

The

HOOD RELEASE



Oregon Region ♦ Classic Car Club of America

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

Fall 2010



1928 Packard 8, 443, Sport Runabout
Owners: Bhagwan & Gail Mayer

CLASSIC CAR CLUB OF AMERICA OREGON REGION

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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
2010 ACTIVITIES SCHEDULE**

23 October **Halloween Potluck**
4:00 PM
Howard Freedman's Garage
1240 SE Gideon St.
Portland, OR

2 December **Planning Meeting**
7:30 PM
Rodger & Janet Eddy
2582 NW Lovejoy Street
Portland, OR

7 November **Annual Membership**
Meeting 5:30 PM
Riverside Country Club
8105 NE 33rd Drive
Portland, OR

5 December **Christmas Pot Luck Dinner**
4:30 Social - 5:30 Dinner
Lake Oswego Heritage House
398 10th Street
Lake Oswego, OR



DIRECTORS MESSAGE

By Robert Douglas



Robert Douglas

As Director I would like to thank Jana Freedman for her tenure as Editor for "The Hood Release". The issues were excellent and we greatly appreciate her temporarily taking over the reins of the publication. Starting with this issue, however, I would like to thank Bob Earls for taking over as Editor. This will be his inaugural issue. He has had previous experience in the field of editing as Editor of "The Oregon Clipper" (which he named), the publication of the Oregon Region of Packards International. We will look forward to continued interesting and informative reading in "The Hood Release". Again from all of us in the club, thank you, Jana, for your excellent job as Editor and to Bob Earls for stepping into the position.

This "Tour Season" has been exciting with many familiar and comfortable destinations, as well as exciting and new adventures, giving everyone a chance to drive their cars, travel with fellow enthusiasts, and see both familiar and new places. There have been some new cars added to some members'

stables, while others were in for a bit of refurbishing or, shall we say, "Automotive Spa Time". There were other cars that made their long awaited debuts at the Forest Grove Concours; Mona Marsh with her 1937 Cord 8, 812 Cabriolet, Anastasia and George Choban with their 1948 Buick Roadmaster Convertible (NC) and Jeannette and Dave McCready with their recently acquired 1934 Packard Standard 8 1101. It was great to see these projects and new acquisitions out of the garage and into the sunlight! All the details of these cars are covered later in this issue.

In July we made a return visit to the Mosier Tunnels on the Historic Columbia Gorge Highway to see the progress that has been made on these beautiful masterpieces of road design. This, too, is covered later in this issue. We also had adventures at the "Cruise In" at Beaches held every Wednesday evening, all summer at PIR, and an excellent showing at a new event held at Waverly Country Club. We were at the Lake Oswego Show, and a new venue, the inaugural Columbia River Concours held in Vancouver, Washington at Fort Vancouver on Officers Row. All of these will be covered in detail later in this issue. September brings with it not only the end of summer and the beginning of fall but also the September Tour. This year we went to the northeastern corner of Washington and the Pond Orielle River country. All in all a very busy tour season to say the least!

A SUMMER TOUR TO MOSIER

by Robert Douglas

The Oregon Region of the Classic Car Club of America was invited to drive our cars through the Mosier Tunnels on the Historic Columbia River Highway. This once-a-year opportunity was held on July 10. Rodger Eddy did all the initial legwork to make it happen, but had to be out of town that weekend so I put on the "tour guide" hat and led the way.

We were joined by folks from the Packard Club, the Studebaker Club and the Plymouth Club. Our travelers from the Classic Car Club consisted of Bill and Wendy Jabs in their recently acquired 1934 Packard 1104 Convertible Coupe, Frank Arms with his and Linda's 1948 Chrysler 6 Town and Country Sedan, Howard and Evelyn Freedman in their 1948 Hillman (NC), Ray Dunford brought his 1948 Buick Sedanette (NC), Mona Marsh cruised her 1941 Cadillac 62 Coupe, Bob and Lisa Earls with their 1964 Studebaker



Daytona Sedan (NC), Ray and Laura Foster beat the heat with their modern Lincoln and Frankie and I had our 1935 Auburn Speedster by Glen Pray (NC). Due to schedule conflicts Herb and Bobby Shaw met us at the Western Antique Aeroplane and Automobile Museum in their 1951 Packard 200 Deluxe Sedan (NC). However the oldest car at the event was Packard Club members Paul and Sharon Lawson's 1911 Oakland (NC). In the interest of getting there in a reasonable time frame they trailered the car and met us at the museum. Another car of interest on the tour was the beautifully restored 1929 Durant (NC) from the Studebaker Club owned by Phil Peters and his wife .

We met at Lewis and Clark Park at 8:30 in the morning and left promptly at 9:00.. For a more relaxing drive we went up the old Columbia Gorge Highway to Cascade Locks and from there up I-84 to Hood River and the Western Antique Aeroplane and Automobile Museum. The 10th was the second Saturday of the month and the plane owners were flying some of the airplanes that are on display in the museum. What a treat!

At 1:00 it was time to assemble the cars for the tour to the tunnels. The cars that had room were taking passengers from some of the area's retirement homes so they could share in the event and remember going through the tunnels when it was the main highway. There were about fifty cars in all

and it made for quite a sight to see all of this automotive history rolling through town and heading up to and through the historic tunnels.

For those of us who remember when this was the highway there were a few changes such as the addition of a rock shelter on the west side entrance and new timber lining on the interior of part of both the east and west tunnels. These additions make it so the watermelon-sized rocks that you would occasionally encounter on the road would not wind up in the road or on top of a car, pedestrian or cyclist. The views from the window portals are still spectacular and the beautiful scenery reminds you of Sam Hill's original dream; to create a beautiful highway, integrated with the land that would last the ages. It's good to know that the dream was a success and continues to live on.

After going through the tunnels we went back to the museum and from there back home to Portland. Some chose the freeway while a group of us crossed the Hood River Bridge and came back down the Washington side on Washington Highway 14. The weather was picture perfect and made for a

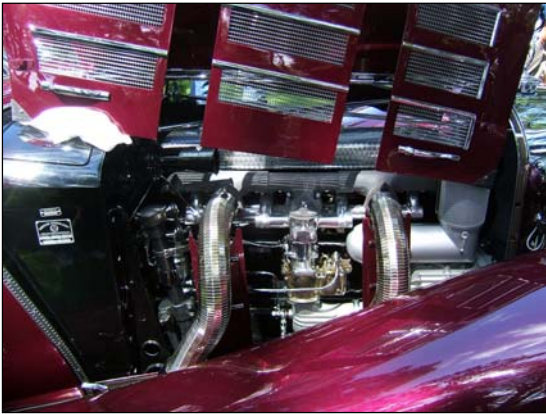


wonderful way to spend a Saturday. Thanks, Rodger, for setting up this event and making it all possible!

THE FOREST GROVE CONCOURS

By Robert Douglas

For “car shows” the height of the season is the Forest Grove Concours d’ Elegance held for the past thirty-eight years on the campus of Pacific University in Forest Grove, Oregon. It is, next to Pebble Beach, the largest and most prestigious Concours d’ Elegance on the west coast. The day started out a bit on the chilly side but by about eleven in the morning the sun was coming out and warmed it up to the mid seventies. It was a perfect day!



540K Mercedes

The Oregon Region of the Classic Car Club of America was, as always, well represented. Those in attendance were, Matt and Karla Hackney were there with their beautiful 1938 Packard 1604 2/4 Coupe and their Nash Healy (NC), Jeannette and Dave McCready with their newly acquired 1934 Packard Standard 8 1101, Jan Taylor and Bob Newland with their 1936 Packard 120 Convertible Coupe (NC), Daryl Campbell and his 1948 Lincoln V 12 Continental Convertible, Mona Marsh debuting her 1937 Cord 8 812 Cabriolet with Steve Sauer and Patrick Lawrence, Quentin *Mona Marsh's* 1937 Cord Robbins with his 1927 Chrysler 70 Roadster (NC), Gail and Bhagwan Mayer with their 1928 Packard 8 443 Sport Runabout, Bobby and Herb Shaw with their 1951 Packard 200 Deluxe Sedan (NC), Victoria and Jeremy Wilson with their 1946

Packard 2126 7 Passenger Custom Super Clipper which took 1st in Class going over the stage, Anastasia and George Choban with their 1948 Buick Roadmaster Convertible (NC), Dave Charvet showing a 1936 Packard 1401 for Bill Price, Susie and Verne Howell with their 1953 Packard Caribbean and 1969 Plymouth Roadrunner, both (NC), Beverly and Ray Asbahr with their 1953 Buick Roadmaster Woody Wagon (NC), Chris and Roger Wooly with their 1954 Rolls Royce Silver Dawn and Frankie Douglas and your reporter were there with both their 1938 Packard 1601 Touring Sedan (NC) driven by Bruce Douglas (your reporter’s brother) and their 1935 Auburn Speedster by Glen Pray (NC).

Howard Freedman was awarded the Larry Douroux Memorial Award this year. However, he and Evelyn were in Texas for a friends wedding so Matt Hackney asked me if Frankie and I would accept the award for him. What could I say? This was a chance to drive our Packard over the stage and, yes, Mr. DeMille, she was “ready for her close up”. Congratulations from all of us, Howard.



Jeremy Wilson's 1st-in-class 1946 Packard

There were also two of our past members who were there in spirit. Cindy and Stan Muir drove Hurley York’s 1938 Hupmobile. They take excellent care of the car and enjoy driving it..John Milliken brought his recently refurbished 1941 Cadillac Convertible Sedan



Mona Marsh's 1937 Cord

that had belonged to Jerry Hanauska and June Fezler. The car also took first in class. It is good to know that old friends are still with us.

There were also several current and previous members, who were there just to see and enjoy the show, your reporter spotted Mary and Scott Church, George Riehl, George Campbell, Gary Geddes, Richard Gross, Ron Trefry, Beverlee Smith and her son Tracy Smith with Terri Hintz.

Our club was also well represented in the circle of Judges, with Ray Dunford, Bob Earls and Monte Shelton.



When I grow up I want to be a Full Classic

The Oregon Region of The Classic Car Club of America tried something new this year. We set up an information and membership booth at the Concours to gain exposure with the public and fellow car enthusiasts. We had a "tent" on the west side of the campus among the "Classics" where we had copies of "The Hood Release", "The Distributor" as well as applications and informational packets for both the National and the Oregon Region. There was a lot of interest and, in fact, one gentleman signed up for both right on the spot and paid the dues for both! We will see what happens but with all of the brochures that went out I think we should see some good results. I would like to thank Daryl Campbell, Bob Earls, Matt Hackney and Frankie Douglas for their help in manning the booth through out the day. I greatly appreciate your assistance.



Matt Hackney cruisin' in a high-wheeler

After a great day of friends and beautiful cars on the Concours grounds long time club members Jeannette and Dave McCready hosted their traditional post event evening and gathering at their home, and the event was very well attended. Visitors had a chance to tour both the McCready and Howell garages, getting a chance to see all the most recent projects and collections. As always it was a perfect conclusion to a wonderful day of friends and beautiful cars. Thank you Jeannette and Dave from all of us for a wonderful afternoon, and thank you Susie and Vern for sharing your garage and collection with all of us!

CLASSICS DRIVE - TO A WALK IN THE PARK

by Rodger Eddy

Mix-matched and outlandish costumes for a motley crew, compelling drum beats, the shouting and syncopating brass band instruments, clowning acrobats on stilts, beautiful prancing girls in skimpy yet tasteful but extreme outfits, all appearing to be having great fun...well...that is the March Fourth Marching Band, making its fourth annual appearance at "Carlton - A Walk In The Park" celebration in the tiny Yamhill town of the same name, on August 1.



Two Horsepower Taxi

Everything is first class here, including the treatment accorded car owners who bring about 40 cars a day to this two-day weekend event. Free admission, complimentary food and beverage in exceptionally high quality vendor booths, art and craft booths, garden plant dealers in abundance, and a wine tent

that offers tastes, glasses, or bottles of wine from dozens or the area's vineyards.



The perfect weather and shaded lawn enhanced the car show, which is included in the park admission for the public.

The March Fourth band was but one of several musical attractions, but the crowds seated on hay bales are obviously thrilled and entranced by the compelling music and show.

Daryl Campbell and Bev Smith had appeared with a classic car on Saturday along with some CCCA/Packard dual members. On Sunday, Matt Hackney and Dave McCready were there with classic Packards, as was Monte Glud later in the day. Herb and Bobbie Shaw showed their green Packard sedan, Rodger and Jan Eddy had their 1954 Studebaker Starliner, George Riehl from Albany brought his 1941 Cadillac, and Cliff and Julie Stranburg showed with a selection ranging from 1954 Buick Skylark to Nash-Healeys.

AN AFTERNOON AND EVENING AT THE BEACHES CRUISE-IN

By Robert Douglas

Throughout the summer, every Wednesday afternoon and evening from 3:00pm till dark Beeches Restaurant hosts an amazing "Cruise In" at Portland International Raceway. There

are from six hundred to over a thousand cars, motorcycles, street rods, classics and racecars. If it has two wheels or four it's there. The event is very well run with lots of people to direct traffic, and the whole event ran very smoothly. After all, they have had years of practice.

On the 18th of August the Classic Car Club of America Oregon Region, The Packard Club and the Horseless Carriage Club were there in force and in the prime location, under the trees, on the grass.



There are two people that deserve a big thank you for this event: Ken Krolikoski, who arranged the event in the past for the Packard Club and wanted it to be a joint venture with all three clubs. Also club member David Wagner who went to see the owner of Beaches and asked for the date and the prime location. Gentlemen, thank you both for your efforts on behalf of all three clubs!

It was a great afternoon and evening, with over a thousand cars to look at. There were hot motorcycles, hot rods, hot Volkswagens and hot dogs. There was live music and 1/8th mile drag races over at the track and all for a five dollar per car gate charge that went to charity. That is money well spent. The interesting thing about this event is that it's predominantly car people. There's not a lot of general public...mostly just the other car owners. The advantage to the crowd being all car owners was that everyone was very respectful of the cars; no touching, no opening and closing of doors...just looks, questions and pictures.

The Oregon Region and Packards of Oregon were both well represented; Ken Krolikoski with his 1932 Packard 903, Howard Freedman and his 1941 Packard 1907 Limousine, Jeremy Wilson with his 1946 Packard 8, 2106 Custom Super Clipper,

David Charvet with George Riehl's 1941 Cadillac 8, 62 Sedan, Bob Earls with the Freedman's 1950 Studebaker Business Coupe (NC), Wendy and Bill Jabs with their 1930 Packard 8, 733 RS Coupe, David Wagner and his wife brought their 1964 Corvette Stingray Coupe (NC) and your reporter with his and Frankie's 1935 Auburn Speedster by Glen Pray (NC).

There were eight or nine people from the Horseless Carriage Club however your reporter must apologize as I did not get all of the names. One of the hits of the event was Frank Hurley's 1907 Cartercar (NC). The hood was up and the horizontally opposed two cylinder was running and on display with large crowds all around watching this century-old car "strut its' stuff"! There was also interest in the Classics® with lots of questions and pictures being taken. Other cars of interest came from the Horseless Carriage Club, a beautiful 1930 Studebaker



Jon Gaddis' 1936 Brewster Town Car

President Coupe, a 1923 Franklin Touring Car (NC), a red 1930 Graham Rumble Seat Coupe Roadster (NC), a beautifully restored red and black 1933 Chevrolet Two Door Sedan (NC), a 1913 Reo Touring Car (NC), a beautiful 1932 Nash Sedan (NC), and a gorgeous yellow and black 1926 Stutz Convertible RS Coupe.

If you are a fan of cars this is an event that should not be missed. As I said earlier, there are six hundred to a thousand cars to look at

and all of the owners to talk with. If you get tired of that you can go over and watch the drag races (some of those cars are very fast),

it is amazing to see a car leap from a standing start to over 130 mph in an 1/8 of a mile!

2010 LAKE OSWEGO HERITAGE COUNCIL COLLECTOR CAR SHOW

by David Charvet

For the tenth year, the Lake Oswego Heritage Council has presented a Collector Car show. I remember the first show, held at the Millenium Park complex in 2000. Since that time, the park has developed into a huge boutique shopping and restaurant area, which pushed the car show to the baseball field George Rogers Park several years ago.

The show has attracted over 250 antique, classic and special interest cars in the past. This year, due to the new Vancouver Concours sharing the same date, it appeared that entries were down somewhat. However, this was not a bad thing. In past years the display of cars has at times resembled a shopping mall parking lot on the day before Christmas. Too many cars packed too tightly together. This year there was more space for the cars and viewers. Although I have not

seen the official count, I would estimate there were close to 200 cars on the field.

It is always an interesting show because you never know just what might show-up. One can enter their car on the day of the show, and there are no entry fees. There is also no entry fee for the public. The event has several local sponsors who pick up the tab. The variety of cars this year was amazing, with everything from early brass-era buggies to the new 2011 Mercedes Gullwing on display. Several CCCA members were on-hand with their cars. The day was picture-perfect except for a five-minute downpour in the early afternoon that gave each entrant a chance to wipe down their pride and joy.

I understand that there will be no conflict of dates next year between the Lake Oswego and Vancouver shows. Lake Oswego's date is Sunday, August 21, 2011. Whether you're showing or looking, it's an enjoyable way to spend a Sunday afternoon. I'll see you there next year!

A VANCOUVER CONCOURS

by Robert Douglas

An event that had been in the planning for over four years finally came to fruition on August 22nd 2010 with the first annual "Columbia River Concours d' Elegance and Car Show" held on Officers Row at Fort Vancouver, Vancouver, Washington. The event was held in conjunction with the "Annual Antique Airplane Fly-In" at Pearson Airfield. As with so many things in the Classic Car hobby it is either feast or famine and unfortunately the event conflicted with "The Lake Oswego Car Show". However, I have been informed that



the date conflict will be taken care of for next year, which should increase the turnout at both shows.



The Columbia River Concours was an excellent event set in a beautiful venue and had a turnout of over 150 cars, which is very good for an inaugural showing. The vehicles were parked with lots of space between them on the perfectly manicured lawns between the houses on Officer's Row. There were many European cars as well as American, modern and Classics®. It was a well-rounded show with everything from a 1909 Sears Motor Buggy Model K (nc) to a Ford GT 40 (nc) and a wide variety of Full Classics®.

Both the Oregon Region CCA and The Packard Club were well represented and did well at the show. Ken Krolikoski arrived wearing period knickers in his 1932 Packard 903. Stan Richards showed his 1932 Packard 900 Light Eight, as did fellow Packard club member Tom Taylor with his 1953 Packard 300 Convertible, Wendy and Bill Jabs brought their 1934 Packard 1104 Convertible Coupe and 1930 Cadillac Fleetwood 353. Evelyn and Howard Freedman led a parade with their 1941 Buick 90 Series, followed by their 1953 Pontiac Silver Streak hardtop, Mona Marsh in the Freedman's 1937 Cadillac Opera

Coupe, Bob Earls in Howard's 1959 Thunderbird, and Bill Price bringing up the rear with the Freedman's 1974 Electric "Citi Car", Jeremy and Victoria Wilson, fresh off a class win at Forest Grove, with their 1946 Packard 8 2126 7 Passenger Custom Super Clipper did some final dusting before the show, and your faithful reporter and Frankie Douglas with their 1935 Auburn Speedster by Glen Pray. Club member Bob Earls was also one of the judges for the event, as was Tom Taylor, so as you can see both clubs were well represented at this inaugural event.

The weather for the event was very good with the minor exception of one brief shower that lasted about five minutes. After it cleared off the rest of the day was blue skies and sunshine with temperatures in the mid to upper seventies; a perfect day for a car show!

The Oregon Region CCA and The Packard Club were well represented in the winner's circle as well as on the field. Ken Krolikoski went over the stage twice, once for "Best Classic 1930-1939" and again for "Best Presentation". A dapper looking Ken said, "See, it pays to wear knickers!"

Jeremy Wilson went across the awards stand for "Best In Class, Class II Special Interest", and the Jabs went twice; first with the 1930 Cadillac for "Most Elegant Car" and the second time with their 1934 Packard for "Most Beautiful Pre-World War II Car". "Best in Show" went to a stunning 1954 Mercedes 300 SL Gullwing (NC).



Next year when the date conflicts have been ironed out I would highly recommend the Columbia River Concours. The level of quality of the cars was extremely high, and there were no cordons around the cars which made for great viewing and picture taking.

You put some beautiful cars and an appreciative and respectful audience in such an elegant setting and you have the makings of a fabulous show to look forward to next year.

The Big Fall Tour

**SATURDAY, SEPTEMBER 18th -
Portland to Boardman, OR**

by Frankie and Robert Douglas

It was the 18th of September and the beginning of the fall tour. We met at Lewis and Clark State Park at eight thirty for a nine am departure time.



As always Jan and Rodger had the much appreciated coffee, juice and doughnuts for the excited travelers. After passing out the tour books and having a bit to eat it was out onto the road on the way to our first night's stay at the new lodge and convention center in Boardman, Oregon. Due to the holidays and other commitments the turn out was a bit lighter than usual, The Jabs with their 1930 Packard 8 733 RS Coupe, Gene and Lois Bradshaw in their Toyota, Jan and Rodger Eddy in their Oldsmobile station wagon and Frankie and Robert Douglas in their 1938 Packard Eight 1600 Sedan. By the time we arrived at Boardman three more couples had joined us, Evelyn and Howard Freedman in their 1950 Desoto

Sedambulance, Ruth and Bill George in their modern Cadillac Sedan and Sylvia and George Potter in their Lexus.

At nine am our group was out onto Historic Highway 30 and heading up the Columbia Gorge. Our first stop was at the Vista House for a look at the river and the restoration of this historic structure and then it was on to Cascade Locks for a brief stop then on to Hood River and the Western Antique Aeroplane and Automobile Museum to see their ever changing and expanding collection of great planes, automobiles and memorabilia. After the museum it was time for lunch at the Riverside Grill in Hood River complete with great food and outdoor dining with tables overlooking the Columbia River, a very pleasant stop! This stop also solved the mystery of why there were so many Bentley and Rolls Royce automobiles on Hwy. 30 that we were waving back and forth with, there must have been a club event held there as the parking lot was filled with both Marques of many vintages. Then it was back onto highway 30 and on to the Dalles.

It was on this leg of the journey that we had our first "incident", the Jabs had a flat tire in their Packard. But since we were on Hwy. 30 rather than the freeway it was a simple matter with no other traffic. As I told Bill, "It was a pleasure to try out my new scissors jack on someone else's car!". We then went into The Dalles to the local Les Schwab but, alas, they did not have the right size tube. But not to worry as the Packard has six-wheel equipment. East of The Dalles we pulled onto Hwy. 84 and finished the run up to our first night's lodging in Boardman, where the rain really caught up with us!

**SUNDAY, SEPTEMBER 19th -
Boardman, OR to Dayton, WA.**

By George & Sylvia Potter

After a nice breakfast at the River Lodge Grill we got on the road at 8:30ish... We were a little apprehensive since between 6 & 8AM the skies opened and let out a deluge of rain. This part of our trip was through pretty rugged terrain. With only sagebrush and scrubby shrubs growing at the base of basalt cliffs cut through the valley by the Columbia River. The stark gray contrast of the highway with the black basalt cliffs on each side was dramatic! The sight of a freight train running on the far side of the Columbia was the only proof that you had not been transported back in time to some prehistoric age.

As we drive away from the river we run through miles of pastures with giant wheeled sprinkler systems for watering what looked to be maize & wheat. Just as the rain picked up again we reached our first stop outside of Walla Walla; an 1820's school house, now turned into the L'Ecole winery. After looking around and doing a little tasting we were off and even the rain could not dampen our "spirits". Next stop was the Whitman Mission Museum, with a very interesting history about missionaries coming from out east to build several missions for the Caruse and Nez Perce Indians.

A stop at Fort Walla Walla gave us a well documented and displayed look at pioneer life and farming in the late 1800's. There were 5 big buildings housing ladies clothing of that era, quilts, an 1850's sewing machine and one building housed an interesting display of a 33 mule team pulling a combine which cut, thrashed and bagged the wheat. The mules were life size, made of fiberglass and were manufactured in Montana and donated by one man. In another building they had the actual cook wagon (which looked like a small house on wheels) and was used by shepherders who went from pasture to pasture through Oregon,



Washington, Idaho, and Montana with 12,000 sheep.

Our last stop of the day was about 10 miles west of Dayton. A small town, Waitsburg, was having their Pioneer Fall Festival where we saw a vintage fashion show and enjoyed a buffalo Bar-B-Q. Then on to spend the night in a wonderful historic hotel "The Weinhard Hotel". We had dinner at a Mexican restaurant which we all enjoyed. The few of us who ordered "Fiesta Margaritas" enjoyed it even more! After which we went back to our hotel with comfortable beds and antiques surrounding us as we thought of the nature we had seen, the history we had witnessed and the outright enjoyment of traveling down the road with our fellow car enthusiasts.

**MONDAY, SEPTEMBER 20th -
Dayton, WA to Post Falls, ID**

By Bill and Ruth George

As we were ready to leave the Weinhard Hotel in Dayton, WA, Gary Lowe, a resident of Dayton, offered to show us highlights of the city and the surrounding area. He met us at the hotel and led us to the outskirts of the city to see the 9' Green Giant man, carved into the hillside. He then took us on a tour past majestic Victorian homes, then through the historical downtown. From there, he led us to the Lewis & Clark Encampment. We were fascinated with the cut outs of the party, including Indians, horses, dogs, and men who joined their party.

We continued on to our next destination. We traveled along the Snake River into Clarkston, WA, over the bridge to Lewiston, ID. We took the new grade into the



mountains, which was easier on the cars than the old route. The view from the top overlooking the valley was spectacular.

Our lunch stop was at the Coeur d'Alene Brewing Company in Moscow – great hamburgers. We then drove to the Golf Course in Moscow to see the Arboretum and Botanical Gardens.

Continuing on, we drove through the Benewah Indian Reservation, and were impressed with mile after mile of well kept golden wheat fields. We left the valley and drove into the mountains and through the beautiful Coeur d'Alene National Forest. As we descended into the valley, we got a glimpse of the Coeur d'Alene Lake – what a gorgeous view.



After checking into our hotel in Post Falls, ID, we headed for the Hot Rod Café for a

fun dinner. We especially enjoyed the memorabilia.

TUESDAY, SEPTEMBER 21st - Post Falls, ID. to Metaline Falls. WA.

By Bill and Wendy Jabs

What a fun packed day—visiting a world class automobile restoration facility, fantastic scenery exploring and finding a “lost dam overlook” and ending with a true home cooked BBQ dinner. Our traveling distance was not too far (106 miles), so we had time to take in everything the area had to offer.

Our first stop (one block from our hotel) was the well known and respected Glenn Vaughn Restoration Services operation, where we were greeted by Glenn, his wife and about 12 employees. The shop specializes in



complete restorations, including body work, paint, mechanical, electrical, assembly and upholstery, all done in-house. We viewed twenty-one cars in various stages of restoration, with ten of those being Packards. What a thrill for a bunch of car nuts.

From Post Falls, we traveled north on SR20 and SR31 along the beautiful Pend Oreille River. After a lunch break at the Old River Bank Family Restaurant in Newport, we proceeded to Metaline Falls (population 223) where we briefly toured the once bustling “cement plant” city, which is now home to dam workers, government

employees and a few shop keepers. While Howard Freedman and Robert Douglas shopped for the evening meal, Roger Eddy led an entourage up SR 31 toward Canada, looking for the elusive Vista House Overlook. We traveled clear to the U.S. boarder without seeing a single sign or evidence of an overlook. But, Roger was relentless and found a one-lane road around Crescent Lake, which ultimately led to the outlook. With radios “crackling” an occasional word we could understand, Roger coaxed the stragglers to the top, where we experienced a magnificent view of Boundary Dam, owned by Seattle City Light. This small concrete arch dam constructed in 1967, produces up to one-half the power consumed by the City of Seattle. What a find, Roger!

By now, we were late for dinner, so we rushed back to the quaint, Box Canyon Motel, where we enjoyed a steak, chicken and baked potato feast. Bill George was the BBQ chef, and Gene Bradshaw stated “it was best steak he had eaten in years”. The motel was so quiet we could hardly sleep, but most of us (with full tummies) managed anyway.

**WEDNESDAY, SEPTEMBER 22nd -
Metaline Falls, WA to Winthrop, WA**

By Rodger and Janet Eddy

The morning sun reflected from the meandering Pend Oreille River passing our Box Canyon Motel as we left for breakfast at the Log Cabin restaurant in nearby Ione. Rodger and Jan, trailing the caravan, stopped at the Box Canyon Dam viewpoint, failed to catch up and spotted Ken's Grill and Bar "downtown" only to find out that the group awaited us at the Log Cabin Restaurant, which was now closed and for sale! Ken's proved a nice substitute, and we were off past the empty storefronts, past Tiger, onto a forest service road, passing incense cedars, lodgepole pine, spruce, ponderosa pine, noble fir, douglas fir, cottonwood, larch, aspen, and birch trees. After passing Kettle Falls, we stopped at

Colville at the Keller Historical Park, featuring an early 20th century home, a lookout tower, and other old outbuildings.

We next followed another forest road over Sherman Pass where, eight miles short of Republic, the Eddy Oldsmobile stopped running, earning a Blooper Award for the day. The car was towed to Republic, and an overnighed ignition module was installed the next morning. While the Eddys stayed in Republic, the others went on to Winthrop for the first of two nights there, and drove a scenic nine miles to a lodge for dinner, returning to stay at the Hotel Rio Vista.

**THURSDAY, SEPTEMBER 23 -
Winthrop, WA**

By John and Donna Koziol



We began the day with a tour to the North Cascades Smokejumper Base about 15 minutes from downtown Winthrop. The weather was mostly overcast but still a comfortable temperature. Upon arriving at the Smokejumper Base, we signed in and were grouped together with our guide, a smokejumper who trained new recruits. He explained that this Smokejumper Base dated back to fall of 1939 and was the birthplace of smoke jumping. There are now over 400 smokejumpers stationed at nine primary bases in the west. Their ages range from 21 to 57. This year the base had 161 jumps, about one-third of the usual number. These jumpers work either for the USDA Forest Service or the Dept of Interior Bureau of Land Mgmt. Everything the smokejumper

wears is made at each base except for the parachutes. Their heavy duty flameproof suits are sewn at the base by the jumpers themselves, and the jumpers make any needed repairs to parachutes as well. Vigorous physical training is required to keep all the smokejumpers in excellent condition. Their individual weight can be no more than 200 pounds and their extra packs and tools add another 100 pounds to their load. They fight fires that are in inaccessible areas – usually quite small in nature. Everything that the jumper carries into a fire must also come out with them when they are finished with their job. Parachutes are either round or square and are selected by the kind of terrain the jumper is going into.

After our smokejumper tour, we drove about 18 miles north of Winthrop to Mazama for our lunch stop, which was hosted by Ron and Jan Stan, at their lovely home on the Methow River in Mazama. We had time to enjoy the beautiful setting by the river and also tour their wonderful cabin. Lunch was buffet -style and served in their brand new barn. All of us enjoyed visiting with each other and our hosts.

As the skies darkened, we continued on with our afternoon tour to an area southwest of Twisp along the Twisp River Road about 25 miles away. The Mazama valley and the Twisp River Road were most picturesque with wonderful green fields, horses, mountains in the distance, and some spectacular homes and acreages along the way.

Returning to our hotel later in the afternoon, we rested up before driving back to Twisp to dine at the Twisp River Pub for a delicious dinner with gargantuan portions! All in all, everyone enjoyed seeing the beautiful mountains and valleys that comprise this area of the North Cascades.

**FRIDAY, SEPTEMBER 24th -
Winthrop, WA to Ellensburg, WA**
By Howard and Evelyn Freedman

Our touring band left Winthrop almost on time; you can never get all of us on the road at the appointed time, and headed down the road to Chelan.

As we came into Chelan we pulled over for a rest stop and it just so happened in front of a kind of funky health food store that had a tremendous variety of grains, condiments and first class specialty food items. I had a problem with a grain cereal that I bought. One pound for \$3.95 or or five pounds for \$5.88! Wow! But the boss said labor was high to fill the little bags – “right”.

Lake Chelan is a gorgeous place and should be a destination for a couple of nights on one of our tours. The town is very warm and welcoming and there is lots to do there including boat trips to a distant shore with great dining facilities on arrival.

We had an interesting stop at Rocky Reach Dam scheduled for 20 minutes but a little over an hour later, we were back on the road. Amazing fish viewing in person or through a television camera inside the fish ladder.



Our next stop was at Apple Annie’s Antique Gallery in Cashmere where we had lunch at the Studebaker Grill; a real neat 50’s diner with good food and ready access to the antique stuff that many of our friends spent time wandering through.

Bob Douglas and I popped over to Aplets & Cotlets for a sample fix and to fulfill a couple of orders and back to head off to our stop in Ellensburg for the night.

We split up for dinner; most to a Mexican restaurant that was very nice and the Potters and Evelyn and I met with a friend in a downtown dinner spot. I think the Mexican restaurant was probably better than our fancy spot but the friend is a local who knew the place and that was how it went.

SATURDAY, SEPTEMBER 25th - Ellensburg, WA to Ashford, WA

By Gene and Lois Bradshaw

As we left Ellensburg we made a quick stop at a fruit stand and a tour of the historical district and old houses.

Following the Yakima River we saw deer, ducks, geese, and lots of other wildlife. The scenery was spectacular with the hills and valleys skirting Yakima. We headed for the scenic trip through White Pass to the Ranier National Park. We found there was no fee that day and the lodge was so packed we were unable to have lunch. But the trip up and back was worth it. Stopped for lunch at the bottom of the mountain on the way to Nisqually Lodge. We had our last group dinner at the Wild Black Berry Restaurant. The food and conversation was good, and the end of a great day.

SUNDAY, SEPTEMBER 26th - Ashford, WA to Portland

By Frankie and Robert Douglas

After a great night sleep at the Nisqually Lodge in Ashford in the shadow of Mt. Rainer and a good breakfast it was time to make our journey home. The rain had returned and was making up for lost time, the route though was still beautiful and we were avoiding I-5 till the last possible minute but finally we came back out to the freeway at Hwy 12 and headed south for Portland. This trip on the freeway makes you really appreciate the beauty and relaxed feeling of the back roads that we travel and that Rodger works so hard to find but there are times when you have to surrender to modern roads and routes. We had our last stop at the rest area between Vader and Winlock where the tour broke up and we made our final push to home!

I would like to thank Rodger Eddy, Howard Freedman and George Potter for all of their work on laying out another excellent tour and giving us a chance to explore a beautiful area of Washington State that is rarely seen, it was a grand trip with beautiful scenery and great company, thank you gentlemen, from all of us, we will look forward to the next adventure!

REPLACING COPPER LINE

by Ken Krolikoski

I had done some research regarding copper oil lines when I restored the engine compartment of my 1932 Packard. When I received the car, all of the oil and fuel lines were copper. Further research indicated that the finish on these lines should be nickel plating, but the underlying tubing material was unknown. Looking at a lot of older Packards and other marques, I saw copper

was used quite extensively for these lines. However, I also found out that copper is not the ideal material for use on a car because copper will work harden as it is subjected to vibration. It's failure mechanism is then to split. Therefore, on my Packard I used steel lines and then had them plated. However the steel lines were a lot more difficult to bend and flare than copper would have been.

I believe copper is still used by a lot of home restorers as it is easy to bend and is the correct material for early cars. However, in my opinion the questionable reliability of

copper lines precludes me from using them on my vehicles which are regularly driven. This all came to a head a few weeks ago as I was troubleshooting an engine timing issue with my 1912 Cadillac. I had gone on a tour only to come back from the tour meeting place on a flatbed. While troubleshooting, I brushed against one of the three oil lines and saw that it had sheared off at the connection to the engine block. Perhaps I was fortunate that I didn't make the tour as the oil drip gauge would show oil was being pumped...it just wouldn't make it into the engine. Remember this car does not have an oil pressure gauge as the lines are not pressurized. Also the previous owner had experienced an oil line breakage. So two oil line failures in 5000 miles is not a good track record.

I had remembered reading about a copper alloy tubing in a Restoration magazine called "Skinned Knuckles" that had the easy bendable quality of copper, but did not work harden like copper. Also a fellow HCCA and Packard club member John Koziol, sent an inquiry to Carl King, who is a good friend of John's, outstanding engineer/machinist/mechanic, and a fellow Packard owner in the Seattle area (1930 Packard 740 Roadster). He described a copper nickel alloy tubing he was using for an Auburn restoration.

Doing some further research, I found both John's friend Carl King and the Skinned Knuckles magazine were talking about the same tubing material. That article can be read at www.brakequip.com/pdf/ezibend_2.pdf. On the same web site there is an interesting [video](#) at the bottom of the page www.brakequip.com/tubes.html about

bending this material and proper double flaring technique.

The tubing is called Cunifer, and it is mostly copper with 10% nickel. It had most of the benefits of copper tubing, but without the problem of work hardening. This material is used quite a bit on modern cars. You can buy it at Brake and Equipment Warehouse www.brakeplace.com/ 800-233-4053. It is \$3.50 a foot.

I received the material, and I easily replaced the three oil lines with this tubing. I used a combination of manual hand bending and tubing bender. The color is more of a bronze, but for a non-concours restoration it is a suitable replacement for copper lines. It will also buff easily to a high shine. If I was doing a concours restoration, I would have the lines copper plated after having fitted them to the car. The ease of bending and flaring, plus a reasonable facsimile of a copper color makes this material a must for my car's oil, brake and fuel lines vs. using steel or copper tubing.

Other suggestions were received from club members in regards to using copper tubing. Steve Weber suggested this option. "First is to make up your copper oil lines with all fittings ready to attach to the engine & oiler, then anneal the copper line. This is easily done by heating the line with a propane torch till red hot then quench the line by dropping into a water bath. The copper line will be dull in color after it is chilled but can be polished with brass polish." He has seen lines treated this way last for many years of service.

Mark Shaw suggested "making a loop in the line near the connections to absorb the vibrations."

Did You Know?

Packard made one experimental *in-line 12*? It was 1929 and sported a Dietrich-styled convertible victoria body with a *very loooong hood*. It was used on the Packard family estate for a number of months and included a 1500 mile trip to Quebec. The engine ultimately was removed, destroyed, and the body refitted with an 8-cylinder engine. No pictures of the 12 cylinder engine exist.

OVERCOMING THE FRUSTRATIONS OF AUTOMOBILE RESTORATION

by Jeremy Wilson

On a pleasant day last summer, I took a walk along Old River Road and decided to explore an unfamiliar neighborhood. Soon, I came upon a familiar silhouette: A 1949 Packard, in primer, with most of the chrome removed. The owner and I began talking about the challenges of his restoration. He had purchased a refurbished gas tank from a well-known supplier, and when he later unscrewed the drain plug, the lining tore away from inside the tank. He ended up replacing it with a re-plated tank from a Seattle parts dealer.

The experience was clearly disappointing for him, and as he spoke, my mind reeled back to the countless problems I encountered restoring my 1946 Packard. I made many mistakes during the restoration, but what I found most disappointing was the time (and money) required to redo “professional” work.

A month ago I’d have titled this article, “The Frustrations of Automobile Restoration,” leaving out the word “overcoming.” But since then, while studying automotive history, I came across Lillian Eichler's *Book of Etiquette* (1921), and she states:

*Culture and cheer go hand-in-hand.
The cultured man or woman is always cheerful, always finding something good and beautiful in all mankind and nature. Cheerfulness itself means poise—a wholesome, happy, undaunted poise that makes life well-balanced and worth the living.*

This manners maven’s advice is lofty and dated, but perhaps still valid. In that spirit, I offer a lightened look at how I am overcoming my restoration frustrations.

The Problems

As the restoration progressed, I was dismayed to find it necessary to (twice) remove and replace all of the following: the engine, manifolds, starter solenoid, transmission, seats, wind lacing, door panels, and wheels, as well as portions of the carpeting, chrome and glass. All problems were due to professional workmanship issues.

You may ask yourself, “Where was he finding his professionals, Craigslist?” To be fair, four of the eleven problems cited were a result of hiring individuals whose prices were low and craftsmanship uneven. But most were established shops recommended by multiple sources.

Then why so many problems? Let’s face it; a complete restoration is just a long succession of repairs and every repair opens the door to a host of nightmares. Older cars present unimaginable surprises to even the most reputable shop, in the form of frozen, disintegrating, and hard-to-find parts. Visiting unknown establishments is like playing Russian Roulette, with not one, but two or three bullets: Odds are high you’ll encounter shoddy workmanship, inefficient diagnoses, cost overruns, excessive delays, and unapproved work, to name a few.

Overcoming the Frustrations

I’ve come to realize an enjoyable restoration experience requires both a bit of prevention and a bit of cure. So, I’ve have devised some rules to live by—ones that will better prepare me for the next restoration and leave me feeling better about the process.

Preventing Problems

1. Use only well-established, personally-recommended shops. Ask for recommendations from club members. Be aware that some members may be too “gentlemanly” to openly criticize a shop, even one

- they don't like. Consider interpreting evasive answers as negative votes.
2. Get to know prospective shops by warming up to them a little at a time. Try a few small jobs before trusting them with major repairs.
 3. Schedule small repairs for a Tuesday or a Wednesday. Repairmen are often finding their rhythm on Monday and in a hurry at the end of the week--especially right before holiday weekends.
 4. Put service agreements into writing. According to the Federal Trade Commission's *Taking the Scare out of Auto Repair* a written estimate should:
 - Identify the condition to be repaired, the parts needed, and the anticipated labor charge. Make sure the shop provides a signed copy
 - Require the shop gain approval for doing any work exceeding a specified amount of time or money
 5. Adjust expectations when working with old cars. Don't expect to restore multiple assemblies and have them all work the first time, no matter who does the work.

Dealing with Problems

What if you've just spent \$2000 rebuilding your car's rear end, and it still whines? You have a right to feel out of sorts. Here are some possible courses

of action:

1. Consider venting: Tell a friend or a club member what a rotten job the repair shop did. It will help get the anger off your chest. Then reconsider. Club members get together to enjoy automobile ownership, and some may think your less-than-cheerful expression is in poor form.
2. Be flexible and understanding: Remember that the guys at the repair shop are trying to make a living. To keep the business running, the owner may accept new work, even if it means delaying existing projects. He may also need to juggle customer and employee schedules due to unforeseen problems and unexpected absences. Give the shop plenty of time to do the job. And with old cars, don't be surprised if parts crumble, break, or are worn beyond repair, causing the shop to revise its estimate.
3. Take action: If you experience deception, repeated displays of incompetence, or very unreasonable delays, inform the shop owner and then file a complaint with the Better Business Bureau.
4. Share your experience: Offer information to club members without directly criticizing. For example: "If anyone is planning on a brake job, call me or send me an email—it might save you some heartache!"

Did You Know?

After Pierce Arrow went out of business in 1938 both their inline 8 and V-12 engines were used in Seagraves fire trucks until 1970.

THE MYSTERY BEHIND THE DISAPPEARING BANDANA

by Rodger Eddy

In an instant the shiny colored silk cowboy scarf was caught by a draft and whipped our

the rear vent window on the driver side of the 1937 Studebaker Dictator sedan.

There was no going back since Sunday traffic on busy Highway 20 past McMinnville prevented it, and there was no telling where the silken cloth might have landed.

My brother, Donald, and I had each received one of the silk scarves, small but appropriately printed with cowboy emblems, and Donald was troubled to lose his so innocently.

It was 1938, and we felt lucky and privileged to have the baby blue Studebaker for family outings, where we regularly spotted and identified Willys, Grahams, Packards, Chevrolets, Oldsmobiles, Fords, and a few other makes, but rarely caught sight of what might become a CLASSIC car...for they were new or slightly used then.

The mighty Studebaker, however, seemed able to keep up with anything, and was able to overtake the slower cars at my father's whim, for some cars surely did poke along whether they meant to or not.

The regular series of Burma Shave signs were a welcome diversion to the endless miles of beautiful Oregon scenery, for we were too young to appreciate the glorious state in which we lived and traversed.

A DAY AT WAVERLY

By Robert Douglas

This year the Arlington Club and Waverly Country Club worked together to put on

The Studebaker was built for traveling, with an overdrive transmission, but no passing gear for the early system, coupled with the Commander Big Six engine, although designated as Dictator for the last model years before the axis duo of Adolph and Benito fell from American favor.

Studebaker, after all, had competed at Indianapolis only a few years before with its cars and powerplants, and also built the President model, many of which became Full Classics. Ours was a fine, solid automobile that could travel comfortably all day at 60 to 65 miles an hour, even though the speed limit was 55.

But that was an indicated speed only, since the common-sense Basic Rule prevailed on road, weather and traffic conditions. A traffic cop then had to justify his ticket with details of the day, and those tickets appeared to be more a function of promoting traffic safety rather than revenue producing. Memorable to this trip and to other towards the coast was a very frustrating stop sign where old Highway 99W came up to Highway 20 near McMinnville and traffic backed for a quarter-mile or more on a busy summer weekend.

Even more frustrating for us junior passengers in the back seat was Dad's constant cigarette smoking that filled the interior with odious fumes that eventually produced low grunts of "my stomach hurts," that would ultimately lead to an emergency roadside stop for relief of the heaving stomach.

That's probably why Dad had rolled down a window far enough to allow that errant breeze to steal my brother's bandana.

their first car show. It was called "The First Annual Affinity Car Show" and the venue was the driving range at Waverly Country Club on the south side of the golf club building. Now, before you get too worried, there were no golfers teeing off amongst the

cars. Our involvement in this event was the result of club member Ron Erickson who was in on the planning. Thank you, Ron!



*Ron & Linda Erickson's 1953 Sunbeam Alpine
Remember Grace Kelly & Cary Grant in
"To Catch A Thief"?*

There were sixty-three cars registered and all but a couple made it there. It was a great first showing. The cars ranged from Monte Shelton's 1913 Case Touring Car to a 2011 Jaguar XKL, Full Classics© to open wheel formula cars. Automotive eye candy. The Oregon Region was also well represented with members Monte Shelton with his 1913 Case (NC), Daryl Campbell's 1948 Lincoln Continental Cabriolet, Frankie and Robert Douglas had their 1935 Auburn Speedster by Glen Pray (NC), Ron Erickson with he and Linda's 1953 Sunbeam Alpine (NC), Evelyn and Howard Freedman with their 1941 Buick 90 Series Touring Sedan, and George Riehl with his 1941 Cadillac V8 62



*George Riehl stands proud next to his
1941 Cadillac 62*

Sedan. From the Packard Club there was Stan Richards with his 1932 Packard 900 Light Eight Rumble Seat Convertible Coupe and Tom Taylor with his 1953 Packard 300 Convertible (NC).


The show got underway at around 11:00am, was over by 4:00pm. Those who showed their cars were provided with a wonderful lunch. Participants and public voted and the winners were: "Car To The Beach", Frankie and Robert Douglas' 1935 Auburn Speedster by Glen Pray (NC), "Car To The Class Reunion", Dale Farr's 1954 Chevrolet Bel Air Convertible (NC), "Car To The Job Interview", John Blackwell's 1967 Citroen 2CV (NC), "The Car To Drive Across The Country", Eric Hoffman's 2008 Bentley Flying Spur (NC) and "Best In Show" went to Nils Jensen's 1959 Mercedes 220 Convertible (NC).



Daryl Campbell's 1948 Continental

The event was a lot of fun, the setting was beautiful, and your reporter has never seen such beautiful and well manicured lawns. Of course, the fact that we could set our chairs up under the trees in the shade was an unparalleled bonus to the day! We would also like to thank Scott Julien and his staff at The Waverly County Club, and Lynn Johnson and his staff at The Arlington Club for setting up, hosting and running this fine event!

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