

The

HOOD RELEASE

Oregon Region ♦ Classic Car Club of

*"From the mountains to the prairies, to the oceans white with foam..."*



Fall 2009

1948 Chrysler Town and Country Four Door Sedan

**CLASSIC CAR CLUB OF AMERICA  
OREGON REGION**

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[www.oregonccca.com](http://www.oregonccca.com)

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**Moving?**

Please be sure and advise your editor and/or membership chairman of the new address.

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The Classic Car Club of America is a non-profit organization chartered in the State of New York for the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual foreign or domestic motor cars built between and including the years 1925 through 1948, but including cars built before 1925 that are virtually identical to 1925 Full Classics® and distinguished for their respective fine design, high engineering standards and superior workmanship, and to promote social intercourse and fellowship among its members; and to maintain references upon and encourage the maintenance, restoration and preservation of all such Classic Cars.

The purposes for which a Region is chartered by the National Club are: The furthering of the ideas and ideals reflected by the By-Laws of the National Club in a specific regional area and to provide regional activities for the members in that area.

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# OREGON REGION CLASSIC CAR CLUB OF AMERICA 2009 ACTIVITIES SCHEDULE

(Non-club events of general interest in parentheses)

**1 October**     **Board Meeting**  
Bob & Frankie Douglas  
175 NW 97<sup>th</sup> Ave.  
Portland, OR

**9-10 October**   **(NWCC Show & Swap Meet)**  
Expo Center, Portland, OR

**16-18 October**   **Three Day Tour**



Rockaway Beach, OR

**Reservations required**  
**RSVP Rodger Eddy @ 503-223-3606**

**1 November**     **Annual Membership Meeting**  
Riverside Country Club  
8105 NE 33<sup>rd</sup> Drive  
Portland, OR

**3 December**     **Board Meeting**  
Rodger & Janet Eddy  
2582 NW Lovejoy Street  
Portland, OR

**6 December**     **Christmas Pot Luck Dinner**



Lake Oswego Heritage House  
398 10<sup>th</sup> Street  
Lake Oswego, OR



▶▶▶ *Technical Sessions to be announced.* ◀◀◀



## DIRECTORS MESSAGE

By Robert Douglas



*Robert Douglas*

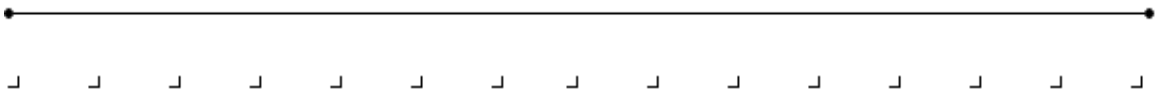
As October draws near it makes one wonder, where did the summer go? With the conclusion of the September Tour to Canada and Vancouver Island the tour season is drawing to a close. The 16-18 October tour to Rockaway on the Oregon coast will be the last chance for the group to exercise their cars for a weekend of traveling and exploring. If you have not signed up for this event please contact Rodger Eddy and put in your reservation as it promises to be a fun event. It has been a great Tour Season this year with many events, ranging from one day excursions to nine day motoring extravaganza's and we would like to thank all of those that make these events possible. Rodger Eddy as Tour Guide, Howard Freedman for helping to arrange hotels and meals and George Potter for the excellent maps and guide books, thank you all for getting all of these events to come off with out a hitch! Later in this issue there are stories and details about many of these events.

Other events of interest will be the upcoming Board Meeting on the 1<sup>st</sup> of October at the Douglas' home and again you are encouraged to attend as these meetings are for you and your club and we would like to have your

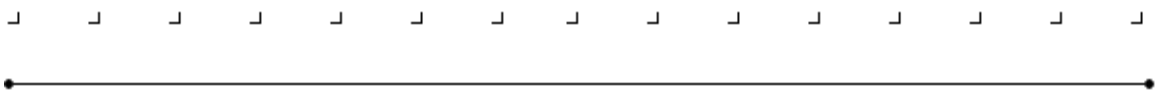
input. On the 1<sup>st</sup> of November there will be the Annual Membership Meeting at the Riverside Country Club, the 3<sup>rd</sup> of December will be the last Board Meeting of the year at the Eddy's home where we layout the events for the next year. As always we would like to see you there, it is a chance to help plan events for the upcoming year. We hope to see you at these events and look forward to hearing your input for the upcoming year. The final event of the year will be the Annual Holiday Potluck Dinner and Charity Toy Drive to be held at the Lake Oswego Heritage House on the 6<sup>th</sup> of December. So keep your eye on your calendar and plan to join us on these events and we will look forward to seeing you!

Later in this issue of "The Hood Release" under "Notice to the Membership" there is a notice about upcoming openings on the Board of Directors, this is your opportunity to become more involved in the Oregon Region of the Classic Car Club of America and we look forward to seeing more people being active in our organization.

On the national scene the Classic Car Club of America 2010 Annual Meeting will be held in San Diego, California from the 6<sup>th</sup> through the 10<sup>th</sup> of January at the Omni San Diego Hotel so check your "*Bulletin*" for further information. It is on the west coast so it is much closer for many of us in the Oregon Region!



The Oregon Region of the Classic Car Club of America would like to extend our best wishes and congratulations to Georgia Casey and John Mitchell on their recent marriage. May you have many happy and wonderful years together!



## COVER CAR / A TOWN AND COUNTRY ACQUISITION

By Frank Arms



*1948 Chrysler Town and Country Four Door Sedan.*

This car began its life as the transportation for a band in the Bakersfield, California area. Apparently they carried their instruments on the roof rack and in the ballroom (trunk). I don't know much about the band except they were a local attraction in the area. When they were ready to part with the car they advertised it on a radio show and the gentleman from whom I bought the car made them the best offer.

He was a maintenance mechanic for the county and apparently drove this car for work as well as pleasure. When he got too old to drive he asked his grandson to take the car and it went from Bakersfield to Olympia, WA. The grandson had no interest in the car and carefully tucked it away in a barn on his property, covered it up and took it out only rarely. Finally, the grandson's wife urged him



to "get that thing out of the barn" and so he placed an advertisement in Hemmings Motor News.

I had been searching for a "woody" for some time and had about given up any hope of owning one as the prices were just going out





of site and anything I could afford was in such bad condition that I knew I would never get it fixed, having restored a couple of cars already. We were just getting ready to go on vacation over the Christmas holidays when one night I decided to sign on to Hemmings for just one last look before we took off. The ad had apparently just been posted on line and I called the owner to ask about it. He was very patient with my questions and after a long phone conversation I told him I would

send him a deposit but that I was going on vacation and would not be able to finish our deal until I returned in about a month. He assured me that would be okay and the next day I went to the bank and sent him a bank check for the agreed upon amount.

When we returned I called him and made arrangements to go up to Washington to finish our deal. When I saw the car I couldn't believe it. There was not a dent in the metal



*Frank Ames proudly stands by his 1948 Chrysler Town & Country and it's award.*

or any sign of rot in the wood. We took the car for a drive and while it ran poorly it did get us out of the barn and down the road a few miles. When we got back to his house I gave him a check for the rest of the amount. It was at this time he told me that I was the first one that had called and the ad had in fact just been posted on line that day. After that they had about 150 calls some of which were from well know "woody guys" but they stuck to their promise and I was the proud new owner.

All this happened about six years ago. Since then the car has gone through a complete restoration, it still boasts the original wood with only the panels and the slats on the roof being replaced. The original engine was rebuilt and all the rest of the mechanicals (except the fluid drive) have been restored to their original specs, new wiring and new

interior using original fabrics. It spent a year in the wood shop refinishing the wood and another nine months in the paint shop for a total of about five years in the process while we watched and waited.

Since then the car has been shown in Santa Cruz and Fresno, CA, Kirkland Concours D'Elegance in '08 and Portland Transmission, each time coming home with a trophy. It is a beauty to look at as well as drive. It gathers a crowd wherever it goes and since it is so unusual everyone has to ask about it and we love to talk about it. I bet the band and grandpa would be surprised to know what has happened to their car.

We are excited about becoming members of CCCA and look forward to joining the club on tour.

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31 August 2009

### **FOR IMMEDIATE RELEASE**

At its regularly scheduled August 31 board meeting the Classic Car Club of America confirmed Full Classic® status for the 1941-48 Chrysler Town and Country automobiles, effective immediately.

The club had approved a motion to grant Full Classic® status to all 1941-48 Chrysler Town and Country automobiles at its September 2008 board meeting. However, at the January 2009 board meeting, after receiving comments and criticism from club members regarding both the process by which the Town and Country had been approved as well as whether the automobiles met the club's criteria for being recognized as a Full Classic® the board approved a motion temporarily suspending implementation of the motion.

The board asked for comments from club members and approved publication of pro and con articles regarding the merits of the Town and Country in the *CCCA Bulletin*. Throughout the spring and summer those comments, both supporting and opposing the board's September vote, were received by the club and shared with all board members prior to the August 31 board vote.

## 2009 FOREST GROVE CONCOURS “JAZZ AGE TIMELESS CLASSICS”

By Robert Douglas



*The Choban's and their 1929 Packard 645 Dual Cowl Dietrich Phaeton crossing the stage to accept the Larry Douroux Memorial Award and the 2009 Feature Car Award.*

The center piece of the 2009 automotive tour and show season arrived on the 19th of July with good weather and moderate temperatures after a week of mid nineties, it was a great day in the shade on the campus of Pacific University. The Oregon Region of the Classic Car Club of America was well-represented and special congratulations go to George and Anastasia Choban whose 1929 Packard 645 Dual-Cowl Phaeton, Custom Body by Dietrich was chosen as the Feature and Poster Car for this years Concours!

Those in attendance with their cars from the Oregon Region CCCA were, The Asbahr's with their 1949 Chevrolet 3100 Suburban (NC), Daryl Campbell with his 1948 Lincoln V-12 Continental, George and Anastasia Choban with the Feature Car, their 1929 Packard 645 Dual Cowl Phaeton by Dietrich, Robert and Frankie Douglas with their 1935 Auburn Speedster by Glen Pray (NC), Ray Dunford with his newly acquired 1940 LaSalle Series 52 Coupe (NC), Bob Earls with he and Lisa's 1955 Buick Super (NC), the Geddes's 1931 Franklin 6 53, 2 Door Victoria Brougham, Michael Gudge with his 1936 Packard V-12 1408 Convertible Sedan, Matt and Karla Hackney with their 1938

Packard 8 1604 2/4 Passenger Coupe, their 1947 Packard 8 2150 7 Passenger Limousine and their 1953 Nash Healey Roadster (NC), Bill and Wendy Jabs with their recently restored 1940 Ford Coca Cola Sedan Delivery (1 of 400 ordered from Ford by Coca Cola) (NC) and their 1940 Ford Deluxe 2 Door Sedan Custom Rod (NC), Ken Krolikoski with his 1912 Cadillac Touring Car (NC), Dave McCready with he and Jeanette's 1937 Packard 1502 Touring Sedan, Monte Shelton with his 1917 Detroit Electric (NC), Cliff Stranburg was there with he and Julie's 1936 Cord 810 Convertible and their 1954 Nash Healey Roadster (NC), Bill and Cindy Strange with their 1940 Cadillac 62 Coupe at it's first Concours and Rodger Wooley with he and Chris's 1954 Rolls Royce Silver Dawn Saloon (NC) (originally owned by C.L. Cummins, the man responsible for putting diesel engines in passenger cars) which took Second Place in class and a recently acquired 1990 Rolls Royce Silver Spirit II Saloon (NC) with only 12,000 original miles. There was also a member who was there in spirit, Hurly York; his 1938 Hupmobile is in the care of a new owner, Stan Muir who loves and enjoys the car and it was good to see our friend joining us again at Forest Grove.





*David & Jeannette McCready's 1937 Packard, 8, 1502, 7 Passenger Touring Sedan.*



*Matt & Darla Hackney's 1938 Packard 8, 1604, 2/4 Passenger Coupe.*



*Cliff Stranburg's 1936 Cord 8, 810, convertible Coupe.*



*Daryl Campbell's 1948 Lincoln, V12, Continental*



*Gary & Myrna Geddes' 1931 Franklin, 6, 53, 2 door Vitoria Brougham.*



*Michael Gudge's 1936 Packard V12, 1408, Convertible sedan.*

The campus was set up and open for cars to arrive by six thirty in the morning and most all were there and set up by eight o'clock and off to breakfast, ah dorm food, steam table memories but you did not have to cook or wash the dishes! There was a Judges meeting

at eight o'clock and while they were meeting there was the mad scramble to get that bug off the front fender or that extra shine put on the hood as well as any last minute fluff and buff. At nine o'clock it was all over as the judging started and concluded at noon. The Oregon



*Matt & Karla Hackney's 1947 Packard, 8, 2150, 7 Passenger Limousine.*



*Ray Dunford's 1940 LaSalle Series 52 Coupe (NC).*



*Rodger Wooley's 1954 Rolls Royce Silver Dawn Saloon (NC).*



*Robert & Frankie Douglas' 1935 Auburn Speedster by Glenn Pray (NC).*



*Bill & Wendy Jabbs' 1940 Ford Deluxe 2 Door Sedan Custom Rod (NC).*



*Bill & Wendy Jabbs' 1940 Ford (NC) Coca Cola Sedan Delivery.*

Region did well with several members going over the stage, the Choban's for the Larry Douroux Memorial Award and the 2009 Feature Car Award, Bill and Cindy Strange with their 1940 Cadillac 62, best in class Classic Closed Cars 1937-1948, Monte

Shelton and the 1917 Detroit Electric (NC) best in class Antique Automobiles 1911-1920, Mike Gudge and his 1936 Packard V-12 1408 Convertible Sedan for Best Original, Bill and Wendy Jabs with their 1940 Ford Coca Cola Sedan Delivery (NC) tying for first place with



the Asbahr's and their 1949 Chevrolet 3100 Suburban (NC) in Commercial Vehicles through 1970 Class and the Jabs again for their 1940 Ford Deluxe 2 Door Sedan Custom Rod (NC). A great showing by all of you, congratulations from all of us!

After the judging it was time to sit back and enjoy the company of friends and fellow club members as well as wander around the campus and take in all of the great cars that were on display. What a show it was. There were cars for every taste from racecars and street rods to turn of the (last) century motorized vehicles, the oldest being a 1907 Buick F and a plethora of Full Classics®. The grass was green and watered with no dust as some of us remember the 1930's Dust Bowl of a few years ago. It was an elegant day in a wonderful setting and we thank the Rotary Club of Forest Grove and all of the volunteers who work so hard to make this event possible each year. The people that set up and run the Wine and Lake Tour on Saturday and the Evening of Elegance that follows, the City of Forest Grove Police Department that makes sure the tour goes smoothly by directing traffic at all the major intersections, the judges who give of their time and knowledge, the set up crew's that lay out and place all of the cars, the musical groups that provide entertainment and caterers, the food vendors and servers that make sure no one goes hungry or thirsty, we thank you all for your hard work on our behalf every year! We are looking forward to next year and another wonderful Concours already.



*Ken Krolikoski's 1912 Cadillac Touring Car (NC).*



*Monte Shelton's 1917 Detroit Electric (NC.)*

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## **A TALE OF TWO CRUISES**

By Robert Douglas

On the 30<sup>th</sup> of July and the 6<sup>th</sup> of August this year the Oregon Region of the CCCA continued it's tradition of holding two "Cruise In's" in conjunction with Gale Plummer and his super charged street rod group (Gale specializes in superchargers and did the super chargers for the Packard engines in the locally restored WW II PT Boat). They were held at the Robison Home and the Washington

Federal Savings Bank in the Raleigh Hills area of S.W. Portland.

The turn out this year was a bit light as we were experiencing some of the hottest weather in years and some of our cars do not like it when it is over one hundred degrees outside. Nonetheless at the Robison Home Monte Glud was there from the Packard Club with





*1935 Auburn Speedster by Glen Pray (NC)  
owned by Robert & Frankie Douglas.*



*Monte Glud's 1936 Packard 120B Convertible  
Sedan by Dietrich (NC)*

his beautiful 1936 Packard 120B Convertible Sedan by Dietrich (NC) and your reporter was there from the Oregon Region with he and Frankie's 1935 Auburn Speedster by Glen Pray (NC). The rest of the vehicles were a Pantera (NC), a 1966 Cobra (NC) and an assortment of other super and turbo charged street rods, all (NC's). The residents of the home really enjoy the chance to get out and look at the cars and ask questions and tell stories about when the cars were new, it is a great way to spend a couple of hours on a sunny day!

provided a barbeque lunch for those that brought their cars. This time Howard Freedman brought his 1953 Packard Executive Sedan (NC) and your reporter brought he and Frankie's 1938 Packard Eight 1601 Sedan (NC) with the rest of the crowd made up of (NC's) from Corvettes to street rods and a very small Subaru 360 Pick up truck, which Howard was very interested in!

These are fun, short events and a great excuse to drive your car so try to make time to join us in the future; you will have a good time!

The event at the bank was fun also and they

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## **CARLTON A WALK IN THE PARK**

By Robert Douglas



*Julie Stranburg's 1930 Franklin 6 Convertible  
Coupe.*



*Cliff & Julie Stranburg's 1930 Franklin 6  
Pursuit Dietrich.*



*Ken Krolikoski's 1932 Packard 903 Coupe Roadster.*



*Matt & Karla Hackney's 1938 Packard 1604, 2/4 Coupe.*

The weekend of August 1<sup>st</sup> and 2<sup>nd</sup> was the annual Carlton Walk in the Park event out in Carlton, Oregon an event that the Oregon Region of the CCCA participates in regularly and this year was no exception. Tour Director Rodger Eddy had laid out an excellent, "off the beaten path" route for us to get there and we were not disappointed! On Sunday August 2<sup>nd</sup> we met in the parking lot of Gary Geddes' office on N.W. Cornell Road and Saltzman Road at 9:30 a.m. for a 10:00 a.m. departure time. Our travelers consisted of; Howard and Evelyn Freedman in their 1937 Cadillac Opera Coupe (NC), Gary and Myrna Geddes in their 1956 Buick Super Convertible (NC), Bob and Lisa Earls in the 1955 Buick Super Sedan (NC), Jan and Rodger Eddy in their modern station wagon (NC), Frankie Douglas, June Fezzler and David Gabrielsen in the Douglas' 1938 Packard 1601 Touring Sedan (NC), Buck Buckley (the designer of

Howard's new building) in his 1954 Cadillac Coupe (named Marilyn) and Robert Douglas in the Douglas' 1935 Auburn Speedster by Glen Pray (NC).

At the appointed time we rolled out of the lot and were on our way toward Carlton with it's beautiful art work, excellent music and superb food. Our route took us out Farmington Road and we were soon out into the rolling farm country of the Tualatin River Valley, with its many nurseries and wide variety of farms. We headed southeast and climbed up over Bald Peak and the hills south of Forest Grove and descended down into the small town of Laurelwood. The descent is a very steep one and there was the occasional odor of, shall we say, hot brakes but all turned out well and there were no bottom of the hill calamities. From Laurelwood we connected on to Highway 47 south bound and drove through



*One of the "March Forth Band" entertainers performing on stilts.*



*Club members enjoy watching the "March Forth Band".*





*From left front to back are: Buck Buckley, Bob Earls, and George Potter talking to Howard Freedman who is seated on the right.*



*From left front to back are: June Fezler, Sylvia Potter, David Gabrielsen, and Frankie Douglas who is seated to the right.*

the towns of Gaston, Yamhill, and soon we were in Carlton and rolling into the park. As always it was well organized and we rolled in under the shade of some beautiful oak trees and were soon situated for a great day.

Upon arrival there were several other club members there already, George and Sylvia Potter with their Lincoln MK II (NC), Matt Hackney with he and Karla's 1938 Packard 1604, 2/4 Coupe and their 1947 Packard 8 2150 7 Passenger Limousine, Ken Krolikoski with his 1932 Packard 903 Coupe Roadster, Dave McCready with his 1954 Packard 250 Convertible (NC), Cliff Stranburg with he a Julie's 1930 Franklin 6 Convertible Coupe, their 1930 Franklin 6 Pursuit Dietrich and their 1954 Nash Healey (NC), Tom Taylor with three of his beautiful Packards, a 1953 300 Convertible (NC), a 1954 Pacific Hardtop Coupe (NC) and a 1954 Patrician Sedan (NC) and Herb Shaw was there with his 1951 Packard 200 Sedan (NC). A great showing for the club! The car show portion of the event is great fun as it is low key, not judged and the audience really enjoys the cars, taking lots of pictures and asking all kinds of questions, everyone is there for a good time.

Soon after we arrived it was time to peruse the art, craftwork, quilts and beautiful plants all

dazzling in the August sunshine. There was the great music and entertainment of the "March Forth Band" to dazzle the crowd as well. This group of musicians is amazing, not only are they talented with their instruments but it is a visual delight as well for they have dancers and stilt performers all marching and moving to their wonderful percussive rhythms. They move in and out of the audience getting them involved and moving with them throughout their entire performance, believe me when you are moving with the band and some one on stilts twelve feet tall comes dancing up through the crowd, it gets your attention! If you have not seen them perform it is an event of sights and sounds not to be missed!



*A 1918 Packard Truck (NC).*





**NORCAL REGION**  
**FAR OUT WEST CARavan**  
**June 2009**  
By Howard Freedman



*Our fabulous kick off dinner in Sacramento at a member's home right on the Sacramento River.*

Well folks, perhaps we have bitten off (me on our Regions behalf) a lot to chew when I tell you that we are going to put on a CARavan in September 2012.

So in order to get the CARavan notion well fixed in our minds for planning and execution purposes, the Potters, Georges and Freedman's signed up for the Norcal CARavan. What an experience! The Freedman's had the pleasure of a traveling companion for the trip. Katie Robbins the

executive secretary of the CCCA was riding with them the whole way. She is a delight and knows more about the Club and cars than most will ever know.

We started out from Portland, picked up the Potters and Georges in Pleasant Hill and Lowell and headed out for our first night in beautiful Weed. The second night we were in Sacramento with a fabulous kick off dinner at a member's home right on the Sacramento River. All 59 Full Classics ® were on the



lawn overlooking the river.

The next day we drove to El Portal, California, the gateway to Yosemite Park. But first, a little mechanical in the 41 Packard right on the Capital Mall, three miles from our hotel. Coil conked out; George Potter yanked it off – went to the local CarQuest and yes they had the 6 V coils in stock. George shoved it back in and that was it for mechanical problems the rest of the trip.

Yosemite is one of those places you see in pictures and dream of but seeing it in person is a wonderful experience. The rock formations, water falls, streams and old log buildings made the trip well worthwhile.

We spent a night in Sonora and then made the climb of the century. We crossed over the Sonora Pass; elevation 9,650 feet with a 14% downgrade. The Packard and the Potters

Chrysler Imperial put out all they had to climb the last couple of miles and then the downgrade tested low gear and brakes smoked but we made it off the hill.

We spent a night at Mammoth Mountain and took the tram up to the 11,000 foot level for a social hour and then back down to the 8,000 foot level for dinner. Believe it or not, it was snowing at the high point. Lodging was poor but the lifts were neat.

We spent a night in Tonopah, Nevada where the Nevada Highway Patrol closed the main highway between Reno and Las Vegas so we could do a parade up and down the main drag. Believe me there are not very many people living in Tonopah but the local drunks staggered out of the town booze hall and waved as we rolled by.



*Yosemite Lodge Ahwahnee dining room.*



*Sylvia Potter & Howard Freedman at Yosemite National Park.*







*Pictured from left to right are: Evelyn & Howard Freedman, Sylvia & George Potter, Katie Robbins, and Ruth & Bill George.*

On leaving Tonopah, one of our friends driving a 99 point 47 Cadillac 62 Convertible was run into by a couple of Harley nuts. Broke the back bumper and caved in the trunk lid; a miracle they did not jump up over the top of the car and cave in our friends. Both Harleys went to the scrap heap and the riders went to the hospital.

We drove through the Lake Tahoe area and enjoyed the beautiful blue of that wonderful (second to our Crater Lake) site and on to Reno where we had dinner at the National Automobile Museum. We parked all of our cars at the Museum for the night and they provided security for us.

We left the CARavan in Chico on Saturday morning and headed back to Portland but not before we learned that the Georges modern car had been broken into. It was not afforded





the secured protection that the tour cars were offered. Fortunately they got most all of their possessions back when the sister of the thief turned her thief sister in to the local police.

We met lots of old and made lots of new friends on the tour and we know that we can pull off a CARavan in 2012 with lots of help

from YOU, our members who will need to be our helpers in making our event better than the best.

**MOUNTAINS, PRARIES AND OCEAN  
SEE OREGON  
2012**



*Tour Members enjoy studying this unusual building designed by the famous architect Frank Lloyd Wright.*

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**SUNSHINE REPORT**

By Evelyn Freedman

It is with sadness that we report the loss of fellow CCCA club member, car enthusiast and collector Les Jackson. On the 5<sup>th</sup> of July 2009 he lost a two-year battle with cancer. Our sympathies go out to Julie Sackett his long time friend and companion.

They were both very active in the Arizona

Region and for many years were the editors of the Arizona Region CCCA publication "The Arizona Classic Roadrunner", a publication we were often in competition with for national recognition.

They spent many summers in Portland attending several of our events, and he will be missed. Julie is now living in the Portland area.

## A MARATHON SHOW

By Robert Douglas



*Evelyn & Howard Freedman's 1941 Buick 8, 90 Series Seven Passenger Touring Sedan.*

On Saturday the 29<sup>th</sup> of August there was a joint event between the Oregon Region CCCA and Packards of Oregon held down in Coburg, Oregon. The Marathon Motor Coach Company was hosting a national event, a gathering of motor coaches from all over the United States. These travelers were meeting to swap stories, have tech sessions, plant tours with special events planned for both the men and women, and in general enjoy the camaraderie of other coach owners and travelers. Several car clubs around the Willamette Valley were asked to bring some cars to add to the festivities and so we decided to join the fray. We were treated to a tour of



*Judy & Rob Waddell relax in front of the 63' (NC) Corvair, the 55' (NC) & 41 Buick 90.*

the plant and a wonderful lunch. To top it off it was a sunny day and not too hot and when that is combined with the company of fellow car enthusiasts what more could you ask for? The other thing that your reporter discovered was that the owners of these motor coaches are just like old car people but on steroids! Their "cars" make ours look like economy vehicles and theirs are far harder to park let alone fit into a garage!

The plant tour was a real eye opener, all of the work and special machinery that it takes to produce one of these amazing vehicles. There is so much cabnetwork, plumbing; custom



*Pictured from left to right: Jeanette McCready, Elaine Glud, George Riehl, David McCready, and Monte Glud.*

built furniture and one off design work let alone the painting and wiring that it is amazing. On the tour we met the designers and engineers, machinists and cabinetmakers, painters and electricians, all the teams that work to produce these incredible coaches.

Let me tell you that the wiring harnesses for these things are not like you get from Y's and Z's. There were over seven miles of wire in each vehicle but with the efficiencies that they have instituted that is now down to just over three miles if wire, not feet, not yards, miles! I doubt if our cars have over a hundred to a hundred and fifty feet of wire in them!





*Jerry Yarberry, Todd Bar and a friend brought their 1955 Buick Station Wagon (NC) with all-original 1939 camp tent trailer in tow.*



*The McCready's 1953 Packard 250 Convertible (NC).*



*The Glud's 1936 Packard 1280 120B Convertible Sedan by Dietrich (NC).*



*The Freedman's 1937 Cadillac Opera Coupe (NC).*



*Frankie & Robert Douglas' Glen Pray Auburn Speedster (NC).*

The people from the Packard and Classic Car Club were, Dave and Jeanette McCready with their 1953 Packard 250 Convertible (NC),

Monte and Elaine Glud with their 1936 Packard 1280 120B Convertible Sedan by Dietrich (NC), Bob Earls with he and Lisa's 1955 Buick Super (NC), George Riehl with his Dodge Dakota factory designed and made convertible pick up truck (NC), Howard and Evelyn Freedman with their 1941 Buick 8, 90 Series Seven Passenger Touring Sedan, Gary Martin and a friend drove the Freedman's 1951 Studebaker Land Cruiser (NC), Rob and Judy Waddell drove the Freedman's 1963 Corvair Spyder (NC), Bill George brought he and Ruth's 1942 DeSoto Coupe (NC), Frankie Douglas took the Freedman's 1937 Cadillac V 8 Opera Coupe (NC) and your reporter drove he and Frankie's 1935 Auburn Speedster by Glen Pray (NC). From the Buick Club Jerry Yarberry, Todd Bar and a friend brought their 1955 Buick Station Wagon (NC) with the



window mounted “swamp cooler” and an all-original 1939 camp tent trailer in tow. When these trailers were made Western Auto and Montgomery Wards sold them. Talk about a trip down memory lane, that little camp trailer, with it’s canvas sides, two side bunks, front mounted water tank and Coleman stove provided a great counter point to the amazing Marathon Motor Coaches. At the other end of the ecological spectrum was Bill Price, electrical and hydraulic engineer, with the Freedman’s 1974 electric “City Car”! There were a lot of other cars there from the Eugene area but your reporter did not have time to get all of the names and automotive details however, it was a great show and a wonderful

way to spend a sunny August day!



*Bill Price with the 1974 electric “City Car”.*

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### NOTICE TO THE MEMBERSHIP

If you have wanted to become more active in the Oregon Region of the CCCA here is an opportunity to do so. The following three-year positions on the Board of Directors will be coming open at the 1 November Annual Membership Meeting:

Assistant Director 2009-2012  
Publication Editor 2009-2012  
Membership Chair 2009-2012

This issue of “The Hood Release” will be Frankie Douglas’ last issue and we thank her for her many years of service to the Oregon Region and for producing such a high quality publication. “*The Hood Release*” has received national recognition with two first places and four second places from the Classic Car Club of America. We will miss you greatly as Editor but hope that you enjoy a well-deserved rest.

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### SEPTEMBER ON VANCOUVER ISLAND

By Robert Douglas

The highlight of the touring season arrived on the 19<sup>th</sup> of September this year with weather that was less than promising. Our band of travelers met at the Elmer’s Pancake House near Delta Park in Portland, Oregon. It was a rainy send off for our trip north and at nine a.m. with windshield wipers flipping back and

forth we were northbound on our way to Arlington, Washington.

On the first leg of our journey our group of travelers was comprised of tour leaders Jan and Rodger Eddy in their modern station wagon, Sylvia and George Potter in the Potter’s 1947 Chrysler 8, C40 7 Passenger

Crown Imperial, Mona Marsh and Aloma Douroux in Mona's 1941 Cadillac V8 62 Coupe, Wendy and Bill Jabs in their 1930 Packard 8, 733 RS Coupe, Frankie and Robert Douglas in their 1938 Packard Eight 1601 Four Door Touring Sedan (NC), Bev Smith and Daryl Campbell in their modern sedan, Lois and Gene Bradshaw in their modern sedan, joining us on the way north at Woodland, Washington was Quentin Robins in his 1954 Chevrolet Fleetline Four Door Sedan (NC), and later that afternoon in Arlington, Washington we were joined by Evelyn and Howard Freedman in their 1953 Packard Executive Sedan (NC). On the way North we were in and out of rain showers but when we arrived in Arlington it was under an absolute down pour and we were glad to be in off the road and in our rooms at the Medallion Hotel.

The next morning we were up and departing our lodgings by eight a.m. on our way north to the Canadian border and the ferry ride from Tsawwassen to Nanaimo. The border crossing went well and we were in time for our ferry



*Bill Jabs gives his 1930 Packard 733 Rumble Seat Coupe some water as Howard Freedman and George Potter lend support.*



*Waiting for the ferry ride from Tsawwassen to Nanaimo.*



*Our Vancouver Island guide and hosts, Gail & Bhagwan Mayer standing in front of their 1930 Packard Four Door Sedan.*

ride. The weather had made a turn for the better and we were all glad to see the sunshine and blue sky, what a change from the day before! We arrived in Nanaimo about mid afternoon where we were met by our Vancouver Island guide and hosts as well as fellow car enthusiasts, Gail and Bhagwan Mayer. As we departed the ferry we headed north on Highway 1 and were met along the way by Gail, Bhagwan and a friend in a beautiful maroon and black 1936 Chrysler Coupe (NC) and guided to a wonderful "Corn Boil" picnic and car show that were being put on by the local car club. Gail and Bhagwan are very active members of this club and the cars, company and food were excellent. The cars ranged from a beautiful 1914 Cadillac Touring Car (NC) to a 1954 Corvette (NC) to a 1937 Buick Century Convertible Sedan (NC) and everything in between including





*Rodger & Jan Eddy admire a 1937 Buick Century Convertible Sedan (NC).*

Gail and Bhagwan's beautiful 1930 Packard Four Door Sedan.

After the dinner and show we went back to our hotel, the newly remodeled Coast Bastion Inn on the waterfront in down town Nanaimo. There we were joined by two more tour participants, Jan Taylor and Bob Newlands from Glendale, California with their 1937 Packard 1501 Coupe Roadster. They had met the Freedman's and the Potter's on the Northern California Caravan and they were invited to join us on our September adventure. We were glad they did!

The next morning our group split up a bit with a few people remaining in down town Nanaimo to explore and shop while many of us went over to our next evenings destination, Port Alberni. On the way over we stopped off to see the beautiful Little Qualicum Falls Provincial Park, a stunning series of waterfalls in a deep gorge with crystal clear water. The mill tour, set up by Gail and Bhagwan, was a great adventure, a tour of an historic steam operated saw mill that is both a museum and an operating saw mill. There was a guided tour through the historic McLean sawmill, a great lunch and a several mile ride back to Port Alberni on a steam locomotive, a 2-8-2 Mikado Tank Locomotive built by Baldwin in the early 1920's. The mill and all of it's vintage equipment, trucks, lumber carriers, steam donkeys and so on are preserved and restored by an expert crew so that people can see and appreciate the heritage of logging in



*From the left are: Lois Lane, Jan Eddy, Evelyn Freedman, Wendy Jabs, and Gail Mayer pose in front of the 2-8-2 Mikado Tank Locomotive.*



*The historic McLean sawmill.*

British Columbia. Absolutely everything in the mill and logging camp is in restored and working order, it was a pleasure to step back into the twenties and thirties to see and watch history! Later that afternoon we were joined by those that remained back in Nanaimo in time for dinner at the Barclay Best Western,



*1939 Mack truck.*



*One of the two remaining Martin JRM-3 Mars Air Tankers used for fighting fires.*

our lodging for the next two nights.

The next morning we were up early to take the beautiful narrow road from Port Alberni over to the Pacific Rim National Park on the west side of Vancouver Island. The road is narrow and snakes through the mountains through forests and past lakes and rivers, waterfalls and cliffs it is a feast for the eyes and the spirit. Before getting into the mountains we stopped by a small airfield on the edge of Sproat Lake to see one of the two remaining Martin JRM-3 Mars Air Tankers used for fighting fires. These planes can hold over seven thousand gallons of water and drop it

with pin point accuracy to fight forest fires and quickly extinguish them, in fact one of the planes is down in southern California fighting the fires in and around Los Angeles. We got to go up into the plane and look at the inside as well as sit in the cockpit, what an immense airplane!

After the air strip it was back out on to the road and on our way west, over the mountains to the Pacific Ocean and the towns of Ucluelet and Tofino. The weather was again smiling on us with blue skies and warm temperatures, a rare thing in this area. We were gliding past giant cedar trees, pristine lakes and through



*Aloma Douroux sits at the controls of the Martin JRM-3 Mars Air Tanker.*



*This is just one of several pristine lakes on the road to Tofino.*



the rugged mountains that are the backbone of Vancouver Island. We eventually arrived at the Pacific Coast and a beautiful interpretive center where we had a chance to walk on the beach. As a driver it is rare to see but in places there are posted 18% downgrades on this road but it is more than worth it to see the scenery! We then went on into Tofino to have lunch and explore this beautiful and remote area with its' panoramic scenery, art galleries, all the time remembering that this area generally has three hundred days of rain per year and we are here in the sunshine and upper seventies. Both the local residents and we were in a mild state of shock! Then we headed down to Ucluelet from where if you look to the south you can see Washington's Olympic Mountains and beautiful views of the Pacific Ocean. It was then time to return to Port Alberni for dinner, rest and to get ready for the trip to Victoria.

The next morning we were off toward the inland side of the island and heading south toward Ladysmith and Victoria. Quentin Robbins left the group to pick up his friend Jack Warkentin in Nanaimo and joined us later that day. Along the way we stopped for lunch and visited an amazing restoration shop where they work on everything from steam tractors to vintage cars. There was a great shop, a foundry where they cast parts that needed to be made and even built two live steam model locomotives! One of the cars there was a Zusta that was in the 1907 race from Peking to Paris and was on display at Pebble Beach. From there it was off to Victoria and our lodging for the next two nights at the Queen Victoria Inn. That evening we had a wonderful dinner at the English Inn in Esquimalt (west Victoria) then back for an evening of rest!

The next day we were exploring Victoria. Two friends of the Mayer's brought their cars, one a 1928 Packard Touring and the other a 1968 Buick "Wildcat" (NC), over to our lodging, had breakfast with us and then we were off to tour the beautiful homes and an over view of the city from Craigdarroch Castle as well as an impromptu garage tour of the Packard owners shop and collection, what a



*A Zusta that was in the 1907 race from Peking to Paris and was on display at Pebble Beach.*



*A Restoration shop where they work on everything from steam tractors to vintage cars.*



*A live steam model locomotive built in the shop.*



*George Potter studies the Delahaye engine.*



*Howard Freedman & George Potter encircled by Mercedes 300 SL Gullwings and Roadsters (NC).*

great way to start the morning! Then it was time to return to downtown Victoria for more exploring and lunch. Later that afternoon several of us took a field trip out to see the restoration shop of Rudi and Company, a specialist in Mercedes 300 SL Gullwings (NC) and Roadsters (NC) as well as early Ferrari Testarossas (NC). What an amazing shop, for they take in these fine automobiles and after they are done the owner has returned to them, a brand new car with no bugs and a one-year warranty! These are incredible craftsmen and they are producing not just automobiles but works of art.

After the tour of Rudi's shop it was time to head back into Victoria and for our gracious hosts and guides Gail and Bhagwan Mayer to head home to Ladysmith. We greatly appreciate the hospitality of the Mayer's and their intimate knowledge of the area for without their help many of the things that we were able to do and see would not have been possible. We thank them for all of their help and guidance that helped make this tour such a success!

Friday morning we were up and ready to catch the ferry from Victoria to Port Angeles on the Black Ball Lines ship "Coho". It turned out that Bill Jabs knew the captain of the ship and we got a tour through the engine room, the pilothouse, the crew quarters and the workings of the ship. What a rare opportunity for the club to see how these vessels work! Some even got to dine with the crew and we



*Bill Jabs tries steering the ferry as Jan Eddy and other club members watch.*



*Engineers in the engine room of the ferry Coho controlling the engines as directed by the captain from the pilothouse, a very noisy job.*





*Our view as our ferry pulled out of the dock at Victoria sailing for Port Angeles.*



*Driving around Lake Crescent with its' crystal clear water in the northern part of the Olympic National Park.*

understand that the food was excellent. Thank you Bill for adding such an exciting dimension to this part of the tour!

From Port Angeles it was off to the Olympic National Park and Lake Quinault where we stayed at the Rain Forest Resort and had a wonderful salmon dinner at the Salmon House Restaurant over looking the sunset on Lake Quinault. The next morning there was a little time to explore the rain forest in the sunshine and then it was time to head south to one of our favorite places for the last night of the tour, the Tokeland Hotel. On the way we stopped in Hoquiam, Washington to explore Hoquiam Castle a 10,000 square foot home that was built by a timber baron in the late 1800's and early 1900's and is now a bed and breakfast. Then we were off to a winery, then lunch, some antique shopping, and then off to

the Tokeland Hotel. At the hotel we had a big fire in the fireplace, a good dinner and a nights rest. Lisa and Bob Earls joined us in Tokeland for the last night and the drive back, it was good to see them and we were glad they made it.

On the last day of the tour some left early as they had a long way to go to get home and others took a more leisurely pace on the back roads over through Pe Ell and Vader,



*Bill & Wendy Jabs' 1930 Packard 733 Rumble Seat Coupe parked in front of Hoquiam Castle.*

Washington then on to the freeway and home. We would like to thank those that made this trip such a success and so enjoyable. Howard Freedman for arranging all of the lodging, group meals and the ferry crossings, George Potter for your excellent book of maps, directions and instructions, Rodger Eddy and your reporter for helping to layout the roads and routes as well as suggestions of things to see and places to go, Bill Jabs for arranging

such a great ship tour on our crossing from Victoria to Port Angeles and of course an enormous thank you to Gail and Bhagwan Mayer for all of your help and guide work while we on Vancouver Island, you took us places and showed us things that we never would have been able to see or do other wise! From all of us to all of you, thank you for another wonderful September Tour!



*The Wickaninnish Interpretive Center in Pacific Rim National Park on the west coast of Vancouver Island.*



*Lois Bradshaw waiting for a ride after a long day of surfing!*



*Looking south down the beach from the interpretive center*





*Looking up the green chain at the steam run  
McLean Mill.*



*Jan Taylor and Bob Newlands 1937 Packard  
1501 Coupe Roadster at Coombs, B.C.*



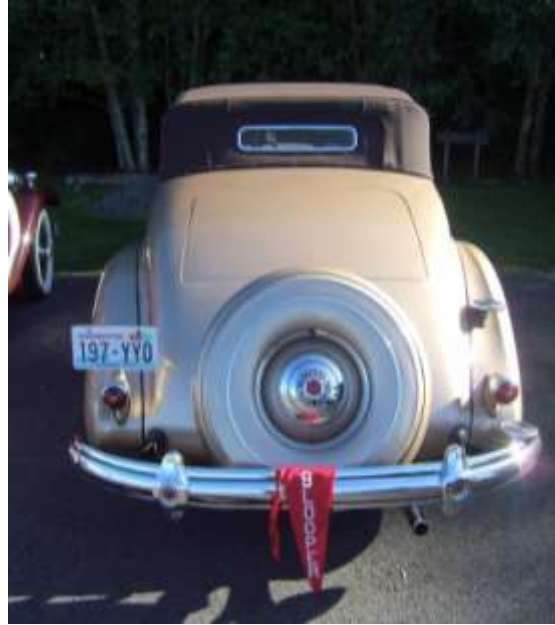
*The Meeker Mansion in Puyallup,  
Washington, built between 1887 and 1890.*



*Pulling stiff mountain grades on the way to  
Port Alberni from Tofino.*



*From left to right are: Wendy & Bill Jabs, Rodger Eddy, Mona Marsh, Quentin Robbins, Daryl  
Campbell, Gene Bradshaw, and Beverlee Smith waiting on the lawn of the Meeker Mansion.*



*Mona Marsh with her 1941 Cadillac V8 62 Coupe (left) and Jan Taylor & Bob Newlands from Glendale, California (right) with their 1937 Packard 1501 Coupe Roadster earned the coveted Blooper award along with many other club members during the tour.*

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