

The

HOOD RELEASE



Oregon Region ♦ Classic Car Club of America

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

Summer 2009



1947 CADILLAC 6269 SEDAN
Owners: David & Heather Charvet

**CLASSIC CAR CLUB OF AMERICA
OREGON REGION**

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Moving?

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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)

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

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

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 Sept. **Nine Day Tour**



Vancouver Island, Canada

Reservations required
RSVP Rodger Eddy @ 503-223-3606

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

Reservations required
RSVP Rodger Eddy @ 503-223-3606

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

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DIRECTORS MESSAGE

By Robert Douglas



Robert Douglas

June is here and soon there may be some sunshine, it has been peeking around the corner from time to time but hopefully it will soon be making a more long-term visit! The 2009 Touring Season is well into gear with our tours to the expanded and

ever growing Evergreen Aviation and Space Museum in McMinnville and the Strawberry Social (both of which will be covered in detail later in this issue).

We would like to welcome two new members to our club, Linda Lewis and Frank Arms who are the proud owners of a 1948 Chrysler Town and Country Four Door Sedan. They and the Town and Country made their debut appearance at the Strawberry Social, glad to have you with us!

Speaking of the Strawberry Social I would like to take this opportunity to thank first, Wendy and Bill Jabs for hosting this years event at their gracious river front home and letting us tour their fabulous car collection and shop. The other couple that deserves special thanks is Georgia Casey and John Mitchell for their tireless efforts in putting on and running the silent auction of the last of Sherman Williams art and automobilia collection. Their hard work is greatly appreciated by all those that purchased items and by the club for the addition to the treasury. I would also like to thank all of those that contributed straw berries, short cake and ice cream as well as behind the scenes set up work, which continues to make this event

such a success. None of this would be possible with out all of your hard work!

The next event on the calendar is the July Board of Director's meeting to be held at Daryl Campbell's home on the 2nd of July. The next meeting will be on the 6th of August at the home of Linda and Ron Erickson. Remember your participation in these meetings is greatly encouraged and we look forward to seeing you there.

In the "Adventures in Motoring Department" the next events will be the Forest Grove Concours d' Elegance on the 19th of July on the campus of Pacific University in Forest Grove. On the 30th of July we will be having a short "Cruise In" from 10am to 1pm at the Robison Home in conjunction with other cars for the benefit of those that live there. It is a good time and both you and your cars are greatly appreciated so keep your calendar open. Next will be Carlton Arts in the Park Tour which is a two day event, the first and second of August. We will be touring out on the second for a one-day tour to this wonderful event, if you have not been I would highly recommend it. There is wonderful food, wine tasting, great art work and live music all in a relaxed atmosphere. The 23rd of August will be the Lake Oswego Car Show, an enjoyable day of great cars and wooden boats. September the 19th -27th, is the Tour to Vancouver Island, an event not to be missed, so contact Howard Freedman and reserve your spot! These are fun filled and enjoyable trips with amazing scenery.

We will look forward to seeing you at these events so check your calendar often and keep your car "fluffed, buffed" and full of gas, your car will love it and so will you!



COVER STORY

1947 CADILLAC 6269 SEDAN:

By David Charvet

“How Ya Gonna Keep ‘Em Down On The Farm? ...”



The Charvet's 1947 Cadillac 6269 Sedan after restoration on recent tour to McMinnville, OR.

Everyone dreams about finding a barn car; an historic vehicle that was stashed away years ago and slumbers untouched until being rediscovered decades later. I have been fortunate over the years in finding three such cars. First was a 1950 Ford Woodie Wagon (NC), next a 1941 Cadillac 6219 Sedan, and my most recent find (and subject of this story) a 1947 Cadillac 6269 Sedan.

It all began in August of 2008 when my wife, Heather, saw an eBay listing for a 1947 Cadillac for sale in Amity, Oregon. From the photos online the car looked rough, but complete. I called the owner and was told that his father had given him the car in 1985 (when the son was 13 years old) but the car had been put in their barn and left untouched for the last 23 years. Now the son decided he would never restore the car and was reluctantly offering it for sale. Heather, Teddy and I made the trek to Amity to look it

over. The photos had told the story. The car was complete, but rough, and had lived in a 100 year old, dirt-floored barn for nearly the last quarter-century. This model is considered the last Full Classic® 62 Series Cadillac. (Of 1948 models, only the 75 Series limos qualify as Full Classics®.) This particular car was also a bit of a rarity as it had a manual 3-speed transmission. By 1947, fully 95% of the Cadillacs rolling off the line had Hydramatic automatic transmissions. The original owner apparently did not trust the “new fangled” automatic (although it had been used in nearly 50,000 M-5 tanks during WWII) so decided to order it without one. Today, manual-shifting 1947 Cadillacs are as scarce as hen’s teeth. After looking the car over, I found the asking price was a bit more than I thought the car was worth in its current condition. So, we left that day, saying we’d be “in touch.”

As we were driving back to Portland, Heather asked me if I noticed the man’s wife was wearing riding boots? I said, no. (I was looking at the Cadillac, not her feet.) Heather said, “I’m sure they have horses.” I didn’t see any on the property, but knowing Heather as a lifelong equestrian, would be able to smell a horse even if it were unseen in the barn. Heather then reminded me that she owned a



The slumbering green giant goes to a new home.

custom-made saddle worth several thousand dollars that did not really fit her or our horses, and maybe I should offer the saddle in trade for the Cadillac. Well, it was worth a shot. Back home, I sent an e-mail to the owner of the Cadillac along with pictures of Heather's saddle. Sure enough, a reply came back: "Yes," they would take the saddle in part-trade for the Cadillac. Just goes to show, you never know unless you ask.

The next weekend I pulled a U-Haul flatbed trailer back to Amity and picked up the slumbering green giant. Surprisingly, it started right up (especially since the owner had put a 12-volt battery in it. Yikes!) I had a 6-volt battery with me, which I used to get the car on the trailer. No brakes, of course, so I strapped it down and hoped for the best. After an uneventful trip back to Portland, I dropped the car with Bob Earls at Howard Freedman's garage to assess the status of the new patient. Howard was not overly thrilled when a mouse jumped out of the car and headed for the luxurious comfort of his car showroom! The mouse was the only resident left in the car, which looked like it had been home to about 20 generations of various vermin over the years.

Bob found the engine was strong (about 110# of compression on all cylinders.) He changed

fluids, belts and hoses and did a tune-up. After 23 years asleep, the car ran like a Cadillac should. Amazing! It seems like every Packard I've owned (7) has required major engine work after sitting for years, yet every Cadillac (6) has run like a top. Don't ask me why.

I decided at that point that we would do a driver-quality restoration to make the car presentable and safe for touring. That meant a full brake job, replacing the fuel pump, rebuilding the carburetor, dropping and cleaning the gas tank and installing a new sending unit. The car also needed a wiring harness. I opted for one from Naragansett Reproductions in Rhode Island. They did a beautiful job. While the dashboard was out, Bob cleaned up the gauges while I wood grained the dashboard and trim myself, which you've read about in a past issue of *The Hood Release*.

Now the car was ready for paint. Again wanting to stay on a budget, I opted for Maaco. Yes, Maaco. While the car was originally "El Paso Beige", in the 1960's the previous owner had painted it a Cadillac "Camden Green" color. I also decided on the same. 4 days at Maaco and I had a shiny green car. They did a great job at a great price. Next the chrome. Keeping to a budget,



There's the Cad. It's barn fresh and just waiting to begin a new adventure with the Charvet family.

I took everything to *Cruisin' Classics Chrome* in Salem. 4 weeks later I had some beautiful plating and money still left in my wallet.

The last big item was the interior. It needed everything. Howard's friend, Daniel Tharp, (who did much of the work on Howard's '41 Buick interior) was contracted to do the job. He turned the sow's ear into a silk purse in short order, and again on budget.

After adding a set of radial wide whitewall tires from Les Schwab, I hit the road. The car drives like a champ. It has plenty of power and is geared so that it easily keeps up with freeway traffic. We recently took it on the tours to the Strawberry Social and McMinnville Air Museum and even in 85 degree heat, it didn't miss a beat. I'm glad the car has been given a new lease on life and I'm sure it's happy to be on the road, again and out of the barn.



Daniel Tharp (pictured below right) of Daniel Tharp Upholstery turned the interior of the car from a sow's ear into a silk purse.



AIRCRAFT TO SPACECRAFT, A TOUR IN MAY

By Robert Douglas



Civilian aircraft are under the watchful eye of Howard Hughes aeronautical leviathan, the “Spruce Goose” which absolutely dwarfs everything in both museums.

It may not have said so on the calendar but summer arrived for a visit on the 16th of May for a visit and a portent of things to come. The Classic Car Club of America Oregon Region, thanks to Rodger Eddy and Gene Bradshaw, was having a one day tour out to McMinnville, Oregon to visit the Evergreen Air and Space Museum, with weather that was clear, sunny and in the upper seventies what else could you ask for?

We met in the Tigard Fred Meyer parking lot at 9:00 a.m. for a 9:30 a.m. departure time and as always our co tour leaders Jan and Rodger Eddy, who had just returned from Auburn, Indiana, were waiting with the pre-tour breakfast of champions, orange juice, coffee, doughnuts and itineraries for the days activities. Our band of travelers consisted of Jan and Rodger Eddy, Gene and Lois Bradshaw, Daryl Campbell and Bev Smith all in modern iron, Dave, Heather and Teddy

Charvet in their recently restored 1947 Cadillac V8 62 Sedan, Herb Shaw in his 1951 Packard 200 (NC), Ray Dunford in his 1948 Buick Sedanette, Bob Earls in his 1953 Buick Sedan (NC) and Frankie and Robert Douglas in their 1935 Auburn Speedster by Glen Pray (NC). After a brief drivers meeting we were rolling west on Highway 99W through Tigard, Sherwood and out toward Newberg. Between Sherwood and Newberg we got off the main highway and on to Bell Road and the fast pace and noise of urban traffic was soon replaced with the sound of birds and the sight and smell of trees and fields, what a wonderful relief!

As we continued northwest we began to travel through the hills and forests with dappled sun light and shade. We soon joined hundreds of bicycles also out enjoying the countryside as we wound our way toward the area north of Lafayette, Oregon for a stop at the Trappist

Abby to view their beautiful grounds, gardens and hiking trails, what a beautiful place. By this time we were all ready for our picnic lunch so it was off to Lafayette Locks County Park for a relaxing meal near the historic Lafayette Locks that used to allow the stern wheelers to travel up the Yamhill River to haul freight and farm products in and out of the area.

After lunch we were off to McMinnville and the Evergreen Air and Space Museum. The facility has grown a lot since the last time the club was there on a tour, there is another exhibit hall for the space museum and an IMAX Theater building and of course the collection has grown to match the facility. The collection begins with a replica of Leonardo Da Vinci's human powered flying machine and the Wright Brothers flyer, then on to the war birds of WWI and WWII as well as civilian aircraft of the time and all of course under the watchful eye of Howard Hughes aeronautical leviathan, the "Spruce Goose" which absolutely dwarfs everything in both museums. Many of the aircraft were open so that you could go through them



This display of a 1917 Curtiss Jenny shows the wooden internal structure of the aircraft.

including a B17 G Flying Fortress, what amazing aircraft. There were also a Messerschmitt ME 109, a P 38 Lightning, a B 26 bomber, a Ford Tri Motor, a DC 3 and too many others to list here.

Then it was over to the Space Museum to view an historical panorama of man's efforts to study and explore space, from rocket planes to Sputnik, SR 71 Blackbirds to Lunar excursion modules and everything in between. There were hands on exhibits and films that brought back many memories of the "Space Race", Alan Shepherd and Yuri Gagarin, Soyuz spacecraft, Mercury and Apollo. Like the Aircraft Museum the Spacecraft Museum is excellent, always growing and more than worth seeing!



Lunar Buggy display at the Space Museum.

We would like to thank Rodger and Gene for another excellent and incident free tour to another fascinating corner of Oregon. From all of us, thank you gentlemen and well done in the weather department as well!

TECH TALK



IT'S A GAS

By Bob Earls

Over the past few years I've encountered certain problems with old fuel systems. In the last 12 months almost everything I've worked on has had fuel problems that have given me fits. The new ethanolized gas in Oregon is extremely hard on fuel systems in old cars. I'll tell you some tales of woe and how to deal with them.

Problem #1a: Your engine won't run for longer than a couple of minutes, then dies. You let it sit for a bit and it starts right up, runs for a few minutes then dies again. Same scenario, over and over. There are a couple of possibilities. The first one may seem like a "Duh!" answer, similar to "Did you plug it in?", but...if you put a new gas cap on recently, it may need to be a vented style and isn't. If it isn't vented, fuel is drawn out of the tank and an unvented cap won't allow atmospheric air into the tank to replace the fuel. Consequently, it creates a vacuum in the tank stronger than the sucking power of the fuel pump. I have seen a tank collapse because the power of the fuel pump *was* stronger than the tank. A quick test is when the engine dies, quickly go to the gas cap and release it. If you hear a giant sucking sound, that's it. You can also try driving the car without the gas cap and see if it doesn't die. If it keeps on running when it would've previously died, that's it. Virtually all cars had vented caps until around the late 60s when emissions requirements required a "sealed" system, with venting through a charcoal canister.

Problem #1b: Your engine runs fine for ten minutes, a half hour, two hours, then dies. You let it sit for awhile and it starts right up, runs for another period of time then dies. It may well have a plugged pickup tube in the tank. Over time debris can form in a tank...some of it pretty crusty, like rust. The fuel has a constant draw towards the pickup tube and that debris can start collecting and eventually plug up the end of the tube (which

is usually $\frac{1}{4}$ - $\frac{1}{2}$ " above the bottom of the tank) which then shuts off the fuel to the engine. When it sits for a little bit the crustaceans fall away from the tube, allowing fuel to flow again, until they build back up. A test for this is to remove the gas cap, and disconnect the fuel line behind the rear-most pump (mechanical usually in the front, electric in rear), and blow through the line towards the tank. This generally pushes all the crud away from the tube, and you should be able to hear bubbling in the tank. (If you don't remove the cap, you'll turn blue trying) If you can't muster enough force, you can try using an air hose, ***BUT you must use no more than moderate pressure!!!*** (or your tank will wind up looking like a tin beach ball) Okay, this was only a test, not a cure. The only cure for this is to drop the tank and clean out the crustiness.

Dropping the tank: Hopefully you only have a gallon or two in the tank. That's a manageable weight to juggle around. If you have a full tank, then I hope you have some appropriate, empty containers to put it in, *and* a drain plug in the bottom of the tank (most cars through the 30s have a plug). If you don't have a drain plug...well, you're on your own (please don't siphon it through a hose using your mouth) figuring out some kind of pump. Disconnect any hoses or lines going to the tank and there should be at least one wire for the gas gauge.

Once the tank's out, there is (probably) going to be a gas gauge-sending unit on the top. They are usually mounted one of two ways: screwed in or held in with a "cam" ring. Removal of the screw type is pretty self-explanatory (if it isn't, you shouldn't be doing this project...or be allowed to use any tools, either). The cam ring is basically a ring with 3 or 4 notches on the top. If you use a square shank screwdriver you should be able to straddle between a pair of the notches and turn the ring counter-clockwise over a quarter turn and the ring should come off. Then the sending unit can be removed. Some sending units also have the pickup tube as part of the assembly. They will all have a float of some

sort attached; either cork or brass (although I have seen one that was a block of wood). Next look inside the tank *with a flashlight*. I know I don't have to state the obvious, but: **NO MATCHES!!! (or any flame)!**

There are a variety of home grown ways to clean a tank...and I'll leave those to farmer Jed to tell you all about them. I use (flagrant business promotion here) Mac's Radiator on SE Foster for basic cleaning and sealing. I use American Metal Cleaning on North Vancouver Way for stripping everything down to virgin metal...followed by Mac's for sealing. The caveat for metal stripping is: Be prepared to bring home a piece of Swiss cheese. It happens rarely, but it does happen. It might bum you out, but it's better to know now than to have a tank held together with rust become a fiery Roman Candle during rush hour. The cost for stripping varies between \$125-\$200...more if it's bad or parts have to be removed (unsoldered) to gain access to hidden areas. Sealing runs between \$125-\$200...more if there are repairs that have to be done.

A word about tank sealing. If you had your tank sealed over ten years ago you need to do it again. The old sealers weren't designed to withstand ethanol and they will turn to J-e-l-l-o in short order, completely contaminating your entire fuel system. Don't ask me how I know. Ask Dave Charvet. I also recommend putting a sock on it. Most cars from the late 50s on had a nylon mesh sock installed on the pickup tube at the factory. It acted as an initial filter and kept the big chunks from blocking the tube. However, as the years went by they would fall apart and no longer be effective. They are available from places like Dan's Classic Chevy and Cliff's Classic Chevy in Portland. I know they make them for 5/16" (the most common) and 3/8" diameter tube. Some cars use 1/4" tube, and I don't know if they are available for that.

Speaking of fuel system contamination....

I've been having some real problems lately with old gas. I just finished an engine

overhaul of Gary Geddes' Auburn. It had been sitting for 3 or 4 years with the same gas in it. I'd never really had any problems with old gas previously, so I started the fresh engine, and it ran very sluggishly...not like there was any mechanical problem, but like the gas just didn't have the old explosive poop to it any more. I shut it down after two minutes and drained the tank. Some pretty vile smelling stuff came out. I put in a couple of gallons of fresh gas and started it up. It ran better, but was now popping, missing, and generally lacking power. I shut it down after about five minutes. I did a leak down test and found 3 cylinders with 70% leakage!

Reluctantly (angrily), I pulled the head. Coating the tops of the pistons, valves and combustion chambers was an amber-colored film that was sticky...almost like caramelizing sugar when making candy.

Talking with Portland Engine Rebuilders I found I was lucky. I shut it down before it got really ugly. Apparently old gas has the same effect as sugar in the gas...particularly on fresh engines where the tolerances are much tighter than an older, tired engine. They told me horror stories of customers who put fresh engines in, run years-old gas through them and within an hour every valve was stuck open. One guy had it happen 3 times to the same engine...even after they told him to drain the tank (the first *and* second time they tore the engine apart and degummed it for free...the third time was on the customer's dime).

Because I didn't want to cut corners and risk doing this exercise again I pulled the pistons and put new rings in. I used brake cleaner to clean the valve stems and combustion chambers. I also pulled the tank and had it cleaned. The engine now runs like a champ.

Sometimes just putting fresh gas in won't eliminate the problem. Sometimes it will exacerbate it. A new problem can develop when new ethanol gas is put in a tank that previously had old gas in it because the alcohol (ethanol) removes all the built up

varnish from inside the tank and fuel lines (and sometimes that varnish is all that's keeping rust from floating around).

Another caveat about ethanolized gas is that it's very hard on rubber parts such as gas filler tube connectors, flexible fuel lines, diaphragms in fuel pumps and parts of carburetors (especially rubber accelerator pump pistons). If any of these things have not been replaced or rebuilt within the last 10 years then they could be candidates for failure. I've had old hoses literally disintegrate in my hands because of the new gas. One thing to remember is that NOS parts (New OLD Stock) should not be used because they will not handle the new fuels without disintegrating.

I have not personally used Sta-Bil, which is an

additive that extends the life of gas when it's stored for several months, but I understand it's quite effective. Also, when you park your cars for the winter I recommend that you only leave a gallon or two in the tank...don't fill it up. When it's full you can't freshen it up. I also recommend a pint of Marvel Mystery Oil in the tank.

The condition of the tank and fuel system is now one of the things I check immediately when I do an engine job or work on a car that's been sitting for any length of time. Some of these tanks have never been out of the car and just as we need an occasional flushing out to make things flow properly, so do our cars. Don't get stuck on the side of the road because a piece of crud got sucked into your pickup tube or your rubber parts turned to goo.

A LAST GATHERING

By Robert Douglas

The twentieth of June brought not only showers but also the last farewell for our friend and fellow club member, Sherman Williams. It was a simple lunch affair held at Cathedral Arches Park in St. Johns, arranged by Mona Marsh and catered by Blackbird Catering of St. Helens. Things were as

Sherman had wanted, friends from as far away as Michigan and as close as St. Johns, gathered to laugh, tell stories, eat and dash from the rain showers (probably provided by Sherman). The final act was to scatter his ashes from a boat into the Willamette River where he will flow on to the Columbia and out to the sea. We will miss you but we know that your spirit is with the Packard riding around Paris and the French countryside!



A gathering of friends and vintage cars say a last farewell to Sherman Williams at Cathedral Arches Park in St. Johns, Oregon.

THE ANNUAL CCCA STRAWBERRY SOCIAL & TOUR

By Herb & Bobby Shaw



As expected, the turnout for the CCCA Oregon Region 2009 Strawberry Social and Tour was great. Approximately fifty motoring enthusiasts and seventeen Full Classic®, special interest, and antique automobiles were represented.

Sunday, June 7, 2007, dawned with overcast skies and cool temperatures but that didn't deter us for this is the Pacific Northwest and we are hearty souls. Contrary to the weather outlook was the high anticipation for this year's Annual Strawberry Social tour. This one-day motoring event is one of the highlights of the CCCA Oregon Region's calendar of events. We all looked forward to the day because of the venue, the dessert, and the planned sale and auction of automotive artifacts from the estate of Sherman Williams, a founding member of the CCCA Oregon Region. Invitations also had been sent to the local chapters of the Cadillac, Buick, and Packard clubs, some of whose members joined us on the tour.

We happily started out to meet everyone at Clackamette Park and as expected, the turnout was great. Approximately fifty motoring enthusiasts and seventeen Full Classic®, special interest, and antique automobiles were represented. In addition, some folks drove their modern iron to join in the festivities. Our ultimate destination was Wendy and Bill Jabs lovely home located along the Clackamas River in Eagle Creek, Oregon, to

enjoy a picnic lunch, socialize, purchase items from the sale and auction, and to ultimately partake in the CCCA's famous dessert of Strawberry Shortcake topped with lots of vanilla ice cream.

Departing from the park at 10:00 a.m., the tour group followed the Clackamas River through the beautiful forested corridors and breath-taking pasture and farmlands of Clackamas County. Rodger Eddy, our intrepid tour leader, designed the route as a leisurely run, the objective of which was to recreate a typical Sunday automobile ride over a rural track that may well have existed in the early twenties and thirties. It met its objective and more.

When we arrived at the Jabs' home, all the vintage cars were lined up along the riverbank for a great photo shoot. Then, after the greetings and warm welcome by our hosts, we were treated to a tour of the main house and surrounding gardens. Club members John Mitchell and Georgia Cacy were actively involved in unloading and preparing the items that were part of the silent auction as well as those that were just being put up for sale.



Pictured above and below are all the vintage cars lined up along the riverbank for a great photo shoot.

Sherman Williams had been an avid collector not only of classic and Full Classic® automobiles, but also quite a bit of automobile memorabilia. Crowds circulated around the tables choosing to purchase or bid on items that interested them such as videos, pictures, model cars, Rolls Royce and Bentley literature, advertisements for numerous Marques of the teens, twenties and thirties, and a hard to find Packard trunk among the

numerous items of interest to the automobile enthusiast.

One of the most enjoyable parts of the day was meeting new people from the other invited clubs and sharing/swapping stories about cars owned and incidents met. After visiting with both old and new friends, we all sat down to eat our picnic lunches at the tables that had been set out on the picturesque lawn



bordering the Clackamas River. What a treat to eat our picnic lunch next to the water while watching kayakers, power boaters, and a variety of small boats pass by. During lunch, auction participants kept checking the silent auction sheets to make sure they weren't out-bid on any desired item.

After lunch, we delighted in a tour of Bill Jabs' car collection that had a preponderance of early Fords, all in magnificent condition. Along with the FOMOCO products were pre-war Chrysler, Lincolns, and race cars plus several very rare Fords, one originally equipped with an English Riley engine and one with a 4-cylinder Chevrolet OHV head, purported to be a rare factory-built enhancement. In addition, we saw several cars that were undergoing restoration.

And now it was time to sample the strawberries. Mind you, not ordinary strawberries, but the very best Oregon berries...far better than those imported from California. Everyone lined up for dessert – strawberry shortcake topped with ice cream. Biscuits, angel food cake, fresh Oregon strawberries, ice cream...simply scrumptious!

Following dessert, the winners of the silent

auction were announced and people had an opportunity to take one last look at the items that hadn't sold. As people discovered there were items they missed, additional purchases were made before the conclusion of the sale. It appeared that every buyer was satisfied with his/her purchase especially Wendy Jabs who walked away with a Packard service sign in the form of a gasoline pump globe. Dave Charvet, CCCA and Packard Club member, ended up with a stack of Packard ads that he will use as editor of the Packard Club's newsletter, The Clipper, that club's award-winning publication.

And so the day drew to a close, people packed up their purchases and the cars began to scatter and head for home. As people reluctantly left, they were already talking about next year's tour and social. Obviously, there was a good time was had by all. The 2009 Strawberry Social & Tour will certainly go down in CCCA history as one of the best!!

There is much thanks and appreciation to be handed out to those who made this outing a success. To Bill and Wendy Jabs we say, thank you for providing such a wonderful venue: You are gracious hosts and great club members. To the food team we thank you for





A view of the fabulous car collection of Bill & Wendy Jabs.



Bill Jabs (right) gives Linda Lewis and Frank Arms information on his car collection.



Wendy Jabs tells guests about her 1931 Chrysler CM6 Rumble Seat Roadster (NC).



Roy Asbahr checks out the Gilmore Special Buick Eight (NC).

your efforts in supplying, preparing, and serving the luscious strawberry shortcake. To Karla and Matt Hackney for purchasing those very special Oregon strawberries, to Robert and Frankie Douglas, June Fezler and Matt Hackney for preparing the berries, to Bobby Shaw, Daryl Campbell, Janet Eddy, Robert Douglas, and Bill and Wendy Jabs for providing the shortcakes, angel food cakes and ice cream, and to Robert Douglas, Matt Hackney, and Bob Earls who served our delicious dessert. Thank you also to anyone who helped out and whose name was not mentioned. Know that our continued success is due to your involvement.

The following individuals participated in the 2009 Strawberry Social:

- Frank Arms & Linda Lewis
- Roy & Beverly Asbahr

- Gene & Lois Bradshaw
- Geneva Baggs
- Daryl Campbell
- George Campbell
- David, Heather, and Teddy Charvet
- Ron & Mary Clinton
- Robert & Frankie Douglas
- Rodger & Jan Eddy & friends, Mike Pingatore & Lori Ytterdal
- June Fezler
- Ray & Laura Foster
- Gary & Myrna Geddes
- Matt Hackney
- Bill & Wendy Jabs & 6 friends
- Ken Krolikoski
- Paul & Sharon Lawson
- Sunita Mackenzie
- Mona Marsh
- Gary & Jackie Martin & friends, George & Marci Field
- Wade & Patsy Miller



George Campbell enjoys watching the river while the silent auction takes place behind him.



Matt & Karla Hackney's 1947 Packard, 8, 2150, 7 Passenger Limousine.



Ken Krolikoski's 1932 Packard, 8, 903, coupe Roadster.



Myrna & Gary Geddes (back) and Mona Marsh (seated front) enjoy the river.



From front to back are: Bob Douglas, Bob Earls & Matt Hackney serving shortcake.



Roy & Beverly Asbahr's 1941 Cadillac, 62 Convertible Sedan.

- John Mitchell & Georgia Cacy
- Doug Nelson
- Stan Richards & Beverly Spiller
- George Riehl
- Steve Sauer & Patrick Lawrence

- Herb & Bobby Shaw
- John, Katie, Heath & Bert Skinner
- Beverlee Smith
- Jerry Taylor & Darlene Robinson
- Ron Trefry



CARLTON'S A WALK IN THE PARK

By Rodger Eddy

Our tour to Carlton's A Walk in the Park will be Sunday, August 2nd, and we will assemble and start from Gary Geddes' Sunset clinic at 12400 NW Cornell Road, just east of its intersection with Saltzman Road. We will meet at 9:30 a.m. and leave at 10:00 a.m. If you wish to attend the event and skip the tour, please register anyway to assure your entrance.

Pre-registration for this event is extremely important this year, since procedures at Carlton are changing and are not yet finalized. So...if you wish to attend...or even think that you might want to attend, it is necessary to

call Rodger or Jan Eddy as soon as possible, providing the year and make of car you will drive, and the number in your party. Members driving non-collector cars are welcome, but will be charged admission to the event. The club fee for the event is \$5.00 a car, payable now or at the tour assembly point.

The Carlton event has been a hit with attendees, featuring wine tasting, quality food booths, interesting arts booths, live entertainment, and unexcelled hospitality to the visiting car people.

But please make it easier on the tour leader, and assure yourself of a place, by calling now with either a definite or tentative entry; the Eddy phone number is 503-223-3606.

SUNSHINE REPORT

By Evelyn Freedman

George Potter is recovering from minor surgery. He will be taking it easy for a couple of weeks and is doing just fine.

Mona Marsh had a celebration of life gathering for Sherman Williams at Cathedral Arches Park in the St. Johns area of Portland. While we all miss Sherm, we know that he is not suffering any more and fitting memories are with us all.



DATES TO REMEMBER

August 29, 2009

By Howard Freedman

July 30, 2009

The Robison Jewish Home is planning their annual special interest car show starting at 10:00 a.m. at the Home at 6125 SW Boundary Street, Portland. If the home does not provide luncheon, Howard Freedman will host at the Raccoon Lodge.

As many of you know, Howard and Evelyn have a motor home. The builder is Marathon Coach Company in Coburg, Oregon, about 15 miles north of Eugene. Marathon is having an owners gathering at their plant and have asked that we get together a nice display of special interest cars on Saturday August 29th, from 10 a.m. to 3 p.m. at their plant. Participants will have a sandwich buffet, plant tour and Marathon gift.

Please call Robert Douglas and sign up for this important service opportunity for our Club.

Howard would appreciate a call to him at 503-234-8617 with your sign up to take your car down to help him out with this event.



A JOURNEY TO WALLOWA LAKE

By Robert Douglas



The view of Wallowa Lake from the Wallowa Lake Lodge cabins.

Being a member of both the Classic Car Club and the Packard Club has its' advantages! Of course you get to see and talk about more cars but, you also get the chance to participate in more events and such was the case recently with a trip to Wallowa Lake. Frankie and I were at a Packard Club meeting a while ago when Packard Club member Monte Glud asked if we would like to go to the Mountain Cruise up in Joseph, Oregon near Wallowa Lake. He had been several times along with Matt and Karla Hackney (also members of both clubs) and said that it was a wonderful, fun filled event. So over the weekend of the 11th-14th of June we decided to join Monte and Elaine Glud along with another "two club member" Ken Krolikoski on the journey to Joseph.

Monte and Elaine had taken their beautiful 1936 Packard 1280 Dietrich Convertible Sedan (nc) several times and so this time they took their truck and trailer filled with Ken's 1932 Packard 903 Coupe Roadster and Frankie and I drove our 1935 Auburn Speedster by Glen Pray (NC). We left Portland at about 7:45 a.m. on Thursday June 11th, just in time for rush hour traffic but as soon as we were clear of the Banfield Freeway traffic simmered down and we were on our way with intermittent sun and clouds. With time being of the essence we went up I-84 instead of our club's more scenic routes.

After Pendleton the highway becomes much more scenic though with the top up on the speedster and the side curtains in that is sort of a moot point. We exited for La Grande and stopped for lunch. We were originally going to Foley's Station for our lunch where we have stopped before on tours but they were closed. So we went across the street to a great little sandwich shop, had lunch and were on our way.

From La Grande the road on to Joseph is much more relaxed, winding through the mountains and beside rivers and streams. The weather changed from intermittent sun and clouds to more clouds and showers but the scenery was still beautiful. We arrived in Joseph at about 3:30 p.m. that afternoon, we dropped off the trailer with Ken's Packard at a friend of the Gluds home and went on up to Wallowa Lake and our lodging. We each had a cabin, one on the lake and the other on up the river. It was then time for a look around Joseph, dinner and back to the cabin for a much-anticipated good nights sleep.

Friday morning Elaine Glud fixed a wonderful breakfast at their cabin and then it was off to sight seeing and registration for the show the next morning. There were cars arriving from all over the place, from as far



From left to right: Robert & Frankie Douglas's 1935 Auburn Speedster (NC) by Glenn Pray and Ken Krolikoski's 1932 Packard 903 Coupe Roadster.



Glynn and Jim Leahy's daughter, her husband and children (the Wells family) who are now the care takers of Glynn and Jim's 1931 Rolls Royce 6, SP-1, 4 Door Avon Brewster Sedan.

away as British Columbia, the Seattle, Washington area, Boise, Idaho and of course Walla Walla, Washington and the local area (with a hundred miles away being, "local"). The town really knows how to host a show,

after registration and parking assignments in the afternoon there was a social and dance with live music to round out the evening. Saturday morning Main Street was closed and all the cars were parked the full length of town and the show went from 9 a.m. to 3:00 p.m. There were some wonderful cars, both Full Classics® and street rods. Dennis Gage, host of the TV show "My Classic Car" and his camera crew were there interviewing many of the participants and filming all of the cars.



A 1937 Cord Beverly.

One of the high lights of the show for Oregon Region CCCA members was to see Glynn and Jim Leahy's daughter, her husband and children who are now the care takers of Glynn and Jim's 1931 Rolls Royce 6, SP-1, 4 Door Avon Brewster Sedan. The car is in beautiful condition and with a new head and carburetor rebuild it just purrs down the road. The best part is that, not only do they love and maintain the car but also they drive it on family outings with the children on a regular basis! In a very real sense the torch has been passed to the next generation and it is comforting to know that the car will be loved,

looked after and enjoyed by yet another generation.

At the conclusion of the show there was a “police escorted” run from Joseph to Enterprise and back, a distance of about a twelve mile round trip. Even with the rain showers there were people all along the way waving, taking pictures and watching the cars. When was the last time you had the police stopping traffic through the center of two towns to allow a string of two hundred cars to roll through town without stopping so we could stay together? Rodger we need to work on that for the next Classic Car Club tour!!

Upon our return to Joseph there was a delicious catered dinner for all of the participants and an awards ceremony immediately following. Both the Classic Car Club and the Packard Club did very well with Ken Krolikoski winning the “Peoples Choice Award” for his beautiful Packard and the Leahy’s and the Wells family’s Rolls Royce was the recipient of the “Kids Choice Award” and their children (the Leahy’s grand children) were in complete agreement with the judge’s decision! Congratulations to you all for a fine showing!

The next morning it was time to head for home as your reporter and editor had to be back home early in the day so at 5:45 a.m. we were on the road home through pouring rain and we made it back to home by 1:00 p.m.



A 1937 Cord Westchester.

Monte, Elaine and Ken had more time and more to haul so had a later start and took a more leisurely trip back home. Everyone made it back to the Portland area with out incident so it was a grand time! I would like to thank Packard Club members Elaine and Monte Glud for inviting us to this great event and showing us the ropes, we all had a wonderful time!

If you like cars and beautiful scenery this is an event that I would recommend very highly but remember the weather can be variable, this year it was sun and intermittent thundershowers, last year it was heat and sun block. The town really makes you feel at home and they know how to host an event, so look at keeping the second weekend in June open, in this reporters opinion, you will like it!



Ken Krolikoski's 1932 Packard 903 Coupe Roadster won the "Peoples Choice Award."



The Leahy's and the Wells family's Rolls Royce was the recipient of the "Kids Choice Award."

THE AUBURN HOTEL

By Rodger Eddy

An auction that is a car show. A car show that is a reunion. A town that is a legend. A hotel that is a time machine. A transforming experience that is annual.

That is the Auburn Cord Duesenberg Festival in Auburn, Indiana every Labor Day weekend—a celebration that has called me back to that Hoosier capital of the auto hobby world every year since 1977, the year that I rediscovered the Auburn-Cord-Duesenberg annual meet and the year that the Auburn Hotel discovered me.

It's the event that collector Jack Nethercutt described as the greatest thrill in his auto hobby life. It's the place where legendary designer Gordon Buehrig gave annual seminars. It's the place where auto designers Glenn Pray, Herb Newport, and Buehrig talked on the street alongside the hotel in front of their creations. It's the place where countless record prices have been set for collector cars, the place where the auto hobby auctions started, the place where you'll see each year notable cars such as the Bagwann's Rolls Royce's, a Bugatti Royale, a tulip-bodied Tourer, a two storey London bus, a Batmobile...It's the place where car lovers the country over—nay, the world—rub elbows between tycoons and grease balls in an atmosphere where money doesn't count as much as a mutual admiration of the automobile.

It's also the place where Jan and Rodger Eddy took their four children—ages 8 through 18—for a summer's "fun" of loading buckets of fallen plaster, retrieving dead bats, and washing bathrooms in humid 95 degree Midwest heat and thunderstorms. The family prepared all 52 rooms for the holiday guests, and every Labor Day since then, all 52 rooms are eagerly sought and occupied for the big weekend.

Hotel guests have included Joe Kaufmann, world's foremost Duesenberg restorer; Ray

Wolff, world's foremost Duesenberg historian; herb Newport, who designed Duesenbergs; Glen Pray, who re-produced Cords and Auburns; Harry VanInderstine, winner of the best car award at Auburn after restoring the car by hand and who parked it on the street by the hotel; Melvin Clemans, Duesenberg collector who stayed each year in a single bed narrow room (no bathroom) in the hotel and said that Auburn was the only place that he would park his Duesy on the street; Harry Denhard, who founded the A-C-D (Auburn Cord Duesenberg) Club; Joe Bortz, collector of one-off show cars; Don "Doctor Flywheel" Mates, acknowledged top Cord mechanic in the world; and a host of lovable, eccentric, hilarious, faithful, amazing guests who overlook the worn carpets and the peeling wallpaper in favor of the century of auto history that the old hotel building exudes. Founded in 1860 as the Swineford House, rebuilt at the turn of the century, enlarged in 1919, and added to in 1928 and 1945, the hotel has operated since and is probably DeKalb County's oldest continuously operating business. It's listed as a primary resource in the downtown's national historic designation.

The A-C-D club reunion started at the hotel in 1956, and is the gathering place for club members and their cars on every Wednesday, Thursday, Friday, and Saturday night preceding Labor Day. It's catty-corner from the courthouse where the Saturday parade ends. It's the sentimental center of the festival that has grown to be Indiana's third largest tourist attraction (behind only the world's top event of the Indianapolis 500 and the Indiana State Fair) with the gigantic Kruse Action and a host of other community events.

It's mid-America at its best, with barbecued chicken in the park on a lazy summer evening with cicadas chirping in the background as the sun sinks into a darkening humidity and the dim headlights illuminate the silhouettes of a hundred cars that have returned from the thirties.

At the auction grounds, bringing thousands of

citizens to what was once open farmland, auctioneers tout collector cars in two rings for five days; and you can walk row upon row of swap booths and line after line of car corral autos for sale; and where Dean Krouse and his fellow auctioneers sell cars while greeting old customers with unexcelled showmanship.

The counterpoint is the loss of so many friends through these thirty years, and the metamorphosis of the hobby from poor young men who saw the beauty in the automotive creations of the thirties and bought them to fix them and drive them and revel in the classic beauty...to a hobby where automotive excellence is still revered but where a wider appreciative audience has placed higher values on the machines where the poor young men are nearly excluded.

But...back to the festival where this still-auto-dominated city—the size of Woodburn, Oregon—is the site for Dana, Cooper Rubber, Perfect Circle, Auburn Gear, wheel makers, upholstery makers, glass makers and more in recent years. Downtown stores have been mostly replaced by shopping centers near the freeway that diverted traffic from Main Street that passed in front of the once-bustling hotel. Although a trade center that has burgeoned during the past decade, the town still has a sleepy feeling...until excitement and preparation for the festival builds about a week ahead. The city is transformed with street banners, vintage cars on the roads and on incoming trailers, early guests gather, storefronts are spruced up, streets are cleaned, and there is an edge of expectation in the air. And then it hits with an explosive rush—visitors pour into town, hotel guests arrive and register, vintage cars are everywhere, the greetings resound, the conversations and gatherings maintain themselves into the night as beers and reminiscences are exchanged. If the night air cools, the lobby fills and guests disappear up the stairway and reappear. Now is the time to catch your breath before the real and formal events commence. Before you recognize the time, Thursday night is upon you, with club members filling Ninth Street

alongside the hotel as memories are refreshed, cars admired, deaths of the year reviewed, restoration progress reported, and stories remembered and retold. But tomorrow is the swap meet, the judges meeting and seminar, car certification, the museum to visit, registration packets to pick up, and an informal dinner gathering, and Ninth street teeming with club members and citizens in the wee hours. So Friday is gone in a rush, and Saturday is here with club car show in tree shaded Eckhart Park (named for the founder of the eventual Auburn Automobile Co.), the parade that leaves the park at one pm and ends at the courthouse through blocks crowded with people watching the parade and urging “honk your horn.” Admiring crowds fill the streets downtown where the classics are lined up, until it’s time to prepare for the evening club barbecue, and a return to the hotel or to the dance at the museum. WHAT!? Is this grand event almost ending? We must squeeze out every moment tonight, for tomorrow most will either leave early to accumulate miles on a long journey home, or attend the club brunch at the museum to hear the awards and then bid farewells...yes! It is really ending.

The club schedule is over, so now we can attend the auction grounds, reminisce at night with the few who will stay on for a day or two or three before reluctantly giving up the atmosphere that has now faded back into a sleepy mid west downtown. The hotel maid will toss out the carnation in each room, strip the beds, store the bedding, pilfer the booze from the Presidential Suite that attracts countless festival veterans and visiting celebrities to the dingy room that exhibits auto memorabilia—including pieces of the Duesenberg seat once warmed by the bottoms of Clark Gable and Carole Lombard. The magic is gone, but the aura lingers in the quite halls and in the street where an occasional auction site vehicle heads out. But the stupendous gathering has confirmed again that Auburn is not only “fairest village on the plain” but remains the Classic Car Capital of the world. We can’t wait until next time when we are “Back Home in Indiana.”

THE GRAND EXPERIENCE 2009 CONCOURS OF THE CLASSIC

By Howard Freedman

Evelyn and I left Portland at 7 a.m. on June 4th heading to Chicago followed by a 150-mile drive to Kalamazoo, Michigan to take in another Grand Experience.

We arrived just in time for my early evening meeting of the Trustees of the Classic Car Club of American Museum. This was my second meeting and little by little I am getting a grasp on what goes on with this Board as well as the way the Museum is run. Be it right or wrong, the Museum is a separate entity from the Classic Car Club of American of which we are all members.

The following three days were a jumble of

activities leading up the Concours on Sunday when almost 90 Senior badge, Full Classics® arrived and were placed on the field for viewing and judging. These Senior cars were placed on the field in numerical order of their Senior badge numbers; some dating way back to the early days of the Club.

The Experience is something that I wish everyone could “experience” at some time. The Gilmore Museum grounds where our Classic Car Club of American Museum is located is a great venue including a number of national car clubs having their display barns in addition to the Gilmore collections.

WELCOME TO THE CLUB!

By Robert Douglas



The 1948 Chrysler Town and Country.

We are pleased to announce that Linda Lewis and Frank Arms have joined the Oregon Region of the Classic Car Club of America®. They live in Corvallis and are the proud owners of the beautiful 1948 Chrysler Town and Country Four Door Sedan, which is pictured here. We will look forward to seeing them often and attending many of our events and tours. Welcome to the club Linda and Frank!



New club members Linda Lewis & Frank Arms.

CCCA-SPIRIT DETAILING SEMINAR

By Don Hoelscher

Below are Don Hoelscher notes from the seminar reprinted with his permission for your use.

Detailer: Elmer Bibb “O-Nine’s Car Clean Up and Detailing”

Elmer demonstrated several different approaches/products depending on what the detailing issue was.

Bird Dropping etched the paint:

1. He began with a Rubbing compound product (3M Perfect-It III) using a Power Buffer (low RPM) with a Lambs Wool Pad.
2. He wiped the area with a Micro fiber cloth.
3. Next he used a Polishing compound (3M Perfect-It 3000 Ultrafina SE) using a Power Buffer (low RPM) with a Green Wafer Type Sponge Pad.
4. He wiped the area with a Micro fiber cloth.
5. Next he used his “special wax” (no longer available) called Fast Wax, Carbosol Systems in a spray can (Manufactured for RnR Motorsports, Inc - www.fastwax.com). I did check on the web site and this product is not listed. He polished this product with a Power Polisher with a Lambs Wool Pad.
6. He wiped the area with a Micro fiber cloth.

General Polishing:

1. For general polishing he used his “special wax” (no longer available) called Fast Wax , Carbosol Systems in a spray can (Manufactured for RnR Motorsports, Inc - www.fastwax.com). I did check on the web site and this product is not listed. He polished this product with a Power Polisher with a Lambs Wool Pad.
2. He wiped the area with a Micro fiber cloth.

Polishing to remove swirls and light scratches:

Dependent on how bad the scratches are he follows the same 6 steps as he used on the bird dropping process. If they are not too bad he skips steps 1 & 2 (no rubbing compound).

Tips:

- He suggests only using a Micro fiber cloth; he no longer uses Terry Cloth towels. He keeps them separated depending on use and what products. He washes them with detergent and softener and gets about 3 washings.
- When polishing by hand (using a Micro fiber cloth) he rubs with the palm of his hand to avoid finger pressure points. He also goes in a long straight line to avoid swirls.

Whitewall tires, Interior and general cleaning:

- He likes a product called “Super Clean” (available at Auto Zone, Walmart, Castrol). This product is diluted based on the application (follow the directions on the container or experiment on your own).

Chrome Polishing:

- He uses a product called “Master Formula Metal Gloss” made by Master Formula – www.metalgloss.com the website indicates that you can buy it on line. There is also a Sealer Gloss that can be used after the Metal Gloss.
- He demonstrated how to clean up a tarnished Chrome Mirror using #000 Steel Wool first and then the Metal Gloss. It came out very nice.

Leather Cleaning/Treatment:

- He cautioned that you must be very careful with some dyed leathers so that you don’t damage the color. In these situations he uses just water.
- He claims that goop hand cleaner works very well for cleaning stains on leather and Hartz Cloth Tops (I would want to test this first).
- He also mentioned a product that is a lanolin-based product but was not able to find the container.
- I did find an interesting “How To” site that has a lot of detailing information as well as products at: <http://www.autogeek.net/index.html>



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