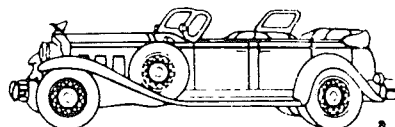


# BUMPER BOLTS

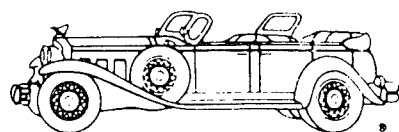


## **CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region**



1929 LINCOLN 7 PASSENGER TOURING  
Owner: Jerry Greenfield

APRIL 1983



## CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

### 1983 BOARD OF MANAGERS

Larry Justice	Director	242-0428 H	
Glen Mounger	Assistant Director	842-8485 H	622-8730 W
Bob LeCoque	Treasurer	243-7805 H	622-4697 W
Ted Barber	Secretary	325-3580 H	655-1726 W
Robert A. LeCoque		243-7805 H	622-4697 W
Jerry McAuliffe		823-1431 H	823-8787 W
Ron Bloom		641-6772 H	
J. Martin Anderson			
Bill Mote, Jr.			

1 \* 9 \* 8 \* 3

### CALENDAR OF CAR EVENTS

June 4-5, Saturday and Sunday	Port Ludlow Rendezvous by Land and Sea
June 17	ACD - West Coast Meet (Palo Alto Concours)
July 4, Monday	CCCA - Hunts Point Parade and Armstrong Tennis Party
July 9, Saturday	CCCA - Grand Classic (Santa Barbara)
July 17, Sunday	Forest Grove Concours
July 24, Sunday	Olympia Concours
July 24, Sunday	Cottage Grove Concours
August 6, Saturday	CCCA - Mr. Rainier Tour
August 28, Sunday	Pebble Beach Concours
September 2, 3, 4, & 5	ACD - Auburn Meet
September 25, Sunday	ACD - Rainbow Falls
October 22, Saturday	CCCA - Garage Tour
November 5, Saturday	CCCA - Annual Meeting
December 11, Sunday	CCCA - Christmas Party

☆☆☆

### 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 APRIL AND SPRING IS HERE . . .** Time to mark your calendars for some GOOD TIMES with our Classics. Take a look at the calendar and you will find a wide variety of events planned for your enjoyment.

We set aside the planned event for May, in favor of the big combined social gathering . . . "The Port Ludlow Rendezvous by Land and Sea," June 4 and 5, at the Admiralty Resort, Port Ludlow, Washington. This Rendezvous is believed to be the first of its kind in the Pacific Northwest, and should be an interesting and fun event. Bob LeCoque, CCCA Chairman for the event has mailed the registration forms, and you are urged to get them in as soon as possible. **Please note the May 1st deadline date.** For the members who would like to arrive early, you may register for Friday night.

In preparing the calendar, the Board tried to offer a variety of events, something for everyone, including a **FOURTH OF JULY PARADE** at Hunts Point combined with Tennis at the home of Tom and Sue Armstrong. For those who want to "show off a little" there are five Concours events available, including the CCCA FAR WEST **GRAND CLASSIC** in Santa Barbara on July 9th. 1983 has been designated the "Year of the Senior Car" at the Grand Classics. Those owners of "Senior" cars are encouraged to attend the Grand Classics, where they will receive special recognition.

For a little **OPEN ROAD DRIVING**, lets mark our calendar for the breathtaking drive to **SUNRISE** on MT. **RAINIER** on August 6, and the **GARAGE TOUR** being arranged by Tom Crook for October 22nd. It is possible there will be two additional events to be staged in the fall. When plans are completed, they will be added to the calendar.

We are approaching the middle of this term, and have added 9 new members to the club. Before the year is over, we would like to see an increase of an additional 10 members. If each one of us, will ask a friend who is interested in Classic Cars, to become a member, we will have no problem in making the increase. Remember, he may be just waiting to be asked to join.

We want to thank everyone for their excellent participation in the events so far this year, and we welcome your suggestions for the improvement in the planning and operation, so that we may be a more acceptable and responsive club. We encourage you to help with this publication, by your contributions of articles on restoration, technical data, members in the news, new cars in the club, photos and history of cars I own, cars I almost bought but did not, cars I bought but should not have, etc. With your help, this could be an even better **BUMPER BOLTS**.

### WELCOME NEW MEMBERS . . .

Mr. Bob Eby  
16716 188th Pl. NE  
Woodinville, Washington


Mr. Roy Magnuson  
17509 5th Ave. West  
Bothell, Washington

**CCCA TOUR TO EUROPE . . .** Ballooning in Burgundy - Floating through Europe - Paris Salons - London - Stuttgart - Salzburg and the Sound of Music - Venice - Geneva - Lucerne - Beaulieu - Munich - Neuschwanstein and Mulhouse, etc., etc. . . all targets for our fabulous tour escorted by Gene Babow. Commences September 6th in Paris and ends October 4th in London just in time to get back for Hershey. First-class throughout, with special factory and designer salon showings, Auto Museums, private collections, castle stays, etc. All plus six days of time to do your own thing. Pick up that new Mercedes SD or that 633 SC1, and pay for part of your trip. Space is limited, but available now. Call Phil or Connie for information. Phone: **236-0990**.

**THE NEXT MEETING OF THE BOARD OF MANAGERS . . .** May 4, 1983 . . . 6:30 P.M. Adolphos' Restaurant - in the Loft Room - 3924 Airport Way South, Seattle. All members are welcome, please join us!

**BUMPER BOLTS IS PRINTED** by MAGNA COLOR PRESS, Seattle, Washington. We thank Mr. Fritz Gechter, the owner and club member, for his great generosity. The Club is most appreciative.

Best Wishes,

  
Larry Justice  
Regional Director





## BREAKFAST AT MC AULIFFE'S

**Sunday March 13 . . .**

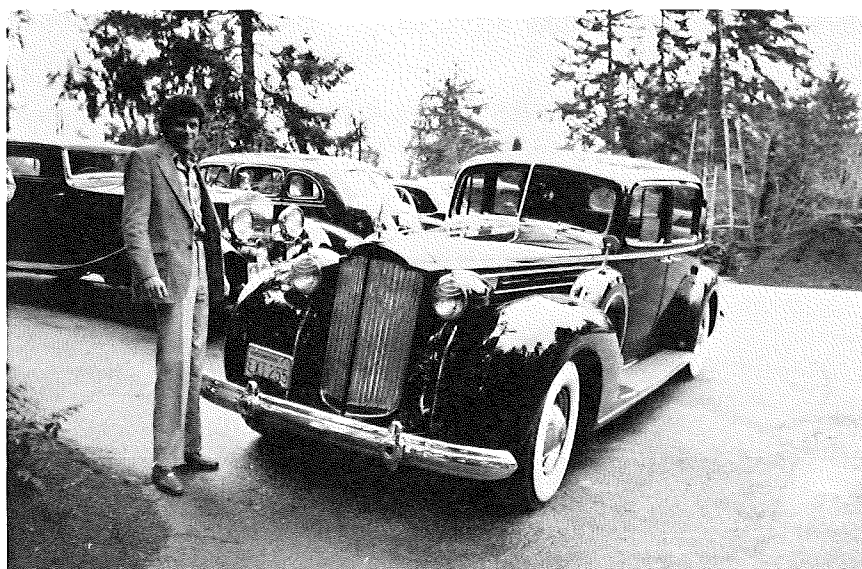
The weather man predicted blustery, rainy weather for Sunday, however, the overcast day did not discourage over 80 Classic Car members and guests from attending the St. Patrick's Day Brunch at Jerry's.

Champagne, hot off the griddle hotcakes, strawberry preserves, ham, fruit and juices warmed those brave souls who toured Jerry's beautiful yard and gardens, regardless of off-and-on rain showers.

Breakfast was served in Jerry's "Rendezvous" a beautifully finished room over his large garage – displaying many antiques and collectibles. Juke box, oil lubesters, visible gas pumps, and many, many other interesting items.

It was gratifying to see approximately 20 Classics driven to this event, despite the inclement weather.

**THANKS** Jo Ann and Jerry for a great time, we all enjoyed it very much!



**PHOTOS:**  
(Clockwise from immediate left)

Tom Crook's 1930 V-16 Cadillac

Warren McPherson's 1935 Bugatti Type 57

"More precious than a Type 57!"  
Master John McPherson and  
Mother Diana

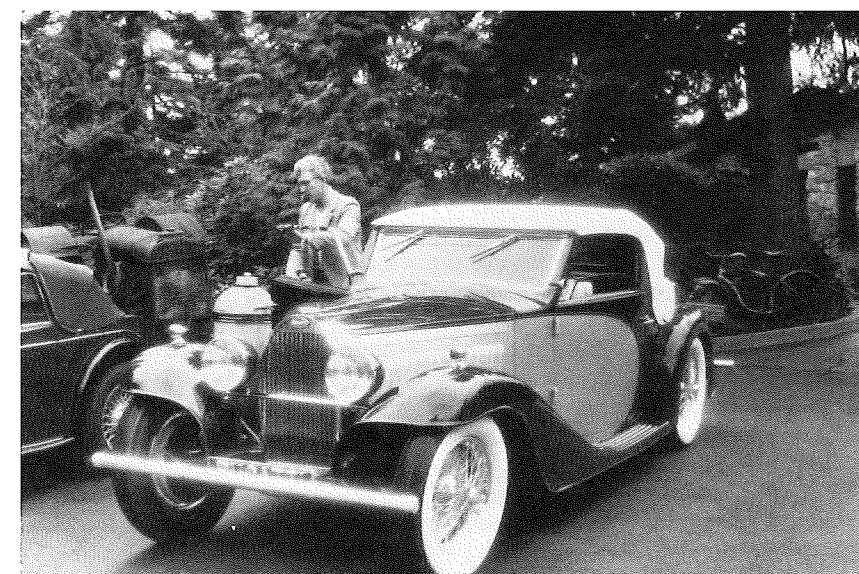
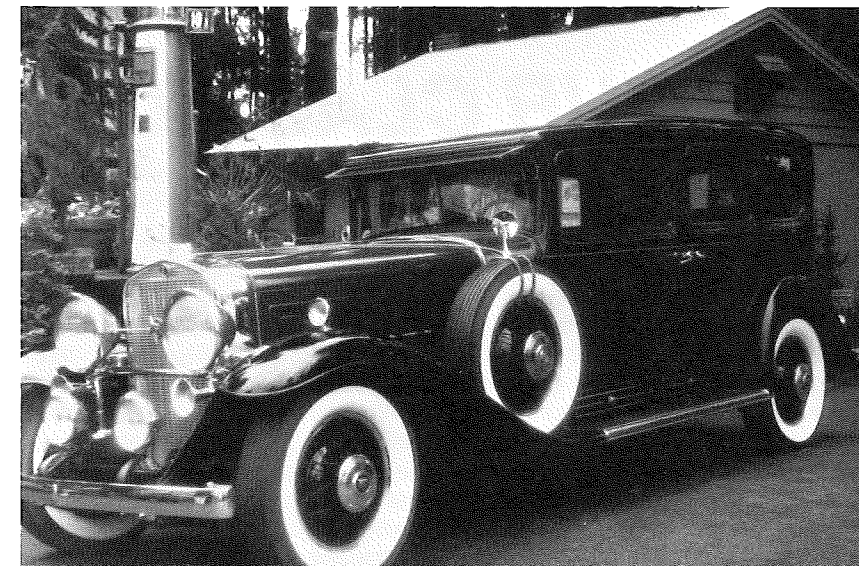
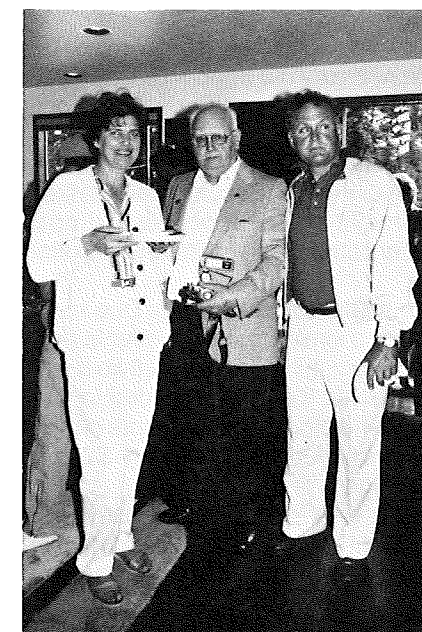
Our gracious hosts . . . Jo Ann and  
Jerry McAuliffe and Larry Justice,  
Director

"Isn't it beautiful?" Craig Christy's  
1938 V-12 Packard Club Sedan

Classics on display

Breakfast at McAuliffe's

(Thanks to Molly Crook for  
the photos.)



# YOUR CLASSIC AND FIRE

Thanks to Jim Dougherty and the  
Indiana Region's HOOSIER HORN for this article.

**FIRE IS** the greatest hazard your Classic must face. It can arrive instantaneously or with the subtleness of a thief in the night. It behooves every Classic owner to be aware of the ever-present danger of fire with a Classic and the correct preventive measures. A careful inspection of your Classic for fire hazards is of utmost importance.

Let's start with the fuel system. Your carburetor should be furnished with some form of flame arrester. In the majority of cars this is taken care of by a conventional air cleaner. In the early days of the automobile, carburetors with open air intakes were all too frequent. A number of years later, manufacturers learned to cover this opening with some form of screen that served as both a rude air filter and a flame arrester. (*Note: Flame will not pass through a screen.*) In the early 1930s the combination air cleaner and flame arrester was refined in such a manner as to silence the "hiss" of the air rushing into the carburetor. This happy combination gave motorists the benefits of an air cleaner, flame arrester, and intake silencer in one compact unit.

Most Classics without air cleaners lend themselves readily to the installation of an air cleaner. But surrounding the intake neatly with screening wire isn't necessarily easy. But before you give up and say that it can't be done, remember this: "Your Classic is just one backfire away from a heart-breaking pile of smoldering metal and rubber."

Fuel lines, especially fittings and connections, should be most carefully examined for leaks. Examine these lines and connections with the motor running and also with the motor not running. Correct all leaks and take care to keep lines as far away from the exhaust system as possible.

On the later model Classics that use flexible motor mounts, examine the condition and type of line from the frame to the fuel pump. It should be a flexible fabric line. A metal line, even one with a loop in it, will eventually fatigue and break, or else develop leaks at the fittings. Also, flexible lines will frequently collapse internally and shut off the supply of gasoline to the engine but yet will appear to be in good condition and will permit you to blow air back toward the tank in such a manner as to indicate an open fuel line. If even the slightest doubt is present, replace the line.

Some carburetors tend to "boil over" when a hot engine is shut off. This fuel could do dramatic things when it drips on a hot exhaust manifold. Eliminate this source of danger by having the carburetor float adjusted to its correct level and in stubborn cases, install an added insulating gasket between the carburetor and the intake manifold to keep excessive heat away from the carburetor.

The entire exhaust system should be checked over for leaks. A major leak or a missing or broken tail pipe can direct sufficient heat onto the gasoline tank and the underside of the body, often covered with grease and oil, to cause a roaring holocaust.

The electrical system is yet another source of fire. Good wiring, protected by properly sized fuses, is the obvious answer. Should an electrical fire occur or an electric wire start to heat, disconnect the battery cable immediately until the trouble can be diagnosed and corrected. It is excellent practice to disconnect the battery terminal that is grounded, rather than the insulated terminal leading toward the starting motor. This is because, should your wrench accidentally come in contact with the chassis or a metal portion of the body when disconnecting the battery terminal, no spark will be produced.

A most mystifying cause of trouble can be that of a muffler that catches on fire internally, to burn out in much the same way as a house chimney might do. This is most likely to happen in the case of a very old muffler that has built up carbon deposits over the years. A preventive measure would be to replace any muffler known to be quite old or in questionable condition.

Many fires can be traced to carelessness when working on cars. When in doubt, always disconnect the battery while working on or near any electrical apparatus that could cause a spark should your wrench accidentally strike a "ground." Never permit a trouble light to be in a position where a drop of gasoline might strike its hot bulb. A drop of gasoline may cause the bulb glass to break and the then unprotected red hot filament could then ignite any gasoline fumes that might be present.

And last, but not least, have a good fire extinguisher of the correct type in your Classic at all times. Due to the lethal fumes given off when carbon-tetrachloride strikes any hot surface, this type of chemical extinguisher is not a wise choice. The CO<sub>2</sub> (carbon dioxide) type extinguisher will do a good job of extinguishing fire and will do it with complete safety to the operator. A third and newer type is the "dry powder" extinguisher. It is quite acceptable and, for a given size, will extinguish more fire and will cost less than the CO<sub>2</sub>. A dry powder extinguisher of ample capacity may be purchased for around \$17.50. The CO<sub>2</sub> of corresponding size would sell for approximately \$27.50. Soda-acid and pressurized water extinguishers are not suitable for automotive usage.

Very important: know that your extinguisher will function when it is most needed. One Classicist carried an extinguisher in his car for years only to find that it wouldn't work when his friend's Lincoln caught fire. Companies selling fire extinguishers will be most happy to check your extinguisher's operation and can recharge it if necessary.

## CLASSIC CAR CLUB OF AMERICA

# Grand Classics

July 9, 1983

### Northeast – Framingham, Massachusetts

Co-ordinator – Stan Hamel, NH – 603-474-2232

Head Judge – Charlie Kerner, NJ – 201-226-1768

### Eastern – Seven Springs, Pennsylvania

Co-ordinator – Erie Heath – 412-279-1210

Head Judge – Dick Chapman – 317-251-6729

### Midwest – Indianapolis, Indiana

Co-ordinator – Helen Vogel – 317-632-1300

Head Judge – Jim Dougherty – 317-784-1183

### Midwest – Dearborn, Michigan

Co-ordinator – Jim Stebbins – 313-453-0577

Head Judge – Norm Knight – 616-345-4692

### Southwest – Shangri-La, Oklahoma

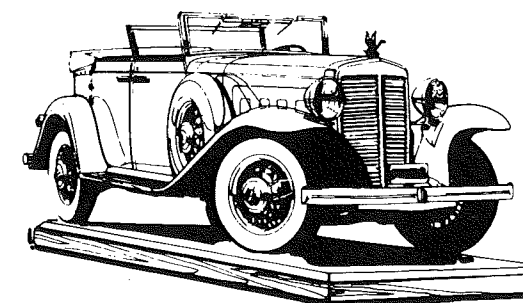
Co-ordinator – John Wheatley – 918-299-2323

Head Judge – Dick Roach – 913-273-5098

### Far West – Santa Barbara, California

Co-ordinator – Peter Hartman – 213-769-3490

Head Judge – Jim Riffenburgh – 714-866-4302



1983 has been designated the  
"Year of the Senior Car"  
at our Grand Classics

This year is the 31st Grand Classic and to date 1045 Senior Car Badges have been issued, of which 700 are still registered in the Club. If you own a "Senior" you are encouraged to participate in this special recognition for some extra special cars.