

# BUMPER GUARDIAN

## From the Director's Seat

By Ed Rittenhouse

Now that we have our editorial leadership established it is time for the membership to rally behind. The publications are for the enjoyment and education of all of us and there are many members who possess a particular expertise which could be shared.



I would ask that you take the time and contribute an article to *The Bumper Guardian*. There are many topics which would

be of interest . . .

Tell us the story of that special car which you just acquired or maybe had long ago.

Do you have historical information about a special marque?

Have you attended a meeting or visited a collection or museum in this country or abroad?

Do you have particular thoughts about the restoration of a classic?

What should we look for when buying a classic at an auction?

What does the future hold for classic cars as investments?

Do you have any tips for someone going on a CARavan for the first time?

In letters to the editor you can suggest new events for the club or ways we may have more member participation.

We should be able to make our publication the best of any region if we combine the talents available. However, it all depends on your participation.

Just remember, every time you read a piece you thoroughly enjoyed that someone took the time and effort to write it.

(Remember, also, board meetings are open to all members of the club and it is always refreshing to have new faces and ideas.)



Seven cars new to members of the Northwest Region were uncovered at the group's annual Coming Out Party March 10. Photo shows a few of the celebrants and one of the cars under wraps before the unveiling. Photos and stories on cars are printed on center spread.

## Member and good friend of region, Sergio Franchi, dies

Sergio Franchi was a friend to many of us and a great asset to our region. I had never met Mr. Franchi, so I talked with Al McEwan about his memories of this special person.

Al's first contact with the Franchis was on the 1978 CARavan. Sergio came in his beautiful Graber-bodied Packard Victoria. He came to many of the CARavans driving different cars from his collection and when one was not available, he borrowed one of Tom Crook's Cadillacs.

On the 1982 CARavan, Sergio brought a beautiful Isotta-Fraschini.

One very special night was when the show "Nine" was in Seattle at the Fifth Avenue Theater. The Classic Car Club brought its cars and guests to the opening and Sergio met every one at the front door of the theater.

It seems unfair that Sergio has left us so suddenly. He will always be remembered, not only for his contribution to the performing arts, but as one who loved classic cars and the fellowship they inspire. He will be missed.

--Barbara McMichael

## Members go 'fly a kite'

By Bruce Hill

In the past there has always been a mild complaint that the wind available for the Kite Fly was not sufficient to sustain serious kite flying.

This year, the mild zephyrs were no where to be found; in their place was wind enough to sail a man o' war. Anyone who was a non-believer soon converted to the circumstance when we all saw Walter Sharpe picked up a couple of feet off the ground by his kite and dragged along until he could hang on no longer.

Hal Meden reported a broken rib on one of his kites and Paul Hageman had the same thing happen to the new kite his father, Peter, had bought for him. Only in Paul's case, the kite dove into a tree and was beyond retrieving.

Before becoming airborne, Walter Sharpe had tried to launch a very elaborate kite consisting of a number of units. It was really big!!!

See page 2

# BUMPER GUARDIAN

## Northwest Region, Classic Car Club of America

The Bumper Guardian is the official publication of the Pacific Northwest Region, Classic Car Club of America. The region was granted a charter in 1963. The Bumper Guardian is published every two months: Jan./Feb., March/April, May/June, July/Aug., Sept./Oct., Nov./Dec. Deadline is the 10th of Jan., March, May, July, Sept., and Nov..

		Home	Work
Edward Rittenhouse .....	Director .....	232-1117 .....	624-2000
Glen Mounger .....	Assistant Director .....	842-8485 .....	622-8730
Gerald Greenfield .....	Past Director .....	862-2630 .....	838-2955
Elizabeth Linke .....	Treasurer .....	784-8716 .....	622-3406
Ted Barber .....	Secretary .....	325-3580 .....	544-5366
Walt Johnson .....	Membership .....	842-6269 .....	842-3387
Barbara McMichael .....	Editor .....	641-0187 .....	641-0187
Shirley Starr .....	Advertising Manager .....	562-7122 .....	562-7122

### Board of Managers

Ed Rittenhouse .....	1991 .....	232-1117 .....	624-2000
Noel Cook .....	1990 .....	232-6413 .....	443-9124
Bill Delbel .....	1992 .....	522-7167 .....	382-2500
Robert Gerrity .....	1990 .....	941-2043 .....	941-2043
Jack Goffette .....	1990 .....	774-6346 .....	775-0657
John Kane .....	1992 .....	328-0433 .....	323-7848
John McGary .....	1991 .....	522-3727 .....	682-3840
Sissy Madden .....	1991 .....	323-8226 .....	242-4050
Glen Mounger .....	1992 .....	842-8485 .....	622-8730

### Monthly meeting

The Board of Managers holds a dinner meeting the first Wednesday of each month at Latitude 47's Topside Room, 242 Westlake Ave. No., Seattle at 6:30 p.m. Members encouraged to attend.

### Membership

Regional membership is available only to Classic Car Club of America (national) members and may be obtained by contacting Walt Johnson, membership chairman.

### Advertising

Advertising policy/rates: The Bumper Guardian will print classified advertising free of charge to members, and at \$3 for the first 40 words and 10 cents per word thereafter for non-members. Display advertising rates are available on a prepaid basis only.

	Cal. year	1-time
Full page (7-1/2" wide x 10" high) .....	\$480 .....	\$80
Half page (7-1/2" wide x 5") .....	280 .....	50
Third page (7-1/1" wide by 3-1/2") .....	200 .....	N/A
Quarter page (3-1/4" wide x 5") .....	160 .....	N/A
Eighth page (3-1/4" wide by 2-1/2") .....	100 .....	N/A
Business card (3-1/2" wide x 2") .....	95 .....	N/A

### Technical advisors

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 phone them for information or assistance with a problem, within considerate hours of the day or evening. If any other members would like to field questions on favorite classics, phone director Ed Rittenhouse

		Home	Work
Body work/paint .....	Sissy Madden .....	323-8226 .....	242-4050
Cadillac/LaSalle .....	Robert LeCoque .....	226-8313 .....	622-4697
Cord .....	Denny Aker .....	546-5698 .....	329-5253
Delahaye .....	Richard Adatto .....	286-8325 .....	322-2576
Duesenberg .....	Gordon Apker .....	824-2744 .....	243-7871
European mechanical .....	David Lewontin .....	285-8150 .....	328-4022
Franklin .....	Don Reddaway .....	363-8623 .....	543-1300
Jaguar .....	Noel Cook .....	232-6413 .....	443-9424
Lincoln .....	Gerald Greenfield .....	862-2630 .....	838-2055
Mercedes-Benz .....	Sig Linke .....	784-8716 .....	622-3406
Packard .....	Larry Justice .....	242-0428 .....	242-0428
Restoration plans .....	Bob Gerrity .....	941-2043 .....	941-2043
Rolls-Royce/Bentley .....	Norman Herstein .....	668-9050 .....	827-7331

## Barbara McMichael is new editor

Barbara McMichael is now the editor of *The Bumper Guardian*, and Shirley Starr is advertising manager. They replace Bill Finck, who had to give up the job due to complications in negotiations of the sale of his magazine, the *Collector Car News*. Bill will continue to handle production of the newsletter, however.

Items should be sent to Barbara at 5411 - 134th Ave. SE, Bellevue, WA 98006, (206) 641-0187, or Shirley at 1619 - 168th Ave. NE, Bellevue, WA 98008, (206) 562-7122.

## 'It disappeared over some trees and was out of sight'

From page 1

The line was wrapped around a fire hydrant and he attempted to launch it. Up and up it went, but the line was not up to the strain and broke before every part was lofted. It disappeared over some trees and was out of sight. However, everything was soon recovered.

The decision was then made to launch just one of the units of the kite and it was just after the launch of this part that we saw Walter being pulled into the air and down as he was dragged along. The unit doing this was a red and orange colored affair that looked like a flying mattress. If the line and fire hydrant could have taken the strain, no doubt there was enough wind to carry away a big chunk of Whidbey Island.

Attendance at this year's event was not nearly as great as was the case last year. Attrition was caused by Opening Day events in Seattle and many other competing activities. All in all, though, there were 15 cars.

I drove up with Al and Laura Phillips in their Silver Shadow and it was a very comfortable trip. I brought my camera gear with the idea of doing car pictures, but the high wind seemed to discourage some who had come and before I could get set up, one of the most interesting cars to show up had left. The car in question was Ed Rittenhouse's freshly restored 1934 Packard Super 8 convertible that had been unveiled at the Coming Out party.

However, I did get shots of all the other cars there and in some cases I had to lean down on my tripod to keep everything from blowing away (Sorry, the pictures did not get developed in time for publication).

Laura brought a nutritious lunch and was anxious that I have a balanced intake between fruit and beverage and a tuna fish sandwich and another one of peanut butter

See page 4

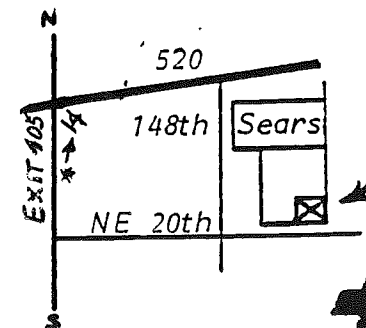
## Events by the NW Region, Classic Car Club of America

June 6	Board Meeting		
June 22-24	Land, Sea, Air	Grisham	292-6200 W.
July 4	Hunts Point parade	McEwan	454-3671 H.
	Bainbridge Island parade/Old Fashioned Fair	Mounger	842-8485 H.
July 11	Board Meeting (delayed one week due to holiday)		
July 14	Grand Classics		
July 15	Forest Grove		
July 20-27	CARavan	McEwan	454-3671 H.
Aug. 1	Board Meeting		
Aug. 12	Apker Affair	Apker	243-7871 W.
Aug. 19	Pebble Beach		
Aug. 26	Chandler's Cove	Adatto	286-8325 H.
Sept. 5	Board Meeting		
Sept. 22	Garage tour	McGary	682-3840 W.
Oct. 3	Board Meeting		
Oct. 27	Auction at Apker's	McGary	682-3840 W.
		Apker	243-7871 W.
Nov. 3	Annual meeting	Diebel	382-2500 W.
Nov. 7	Board Meeting		
Dec. 5	Board Meeting		
TBA	Christmas party	Bomstead	334-5215 H.
		Cook	232-6413 H.

American & European  
Classics items

Classic car on display  
-alternating monthly

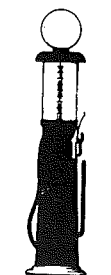
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## Home from the Kite Fly

# 'He thought the citation was some sort of honorarium given to Bentley drivers'

From page 2

and jelly (the way I like 'em. . . heavy on the jelly). Of course, the idea of a balanced meal is just something that is paid lip service.

Soon, Pat Goffette was around with an enormous box of chocolate goodies masquerading as cookies and then later I remember being sent a large plate with a serving of carrot cake, which was moist and delicious.

It all sounds innocent enough, but the icing on this cake was about one-half inch thick and contained cream cheese, vanilla and "only a little bit of sugar," according to its pastry chef, Mary Campbell. The FDA really needs to look at that one; my pancreas sent up three white flags before falling on its sword!

Some left early and some left late. The Phillips and I left about 4 p.m. The Hagemans left about an hour previous. On their way

south on the island, Peter's spirited progress in the 3-1/2 attracted the attention of the local constabulary and he was pulled over for a speeding citation. He thought it was some sort of local award being given to Bentley drivers with dash and elan to their driving. The bail amount was what he thought was an honorarium he'd receive for appearing in the Coupeville court. It tore me up pretty bad having to set him straight.

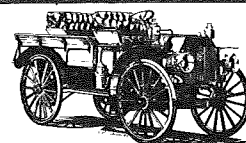
Actually, if the constabulary had been on its toes, it could have caught some really big fish in the flats just south of the Fort. Jack Goffette was taking folks out for test runs in the 6-1/2 on this stretch and I was in on the action. It had been a long time since I'd driven a non-synchromesh car, but after a few rough shifts the cadence was established and the cogs were swapped without undue embarrassment.

The secret on the up shifts is to take your

time and everything goes well. I casually mentioned to Jack that I imagined it was no picnic to shift down. His face went ashen and he said, "We never shift down!"

As a matter of fact, there was no need to shift down; the flexibility of the big six is so tremendous that it will literally take off from a walk in top gear. Of course, this car has a "special" body with no weight to it, but it gave a wonderful performance and must have been a sensation 63 years ago when the car was new. We had a big tall wind on the outward run and the speed of the car virtually neutralized the effect when we were going in the same direction. Inward bound we were against the wind and could scarcely keep our hats on.

Driving the 6-1/2 was the high point of the day and certainly a high point in my career in the hobby.



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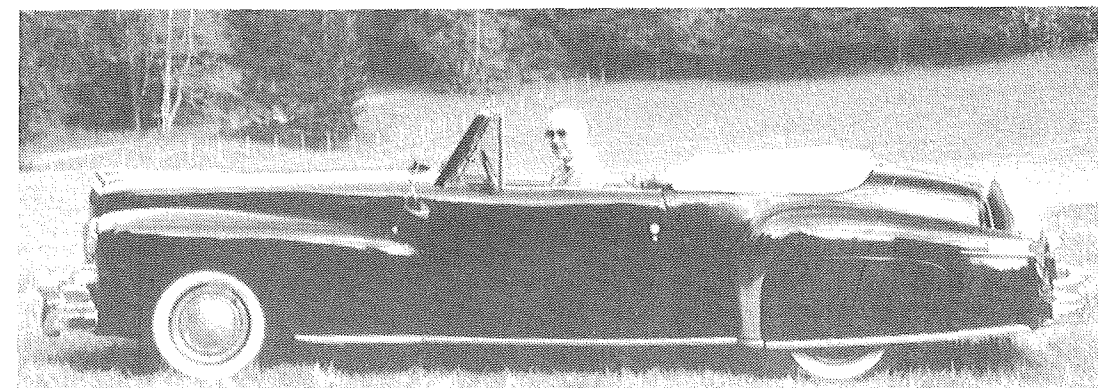
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## Top down time at region's Tulip Tailgater

Bob and Kay Reverman's 1948 Lincoln Continental convertible advertised clear weather with its top down stance. Early rains subsided at the event, and most of the day was rain-free. Blooming tulips were the order of the day. Story and additional photos start on page 8.



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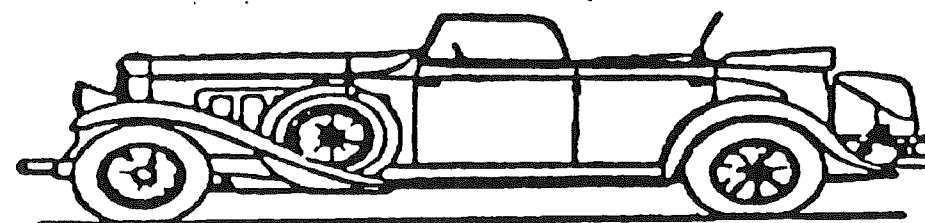
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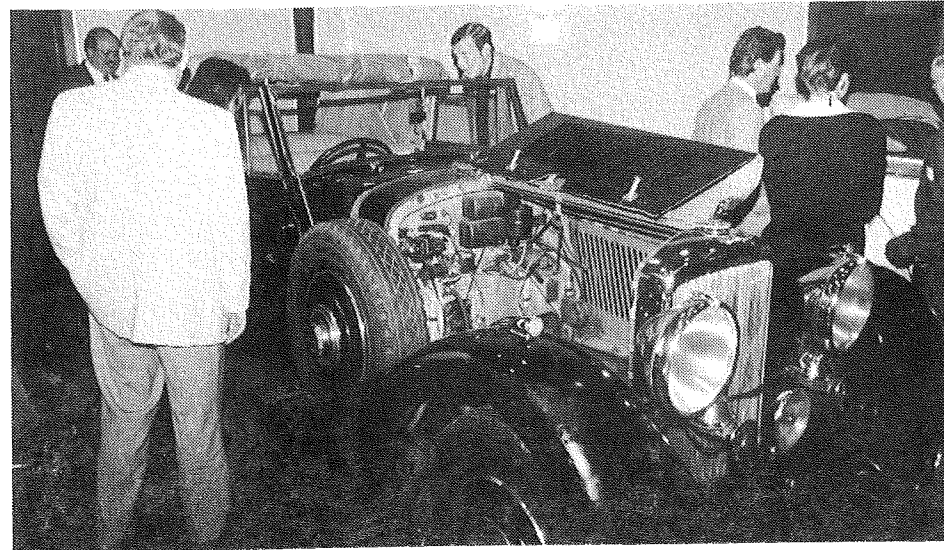
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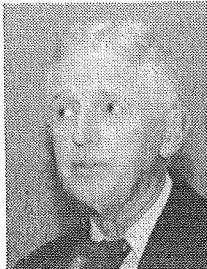


# First look at members' new cars



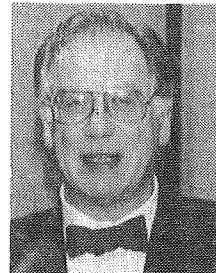
## Bruce Hills's 1939 Bentley Vanden Plas convertible

The car was acquired on November 15, 1989 with an engine that had been removed and disassembled 20 years previous. The main problem was a cylinder head cracked by freezing. A new cylinder head has been acquired and, so far, the engine is nearly fully restored. The next phase of the restoration will be rebuilding the wood framing in the doors and replacing the door posts. Completion of the whole project is probably three years or more away.

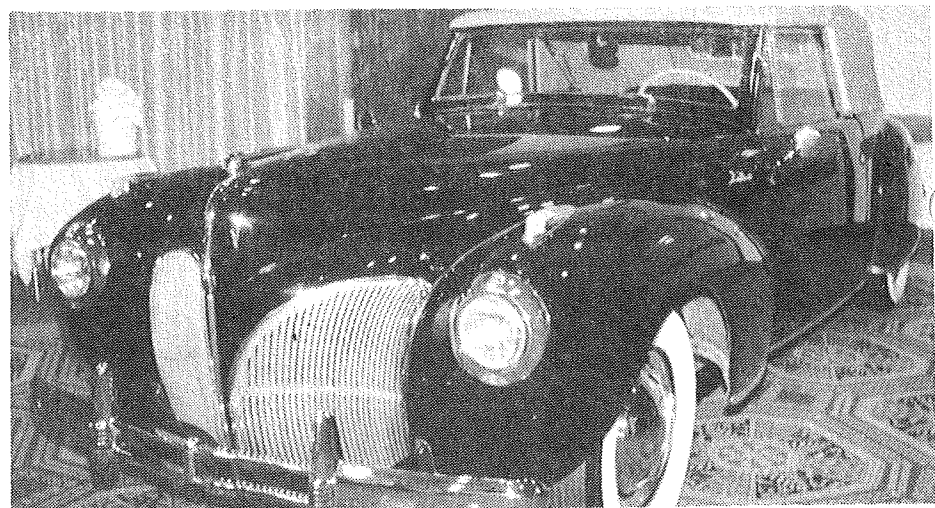


## Tom Sumner's 1941 Lincoln Continental convertible

Since the early 1950's I had traveled around the country to find a good prewar Lincoln Continental convertible for a friend and customer. En route to Racine, WI, in July, 1988, I phoned to check in with my wife, Carole, and learned that another friend had purchased a vehicle from a dealer in Chicago. If I would drive it back for him, he would fly her back to meet me and we could have a driving vacation home. I said okay, if we can take Route 66 to Los Angeles (another great story!).



When I arrived at the dealership there was this Lincoln, dusty and off in a corner. I phoned the chap who purchased the car I was to drive home and suggested we buy the Lincoln, ship it home and surprise the other friend. Too late! He had already seen an ad for the car in the Wall Street Journal, and asked me to look at it for him.

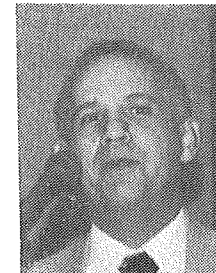


The Lincoln was a better value than any of the others I had seen, but needed attention (a dual carburetor Edelbrock manifold was procured and made the most significant change in the vehicle). As time went by, the new owner was uncomfortable using the Lincoln with its poor vision, the low initial engine torque and various crudities that could only be associated with Ford.

He approached me one day and asked if I would buy it. Of course, I agreed--my tastes have changed little over the years and I have always love the late thirties deco cum streamline efforts (Cord, Darrin, Lincoln, etc.) So now the Lincoln has become family.

## Larry Douroux's 1934 Packard 1101 coupe

The car was owned by Miss Matilda E. Frelinghauyser, who lived on the Frelinghauyser estate, Whyspony Farm, about five miles from Morristown, NJ.

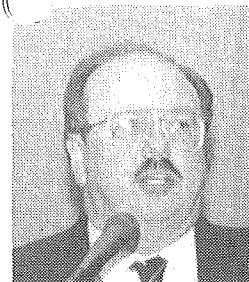


Her nephew, who inherited the car with 30,000 miles on it in the fifties, restored it. The engine was completely overhauled in 1955 by Zumbach Motor Repair Co., New York City, by the same man who was Guy Lombardo's riding mechanic when he raced his speedboat. It was also repainted and upholstered about the same time.

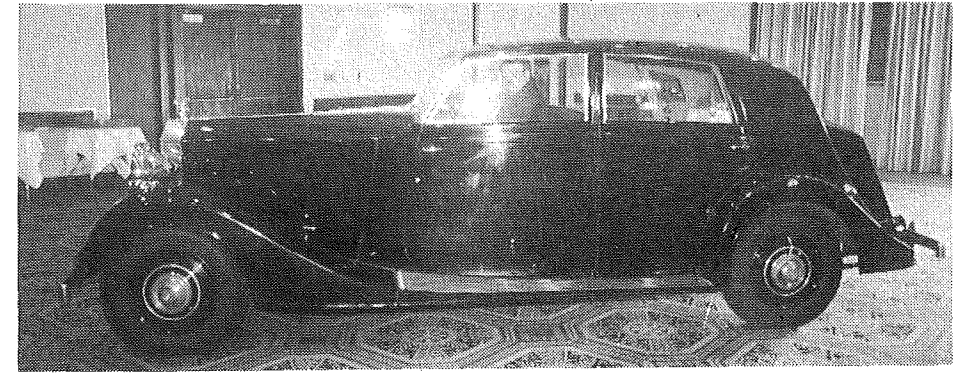


The car now has 36,700 miles. Aloma and I first saw the car at Tom Crook's place during the Christmas holidays. We fell in love with it right off and talked about it all the way back home.

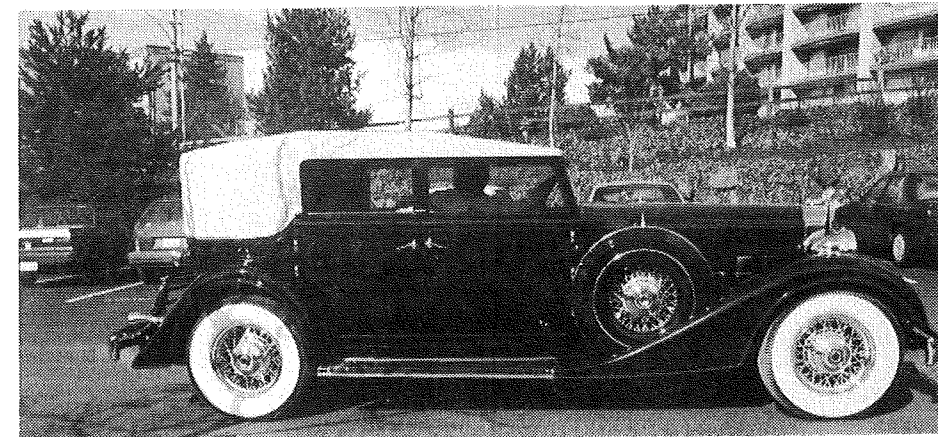
## Jack and Pat Goffette's 1939 Rolls-Royce



This car was the "in house" car for Mulliner's Coachworks. Several new ideas and trinkets were incorporated, including a real sunroof, and easy vision type windshield with no pillars.



## Ed Rittenhouse's 1934 Packard 1101 Standard Eight.



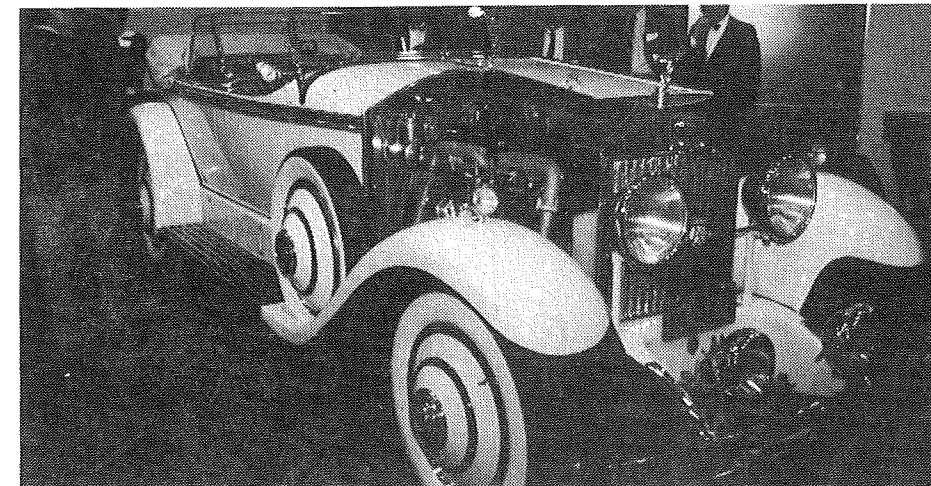
This car is one of about 90 Series 1101 convertible sedans produced. The body was designed by Dietrich before he left the company and sold his half interest to Murray Body Co., which built the body for Packard.

I purchased the car in October, 1988, from the Nelson Estate auction in North Carolina. Although weathered, the car was basically in original condition. The body was very solid and we believed a thorough body-off restoration was warranted. It took about a year.

I do not know the complete history of the car, which was originally delivered to a dealer in New York state. Interestingly, after I bought the car at the auction, a couple approached me and explained the car had belonged to his father at one time and they courted in it many years ago.



## Lee and Marlene Zuker's 1928 Springfield Rolls-Royce.



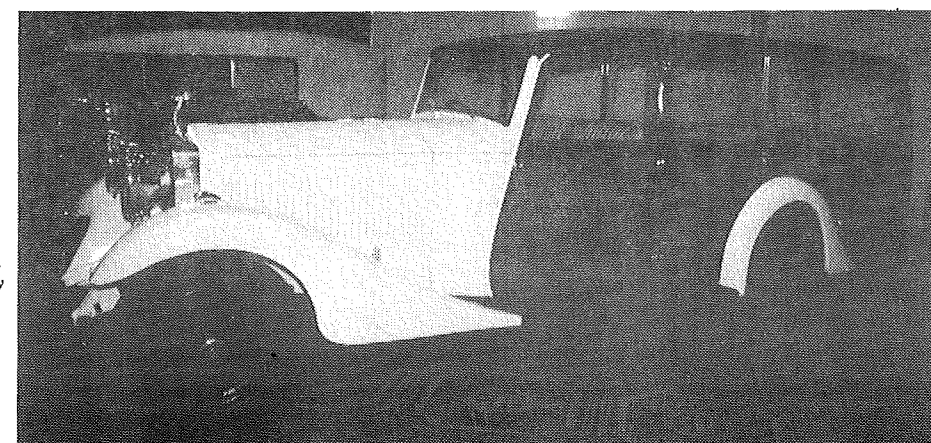
This 1928 Springfield Rolls-Royce has an Ascot body by Brewster. It was the second of 30 ascots produced and was initially delivered to the company sale office in Los Angeles.

Before it was sold to the first customer, it was updated to the later accessory configuration -- conical headlights and flat bumpers. The car's history is well documented, as it was an early member of the Rolls-Royce Owners Club. We purchased the car two years ago.



## Norm Herstein's 1933 20/25 Rolls-Royce shooting brake

These bodies were put into service during WWII. Because of special petrol allocation advantages, the body manufacturer, Mascot Ltd. of London, rebodied the car in 1938. At one time in its life, as the story goes, it was owned by Mick Jagger of the Rolling Stones. This has not been confirmed as Mick is on tour.





*In the name of truth in journalism*

## Our correspondent overloads gastronomically in his duties at the Tulip Tailgater affair

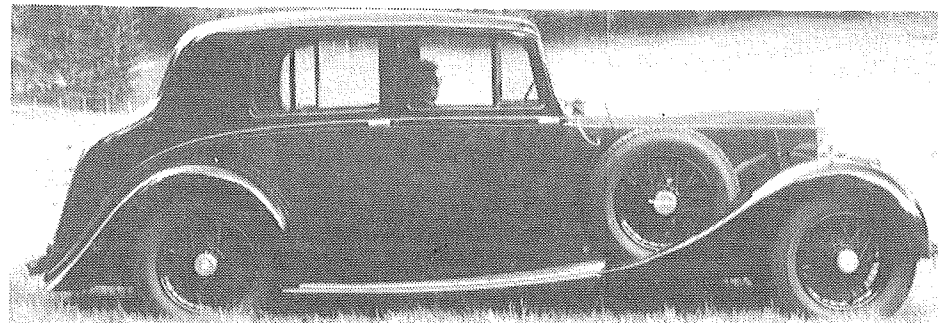
By Bruce Hill

This event looked like a big success the moment we drove in. A pasture north of the house was filled with a number of classics, Rolls-Royces and Bentleys. The actual count was 29 in all. Rain earlier that morning had given way to filtered sunshine before our arrival and we enjoyed this weather during the entire stay.

Before long the picnic tables in the Somerville's backyard were overflowing with choice goodies and I, strictly in pursuit of my official duty to accurately report on all of this, was persuaded to sample a great many more of these comestibles than common sense and gastric prudence would ordinarily dictate.

Our host announced that dessert would be provided and it took the form of New York cheesecake and/or strawberry shortcake. The latter item must have been very good, because there were no invitations to sample it and every last piece disappeared before any editorial opinion could be formed whatsoever. The New York cheesecake was in slightly greater supply, probably because the calorie count must have exceeded 10K for the average piece.

After all, the sampling had gone much too far already, there was an invitation from



John and Kay McGary's 1937 25/30 Rolls-Royce Hooper saloon was one of the 29 cars on the Tailgater event.

Carole Hooper to try some of her special mango bread. Of course, strength was found to plunge on in the name of journalism. In spite of fatigued taste buds and tummy complaint, this last encounter left a lovely impression. The mango bread was heavy and moist with an exotic light flavor. That it could make any impression at all, in view of all that had gone before, is testimony in itself to its merit.

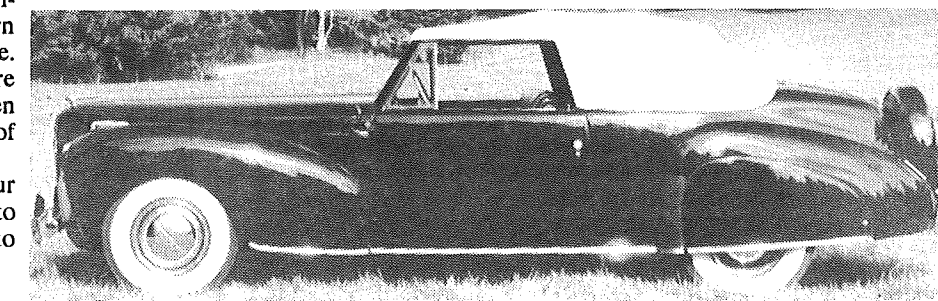
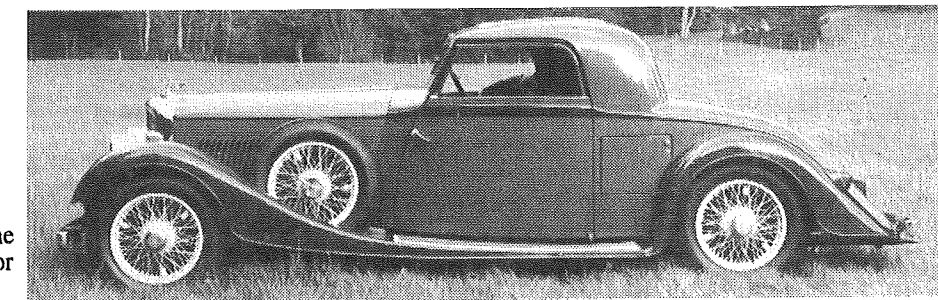
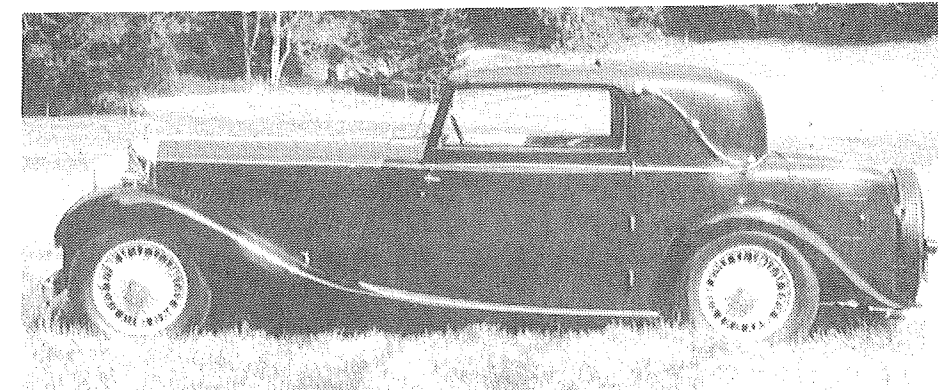
The balance of the afternoon was given to picture taking and the Phillips (my ride for the day) suffered through this by waiting and wait-

ing as car after car was posed for a formal side view.

Our hosts have a beautiful two-story brick home with garage facilities for 6(!) collector-type cars. The garage buildings are also brick and all of the construction was done by Dennis with the help of a neighbor. It is an impressive achievement.

The garage buildings include showcase with much automobilia on display. In line with Dennis' occupation as a fireman, there is a beautifully restored antique fire alarm box on

Other cars on the Tulip Tailgater event: Top - Peter Annemeike's and Paul and Veronique Hageman's 1935 3-1/2-liter Freestone and Webb Bentley coupe. Middle - Norm Herstein's 1935 3-1/2-liter Bentley Kellner coupe. Bottom - Tom Sumner's 1941 Lincoln Continental convertible.



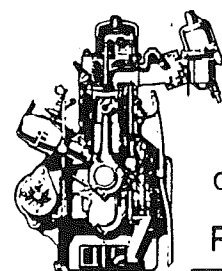
### Hundreds of blooming tulips at Tailgater

a typical post mount in one of the garages. The box opens to reveal intricate clockwork for relaying an alarm to the fire station.

The timing of our visit was marked by hundreds of blooming tulips and two newly born calves...one calf was born just the night before.

For the several children on the picnic there was an Easter egg hunt which must have been a success by itself judging from the squeals of delight.

After about three hours or so with our hosts, the Phillips and I were among the last to say our goodbyes before journeying back to Bellevue.



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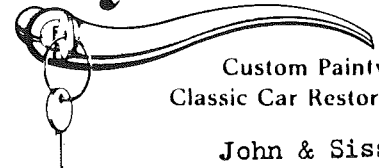


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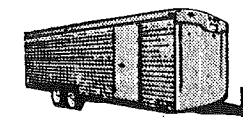
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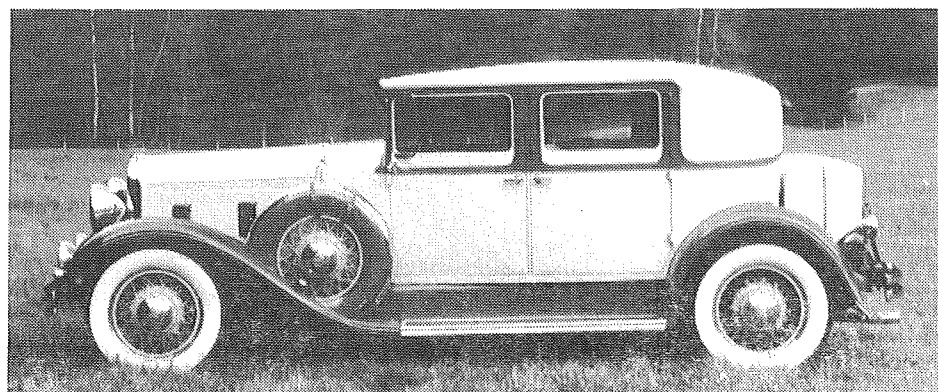
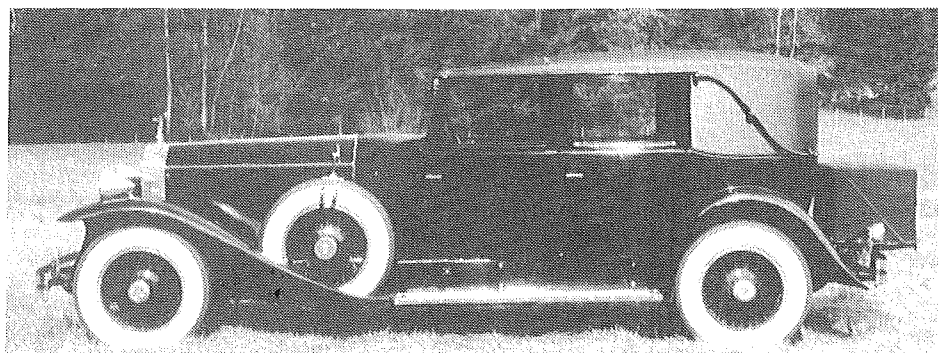


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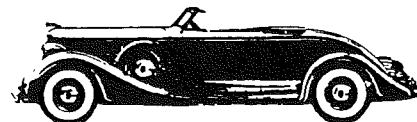
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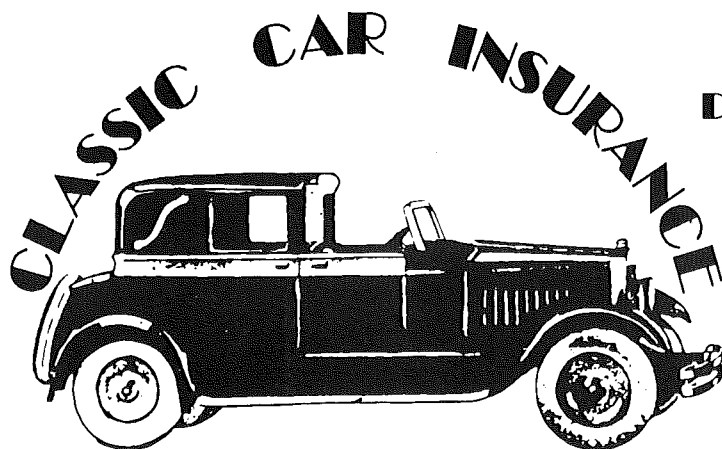
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