

The Hood Release



Oregon Region • Classic Car Club of America

Fall 2014

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



Rodger and Jan Eddy's 1934 Auburn 850Y Convertible Sedan
at the Forest Grove Concours d'Elegance

**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

Oregon Region
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www.oregonccca.com

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Moving?

Be sure to advise the membership chairman of the new address.

Sunshine Information

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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 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.

Classified Advertising in *The Hood Release* and our web site is free to all CCCA members. All such advertising must relate to Full Classics® or Modified Classics® as defined by the CCCA.

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Oregon Region CCCA 2014 Calendar of Events

January	8	CCCA Annual National Meeting in Naples, Florida*
February	9	Valentine's Tour & Brunch at Multnomah Falls*
March	22	Day Cruise nearby Portland*
April	4-6	Portland Swap Meet
	25-27	Three day, two night tour – Route & Destination TBD*
May	10	Papa's Toys Cruise – Davis Family Collection near Forest Grove Party at Dave & Jeanette McCready's house after the cruise*
	30-1	CCCA Museum Experience in Hickory Corners Michigan
June	22	Strawberry Social*
July	20	Concours d'Elegance – Forest Grove, OR
August	3	Concours d'Elegance – Fort Vancouver, WA
	17	Lake Oswego Car Show
September	6-14	Oregon Region Fall Mini Tour*
October	3-5	Concours d'Elegance - Lake Chelan, WA
	10-12	Pumpkin Tour – Hood River Aeroplane and Automobile Museum*
	26	Halloween Party at Freedman's Garage*
November	2	Annual Meeting & Dinner*
	6	Planning Meeting for 2015*
December	7	Holiday Party at Lake Oswego Heritage House*

Monthly membership meetings are 6:30 PM the first Thursday of each month, January-October, at O'Connor's Restaurant in Portland.

* Denotes a CCCA or Oregon Region CCCA sanctioned event.

Director's Message



Twenty-four members attended our September 4th Member's Meeting at O'Connor's. We welcomed prospective members Jim and Jackie Curley, and introduced ourselves (a former director Roger Eddy tradition). Mona Marsh and Bob Douglas reported on upcoming tours. Bill Jabs reported on the Lake Oswego Car and Boat Show. David Charvet told us about the Estate Sale of early Chevrolet collector, Ardie Overby, which he will be conducting in November. And Howard Freedman updated us on activities at the Classic Car Club Museum.

Getting to know Quentin Robbins was just that. He dazzled us with his travels, adventures, love of flying and the outdoors. He brought pictures of the dozens of cars, trucks, tractors, sports cars and classics that he has owned. He has just completed paying for the education of a Ugandan woman, the tenth person he has helped. Quentin revealed himself as a true humanitarian.

John Mitchell

Director, Oregon Region, Classic Car Club of America

Editor's Notes



The "Getting to Know Quentin Robbins" segment mentioned by John (above) is one more reason to consider attending our monthly meetings. These segments are an excellent and entertaining way to become better acquainted with our fellow members' backgrounds and to find out why they share our common interest in classic cars.

This quarter's issue is a bit longer than usual, primarily due to the excellent coverage of the Fall Tour by both the attending writers and photographers.

Also in this issue you'll find a lengthy article on the Jesse Vincent Packard Speedster and Bill Jabs' contemporary equivalent. Both are fascinating and closely related to our interest in Full Classic® cars. Although the speedsters are not recognized as Full Classics®, both were built from Full Classic® stock. Vincent's paved the way for subsequent Full Classic® production models and Jabs' speedster shows how one can create a rolling sculpture, an homage to history, from little more than a skeleton destined to the scrap yard.

Thanks to the members who contributed articles on trips, car shows, and tours. And special thanks to Mike Ames of the North Texas Region for allowing us to reprint his technical article on automobile paint titled, "Ten Million Scratches."

Jeremy Wilson

Publication Editor

Annual Meeting 2014

A Little “News” from the National Front



Friday, August 22, I headed off to Chicago for a CCCA national board meeting. During the day, all committee chair “persons” (see I am politically correct once in a while) spoke of their successes, plans and problems. I reported that the Club is in sound financial condition with our July financial statements reflecting a better position this year than in 2013.

David Johnson reported on plans for the 2015 annual membership meeting to be held at the Westin Savannah Harbor Golf Resort and Spa in Savannah, Georgia Saturday March 7 through Wednesday March 11. Savannah is a grand old southern city with lots of history and architecture.

Following the annual meeting, the Club has planned a two day trip from Savannah to Jekyll Island for one night and on to Amelia Island for the Amelia Island Concours for those that want to take in one of the best car shows in the country.

Jay Quail announced the CCCA Passport Driving program which sounds really neat. You take a picture of your Full Classic® odometer and fill in a little application to keep track of your mileage. When you reach 2,500 miles you get a very nice cloisonné badge to mount on your car. For every 2,500 miles after that, there are additions to the badge. It is really a neat program to encourage us to drive our real cars! You can find out more at our national club website: www.classiccarclub.org.

On Sunday, one of our Board members dropped me off at the Grand Rapids airport so I could get a rent car and I spend the next couple of days at the CCCA Museum in Hickory Corners. On arrival Sunday afternoon there was a great collection of Pierce Arrows on the show field (see photos). Several of the owners were taking visitors for rides around the area.

Monday I had a number of meetings with two different contractors to consider an elevator installation so people would find it easier to get to our second floor displays, and also an electrician to do some work on our kiosk wiring.

I was invited to attend the Gilmore monthly Advisory Committee meeting. More than a dozen people reported on grounds, building conditions, library and archives, collections offered to Gilmore, their volunteer program which is exceptional, a recap of the shows that go on there almost every weekend during the year, education (year to date they have





had more than 3,700 students) and attendance (they expect more than 120,000 visitors to the grounds this year.)

I was asked to report on our plans which include a modification to our main entry, possible addition of the elevator, a major re-roofing of our original building and continuation of our digitizing program under the management of Jeremy Wilson.

On Tuesday I had a couple of meetings in the morning and then headed 125 miles south to visit THE AUBURN HOTEL. Really folks, whatever your pre-conceived notions, forget it. The hotel is a time warp and for its age it is pretty darn good shape. Mr. and Mrs. Proprietor almost keeled over when they found me there. Jan and Rodger Eddy took me through the building and their apartment. Granted the place is old and a little worn but it is delightful, circa the Tokeland Hotel in Washington State.

Rodger took me on a tour around town to the ACD museum and we went by the Auction America grounds where the big show and auction take place the first weekend in September. There must be at least 25 acres of tents and on Tuesday (four days before the weekend) and 500 cars on the grounds. And for George Potter there were about 50 old farm tractors.

It was a great treat to see Jan and Rodger and have a couple of days back at the Museum.

Howard Freedman

Treasurer, Classic Car Club of America

President, Classic Car Club of America Museum

Oregon Region Fall Tour

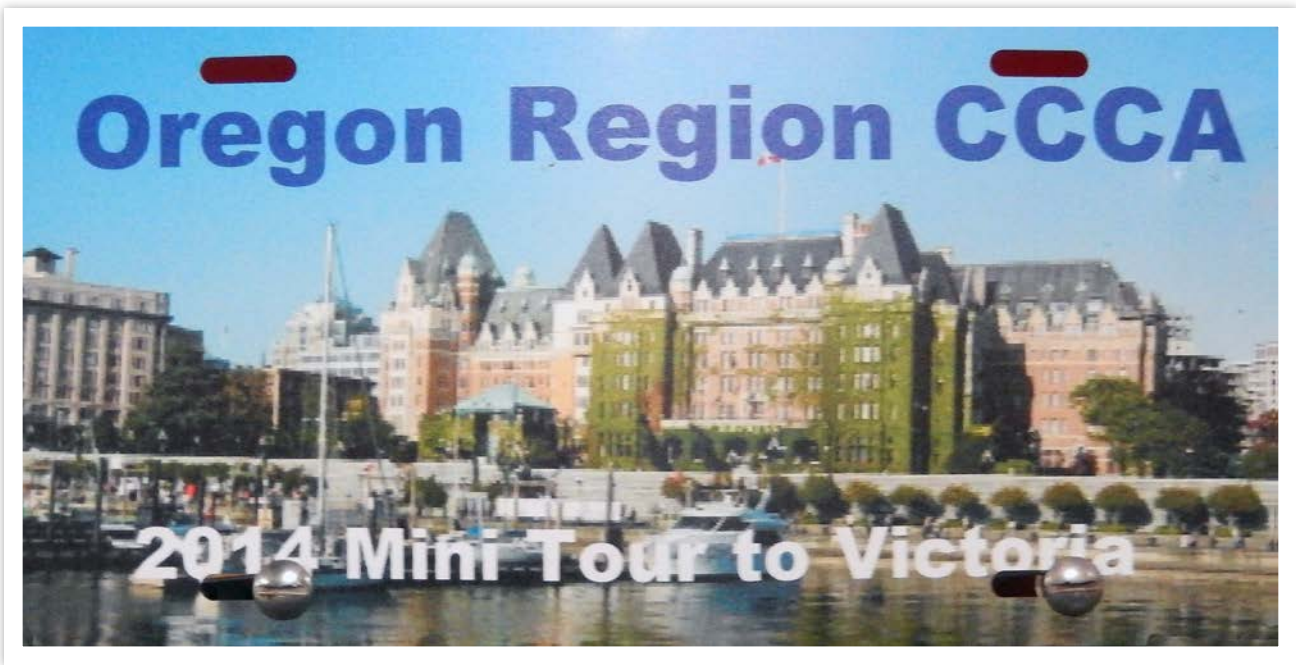
compiled by Jeremy Wilson

Months of preparation for this year's fall tour was well spent as you will see on the following pages. A four-man planning team, Howard Freedman, George Potter, Roger Eddy, Robert Douglas, ran the route in June and settled on the following itinerary:

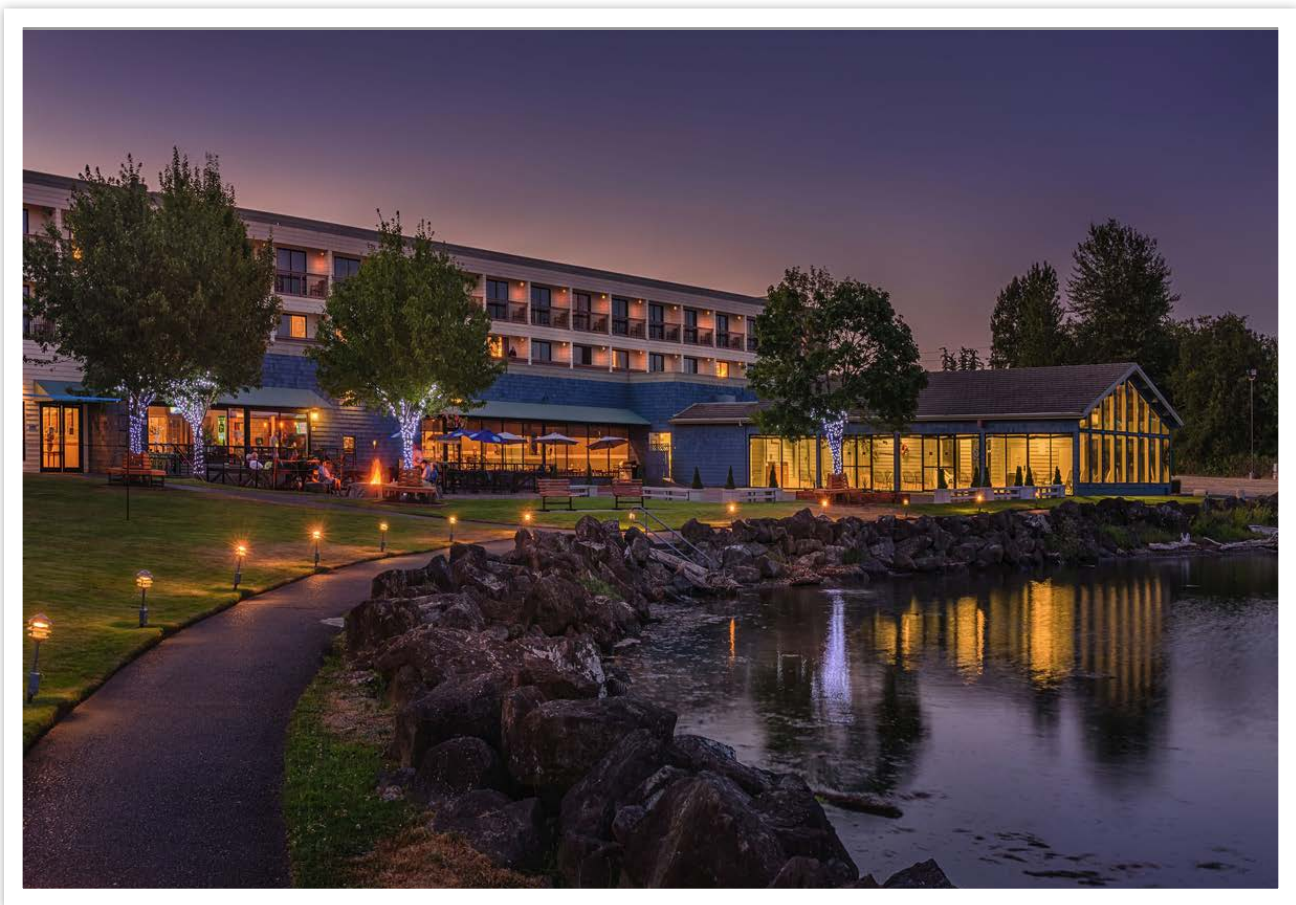
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| Saturday, Sep 6 | Depart Portland, destination Silverdale, Washington |
| Sunday, Sep 7 | Silverdale to Victoria, British Columbia (three nights) |
| Wednesday, Sep 10 | Victoria to Oak Harbor (Whidbey Island), Washington |
| Thursday, Sep 11 | Oak Harbor to Port Townsend, Washington (two nights) |
| Saturday, Sep 13 | Port Townsend to Tokeland, Washington |
| Sunday, Sep 14 | Tokeland to Portland, Oregon |

Robert Douglas passed the hat on day one, assigning tour coverage for all nine days. The "volunteers" did a great job of reporting, while the photographers captured some fantastic images.

And all you have to do, dear reader, is sit back, relax, and turn the pages to enjoy the highlights of the Oregon Region Fall Tour!



Custom tour license plates



Best Western Silverdale Beach Hotel



Amy Bernhardt

Fall Tour, September 6, Day 1

Portland, Oregon to Silverdale, Washington

by Bill and Ruth George

This was the first day of our fall tour and our objective was to drive on all the back roads we could find from Portland to Silverdale, Washington. The morning meeting was met with all the normal enthusiasm and anticipation of a great time. The first thing was the drivers' meeting with great empathies about our being responsible for the car behind and how if done properly that everyone would arrive safely.

With all that information, we departed and somewhere around Centralia, Washington, our tour director, Howard Freedman, in his Black 1948 Cadillac limousine took a right turn across a bridge which made no sense according to our great trip instructions. A couple more poor souls followed but before we reached the entrance to the bridge there came Howard back into line. Yes, he made a U turn right in the middle of the bridge.

The day ended with a wonderful happy hour on the lawn of the Best Western Silverdale Beach Hotel, overlooking the bay. There were many entrants for the Blooper award with turn signals and such but Howard showed up with the flag neatly tied around his neck and with a sheepish grin.

All in all it was a beautiful drive, touring along the Columbia River, stopping for lunch at the Ship Wreck Cafe in Olympia, Washington, and motoring past the ship yards in Bremerton.



Amy Bernhardt

George and Sylvia Potter's 1934 Packard 12 Convertible Victoria, Silverdale, Washington



Amy Bernhardt

Larry Cox and George Potter on the ferry to Victoria, B.C.



Amy Bernhardt

View of The Fairmont Empress from the Inner Harbour.

Fall Tour, September 7, Day 2

Silverdale, Washington to Victoria, British Columbia

by Mona Marsh

Sunday, September 7th was a driving day from Silverdale, Washington to Port Angeles, Washington and then a ferry ride to Victoria B.C.

The drive along back roads was beautiful with the beginning of fall colors. On arrival in Port Angeles Howard met us at the ferry dock with our boarding passes and we lined up in preparation for departure. We had about an hour to check out the waterfront area. Most of us had lunch at one of the various restaurants and then returned to the ferry dock to prepare for loading. We boarded the MV Coho ferry for a 90 minute ride across the Strait of Juan de Fuca to Victoria, B.C. The trip across the Strait was incredible with outstanding views of the Olympic Peninsula.

On arrival in Victoria it was a quick trip through customs and then to the Harbour Towers for a three night stay. It was a lovely hotel with good parking for all of our cars. Located just a couple blocks from the inner harbor there was much to see and do. A group dinner at Jonathan's Restaurant, which was walking distance from our hotel, was wonderful. Sylvia Potter and Mary Jabs entertained us with the day's reported bloopers which was won by Howard Freedman. Good food, good conversation among good friends. A good day all around.



Amy Bernhardt

View of the BC Parliament Buildings from the Inner Harbour, Victoria, BC.



The assembly shop at Rudi's.



Robert Douglas

Robert Douglas

A nice grouping of Ferrari Testarossa's ready to go home after restoration.



Robert Douglas

Rudi explains what he and his crew do for clients and the history of his business.

Fall Tour, September 8, Day 3

Victoria, British Columbia

by Beverly Asbahr

In the early morning we were treated to a school bus honking security alarm that the driver couldn't shut down. After complaints, she drove off with it still honking. In the morning many of us drove to Rudi & Co. to see the Mercedes 300 SL Gullwings and other autos. We saw how the big boys have their cars restored. Rudi said the cost for a complete restoration is approximately \$450,000. From there we drove two miles to a farm with chicken coops. Wow, what an interesting way to hide \$10,000,000 plus worth of high value cars from curious eyes. Returning back to the hotel, a group of our ladies went shopping, visiting a hat shop where two winter hats were purchased. The beautiful Empress Hotel drew many of us for lunch on the veranda or a tour of the building. Two ladies purchased teacups for remembrance. One couple had High Tea in the dining room while seated by the window looking over the waterfront. A lovely treat! Two ladies visited the "Chapters" book store (isn't that a great name!!). Returning to the hotel, one got lost; the other bought too many books and lugged them back to the hotel, walking slowly. The waterfront beckoned several for walks, viewing the variety of people, eating Sushi enjoying the weather and a few took carriage rides. Afternoon naps were mentioned and several couples drove around the neighborhoods to see the lovely homes, gardens and talked to the owners. One had their convertible top down, another visited friends who have a huge collection of Canadian 50s cars, including many Mercury Monarchs. A few mishaps caused concern for some. Lost keys left in a car door found by another person, wires shorted out, and a flat tire. Otherwise it was a fun and lovely fall day in a beautiful city. Hope you all saw the huge moon over the lit up capital building!



Robert Douglas

A morning drive along the Victoria ocean front.



Amy Bernhardt

*Newlands' 1937 Packard Super Eight Convertible Coupe
Government House, Victoria, B.C.*



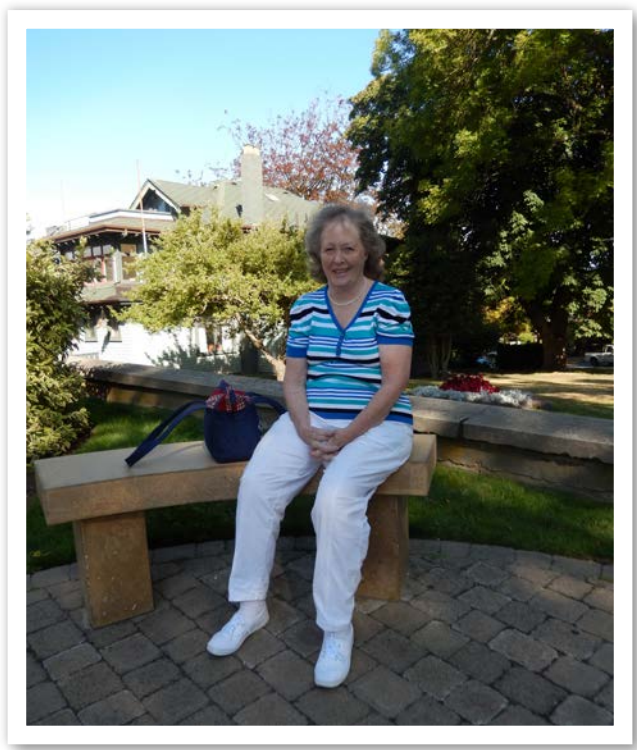
Amy Bernhardt

*Ipsen's 1940 Cadillac Sedan Model 60S
Government House, Victoria, B.C.*



Amy Bernhardt

*Jan Taylor and Bob Newlands, Government House
Gardens, Victoria, B.C.*



Amy Bernhardt

Beverly Asbahr at Craigdarroch Castle, Victoria, B.C.



Amy Bernhardt

Craigdarroch Castle, Victoria, B.C.

Fall Tour, September 9, Day 4

Victoria, British Columbia

by Amy Haugland

Our first excursion of the day in Victoria, B.C. was to Craigdarroch Castle, a fascinating Victorian mansion built by coal baron Robert Dunsmuir for his family. The self-guided tour was really quite interesting, especially since we ascended the stairs through the "family" side of the house, then descended through the "servants" side. The mansion has been carefully restored to what it would have been like in Victorian times, including furniture and some actual artifacts from the family.

After that, we all went out to the Government House to view the gardens there. We got a fun surprise when we discovered that the Governor's garage was open, and his driver was there! Several of us chatted about cars with him for a bit before we all went out to lunch at 4-Mile Brewing. (Fun Fact: 4-Mile Brewing has been there since 1858.) The food was excellent!

After lunch, we went to Fort Rodd Hill and wandered the battlements and emplacements, and then we went to the Fisgard Lighthouse. Both sites were set up to be both interactive and educational, and the views were astonishingly beautiful.



Amy Bernhardt

White Tree Nymph butterfly at Victoria Butterfly Gardens - Brentwood Bay, B.C.



Amy Bernhardt

Mona Marsh's 1941 Cadillac Coupe and other classics on the tour of Victoria, B.C.



Amy Bernhardt

View of Friday Harbor - San Juan Islands, Washington

Fall Tour, September 10, Day 5

Victoria, British Columbia to Oak Harbor (Whidbey Island), Washington

by Bill Jabs

We woke up to another beautiful day in Victoria and departed early for the Victoria Butterfly Gardens near Butchart Gardens. The Victoria Butterfly Gardens exceeded most people's expectations with a beautiful display of tropical gardens, hundreds of butterflies and some birds and colorful rainforest frogs. From the butterfly gardens, we drove a short distance to Heritage Acres in Saanichton. Heritage Acres is a non-profit foundation that collects and restores cars, trucks, tractors, machinery and buildings, and displays and demonstrates artifacts telling the story of farming, country life and industry on early Vancouver Island. Artifacts were displayed in various locations around the property and within the museum buildings. Restored and replica buildings were grouped into a village setting that depicts early 1900 B.C. life. We could have spent all day there, but had a ferry to catch.

From Heritage Acres, we traveled to Sidney in time for lunch, shopping and of course, waiting in line for the ferry. The two and one-half hour ferry ride first took us to Friday Harbor, then to Anacortes. The weather was beautiful and the seas calm. We were greeted in Anacortes by Matt Hackney and Bob Newlands and Jan Taylor, who led us (in the dark) to our Oak Harbor motel. Since Pat and Larry Cox were having charging problems in their 1931 Packard, and had no headlights, we "squeezed them in" between other classic cars and passed at least one patrol car without being stopped. We didn't arrive in Oak Harbor until around 9:00 pm, so most of the weary travelers went to bed without dinner.



Amy Bernhardt

Bill Jab's 1941 Lincoln Continental V12, Whidbey Island, Washington



Amy Bernhardt

Orville Crull and Mona Marsh at Rich Anderson's collection of Horseless Carriages, Whidbey Island, Washington



Bob Newlands / Jan Taylor

Pat Cox in Coupeville, Washington



Bob Newlands / Jan Taylor

Rich Anderson's Brass Era Collection, Whidbey Island, Washington (nc)

Fall Tour, September 11, Day 6

Oak Harbor (Whidbey Island), Washington to Port Townsend

by Chris Catalado

Day six was Whidbey Island Day and started out with beautiful sunny weather. We departed the Coachman Inn after breakfast and meandered through dense forest, grassy plains and along the beach with Jan Taylor and Bob Newlands in the lead for 20 minutes to arrive at Rich Anderson's waterfront estate with several garages but no actual house! The horseless carriage building housed seven fabulous examples of early automobiles: a 1909 Pierce Arrow still under restoration, an unrestored 1907 Anderson Model A, a 1904 Rambler, a 1905 red Pope-Hartford, one of only two left in the world. Rich owns both, and this one is for sale for \$100,000! The other is on its way to London to participate in a cruise. There was also a 1906 Maxwell Model N, which was very grand, a 1909 Maxwell Model DA his daughter drove Coast to Coast a few years ago, and finally a red 1911 Stanley 63 steam car, also for sale for \$115,000.

I can just imagine Rich playing his oboe next to the 5'1" grand piano he took lessons on as a child. Rich, who has been collecting cars since 1968, now plays oboe with the Whidbey Island Community



Amy Bernhardt

Bill and Ruth George's 1941 Cadillac Sedan Model 62, Whidbey Island, Washington



Amy Bernhardt

Roy and Beverly Asbahr's 1941 Cadillac Convertible Sedan, Whidbey Island, Washington



Amy Bernhardt

Galvin's 1940 LaSalle (nc), Jab's Lincoln Continental V-12 and Potter's 1934 Packard 12 Victoria at Jan Taylor and Bob Newlands home, Whidbey Island, Washington

Orchestra as a hobby.

Overall, this was a very impressive collection and we thoroughly enjoyed the opportunity to see it. Thanks Bob and Jan!

After an hour gawking at the awesome collection of pre-1916 autos, we mounted up for the 15 minute scenic drive along the coast, passing many aluminum mussel floats at Penn Cove on our way to downtown Coupeville. Coupeville is the second oldest town in the State of Washington, founded in 1853. This cute little town has a line of historic waterfront storefronts first built in the 1860s, currently selling nick-knacks, antiques, gifts, baked goods, food (restaurants), and so on. Sylvia was informed there was no spending limit so went shopping along with some others, myself included. Still others went to buy antiques or to enjoy handmade "Iskreme". We enjoyed this little enclave by the sea for the better part of an hour.

Next we hopped back in our vehicles for the 25 minute cruise to and Jan Taylor and Bob Newlands' home. The drive was very picturesque, taking us through farm country with views of mountains and bays. Matt and Karla Hackney spent the day preparing a delicious meal of several types of barbecued meats, potato salad, coleslaw and brownies for dessert. Yum! Thank you Matt and Karla. After lunch we all went through the garages and gawked at Bob and Jan's six Packards.

At 2:30 p.m. we departed to catch the short Coupeville Ferry ride to Port Townsend, after which it was only a short drive to the Manresa Castle where we stayed the next two nights, despite a bit of confusion on how to get there since Sheridan St. did not have a street sign. All in all it was another fine day on our wonderful tour.



Robert Douglas

One of the many beautiful homes in Port Townsend.



Manresa Castle parlor, Port Townsend.



Robert Douglas

Manresa Castle, Port Townsend, Washington.

Fall Tour, September 12, Day 7

Port Townsend

by Pat Cox

We arrived in Port Townsend by Ferry at about 4:00 p.m. and headed to our stay in the beautiful hotel on the hill called Manresa Castle for a two night stay. The 30 room castle was built and completed by Charles and Kate Eisenbies in 1892. After his passing it was sold and used as a vacation home for nuns for two years and then used for a Jesuit priest college. In 1968 it was converted to a hotel and since been remodeled. Rumors are that guest have experienced ghost sounds or “unusual feelings”. If there are ghosts, Larry and I slept through it all. But seriously, it is a great place to stay.

Today was a day of “do whatever you want.” A few did some touring of old homes and historical sites, some hiking was done by Hyang and Brad Ipsen, and a lot of shopping was done by all. The guys all clambered to a place called “The Garage”. Word is that Roy dropped a few pennies there as he found some good deals. He may have dropped more money than all of us woman combined. Go Roy go!

We had our usual “Happy Hour” at the castle and all went our separate ways for dinner. Larry and I ate at the castle’s restaurant. It was exceptionally good. As usual, our fall tour group did an exceptional job of picking our accommodations.



Robert Douglas

Everyone relaxing in the lobby of the Tokeland Hotel.



Robert Douglas

Mary Jabs presides over the final night dinner and the awarding of the final Blooper!



Robert Douglas

The Tokeland Hotel.

Fall Tour, September 13, Day 8

Port Townsend to Tokeland

by Dennis Gilman

We departed Manresa Castle Hotel at 9:00 a.m. and Roger and Jan Eddy led us on a tour of Fort Worden. We viewed the officers and enlisted men quarters and the parade grounds used by the military and finished with a final drive on main street.

We left Port Townsend and headed south to Tokeland, Washington. Along the way a "swap meet" sign was posted along side of the highway so our group made an unexpected stop. Several people purchased items from vendors in what seemed to be more like a "garage sale." We continued our journey, honking our horns as we passed a large gathering of Model A Fords along side of the road.

We gathered for lunch at Blondie's Restaurant in Shelton, Washington and then returned to US 101, finishing the pleasant drive to our destination. On our arrival at Tokeland in the late afternoon the temperature was in the low 80s and very pleasant. After taking care of our room assignments we gathered on the lawn outside the hotel for a relaxing conversation. A very fine evening meal was prepared by the hotel staff and we all enjoyed the meal very much. After the meal the nearly forty guests went to their rooms for the night and all were able to share the two bathrooms for the next ten hours.



Robert Douglas

The Taylor-Newlands Packard (nc) and the Eddy's Chrysler (nc) at the Tokeland Hotel.



Robert Douglas

A hotel view of the cars.



Robert Douglas

Parking at the Tokeland Hotel.

Fall Tour, September 14, Day 9

Tokeland to Portland and Beyond

by Mike and Virginia Galvin

The last day of the tour found most of us up early and preparing for the journey home. The hotel was filled with the aroma of a true country breakfast being prepared in the kitchen. While luggage was being loaded and vehicles checked, many of us grabbed a cup of coffee and shared a few more moments of conversation prior to setting down to an enjoyable family style meal. With great efficiency the staff quickly served platters of eggs, ham, potatoes, pancakes, biscuits, juice and coffee. With farewells and wishes of safe travel being exchanged the group bound for destinations south of Portland set off.

With Howard at the wheel and Evelyn riding shotgun they were off, followed by Bill, Ruth and Aloma, Alex and Amy and Mike and Virginia, all bound for Eugene. Dennis and Jo Anne, bound for Salem, also joined us as we left the hotel and headed for Raymond. We passed through Raymond, observing all posted speed limits, and turned onto WA 6, aptly named Ocean Beach Highway, headed for Chehalis. By this time our group has been joined by Chris, the Gilmans and the Jabs.

WA 6 winds through the Washington countryside, passing through many small communities with forgettable names. The Jabs disappeared for a while, Mary must have spotted a sale of some type. The weather was quite pleasant with some of the trees getting some autumn color and clear blue skies.

After about an hour we entered Chehalis and merged onto southbound I-5. Chris, the Gilmans and the



Amy Bernhardt

Howard and Evelyn Freedman and friends.

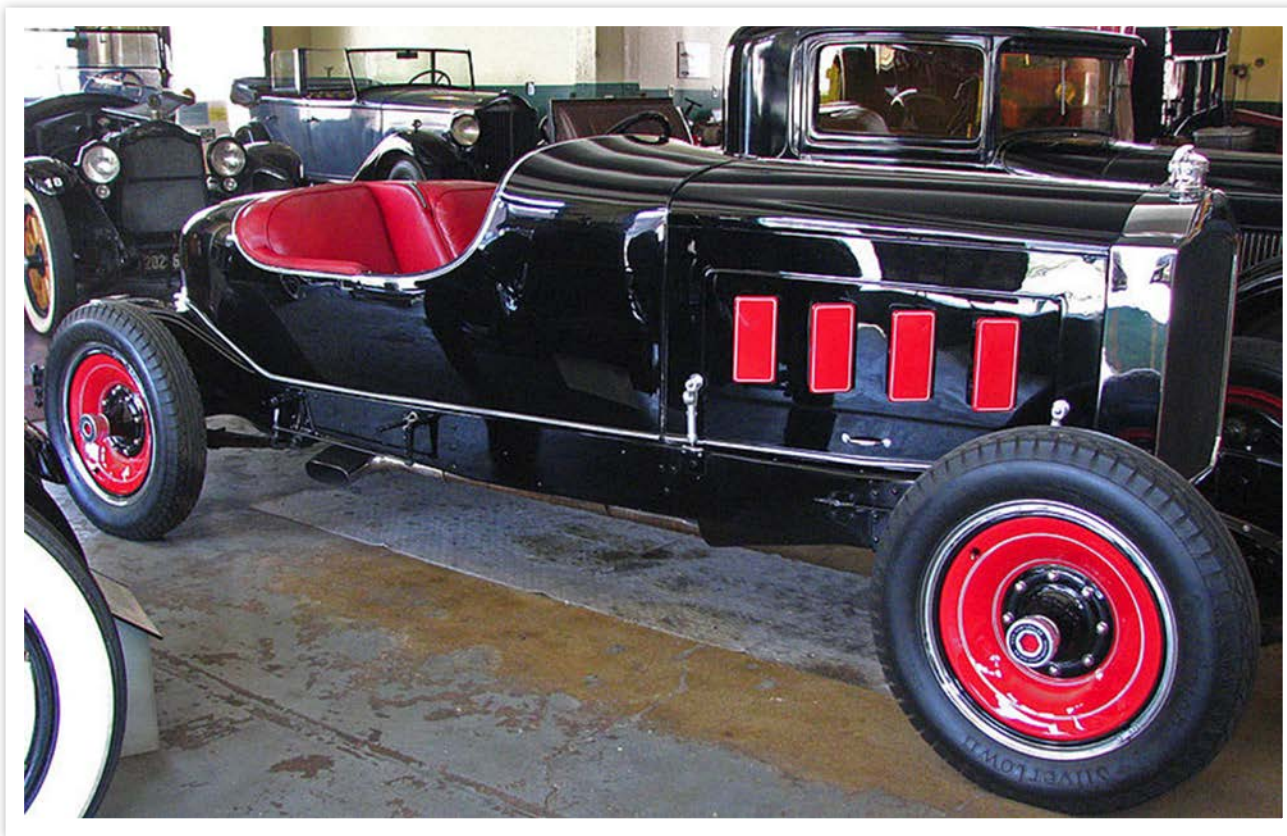
Jabs were no longer with us. We stoppd for gas and coffee at Napavine and were soon on our way south to Portland. The plan was to stop at Howard and Evelyn's in Portland so Alex and Amy could trade Howard's truck for their Jag, which was beset with electrical problems on the trip from Eugene to Portland and had been under repair at Howard's facility.

We got to Howard's about noon and spent about an hour swapping vehicles, adding water to the LaSalle, which had taken a dislike to the much warmer temperature, and viewing Howard's varied collection of fine automobiles. With goodbyes to both Howard and Evelyn we bought gas and headed south on I-5. Bill was hungry for Sushi so we stopped at an assembly line Sushi place just south of Portland.

Alex was still having trouble with the cooling fan control circuit on the Jag so he bypassed it and grounded the fan with a piece of duct tape from Bill. With the fan in always-on mode we set off again, with Alex in the lead. The air became quite smoky and got worse as we approached Salem. Evidently a fire outside Estacada and winds from the east were the culprits.

At about 3:00 p.m. we passed the 45th parallel marker at Salem with heavy smoke everywhere. An hour later we were back in Lane County and after a stop for gas in Springfield we were home in Fall Creek by 5:00 p.m., nine days and 944 miles later.

This was our first trip with the group and the LaSalle and I must say that both performed admirably.



©Dan O'Brien@Wikimedia (nc)

The Jesse Vincent Speedster

by Jeremy Wilson

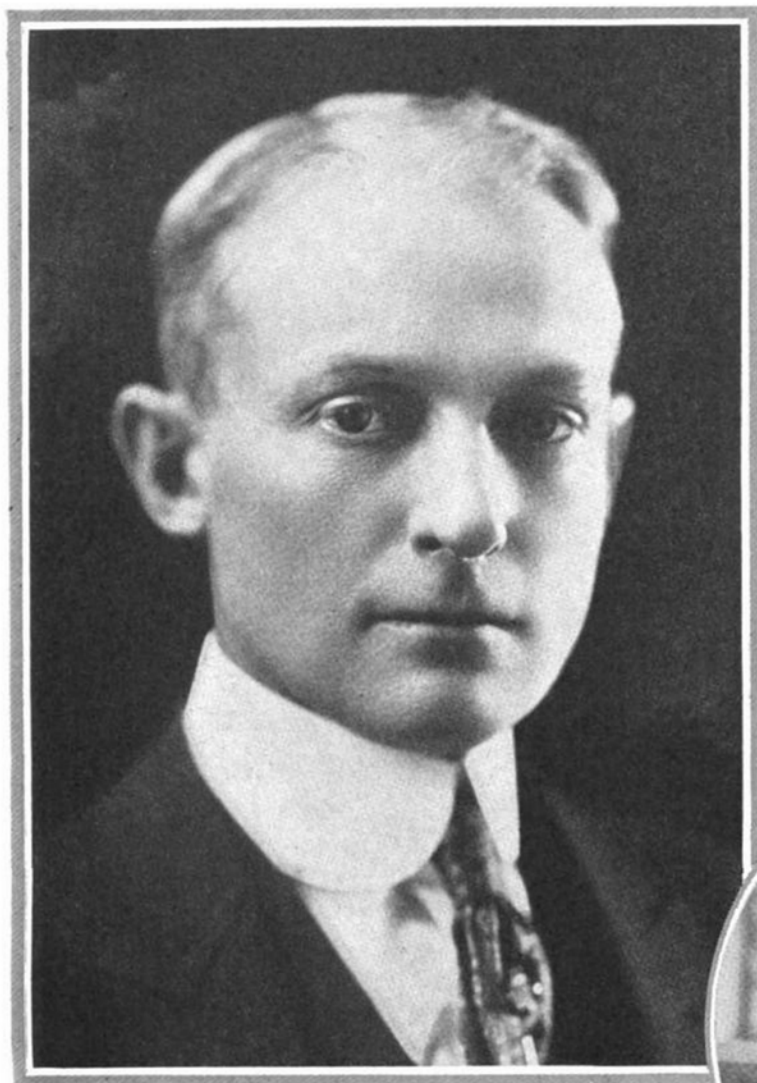
Born in 1880, Jesse Gurney Vincent was an American automobile, aircraft, and marine engine designer. He was well known for co-designing the World War I Liberty aircraft engine, and subsequently for his longtime position as Chief Engineer for Packard automobiles.

Vincent's love for speed was legendary. Perhaps his best known victory was winning the 1922 Gold Cup (officially known as the American Power Boat Association Challenge Cup) driving "Packard-Criscraft" and breaking a five-year winning streak by rival and business collaborator Gar Wood. The boat was the first to sport the now iconic Chris-Craft moniker.

Vincent gained a knowledge of engineering by

Vincent Wins Motor Boat Race at Detroit Regatta

DETROIT, Sept. 5—By capturing three straight heats, Col. Jesse G. Vincent, vice-president of the Packard Motor Car Co., won the Gold Challenge cup race at the Detroit motor boat regatta, which was concluded on Labor Day. Vincent piloted his Packard-Chriscraft boat, which is motored with a twin-six Packard engine, with half the cylinders dismounted to make the boat eligible for the race. In the final heat Vincent traveled the 30 miles at an average of 39.8 m.p.h., after which he went a lap against time at 42.2 m.p.h., which is a world's record for displacement boats of less than 625 cu. in. displacement.



Colonel Jesse G. Vincent is a self-made engineer and one of those men who play as hard as they work. The historic Gold Cup which he won in the 1923 Regatta at Detroit with one of the several boats which he entered and personally tuned for the event



I am perhaps
what you'd
call a bug
for speed

says

COLONEL
JESSE G.
VINCENT

studying evenings through a course offered by International Correspondence Schools. At age 23 he went on to join the American Arithmometer Company, which became the Burroughs Adding Machine Company and later Burroughs Corporation. There he developed a way of boring all the holes in an adding machine mechanism at once and as a result became "Superintendent Vincent." His innovations led to increased efficiency as well as many patents and a new title, "Superintendent of Inventions."

With energy to spare, Vincent took on a second job with Burroughs, as foreman of the garage making

adjustments and repairs to the officials' cars. When it came to a car of his own, Vincent didn't think any American production automobiles were fast enough, so he decided to go to work for Hudson, and then Packard, hoping to make his mark on the automobile industry.

At Packard, Vincent wrote a 35-page paper proposing that Packard build a V-12 engine



“There is no substantiation of the old legend that Vincent rushed home to design the Twin Six after a pretty girl he’d been dancing with one night looked into his eyes and said, ‘I see Twins.’ Jesse Vincent obviously put a lot more preliminary thought into the Twin Six than that.”

--Richard Langworth

which in 1915 became the well-known Twin Six. A decade later, while at the Paris Automobile Salon, Vincent was taken for a fast ride through the city by Ettore Bugatti, encouraging Vincent to build a number of high-performance Packard prototypes.

The Jesse Vincent Speedster was built in 1928 and was based on a Packard 443 chassis. Vincent was reported to have driven the open-wheel, open-exhaust speedster all over Detroit. The body featured staggered seating and no running boards. The engine was a 384 cubic inch straight 8 with a two barrel Detroit Lubricator carburetor, a high-compression head, finned exhaust manifold, and a booster pump assisted fuel system. The horsepower was estimated at 130 and a top speed of 128 miles per hour was reached at the Packard proving grounds 2.5 mile concrete speedway in Utica, Michigan. The Jesse Vincent Speedster served as the production prototype for Packard’s 1929 626 Speedster featuring the big eight engine in the small eight chassis, a high-lift camshaft, high-compression head, and other tuning improvements for a total of 130 horsepower and 100 miles per hour top speed. The Jesse Vincent Speedster currently resides at America’s Packard Museum in Dayton, Ohio.

Vincent remained as Packard’s head of engineering until his retirement in 1946, leaving an imprint on virtually every Packard produced since World War I. He is immortalized as “America’s Master Motor Builder” on a State of Michigan marker honoring the vast Packard Proving Grounds, the first facility for testing automobile and engine performance in the U.S.

One of the earliest members of the Society of Automotive Engineers, Vincent rose to president of that organization and was subsequently elected by it to the Automotive Hall of Fame. He died in 1962.

1929 Packard Speedster (nc)

“Back from the Grave!”

by Jeremy Wilson





Jesse Vincent, Packard's famed Chief Engineer, would have done a double take at this year's Special Interest section at the Forest Grove Concours d'Elegance. There displayed for all to see was *not* his 1928 Speedster (that's now in Ohio) but a near look-a-like, paying homage to the original.

Vincent wasn't there of course; he'd be 134 this year. It is hard to imagine, however, that he wouldn't be pleased to see Bill Jabs' latest creation, arguably more appealing than the original.



Adding interest to Forest Grove attendees was this car's history: a Phoenix-like rise from the ashes. We all know people who have turned their lives around at a just-before-beyond-redemption moment, and even cars resurrected just before beyond restoration. But this 1929 Packard 626 four door sedan was not one of those—it was virtually hopeless.

Says Jabs, "It's not like I ruined a good car. Ninety-nine percent of people would have parted this car out. I would not have made such modifications to a restorable car."

And that's where equal measures of vision and creativity saved the day. Bill was able to leverage past experience with new opportunity to create a rolling sculpture—something we can all enjoy.

"I previously built a Model A boattail speedster which I still own," said Jabs. "A Model A Club friend Stan Symank found this car out in Beaverton and was thinking about a boattail speedster, but decided against it and called me. I went out to look at the car and it really looked rough. There was lots missing, but I thought it really should be saved. The frame looked good and there was an engine, transmission, radiator, grill shell, a hood and firewall. And that's really all you need, so I thought, 'Why not?' But I was so close to saying 'yes' or 'no' I said, 'If you'll deliver it, I'll take it--but if I have to come get it...' The seller delivered it and it sat for six months.



“A good friend of mine, Tom Daniels, who has helped me restore many cars happened to be out at my place. He took a look at it and said, ‘When are we going to get started?’ He was joking but I said, ‘We can start any time.’ He had the trailer on his truck at the time so right then and there we loaded it up and took it to his place.

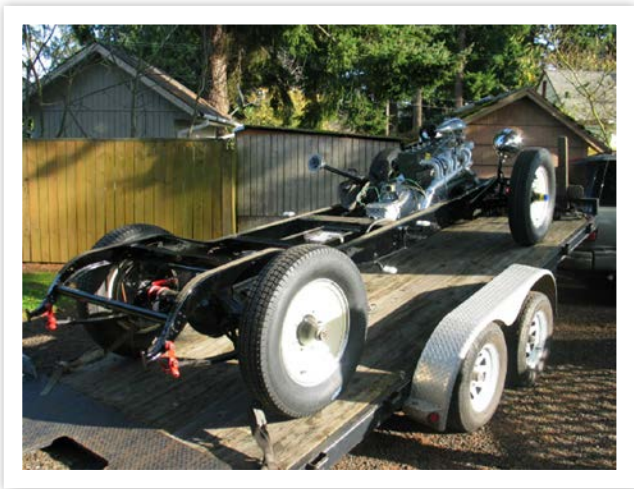
“It sat outside for 52 years as best as I can tell because the last time it was licensed was in 1950 and this was in 2012. Most of the back half of the body had collapsed on itself. Doors were missing, somebody had taken the gas tank and taillights, all the electronics from the engine, gauges, headlights, and anything of value. Someone had pulled the head and put it back on but left the sparkplugs out so the cylinders were full of water.”

During the disassembly phase of a restoration, things often go from bad to worse as one discovers unforeseen horrors such as hidden rust or a cracked block, but in this case Bill and Tom were pleasantly surprised.

“The first thing was to pull the body off to see what we had. Tom said that he thought we were going to need a cutting torch to take this car apart but every nut and bolt and screw came apart with ease. He said, ‘I think this is a better car than you and I thought.’ As we continued with the disassembly, things like the brakes and brake drums looked brand new. We found the engine was frozen but the bottom end had no water in it and Tom said it looked amazingly good. The crankcase and cylinders are separate and the pistons had to be driven out with a sledge hammer. Tom looked at the block and said it looked okay, but I had another 320 cubic inch block that was better and mic’d out almost standard. I also had a fresh head, so after looking things over we pulled the rods and found the crankshaft mic’d out within standards at 0.0.

“Tom said he thought the reason someone stopped driving it was because there was a broken roller lifter and after the war the car was really not worth repairing. Other than the top end of the engine, the rest of the drive train was near perfect. We didn’t replace anything on the transmission, rear end, or brakes. I took the clutch and pressure plate, which was stamped 1929, to Automotive Friction to have him go through it. The owner said, “Is this a joke?” and I said, “Why?” and he said, “It is within a half-thousandth of new and I probably couldn’t put it back together as well as it is put together now.’ Another thing that saved it was that it had the Bijur oil system and the grease and dirt was probably an inch thick all over everything.

“We didn’t need to replace the babbited rod and main bearings—they were all within standard limits.



We used all of the valves, reground the cam, polished the crankshaft, and installed new pistons and rings. It cost me almost as much to recore the radiator as it did the whole car because it leaked pretty badly. And then I had to find a starter, generator, and distributor. They are hard to find as well as being expensive. All the gauges were missing so those had to be replaced along with the headlights and taillights. We took it down to the bare frame and then reassembled things as we checked them out or rebuilt them. “Next we had to decide what to do for carburetion. The original Detroit Lubricator carburetors are very expensive and I’m told they are not very good. So, we came up with the thought of putting two downdraft carburetors on it. I found two brand new Stromberg 97s at a fraction of the cost of a Detroit Lubricator and that just required that we make the exhaust and intake manifolds, rather than use the stock intake which is updraft. Tom is an excellent fabricator and he made the manifolds with a balancing tube between the carburetors to equalize the flow to the two banks of four cylinders. It works great. Everything else is stock on the engine.”

At this point, they were ready to install the engine back in the frame and assemble the drivetrain with “roller” wheels and tires.

“During the reassembly I had been corresponding with a fellow by the name of Alyn Swedberg, a metal fabricator, in Chehalis, Washington to see about creating the boattail body. Alyn said “If you have it to me the day after Thanksgiving, I’ll have it back to you by Christmas.” I knew Alan was good and I knew he was fast, but I didn’t know he was that good and that fast! By Christmas he had the entire body built including the windshield stanchions and the seat frame, the dash modified to fit the custom body, and all he started with was basically the firewall. When I delivered it to him we had the cowl on it because he needed the exact height of the steering column. But then he cut it down to just the firewall because the original cowl flares too much for a boattail.

“I had experience with a great painter by the name of Chris Veenstra. As the car came together it kept getting better and better to the point that I thought it really needed a great paint job, especially since it was going to be painted black. I contacted Chris who was just setting up his own shop and this was to be his first project. I elected to go with Glasurit® paint because it is so durable. The color scheme, black with red accents really came from the original Jesse Vincent Speedster.

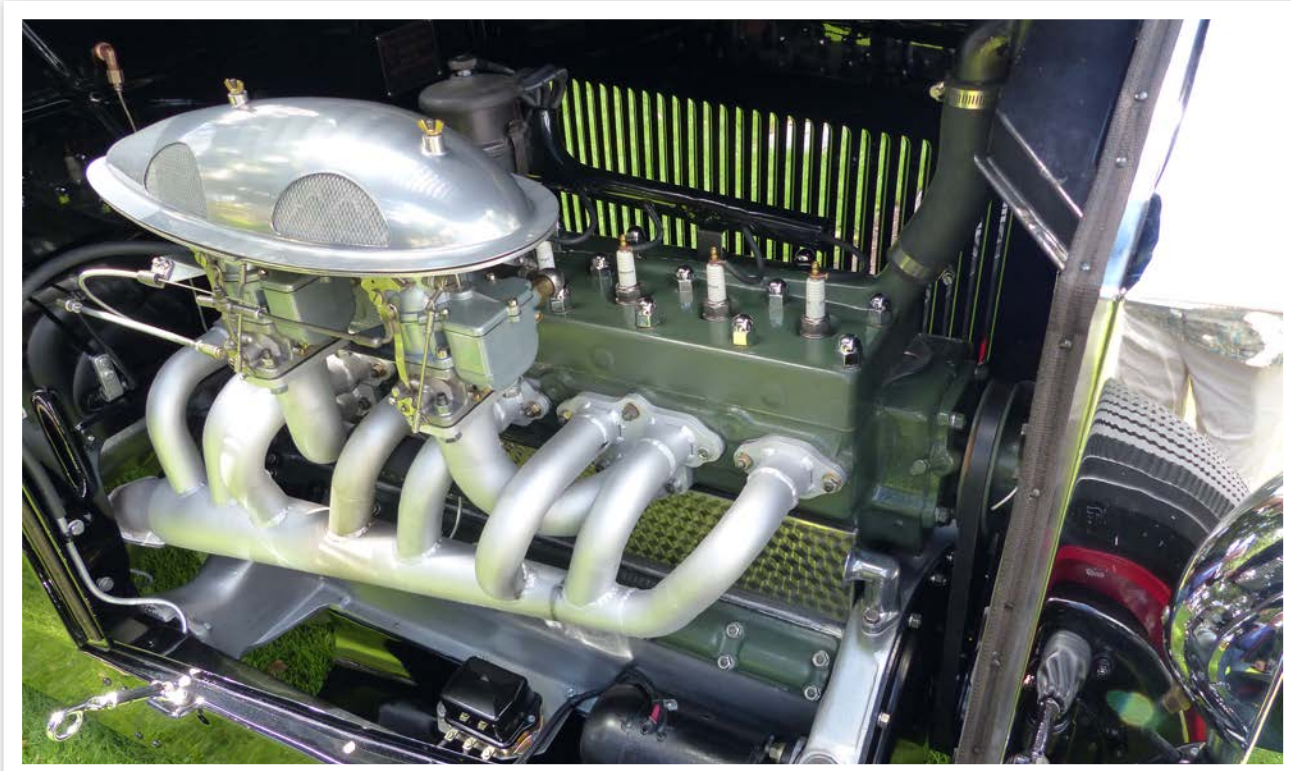
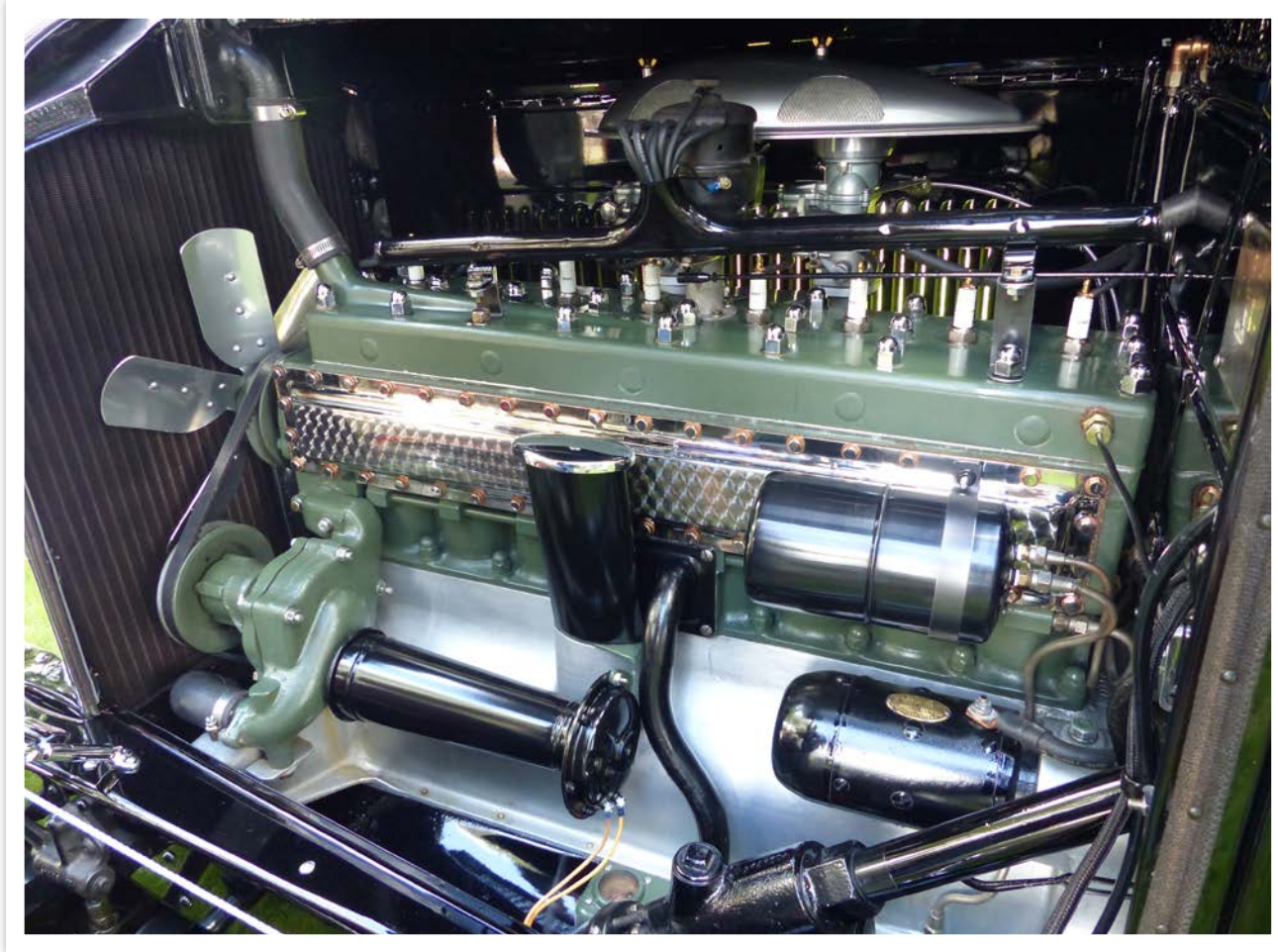
“In looking at the Vincent car, there was one thing that was out of place and that was that the back half of the car was too short. So I prepared sketches and drawings and took them to Alyn to show him what I wanted to do. The plan was to stretch the back end about 18 inches so it would extend to the



back of the gas tank and the frame rather than stopping in front of the gas tank. To me it gives the car much better proportion.

“The wheels are 20 inch discs and the wheelbase is 126 inches. It is the smallest most inexpensive Packard make in 1929—and it is still a huge car. After fitting the body we pulled it back off the frame, sent it to the painter and started detailing the drivetrain. We did engine turning on the engine, painted the engine, painted the frame and all of the backing plates and all the various little fasteners to make







it a high-quality car. It took Chris quite a while to paint the car, on the order of about six months. He finished the body first before the hood and the louvers so we took the completed chassis over to pick it up. Four of us lifted the body on to the frame for good.

“There were still a lot of little things left to do such as finding good retainer rings for the wheels and tires and getting them chromed. I took them to Victoria Plating in Victoria, BC because they were pitted and I knew they would do a fabulous job. We took the wheels to be powder coated and I wasn’t happy with the paint so we sanded them down and repainted them. I then had the rims striped with the original Packard striping pattern and installed new Firestone tires. Then I had the rest of the chrome replated and installed.

“We got the car running and took it to its first outing at the Portland Transmission show in the spring of 2014, minus striping and interior. We then set a deadline for the 2014 Forest Grove Concours d’Elegance and rushed to do the upholstery, striping, more detailing, cutting and buffing. We finished the afternoon before the Concours.

“I’ve been using a fellow by the name of Jeff Martin for upholstery for some time and I decided the car was coming out so great that it ought to have a leather interior. We chose some hides that matched the wheels and then chose matching carpeting not only for the interior, but also the huge trunk. Then we took the whole car over to Paul Comeau for some subtle pin striping.”



The Speedster is showable, drivable, and virtually complete, but Bill plans some finishing touches.

“There are still a few minor issues to be sorted out before the car is ready to be campaigned, which is normal with any extensive restoration. There is a little play in the differential, the shocks are leaking so they need rebuilding and it is running a little rich so we need to rejet the carburetors.

“I am really happy with the way the car has turned out—it has far exceeded my initial expectations. Future plans include a few car shows, touring and some rallies, which should work out well because I put a Mitchell overdrive in it.”

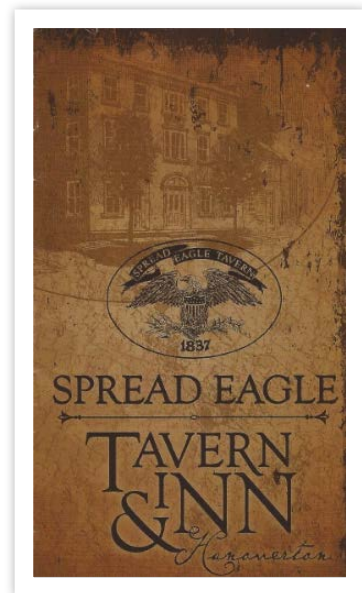




Genuine Hospitality in Ohio

by Sylvia Potter

The adventure began at the CCCA Museum in Hickory Corners, Michigan, which is located on the 90 acre Gilmore Car Museum campus. Also on the campus is the Pierce Arrow Museum, the Franklin Museum, the Cadillac LaSalle Museum, the Lincoln Museum and the Model A Ford Museum. It is an outstanding collection of cars; some one of a kind. We were there for “The Grand Experience,” a yearly get-together to promote interest in the history and the hobby of collecting classic cars. At the last night dinner an auction was held to benefit the CCCA Museum and the auctioneer was our own Dave Charvet. There were a lot of very nice things donated for the auction. George and I bid on and won a stay at the Spread Eagle Tavern and Inn in Hanoverton, Ohio, which was donated by our club president David Johnson. There were some raised eyebrows about the name of the Inn “Spread Eagle” but of course this is a very patriotic part of the country and the Spread Eagle is a symbol of American strength, and is also pictured on a lot of our currency.





George, Sylvia & David
at his Carriage House



Sylvia's next car a Packard Darrin

David called us in late June to ask if we would be interested in staying at the Inn and joining some tours and events he was planning around the Packard Automobile Classics 49th Annual meet in Warren, Ohio, July 15th-20th. We really didn't need to think about it. We called the airlines, purchased tickets, and we were on our way! The only glitch in our plan was that our grandson's wedding was on July 17th so we regretfully missed a couple of days of tours the rest of the group went on. We flew out early July 18th and arrived in time to join David and a group of his friends from the area, plus other guests from California, for a cocktail party in David's carriage house in Salem, Ohio. There was an impressive collection of cars brought to the party plus David's own fabulous collection, one of which one was a 41 Packard Convertible Limousine previously owned by the Rockefeller family. On the back wall of his carriage house he had a tile mural of his 37 Lincoln V12 Touring Willoughby with the car sitting in front of the mural. Striking!

After cocktails we went to the Salem Golf Club where David treated us to an excellent dinner in a beautiful private dining room. After dinner we went back to the Inn and downstairs to the "Rathsckeller" (which had twelve foot high vaulted brick ceilings and hand-chiseled stone walls) where we had a fun time getting to know David's other guest that were staying at the Inn from California Packards International Motor Car Club. Robert Escalante who is a Packard restoration specialist south of Los Angeles related some great stories about some exciting and funny encounters he, his wife Gege, and their friends David and Lani Brizic had with the stars on the red carpet at the Emmy Awards and after party. Tom Scheil was a great story teller and jokester too. David Johnson also entertained us with



David's 1937 Lincoln
V12 Touring Willoughby



Dessert at the Awards Banquet



Gene Tareshawty's
1940 Packard Darrin
Prototype



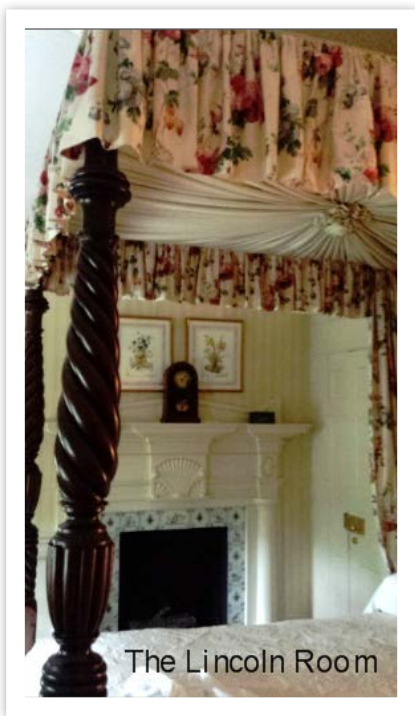
1901 Oldsmobile at the
Canton Car Museum

some of the Inn's history plus some ghost stories and paranormal happenings in the Inn that had us sleeping with one eye open that night.

The next morning the guys headed off to Warren for the Packard Concourse. This was my morning to sleep in and then explore this unique Inn. The Spread Eagle Tavern and Inn was built in 1837 but the Inn we see today is the results of a 22 month ground up restoration done by David's parents Pete and Jean Johnson with local materials from 20 barns, one courthouse and four brick homes. We stayed in the Lincoln Room with its lovely four-poster canopy bed, a fireplace and a large bathroom with a claw-foot tub, bidet and its own fireplace. All of us ladies met and went through each others rooms, each one as unique as the next. That night we went to the Packards Awards dinner and were given our Packards of Oregon Charter signifying us as new members of The Packard Club.

On Sunday morning the California group headed home, leaving George and I to explore a little more of the area. We went to Canton, Ohio to the Canton Classic Car Museum. There we found a collection of 45 cars representing every automotive era from 1910 to 1970, including a 1937 Packard hearse and

matching 1937 Packard convertible flower car. We drove about five miles out of town to Gervasi Vineyard for lunch. What a treat. The 55 acre property had a vineyard, spring fed lake, 24 Tuscan-inspired Villas for rent, and several restaurants. We had lunch and wine at the "Crush House." After which we walked around the lake where they were having an Arts and Craft show and sale with about fifty talented local artisans participating.



The Lincoln Room

Monday David arranged with two of his generous friends, Gene Tareshawty and Dan Hanlon to take time out of their busy schedules to show us their exceptional car collections. Between them they owned eight Packard Darrins (my favorite car). I was in heaven! Dan also had an extensive collection of Packards from 1929 to 1947 plus a 1931 Pierce Arrow, 1928 Stutz convertible coupe, 1930 Cadillac 16 Limousine Fleetwood and several other beautifully restored classics. That evening we had a farewell dinner with David at the Inn and he related more fascinating stories about this historic area. We thanked him for his wonderful hospitality and for making our trip to Ohio so special!



The Lavender Tour

by Evelyn Freedman

On a recent Sunday, Mary and Bill Jabs invited us to come to the Oregon Lavender Farm annual harvest celebration out near Carver Park in Clackamas County. We had a wonderful afternoon exploring the lovely grounds, going through the many vendor arts and crafts displays and enjoying the lavender scent throughout the property.





Larry Schick with his latest acquisition, a 1939 Cadillac 60 Special.

The Last Two Stops on the Summer Show Circuit

by Robert Douglas

Wednesday the 30th of July and Wednesday the 13th of August brought the last two “Retirement Home Cruise Ins” of the 2014 “Social Season.” The events were both well attended, the weather was great, the food was wonderful and both the residents and the drivers had a grand time. These events have become a tradition with Packards of Oregon, Oregon Region of the Classic Car Club of America, and Gale Plummer’s group of supercharged cars. We all look forward to the events and from what I have been told, so do the residents. As I have stated before, if you have not participated in one of these shows you should plan on doing so as they are a short time commitment, just two to three hours, the food is always good, and everyone has a great time!

The 30th of July found the clubs at The Robison Home Assisted Living Center from 10:00 a.m. to 1:00 p.m. with several members from both clubs in attendance as well as several street rods from Gale Plummer’s super charger group. Gale is an expert on superchargers from cars to boats to the superchargers on the three 1,850 HP Packard Marine V-12 engines on PT 658s based here in Portland, which has been covered in previous publications.

There was a good turnout of twelve cars for the show, much to the delight of the residents (and the show organizer). You could not have asked for better weather, low eighties and bright sunshine. Our



A crowd of admirers enjoy the cars at Courtyard Village.

list of participants and cars is as follows: George Wessitsh and his 1936 Dodge Brothers pickup truck, Julian and Marlo Medman with their 1935 Dodge Brothers pickup truck, Paul Curran and his 1923 Ford "Bucket T" hot rod, Les Fullerton and his 2004 Corvette, Tom Taylor and his friend Beth Kanakee with Tom's 1953 Packard 300 Convertible and his 1954 Packard Pacific Hardtop Coupe, Bill Price with his 1931 Ford Model A Deluxe Roadster, Chris Cataldo and his 1966 Cadillac Fleetwood Broham Executive Limousine, Pat and Larry Cox with their 1938 Oldsmobile Coupe, Howard Freedman with his and Evelyn's 1953 Pontiac Catalina Hardtop Coupe, Matt Hackney with his and Karla's 1938 Packard 2/4 Coupe and Frankie and Robert Douglas with their 1938 Packard 1601 Touring Sedan. The residents really enjoyed asking questions about the cars and telling us about the cars when they were new. Some of the residents and the young care givers sat in the cars and smiles were universal, older people remembering and young ones exploring. After all, for the younger people this was all new, they had never been in some of these cars or even heard of them. Packard, who made Packard? We chuckle but remember, most of the young people were not born until the eighties or later!

At about 11:30 a.m. we were served a great buffet lunch of hamburgers with all the trimmings, home fries, and cold soft drinks or water. After lunch the prizes were awarded for the first three places which were voted on by the residents. First place went to Julian and Marlo Medman with their beautiful 1935 Dodge Brothers pickup truck, Second place went to Tom Taylor and his sleek 1953 Packard 300 Convertible and third place went to Matt Hackney for his and Karla's elegant 1938 Packard 2/4 Coupe. Congratulations to all the winners and thank you to all those who attended with their great cars, you all made the event a great success!

The 13th of August brought both clubs and the street rods out to Courtyard Village Retirement Home for our last show for the season. The list of participants included: Les Fullerton and his 2004 Corvette, Tom Taylor and his 1954 Packard Pacific Hardtop Coupe, Pat and Larry Cox with their 1938 Oldsmobile Coupe, Howard Freedman with his and Evelyn's 1953 Pontiac Catalina Hardtop Coupe, Christine and Rodger Wooley and their 1954 Rolls Royce, Mona Marsh and her 1941 Cadillac 62 V8



Matt Hackney talking with one of the Robison Home Staff about his and Karla's 1938 Packard 2/4 Coupe.

Coupe, Gary Oviatt and Bob Samuels in Gary's 1941 Ford Super Deluxe Coupe, Larry Schick with his and Patricia's 1939 Cadillac 60 Special, Grover Simmons and his 1967 Cadillac Coupe De Ville and Frankie and Robert Douglas with their 1938 Packard 1601 Touring Sedan. The day started out with questionable weather and there was rain the night before but the sun came out just in time and gave us all a great finish for our closing show for 2014! We began to arrive at about 9:45 a.m. and by about 10:00 a.m. everyone was there and a good thing too, as the residents were waiting to view all the cars.

There was a pleasant addition to this show in the form of a 1967 Cadillac Coupe Deville that belongs to Courtyard Village resident Grover Simmons. What a great car and in beautiful condition, he parked it out with all of the other cars and it fit right in (we need to work on getting him into the club). Again there was a large variety of iron at the show from Gary Oviatt's 1941 Ford Super Deluxe Coupe that looked stock on the outside but under the hood it had a supercharged, dual quad 327 (you better be hanging on when he hits the gas). On the other end of the spectrum was Christine and Rodger Wooley's elegant 1954 Rolls-Royce as well as several Cadillacs, Packards, a Pontiac and an Oldsmobile. The newest and second fastest car was Les Fullerton's 2004 Corvette. Off the line I think the 1941 Ford Coupe would take it, at least till the first corner! Like the Robison Home we had another great turnout of eleven cars much to the delight of the residents and again your show organizer!

Once again the food service was fantastic, they had coffee and pastries in the morning and at about 11:45 they started providing lunch in their dining room. It is like a restaurant, sit down tables with waitresses taking your order which was cooked to perfection and served at your table with beverages from water to soft drinks to beer and a choice of deserts, now that is living well!

I would like to take this opportunity to thank all of our gracious hosts this season, Rosewood Park (set up by Matt Hackney), Regency Park Assisted Living Center, the Robison Home and Courtyard Village for providing a great venue and wonderful food as well as an appreciative audience. I would also like to thank all of you who brought out your great cars to share with the residents. It was a lot of fun and we will look forward to doing it again next year.



Concours d'Elegance

by Jeremy Wilson

There was excellent weather for the 42nd Annual Forest Grove Concours d'Elegance this year. The theme was "The Art of Italian Motoring" and as such there were many Alfa Romeos and other Italian marques represented including Ferrari and Isotta Fraschini. With regard to Full Classics®, nearly two dozen were in attendance.

The theme for the Columbia River Concours d'Elegance was Maserati and Dodge, celebrating their 100th anniversaries. The weather was very nice and there were many beautiful cars on display—and a large turnout from the community. But the attendance by Full Classic® car owners was very low, a missed opportunity for those who would like to raise public awareness for these fine automobiles.



Ten Million Scratches

by Mike Ames

Reprinted from the June/July issue of the North Texas Region's *Road Map*

A scratch on your wonderful Classic is the worst of news...right? Absolutely, unless it is a “controlled scratch.” For if it is a controlled scratch, the more you have the better your car will look.

Millions of scratches will create a beautiful “slick” feel and finish...the product of countless abrasions. Close together, microscopic, multi-directional scars that are the systematic erosion of the original surface. Highly magnified, even the smoothest, freshly-applied paint looks like the surface of the moon! With practice and patience, you can progressively change those peaks and valley into a flat plain...from the Himalayas to the Gobi Desert.

The process is called color sanding...actually sand papering the entire car AFTER IT HAS BEEN PAINTED. The process works wonders on new and old finishes alike.

Let's start with an older finish that looks pretty good but has the typical "orange peel" surface and although "shiny," it just does not have that Concours "pop."

Plan to get your supplies at a real auto body supply store. They will have everything you need including excellent advice on the process and products. Here's your basic shopping list: a pack of 1500 and 2000 grit wet/dry, black sand paper. Brand-name "liquid" rubbing and polishing compounds and the appropriate foam buffer pads. You will need a quality, variable-speed buffer. They are not cheap, but will become an indispensable tool once you develop your skill and confidence in the art of color sanding.

The goal is to get the entire surface as "flat" as possible. Make sure your target gets a thorough bath before you begin. Start with the 1500 grit paper; soak a few sheets in water for a few minutes before use. Fold the sheet like a letter, in thirds. Use a hand pump spray bottle and thoroughly wet down the initial work area. If you hear a little squeak or whistle from the paper, that is trash. Stop and spray it immediately with your trusty pump bottle. Always keep the paper flat and develop a feel for the surface as you gently sand back and forth in straight-line strokes...remember, keep the paper and surface wet. Work carefully knowing that you are making the finish thinner as you sand the surface. As you work, be aware of the residue, if it is the surface color, you are working with a single-stage paint. If it is "white" then it is a clear coat finish. Be alert; ensure that you do not "break through" the clear coat. The "dust" will change from white to the color if you go too far. Also, be careful around the trim and moldings. Do a small area, wipe it dry...the ideal appearance is a satin look. You will see the orange peel slowly convert from little circles that succumb to the fine paper and finally flatten completely into the smooth color awaiting more "scratches" from the even less abrasive 2000 paper and the rubber compounds.

Once you get the hang of the process...sand the entire car examining your progress a section at a time. You may want to complete an entire fender or door, rinse and dry. You are not ready to proceed unless the finish is completely "flat"...no shiny or low spots left. After the whole car passes your inspection, it is time for the buffing process. Follow the product manufacturer's directions, generally you will keep the pad flat, run at 12 to 1400 RPM, keep the power cord over your shoulder, off the "fragile" finish and prepare to be amazed. As the compounds under the foam pads add countless additional minute scratches, the super slick surface will appear almost instantly and reflect like a mirror. Your final operation will be to secure your work with a high quality wax.

A thorough, patient color sand job properly buffed, polished and waxed is the difference between a good paint job and a Concours paint job. It can bring a decades-old paint back to life. Color-sanding is a time consuming undertaking, and like any acquired skill, you will gain proficiency and confidence with experience. Be patient and careful. A few hours' work will produce impressive results and pride.

So, give it a try. It works and your finished project comes with only one big disadvantage...your car buddies will want you to put millions of scratches on their cars!

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