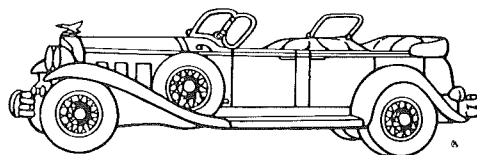
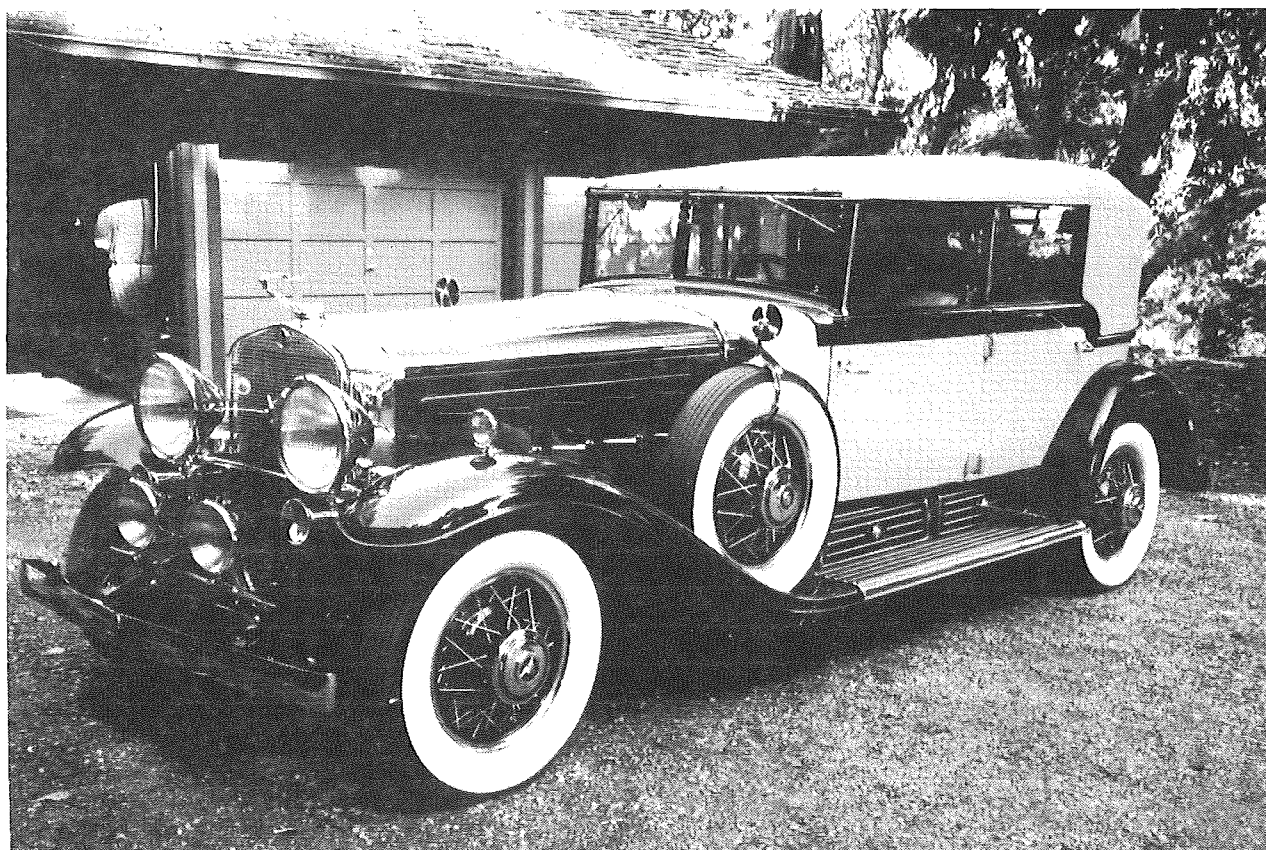


BUMPER GUARDIAN



Pacific Northwest Region
CLASSIC CAR CLUB OF AMERICA



FALL 1989

PACIFIC NORTHWEST REGION
C.C.C.A.

1990 BOARD OF MANAGERS

		HOME	WORK
Edward Rittenhouse	'91 Director	232-1117	624-2000
Noel Cook	'90	232-6413	443-9124
William Deibel	'92	522-7167	382-2500
Robert Gerrity	'90	941-2043	941-2043
Jack Goffette	'90	774-6346	775-0657
John Kane	'92	328-0433	323-7848
John McGary	'91	522-3727	682-3840
Sissy Madden	'91	323-8226	242-4050
Glen Mounger	'92	842-8485	622-8730
Gerald Greenfield	Past Director.	862-2630	838-2055
Elizabeth Linke	Treasure.	784-8716	622-3406
Ted Barber	Secretary.	325-3580	544-5366
Walt Johnsen	Membership Chairman	842-6269	842-3387

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.

TECHNICAL ADVISORY COMMITTEE

The following Club members have agreed to act in an advisory capacity regarding Classic marques in which each has particular knowledge and expertise. Please feel free to call them for information or assistance with a problem, within considerate hours of the day or evening. If there are other members who would like to field questions on their favorite Classics, please call Director Ed Rittenhouse

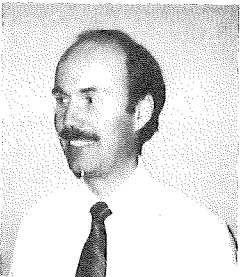
		HOME	WORK
Richard Adatto	Delahaye	286-8325	322-2576
Denny Aker	Cord	546-5698	329 5253
Noel Cook	Jaguar	232-6413	443-9424
Bob Gerrity	Restoration Project Plans	941-2043	941-2043
Gerald Greenfield	Lincoln	862-2630	838-2055
Norman Herstein	Rolls/Bentley	668-9050	827-7331
Laurence Justice	Packard	242-0428	242-0428
Robert A. LeCoque	Cadillac/LaSalle	226-8313	622-4697
David Lewontin	European Mechanical	285-8150	328-4022
Sig Linke	Mercedes	784-8716	622-3406
Sissy Madden	Bodywork & Paint	323-8226	242-4050
Walter McDaniel	Pierce Arrow	483-9736	544-4635

COVER: 1930 Cadillac V-16, 472, All Weather Phaeton, body by Fleetwood. A recent acquisition, this beautiful red and cream automobile is owned by member Al Harris of Sequim. According to Al, he found it in Montgomery, Alabama, and swapped three cars for it! Other than that he knows little of its history, except that a grill badge attests that it at one point in time was awarded National Best In Show by The Antique Automobile Club of America. Photo by Bob Gerrity.

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

EDITOR: Louise Gerrity, 28048 - 13 Avenue South, Kent, Washington 98032 (206) 941-2043

PAST-DIRECTOR'S MESSAGE



My second term as Director of the Pacific Northwest Region is nearing an end. As I reflect over the past two years, I feel very proud to have had the opportunity to help guide the premier automobile club in the Northwest. The Region's banquets, Caravans, Grand Classics, and garage tours are the envy of all the other clubs. Our members have always loved and appreciated the high standards of their Classics and they have likewise pursued this perfection in all of our Region's activities. I feel very honored to have had the opportunity to meet and become close friends with some of the finest people inthe Northwest. I would like to thank the fine Board of Managers who have devoted many hours of their time to this organization. A very special thank you also to Louise and Robert Gerrity, our editors. The list of volunteers could go on for another page. All I can say is thank you all!

As a closing comment, it has taken about two years to complete my 1935 Lincoln. Now that it is nearing completion and is ready for touring, I'm retiring. Actually I'm actively planning the 1990 Coming Out Party and am Co-chairing the 1991 Grand Classic. I wish the 1990 Board of Managers the best, and look forward to another Classic year.

Best Wishes,

Gerald Greenfield

NEW MEMBERS

Our membership is swiftly climbing toward 200, 193 to be exact, with the addition of seven new members since the last publication. This is one sign of a healthy organiza-tion and we certainly hope that our new Classic lovers will jump right in and enjoy some up-coming Club functions. New members please note! You do not have to own a Classic to be involved in Club activities, interest and enthusiasm are of prime importance. Welcome to all of you and we hope to meet all of you soon.

Robert & LaVerne Bailey
9611 Moller Drive NW
Gig Harbor, WA 98335
(206) 851-2911
1935 Packard 8, 1201 Phaeton

Brooke Barnes
3055 Perkins Lane
Seattle, WA 98199
(206) 283-4000
1929 Rolls Royce, 6, Roadster

Alfred & Helgard Opp
5491 Calderwood Crescent
Richmond, B.C., Canada V7C 3G2
(604) 277-6180
1947 Cadillac 8, 6267 Conv.

Cliff & Pam Roe
7808 Langley Street
Burnaby, B.C., Canada V3N 3Z8
(604) 526-2696
1938 Cadillac 8, 60, Conv.

Gerald E. Schimke
2247 Prescott Avenue SW
Seattle, WA 98126
(206) 932-8520
1947 Cadillac 8, 6269 Sedan
1932 Cadillac 12, 52 Club Berline

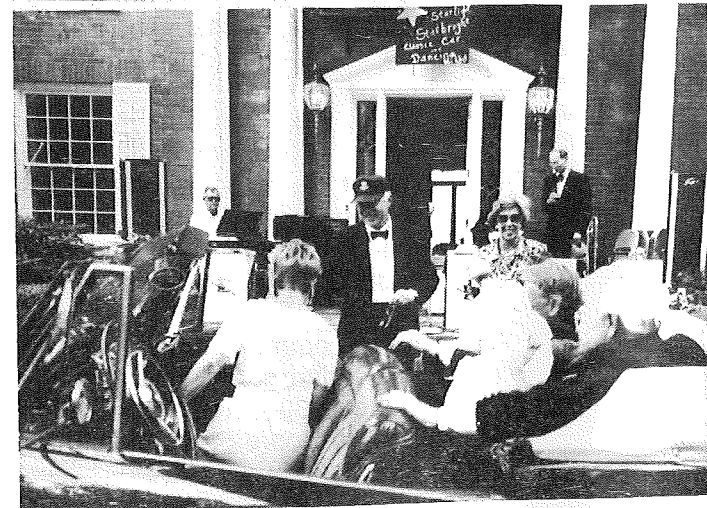
Walter Sharp
7307 Woodlawn Avenue NE
Seattle, WA 98115
(206) 527-3113

Tom Sumner
2220 No. Pacific Avenue
Seattle, WA 98103
(206) 633-4449
1941 Lincoln Cont. 12, Cabriolet

STARLIT SUMMER DANCE

It was a warm, moonlit summer evening as the stream of Classics turned onto the long circular driveway and approached the lovely Georgian Colonial home overlooking Lake Washington. It seemed the perfect setting for the Starlite-Starbrite summer dance hosted by newlyweds Jim and Sherry Raisbeck, with help from co-chairmen Lee Zuker and Noel Cook. The Classics paused at the front door to discharge their passengers, including many ladies appropriately attired in fashions from the Classic era - beads, bangles, chiffon, furs, Grandmother's dress - and to make each lady feel like a princess, all were given a sparkling star tiara to wear.

Live music issued from the front steps under the porte cachere, where the big band sound was presented by Sophisticated Swing, and soon the brick driveway was filled with dancers. Champagne flowed freely from a table tucked under the trees, as guests chatted and relaxed in the long summer twilight, and on small tables, spread with crispy white tablecloths, a lovely dinner was presented by Mange Toute of the Blue Max. Elegant!



This was a well attended event with attendance topping last year's. Guests of members included the Blackburns, friends of Noel and Janet Cook, who drove up from San Francisco to be at the dance, and Ian Ingram from the United Kingdom (sorry we do not have the name of his host). There was also a young guest couple there, who admitted frankly they expected the group to be a bit stuffy, but left saying they were going to have to buy a Classic and join the Club as they couldn't remember when they had had such a good time!

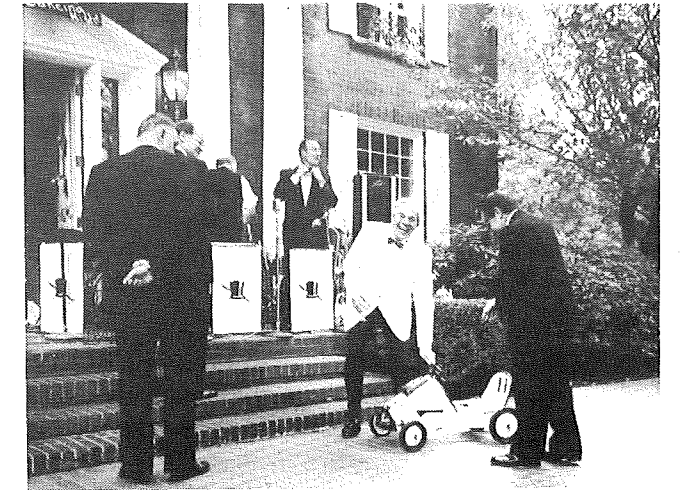
Many, many thanks to Jim and Sherry who worked very hard to prepare for this lovely event, and their detail men Noel and Lee who through experience from past years know just how to make it fly. Notes for this review were most graciously gathered for me by Marlene Zooker in my absence. She also came up with the idea for, researched and supplied the ladies tiaras- an imaginative touch for a glamorous occasion! Thanks, Marlene!

Editor

Photos by Sherry Raisberck



Starlit Classics Continued



The following write-up was created by our member Bruce Hill who edits the regional Rolls Royce publication. Finding myself in the same situation, (except on a mountain top in Montana!) I begged him for permission to use his article to cover my own quandry. My apologies to Gordon and Claudia for my own lack of coverage this year. Glad the Affaire was so successful! Editor

Apker's Affaire

This is one of those stories that any newsletter editor dreads having to write. This year's Apker Affaire occurred on Sunday, August 13. I was in Newport attending the National Meet and did not return until August 20. In other words, I was not able to cover the story at the time and needed to rely on the memories of others to put it together.

I tried interviewing Al McEwan who said he was there and the weather was good, but could remember little else. A try at interviewing Gordon Apker brought forth the observation that he knew there were about 2,000 people there, but his mind was pretty much blank as to specific individuals. Both of my interviewees pleaded that they had been to Pebble Beach after the Affaire and their impressions were mixed up with the Pebble Beach event. Of course, I could hardly flog them for this excuse; I've known the same distress.

At any rate the list of our club's participants below may have gaps and if this is true it points up the need for someone to take some notes on the event at the time if ye editor is not present.

Gordon said he knew there were 2,000 people at the event because that was the number of box lunches consumed and all of them were paid for. Box lunches were provided this year to reduce the waiting in line associated with the buffet serving of previous years. Last year's attendance was reckoned at 1,600, incidentally.

The event is a fundraiser for Children's Hospital and approximately \$34,000 was raised as compared to \$28,000 last year.

Our members won two important awards. First, Al and Myra McEwan copped the best closed classic award with the 8 Litre Bentley. The prestigious people's choice trophy was won by Ty Long's PII.

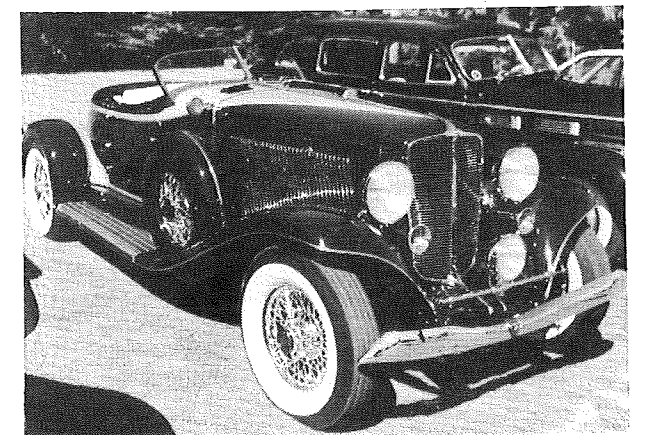
A PII not seen for at least a decade or more was driven in by Chuck

Lyford and Pam Clapp. The car was owned in the mid-sixties by the late Herb Schoenfeld according to Jack Goffette, who recognized it, although he could remember having seen it only once before. The Lyford family acquired it from Schoenfeld.

As in years past an auction was put on by Stu McLeod and Ed Bishop with the usual success. Among the items put up for sale was a R-R banner donated by Monte Shelton and some racing scene paintings from 1906 and the 1960s given by Bob Ames. The bidding was spirited on both items, but the identity of the buyers is unknown.

There were several musical groups entertaining during the afternoon and Al McEwan remembered some young girls called "The Lollipopps" who were outstanding.

BH



Gordon Apker's 1934 Auburn V-12, Boattail salon roadster

Photo by Bob Gerrity

FALL GARAGE TOUR

The misty moisty morning of October 21 failed to daunt about 80 club members and guests who took part in the 1989 Fall Garage Tour, planned and ably run by Tour Chairman John McGary. Despite wet conditions there was a good turnout of Classics, which to the best of my knowledge performed in the well-bred manner expected.

Most of the group assembled at the S.E. 8th Park & Ride in Bellevue at 9 AM and from there toured to Bruce McCaw's lovely home overlooking Lake Washington. A large two-level garage reveals his love of race cars, Ferraris, Corvettes, a Mercedes 300 SL, a Lola, among others. As an added treat we were invited into his home for coffee and doughnuts, a tour through the house in which the decor of each room is accented by fascinating African mementos, and finally down to the trophy room where one is suddenly surrounded by mounted African game animals. An impressive collection - a memorable experience!

Next, on to another waterfront Bellevue home, that of Dave and Pat Fluke. Another spacious garage/showroom complete with its own bathroom and laundry facilities-these shop amenities drawing envious sighs from the touring wives- and, oh yes, the cars! More go-fast cars in the form of beautiful Corvettes and other '50s Chevrolets all gleamingly restored. Two '50s Chryslers were special eye catchers. Above the showroom in a smaller area visitors were delighted to discover an extensive model railroad set-up. The Flukes also graciously opened their home to the tour, and here we were treated to an elegant contemporary interior furnished with some lovely antiques.

Following lunch at The Keg in Loehman's Plaza, we all headed north to Don and Pat Ball's home on the Redmond- Fall City Road. Here, an eclectic collection of cars greeted us, Classics, Special Interest, and some just plain interesting. Hot buttered popcorn and delicious hot mulled cider was a welcome treat served by the Balls on that cool rainy day.

Finally pulling ourselves away, we turned back south and wound up our tour at Bert and Frankie Lobberegi's Little Alpine Museum. Tucked into their barn/museum among all kinds of collectables, are their antique and older classic cars, and car related literature, toys, and accessories. An intriguing collection!

This was a great garage tour, weather excepted. Many thanks to Bruce McCaw, the Flukes, the Balls and the Lobberegts for their hospitality and their willingness to share their car collections with us, and a big thank you to John McGary for chairing such a successful event. The following members signed up to drive a car on the Garage Tour, and many brought several guests, or other members. An exact headcount was difficult as some joined the tour during the first or second stops and a few had to leave before it was over. Sorry if we missed you!

Editor

Gordon & Darlene Cochran
John & Mary Campbell
Carl & Joyce Swanson
Ray & Susan Fenner
Phil Grisham & guests
Peter Gagan
Paul & Janet Lewis
Dennis & Sue Aker
Jack, Pat & Mark Goffette
John & Kay McGary
Robert Nordquist
Peter Hageman*

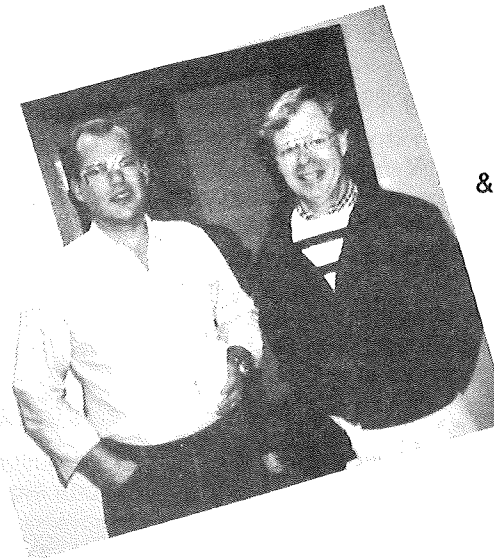
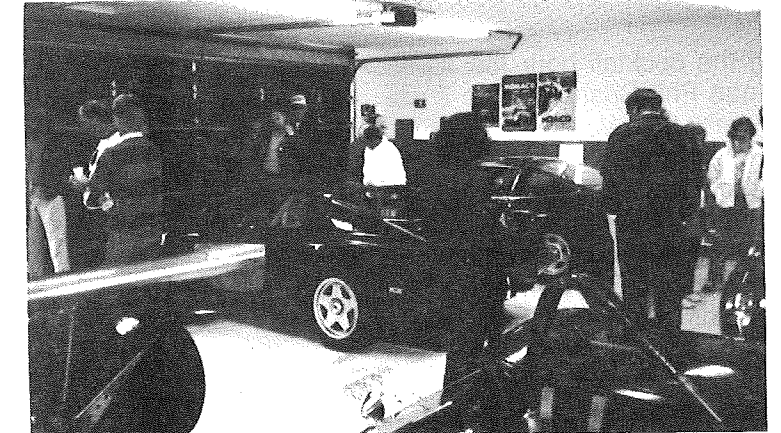
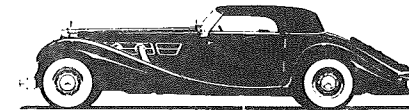
Stanley & Valerie Dickison
Dick & Judy Buckingham
Burns & Margaret Smith
Noel & Janet Cook
John Kane & guests
Richard & Sam Adatto
Bill & Karel Deibel
Tom & Susan Armstrong
Doug & Sharon James
J. Girard & D. Stott
Bob & Kathy Reverman

Terry & Barbara Mc Michael
Carl & Chris Bomstead
Gerald & Doreen Greenfield
William & Liz Holt
Roy & Terry Magnuson
Gordon & Claudia Apker
Jim & Robin Warjone
Al & Myra McEwan & guests
Fred & Brenda Bonin
Bob & Lou Gerrity
Bill & Judy Mote

Photos by Bob Gerrity



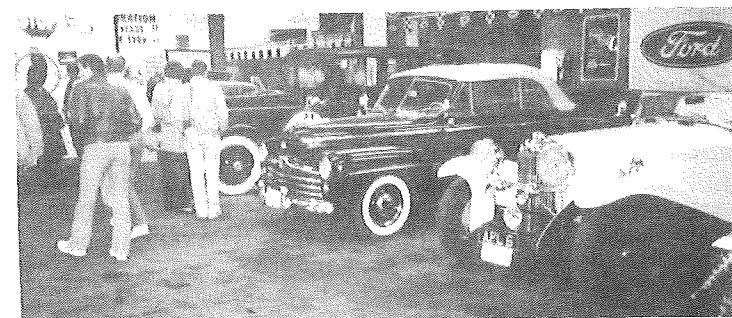
At Bruce McCaw's



At Dave
& Dorothy Fluke's



At Don & Pat Ball's



ED RITTENHOUSE TAKES THE REINS AT ANNUAL MEETING

On November 11, at our Regional Annual Meeting, Gerald Greenfield passed his gavel to Ed Rittenhouse and wished him well in the coming year as Director of our Board of Managers. Gerald has served two consecutive years as Director, following two previous years as a Board member. Ed has been a Board member for the past year and a Club member for several years.

The Annual Meeting dinner was held in the Congress Room at the Four Seasons Olympic Hotel in Seattle. A congenial cocktail hour was followed by a beautifully presented and delicious dinner, planned and arranged by Ed and Pam Rittenhouse, chairmen for the event.

During the cocktail hour the 1989 Board held a brief meeting at which Election Chairman Phil Grisham gave them the results of the election of new Board members which were then voted in by the Board. Following dinner Gerald Greenfield stepped to the podium, welcomed the guests and presided over one final board meeting. Regular agenda completed, he thanked Phil for chairing the election committee, and then announced the new Board members. Bill Deibel, John Kane, and Glenn Mounger. These three people will replace out- going members, Dennis Aker, Tom Crook and Lee Zuker. Congratulations Bill, John and Glenn, and many thanks for your time and committment Dennis, Tom and Lee!

Next the Car of the Day Awards were presented. These automobiles are selected by each Event Chairmen from the Classics attending their event, and the choice is kept secret until the Annual Meeting.

Annual Meeting	11/88	Gordon Cochran	'32 Cadillac, V16, Conv. Cpe.,Fisher
Christmas Party	12/88	Hal Meden	'38 Bentley, 6, 4.5 Ltr., D.H., Vanden Plas
Go Fly A Kite	5/89	Dennis Somerville	'34 Rolls Royce 20/25 Sedan de Ville, Hooper
Land, Sea and Air	6/89	Glenn Mounger	'39 Duesenberg J, Conv. Sedan, Murphy
4th of July & Hillclimb*	7/89	Wayne Weihermiller	'37 Cord, 8 ,8i2, Phaeton, Central
Starlite, Starbrite	7/89	Dick Hooper	'38 LG 6, Lagonda D. H. Coupe, Factory
Tour to Bloedel Reserve	9/89	Monte Holmes	'36 Pierce Arrow, 12, 1602, Spt. Roadster
Annual Garage Tour	10/89	Bill Deibel	'35 Duesenberg, 8, JN Spt. Berline, Rollston

*Now given in memory of Pete Manello

The Herb Schoenfeld Trophy is awarded to a person who has contributed outstanding service to the Club over many years. Glenn Mounger is this years recipient. He has served as Board member several times, and as Director. He and his wife Mary Lynn have been consistantly supportive and involved in Club activities and sustain an on-going interest in the welfare of the organization.

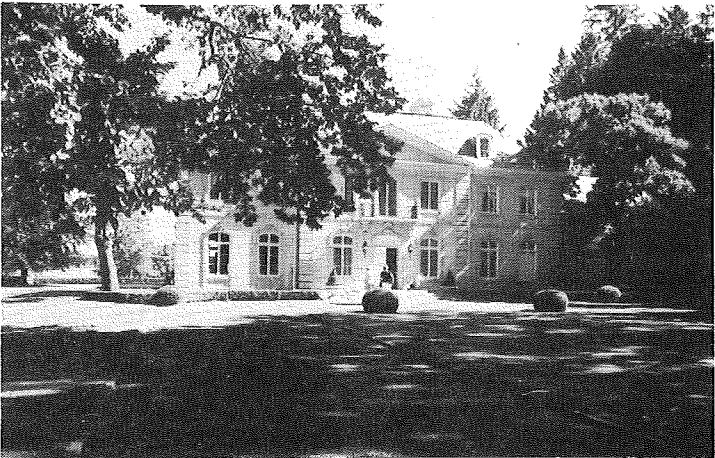
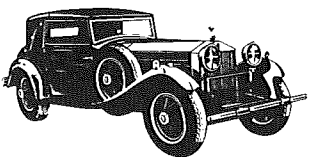
The Dean Spencer Prize is given to a member who does the major part of the restoration work on his own car personally, who readily shares his knowledge and expertise with others, and who regularly drives his Classics to tours and events. Dennis Aker was chosen to receive the award this year, having filled all the above requirements and more!

Editor

Members Attending Annual Meeting:

Ed & Pam Rittenhouse
Bob & Roberta Ouderkirk
John & Nancy Martin
Glenn & Mary Lynn Mounger
Bob (Sr) & Shirley LeCoque
Jerry & Jo Ann McAuliffe
Phil Grisham
John & Kay McGary
Ty & Anne Long
Carl & Chris Bomstead

Gerald & Doreen Greenfield
Bob & Lou Gerrity
Larry & Lorraine Justice
Fritz & Maria Gechter
Bob(Jr) & Devree LeCoque
Noel & Janet Cook
Sig & Betty Linke
Don & Carolwe Readdaway
Walt & Bonnie Johnsen



TOUR TO BLOEDEL RESERVE AND MOUNGER'S BARN.

A beautiful September 9 brought a good crowd of people to Bainbridge Island to walk through the beautiful grounds of the Bloedel Estate. 154 acres which originally belonged to the Bloedel family have been groomed into a park through which visitors can walk and enjoy the lovely trees and gardens. The mansion, no longer occupied, on the estate is also open to visitors. It was lovely in September, but I am sure many of us plan to go back in the spring when the trees and shrubs are in bloom. A breif Board Meeting was held on the Estate grounds and then the group gathered for a picnic lunch at Fay Bainbridge State Park.

Glenn Mounger had been kind enough to pass the word that his barn with its stable of cars would be open to all interested, and a good many of us took the opportunity to travel across the island to pay a visit. His collection includes cars from all eras, including a newly restored pink '59 Cadillac convertible. An unbelievable eye catcher! Thanks Glenn for your hospitality!

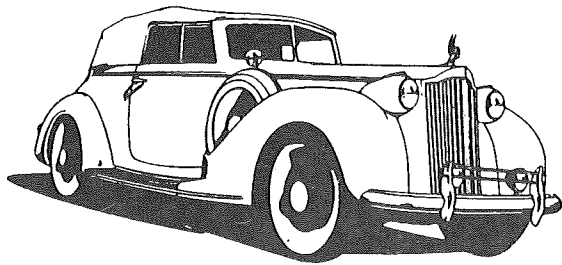
Thanks to Chairman Richard Adatto for putting together this event which drew approximately 45 people and 10 Classics.

Photos by Bob Gerrity

CHANDLER'S COVE CAR DISPLAY PROFITABLE

Early last summer Richard Addato began making arrangements to show Classics at Chandler's Cove on Lake Union as a fund raising project for the Club. With the Board's approval he committed to supplying 40 Club Classics to the show in exchange for a flat fee of \$1000. August 27 saw 61 cars, mostly Classics, shown by our members. The participants enjoyed the experience, and there is no doubt the large crowd attending were thrilled with the chance to get a close-up look at so many beautiful cars. Last but not least our treasury benefitted. Richard is now following up on the Hyatt House Car Show planned for March where a display of 30-40 Classics would net the Club \$2000. A round of applause for Richard who has jumped in and come up with ways to bolster the bank account!

→Editor



This article was originally run in the Delaware Valley Region Times in their "Tech Talk" column and we appreciate their letting us run it. LG

Gas Tank Restoration

By Pete McManus

Fuel tanks can be a major source of problems on even the best restored Classics. Most Classics have sat idle a number of years at some time in their life; and even under the most ideal conditions, the inside surface of the tank becomes rusty and scale from old gas and impurities build up inside the tank. Proper restoration of a fuel tank can eliminate these problems in virtually any tank, even if it has been severely rusted. The secret to this process is the use of an aircraft type fuel tank sealing liquid called a "sloshing sealer."

To prepare the tank for this sealer, it should be thoroughly cleaned of all foreign material and rust. This job can be done satisfactorily at a good quality radiator repair shop. They will run the tank through their radiator cleaning tank which will clean out most tanks satisfactorily unless very rusty inside. As a side benefit, this cleaner will remove any paint on the outside of the tank which offers a good opportunity to repaint the tank on earlier vintage Classics that have exposed tanks. On severely rusted tanks, a radiator shop can further clean the tank by filling it with an acid solution. Moderation should be used here since the acid also attacks good metal in the tank. Use of sloshing sealer, described later, will seal a certain amount of rust as long as it is not flaky or loose.

When the tank comes back from the radiator shop, it will be wet inside from their final water rinse. I usually flush the tank with more water and then flush out the water by rinsing it a couple of times using a quart of alcohol each time. The tank should then be thoroughly air dried to get out moisture any any alcohol left inside.

The final phase of the restoration process is the use of the aircraft sealer. The type of product I've used with good success is an aircraft fuel tank "sloshing sealer." It is available in gallon containers from aircraft supply houses that are generally located at or near most airports.

Gas tank sealers are also available from automobile restoration suppliers through ads in publications such as Hemmings. Generally, these products are available in one quart sizes which is adequate to do one fuel tank. Be sure to follow the supplier's directions for number of applications required, etc., if they differ from those in this article.

I have also successfully cleaned fuel tanks that have a moderate amount of rust inside by pouring in 3 or 4 handfuls of small rocks (driveway topping size work well) and a couple cups of water. Shake the tank as vigorously as possible, rotating the tank so the rocks rub around on all interior tank surfaces. This process is also excellent for the waistline and will give you an idea of the kind of physical shape you're in!

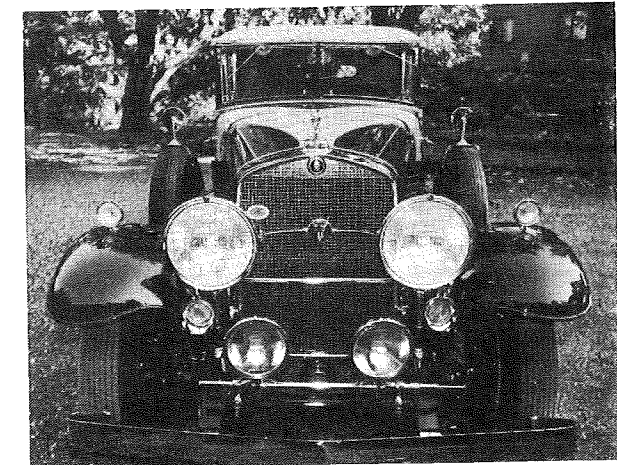
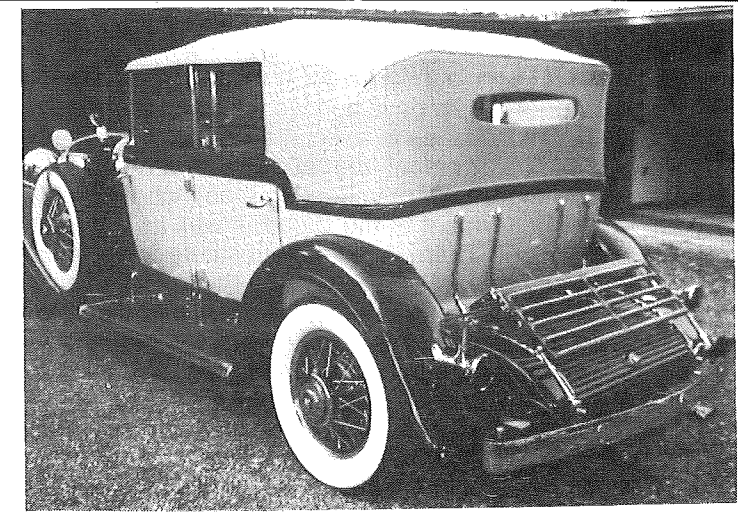
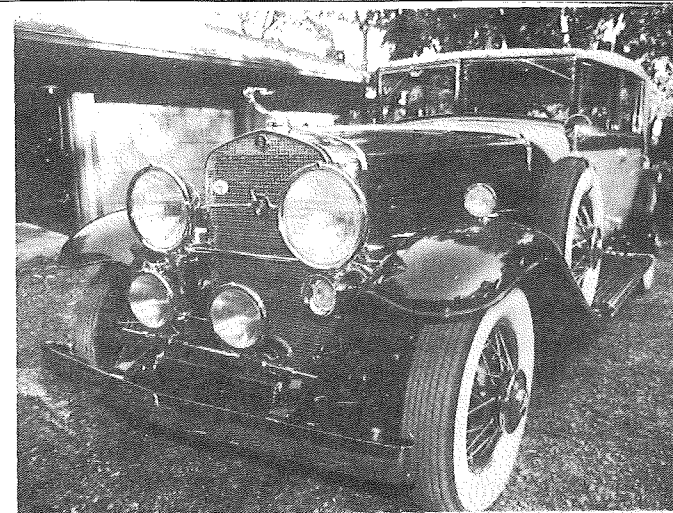
The tank should have been stripped of the fuel pick-up tube and gas tank gauge sender prior to the cleaning described above. These holes can be plugged with heat duct tape for the sealing operation. Pour the gallon of sealer (which looks like thick shellac) into the tank and put on the cap or cover the hole with tape. Thoroughly coat all inside surfaces of the tank by rotating it in all directions until all surfaces, including baffles, have been thoroughly covered. Leave the cap on the fuel tank or the drain plug slightly loose to relieve the pressure that builds up inside the tank during this process. Drain the solution back into the original gallon container and re-seal it so it will be usable again. The sloshing sealer thickens when exposed to air, so it is important to keep the storage container tightly sealed. As I do with paint containers, it is recommended that the edge of the lid be sealed with 1" wide masking tape.

Let the tank air dry for 24 hours and repeat the coating process again. After the second coat has dried for 24 hours, reinstall the fuel pick-up fittings and gas tank sender unit. Cover the float with a light coat of lubricant so it won't stick to the sloshing sealer on the tank wall as it will still be somewhat tacky. Gasoline will not dissolve the sealer so there is no harm in using the tank under these conditions.

If the sloshing sealer is kept in a tightly sealed container, a gallon can be used to treat 5-10 fuel tanks depending on their size. The sealer forms an impervious liner inside the tank; and since it sticks to rusty surfaces as well as shiny metal areas, any remaining rust on the tank walls will be sealed in permanently and will have no way to get to your carburetor. I have even heard of it being used to successfully treat a tank so rusty that fuel was seeping through pin holes in the tank.

While working with this chemical, it is important to use it with adequate ventilation and to keep it away from open flames since it is flammable.

Once this process is accomplished, the Classic owner can tour in his favorite car with a comfortable feeling that he has eliminated one of the most troublesome problems. He shouldn't be bothered by rust from the fuel tank again!



Photos by Bob Gerrity

(This nice report of touring elsewhere came in just after our last issue went to press so it is a little late appearing. Many thanks to members Don and Carole Readdaway for contributing it)

August 25, 1989 -

Carole, David and Don Readdaway have been busy attending two Franklin national tours this summer.

The first tour was held at Julian, California, May 15-19. The event was well attended, bringing together forty cars and a hundred people. It was one of the largest tours in its twenty years of operation Rich Alford, of Southern California Region CCCA, hosted the tour. He loaned Don and Carole one of his very nice 1932 Series 16 Sedans, so that they would have a car for touring in Julian.

The second national trek, #36, was held in Cazenovia, New York, during August 13 through 20. Again, the Readdaways were lucky! Franklin members, Sue and Dick McKnight of Tully, New York loaned them the use of their very original 1932 Series 16 Sedan. The car was equipped with an original two-speed rear end that was specially built for Mr. Timkin (Bearing family). Every day the cars toured the area, covering approximately 75 miles for each event.

The East Coast trek draws from a lot larger area, so there were ninety cars spanning an era from 1904 through 1934, with most being of the Classic period. Richard Barbee (Oil Belt Region CCCA) took People's Choice with his newly restored dual cowl sport phaeton, 1929 Series 13 Franklin. Attendance was 399 people.

Correction: In the write-up on Forest Grove in the last issue I inadvertently left out the fact that Ernie Ferullo took a 1st in Class in Post-War Open Classics with his '47 Lincoln Continental Cabriolet. Belated Congratulations Ernie! Sorry we missed you. -Editor

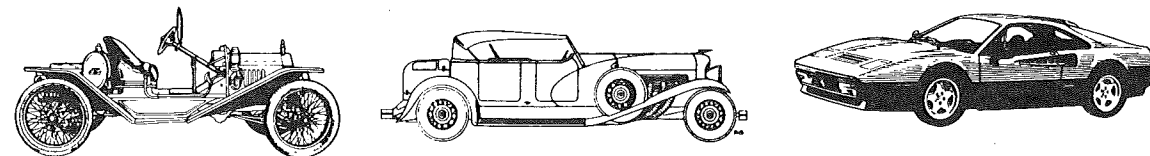
EDITOR'S NOTES: If we look over the top of the holiday season we can see 1990 straight ahead! A few days ago we welcomed a new Director, and three new Board members chosen by the membership in a recent election. The size of our Club is growing, surely a healthy sign, but we need involvement from all members, new as well as old. This means participation in Club events and more total membership meetings which give individuals the opportunity to express ideas for the betterment of the Club, as well as a chance to bring up problems- hopefully with a possible solution. There is just no substitute for face to face contact to generate interest and enthusiasm in any project. So lets make this a New Years resolution - to get out and enjoy Club events, to communicate regularly with other members, to talk to Board members about issues you feel the Board should consider, and last but not least offer your time, talents and enthusiasm to become part of the on-going health of the Club. (You might pick up your phone right now, dial 334-5215, and tell Carl Bomstead you would like to help with the Christmas party on December 9th. Decorating is a great way for old and new members to get to know each other!)

One more item. I have truly enjoyed my three years as editor of the Bumper Guardian. However, this year with Bob retired we finally have time to travel at leisure and to do some fun things together, as well as tackling some long awaited projects. This lifestyle is just not compatible with doing a good job as Editor, so the Club will need a replacement for me by January 1. I know there is someone out there who would really have fun with this job! No great talent or experience is needed, you learn as you go, and I will be more than happy to show you the ropes, if you wish. I'll even free-lance articles for you occasionally. Such a deal! You work independently, chose your own hours and publishing methods, and the Club will compensate you for your time and expenses. Ideal working conditions! If you would like more information, give me a call at 941-2043.

Seasons Greetings To All,

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~~~~~  
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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.

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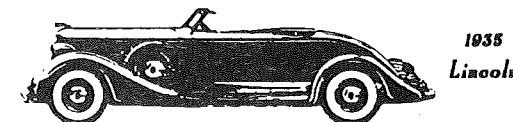
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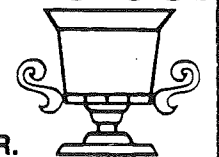
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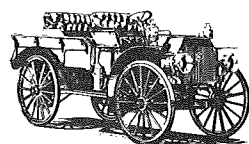
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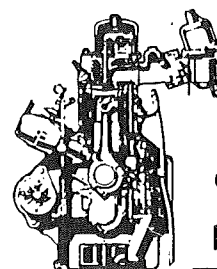
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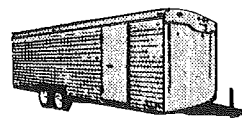
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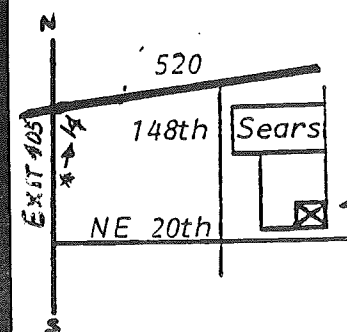
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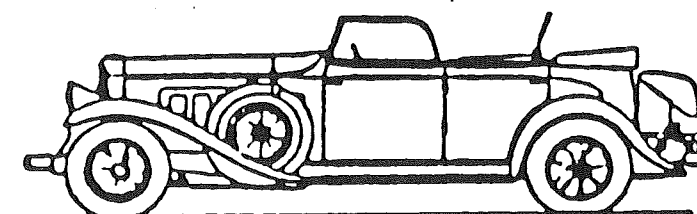
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