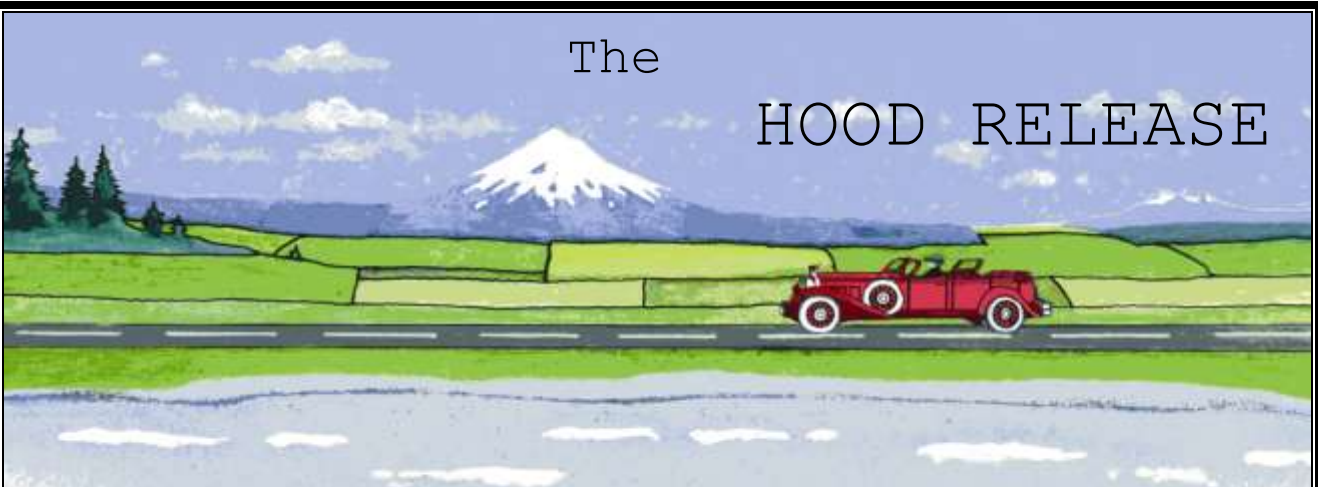


The

HOOD RELEASE



Oregon Region ♦ Classic Car Club of America

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



1938 Packard **1604-1118 Super Eight Coupe 2-4.**
Owners: Matt & Karla Hackney

**CLASSIC CAR CLUB OF AMERICA
OREGON REGION**

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www.oregonccca.com

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Moving?

Please be sure and advise your editor and/or 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 foreign or domestic motor cars built between and including the years 1925 through 1948, but including cars built before 1925 that are virtually identical to 1925 Full Classics® and distinguished for their respective fine design, high engineering standards and superior workmanship, and to promote social intercourse and fellowship among its members; and to maintain references upon and encourage the maintenance, restoration and preservation of all such Classic Cars.

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

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**OREGON REGION
CLASSIC CAR CLUB OF AMERICA
2009 ACTIVITIES SCHEDULE**

(Non-club events of general interest in parentheses)

28 March Technical Workshop



10:00 am, Saturday
Howard Freedman's Garage
1240 SE Gideon Street
Portland, OR

2 April Board Meeting
John Mitchell
2559 Palisades Crest Drive
Lake Oswego, OR

2-5 April (Portland Swap Meets)
PIR & Expo Center

24-26 April Three Day Tour



Tacoma, WA area (garden tour & other attractions)

Reservations required
RSVP Rodger Eddy @ 503-223-3606

7 May Board Meeting
Quentin Robbins
240 Fredrickson Rd.
Woodland, WA

16-17 May Portland Two Day Tour



Evergreen Museum

Reservations required
RSVP Rodger Eddy @ 503-223-3606

4 June Board Meeting
Herb & Bobby Shaw
7100 SW Willowmere Dr.
Portland, OR

7 June Strawberry Social & Tour



At the home of Bill & Wendy Jabbs
27525 SE Starr Road
Eagle Creek, OR

Reservations required
RSVP Rodger Eddy @ 503-223-3606

2 July Board Meeting
Daryl Campbell
18806 SW Terry Ave.
Lake Oswego, OR

19 July (Concours d'Elegance)
Pacific University Campus

1 or 2 August One Day Tour



Carlton Arts In The Park
Carlton, OR

Reservations required
RSVP Rodger Eddy @ 503-223-3606

6 August Board Meeting
Ron & Linda Erickson
3390 Lakeview Blvd.
Lake Oswego, OR

23 August (Lake Oswego Car Show)
Lake Oswego, OR

3 September Board Meeting
Bob & Lisa Earls
14104 SE Oatfield Rd
Milwaukie, OR

19-27 September Nine Day Tour
Vancouver Island, Canada

1 October Board Meeting
Bob & Frankie Douglas
175 NW 97th Ave.
Portland, OR

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

16-18 October Three Day Tour
Rockaway Beach, OR

1 November Annual Membership Meeting
Riverside Country Club
8105 NE 33rd Drive
Portland, OR

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

6 December Christmas Pot Luck Dinner
Lake Oswego Heritage House
398 10th Street
Lake Oswego, OR

DIRECTORS MESSAGE

By Robert Douglas



Robert Douglas

It is hard to imagine but the 2009 Touring Season is already off and running starting with the traditional start to the season, the Valentines Day Brunch and Tour, a trip to the Brighton Beach and the annual All Member Dinner at O'Conner's.

Saturday the 28th of March at Howard Freedman's Garage will be the first "Tech Session" of the season and we will be having the people from Oregon Plating as our guest to go over the in's and out's of the plating process and answering your questions on a subject that is very familiar to all of us in the hobby. In his position on the National Board Howard Freedman has been doing a bit of traveling and has sent in some excellent "dispatches" as well as pictures from exotic places such as Amelia Island. All of which will be covered in article's later in this issue.

The 2nd through the 5th of April will be the much-anticipated Swap Meet out at the Expo Center and the 24th through the 26th will be the first "overnighter" of the tour season to the Tacoma area where we will be visiting the Lakewold Gardens to see the spring blooms as well as some local car collections. On the 16th and 17th of May we will be having a one-day or two-day, (your option) tour to the Evergreen Museum in the McMinnville area through the wine country. The Strawberry Social will be on the 7th of June at the beautiful river front home of Wendy and Bill Jabs; they have a wonderful car collection to boot as well as an extensive shop. There will also be another "Silent Auction" of automobilia from the estate of Sherman Williams all of this and strawberry shortcake

too, an event not to be missed.

Some of these upcoming events will be in conjunction with other car clubs such as the Packards of Oregon Club and the Buick Club. It is a great chance to meet new and other enthusiasts, tell stories and see other great cars. After all we all share the same addiction and it is nice to know that you are not alone!

So keep a close eye on your club calendar, mark those dates and get those beautiful cars shined and tuned, for this is just the beginning of what promises to be a wonderful season and you don't want to miss any of it!

I would like to take this opportunity to again thank all of you that participated in the "Club Survey" the results of which were included in the last "Distributor". I know that it took some time but as I stated, this is your club and we know that you often cannot arrange your schedule to fit in a Board Meeting. This was a great way to get feed back from the membership, and the results from the survey will be in the "Cliff Notes" for our up coming planning sessions.

As always, your Board of Directors encourages you to attend board meetings, they are fun and informative. This is where the decisions are made and we would love to have your input. After all this is your club so please be part of the decision making by attending and having input into the process. We hope to see you at future meetings, besides, the more the merrier!

We will look forward to seeing you at our upcoming events and on the road with your beautiful car. Remember it may rain but I have it on good authority that the car will not melt! These cars were designed to be driven in all kinds of weather not just sunny summer days so enjoy that car you have worked on even if it sprinkles a bit of rain, after all it is an automobile!



Packard Model 1604-1118 Super Eight Coupe 2-4.

THE 1604-1118 COUPE 2-4

Cover Car story

By Karla Hackney

After several nights of visiting our neighbor's garage, I casually mentioned to my husband (yes, every husband wishes for a wife to say this just once in their marriage...) "if that car ever comes up for sale, I really think we should own it." Fast-forward a few weeks, and what could he say? It was for sale, it was right next-door and it was so cool! As we traversed the wild and speedy ride from dreamers to owners we were warned of a few things:

1. It's a three-speed transmission. It's never had an overdrive and it's been on many lengthy tours and trips.
2. It's a three-speed transmission with no overdrive, just be careful.

Watch out, that car doesn't have an overdrive; you may want to do something about that Delivered without a heater – and carrying a trunk rack without a trunk? These issues did not make the list.

Nobody had anything else to be concerned about. We opted to have Mike McCready (my brother and full time antique auto mechanic) make a full mechanical "safety" inspection of the vehicle. This is something I've never done before and it proved fascinating. He noted little leaks, failed switches, routine maintenance items, and weather seals that were less than perfect. Overall, the car ranked with satisfactory to high marks and we just wished the checking account had enough to leave the car with Mike and tell him to "fix it." Instead, we brought the car back home and marched off to Bob and Leena Lee's with checkbook in hand,



destined to add a big yellow Packard to our



garage.

I was just awestruck by its beauty. The more I sat next to it in the garage, the deeper I fell in love. I was blissfully wandering through the “discovery” phase of our new relationship. Besides discovering the financial realities of such amore, I found that the windows cranked backwards. I also realized (with several trips back and forth), that the rumble seat is flanked by two pass through golf club doors and yes, that back window actually rolls down! As I spent a bit more time loving it, I realized the architecture of the driver’s seat sweeps across the horizon with the same curve as the top, the radiator and the fenders. The designer of this car really had fun – it truly was a rolling work of art. The artisanship was no slouch either. The beautiful art deco styling on the instruments and gas pedal bedecks the interior like jewelry. Drivability? Wow! It may be just a “three speed” but that transmission is dreamy. It is a delight to drive and to own and just knowing that it passed all of its engine “health” exams made us confident of its future life with us. Yahoo!

During our honeymoon (just past discovery) phase, we did a bit of research on the car in “The Packard Story” by Bob Turnquist. Technically the car is a Model 1604-1118 Super Eight Coupe 2-4. Its shipping weight was 4,585 pounds and its price new was \$2,925. Considered the least expensive of all Super Eights, its accessories included (very cool) side mounts; a trunk rack, a radio and

factory installed Trippe Lights. The car sits on a 134-inch wheelbase. It truly occupies more space than most vintage four-door sedans. Some interesting sidebars include: in 1938, the Senior dashboard is not wood grained and the windshield is “V” shaped. Packard completely redesigned the instrument panel for the 1938 year. In addition, the 16th series, of which we now belong, was issued with a paper decal identification tag versus the traditional tin or aluminum plate. The decal is notorious for crumbling away and becoming dust. So we have little authentic numbering on our car.

In the four years since we have owned the car, we have toured and shown the car all over the state. We debuted it in Joseph, Oregon, where it was awarded People’s Choice out of some 500 display-cars. We were stunned when our good friends, the Gluds, returned to Joseph the following fall and found photos of our car

framed and for sale in several of the art galleries in town. The car has performed nicely at Concours and makes numerous impromptu appearances at cruise-ins, Packard and Classic Car Club tours, as well as family events. People love to ride in the rumble seat and many generations will gather around the car to reminisce with youngsters about their own fond memories of riding in a rumble seat. We found an authentic Packard trunk on Ebay and we even purchased a heater for it (which is not installed yet!)

Our wish is to purchase a set of radial tires for the car and install high-speed gears for the rear end, so that the overdrive issue never has to be mentioned again. We have done very little to the car mechanically and continue to love it from every angle. Its lines are so well proportioned and the color is so beautiful. It is a real showstopper, regardless of the occasion.

THE OREGON REGION GOES TO “BRIGHTON BEACH”

By Robert Douglas

On March 1st 2009, a rainy Sunday afternoon, the Oregon Region CCCA went to the shore for a trip to the theater to see “Brighton Beach Memoirs” by Neil Simon. We had a good turn out and our group consisted of Jan and Rodger Eddy, Howard and Evelyn Freedman, Linda and Ron Erickson, Myrna and Gary Geddes, Bev Smith, Daryl Campbell, Quentin Robbins, Mona Marsh, Georgia Cacy, John Mitchell and his mother Jean, Bobby and Herb Shaw, Chris and Roger Wooly, Frankie Douglas and your reporter.

The Portland Actors Conservatory in their theater located at 1436 S.W. Montgomery Street Portland, Oregon put on the play. It’s a small theater that was once fire station and has been converted into an intimate theater. It seats seventy people so you get to “see” the performances up close which in this reporters opinion is the best way to see live theater.

The story is an autobiography of Neil Simon’s

childhood growing up in the Brighton Beach neighborhood of New York. It’s a close up of family life in 1937 with an extended family living in one apartment where the Great Depression comes into sharp focus, a place where dreams meet reality and families strive for survival. It was an excellent play that explores the full range of human emotion from comedy to tragedy and all set against economic upheaval and the gathering clouds of war in Europe.

The set was excellent as it never required a scene change, there were indoor rooms, a front porch and out doors all in one set. The audience was directed around the set by means of the lighting. With the closeness of the stage you were brought right into the lives and time of those on the stage and it made for a wonderful afternoon at the theater. .

It was a terrific event and we thank both Jan and Rodger Eddy for making all this possible!

THE ANNUAL VALENTINES DAY BRUNCH & TOUR
By Bobby Shaw

backseat of their beautiful 1938 Packard (NC) along with Evelyn Freedman and June Fezler, as they too had needed a ride. We then set off for Lewis & Clark State Park in Troutdale to



Karla & Matt Hackney's 1938 Packard Rumble Seat Coupe parked at the Asbahr's replica car showroom with a Flying A gas station in the front of the building.

Sunday, February 7, 2009, dawned bright and clear with a promise of sunshine all day. What a great day for our Valentines Day Brunch and Tour. Although it was breezy and cool, I knew a perfect day was ahead.

meet fellow members and their guests to begin our day.

One by one, the cars arrived at the park; Bill and Wendy Jabs in their 1930 Packard Coupe, Dave, Heather, and Teddy Charvet in their

As Herb was out of town, I awaited the arrival of Robert and Frankie Douglas who graciously volunteered to pick me up. When the Douglas' arrived, I squeezed into the



Bill and Wendy Jabs in their 1930 Packard, 8, 733 RS Coupe.



Dave, Heather, and Teddy Charvet in their 1937 Packard, 1501, Club Sedan.

Douglas' arrived, I squeezed into the backseat of their beautiful 1938 Packard (NC) along with Evelyn Freedman and June Fezler, as they too had needed a ride. We then set off for Lewis & Clark State Park in Troutdale to meet fellow members and their guests to begin our day.

One by one, the cars arrived at the park; Bill and Wendy Jabs in their 1930 Packard Coupe, Dave, Heather, and Teddy Charvet in their 1937 Packard Club Sedan, Ray Dunford in his 1948 Buick Sedanette (NC). There were also modern day future classics driven that day. Everyone was excited about the upcoming Brunch and Tour. Although the temperature was cool with the wind making the temperature feel even cooler, what mattered was that we were there and ready to go, although I must add that at the park most people stayed in their cars to stay warm.

Tour-master Roger Eddy braved the cold and brought to each car the tour information on the route to the Restaurant at Multnomah Falls for our Champagne Brunch and afterwards to Roy and Beverly Asbahr's home for our tour to their outstanding GM Showroom and Gas Station.

Soon we were on our way to Multnomah Lodge first traveling along the Sandy River and then the historic Columbia River highway. We motored by Latourell, Bridal Veil, and Wahkeena Falls as we drove along the historic highway all the while enjoying the sunny day and awesome scenery of the Columbia River Gorge. The ride in the Douglas' car was very smooth, quiet, comfortable, and quite enjoyable and everyone anticipated the upcoming delicious buffet brunch.

Believe it or not, we again filled the banquet room at the Lodge. Brunch did not disappoint – set out were several breakfast and lunch entrees, a varied selection of breads, fabulous desserts, and the champagne flowed. As always, the service was first class as was the company attending the tour. This year there were fifty-seven participants including three children. Souvenirs of Valentine's Day – long stemmed roses and small boxes of Necco's Valentines Day candy were handed out. A brightly burning fire in the fireplace, delicious food, and the camaraderie found when amongst friends set the mood for a perfect day.

After much eating and socializing, we headed to Gresham to Roy and Beverly Asbahr's home and garage. This part of my journey



Roger Eddy, (center) stands behind Ray Dunford's 1948 Buick Sedanette (NC) handing out the tour information.



Pictured from left to right are: Don Letson & Ruth Ridgeway, Lois & Gene Bradshaw, and Ray Dunford enjoying brunch.



Pictured from left to right are: Roy Asbahr, Lisa Earls, Wendy & Bill Jabs, Mona Marsh, Ray Dunford, and Rodger Eddy.



From right to left are: Robert Douglas, Jan Eddy, Matt & Karla Hackney, Gene & Lois Bradshaw, June Fezler, Suzie & George Choban, Ruth George Beverlee Smith and Jan Eddy.



Roy Asbahr & George Riehl are standing behind Roy's 1941 Cadillac, 62 Convertible Sedan.



Roy's memorabilia displayed in a replica of a car showroom with a Flying A gas station in the front of the building.

was in Bob Earls and Lisa Earls 1955 Buick (NC) giving me another opportunity to sample the luxury and comfort of the old, huge chrome laden GM cars of the 1950s.

At the Asbahr's, we saw Roy's collection of Oldsmobiles, Chevrolets, and memorabilia displayed in a replica of a venerable car showroom replete with a Flying A gas station in the front of the building that looked much like it did in the 1950s. Karla and Matt Hackney parked their 1938 Packard Rumble Seat Coupe in front of the gas pumps making the scene feel as though time had rolled back to the mid-twentieth century.

Roy shared stories of how he built his "showroom" and how Beverly surprised him by purchasing the "Class of '55 Chevrolet" mural that hangs along the back wall of the building over the 1955 Red Chevrolet Convertible (NC) shown in the mural. Beverly graciously opened up their home and allowed us to view her varied and wonderful collections of quilts, linens, toys, and dolls, to mention only a few of her many areas of interest. Cookies, coffee and hot chocolate were set out for us to enjoy; and enjoy we did! Tour participants included members of the Oregon Region CCA, Packards of Oregon, as well as many guests. Those in attendance were: James Barratt, Gene and Lois Bradshaw, Daryl Campbell, George Campbell, Dave and Heather Charvet and their son Teddy, Suzie and George Choban, Robert and Frankie Douglas, Ray Dunford, Bob & Lisa Earls, Rodger and Janet Eddy, June Fezler, Evelyn Freedman, Gary and Myrna Geddes, Bill and Ruth George, Matt and Karla Hackney, Bill and Wendy Jabs, Dick and Lois Johnson, Geoff and Lisa Johnson, Ken Krolikoski and Gladi, Bob and Leena Lee, Don Letson and Ruth Ridgeway, Mona Marsh, John Mitchell and Georgia Cacy, George Riehl, Bobby Shaw, Monte and Sue Shelton and guests Dorothy and Havlin Kemp and their two children, Phoebe and Eleanora, Beverlee Smith, Cliff and Julie Stranburg.

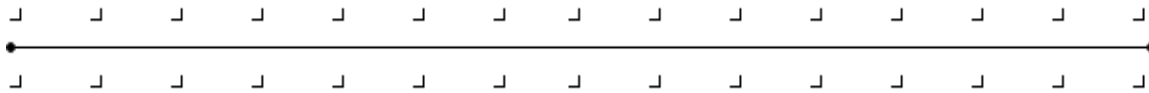
The Annual Valentines Day Brunch and Tour

has always been a great way to start the CCCA touring season and this year again proved it is one of the best and enjoyable

ways to do so. It was good to see so many members who traveled from both far and near to attend this classic event.



The “Class of '55 Chevrolet” mural is hung behind the matching 1955 Red Chevrolet Convertible (NC).



STRAWBERRY SOCIAL AND TOUR



The “Strawberry Social and Tour” to Bill and Wendy Jabs Collection on the Clackamas River on June 7th will feature a silent auction and sale of items from the Sherman Williams Estate. The items of Automobilia include framed and unframed art, posters and vintage advertisements, toy cars, books, pins, and Rolls Royce literature.

An accomplished artist, Sherm’s collection reflects his vast interest in automobile styling. There is something for everyone.



THE TACOMA TOUR APRIL 24-26, 2009

By Rodger Eddy

The sweep and beauty of Lakewold Gardens that enthralled Oregon Classic Car Clubbers last fall is the attraction that brings a repeat tour this spring to the Seattle-Tacoma area.

Blossom time should be in full array on the weekend of the 24, 25 and 26th of April (Friday, Saturday and Sunday) when the Oregon Region tour occurs. The garden estate will be visited on Sunday before the return trip home, and will follow a visit to a petroliana and motorcycle collection as well as a lunch in Gig Harbor that will be a joint venture with the Pacific Northwest Region, arranged by Bill Allard of Tacoma.

The trek northward begins Friday at 8:30am from the Gee Creek rest area, exit 11 on I-5, north of Vancouver, Washington. Watch closely because the rest area exit has changed and you now take a regular exit that includes the rest area. We will leave at 9:00am and

will visit the LeMay auto collection in Tacoma and the Tom Crook Showroom on our way to the same Ramada Inn that we used last spring near the Sea-Tac airport.

Saturday will see a visit to the Paul Allen airplane collection, lunch at the pier area and shopping in the Pike Street Market area as well as a tour of the famous "Seattle Underground". All events and dinners both nights will be open to Pacific Northwest Region members so the two regions may get better acquainted.

The "Entry Fee" is \$15.00 per person, which will include some prepaid admission fees. Motel arrangements, made by the club are very reasonable as well. Please sign up now by contacting Jan or Rodger Eddy at 503 223 3606 or 2582 N.W. Lovejoy Street, Portland, Oregon 97210.



Beautiful Lakewold Gardens.

MAGIC AT THE VENETIAN THEATER

By George Potter



Dave McCready has a big smile on his face as he stands with all of the Packards parked in front of the Venetian Theater.

Dave Charvet's "Magic show in the Venetian Theater in Hillsboro, what an event!

Last Saturday the 21st of March we headed north to Hillsboro to meet up with the other Packardets (Packards of Oregon) at Dave & Jeanette McCready's home. Jeanette was hosting a "bring your favorite munchies" party.

After much talking and consuming of all those goodies it was time to drive to the newly restored Venetian Theater. Out front parking for the Packard's was arranged. Yours truly was committed to bring Edna (my 1934 Packard) but with the weather forecasting

rain, I chickened out and drove modern iron, for which I caught a full rash from Mr. McCready... ouch!

But all turned out COOL as I got to drive his 1937 Super Eight 7 Passenger. I have to say all those Packards lined up in front of the Venetian Theater looked darn good. We all met in the theater lobby for a glass of wine and then Dave was ready with his show. Many of us have seen his magic show before but he always seems to have something extra to add and for us seeing Teddy pop out of the box along with the disappearing horse just added to what is always a wonderful event. We enjoyed the evening!



Back: Monte & Elaine Glud, front: George & Sylvia Potter wait for the show.



Teddy & Heather Charvet enjoy the show.

AMELIA ISLAND IN MARCH

By Evelyn & Howard Freedman



This 1932 Auburn boat-tail 12-160A Speedster was just one of many



What could be better than Florida in March; sun – beaches – more sun and fabulous automobiles to escape our rain, more rain, snow and fog except this time we were greeted by fog and more fog until mid day.

Saturday was a prelude to the Concours, highlighted by the RM Auction of priceless automobilia and perhaps 100 automobiles of

every description from man Full Classics® to late 40's and 50's collector cars.

Indoors at the Four Seasons Hotel which hosts the event, there were dozens of vendor booths selling everything from hats and shirts to restored gas pumps, works of art, many book vendors and some very high dollar jewelry.

At the entry to the hotel, there were a dozen Rolls Royce's on display, several Hyundai Genesis and their new coupe, several mundane Mercedes, a couple of lovely Jaguars and the star of the entryway, of course, a red and black Bugatti Veyron. All but the Veyron were available for two days for test-drives – always with a warden, of course.

One of the highlights of Saturday was looking at an automobile that was built by the

Automotive Youth Education System of the Titusville High School in Titusville, Florida coordinated by Frank Soros. There were a dozen students hovering over their creation and willing to talk about their work. Amazing how Mr. Soros has created the excitement in these young people. Let's hope many of them come to appreciate the Classic Era to buy us out when the time is right. I had the CCCA office send Mr. Soros a copy of the Beverly Rae Kimes THE CLASSIC ERA book II for their school library.

On Sunday it seems like thousands of people flocked in to the Concours; some dressed in very high fashion of the Classic Era and many in tie and coat with straw hats perched on shiny domes to keep the sun, which did arrive early at bay. Actually by the time we arrived at 9:30 there were perhaps 500 people in line waiting for the gate to open.

This event is not for the faint at heart financially. Parking was \$15 on Saturday and seems like inflation arrived over night

because Sunday it was \$30. Admission was \$50 per person – take it or stay out.

Hundreds of fabulous automobiles, many one off, were on display in a marvelous setting. They were displayed in marque alignment, which made it a little easier to understand the various evolutions of the brands. One of the highlights for me was a display of nine American Bantams including a city delivery unit in dark mahogany driven by a liveried white gloved chauffeur carrying a lovely 1930's dressed lady.

I have about 250 pictures on CD and if anyone would like a copy just email me at: hfreedman@aol.com and I will be happy to send you a copy or perhaps it might even take two CD's.

We are off now to the South Florida Region CCCA Grand Classic at Palm Beach and more pictures will be available should anyone want them.



A 1932 Reo Royale.



A 1930 Ruxton.

SUNSHINE REPORT

By Evelyn Freedman

I am quite happy to report that Quentin Robbins has successfully come through hip replacement surgery and is doing very well.

We all wish him the best for a full and speedy recovery.

THE FIRST TECH SESSION OF 2009

By Robert Douglas



With Garry Smurthwaite in front of the “class” and his fellow instructor Scott Hunt in the front row on the right, the crowd is well in hand as the “Chrome Class” gets underway.

March 28th 2009 was a rainy Saturday in Portland but at ten in the morning there was a break in the weather, the first Tech Session of the year! It was held at Howard Freedman’s Gideon Street garage and the guest speakers, arranged by Bob Earls, were Scott Hunt and Garry Smurthwaite from Oregon Plating Company Inc., a company that many of us are very familiar with.

Those in attendance were, Quentin Robbins, fresh from hip replacement surgery and doing very well thank you very much, Bob Earls, Gene Bradshaw, Jack Richard, Ray Dunford, Matt Hackney, Dave McCready, George Potter and his son Robert with their mutual friend Vern Ivy, George Riehl, John Mitchell, Rodger Eddy and your reporter. At about quarter to ten people began to arrive and there was hot coffee, orange juice and doughnuts as well as a container of Evelyn Freedman’s home made biscotti to take the chill off of the outside weather and it was all but gone before the session was over.

At just after ten o’clock I introduced Scott and Garry to the group and we were underway. It was a fun, informative and humorous presentation on the in’s and out’s, do’s and don’ts of the chrome and metal plating and polishing business as well as how the industry

has changed and evolved over time. How customer’s and the restoration hobby’s expectations have changed leading to more and more exacting work and of course more and more beautiful final products. As those of us in the hobby know chrome has become a major consideration in restoring a vehicle and they explained why this has become the norm. It is after all; a very labor-intensive business and all of the chemicals as well as the tools used in the production of our car’s jewelry get more and more expensive over time.

There are also the problems with the parts that are brought in. When you think about it, many of our parts are sixty to eighty years old and they were pot metal castings to start with, a metal that was and is still used, shall we say, for a price. It is prone to corrosion and oxidation that pop out through the chrome and cause pitting and other blemishes to the parts. When Oregon Plating receives these parts they have to chemically remove the chrome then go through them and grind and drill out all of those imperfections, like a dentist drilling out a cavity, or they will just come back, like painting over rust, it will just blister through. After all of the corrosion is removed then they copper plate the object and fill the larger holes with silver solder and then keep adding copper, layer after layer and polishing

it back till the surface is all smooth and as close to original as they and the client want it. Then a final copper plate and polish. The next step is to nickel plate the object, polish out the imperfections and then chrome plate the object and polish it again and of course between each of these processes is a chemical bath and rinse to remove unwanted pollutants from the object so that the next process will adhere to the object and this is all hand work. Imagine all of this work for something as complicated as one of our bumpers or a grill and you can begin to see why chrome becomes an ever-larger consideration in the care and feeding of our cars.

Scott brought up a very good point on the labor front, just imagine all of the work mentioned above and then standing and polishing all day with something as large and heavy as one of our bumpers or a grill from say a Lincoln Continental. You have all removed or helped remove a big bumper or grill before and know how heavy and awkward they are. Now stand and hold that bumper and work it over a big stationary polishing motor all day to make sure that the surface is beautiful, with no scratches but don't over polish it through to the nickel or you will have to start all over again!! This is an old school, handwork art form that requires years of experience and excellent craftsmen to

attain the results that we want and the quality that will last over the years.

There is also other work that is required for parts that are stainless steel or sheet metal for example hubcaps or side trim. They need to be taken apart, have all the dents pounded out, be trued and straightened as well as repair any holes or deep scratches then polished or rechromed and reassembled.

After the initial presentation there were a lot of questions from the audience and Scott and Garry answered all of them in detail showing examples of pot metal castings and the problems in their restoration. After it was over all of us had a much greater appreciation for all of the work that goes into our vehicles "automotive jewelry".

I would like to take this opportunity to thank Bob Earls for doing the "leg work" to make this Tech Session possible and also thank our guest speakers, Garry Smurthwaite and Scott Hunt from Oregon Plating Company Inc. for taking the time to come over and provide such an informative and entertaining introduction to and explanation of, the plating and polishing business and answer all of our questions. It was a great session and a wonderful start to the 2009 Tech Session Season!



Garry Smurthwaite explains the problems in removing deteriorated material from pot metal.

SOUTHERN FLORIDA GRAND CLASSIC DAY ONE

By Howard Freedman

Wow, what a reception – these people really know how to put on an event and make people feel like they belong way before even getting to know many of them.

Evelyn and I were able to help with registration on Friday morning and met many of the local members before we all boarded a bus to go to a very private collection of some 75 or so 50's, 60's and 70's automobiles arranged in an almost unbelievable display highlighted by vignettes all around the room including our host John Staluppi's own bank, barber shop, Bob's Big Boy dinner, an old time apothecary with one of our own Packard Club friends made up as a doctor, standing guard over the shop with white coat and



Host John Staluppi's unbelievable display highlighted by vignettes, above is the Mobil gas and service station.

stethoscope around his neck, See the picture and who do you see?



One of our own Packard Club friends made up as a doctor. Do you know his name?



Bob's Big Boy dinner.

Within the display of automobiles, there is a working carousel, an old fashioned Mobil gas and service station, and a working soda fountain along with a number of other fabulous displays.

The few pictures that are within this article do not begin to do justice to the quality of the automobiles and the ambiance of the museum. I do have a CD of about 100 pictures of all of the cars (all non-classic) if anyone should like to have a copy.

DAY TWO

The Grand Classic® started forming on the lawn behind the Hilton West Palm Beach about 7 in the morning after a torrential rain and wind storm about 2 AM. With the wind off the ocean, most of the area was almost dry although some of the cars that were driving in had road spray to wipe off for presentation.

Over 40 lovely Full Classics® - real examples of the Era that the Club represents were on the field and after a judges meeting the raindrops were wiped clean and the sun shown through



1933 Chrysler Imperial CL Dual Cowl Phaeton.

the clouds for a great display of first class automobiles.

My favorite was a 16 cylinder Marmon Limousine and it was pristine and I wanted it for our garage. Of course, all of our STUFF would have to go to get the Marmon relocated but as you know, we are prone to quantity rather than quality in most cases so no

Marmon around our place.

The marque of prominence was the 1941 Cadillac but there was a nice display of Packards, a lovely Chrysler dual cowl, two Pierce Arrows; one a truly mostly unrestored original with traditional big bug eye headlights, several Bugatti's, a fabulous boat tail Stutz and a lovely Bentley. I could go on



1933 Marmon Model 16, 16 cylinder five passenger touring sedan.



Pictured here and below is a Stutz Boat Tail Four Passenger Speedster.

and on but a few pictures tell the story.

It was a long way to travel to get caught in a rain storm but it was worth it and the Southern

Florida Region were wonderful hosts; very friendly and almost best of all, they let me keep busy helping out.



MAGICADABRA

By Matt Hackney

As a club we are very fortunate to have a wide selection of members with an even wider selection of hobbies and occupations; every once-in-a while a member gets to combine their hobby and work; one such person is our own David Charvet. On March 21st several of us had the opportunity to see David's passion for magic in action. For those that may not know, David is a professional magician who enjoys researching and performing illusions from past obscure performers. He has penned six books on magic and magicians.

The evening of the 21st started out with a potluck hors d'oeuvres party at the home of David and Jeanette McCready. As per normal at the McCready's the table was full of delicious food and beverages. As a teaser our hostess had arranged a top hat, rabbit, white gloves and a cape as a centerpiece of her table. A talented local pianist performed music as a backdrop for the many conversations. After about 90 minutes of banter, Jeanette announced we would be leaving soon in order to arrive at the theatre by 7pm.

In order to accommodate all of the guests who had driven some distance and were without a proper classic, Dave McCready offered up his fine '37 Packard Super Eight, 7 Passenger Sedan to club member George Potter. Adding some delay to Dave's otherwise smooth exit for the theatre, Karla Hackney, daughter of the McCready's, was caught warming up dear old dad's '41 Packard 5 Passenger Touring Sedan. With the '41 in the lead we took off, 7 vintage cars and 7 moderns bound for the Venetian Theatre in Hillsboro. David had called ahead and as we approached the marquee, employees of the Venetian moved their own vehicles giving us prime parking in front of the theatre. With the two McCready Classics on one side of the road, Ken Krolikoski's '32 Packard 903 Coupe Roadster, and our '47 Packard 2150 Limo on the other we had 4 full Classics on the tour. It is proper to mention that this was an official tour for our friends in the Packards of Oregon; the other three vintage cars on the tour were Packards (Tom Taylor's '54 Patrician (NC), Gary Martin's '53 Patrician (NC) and Wade Miller's '48 Custom (NC).



Packard beauties all in a row in front of the Venetian Theatre from left to right are: Ken Krolikoski's 1932 Packard 903 Coupe Roadster, Wade & Patsy Miller's 1948 Packard Custom Four Door Sedan (NC), and Matt & Karla Hackney's 1947 Packard 2150 Limousine.



David Charvet club member and professional magician loves researching and performing illusions from past obscure performers.

Once at the Venetian, we had the opportunity to walk around and enjoy the recent remodel. The remodel was a cross between art deco and contemporary loft, bare wood trusses and tile and soaring ceilings and cozy booths tying it all together. We had about an hour to socialize and possibly indulge in the many fine beverages that were offered. I myself, found an incredibly tasty beer from Germany. At about 10 minutes to 8 they let us in the theatre where I promptly had to dislodge some miss-seated patrons. They had a difficult time reading the row letter they were supposed to be in and used common sense; unfortunately this did not work for them. After juggling people, we

all settled in to enjoy the show.

Mr. Charvet and his crew are top-notch entertainers and put on both an educational and entertaining show. I will not tell you exactly what David the magician did, but the show was filled with saws, blades, and handkerchiefs. David Charvet has even figured out a way to employ his own son (I hope you pay him and by the way, Teddy stole the show!).

After the show we were lead upstairs with the promise of desserts, this was not to be. We did, however, have an opportunity to talk with the owner of the theatre about its history and his plans for the future. Future plans include The Portland Chamber Orchestra, local bands (not too loud) and second run movies.

If given the chance, please go see the Venetian Theatre in downtown Hillsboro and absolutely see David Charvet's entertaining magic show



Teddy Charvet waits for his cue to assist his father with the show.

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