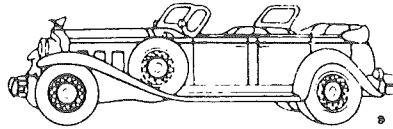
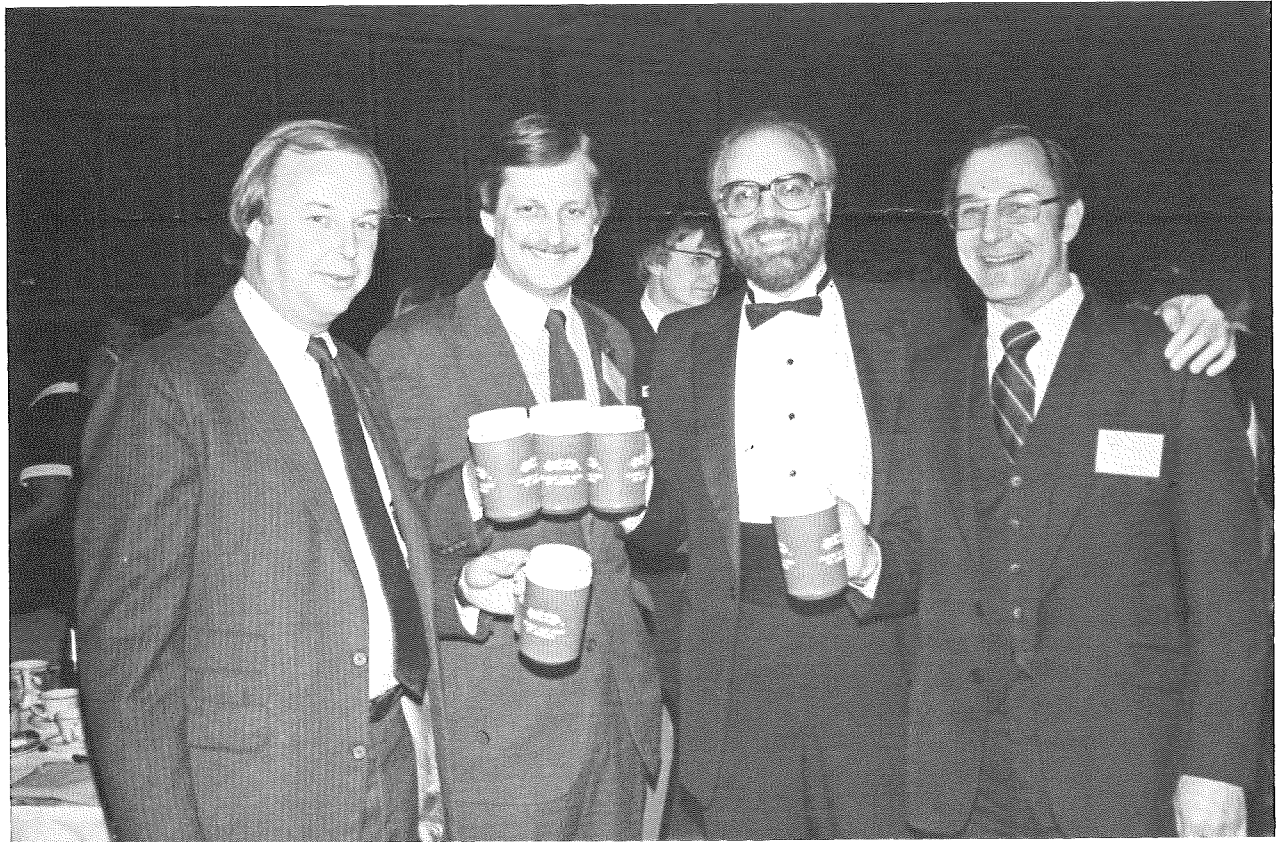


BUMPER BOLTS

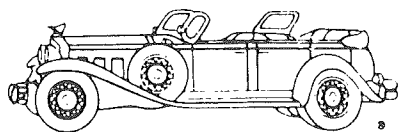


CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region



Pacific Northwest members Bomstead, Mounger, Apker and Mote enjoy the annual meeting in Nashville, Tennessee.

MARCH 1984



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

1984 BOARD OF MANAGERS

Glenn Mounger	Director	842-8485 H	622-8730 W
Bill Mote	Assistant Director	937-3959 H	763-5657 W
Robert A. LeCoque	Treasurer	243-7805 H	622-4697 W
Ted Barber	Secretary	325-3580 H	655-1726 W
Warren McPherson		285-1266 H	_____ W
Robert E. LeCoque		243-7805 H	622-4697 W
Jerry McAuliffe		823-1431 H	823-8787 W
Craig Christy		854-2274 H	872-5000 W
J. Martin Anderson		_____	_____
Dennis Aker	Membership Chairman	545-5698 H	329-5253 W



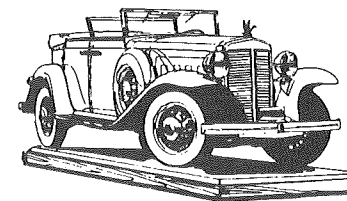
1984 CALENDAR OF EVENTS

April 7-8, Saturday-Sunday
April 29, Sunday
June 1-2-3, Friday-Sunday
July 4, Wednesday
July 14, Saturday
August 19, Sunday
September
October
November
December

Portland Swap Meet
Breakfast at Jerry McAuliffe's
Port Ludlow Weekend
Fourth of July Party
Far West Grand Classic
Apker Affair
Garage Tour
Picnic at Manor Farm
Annual Meeting
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.



July 14, 1984

CCCA Awards Chairman — Chris Bock
408-624-0712 (H) — 408-624-1838 (O)

National Head Judge — Gordon Apker
206-824-2744 (H) — 206-243-7871 (O)

Eastern — Baltimore, Maryland

Co-ordinator — Mort Bullock — 301-235-0832
Head Judge — Paul C. O'Malley — 304-856-2042

Midwest — Indianapolis, Indiana

Co-ordinator — Helen Vogel — 317-632-1300
Head Judge — Jim Dougherty — 317-784-1183

Midwest — Dearborn, Michigan

Co-ordinator — Larry Seyfarth — 313-563-1448
Head Judge — Norm Knight — 616-345-4692

Rocky Mountain — Denver, Colorado

Co-ordinator — Jim Hull — 303-794-3702
Head Judge — John Bergquist — 303-667-8567

Southwest — Fort Worth, Texas

Co-ordinator — Rayford Reese — 214-363-1234
Head Judge — Woody Norvell — 214-352-5416

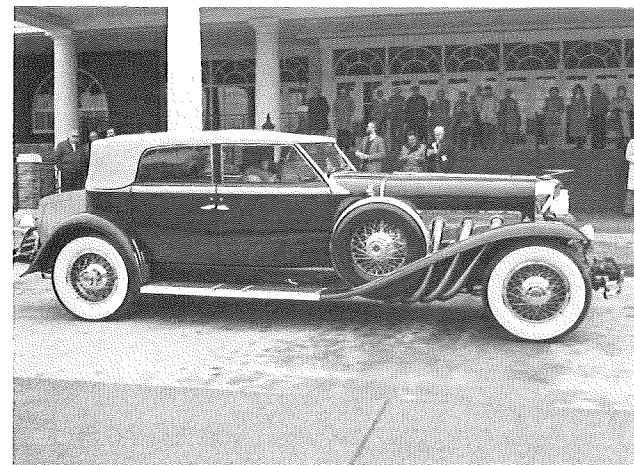
Far West — San Jose, California

Co-ordinator — Art Graver — 415-948-7781
Head Judge — Harold Crosby — 408-423-9817

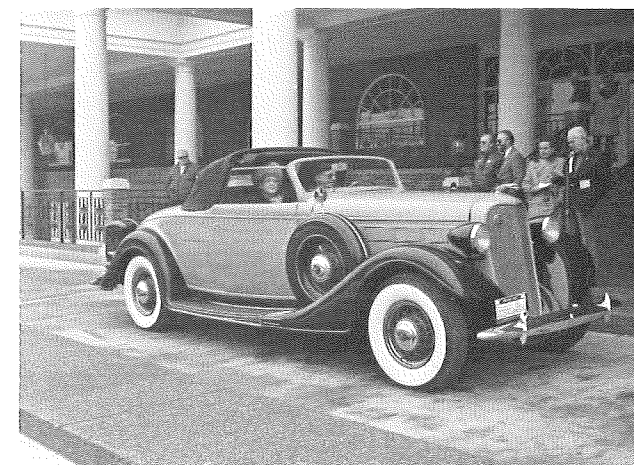
CLASSIC CAR CLUB OF AMERICA

Grand Classics

The Year of the Early Classic — 1925/1926



1933 Duesenberg Convertible Sedan. First of Class.



1935 Lincoln LeBaron.

IN REMEMBRANCE . . . Harold (Hal) B. Dahl, born July 18, 1908, in North Dakota. He lived in Puyallup. Hal Dahl, long-time PNW Region member and car enthusiast, passed away on February 8, 1984. Over the years Hal owned many classics and was a faithful supporter of group functions and events. We extend our deepest sympathies to Hal's wife, Jean, and family. Remembrances are requested to be sent to Children's Orthopedic Hospital.

LETTER FROM THE DIRECTOR

"HOWDY, Y'ALL." That's right, I just blew in from the annual meeting in Nashville. What a great time! Those folks in the Dixie Region sure do know how to pour on the Southern hospitality. PNWR member Carl Bomstead wrote a nice article all about the goin's on and it's included in this issue of Bumper Bolts.

But the Big News from the home of the Grand Ole Opry is that our own Gordon Apker will serve on the National Board of the Classic Car Club of America. Wait, there's more. . .

He was also appointed National Head Judge.

CONGRATULATIONS, GORDON AND CLAUDIA. Although the PNWR did not receive any of the awards handed out at the Saturday Banquet, we still had a pretty good year. Out of the seven trophies we qualify to run for, we placed within the top ten in four and were 11th in another. I have listed the trophies and our standing below for your information.

	Score	Standing
The Turnquist Trophy	90	4
The Coons Trophy	12	7
The Dietrich Trophy	126	8
The Bigelow Trophy	191	10
The Fitzgerald Trophy	8.9	11

THE BUSINESS MEETINGS went about as expected, except for a somewhat heated debate about the year's acceptable for classic status. Several members attending the meeting pointed out the slight difference between a 1924 car and a 1925 of the same marque, and for 1948 and 1949 many examples were pointed out.

National fielded all questions and took them under advisement. I honestly feel that they are trying to provide the best guidelines for all club members.

A lot of information was exchanged during the meeting and in the next couple of Bumper Bolts I will try to fill you in on such things as the judging rule changes, the findings of the classification committee, and more pictures of the cars at Nashville.

I learned a lot about how to put on a National Meeting and The Dixie Region will be a tough act to follow, but I think we are up to it.

BUMPER BOLTS is printed by Magna Color Press, Seattle, Washington. We wish to thank Mr. Fritz Gechter, owner and CCCA member, for his generosity.

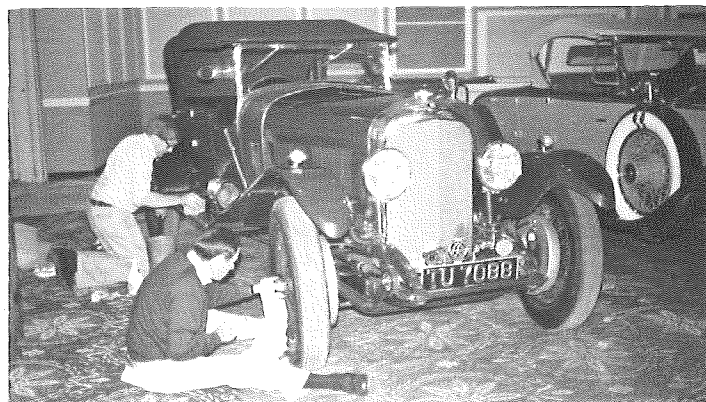
Glenn Mounger

NATIONAL MEETING

By Carl Bomstead

LIVING IN HOUSTON has several disadvantages, not the least of which is a lack of classic car activities. There are two active regions in Texas; however, one is 5 hours to the north, and the other 5 hours west, so severe withdrawal sets in several times during the year. The notice of the CCCA annual meeting provides the opportunity for a temporary cure with four days of renewing friendships, viewing classics, car talk, and fantasies about my ideal collection.

THIS YEAR the event was in Nashville, Tennessee, and hosted by the Dixie Region. It was held in the Opryland Hotel, which is next to the Grand Ole Opry and the associated theme park. The hotel was so large that there were two conventions going on – a boat



Area meet coordinator Tom Shriver and friend, doing some last minute work on his 1927 Bentley touring car. This classic later scored 97.50 points and got a "First in Class."

show, as well as our meeting – and the hotel did not seem busy.

I met the Apkers in St. Louis and flew in with them. Glenn Mounger greeted us when we arrived at the hotel. The first order of business was a quick preview of the early cars and then to the first cocktail party, held at the Nashville Palace and featuring a bluegrass/country band made up of members of the Dixie Region.



Claudia and Gordon Apker . . . it was a very eventful meeting for Gordon.

THE FOLLOWING MORNING at the annual meeting, outgoing president Katie Robbins received well-deserved appreciation for the splendid job she has done the past two years. It was reported that the membership was at an all-time high, and the treasury in sound condition. The perennial discussion regarding years for classic status ensued, with the expected result.

BILL MOTE ARRIVED during the meeting, making the Pacific Northwest contingent complete. The highlight of the director's election was the notification that Gordon Apker will serve on the National Board. He will also serve as national head judge. Two firsts for the Northwest!

THAT EVENING a cocktail party was sponsored by Jack Daniels Distillery, where you could order anything you wanted as long as it was Black . . . Jack Daniels. The band was made up of people who worked at the distillery and the Lynchberg Lemonade was lethal.

From there it was a visit to the Grand Ole Opry, where some rather aging stars carried on a long-standing tradition. It was something I would not go out of my way to see, but was interesting . . . once. One of the advantages of having the annual meeting in varying locations is to visit such events, as well as see cars that don't often leave an area.

THE FOLLOWING MORNING brought out the full complement of cars and the quality was incredible. The task of picking favorites was becoming more difficult and even picking for my collection was tough. Judging commenced in the afternoon as the owners hunted the fire extinguishers and hoped their cars started promptly. Two recent changes in in judging are as follows:

JUDGES TRAINING MANUAL CHANGE . . . AUTHENTICITY – The automatic one-point deduction for an electric fuel pump will be eliminated, provided that the installation be in an inconspicuous place and done in a workmanlike manner. Further, the owner should not be allowed to use the electric fuel pump during judging.

AUTHENTICITY . . . CHANGE Much mention has been made of this section. It is applied to authenticity of all other sections. The presumption of authenticity is always in favor of the owner and the classic. Before any deductions for authenticity, in either section, can be made, the individual judge *must* receive the approval of his team captain. The team captain *must* discuss the question and any evidence of authenticity with the owner (or exhibitor) prior to making a decision on any deduction.

All authenticity deductions are to be recorded by the judge in the space provided on the bottom of the judging form.

THE QUALITY OF THE FIELD was born out that evening at the Awards Banquet, where the new president, Bill Davis, presided. Of the 21 cars judged, 80% received 90 points or higher, and there were four 100 point entries. My favorite, a blue '36 Auburn Coupe convertible Laundrette was a 100 points in my book, but the judges disagreed. The car was reportedly built for Maurice Chavalier. The car reminded me of Sergio Franki – Graber bodied Packard that was on the 78 CARavan.

One of the 100 pointers, a '33 Duesenberg Murphy Bodied Convertible Sedan, I understand almost made it to the Northwest. It definitely made it in my fantasy collection. Another favorite was a '29 Auburn Boattel Speedster. The owner forgot the side curtains so he scored 95 points, but the car made "my collection."

Glenn spent a lot of time at another 100 point winner, a '32 Packard 903 Convertible Coupe with the owner keeping a close eye on him. Ray Levy's Red and Black '33 Lincoln Roadster received 100 points and made a great companion for the '33 Lincoln Dual Cowl Phaeton which was on exhibition. The car was restored from a 3400 mile Chicago Parade car. For the right price, you could own the pair.

DURING THE BANQUET Gordon made a presentation on the '85 annual meeting to be held in Seattle. The experience that Glenn, Bill and Gordon gained at this meeting will go a long way to ensure the success of the Seattle event.

SUNDAY MORNING brought the traditional parade of classics and goodbyes to the friends that have been made from around the country. Bill continued his business trip, Glenn went back to Dallas, Gordon to Seattle, and I went back to Houston with my "disease" in slight remission, however somewhat depressed that my "collection" exists only in my imagination . . . for now.

ALAN W. McEWAN
4420 BONNYBRAE DRIVE
BELLEVUE, WA 98004



CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region

S P A C E Advertising C E

MEMBER DEAN SPENCER is interested in finding a "small backyard type" foundry. Can do quality work at reasonable prices. Members who know of any, please get in touch with Dean.

MEMBER TOM BRACE has found an excellent buy on Halon fire extinguishers. I will tell you more about this later when we have firm prices and delivery information.

RESTORATION TIP Member Chester Dorsey, owner of Chester Dorsey Auto Salon, 2227 East Madison, has offered all group members special pricing on show preparation and detailing for their classics. Chester and his staff have done work for the award winning cars of Richard Adatto and Warren McPherson and comes highly recommended. Don't limit his services to classics. His shop made my beat-up Volkswagen driver look so good I was able to sell it to my brother for more than it was worth.

THE CLUB WILL HAVE a booth at the Portland Swap Meet April 7 and 8, and will sell your classic car parts for a 10% fee to the club. So clean out your garage and help generate some money for the club as well as your pocket. Call Bob LeCoque for information.

COMING NEXT MONTH IN BUMPER BOLTS

- Group member Richard Adatto, one of the leading Delahaye experts, writes an informative article about the 135 series.
- Member profile.
- More pictures of the annual meeting.
- Fun and excitement of our March coming-out party.