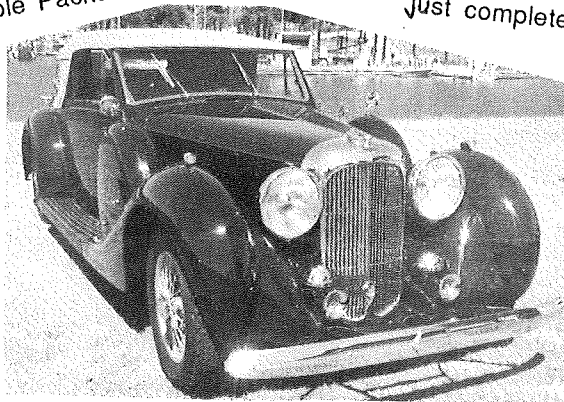
Craig Christy with his pulchritudinous purple Packard (NC)



Burns & Margaret Smith's '37 Packard
just completed. A beautiful restoration.



Your editor & Mary Campbell
with their Kool Aid



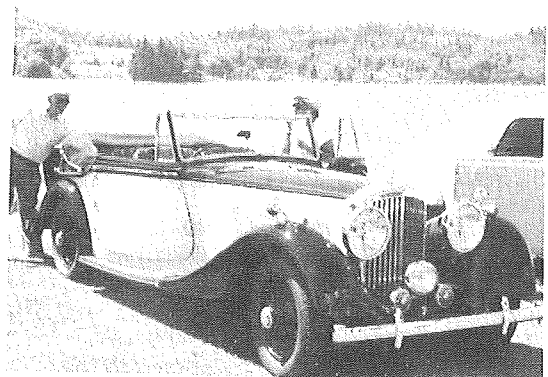
Dick Hooper's awesome red '38 Lagonda



Two great classics!
Mollie Crook & Lorraine Justice.



Mark & friend in the go-fast Bentley



Hal Meden & Joan Royal
after a grand entrance in the '38 Bentley

Photos by Bob Gerrity

FOREST GROVE CONCOURS

RAIN!! The local Portland area weather forecast for the weekend indicated a front was expected to move into the area sometime Monday PM, *after* the Concours. By now we all know that forecasters can be trusted about like used car salesmen and politicians! It poured all day Sunday! Nevertheless, the show went on and most people seemed to be enjoying themselves as they peered out from under dripping umbrellas or walked around with soaking wet clothes plastered to them!

As most of us have eclectic interests in collector cars, this presentation on the lovely Pacific University campus is one of the pleasantest, and rain or not this was no exception. Our regional membership contributed a great display of vehicles:

Ted Barber '40 Cadillac Touring Sedan
 Jim Tallman & Daryl Hedman - '47 V-8 Delivery Sedan (NC)
 Gene Bradshaw - '30 Cadillac Fleetwood Sedan - 1st in Class
 Al McEwan & Dick Hooper - 8 ltr. Bentley - 1st in Class
 Ty Long -'34 Rolls Royce - 2nd in Class
 Gordon Apker - '33 Packard Phaeton - 1st in Class
 John & Nancy Martin - '38 BMW 328 - 3rd in Class
 Ken Durham - '10 Brush (NC) - 1st in Class
 Burns & Margaret Smith - '37 Packard Phaeton
 Fred Bonin- '32 Auburn
 Bruce Hill- '63 Rolls Royce - 1st in Class
 Glenn Mounger- 2nd in Class
 Larry & Aloma Douroux - '38 Packard
 Norm Herstein - '38 Laqonda
 Gordon Apker- '33 Packard Convertible Sedan - Cy Fanning Memorial Award
 If I have missed anyone, please forgive my oversight, there were a lot of people there!

1989 CALENDAR OF EVENTS

AUG 2	BOARD MEETING / General Membership Invited		
11-18	ST. LOUIS CARAVAN		
13	APKER AFFAIR	G. Apker	(W) 243-7871
20	PEBBLE BEACH CONCOURS		
27	ANTIQUE SHOW AT CHANDLER'S COVE	R. Adatto	(H) 286-8325
27	LeMAY OPEN HOUSE		
SEP 9	DRIVING EVENT & BOARD MEETING, Bainbridge Isle.	R. Adatto	(H) 286-8325
23	CENTRALIA SWAP MEET		
28-01	FALL CARLISLE		
OCT 5-7	HERSHEY SWAP MEET		
11	BOARD MEETING / General Membership Invited	J. McGary	(W) 682-3840
21	GARAGE TOUR		
NOV 1	BOARD MEETING / General Membership Invited	E. Rittenhouse	(H) 232-1117
11	ANNUAL MEETING - Four Seasons Olympic Hotel		
DEC 6	BOARD MEETING / General Membership Invited	C. Bomstead	(H) 334-5215
9	CHRISTMAS PARTY		

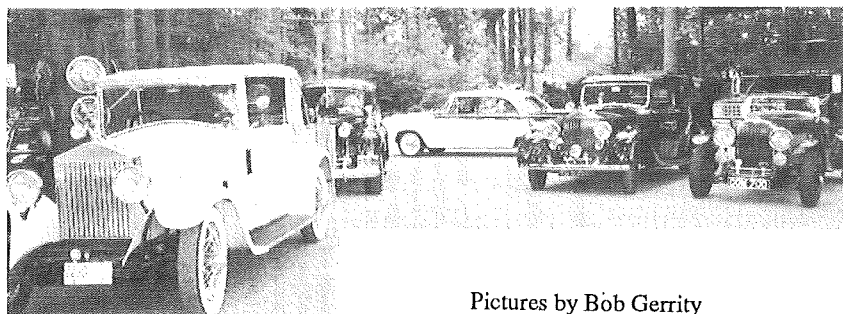
1990

JUL 20-28 CARAVAN

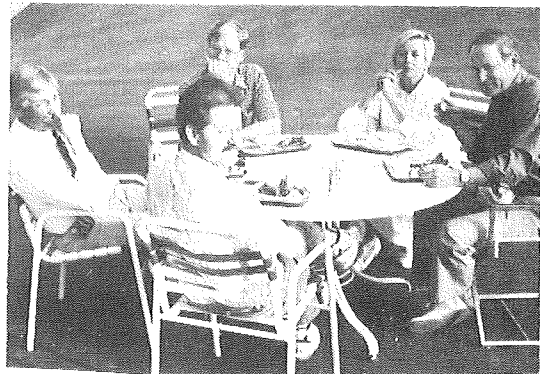
A. McEwan (H) 454-3671

BOARD MEETING AT McAULIFFE'S

In June the Board and a good many Club members were treated to a barbeque at Jerry and Jo Ann McAuliffe's in Kirkland. Set in a wooded area, their home, garages and other buildings are beautifully landscaped, complete with pools and waterfalls. Jerry's fascination with nostalgia and his sense of humor is readily seen as one wanders about the grounds and notices an ancient typewriter carefully set under a bush, an old boot planted with petunias, parts of engines used for landscape decoration, one could go on and on. His pride and joy, however is a two story building across the winding drive and parking areas from his home. This houses collections of all manner of nostalgia items, large and small, carefully arranged in showcases and shelves, hung from walls and ceilings, and larger items set here and there on the floor. A wonderland of collectables! All of us have found a motel key in our pocket after a trip, but how many of us have mounted hundreds of them for display?



Pictures by Bob Gerrity



Preceding dinner guests helped themselves to a variety of beverages and snacks in the attractive sunroom of the above building. Soon a barbeque ribs dinner was served in a large entertainment room, upstairs, complete with kitchen, and seating for quite a crowd. Tables were set up outside for the overflow of our large gathering which on that warm June evening was very pleasant. The Board Meeting was held at a long table in the upstairs room, a nice change from the usual restaurant atmosphere.

Thank you Jerry and Jo Ann for such an interesting evening and the delicious dinner. It was obvious that the Board worked more effectively in that setting!

Editor

CLASSIC CAR CLUB OF AMERICA
Pacific Northwest Region
Board of Managers Meeting
June 7, 1989

The meeting was called to order by Director Greenfield at about 8:30 pm at Jerry McAvillie's in Kirkland. Present were managers Aker, Cook, Crook, Goffette, McGary, Madden, and Zuker; Secretary Barber; Treasurer Linke; and a number of other members. The minutes of the May 3, 1989 meeting were approved. The treasurer reported a balance of \$5,649 including a \$2,5K CD. The membership chairman reported a total of 194 members, including two renewals.

Under old business, Chmn Goffette reported there were 32 cars that turned out for the Go Fly a Kite event. There was good weather and some good kites.

The following events were discussed:

Land, Sea, and Air, June 23-25. Chmn Gisham reported that there were about 100 people with about 30 cars signed up. This is close to capacity.

July 4 Parades. McEwan will get details for filer to L. Gerrity who will also contact Mounger for info for the Bainbridge event.

Grand Classics, Jul 8. Three members at least are going to the southern California one.

Summer Dance, Jul 29. Chmn Ralsbeck/Zuker. A full dinner will be served at \$23-25 for early sign-ups and \$2 more at the door. A filer should be out next week. Phone committee will be used if necessary.

RR/Bentley clubs incl. Ralsbeck will underwrite any potential monetary loss to the Club.

Apker Affair, Aug 13.

LeMay's Open House, Aug 26. Possible Club tour to there.

Combined Tour and Board Meeting, Sep 9, Chmn Adatto. Tour to Bloedel estate on Bainbridge Island.

Garage Tour, Oct 21 Chmn McGary, info next month.

Annual Meeting, Nov 2 Chmn Rittenhouse. Exact date to be determined.

Christmas Party, Dec 2 Chmn Bornstead. Exact date to be determined.

A possible conflict with the LeMay tour is the prospect of a Club fund-raiser at Chandler's Cove Aug 26. They will pay \$1,000 for a guaranteed 40 cars as well as provide for security and trophies. Adatto, Madden and S. Linke will pursue this. This would take precedence over the LeMay tour. Also reported by Adatto is a display for the Cocina-Cocina opening July 22-23, another possible fund-raiser.

Editor L. Gerrity reported that the BG would be in the mail Friday. Cost is \$1300. About \$400 has been received from advertising, but more advertising needs to be sold. She encouraged all members to ask their old-car business contacts to advertise. An advertising manager is still needed. Another suggestion for raising money was to have advance membership paid for one or two years. The BG format will be used as necessary.

Chmn McEwan reported on the 1990 Caravan. The route has been set, but a major problem is that the deposits required for hotel reservations may strain the resources of the Club. \$2500 was allotted for this purpose at the last meeting. The possibility of pre-registration locally was discussed but cannot be done since this would be frowned upon by National because it gives an edge to Regional members in a National event which is very likely to be sold out quickly. Several members present gave personal guarantees to temporarily back up the Club financially if needed.

A chairman is needed for the 1991 Grand Classic. A Head Judge and location must also be selected.

The meeting was adjourned with thanks to Jerry. The next meeting will be at Latitude 47 July 5.

Respectfully Submitted,

Ted Barber

Ted Barber, Secretary, CCCA-PNWR

Classic Car Club of America
Pacific Northwest Region
Board of Managers Meeting
July 5, 1989

The meeting was called to order by Director Greenfield at about 7:20 pm at Latitude 47 Restaurant. Present were managers Aker, Goffette, Rittenhouse, and Zuker; Treasurer Linke; acting secretary Hooper; and members Adatto, Anderson, LeCoque, and McEwan. The minutes of the June 7, 1989 meeting were approved as presented. The treasurer reported a balance of \$4,454.83, including a \$2.5K CD. A contribution of \$175 was received from the Armstrongs for limousine service provided by Goffette. The appreciation of the Club to those members was voiced and noted. Membership remains at 194.

A discussion followed concerning the high cost of printing the BG (\$917 for printing the current issue plus escalating postage). Various means of increasing revenue were discussed, including increasing dues and advertising revenues, charging for the Port Ludlow event, and raising the tour registration fees. The matter will be reviewed further at the October meeting.

Members present reported excellent attendance at both the Port Ludlow meet and the July 4th Yarrow Point parade, with a larger turn-out than ever before for that event not only for cars but also for participants and audience as well. Several members also participated in the July 4 Winslow events.

The following events were discussed:

Participation of several members in the Western Grand Classic next weekend.

Starlite-Starbrite Party, July 29, Chmn Ralsbeck/Zuker. A second filer will be mailed next week.

Driving Event/Board Meeting, Sept 9, Chmn Adatto. Bloedel Estate, Bainbridge. Members are to bring their own lunch. There is a \$4 admission charge to the estate.

Garage Tour, Oct 21, Chmn McGary. Includes three stops. Zuker will check with McGary on this.

Annual Meeting, Nov 11, Chmn Rittenhouse, at Four Seasons. A limited number of Classics may be permitted to park in the rotunda.

Coming Out Party, March 10, 1990, same location as this year.

1990 Caravan, July 20-28, Chmn McEwan. Starts at the Woodmark in Kirkland and ends at Semiamoo near Blaine. Contracts are now being negotiated with hotels.

The next meeting is scheduled for August 2 at Latitude 47. The meeting was adjourned at 9:00 pm.

Respectfully submitted,

Ted Barber

R. B. Hooper, Acting Secretary and
Ted Barber, Secretary, CCCA-PNWR

EDITOR'S NOTES

Mid-summer, by my reckoning, with warm weather events still up ahead in our Region. August brings the Apker Affair, which may have passed by the time the U. S. Post Office decides to deliver this issue. Bulk mail is economical, but delivery time is iffy, varying from four days to two weeks depending on the whim of the local delivering Post Office!

Anyhow, farther down the calendar is the Pebble Beach Concours in California on August 20, which always draws many of our members. Good Luck to all of you showing cars - and those racing at Laguna Seca too. August 26 is the Harold LeMay open house, at 13502 Pacific, in Tacoma, on *Saturday* this year. (From I-5 take the Mt. Rainier/Pacific Lutheran Univ. exit) An unbelievable amassing of collectable cars displayed inside and outside. For more information call (206) 537-4204 and ask for Dick Webber.

On August 27 there will be an Antique Car Show at Chandler's Cove at the south end of Lake Union from 10AM until 6PM. Antiques, Classics, Special Interest and Exotic cars will be shown

Our members are encouraged to bring their Classics if they have them but otherwise enter cars for the other categories. Richard Adatto has arranged with Chandler's Cove Corp. to pay our Club \$1000.00, plus expenses and dash plaques if we will supply a minimum of 40 cars.

So call Richard Adatto at (206)286-8325 to let him know you are polishing up your car for the show. Here's a chance to help contribute to the Club treasury, and who knows, you might come home with the People's Choice Award!

The September Board Meeting will be on September 9 and will be incorporated into a driving event to the Bloedel estate on Bainbridge Island. This is a beautiful place to have our lunch and meeting! Members should bring their own lunch and plan for a \$4.00 admission charge to the estate. A flyer with more details will be forth coming.

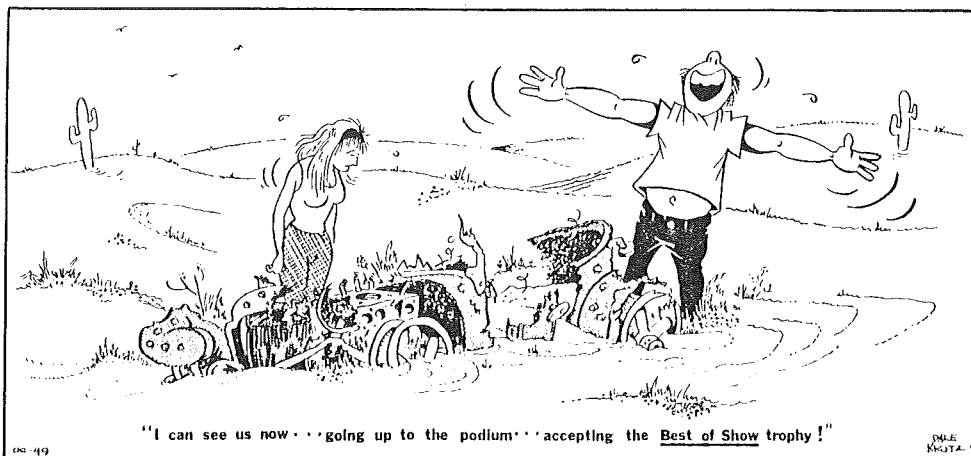
At the August 2 Board Meeting plans for the 1990 Caravan, planned for July 20-28, 1990, were reviewed by Al McEwan, Event Chairman. He said that deposits have now been made to secure lodging at the overnight stops, and that he will need volunteers to help with all aspects of this big undertaking. Watch for news releases with more details in future Bumper Guardians. Planning is also underway for the 1991 Grand Classic which our Region will host the second Saturday in July 1991. Phil Grisham and Gerald Greenfield will be co-chairmen for this big event.

To step back a few weeks, we hear that the Fourth of July was well celebrated at Yarrow Point and Winslow, as well as at the Second Annual Cougar Mountain Hillclimb to Armstrongs. Thanks Tom and Susan for your hospitality! Bob and I were trout fishing in Montana that week so we missed the Fourth here, maybe next year!

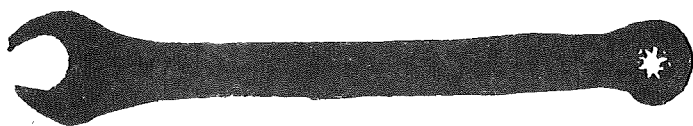
I'm sure you were all impressed with the attractive flyers for Raisbeck's Summer Dance. Credit goes to Marlene Zucker who volunteered to design, prepare and mail them. She also hand colored and put the gold stars on each one. This, fellow members, is the kind of involvement we could use more of. Thank you, Marlene!

Wedding bells rang for two of our members in July! Jim Raisbeck and Sherry Valpey were married in the gazebo at Jim's home on July 8, and Bob LeCoque and Devree DuBois tied the knot near her home in Santa Rosa, CA on July 29. Best Wishes to all! If there are other members who have recently taken the giant step or who have had newsworthy events, please let us know. I would like to publish it.

Love



TECHNICAL TIPS



by Louis Edwin Durkee

The purpose of this column is to pass on information that will be helpful in maintaining collector automobiles.

Motor oil is one of the least expensive items for maintaining your car that is available and it is often the most neglected and least understood.

Don't rely on your owners manual for the best information. Above all, don't rely on any dealer service department for the correct recommendation. Take the recommendation from the owners manual (regardless of what year) and check with one of the oil companies for their latest recommendation.

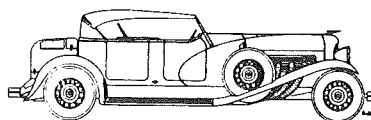
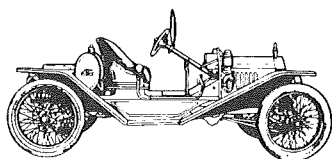
As a former lubrication engineer, let me tell you that oils and greases have changed a great deal in the last 30 years. There are even new special oils that are less than three years old on the market. Examples are special oils for turbo engines and special oils for 4-cylinder engines.

The original recommendations were okay in the year of your car, but why not take advantage of the improvements which will protect your engine even more?

Back in the thirties and forties, most cars had the recommendation of 20W or 30W for summer and 10W for winter. Some of the bigger engines might have called for a 40W or 50W in the summer. About 1953, oil companies came out with the multi-viscosity oils. Many people fought the change to 10W-30 because they believed the oils were not stable and would break down. Believe it or not, many people still believe that. Actually, the multi-vis oils have more additives, such as extreme pressure additives, and more detergents than do the straight vis oils. The additional additives help keep your engine cleaner and protect it better over longer periods of time. Today, we even have 20W-50 for larger engines.

About three years ago, I visited a Buick dealer in Florida where they recommended and installed 10W oil in all cars in for service. Can you imagine what happened to the engines when driven at highway speeds over the summer? And the Service Manager wondered why they did so much engine rebuilding. I had a Quaker State engineer attempt to set them straight, but they were too stubborn to change.

As for greases, Mobil recommends their Mobilgrease HP to replace almost all automotive greases. It is recommended for chassis and steering parts as well as wheel bearings, including disc wheel brakes. It will protect cars of all ages.



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Business may submit business card-size advertising for \$96.00 per year. 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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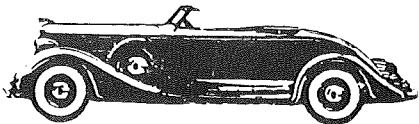
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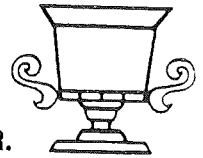
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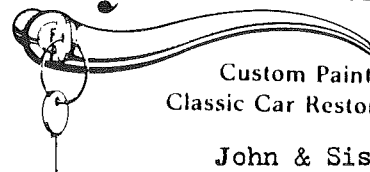
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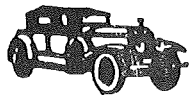
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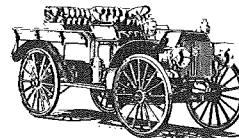


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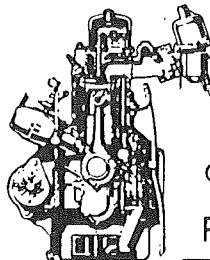
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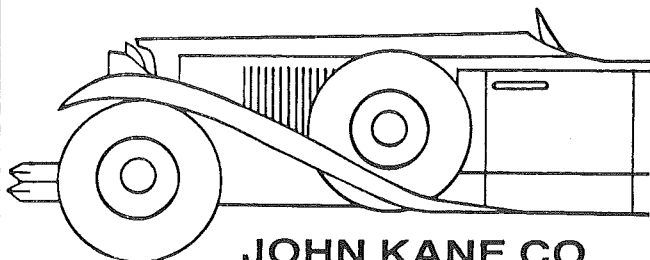
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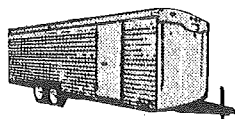


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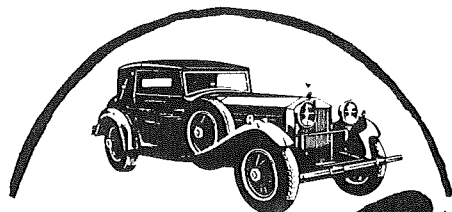
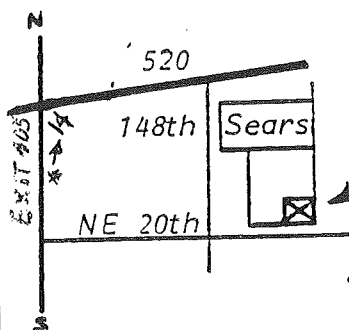
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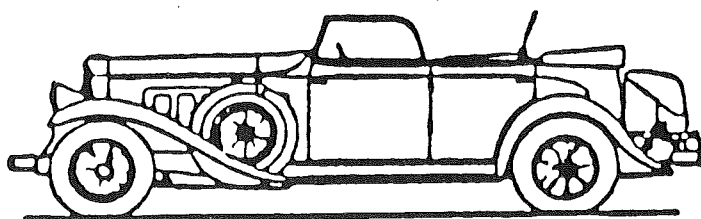


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