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Summertime, summertime,
sum-sum-summertime.
Check it out.

Back Cover

Summer and radiators. David Moe
has this one weighing nearly 400
pounds, dry, from his World War I
Army surplus truck once used in
the silver mines in Idaho.
David tracked it down to a
Lewiston gentleman in 1987.
He didn't want to sell, but kept
David's card. In 2004, his widow
called the number on the card in
the neck of the radiator.
The rest, as they say, is history.

**Please plan to attend
our next membership
meeting.**

July 12, 2016

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



THIS TIME, JAY LENO TAKES HIS TURN HAMMING IT UP.

What Price to meet Leno?

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Bill Price and Jay Leno, 1997, in Leno's Garage standing in front of the very same 1956 Packard Patrician that Bill knew as a young man in Pasadena.



by Monte Glud

Director's Page

Ah, summer approaches! Now, Ladies and Gentlemen of the World of Packards, the time has come to bring forth those marvelous specimens of Packard's finest to grace the highways and Concours with their magnificent presence. This spring, we, of Packards of Oregon, have received great moments of pleasure to be enabled to feast our eyes on the beautiful Packards and other classic treasures that our fellow members have driven to our monthly meetings at the Peppermill Restaurant.

My Co-Director/President, Robert Douglas, and I appreciate the participation and attendance of our fellow club members. Howard Freedman has been especially kind in providing DVDs concerning our Packard interests, even though I anachronistically referred to them as films, thus revealing my great age. We are fortunate to have with us such Packard gurus as David McCready and Bill Price to provide knowledge of not only cars, but also history of the Packard Motor Car Company. Matt Hackney keeps us up-to-date on current and upcoming automotive events. Last, but certainly not the least, we have George Choban, who always provides a fine ending to our gatherings with a story about his automotive experiences. If you haven't attended a monthly meeting of Packards of Oregon, please

come, because you are most welcome. Our meetings begin with a meal at about six in the evening and the meeting begins at or around seven, and usually ends at or before eight. Our meetings are held the second Tuesday of each month, except December, when we celebrate with a holiday dinner held on a weekday night at the Stockpot Restaurant.

Our tour to the LeMay Marymount Museum family collection is fast coming up. June 25, 2016 is the date for this unique event. I am hoping that many members of our club will attend. Now, onto another highlight of this summer, the Forest Grove Concours. In many ways I have never fully reached maturity because I become as excited about attending and showing our Packard at the Concours, as I am excited over the 4th of July, our trips to Wallowa Lake, and Christmas. The drive from Dundee to the Concours, with Elaine, contains an exhilarating rush of memories of past Concours and expectations of this year's event. The Concours is a time to really enjoy the comradery of the old car community. I hope to see you at the Concours and I wish that you have a fantastic summer with your friends, family, and Packards.

Yours,

Monte

Monte Glud and Robert Douglas



by John Imlay

From the Editor

Well we've certainly had an unusual spring haven't we? Ninety degree days in April yet May was fairly cool and rainy. I think it's called global weirding. So, we've arrived at the beginning of the summer driving season with several things planned for July and the rest of the year. Once again, I say let's get those cars on the road!

Hopefully, you remember the story from my first edition of the Clipper last summer about how I became a Packard lover. I described my childhood experience at a local service station where the owner, Sonny Matthews, had a few Packards in his garage. Well, I went back to New Jersey to visit my father earlier this year and I decided, after forty-five years, to track Sonny down. I got out my PAC roster, looked him up, and dialed the listed number. Frankly, I had no idea how old he was or if he was even still alive. To my complete surprise, Sonny himself answered the phone. There was a minute or so of awkwardness as I tried to explain why I was calling. He did not remember me, but through my explanation, he at least understood who I was. He knew my step-brother, Davie, very well which connected the dots for him. I explained that because of him, I had developed a lifelong desire to own a Packard and that I now owned two! I then began to ask Sonny questions to confirm that my distant memories were accurate. "Am I correct in remembering a white, Packard 12 convertible? I think it was a '34?" Sonny responded, "yes, that was a 1934 1108 Dietrich Convertible Sedan." Apparently, he drove that car at the Packard proving grounds and into the old Packard plant when he was there for a Packard meet. He also told me that he had developed a tool for adjusting the valves on a 12 and he used to impress people by balancing a nickel on its edge on the intake manifold while the engine was running. He went on to talk about all the cars he's owned over the years – lots of Packards and a fair amount of Fords. He's now 79 years old so "age and money" have led him to sell off most of his cars and a large stock of parts he had amassed. The '34 I remembered was sold to noted collector, Ralph Marano who completely restored the car and painted it brown. I keep a picture of it on my desk as a memento.

Before ending our call, I ask Sonny one more question, "when I was a kid, I was told that your cars were electrified. Is that true?" "Yes!" said Sonny. "I kept an electric cattle fence charger in the trunk. I used to do it at shows too to keep people from touching the cars." All these years I'd been thinking that could not possibly be true and that I was just being told that so I'd stay away from the cars. It somehow gave me a sense of relief to know that I had not imagined it. Sonny has now retired and is moving to Tennessee. We end the conversation with my agreeing to send him a copy of my original Clipper story – and this one.



Finally, in this issue Joe and I have put together what I hope is another interesting group of articles for you. We have a visit with another friend up north, Tom Crook; a sit down with the inimitable Bill Price, two stories from contributing writer Gregg Merksamer, and a look at some of Dave Charvet's favorite Packards. We've got that and a few other tidbits that we hope you'll enjoy. See you on the road!

John Imlay

The Price is Right!

Bill Price's Brushes with Greatness

BY JOHN IMLAY



Rarely sans a snappy chapeau, Bill Price and his 1936 Packard Model 1401-917 5-Passenger Coupe

You know, you just can't sit down with Bill Price and have a "normal" conversation. We get together on a Saturday afternoon in Dave McCready's garage and as soon as I turn the recorder on, Bill launches into his best Louisiana accent saying, "How yo Momma doin' by the way? Momma OK?" I tell him she's doing fine and he says, "I thought I saw her over in the produce section at Twinkman's just last week." At least I think he said Twinkman's – I gather that's a Louisiana grocery store. He then goes on talking about Momma seeing the Blessed Mother in the produce section, and making the best roux of anyone he's ever known, and crawfish boils, and well.... you get the picture. Anyway, I do my best to bring him back on course and we commence a conversation about some interesting people he's met through the years as a result of being a classic car owner.

He "sets the stage" for our first story, in this case about Jay Leno.

The guy that restored Bill's '36 Packard coupe, Dave Mitchell, was on the board of the CCCA back in the late '90s. Somehow, possibly through that connection, he

had gotten to know Jay Leno. On a phone call with Jay one day, he was invited to a taping of the Tonight Show with the understanding that after the show, Jay would take him to see his collection. I'm unclear on how Bill finagled it, but he managed to accompany Dave to the taping of the Tonight Show. They enjoyed the show – Pamela Anderson of *Baywatch* fame was the guest by the way - whom apparently Jay was rather fond of before her, umm.... enhancements. Anyhow, after the show as the audience dispersed, Jay asked that Dave Mitchell and his guest remain. Afterward, they went out to the NBC parking lot to discover that Jay was driving an Aston-Martin DB7 which apparently was on loan from Aston-Martin. I guess when you're a high-profile celebrity car collector, that sort of thing happens.

“Who the hell is that?”



Kaiser-Frazer Darrin



Howard "Dutch" Darrin, 1972



Jay Leno in his garage

Next, they followed Jay to his warehouse which is essentially a secure, private hangar at the Burbank airport. Jay, true to his good-guy reputation, spent four and a half hours with Bill and Dave showing them his collection of cars, including his "driver" Duesenberg, lots of motorcycles, and other "car stuff" while chatting with his guys, and just talking cars. There were several Packards in the collection including a 1956 Caribbean, which strangely enough, Bill had known as a young man in Pasadena – the exact car! Needless to say, Bill has a picture of himself with Jay and that Caribbean. Checkout Page 3!

Bills says one thing he remembered Jay saying was, "I never thought I would have a job that would pay me enough money that I could have all the cars that I thought were really cool when I was a kid." Jay also told Bill that whenever he sees people in an old car, they're always nice to him – not always the case in a modern car. There really is an implicit comradery amongst old car enthusiasts. The day finally ends with Jay having his "full-time" guy ignite the acetylene headlights on his 1911 Stutz. Jay strapped his briefcase in the passenger seat, got in the driver seat, and just drove home.

We pause as Bill sets the stage for his next tale – this time, it's Dutch Darrin. — One day, sometime in the late '60s, Bill was driving along the streets of Pasadena, CA in his 1954 Hudson Hornet minding his own business when a "weird-looking" car drove by. So, being Bill, he followed to see what it was. The car turned out to be a 1951 Frazer Sedan which he ended up purchasing from the driver for \$150. "Back then, cars from the fifties were considered to be nothing but used cars," he says, which is why he was able to pay so little for it. In fact, he'd only paid \$75 for the Hudson! "If you had an independent, that was even worse because there were so few of them that nobody wanted to work on them."

While he admits that most young men at that age were chasing something other than cars, he liked the straightforward Frazer and became active in the Kaiser-Frazer Club. One day, they were on a club tour out to the bluffs overlooking the Santa Monica pier. Once assembled, there were about twenty Kaiser-Frazers lined up in the parking area. After a while, an older, gray-haired gentlemen came up and everyone was just fawning over him. "I thought some movie star showed up," says Bill, "so I ask, who the hell is that?" "Oh, that's Dutch Darrin," someone replied. "Well who the hell is THAT?! I didn't know who he was or his significance." Darrin proceeded to walk around to all the cars and indicate which parts he had designed. His influence was especially evident on the Frazers which had the "Darrin Dip" at the back.

Darrin, although 70+ years old at the time, had walked to the bluff from his home in Santa Monica Canyon. To everyone's delight, he then invited them all up to his surprisingly modest bungalow - although in a great location - where he opened his garage to his just-invited guests. The garage space was a treasure trove of shop drawings of his designs. Bill says, "I couldn't tell you what I saw because I don't remember, but everyone was really impressed. And it wasn't until years later that I truly understood the significance of who I'd met. And that's my Dutch Darrin story." The conversation then veers off course again and we close the proceedings.

HOOKED ON *Packard* BY CROOK!

STORY AND PHOTOS
BY JOHN IMLAY

So, maybe you're wondering how a guy named Crook has been so successful selling classic cars for almost fifty years.... Well, Tom himself admits that the irony of his last name probably added some novelty and notoriety to his business over the years. He chuckles about it. Jay Leno even mentioned on one of his shows that he knew a guy named Crook who sold cars. But the real reason I think he's had such success is that he's built himself a great reputation. Ask anyone who knows him and they will have nothing but positive things to say about Tom. He can expound at length on the details of every car in his showroom, whatever he tells you as a perspective buyer about a car will be true, he knows what each car is really worth, he knows the market, and after 45 years as an advertiser with Hemmings, he's never had a single complaint.

It all started when Tom was working a parking operation in 1962 at the World's Fair in downtown Seattle. A car collector came into Tom's lot one day behind the wheel of a 1929 Lincoln Coupe and Tom thought to himself, "if I ever get enough money ahead, I'd like to own something like that." He eventually started his own "regular" used car business. That, along with some real estate dabbings, afforded him the ability to purchase a classic car of his own. He always had an interest in old cars, Packards in particular, and says, "the more I got into it, it was obvious that was THE car." His first was a 1940 Packard Super 8 Seven Passenger Sedan - with air conditioning! He joined the Packard Club in the early '70s and "studied up" on Packards and the classic car business. After buying, restoring, and selling some other cars during those early years, including a 1933 Packard Super 8 Convertible Sedan of which he is particularly fond, (he even has a painting of it on his office wall) he eventually came to the conclusion that buying and selling old cars was way more fun. So, he sold his regular used car business to his managers and went from selling almost 200 cars per month, into the old car business.

I ask him about his "philosophy" and he answers in the practical way you'd expect. Not only does he sell cars, but he's also a collector himself. As a result, he spends a lot of time on tours and at club events with the people he's buying and selling with, so it behooves him to be a straight shooter. If the car's a 'turkey,' he'll say so. Also, the people he deals with understand that 70-80 year-old cars are going to have issues. Tom says he, "guarantees 100%, with no time limit, that something will go wrong some time." As long as buyers understand that, he's OK. Another tenet of his philosophy; he doesn't consign cars. He buys and sells them - sometimes restoring them as well. Why? One reason is that he does not want to be the middle-man between a buyer and seller. Another is that a consignor may have cars for sale all over the country that he has never actually



Tom Crook



1940 Packard Darrin Super 8 Convertible



1938 Super 8 Convertible Victoria, 1940 160 Convertible Coupe, 1937 V12 Convertible, 1935 V12 Club Sedan

seen. Tom, with the car in his possession, knows the vehicle. Combine that with the fact that sellers often want the consignor to perform miracles in getting them out of a car in which they may be “buried” - then want the consignor to take very little for the effort- has kept Tom away from that business model. He also takes a fairly old-school approach in that he has no website or email and primarily uses Hemmings to advertise.

Tom is also very fortunate to have a wife, Randy, who enjoys the hobby as much as he does. They met about 40 years ago when she “modeled” in a photo shoot with the '33 convertible mentioned earlier. At the time, Randy had her own 1937 three window coupe that she had restored. Tom says, “she’s as active and knowledgeable as any of the guys.” I tell him how lucky he is in that regard and he adds, “she has never complained in any way about me buying any great amount, but once in a while she’ll say ‘that’s awful nice, don’t sell that!’

At the moment, Packards dominate the remaining cars he has on his floor. Why do I say “remaining?” After so many years in the business, Tom is whittling down the number of cars he has in stock from 60 to 15-20 and he will eventually retire. One reason he’s getting out... gas. Yes, bad gas. Our modern ethanol enriched gasoline is just plain hard on these cars especially those that sit for long periods of time. Trying to prevent the alcohol induced damage to carburetors and fuel pumps of sixty or more cars is labor intensive and time consuming – more so when you consider there’s only one non-ethanol gas station in Auburn, WA. (One day he took eighteen cars to the gas station!) So, bad gas combined with some other things such as the everyday hassles of employees, car maintenance, and facility upkeep have led him to consider retiring – more or less.

I doubt he’ll ever be able to resist the urge to buy and sell a car or two now and then, but he’s certainly planning to not work at it so hard. Instead he plans to keep “eight to ten drivers and a few odds and ends” along with one car trailer and a pickup, in some new buildings he’s constructed on his home property and just spend more time enjoying the hobby. After all, isn’t that why we all do this?



1933 Dual Windshield 5 -Passenger Sport Phaeton

Tom Crook Classic Cars Auburn, WA



1938 Super 8 Convertible Victoria

“Ask The Man Who’s Sold Some”

or . . .

Packards That Have Slipped Through My Fingers

I have been fortunate to have owned more than my fair share of Packards and handled the sale of many more over the past 20 years. As most of you know, I also like to DRIVE my cars as much as possible, (I estimate I’ve probably driven over 100,000 miles in Packards over the years) so what follow are some observations and reminiscences about some of my favorites.

1940 120 Sedan: They say, “Your first one is your favorite.” Well in many ways that’s true. I’ve told the story before about attending a business meeting at the Old Country Kitchen restaurant in Beaverton 20 years ago (now closed) and coincidentally, the Packard Club was meeting there that night. I saw the cars in the parking lot and asked if anyone knew of one for sale? Someone said “Ask Dave McCready,” so I did. He had former club member, Bud Trussel’s 1940 120 Sedan for sale. When I saw it my fate was sealed! While I had been enamored with old cars since I was a kid, and had been around many of my Dad’s odd cars, this Packard was the one



1940 Super 8 180 Formal Sedan

PHOTO BY DAVE CHARVET

that convinced me to take the plunge and become an owner myself. Luckily, it was a GREAT car, so I was not sullied by the expense. I soon learned there is nothing else like a Packard!

The original owners of the 120 had been two little old ladies (spinster sisters) in Corvallis. (I did not ask Dave if they only drove it to church on Sunday!) The car had been damaged during the Columbus Day Storm in 1962, but later Bud Trussel and Dave restored the car. Over the three years that I owned it, I drove it over 30,000 miles before selling it to Monte Shelton. I even took a round-trip

to Salt Lake City in it to visit friends. The car was comfortable and with the 3-speed transmission with overdrive, it was great on the highway. I later heard the car ended up with Tom Crook and then lost track of it after that. I’m sure it’s still bringing smiles to the new owner, wherever they may be.

1938 V-12 Club Sedan: Wow, I jumped directly from a 120 to a Twelve! And quite a jump it was. Again, Dave McCready had it available and reeled me in. (Or should I honestly say I fell head-over-heels for it?) What a difference from the 120. Tremendous

power and torque. Yes, you could start it from a standing-stop in high gear and just go! It was the “wedding car” for Heather and me and we also drove it to the Oregon coast for our honeymoon. It was a rare body style (only 27 were built in 1938) and I drove it much like I had my 120 – which I later realized was doing the car a disservice. It did not have high-speed gears, so freeway driving would wind it up a bit. I also realized that Twelves were cars for the rich when they were new, and they were still in that category today; with little things like a distributor rotor selling for \$500, and a carburetor

by David Charvet



1940 120 Sedan previously owned by not one, but two sister spinsters, according to Dave McCready.

at \$3,500, and some parts completely unobtainable. I let it go when I discovered a rod knock and was unable to make it go away. Not wanting to do a full tear-down of the engine, it went to Tom Crook. It is now in California (after an engine re-build!) and I know the owner is enjoying it.

1937 1502 7-Passenger Sedan: One of the great things for me that came from hosting the 2001 Packard National Tour in Oregon was meeting Richard and Janice Petrosino from California. Richard is a great character and has great taste in Packards. (He also prints “The Clipper”!) On the tour he drove his 1937 Super Eight 7-Passenger Sedan, which had trouble with the added overdrive unit. He left the car in Portland to have repair work done, then proceeded to have Guy Recordon install a new interior and Dave and Mike McCready sort out

some cosmetic and mechanical details. I told Richard if he ever wanted to sell it to let me know. Well, the call came shortly after. He even delivered it personally from L.A. with his trailer, which only cost me dinner at Sylvia’s Italian Restaurant (also now closed. What is it about Packards and good restaurants?)

We took that care everywhere over the next five years. I drove it so much, in fact, that I had Jim Classen rebuild the engine. Despite its size, it handled very lightly and

the planetary (non-electric) overdrive was excellent, giving high-low range in every gear. The 320 cubic inch straight 8 had plenty of power. The perfect tour car. As fate would have it, Heather and I were at the CCCA “Sweetheart Brunch” in 2005 when we were offered a 1939 Cadillac Series 75 Convertible Sedan in trade for the Packard. I had been thinking about a convertible, and here one dropped into my lap! So, we parted with “Bruno” (Richard’s name for the Packard)



Dave and Heather with the honeymoon 1938 V12 Club Sedan

and became Cadillac owners – for a while. Bruno was later acquired by Dave McCready and you’ll find it today in his garage.

1940 Super Eight 180 Formal Sedan: I was itching for a Packard during my time as a Cadillac owner (I’ve actually owned many other Cadillacs and enjoy them – although they are very different than a Packard), so when I found out that Don Letson wanted to part with his 1940 180 Formal Sedan, I ran to see him. It was originally owned by veteran film actor, Brian Donlevy and was in exceptional condition under Don’s stewardship. I had previously owned a 1940 160 Sedan from George Campbell (before buying “Bruno”) and really liked the big 356 cubic inch engine (probably Packard’s greatest power plant.) But the 160 did not have overdrive. The 180 did! So that sealed the deal. The 180 was a very elegant, staid car (maybe that’s why they call it a “formal”!?) with a padded leather top. I drove it regularly for several years until one day Heather said, “You know, whenever you drive that car, I think, ‘There goes the mortician!’” “Ha! That was that. (I’ll agree it was a little out of place on our farm in Canby!) I vowed “No more black Packards!” The 180 went to L.A. and is now in Texas, I believe.

“ I know there’s another one out there with my name on it.

1936 120 Sport Coupe:

I sent Monte Glud and his trailer on a winter expedition to Spokane in February to pick up this one, which had been owned by one family for 3 generations. It had a very nice restoration and being a 3-window coupe with rumble seat, was a rare body style. Best of all, it was YELLOW with bright RED wheels (about as far away from a stodgy black Packard as you could get!) It was a FUN car, but I later felt Teddy was a little too young (age 4) at the time to ride unsupervised in the rumble seat, so it was not exactly the perfect “family” car for cool-weather touring. Also, it had the original 4.36:1 gearing, which meant it was not speedy on the highway. So, it found a happy home in New York.

1937 Super 8 Club Sedan:

This was to be my “best of both worlds” car: a Club Sedan (like the Twelve that I loved) with an easier-to-maintain Super 8 engine (like Bruno.) Well, it didn’t quite work out that way. This car was lovely (and “Indian Maroon” – not black!) and largely original (including the upholstery – another plus to me.) It had been stored in a museum for 30+ years and had low miles (about 46,000). Great! I thought. I soon found that during its time in the museum neither the gas or water had been drained from the car. So, internally it was a mess. We did everything short of a rebuild to get the car running good (which it did.) But during the first leg of the 2008 Oregon Packard tour, the head gasket blew in Cottage Grove and I ended



‘Museum-quality’ 1937 Super 8 7-Passenger Sedan – “Bruno”

up leading the Packard tour in George Potter’s 1938 Cadillac V16! The ’37 went to Jim Classen for a top-end rebuild that seemed to solve the problems. Still, I was not happy with the noisy high-speed rear-end, so when an offer came my way, it headed down the road. Today, it lives happily near Atlanta, Georgia with a new owner who thoroughly enjoys it.

1940 120 Club Coupe: This was my one real attempt at a full restoration, and the results were beautiful. Dave McCready spent two-plus years (thanks to my delays) turning this car from a sow’s ear to a silk purse. Heather found it in Everett, Washington and gave it to me as a Father’s Day gift (“the gift that keeps on giving!”) Using all of the knowledge I had gained from my Packard ownership over the years, everything on this one was done right. (Even with “French Blue” paint – not black!) Dave really outdid himself on this car, which he later told me would be his last “full” restoration. It



1940 120 Club Coupe

drove as good as it looked. So why did I sell it? Well, I didn’t intend to. But, I was working on the web page for my old car sales business (www.CharvetClassicCars.com - shameless plug!) and needed one more car to fill out the page. So I put the Coupe on the website at (what I thought was) a ridiculously high price, assuming no one would buy it, but simply enjoy looking at the photos. Well, about two days later the phone rang and it was a man in the Channel Islands! (That’s in the English Channel between England and France.) He absolutely

wanted the car! So, the deal was made and while my bank account was very happy, I had mixed emotions. I don’t believe I will ever restore a car so completely as that one, and I’m still looking for another Packard to replace it.

I know there’s another one out there with my name on it. The search continues, just “Ask the man who’s sold some!”

A DAY AT LEMAY



Lemay America's Car Museum Photos

1930 Packard 740 Custom Super Eight Convertible

A DAY AT LEMAY

FEATURE & PHOTOS BY
GREGG D. MERKSAMER



LeMay America's Car Museum Photos

A race driver and former Hispano-Suiza agent named Francisco Abadal built cars under his own surname in Spain from 1912 to 1923. After acquiring the Barcelona Buick franchise in 1916, he souped up one of the brand's trusty six-cylinder engines to power this brass-trimmed 1920 landaulet fitting silver vanity cases.

1920 Abadal Buick Landaulet

In terms of sheer architectural audacity, the LeMay-America's Car Museum that overlooks Tacoma, Washington from nine acres next door to the Tacoma Dome is in a completely different realm from displays that have taken over defunct dealerships and other existing buildings. Though these re-purposings are often clever and aesthetically pleasing, none can truly compare to this \$100 million, 165,000-square-foot structure purpose-designed by LARGE Architecture of Los Angeles to showcase standouts from the biggest auto collection ever assembled. Even before JTM Construction of Seattle played its part in time for a June 2nd, 2012 opening that featured Jay Leno and a fireworks display by the Puyallup Tribe, no one could miss the place thanks to an arching, aluminum-clad exterior that evokes a leaping salmon (especially if you've just visited any of the hatcheries dotting the nearby Olympic Peninsula) or one of the boat hulls seen along the Thea Foss Waterway at the bottom of the hill. A short walk in that direction, it's worth noting, intersects a free-of-charge trolley that facilitates well-worthwhile trips to the Washington State History Museum, the world-renowned Museum of Glass and the Tacoma Art Museum. Beyond the equally-novel top floor entrance, the

LeMay Museum's Plaza Level Showcase Gallery echoes the exterior's nautical theme with rib-reinforced, natural-finish wood walls that curve into the ceiling, beyond which there's a huge picture window and outdoor balcony where the 170,000 people visiting annually can view Tacoma's harbor before they start descending through three additional exhibit levels touting everything from an end-to-end parade of station wagons (filled with luggage and picnic hampers for a Route 66 homage) to a LeMans-inspired slot car track and a Collectors Hall of Fame honoring prominent auto hobbyists. The mobility challenged will definitely appreciate how the floors are connected by ramps that double as variously-themed display corridors, and it's similarly smart that Sharp TVs are used instead of signs to say more about the 350 cars displayed on average without overwhelming aging eyes with small, dense text. The space above the gift shop also touts a gourmet-quality Classics Café whose chef, Gordon Naccarato, also supervises the menu at the Pacific Grille downtown, while the three-acre field beside the building's east wall hosts jazz concerts and myriad other non-auto cultural events in addition to the annual Northwest Concours d'Elegance.

**“My husband never met
a car he didn’t like.”
— Nancy LeMay**

In common with so many other institutions of its kind, LeMay-America’s Car Museum traces its origins to an individual collector’s unbridled enthusiasm. Harold E. LeMay, born in Yakima, Washington on September 4th, 1919, spent much of his childhood in an orphanage before serving as a U.S. Navy Seabee during World War II. Once those duties were behind him, he started a single-truck garbage collection company in Spanaway that would grow into the country’s 10th largest private refuse business by the time he passed away in 2000. And as the venture became the cornerstone for a diverse entrepreneurial empire that ran a scrap yard and a towing service (appropriately called Lucky’s) in addition to selling military surplus from Fort Lewis and McChord Air Force Base, Harold got the best edge any car collector could possibly have before eBay Motors made it easy for everyone! At a time when even full-fledged classics like Lincolns, Packards and Cadillacs were cheap and numerous in spite of wartime scrap drives, LeMay had almost 500 employees watching out for interesting autos on their routes. There were many instances where business could be combined with pleasure, such as the time a 1914 Chevy Baby Grand was transported to Harold’s place in the Plexiglas-covered hopper of a demonstrator garbage truck!

By the mid-1970s, LeMay had even purchased a shuttered Catholic military school called the Marymount Academy, so its 80-acre campus could be used to store a collection that ultimately peaked at more than 3,000 autos, trucks and motorcycles, earning it recognition as the planet’s largest in the 1997 GUINNESS BOOK OF WORLD RECORDS. Up to 10,000 people, even without advertising, would turn out each August for the once-annual public openings hosted by Harold and his wife Nancy, who’s remarked wistfully “My husband never met a car he didn’t like.”

**“If you asked him which
was his favorite, he’d say
the one he’d just bought.”
— Doug LeMay**

LeMay America’s Car Museum Photos



Gregg Mersamer Photo



The LeMay Museum’s “American Muscle” exhibit looks beyond the typical mid-sized pavement burners with this fiberglass-paneled 1963 Buick Wildcat “lightweight” prototype the Mitchell-Bentley Corporation spent two months building. Don Mitchell saved this one-off even though GM didn’t put its ideas into production, while Paul Ianuario and William Cofer are credited with donating it to the Museum.

Gregg Mersamer Photo



Glacier National Park operated seven of these 1927 Cadillac 314A seven-passenger phaetons fitting oversized touring trunks. An eighth example went to a private purchaser in New York. The meticulous restoration finished on this Richard Hansen Estate-loaned survivor in 2008 ensured its unusual body attracted attention at the LeMay Museum’s 2014 Pacific Northwest Concours.



This 1917 "Crane" Simplex Model 5, bodied by Brewster as a seven-passenger touring at a finished cost of \$26,000, was a 78th birthday gift from John D. Rockefeller, Jr. to his father. Its chassis was one of only 40 built that year by MIT-trained speedboat designer Henry M. Crane around a 564 cubic inch six rated at 46 hp, once the New Brunswick, NJ plant re-focused its energies on aircraft engines for the war.



Detroit's transition from structural to simulated wood for wagon bodies is recalled in Tacoma by this tail-to-nose display of a 1950 Oldsmobile Futuramic 88 and Dynaflo-equipped 1949 Buick Super.



Station wagons star in the LeMay Museum's "Resurrection of Route 66" exhibit. The V-themed taillights on this 1958 Edsel Villager (preceded by a 1957 Buick Century Caballero) were much coveted by 1957 Ford customizers.

Their son Doug once observed in the same spirit how "every car was good" so far as his father was concerned; "If you asked him which was his favorite, he'd say the one he'd just bought." LeMay was, unsurprisingly, much-troubled by the break-up of William Harrah's nearly-as-large collection after the Nevada casino tycoon died in 1978, spurring plans for a non-profit that could keep his own intact. He'd devoted roughly four years of effort toward this endeavor by the time he passed away at age of 82 on November 4th, 2000 - a demise accelerated, sadly, by a head injury he'd suffered two years earlier, when he was struck by a swinging piece of train track being laid at Marymount for a rail car collection he was starting.

Fortunately, there were many institutions and individuals that were eager to team up and get Harold's ball across the goal line. A \$1,000,000 Federal grant proved invaluable in the initial feasibility stages, while the 2002 gift of nine acres of land plus improvements from the City of Tacoma (valued at \$17,500,000) ensured the facility envisioned by the Museum's Board of Directors, Design Team and Building Committee would be spectacularly-sited within eye-shot of downtown. To boost membership and nationwide awareness, LeMay also started taking part in high-profile car events like the Pebble Beach, California and Kirkland, Washington Concours; Hot August Nights in Reno, Nevada; and the Seattle, New York and North American (Detroit) International Auto Shows. State Farm Insurance, AAA Washington, Boeing and Bonhams and THE NEWS TRIBUNE stood out as some of the best-known names among 35 corporate sponsors, while a \$32,000,000 New Market Tax Credit netted the \$6,000,000 equity needed to make possible a June 10th, 2010 groundbreaking regardless of the economic turmoil that dried up credit markets (especially for non-profits) and drove GM and Chrysler into bankruptcy. Nancy LeMay also pledged \$15,000,000 and purchased the one car her husband always wanted - a 1948 Tucker - in order to donate it for display along with 975 other vehicles constituting the Permanent Collection.

Against the odds, the staff and volunteers led by LeMay Museum CEO David L. Madiera, Chief Curator Scott Keeler and Collection Manager Renee Crist somehow manage to exercise every auto that hasn't been taken apart for restoration, rotating exhibits at least twice-yearly to ensure Sea-Tac locals have incentive to keep coming back.

Full information on the current displays is available by phoning (253) 779-8490 or visiting www.americascarmuseum.org. Should longer-distance visitors have time to stop en route to Mount Rainier National Park - alas, I didn't - they're strongly advised to visit the Marymount Event Center off Washington 7 south at 325 152nd Street East in Spanaway, where the LeMay Family Foundation has 500 additional vehicles in storage but still-accessible to the public; phone (253) 272-2336 or log onto www.lemaymarymount.org to confirm your timing is right.



1923 Packard Single Six, 7 Passenger



This 1923 Lincoln Model 124A Tourer carried Washington Governor Clarence Martin across the Tacoma Narrows Bridge when it opened on July 1st, 1940. Its famously-filmed, wind-induced collapse occurred four months later on November 7th, but this single-family classic got a do-over when State House Speaker Frank Chopp used it for the first trip over the new parallel eastbound span on July 15th, 2007.



Two Hupmobiles - a Raymond Loewy-streamlined 1933 I-326 and a 1928 Model E "straight eight" - front a wall bearing Nancy LeMay's assertion that her late husband Harold "never met a car he didn't like."



The wildest custom at LeMay-America's Car Museum is "The Ferrambo" Mike Warn commissioned from Tim Divers Street Rods of Startup, Washington, which teams a 1960 Rambler Station Wagon body with a mid-mounted Ferrari 360 Modena V-8 making 405 hp. The original engine bay is now devoted to fitted luggage.



Civic pride in two realms - local industry and fire apparatus - is epitomized at America's Car Museum by this elaborately-striped 1921 Stutz Model B pumper that served the city of Indianapolis until 1962.



by Gregg Merksamer

A VISIT TO WARREN, OHIO'S NATIONAL PACKARD MUSEUM

National Packard Museum Photo

The Packard National Museum is easily spotted by Warren, Ohio visitors, as the front window evokes the carmaker's iconic "ox yoke" grille. It's even topped with a gigantic replica of the Goddess of Speed mascot used from 1926 to 1950.

According to the geographical index that concludes Henry Austin Clark, Jr.'s and Beverly Rae Kimes' authoritatively-thorough, F+W-published 1805-1942 **STANDARD CATALOG OF AMERICAN CARS**, the northeast Ohio town of Warren has been home to nine different auto makers at one time or another. Eight of these - Colonial Six, Halladay, Hitchcock, Pendleton, Sterling-Knight, Supreme, Valley and Western Reserve - are all-but-forgotten today like so many other U.S. car brands that came and went in the late 19th and early 20th Century. The ninth - Packard! - needs no introduction, though the National Packard Mu-

seum is proud and well-positioned to provide one in the place where two brothers named James Ward and William Doud Packard (whose New York and Ohio Company had already proven an able manufacturer of transformers and incandescent lamps) finished their first car in November, 1899, though a big investment by Detroit businessman Henry B. Joy would compel a move to Michigan in October, 1903.

The Museum facility, reflecting Packard's founding year with its 1899 Mahoning Avenue address and (330) 394-1899 telephone number, is situated about a mile-and-half northwest of downtown Warren and an equivalent distance south of the 5-82

expressway corridor putting Sharon, Pennsylvania and the nearest Ohio Turnpike interchange (I-80, exit 209) within easy reach (many visitors also take U.S. 422 northwest from I-80, exit 227). Whichever way it's approached, knowledgeable car enthusiasts will find the building near-impossible to miss, as the front window evokes Packard's iconic "ox yoke" grille to the extent it's even topped with a giant replica of the Goddess of Speed mascot used from 1926 to 1950.

OLD CARS WEEKLY
by Gregg D. Merksamer

What truly intrigues background-wise is how the place re-purposed a municipal swimming pool bath house constructed by the WPA (Works Progress Administration) in the mid-1930s. Its July 4th, 1999 opening as the Packard National Museum, Executive Director Mary Ann Porinchak details, coincided with a Packard Centennial celebration that attracted nearly 1,000 cars from 49 states and 12 countries. “I came in August 25th,” she added of that year, having earned her historian’s credentials as a photo restorer “who got her training in the air-brush days.”

When she directed me to the Terry Martin Tribute Gallery located directly behind the ox-yoke front window for my introduction to “The driving force behind all of this.”

Martin, born in 1936, was a Chester, West Virginia native who moved to Warren in 1963, where he branched into antique auto body restoration after many years working as a cabinetmaker. While his first hobby car had been a 1929 Buick sedan he’d purchased at age 17, his curiosity about Packard’s origins in town was inevitably piqued by local landmarks like the 1915 Packard Park and the W.D. Packard Music Hall dedicated in 1955. The “Birthplace Museum” Martin opened in a corner of his East Market Street kitchen and bath showroom to mark Packard’s 75th anniversary in 1974 was the nucleus of the current institution, but his contribution to celebrating the brand’s heritage didn’t end there. He also authored the first four chapters of Automobile Quarterly’s definitive 1978 book *PACKARD: A History of the Motor Car* and the Company under the editorial supervision of the aforementioned Beverly Rae Kimes, which would deservedly earn the most-prestigious Nicholas-Joseph Cugnot Award from the Society of Automotive Historians.

“Some of those motorcycle guys are now some of our best volunteers and few own Packards.”

Terry Martin also played a central role in the 1989 founding of the Packard Museum Association to preserve the local legacy of the Packard family, Packard Electric and the Packard Motor Car Company, initially realized in the opening of an interim museum in downtown Warren’s historic Kinsman House.



National Packard Museum Photo

After restoring, for the Henry Ford Museum, the 1903 Packard Model F “Old Pacific” driven from San Francisco to New York City by Tom Fetch and Marius Krarup in 61 days (becoming the second motorists to get cross-country after Horatio Nelson Jackson and Sewell K. Croker took 64 days to do so in a Winton), Terry Martin his son John built this replica dubbed “Old Pacific II” for an 80th anniversary 1983 re-run accompanied by the original driver’s identically named grand-nephew Tom Fetch and his 7-year-old son David.



National Packard Museum Photo

The oldest Packard in the Warren museum is a 1900 Model B juxtaposing “spade handle” tiller steering with the industry’s first use of an H-pattern gearshift and automatic spark advance. Forty-nine were built that year at a \$1,200 starting price, while the back-to-back “dos-a-dos” seat on this survivor was a \$50 option.



Geggy Merksamer Photo

The large, cast fiberglass “Goddess” sculptures flanking the front door were painted differently by various sponsor organizations to raise funds for the Museum, and other local non-profits.

Gregg Merksamer Photo



Jeff Berdass of Hobe Sound, Florida generously loaned this 1926 Packard 326 Five-Passenger Sedan (powered by a 288.6 cubic inch in-line six) to Warren, Ohio's National Packard Museum, which positions it beside 116 bricks from a Canton, Ohio portion of the historic Lincoln Highway that visitors are invited to step on. At mid-year Packard started taking advantage of fast-drying spray-able lacquer paints to offer its 1926 customers a wider range of colors.

National Packard Museum Photo



As his grandfather George Weiss helped brothers William Doud and James Ward Packard get their car making enterprise off the ground, Roger T. White of San Antonio, Texas had added motivation to loan his handsome 1934 Standard Eight 1101-719 Coupe-Roadster for exhibit at the National Packard Museum in Warren, Ohio.

National Packard Museum Photo



While the Great Depression killed off many once-potent rivals like Peerless and Pierce-Arrow, the medium-priced Packard One-Twenty Series debuted in 1935 kept its builder in business for another two decades. Front-hinged doors I.D. this Convertible Coupe (touting body # 999) as a 1936 120-B, which is otherwise well-accessorized with Tripp lights, twin side-mounts, fender skirts, hot air heating and a three-pane windshield for the rumble seat.

Only 446 17th Series Packards were built-to-order using the 473.3 cubic inch, 67-degree V-12 during its final year offered in 1939. This magnificent Model 1234 seven-passenger touring sedan sold new for a then-as-tounding \$4,485, and was gifted to the Packard National Museum by the Robert Summers Family of Smithfield, Virginia.

Gregg Merksamer Photo



The current National Packard Museum that succeeded it, Porinchak recalls, "Was a grass roots organization from the get-go" that entailed \$680,000 worth of pre-opening fund raising, but a lease securing the pool house and surrounding seven acres was signed by Warren Mayor Hank Angelo on November 8th, 1996. The initial 7,500-square-foot frontal portion occupying the original changing rooms (women to the south, men to the north) would be dubbed the Legacy Gallery, while the Great Hall added to the structure's north end in 2008-9 expanded the entirety into an "L" that totaled 21,000 square feet including the non-public archive vault in the former pump house. The swimming pool itself was filled in to create a car show field landscaped with a pagoda that previously stood beside the Mahoning River near William Doud Packard's home. "The year we did the groundbreaking for the expansion," Porinchak recounted, "we used this area to create a 1937 Packard showroom inside a huge air-conditioned tent. The goal was to get one example of every 1937 body style, and we ended up with more than 50 cars in that tent."

On average, the National Packard Museum exhibits 25 cars at a time, with ten more in storage at an annex across the street that are typically rotated into the galleries in January, early June, late July and autumn. Thanks to enthusiastic private owners, Porinchak stresses, "we're not



Gregg Merksamer Photo

LeBaron could take credit for the attractively-airy, thin-pillar body of this 1941 One-Eighty Limousine that James Ward Packard's widow Elizabeth mostly used in Lakewood, NY and Warren, Ohio until her own death in 1960. It was given to the National Packard Museum by Tom & Martha Summers of Santa Barbara, California.



Gregg Merksamer Photo

Packard's World War II service is memorably celebrated in Warren by a 1,200 hp, 2,490 cubic inch supercharged V-12 marine engine good for 41 knots or 47 mph when three of them were fitted to PT boats. At 2,950 pounds it positively dwarfs the adjacently-displayed 424 cubic inch passenger car V-12 from a 1920 Twin Six.

limited to just what we have," adding the neatest part of her job is "the sheer volume of history. You never know what you'll encounter meeting enthusiasts from all over the world. Thanks to these enthusiasts, we discover new things about the Packard family almost weekly. One for-instance is our new exhibit on the Packard Park Centennial. We did not know how much was in existence until a city employee walked in our doors bearing original blueprints he rescued from a dumpster after a house-cleaning at city hall. The plans dated from 1911, and showed an aquatic garden plan that was never completed after the Mahoning River flooded one year later and the conservatory W.D. Packard bought from the Chicago World's Fair."



National Packard Museum Photo

From 1938 through 1954, the Henney Motor Company of Freeport, Illinois was the only U.S. coach-builder authorized to manufacture Packard-based professional cars - an honor represented in Warren by this 1953 Henney Junior three-door ambulance (donated by Hershel R. Murphy of Indianapolis) originally posted at Tinker Air Force Base outside Oklahoma City.

Porinchak adds the **National Packard Museum typically attracts 10,000-plus visitors annually** depending on events,

though "The Great Race two years ago doubled it. Our original plan was to close from November to March, but the phone never stopped ringing and people never stopped coming so I convinced the board not to kill the momentum. We realized we needed to do more indoor special exhibits to draw people past the hum of the Centennial." A display of soap box derby cars - most-apropos as the World Championship finals are held at Derby Downs in nearby Akron, Ohio each July - proved a big draw during the Museum's first spring



In addition to building Packard ambulances and funeral vehicles, Henney's Freeport, Illinois plant also completed six of these Pan American show cars. Warren's gold example - on loan from the Detroit Historical Museum - recalls how this Richard Arbib design looked when it originally debuted at the 1952 International Motor Sports Show in New York City.

Gregg Merksamer Photo



Motorcycles have proven most-successful in attracting visitors to Warren, Ohio's Packard National Museum since its 1999 opening. Their allure is well-demonstrated by this 1948 Harley-Davidson Servicar shown beside a 1931 Packard Model 833 Sport Phaeton originally sold by Earle C. Anthony's Los Angeles dealership; a 1937 Model 115-C Business Coupe that's one of only four known survivors out of 6,783 built; and a 1938 Model 1603 Super Eight Coupe Roaster on loan from the Detroit Historical Society.



Nineteen fifty-six was the final year for "true" Detroit-built Packards, ignobly-succeeded by two seasons of restyled Studebakers. Warren commemorates it with two Caribbean convertibles, a vinyl roof-equipped Caribbean hardtop, a two-tone blue 1956 Patrician sedan and a period auto show display promoting the one-year-only Electronic Push-Button Control promising "Finger Tip Command" of Packard's Ultramatic Transmission.



in operation, as did an encore motorcycle display where "One of the guys who came to see the exhibit offered to get more for the year after, and we've had them every year in the fifteen years since (the next one runs January through May, 2016)." Despite initial reservations from one board member who wanted only artifacts with a direct Packard connection - "today he's one of my best supporters," Mary Ann notes - "It illustrated there was an audience that would come to a Packard Museum to see something else but still come away with an appreciation of Packard history. Some of those motorcycle guys are now some of our best volunteers and few own Packards."

Though a verification phone call to (330) 394-1899 is suggested in cases of severe weather or long-distance drives, the National Packard Museum (on the web at www.packardmuseum.org) is normally open year-round excepting Mondays and Holidays such as Thanksgiving, Christmas Eve, Christmas Day, New Year's Eve, New Year's Day, and Easter. Hours are Noon to 5 p.m. Tuesday through Saturday and 1 to 5 p.m. on Sunday with special times available for group tours and private events. Admission is \$8 for adults and children 13-up; \$5 for 65-up seniors and children aged 7-12; and free for Museum members and children aged 6-or-under with purchase of adult admission. A wheelchair waiting for curbside pickup can also be reserved by calling 24 hours in advance.

Warren County, Ohio has been home to 20 other carmakers besides Packard, such as the 1923-26 Sterling-Knight concern organized by former Stearns Chief Engineer James G. "Pete" Sterling after operating in Cleveland from 1920-22. This \$2,800 1925 sedan model teamed a 75-horse sleeve valve six-cylinder engine with Warren-built coachwork by the Phillips Custom Body Company.

Calendar of Events

June 12, 2016

CCCA - Strawberry Social

Eagle Creek at Bill Jabs home

July 17, 2016

**Forest Grove Concours
d'Elegance**

October 14-16, 2016

**Packard Club Pumpkin Tour to
Central Oregon and
Erikson Aircraft Museum**

June 14, 2016

Monthly Membership Meeting

Peppermill

July 23-24, 2016

**CCCA, Cadillac/LaSalle, Buick,
Model T, and Packard Club Tour
to Mosier Tunnels**

November 8, 2016

Monthly Membership Meeting

Peppermill

June 25, 2016

**Packard Club Tour to the
LeMay Museum**

Marymount Center - Tacoma

August 9, 2016

Monthly Membership Meeting

Peppermill

December 2016

Holiday Dinner

TBD

July 12, 2016

Monthly Membership Meeting

Peppermill

September 13, 2016

Monthly Membership Meeting

Peppermill

July 16, 2016

**Forest Grove Vineyard Tour
and Dinner**

October 11, 2016

Monthly Membership Meeting

Peppermill

Tours are tentative until details are worked out and plans solidified. Watch the website, the Oregon Clipper, your email, and attend the monthly Packard Club meetings for further information.



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