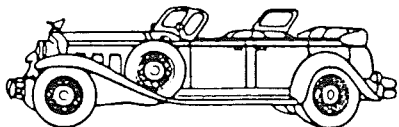
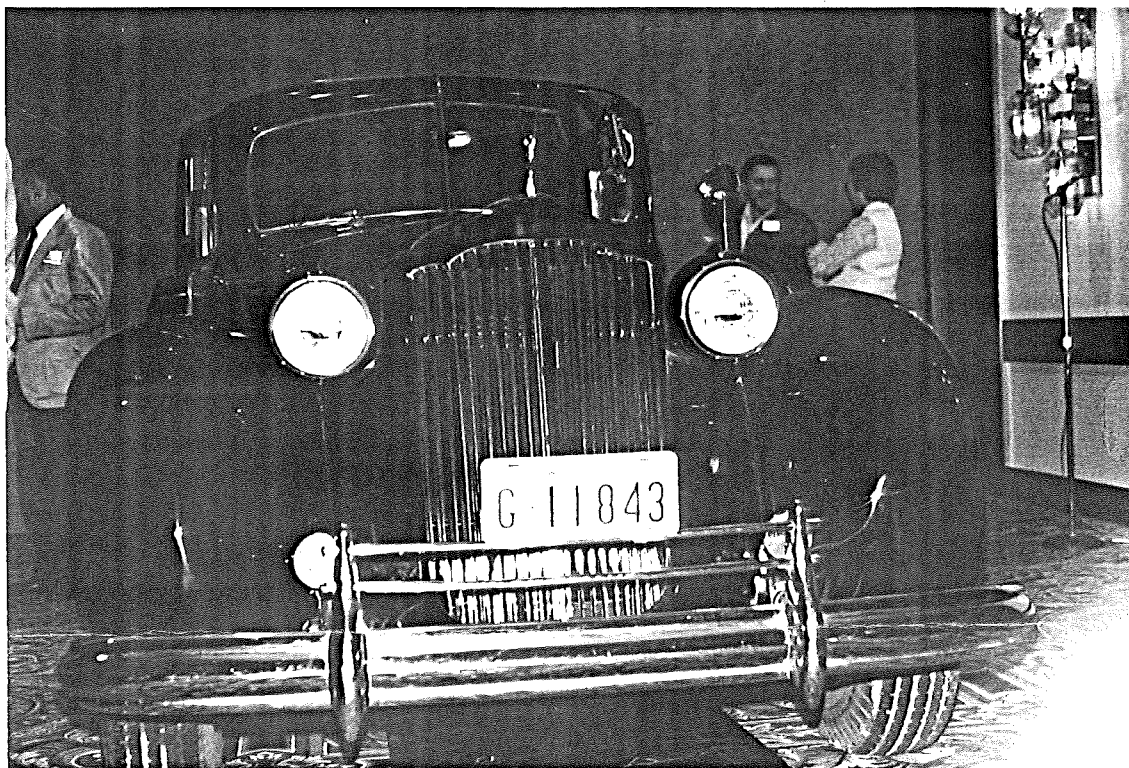


# BUMPER BOLTS

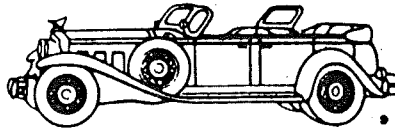


CLASSIC CAR CLUB OF AMERICA  
Pacific Northwest Region



Dean Spencer's 1939 Packard V-12 sedan

MARCH 1982



## **CLASSIC CAR CLUB OF AMERICA**

### **Pacific Northwest Region**

#### 1982 Board of Managers

Gordon Apker	-	Director	824-2744-Home	243-7871-Work
Larry Justice	-	Asst. Director	242-0428-Home	
Bob LeCoque	-	Treasurer	243-7805-Home	622-4697-Work
Ted Barber	-	Secretary	325-3580-Home	655-6756-Work
Tom Crook			226-3071	
Bill Scheef			883-3983-Home	885-4741-Work
Ron Bloom			641-6772-Home	
Glenn Mounger			842-8485-Home	622-8730-Work
J. Martin Anderson				
Bill Mote, Jr.				

Bob LeCoque - Membership Chairman  
11239 28th SW  
Seattle, Wa. 98146

Glenn Mounger - Asst. Membership Chairman  
12735 Manzanita Road N.E.  
Bainbridge Island, Wa. 98110

#### Bumper Bolts

Official Publication of the Pacific Northwest Region

#### Pacific Northwest Region of the CCCA

The Pacific Northwest Region of the CCCA was granted  
a charter by the Classic Car Club of America in 1963.

This is the first issue of the Bumper Bolts using the "new look". It may vary slightly in the first couple of issues, but a new format should be established soon, making our "letter" more readable and distinct.

Special thanks to Glenn Mounger for his story on the Annual Meeting in Hershey, Pa., which he attended. Articles such as Glenn's greatly enhance our publication and add to your reading pleasure. I urge members to submit stories, unusual letters, comments, pictures, or happenings to me for publication in your newsletter.

Al McEwan, Chairman of the 1982 Pacific Northwest Caravan, tells me the Caravan is now 80% sold out. If you plan on attending this incredible week-long Northwest Caravan, submit your registration NOW!! Details appear in this newsletter with information where to send your \$50.00. Also, a schedule of the nine Car-Avan days is included to further inform you of what you will miss if you don't hurry. Plan now to register and attend the 1982 Pacific Northwest Car-Avan.

Details for our next Regional event, the Garage Tour and Breakfast, are included in this newsletter. Again, a deadline of April 13th for this April 18th event exists. In the past garage tours have been some of the best attended "driving" events. Seldom or never seen automobiles often "appear" at these garage tours. Of special interest on this tour will be the incredible Bert Lobberegt collection of antiques, automobiles, and music machines. Also, we may see Bert's newest creation, a modern electric powered "Bertmobile". Again, make your plans now to attend this exciting spring event.

Remember, the Board Meeting is April 7th, at 6:30 p.m. at Andy's Diner. All members welcome.



Gordon Apker  
Regional Director



No kidding! It was a V-14.

Carl Bomstead is scouring Houston, for Classics and a home. Seems Carl is opening an office in Houston for his company and will be leaving the Pacific Northwest for a time; our loss and Houston's gain. However, Carl and Chris promise, "We'll be back!"

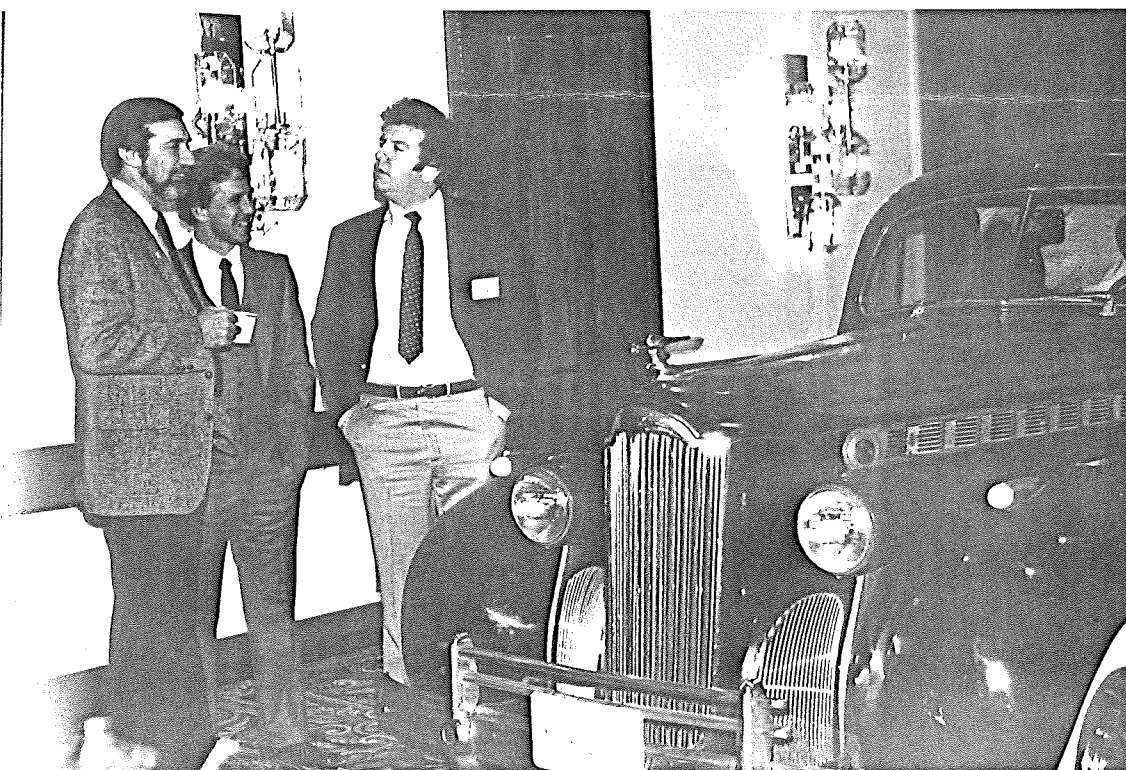
Jack Goffette and Warren McPherson were recently spotted in Scottsdale, Arizona, with spyglasses and RR manuals in hand. What we don't know is why they were there and what they might be bringing home. Watch this column for further reports.

Are you ready for a fish story? A Pacific Northwest collector who currently owns two Duesenbergs is after another Classic. And guess what kind? A Duesenberg, of course. Norm Herstein says he's on the trail of "Duesy #3". To quote Norm, "If I can figure out a way to do it, I'm going after that car!" Anyone want to buy a Corvette collection?

And now for my next number.....



What'll she do?



Glenn Mounger's Report of  
the Annual CCCA National Meeting

On what turned out to be one of the coldest weeks I can remember, I found myself in New York City. It was the first week of a three-week business trip, and I had planned to spend my first week-end in New York City. But, as Friday approached, the idea of kicking some tires at the CCCA Annual Meeting became more and more inviting. After all, I was going to be away from home for awhile and had already read my semi-new "Hemming's" cover to cover five times.

I made the appropriate phone calls and committed for a weekend in Hershey, Pa. Getting down there was almost as much fun as the meeting itself. I went down to Penn Station and caught a train (Friday commuter) to Trenton, NJ. On the train I practiced being rude and discourteous and fit right in with the other New York commuters. No one would have guessed I was a "good ol' country boy" from Bainbridge Island, Washington.

When I reached Trenton, I made a mad dash to the Hertz counter, got my rent-a-car and out of there quick! Don't get me wrong, I found the train station there very interesting and the people very concerned. In fact, four or five guys followed me around saying something about my mother.

Anyway, once out of there, I made a stop to see a business associate and then was again on my way to Hershey. I know a lot of you have been back there before, but I have to admit that the countryside and the drive to Hershey is beautiful. Once out of the city the drive is like turning the clock back in history. I was fascinated with the old stone-front houses and town squares.

Once registered with the hotel (after receiving two Hershey bars and a box of chocolates and the CCCA Welcoming Committee), I settled in to my room, quickly cleaned up and changed for

dinner and the Friday evening's activities.

There was a very nice cocktail party that started around 6:30 where they served chocolate bourbon. Dinner followed an hour later. I was invited to have dinner with a group from Minnesota that included Don Peterson, his son, Wyatt, and John and Lois Paulson who knew a lot of the people in our P.N.W. Region from the CAR-avan a couple years back. The dinner itself was some kind of fish in chocolate sauce.

The guest speaker that evening was Mr. W. Dorwin Teague, who was instrumental in the design of many great cars, including the Marmon and early Lincoln Continentals. I was fortunate to talk with him after dinner and found him to be a fascinating man, who must be near 80 and looked and acted younger than I. (A fact I contribute to the train trip I had from New York City). The rest of the evening was filled with great car stories in the chocolate bar and lobby.

Saturday morning I attended a Regional Relations meeting and found out there is a lot more to this club than showing up for an event on weekends. There's a lot of work that goes into making this club a success. Among the things discussed was the status of the National Bulletin. It was suggested that it be eliminated in lieu of our magazine being published six times a year as opposed to quarterly. This idea will be given to a committee for evaluation, but it is my opinion that we will be seeing the CCCA magazine every other month very soon.

To my amazement, the topic of the PNW Region jacket project came up and not from me. It seems a number of national members had seen the jacket and were impressed. They would be interested in having it submitted as a regional project. At this time I had to speak up and volunteer Bill Mote to look into

the possibilities of the project:  
you're welcome, Bill.

I had a nice lunch, consisting of a chocolate burger and cocoa fries with a group from the PA Region and then went to view the cars for the first time. Although the turnout was rather small, the cars were great. There was a total of 24 cars on exhibit, 17 of which were to be judged and 7 exhibited. Among these were 4 Duesenbergs, all convertible sedans with dual windshields and all beautiful; a 1930 Cadillac V16 coupe, a number of Packards, Rolls Royces' and a great Chrysler Imperial RST.

For those of you who have never been to an annual meeting, like me, this is where the fun begins. The showings are restricted to CCCA members only and this means that one can spend time looking at each car and talking with the owners as a peer, which was great. After all, that is what it's all about--our common interest in Classics.

Saturday evening was the annual Awards Banquet. It started out with a great cocktail party and chocolate canapes in the area where the cars were exhibited. There were a lot more old car stories and a great slide pre-

sentation of a mid-50's CARavan. After the cocktail party, the dinner and awards banquet started and I must admit that I was disappointed that our Region was not recognized. After talking with the members from other regions, I am convinced that there are very few that are growing like we are. Comparing their events to our Rally and Party at Radar Lake, our Great Gatsby Party and the Coming Out Party, etc., I am sure we really have a great club and take a back seat to none.

Sunday the weather outside was -33°F, but the spirits inside were still warm. I bid farewell to the many new friends I had made and headed back towards New York City. My closing thoughts on the annual meeting were that it was a lot of fun and I would encourage any group member who has the opportunity to attend one. As a matter of fact, I honestly believe that it is a project the Pacific Northwest Region should consider doing in the future.

If any one point came out to me while I was there, it was that our region is as innovative and progressive as any in the country and we should not be reluctant to show it off.

Candy Kisses,  
Glenn Mounger



Great job on the jackets, Bill; now, about those sleeves...

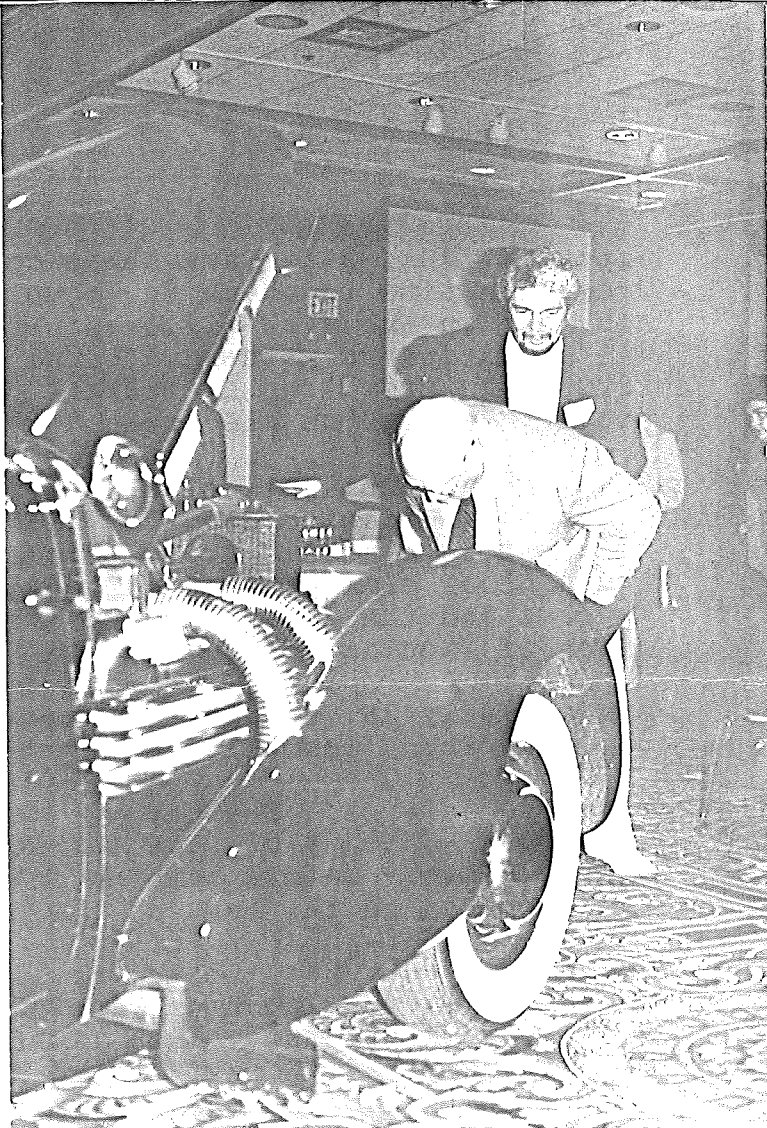
## Coming Out Party

by Claudia Apker

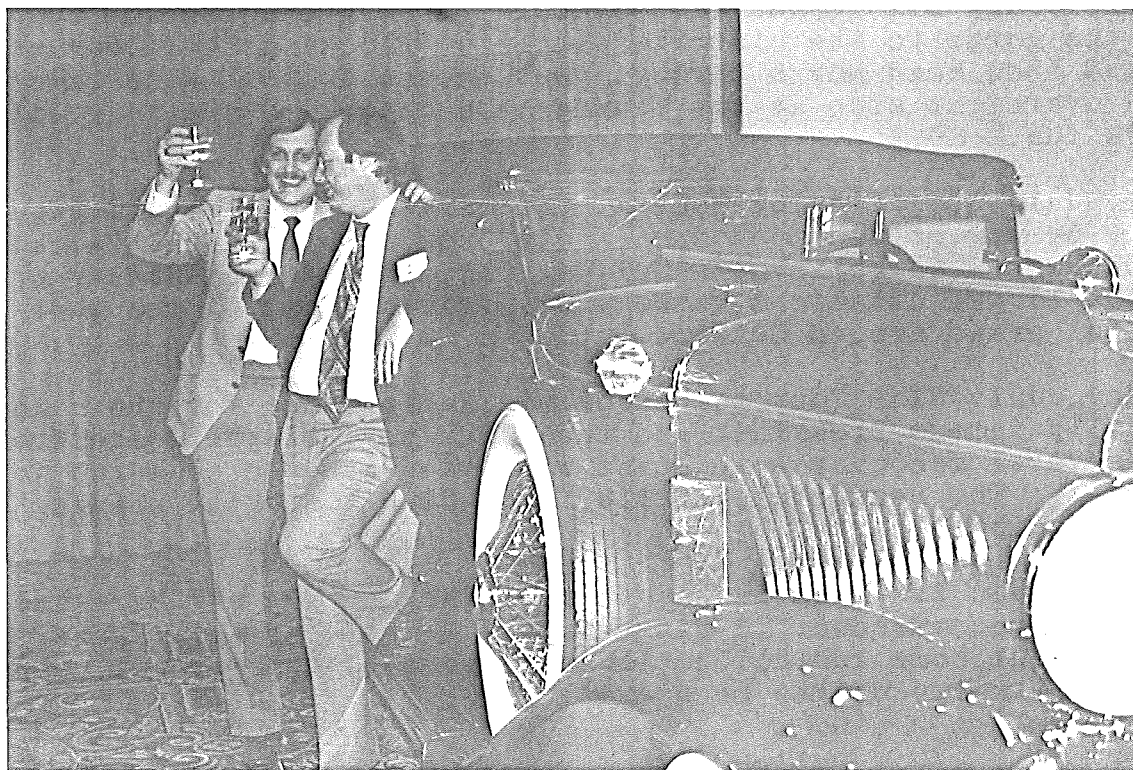
The 2nd annual Classic Car Club Coming-out party, given in honor of Classics new to the Northwest, took place February 19th at the Airport Marriott. It was a great success, thanks to Chairman Bill Mote and Jim Tallman.

The gala event began with cocktails in the foyer. The guests dined in a candle light atmosphere during which entertainment was provided by a female barber-shop quartet known as the Jet Set. Their lively music preluded Norm Herstein as master-of-ceremonies with his introduction and unveiling of the five "guest" classics; Al McEwan's 1930 Hispano Suiza, Dean Spencer's '39 Packard V-12 sedan, Bill Deibel's '41 Packard coupe with air conditioning, Larry Justice and Tom Crook's '37 Cord Phaeton and Norm Herstein's '32 convertible Victoria Duesenberg.

The remainder of the evening was spent sipping cocktails and admiring those most magnificent machines!



I don't care about the fan belt,  
I just want my toupee back!



I tell you, Glenn, if it weren't for the booze and the  
broad, I wouldn't come to these "old car" events.

## 1982 PACIFIC NORTHWEST CAR-AVAN

Saturday, July 24: Caravaners converge on the Valley River Inn, Eugene, Oregon in time to check in, complete registration, clean up the classic and join in the kick-off event - an afternoon luncheon. In the evening, all participants gather with the entrants of the Village Green Concours in Cottage Grove for a cocktail party followed by a sumptuous meal and social evening "on the green."

Sunday, July 25: All classics participate in the Village Green Concours - a hobbyist-oriented event. Following the Concours, the caravan winds its way west on a scenic drive through the hills to the Oregon Coast and then north along some of the most spectacular parts of the coast highway to Newport and the Embarcadero Resort Hotel - a beautiful facility on the shore of Yaquina Bay.

Monday, July 26: A day to enjoy the pleasures of the Oregon Coast and the waterfront community of Newport. Deep sea salmon fishing available.

Tuesday, July 27: The caravan heads north along the coast toward Tillamook - plenty of time for scenic stops, antique shops, and lunch on the beach - before turning inland toward Portland and the Red Lion Inn, perched on the bank of the Columbia River.

Wednesday, July 28: Leave Portland heading east toward beautiful Mt. Hood in time for lunch and one of the most exciting old lodges in the country - Timberline. From Timberline, the caravan winds through the Mt. Hood National Forest before dropping into orchard country and the Columbia River Gorge for a stay at the Hood River Inn. Cocktails and dinner at the newly restored Columbia Gorge Hotel located on a rocky cliff above the river rounds out an exciting day.

Thursday, July 29: Cross the Columbia into Washington and tour east along the gorge to the historic castle overlooking the river at Maryhill and then head north through the Cascade foothills to ranch country for an overnight stop at the Thunderbird in Yakima and an evening of western fun.

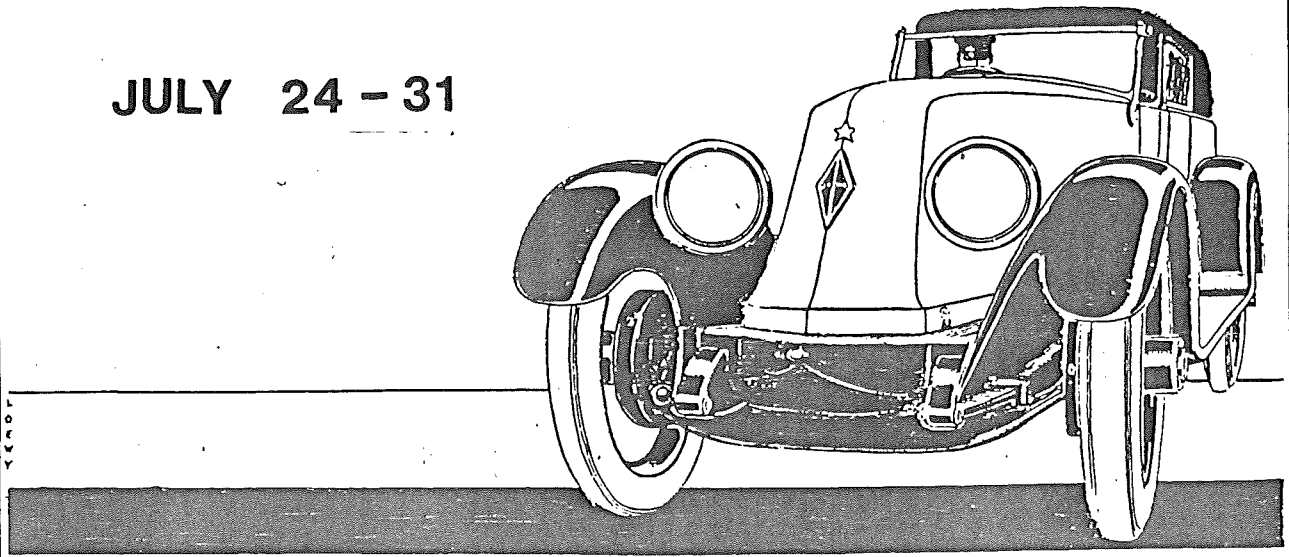
Friday, July 30: Leaving Yakima, the caravan heads toward Puget Sound country by way of the most spectacular route through the Cascades - Chinook Pass - to Bellevue's Holiday Inn. An evening dinner cruise aboard a large, classic steamboat will reveal some of the most beautiful areas around Seattle.

Saturday, July 31: Tour to Snoqualmie Falls Lodge for their internationally famous breakfast and then back to a elegant waterfront home where several mahogany speedboats will vie with the classics for your attention. The beautiful Seattle Yacht Club hosts the evening's "wrap-up" dinner party.

Sunday, August 1: This is an optional fun day for all caravaners - but highly recommended. A visit to the Seattle area's "Candy Store", the beautiful home and collection of a prominent Northwest hobbyist, is an opportunity not to be missed.

# PACIFIC NORTHWEST CARAVAN

JULY 24 - 31



STARTING IN EUGENE, OREGON . . . . . ENDING IN SEATTLE, WASHINGTON

## FEATURING:

- THE EXCITING AND SCENIC OREGON COAST
- A LAKE WASHINGTON DINNER CRUISE
- THE MIGHTY COLUMBIA RIVER
- SNOQUALMIE FALLS LODGE
- THE CASCADE MOUNTAIN PEAKS INCLUDING;  
ST. HELENS, RAINIER, ADAMS, AND HOOD
- EXOTIC CLASSIC AUTOMOBILES
- THE BEAUTY OF PUGET SOUND

PLUS . . . . .

THE FUN, FRIENDLINESS, GOOD FOOD, UNIQUE ACCOMMODATIONS,  
AND HAPPY SURPRISES THAT ARE ALWAYS PART OF PACIFIC  
NORTHWEST CAR-AVANS!

REGISTRATION FORMS AND INFORMATION FROM:

J.L. CARMAN III  
c/o SPRING AIR NORTHWEST  
725 E. 25TH ST.  
TACOMA, WASHINGTON 98421

Pacific Northwest Region  
C.C.C.A.

GARAGE TOUR AND BREAKFAST

SUNDAY, APRIL 18

This will be an excellent opportunity to start the 1982 tour season and exercise your classic again. Plan on being at the Bellevue Holiday Inn at 112 Ave. and Main Street prior to 9:30 a.m. An area on the South side will be roped off for us, next to our dining area.

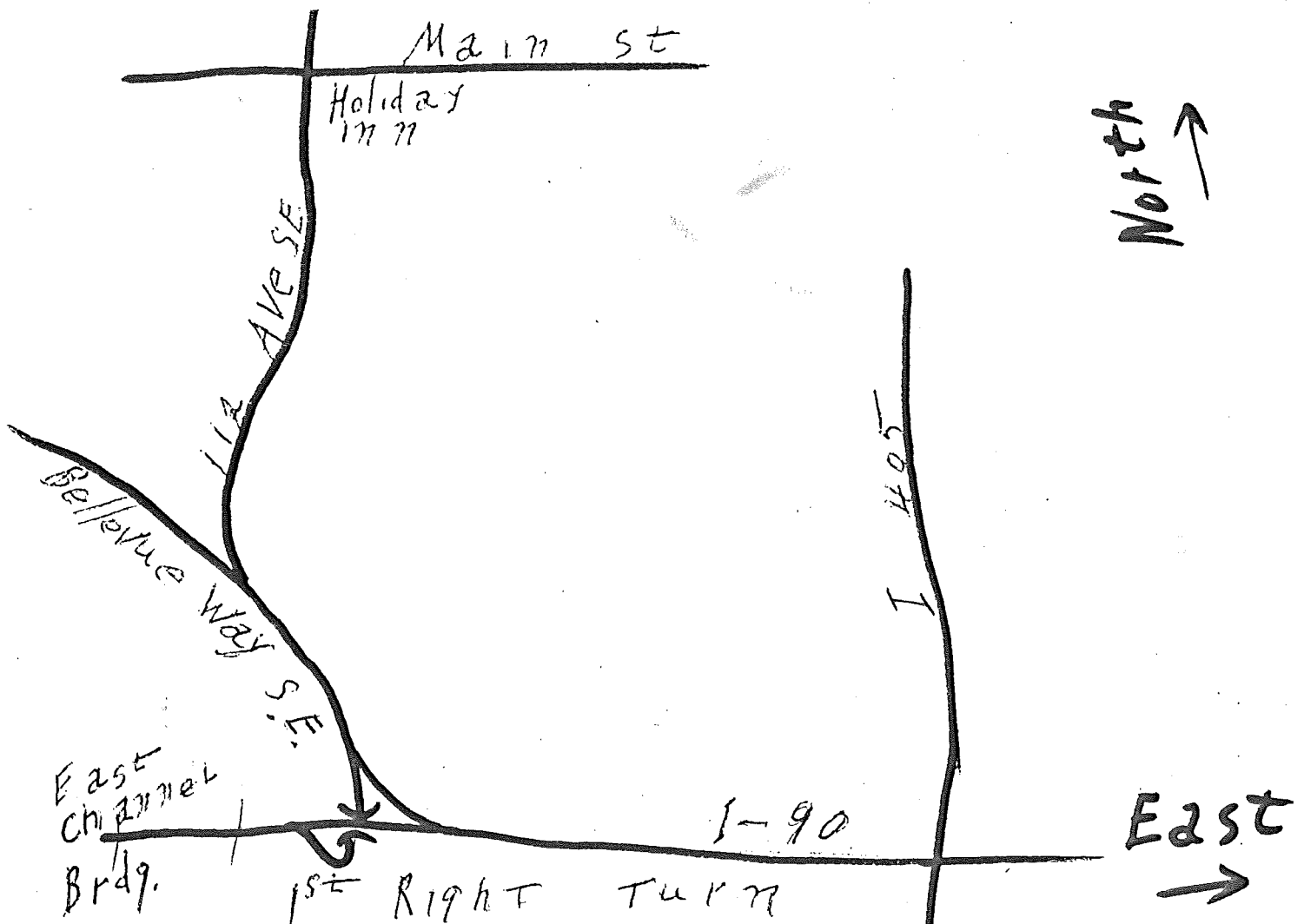
After breakfast, we will visit 2 or 3 garages on the Eastside, seeing many interesting cars plus

numerous music machines as well as other antiques.

Breakfast will cost \$5.60 per person and prior registration will be necessary by April 13. Notify Gene or Betty Klineburger at 4722 231 Avenue SE, Issaquah, Wa. 98027 or call 392-5427.

Please bring check or correct change to pay for your meal.

Choice of Juice  
2 Scrambled Eggs, Hash Browned Potatoes,  
Toast, Butter, Assorted Preserves or Sweet  
Roll, Choice of Bacon, Ham or Sausage  
& Beverage ..... 5.60  
(Canadian Bacon add .15)



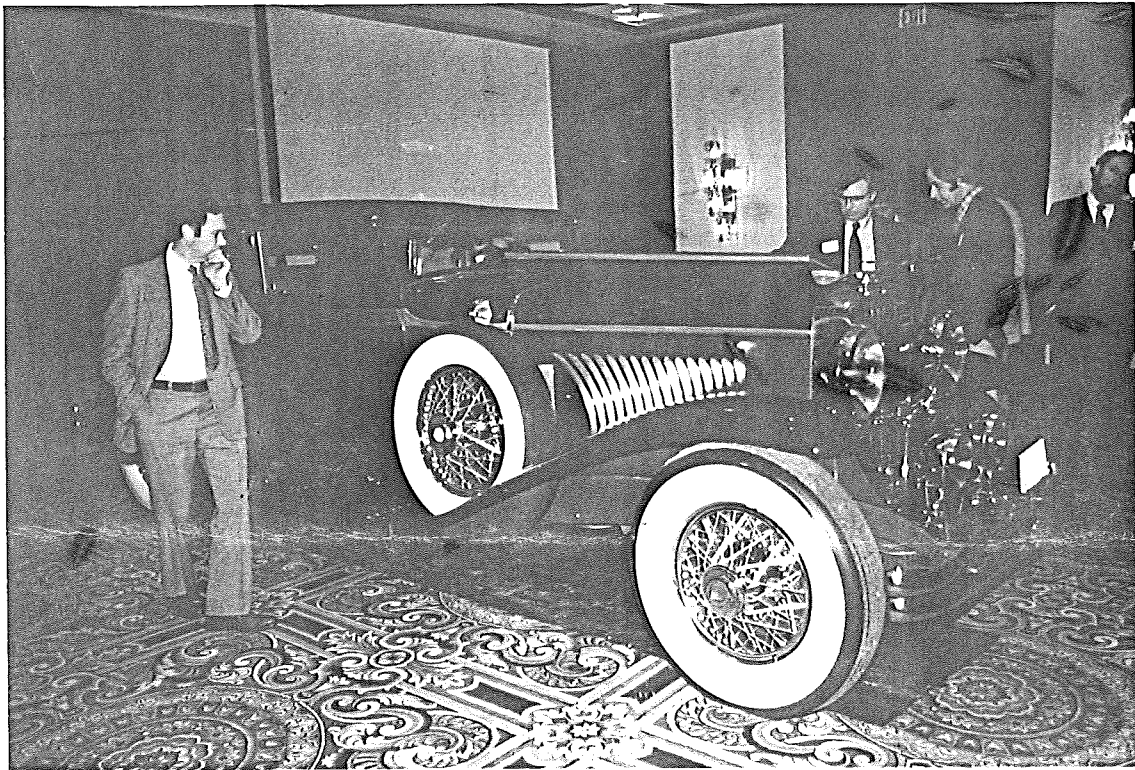
A Few More Scenes from the Coming Out Party



Really? A V-14?



I heard these Hispano Suiza's were made in Japan



Hmmmm! I wonder if it's fiberglass?



Wake me when this thing is over.