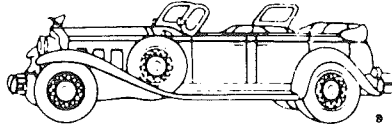
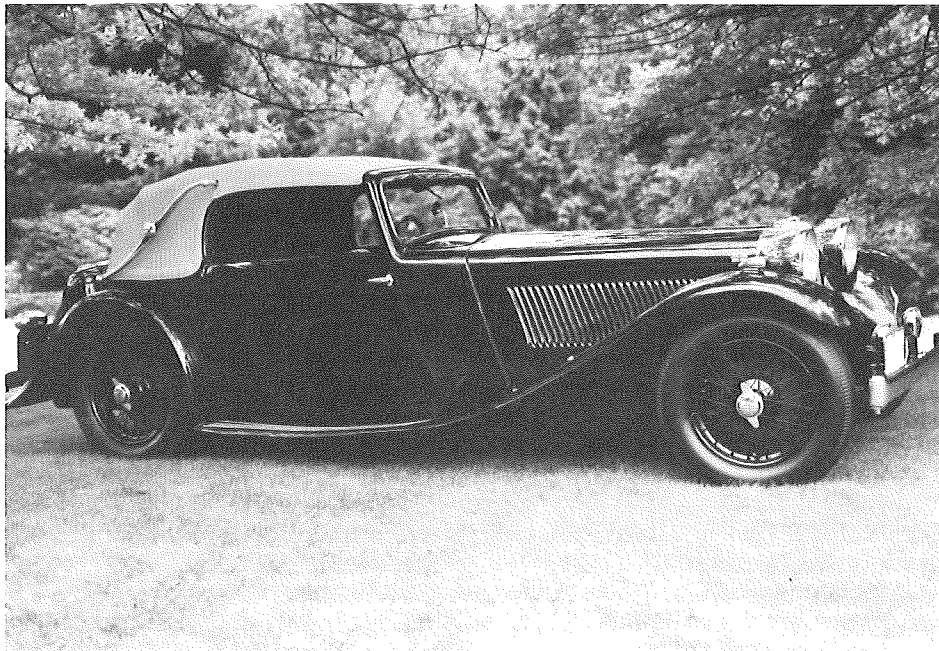


# BUMPIER GUARDIAN

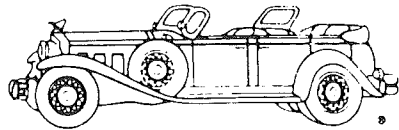


## **CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region**



*Noel Cook's 1935 Classic SS*

**SECOND QUARTER 1985**



CLASSIC CAR CLUB OF AMERICA  
Pacific Northwest Region

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July 13	Grand Classic (National Event)
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July 21-25	Packard Club Tour
August 17-23	Caravan (National Event)
August 18	Apkers Affair d'Elegance
August 25	Pebble Beach
September	Tacoma Garage Tour
October	Autumn Leaf Tour and Picnic
November	Annual Meeting
December	Christmas Party

BUMPER GUARDIAN

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NOEL COOK BUYS A CLASSIC SS

By Bruce Hill

IT WAS A WEDNESDAY MORNING late last March and my business phone was ringing. The caller announced that he'd been referred to me by a very old friend from Classic Jaguar Association days (1970-74 – I'd been a national officer). While still preoccupied with a client's tax problem, I asked languidly, "You have a classic Jag?" He said, "Yes, it's a 1935 SS1 drophead coupe with roll-up windows. They only made 18 of 'em, I think. I was wondering if you'd be interested in it or know someone else who would like to buy it."

As six million acre feet of adrenalin cascaded into my system, all thought of tax questions, clients and what-not were rid from my mind. All of my mental acuity was at attention, while I focused on what my caller had just said. The inner self was saying, "Careful, old boy, don't blow this one." "Mmm," says I, "I think I know someone who would like to have it." I was sure my caller did not detect my true level of excitement. I even fooled *me*! He gave me his name and number and, after exchanging a few SS stories, we parted with a promise on my part that I'd be back to him in a day or two.

The car was in Tacoma and had been there since 1965. The SS man said he'd bought it then from the son of a friend and had only driven it about 300 miles in all the time he'd had it. He was quite sure no one outside his immediate family had any idea he owned the thing. Assuming it was in any kind of shape, it sounded like a dream deal. And, I knew just the person who would like to have the dream.

After a phone call or two, Noel Cook and I had arranged to see the car the following Saturday.

We found the SS in the owner's basement, warm and dry, with its top down. A heavy mantle of dust lay over everything; it was apparent it had been there for a long time. We looked and looked and talked and talked. Everything was discussed but price. The car seemed to be very complete and in rather nice condition, considering its age. After about an hour and a half, we parted with the idea of meeting and talking again.

On the way back to Seattle, we batted the price thing around between us. What evolved was the idea of an offer conditional on the engine running satisfactorily. Namely, if the engine ran okay, the price would be one figure and, if it didn't, there would be a discount or allowance of \$3,500. The numbers were about half blue smoke and half knowledge of a deal on a partly restored 1933 SS1 Tourer that had been sold in Portland a few weeks previously – for what we understood was \$15,000.

Noel asked me to break the ice on the bargaining by posing this offer as an opener. The owner told me he'd have to consult his partners on the deal (a grown son and daughter) who would have the final say. He thought he'd be back to me in a few days. That was the last we heard from him.

Months passed. From time to time Noel and I would discuss the SS man and the offer but we kind of concluded that he must have been looking for an appraisal on the car and had no intention of selling it. Finally, in mid-October, Noel asked for the man's name and number and said he was going to call him for sure to see what was going on. Fortunately, I'd noted the information in a permanent record I keep on my cars and found it easily.

The very next morning, a surprising thing happened. The SS man called me to find out if Noel was still interested in the car! It was great fun telling him that Noel had been inquiring about it only twenty-four hours before. From all the talk, I surmised that both of them had gotten the idea of running over the deal again at about the same instant. Jungian psychologists, I seem to remember, call this phenomenon a synchronicity.

By way of explanation for the long delay, our man said he'd gone on a retirement vacation about a week after talking to me last and that he'd not heard from his partners by then. The vacation had gone sour, he'd had to return for serious surgery and, during the ensuing convalescence, had lost interest in pursuing the deal.

One other thing – he'd tried to roll the engine over with the crank and found it was stuck.

Noel and I were back over the next Sunday to take another look. The owner had removed the sump and corrosion was plainly visible from below in cylinder number one. It looked like a big job to me. Our man spoke encouragingly about wonders wrought by penetrating oil, but our ears were deaf. We did hear him say that he didn't think the problem was serious enough to warrant any reduction in price. Noel offered to split the difference, but the SS man was firm. We were to make no deal that day.

A day or two later, a friend told Noel that he'd heard from someone in Everett who had learned of the car. This person vowed to buy it, if it really existed. Clearly, with the threat of such determined competition in the offing, something had to be done.

The deal was quickly sewed up with an allowance of \$1,250 for the stuck engine. Noel picked up the car on a low-boy flatbed trailer the following weekend. Once the great machine was settled into the Cook garage, an attempt was made to free the engine. The attempt was eventually successful and easier than I'd expected. Once freed, it started and ran reasonably well. At the present time, the car is driveable and a number of restoration projects are underway.

As a postscript to the story, it is worth mentioning that a sheaf of documents came with the car. From this data it seems it was first sold in New York in 1937 as a 1936 model. In 1947, the first owner had an extensive restoration carried out to the standards prevailing at the time; i.e., some overchroming of engine parts was done, the frame rails were painted red, some non-authentic accessories were added and the interior was reupholstered in new leather.

(Continued on next page)

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In 1950 the car commenced a long and successful concours career.

After 1952 its second owner continued entering the car in concours, at least until the early sixties. In answer to an inquiry in 1958 from the author of a forthcoming book on sports cars, he proceeded to list from memory all of the concours "first in class" and "best of show" awards it had accumulated to that time. There were 38 listed and 5 were from Pebble Beach. In addition, the glove box disgorged two more Pebble Beach plaques, indicating the car was first in class again in both 1959 and 1961. A little sleuthing through the SS Register of the Classic Jaguar Association has turned up only three other known examples of this rare body style for the 1935 SS1.

All in all, it was a very unusual bird to find in a basement in Tacoma.

## RALLY DAY

by Al McEwan

**IT ALL STARTED** at 9:30 Saturday morning, June 15, at "Mercedes Heaven." Mercedes Heaven is found by traveling an obscure alley, stopping at the correct, unmarked door, and giving the right password. Several CCCA members did find Mercedes Heaven and were treated to an elegant display of vehicles that included classic 540Ks and post-classic 300 SL gullwings, a 300 SL roadster, 300 S coupe and convertible, a big 600 limo, etc. This, of course, is Sig and Betty Linke's collection, and the old storage basement that some of us remember is a sight to behold.

Norm Herstein was there trying to organize the rally start while everyone enjoyed the coffee, donuts and cars. Once Norm did get control of the operation, he gave a rundown on the rally which would end up at the McKinleys' home in Arlington. There was a panic envelope for everyone in case they became hopelessly lost. Norm advised that if you didn't reach the McKinleys' within 2 hours, you were hopelessly lost, whether you knew it or not. Prizes would be awarded to those who answered the most questions correctly and completed the trip closest to the 35 mph designated average speed. There was some mumbling in the crowd about the accuracy of Herstein's long-range planning efforts when it was learned that he hadn't realized that he planned the rally for the same day as his son's graduation from the U of W. Oh, well, Norm would go to the graduation and John Naylor would check the cars in at the McKinleys', passing out awards, etc. (Norm woke John up that morning with a 6:00 phone call and demanded that they synchronize their watches.)

The cars were checked out (rolling start) every few minutes and soon disappeared in the Pine Street traffic heading for I-5 northbound. At Mountlake Terrace the route moved into the country and eventually onto Highway 9. It was a beautiful, sunny and warm day – top-down weather – and a very pleasant trip. For some, a little backtracking was occasionally necessary to search for a missed clue. As we drove into the McKinleys' property, there was John Naylor with his synchronized stop watch checking us in. Correct time was about 1 hour and 38 minutes. All cars, both classic and modern, completed the course.

Once past the check-in point, everyone was treated to their first glimpse of the McKinleys' spectacular country estate. The buildings and grounds are stunning with decks that meander everywhere through the beautifully landscaped grounds that blend with the native setting. The wonderful building housing Brent's collection of vehicles is a contemporary carriage house constructed of huge logs, and the upstairs is used as Brent's business office. Among the cars on display were a '37 Packard coupe roadster, a '29 Packard touring, and a '34 Lincoln sedan recently purchased from Gordon Apker. These are all high point classics, and Brent plans to take the '34 and '37 to both the Corpus Christi Grand Classic and Pebble Beach. Many other interesting cars were also on display, particularly a large Corvette collection.

Next door was another new building, this one devoted exclusively to restoration work. The McKinleys were very gracious hosts and opened their entire home to the visitors so that we could all see many of the exciting details and architectural features.

Everyone brought their own picnic lunches and sprawled out on the lawn or decks to consume them. Meanwhile, John Naylor was tabulating the rally results. A perfect score was 100 – that included both the questions and time portion of the rally. The following prizes were awarded:

Classic Class: 1st – Al and Myra McEwan, P-II RR, 99.25 points. 2nd – Hal Meden and guest Lee, plus Lee and Marlene Zuckors, P-II RR, 92 points. Modern Class: 1st – Gale Young and Tracy McEwan, 95 points. 2nd – Gerry Greenfield. Last Place: Kathy Aker and friend, 75 mph average, Porsche.

The entire activity was a well-planned, fun family event. The weather was superb, and particular thanks to the Linkes and McKinleys for their hospitality, to Norm Herstein and Tom Brace for their planning efforts, and to John Naylor for bailing out Herstein.

Note: Some rogue reported overhearing the Packard contingent moaning over the Rolls-Royce sweep of the rally.



Norm Herstein, our 'efficient chairman,' and hostess Betty Linke.

## THE REMOVING OF FROZEN OR BROKEN BOLTS

by Arthur L. Caldwell

(From the "Hotline" – a publication of the Western Penn. Region CCCA)

**THE FOLLOWING WILL BE HELPFUL** to anyone who has a broken or frozen bolt. Anyone who has done mechanical work at one time or another on cars or machines has probably encountered this problem.

There are several methods of removing broken or frozen bolts: a sharp center punch, heat, screw extractors (also known as easy-outs), drilling, E.D.M. (electrostatic discharge machine), or metal disintegration.

At times a sharp center punch can be used by keeping the punch to the outer edge of the broken bolt and tapping lightly with a hammer to unscrew the broken bolt, being very careful not to damage the threads at the top of the hole.

Heat is probably the most effective method. Heat evenly until it is red hot around the bolt. This will usually loosen the bolt; if not, it will break, and another method must be used.

Easy-outs are *not* for removing very tight or broken bolts. The easy-out will break, then greater problems have developed. When drilling the hole in the bolt, drill the largest hole possible and use the largest easy-out that can be used, depending on the diameter of the broken bolt. It is very important that the hole be drilled straight, and in the center of the bolt.

There are two common types of easy-outs: the spiral type and the square tapered type. The tapered type is tapped in lightly with a hammer. The square type is the one I prefer. When turning the easy-out to remove the bolt, it is advisable to use a double-ended tap wrench instead of pliers or a wrench. The reason for this is a steady, even pull with less chance of breakage.

If an easy-out is broken, it can possibly be removed by the following method. With an acetylene torch, heat the easy-out until it is red hot, and withdraw the flame slowly, allowing the easy-out to cool very slowly. The easy-out, being made of high-carbon steel, will usually anneal, and it can be drilled. The drill should be run at a slow speed.

When an easy-out is not successful, drill the bolt using the tap drill size, but again it is very important that it be drilled in the center of the bolt, and straight. Being very careful, you can unwind the threads, or at least remove a few turns to start a tap. In most cases, with a good sharp tap you will eventually get all the old threads out by being very careful. This is time consuming, but usually with good results.

The E.D.M., or metal disintegrator, which is a costly method, is not always available. Broken bolts, tap drills, etc., are removed electrically with a low A.C. or D.C. voltage applied to an electrode usually of brass or copper. The electrode is slightly smaller than the tap drill diameter, vibrating vertically with intermittent arcs, fed down through, burning out the bolt, easy-out, tap, etc., and the remaining small pieces can be blown out with an air hose.

There is one other method that is not recommended and is usually done on large items with large bolts: burning out the bolt with an acetylene torch. This usually ruins part of the hole, and may leave some slag in the threads, which will surely dull or ruin the tap. Also on larger items, the threads can be completely drilled out with a drill larger than the bolt. Weld the hole solid, drill and tap the original spot. This method can be used with great success.

When threads are bad, worn, or stripped, and there is clearance, a next-size-larger hole can be drilled and tapped for a larger bolt. If a larger bolt cannot be used, there are several makes of screw inserts available. Probably the most common is the Heli. The hole must be drilled and tapped oversize, and the screw insert installed. The insert threads will be the original bolt size.

There may be an occasion where there are loose, bad, or stripped threads and no clearance to install a threaded insert. First drill the hole as deep as possible using the tap drill size. Tap the threads to the bottom and use a longer bolt. Another method is to use a stud bolt. Tighten the stud bolt very tight against the bottom using the two-nut method of tightening. This gives full use of all threads with the stud bolt in permanently, and using only the stud bolt top threads for the part to be removed.

Again, when using easy-outs, drills or taps, be very careful of breakage; they cannot be drilled. It is wise when buying drill bits to invest in the extra cost and buy good-quality, high-speed steel drill bits. Sometimes very hard steel can be drilled with a masonry drill bit which is carbide tipped. Run at a high speed with a very light pressure applied, the reason being that they break or chip very easily.

For a bolt, stud bolt or a nut that is not to be removed or come loose, a drop or two (use a very small amount) of loc-tite may be used on the threads; when it sets hard, the bolt cannot be unscrewed without great difficulty. Loc-tite can be obtained in several grades: maximum strength, high-temperature, etc.

When installing a bolt or nut to be removed in the future, it is advisable to use an anti-seize compound on the threads which will prevent any removing problem. This especially applies to a steel bolt in aluminum where oxidation may occur, causing small bolts almost always to break, or completely stripping out the threads on a larger bolt.

Bolts are available in grades from 1 to 9. No. 1 is the softer steel; the higher the number, the higher the tensile strength. Bolts are not case hardened, but are of a solid alloy type steel. Alloy bolts will usually have hash marks stamped on the head.

There can be many variances of these methods, which hopefully will serve as a guideline from my many years as a machinist.



# THIRD ANNUAL RENDEZVOUS BY LAND AND SEA May 31 - June 1

**THIS YEAR'S EVENT** was held in the Columbia Gorge, where Washington and Oregon meet to form one of the most exciting and beautiful regions in the country.

On arriving at the beautifully restored Columbia Gorge Hotel, our event chairwoman, Diane Ocon, and the registrar, Bob Ocon, brightened the evening with a fine welcome and bottle of wine presented when registering.

Saturday morning dawned with rain, rain and more rain; however, even the wet weather didn't dampen the spirits of the 131 people attending. Soon all were in the cars headed for the Hood River Inn to pick up members of the Antique and Classic Boat Society. We then departed for an interesting tour of the countryside with stops at apple orchards, store houses, and scenic overlooks of the countryside.

Our first stop after leaving the Hood River Inn was at the home and orchard of Wayne Webster. Wayne entertained us with a brief history of the Columbia Gorge and his family. We then went for a leisurely driving tour of the orchards with a final stop at the cold storage plant where Wayne passed out some of the great Oregon Delicious apples.

Because of the rain, we had to forego the planned hayride; however, a few hardy souls did take a short walking tour through the terraced orchards.

From the cold storage plant we proceeded to Panorama Point. This vista, even in the rain, provides magnificent views of the Columbia Gorge and Hood River Valley. Our next stop was back at the Hood River Inn, where we dropped off our Boat Club members, and then back to the Columbia Gorge Hotel for our "picnic."

The Royal Buffet picnic in the Benson ballroom was a great success with great food and much car talk. The balance of the afternoon was leisure time. Several of our members took advantage of this time to tour several of the local attractions, including the Bonneville Dam and Powerhouse, an awe-inspiring experience.

Saturday evening brought the cocktail party in the Benson ballroom and terrace. We watched the salmon cooking on the terrace barbecue and worked up our appetites strolling the beautiful hotel grounds and looking at Wah-Gwin-Gwin Falls. Dinner was a sumptuous feast of salmon with all the trimmings. After dinner, the event chairwoman, Diane Ocon, had a short program and the "People's Choice" awards were given out. Craig Cristy won with his great-looking 1947 Packard 2106 Brigs Cust Super Clipper sedan in the post-war closed car class.

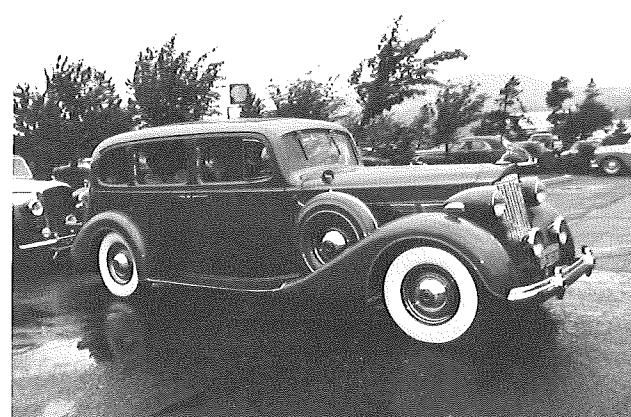
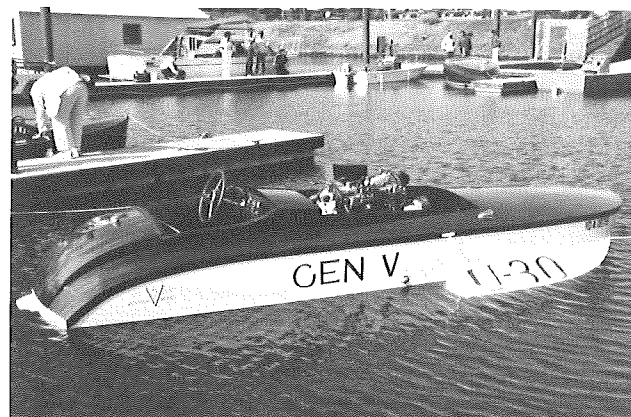
Joy and Bob Vernon won the pre-war closed class with their 1934 Rolls-Royce P-II Continental Salon by Gurney-Nutting. In the pre-war open class, Joan and Norm Herstein won with their 1931 Bentley 8 Liter Convertible Victoria by Murphy. Bill Knudson won the long-distance award, driving 591 miles from Sacramento, California, in his 1965 Rolls-Royce Silver Cloud III Salon. There was a five-way tie for the oldest car driven to the meet. The tie was broken by a drawing with Pat and Jack Geffette in their 1931 Rolls-Royce Springfield P-I.

The hotel gave out two awards. One was for the favorite car of the hotel staff, which was won by the 1931 Rolls-Royce P-II VandenPla Tourer owned by John and Mary Campbell. Their second award was for their favorite guest. This turned out to be Leonard Esser of Vancouver, B.C. Tom and Molly Crook won the drawing for the door prize.

Sunday morning dawned bright and sunny, and about 9:00 a.m. most everyone headed for the Hood River Inn for rides in the classic and antique boats. There were 15 boats there, and all the owners were very accommodating in giving rides to all comers who were brave enough to ride on the river. Seems that it was a mite choppy from the wind. A few of us were even lucky (and brave) enough to go for rides in Joe Frauenheim's 1930 Ventor Hydroplane, one of the first hydroplanes with sponsors.

After much fun on the river, we returned to the Columbia Gorge Hotel for their fantastic farm breakfast.

This meet again proved to be a popular event, with 131 persons (58 registrants) representing 37 cars (22 pre-war) and 15 boats. Many thanks to Diane and Bob Ocon and Bob LeCoque for a great event.



(More photos on back page)

# CLASSIC CAR OWNERS' GLOSSARY OF TERMS

**THE FOLLOWING IS A GLOSSARY** of terms and words commonly used in repair manuals. This list is a compilation of words borrowed from the Hispano manual, the Depanato Catalogue and the Delahaye literature, and will aid in ordering parts from foreign sources.

If you have other words or terms that you would like to add, please send them to me. I will be updating this list periodically. My thanks to Ziegfried Linke for proofreading the German.

*Richard Adatto, Delahaye Club President*

French	English	German
Diametre	Diameter	Durchmesser
Diametre interieur	Inside diameter	Innendurchmesser
Diametre exterieur	Outside diameter	Aussendurchmesser
Diametre du trou	Diameter of the hole	Durchmesser d. Loches
Diametre de circonference perage d. trous	Circle diameter of drilling holes	Durch. der Kreislinie der Lochbohrung
Filetage en millimetre	Thread in millimeters	MM Gewindesteigung
Filetage en pouces	Thread in inches	Zoll Gewindesteigung
Filetage exterieur	Outside thread	Aussengewinde
Filetage interieur	Inside thread	Innengewinde
Denture helicoidale	Helicoidal teeth	Helicoidal Zähne
Denture droite	Teeth in a straight 1	Geradlinie Zähne
Extraxe de 2 trous	Center to center dist.	Bohrungachsabstand
Portee de roulement	Inside diameter ball bearing	Kugellagerbohrung
Diametre exterieur roulement	Outside diameter ball bearing	Aussendurchmesser Kugellager
Minimum et Maximum diametre	Minimum/maximum diameter	Minimum/Maximum Durchmesser
Rudge-Withworth	Rudge Withworth	Rudge Withworth
Rue Amovible Francais	French detach wheel	Französisch Abnehmbares Rad
Ouverture en mm de la cle de serrage	Size in millimeters mounting wrench	Grösse in mm der Schlüssel um anzuziehen
Volts	Volts	Volt
Amperes	Amps	Amperen
Arriere	Rear/back	Hinten
Avant	Front	Vorne
Tours par minute	Revolutions per minute	Minuten Drehzahl
Entraxe des ressorts	CTC of the road springs	Federachsabstand
Voie du vehicule	Tread/track	Spurweite
Empattement	Wheelbase	Raderachsabstand
Metre	Meter	Meter
Centimetre	Centimeter	Zentimeter
Millimetre	Millimeter	Millimeter
Kilometre	Kilometer	Kilometer
Pouce = 25,4 mm	Inch = 25.4 mm	Zoll = 25,4 mm
Chevaux Vapeur	Horsepower (HP)	Pferde Starke
Chrome	Chrome plated	Verchromt
Nickel	Nickel plated	Vernickelt
Chassis	Chassis frames	Fahrgestellrahmen
Moteurs	Engines	Motore
Boites de Vitesses	Gearboxes	Getriebe
Ponts arriere	Rear axles	Hinterachsen
Essieux avant	Front axles	Vorderachsen
Directions	Steerings	Lenkungen
Embrayages	Kardanen-Clutches and joints	Cardan-Kupplungen
Carburateurs	Carburetors	Vergasern
Graissage	Lubrication	Schmierung
Allumage	Ignition	Zündung
Freins	Brakes	Bremsen
Dynamos/Demarreurs	Generators and starters	Lichtmaschinen/Motoren Anlasser
Radiateurs	Radiators	Kühler
Suspension	Suspension	Aufhängung
Roulement/Boulons	Ball bearings and bolts	Kugellager/Bolzen
Chaines/Poulies	Pulleys/pinions	Riemenscheibe
Compteurs vitesse/Montres	Speedometers/clocks	Geschwindigkeitsmesser/Uhr
Appareils sonores	Horns	Hupen
Phares/Lanterns	Headlamps/lanterns	Scheinwerfer/Laternen
Carrosserie/Tissus	Body fittings/fabrics	Karosserie/Upolsterei
Elements tolerie/Sieges	Body parts/seats	Karosserieteile/Sitze
Roues	Wheels	Räder
Pneumatiques/Outillage	Tires/tools	Reifen/Handwerkzeuge
Parebrise/Capotes	Windshields/hoods	Windschutzscheibe/Kuhlerhaube
Accessoires carrosserie	Body accessories	Karosseriezubehör
Alimentation essence	Carburetion fittings	Vergaserzubehör
Joints moteur & Carrosserie	Engine and body seals	Motor-Karosserie Dichtungen
Equipement electrique	Electrical equipment	Elektrische Anlage
Accessoires	Various accessories	Verschiedenes Zubehör

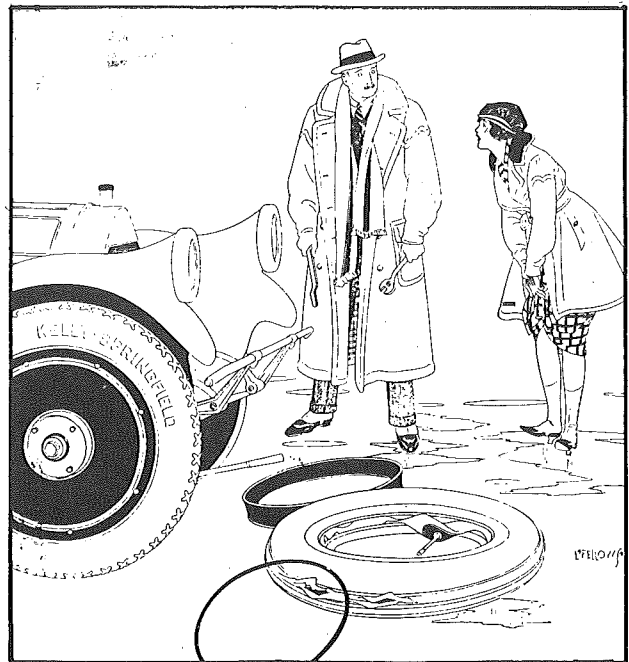
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## CLASSIC CAR CLUB OF AMERICA Pacific Northwest Region



### Third Annual Rendezvous by Land and Sea



"Henry Wilson! How can you use such perfectly awful language? It's your own fault anyway for starting out with that cheap tire when you had a Kelly-Springfield in the garage." (From "Northern Lights," a publication of the Northern Ohio Region, CCCA)