

The Hood Release



Oregon Region • Classic Car Club of America

Spring 2014

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



1941 Packard 180 Family Touring Sedan
Owners: Dave and Jeanette McCready

**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

Oregon Region
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Moving?

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

Sunshine Information

Evelyn Freedman
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The Classic Car Club of America is a non-profit organization chartered in the State of New York for the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual motor cars built between and including the years 1925 through 1948, but including cars built before 1925 that are virtually identical to 1925 Full Classics® and distinguished for their respective fine design, high engineering standards and superior workmanship, and to promote social intercourse and fellowship among its members; and to maintain references upon and encourage the maintenance, restoration and preservation of all such Classic Cars.

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

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Oregon Region CCCA 2014 Calendar of Events

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

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

* Denotes a CCCA or Oregon Region CCCA sanctioned event.

Welcome New Members!

Brown M. Maloney, Sequim, Washington
1934 Packard 1105

Evan McMullen, 808 Lenora Street, Seattle, Washington

Carl Fielding, 106 NW 101, Seattle, Washington
1924 Cadillac V63 7-Passenger Touring Sedan
1927 Cadillac 314 5-Passenger Sedan

Director's Message



My goals for the Oregon Region for 2014 are simply to have **“MORE FUN” with the Classic Cars, and their owners that we love so much.** I invite you to attend our monthly “Member’s Dinners.” In addition to lively discussions about upcoming tours and sharing ideas for **“MORE FUN,”** we have added “Getting to Know,” where a member tells about their life and interest in cars. *Brake Cables* will bring you the latest news via email around the tenth of each month. Our quarterly magazine, the *Hood Release* ranked #3 in CCCA small clubs thanks to Editor Jeremy Wilson, will continue to bring you must-read features. Our Website oregonccca.com, ranked #1 by the CCCA thanks to Webmaster George Potter, is the place to go for event photos, member car photos, vendors and parts services, classified ads – even

non-ethanol gas locations.

With Classic Cars, the **“FUN”** is in the driving. **“Get’em Running”** is our program to assist members in getting their classics on the road again. Our one day tours with interesting stops like “Papa’s Toys” in May and the “Lavender Festival” in July, are great opportunities for short drives not far from home, Our **“Spring Tour”** is April 25th through 27th to Astoria and the Long Beach peninsula. The popular **“Strawberry Social”** will be on the banks of the Willamette at Willamette Park in John’s Landing on June 21.

I hope to see all of you in your Classic on the road this year.

John Mitchell

Director, Oregon Region, Classic Car Club of America

Editor's Notes



I had a chance to read John’s “More Fun” message a few weeks ago and it inspired me to drop some projects and join the Chehalem Day Cruise on March 22. The weather was excellent and the cruise was indeed fun. I encourage all of you to take John’s words to heart and participate whenever you can.

This quarter’s issue was fun to put together. It features Dave and Jeanette McCready’s 1941 Packard 180, the Chehalem Day Cruise, the Valentine Brunch, Howard and Evelyn Freedman’s trip to Gator Country, Jon and Gayle Gaddis’ Brewster update, an interesting technical article on six-volt halogen headlights by Bob Earls, and two articles on mid-century Portland landmarks, including a recipe for German pancakes!

How are Portland landmarks and German pancakes related? You’ll have to read the article to find out.

Jeremy Wilson

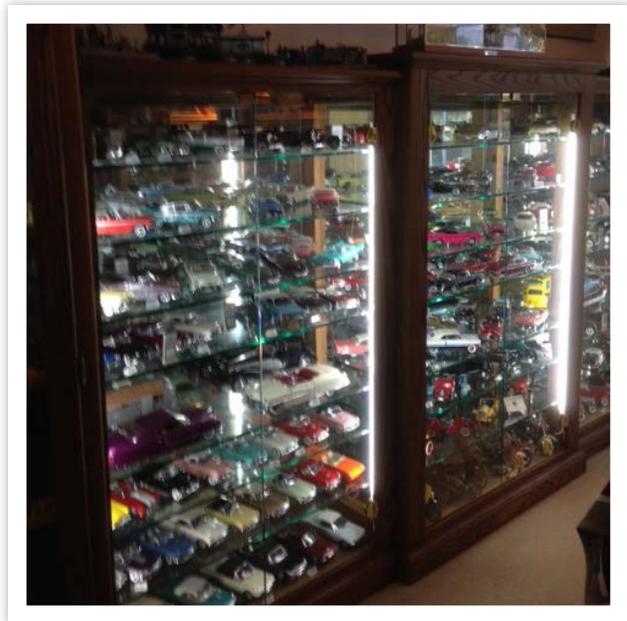
Publication Editor

Gator County CARavan

A Little "News" from the National Front



Evelyn and I were asked to ride with Sarah and Al Kroemer in their 1931 Chrysler around the west part of South Florida for a week, so off we went to Naples where the CARavan commenced.



We went up to Sarasota and spent a couple of hours touring the Ringling Brothers Barnum and Bailey museum and then the second largest car collection, probably in the world. Close to 1,000



There were 14 Packards, 5 Cadillacs, 3 Lincolns, 2 Chryslers, 2 Stutzes, and a Rolls Royce. Packards seem to rule the roost for sure on this trip.



miniature collectable automobiles on display in magnificent oak cabinetry at the home of long-time member Joe Malaney. Some of us met his



sister who lived near the Tokeland Hotel when we spent the night there a year or two ago.

In St. Petersburg, we visited the Mote Aquarium, the Dali and Armed Forces Military museums and then moved on to Clewiston, Florida where we had a guided tour of the sugar cane fields, orange groves and the processing plants for sugar and orange juice.

Before leaving Clewiston on the last leg of our driving, we spent a half day at the Billie Swamp Safari where we ran around the swamplands in air boats, a 26 passenger swamp buggy, saw an alligator wrestling match and all kinds of wild life including water buffalo, antelope, bison and dozens of bird species including the Packard famous Cormorant and other tropical wild animals.

Lake Okeechobee which we traversed for most of a day, is the seventh largest freshwater lake in the United States covering 730 square miles and max depth is only about nine feet.

Howard Freedman

Treasurer, Classic Car Club of America

President, Classic Car Club of America Museum





©werwombat/wikimedia

2014 CCCA Oregon Region Valentine Brunch

by Georgia Cacy Mitchell

The “rescheduled due to weather” annual Valentine Brunch and Tour was enjoyed February 16th by 38 members and guests. Beginning at Lewis and Clark State Park, the gathered cars caravanned through the countryside ending up on the historic Columbia Gorge Scenic Highway and arriving finally at

Multnomah Falls Lodge. Tables reserved for us had festive pink, red and silver hearts and candy kisses centerpieces and a bountiful brunch buffet was served.



After brunch the tour continued on to the home of Roy and Beverly Asbahr in its peaceful rural setting. There we were treated to a tour of their exquisitely presented car collection housed in a replica of an old country gas station with attached showroom. Among the stars of the show was the



1932 Studebaker Roy's grandfather purchased new and eventually gave to the teenaged Roy who drove it and has kept it beautifully maintained to this day.

Beverly also graciously opened their home for us to visit her collections of quilts, dolls, teapots and handkerchiefs, all creatively displayed and maintained. It was a warm and lovely culmination to our annual Valentine's Day outing.





Second Time's the Charm

by Jeremy Wilson

Forty years ago Dave McCready joined George and Susie Choban on a trip to Chico, California. The Chobans were in the process of buying a 1929 Packard from Delbert Pantel, a hobbyist and dealer in classic and antique automobiles. As part of that trip, the group visited a dealer friend of Del's who had a 1941 Packard 180 for sale; it was a Model 1907 with 138 inch wheelbase. It had one jump seat and a storage compartment in the fixed partition just behind the front seat. And it had been the Connecticut State Governor's car.

"I was really taken with that automobile and I bought it," said Dave. "I've always liked 1941 Packards, especially the 180s. I used that car a lot in CCCA activities and loved the wheelbase, the appearance, and everything about the 1907 chassis."

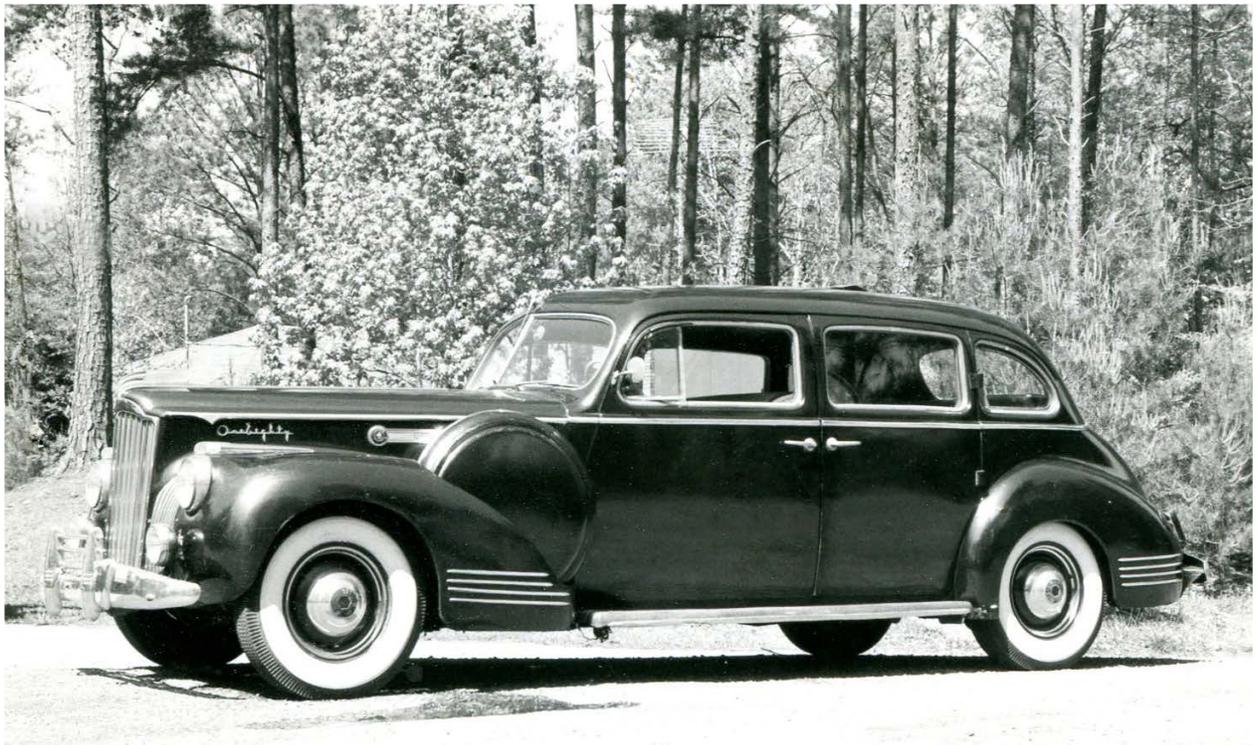
But despite his affection for the chassis, this was not the right 180 for Dave.



Dave and Jeanette's first 1941 Packard 180 (the Connecticut State Governor's Car)

“The CCCA Oregon Region went down to a car show in Cottage Grove and I realized I would never again drive that car that distance. At 6 foot 7 inches, the fixed front seat made the car atrocious to drive. I sold the car and proceeded to try to find a Family Sedan version of the 180, which would have a movable front seat.”

Dave looked for some time but with no luck He definitely wanted the 180, and not a 160, as he liked the 180's superior trim and finish and larger windows.



Dave and Jeanette's second 1941 Packard 180 (purchased from Tom Crook)

“I saw Tom Crook, a classic car dealer in Washington whom I regard as a good friend. I told him I really wanted to find a 180 Family Sedan. I noticed that there were only six listed in the club roster, so I wasn't too optimistic. Well, in 1984 Tom found one in Arkansas and called me to say he had



The bumper guard drops down for access to the trunk compartment

transported it to Washington. My daughter Karla and I drove up to see it on a Sunday but it was locked up in a muffler shop so all we could do is look at it through the shop windows. It looked pretty good, but Tom told me that the car was going to need quite a bit of body work. He said that the car was all there, so we made a deal that he would furnish four new tires and side-mount mirrors as part of the purchase; other than that I was to receive the car the way it was. I purchased it July 5, 1984. It ran okay, I guess, but it had a lot of miles on it. I was told the owner was a general in the U.S. Army and that he spent much of his time during the war years driving back and forth between Orange County and New York.”

Dave figures his car may have around four hundred thousand miles on it. There were several clues leading him to this conclusion.

“It has a 1948 engine block--and usually an engine will take at least one ring and valve job, which is normal to need at 50,000 to 100,000 miles. I did the second ring and valve job on the engine and that made me think the car may have had upward of 400,000 miles on it. When I bought it there were boxes and boxes of Packard parts that Tom had not really inspected and he said, ‘You have all these extra parts.’ No, I had the boxes with the old parts that had been replaced, things that should not have worn out on the car for 200,000 miles. The center arm steering, tie rod ends, drag link, pinion seals, all sorts of stuff that have normal wear factors, but not usually in the first 100,000 miles. All those had all been replaced and then worn out again.”

With the help of a friend Dave ground the valves, but that caused the 356 to start smoking, so he

enlisted renowned engine rebuilder Jim Classen to replace the rings and timing chain. That took care of the Packard's engine needs.

The bodywork, however, was not so straightforward. Dave has the original bill of sale and every registration slip for his Packard since 1941. Those documents show the original owner purchased the car in New York on December 23, 1941 and that it was registered in New York for 15 years, which would account for the car's rust repair problems.

"At some point the original owner transferred the car to his son who moved to Orange County, California," said Dave. "The son had made some effort toward restoring the vehicle, but the work that had been done was crude. Although it was done with chicken wire and putty, it didn't look that bad when I bought the car. But the more I got into it, the more I knew I had real problems. My good friend Frank Springer put between four and six inches of metal along the bottom of the body and rebuilt all of the frame to body mounts. I did the remainder of the body work and then painted it with Packard Standard Maroon, which is the blackest of the maroons offered that year. I had Oregon Plating replat the chrome and buff the stainless."



Nearly 30 years after Dave's restoration, the interior remains in excellent condition.

"The upholstery was done by Dave Allen. He worked at Tektronix and had six or seven children and did this as a side job in his garage. He seemed to be able to run without any sleep, working until 11:00 p.m. or 1:00 a.m. most nights doing car work. It was amazing to see a guy who bought a sewing machine and became a first class upholsterer through sheer determination.



“The interior wood grain is original,” said Dave. “I sanded it as lightly as I could with 600 grit sandpaper to get a surface I could put clear lacquer on. The wood in the door frames was done by a restorer in New York who put the silver and all the ingrain back in and finished them with urethane. To this day, when you open the doors, they jump out at you.”



Dave’s original intent with this Packard was to create a nice car to use, not a trailer queen. For instance, the running boards are the original coverings that, while are not perfect, look very respectable and reflect the 180’s character.

“I sandblasted the fronts lightly and then hand sanded them. There was very little of the rubber mat missing, but where there was, I used polyester filler. Then I painted them with black rubber mat paint. The surface is checked but it is original.”



The Family Sedan restoration was finished in 1986. Since then Dave and Jeanette have taken their Packard 180 on countless tours and to many car shows beginning with the Northwest Collector Car Show on September 17, 1986, where it was a “Feature Car.” (above left)

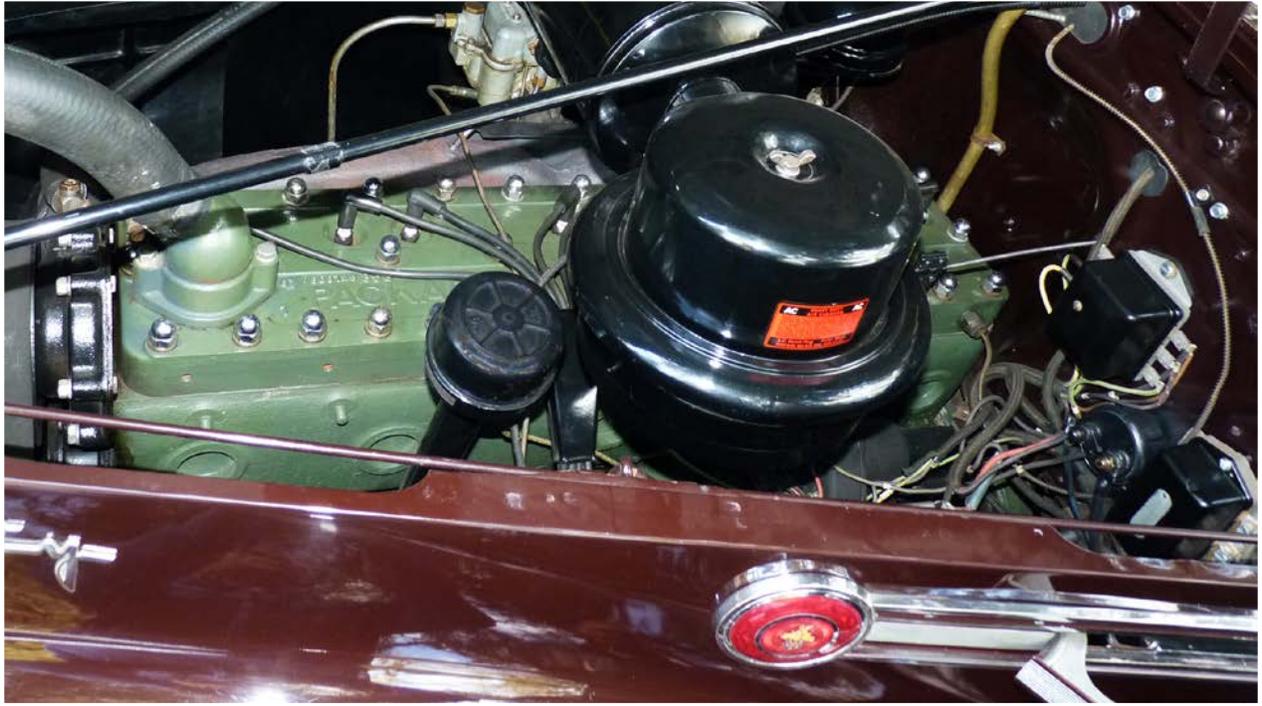
Another enjoyable time with their Family Sedan was at a Packards of Oregon tour in Westmoreland Park in July of 1995 when Jeanette, Karla, and Matt were doing catering. (above right)

During the years of touring Dave was concerned that the 180 was not handling as nicely as it should.



Packards of Oregon's 25th annual banquet. Crown Point, where the Vista House is located in the Columbia Gorge

“I could never make the car drive as it should and I was always concerned as to why. I had number of professionals work on the front end but it still wasn't right. Then this guy called me and said he had a 1939 hearse in Gresham. He said, ‘If you want it you can have it but if it is not gone by tonight at midnight we're running a bulldozer over it.’ I came home from work and put my trailer behind the



The hood louvers in 1941 were shorter than '39 and '40 but now doubled as hood releases (see bottom right)

pickup and went out to get it. That hearse had only 46,000 miles on it. So I put its steering gear and steering column and the whole front end on my 1941. And then it drove pretty good, but it still had a click-click in the steering gear. My son rebuilds steering gears—so he took the bronze bushings out and remanufactured them. Now it is a wonderful driving car.”

And a nice looking one too!





The Gaddis' 1936 Brewster Town Car Limousine

Restoration Update

by John Gaddis

We started the body off the frame restoration on April 14, 2012; what was I thinking! Bob Earls was able to get it broken down into its various subassemblies in short order. The engine went to Portland Engine Rebuilders – then to H&H Flatheads in California for special main bearings. Then back to Portland Engine Rebuilders for assembly and dyno-testing; the engine initially had low oil pressure and that was resolved. But a new problem arose with fuel mixture not being even side-to-side. After a new carburetor it still had issues. Finally a small very small hole was found in the intake manifold that was the tip of the iceberg of internal corrosion; I found a new manifold and that should fix the problem.

The transmission went to Ohio for a complete rebuild by Van Pelts. It seems they did a great job, but we will have to wait and see how it shifts and sounds! The frame was acid dipped and came out very clean. It went to a powder coating company and the first time through it was too shiny – much shinier than the color samples provided. The next time out the color was better but I thought the old metal had too many pits. So, I had Superior Auto Body (the body shop doing the rest of the body work) do a “little” work to it and the first (but really the third) finish applied was too shiny again. The fourth finish I never saw because the shop’s owner, Dale Haskins, was not happy with the finish and had the painter



do it again. The fifth time was the charm – the chassis looks correct, and smooth.

The aluminum and steel fenders body were stripped down and media blasted. Being a coachbuilt body (having a wood structure covered by aluminum), some of the wood was in need of repair and replacement. So, off the body went to the wood guy, Doug Vermeer. He did a great deal of replacement including a new dashboard. Then the body was hauled back to the body shop for finish work and paint. Once I finally decided on the perfect combination of dark red body with a darker red beltline and black fenders, it was painted, and came out beautiful. Then Dale and I began the process of fitting the body back on the frame, which was not easy. We had to make the body mount holes a little bigger to allow for some adjustment and alignment capability. During one of the adjustment hole drillings I slipped and Dale, who was under the car trying to align the drill, yelled out and I pulled the drill out and saw blood dripping I felt terrible thinking I hurt him. I said something like “did I get you?” I heard nothing then he said no and I realized it was me bleeding. I was never so relieved to see my own blood!

We had one small other issue: when the wood guy received the body he had to guess how much clearance there was over the transmission because the old wood was gone and the body was off the frame. It was a good guess, but not quite enough clearance so we had to notch out a wood



crossmember and now it fits great. We have had a few other issues with fitting parts back on the car but progress is being made.

Mrs. Gaddis and I took all 21 pieces of interior wood trim and the running boards to a wood shop, Madera Concepts, near Santa Barbara, California for repair and refinishing. The parts arrived home and the quality of work is outstanding.

By early April, Bob Earls will have the car back for more assembly work – including wiring, exhaust, brake and clutch linkage and everything else. Then it will go to the upholsterer to have the beautiful dark gray wool broadcloth stitched for the rear and the glossy black leather stitched for the chauffeur’s compartment and Wilton wool on the floors. Once the upholsterer is done the car will go back to the body shop for the front fenders, hood and other body parts final assembly. Then back to Bob Earls for final-final assembly – all hopefully before the Forest Grove Concours d’ Elegance!





Chehalem Day Tour





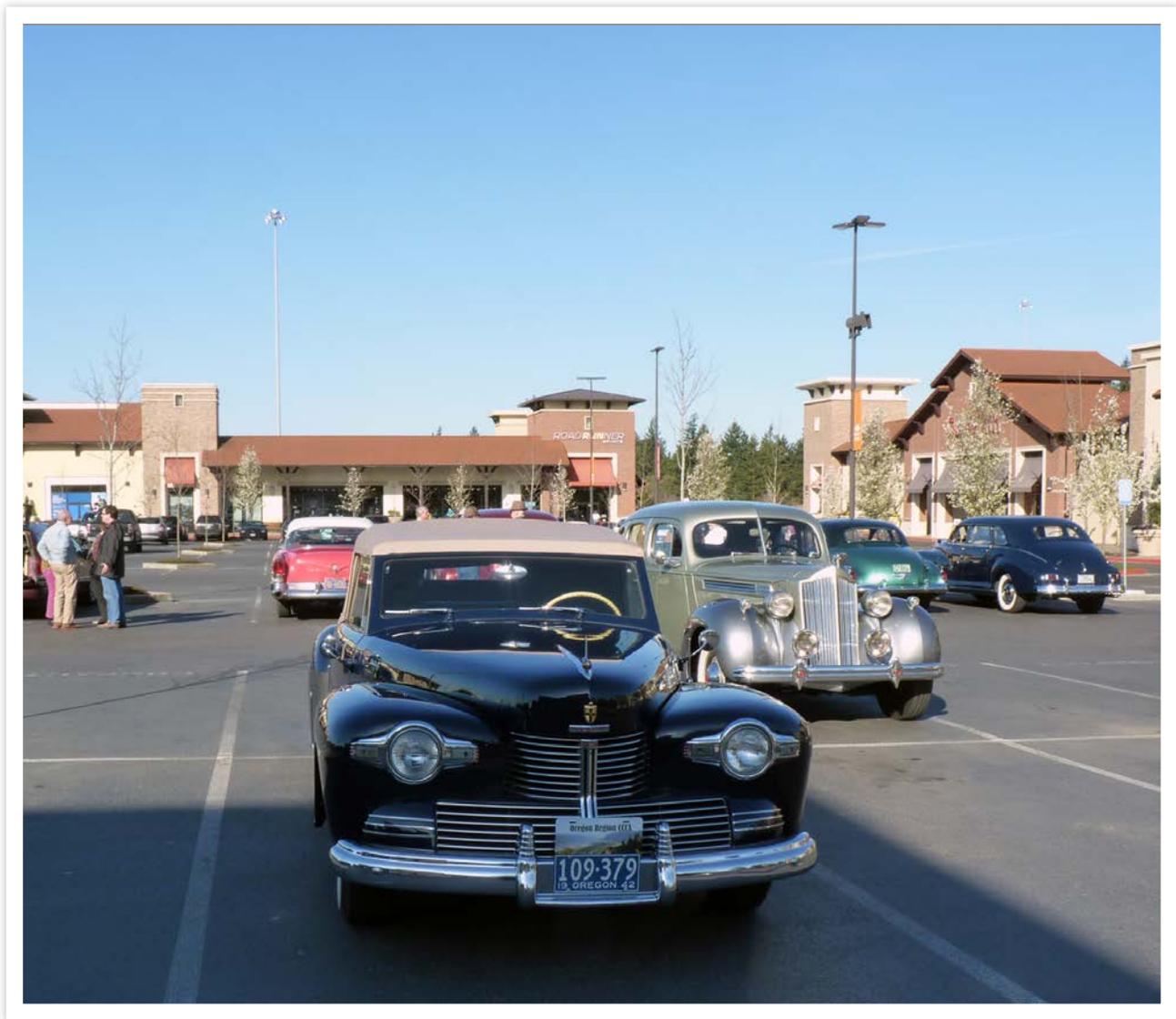
Chehalem Day Tour

by Jeremy Wilson

Just two days following the vernal equinox, on March 22, we assembled at the Tualatin Best Buy for our annual March Day Tour. Chris Cataldo put together the route, and Rodger and Jan Eddy brought coffee and donuts for all to enjoy while we waited for our 10 a.m. departure.

The weather was as perfect as one could expect for early March, 62 degrees, sunny, and with little wind. We began, with Chris leading the caravan, by crossing I5 and driving to Old





Sherwood and then on to Highway 99W toward Newberg. But within a few miles we turned off the highway and onto Bell Road, which skirts along the south base of the Chehalem Mountain Range. The air was crisp and clear and as such the valley views were excellent.

Shortly we turned north on Highway 219, climbing to the Chehalem Mountain summit, and then down the other side a few miles to the Raptor Ridge Winery.



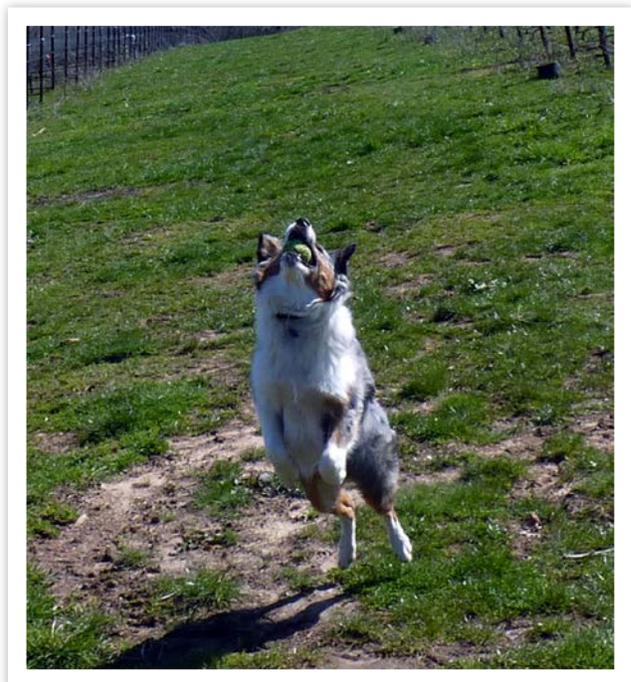
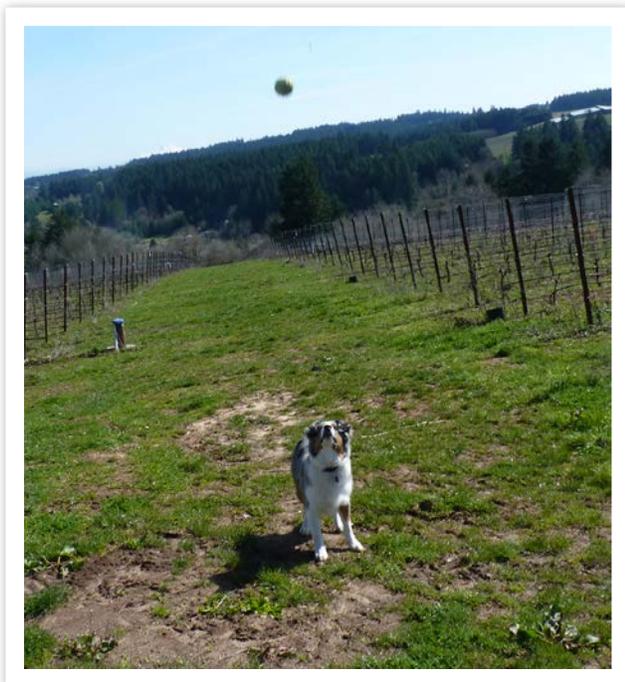
The Raptor Ridge Winery was founded in 1995 by wine maker Scott Shull. It gets its name from the many families of raptors—red-tailed hawks, kestrels, sharp-shinned hawks and owls—that share the winery’s 27-acre estate.

The estate vineyard is named “Tuscowallame,” the indigenous word for “place where the owls dwell.” It’s a fitting name, not only for the



raptors that make the vineyard their home, but for those that are released there following rehabilitative treatment by local raptor rescue foundations.

According to those who participated, the wine tasting was excellent and the winery staff were very friendly. The view of the vineyard from the patio deck provided excellent scenery to go along with pleasant conversation and a game of catch with Wiley Wilson, the Australian shepherd that came along for the tour.





Cruise In Country Diner (NC)

Soon we were off to our next stop, the Cruise In Country Diner. Owned by Nancy and Terry Hummel, this Hillsboro restaurant (Farmington and River Roads) delivers grass-fed beef and buffalo burgers with organic buns, organic coffee, shakes and local beer and wine from 13 beer taps. The food was great and the automobile theme was certainly appropriate for our tour. All 20+ burgers are named after cars, and the hot dog is named a “Wiener Mobile.” Owner Terry stopped by at all of our tables and took photos of our cars as we left.

Finally we headed to Al’s Garden Center at the north end of Sherwood on Roy Rogers Road where you’ll find an enormous selection of plants and everything else you can imagine. The 10.5 acre complex was opened in 2005 and the garden center itself has a retractable roof, approximately the size of a football field, allowing customers and plants to enjoy weather on glorious days in Oregon and to stay dry on the rainy ones.

The nursery hosts over ninety percent of the plant material grown from Al’s own local growing facilities. Indoor supplies include lamps, dish ware, candles and lotions, and if you start to fade before completing your shopping, treat yourself to an espresso boost at Al’s Coffee Bean located in the garden center.





Cadillacs!
Lasalles!
Full Classics!

May 30
Country Tour!

May 31
Grand Classic!

June 1
The Experience!

The Classic Car Club of America

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Correction

In the Winter 2014 issue of the Hood Release, the Harry Anderson Art image on the lower right of Page 8 was incorrectly labeled as a Duesenberg. Member Paul Johnson has identified it as a 1931 Pierce-Arrow Model 41 Club Sedan by LeBaron.





Yaw's Top Notch Drive In - Courtesy of Mike Hill (NC)

Mid-Century Landmarks in Portland, Oregon

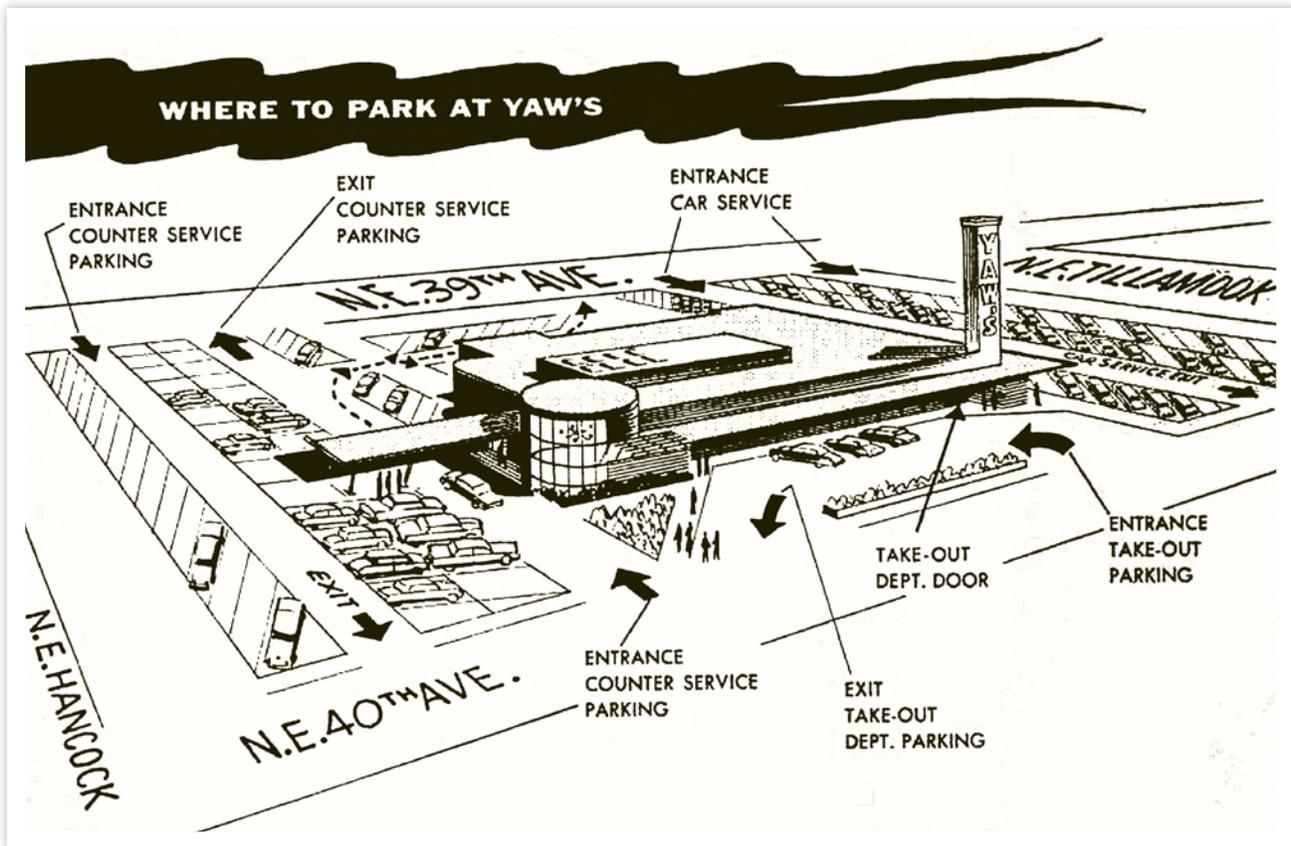
Part I – The Restaurants

Last year a photo of the Tik Tok Drive-In restaurant was circulating on email. As a result of that email Howard Freedman suggested he, Robert Douglas and I have lunch to discuss an article for the Hood Release based on some of Portland's mid-century landmarks. The conversation went as follows.

H: When I received the picture of the Tik-Tok it reminded me of how important that place was to my mom who just loved to go there. They had a hamburger steak with chili on it and toasted buns, which she just loved. The earliest I remember going there was 1940 or 1941. It was later owned by the Harris brothers (Vic and Rocky) who ended up owning the 3 Star Lounge out on Barbur Blvd. I didn't know

Editor's note: The period covered here is largely the 40s, 50s, and 60s. As such, it does not lie neatly within the Classic Era, but does reflect points of interest in Portland during the youth of much of our CCCA membership.

See more of Mike Hill's excellent artwork, including Portland scenes and classic cars at <http://mike-hill.artistwebsites.com/art/all/all/all>



them but we really liked that place.

R: It was kind of like Yaws which was on 41st, just off of Sandy Boulevard.

H: Yaws was the Grant High School hangout and it closed in 1982. Several reincarnation attempts at rebuilding it have taken place since then. One was a couple of years ago where the piano store used to be on Sandy Boulevard. Somebody spent several million dollars renovating it and calling it Yaws, and it lasted less than a year. About six months ago one of the Yaw grandsons opened a new “Yaws” restaurant on 113th and Halsey, with great fanfare and the original menu. Of course, I had to go out there. I didn’t go to Grant High School but a lot of our friends did so I had to go try it out. It was just terrible, nowhere near like the old Yaws. And the help was really rough, not trained properly. I went back later and it was equally as bad. I went by there about a month ago and it was closed, with a sign on the front door that said open soon under new ownership. There was a board out front that said “Closed for repair” and somebody told me recently that the place shut down due to unpaid taxes, employee wages, and rent.



R: In the 50s and 60s the kids would cruise Broadway downtown and then go to Yaws to sit, order Cokes, talk and compare cars. They had a guy out there who was an off-duty Portland policeman, Bob



City of Portland Archives

Svilar, who they referred to as the “Tootsie Roll Cop” (see image on first page of this article) because he was really good with kids. He would walk back and forth, keeping an eye on things. There was a part of the restaurant where you could sit down inside and then there were butterfly awnings, like at a train station, where the cars would park. There would be quite a few cars. I’ll never forget that there was this one kid who was real proud of his beat up Pontiac and the “Tootsie Roll Cop” walked by and said, “Did you report that wreck yet?” They called him the Tootsie Roll Cop because he would walk by and toss a handful of Tootsie Rolls in your car. And what are you going to do to a guy who just gave you a bunch of Tootsie Rolls?

H: Kids those days weren’t looking for trouble and they weren’t cantankerous. They might take off out of the drive-in and burn rubber or make noise with their cars and maybe drive a couple of blocks away to have drag races, near Grant High School. I had lunch with a friend yesterday whose parents owned a Pontiac sedan. He used to rip the guts out of that poor car. He’d rev it up and then drop it in drive and peel off. His folks bought him a ‘50 Pontiac Catalina two-door hardtop and he was merciless on that too.

R: I went to the Tik Tok a few times and it was beautiful up there. It was quite a place to go to cruise around with your friends.

H: It wasn’t as popular as Yaws. For the younger set, Yaws was it, because it was a Grant High School hangout.

R: Kids would come from all over, especially after a game on Friday night. And the reason the police were there was that there was some serious rivalry between Grant and Jefferson. After a game sometimes kids would want to fight. But the cop was there and he took care of stuff like that.



Hill Villa Restaurant, now the Chart House

H: But not gangs and not needles and the nonsense we go through today.

J: In San Diego the cruising hangouts were Jack In the Boxes and Oscars drive-ins. Outside of town about five miles was Otay Lakes Road, a rural highway where people would go for illegal drag racing. They had the start line and the quarter mile line painted off. You could see headlights for miles so we would wait until it was clear and someone would jump out to act as the flag man. Eventually the sheriffs would show up, sometimes from both directions at once, and if it was after 10PM they'd cite the minors for curfew violations.

R: We used to go out to the Bethany area because the roads are straight because when they were surveyed they just went between farmers' fields.

H: You used to take your date up to Rocky Butte, if you could, and Council Crest Park, and also Hill Villa, which is still there. I never did that, of course.

R: Another important landmark restaurant where you could go for a fancy dinner was Hill Villa.

H: The fellow that owned it used to go down to Nevada and buy cases of liquor because he didn't have to pay the Oregon Liquor Commission tax. And more than once he got caught and they kept the liquor and his Cadillac and locked him up for a little while. And then there was Henry Thiele's Restaurant 23rd and Burnside. They had an extensive menu, probably seven or eight pages long. And wonderful food. And the husband of the owner had a little waxed mustache.

R: Sunday brunch was really big there.

H: It was a businessman's restaurant. And their menu item that has survived them is the German pancake that they served. I believe it is called the Thiele's pancake.

Stay tuned for Part II, The Auto Dealerships



Henry Thiele's Restaurant

Henry Thiele's German Pancakes

9 servings - Approximate preparation time 10 minutes

1 cup sifted flour

1 teaspoon salt

6 tablespoons sugar, divided

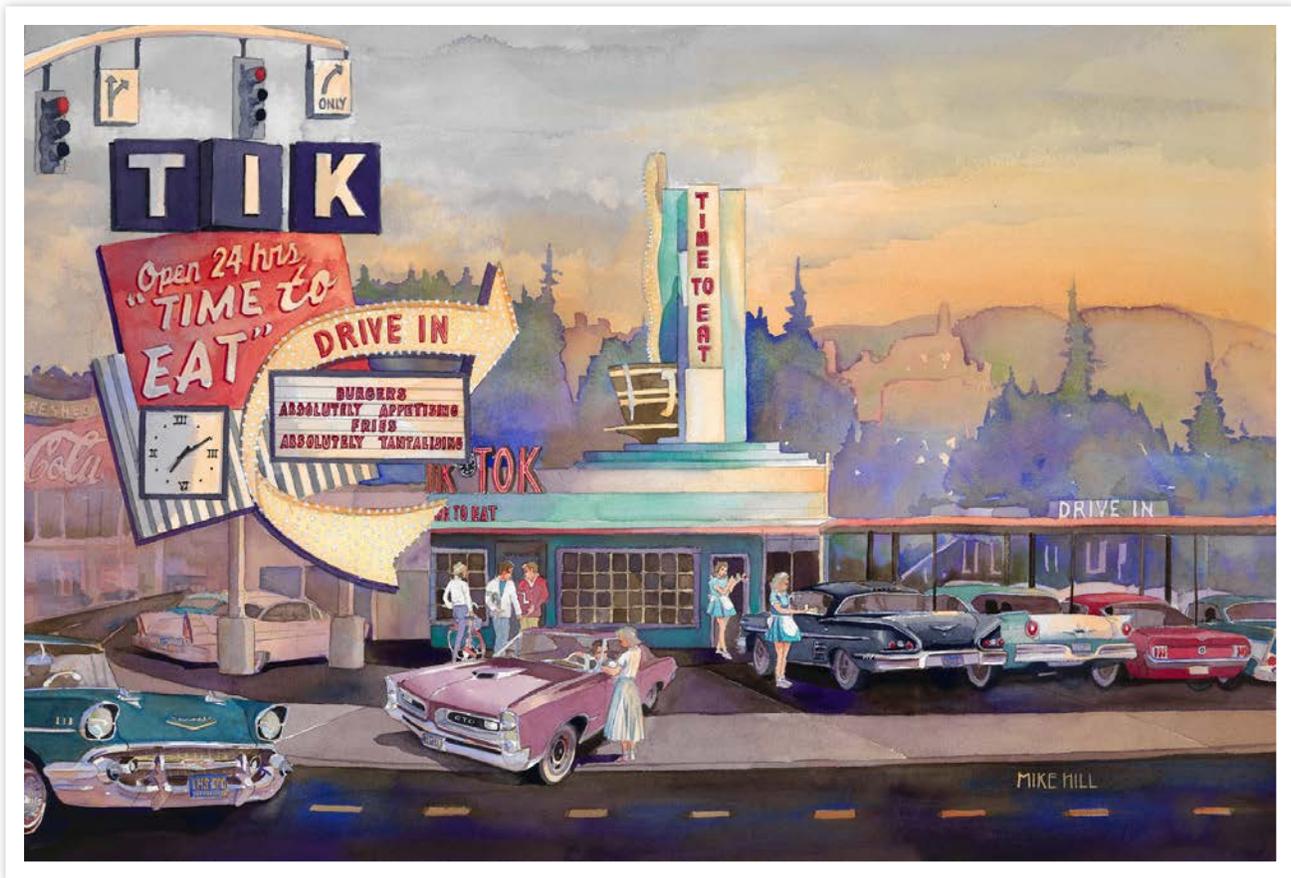
1 cup whipping cream or half-and-half

9 eggs

3 tablespoons melted butter or margarine, divided

6 teaspoons lemon juice

1. Preheat the oven to 400 degrees. Mix the flour, salt, 3 tablespoons sugar and the cream to make a paste. Beat in the eggs, one at a time.
2. Heat a 10 1/2-inch heavy skillet, preferably cast iron, over medium heat; use 2 teaspoons melted butter for each pancake. (A nonstick skillet can also be used but the pancake will not be quite as puffy.) Put the butter into the hot pan and add a third of the batter. Cook until it browns lightly on the bottom and seems to be cooked at the sides.
3. Place in the preheated oven until it puffs and browns lightly, about 7 minutes. Remove from the oven and slip the pancake onto a heated plate, browned side up. Brush with melted butter; sprinkle with 1 tablespoon sugar and 2 teaspoons lemon juice.
4. Repeat with the remaining batter, butter, sugar and lemon. Cut each pancake into wedges and serve.



Tik Tok Drive In - Courtesy of Mike Hill (NC)

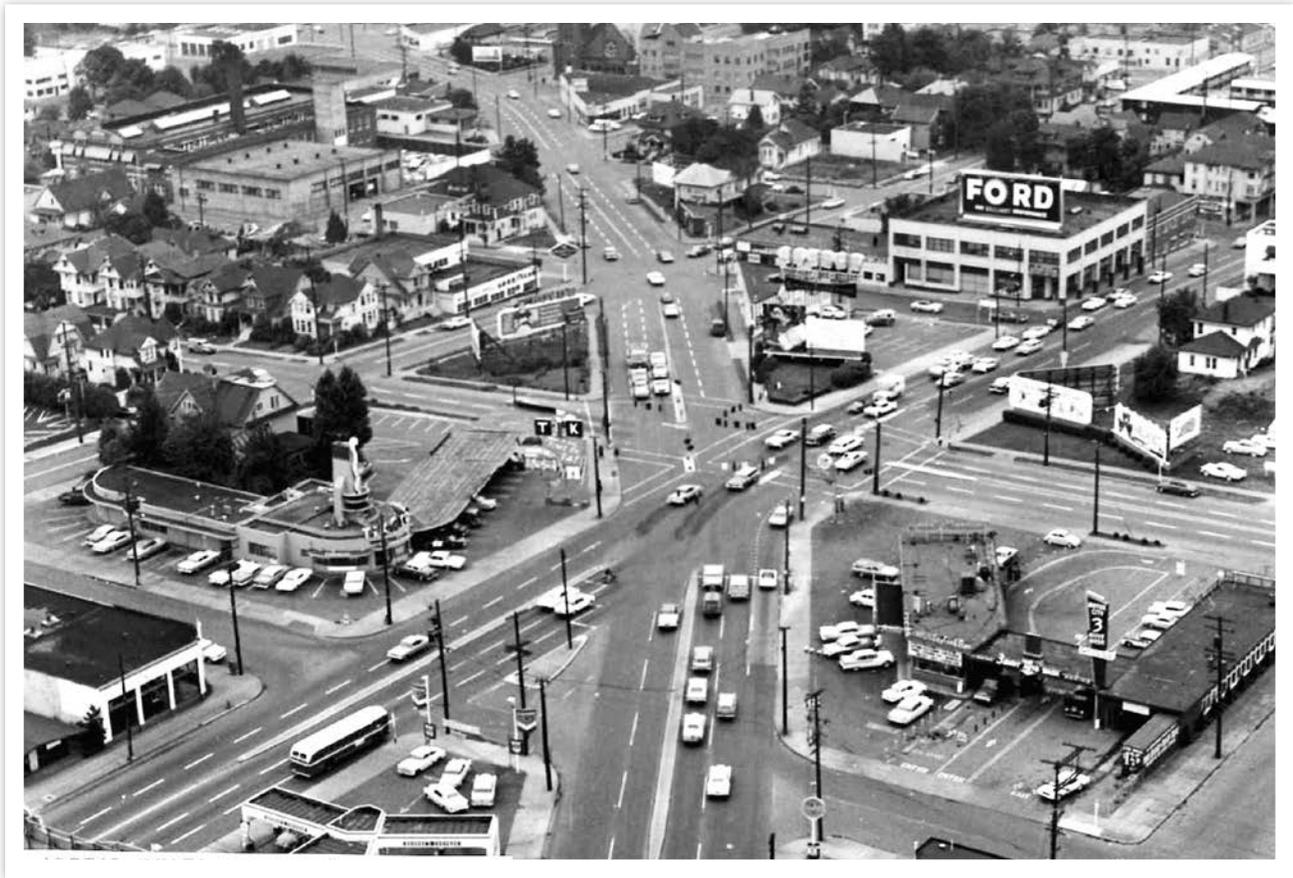
A Short History of the Tik Tok Drive-In Restaurant

from the Vintage Roadside™ Blog

Opened in 1938 by Sherman Marriott and Horace Williams, and located at the intersection of East Burnside, Sandy, and 12th, the Tik Tok remains a fond memory to the generations of Portlanders who enjoyed hanging out here with friends and family over a hamburger and a frosted root beer.

When it opened in 1938, Tik Tok's architecture illustrated some of the best features of Streamline Moderne. Large banks of windows surrounded the building while porthole windows beside the door added a jaunty touch. A dramatic roof pylon topping the building allowed the neon "Tik Tok" sign to be seen from a great distance. The curved shape of the building also gave the Tik Tok increased parking capacity, something the teenagers who flocked there took full advantage of!

The Tik Tok, along with Yaw's and The Speck, were the places to be on a Friday night in Portland. Another favorite activity of the Tik Tok clientele was watching the parking lot across the street at Scotty's to see just who else might be out and about.



City of Portland Archives

A selection of items from Tik Tok’s late 1930s menu illustrates the delicious variety of food on offer:

Special Thick Creamy Malted Milk.....	.20
Golden Orange Whip.....	.15
Special Hamburger with Cheese.....	.20
Ham Waffle, with Butter and Syrup.....	.35
Tik Tok’s DeLuxe French Fried Potatoes.....	.10

Those in the mood for a sandwich could choose between hot melted cheese and bacon grilled in butter for .35, Swiss cheese on rye for .15, or go full out and enjoy a roast young turkey sandwich with cranberry sauce, dressing, mashed potatoes, and gravy for .35. Those looking for a light meal could pick up a toasted bun for .05 and hot soup made daily for .15.

Over the next 19 years, one of the few changes to Tik Tok’s architecture was a fantastic addition to its neon signage. The simple neon letters on the pylon spelling out “Tik Tok” were removed. In their place, a giant coffee cup was added to the base of the pylon with neon “steam” working its way up the spire. A new slogan was also added in neon: “Time to Eat”. This animated marvel is still remembered with awe.

The Tik Tok was open 24 hours a day from 1938 to 1957 when Mr. Marriott and Mr. Williams sold the business to the Harris brothers. The Tik Tok served customers for another 14 years before the neon was turned off for the last time in 1971.

In Memoriam



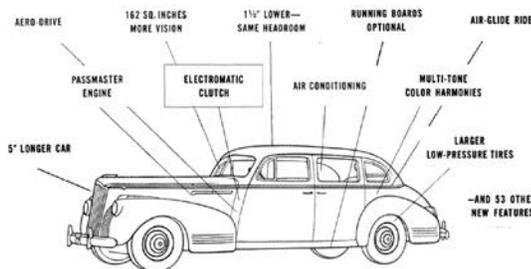
It is with regret that we inform you of the passing of former Oregon Region CCCA member Scott Church. Scott was our *Hood Release* Editor from 1994 thru 2001. He owned and was restoring a 1930 Lincoln when he was struck with a mysterious nerve condition that left him paralyzed. Scott and his wife Mary were active members until health conditions overtook Scott. A service was held on April 11th at Cedar Mill Bible Church.

The photo at left is from our annual banquet dinner in 2001 at the Tualatin Country Club.

Cuts your footwork in half!
Packard Electromatic Clutch



Illustrated: the new Packard One-Ten Deluxe Touring Sedan



It has the further advantage of making the conventional foot-clutch available, if desired, by touching a button. And, in combination with the Aero-Drive, this Packard improvement not only eliminates footwork on the clutch—but reduces gear-shifting as well!

The Electromatic Clutch is only one of 64 bright new features that make the 1941 Packards the most exciting cars of the year. There's glamorous new Multi-tone beauty—inside and out—with no less than 261 color harmony combinations.

There's the Passmaster Engine, 10% more economical than preceding thrifty Packards. There's Aero-Drive*, giving you a dividend of *one mile free in five!* There's Air Conditioning* (a Packard first) which puts heat and humidity to rout with real refrigeration. There's Feather-light handling ease, Air-Glide ride, —and these are only the starting points!

Make no mistake, the new 1941 Packard is new from stem to stern. Longer, lower, lovelier, infinitely more luxurious, it's truly the Class of '41. See it now, and—*Ask the man who owns one!*

**Available at extra cost.*

ONCE YOU TOUCH THE STARTER of the new 1941 Packard, you've opened the door to amazement in motion—new and more effortless than you ever dreamed of!

For in this brilliant new Packard, your left foot loafs. It just goes along for the ride, the *car itself* operates the clutch.

The Packard Electromatic Clutch takes over

the clutch operation . . . the letting-out and letting-in that used to keep your left foot so busy. This moderately-priced Packard optional feature has none of the defects that marred earlier self-operating clutches. It engages at *just the right rate*, neither too slow nor too fast. A combination of electrical and vacuum control does a smoother job of operating the clutch than you would do for yourself.

P.S.
 Your Packard dealer has the good news about 1941 prices!

NEW PACKARD—the Class of '41



"The headlights should be replaced in pairs."

I Can See Clearly Now

by Bob Earls

For many years now people whose cars have a 6-volt system have had to endure slow cranking engines, interminably slow turn signals and headlights so dim you had to hold a match up to them to see if they were working. They didn't illuminate the highway bright enough to actually let you see what was in/on/around the road ahead. They would act as a faint, brownish signal to an oncoming car that something else was on the road heading their direction, and not much else.

Many hard starting problems (aside from the obvious weak battery) are due to the battery cable being badly corroded or having been replaced with one of undersize load capacity (smaller gauge). For 6-volt systems you should run at least 1-gauge, preferably 0-gauge wire.

Probably 90 percent of the time those maladies are caused by a bad ground. Sometimes it's due to a

loose connection. Most headlights are grounded by the center terminal on the headlight bulb (the other two are the hot wires for high and low beam). That ground wire usually runs to either the headlight bucket mounting screw that holds each light assembly to the body or is part of the headlight wiring loom that terminates at the mounting screw of a three or four terminal connection strip on each fender panel. Rust at the ground connection and dirty switch contacts are the biggest culprits for dim bulbs, however. But, even assuming all the connections are clean, you gotta admit that the stock 6-volt headlights still aren't the best for seeing (or being seen) clearly.

There is now a fix for that. Wagner corporation has a reasonably priced halogen 6-volt headlight. It's a direct replacement for the original style, seal beam, is priced in the \$14-\$18 range and is available from any parts store that stocks Wagner (Car Quest, NAPA, etc.). There may well be another manufacturer... I don't know. The part number is: Wagner H6006 (it would be H6006 with any manufacturer). They should be replaced in pairs. I must include the unfortunate caveat that they are made in China, but virtually all light bulbs are now made in China. Both are incandescent, but the atmosphere in which they operate is different. The difference in the quality of light is amazing, with halogen being much more "white" than traditional sealed beams, which is yellowish.

There are a couple of big differences between sealed beams and halogen. Sealed beam units are usually an air-tight, all glass globe containing a filament (usually tungsten) that glows in a vacuum. When you get a rock chip in the clear lens the vacuum seal is broken, air gets in and allows the filament to burn so hot that it melts. Halogen units, however, have a separate, small, halogen gas-filled bulb inside the globe. If you get a rock chip on the lens it doesn't affect the bulb, and the worst thing that happens is that water gets inside the globe causing condensation.

For you technical types the following two paragraphs are from Wikipedia:

An incandescent light bulb, incandescent lamp or incandescent light globe is an electric light which produces light with a filament wire heated to a high temperature by an electric current passing through it, until it glows. The hot filament is protected from oxidation with a glass or quartz bulb that is filled with inert gas or evacuated. In a halogen lamp, filament evaporation is prevented by a chemical process that redeposits metal vapor onto the filament, extending its life. The light bulb is supplied with electrical current by feed-through terminals or wires embedded in the glass. Most bulbs are used in a socket which provides mechanical support and electrical connections.

A halogen lamp, also known as a tungsten halogen, quartz-halogen or quartz iodine lamp, is an incandescent lamp that has a small amount of a halogen such as iodine or bromine added. The combination of the halogen gas and the tungsten filament produces a halogen cycle chemical reaction which redeposits evaporated tungsten back onto the filament, increasing its life and maintaining the clarity of the envelope. Because of this, a halogen lamp can be operated at a higher temperature than a standard gas-filled lamp of similar power and operating life, producing light of a higher luminous efficacy and color temperature. The small size of halogen lamps permits their use in compact optical systems for projectors and illumination.

The only other thing you'll probably have to do when you change to the halogens is re-aim them.

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(PHOTO BY W. EUGENE SMITH FOR COLLIER'S WEEKLY)

Horse Power for the Navy—Six of the Navy's new "Elco" patrol torpedo boats, streaking through coastal waters at close to a mile a minute. Each of these swift, hard-hitting Water Wasps is powered by a trio of 1350 horsepower Packard marine engines, churning up a total of 4050 horsepower!



(INTERNATIONAL NEWS SERVICE PHOTO)

Somewhere in England—A squadron of Spitfire fighting planes lined up for action. Packard, chosen to build—by the thousands—the famous aviation motors which have been so thoroughly battle-tested in the Spitfire and Hurricane fighters, recognizes this assignment as a tribute and a challenge to Packard precision production.



Packards for the Army—Just a part of a Packard fleet, over three blocks long, recently delivered to the Army for service as Staff cars. Land transport, too, must

have swift, dependable performance—and these roomy, 160-horsepower Packard Super 8's answer all of those major requirements with plenty of power to spare.

Sisters under the skin

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Fortunately, too, Packard is big enough to fulfill its responsibilities to national employment and prosperity—to give defense clear right of way and carry on with regular car production at the same time.

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performance it combines with amazing dependability and all-round economy—you'll want a Packard for your own. \$907 to \$5550, delivered in Detroit, State taxes extra.

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