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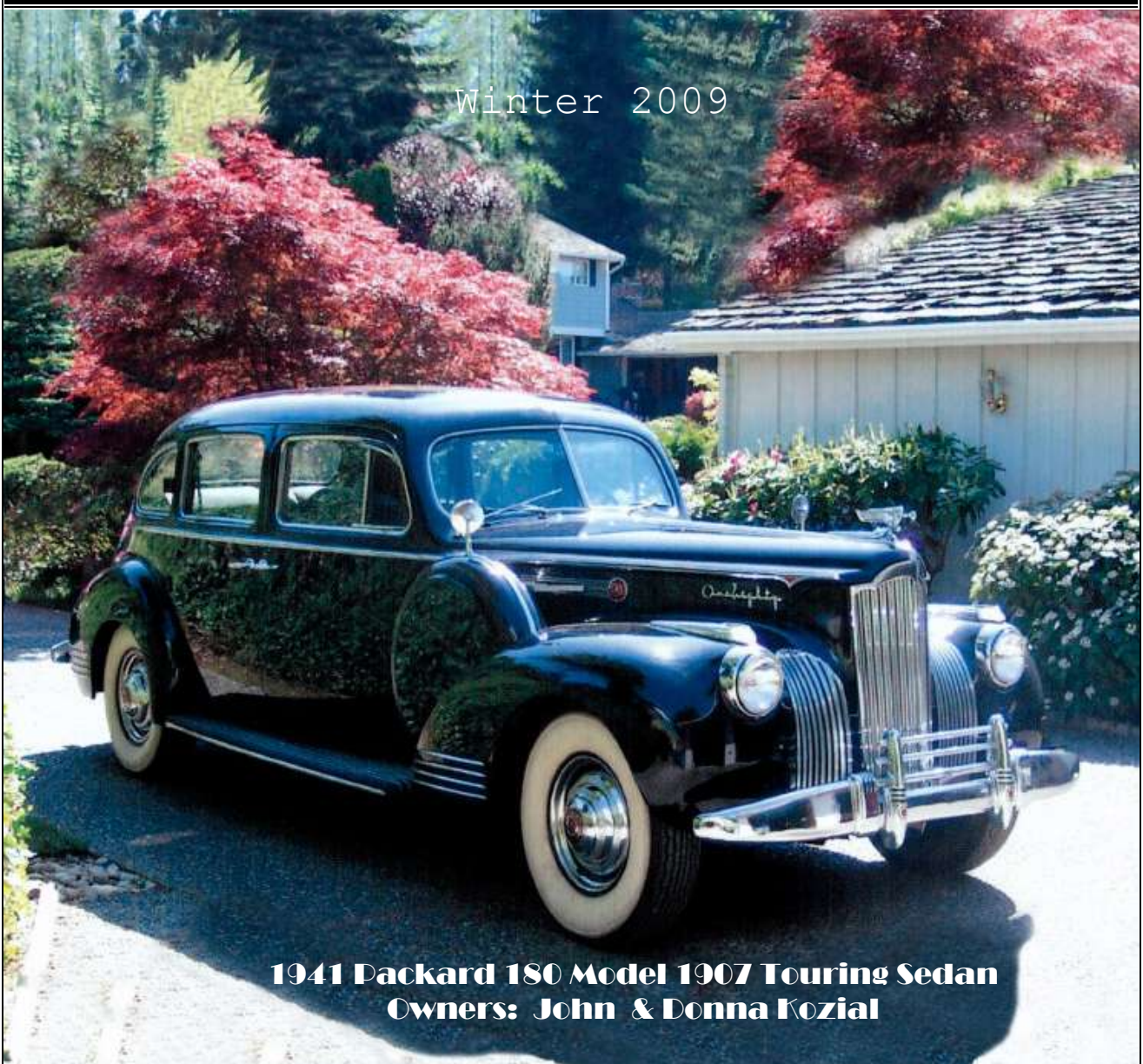
# HOOD RELEASE



Oregon Region ♦ Classic Car Club of America

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

Winter 2009



**1941 Packard 180 Model 1907 Touring Sedan  
Owners: John & Donna Kozial**

**CLASSIC CAR CLUB OF AMERICA  
OREGON REGION**

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

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**Moving?**

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

**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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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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Display advertising is available on a prepaid basis.

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**OREGON REGION  
CLASSIC CAR CLUB OF AMERICA  
2010 ACTIVITIES SCHEDULE**

(Non-club events of general interest in parentheses)


**14 January**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**4 February**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**14 February**     **Valentine's Day Tour & Brunch**

 **Multnomah Falls Lodge 10:30 AM**  
**Reservations required**  
**RSVP Mona Marsh @ 503-659-2700**

**22 February**     **"You Can't Take It With You"**

 **Portland Actors Conservatory; Time TBA**  
**RSVP Rodger Eddy @ 503-223-3606**

**4 March**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**1 April**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**1-4 April**     **(Portland Swap Meets)**  
PIR & Expo Center

**30-April-2 May**     **Three Day Tour**

 **Lakewood Gardens Tacoma Area**  
**Reservations required**  
**RSVP Rodger Eddy @ 503-223-3606**

**6 May**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**3 June**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**6 June**     **Strawberry Social & Tour**  
Bill & Wendy Jabs' Home

**1 July**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**10 July**     **Mosier Tunnel Tour**  
(1949 and older cars)

**18 July**     **(Concours d'Elegance)**  
Pacific University Campus

**7 or 8 August**     **One Day Tour**  
Carlton Arts in The Park  
Carlton, OR

**5 August**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**22 August**     **(Lake Oswego Car Show)**  
Lake Oswego, OR

**2 September**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**19-26 September**     **Eight Day Tour**

**7 October**     **Monthly Meeting 6:30 PM**  
O'Conner's, in Multnomah  
7850 SW Capitol Hwy  
Portland, OR

**23 October**     **Halloween Potluck 4:00 PM**  
Freedmans' Garage  
1240 SE Gideon Street  
Portland, OR

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

**2 December**     **Planning Meeting 7:30 PM**  
Jan and Roger Eddy  
2582 NW Lovejoy  
Portland, OR

**5 December**     **Holiday Pot Luck Dinner**  
Lake Oswego Heritage House  
398 10<sup>th</sup> Street  
Lake Oswego, OR

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

## DIRECTORS MESSAGE

By Robert Douglas



*Robert Douglas*

It seems hard to imagine but at the time of this writing there was only one event left in the 2009 Touring Season. That was the delivery of the toys that all of you so generously donated making our Annual Charity Toy

Drive yet another outstanding success. Update: the delivery took place on Friday the 18<sup>th</sup> of December 2009. We met at Howard Freedman's Garage, 1240 S.E. Gideon Street Portland, Oregon at 10:00am with a 10:30 delivery at Emanuel Children's Hospital. It was great time; and, it was an excellent excuse for us to drive our cars! As I have stated before: your ongoing generosity continues to make so many young peoples' Christmas one of joy and wonder; I thank you for that, very much.

This past year has been a great series of automotive adventures that we have all enjoyed. From the first event of the season, the Annual Valentines Day Brunch, Tour to Carlton's Art in the Park, The Forest Grove Concours to the big September Tour to Vancouver Island and Pacific Rim National Park and all of the other tours and events of the season-we have had great times at every turn. I would like to take this opportunity to thank Rodger Eddy, Gene Bradshaw, Howard Freedman and George Potter. Their careful planning and hard work make these events so enjoyable for the participants. When you are on one of these tours it is no accident that there is a gas station at just the right place, a restaurant waiting just for us, and a comfortable hotel just around the bend. These are the people that make it all happen. All of us owe them a big thank you for their ongoing efforts on our behalf!

On the 10<sup>th</sup> of December 2009 we held the annual planning session for the 2010 Touring Season at Jan and Rodger Eddy's home; I would encourage you to attend these meetings. After all, this is your club; if there is some place that you would like to go on a tour this is the time to speak up and let us know. Speaking of meetings, as your director I would like to take this opportunity to extend to you an invitation to a new event this year. Our monthly meetings are changing: we will be having no host dinner meetings at O'Conner's Restaurant in Multnomah (where we usually have our March All Member Dinner Meeting). A flyer with all of the details has been sent to you already; there are additional details included in this issue. We hope to see you there!

There have been some changes on your Board of Directors for the upcoming year; Jan Eddy is retiring as Social Activities Director. Jan we thank you for all of your work on our behalf over the years. Mona Marsh will be the new Social Activities Director. Thank you Mona for stepping into the position. Frankie Douglas is retiring as Publications Editor; Jana Freedman has taken her place as Publications Editor. Thank you Frankie, for your many years' of service, our great newsletters, and all of the national awards that you have earned.

The 2010 season looks to be as fun and exciting as 2009; we look forward to seeing all of you at our many meetings, events and tours. So remember, the more, the merrier! As your Director I have it on good authority that even if there is a slight sprinkle of rain, your car will not melt. So let's get out there and let these beautiful cars do what they were designed to do: ply America's highways and byways! Remember to check your calendar in the front of the "Hood Release" for up to the minute important dates and times.

## OCTOBER AT THE BEACH

By Robert Douglas

The sixteenth through the eighteenth of October was witness to the last tour of the 2009 Touring Season. This tour is often held to see the fall colors and the change of season; this one was no exception. Our destination was the Oregon coast between Rockaway and Cape Mears, in and around Tillamook Bay.

We met at the Fred Meyer parking lot in Tigard, Oregon at eight thirty A.M. for a nine o'clock A.M. departure. Those on the first leg of the journey were our tour guides: Jan and Rodger Eddy in their modern station wagon, Bob and Lisa Earls in their 1955 Buick Special (NC), and Jan Taylor and Bob Newlands in Mike McCready's 1955 Packard 300 Sedan (NC). The wipers on their 1937 Packard 1501 Super Eight Coupe Roadster were not working well; while Mike worked on their wipers, he loaned them his 300, (which Bob had formerly owned and was more than familiar with). The other car on the tour was Frankie Douglas and your reporter in their 1938 Packard 1601 Four Door Touring Sedan (NC). At nine o'clock A.M. we were west bound on Highway 99W, on the first leg of our trip. We made it through the Tigard traffic, clearing the stoplights without incident. We rolled over Rex Hill and into Newburg. There we turned off the main highway and headed west on Highway 240 and several back roads, to the town of Carlton. We continued west into the beautiful forests of the Coast Range, by McGuire Reservoir, over the summit and down the Nestucca River Byway joining Highway 101 at the town of Beaver, south of Tillamook. There we turned north on Highway 101; then west onto Cape Lookout Road. From there, we drove north to Cape Mears, where we ate lunch, and found our lodging for the next two nights.

At this point we were joined by the rest of the members of the tour: Bev Smith and Daryl Campbell in their modern car, along with Karla and Matt Hackney in their 1949 Packard Deluxe Sedan (NC). Lunch was at



*A rest stop at the Nestucca River with Robert and Frankie Douglas' 1938 Packard 1601 Four Door Touring Sedan (NC).*

Bev Smith's Cape Mears beach house; all of us were more than ready to enjoy the fire in the stove, great sandwiches, and the view out over Tillamook Bay. Many thanks to Bev, Daryl, Matt and Karla! From there, we were off to our accommodations: other beach houses in Cape Mears and a nice beachfront motel in Rockaway. That evening we met back at Bev's beach house for a wonderful chili without beans dinner prepared by master chef's Karla and Matt Hackney. Joining the main course was corn bread, salad, and two loaves of great French bread made by one of Bev's neighbors. We were glad she joined us for dinner that evening!

After a wonderful night of being lulled to sleep by the sound of surf, wind and rain, Saturday we awoke to very mild temperatures, light breezes and no rain! It was again up to Bev's for breakfast under the watchful eye





*Tillamook Cheese Factory provided sumptuous goodies for sampling.*

and skilled hands of our master chefs the Hackney's again! Once full, we were off to explore the area around Tillamook Bay. First stop was the Tillamook Cheese Factory; my how it has changed since your reporter was young! The mechanization of the plant is amazing; it is right out of the great Fritz Lang movie, "Metropolis". The cheese moved in blocks down the assembly line where it was cut, packaged, robotically separated, boxed and sent down the line for storage and distribution. The process truly was an amazing sight to behold from the glass encased walkways above the production floor! After the tour and exploring the facility we enjoyed a light lunch in the dining area of the Cheese Factory. Then we were off for additional exploring. We went to Garibaldi where we visited the new Historical Museum; then off to Rockaway, Twin Rocks and north to Wheeler and Nehalem. We really had a great day exploring and poking around in antique and second hand shops.

On the way back, Matt Hackney knew a gentleman named Mike who worked for our member George Choban; Mike had a very unusual automobile which we just had to stop and see. After all, it was one of only five ever built. The car was a 1929 Graham Paige full sized four-door sedan, modified to resemble a steam locomotive on the front and a Pullman Observation Car on the back. Movie studios used these vehicles to promote their stars and movies around the country at various venues.

On the way back we had a good dinner at the Pirate's Cove Restaurant, located at the west end of Garibaldi; which has a beautiful view out over the north end and mouth of Tillamook Bay; then it was home for another restful nights sleep! Sunday morning brought mild temperatures, intermittent blue sky and sunshine. Again we were up to Bev's place for another great breakfast; this time bacon, French toast, coffee and orange juice once again under the direction and skilled hands of the Hackneys. After clean up, we packed, gassed up, and then drove to the Tillamook Air Museum! We then headed home along the Wilson River and Highway 6.

Along the way we had one final stop, the new Tillamook Forest Center; what a great new place to explore! They have great inter active displays and a short film on the history of the many fires that swept through the area known as the Tillamook Burn. The building is architecturally very interesting; and the displays are wonderful, as well as accessible for all ages. For the active there is a forest watchtower around eighty to ninety feet high provides a breathtaking view from the top. At



*Tillamook Air Museum, Jan Eddy and Bob Newlands discuss the exhibit.*

the museum's rear is a wonderful pedestrian suspension bridge over the Wilson River; it leads to several trail heads for long or short hikes through the Tillamook State Forest. You can also, just stand on the bridge and watch for salmon on their way up river to spawn. It is a great place to stop, explore and learn about the Tillamook State Forest.

From there we continued east bound for Portland, up over the grades of the Coast Range and down toward Banks. Some of the group stopped for a late lunch; others continued toward Portland and home. I would like to take this opportunity to thank Rodger

Eddy for again laying out and running a wonderful tour with all sorts of interesting stops and places to explore. Great thanks also to Bev Smith assisted by Daryl Campbell for extending the hospitality of her beautiful beach cabin as "Tour Central" for everyone and arranging for a second cabin in Cape Mears. Of course a great big thank you from all of us to Karla and Matt Hackney for their great culinary skill and non-stop efforts at providing such wonderful meals for all of us through out this great tour. From all of us to all of you, thank you very much for a wonderful tour to the Oregon Coast!

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**COVER CAR STORY**  
**OUR "NEW" 1941 PACKARD**

*Watch future issues for updates*  
By John Koziol

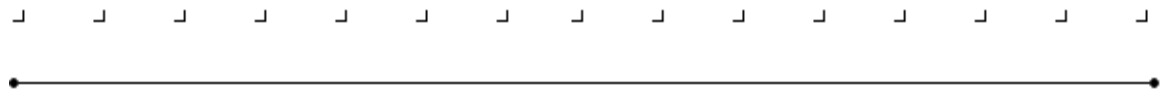
Two years ago, a friend of mine handed me a picture of a 1941 Packard Super Custom 180 Touring Sedan and told me that the car was for sale in nearby Bellevue, WA. I had always thought I would like to own a prestigious Packard of this vintage, so naturally I was very interested in learning more. Having lost out on a 1933 Pierce Arrow sometime ago because I hesitated, I called the owner of the Packard almost immediately and visited him the next day. I found the car to be in good condition and learned that the car had little use during the 35 years he had owned it. I subsequently test drove the car, further inspected it, agreed on the price, and drove it home about 20 miles.

The car remained in my garage for almost a year until Bob Earls was available to help with its further restoration. Monte Glud kindly helped me trailer the car from my home in the Seattle area to Portland early last year. Bob subsequently began working

on the car last spring. As all of you antique car enthusiasts know, there always is more to do on a car than meets the eye. And my Packard was no exception. As of this writing, Bob's work is almost complete. I am very much looking forward to driving the Packard home and to going on many CCA tours in the years to come. Living in the Seattle area, I haven't seen the car for several months. However, both Bob and Howard Freedman report that the car runs well and that its newly-detailed exterior looks great too. My goal with this car is to have a great "driver" that our family can enjoy and enjoy and enjoy. Bob tells me that I won't be disappointed.

There are less than a dozen of these model Packards known to exist. However, two of those also are located in the Pacific NW. One is owned by Dave McCready in Portland, OR, and the other by Mike May in Victoria, BC, Canada.

Some specifications follow: Model 1907 – 1442 with 138" wheelbase, 8 cylinder engine (356 C.I.D.), 3-speed transmission with Aero-Drive overdrive, and hydraulically-operated windows.



## **WHERE HAVE ALL THE YOUNG FOLKS GONE?**

By Bob Earls

The CCCA surveys have been counted and tallied, broken down and classified. Now it's time for our leaders to crunch the numbers and analyze what we've told them. I'm not privy to the results, but I can tell you one area that, in my opinion, is going to be a real eye opener for not only our club, but all old car clubs in general: age of members. I'll guess that at least 75% of the CCCA membership is over 55 years old. And I wouldn't be surprised if at least 50% of membership is over 65.

What does that mean?

In and of itself it's not a bad thing. Regardless of age, our members share a common interest in the old cars we grew up with, along with a desire to keep them running so others may enjoy them, too. For most of us it's the predilection for hanging on to our past that brings much of the satisfaction we derive from our hobby.

The rules governing cars the CCCA chooses to venerate specify that nothing built after 1948 qualifies as a Full Classic. When does a car lose its new car shine and become "just an old car?" Let's arbitrarily say that after 15 years most cars aren't considered a useful, daily-driver. That would mean the last of our cars wouldn't be much more than old beaters to those born after 1963. Most of them wouldn't have any memories of these cars in their daily lives. Those born in '63 would now be 47 years old. Figuring that most folks probably don't have much conscious awareness or interest of the family car until they're about eight makes someone who's 55 a prime cut-off candidate. (Isn't it amazing how you can manipulate numbers to prove your point?) Our old cars weren't part of these "young" folks' lives...muscle cars, K-cars and Ford Fairmont's were.

If what I've just said and the actuarial tables mean anything, many clubs' memberships will soon experience major membership declines.

What if the only people left to pass the torch to can't relate to our old beauties and don't really care? It means the ultimate demise of our hobby (and that's not including continuing assaults from environmental legislation, increased difficulty obtaining appropriate petroleum products to keep them running, safety concerns, etc.). Oh, sure, the hobby could remain in reasonably good shape for another 15 years or so, but what will happen when we're gone? Will our cars wind up as static displays in people's garages? Will they be crushed as anachronisms unworthy of remembering? I hope not...and they don't need to be.

The answer, of course, is getting young people involved. Most people in the hobby seem to agree that this is of paramount importance. But how do you gain and keep the attention span of young people who were raised and nurtured on iPods, texting, and Priuses (or is that Prii)?

We need look no further than the Antique Automobile Club of America (AACA) for the answer. In the February issue of Hemming's Classic Car (if you subscribe to any old car publication, this should be it) they interview Steve Moskowitz, the AACA's executive director. He has lots of common sense ideas about the future of the hobby and believes that success has less to do with organizations and leaders, and more to do with individual enthusiasts. The following quote sums up his philosophy (and mine) towards getting young people interested:

"That's what's going to make this hobby grow and sustain itself. I would like to see more people find ways to let people see their car, hear their car and, if appropriate, give them a ride. Again, we go to car shows and we tell people, "Don't touch my car, and don't get near it." You know, that doesn't bring anybody closer. I can imagine how many kids are just dying to learn more about a car or to sit in a car, and to have a guy say, "Get away from my car." How many hearts have we broken over the years doing that?" Steve also advocates trying to show a little more



tolerance to the "tuner-car" crowd (that's the boy/girl-racer Honda, Toyota, Subaru set). These are the ones who are already interested in cars and all they need is to be shown the connection between our cars and theirs. Oh, and don't let your distaste or confusion of current fashion trends alienate these kids. We all survived rock and roll, long hair, the 60s, bell bottoms, punk...even disco, and they will evolve as well.

A number of years ago we raced at Portland Speedway and went to a community college to find any interested student in their automotive program to join our pit crew. The guy who showed up was tops in his class and was a quick learner. After awhile he said that he'd learned more about real mechanics from us in one month than he'd learned in two years at college. That's the difference: Kids today aren't being taught to be mechanics. They're technicians. While that's all that is required for modern vehicles, my observation is that they're like a sponge waiting to soak up more knowledge about cars. That's where our organizations come in. We can offer tech sessions and invite students to attend. We can work with high school and community college programs to involve youth in setting up our shows. We need to show our cars in their shows, and vice-versa. Why should they accept us if we won't accept them?

I've long advocated a friendlier, hands-on and instructional approach to car shows. I don't like rope barriers. Pebble Beach doesn't use ropes. Car owners should be less concerned about sitting back and snacking on wine and cheese and make themselves available to answer questions and be the tour guide of their car. To make the owner less nervous about the swarms of humanity around his car, clubs or sanctioning organizations should assign one person per car to "police" the crowd. This would ensure proper decorum around the cars: no dangling cameras, no leaning over fenders, and no public opening of doors or hoods.

New cars are now marketed as just another commodity, like underwear. Somehow I don't

think it's as much fun taking delivery of a new Cadillac today as it was for Dad to bring a new Caddy home for all the neighbors to ogle over in 1936. Has any one of us forgotten the thrill of our first trip as a kid in the new family car way back then? I wish we had a venue that would allow for some rides. I'm not talking about using a 100-point Duesenburg, but a nice, putt around the block in a driver Model-A would certainly put wide smiles on people's faces. We need to play, to have fun with our cars. Are we so old and jaded by the world that we don't know how to play any more?

I urge you to go to the AACA's website. It's fantastic. Though smaller clubs couldn't deal with the expense of maintaining such a site, it would probably help the hobby in general if all clubs linked to it. The section for kids is particularly impressive. It's quite large and interactive, which is a must-have if you're going to attract and retain the interest of young people. There are even special youth membership benefits. One section has original recordings about cars dating from 1900-on, including jaunty little ditties such as "Henry's Made A Lady Out Of Lizzy" sung by The Happiness Boys in 1928 (talking about Model As, I'm sure). It continues with more familiar numbers by Chuck Berry, Elvis, Robert Mitchum, the Beach Boys, Jan and Dean, even the Beatles. There's a tech section on how stuff works. A section on old, weird automotive patents; timelines chronicling year-by-year history-making events in the auto world, national and international news events; old auto ads from radio and TV; a section that has hundreds of automotive/transportation-related sound effects (different horns, engines running, sirens, etc); an automotive glossary; trivia, jokes, scholarship programs....you name it, this site covers it. To get to the kid's site go to: <http://local.aaca.org/junior/>. To access the AACA's home page: <http://www.aaca.org/>.

The AACA recognizes any car older than 25 years as an antique and has worldwide membership of 60,000. Granted, our membership is considerably less and our

focus is on a narrow band of cars, but all automotive clubs face the same problems. It is time to put aside our differences and do whatever it takes to ensure the continued interest in all cars of historical interest. According to a quote attributed to Ben Franklin, "We must, indeed, all hang together, or assuredly we shall all hang separately." There is no club that, by any perceived noble lineage or financial superiority, will escape a long, slow slide into obscurity if there's no one left to care about our cars. We must talk to each other and work toward a common goal.

Many people only think of their beloved classics as investments or assets...eye candy in otherwise boring portfolios. But are these truly Car People? Real gear-heads drive their cars, understand the history behind them and how they had more significant impact on 20th Century culture and society than any other invention. They want to share that knowledge and their own stories with those who will follow and become the caretakers of those cars. If we don't take action now our classics will become nothing more than quaint antiquities collecting dust in a stuffy museum with kids pointing and asking, "Daddy, what's that?"

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### **WHAT DO A V16 CADILLAC ENGINE AND DAWN SOAP HAVE IN COMMON?**

By George Potter

.....A good question for which I paid dearly to find the answer

The story starts with one 39 V16 Cadillac which tended to smoke which most of us car nuts DO NOT LIKE. So a year ago I decided to remedy the problem, being a tad lazy and not wanting to pull the engine I tried replacing the rings which requires honing the cylinder walls. Being VERY careful to keep the grit out of the engine I completed the job and started the engine and to my horror realized that honing grit had gotten into the engine and was eating up the bearings.

Now the project was back to page one. This time I removed the engine to do the job properly. I took it to the machine shop for new bearings and fresh rings which included a trip through their cleaning tanks. So it came home and I assembled and installed the engine thinking that I had learned a good lesson on what not to do.

End of the story... well NO! After about 200 miles driving I heard a rod knocking at

my door or better said in the engine. I could not believe it! But upon pulling the pan and doing an inspection sure enough #1 rod had gone bad and damaged the crank. So again out came the engine and up to Portland Engine Rebuilders for crank repairs.

According to Ron at PER, dirt / grit was the cause for the rod bearing failure and even though the engine had been run through the dunk tank twice there was still enough grit hiding out to ruin the engine bearings.

The engine is now back home and ready for assembly AGAIN. Ron gave me a lecture about being sure all parts were CLEAN, Really clean, and here is where the Dawn comes in....

And now for the rest of the story: Ron said every engine should be washed with soap and water prior to assembly, (preferably Dawn). The reason, Ron says; only soap will lift and float away the fine grit that hides in the crevasses' of an engine block. Stay tuned! We plan on having the caddie back up and running soon with the help of Dawn

Epilog: too bad the engine is so big or we could have put it in the dishwasher.

## A NOVEMBER MEETING

By Robert Douglas



*Quentin Robbins during his stay in Scotland.*

The evening of Sunday the first of November brought the Annual Membership Meeting of the Oregon Region of the Classic Car Club of America again held at the very nice Riverside Golf and Country Club on N.E. 33<sup>rd</sup> Drive in Portland, Oregon. For the first time in your reporter's memory it was not raining which made for a pleasant drive out and back in our 1938 Packard 1601 Four Door Touring Sedan (NC). Howard and Evelyn Freedman were there early setting up audio visual equipment

and getting the red balloons up out in front to mark the entrance so all was ready for the arrival of club members. As always, thanks to Jan Eddy, our banquet room was wonderful, with a view of the golf course and the setting sun. People began arriving at about five o'clock for conversation, a no host bar and the room was soon buzzing with talk of the latest automotive trip or adventure as well as a long list of winter projects. At around six o'clock all of the guests were seated and the Riverside



*Dianna Richard (left) and Lois Bradshaw enjoy catching up before the dinner.*



*Club members enjoy the social hour before dinner begins.*



staff began serving a wonderful dinner of chicken, rice pilaf, bread and string beans with vanilla ice cream for desert.

As the desert course was drawing to a close your reporter called a brief business meeting to order and there were reports from each of the officers as well as a tour report from Rodger Eddy. In the Old and New Business category members were reminded of the club's annual Charity Toy Drive for the children at Emanuel Children's Hospital and that the toys would be collected at the Holiday Potluck on the sixth of December. There was also a reminder to fill out and return the National Survey forms.

The next order of business was to ask for nominations from the floor for those positions on the board that were coming open which were; Assistant Director, Membership Chair and Publications Editor. As there were no nominations from the floor George Potter agreed to continue as Assistant Director and Bob Earls agreed to continue as Membership Chair. Another position that came open was that of Activities Director and Mona Marsh agreed to step in as Jan Eddy was stepping down. We thank you Jan for all the years of service and the wonderful social activities that you have arranged and Mona we thank you as well for stepping in. After two terms in office and several National 1<sup>st</sup> and 2<sup>nd</sup> Places for the Hood Release and The Distributor Frankie Douglas will be stepping down as Publications Editor and at present there is no one to take her place.

The highlight of the evening was our guest speaker. In a break with tradition the subject was not about cars, car parts or restoration but fellow club member Quentin Robbins gave a slide presentation on his last winter (January and February) trip to Scotland! There were beautiful slides of intriguing and haunting landscapes, castles and the incomparable Scottish Highlands as well as some of the

paintings he did on the trip, all of which was tied together with Quentin's anecdotes and historical notes on the area. Thank you Quentin, from all of us, for all of your hard work in providing a wonderful, entertaining and informative evening.



*Paintings and photos by Quentin Robbins.*

## **THE LATEST NEWS ON NON-ETHANOL FUEL**

By Bill Jabs

Gasoline laden with ethanol has been a problem for classic car owners ever since it was mandated in 2007 (in Oregon). Not only does ethanol fuel deteriorate faster, your car gets poor gas mileage, and it contains additives that deteriorate seals and gaskets, causing further problems for classic car owners. Thankfully, our Oregon legislature has passed a law that allows the use of non-ethanol fuel in any vehicle, beginning January 1, 2010. Only time will tell how many service stations will sell non-ethanol fuel, but at least it will be legal. Currently, most Wilco Farm stores and Fisher's Mill Supply have it available. Check the internet for other locations.

The following is a detailed report distributed by the Oregon Department of Agriculture on the topic: Gas, News

"I am Clark Cooney with Oregon Dept of Agriculture (ODA) Measurement Standards Division (MSD). You had a question regarding non-ethanol blended gasoline. I will do my best to answer it without going into overwhelming details.

In July 2007 HB2210 mandated 10% by volume ethanol in all of Oregon's gasoline. 10% ethanol was mandated in all gasoline: no more, no less (gasoline quality standards do not allow greater than 10% ethanol anyway). There were no exceptions. As you might imagine, a number of citizens contacted their Representatives demanding exceptions. In February (I think) 2008, the Legislature briefly met again for several matters, one of which was to provide

exceptions to the ethanol blending mandate. As a result SB1079 was passed that allowed only the following exceptions for use:

Five different classes of aircraft FAA certified to run on automotive gasoline (also called "mogas"); Antique vehicles (as defined in ORS 801.125 see below); Class I all-terrain vehicles (as defined in ORS 801.190); Class III all-terrain vehicles (as defined in ORS 801.194); A racing activity vehicle (as defined in ORS 801.404); A snowmobile (as defined in ORS 301.490); Tools, including but not limited to lawn mowers, leaf blowers, and chain saws; A Watercraft.

An antique vehicle as defined in ORS 801.125 "means a vehicle that is older than one-half the number of years between the current year and 1900 and that is maintained as a collector's item". So... 2009—1900 = 109 divided by 2 = 54.5 or model year 1954 1/2. Thus to meet the exception the vehicle must be older than 1954 1/2 and meet all of the other parameters. This means cars that most people consider "classic" such as late 50's, 60's, and 70's cars do not qualify for the exemption to use non-ethanol blended gasoline.

That led to more calls from citizens requesting non-ethanol exemptions. The 2009 Legislative Assembly passed HB 3497 that allows gasoline of 91 octanes or higher (premium) to be sold without ethanol as of January 1, 2010 to anyone wishing to purchase it. It then becomes a business decision for marketers if they offer non-ethanol or not. But if they do, at least anyone can purchase non-ethanol premium for any application they want after January 1."

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## **A COLD WINTER'S NIGHT**

By Robert Douglas

The sixth of December brought the Oregon Region CCCA's much-anticipated annual

Holiday Potluck held at the Lake Oswego Heritage House in Lake Oswego. The weather for several days prior had been cold and blustery and the night of the sixth was no exception. People began arriving at about

four fifteen and the fireplace was a very popular gathering point for those coming in from the cold! The gaily decorated living room with its Christmas tree, garlands, candles and brightly burning fire place was the hub of story telling and gathering both before and after dinner.

Earlier that day a group of hardy souls showed up to prepare the “banquet hall” for the evening’s festivities. I would like to thank Jan Eddy for arranging for the Heritage House for our gathering and Mona Marsh, Frankie Douglas, Daryl Campbell and Howard Freedman for coming in and setting up all the chairs and tables as well as doing the decorations that made for such a colorful setting for our dinner. Further I would like to thank Evelyn Freedman for cooking a wonderful turkey, Daryl Campbell for cooking the hams and thank you to all of you who brought the wonderful side dishes and deserts that made the evening’s meal such a great success.

The evening brought not only a great meal but new members as well and we would like to welcome Patricia and David Wagner to our merry band of motoring enthusiasts. We also had visitors from Seattle, Lorie Ytterdal and Mike Pingatore, who have attended many of our events in the past and are friends of Jan and Rodger Eddy. At around five o’clock it was

time to start the meal and everyone gathered in the dining area, Bill Jabs became the impromptu monitor of which table went to the banquet table first, organizing the room by table, everyone got through the line without a mob scene, thank you Bill, we all know how rowdy these Classic® Car Club people get when they are hungry!

After the main course of great food and conversation and while people were enjoying desert your reporter welcomed the new members, had people introduce guests and thanked people for all of their efforts and contributions to the meal and thanked everyone for again being so generous with their donations to the Oregon Region’s Annual Charity Toy Drive. As I stated at the dinner I am humbled by our club’s continued generosity year after year for those in our community that are less fortunate than we. As stated in “The Distributor” the toys will be delivered on Friday the 18<sup>th</sup> of December to Emmanuel Children’s Hospital so meet at Howard Freedman’s Gideon Street shop, 1240 S.E. Gideon Street, Portland, Oregon at 10:00am, we will distribute the toys and the Classic® Santa Sleds will make their run! We will look forward to seeing you there and remember it is a great chance to drive your car!!



*Everyone had a lovely time*



*From the left are: Anastasia & George Choban, Ken Krolkowski, Patricia & David Wagner*



## Holiday Gift Delivery to Legacy Emanuel Children's Hospital

By Bob Earls



*Above and below: Santa and workers at Emanuel Children's Hospital.*



*Below: Bob Earls and Robert Douglas help set up the toy store.*



Due to the generosity of our club members, the toys and gifts donated at the Heritage

House Holiday Pot Luck have once again brightened the lives of children.

The club's worker-bees, Howard Freedman, Bob and Frankie Douglas, Bob Earls, and Lisa Nowak met at Howard's office at 10 AM on December 18<sup>th</sup>. They loaded Howard's '60 English Ford Wagon and the Douglas's '38 Packard with gifts for transport to Legacy Emanuel Children's Hospital. Volunteers from the Make-A-Wish Foundation met them at the front door to load the treasures onto carts and transport them to the Children's Activity room on the third floor.

The donations were added to others collected by Make-A-Wish throughout the year. Our club members joined volunteers in sorting the items and placing them on tables designated for toddlers, boys and girls, teenagers, and moms and dads. With literally thousands of gifts, the room looked like an annex of Toys R Us.

Once volunteers had the area prepared, young patients who were not able to leave the hospital to shop were brought in to select presents for parents and siblings. After making their choices, they took the gifts to a table where other volunteers wrapped and tagged them.

Items not chosen were taken back to the Make-A-Wish office to be used as "Hello" gifts. Plushy stuffed animals in particular are handed out by Make-A-Wish counselors upon their initial contact with a terminally ill child. This helps break the ice during a frightening and confusing time in a young life.

There were 70 children at the hospital on that December day. Many of them would never be going home. These children endure a variety of painful medical procedures on a daily basis. They have little say in their treatment, and live a life over which they don't have much control. This Make-A-Wish program grants them a bit of

independence and the opportunity to make a few choices for themselves.

If you would like to volunteer for the organization or make a donation, visit the

Make-A-Wish website at: [www.wish.org](http://www.wish.org). Legacy Emanuel is also looking for volunteers in their Children's hospital. Details are listed at: [www.legacyhealth.org](http://www.legacyhealth.org).

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**2010 Annual Membership Meeting  
CLASSIC CAR CLUB OF AMERICA  
San Diego, CA, January 6 - 10, 2010**  
By Howard Freedman



*An early American fire engine*

*Evelyn and I left Portland about 2 PM on Monday afternoon for our little drive to San Diego. We stayed in Mt. Shasta Monday night. There was not a flake of snow evident on the road through that area; a shame for this time of the year but sure making for an easy drive.*

On Tuesday we rolled right along and watched the orange crop being harvested and

the almond trees starting to bud out. The drive on I-5 may be boring to some, but to us it is seeing the grocery stores of American being restocked.

Wednesday morning we drove a short distance into San Diego and checked into the Omni Hotel. It is right along the waterfront in a rather new urban renewal area known as the Gas Light district. There were lots of old

building restorations and tourist facilities.

We picked up the Sylvia and George Potter at the airport just in time to get on buses to go to a very private collection of some very nice cars and some spectacular antique furnishings including a back bar that had to be more than a hundred years old. I hope the following pictures reflect some of the grandeur that we enjoyed.

Thursday morning opened with the general membership business meeting, reports from committees, a power point presentation on the salient points from the recent membership survey. I hope we can get a copy of these consolidated and very brief overviews for one of our upcoming monthly dinner meetings. Results of board member elections were announced and yours truly was not re-elected. Looks like the center of the country carried the election so I was almost liberated but then at the board meeting an hour later I was asked to fill out a vacated two year term of a Director that had resigned and guess what? Not only am I back on the Board, but I am now your new National Treasurer.

Thursday evening we had dinner on the retired aircraft carrier USS Midway. Docents conducted tours of the ship including flight deck, mess deck and many very special places on this miracle of early modern fighting machines. Dinner was served buffet style on the same deck where the aircraft were stored and maintained.

Friday there was a CCCA Museum membership meeting, regional relations meeting and several other business activities. Then back on buses to tour two automobile collections; one kind of a used car operation where our own Ron Trefry was able to get some collectables to add to his automobilia and the other an amazing collection of fine automobiles and automobilia as well as an entire area devoted to World War II and Korean War artifacts including the helicopter that was used in the M\*A\*S\*H television series. I hope the following pictures reflect some of what we saw. The entire collection

in the building is dedicated to our military personnel. It's amazing to see the owners as a young couple so committed to our history.

Saturday morning we had a CCCA Museum Board of Trustees meeting and discussed, in addition to normal financial and house keeping matters, the addition of a rest room to the museum building as well as some additional storage space. Our in house architect Fred Guyton suggested that we consider adding sufficient additional space during the construction to house a resource center and additional vehicle storage for gifts from our membership. The idea was warmly considered for a major fund raising activity to make the project a reality to include safe keeping facilities for the many artifacts that we have.

The car show following the museum meeting was on a site overlooking the San Diego harbor and yacht moorage; a fitting venue for lovely Full Classics® complementing the fine yachts in the basin. George Potter was one of the judges and enjoyed participating with the other judging staff while Sylvia was out on tour Balboa Park Museums. She could not wait to get back from her trek to get that leg up in the air for a rest before the formal awards banquet this evening.

Sunday we attended the La Jolla Motor Car Classic Concour overlooking the cove with the rugged Pacific Ocean crashing on the rocks on the rugged coast line. What a final fitting car event to a wonderful few days in



*Wax figure at antique player piano.*

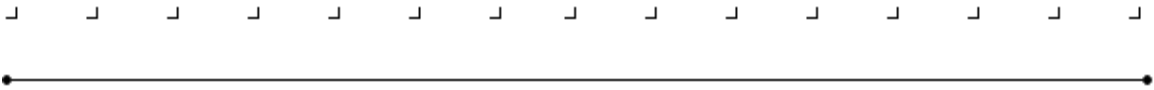


the sun on Club business. After that we dropped the Potter's off at the San Diego

airport; we will be on our way back to the rain in a few days.



On the left: a European Bodied Ford; on the right: a Daimler limousine





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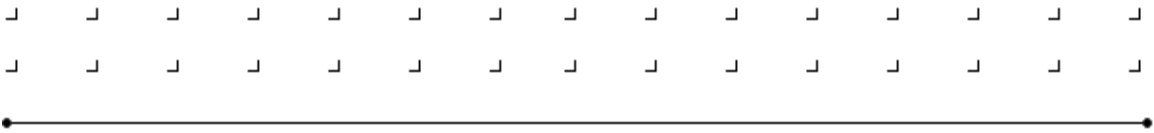
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