

OREGON

Clipper



Journal of the Oregon Region of Packard Automobile Classics
Volume 41 - Number 1 - Summer 2015



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Journal of the Oregon Region of Packard Automobile Classics
Volume 41 – Number 1 – Summer 2015

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Please attend our next
membership meeting.

October 13, 2015

This will be our fall planning
meeting for the remainder of
2015 and all of 2016. We
need your participation!

On the Cover: Wade Miller's 1939 V12 Club
Sedan

President's Page... By Matt Hackney



I was excited to hear from John Imlay that he needed a Presidents page, so here goes. Our driving season has been longer than I have ever experienced and as selfish as it sounds, I would like the dry weather to continue. Please forgive me, I know we desperately need the rains to return, but Karla and I have logged so few miles on our cars this year. Work keeps getting in the way.

So far Karla has logged more miles behind the wheel of our 49 than myself. We had out of town guests and she thought it would be fun to take them out in the car. So with the vital fluids checked and a full gas tanks they took off. (I was working). They were gone for hours and I was going crazy with worry. When they finally drove back in, the gas tank was 3/4 's down and they had driven around the greater Portland area. The guests were quite content to sit in the back seat and check out the local landmarks, especially the bridges and downtown Portland. The three of them were all grins as the described what they had seen. I was envious of their day out.

Speaking of out, I have requested of my oldest brother that he remove his two electronic organs from my garage. I have a project at hand that will require the space they currently take up and that of our other cars as well. A few months back a fellow club member and I each purchased a 53 Caribbean. He is currently working on the restoration of his car and I still don't know the fate of mine. My goal initially was to get the car running and moving under its own power. After dumping a quart or two of lubricate in my cars engine and waiting a couple of weeks I attempted to turn the engine over. I was only able to turn the engine over about one revolution. The head was removed and there are several valves not currently moving. It was decided to take a look at the engine from the lower end. That's where the need for the garage comes in, the current location has a gravel floor. My car story ends there, for the moment.

The weather may not be as grand, but we will be having a Pumpkin tour on Oct 17th. Please mark your calendars and plan on attending.

So, while there is still lovely weather, get out and drive those Packards and share your stories. Even if it is just to work.

P.S. Our elections for officers is in November. Please consider offering your time and talents to our club.

Our new Logo!

While it appears we did have a logo or two in the past for the Oregon Region of our club, below is our new and "official" Packards of Oregon logo. Several of our members offered input and John Imlay worked with Moso Graphics to produce the final design which is intended to represent Packards and Oregon. Note the Packard Blue tombstone shaped background, the Goddess of Speed in the center, and the small Oregon state image at the top.

Since there was some division amongst the members about which of two basic designs to go with, we are using the runner-up logo for this publication. Take a look in the upper right hand corner of this page and you'll see the new Oregon Clipper logo!





From the editor... By John Imlay

Greetings Packard fans! This is my first issue of the Oregon Clipper as your editor. I'd like to say how lucky I feel to now be part of this organization, to own such an amazing motor vehicle, and to have met so many great people. I am amazed at the kindness, good nature, and helpful spirit of all those I've met so far. I'd like to extend special thanks to Dave McCready, George Choban, Bob Douglas, and Dave Charvet for their continued support and advice in my quest to solve technical issues and find the right places to acquire parts and services - all for the continuous improvement of my '41 160. They have truly helped me to discover that the pursuit of perfection and relentless tinkering are a huge part of the joy of ownership of a classic automobile. I'd also like to extend my thanks to Karla Hackney for the kind words she offered about me in her last issue of the Clipper. I just hope I can live up to the advance praise!

Not long after I got into this whole thing, my wife asked me, "why a Packard?" I told her that they were really well made cars, had beautiful lines, and that I just always wanted one. (*well, three really, but that's another discussion*) My answer did not really satisfy her.... or me. That fact was I really could not put my finger on it. I've never had a desire to own a vintage Chevy, or Dodge, or Oldsmobile, but I really did think it would be great to own a vintage Packard some day. But still, why a Packard? Well, after joining the national club (PAC), they sent me a copy of the member roster which I soon began to peruse. When I got to the listings under New Jersey, the state in which I grew up, I was surprised to see the tiny hamlet of Jobstown and only one name under that town - G.C. Matthews. Boom! It all came flooding back at that moment!

When I was a twelve year old kid living on a farm in, yes, Jobstown, NJ, I used to walk a mile or so down the road to "work" at G.C. "Sonny" Matthews' service station. I say "work," because clearly at age twelve I was not an official employee even in the less regulated world of 1971.

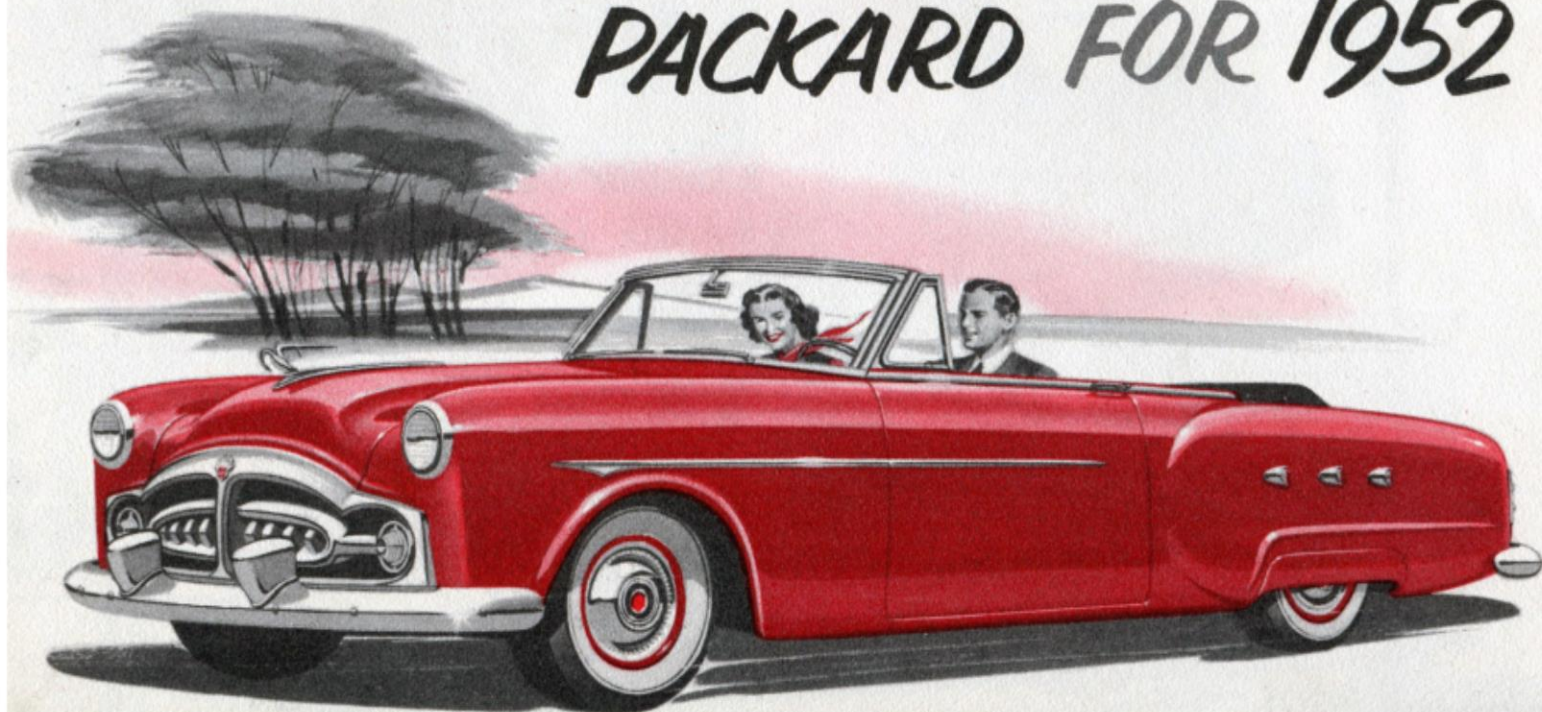
Sonny didn't mind my hanging around and allowed me to not only pretty much have the run of the service station and adjacent junk yard, but also to actually pump gas for customers. To my twelve year old mind, there was nothing cooler than pumping gas, collecting the cash from customers, and figuring out the change. Of course, everybody paid cash back then. (By the way, New Jersey is still the only other state where there are NO self-service gas stations!) Anyhow, Sonny's garage was full of, as you may have guessed, 30's vintage Packards and a V16 Cadillac which I thought were the most beautiful cars I'd ever seen. I was not allowed to get inside any of them or even to touch them for that matter, but I truly believe this is what started my lifelong, albeit suppressed, desire to own a Packard. I know that was a long story, so I hope you'll forgive me, but I dare say many of you may have a similar tale to tell.

Now, just a bit of business... we have some great stuff in this issue of the Clipper. We've got a feature on our friend Wade Miller - his life, and his increasing collection of gorgeous Packards. We'll also bring Monte Glud's "Trailer Terror" story to its riveting conclusion, see a brief recap of the Forest Grove Concours, and figure out whether you'd have bought a Packard in 1952. All that and more!

And finally, just a comment before you move on to the more interesting stuff in this issue. My intention for the Oregon Clipper is not to reinvent the wheel. It's obvious that my predecessors did great work and I can only succeed them - not surpass them. Many of the things I thought would be good to feature in this publication have already been done. So there's my challenge - to do my part to help this magazine evolve while still keeping it relevant and interesting to you. And along that line, I'd like to offer a big THANK YOU to those that have contributed to this issue, Bob, Monte, Dave, Jeremy, and Wade. Now, happy reading!

Motordom's closest approach to
"The car that drives itself"

PACKARD FOR 1952



Come along and enjoy the ride in *"the car that drives itself"*

PACKARD FOR 1952

WITH NEW **ULTRAMATIC DRIVE**...NEW **EASAMATIC BRAKES**

- PLUS:** Guide-line safety fenders
- PLUS:** Horizon-view visibility
- PLUS:** Hush-toned soundproofing
- PLUS:** Armor-rib body construction
- PLUS:** Level-bedded, Broad-beam suspension

PLUS: Everything you want in a modern motor car

and

Distinctive beauty —
inside and out
fashion-keyed by Dorothy Draper

Ask the man who owns one



Would You Have Purchased a Packard in 1952? *by Jeremy Wilson*



What was it like back in 1952? How could you do your automotive pre-purchase research without Google or Bing? Could you trust your friends and neighbors for a recommendation? Could you believe the manufacturers' advertisements and brochures?

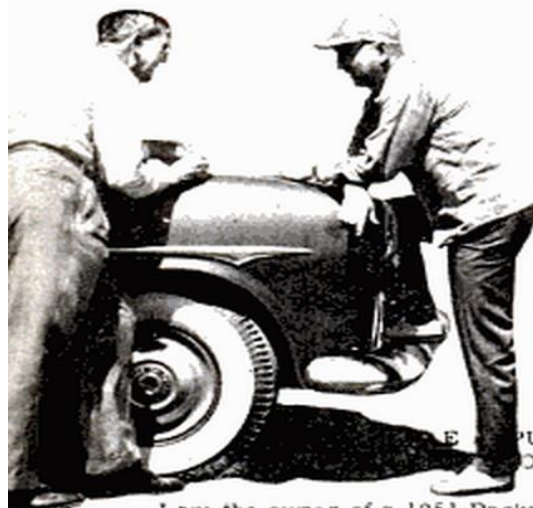
Undoubtedly the average car buyer did not do much research before purchasing, but for those interested few, where would they look?

With some (perhaps considerable) effort we can think back to our school days. In the research area of every library was the *Reader's Guide to Periodical Literature* containing references to articles from hundreds of magazines, organized by topic. The Reader's Guide has been published regularly since 1901, so we know it was available to 1952 car buyers.

1952 Packard... Continued



The OWNERS REPORT



The true test of an automobile begins when the owner takes the wheel. This is another report from owners of cars who answered questionnaires sent by P.M. to 1000 Packard owners

Left, on test trip Clymer stops in New Mexico to interview Robert W. Epps of Jacksonville, Fla. Epps gets 15 m.p.g. at high speed

Below, one of the questionnaires filled out by a Packard owner who likes his car after 5428 miles and says he will buy another

POPULAR MECHANICS MOTOR SURVEY
CONDUCTED BY FLOYD CLYMER

I am the owner of a 1951 Packard. Model: 200 ☒ 300 ☐ Patrician 400 ☐
I have owned it about 5 months. Speedometer mileage is now 5428

I use only regular gasoline ☐ - I use premium (high test) gasoline ☒

My approximate gas mileage in the city is 12 MPG, in country 17 MPG
Gas mileage INCREASE by using overdrive is about MPG.

I CHANGE OIL ☐ every 1200 miles; I ADD OIL ☒ - one quart every miles.

My car has: Standard Transmission ☐ Overdrive ☐ Ultramatic Drive ☒

How does the car handle on the road? Good
Maneuverability seems to be: Excellent ☒ Average ☐ Unsatisfactory ☐
Acceleration is: Outstanding ☐ Very good ☒ Fair ☐ Poor ☐
Curb and road clearance is: Satisfactory ☒ Too high ☐ Too low ☐

Why did you buy a Packard? Appearance - Performance
Do you like Packard's straight-eight, "L" head engine? yes
What features about the car do you especially like? Visibility, Long life

Do you like the riding qualities? yes; the length of wheelbase? 122, the road-visibility over the front end? Good; the interior and instrument panel? Good
What is your opinion of the body styling? Good - Interior could be improved
What do you dislike about the car? Rear deck lock - Inside door locks.

Have you ever owned a Packard before? No If so, how many?

Would you buy another Packard? Yes ☒ Possibly ☐ No ☐

Do you secure good dealer service? Yes ☒ Fair ☐ No ☐

How would you rate your new Packard? Excellent ☐ Good ☒ Average ☐ Poor ☐

GENERAL INFORMATION
What type of engine would you prefer in your car of the future? In-line ☐ V-type ☒
Cylinders: 6 ☐ 8 ☒ Valves: Side ☒ Overhead ☐
Based on my present experience, I want my next car equipped with: Standard Trans. ☒
Overdrive ☒ Ultramatic Drive ☐ Other type of automatic transmission ☐
Please state reasons: Gas mileage - Saves wear - Smoother
Do you like the new low-pressure, super-cushion tires? yes
Do you carry the recommended pressure? Yes ☐ No ☒ How much more? 26X28 lbs.

Please check the answer boxes (☐). Your reply will be held in strict confidence.



1952 Packard... Continued

In it, one might have found a citation for a November 1951 *Popular Mechanics* article titled “The Owners Report on the Packard” by Floyd Clymer. The sub-heading was:

The true test of an automobile begins when the owner takes the wheel. This is another report from owners of cars who answered questionnaires sent by Popular Mechanics to 1000 Packard owners.

Now that’s sounds like a good start!

What were these 1951 Packard owners impressions?

Before answering that question consider Packard’s postwar history:

Packard bet the company on the pre-war Clipper, making minor modifications to it for ’46 and ’47 (the 21st Series).

For the 1948 model year, Packard management wanted a lower, fatter body profile so they turned the design work over to Briggs Body Company, their production body builder. Many of Packard’s in-house stylists wanted simply to update the 1947 Clipper but management felt a more significant reworking was needed to keep pace with the rest of the industry. After all, the Clipper body had been introduced six years before. The result was the controversial bathtub-bodied 22nd and 23rd Series Packards. In hindsight this change may well have been the beginning of the end for Packard, but not because their design was totally out of step with the rest of the industry (Lincoln-Mercury, Hudson, and Nash all adopted the inflated look.)

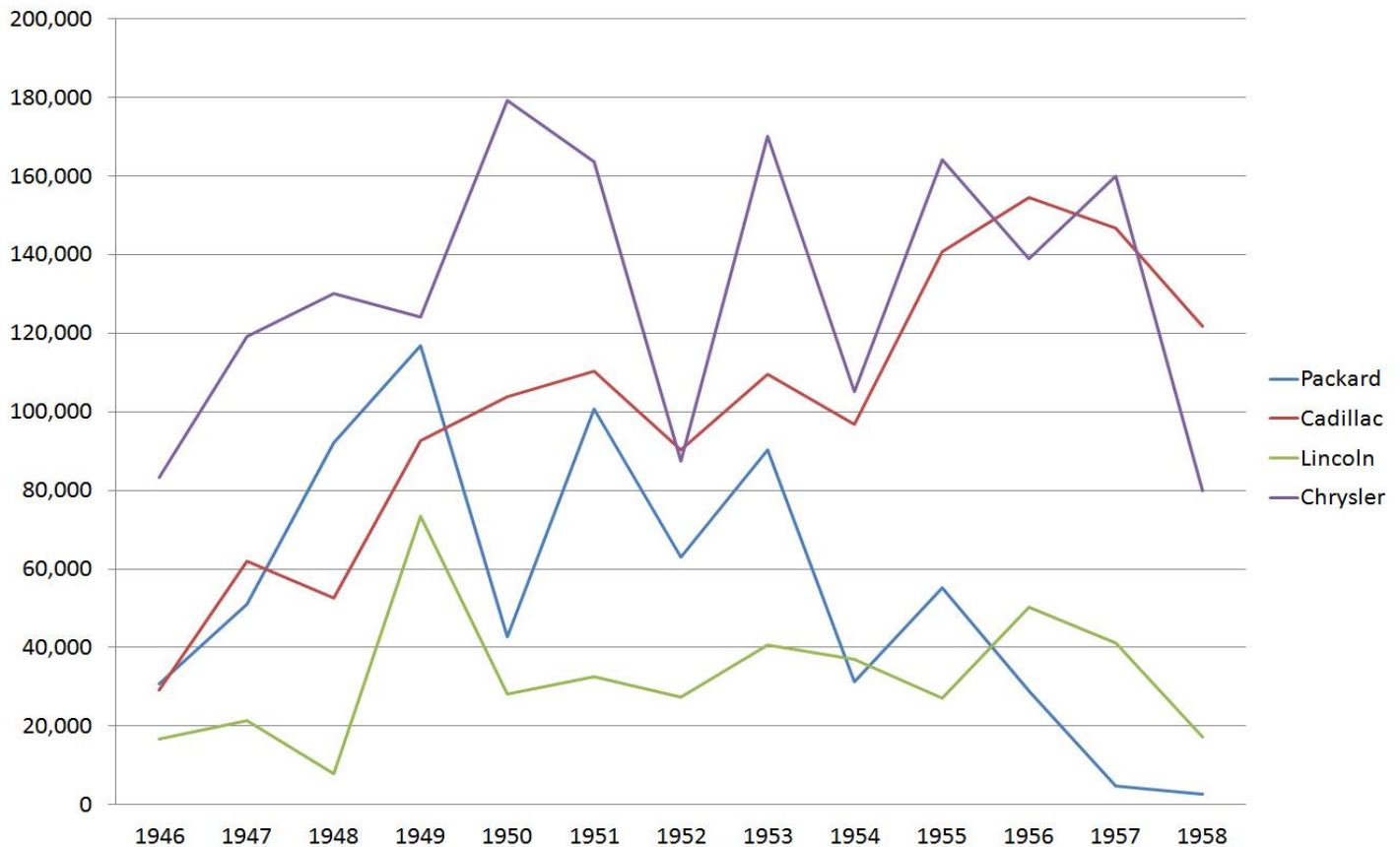
Initially nothing indicated that the bathtub-bodied look was a poor choice. With record sales and praise from a number of international design organizations, Packard’s future looked bright. But by 1949, GM introduced its Cadillac overhead valve V8 engine and its lower, crisper, sleeker body designs.



Returning our focus to 1952, would a new car buyer be thinking of Packard as a dying company? For three of five postwar years, Packard sales outpaced Cadillac (’46, ’48, and ’49), but take a look at Packard’s dive to 42,000 in 1950. At that point one might have been skeptical of the carmaker’s longevity. But in summer 1950 a redesigned 24th Series was introduced, and designer John Reinhart had given the 1951 models a more contemporary look. Slab sided and with a broadened, flattened grill, sales topped 100,000, more than doubling 1950. In March of 1951, the Packard lineup was broadened to include the 250 line, which used the chassis from the 200 line and the engine from the Super Eight 300 line. From all appearances Packard appeared to be back in the running, save the lack of a V8.



1952 Packard... Continued



Postwar Production of Luxury Cars from the Big Three and Packard

For many the V8 was not an issue. Packard had advertised the benefits of their inline, L-Head, eight-cylinder engines with improved reliability due to fewer moving parts. Take a look at the “Percentages from P. M. Poll” to see that the owners, by nearly 20-to-1, listed the Straight, L-head engine a “Best-Liked Feature”. Packard’s ride, wheelbase, visibility, and body styling were also rated very highly. However, when questioned further about the engine, 36 percent said they would like a V engine and 43 percent preferred overhead valves—percentages that would only rise in subsequent years.

Packard’s existing Ultramatic had some good points including “Park” and a locking torque converter (an industry first), and now standard fare for modern transmissions. But it was slow off the line and shifting into “Low” then “Drive” was met by a thud anyone but a teenager would avoid.

Despite its drawbacks, and considering many had never tried any alternatives, 73 percent liked the Ultramatic transmission, 23 percent preferred standard with overdrive, and four percent preferred a standard transmission without overdrive.



1952 Packard... Continued

Percentages from P. M. Poll

Owners of 200 models	84%
300 models	10%
Patrician 400 models.....	6%
Average gasoline mileage in country.....	16.1 m.p.g.
(Owners with overdrive cars reported an average increase of 2.9 m.p.g. in country use)	
Average gasoline mileage in city.....	13.1 m.p.g.
Use premium gas.....	90%
Use regular gas.....	10%
Owners who change oil.....	99%
Average mileage for change of oil.....	1422
Owners who add oil (and also change periodically).....	3%
Average mileage for adding oil.....	950
Maneuverability excellent	91%
average	9%
unsatisfactory	0
Acceleration outstanding	34%
very good	56%
average	9%
poor	1%
Road clearance satisfactory	94%
too low	6%

Best-Liked Features

Riding qualities	96%
Length of wheelbase.....	96%
Visibility offered	99%
Interior finish	82%
Straight-8 L-head engine.....	95%
Body styling in general.....	92%

(These percentages are based on the answers to direct questions on the questionnaires)

Owners' Rating of Car

Excellent	64%
Good	29%
Average	6%
Poor	1%

General Information

Prefer in-line engine.....	64%
Prefer V-type engine.....	36%
Prefer eight cylinders.....	98%
Prefer six cylinders.....	2%
Prefer side-valve arrangement.....	57%
Prefer overhead-valve system.....	43%
Prefer automatic transmission.....	73%
Prefer standard transmission with overdrive.....	23%
Prefer standard transmission only.....	4%
Prefer Ultramatic Drive.....	94%*

*(The above figure means 94% of the 73% preferring automatic transmissions)

Prefer makes other than Ultramatic Drive.....	6%
Owners who like low-pressure tires.....	85%
Owners who inflate above recommended pressure.....	48%
Average lbs. above recommended pressure.....	3.9 lbs.
Previous Packard owners.....	33%
Will buy another Packard.....	68%
Might buy another Packard.....	29%
Will not buy another Packard.....	3%
Dealer service good	69%
average	22%
poor	9%

Most frequent objections:

1. Instrument-panel design; 2. body fitting; 3. trunk lock



Clymer drove test car above from the factory in Detroit, via Indianapolis and Pueblo, Colo., to Los Angeles—2861 miles over a variety of roads including side trips into the desert

Below, large folding center armrest on back seat gives loungelike comfort. Ninety-six percent of owners in poll approved Packard's riding qualities; 82 percent liked interior finish

Bottom photo, ash tray and lighter are conveniently located on back of the front seat. There are also two ash trays in front. Both pictures below indicate roominess of the car



1952 Packard... Continued



And how was the 1951 Packard perceived overall?

From the Clymer article:

The favorable impression made by the 1951 Packard is shown by the fact that 33 percent of the owners replying were previous Packard owners. An amazing 97 percent said they definitely would or might buy another Packard; while an infinitesimal three percent said no more Packards for them. Quite a few said they bought their first Packards this year because the car was "recommended by friends."

A Texas man was frank to say that he bought a Packard because he "could not get delivery on Cadillac." He went on, however, to state: "I now think Packard is the greatest car on the road."

A Madison, Wis., man typified the sentiments of quite a few owners when he said

he bought a '51 Packard because "I had driven my 1941 model 296,000 miles satisfactorily." From New Orleans, La., came an echo to this: "I have a 110 Special which was 10 years old in June. Ask the man who owns one."

A Des Moines, Iowa, woman gave the feminine viewpoint when she wrote that her Packard is "luxurious, economical and easy handling for a lady." She particularly liked "the new streamlined look" and thought the '51 body styling is "a very great improvement." From the same city, an enthusiastic owner wrote, "All Packard cars I have ever owned ran about 90,000 to 100,000 miles with no trouble." He had bought six previous Packards.

What better recommendation could one receive other than Clymer's asking the men and women who own one!

I don't know about you, but if I were considering a 1952 Packard (at that time) Floyd Clymer's article would have convinced me to make the purchase. And given Packard's claim that the '52 Mayfair was "the most exciting new sports car of the decade!" I would have chosen the Mayfair—but wondered how they could know what other "sports cars" would arrive in the next eight years.



ACCELERATION TEST

1951 Packard 300 four-door sedan
with Ultramatic Drive

¼ mile from zero	Drive range only — 21.90 sec.
	Drive and low — 20.90 sec.
½ mile from zero	Drive range only — 33.80 sec.
	Drive and low — 32.60 sec.
0 to 30 m.p.h.	Low range only — 4.90 sec.
0 to 60 m.p.h.	Drive range only — 18.10 sec.
	Drive and low — 17.70 sec.

Clymer says: "Acceleration up to 50 miles an hour is about average for a car of its weight and engine size, but at medium speeds acceleration was quite good and at high speed was a great surprise to me"



Auctions: The Good, The Bad and The Ugly

By Dave Charvet

Ah, January! Along with all of the resolutions to stop-smoking or stop over-eating, many car collectors (unknowingly) make the resolution to spend (or give up) **MORE MONEY** by going to one of the many high-profile auctions held in Arizona.

While there is no doubt that these auctions in some ways set a mental benchmark for the condition of the hobby at the start of the year, in many instances they also create an over-inflated sense of what some cars are worth. It usually ends up that buyers pay too much and sellers get too little. Why?

The auction companies play upon one thing: **EGO**. The ego of the **sellers** by convincing them their car is worth soooo much money. They also play upon the egos of the **bidders**, who are convinced that the auction is a “once in a lifetime chance” to get that wonder-car of their dreams; so “bid high and bid often!”

CAVEAT VENDITOR (Let the Seller Beware!)

Let’s say you live in North Carolina and decide to sell your pride and joy, for this example a 1966 Mustang Convertible, at one of these auctions. After all, you’ve watched them on TV and see cars just like yours bringing \$25,000 and more! And old Joe down the street had the nerve to offer you only \$16,000! Doesn’t he watch TV? So you contact one of the big auction houses 3 months before their sale and they tell you that they’d LOVE to auction your car! (Ego: “Wow! They like me!”) They also tell you that to create more interest (and what they don’t tell you - to insure them a larger fee) you must list it at “no reserve” (meaning it will sell to the highest bidder, no matter how high – or low – the bid). They cite examples of all of the million-dollar cars they’ve sold that way and tell you that “real buyers” will line-up for the chance to bid on your car.

So, against your better judgment you decide to go ahead and list your car with them. You only live once, right? Who knows? This could be the big one. “Especially with a car as nice as yours!”

All of the paperwork arrives via overnight mail to make you feel special (and to help prevent “seller’s remorse” by giving you less time to change your mind.) Then the fun begins. If you can read the many pages of fine print, you will realize that like a casino, the odds at an auction are ALWAYS in the house’s favor; and that “fine print” can come back to haunt you if not read carefully.

For example: Fees. Your “Insertion Fee” to place your car in the auction could be anywhere from \$100 up to \$5000+ depending upon the auction house and the scheduled time you want to see your car go across the block. Obviously prime times (usually mid-afternoon to early-evening on the biggest day with TV coverage) will cost the most. Let’s say you pick a mid-range time for a \$500 fee. Then, the agreement will state that 8% to 10% (depending upon what you negotiate) is going to come right off the top of the final “hammer price” of the sale. Add to that the cost of transporting the car from your garage to the auction site (as much as \$3,000 in an enclosed transporter if you live across the country); then if you decide to go to the auction to babysit your pride and joy before it goes across the block, add-in your airfare (x2 if you’re bringing a friend), hotel costs, rental car or taxis, meals and incidentals (like admission tickets to the auction, unless you’ve negotiated that into your deal with the auction house) – so let’s call it conservatively \$3000.00 for your trip to say “farewell” to your car.

Still want to do it?

Let’s say you do, and you send in the signed paperwork (and your signed title, so the auction house now has legal ownership of your car, by the way), and wait for the hoopla to begin. Some auction houses charge (and insist) for their photographer to come take pictures of your car for the catalog and advance advertising (for a fee, of course.) Or you can send in your own photos and hope for the best. But unless you are a pro and know how to photograph a car, you can be sure that your photos will not look as good as they should. You also send in a carefully written story of your car’s history, the painstaking restoration and a thousand details.

Auctions... Continued



Eventually, the catalog comes out and you get a copy in the mail (via overnight priority, of course.) You thumb through the hundreds of pages and find your car. There it is! “1966 Mustang Convertible. 289. Full restoration of a clean original. Numbers matching. Nice example. NO RESERVE.” That’s it. From all of the information you sent, that’s all they wrote. Boy, that one photo they used is awfully small, and there is nothing about the months you spent restoring it and making sure every nut and bolt was correct. Oh well, people will see it at the auction.

Finally, the big day is here. You’ve flown out to Scottsdale with dollar signs in your eyes. You get to the auction and find your car – after you walk by the 8 other 1966 Mustang Convertibles that have also been consigned for sale. Wow, some of them look pretty good too – even better than yours that looked so good by itself in your garage at home.

Your car is now sitting in a holding area with people rushing past. Some take a moment to stop, and a few even comment, “Nice Mustang,” as they hurry to look at what’s around the corner. Suddenly, your car does not seem that special anymore. You wait, and wait. The moment arrives. The spotters come tell you that it’s time to get your car in line to bring to the stage. They drive it away from the holding area and you follow alongside.



It’s the moment of truth: Your car drives up on to the stage. “Lot number 270. A 1966 Mustang Convertible. 289. Full restoration of a clean original. Numbers matching. A nice example....” Hey, the auctioneer is reading just what was in the catalog! No mention of the hours spent and special features. Oh, well. “Who will give \$7,500?...” A bid! And off it goes. Your 90 seconds in the sun. The auctioneer is good and does his job. Spotters are yelling. The crowd is pushing. You and your car are the center of attention. Isn’t life great? Two bidders go back and forth. The excitement builds. Finally, the hammer falls at \$18,500. The audience applauds. The auctioneer calls, “NEXT UP FOR BID...” and your car is quickly pushed off stage and back to another holding area, now with a ‘SOLD’ sticker on the window. Wow. It sold. \$18,500! “Old Joe down the street at home only offered me \$16,000 for it a few month ago! I showed him! I hope he was watching on TV....”

After the euphoria wears off (along with the alcohol from the free bar), you have a chance to go over the cold, cruel numbers:

Your 1966 Mustang Convertible sold for \$18,500.00
Now, subtract:
\$1,850 (10%) Final Value Sale Fee to the auction house.
\$500 Insertion Fee.
\$3,000 Transportation cost.
\$3,000 Attendance cost for you and a friend.
Total Cost outlay: \$8,350.00.

Net Amount the Seller takes home: \$10,150.00

And actually, “take home” is the wrong term. Because as your contract stated, the auction house will mail you a check (NOT by overnight mail, by the way) and it may take UP TO 90 DAYS for you to receive payment, after the auction. So, around April 15th, (six months after you initially signed your contract with the auction house) your check arrives. Just in time to pay the tax man.



Auctions... Continued

CAVEAT EMPTOR (Let the Buyer Beware!)

The flip side of this coin is the bidder/buyer. Let's look at it from his side. He's looking for a clean 1966 Mustang Convertible. Just like the one he had in high school and sold to the neighbor before heading off to college. He gets online and sees a nice one that will be at the auction. He flies out to Scottsdale and spends the same \$3000 as our seller, to do so.

At the auction he enjoys the "free" (as long as you have a \$500 bidder paddle), open VIP bar that gets him relaxed and ready to bid (probably more than he should.) The Mustang rolls on to the stage.

He wants the car and opens the bid at \$7,500. But wait, another bidder has jumped in. The bids go up. He keeps going. "No one else is going to get this one," he says to himself (or anyone around him who will listen. Ego: "I have more money than you do!") The bids go up, and when the hammer falls 90 seconds later, our boy is the winner. "SOLD FOR \$18,500!" The auctioneer screams. The audience applauds. "NEXT..."

The next day (with a less fuzzy head), our winner goes to collect his spoils. His costs:

\$18,500.00 Hammer price for the Mustang.

\$1,850.00 (10%) Buyer's Premium.

\$500.00 Bidder's paddle (with "free" hangover.)

\$3,000.00 Attendance cost for buyer and friend.

\$2,200.00 to ship it home to Wichita, Kansas.

**Total Cost of the 1966 Mustang for the Buyer:
\$26,050.00**

So, there you have it. Is the buyer happy? Maybe. If it's a car he wanted and it was truly as represented (but don't forget that the auction house is NOT liable for ANY statement made in the catalog or by the auctioneer about the condition, provenance or anything else related to the car.) Even if everything is good, the buyer will most likely be hard-pressed to recoup his investment should he decide to sell the car in a few years.



Is the seller happy? Probably not. Especially when he realizes that he would have net more from "Old Joe down the street" if he had sold the car to him. Is the auction house happy? Most likely. They netted \$4,700 from the sale of that one Mustang.

THE MORAL:

After reading the above, you must think I am against auctions. Absolutely not. For CERTAIN VEHICLES, it can be a good way to sell. But those vehicles are few. Auction houses DO earn their money. The preparation, costs and payroll of an auction house are huge. While the big publicity is generated by the few "big money" cars, auction houses rely on the hundreds of smaller, "meat and potatoes" cars to pay the way.

But I will contend that for most cars, there ARE better ways to sell that allow the buyer to get a fairer price and the seller to realize more from the sale, and in a lot less time than six months.

Just "Ask The Man Who's
Sold Some!"™

- David Charvet



The Eternal Question for a Parent, "When Is The Child Old Enough For Bling and Makeup?"

By Robert Douglas



Allen Budden getting ready to start work on our 1938 Packard 1601.

Over the years we have often thought about having a pinstripe done along the belt line on our 1938 Packard 1601 but like parents with a young daughter we worried about what would be the best time to let her have make up and a bit of bling! We contacted Howard Freedman and he recommended a good pin striper he has used before, Allen Budden. I called Allen and we discussed what we were thinking about and we set up a time and place to meet.

Well Thursday the 16th of April 2015 was the big day, the Packard went down town to Evelyn and Howard's Gideon Street Shop to get a make over and a bit of bling. At seventy eight we figured that she was old enough, you can't rush into these things you know. At the appointed time Allen arrived with his tool box, looked at the car, I told him what we were thinking of and the color we wanted, which was red to match the center of the hub caps and the pin striping that was already on the wheels.

At this point, like any good parents, we patted her hood ornament told her it would all be fine and turned the Packard over to Allen and let him go to work. He opened his tool box and away he went. It was a pleasure to watch him place the guide tape and align it so that the stripes would flow evenly across the various panels from front to back. After some adjustment out came the can of "One Shot", some exquisitely fine point "dagger brushes" and steady hands began to paint the fine lines down the car.

The process took about an hour and a half to two hours and our Packard was transformed into "the bell of the ball". Frankie and I could see she was very happy with her choice of both color and design. As an Artist myself I was very impressed with how smoothly Allen laid down the paint and how the paint covered in just one coat. I am used to working on canvas or panels so the technique used is a bit different and there are times when I wish acrylic or oils would lay that smoothly.



The Eternal Question... Continued

We were very pleased with Allen's work, he was quiet, confident and professional and the results turned out wonderfully. If you are considering a bit of pin striping for one of your cars you might contact Allen Budden at 503 771 3852 or 503 777 5138. We were very pleased as was our Packard!



Below are a couple of extra detail shots showing the design and the smoothness of the paint application. Since the design is simple and the lines so narrow the work would not show up in a picture of the whole car so the detail shots let you see the quality of the work better.





CONCOURS d'ELEGANCE



Well, I think we'd all have to agree that the 43rd annual Forest Grove Concours was a roaring success! A cool, lovely morning led to a very warm day, but the moving shade under the Fir trees on the Pacific University campus provided relatively good shelter from the hot sun!

Combined with the CCCA Grand Classic this year, there was a marvelous turn out with over 300 cars registered for the show. Judging was performed by both the CCCA and the Forest Grove Concours and began promptly at 9:00 AM.

This years MC's for the award ceremony were the always entertaining Keith Martin and Donald Osborne. Mr. Martin is the founder and publisher of the monthly Sports Car Market and American Car Collector magazines, and has been involved in the collector car hobby for over 30 years. Mr. Osborne has served as Judge and Presenter at many Concours events, and he also appraises and consults on classic and exotic cars across the US and Europe. Together, they co-host the nationally-broadcast TV show "What's My Car Worth" on Discovery's 'Velocity' network.



Larry Nannini's 1934 Dual Cowl Sport Phaeton took best in show.



George Potter's 1934 5 Passenger Sedan

The Packard marque was well represented with over 30 cars spanning the 20's to the 50's. And to add further to the Packard prestige, Best-in-Show was awarded to a 1934 Packard Dual Cowl Sport Phaeton owned by Larry Nannini of Colma, CA.

A couple Packard Club Georges were also front and center. George Potter took first prize in the Touring class with his 1934 5 passenger Coupe. Clearly this was a good year for tan 34's! And George Choban, a self-proclaimed antique, garnered even more attention than his 1928 533 Seven Passenger Sedan which won best original car. All in all, a great day for Packard and the Forest Grove Concours!



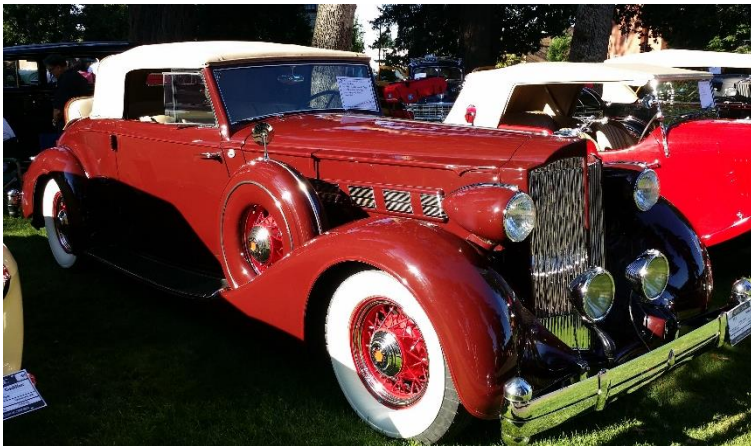
CONCOURS d'ELEGANCE



Looking "down the line" near the west entrance. 1934 Cadillac, 1941 Packard, 1939 Cadillac, 1935 Packard



1932 Packard Rumble Seat Roadster - Shovelnose



Bob Newland's 1935 Convertible Coupe



1931 Chrysler Imperial Dual Cowl Phaeton



The unique look of the 1936 Brewster Eight Town Car – almost fully restored!

Do you keep a maintenance log for your car?

By John Imlay



When you're considering buying a classic car, do you want to know every detail possible about its history and maintenance? As a neophyte to this hobby and one who is currently searching for another car, I find that I have a hundred questions for the previous owner or dealer. So far, I have found that frequently the information is incomplete at best which I guess is to be expected for a car that might be 60-100 years old!. Oh sure, they'll know a lot, maybe the owner history and the restoration details if any, but it's the nitty gritty stuff that can often give one a clue as to not only how well the car was maintained, but also an insight into the type of person that owned the car before you. Was he/she conscientious and meticulous or just someone who liked driving the car?

How often were oil changes done? What oil was used? When were the plugs last changed? Has there been any front end work done? What and when? And so on...

Well, again as a newbie, I began keeping a log from the moment I got my car. I use a Microsoft Excel spreadsheet in which I log the date, the work that was done, who did it, the mileage on the car, where the parts came from, and any other comments I want to add. I also, as I suspect most do, keep every relevant receipt as back-up and proof of the work.

I think we owe this to the next owner when and it's easy to just hand it to a potential new buyer. An excerpt is below:

Date	Mileage	Comments	Parts
9/8/2014	71,060	Purchased 2nd battery - strapped in parallel	Optima 6V-1050
9/10/2014	71,125	Replaced Spark Plugs - properly gapped	Champion UY4 plugs
9/10/2014	71,125	Replaced right rear tail light bulb	
9/27/2014	71,225	Tires re-balanced	
10/2/2014	71,315	Replaced all 4 tires and tubes	Coker 700R16 3 1/2" WW
10/15/2014	71,350	Replaced right rear brake wheel cylinder	Kanter
10/25/2014	71,365	Replaced all spark plug wires	Kanter
		Completely cleaned and refilled air cleaner	
		Painted air cleaner/silencer, oil fill cap, oil filter housing	
11/6/2014	71,523	Replaced left rear brake wheel cylinder	Kanter
	71,523	Replaced partial sections of fog light wiring	
11/15/2014	71,742	Greased all points incl. distributor cup	
		Lubed starter and generator	
		Changed oil in engine, transmission, Overdrive, differential	Power Punch supplement added to engine oil SAE 30 Power Punch Gear Oil Supp added to trans, OD and diff
11/15/2014	71,742	Replaced left front fog light	New Old Stock - GE 4012 (Ebay)
11/23/2014	71,808	Replaced left and right front wheel cylinders	Kanter
		Repacked left and right front wheel bearings	
11/25/2014	71,808	Replaced left door mirror - added right - matching	Ebay
		Replaced blinker module with new	Ebay
		Sanded and painted battery box	Modified edge to avoid fraying of hand brake cable
12/16/2014	71,808	Front shocks rebuilt and re-installed	Apple Hydraulics
		Replaced left and right front brake hoses & clips	Max Merritt
12/17/2014	71,808	Replaced hand brake cable - front section	Max Merritt
1/3/2015	71,845	Replaced Sylphon Shutter Thermostat Unit and screws	Hirsch - Lubed all linkage and shutter rivets
1/10/2015	71,870	Installed electric fuel pump	Airtex E8011 - Purchased at CarQuest
1/11/2015	71,870	Replaced rear shocks	Napa
1/23/2015	71,899	Replaced fuel pump and fuel supply hose	Max Merritt
1/25/2015	71,899	Replaced exhaust header pipe, bolts, gasket and muffler clamp	Kepich - aluminized steel
		Cleaned and painted right wheel well access panel	
		Cleaned and painted exhaust pipe cover fairing	



A Visit with Wade Miller by John Imlay

Arriving at Wade and Patsy Miller's place outside McMinnville on a perfect sunny day, one can't help but appreciate the beautiful hillside setting. A half dozen deer grazing in the yard, geese loitering near the large pond and a gentle breeze blowing all make for a lovely bucolic setting anyone would envy. Wade is relaxing in a folding chair in a shady spot across from a 100 year old Black Walnut tree which easily has a foot in stature for every year of it's existence. I get out of my little electric car, Wade and I exchange greetings, and I sit down in another folding chair as we begin to chat about his life.



After graduating from Oregon State University with a degree in Mechanical Engineering, Wade headed out to Peoria, Illinois where he did a brief stint working for the Caterpillar Tractor Company. Aside from that he is a lifelong resident of McMinnville and has been married to his next door neighbor, Patsy, for almost 50 years. Together, they have raised three children who are all accomplished in their own right. While his family was in the farm equipment business, (his father was the #1 Allis-Chalmers salesman in the entire United States in 1950), Wade elected to go into the meat-packing business upon his return from Peoria and he's been doing that ever since. He also owns a number of commercial properties around McMinnville which he leases out and pretty much maintains himself. Seeming not entirely comfortable talking about himself, Wade says, "let's look at some Packards."



Parked just outside Wade's front door are these two stunning examples of Packard excellence, both are convertible sedans, a 1940 and a 1937. The '37 was recently purchased through Dave Charvet and is the latest addition to his collection.

Wade Miller Continued...



After “ooing and aahing” over the convertibles pictured on the previous page, we move into one of several buildings on Wades’ property – buildings which he built himself by the way. There we find a very well equipped and very neatly organized shop complete with a lift, a caustic soda parts cleaner, and a wood stove.

We walk through a door at the end of the shop into a four car garage with three more Packards. The first is a 1936 120 RS Roadster which is pretty much one of his favorite cars to drive. The next, is a 1949 Super 8 which Wade originally bought for parts, but the car turned out to be so nice, he kept it as is. Wade points out the quality of the chrome on the bumper and grill which really does look great! And the last is a 1954 two tone Caribbean convertible complete with a Continental kit on the back. Both the interior and exterior of this car are in amazing condition.



1954 Caribbean Convertible



1936 120 RS Roadster



1949 Super 8 – The parts car?!?!

Yes, a wood stove in the shop.





Wade Miller Continued...

Walking to the next building, we find six more Packards. We look first at a 1939 V12 Club Sedan, (pictured on the cover) and since I've never actually heard one run, Wade is kind enough to fire it up for me - a little noisy at first, which Wade states is "normal," but it begins to quiet down as it warms up. He shuts it down after a minute or two as the exhaust fumes begin to fill up the room. We move toward the back of the car and look inside. The car is in absolutely lovely shape - the wood grain, the dash, the steering wheel - although Wade is quick to point out even the slightest flaw. I note that the carpet on the floor in the front is what you'd expect in a car of this quality and vintage, but it is quite different in the back. It looks like something you'd have seen in the 70's - almost like fur. He assures me this is the correct carpet and that it was meant to be more plush in the back.



Steering wheel and dash - 1939 V12 Club Sedan

Moving along, we look at a 1940 180 Seven Passenger Sedan which was originally owned by the Western Region President of Coca-Cola. With only about 30,000 original miles on it, this car too is in beautiful condition. I note the unusual, 3-piece hubcap design - a trim ring, middle ring, and center cap. (pictured at right) As we look under the hood, Wade points out that the head at one time had a crack in it but he repaired it by welding it with the car warmed up and running! Clearly it worked, because it never gave him another moment's trouble.



Rear carpet



Another unique feature of this car is the marbled look of the dash which appears to have been an option for the 180 in 1940.

Before moving on, we take a brief look at a very pink 1956 sedan which Wade is storing for Stan and Beverly Richards. Did I mention it was pink?

Wade Miller Continued...



Finally, we look at two of Wade's favorites, a cream colored 1948 Super 8 Convertible Victoria and a light turquoise 1952 Mayfair with only around forty thousand miles on it. The Mayfair still has its original interior and apparently is Patsy's favorite to drive. He also has a 1949 Custom Sedan which is his most frequent driver and is frequently seen out the Packards of Oregon monthly meetings. As it seems to be with all Wade's cars, these are in wonderful condition and extremely well maintained – by Wade.

And that leads me to what I really take away from this visit. I don't know how old Wade is and I don't ask, but with three children in their mid to late forties, I can hazard a pretty good guess. Here's a guy who maintains all these cars himself, (around 12 if I counted right) built the buildings the cars are stored in, maintains the several acres of landscaping around his home and property, owns a meat packing business, and owns and maintains several commercial buildings in town. Clearly, this is a very accomplished and capable man. For all that, you might expect a hyper-active, "type a" personality, but that's not the case at all. This is a humble, genuine, kind, calm, gentleman who's experienced a lot in his life, has made smart decisions as a result, and has created a fine life for himself and his family. His self-deprecating manor is evident as we conclude the visit and I ask Wade if he would pose in a picture or two with his cars. He says he does not need to be in the picture and that, "these cars make a statement all by themselves."



1952 Mayfair – 40,000 miles!



1952 Mayfair original interior



1949 version of the Packard Cormorant



1948 Super 8 Convertible Victoria



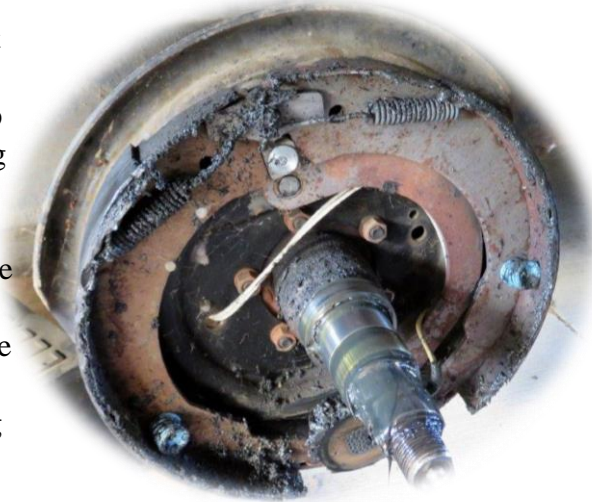
The End of the Car Trailer Terror

We continue Monte Glud's story from our last issue...

Once home with the car trailer that made all the horrible clunking noises to Medford and back, I pulled it into the lean-to in our shop. I jacked up all four wheels and placed jack stands under each axle, which while not fun was necessary. I was of the opinion that the horrible clunking sound emanated from the left side or driver's side of the trailer. Elaine thought the sound came from the right side of the trailer.

I should have taken Elaine's advice. On the driver's side, I found nothing wrong, except for a lack of lubrication on the pivot points on the brake mechanism. After lubricating the pivot points, cleaning and greasing the wheel bearings, and replacing the wheel seals on both driver's side wheels, I proceeded to the other side of the trailer. I pulled the drums on the passenger side and at last the mystery was solved!

A very minor but important part had failed. The clip holding the magnet at the end of a rod protruding from the backing plate had somehow broken or worked its way loose. I never found the clip. Without this clip though, the magnet was free to slide back and forth between the backing plate and the face of the drum which it normally only contacted when the electric brake controller was activated to bring the trailer to a halt. No damage appeared on the face of the drum and I was fortunate that the magnet must have been made of a softer metal than the drum as it was only somewhat worn down. However, something ugly had occurred. The drum and backing plate, the brake shoes, and all the other components were thoroughly... and I mean thoroughly... soaked with wheel bearing grease. The brake shoes were shot.



I thought I'd just remove all the parts from the backing plate, clean the backing plate with solvent, go to Newberg Steel, and purchase new brake shoes and parts. Well, I quickly discovered that by the time I bought all new brake parts including shoes, I could purchase a complete new brake mechanism mounted on a backing plate for only \$10.00 more than buying all the parts separately. So, I bought the complete assembly and mounted it onto the trailer. I then checked each wheel, found no other unpleasant surprises, and proceeded to clean and grease the remaining wheel bearings.



Once the wheels were back on and the jack stands removed, I hooked the trailer to our pickup, and the brakes worked without the ominous "Clunk-Clunk" sound. Matt Hackney, Howard Freedman, and I used the trailer to haul a car from Portland to Seaside and we all survived!

Unfortunately, my adventures with wheel seals were not over. This year when Elaine and I drove our 1936 120B Packard to the Forest Grove Concours for the fourteenth time, we found wheel bearing grease splattered all over the driver's side front wheel. Luckily when I tore it down, the grease, because of Packard's unique backing plate design, had channeled straight down the axle and out into the hubcap. All I had to do was clean the wheel and hubcap, clean and grease the wheel bearings, and replace a rather loose fitting wheel seal. The end of wheel bearing seal adventures for a while, I hope! Of course, if Packards and plumbing were related, I could offer a real horror story.

The 1938 Packard Continues By Robert Douglas



The Douglas' 1938 Packard 1601.

The story of our 1938 1601 Packard, like the car, continues to evolve. If you know our Packard it is a great driver. It seems to take us every where in all kinds of weather and all kinds of terrain, faithfully delivering us to every destination.

Well with a car that is a driver there is a need for regular maintenance and March and April have been the time for that maintenance. After ten years and thousands of miles the clutch was beginning to chatter a bit so it was time to change it. Off went the Packard with it's Shop Manual and a Motors Manual to Bob Earls and Howard Freedman's Gideon Street shop. The work was not all that complicated but it took some time and grease was the name of the game. Not as bad as doing suspension but still it makes one thankful for coveralls, Go Jo Hand Cleaner, a good friend close by with good advice and above all, a hoist!!

After getting the car on the hoist the first order of business was to remove the front carpet and pad, then the floor board transmission cover and remove the top cover of the transmission and shift lever. Then lift the car and get under to remove the speedometer cable, ground strap, drop the drive line, the cross member and fly wheel cover. Next, support the back of the engine so that when the transmission mounts are removed the engine and transmission will not drop in the back. After all the engine and transmission are supported at the front of the block and on the transmission mounts in the back. Next, disconnect the transmission mounts and remove the bolts that hold the transmission to the bell housing. At this point it was time to ask Bob Earls for a hand and we slid the transmission back, down and out of the car, you do not want to drop that unit and with greasy hands that can become a distinct possibility which makes four hands much better than two! With the transmission removed, covered with a rag and slid out of the way it was time to remove the clutch actuator rod and throw out bearing along with the clutch pressure plate and disc. These drop out through the bottom of the bell housing and lastly we removed the flywheel. When replacing a clutch it is always best practice to have the flywheel surfaced to make for smooth contact with the new clutch disc.



1938 Packard... Continues

With all of the disassembly complete it was time to deliver the pressure plate and disc out to AFCO (Automotive Friction Company) in Boring, Oregon. They specialize in rebuilding clutches, water pumps and they surface flywheels to boot! Sure enough, in a few days Bob Earls got the call that everything was ready, so out to Boring, pick up the parts and deliver them back to the shop. The removal process was reversed and all the parts were reinstalled in the car, the fluid levels checked, everything greased and the moment of truth was at hand. The car was lowered from the hoist, started, backed out of the shop and driven down the street, no chattering, no lurching just smooth motoring, just like you would expect from a Packard!

With the mechanicals well in hand it was time to change the oil and lube all of the grease fittings as well as replace some worn out suspension parts in the rear. To be specific the Panhard rod (rear stabilizer bar) bushings were shot as was the sway bar to frame link, and the sway bar mounting bushings. Imagine that; after seventy seven years rubber bushings going south. They just don't make 'em like they used to. Over the years rattles were developing in the rear so it was time to replace a few items. As always Max Merritt had the parts so an order was placed and soon arrived over at Gideon Street. The advantage to these parts was that they were a direct swap out, a new Panhard rod, a new bushing and a new sway bar to frame link and what a difference they made, no rear end rattles or loose handling, everything was tight and smooth!

There was a fair amount of work that was done on our Packard in March and April but it was more than worth the effort for the smooth motoring that the car has delivered over the years. With good maintenance it will continue to deliver! I would like to thank Howard and Evelyn Freedman for the shop space and Bob Earls for the guidance, help and expertise that made all of this possible. It is nice to have a shop manual but to have some one there that knows what to do with any problem that comes up is the most help of all! It is sort of like having a life guard when you are swimming in the pool.



Frankie Douglas with her 1938 Packard at Neahkahnie Mountain

Calendar of Events



September 8, 2015	Monthly Membership Meeting	Peppermill
September 12-20, 2015	OR Region CCCA Fall Tour – “The Howie Tour	Northern Cal. Redwoods
October 13, 2015	Monthly Membership Meeting Planning Meeting for 2016	Peppermill
October 17, 2015	Pumpkin Tour	TBD
November 10, 2015	Monthly Membership Meeting Election of Officers	Peppermill
December 13, 2015	CCCA Holiday Dinner	Lake Oswego Heritage House 4:30 PM
December 15, 2015	Packard Club Holiday Dinner	Stock Pot Restaurant 6:00 PM
January 12, 2016	Monthly Membership Meeting	Peppermill

**Our cars are beautiful pieces of American history and we need to grow this hobby and our organization! Your participation is critical to our success.
So what can you do?**

- **Attend our monthly meetings and encourage other members to attend**
- **Look for perspective new members**
- **Volunteer for a department or office**
- **Come up with ideas for the club or for events**
- **Participate in events**
- **Just generally get involved**
- **And most importantly, drive those cars!**

