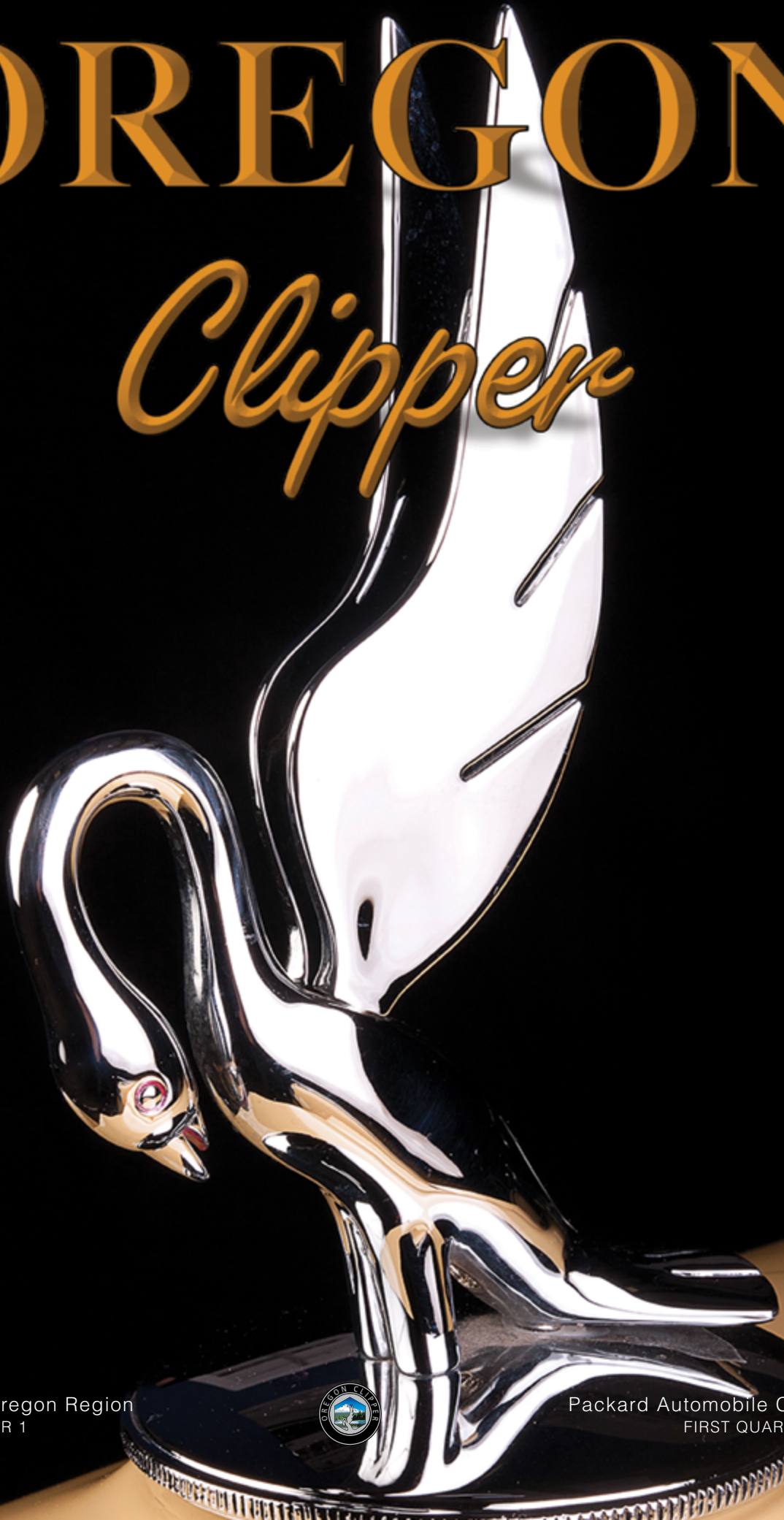


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FIRST QUARTER 2017



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of Packard Automobile Classics

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Only farmers care more about
the weather in touring season.

Back Cover

The mounted spare tire of a
1937 Packard 120C Convertible
Victoria, body by Graber.

Please plan to attend
our next membership
meeting.

April 11, 2017

Let's have a great
year with good
turnout and active
participation!



Right to left: Wayne Carini, *Chasing Classic Cars*,
Ralph Marano, and other judges at CCCA's
Regional Grand Classic Cape May,
New Jersey

A Visit with Ralph Marano

page **8** Ralph Marano is the world's premier collector of one-of-a-kind Packards. All 85 of his classics, 60 of which are Packards, are in top concours condition. Every year they win trophies at shows from Pebble Beach to Amelia Island. The Marano collection, four building's worth, is one of America's finest assemblages of Packard automobiles.



by Robert
Douglas

Director's Page

Greetings, Packard Enthusiasts!

The glaciers have retreated, the monsoon rains are tapering off and rumor has it that the sun has been spotted on more than one occasion. This all means, of course, it is time to get those Packard's out, dust them off and get them out where they belong and are happiest, on the road! There are several opportunities to do this quite soon.

In April on the 29th and 30th there is an overnight tour to The Oregon Garden in Silverton, Oregon where your room comes with a free pass to the garden, it is a wonderful place to stay and the garden, of course, is beautiful. For information on this tour contact Rodger Eddy at 503 223 3606.

In May, on the 19th and 20th there is the West Coast Packard's Tour in the Ferndale, Eureka, CA area and we have been invited to attend. We will be traveling as a group from Portland to the Fortuna, CA area where the motel is set for everyone. If you have an email address you have already received the registration form and it, along with the check needs to be in by 1 May 2017, we hope you can join us.

On June 11th there will be the Strawberry Social at Mary and Bill Jabs beautiful home and where else can you take such a beautiful drive, put miles on your Packard and raise your cholesterol all at one event?

On 8 July there will be a tour starting in Hood River at the Western Antique Automobile and Aeroplane Museum, through Hood River through the Mosier Twin Tunnels, through the town of Mosier and on to the Rowena Crest and return. John Imlay sent out the registration form via email and you need to be signed up by 15 June 2017. If you have questions please call Jeanette Kloos at 503-227-5638, Friends of the Historic Columbia River Highway.

In September, the 9th through the 16th is the Annual Oregon Region September Fall Tour to Eastern Washington and B.C. Canada (you will need your passport).

Last but not least in October there will be the Annual Pumpkin Tour (TBA).

As you can see there will be more than ample opportunities to drive your Packard so get them ready and out on the road, your car will love you for it, for that is what they were made to do, not just sit in the garage!

Hope to see you at our next meetings at The Pepper Mill on April 11th and May 9th!

Happy motoring, from your Co-Directors

Robert Douglas



Monte Glud

From the Editor

Happy Spring everybody! It is spring, isn't it? I mean we're into Daylight Savings Time and everything. Well, I don't know about you, but I'm ready for the rain to end and for sunshine to take over and give us some great touring weather. We did get a brief reprieve on February the 12th, so our Valentine's Brunch at the Multnomah Falls Lodge with the Classic Car Club was very successful with a good turnout. And speaking of tours, we have a BUNCH coming up this year. Combined with the Classic Club, we have the Oregon Gardens Tour in late April, the Western Regions tour down to Eureka and the Redwoods in May, The Strawberry Social in June, a CCCA Grand Classic in Sequim later in June, Forest Grove in July, a Bill Price tour planned for August, and then the annual Pumpkin Tour in October. And that's only some of what's planned for this year!

On another note, I have a couple orders of business before moving on. First, in our last issue we had an article from contributing writer Gerald Perschbacher about Packard and the Great Depression. Although we certainly did credit the author, I regret that I failed to indicate that the article was courtesy of Old Cars Weekly Magazine. So, please let me express my thanks right now to Angelo Van Bogart of OCW and again to Gerald for the article. Thank you! And speaking of contributing writers, that leads me to the second item of business. Frequently, the most difficult part of the Clipper editor's job is coming up with content. I don't like to nag, but getting articles from some of you now and then would be a great help to me and a great contribution to this publication and our club overall. Wade Miller has stepped up a number of times over the last year, not only writing articles, but also lending his time and autos for me to write about. Bob Douglas, Monte Glud, Jeremy Wilson, and David Charvet have contributed as well. Don't worry about your writing ability, just get all the facts and information written out and I can take over as editor from there. Perhaps you have a project you're working on or.... you don't necessarily have to write anything at all, just send me an idea of something you're interested in and I can do the investigating and put an article together. Dave McCready has given me some great ideas for things to write about over the past couple

years. So, in our second quarter issue, which is due out in June, I hope, no, I expect to see some contributions from more of you.

In this quarter's issue, we have a feature story on Ralph Marano and his spectacular collection of Packards—including one from my own childhood. Ralph is a great guy and I'm grateful for the time he spent talking with me and showing off his cars. We'll also take a look at a very nice museum way up in Fairbanks, Alaska. We have a brief story on the early 1950's Packards from Wade Miller and a semi-technical article penned by yours truly. All that and more in this edition of the Oregon Clipper.

John Imlay





The Fountainhead Antique Auto Museum

The Fountainhead Antique Auto Museum in Fairbanks Alaska is a Living Museum. Unlike most other car museums, all but our most fragile vehicles are “exercised” regularly. Each is carefully maintained in operating condition, and on most summer evenings you can find one motoring around the Wedgewood Resort. We have three Packards in our collection and all three are “exercised” frequently, especially the 1936.

The spark for Fountainhead was lit in 1974 when Tim Cerny purchased his first vintage car—a 1951 Dodge Wayfarer. His enthusiasm for old cars escalated, eventually leading to plans for building America’s northernmost car museum. The dream became a reality with the purchase of a significant portion of the J. Parker Wickham automobile collection in 2007. The following spring Tim’s company, Fountainhead Development, broke ground for the new museum that opened in the spring of 2009.

For several years Tim and his colleagues researched and acquired

additional cars of American manufacture from North America and Europe. These 85 cars represent significant developments in automotive design and engineering with some extremely rare survivors in the collection. With respect to Packard, brothers James and William Packard were manufacturers of electric bells, dynamos and lamps before starting what would become one of the country’s most prestigious automobile marques. Known as one of the ‘Three Ps’ of American motoring royalty (alongside Peerless and Pierce-Arrow), Packard introduced such innovations as the modern steering wheel, H gear-slot shift pattern, and Ride Control that allowed the driver to adjust the shock absorbers based on road conditions.

Tim’s 1st major purchase in the collection was a 1936 Packard 7-Passenger Convertible Touring 1408-

973. The elegant Packard Twelve is regarded by many as the signature car of the classic era and was the top-of-the-line offering from America’s leading manufacturer of luxury cars. While it didn’t carry the largest or most powerful engine in the industry, it was perhaps the smoothest running engine ever produced in America or abroad. Packard introduced America’s first production 12-cylinder car in 1911. After discontinuing their Twin Six in 1923 to focus on Straight-Eights, Packard wouldn’t produce another V-12 until 1933. Developed to rival the multi-cylinder cars of Cadillac, Lincoln and Pierce-Arrow, the new 12-cylinder Packard carried a powerful yet whisper quiet engine.

If you’re ever in the Fairbanks area, we do hope you’ll take the time to visit our museum. We look forward to seeing you!

Mission Statement

To tell the story of Alaska’s automotive heritage, innovative developments in American automotive history, and the evolution of fashion from the 1800s through 1930s.

A Wedgewood Resort Attraction in Fairbanks, Alaska

by Deanna Brandon



1

1 The 1930 Packard Deluxe Eight Roadster 745-422 utilizes the Packard's Bijur lubricator dash control with its 'Pull Daily' handle which allows one to lube the chassis without leaving the driver's seat. By 1930, Packard had developed one of the most beautifully engineered and stylish automobiles on the market. It was also the first year for Packard's new four-speed transmission, fender-mounted parking lamps, and the long-sweeping front fenders that would come to characterize the classic era.



2

2 In 1936 the Packard Twelve gained more horsepower, improved steering, a more comfortable suspension and a new, more streamlined body. Sporting semi-custom "Dietrich" coachwork—designed and crafted, in fact, in Packard's own custom shop the Series 1408 Packards coupled superior performance with striking elegance. The elongated hood, central-hinged doors, bullet headlights, shrouded rear wheels and graceful hood ornaments helped place these Packards among the most desirable cars of the era. Very few Packard Twelve Touring Convertibles survive today.



3



4

3 Our 1934 Packard Convertible Touring 1107-730 with its burled walnut dash was the first to incorporate a built-in radio and is considered one of the most beautiful dashboards ever made.

4 The Eleventh Series Packards are regarded as the finest models ever produced by the company. The styling was spectacular, with elegant lines, sweeping fenders, deeply V'd headlamp lenses that match the radiator shell, chrome wheels, fully enclosed dual side mounted spares, twin trumpet horns, and a luxurious interior.

The Fountainhead Museum is a member of Museums Alaska and the National Association of Automobile Museums.

A Visit with Ralph Marano

BY JOHN IMLAY



Before and after shots of THE 1934 1107 12 Cylinder Dietrich bodied Phaeton that inspired me as a youth to become a Packard lover which Ralph purchased from the service station owner near my childhood home. My own child now stands before it 46 years later!



I get in and drive them and I sit and wonder what would they say if they could talk, what they've been through and what they've seen. —Ralph Marano

I recently made a trip to New Jersey to visit my father and decided to try to get a meeting with famed Packard collector Ralph Marano. I phoned Mr. Marano's office and, frankly, because he is a celebrity in the Classic Car world, I didn't expect to speak to him directly, but the receptionist connected me with him immediately. I introduced myself and asked to interview him for the Clipper, and see his cars.



He was friendly and happy to meet with me on February 28th. Wow! I immediately mailed him a copy of the latest edition of the Oregon Clipper, so he'd know we do a decent job on our publication.

I called him on the 27th and we agreed to meet at his place in Garwood, NJ at 10:30 the next morning. I admit to being somewhat, well, nervous about meeting



1935-1201 Convertible Victoria by Graber. One of one designed by Werner Risch in Switzerland. The body is a solid metal casting.



Werner Risch's name or initials are on the car in 14 places – even on the hubcaps and Tripple lights lenses!



Lots of chrome including the intake manifold.

the man. I'd seen him on TV a few times with Wayne Carini on "Chasing Classic Cars," and I'd seen articles in Hemmings and other places as well. So, I figured this is a busy guy and maybe he'd be able to spend an hour with me and I'd get to see a few of his cars. The morning of the 28th came and my son Alex and I got on the NJ turnpike and headed north. We arrived a little earlier than planned, but Ralph was happy to get started right away.

One thing you immediately learn about Ralph Marano is that he is passionate about cars – especially Packards. He clearly loves this hobby and has had a life-long love affair with cars. He started out working for Sears and Roebuck right out of high-school in 1965 installing engines in big trucks. He took the job because it paid \$2.00 per hour when the minimum wage was only \$1.35! He developed a passion for cars and spent a lot of his weekends in junk yards looking for parts to work on whatever project cars he had going at the time. This eventually led to his getting into the used car sales business, at which, by all accounts, he has been very successful. His lot is literally jammed with late-model used cars and he sells hundreds each month. His sons, Jim and Ralph Jr., have since joined him in the family business, now known as Marano & Sons Auto Sales, and Ralph Jr. is the head of the Metro-Region CCCA. Clearly, his sons share his passion for Classic Cars.

For a man of almost seventy, he is very energetic, knowledgeable, generous, and self-confident. Throughout our visit, he was able to tour me and Alex around describing every one of his cars in great detail while still fielding the occasional question from a staff-member or a business call on his cell phone – which were generally brief and to the point. At this point I'll add 'decisive' to the list of his character traits. With respect to generosity, he set up a scholarship program at his former high-school for students who DON'T go to college. He laments the state of the up-and-coming generation and wants to help by facilitating their learning a trade. "We need welders, we need plumbers, we need electricians, we need landscapers," he says and regrets that the lowering of standards has not only made things too easy for today's youth, but also led to their lack of appreciation for the effort it takes to achieve something. "When I went to high-school we had auto shop, machine shop, beauty culture." College is great, but we still need tradesmen and a strong work ethic for our country to succeed. "95% of the kids today can't even drive a stick! They're just bouncing around. Ten years from now our kids are going to say, 'hey, what happened?' and it's going to be too late. They don't see the opportunities walking right by them." He's been struggling just to find someone to work for him! He believes the loss of loyalty, respect, values, drive, structure, and competitiveness has put our youth at a disadvantage.

Like I said, a passionate guy.

Next, we talked about the hobby itself a bit, where he sees it going, car values, and the advice he might have for someone just starting out. First, values for different brands go up and down. Ferrari's, for example, went crazy for a while and now they're coming back down. Fortunately, guys like Wayne Carini through his TV show are inspiring youngsters and he's gratified to see so many coming up to talk to Wayne when they're at events together. For neophytes, most seek the cars that were familiar to them in their youth. He says to collect what you love and notes that certain '50's cars are a great value right now. For example, there's a perfectly restored Packard Mayfair for sale online right now for only \$22,500.00. We also chat about auctions for a moment and I tell him that I see just one Mustang or Corvette after another at the Mecum Auctions. He says that Mecum found a niche. They took everything that nobody else wanted to sell. At Bonham's or Sotheby's you see the high-end, sometimes multi-million dollar cars, while outfits like Mecum are cleaning up with hundreds of cars on the lower end of the scale.

Fortunately, people who are passionate about cars love to talk about them and share their cars with others who appreciate them. While he does have examples of other brands, Packards are clearly his focus. He currently owns sixty of them and each has been completely restored to perfection. I don't know how else to say it, but his collection is stunning. Almost every car is either a "one-off" or one of two or three ever made, or was owned by someone famous. He purchased his first Packard in 1978, a 1937 120C Business Coupe, which he still has, and admits he really didn't know what he was getting into. So, he did not start out doing the "one-offs" that he's known for – especially Darrin's - it just evolved that way. His first restoration also happened to be his first Darrin, a 1941 1906 which he did in 1981. That really got the ball rolling.

Why does he do this? He wants to preserve something that is essentially a symbol of the greatness of our country. The ingenuity, the quality, the workmanship and the thought that went into every car are part of what made this country so great. "In my heart and soul, it's just like keeping the old image alive of what we were, what we did create, and what we still can create. I get in and drive them and I sit and wonder what would they say if they could talk, what they've been through and what they've seen. It's all history and it just makes me feel so good that I'm bringing this all back and creating what was then so the future can see it." This is truly evident when you look at Ralph's collection. The effort and time – in many cases years – it takes to bring a car back from the dead is often staggering. Ralph says, "I love what I do." We'll leave it at that.



1954 Pacific Hardtop – Amethyst/Carnation. One of only five ever made and three remaining. Packard was low on money at the time and tried to create appeal just using color and extra trim. Even the steering wheel center matches the color.



1934 – 1101 Woody Wagon by Bridgeport. One of only one ever built. Note the Lalique hood ornament.



1939-1708 Limousine. The last Packard owned by Broadway Icon George M. Cohan of "Yankee Doodle Dandy" and "Give My Regards to Broadway" fame. This car had only 10,000 miles on it when purchased by Ralph.



1934 1108 Convertible Sedan – One off. Note the “Ring of Fire” hood ornament.



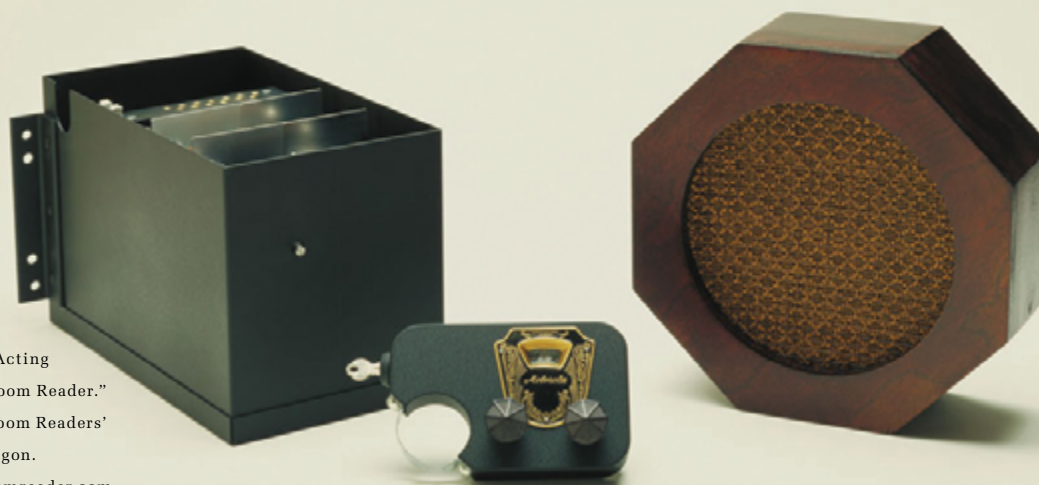
The very first Darrin prototype – 1938. Ralph shows the crudeness of the work. The seat is not attached to the floor and the seatback is held up by a leather covered brick.



The one and only 1955 Packard Request designed by Dick Teague. The “request” was to bring back the 1930’s style grille. It took the purchase of another 1955 Packard for parts to completely rebuild this car.

Snap, Crackle Radio

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1932-33 Motorola radio

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – Half an hour after the installa-

tion, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association Convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – He got enough orders to put the radio into production.

WHAT'S IN A NAME?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 un-installed, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio – The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, to holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression



Car radio installed in 1940 Packard Darrin
Top left and right: Very early Motorola car radio and control head

– Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first hand-held two-way radio – The Handie-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first hand-held cellular phone. Today Motorola is one of the largest cell phone

manufacturer in the world – And it all started with the car radio.

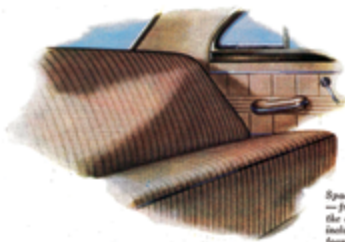
WHAT HAPPENED TO GALVIN, WAVERLING & LEAR?

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950s he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention for all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.) Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! And, it all started with a woman's suggestion!

Blue Suedes and Poodle Skirts: Early '50's Packards

by Wade Miller



Spacious, tastefully tailored cushions—front seat and back—are as wide as the car is high. Thoughtful appointments include ash-receiver... courtesy lights... foam rubber cushions for an enduring brand of softness.



A new luxury-length arm rest brings a new kind of travel comfort to front and back seat passengers in the new 1951 Packard Patrician '501' and Packard '501'.



Conveniently located on the steering column is the windshield wiper control knob. And at your fingertips is the greatest convenience in the motoring world—Packard's exclusive Ultramatic Drive.

Front seat backs are recessed like this to provide full stretch leeway for even the tallest rear seat passenger. And there's full-view visibility for everyone to enjoy... without sacrifice of styling.



Underneath this Packard's exterior beauty is the beauty of Packard engineering: From the incredible smoothness of America's highest-compression eight and exclusive, new smoother-than-ever Ultramatic Drive... to revolutionary new Packard Electronic Power Brakes.



Packard's deep, lined Vanity drawer provides spill-proof space for personal items. Twin ash receivers, too, bring a new measure of convenience to the driver and front seat passengers.



It's more than a car—it's a **PACKARD** Ask the man who owns one—

Now, for the first time, internationally famous Dorothy Draper turns her talents to the automotive field...to bring you the most exciting new motor car of our time...

PACKARD for 1952

FASHION-KEYED
by Dorothy Draper

In many fields throughout the fashion world, the achievements of Dorothy Draper have long been legendary. New fashion trends, launched throughout the country, give evidence of her rare talent for combining daring originality with comfortable practicality.

Now, for the first time, she has brought her talents to the field of motoring...in the magnificent new 1952 Packard. The result: The most breath-takingly beautiful motor car of our time!

Late in 1950, Packard introduced a newly-styled line. Conceived by Packard stylist John Reinhart, the new design completely abandoned not only the previous rounded look of the of the pre- and post-war Clippers, but also the "bathtub" appearance of the 1948 design. The new Packards were low and sleek with a completely restyled grill, a one-piece curved windshield, and fenders that could all be seen by the driver. 1951 also introduced an all new hardtop coupe which shared many trim parts with the convertible.

The 1952 Packards were almost identical to 1951 with just a few minor updates. The Cormorant wings were swept back and the PACKARD block letters were removed from the front of the hood. Interiors designed by noted "high-stylist" Dorothy Draper were available for 1952 offering bright, contrasting colors and fabrics.

The 1953 models, although similar in style to the '51s and '52s, did see several changes. The Clipper name returned for the "Jr." cars while the senior cars saw new tails lights and the introduction of the "bug-eye" design. The grill appearance was updated, new bumper guards were added, and the one-piece rear window debuted. The stamped rib accent line over the rear wheels disappeared and the side chrome strips were greatly enhanced. 1953 also welcomed a very attractive "show car," the Caribbean, which was adapted from the convertible, but with several enhancements. Gone was any type of hood ornament on the sporty, scooped hood. Side trim was eliminated and replaced with chrome moldings over the wheels and polished stainless trim on the rocker panels. A Continental kit and wire wheels were standard. The Caribbean was continued for 1954 with some slight modifications. The bright metal ac-



1951 Hood ornament and block letters



1952 Swept-wing ornament — Hood had no block letters.

cent along the bottom of the body was continued, but the rear wheel cut-out was slightly skirted. A stylized chrome strip from the middle of the door to the tail light created a “break” providing opportunity for two-tone paint schemes.

The 1954 models continued the same look for the fourth year with some minor changes. The Clippers boasted new tail lights and the senior cars had new headlamp bezels with a hood and a small fin on the top. The side trim was changed from earlier models.

As far as drivetrains were concerned, the 1951-1954 Packards used 288 CI and 327 CI five main bearing straight-eight engines which had both been available since 1948. Beginning in 1951, the senior car engine was a nine main bearing version of the 327 CI straight eight, however, this

was enlarged in 1954 to 359 CI. Yielding 212 horsepower, it was the most powerful straight eight in Packard history. Most Packards of this era were delivered with the Ultramatic transmission, but a three-speed with overdrive transmission was also fairly common.

All of the early 1950's Packards are excellent driving automobiles with good vision and pleasant road manners. Any of them would make an excellent Christmas present for that special someone in your life.

*and now
in your
motor car...*



the magic of Dorothy Draper!

Step in — see for yourself the exclusively styled interiors that Dorothy Draper has brought to the 1952 Packard. You'll marvel at her harmonious use of color, line and texture. You'll learn for yourself why the talent of Dorothy Draper has been internationally acclaimed. You'll wonder that such luxurious beauty of styling and appointments could be so perfectly combined with practicality. Come in — see and drive the most magnificent new motor car of our time—*Packard for 1952.*



1954 wasn't only a great year for Packard, but also for Howard and Evelyn Freedman. They were married. So this past December 26th marked yet another milestone for them, their 62nd wedding anniversary; and also for George and Susie Choban who celebrated their 56th wedding anniversary. Yes, I know this is, of course, an annual event, but once you surpass fifty and sixty years of marriage, it is certainly worth mentioning and celebrating. Howard even wore a suit and tie for the occasion, so you know it was an important day!

The cozy event with about twenty-plus family members in attendance was held at the former Marika's Restaurant owned by the Chobans which is now a Mexican Restaurant called ¡Si Señor! The Mexican lunch fare was quite good and plentiful and was accompanied by very active conversation amongst the guests. The convivial affair was topped off with a cake large enough to feed a party of fifty ceremoniously cut by Susie and Evelyn. I'm pretty sure there were leftovers.

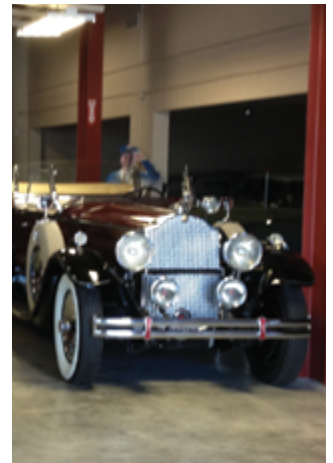
Congratulations again to the happy couples for a remarkable accomplishment with wishes for many more!



How they won them over.



Howard & Evelyn Freedman



Before "What's your sign?" became a pick-up line, these men had a sure-fire hit: "I like fine Packard cars. How about you?"



George & Susie Choban

If you knew Susie, like I know Susie
Oh! Oh! Oh! What a girl.
There's none so classy
As this fair lassie
Oh! Oh! Holy Moses, what a chassis.
We went riding. We stayed out late,
'cause she kept sighing,
"Oh, I love this Super 8!"
If you knew Susie, like I know Susie
Oh! Oh! What a girl!





This year's Valentine's tour and Brunch with the Oregon CCCA was a great success!

And, for once, we had good weather for the tour. Sunday, February 12th started out cold and very windy, but the sun was shining – more or less. Standing around at Lewis and Clark Park waiting for everyone to arrive and to participate in the pre-tour huddle proved to be quite chilly, but tolerable. And since the weather was decent, we did have a fairly good turnout for the tour, but only a few classics. Bill and Mary Jabs were there in their recently acquired 1940 Packard 180 Touring Sedan, Bob and Frankie Douglas along with June Fezler in their 1938 Packard Eight Sedan, Margy and I in our '41 160, Howard and Evelyn Freedman in their Studebaker Land Cruiser, and Roger Eddy, a classic in his own right, was there with Jan in their late '70s vintage Oldsmobile Station Wagon. The rest of the crowd drove modern cars.

Roger was, of course, our tour director for the drive and he had a very nice, scenic route planned out. Despite the decent weather that day, our tour was somewhat curtailed as a result of a little advance intervention by Mother Nature. Large sections of Historic Highway 30 were closed due to mud slides. So, Roger had to modify our drive – which I want to emphasize was still quite nice. We all stayed together easily with no breakdowns and, fortunately, no gravel roads this time. Thank you, Roger!

The shortened tour had us arriving at the Multnomah Falls Lodge a little early. Although there were, as always, a number of tourists present at the Falls, we all managed to get decent parking spots close to the Lodge entrance.

We had over forty in attendance, a very healthy turn out for the brunch. The brunch itself consisted of the usual scrumptious fare served buffet style. You know, I have to say, that given the remote venue and the constant flow of tourists, I just never expect the food and service to be as good as it is there. The buffet was terrific with a veritable cornucopia of delicious choices – hand-carved roast beef, Eggs Benedict, cheesy scrambled eggs, bacon, sausage, a whole table full of nothing but desserts, and a huge variety of other tasty things that I can neither name nor remember. Many of us ate way more than we should have, but it was worth it. As far as the service is concerned, it was competent, attentive, but not hovering. I hope those young ladies made a few bucks off of us that day!

And finally, the bottom-line reason we do this... to get together, enjoy each other's company, talk about life, family and, of course, cars. There was no shortage of any of that. So, I think I can confidently say, a good time was had by all!



Play it cool, boy. Real cool.

by John Imlay

While my '39 120 has never overheated, I have noticed that after I have been driving a while and then come to a stop, the temperature will slowly rise as the car idles. This is not really unusual and I'm sure many of you have seen that on your own cars as well. Even so, it makes me uncomfortable and I was wondering if there was something I could do to keep my engine cooler, especially during the hot summer months when I do the most driving. So, I did a little research and I thought I'd share my findings with you. Let's start with some tech-talk.

First, it's important to understand that a "radiator" in almost any vehicle built after about the mid-1930s isn't actually a radiator, but really a heat exchanger. The mechanism of heat transfer in the cooling system relies almost entirely on cool air passing through the radiator fins, and hot coolant being pumped through radiator tubes connected to those fins. The more air that passes through the fins and the more coolant that flows through the tubes, the more efficient the cooling. Coolant flow is dependent on a properly functioning water pump, but it also requires a clean system that is unobstructed, and free of contaminants. So, what are these contaminants and where do they come from?

Contaminants accumulate over time and usually begin when coolant pH decreases below a certain level. What causes the drop in pH? Engine combustion byproducts slowly make their way into coolant, causing the formation of acids. And glycol in antifreeze breaks down to form glycolic acid. This not only reduces the coolant's pH, but also causes tiny rust particles to form. At the same time, dissolved oxygen in coolant acts as a catalyst to accelerate this process. The resultant reduction

in pH causes inhibitors in antifreeze to drop out of solution. That makes it more difficult for water contaminants to remain in solution as well. These contaminants can include calcium, magnesium, iron, silicates, etc. As these various insoluble materials accumulate and circulate throughout your cooling system, they combine with the rust particles to form globules. Given enough time, the globules increase in size, and eventually form what's called coolant gel.

Coolant gel causes a number of problems. It collects in radiator tubes, thereby reducing coolant flow. It adheres to heat-exchange areas inside the engine and radiator, baking onto metal surfaces to form scales and deposits. It also accumulates around the seals of water pumps. Due to the composition of gel, it is very gritty. Think of it as "liquid sandpaper." As it passes through water pump impeller blades, it causes them to erode. Eroded pump blades don't pump coolant as effectively, resulting in reduced flow. Gel also accelerates water pump seal failure, again, due to its gritty nature.

Mind you, scales and deposits just 1/16" thick can reduce heat transfer by up to 40%! The longer coolant gel is allowed to recirculate through a cooling system, the more time it has to completely drop out of solution and form scales and deposits. This will eventually result in overheating.

Scales and deposits cause other problems too. Corrosion inhibitors in engine coolant protect metal surfaces, but in order to do that, the inhibitors in the coolant solution must constantly flow over the metal surface. If the metal surface is covered in scales/deposits, inhibitors can't reach it, and corrosion will thrive underneath. This type of

under-scale corrosion often results in a leak.

Another thing to consider is that gel accumulation is usually worse at the bottom of the radiator. As gel thickens, it becomes heavy and gravity keeps it toward the bottom of the radiator. So, if you open the radiator cap and use a flashlight to look inside the top, you could easily be lulled into a false sense of security. You'll see clear coolant and clean radiator tubes, when in fact, all the gel and clogged tubes are at the bottom of the radiator. You can't even see it!

So, how do we clean out all this gunk? Some of you may have read Bill Jabs' recent article in the local CCCA publication, *The Hood Release*, where he describes his somewhat non-traditional method of cleaning out a cooling system. I say non-traditional because it involves Cascade dishwasher soap and white vinegar. I understand that Bob Newlands uses this method as well and I have now done this on both my cars. I have to tell you, I am very satisfied. Give Bill a call if you'd like more details!

Anyhow, let's say you've used the method Bill and I have used or even a more traditional method to flush out and clean your cooling system, then what? What's the best way to keep your car running cool? Well, I dare say that probably most of us use the traditional 50/50 mix of water and antifreeze, but is that really the best way to keep our old engines cool? And how do we prevent further erosion of our cooling system and the buildup of scales and contaminants?

Let's first talk about coolant and what fluid transfers heat more effectively, water or glycol? (antifreeze) All else

being equal, straight water conducts 140% more heat than straight glycol, and about 60% more heat than a 50/50 mix. And not only does water conduct heat better than glycol, it also “flows” better. At 200 °F, water is less than a third as viscous as ethylene glycol and less than half as viscous as a 50/50 mix of water and ethylene glycol. So what? Well, that means that coolant flow is enhanced by running straight water coolant.

Now that being said, it’s not always practical to run straight water, especially in the cold months when there’s a danger of freezing. Most of us don’t leave our beloved automobiles out in the cold, so that’s a decision you’ll have to make. Additionally, straight water offers no corrosion protection, has poor lubrication qualities for the water pump, and poor wetting abilities due to its high surface tension. Fortunately, each of these problems is solvable.

Luckily, there are a number of additives available on the market such as No-Rosion, Royal Purple Ice, and others that address these concerns. Depending on the product, they may not only provide corrosion protection when added to straight water, but also lubricate the water pump as well as any antifreeze or engine coolant – even in straight water – and some products even contain surfactants that drastically improve water’s wetting ability as an additional benefit.

Some of you may run straight water coolant during the summer, and revert to a 50/50 mix during the winter. This solves the issue of freeze protection, however, what about boil-over protection? Keep in mind that, since your engine will be running cooler with straight water coolant, boil-over should be less of a concern. However, as we all know, some of our older engines just tend to run hotter, a V12 Packards comes to mind, and running straight water may not work on a longer tour, uphill, in August. And, since many of our older cars have unpressurized coolant systems, using a higher pressure radiator cap to increase the boiling point of the water just won’t work. We are then left with a few choices as to how we’re going to proceed – at least as far as cooling is concerned.

1. Straight water = good cooling ability, but potential for either freeze or boil-over and no corrosion protection.

2. Mix of glycol and water = not as efficient at cooling, but provides freeze and boil-over protection as well as some water pump lubrication.

3. Straight water + anti-corrosion/wetter additive = best cooling ability, lubrication for the water pump and best anti-corrosion protection, but no freeze protection. For many of you this may be old news, but hopefully for some, this is useful information that can help you decide the best way to keep your cooling system clean and your car running cool. See you on the road this summer!



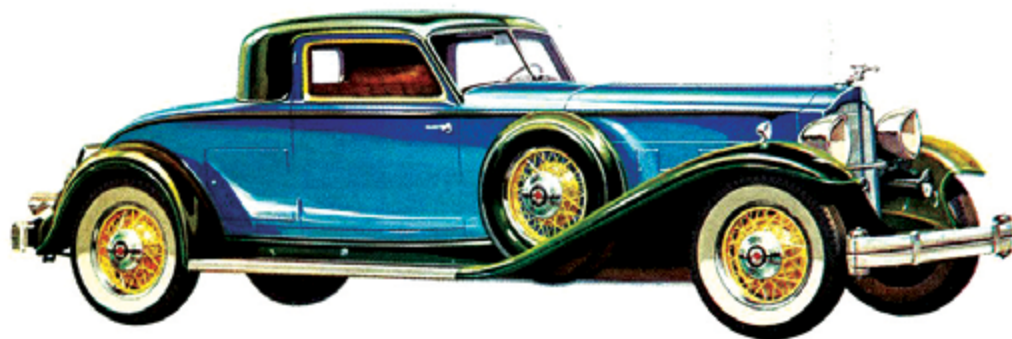
1 Water pump corrosion and scale deposits

2 Before and after cleaning away the accumulation of rust and deposits over time



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Packard, the builder of this country's first twelve-cylinder motor car, now offers America's most advanced twelve-cylinder car—the new and sensational Packard Twin Six. ¶ Packard has built and sold more twelve-cylinder automobiles than all other American manufacturers combined—nearly ten times as many twelves as all other makes in use today. Packard's experience with twelve-cylinder engine design has been

continuous for sixteen years. Famous Packard twin-six airplane and marine motors have been in constant production throughout this period. The new and advanced Twin Six motor car engine of today is an outgrowth of this long and thorough experience—a natural achievement of the world's master motor builders. ¶ To those who admire advanced and original engineering, to those who appreciate supreme beauty and richness

of appointment, Packard extends a cordial invitation to inspect and drive today's distinguished Twin Six. With its Silent Synchro-mesh Transmission, quiet in all three speeds, its new Finger Control Free-Wheeling and the original Packard Ride Control, you will find it the highest development of Packard's world-renowned luxury—in performance, comfort and ease of control. ¶ It is priced at the factory from \$3650.

PACKARD

Ask the man who owns one—



Calendar of Events

April 11, 2017

Monthly Membership Meeting
Peppermill

June 13, 2017

Monthly Membership Meeting
Peppermill

July 16, 2017

Forest Grove Concours d'Elegance
Forest Grove, OR

April 29-30, 2017

**Tour to Mt. Angel, Silver Falls,
Oregon Gardens**
Hosted by CCCA

June 19-23, 2017

Packard Club National Meet
South Bend, IN
Hosted by Michigan Packards

August 5, 2017

Bill Price Tour with Oregon CCCA
TBD

May 9, 2017

Monthly Membership Meeting
Peppermill

June 23-24, 2017

Pacific NW CCCA Grand Classic
Sequim, WA

August 8, 2017

Monthly Membership Meeting
Peppermill

May 19-20, 2017

Western Regions Tour
Northern California
Sponsored by NorCal Packards

July 11, 2017

Monthly Membership Meeting
Peppermill

September 12, 2017

Monthly Membership Meeting
Peppermill

June 11, 2017

Annual Strawberry Social
Eagle Creek
Hosted by Bill and Mary Jabs

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ours listed may change. Watch the website, your email, and attend the monthly Packard Club meetings for further information.



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