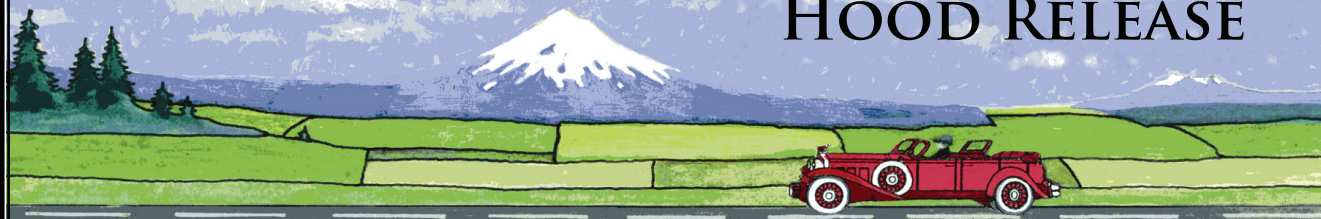


THE HOOD RELEASE



Oregon Region ♦ Classic Car Club of America

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



SPRING 2011

**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

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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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2011 Oregon Region CCCA Schedule

* = Tour or Meeting Sanctioned or Organized by Oregon Region

- *May 5 Dinner Meeting @ O'Connor's 6:30
- *June 2 Dinner Meeting @ O'Connor's 6:30
- *June 12 Strawberry Social Tour @ Dave McCready's in conjunction with Packard, Buick and Cadillac clubs Contact Mona Marsh **503-659-2700**
- *July 7 Dinner Meeting @ O'Connor's 6:30
- July 17 Forest Grove Concours
- *July 23-24 Willamette Valley Tour Contact Bob Douglas **503-297-2599**
- *August 4 Dinner Meeting @ O'Connor's 6:30
- *August 6 Carlton Art In The Park Tour Contact Rodger Eddy **503 223-3606**
- August 7 Columbia River Concours
- August 21 Lake Oswego Car & Boat Show
- *September 1 Dinner Meeting @ O'Connor's 6:30
- *September 18-22 Tour to Olympic National Forest Contact Bob Douglas **503-297-2599**
- *October 6 Dinner Meeting @ O'Connor's 6:30
- October 15 Pumpkin Tour with Packard Club Contact Rodger Eddy **503 223-3606**
- *October 22 Halloween Potluck @ Howard's garage 4:00 PM Contact Mona Marsh **503-659-2700**
- *November 6 Annual Membership Dinner Meeting @ TBA Contact Mona Marsh **503-659-2700**
- *November 10 2012 Planning meeting @ Rodger & Jan Eddy's
- *December 4 Annual Holiday Potluck @ Lake Oswego Heritage House 5:00 PM Contact Mona Marsh **503-659-2700**

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DIRECTOR'S MESSAGE

By Rodger Eddy



Haven't we all had a memorable experience in the back seat of a vintage sedan?

Put aside those romantic memories for a moment, because I'm talking about the queasy feeling in the stomach as Dad and Mom up front were enjoying the lurching ride while the offspring in back suffered. At that young age we took for granted the panorama of berry fields, forests, cascading rivers, and red rock cliffs, not realizing that Oregon's abundant beauty is unique.

We are blessed that much of that childhood scenery so ingrained in us still exists today, even in the bustling Willamette Valley, the Western World's Garden of Eden that drew our ancestors westward. And we are also blessed that many of the dependable old cars from childhood eras are still here to be enjoyed. A dramatic view on one of our tours provides not just a beneficial moment, but can evoke memories of earlier times.

Please take the time and effort to get the old car rolling, and join your close friends in car clubs who share your respect for the past and for our heritage. Our tours this summer are varied, but each promises the fabric for today's enjoyment woven with perpetual threads of life.

EDITOR'S BLURB

By Bob Earls

This month's issue is a little thin on articles. More submissions would be greatly appreciated.

Some of us had a great tour, dinner and show in conjunction with the Buick Club on April 9th at Pacific University's 51st Annual Luau. Hopefully it will become an annual event for us.

Jeremy Wilson's second installment in his Automotive Eras research is included, as are my two-cents relating to the issue.

I've written an article about a pet peeve of mine: High-tech gimmicks on new cars. The only reason it belongs in an old car publication is that it validates why we love old cars.

The Columbia River Concours committee is looking for judges for their concours which will be held August 7th. You don't have to be an experienced judge to play. All that's necessary is knowing how things are supposed to look, and knowing quality and craftsmanship when you see it. We'll train you. A judges' school will be held at Howard's garage on Saturday, May 14 at 1 pm. Please join us.

The Strawberry Social is coming up June 12th, and the Buick, Packard and Cadillac clubs are participating as well. This year it's going to be at Dave and Jeanette McCready's in Hillsboro. Don't miss it. Contact Mona Marsh.

Also included is an update on the 2012 CARavan, as well as a more detailed memorial to Don Letson.

AN ANNUAL LOVE AFFAIR

By Rodger Eddy




Boring! Boring! After ten years of doing the same thing at the same place, it must be boring.

But not so! More than 50 Classic Car Clubbers and their guests assembled again at Multnomah Falls Lodge on Sunday, February 14, for the region's annual tour and brunch. One of the best attended events every year, the dramatic setting, the imposing lodge, the exquisite food, the friendly service, the car club camaraderie...all prove to be strong attractions for the event no one wants to miss.

"In all the years we've participated, Rodger has never taken the same route here," observed Director Bob Douglas in his introductory remarks. The several guests were pointed out, coming events reviewed, and thanks to Mona Marsh for completing her first affair as social chairman, which included complimentary red roses and candy hearts by tradition started by Myrna Geddes and carried on by Janet Eddy during their stints as chairpersons.


For those wanting continued action, a small tour stopped at Troutdale to browse the varied shops there as the event closed.




restorations, street rods, and consulting

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Bob Earls



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**“NEW ULTRA HIGH-TECH CARS”
OR: “HOW I LEARNED TO STOP WORRYING AND LOVE MY PACKARD”**

By Bob Earls

The recent Toyota recalls really validated what I've felt for a long time: New cars are answering questions no one asked. They're overly complicated. There's more computational activity going on in most any new car than the moon landing modules had. These cars lull us into a false sense of security and, consequently, make us less competent as drivers.

The result of an over-active imagination engineers are constantly thinking of new ways to make things happen. Some of these things are due to government regulation; many of which are logically necessary, and some, I'm sure, being the result of a small minority of whiners. And, of course, the marketing types never saw of a gadget they couldn't come up with an ad-line for that will make you want it. I'm sure many people view these new things as “cool” gadgets, adding to their comfort and convenience, while others see them as another way to let you be lazy...so that you can take even less responsibility for thinking about mundane things like driving.

I'm not talking about truly useful things like emissions or structural integrity, or disc brakes. No, these are frivolous items, most of which are hyped as safety devices. They are designed so that you don't have to waste your valuable “Texting” time worrying about staying awake, paying attention, being aware of what's going on around you, knowing how to steer into a skid, modulate the brake pedal, or even **PARK!** All these are controlled by computers, and we all know computers *never* fail. Many of these devices have no mechanical link that can act as a backup if a fuse blows (and you know it will). Add to that the most important factor of all: **COST**. As you read the following, just imagine what the repair costs will be.

I submit to you a partial list of real, current devices and what they do that are, in my opinion, unnecessary, dangerous, or just plain stupid. Some of the titles are actual marketing

names taken from various manufacturer's websites.

“Vehicle Dynamics Integrated Management (VDIM)” When a series of sensors detects a loss of traction during a turn, the system uses a combination of individual-wheel braking, throttle activation and steering assistance to correct the situation before a skid actually occurs, helping the driver keep the vehicle on track. *(Similar systems are going to be required by law on all cars in the next couple of years.)*

“Dynamic Radar Cruise Control” is a system that can automatically adjust vehicle speed in order to help maintain a pre-set distance between your vehicle and the vehicle traveling in front.

“Tire Pressure Monitor System” sensors monitor the air pressure of all four tires and send a signal to alert the driver if the tire pressure falls to a critical level. Sensors monitor the wheel speed to determine if air pressure is too low.

“Pre-Collision System” uses a front-mounted millimeter-wave radar sensor to monitor the distance and closing speed of a vehicle traveling ahead. When the system's computer determines that a frontal collision is unavoidable, the PCS preemptively retracts the front seatbelts and preps the Brake Assist for increased braking pressure the moment the driver steps on the brake pedal.

“Network Of Airbags” features a sophisticated “Dual Stage Driver's Front and Front Passenger's Advanced Airbag Supplemental Restraint System (SRS)” that deploys at different speeds, depending on factors such as crash severity and driver's seat-track position. To help protect against certain types of severe side impacts, the car features front and rear side curtain airbags that are designed to offer additional protection for the occupants' heads during a side impact. In addition, front seat-

mounted side airbags are integrated into the front seats themselves so no matter where the seats are positioned, the airbags deploy in locations consistent with respect to the driver and front passenger. The available rear side airbags help keep rear passengers protected in certain types of severe side impacts. Standard knee airbags for the driver and front passenger help provide overall occupant protection in a severe frontal collision. (*Heaven forbid they should all go off at once.*)

“Driver Attention Monitor” uses an infrared camera to monitor the direction of the driver’s face while the vehicle is in motion. The system can warn the driver and, if necessary, apply the brakes to alert the driver if an object is detected ahead while the driver is facing away from the road. Once a collision is determined to be unavoidable, the system then preps the “Brake Assist” for increased braking. The system features stereo cameras to help detect three-dimensional objects in the vehicle’s path, plus infrared technology for nighttime operation. An “Active Pedestrian Detection System” is designed to detect pedestrians in the vehicle’s path, and can apply the brakes to help reduce vehicle speed.

“Eight-speed Automatic Transmission” (*Nothing complicated or expensive going on in there, eh?*)

“Electronic Power Steering (EPS)” allows the driver to steer with the aid of a computer that analyzes driving conditions to adjust responsiveness.

“Adaptive Variable Air Suspension” features electronically modulated shock absorbers that automatically change damping rates to accommodate a variety of driving conditions. A three-position switch on the console also allows you to choose whether you want the suspension to be tighter or more luxurious.

“Magnetic Ride Control Suspension” has magnetic shocks absorbers that are infinitely

variable and compensate for unbalanced vehicle dynamics when cornering.

“Intelligent Access System” is a push-button start system. Just make sure the key fob is in your pocket or somewhere in the car (including the trunk). Next, press the brake pedal and then the start button.

“BLIS (Blind Spot Information System)” with **“Cross Traffic Alert”** When a vehicle enters the blind spot zone, an indicator light provides a warning in the outside mirror corresponding to the side from which the vehicle is approaching. The Cross Traffic Alert feature uses blind spot monitoring sensors to audibly and visually alert you to impending traffic while slowly backing out of a driveway/parking spot and another vehicle is approaching from either side.

“Adaptive Cruise Control” and **“Collision Warning with Brake Support.”** ACC sensors detect traffic slowing, and slows your vehicle down. When its sensors detect traffic has cleared, your vehicle resumes the set speed. CW w/BS helps in case an accident appears imminent. This function will alert you if it senses a potential collision with the car in front of you. A “heads-up” display, which simulates brake lights, flashes on the windshield. If you don’t react and a collision is imminent, the brakes will precharge and increase brake assist sensitivity to provide full responsiveness when you brake

“Automatic Parallel Parking System,” “Four-Wheel Steering,” “Drive-by-Wire,” “Steer-by-Wire,” “Brake-by-Wire” !!!! Where are all the corporate attorneys screaming, “Wait! You can’t do that!!”

If someone purchases a car based on isolating themselves from the reality and responsibility of driving a car...why bother? TAKE THE BUS!

And that’s why I drive a Packard.

WHAT'S UP WITH THE CAR ERAS? (Part II)

By Jeremy Wilson

In the last issue I presented two charts illustrating the haphazard manner in which automobile era names are used in books, websites, and by car clubs.

If you missed Part I, consider that the word “classic” in CCCA circles may be shorthand for *Full Classic* (1925-1948), but at a bookstore you may see the title *Classic Cars 1931-1980*; at the *ConceptCarz.com* website you might find *Classic Car Era* designated as “the period that cars and trucks were built between 1960 and 1972.” Lest CCCA members feel their era name is the most misunderstood, consider *Keith Martin's Guide to Car Collecting*, which puts the *Veteran Era* at 1905-1918 and the Northeast Classic Car Museum at 1800-1900. The point: not one era of auto history lacks published inconsistencies.

In an effort to organize several automobile history anthologies for a new website, I sought help from the *Society of Automotive Historians* asking for clarification. I also asked if the SAH would be willing to endorse an “official” list of the eras and their dates. Below is a summary of the responses I received from *MotorMail* (the SAH online mail system), and how these responses changed my direction.

SAH President Susan S. Davis was the first to reply. She was very encouraging and included her board and committee chairs in her reply, for their direct input. Ms. Davis suggested that it might be just the item for SAH, given its mission.

Soon I received a number of responses from the international community. One from a member in Munich, Germany who suggested using the official FIVA categories:

Class A	(Ancestor) Vehicles built up to 31st December 1904
Class B	(Veteran) Vehicles built between 1st January 1905 and 31st December 1918
Class C	(Vintage) Vehicles built between 1st January 1919 and 31st December 1930
Class D	(Post Vintage) Vehicles built between 1st January 1931 and 31st December 1945
Class E	(Post War) Vehicles built between 1st January 1946 and 31st December 1960
Class F	Vehicles built between 1st January 1961 and 31st December 1970
Class G	Vehicles built on or after 1st January 1971 and up to a date 30 years before the first day of the current year

If you aren't familiar with FIVA, it is the Belgium-based *Federation Internationale Vehicules Anciens*. Their logo is superimposed on a globe, partially circumscribed by the statement, “The Worldwide Authority for Historic Vehicles.” FIVA lists seven organizational commissions (mission statements) including:

- Legislative (“...that the development of national and international legislation does not create adverse impact to owners of historic vehicles...”)
- Technical (“...to find standardised methods and rules for the dating and classification of historic vehicles...”)
- History and heritage (“...to obtain the recognition of the cultural significance of historic vehicles by legal and political authorities...”)

The FIVA categories are used by the *Federation of British Historic Vehicle Clubs*, *America's Historic Vehicle Association*, and notably at Continental European auto events. I appreciated the suggestion as it addresses my request for era definitions by an official organization. But my real goal was to standardize more of the terms and phrases in common use.

Among others, I heard from a gentleman in Herefordshire, UK, writing: "The whole idea of using the phrase containing the word 'era' must be up to the author to define and depends on which region he's writing for."

That runs counter to my original idea, suggesting official standardization. But I found myself beginning to look at the "era" picture from a new perspective.

Another interesting observation from a Suffolk, UK member suggested twenty-year intervals for the automobile eras:

Cars had been around about 20 years when World War I stopped play. Then another 20 years passed before WW2. Each war advanced technology in ways that significantly affected the automobile. It also gave car companies a hiatus in which they could rethink their post-war strategies. I recall wondering how cars would evolve 20 years after WW2. Would something external affect them in some way as the wars had? Sure enough, Ralph Nader came on the scene, followed closely by concerns about smog and then fuel economy with the first energy crisis.

A California member sees the eras as "bridges" resulting from internal and external forces:

In our meditation on the eras, we see that internal and external forces are always at work in the auto industry. 1908-1927 was kind of the "T" era. But that era ended for Ford in a crash course in customer demand. Of interest to me, that is also the GM era, except that GM added [Harley] Earl at the end of that "T" era. Earl added the design department to the factory, Kettering added the lab and a Tech training institute (GMI) and Sloan set up a competitive culture within GM ... These variables along with Giants that from time to time came to inhabit the auto industry, makes the eras more like long bridges rather than static borders. Intelligent evolution, combined with providential economic circumstances drove the progress.

More respondents weighed in with their takes on the eras, providing detailed lists with year ranges and origin information, along with some additions I had not considered in my original list:

- The Emissions era (1973-84)
- The Oldtimer era (Germany and Eastern Europe)
- The *Action Era Vehicle* (a term developed by the *Contemporary Historical Vehicle Association*)
- The *Milestone* era (the *Milestone Car Society*)

To be honest, I was receiving more responses than I expected. Many were detailed and I felt I should respond to every one. I was appreciative and thanked the members for their responses, perhaps drawing the discussion to a close before everyone had weighed in.

Renewing my direction was a UK member's explanation of how the *Veteran* era originated. He said it was coined to coincide with the 1904 cut-off for the second of the London-Brighton commemorative runs in 1929, when anything over 25 years old was thought suitable for that event. He also noted that:

The post-1904 term Edwardian, named after our King Edward VII, should become Georgian in 1910 but as it doesn't we have the paradox that more than half the years of the Edwardian period for motor cars are historically incorrectly named.

I realized that although the era definitions are subjective and often contradictory, their origins are fascinating and deserve to be documented in a collective manner. With the help of the SAH members I've shifted my original goal from *organizing the eras* to *organizing their origins and documentation*. A complete era list, including origins, nomenclature by major clubs and associations, and applicability by region, is non-existent. I plan to build that list and include it when I launch my auto history website.

I've begun to submit parts of the list to the SAH for comments, but that's material for the next installment.

AUTOMOTIVE ERA CLASSIFICATIONS THROUGH THE AGES

By Bob Earls

Jeremy Wilson's era classification articles in the Winter Hood Release, as well as the previous article in this issue you're currently holding, gave me pause to ponder my own classifications. Classification of anything, be it cars, music, personalities, or politics can be quite arbitrary. Even in those instances where there is some logic or rationale applied to justify them classifications are still subject to personal prejudice or bias. Nonetheless, putting things into neat little compartments somehow makes our lives feel more ordered and safe ... as well as warm and fuzzy. Therefore, it is in the best editorial tradition that I will try to persuade you to see things my way in regards to —

So many of the classifications currently in use seem weighted by those who have a stake in a particular class: Car clubs, publications, societies, museums, etc. I certainly have my preferences of eras, types of cars, marques, and such, but by and large I'm just a car guy. I like all cars (even Gremlins, Pintos and Crosleys) and my classifications are primarily based on elements of styling and prevailing technology (which also defined engineering/manufacturing philosophy), but also reflect micro-classes, where appropriate. So, let's get to it.

Pre-1900 through 1916: Horseless Carriage/Brass

Combining styling and technology this has to be a draw between Horseless Carriage and Brass eras That's what they are...brass-trimmed carriages of all types, but without horsepower of the 4-legged variety. It was an absolutely fascinating time for cars. It started with Karl Benz's Patent Motorwagen in 1885 and progressed to Cadillac's "Standard of the World" with parts standardization. Ford's Model

T wasn't the first assembly line, but it certainly put it on a scale of epic proportions and started putting America on wheels. By the time Packard's powerful and elegant "Twin-Six" was introduced in 1915 thirty years had passed and automobiles had gone from a rickety 3-wheeled motorized cart to fairly sophisticated and civilized transportation. Everything was an experiment. If you presented twenty manufacturers with one particular problem you wound up with 20 totally different answers to solving it.

1916 through 1928: Vintage

This was an era in which many of the crazier ideas started getting eliminated through trial and error and stylists and engineers started becoming more concerned with creature comforts, reliability and safety. Laws and regulations dictated much standardization and paved roads started lacing cities together. Hundreds of car companies had come and gone and those that remained had claimed their various turfs or markets so all economic classes were covered. I

peg 1928 as the end of an era because it's when the Model T ended its run and the Model A started as a completely new car. It's only one example but the night and day differences between the two cars epitomized the advances made within the industry. The world was now thoroughly in love with the automobile. Engineering philosophies having either proven laughable folly or worth pursuing further started settling on one agreed upon direction. The same 20 manufacturers would now come up with only 10 different ways to solve a problem. With the basic mechanical design fairly well settled styling was becoming more prominent, and marketing types were having a field day with dog-eared copies of their thesaurus putting forth endless superlatives to describe their goods. Not only was the automobile more dependable and comfortable, they were becoming very stylish. That was progress.

1928 through WWII: Classic and Grand/Full Classic

This is, of course, the era that is most relevant to our club. Cars really made giant strides at this time. Most autos were comfortable, extremely reliable and the stylists, as they were now known (thanks to Harley Earl), pulled out all the stops. The Great Depression took its toll on many manufacturers, but not before some of them penned some of the most stunning one-off designs ever produced. Everyday cars were discovering aerodynamics and all were fully roadworthy. Many cars sported twelve and even sixteen cylinder engines and were clothed in magnificent livery. Production techniques and technology had greatly evolved, and the twenty or so manufacturers that existed just before WWII now solved the same problems with only 3 or 4 answers. It was truly a golden age for motoring, as well as music, movies, art and architecture.

I break this into 2 categories: Classic and Grand Classic. Most people refer to cars of this era, regardless of monetary status, as Classics, and I agree. I know many folks in the CCCA jealously guard that title, but I feel it fits for all cars of the era. That's why I include "Grand/Full Classic" which is meant to refer to the class of auto that

fits our club's definition. These cars deserve special recognition and adding "Grand" to the term more than adequately acknowledges that.

1946 through 1949: Collectible

This is an awkward period because virtually all the cars were holdovers from just before the war. Many of the designs were recycled and stale and most of the innovations that came about during the war had not yet found their way into production cars. Quality was shaky and the colors subdued. Pleasant enough cars to drive, but a big zero in the excitement category. All that was about to change in a big way.

1949 through 1965: Milestone

You start off with the Oldsmobile Rocket and Cadillac overhead V-8s, Ford thoroughly revamping their chassis and drivetrains, automatic transmissions for all, Buck Rogers styling (thanks, again, Harley Earl and Virgil Exner), and bright, multi-color paint jobs define this era. An era which produced an array of unbelievable show cars with over-the-top features such as atomic power and jet turbine engines. Thanks in part to the interstate highway system the automobile was having a full-blown love affair with everyone around the world, particularly in America. Style, comfort, power, convenience was finally available to everyone. Memorable cars that were definitely milestones in our history. They were also the last, pure, lightly regulated transportation engineered and built the old way.

1965 through 1972: Late Milestone

There was a great shift in engineering and production philosophy during this time. New manufacturing techniques There were fewer parts to assemble, and emissions came to the forefront, followed by safety. Once again cars reflected the culture...or was it vice-versa? It was all about performance and flash, wild paint schemes and fabrics. Towards the end of this era there were new threats to America's automotive dominance looming on the horizon, and it wasn't just governmental regulations...it was Japanese cars. Things would never be the same.

1964 through 1971: Muscle

The name says it all, although the timeline could be broadened to start in the mid-fifties when dual four barrel carbs and tri-power and fuel injection made their debut. It was all about horsepower and racing. It all came to an end when more stringent emissions standards lowered horsepower and a new rating system for that horsepower was introduced cutting many horsepower figures in half.

1946 through 1972: Late Classic

I include this because during this period there were so many stunning designs powered by a culmination of mechanical perfection (as opposed to electronic). Cars on my list for this class include the mid-50s Mercedes 300 sedan "Adenauer", 300SL, Mk II Continental, first generation Packard Caribbean, Cadillac Brougham, all Ferraris, 1960 Imperial Ghia, Mercedes 600, mid-50s Bentley Continental. There are many more, and all deserve the Classic title.

AN OREGON ADVENTURE CURRENT STATUS - UPDATE

By Howard Freedman

With the help of more than twenty of our members, we are cruising right along with our plans for our September, 2012 CARavan. Our two planning meetings have given us a lot to think about and a lot of new ideas and opportunities to make our CARavan one of the best ever.

We have contracts in place with all of our lodging facilities, both the Newport Aquarium and the Air Museum in McMinnville and several of our group meal facilities and security deposits where required, have been made. Some of the lodgings have been a real challenge with the Linds and Frank Arms leading the charge in Newport, the Jabs taking over in Bend as well as the Sternwheeler and Rogue River boat trips and Sylvia Potter and Ruth George working on menus in many locations.

Roy Asbahr has added lots of suggestions for a number of issues that we might have overlooked and has the visitors truck and trailer parking pretty well under control.

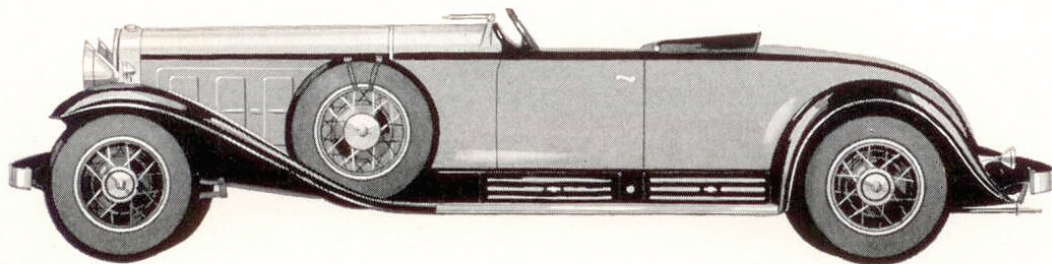
Roads and Routes are well defined and await a complete drive around in late June; graphics are under control and our tour book is well beyond draft form even at this early date.

For the first time in the history of Classic Car Club of American CARavans, we are on the cutting edge of the digital world with George Potter having created a web site for our CARavan.

See what we look like at:

www.anoregonadventure.com

We still need all of our members' brain power, thoughts and suggestions to make our visitors awed with the experience while here with us in September, 2012.



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The Cadillac sixteen-cylinder engine goes far beyond the contemporary conception of brilliant performance. It multiplies power and subdivides it into a continuous flow... constantly at full-volume efficiency... flexible... instantly responsive. This, plus complete individuality in styling, is—in brief—the story of the “V-16”



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DON LETSON 1925-2011

Don Letson died peacefully January 1, 2011 surrounded by his family at the age of 85. The youngest of three children born to Mark and Lillian Letson, Don grew up in the St. Johns area of North Portland. After graduating from Benson Polytechnic School in 1942 Don enlisted in the U.S. Navy. His wartime service was spent aboard an LCI in France, Sicily, Italy, and North Africa.

After WWII Don returned to Portland, and went to work at the White Motor Company. In 1948 he joined Associated Oil Company. His career with Tidewater Associated spanned 38 years during which he was transferred and promoted to various positions in California and Washington before returning to Portland in 1961 as terminal manager at the Linnton Terminal. The remainder of his career was spent as terminal manager for the Portland and Vancouver plants while the company merged with Phillips 66 and then GATX. He retired from GATX in 1986.

It was Don's lifelong interest in antique and classic cars and trucks for which he is best known. In particular, his passion for all things Packard. He was widely recognized in Packard circles as an authority, and as an excellent mechanic and craftsman. He was a founding member of Packards of Oregon and was involved in the restoration of many member's cars over the years. A highlight of his personal collection was a 1934 1104 Super 8 Dietrich-bodied Coupe that he had owned since 1955 and had previously been owned by Clark Gable.



Don's greatest enjoyment in life came from the many friendships made along the way as he collected, restored, traded, toured, and admired cars. He was always willing to help someone who needed a hand with their old car project, and the doors of Letson Garage were always open to those who shared his appreciation of classic automobiles and trucks. His shop was a popular gathering spot for the exchange of great stories, tall tales, sage advice, and insider's tips on a wide range of topics. It was a regular stop for many.

Don leaves behind daughters: Donna Stone of Austin, TX, Carolyn Montigue of Portland, Anita Eaton of Vancouver, Susan Letson of Portland; son, James Letson of Woodway, WA; Special Friend and Companion, Ruth Ridgway of Portland; 11 grandchildren and 5 great grandchildren. He will be missed.

Luxurious Transportation



The patrician matron of Imperial Rome traversed its narrow streets in the ornate lectica, borne by gorgeously liveried slaves and followed by a numerous retinue



THREE years ago Packard published this statement. "Three things guarantee the maintenance of Packard reputation: The finest motor cars which Packard's unsurpassed experience and facilities can build. Business dealings governed by the strictest interpretation of the company's duty to Packard owners. *Advertising which never in word or picture deviates from the conservative facts.*"

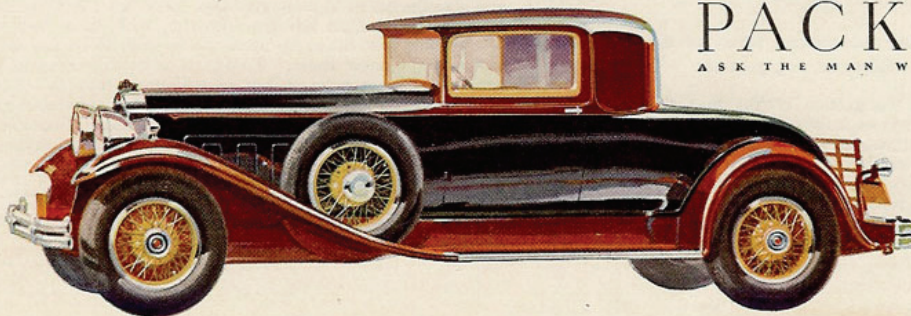
Since then Packard has supple-

mented the famous Custom and De Luxe models with the Packard Standard Eight—and the Standard Eight has enhanced and widened a reputation already supreme. For the Standard Eight is a Packard through and through—beautiful, powerful and luxurious.

It is offered on convenient terms—with a fair allowance for the used car—and is not depreciated in the owner's hands by frequent or radical changes in design.

And Packard has advertised that it costs no more to own the distinguished Standard Eight than a car costing down to half as much—if the Packard is driven twice as long. This is a truth which simple arithmetic has proved to tens of thousands of delighted owners throughout the United States and Canada.

Your Packard dealer can give you some surprising facts and figures, the results of a nation-wide survey.



PACKARD
ASK THE MAN WHO OWNS ONE

