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of Packard Automobile Classics

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IN THIS ISSUE

Cover

Paz keeps John Imlay's
1941 160 company at the
Lake Oswego Car Show.

3

Feature

Spectacular vistas on the
Columbia Gorge Tour

4

Director's Page

Co-Director Robert Douglas on
recent tours and activities

6

From the Editor

John Imlay recaps the summer
tour season.

8

The Maybeck Packard

After two years of talks and a trip
to North Carolina, Bill Jabs brings
home the Maybeck Packard.

10

120 Convertibles

Wade Miller cruises through
their history and significance.

14

**44th Annual Forest Grove
Concours d'Elegance**

A beautiful day that was over
all too soon.

16

Another Day at LeMay

More cars than you can
shake a stick at!

20

Our First Packard

Wade Miller reminisces about
his first Packard purchase.

23

Calendar of Events

Bye-bye, Sunshine. Hello, Rain.

Back Cover

Twilight photo by Donna Sever
Stewart of the original Grass Val-
ley, CA, Packard dealership sign.
The old wooden building across
from City Hall has a covered ga-
rage which was the maintenance
department, a showroom and a
parts department.

Today it is Packard Flooring.

Please plan to attend
our next membership
meeting.

October 11, 2016

We're having a great
year with good
turnout and active
participation!



Touring the Columbia Gorge

more on pages
4-7

Despite the clouds, the view from Vista House never fails to amaze. Green vistas. It's why we love the Northwest.



by Monte Glud
and
Robert Douglas

Director's Page

Ladies and Gentlemen, the touring season is upon us and things are in full swing!

One of the premier events has already occurred and that was the 100th Anniversary of the Columbia Gorge Scenic Highway Tour. What an amazing event. It was put on by Robert Hadlow, head Historian for ODOT and his staff in conjunction with local police departments, State Park Service employees and many, many community volunteers. There were over eighty cars, the oldest being a 1909 Brush and the newest cars were no newer than 1949. Packard was very well represented in the festivities and none came home on the hook!

The event started in Troutdale, Oregon with a downtown car show and a pancake breakfast for all of the participants at the Masonic Temple. Then it was off on the tour. First to Vista House where all the cars were triple parked, (it is amazing what can happen when the police are helping with the tour), then on through the

waterfall area and through the Oneonta Gorge Tunnel, and on to a great lunch at Cascade Locks. From there it was on to Hood River with just a short jump on the freeway with an ODOT escort, then up to the Mosier Twin Tunnels and down to Mosier, where the cars were the star of the parade through town. We continued on Historic Highway 30 to Rowena Crest, down the loops and on to The Discovery Center on the west end of The Dalles where the tour concluded with a barbeque dinner served to the participants. This was a once in a lifetime opportunity to step back in time with our cars. The ODOT people, local Police departments, State Park workers and community volunteers made it a flawless event! Thanks to all of you for a grand time!

When the tour concluded a large contingent of Packard Club and Classic Car Club people spent the night at The Vagabond Lodge in Hood River and made a leisurely return home Sunday morning. Other events have been the Cruise In's at both Courtyard

Just a small section of cars lined up on the main street of downtown Troutdale.

(Opposite) Bill Jabs blazes a trail through the Mosier Tunnels in his 1929 Packard 640 Custom 8 Phaeton formerly owned by New York Mayor Jimmy Walker.





Two Packard 12s:
George Potter's
1937 Limousine
and Dennis
Gilman's 1939
Club Sedan gleam
in the mid-day sun
at Cascade Locks.

Village and The Robison Home where the residents really enjoy our cars and let us know what it was like to own and drive them when they were new. With the likelihood that a lot of us will be residents in this type of living situation, it is "good Karma" to share our cars if we want others to share their cars with us. So make time for others, as the old saying goes, "pay it forward."

Coming up, there will be the traditional "Pumpkin Tour" to the Bend area, October 14-16, led by Matt and Karla Hackney, with stops at a great car collection, a vintage trailer restoration shop and, of course, a Pumpkin Patch! It promises to be a great time, so contact Karla and Matt to get signed up as spots should go quickly!

On the 20th of August 2016 there was a "Tech Session" at Evelyn and Howard Freedman's Garage located at 1240 S.E. Gideon Street Portland, Oregon. The subject was "Tour Prep" for your car and "Winterizing" the car for its long winter nap. If you weren't able to attend, contact Howard

Freedman or Bob Earls and I'm sure they'd be happy to provide you with the information that was discussed. Bob is usually pretty good at providing hand-outs.

The Packard Club did very well at the Forest Grove Concours this year as well. Our favorite Editor John Imlay and his wife Margy with their 1941 Packard 160 Touring Sedan took 3rd in Class and The Larry Douroux Award, congratulations! Sylvia and George Potter took 2nd in class with their newly acquired 1937 V 12 Packard Seven Passenger Limousine. Well done, ladies and gentlemen, congratulations to you all!

Remember, ladies and gentlemen, get out there and drive those Packards! That is what they were made for and sharing them with others is over half of the fun of owning these magnificent pieces of rolling sculpture! I promise you they will not melt!!

Happy Motoring,



Robert Douglas



Monte Glud

A partial view of the line-up of cars during our lunch hour at Cascade Locks Marine Park.



Larry Cox' 1931 Packard Touring Sedan



Three of Cliff and Julie Stranburg's air-cooled Franklins on the lawn at Cascade Locks Marine Park



by John Imlay

From the Editor

Howdy y'all! Well, there's no doubt that summer is really the busiest time of year for us classic car enthusiasts and this summer has been no exception. We led off with the Covered Bridge tour in May, then we had the Strawberry Social and LeMay Museum visit in June. The Forest Grove Concours followed by the Mosier Tunnels Columbia River Highway Tour occupied our July, along with our traditional summer Cruise-Ins at local retirement homes and, finally, the Lake Oswego Car show at the end of August brought the summer season to a close. If you also happen to be an Oregon CCCA member, you may have participated in the annual Fall CCCA (Howie) Tour as well which is always outstanding. Not having anything planned specifically for the Packard Club during September gives us a nice respite before the annual Pumpkin Tour in October which promises to be a great one this year. We're going all the way out to Central Oregon with an action-packed agenda of activities lined up by Matt and Karla. I'm still working on Margy to participate in that one!

Hopefully, you read Bob Douglas' Director's Page before reading this and you enjoyed his recap of the Mosier Tunnels Tour which took place on the weekend of July 23rd. It really was a spectacular tour and we have several pictures for you in this edition of

the Clipper. It would take a hundred pictures to really do the tour justice, so this is just a light, Packard-centric, sampling. Check out the Packards of Oregon website, the Oregon CCCA website, and www.HCRH.org for a lot more photos.

I do have to take just a moment to ask for your forgiveness regarding the front cover on this edition of the Clipper. Joe and I were trying to come up with a cover photo and I had snapped a picture of my car at the Lake Oswego Car show along with my wife's actual favorite "human" in the world. So there it is and I promise not to do it again.

Once again we have an action-packed issue with plenty of stories and pictures to entertain and inform you. Our friends Bill Jabs, Wade Miller, and Jeremy Wilson each contributed articles which are sure to impress. So, read on and enjoy the show!

John Imlay



THE MAYBECK PACKARD

STORY AND PHOTOS
BY BILL JABS

CALIFORNIA ARCHITECT
BERNARD MAYBECK (1862-1957)

In May, 2015, after two years of discussion with the Maybeck Packard owner, Mary and I flew to Charlotte, North Carolina, to pick up the 1929 Packard 640, Dual Cowl Phaeton. Because the car came with boxes of parts and documentation, we decided to buy the Packard and an enclosed trailer and hauling vehicle to transport them to Oregon. Of course, a big trailer and an empty suburban gave Mary the green light to shop for antiques on the 10-day trip home. She managed to fill them both.

The Maybeck Packard was owned by renowned architect, Bernard Maybeck of Berkeley, California, who designed the San Francisco Palace of Fine Arts, the Packard show rooms in San Francisco, Oakland and Los Angeles, homes for the California Packard dealer, Earl C. Anthony and many other significant buildings. Packard did not make a dual cowl phaeton in 1929, but Anthony was able to special order the car and gave it to Maybeck as partial payment for architectural services. Maybeck also owned a 1923 Packard phaeton that was well worn by 1929.

Shortly after purchasing the car, I contacted the Maybeck Foundation, which started discussions about bringing the car “back home” to Berkeley. Maybeck’s granddaughter, Cherry Maybeck Nittler, who was born in 1929 still lives in the Bay Area, and the thought of having her see the car again was exciting. After getting the Berkeley Architectural Heritage Association involved, the date was set for August 7, 2016.

The event was held in Berkeley, where many of Maybeck’s homes were located. Guests were allowed to tour several Maybeck homes and see the Packard parked in its original roost.

I was able to interview Cherry, and learned that she, her twin sister and mother drove the car from New Jersey to California when her father, Wallen, was sent to Europe after WWII. What a trip in what was then, an old car.

After the home tour, an informal tour was taken to a Berkeley park, where the public was able to view the car along with other classic cars. Mary and I were then offered a private tour of the beautiful, First Church of Christ Scientist, considered one of Maybeck’s finest works.

Bernard Maybeck was 5’ tall and never learned to drive. He and his wife were chauffeured by son Wallen and UC Berkeley architectural students the entire time the car was owned by Maybeck. Sometime after WWII, the car was sold, and found on a nearby ranch in 1950 by a classic car enthusiast. The car has been in collectors hands ever since, and has been restored several times. It is now the “Crown Jewel” of our collection.



Ready to leave Charlotte, NC, in May 2015 with freight on board.



Cherry Maybeck Nittler revisits her youth.



1



2



3

- 1 PALACE OF FINE ARTS,
SAN FRANCISCO
- 2 HEARST GYMNASIUM
FOR WOMEN, BERKELEY
- 3 EARLE C. ANTHONY
PACKARD SHOWROOM,
VAN NESS AVENUE



Bill and Mary
with Cherry
Maybeck Nittler
in front of a
Maybeck Home

by Wade Miller

One-Twenty Convertibles

The year 1935 saw the introduction of a more affordable Packard in an effort to improve depression-era sales and marked Packard's first foray into the highly competitive mid-priced car market. This strategy was shared by GM's LaSalle, Chrysler's Airstream, and Lincoln's Zephyr lines. However, unlike its competitors, Packard would not create a different brand name for its lower priced line. Keeping the Packard name still allowed buyers

to have the prestige of owning a Packard. Thus, Packard's 110-horsepower One-Twenty was born. The "One-Twenty" indicated the length of the wheel base in inches of the newly designed body and chassis. However, after adding 3/8-inch to the stroke of the One-Twenty engine, the 1936 and later models fell into the numbers game, as well producing 120 horsepower. In its first year of production, almost 25,000 One-Twenty's

were sold compared to just 7,000 of all other Packard models combined! 1936 was an even bigger year, more than doubling production to over 55,000 cars! Clearly, this was the right move at the right time to keep Packard afloat during the Great Depression.

While the One-Twenty's were less expensive and did not pretend to match

the grace, style, size and beauty of the great Packard Senior classics, they were really excellent driving automobiles. Introduction of the more advanced Safe-T-Flex independent front suspension and hydraulic brakes on the One-Twenty's preceded the addition of these improvements in the Super Eights and V12's by two years. And, the, albeit smaller, 282 CI engine still

1939 vs. 1936 – Gone is the rumble seat from the 120 in favor of a larger trunk, but enhancements in 1939 included a longer wheelbase, a split windshield, and cranking side-vent windows along with other minor changes.



possessed enough power to easily move their lighter, 3,500 lb. chassis while getting better gas mileage than the big Seniors. These were important considerations during the height of the Great Depression.

The Packards of Oregon 2016 roster lists several open One-Twenty's. Monte Glud has a gorgeous 1936 Convertible Sedan sporting a Dietrich body which Monte and Dave McCready spent many hours restoring in 2000/2001. I keep a mostly original 1936 Convertible Coupe in my garage and I think it's one of the most fun-to-drive cars that I own! Carl Unger has a "work-in-progress" 1937 convertible and John Imlay's beautiful 1939 gracefully smooths the highways. And although it's not in the roster, surely George Choban has at least one open One-Twenty stashed away somewhere. Eric Sande of Redmond OR, has a stunning 1942

Convertible Coupe which is essentially the last of its kind. After that, the One-Twenty, at least as we had come to know it, was not seen again after WWII.

In 1938 there was a slight nomenclature change and the One-Twenty was rechristened the Packard Eight. This may have been an attempt to hark back to earlier days when the "lesser" model was known as the Standard Eight, Light Eight (in 1932), or just Packard Eight while the more upscale model was the Super Eight. Also in 1938, the wheelbase was lengthened to 127 inches. Whatever the reason for the name change, it did not last and despite its longer wheelbase, the One-Twenty moniker returned for 1939. Then again in 1942 the One-Twenty label was dropped for the Packard Eight name and only the convertibles were of the older, classic design. At this point, a word to the wise... the 1940 and 1941

One-Twenty bodies were very similar in appearance to the "Senior" cars of the same vintage. Therefore, some One-Twenty's have been "converted" to fake One-Sixty senior cars by changing the bumpers, badging and tail lights. So, caveat emptor!

In closing, I'd just like to emphasize again that although the One-Twenty's were Packard's more affordable line, they were

still well-made, well-engineered cars that frankly, many prefer over the Seniors when it comes to road manners, repairs, and drivability. In most cases, they are superior to the top-of-the-line models of other manufacturers of the same vintage. So, get out there and drive your One-Twenty whether it's open or closed. These fun, fun cars are tough, durable, fine automobiles.



Wade Miller's 1936 Packard 120 Rumble Seat Convertible Coupe



First iteration –
The 1935 120
Convertible
Coupe



Monte Glud's 1936 Packard 120 Convertible Sedan



Eric Sande's 1942 Packard 120 Convertible Coupe

1937 Packard 120 Convertible Sedan





The Packard 120 Convertible Coupe for Two or Four Passengers

QUESTION:
HOW CAN I BE SURE THE
CAR I BUY NOW WILL BE
IN STYLE NEXT YEAR?

ANSWER:
BUY THE NEW \$980 PACKARD
... AND GET THE STYLE LINES
THAT NEVER WEAR OUT!

THE moment you buy a new car, two factors go to work to shorten that car's life.

One is wear. The other is style.

Of these, style is by far the more important. Constant yearly style changes convert a new car into an old one far more rapidly than any normal amount of wear.

From its earliest history, Packard has given its cars an enduring identity. It has never made unnecessary, meaningless style changes in its yearly models, and it does not intend to alter this policy with its new lower-priced Packard.

In this lower price class—a price

class in which style changes are predominant and constant—the lines of the new \$980 Packard are the greatest insurance you can buy against obsolescence due to model changes.

Over a span of 30 years, these Packard lines have assured the Packard owner that his car would still be smart and beautiful, three, five or six years from the date of its purchase.

Packard's distinctive lines, coupled with the finer materials in the car, the greater precision of the parts and the fact that the Packard 120 is an extremely economical car to operate and service, make it a motor car you

will be proud to drive far longer than other low-priced automobiles you may have owned.

And Packard's convenient Finance Plan—a plan unexcelled by any in the industry—makes the Packard 120 a car that is *easy* to own. Why not make up your mind now to visit a Packard dealer's and get the facts? ASK THE MAN WHO OWNS ONE

PACKARD 120
\$980 to \$1095
Last prices at factory—standard accessory group extra

44th Annual FOREST GROVE CONCOURS d'ELEGANCE



John and Margy Imlay receiving awards.

It was an absolutely perfect day for a car show. The 44th annual Forest Grove Concours began Sunday morning, July 17, barely cool enough to merit long sleeves. By midday the sun shone gloriously illuminating several hundred vintage, sport, and collector cars on the beautiful Pacific University campus.

This year's theme was "The Allure of the Autobahn – Speed and Style," celebrating Porsche Motorsports, 100 Years of BMW, Mercedes-Benz and Volkswagen. The Concours also paid tribute to Portland racer Monte Shelton, seven-time winner of the Portland Rose Cup Race in his national racing career.

Although many entrants spent countless hours and dollars in preparation hoping for an award in one of the more than 50 classes, the majority were there simply for the event itself: the pageantry, a social occasion in a stunning setting, and a chance to share their cars with automobile enthusiasts. And above all, let's not forget the Concours' *raison d'être*—supporting the Forest Grove Rotary Club's ongoing charitable endeavors.

The Best-In-Show winner this year was a beautiful 1935 Mercedes-Benz 500K Sports Tourer owned by Thomas and Rhonda Taffet of Chatsworth, California. Their car was exhibited by Jim Friswold of Tigard, the restorer of the 500K.



BEST OF SHOW: 1935 Mercedes Benz 500K Sports Tourer

Among the Packards of Oregon members, George Potter picked up a Second Place award for his 1937 Packard 1508 V12 Limousine in the Classic Closed Cars 1936-1948 class. John Imlay received a Third Place award for his 1941 Packard 160 1904 Touring Sedan, also in the Classic Closed Cars 1936-1948 class as well as the Larry Douroux Memorial Award. Dave Charvet took home a Third Place award for his 1930 Packard 733 Coupe Roadster in the Classic Open Cars 1916-1935 class. And Brian Avery was awarded Second Place for his 1955 Packard 400 in the Domestic Collector Cars 1949-1959 class.

Congratulations to our award-winning members and to all of you who attended! Your support has enabled the Rotary Club to return more than \$1 million in projects to the community, which includes scholarships and financial aid to over 700 Washington County students to Pacific and other Universities.



George Potter's 1937 Packard 1508 V12 Limousine



John Imlay's 1941 Packard 160 1904 Touring Sedan



Dave Charvet's 1930 Packard 733 Coupe Roadster



Brian Avery's 1955 Packard 400



- 1931 840 – M. McCready
- 1931 840 – R. Ames
- 1932 904 – J.&M. Morgan
- 1936 1280 – M. Glud
- 1937 120-C 1093 – E. Penna
- 1937 1501 – G. Choban



- 1940 1803 – J. Santana
- 1946 2126 – J. Wilson
- 1948 2252 – D.Armstrong/C.Simdon
- 1949 2395 – S. Ferris
- 1953 300 – T. Taylor
- 1956 Caribbean – T. Taylor

Another Day at LeMay



Karla Hackney poses with her personal favorite, the 1948 Packard Super-8 Convertible.

Hopefully, you enjoyed Gregg Merksamer's article in our last edition of the Clipper about his visit to the LeMay Museum in Tacoma.

So, let me begin by clarifying a few things. The museum he wrote about, located next to the Tacoma Dome, is actually called America's Car Museum and while a LeMay or two does sit on the board, it does not belong to the LeMay family. They donated some cars to start the museum, but their current involvement is limited. The LeMay's have many hundreds of cars scattered throughout the Puget Sound area, but their main public viewing location is at the Marymount Center – a former boys school and convent. That's the place we visited on June 25th.

A beautiful morning dawned as we gathered in the Delta Park Elmer's restaurant parking lot at 6:45 am for our drive up to Tacoma. Despite the stunning June weather, the fact that we were going up to Tacoma and back in one day necessitated everyone driving modern cars. On board for the trip were Matt and Karla Hackney, Dennis and Joanne Gilman, Joe and Pat Munsch, Elaine and Monte Glud, Chris Cataldo, yours truly, and my buddy Jim Mason. (Margy had to work, but Jim was a fun substitute!) We shared some coffee and donuts in the parking lot before heading north on I-5 at 7:15.

“ This Russian car is pretty much an exact copy of a 1955 Caribbean.

The drive was as uneventful as it should have been with one rest stop mid-way for a potty break and another chance to hit the coffee and donuts. Traffic was fairly light at this time of the day on a Saturday and we arrived at the Marymount Center in Tacoma around 9:45 AM. After paying up and getting situated with wrist bands and meeting Bill, our guide, we headed off to begin looking at cars. Our first stop was just through the doors of the welcome area within the Marymount Center buildings. We saw some lovely examples of cars from the twenties up through the fifties including a 1948 Tucker – one of only fifty-one ever manufactured. We then headed outside walking along kind of a lean-to facility full of old motor homes, busses, trucks and miscellaneous parts. This seemed like more of a storage area than anything.

They say that Harold LeMay never met a car he didn't like. Supposedly, he has owned over 3,200 cars and was in the Guinness Book of World Records as a result. Harold, who made his fortune in waste management and real-estate, is now deceased, but his wife, Nancy, remains active and their son, Doug, has taken over the car collecting and management activities with what would appear to be the same zeal as his father. That was clearly evident as we entered a warehouse-style building which was at least the size of a football field. Not only was the floor completely covered with cars with narrow walking paths along either side, but on one side of the building cars were stacked three-high in racks like cord wood. Only a couple Packards graced the racks, a 1937 V12 Limousine which they were working to extricate for use in a wedding later that day, and what appeared to be a 1939 One-Twenty way up on the top. The other side of the building was lined mostly with very old industrial trucks including a couple of REO Speed wagons. The trucks were heavy duty, very spartan, lots of cast-iron, and solid rubber tires. I'm sure the ride in one of those was brutal – even if they only went twenty miles per hour! The center of the room was filled with anything from a completely original 1914-ish fire truck with an enormous engine, to a relatively modern garbage truck converted to carry a car, to a 1941 Chevrolet Police Paddy Wagon, to some '50s and '60s cars, to a couple bathtub vintage Packards. I'm sure you get the picture – lots of cars!

After forty-five minutes or so, we then ambled over to the next building in which Doug LeMay is in the process of arranging all the cars in chronological order. Upon entering we were met with a replica of a pre-1900 Benz, followed by a 1906 Ford Model N. As we moved along, the cars got newer and newer, all the way to the '70s by the time we got to the other side of the building. We saw some truly impressive cars, some of which are one-off's or sole survivors. One very interesting car we saw was a 1974 Gaz Chaika Model L3 Limousine. This Russian car is pretty much an exact copy of a 1955 Packard Caribbean – one of which happened to be parked right next to it. I guess it took the Russians a few years to catch up to Packard's styling!

By this time we had looked at probably 300-400 cars and it was time for lunch! A boxed lunch was included with our fee for the day and we all gathered in a cafeteria-type room in one of the original Marymount buildings. We had the room to ourselves and we all sat down to enjoy lunch and some chit chat.



Our group enjoys the morning sunshine.



An "English" version of a 1936 Packard Super-8 Touring Limousine complete with right-hand drive and English style headlamps.



1958 "Packardbaker" 2-Door Hardtop built in South Bend, IN.



1907 Pierce Great-Arrow 45-HP with its 35" wheels. This car cost \$6,500-\$7,500 in 1907 when the average worker salary was \$200-\$400 per year!



The group relaxing and enjoying each other's company over our boxed lunches.

After lunch, the next part of our tour was to the LeMay's private collection at their home. We piled into our respective cars and followed our guide over to the LeMay homestead – a remarkably modest house on just a couple acres right in Tacoma. Those couple acres, however, are filled with outbuildings, which, as you may have guessed, are filled with cars. The buildings are more or less arranged by theme or auto make and carry names given to them over the years based loosely on their particular contents. The Rolls-Royce Building, the Cadillac room and so on... The buildings also house tons of memorabilia, or perhaps I should say automobilia - signs, hubcaps, advertisements, parts, pictures – you name it. There was even a full mock-up of a 1950s soda fountain and an old time General Store. All this was surrounded by cars relevant to the display. We saw many, many cars, some of which are historically significant or unique and others typical examples of once popular models. There was a Packard room with about fifteen examples including an English version of 1936 Super 8 Touring Limousine with right-hand drive, and a 1958 "Packardbaker" two-door coupe.

Truth be told, after a couple hours of going from building to building - and speaking only for myself - I had seen enough cars. It was truly overwhelming. So around 3:30ish we decided it was time to head home and began to stroll toward the front gate of the LeMay compound. We thanked our guide, said our goodbyes to each other, and got on the road feeling overwhelmed, but also very lucky to have such an incredible and significant car collection right in our own backyard!



The very unusual 1917 Packard 2-25 "Twin-Six" Rear Entry Brougham. Custom Body by Chauncy Thomas, Inc.



Stacked like cord wood!



The General Store



Matt and Karla take a break..



The 1945 V12 Packard/Rolls-Royce Merlin engine used in the P-51 Mustang during WWII.



The 2,490 cid, 1,500 bhp V12 Packard Liberty engine. Three of these were used to power a PT boat during WWII.



Dennis and Joanne Gilman admire the 1941 Chevrolet Police Paddy Wagon.



A 1974 Russian Gaz Chaika flanked by its inspiration, a 1955 Packard Caribbean.

Our First Packard

by Wade Miller



In 1982 Patsy and I bought our first Packard, a 1954 Caribbean. I had seen an ad somewhere and called the seller; he didn't really have anything good to say about the car. He said the engine, equipped with an Edmonds head and water cooled dual carburetor manifold, did not run well. The tires were old and the paint, not a Caribbean color, was tired. He also said the upholstery was not leather, but rather period vinyl - supposedly because the car was originally sold to and altered by a Hindu person from the Indian Embassy to whom the cowhide was not acceptable!

Patsy and I had been planning a trip to Washington, D.C. to tour the capital sights with our children and, as luck would have it, the car was located in that area. So we planned to look at the car while we were there assuming it was still available. The paint scheme was striking, but barely OK and the owner was unable to provide any more information about the car except to say that when shifting the uncommon standard transmission, "shift it smartly!" The dealer and the service manager, whom he had known, were both no longer living.



The car was not expensive, so the owner and I were able to make a deal. We purchased four new, cheap tires, removed the front bumper so we could attach a tow bar, hitched the car to our motor home, and set off for Oregon. Once home, several problems with the engine quickly became evident, so I located another 359 CI engine and installed it. The car then went to Mike McCready for better operating hydraulic lifters, a straightened rear axle, brake work and some fine tuning. Thanks, Mike! After that, I sent the car over to Dave McCready for an expert paint polishing. The convertible top was tired, so Dave convinced us that the Burgundy top matching the car's trim color should be installed. Thanks, Dave!

The Caribbean now runs beautifully and the paint, with just a few scratches, looks fine. Top up, top down, it's such fun – pure driving pleasure. To this day when driving the Caribbean, we say to each other, “shift it smartly!”



Some unusual features of this particular Caribbean are the vinyl seats and standard transmission.



A Clean Pair of Heels! 212 spirited 'horses' under that low hood! Ultramatic drive!

America's most glamorous Sports Car

The New PACKARD Caribbean



A Clean Pair of Heels! 212 spirited 'horses' under that low hood! Ultramatic drive!

1954's Most Glamorous Sports Car!

Why struggle against temptation? Drive it instead!

Expect to be looked at when you drive it! This car is a breath of the Continent on a strong, American chassis, powered with a famous Packard engine . . . which means command of any road in the world.

Luxury? Yes . . . but more than luxury. The Caribbean has the "priceless ingredients" individuality. Not everybody's got it. Not everybody's going to get it. It's a true "limited edition" by

the most famous name in quality motorcars: Packard.

Please put your name in early for a demonstration. Such an experience will be well worth waiting for. You will drive a car fully powered for the smoothest getaway and easiest handling . . . and standard equipment includes all Packard power features—steering, brakes, top, window lifts, seat adjustment.

Your Packard dealer is proud to demonstrate the Caribbean.

PACKARD . . . America's New Choice In Fine Cars

Calendar of Events

October 11, 2016

Monthly Membership Meeting

Peppermill

October 14-16, 2016

**Annual Pumpkin Tour to
Eagle Crest and
Belknap Hot Springs**

October 30, 2016

Halloween Costume Party

Howard Freedman's Garage

November 8, 2016

Monthly Membership Meeting

Peppermill

December 13, 2016

*Annual Holiday
Dinner*

The Stock Pot Broiler

6:00 PM for Social Hour
with Dinner to follow

Entree Selections include:

Tuscan Beef Tenderloin \$46.75

Wild Alaskan Salmon \$43.50

Roast Chicken \$38.50

Includes salad, soft beverages.

As in the past, you are invited to bring
a favorite dessert to share with all.

Reservations

Please contact

Howard Freedman 503 234 8617 or
hfreedman99@gmail.com

Reservations must be to Howard
no later than December 8, 2016

January 10, 2017

Monthly Membership Meeting

Peppermill

January tbd, 2017

2017 Tour Planning Meeting

TBD

February 14, 2017

Monthly Membership Meeting

Peppermill

March 14, 2017

Monthly Membership Meeting

Peppermill

April 11, 2017

Monthly Membership Meeting

Peppermill



atch the website, your email, and attend the monthly
Packard Club meetings for further information.



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