

OREGON

Clipper





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of Packard Automobile Classics

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A photoshoot wedding promoting
wedding and bridal services.
1940 Packard 160 1377

Photographer: Amanda Santana Skipper
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Venue: @gray_gables_estate
Florals: @sea.of.roses @poppiesandpaisleyfloral
MUA: @maskcarabeautyportland
Models: @hakeemandjamine
Bridal wear: @aniabridal
Menswear: @theblactux

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Ladies and Gentlemen,
Start your engines!

Back Cover

"Always the background.
Never the bride."

Model: lindseyelizabeth.model
Photographer: @amandamegphoto
Bridesmaid Gown: Nordstrom

Please plan to attend
our next membership
meeting.

June 12, 2018

Monthly Club meetings
are held at the Peppermill
Restaurant in Aloha, OR.
Dinner and chit-chat gen-
erally begin around 6PM
with the meeting kicking
off at 7PM.

The heat is on.



BOGART AND BERGMAN
IN CASABLANCA, WHICH
CELEBRATED ITS 75TH
ANNIVERSARY IN 2017

Classic Matinee

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One of Joe Munsch’s innovations as our new Oregon Region Tour Director is the Packard “Day at the Movies,” a gathering to view vintage Packard promotional films, Packard-related episodes of popular video programs, and a classic feature movie.

The introductory event, held at Howard Freedman’s garage, offered *Casablanca*, the classic of all movies starring Humphrey Bogart and the always lovely, always impossible Ingrid Bergman.

“Here’s looking at you, kid.”

THE SOLIDO SIGNATURE
SERIES 1/43 SCALE
1937 HUMPHREY BOGART
PACKARD SEDAN



by Matt
Hackney



President's Page

I am sitting in Dave McCready's '37 Super 8 seven-passenger sedan waiting for the nuptials to conclude. I'm here because my friend wanted to give his niece a unique and memorable gift. They will be out soon to take pictures and ride a few miles from the reception. I find myself wondering though, is this the fate of the big luxury cars? Is it their destiny to become photo backdrops? I hope not! With the exception of thick traffic, driving this car is picture perfect. Out of habit I check the temp and oil pressure gauges. No change, perfect like always. It's amazing that an eighty-year-old car just seems so modern -- minus the power steering, power brakes ... well...minus power everything.

Packards of Oregon is actively working to keep our Packards from the fate of wedding photo backdrops. In fact, I am grateful for my fellow officers of the club, who do the work that keeps this club running and dare I say, growing.

Howard recently sent a letter to local members of PAC National who aren't currently registered with our local region. As a result, two past Oregon members have signed up again. Welcome back Monte Stephens of Lebanon, and Ed McKinney of Silverton!

Our *Oregon Clipper* magazine is beautifully crafted and attractive thanks to the hard work of editors John Imlay and Joe Santana. Not only is their graphic and written work amazing, but they have encouraged new members Ron Wilson and John Santana to come on board too!

Our tour director, Joe Munsch, is also the newest member of the Board. Joe brings new ideas for activities and is energizing and refreshing the club. He has slated a whole year of activities including tire kicking and sightseeing, as well as some promotional activities to expose Oregon to Packards. We are so happy to have Joe's enthusiasm and creativity on board.

The role of Secretary is still available. While Karla has been kind enough to fill in for the last few months, she

doesn't feel she can commit to the job. The secretarial tasks are essentially limited to taking minutes at our meetings and emailing the approved copy to our webmaster. Please let us know if you can take on this role. We'd love to include you on the Board.

And speaking of our webmaster, George Potter would love to have new pictures and blogs of your Packarding adventures. Please send your updates to gpotter942@gmail.com. George really does a nice job keeping our website running.

Editor John Imlay has stepped up to take on the Vice-President duties in the club, too. Would you like to take his title away? He would very likely help you make the transition! If not, maybe there is some other way you could support the club or its members. For instance, I know of a few mechanical problems that need sorting. What do you say? It is really the friendships and mutual love of Packards, whether under the hood or on the road, that keep this club alive and kicking. As long as we do that, being a backdrop for a wedding photo isn't so bad, as the covers of this issue illustrate beautifully.

Matt Hackney



Contemplating the future of Packarding

by John
Imlay

Editorial

OK, I'll admit it. This issue has been a little bit of a struggle to get out. Joe and I have both been busy which has left us with less time to put the Clipper together.

In addition, we have had no content from any of our members – you. Wade Miller, Dave Charvet, Jeremy Wilson, Monty Glud, Bob Earls, Bob Douglas, and a very few others have stepped up in the past and offered us some nice stories. Joe and I are very thankful for that.... however, we need to hear from the rest of you. Even if it's just an idea for a story, we can certainly take on a good part of the writing chore if you're not comfortable with that part. So, if you're working on a project and want to give us the lowdown, please do. If you've got an idea or a suggestion, we'd love to get that as well. OK, 'nuff said on that.

You know, I always have to comment on the weather. Bluntly, this spring has been - to use one of my wife's words – yukky! We have had very few days so far this year conducive to driving our Packards. Now, Bob Douglas will always remind me that the cars won't melt in the rain! I know, I know, but I don't want to discover any leaks that I don't currently know about nor do I wish to spend an entire afternoon or Sunday morning cleaning up the car after a cruise in the rain. There is some light at the end of the tunnel though. As I write this, the forecast is for increasingly better days over the week ahead.

Finally, in this hybrid 1st/2nd quarter issue, we do have some stories that I hope you'll find interesting. We take a look at one possible future of the automobile and our hobby, and we have a recap of the mid-April tour out to the Western Antique Aeroplane & Automobile Museum (WAAAM) out in Hood River. Our tour director, Joe Munsch, put this tour together and it was quite enjoyable. And speaking of Joe, I think some kudos are in order for our tour director. First, he volunteered, we did not have to coerce him. Second, he's taking a very organized and active approach to our tour schedule and planning. We now have a more interactive calendar which offers links to the tour flyers - thanks to our webmaster George Potter on that front as well. Most importantly though, Joe's nudging us just a bit out of our current comfort zone with respect to touring and I think that's a good thing.

OK Packard fans, on with the show!

John Imlay

On the road
with the 1937
Packard 12
Club Sedan



The Future of Automobiles?



The 1956 Packard Predictor concept car once inspired futuristic automobile styling and engineering. Today it resides in the Studebaker National Museum.

Photo courtesy of the Studebaker National Museum, South Bend, IN

Kiss the Good Times Goodbye.

BY BOB LUTZ



EDITOR'S NOTE: This article was recently featured in the Niagara Packards Region publication and is part of a six-part series of internet articles on the auto industry written by Bob Lutz. Lutz was vice chairman and head of product development at General Motors and also held senior executive positions with Ford, Chrysler, BMW and Opel. According to Lutz, the future doesn't bode well for the auto industry as we know it, and it looks even more ominous for our hobby. This saddens him and me as well, but knowing the way and speed of political accomplishments, I just can't believe it will all happen as quickly as Mr. Lutz forecasts.

It saddens me to say it, but we are approaching the end of the automotive era.

The auto industry is on an accelerating change curve. For hundreds of years, the horse was the prime mover of humans and for the past 120 years it has been the automobile. Now we are approaching the end of the line for the automobile because travel will be in standardized modules. The end state will be the fully autonomous module with no capability for the driver to exercise command. You will call for it, it will arrive at your location, you'll get in, input your destination and go to the freeway. On the freeway, it will merge seamlessly into a stream of other modules traveling at 120, 150 mph. The speed doesn't matter. You have a blending of rail-type with individual transportation.

Then, as you approach your exit, your module will enter deceleration lanes, exit and go to your final destination. You will be billed for the transportation. You will enter your credit card number or your thumbprint or whatever it will be then. The module will take off and go to its collection point, ready for the next person to call. Most of these standardized modules will be purchased and owned by the Ubers and Lyfts and God knows what other companies that will enter the transportation business in the future.

A minority of individuals may elect to have personalized modules sitting at home so they can leave their vacation stuff and the kids' soccer gear in them. They'll still want that convenience. The vehicles, however, will no longer be driven by humans because in 15 to 20 years — at the latest — human-driven vehicles will be legislated off the highways.

The tipping point will come when 20 to 30 percent of vehicles are fully autonomous. Countries will look at the accident statistics and figure out that human drivers are causing 99.9 percent of the accidents. Of course, there will be a transition period. Everyone will have five years to get their car off the road or sell it for scrap or trade it on a module.

THE BIG FLEETS

CNBC recently asked me to comment on a study showing that people don't want to buy an autonomous car because they would be scared of it. They don't trust traditional automakers, so the only autonomous car they'd buy would have to come from Apple or Google. Only then would they trust it. My reply was that we don't need public acceptance of autonomous vehicles at first. All we need is acceptance by the big fleets: Uber, Lyft, FedEx, UPS, the U.S. Postal Service, utility companies, delivery services. Amazon will probably buy a slew of them. These fleet owners will account for several million vehicles a year. Every few months they will order 100,000 low-end modules, 100,000 medium and 100,000 high-end. The low-cost provider that delivers the specification will get the business. These modules won't be branded Chevrolet, Ford or Toyota. They'll be branded Uber or Lyft or whoever else is competing in the market. The manufacturers of the modules will be much like Nokia — basically building handsets. But that's not where the value is going to be in the future. The value is going to be captured by the companies with the fully autonomous fleets.



THE END OF PERFORMANCE

These transportation companies will be able to order modules of various sizes — short ones, medium ones, long ones, even pickup modules. But the performance will be the same for all because nobody will be passing anybody else on the highway. That is the death knell for companies such as BMW, Mercedes-Benz and Audi. That kind of performance is not going to count anymore.

In each size vehicle, you will be able to order different equipment levels. There will be basic modules, and there will be luxury modules that will have a refrigerator, a TV and computer terminals with full connectivity. There will be no limit to what you can cram into these things because drinking while driving or texting while driving will no longer be an issue. The importance of styling will be minimized because the modules in the high-speed trains will have to be blunt at both ends. There will be minimum separation in the train. Air resistance will be minimal because the modules will just be inserted into the train and spat out when you get close to your exit.

THE FUTURE OF DEALERS?

Unfortunately, I think this is the demise of automotive retailing as we know it. Think about it: A horse dealer had a stable of horses of all ages, and you would come in and get the horse that suited you. You'd trade in your old horse and take your new horse home. Car dealers will continue to exist as a fringe business for people who want personalized modules or who buy reproduction vintage Ferraris or reproduction Formula 3 cars. Automotive sport — using the cars for fun — will survive, just not on public highways. It will survive in country clubs such as Monticello in New York and Autobahn in Joliet, Ill. It will be the well-to-do, to the amazement of all their friends, who still know how

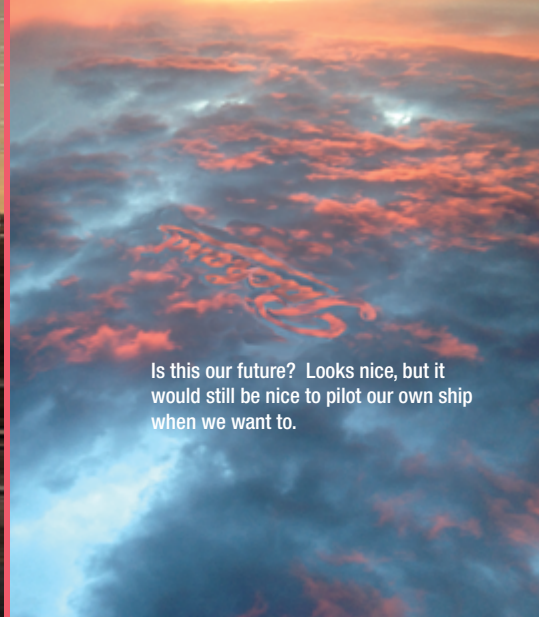
to drive and who will teach their kids how to drive. It is going to be an elitist thing, though there might be public tracks, like public golf courses, where you sign up for a certain car and you go over and have fun for a few hours. And like racehorse breeders, there will be manufacturers of race cars and sports cars and off-road vehicles. But it will be a cottage industry.

Yes, there will be dealers for this, but they will be few and far between. People will be unable to drive the car to the dealership, so dealers will probably all be on these motorsports and off-road dude ranches. It is there where people will be able to buy the car, drive it, get it serviced and get it repainted. In the early days, those tracks may be relatively numerous, but they will decline over time.

So, auto retailing will be OK for the next 10, maybe 15 years as the auto companies make autonomous vehicles that still carry the manufacturer's brand and are still on the highway. But dealerships are ultimately doomed. And I think Automotive News is doomed. Car and Driver is done; Road & Track is done. They are all facing a finite future. They'll be replaced by a magazine called Battery and Module read by the big fleets.

The era of the human-driven automobile, its repair facilities, its dealerships, the media surrounding it — all will be gone in 20 years.

“ . . . if I do make it to 105, I could no longer drive anyway because driving will be banned. ”



Is this our future? Looks nice, but it would still be nice to pilot our own ship when we want to.

TODAY'S AUTOMAKERS?

The companies that can move downstream and get into value creation will do OK. But unless they develop superior technical capability, the manufacturers of the modules, the handset providers, if you will, will have their specifications set by the big transportation companies.

The fleets will say, “We want a module of a certain length, a certain weight and a certain range.” They will prescribe the mileage and the acceleration and take bids.

Automakers, if they are smart, may be able to adapt. General Motors sees the handwriting on the wall. It has created Maven and has bought into Cruise Automation and Lyft. It doesn't want to be the handset provider. It wants to be the company that creates the value and captures the value, and it is making the right moves to be around when the transition occurs.

I think probably everybody sees it coming, but no one wants to talk about it. They know they will be OK for a few years if they keep providing superior technology, superior design and have good software for autonomous driving. So, for a while, the autonomous thing will be captured by the automobile companies. But then it's going to flip, and the value will be captured by the big fleets. This transition will be largely complete in 20 years.

I won't be around to say, “I told you so,” though if I do make it to 105, I could no longer drive anyway because driving will be banned. So, my timing once again is impeccable.





A year into revival efforts, Packard plant cleans up

UPDATE

by Candice Williams
The Detroit News

Detroit — It's been nearly a year since the owner of the Packard Plant publicly kicked off the first phase of a \$300 million-plus renovation plan of the sprawling 40-acre property.

In that time, \$4 million has been spent on pre-development and clean-up, with more than 14,000 yards of debris hauled away from the lower east side plant that sat mostly vacant for decades, according to Kari Smith, director of development for the project through site owner Arte Express Detroit. There are plans for a brewery to open next year, and more than 1,000 people have taken tours to get a look at the site.

The goal is to create a mixed-use development over the course of 10 to 15 years, Smith said.

"It will function like a mini city," she said. "There will be commercial, restaurants, eventually residential. There will be several uses."

The last Packard automobile was built there in 1954 and, although dozens of smaller businesses worked out of parts of the plant until the late 1990s, it has largely been abandoned for decades. It drew vandals and scrapppers and became a massive symbol of Detroit's decay.

Kari Smith, Director of Development



The focus of the first phase of redevelopment is the former Packard Motor Car Co.'s 121,000-square-foot, four-story administration building at 1580 E. Grand. The building is expected to house several tenants when

Fernando Palazuelo, a Peruvian developer who owns Arte Express, purchased the Packard building for \$405,000 in 2013 at a Wayne County auction.



work is complete in 2020. Other project focuses are a former grocery store across the street and a smaller building down the street from the sprawling plant. The latter building will become home to a brewery that would open in mid-2019.

Arte Express is expected to determine who will run the brewery this month. The brewery will be the first building occupied on the site.

In August, Pure Detroit, a company that sells Detroit-related merchandise, began offering tours of the plant. The tours were so popular that Pure Detroit expanded tour times each weekend until December. Tours will resume March 24.

There's a lot of interest and fascination with the history of the Packard Plant and how it relates to Detroit," said Kevin Borsay, co-owner of Pure Detroit. "It's really exciting to see so many people from so many different areas really respond coming out on these tours. ... I think the history



In August 2017, in partnership with Pure Detroit, official tours began at the Packard Plant.



Photo by Dave Guralnick, The Detroit News

of the Packard Plant is the story of industrial America — born, thriving and then it went into decline. Now it's ready for its next life."

Palazuelo, whose \$405,000 bid was the third-highest at a 2013 Wayne County auction, won the property after two higher bidders dropped out. There were no conditions on the sale of the property, according to a spokesman with the Wayne County Treasurer's Office. Property taxes are current on the site.

Remediation work began in 2014, and members of the news media were on site to watch as an excavator removed a slab of reinforced concrete from a gutted building.

In May, Arte Express held a ground-breaking ceremony to mark the first phase of the renovation. At the time,

Palazuelo said his company would start installing windows and doors in the administration building by last summer. During a recent visit to the site, there were no new windows or doors, and the building was still open to the elements. Water pooled on the floors of all the buildings during that visit.

To those who may feel as though the project should move at a faster pace, Smith has a response.

"It takes time to properly administer pre-development for a 3 million-square-foot former industrial site with massive amounts of contaminated debris left vacant for plus 20 years," Smith said.

The redevelopment plan includes salvaging whatever materials can be used in the future, Smith said. Some

items have been moved off-site for later reuse.

"We've salvaged all the wood on the floors," Smith said. "There's arches and dentil work on the bottom floor. That's been kept. ... There wasn't much because it was scrapped pretty significantly."

One feature of the building had to go. In the fall, a penthouse photo lab on top of the administration building was demolished as it had already caved in, causing a safety hazard.

Qualified Abatement Services performed work at the site last summer with a crew ranging from 15 to 30 workers at any one time. The abatement work is near completion with construction being the next phase, said Forrest Goyette, president of Qualified Abatement Services.

Smith said she has images of the interior of the administration building for reference. Her grandfather was an executive steel buyer for Packard from 1927 to 1952.

"His office was in that building," she said. "My grandmother had a lot of photos from the interior of that building — marble floor, the marble stair, what the interior looked like when it was in its prime."

Eric Kehoe, board president of Preservation Detroit, said the Packard Plant is one of a kind and the organization wants to see it reused in a thoughtful way.

"We think there's potential for them to do a great job and we're excited to see how they reuse the space," he said. "One thing that we're always looking for in preservation projects is we like to see rehabilitation over complete renovation. Keeping as much of the historic dimensions of the space is important to us."

Kehoe said it can be a challenge preserving such a long-abandoned site, but well worth it.

"With a project as large as the Packard Plant there's going to be some give and take," he said. "I think what's important is to see the buildings put to productive use again."

A fiber covering on the bridge over Grand Ave. gives it the original appearance, while restoration work continues inside.



100 Classic Cars

Okay, this is to be sung to the tune, “A Hundred Bottles of Beer on The Wall.”

“A hundred Full Classic cars that just sit; a hundred full classic cars. You start one up and drive it around; ninety-nine full classic cars that just sit . . .,” and so on.

I went through the Oregon Region roster the other day and tallied up 100 FCs in the care of our members. And that’s just FCs. I know there’s probably double that in non-FC cars. I’ve been with this club for eight years, have been on most of the tours and events and I’ll bet I’ve only seen 20, maybe 30 of them on the road at various times. What’s happening with the others?

Here are some reasons I’ve been given why they aren’t being driven:... followed by some obvious solutions to these problems.

“It’s got a dead battery.” Charge it or put in a new battery. (That was easy!)

“It’s too valuable to drive.” Sell it and put all that cash in the bank where it will do you some good, or start collecting stamps.

“I’m afraid it will get hit.” How often do you get hit in your modern car? If that’s an issue for you then maybe there’s something else that needs to be addressed. Many people respect old cars and give them a wider berth.

“They aren’t safe to drive in modern traffic.” And they won’t be getting safer any time soon. Sell it and buy something with 15 air bags, a roll cage and full-surround, crash-avoidance radar.

“I don’t have any time.” Find some.

“It needs some work.” And the repair fairies are going to show up when?

“I’m going to keep it until I die.” Great. Then there will be two dead things for the heirs to deal with.

“I’ve got too many cars.” Thin the herd.

I’m going to restore it / them someday.” Sure you are. And Republicans and Democrats are going to embrace, sing “Kum ba yah”, and agree on how to fix the budget quagmire.

Other reasons are poor health or physical inability to drive them. For that I do sympathize; to have the desire, but lack the capacity to fulfill that desire can leave one feeling quite helpless. Regardless of the reason, they aren’t being driven.



I know there are as many reasons for owning an old car as there are old cars. These run the gamut from “my first car”, “Dad had one”, “...always wanted one”, “I love the looks”, to “I love the way they drive.” Old cars usually fill a spot in our fondest memories that few other items can match. But the one thing that separates an old car from, say, Aunt Maggie’s old moth-eaten comforter, or an old paint-by-the-numbers picture by uncle Fred, for that matter, is that they can be taken out and shared with others. A ride in an old car provides more visceral and emotional sensations than just about anything else on the planet. Cars are not static items. They’re dynamic. They’re meant to move.



The worst thing you can do to any old car is to let it sit.

We all profess our love and admiration for these cars and the memories they evoke. For some of us they are like a member of the family. And yet, the thing I find so ironic about this is that letting these cars sit is like keeping your grown children hidden in a closet because you want to keep them all to yourself, or because you want to protect them from the big, bad world. I remember the late ‘80s when the collector car bubble was huge and financial advisors were telling clients they were a bullet-proof investment. People were pay-

Just Waiting To Be Driven

by Bob Earls

Bob Ames' 1931 Packard 840 Roadster



ing ridiculous amounts of money for Ferraris, Gull-Wings and the like and putting them into dark, cold, safe storage like they were gold bullion. They weren't interested in them as cars...couldn't care less...they were strictly another investment. They were never started or driven. It was sad. That was like keeping a champion thoroughbred horse locked up in the barn. It's like a big game hunter who has a room full of trophy heads on the walls and goes on about what noble creatures they all were.

The worst thing you can do to any old car is to let it sit. Seals dry out and crack. Fuel systems rust, turn to gelatin and disintegrate. Brake systems rust and corrode. And that's just the obvious stuff...it can get a lot worse from there. This can all happen in a span of three or four years. Basically, they just rot. They may look good if you keep them waxed, but internally bad things are festering, like a cancer. I've dealt with bringing enough "pristine museum pieces" back to life to know.

If we love these cars so much, is this what we want for them? Allowing them to rot away? Will our children want our "grand old dame" if it will cost thousands of dollars just to get it running again? Do they have any interest in old cars anyway, or are they just another asset to the estate? Are you hanging on to "old Betsy" because she was the pride and joy of a now-passed loved one? Is having her grow roots into the garage floor what they would really want for her?

I know that many of the cars in our garages are drivable. Many just need some fluffing up and flushing out. What's stopping you? Others need more, if not a full restoration. If that's not going to happen in your lifetime, why not turn it over to someone who will finish the job? To make this club and hobby flourish we need fewer high-dollar, finished cars and more projects available that younger people can afford to buy. Let someone with the enthusiasm and energy enjoy the process of bringing them back to life. We are only the temporary care-takers for these vehicles and it is our charge to not let them turn to dust.

Everyone has the best of intentions about their fleet of iron, but wouldn't the hobby, not to mention the cars themselves, be better served if they were in the hands of someone else who would lovingly care for and exercise them? These cars are not going to be allowed to drive around forever. At some point political, environmental, and social forces are going to dictate that they just don't belong on the roads anymore. Wouldn't it be nice if these grand old cars were allowed a final opportunity to drive down the road, inspiring awe in the young and rekindling fond memories in the old, as they were originally intended? If the future of our clubs matter, and if we really do care about our cars, the best way to honor them is to either drive them or turn them over to someone who will. Otherwise, I hope to see you and your classic on tour soon.

A DAY AT THE MOVIES



A few of the classic automobiles at Howard Freedman's garage



BY JOE MUNSCH
TOUR DIRECTOR

Way back on February 18, 2018 Packards of Oregon got out the Way Back Machine, also known as a DVD player, at Howard Freedman's shop and enjoyed some choice films from yesteryear. It was great fun checking out Howard's collection.

Starting with lunch, there were plenty of great eats. While that was settled we went on to a filmstrip from the Packard archives on how they built their wooden body frames. This old archive material is always interesting. This one was from the early '20's. What struck me was how Packard turned an exclusively hand-crafted job into more of an assembly line production. From using machines to monitor moisture in the wood, to fixtures for cutting and assembling, to the large fixture for final body assembly, the whole process was tuned for production.

Next, we saw an episode of Jay Leno's garage where he reviewed his 1911 Packard Model 18. What a beautiful example of the marque from the brass era. The big takeaway was how advanced these cars were for

PACKARDS IN THE MOVIE REEL:

(left to right)

1941 180 *Pearl Harbor* (2001) with Ben Affleck

1941 160 *Bedtime Story* (1941) with Fredric March and Loretta Young

1935 Super 8 *The Grapes of Wrath* (1940)

1930 Dual Cowl Phaeton *Violence is the word for Curly* (1938) with The Three Stooges in a short

1936 120B Touring *Bringing Up Baby* (1938) with Katharine Hepburn

1933 1004 Super 8 Phaeton *On the Wrong Trek* (1936)

1918 Twin-Six *Breezing Along* (1927)

1919 3-35 Twin-Six *Abbott and Costello Meet the Keystone Kops* (1955)



We were joined on the adventure by: Dennis Armstrong, Carol Simdorn, Bob Douglas, Bob Earls, Judy Ellwein, Matt & Karla Hackney, Dennis Gilman, Dave McCready, Monte & Elaine Glud, Gary & Jackie Martin, Joe Munsch & Pat Shriver, Willy Price, Tom Taylor, Joe, Molly, John, and Pam Santana

the era. The engine was a 326 cubic inch four cylinder, mounted up front in the conventional location, with a trans-axle in the rear. Jay likes to drive his cars and to help that, he had an electric starter fitted. We certainly have different expectations now than we did in 1911.

Next up was a WW2 era filmstrip promoting the Packard V12 and Merlin/Packard V12s. These engines were used both in marine and aero applications. Of particular interest to this gear head were the shots of factory development and manufacturing. These were high precision machines, the Packards with 10,000 parts and the Merlin version with 14,000 parts. What an achievement.

The main event was *Casablanca* with Ingrid Bergman and Humphrey Bogart, one of my favorite movies. Willy did an impromptu *Casablanca* quiz, with the reward of a Packard hubcap. Bob Earls took home the chrome. It's always neat to check out the cars in these old pictures, keeping in mind that these were just used cars back then. What classics, the cars and *Casablanca*.



Only selected hardwoods of birch, maple, and ash are used for Packard framework.



Jay Leno took us for a ride in his 1911 Model 18 Packard.



Packard-powered Patrol Torpedo boats



Bogart and Bergman in *Casablanca*



The “Cool Car” and WAAAM Tour

by John Imlay

Saturday, April 14th, bloomed cloudy and threatened rain. Despite that, about fifteen Packard enthusiasts came together at Lewis and Clark park just at the edge of the Gorge at 8AM to launch our tour out to Hood River to see the Western Antique Aeroplane & Automobile Museum (WAAAM). Due to the very likely chance of rain, only one Packard made the trip – Bob Earls’ 1951 300, AKA Jean-Luc. Thank you Bob for upholding the honor of the troop! The rest of us, of course, were in our modern iron.

Jean-Luc, Bob Earls’ intrepid explorer, boldly goes where other Packards fear the rain.



We enjoyed donuts and coffee generously provided by Matt and Karla Hackney before hitting the road at around 8:30. Heading east on I-84, it took us about an hour to get to the WAAAM which is just a few miles outside Hood River. The place is located on a small local airport and consists of several large aircraft hangars, each filled with airplanes and cars. The WAAAM opened in 2007 and has one of the most extensive collections of antique airplanes and cars in the west. The count varies over time, but as of October 2016, there were more than 325 airplanes, cars, motorcycles, jeeps and tractors.



1937 Aeronca LC



Joe Munsch led the way to the main entrance at WAAAM with Margy Imlay ready to browse for anything retail.

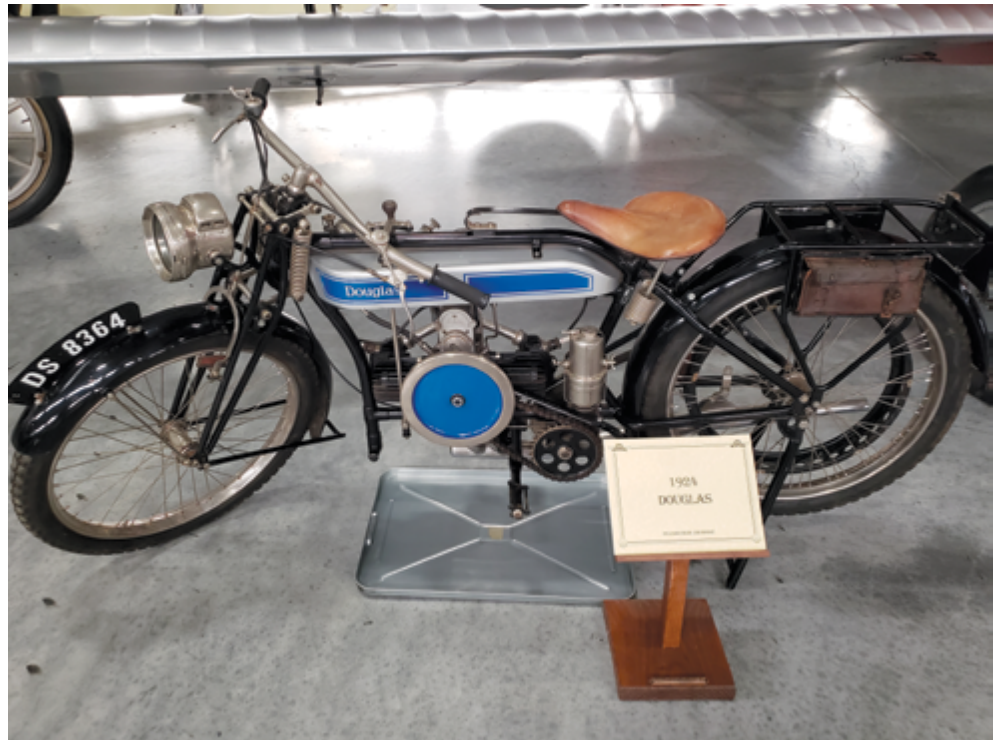
Bob Earls and Dennis Gilman pose at Lewis and Clark State Park before heading for Hood River.



The 1907 Everybody's Car – purchased via catalog, these arrived in pieces and had to be assembled by the owner.

Museum founder Terry Brandt built this collection of “Golden Age”

airplanes over a period of fifty years. He felt that others should share his appreciation of them, so he established the WAAAM as a non-profit organization in 2006. He then took a suggestion that automobiles of the same era should be included to draw in a wider audience and to help fill the enormous space. The first display hangar opened in September of 2007 with forty-two airplanes, twenty-four cars and eight jeeps.



Bob Douglas favorite – a 1924 Douglas Motorcycle

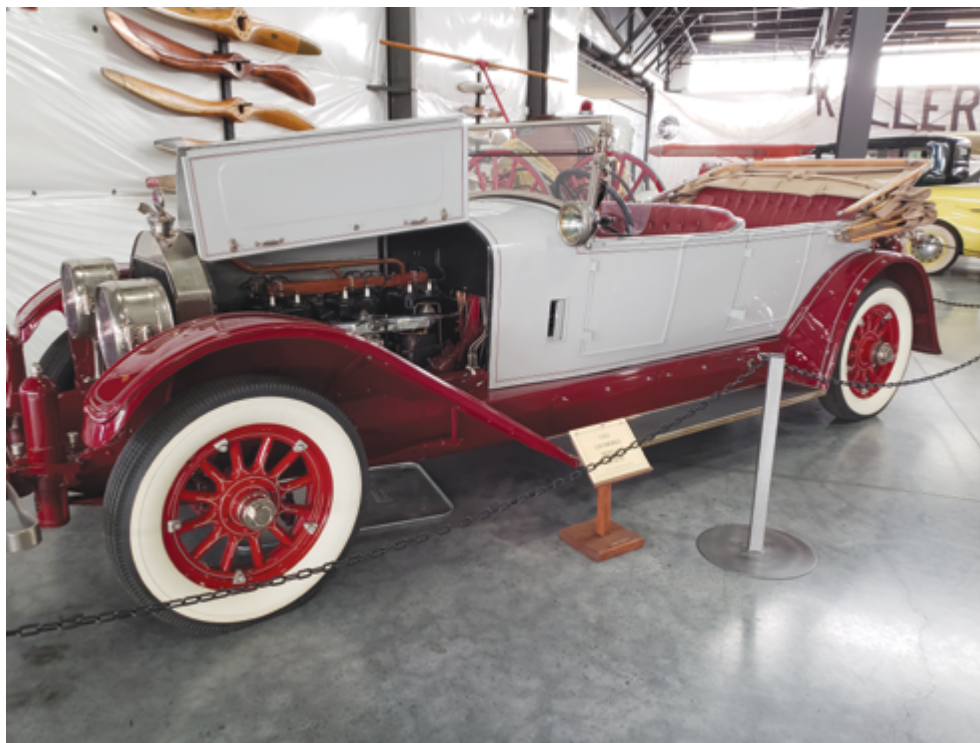


The last year for this make - a perfectly restored 1932 Detroit Electric complete with custom-made upholstery.



An absolutely stunning 1931 Chrysler CG Imperial Limousine

The museum's success and growth through donations, acquisitions and loans of additional airplanes and cars rapidly filled the space, so another hangar was built and opened in January of 2009. As growth continued, a third hangar was opened in November of 2013. Even further expansion was accomplished with an extension to the first hangar in 2016. The WAAAM is financially supported by admission fees, memberships, fund raisers, grants and donations. Scattered about the museum are donation jugs where visitors can help the museum thrive.



The 1923 Locomobile Model 48 Sportif – a large and beautiful car.

During our visit, there was also a tour of the restoration shop where the aircraft are brought back to their original condition. Several took advantage of this interesting detour. Otherwise, we all wandered around at our own pace admiring a really amazing collection. We were assisted all along the way by volunteers on little scooters who were very knowledgeable and generous with their information. Most of us tended to focus on the cars, of course. My personal favorites were the 1932 Detroit Electric, the 1931 Chrysler Imperial, and the 1923 Locomobile.

One of the more enjoyable aspects of the WAAAM is their “Second Saturday” program. On the second Saturday of each month from 10 am to 2 pm the museum volunteers, a fairly good sized group of enthusiastic souls, have a “play day” and visitors are invited. They actually pull several cars off the museum floor, take them out back onto the airfield area and offer free rides. This feature really does make it a living museum and offers patrons the opportunity to ride in vehicles of a bygone era. On the day we visited, a 1917 Model-T Depot Hack, a 1928 Dodge Brothers Sedan, 1929 Chevrolet convertible and several other cars were all available for rides. Many of us took advantage and went for a jaunt in one or more of the available cars. Margy and I went for a spin in the 1928 Dodge Brothers Sedan. I had never ridden in a ‘20s vintage car and I really wanted to check it out. As great an experience as that was, all I can say is that I’m glad I never had to make a cross-country trip in a car like that! Thanks to Joe Munsch for planning the tour on a second Saturday!



The 1928 Dodge Brothers Sedan taking a few lucky patrons for a drive as part of “Second Saturday.”



1918 Stanley Model 735B Steam Car which appeared to be in original condition.



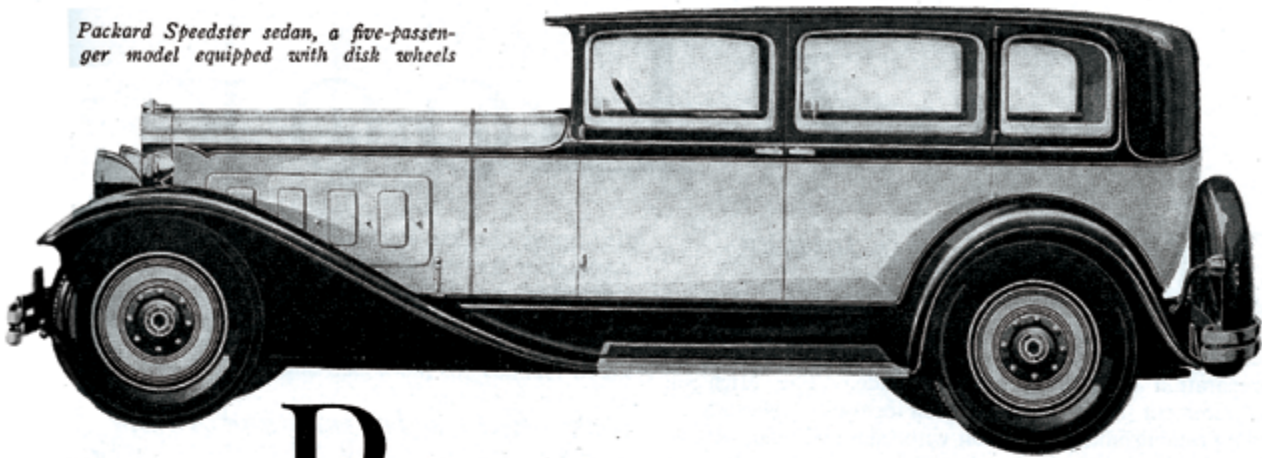
One of the few Packards in the museum is a 1935 Packard 12 Coupe Roadster

After touring the museum, we all headed over to the Double Mountain Brewery for a late lunch. Some of us left a little earlier for lunch having foregone the restoration shop tour. Also, I owed Margy a little retail therapy in downtown Hood River before lunch as a tit-for-tat since she is not a dyed-in-the-wool airplane or car enthusiast. Both lunch and the beer were good and some took advantage of the tour Joe had arranged with the brewery. All in all, a great day and a very nice outing.



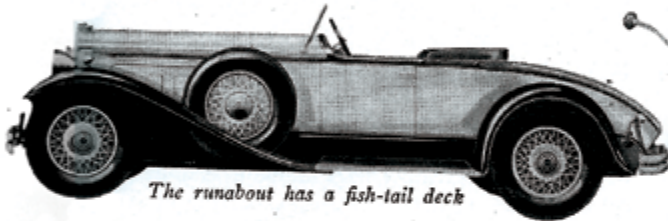
Hanging over the WAAAM gift shop – a 1947 built replica of a 1912 Curtiss “Pusher” actually flown from the roof of the old Multnomah Hotel in 1995!

Packard Speedster sedan, a five-passenger model equipped with disk wheels

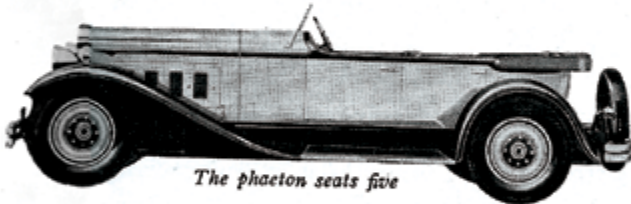


PACKARD

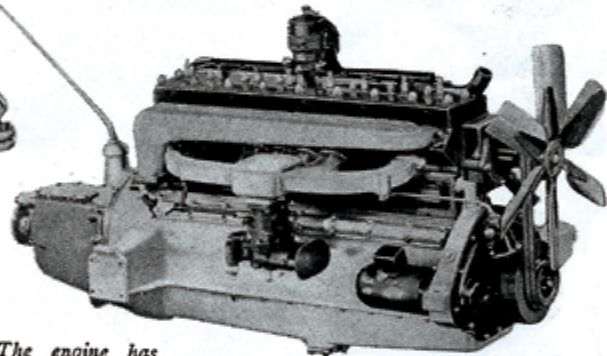
brings out *Speedster Line*



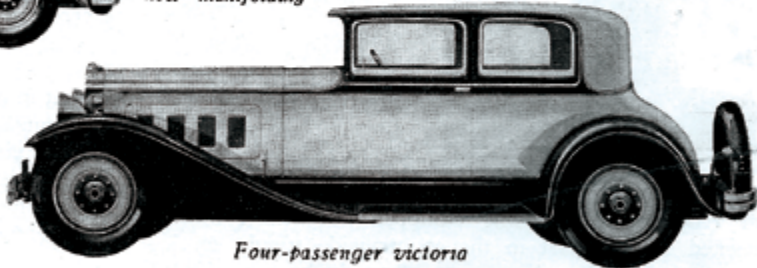
The runabout has a fish-tail deck



The phaeton seats five



The engine has new manifolding



Four-passenger victoria

PERFORMANCE is the keynote upon which Packard has designed its new Speedster models, and while no figures are given, the inference is that their speed is high. There are four body models in the line, runabout, phaeton, victoria and sedan. The wheelbase is 134 inches.

In general the chassis of this new line follows the design of the 740 and 745, and like them it has a 3½ by 5-inch eight-cylinder engine. Packard's only announcement concerning the speedster engine is that it is optionally equipped at no extra cost with a standard or high-compression head, the latter requiring high-compression fuel and special spark plugs, and that it has a vacuum pump operating from the front end of the camshaft which assists intake manifold suction on wide open throttle.

However, an examination of the engine, illustrated herewith, shows that it has new and larger intake and exhaust manifolds, that the intake manifold has six ports, four ports for the central four cylinders and a port for each pair of end cylinders, and that a dual carburetor of apparently 1½-inch capacity is fitted.

Also from examining the engine it is apparent that the exhaust passages in the block sweep upward at an angle of

about 45 degrees to meet the exhaust manifold. In view of these obvious changes to increase power by bringing the breathing capacity to a maximum, it is a reasonably good assumption that the engine also contains a camshaft more suitable for high speed. A release valve on the muffler is operated from the front seat floor. Brake drums are finned for cooling.

All four bodies are described as strictly custom built and may be had in any upholstery or color combination. Wire or disk wheels are optional at no extra cost and are fitted with a special locked rim. Tires are 19 by 6.50. One spare wheel is mounted at the rear except on the speedster which has two wheels in front fender wells.

A four to one gear ratio is standard with the normal compression head but a three and one-third gear ratio is optional on the open cars and a three to one ratio optional on the closed cars together with the high-compression head.

Calendar of Events

May 17-20, 2018

Western Regions Tour
Earle C. Anthony Region
Auburn, CA

June 12, 2018

Monthly Membership Meeting
Peppermill

June 16, 2018

Strawberry Social w. CCCA
TBD-Tentative

June 19, 2018

Hillsboro Tuesday Market Show
TBD

July 1-6, 2018

The Packard Club
National Meet
Columbus, OH

July 10, 2018

Monthly Membership Meeting
Peppermill

July 14, 2017

Forest Grove Pre-Concours Tour
Forest Grove

July 15, 2017

Forest Grove Concours d'Elegance
Pacific University Campus

August 4, 2018

Summer Picnic
TBD

August 14, 2018

Monthly Membership Meeting
Peppermill

September 11, 2018

Monthly Membership Meeting
Peppermill

September 15, 2018

Pittock Mansion Tour
Portland

October 5-8, 2018

Annual Pumpkin Tour
Redmond Area

October 9, 2018

Monthly Membership Meeting
Peppermill

November 10, 2018

Pearson Aviation Museum Tour
and Lunch
Vancouver WA

November 13, 2018

Monthly Membership Meeting
Peppermill

December 2, 2018

Annual Holiday Dinner
Stock Pot Broiler

The most current version of the club calendar can be found on our website: packardsoforegon.org
Click on **Calendar** for tour details and events sponsored by other car clubs.

Watch the website, your email, and attend the monthly Packard Club meetings for further information. Monthly Club meetings are held at the Peppermill Restaurant in Aloha, OR. Dinner and chit-chat generally begins around 6PM with the meeting kicking off at 7PM.



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