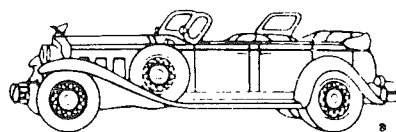


BUMPER BOLTS

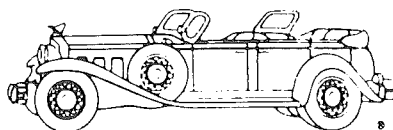


CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region



ANNUAL COMING OUT PARTY – A SHOW OF NEW CLASSICS IN OUR REGION

MARCH 1983



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

1983 BOARD OF MANAGERS

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CALENDAR OF CAR EVENTS

April 9-10, Saturday and Sunday
June 4-5, Saturday and Sunday
June 17
July 4, Monday
July 9, Saturday
July 17, Sunday
July 24, Sunday
July 24, Sunday
August 6, Saturday
August 28, Sunday
September 2, 3, 4, & 5
September 25, Sunday
October 22, Saturday
November 5, Saturday
December 11, Sunday

Portland Swap Meet
Port Ludlow Rendezvous by Land and Sea
ACD – West Coast Meet (Palo Alto Concours)
CCCA – Hunts Point Parade and Armstrong Tennis Party
CCCA – Grand Classic (Santa Barbara)
Forest Grove Concours
Olympia Concours
Cottage Grove Concours
CCCA – Mr. Rainier Tour
Pebble Beach Concours
ACD – Auburn Meet
ACD – Rainbow Falls
CCCA – Garage Tour
CCCA – Annual Meeting
CCCA – Christmas Party

PLEASE NOTE SOME CHANGES IN THE 1983 CALENDAR OF EVENTS . . . The May 15th Tour to LaConnor has been cancelled, due to lack of interest and being only a little over two weeks from the Port Ludlow overnight event. The September 24th Garage Tour date was in conflict, and has been changed to OCTOBER 22.



BUMPER BOLTS

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

Dear Club Members:

IT'S ALMOST SPRING . . . and time to get those Classics out of storage and start having some fun by participating in the coming car events.

If you will, please take a look at the calendar of events. Our region activities combined with the other events during the coming year makes an almost unbelievable program available for the enjoyment of your Classics.

Looking back over this year, we have completed two events . . . a fabulous Christmas Party with about 125 members and guests attending and 12 or more Classics driven to the function. The "Annual Coming Out Party" covered in this issue of "Bumper Bolts" was certainly a good event and attended by 99 regional club members. The Board of Managers and Director are delighted with your very fine response and attendance to these meetings, and want to thank you and hope for your continued support.

At the March board meeting, we discussed at length the problem of licensing Classic automobiles. We read and discussed a report submitted by Brian Harding, a report of his committee meeting with the Washington State Patrol, the Administrator for the Department of Licensing, Sandra Brooks, and Cathy Mayo with Brad Lavaas of the Senate Transportation Committee's Research staff. In addition, Gordon Apker gave a report from another committee with their effort being directed to the requirements for licensing the "assembled" car, out of state vehicle with defective title, etc. For our board to go into the many facets of the problem, we felt it better to wait and see if anything of consequence comes out of these various hearings, then state our position.

THE NEXT MEETING OF THE BOARD OF MANAGERS – April 6, 1983 . . . Adolpho's Italian Restaurant in the Loft Room, 2924 Airport Way South, Seattle, Washington. 6:30 PM. Our March meeting was held in this facility, and was very satisfactory, plenty of room, no intrusion by the public and excellent food. Choose from three entrees. All members Welcome.

BOOK OFFER FOR PNW CCCA MEMBERS – The Miller Dynasty, Mark L. Dees, recently reviewed in *Road & Track* magazine, is available through **Bruce Hill** for **\$51.00** per copy under a special group purchase arrangement with the author. The current retail price is \$69.95 plus \$2.00 shipping. The price reported in the magazine review was incorrect . . . there are no books available for \$59.95.

The author, a Stanford educated, Beverly Hills trial lawyer, spent 20 years researching the book. During that time he interviewed every living person associated with the Miller and successor Offenhauser and Meyer-Drake organizations. He also had exclusive access to all the related archives of the Miller family, etc., including what must have been the most complete and beautiful photograph collection of racing cars from the twenties through the early fifties extant. The book is full of these pictures, most of them have never been published previously.

Dees has a superb writing style and brings a critical, yet sympathetic, insight to his subject. He is a former past president of both the Ferarri Owner's Club and The 200 MPH Club. This later club is for persons who have built their own machine and covered a measured distance at Bonneville in excess of 200 MPH.

The Miller Dynasty was privately printed by the author in very limited edition. The press run was 3,300 volumes, but only 2,000 were actually bound. There are no plans to bind anymore. Only 400 books remain unsold at this time. The work will never be reprinted, revised, nor updated due to the extreme cost involved.

It is destined to become the definitive source on Harry A. Miller, the legendary American race car manufacturer and racing engine builder. Certainly, no one will ever be able to duplicate Dee's research.

In this limited, high quality, edition it has to be one of the ultimate car books – a collector's item in the very best sense of the term.

The offer was run previously in December for the benefit of a few specially contacted members. All were well satisfied with the deal and several asked Bruce to try for an extension on the offer for the benefit of any other members in the PNW Region who might like to participate.

Interested members should:

- ✓ send **Bruce** a check for **\$51.00** or
- ✓ call **(206) 454-8604**

The offer is contingent on receiving the minimum number of orders to earn the discount.

WELCOME NEW MEMBER . . .

Chester C. Dorsey, Jr.
2227 E. Madison St.
Seattle, Washington 98112

THE ANNUAL COMING OUT PARTY... On a beautiful Saturday evening, February 19th, 99 members of the Pacific Northwest Region, gathered at the Sea-Tac Marriott Hotel for the Annual Coming Out Party. An event to present the Classics new to our region and those automobiles acquired during the year and never before shown to the membership.

During the cocktail hour we viewed a great video tape of the 1982 CARavan, bringing back many fond memories of that outstanding tour. Thanks to Phil Schwarz for the use of his tape.

After a dinner of prime rib, Norm Herstein discussed the placing of our Region in several of the awards presented at the Annual Meeting in Oklahoma City. Norm presented the Tarnapol Trophy for best participation in the CARavan to Gordon Apker, last years Director. The Citation for Distinguished Service was presented to Al McEwan for his service to CCCA and PNWR. Larry Justice, Director, presented the Past Director pin to Gordon Apker, in recognition of his service as Director for 1981-1982. Congratulations to Al and Gordon.

After the presentation of the awards, the doors to the adjoining ballroom were opened, the lights turned on, and for the first time, the seven cars were presented to the club. Ron Bloom then took charge of the meeting presenting the automobiles and their owners in his own special way. And what a group of cars they were!

Jerry Greenfield brought an original 1929 Lincoln 7 passenger touring. A great black car that epitomized the "Roaring Twenties," complete with raccoon coat on the seat . . .



Norm presenting the Tarnapol Trophy to Gordon Apker.



A few words from Al McEwan after presentation of the Citation for Distinguished Service from Norm.

Warren McPherson showed a 1948 Jaguar Mark IV drophead, sparkling in two shades of blue . . . a magnificent automobile, authentic and perfect in every detail.

Dean Spencer brought yet another beautiful car attesting to his boundless talent for Classic restoration . . . a 1936 Lincoln V-12 Sedan.

Jack Goffette showed up with . . . guess what . . . a Rolls-Royce, this one a splendid 1928 Phaeton in two shades of red. A truly beautiful classic.

Bob Neal brought his 1936 Packard V-12 Opera Coupe, a very rare and large car in perfect restored condition.

We had a pair of Packards, the other one belonging to Jerry McAuliffe. A 1941 - 160 Packard Convertible Coupe, resplendent in dark blue.

Sitting between the Rolls and the V-12 Packard was a rare and unusual treat for Classic Car fans . . . a 1948 Delahaye vintage racing car in brilliant French racing blue. This small car was a beautiful counterpoint to the large Classics surrounding it. Richard Adatto is the proud owner.

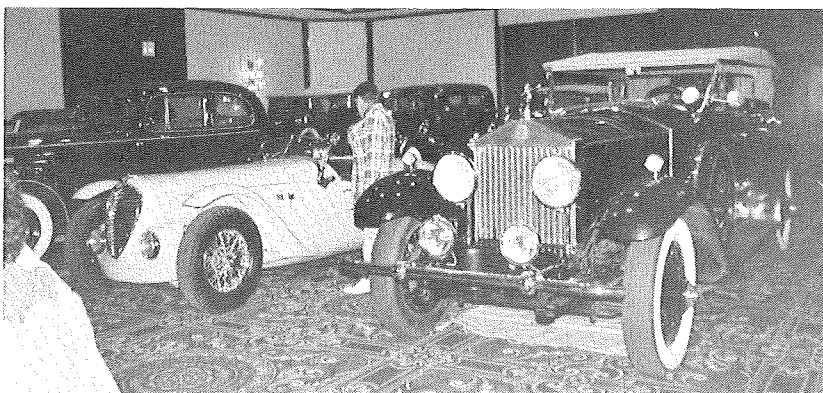
Thanks to Tom Armstrong, Dick Buckingham and Bob LeCoque, we were treated to two interesting films involving auto restoration and Lancia Automobiles. Also thanks to Molly Crook and Cari Scheef for the photos, and finally a real big thanks to a great PNWR membership for the excellent turnout and support for the event. We hope you had a good time . . .



Larry Justice presenting the Past Directors Pin to Gordon Apker.

Article by

Dr. Bill Scheef, Chairman



V-12 Packard

1948 Delahaye and

1948 Rolls-Royce

1928

Connie Schwarz

Reneé Larrabee

Lorraine Justice



Sue & Tom Armstrong and our main trophy presenter Norm Herstein. Love those slacks Tom!

COMING EVENTS . . . April 9 and 10 – PORTLAND SWAP MEET, we will have a booth manned by volunteers to answer questions about CCCA-PNWR. Stop by and say hello.

June 4 and 5 – Our club will participate in th “PORT LUDLOW RENDEZVOUS BY LAND AND SEA”, a social gathering by members of the following organizations will be held at The Admiralty Resort, Port Ludlow, Washington on June 4, 1983: · Pacific Northwest Region of the Classic Car Club of America · Pacific Northwest Region Rolls-Royce Owners Club · Pacific Northwest Chapter of Antique and Classic Boat Society · Classic Yacht Association, Pacific Northwest Fleet · Classic Yacht Association, Canadian Fleet ·


This Rendezvous is believed to be the first of its kind in the Pacific Northwest. This event is being co-sponsored by the Admiralty Resort Port Ludlow Yacht Club and The Admiralty Resort at Port Ludlow.

Registration forms to be mailed soon . . . Mark your calendar for June 3, 4 and 5 and come over on Friday.

OTHER REGIONAL EVENTS . . . UPPER MIDWEST REGION - CCCA Proudly presents the: “1983 Land O’ Lakes Caravan” – August 12-20, 1983. Area Coordinator: (612) 474-3639 or Richard Gold, 4710 Old Kent Road, Deep Haven, Mn 55331. **GREATER ILLINOIS REGION** - CCCA “Concours Le Grand” – June 3-4, 1983. Marriott-Lincolnshire Resort Hotel, Lincolnshire, Ill. Information: (312) 986-5178 or Concours LeGrand, 5654 S. County Line Road, Hinsdale, Ill 80521

A SPECIAL THANK YOU to Mr. Fritz Gechter, owner of Magna Color Press, Inc., for his generosity in the printing of Bumper Bolts.

Best Wishes,



Larry Justice
Regional Director

*** FEATURE ARTICLE ***

SISYPHUS REVISITED

Article by Tom Brace

THE GREEKS have a story of a man who was condemned to push a large rock up a hill. As he would near the summit, his strength and energy would be exhausted. When he could no longer push, the rock would roll back down the hill and he would start all over again. In some ways, the restoration of an automobile is similar. Only the ending is hopefully changed to protect the innocent.

Probably few words are more overused in our hobby than a complete restoration. I embarked in November of 1980 in the complete restoration of a 1938 Super 8., Model 1603, Packard Touring Sedan. I arrived at this decision through a rather lengthy, soul-searching exercise that culminated in the purchase of this automobile in August of 1980.

At the time of purchase, I was restoring a 1942 Packard Clipper, Model 2001, Touring Sedan. I reasoned that it needed a complete new interior, paint, and significant amounts of re-chroming. Upon some ballpark estimates as to what that project would cost, I decided that why not restore a full Classic. In the Packard Club of which I was an officer, we call them a Senior Series Car.

I found my Packard in Forest Grove, Oregon, the home of the famous Concours. This car was hardly in Concours shape, as the previous owner has found it in a barn where it had been stored since 1956. He began the restoration, like many people do, by tearing the engine out of the car, and, as a matter of fact, the whole front end was off with the exception of two large, bulbous fenders standing somewhat nakedly with a large, gaping hole, which was where the rest of the front end was supposed to be. He had located an extra engine, which became extremely important in my restoration, as it took two engines to make one.

I had always wanted to do a REAL ground up restoration of an automobile and as this automobile was partially dismantled, it seemed to offer a reasonable challenge to accomplish a lifetime goal. The work commenced with tearing down the extra engine and getting the various engine parts inventoried as to additional needs and properly cleaned for presentation at the machine shop. The machinist being a wily and crafty gentleman, argued that he would not begin the necessary machine work until I had obtained all the necessary engine parts. This was accomplished by January 1, 1982.

One factor in the old car hobby is that there is a wealth of information from a wide variety of sources one can read, for example Burt Mill's, From Junker to Jewel. One comes away with the fact that in the typical Mill's optimism, there is simply not any problem that cannot be surmounted. He, for one, talks about constructing a small workbench to fit over a washer and dryer so someone with limited space can do automobile restoration, a novel idea, but practice found my large two-car garage was none too big for one car when I removed the body. This also necessitated the completion of a carport, which I had cleverly convinced my wife was a deck until one of my old car friends complemented me about the wonderful new carport that I had constructed. My wife was adamant about not scraping ice off windows on a cold winter morning and therefore, my "deck" just happened to fit my two family daily drivers.

With the two daily drivers outside under the "deck," I commenced to remove the body on to two sawhorses with some additional support from the old deck pieces that I had salvaged. I was told by several knowledgeable experts that four good men could pick up most car bodies, if, in fact, the interior was stripped out of it. I then assembled four good men, one at each corner, and with a degree of confidence bolstered by ignorance, we were able to lift the car body off the frame. While it was true the interior was removed from the car except the dashboard, the doors were still on it, and I found that friendship as well as muscles were severely strained in the endeavor.

Removing the body from the frame indicated some very necessary woodwork to be undertaken, and I then realized why my automobile was offered for sale. For example, a new door post was required from the roof of the car, clear through the automobile on the right side and new flooring on that right side as well. Consulting my many handbooks, it argued for the careful removal of the damaged or rotten wood to use as a pattern. Careful removal was accomplished with a dustpan and whisk broom picking up the "pattern" off the floor of my garage. (NOTE: Do not, I repeat, do not remove the body before rebuilding wood if at all avoidable.)

Upon examining my sawhorse and used timber blocking of the car, I determined a better system was needed.

A table made out of 2 x 8's, 4 x 4's, and $\frac{5}{8}$ " plywood, was constructed approximately 30" off the ground. I mounted four hard rubber casters with 10" diameter wheels that would rotate 360 degrees that I bought from Boeing surplus. This allowed me to wheel the body in and out of the garage or anyplace in the garage I wanted to move it. It also allowed me to pivot the automobile for better access. This dolly allowed me to push the automobile out into the driveway when it came time to strip the body by hand. All other metal stripping, including the frame, was "redi stripped," which was a process that I found to be most satisfactory. In addition, many of the parts were powder painted including the frame, which I also found to be an extremely strong and durable paint process.

After the machine work was completed, myself and a very knowledgeable mechanic put the Packard Super 8 engine together and mounted it into the frame. That day I will always remember in that the cherry picker we were using (which I had purchased used) was stretched to its maximum capacity. Mounting the engine required bolting the transmission to the engine as a single unit, slinging it over the frame, then lowering it carefully with the hydraulic jack sputtering and blowing hydraulic oil. When it was lowered into place, it fit, much to our delight, as it was lowered in transmission first at approximately a 20 degree angle.

The great moment came in August of '81 when power was put to the engine and it was turned over. I remember a real dichotomy of feeling, when on one hand the excitement of "Will it run?" was being offset by, "Did I get it together right?" and, "Will I do any damage?" I had talked to several old, more experienced automobile restorers and they properly versed me as to the first several moments of when you fire a rebuilt engine to life as being extremely critical. Finally that day came, then the moment came, and I pushed the remote starter. My fears were unfounded as the automobile didn't run at all. Once again, searching through the sage comments from the more mature restorers, I remembered a story of getting the distributor shaft in exactly 180 degrees backwards. Testing the number one cylinder and the firing order showed this mistake as a reality. Reaching into the bowels of the engine with a pair of needle-nose pliers, I extricated the shaft, turned it 180 degrees, dropped it back in most carefully, and miracle of all miracles, it ran. Five minutes after its start, while running, I balanced a nickel on the head, remembering something about a coin balanced on another Marquis radiator. The nickel remained on edge and symbolized to me at that moment and since that time the ragged edge my family budget has been balanced on as a result of this project. Soon after this successful triumph, the engine and frame were displayed at a Sea Tac Mall program put on by the Pacific Northwest Region of Packards International.

I enjoyed hearing the various comments from interested onlookers, which ran the gamut of "How many cylinders does it have?" to "How fast would it go?", to "My uncle used to have one just like that." I did comment that the gentlemen's uncle must have really enjoyed fresh air.

The Packard box frame with the center X in the exact balance point of the completed car is an impressive sight. The idea for such a display came out of my readings of *The Packard Story* by Turnquist and the new Beverly Kimes book, *Packard, The History of the Motor Car and Company*, both excellent reference sources for anyone contemplating restoring any year Packard.

One of the basic elements in any automobile restoration is that several projects must be going on at once. As mentioned previously, the interior was stripped out of the car relatively early and was placed in the hands of an upholsterer so that the seats and door panels at a minimum could be done while other projects were being completed. After almost a year's wait and precious little progress, another upholsterer was found. I would say in general the people I met and worked with, the services I contracted for, and the parts I ordered were satisfactory. The first upholsterer was an exception.

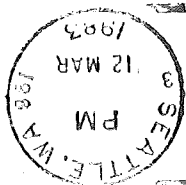
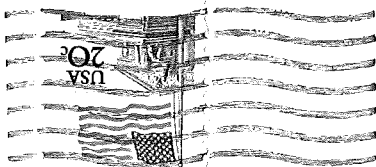
On the positive side a truly interesting encounter was obtained by a series of dialogues with a Chinese gentleman who did not understand English particularly well. A phone conversation was impossible, however, in person I contracted with him to hand paint the numerals and other markings on my instrument cluster. His workmanship was outstanding. The car was one of the very few Packard dash that was not wood-grained. In 1938 the dash and window mouldings were painted. It took two tries to finally match the proper color for the dash, but the end result was pleasing. During this time I shipped out chrome in major quantities to be re-done. I found chroming to be more of an art than a science, particularly when it became time to determine the cost of the project. The lack of fiscal specificity was disconcerting every time a bill was paid. The net result was that over 97% of the chrome on the automobile was re-done. Those contemplating chroming should remember that parts must be disassembled completely. I almost ruined the windshield wiper base in which the arm and blade are connected. They were frozen shut when returned from the chrom shop, and only some good fortune and a lot of work allowed them to turn freely again.

While all these ancillary projects were going on, the body was remated to the frame, such as the return of the prodigal son, at least to the writer of this article. The final resolution of color was determined to be a gray, a medium metallic gray entitled Iridium Gray Poly. This color was chosen from a 1938 Packard paint chart which interestingly enough, on the reverse side, had the formula for the color. The match was outstanding in terms of paint mixing. Ultimately the car will be pinstripped in red, a red similar to the red on the Packard Hexagon. When the car was painted and returned to my garage, mated to the frame, window and door hardware were assembled onto the car, whole chapters can be written about door assembly and weather-stripping, possibly in another article. All the glass was replaced in the car and was an exercise in patience to properly install. I learned rather early on that you can have no adverse pressure on a window, as a great truth is, glass does crack under pressure.

When it came time to wire the automobile, several interesting things were found, namely that the wiring harness directions were not entirely correct, requiring some slight deviations. One humorous moment in the wiring

continued . . .

Alan M. McEwan
4420 Bonnybrae Drive
Bellevue, WA 98008



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

exercise which took two full days of work, was the discovery of a ticking sound, which was immediately erroneously diagnosed as something shorting something, only to find that it was the clock ticking.

The first day of driving the automobile was a moment second only to the birth of my child, or probably third, after keeping things in proper order, marriage, the birth of my child, and the driving of my Packard. It was accomplished sitting on a plastic milk container and done with great aplomb. That first morning I drove it five miles, certainly not street legal, but a marvelous experience, particularly exciting through tight turns and climbing hills on my milk carton container chair. Fortunately, the top was not on and allowed me to grasp the roof with one hand, the steering wheel with the other, and hold on.

The stories are endless with each part bringing back memories of efforts, sometimes beyond all reasonable belief, in terms of what the original part looked like to its finished state, but another time.

I have been asked by my friends and associates, am I going to do another car? I am not going to do another one for awhile. When I do, I will also seek out a good, original, that truly is restorable, (that no one else has "horsed around with"). It will also be a classic recognized by the Classic Car Club and keeping with my bias and prejudice, it will be a Packard. As the recently retired President of the Pacific Northwest Region of Packards International, it might be considered heresy to restore anything other than a Packard; however, the Classic Car Caravan this summer opened my eyes to some marvelous other Marquis', so this "prejudice" may fade with time.

I still like the idea of a total ground up restoration, if you intend to use the car as it was originally built. Before I go sixty miles per hour down the freeway, I want to know that the steering is tight, the brakes are right, and the engine is capable of performing as the factory specifications would indicate. The next automobile, as knowledge has a cumulative effect, hopefully will be even better – there will always be tomorrow. It has been said that there are over 50,000 pieces involved in the restoration of a classic automobile. Others have said it'll take two years and \$20,000 at a minimum to restore an automobile. Both statements are agonizingly true.

One thing is certain, a total restoration of a classic car gives one an appreciation for craftsmanship, quality and a pride of workmanship that is not very evident in our society today. As the time grows shorter and the top of the hill is almost in sight, I believe the rock will soon be pushed over the top. I have to believe this.

*** THE END ***