

# BUMPER GUARDIAN

## A 'classic' old fashioned Fourth of July with a parade and tour of the Armstrongs

Tire kicking and car decorating began about 11 a.m. There was a nice turnout of classic and non-classic autos all decorated with flags, signs, banners and ribbons.

Terry and I were persuaded to decorate our unwashed Alfa GTV6 (NC) and follow this august showing of motor art down the route and park at the other end so we could caravan later. At the end of the line, an organized neighborhood group had hot dogs, pop, beer and strawberry shortcake ready for devouring.

However, an edict went out that no food or refreshments could be served during the presentations. This immediately created great crowds around these venues, and, as the serving was called to a halt, the grumbling grew a little louder than the emcee, at least where I was, in the hot dog line. All this was taken in good humor, however, and neighborly friendship prevailed.

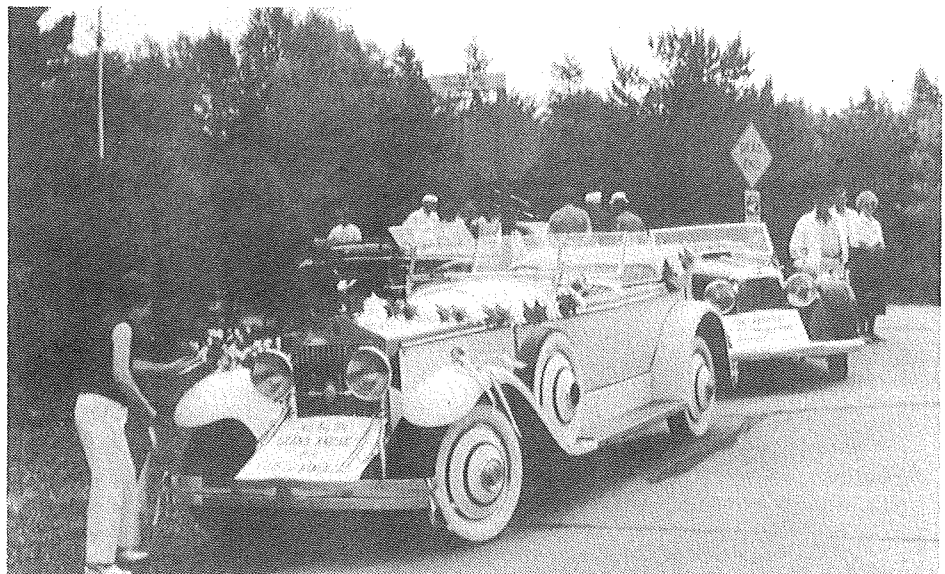
After sampling one of the best hot dogs we have had in a long time and strawberry shortcake that tasted home made, we joined a caravan of the Hersteins, Cambells and Magnusons. We all arrived in good order at the Armstrongs' beautiful abode. Sue and Tom had outdone themselves in setting a wonderful table of goodies and beverages and opening their home and garages for all to appreciate.

This year their daughter and son-in-law had a zoo of sorts on the lawn of their home, next door, including rabbits, tame miniature pigs, a lama, goat, miniature pony and a rare jungle cat. Sue's mother also gave tours of her beautiful 100 year old log cabin.

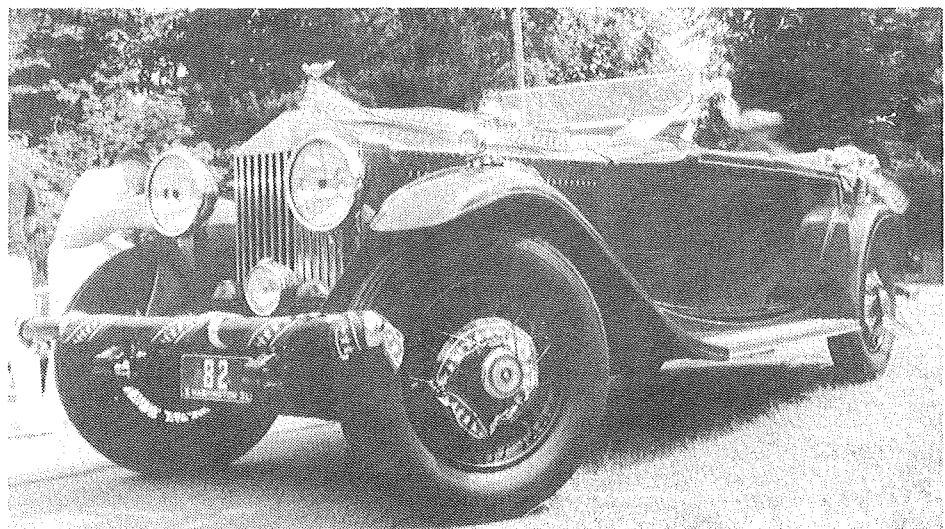
Of course, the main attraction was the cars. Driveways were parked full of all sizes from the small Morgan 3-wheeler to the very large Springfield Rolls-Royce Ascot body by Brewster. Most of the marques were represented with examples from old and stately to very new and very fast.

It was a wonderful afternoon of seeing some unusual cars, comparing notes and making new friends. Thank you to the Armstrongs, their relatives and neighbors for a great Fourth of July.

--Barbara McMichael



*Lee and Marlene Zuker's 1928 Rolls Royce Springfield Brewster bodied Ascot is all decked out for the Fourth of July.*



*John and Mary Campbell's 1931 Rolls Royce Phantom II dual cowl phaeton, body by Vanden Plas, was all decked out, too!*

# 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 Deibel	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 (7-1/4" 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

## TV auto restoration show needs help to get on local air

Public Television to air "The Classic Car Shop" auto restoration series...

That is if enough people want to see it and let those in the driver's seat know about their interest. The Milwaukee Area Technical College in Milwaukee, WI, has put together a 13-part series of shows dealing with the how-to's of body work restoration and achieving excellent results using basic home garage equipment.

The hosts are Jack Jaeger and Roger Beavers. They are longtime instructors at the college and, for this show, are using a 1966 Mustang convertible (NC). The Eastwood Company and *Hemmings Motor News* are sponsoring the series as a non-profit contribution to the hobby.

Milwaukee Public Television will make this series of programs available to the entire PBS network free, if they see the support.

What you need to do is mail a postcard with your name, address and Public television call letters to the address below. Also say, "I would love to see Classic Car Shop on my local public television station." Milwaukee Public Television will handle all responses. They will be forwarded to the appropriate public television stations around the country.

Address: WMVS/WMTV, Viewer Services Desk, 1036 North 8th St., Milwaukee, WI 53233.

Thanks to Sissy Madden for bringing this to our attention.

# BUMPER GUARDIAN

The Bumper Guardian is the official publication of the Northwest Region, Classic Car Club of America.

Editor is Barbara McMichael, 5411 - 134th Ave. SE, Bellevue, WA 98006, (206) 641-0187.

Advertising manager is Shirley Starr, 1619 - 168th Ave. NE, Bellevue, WA 98008 (206) 562-7122.

Production and mailing are handled by Bill Finefrock, 127 Bugge Rd., Sequim, WA 98382, (206) 681-0511.

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

Aug. 8	Board Meeting, Latitude 47, 6:30 p.m. (Changed from Aug. 1 because of CARavan)	
Aug. 12	Apker Affair	Apker 243-7871 W.
Aug. 19	Pebble Beach	
Aug. 26	Chandler's Cove Car Show	Adatto 286-8325 W Madden 242-4050 W.
Sept. 5	Board Meeting, Latitude 47, 6:30 p.m.	
Sept. 30	Garage tour and RROC/CCCA Auction	McGary 682-3840 W. Apker 243-7871W.
Oct. 3	Board Meeting, Latitude 47, 6:30 p.m.	
Nov. 3	Annual General Meeting/Board Meeting at Sandpoint Country Club	Diebel 382-2500 W.
Dec. 5	Board Meeting, Latitude 47, 6:30 p.m.	
Dec.	Christmas party, details undecided	

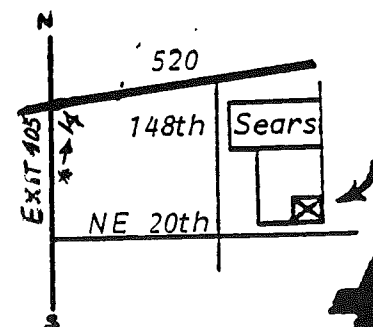
### Events coming up in 1991

January	Annual CCCA Meeting
March	Coming Out Party
July	Grand Classic

### American & European Classics items

### Classic car on display -alternating monthly

- \* Die-cast cars
- \* Automobile books & magazines
- \* Sales literature
- \* Posters & games
- \* Key chains & lighters
- \* Video tapes



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## Board of Managers, Minutes, May 2, 1990

The meeting was called to order by Assistant Director Mounger at 6:50 p.m. at Latitude 47 Restaurant in Seattle. Present were Managers Cook, Deibel, Goffette, McGary, and Madden; Secretary Barber; Past Director Greenfield; and members Adatto, Bomstead, Linke, McEwan, McMichael, Reddaway, and Zukor. The minutes of the April 4, 1990, Meeting were approved as corrected.

The Treasurer's report was submitted by Sissy Madden, showing a balance of \$6,868.25. The membership chairman reported in absentia that difficulties had been encountered in preparing the roster, but hoped for a resolution of these soon.

In a discussion of the club publication, the following fixed costs per issue based on number of pages was reported from Bill Finefrock: 8 pp, \$445; 12 pp, \$620; 16 pp, \$820. These figures include all production costs except halftones, which will run an additional \$4 each. Additionally there would be a \$60 annual third class bulk permit, plus about \$60 per mailing. These costs are based on nine issues plus the directory. The publications committee agreed with this and adopted a 12 (or fewer) page format with issues coming out on odd numbered months.

The following events were discussed: Summerville Garden Party, April 14, Chairman Goffette, who reported that there was a good

turnout of 30-plus cars which completed the tour in two groups.

Kite Fly, May 5, Chairmen Goffette/Herstein. Departures at 9:30 from the Lynwood Burgermaster to get the 11 a.m. ferry, arriving at Ft. Casey at noon.

Land-Sea-Air, June 22-24, Port Ludlow, Chairman Grisham. Flier will be out soon. G. Greenfield noted that the HCCA was planning a one-day event that Saturday.

Parade, July 4, Chairman McEwan (Yarrow Point), Johnsen/Mounger (Bainbridge). Schedule for the latter is parade starting at 11 a.m., cars in place by 10.

Mulholland Drive "Rally," July 14.

PNR CARavan, July 20-27, Chairman McEwan. A letter is out requesting the first installment (\$250 per person) of the "package." The waiting list has dwindled, but some are hanging on. The extra condo is not confirmable until 30 days before the event. The boat for the planned opening party has been sold. B. McKinley will host a brunch as previously. J. McAuliffe will host coffee and donuts. 35-40 regional members are signed up. R. Adatto will help find trailer space. The video is still viable, but no definite arrangements have been made. 110 license plates have been ordered.

Apker Affair, Aug. 12. Bomstead/Mounger, Club Co-chairmen, Linke assisting. Chandler's Cover, Aug. 26. Co-chairmen

Adatto/Madden/Linke. Sponsor: LaBatt's beer, will donate \$1,000 to club plus free beer. All collector cars welcome, classics preferred. Covered display area if necessary; classic speed boats will be shown also.

Garage Tour, Sept. 22, Chairman McGary. No further news.

Auction, Oct. 27, Chairmen McGary/Apker. McGary will prepare article for both club's publication and a flyer as a "procurement slip." Kane and Gerrity are responsible for procurement of items to be sold. If a car is auctioned, there will be a reserve for the owner, plus a "commission" for the clubs.

Annual Meeting, Nov. 3, Sand Point Country Club, Chairman Deibel. No further news.

Christmas Party, Dec. A committee consisting of B. Deibel, N. Cook and C. Bomstead will report on the feasibility of having or omitting the Christmas Party for this year.

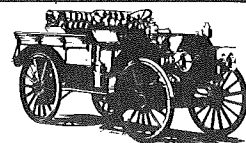
Coming Out Party, March 23?, '91, Marriott, Chairman McMichael. Hotel management has promised to correct food problem encountered this year.

Grand Classic, July '91, Chairman Greenfield. Major effort will start after CARavan.

The board agreed to give a donation of \$50 to Boys of Italy in memory of Sergio Franchi.

The meeting was adjourned at 8:50 p.m. The next meeting will be June 6, 1990, at Latitude 47.

*Ted Barber, Secretary*



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## Region, Rolls Club host garage tour, auction Sept. 30

This special combined event on Sunday, Sept. 30, has been created for the enjoyment of members of both clubs. The garage tour will start mid-day and conclude with the auction, ending at, perhaps, 7 p.m.

The first garage is on Capitol Hill, thereafter the tour will move south to the second garage near the King Dome. The third and final garage is located in the Kent area and will be the location for the auction festivities.

Members of both clubs are asked to sort

## Logo contest!

Our region does not have a club logo, and it was felt by your Board of Manager that a logo would be a good idea. So, we will have a logo contest open to all members of the PNR region. This logo will be used in our newsletter, on club stationery and in conjunction with local events which means it should be versatile. The logo should reflect the function of this club as an association of classic car owners who drive, restore and maintain these cars and their history, while at the same time giving the flavor of our Pacific Northwest region.

All entries will be considered, but the decision of the judges is final. Entries will be announced and a prize given to that winner at the annual meeting, Nov. 3, 1990. Good luck!

through their own garages and parts bin and look for surplus automobile items for the auction, which will be used to raise operating funds for both club treasuries. Popular non-auto donations will also be very welcome. The auction chairmen are also looking for a com-

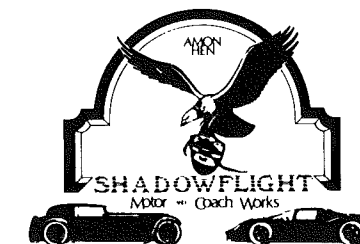
plete classic to be put on consignment for sale during the live auction. Please contact John McGary at 682-3840, or Gordon Apker at 248-6451 if you would like to join the event committee or have a classic auto or other donation for sale during the auction.

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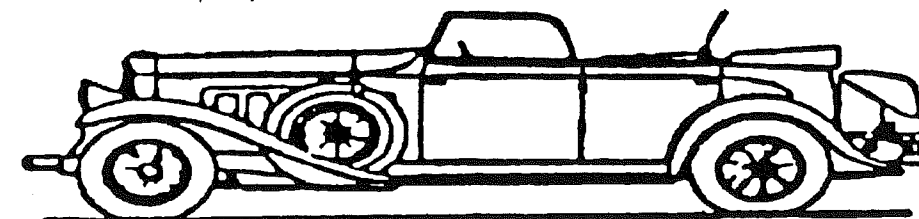
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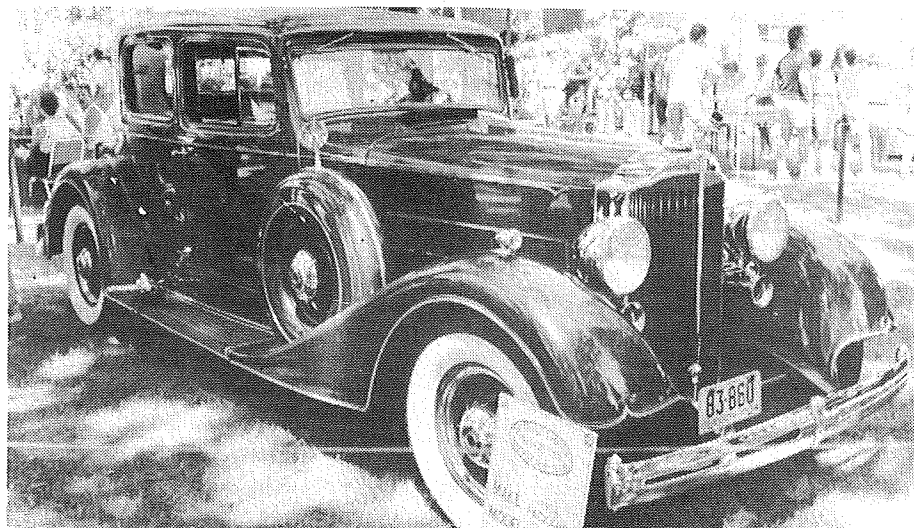
## WANTED

*Excellent or original collector cars*

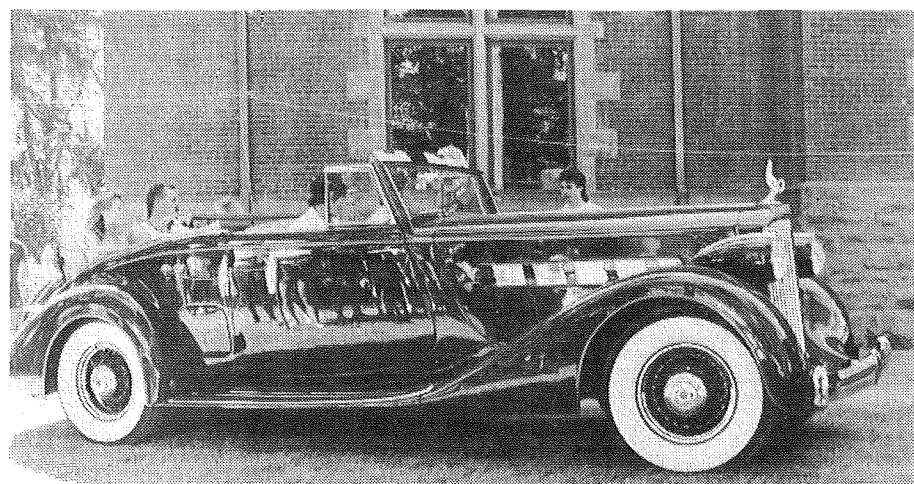
## Tom Crook Classic Cars

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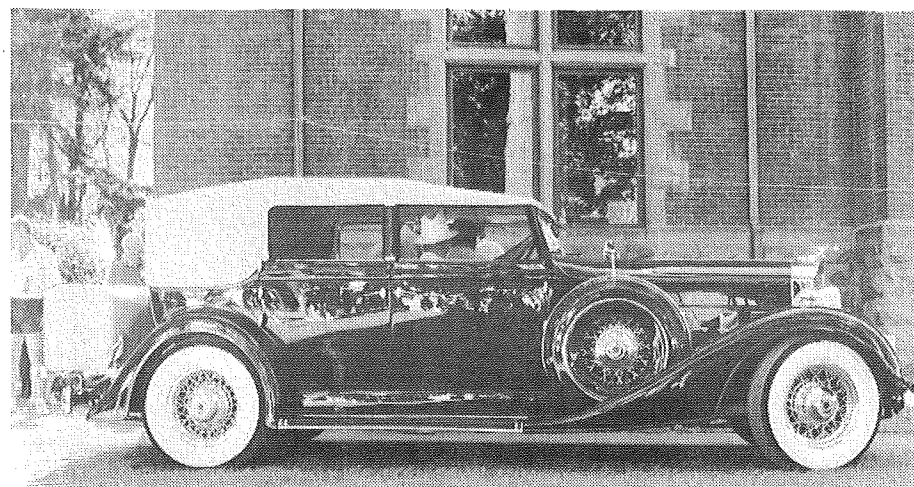




Larry and Aloma Douroux' 1934 Packard, 1001, sedan.



Tony Splane's 1935 Packard 8, Series 1204, convertible coupe won Cy Fanning Award.



And Ed and Pam Rittenhouse's 1934 Packard 8, Series 1101, convertible sedan by Dietrich took a class win.

## Great day for region's members at Forest Grove show

Story and photos by  
Barbara McMichael  
More photos on next page

This year 401 cars were on the green under the trees at Forest Grove. The PNR had eight cars at this event (we hope we caught every-one!) Though the number of our entries was small, the showing was impressive.

Larry and Aloma Douroux showed their 1934 Packard Series 1101 sedan. This car was seen earlier this year at the Coming Out Party.

Fritz and Mariel Gechter showed their 1939 Horch, 8, 853A Cabriolet.

Gene and Lois Bradshaw showed their 1930 Cadillac, 8, 353, 4-door Fleetwood.

Gordon and Claudia Apker brought their 1930 Cadillac, 8, 355B, Fisher. This car won best in class and was considered for best of show.

Dennis and Darlene Sommerville showed their 1934 20/25 Rolls-Royce Opera Limo.

Ed and Pam Rittenhouse showed their 1934 Packard 8, Series 1101 Dietrich sedan. This car was also seen at the Coming Out Party. It won a best in class and was considered for best of show.

Jon and Kae Paterson brought out their 1937 Packard Super 8, Series 1500 sedan.

Tony and Cleo Splane brought out their 1935 Packard 8, Series 1204 Convertible Coupe and won the Cy Fanning Memorial Award. This is a new award started in 1988 to typify a car that Cy would have liked. The Packard was chosen partly because it has been owned by Tony and Cleo for 22 years and has been in restoration for 12 of those years.

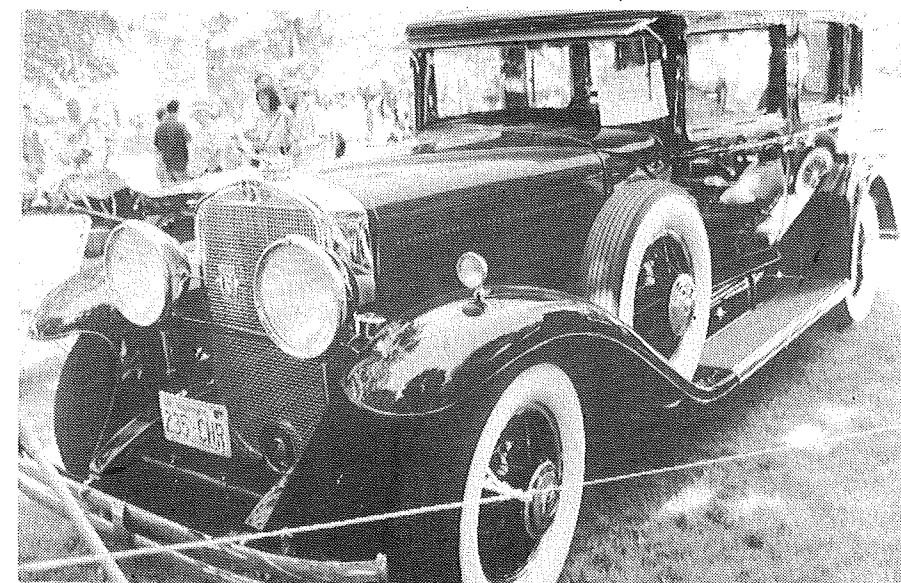
The Pacific University President's Trophy went to a 1953 Cadillac Convertible (NC) owned by Kenneth McBride of Seattle.

The Guy Carr Trophy is given to the oldest driveable car on the field. Ed and Inez Gill and their 1908 Glide (NC) won this year.

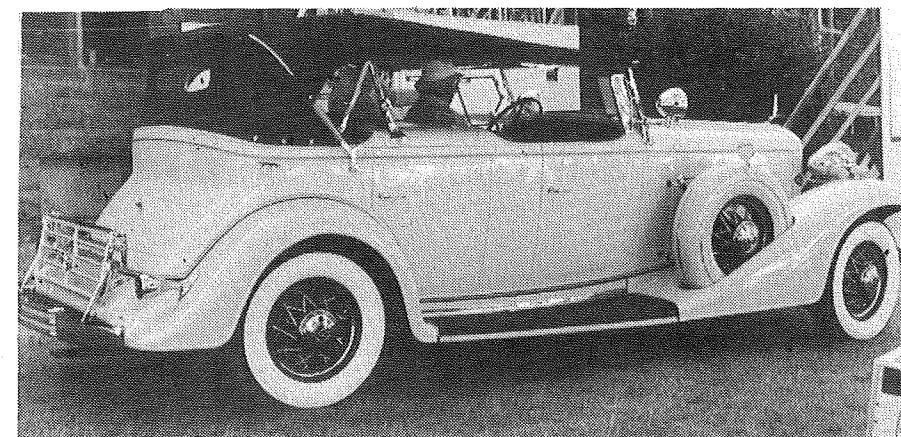
The Arnold Franks Rotary Sweepstakes Award went to Jim Classen in his 1936 Packard rumble seat convertible coupe.

The best of show car was a Mercedes 300SL gull wing (NC) owned by Jim Pappas. The competition was tough. The judges had to choose between the Mercedes, Gordon Apker's Cadillac, Ed Rittenhouse's Packard, aorsche Speedster (NC), and a one of a kind Ferrari (NC) owned by David Smith.

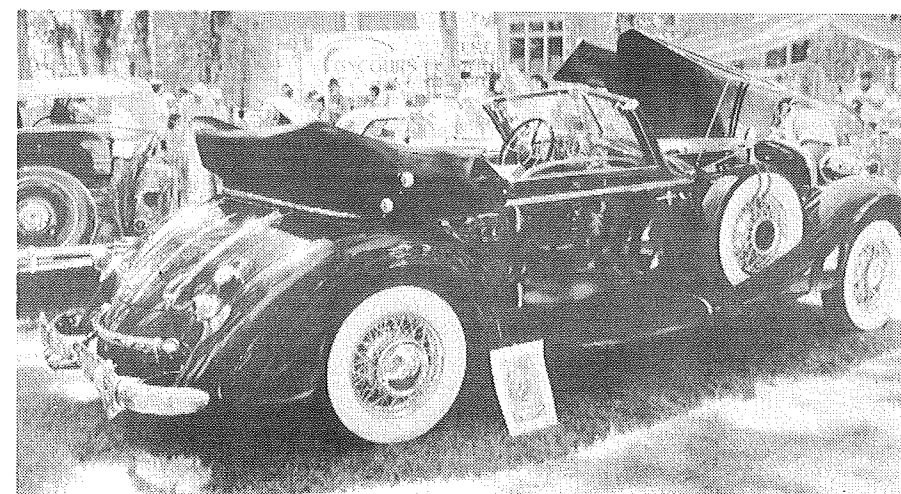
--Barbara McMichael



Gene and Lois Bradshaw's 1930 Cadillac 8, Model 353, 4 door sedan with Fleetwood body.



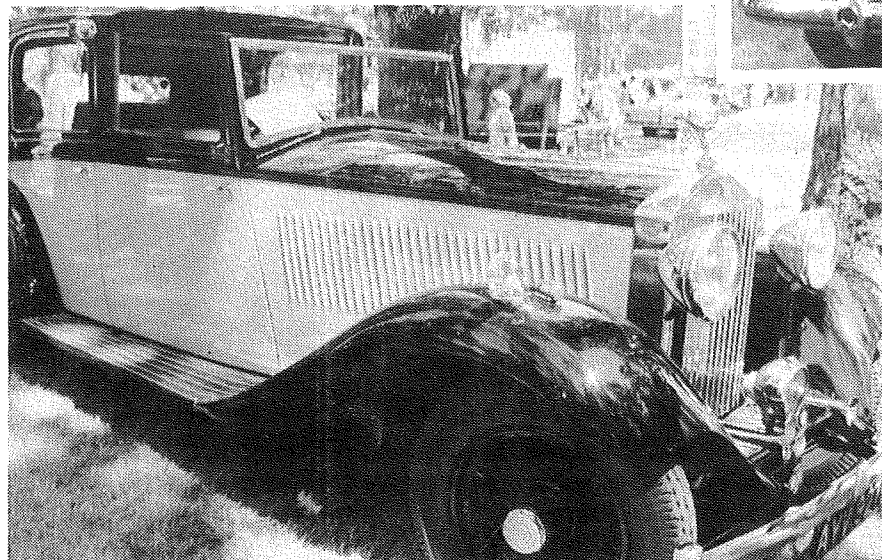
Gordon and Claudia Apker brought their 1933 Cadillac 8, Model 355, dual cowl. It won a best in class and was considered for best of show, as was Rittenhouse's Packard.



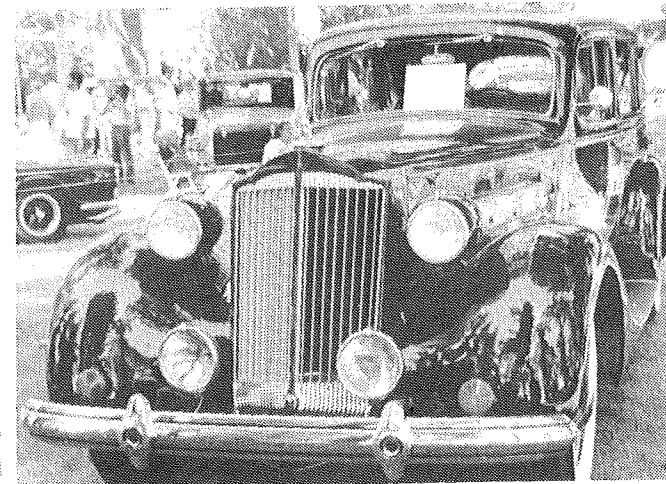
Fritz and Mariel Gechter showed their 1939 Horch 853A cabriolet.



## More photos of regional cars at Forest Grove



Jon and Kae Peterson were at Forest Grove with their 1937 Packard Super 8, Series 1500, sedan.



Dennis and Darlene Somerville's 1934 20/25 Rolls Royce Opera Limo.

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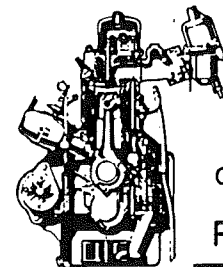
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## Club to publish book on classic cars

The Classic Car Club of America will publish a 600-plus page book featuring approximately 700 classic cars in more than 1,200 photographs.

The book, appropriately named *The Classic Car*, is slated for introduction late this year in time for the holiday gift giving season.

Since the beginning of the automobile collecting hobby, the question has been asked, "What is a classic car?"

The Classic Car Club of America, with more than 6,500 members in practically every country of the world, hopes to end this age-old controversy with a comprehensive book that will cover the entire classic era, from the earliest models produced in 1925 to the last recognized classics manufactured in 1948.

During the late 1930s, when the early automobiles were beginning to be recognized by historical collector, the cars built after 1925 were considered "too new" by most enthusiasts. During the early postwar period, a person driving a 1929 Cadillac to an antique car meet would actually be told he could not participate because he was driving a modern automobile! This is hard for most collectors to realize today, but it was true.

It took a number of years before the great classics came to be recognized for what they resented.

How did the great classics come about? With the onset of mass production, it had become increasingly easier to own a car. By

the mid-1920s, wealthy and discriminating citizens of the world were making their needs and desires known.

They wanted luxury, style, performance, choice of colors, interior fabrics and leathers, accommodations for traveling, sometimes the provision for a chauffeur and always the dedication to detail that is the hallmark of superb craftsmanship. In other words, they did not want mass-produced automobiles. Without knowing it at the time, they spawned what we refer to today as the classic car.

The Classic Car Club of America was formed in 1952 for "the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual, foreign or domestic, motor cars. . . distinguished for their fine design, engineering standards and superior workmanship; and to promote social intercourse and fellowship among its members, to maintain references upon and encourage the maintenance, restoration and preservation of all such classic cars."

The term "classic" would mean those cars so classified by the club.

This is the beginning of the controversy. What is a classic? Why is this car a classic, what isn't this car a classic, and who determines this?

The classic era was defined chronologically by the CCCA as the period from 1925 through 1948, the models built in the early post-World

War II period being essentially carry-overs from the prewar cars.

Within the classic era, the CCCA makes the difficult decision as to which automobiles are granted classic status. Painsstaking research is involved in the selection process.

The long list of CCCA-certified classic cars has been accepted worldwide. Virtually all automobile clubs embrace the cars designated by the CCCA as the only cars to be recognized as classic. Almost every state issuing historic auto license plates refers to the CCCA *Handbook and Directory* for guidance. The club is proud of this recognition and respect.

In this new book, the classic era and every marque designated a classic will be reviewed; the grand production cars, the, extraordinary custom-built cars, classic of every body style and year.

All of the photographs in the book will be of member cars. The text will relate the history of that particular classic and the experiences the owner has had with it.

The two-year book project is being directed by Beverly Rae Kimes, executive editor of CCCA, and the national board of directors of the club, with the cooperation of the entire membership in donating their time and the use of their marvelous classic cars.

*The Classic Car* will be sold and distributed worldwide. Watch for pre-publication information in most auto-related publications.

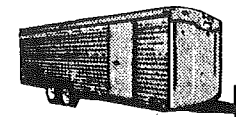
--Richard G. Gold

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## Board of Managers, Minutes, June 6, 1990

The meeting was called to order at 6:50 p.m. by Past Director Greenfield at Latitude 47 Restaurant in Seattle. Present were Managers Cook, Diebel, Gerrity, Goffette, Kane, McGary, Madden; and members Adatto, Akers, Apker, Grisham, Hooper, McEwan, McMichael, McAuliffe, Reddaway, Crook, and Wouters; Membership Chairman Johnsen, and new members Ron and Gayle Doss.

Minutes of the May 2, 1990, meeting were approved as corrected. The Treasurer's report was submitted by Sissy Madden showing a balance of \$6,789.82. The membership chairman reported two new members and 168 total members. The roster is in final phase of publication.

The newsletter was mailed this week. Additional copies will be on hand to give to new members. Sissy Madden will draw up a welcome letter to be sent to new members. Bob Gerrity will assist with membership follow-up.

With Director Rittenhouse presiding, the following events were discussed:

Land, Sea, Air, June 22-24, Port Ludlow,

Chairman Grisham; 23 boats, only 12 cars to date, late registration will be accepted.

Parade, Yarrow Point, July 4, Chairman McEwan; Armstrongs will host open house, parade starts at 11 a.m.

Parade, Bainbridge Island, July 4, invitation by Walt Johnsen.

PNR CARavan, July 20-27, Chairman McEwan. Alternate accommodations still being sought by Semiahmoo, parking could be a problem at Carillon Pt. Director Rittenhouse reported on northern California correspondence to national voicing concern about delayed sign-up applications. McEwan reported that national has ruled that sign-ups will not be accepted until the notification is published.

Apker Affaire, Aug. 12, Co-Chairmen Mounger and Bomstead. Apker invited PNR to have a booth for new members.

Pebble Beach, Aug. 19. Two cars from PNR on display.

Chandlers Cove Show, Aug. 26, Chairman Adatto, sponsored by LaBatt's beer and \$1,000 donated to our club.

Garage Tour, Sept. 22, Chairman McGary, date changed from Sept. 15.

CCCA/RROC Auction, Oct. 27, Co-Chairmen McGary and Apker, discussion ensued as to the closeness of some events. The possibility of combining the garage tour and the auction within the Sept. 29-30 time frame is under consideration. (Ed note: This happened.)

Annual Meeting, Nov. 3, at Sand Point Country Club, Chairman Diebel, no further info.

Christmas Party. Committee will report at next meeting on the decision to hold/postpone the event. RROC party is in Portland.

CCCA National Annual Meeting in January in California. Information later.

Grand Classic, July '91. Update by P. Grisham, location is prime consideration. Suggestions invited from membership.

A thank you has been received for the donation in memory of Sergio Franchi.

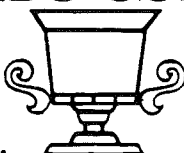
The meeting was adjourned at 8:40 p.m. The next meeting will be July 11 at Latitude 47.

*Submitted by Sissy Madden  
Acting Secretary*

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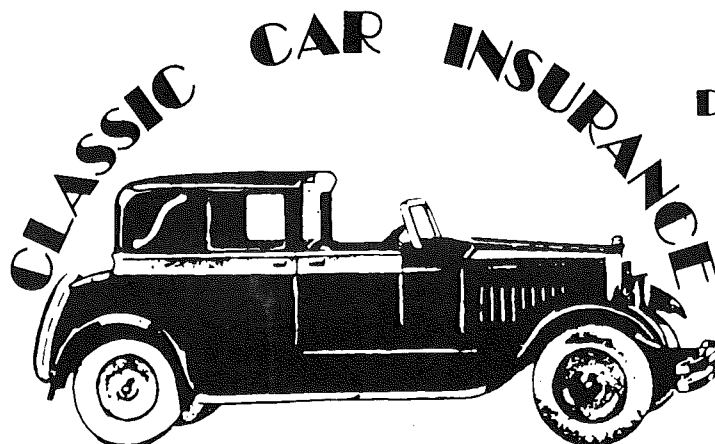
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