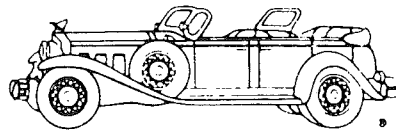
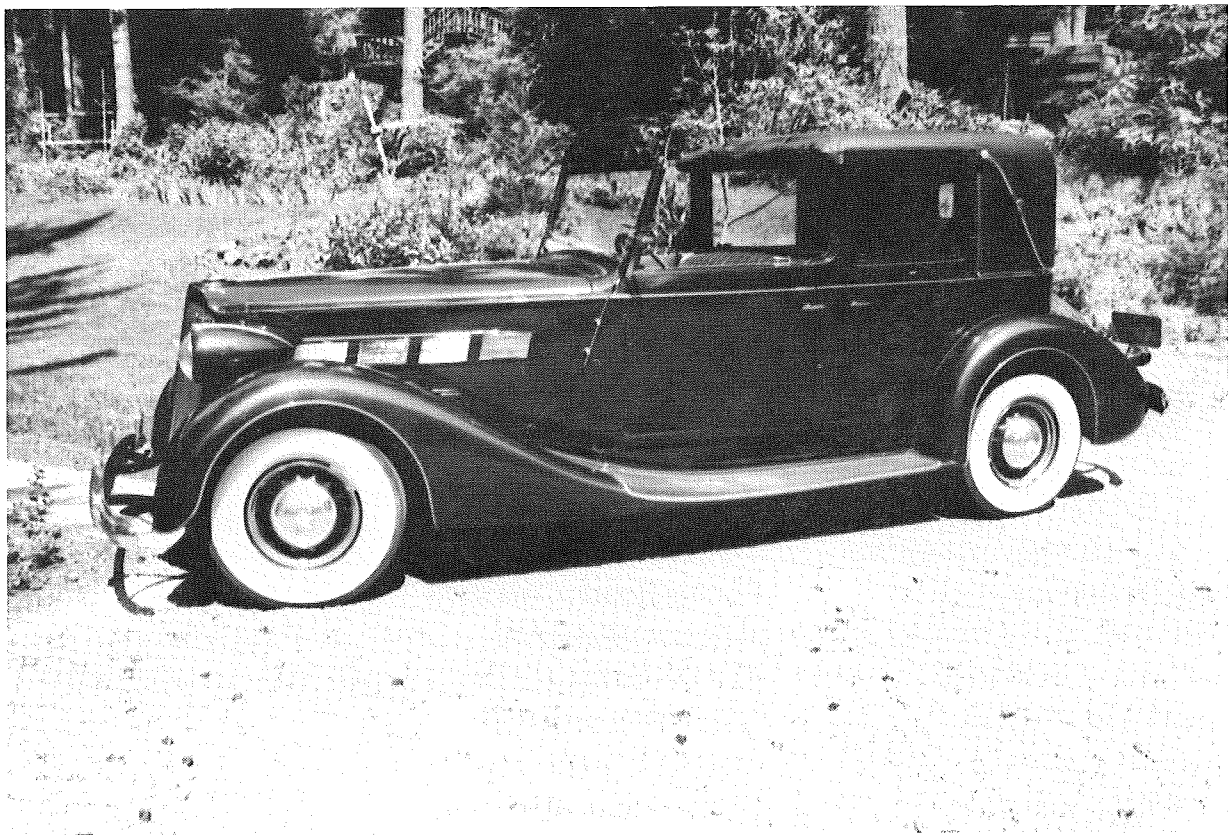


BUMPER BOLTS

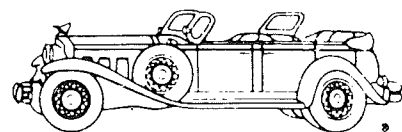


CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region



1937 PACKARD TOWN CAR – Bohman & Schwartz
Owner: Tom Crook

MAY 1983



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

1983 BOARD OF MANAGERS

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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, Friday	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 17, Saturday	CCCA – Crazy Lobster/Captain Whidbey Mini Tour
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:

ON JUNE 4 AND 5, many of our members will be attending the first Port Ludlow Rendezvous by Land and Sea. Bob LeCroque, our CCCA chairman has checked with their management and has been told that everything is in order, they are very enthusiastic over the response, and they have planned some entertainment for us. What could be better . . . good food, good friends, classic cars, classic boats, and an interesting location? I am looking forward to this event . . . hope to see many of our members there.

For September 17, the Board approved a driving event, to originate in Edmonds. Some easy, interesting driving through the countryside, and finally ending on Whidbey Island. Jack Goffette presented the event to the Board and will be our tour master. The details will be mailed by flyer in ample time before the tour. Thanks Jack for your help.

As I was not able to attend the Portland Swap Meet and help with our booth, I want to thank Bobby LeCroque and several other members who set the booth up and manned it during the two day event. The following is a report from Bobby – *"Although rain dominated the weather, April 9 & 10, the attendance at the Portland Swap Meet was larger than ever. This year the CCCA-PNWR set up a booth at the swap meet to promote club membership. National and Club literature was on display and several of our members were available to answer questions. Two new members were signed up at the meet and many more applications were handed out, so the booth should prove to be quite beneficial to our club. Many thanks to those members, who helped man the booth which made this a worth while venture for the club."* – Again, thanks to Bobby LeCoque and the other members who helped, I appreciate it.

Looking down the road to Monday – July 4th . . . its the Hunts Point Parade and Armstrong Tennis Party. Here is your chance to BRING OUT YOUR BEST CLASSIC and participate in a traditional American event – a FOURTH OF JULY PARADE. Tom will be mailing flyers on this event. You'll have a lot of fun.

Our club rosters should be printed and mailed in about 2 weeks, and will list 117 or more members, including 11 new members this year. Keep up the good work . . . ask someone to join, he will probable say yes.

PLEASE WELCOME NEW MEMBERS . . .

B. Scott Bolls
11740 N.E. 39th St.
Bellevue, WA 98005

Gene Bradshaw
MP O.13 Jemtegaard Rd.
Washougal, WA 98671


R. P. (Skip) Ritner
South 4417 Farr Road
Spokane, WA 99206

OUR COVER CAR . . . A 1937 Packard Super 8 – Open Front Town Car by Bohman & Schwartz. This is a one-of-a-kind Packard built for Jeannette McDonald by Bohman & Schwartz of Pasadena, California. Until recently it was owned by Robert Gotlieb, owner of Peterson Publications (Motor Trend Magazine and others). This car is a model 1501 with a 134" wheelbase. The specially made hubcaps were without the familiar red hexagon – instead the center is painted the same color as the trim, which is light blue. It is truly an elegant Packard.

PAST DIRECTORS NIGHT . . . This is the one Board Meeting of the year set aside to present and honor the Past Directors of our Pacific Northwest Region. All members are invited!! We will meet at Jerry McAuliffe's Rendezvous, 11812 108th N.E., Kirkland, WA. Dinner will be a buffet, cost about \$12.00. PLEASE MAKE YOUR RESERVATION BY **FRIDAY, MAY 28**. CALL PHYLLIS AT 243-7871. The dinner cost will be paid at the meeting. *Directions: Take exit 20A (N.E. 116th St.) off of 405, then west ½ mile to CCCA meeting sign.*

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

Best Wishes,


Larry Justice
Regional Director

Woodgraining made easy

The "mysteries of woodgraining have deterred many hobbyists from attempting to do their own. Yet the average collector can produce acceptable woodgraining by simply following prescribed techniques and suggested "tricks of the trade."

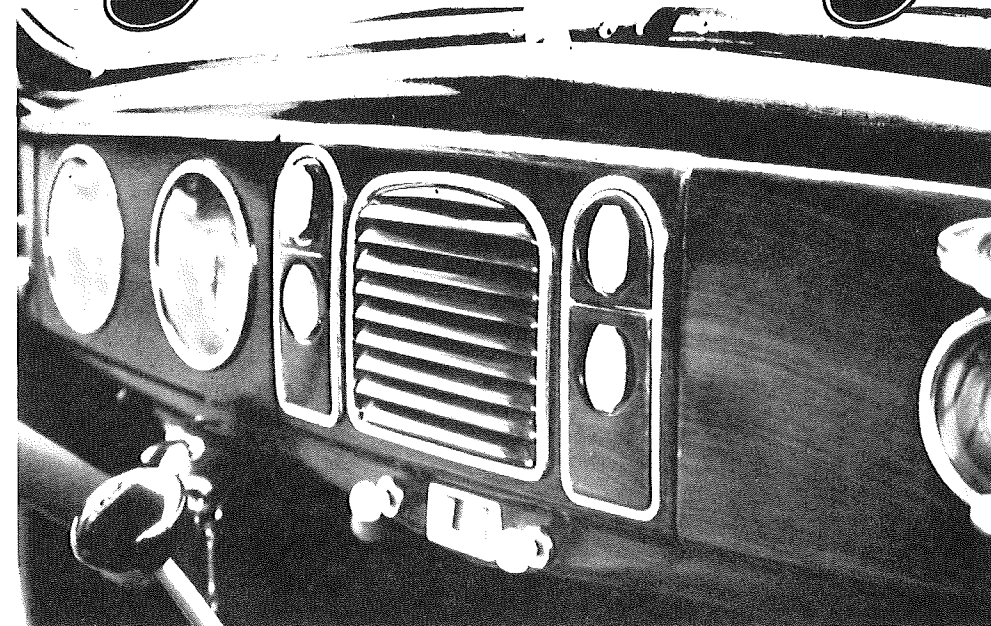
The art of woodgraining has an interesting history. Emulating the elegant carriages of the day, the early motor cars took on the exterior appearance of a carriage, as well as the interior appointments of a comfortable chair stitched with warm fabrics and richly toned cabinets crafted of the finest woods.

As the machines took on sleeker designs, the use of wood decreased in favor of sheet metal. Sheet metal was lighter and stronger than wood, but also colder. It lacked the warmth of character and richness of design. Thoughts turned to the invention of a method to simulate woodgraining to soften the cold look of sheet metal.

During the '30s, Oxford Varnish Co., Detroit, Mich., invested heavily in making tools for the mass production of woodgrained auto interior components. The late Guidio Von Webern, Dayton, Ohio, invented the system used by most auto makers. Using massive cameras mounted on railroad tracks, actual pieces of wood were photographed to size to record the delicate twists and turns, trails, pores, knot holes, etc., that compose the character of various woodgrains. From the same size negatives, thick copper printing plates were etched.

The transfer of the design from the copper plates to the auto dashes and garnish moldings was a rather interesting procedure. A horsehide glue and glycerin mixture was cooked over several days time to a caramel-candy-like consistency. Poured onto super smooth ferrotype plated tabletops, the goo was kept warm for several more days to exhaust all remaining air bubbles. At this point, cold water was used to chill the goo into one-inch thick slabs as large as 36x72 inches. Later, the slabs were peeled away and quartered and sliced into smaller pieces and mated to wooden cylinder cores for appropriate hand-held operations via gentle sweeps of a blow torch as the goo and wood met. The printing plates were inked and the rollers were drawn across the plates and rolled onto the surface, leaving the grain impressions.

The plates and rollers were rented to the auto makers, who dressed up their new models each year. After the model run, the plates were shipped back to the Dayton, Ohio subsidiary of Oxford where the copper plates were ground smooth to receive a new grain pattern. As manufacturing de-



manded speedier methods, the roller transfer method met with many mechanical modifications, although the principle of the system is still being used in floor coverings, countertops, etc., as well as present day auto interior decoration.

The method could be duplicated, but for the average hobbyist it would hardly be worth the expense to woodgrain one or even a hundred instrument panels. Also, the chance that many collector car owners would want the same grain is hardly likely, as the grain patterns are as different as night and day.

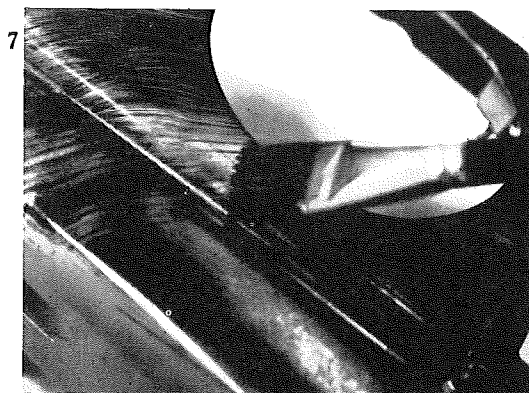
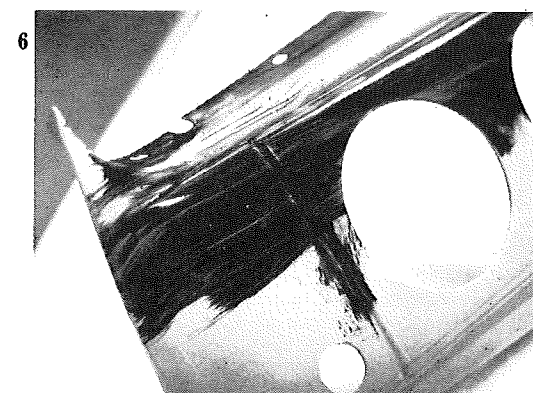
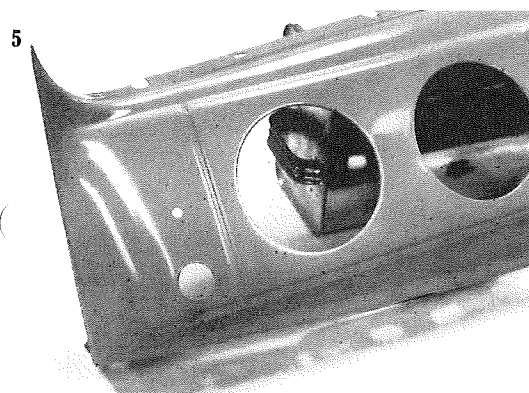
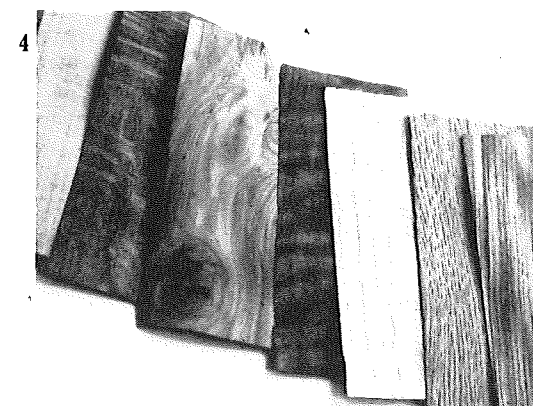
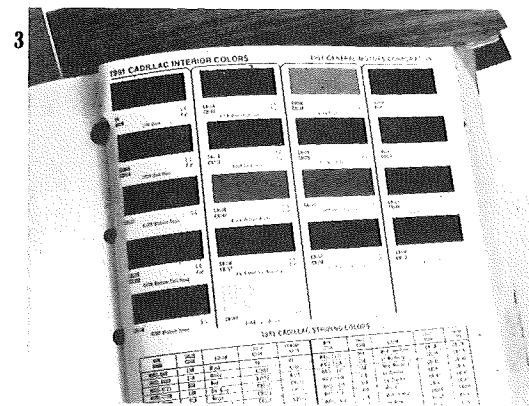
Although there are many styles of woodgraining, almost every pattern is a modification of one of three basic types: straight, burl and bird's eye. For example, cross-grain is no more than two straight grains applied at different angles, one on top of the other.

To woodgrain panels, follow the procedures detailed in the accompanying illustrations and captions. One may elect to use other graining bases and techniques. That is fine as long as incompatible materials are not mixed. Always test for this on scrap metal.

When selecting graining base, rubber-based printer's ink is recommended as a graining material rather than the more common artist oil tube paints, for one vitally important reason. Although authentic appearing grain can be rendered with either, the rubber base ink will retain the fine integrity of the grain when the wet, clear lacquer seal coat is applied, while the oil tube color will soften, spread and lose some definition in the grain. Old timers knew the difference and that's the reason their graining was so perfect in appearance.

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Cars & Parts Magazine
P.O. Box 482
Sidney, Ohio 45365

Article by Ken New



1. Few tools and materials are needed to perform woodgraining. Items include a rubber-base printer's ink, printer's litho solvent, stiff bristle brush and cotton swabs.

2. The first step is to determine the ground (base) color underneath the old grain. Your best bet is to take solvent and clean up a spot on the inside of the dash or garnish molding.

3. Next, match base color with a modern paint. GM interior lacquers generally match most old car base colors.

4. Wood veneer samples are great reference materials for determining grain patterns and performing the graining procedures. If the old grain has been painted over, sanded away, etc., check behind ashtrays and chrome trim where a well preserved sample can usually be found. Sales literature relates the type of wood and grain offered on older cars. Cars from the cheaper lines were left ungrained or grained differently than the deluxe models.

5. Once old finish and corrosion removal, metal straightening, fillings and priming are complete, the base color is sprayed on. Let it dry for at least 24 hours.

6. Straight grain, the most common type, can be easily duplicated using cheesecloth dipped into a creamy consistency of rubber-base ink. Grain combs, although great tools, are not necessary.

7. Cross graining is nothing more than two straight grains laid at opposing angles. The first layer was dried and sealed with clear lacquer before the second was laid.

8. Burl graining can be simulated by blotches made with wadded cheesecloth, newsprint or similar material.

9. Bird's eyes can be made using solvent dipped cotton swabs twisted into a previously inked panel.

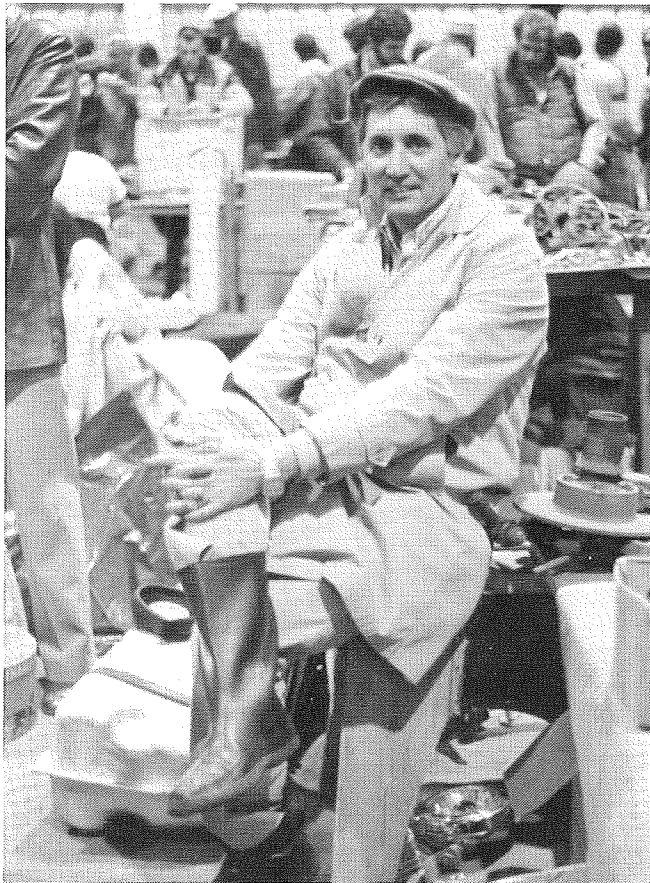
10. A swiggly motion produced this unique treatment. It demonstrates the endless variety of patterns possible in woodgraining.

Photos by the author

April IN PORTLAND

By Molly Crook

THE 19TH ANNUAL PORTLAND SWAP MEET was held on the 9th and 10th of April at the Exposition Center and was certainly a bigger and better version of its past successes. The number of outside stalls were increased over last year and the new building was full as well as all the stalls and booths in the original building. In spite of blustery winds and spotty rain showers all of us "car nuts" were there from beginning to end.



Tom Armstrong . . . has found the Duesenberg parts.

I was pleased to hear the swappers brag about their good sales. The car hobby seems to be alive and well in Portland.

Since I mentioned a few people, I might as well see how many more from our area I saw enjoying the weekend. Here goes . . . Tom and Susan Armstrong – Norm Herstein and his son, Vic – Jim Tallman – John and Jody Clemon – Tom and Wanda Brace – Deb and Virg Parker – Jerry McAuliffe – Fred Gilchrist – Rick Erickson – and many more. Now if you read your name here and you weren't there – come next year and we won't mention you.

Gordon Apker, Charlie Norris and Duesenbergs

THE PORTLAND SWAP MEET each year holds special significance for Gordon Apker and Charlie Norris. In addition to seeing old friends and old car parts, it is the anniversary of a J Duesenberg transaction that took place in March 1981. The well known 1929 white Murphy Roadster that Charlie frequently drove (and shared with others to drive) now sits in Gordon Apker's beautiful display room. The car logged 1200 miles in the summer of '82 on the National CCCA Caravan held in Washington and Oregon.

Charlie, who once owned four J Duesenbergs, always stressed that Duesies were built to be driven. Charlie has placed his cars with Northwest collectors who also share that philosophy.



A happy buyer and "I think I'm sorry I sold it" seller.

Thanks to Claudia Apker for the Portland Swap Meet photos.

REMEMBER

CLASSIC CAR CLUB OF AMERICA

Grand Classics

July 9, 1983

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