

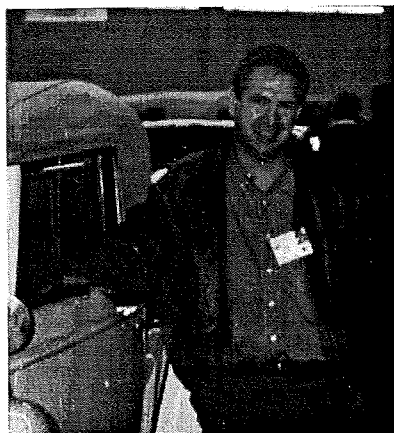


# BUMPER BOLTS

February 1995

Volume 1 Issue 2

## National Annual Meeting A Blast From The Past



Ron Doss, Chairman of the National Meeting Committee. Looking at the smile on his face, tells you how successful it was. Great job Ron.

If you missed the annual meeting you missed one of the finest and largest gatherings of Classic Cars and Classic Car people in years. Some interesting sidelights to the meeting indicate how involved our members were in the event. Counting members who served on the various committees and those who brought cars, over 1/2 of all of our members were involved! That does not count those members who supported the event by attending various meetings and functions. At various times there were as many as 400 people and the 100 VIP guest passes were constantly in use. Ron Doss said that at one time all 100 were out!

Ron and Gayle Doss and Pam Wouters seemed to be everywhere at once making sure that it all ran smoothly.

Ron and Gayle were so unflappable that they didn't even get all that excited when their new Cadillac got snake bit by a runaway Viper. The next **Bumper Guardian** will have a full issue of photos and other activity shot.

The following cars were judged to be 100 point restorations:

1932 Packard Sport Phaeton - Zack Brinkerhoff, Jr., Denver CO  
1934 Packard Convertible Victoria- Gerald Greenfield,

Federal Way WA  
1932 Lancia DiLambda 2 Door D.C. Phaeton Viotti - Noel Thompson, New Vernon NJ

1935 Bentley 3 1/2 L. Pillarless Coupe Gurney-Nutting - Stan Dickison, Edmonds WA  
1936 Rolls Royce 25/30 Sports Saloon James Young - Christopher Larson, Seattle WA  
1928 Stutz Cabriolet - Jerry Hanauska, Portland OR

1929 Duesenberg LWB Conv. Sedan Murphy - Glenn Mounger, Bainbridge Is WA



### Why ask Why???

If you got your classic up to the speed of light what would happen when you turned on the headlights?

## IT'S BACK! The Coming Out Party - March 18

The word around the area was that it might be hard to find any Classics for the Coming Out Party because of the recent National Annual Meeting here. Apparently there are still a few cars in the area that were not shown in Bellevue.

In anticipation of fewer cars than usual, Co-Chairs Glenn Mounger and Barbara McMichael decided to have a joint show with the SOVRON group. This group is dedicated to vintage racing and I'm sure we can expect some fine examples of rare and exotic vehicles. Glenn also indicated that there could be as many as seven Classics also.

You will be receiving your invitation shortly and I think it would be fair to say that this event will fill up fast, so get your reservation in early.

For more information or questions call either Glenn at 842-CARS or Barbara at 228-3286.



## BUMPER BOLTS

Pacific Northwest Region,  
Classic Car Club of America

*Bumper Bolts* is the official newsletter of the Pacific Northwest Region, Classic Car Club of America. The region was granted a charter in 1963. *Bumper Bolts* is published eight times a year: Jan., Feb., Apr., May, Jul., Aug., Oct., Nov.

Officers	HOME	WORK
Conrad Wouters, Director	282-9431	325-8400
Assistant Director/Activities		
Richard Adatto, Past Director	286-8325	292-9906
Ted Barber, Secretary	431-1441	544-5366
Lee Zuker, Treasurer	641-8564	
Barbara McMichael	228-3286	
Membership Chairperson		
Dick Culp, Editor	842-5121	583-6403
Shirley Starr	747-6458	562-7122
Advertising Manager		
Sigfried Linke, Archivist		622-3403

### Board of Managers

Barbara McMichael	1995	228-3286
Bill Deibel	1995	522-7167 382-2500
Conrad Wouters	1995	282-9431 325-8400
Richard Adatto	1996	286-8325 292-9906
Dick Culp	1996	842-5121 583-6403
Hal Meden	1996	641-0673
Ron Doss	1997	881-8794 881-6977
Peter Hageman	1997	827-8751 467-1535
Lee Zuker	1997	641-8564

The Board of Managers holds a dinner meeting the first Wednesday of each month at Latitude 47, 1232 Westlake Ave. No., Seattle at 6:30 PM. Members are encouraged to attend.

### Membership

Regional membership is available only to Classic Car Club of America (national) members and may be obtained by contacting Barbara McMichael, membership chairperson.

### Advertising

*Bumper Bolts* will print classified advertising free of charge for regional or national members. The advertising must be for, or related to, classic cars. Display advertising is priced upon business card size or multiples thereof. For rates please inquire.

*Bumper Bolts* is the official newsletter of the Pacific Northwest Region, Classic Car Club of America. Editor is Dick Culp, 6850 Day Road W. Bainbridge Is, WA 98110-4200 (206) 842-5121. Production is handled by Kinko's



From The  
**Director**  
by Conrad Wouters

WOW!! What a National Annual Meeting! Ron Doss and his team of volunteers really assembled a world class event. I counted the number of CCCA club members who assisted in the planning, assembly, artwork, production, brought cars, assisted in the setup of the display area, and it was over 80 individuals. That is an amazing number of active members who participated, almost one half of the PNR-CCCA membership. Each member who helped out really made the event a showcase, and we should congratulate each other for a job well done. I would also like to thank my wonderful wife Pam, who stepped up to the challenge and really actively worked with Ron to help manage the event.

Several awards were given at the Saturday banquet, with the Bigelow Trophy (for the best overall regional performance) given to Michigan Region. How did the PNR fare? We were 5th in overall standings out of the 28 regions, only one point from 4th place Southern California and 3 points from Northern California.

I am really looking forward to attending Retromobile in Paris this month, and will report back to the members on one of the biggest auto events in Europe.

Several very interesting events are scheduled this year which will enable us to drive our classics. The Coming Out Party is proceeding nicely, and is guaranteed to be an interesting event, which for the first time, is being held in conjunction with SOVRON and its' members who will bring some unique vintage racing automobiles.

I welcome any comments or suggestions you may have to improve the organization or event planning for the Pacific Northwest Region. I hope that the recent rainy weather has enabled everyone to concentrate on their classic car projects so we all may see some more of these beautiful automobiles at shows and on the road.



Editor's  
Corner  
by Dick Culp

This issue of BB still represents the getting started stage and I expect there will be some gaffs and items left out. However, we will press onward. This past month I received a letter with no signature other than "A Restoration Professional". I am not going to print the full letter because it isn't good editorial policy to print unsigned letters. There were some valid points made and the writer states that hiring the restoration professionals... "is more akin to patronizing the arts than merely being a customer at a business." A walk around the display area at the annual meeting really brought that point home. The cars were art on display. The writer then goes on to state "Conoursing, long a political playland for the well-connected, is becoming increasingly ridiculous, with demands for "over-authenticity" reaching all time levels of ludicrous."

I can't speak to that personally but you would have a hard time convincing me that any of the 95 point and above cars judged at the show really represented what they looked like when they left the showroom. However, if a person can afford, or is willing to sacrifice, to have the very best "over restored" car so be it. On the other hand there are many members who can neither afford nor have any desire for a classic that can't be driven and enjoyed.

This leads to a point that was made at the January Board of Directors meeting. We were discussing some possible judging changes being considered by National that would be intended to reduce the number of 100 point cars. A former board member and active member of the club pointed out that if a person can restore a car to the level defined as "100 Points" why shouldn't they get the points. Then he made what I think was the real point he wanted to make. He pointed out that of all of the cars entered for the Annual Meeting very few were entered for judging and that participation in the judged portion of Grand Classics is down. But, there is always a waiting list for the CARavans. Is there a message here?

For more comments on this see John Milliken's article in the March **Bumper Guardian**.



## The Kris Kringle Kaper or Khritmas at the Kountry Klub

Even with only two Classics parked out front, the Tacoma Country Club is a beautiful setting for any gathering. Hal Meden and Pam Wouters, with an assist from Joe Carman, presented the 40+ PNR members assembled with a wonderful brunch buffet.

The food was declared outstanding by the smile on Jack Goffette's face. Not only was it presented well, it was excellent quality and there was more than enough for all present. Can you ask for any more than that?

Joe Carman drove his 1939 Bentley 4 1/2 to the affair. The fact that it is an *All Weather* model tell you something about the weather. Conrad brought the Lincoln Continental. Actually, he arrived a little late having taken a wrong (Right) turn and tried to crash the gate at Fort Lewis. Pam, being a bright intelligent lady, brought her own car

The pre-buffet social hour was a great opportunity to get re-acquainted with old friends and make new ones. Once again Toys for Tots received many fine gifts from the group. We had to watch the pile of gifts because, naturally they were mostly auto related. You could see the thoughts in the minds of some there; "I wonder what THAT collection will be worth in 15 years??" We received a nice note from the Marines thanking us for the contributions.

If you have never been to the Tacoma Country Club the setting overlooking American Lake is really quite spectacular. What a spot for a Grand Classic! Thanks Pam, Hal and Joe. It was great!

Why ask Why??

Why is it when you send something by land transport it is called a shipment but if it goes by water it's cargo???

## On the Subject of Batteries

by Bill Deibel

Interest has been shown of late in what are commonly called "gel batteries" which contain their electrolyte in a jelly like form instead of the liquid sulfuric acid used in conventional automotive storage batteries. Various advantages are claimed for gel batteries including: no maintenance, better performance in temperature extremes, no limitations on installed position (can be used on their side or even upside-down), ability to withstand greater shock and vibration, ability to hold their charge while stored much longer, better able to withstand total discharging, longer battery life and a high cranking discharge ampere capacity relative to physical size.

There are, however, other considerations to examine such as high initial cost, susceptibility to permanent damage if charged with a high voltage such as imposed in a so-called "quick charge," therefore a longer charging time relative to capacity and finally the energy supply itself of a given battery in "Reserve Minutes" based on a 25 amp. draw.

Having a very high "Cold Cranking Ampere Rating" (CCA) and a low "Reserve Minutes Rating" (RM) is fine only if one is confident their engine will start quickly. Naturally one can increase capacity both ways by installing or using two or more batteries in parallel.

With all this said the charts that follow may provide some help in selecting batteries when they are needed.

### Industry Standard Maximum Envelope Dimensions For the More Common Classic Car Battery Applications

BCI Grp #	L	W	H
2	10-3/8	7-1/8	9-3/8
3	11-3/4	7-1/8	9-3/8
4	13-1/8	7-1/8	9-3/8
2E	19-3/8	4-1/8	9-3/8
3EH	19-5/16	4-3/8	9-13/16
4EH	19-5/16	5	9-13/16

### Rating Comparison of a Sampling of 6 Volt Batteries

BCI Grp#	Make Model	Type	CCA	RM
Note 1	Optima	Gel	850	120
Note 2	850/6			
	SeaGel	Gel	585	375
Note 2	129355			
	Prevailer	Gel	1,000	400
	DF6V180			
2	Interstate	Wet	600	170
	2XHD			
2	Delco 417A	"	550	165
3	Interstate	"	695	230
	3VHD			
3	Delco	"	650	250
	713A			
4	Interstate	"	675	215
	4VHD			
4	Interstate	"	850	270
	4-172			
4	Interstate	"	950	300
	4XHD			
2E	Interstate	"	605	165
	2E			
2E	Delco	"	550	165
	419A			
3EH	Interstate	"	875	295
	3EH			
3EH	Delco FD2	"	850	340
4EH	Interstate	"	900	325
	4EHVHD			

Note 1: Two 6-volt Optimas will fit in the Group2 envelope.

Note 2: These are both marine batteries that fit Group 2 for length and width, but are 10-5/8 high.

Note 3: Group 3EH batteries work great in a Duesenberg.

### Disclaimer

The above data was taken from recent manufactures sales material. Specifications and availability may change. Also the writer and editor may have incorrectly transcribed somewhere so verify before you act on any of the above information



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RECRUITMENT  
KIT

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List only Classics you desire listed in directory.  
List associate members and their cars separately. DATE \_\_\_\_\_  
Provide complete information below or this form will have to be returned. For additional classics use separate sheet.

FOR OFFICE USE ONLY

GIVE  
CCCA  
SENIOR  
BADGE  
NO.

MAKE OF CLASSIC	YEAR	CYL.	MODEL or SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	ENGINE & SERIAL #	

\* A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.

Members, Please PRINT name and address here:

Check one  
New ☐ Renewal ☐

Club year begins  
November 1

Active, \$30	\$ _____	LIFE, \$600 U.S.	\$ _____
Associate, \$5	\$ _____	LIFE, \$840 FOREIGN	\$ _____
(spouse of active		(after 10 years)	
member only,		LIFE ASSOCIATE \$60	\$ _____
No publication)		FOREIGN LIFE	
Canadian &		ASSOCIATE \$84	\$ _____
Foreign, \$42	\$ _____	No publication, spouse	
Associate, \$5	\$ _____	of life member only.	
<b>Total enclosed</b>	<b>\$ _____</b>	<b>Total enclosed</b>	<b>\$ _____</b>
<b>(U.S. Funds)</b>		<b>(U.S. Funds)</b>	

Spouse's name:

Residence  
Phone \_\_\_\_\_

Business  
Phone \_\_\_\_\_

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Or send it to us, but  
Separate checks please and we will forward to National.  
(\$28 for the Classic Car Club of America Magazine; \$2 for the Classic Car Club of America Bulletin).

This comes first (because CCCA membership is an imperative prerequisite for belonging to any region). Make \$30 check payable to CCCA (\$35 if spouse is included.)



## Pacific Northwest Region

MAIL TO: BARBARA McMICHAEL  
CCCA-PNR MEMBERSHIP CHAIRMAN  
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## MEMBERSHIP APPLICATION

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\$30.00

You may call with any questions at 228-3286. Send both forms and both checks to Barbara and we'll do the rest.

Here's my check for \$ \_\_\_\_\_ for my 1994 membership in the CCCA Pacific Northwest Region.

NAME: \_\_\_\_\_ ASSOCIATE (spouse): \_\_\_\_\_

Street address: \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_ Home Phone: (\_\_\_\_\_) \_\_\_\_\_

MAKE OF CLASSIC	YEAR	CYL.	MODEL OR SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	✓ CHECK IF CCCA SENIOR

✓ A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.

(Give Senior Number, if known, or previous owner and Manufacturer Serial Number).

(Separate checks please) - You can photocopy this application.

Club year begins November 1st - All amounts payable in U.S. funds.

Gift Memberships Look Good on These Forms.

**Membership Information: BRING IN A NEW MEMBER!**

Classic Car Club of America  
Pacific Northwest Region

Board of Managers Meeting  
December 7, 1994

The meeting was called to order by Director Wouters at Latitude 47 Restaurant in Seattle. Attending were managers Culp, Deibel, Doss, Meden, and Zuker (Treasurer); National Director Carman; Secretary Barber; and members Apker, Greenfield, Kane, Linke, McAuliffe, McEwan, Mote, Mounger, Rittenhouse, and P. Wouters. The minutes of the November 5, 1994 meeting were accepted. The Treasurer reported a balance of \$8,825. This does not include 1994 Caravan receipts and some advertising revenue. A summary showed approximate annual income of \$5200 from dues, 500 from interest and 3,000 from advertising. B. McMichael, Membership Chair, reported (in absentia) that there were 108 renewals and four new members. Editor Culp presented a report on publications indicating advertising plans (S. Starr will do billing.) Culp plans to incorporate Desk-Top Publishing to reduce costs. National Director Carman noted that there was no (national) dues increase and discussed a proposed 200 point judging system which will be done as a trial on a few cars (independently of the regular system) at the upcoming Annual Meeting in Bellevue. A brief report on the November annual meeting showed that the Club made \$279.

Upcoming events were discussed as follows:

December 10; Christmas Party. "Kris Kringle Kaper '94" Chr. Meden/P. Wouters. Tacoma Country Club, cost \$20. Members to bring toys for the Toys for Tots program. About 50 reservations so far.

Jan 11-15, 1995; National Annual Meeting, at Red Lion. Chr Doss. "Lady in Gray" theme posters were handed out. Bomstead will be National Head Judge (there will be no judging seminar). Cars will be displayed Wed-Sun. A sponsor for the amount of \$5,000 has been found to cover expenses of the event. There are 26 cars signed up so far and 162 people (mostly out of town). Additional registrations are needed. Also, runners are needed to get members home after delivering Classics for display.

Feb 10-12, 1995. Bellevue Place Show. Chr. Adatto. The Club will be paid \$1,000. Proposal to be made, and contract to be drawn up.

March 18, 1995. Coming-out Party. Atrium, Chr McMichael. Details to be left to event chairman.

April 1995. Seminar. Possibly at Paine Field restoration facility.

May 1995. N. Wash & Canadian garage tour. Chr. Adatto/Wouters.

June 1995. Open

July 4, 1995. Yarrow Point, Bainbridge events. Chr. McEwan/Mounger.

Sept. 1995. Newberg Vintage Festival. Newberg OR. Chr. Milliken.

Oct. 1995. Fall (garage) tour.

Nov. 1995. Annual Meeting. Chr. S. Hanauska.

Dec. 1995. Christmas Party.

Other events mentioned: Portland Swap Meet, April; All British Meet, May 21-22; Forest Grove, July 2; Pt. Gardner, July 23; RROC National, Aug 8-12; Apker Affair, Aug 13; Packard tour, Aug 13-19; Pebble Beach, Aug 20; ACD at Rainbow Falls, Sept. 17; British drive to Whistler, Sept 23; Hershey Swap Meet, Oct 5-8; Carlisle Swap Meet, October.

The meeting adjourned at about 9 pm. The next Board meeting will be on January 4, 1995.

Respectfully submitted,

*Ted Barber*

Ted Barber, Secretary CCCA-PNR

1995 CCCA - Pacific Northwest Region



January

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1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
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11-14 National Annual Meeting

February

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March

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18 Coming Out Party - Atrium / McMichael

April

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7 - 9 Portland Swap Meet  
22 Bellevue Hyatt Auto Show

May

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North Washington & Canadian  
Garage Tour - Adatto/Wouters

20-21 All Brit Meet Vancouver BC

June

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17-18 Land Sea & Air Port Ludlow

July

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30	31					

4 - Yarrow Bay / McEwan & Bainbridge  
Island Car show / Mounger  
23- Port Gardner Concours

August

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13 Apkers Affair Des Moines  
20 Pebble Beach Concours  
RROC National Meet - Bellevue  
Packard National Tour Seattle area

September

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Newberg Vintage Festival Newberg  
OR  
ACD Meet Rainbow Falls State Park

October

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29	30	31				

Hershey Swap Meet - Hershey PA  
Carlisle Swap Meet - Carlisle PA

November

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Annual Meeting - Susan Hanauska

December

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24	25	26	27	28	29	30
31						

Christmas Party

**CLASSIC CAR CLUB OF AMERICA  
PACIFIC NORTHWEST REGION**

**PRESENTS**

March 18	Coming Out Party – Atrium
April 22	Bellevue Place Show – Bellevue Hyatt
May sometime	North Washington and Canadian Garage Tour



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