

# OREGON

## *Clipper*



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FOURTH QUARTER 2017



Journal of the Oregon Region  
of Packard Automobile Classics

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2017 CLUB OFFICERS

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| TREASURER      | Howard Freedman             |
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Mascot of Bill and Patsy Terpen-  
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National Tour event.  
Photo: C. Bruce Forster  
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Winter scene at the Packard  
Proving Grounds

Please plan to attend  
our next membership  
meeting.

January 9, 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.

Looking forward to an  
active and fun-filled  
2018!





SATURDAY NIGHT, AUGUST 9, 1975 INSIDE WASHINGTON SQUARE MALL. NORMAN LEYDEN CONDUCTS THE OREGON SYMPHONY POPS ORCHESTRA SURROUNDED BY PACKARDS, THEIR OWNERS AND FRIENDS.

Photo: C. Bruce Forster

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## A Salute to the Packard Years

One year after the owners of Packards in Oregon received their charter as a region of Packards International, the fledgling club hosted a party for out-of-state Packard owners who were on the 1975 National Tour to Seattle. And what a party it was!



by Monte Glud  
and  
Robert Douglas

## Director's Page

Ladies and Gentlemen of Packards of Oregon, I thank you for your kind support during the years I have served as an officer of our fine club.

These last two years Robert Douglas and I have shared the duties of the office of Director. I could not have found a more astute or cooperative person to share the responsibilities of the office.

Matt and Karla Hackney were excellent at finding interesting and fun places to visit on our tours. It seems to me that Howard Freedman has always been our treasurer and has continually done a professional and thorough job in handling the club's funds over the years. John Imlay and Joe Santana have been outstanding in creating a tremendous club publication, Oregon Clipper. George Potter has kept our website accurate and up to date. Lastly, my wife of over fifty-three years, Elaine, has always supported my endeavors and has served as an able and accurate secretary of Packards of Oregon.

I wish our newly elected board of officers the best of luck and may George Choban continue to regale us with his repertoire of entertaining and instructive lessons of life and the world of Packards.

*Monte H. Glud*



Ladies and gentlemen, I would like to take this opportunity to thank you for the chance to serve with Director Monte Glud and Elaine Glud as Secretary along with the rest of the Board as your Co-Director for Packards of Oregon. It has been a fun activity and with the two of us as Co-Directors it made the duty lighter by trading off meetings.

After the November elections we have a new slate of officers as follows:

Director: Matt Hackney  
Co-Director: John Imlay  
Secretary: *Open Position*  
Treasurer: Howard Freedman  
Editors: John Imlay and Joe Santana  
Web Master: George Potter  
Tour Director: Joe Munsch

As you can see, there is one open position, that of Secretary. If I may make a suggestion, perhaps two people might join forces and take notes every other meeting. It spreads out the work and yet will adequately cover this vital position.

I would like to personally thank all of those who volunteered for officer positions on the Packard's of Oregon Board to keep this organization running as smoothly as our fine Packard Automobiles. I would especially like to thank Joe Munsch as he was the first to volunteer for a position on the Board, the position of Tour Director. Joe, we will look forward to many great excursions with lots of fun and exotic destinations! For those that are new to the Board, do not hesitate to ask your predecessors questions if you have them for we are pleased to answer them from our past experience.

As for the meetings there will not be much in the way of changes other than there will be two new faces in front of the room, those of Matt Hackney and John Imlay!

*Robert Douglas*





## From the Editor

**W**ell, another year has come to an end and, hopefully, we find ourselves happy, healthy, and enjoying the holiday season with friends and family. Speaking of “healthy,” as I write this two of our own are somewhat under the weather. Evelyn Freedman, while doing OK, could certainly use some company now and then. I know Howard spends as much time as he can with her, but if you have some time, please stop by the Robison Health Center on SW Boundary and say hello to her. Also, our senior octogenarian, George Choban, has been not so well recently. At this point, the doctors have not been able to nail down exactly what’s going on with him, but hopefully they will and George will be back in the garage tinkering away soon. So again, if you have a moment, I know he’d like to hear from you.

**A**s your editors, Joe and I do our best to put together a decent publication that contains articles that entertain and/or interest you. Since we often struggle to find content, we are grateful when some of you contribute a story to the Clipper. That leads me to offer thanks to David Charvet, Monte Glud, Bob Earls and Joe Santana for their story contributions to this edition. In addition, I have recently found that I too have an editor. Each quarter, I send a copy of the Clipper to my father in New Jersey – John Imlay, Sr. Apparently, he only reads the articles that I write and just browses through the rest. He frequently has a comment or two about whatever he’s read, but until our last issue, he has never offered any advice or editorial comment. That has now changed. After reading the PT Boat article, he feels my writing is “too sing-songy” and that I should just say it straight out. You know, just get to the meat and skip all the fluff. Well Pop, I’ll see what I can do. Perhaps you’d like to write one for our first quarter 2018 edition. In your 85 years on the planet you’ve surely encountered a Packard or two and have a story to tell. Here’s your chance.

**A**s you know, Monte, Elaine and Robert have decided to retire as officers of our club after long and distinguished careers. That does not mean they’re going away, they’re just not going to have their hands on the tiller, so to speak. THANK YOU for your service and dedication to our club!

So, what’s up for next year? Well, for starters Matt Hackney has returned as our Director and I have been elected Co-Director. Joe Munsch has graciously volunteered to be our Tour Director, Howard will remain as Treasurer, and Joe Santana and I will continue as editors of the Oregon Clipper. We are still looking for a Secretary to succeed Elaine, so if anyone is interested, please speak up at our next meeting! And finally, we will have a planning meeting sometime in January to line up our tours and other things for next year. In the meantime, get those Packards out on the road when you can.

Happy New Year!

*John Imlay*



# 1937 PACKARD 12

## LIKE DINNER WITH PETROSINO

BY  
JOHN  
IMLAY

Recently, I took a trip down to Los Angeles to check out a 1937 Packard 12 Club Sedan that Bob Newlands was selling. I did end up buying the car and in case you're wondering, I'm very happy with it although the first time I took it to the gas station, it cost me \$78 to fill up and that was AFTER I had just put in ten gallons just to get to the gas station! I'll have to get used to that. I sold my '41 160 to Richard Petrosino, a fellow Club member and printer of this publication. Since I was going to L.A. to look at the '37, I texted Richard to see if he might be available for dinner while I was there. Fortunately, he was available and asked whether I'd prefer Prime Rib or Italian food for dinner. Well, since it was Richard, I of course opted for Italian.

Those of you who already know Signore Riccardo Petrosino must know what a character he is. By the time he picked me up at my hotel at 4 PM that Saturday, I only had an inkling. However, I was about to get a full dose. We chatted during the ride in his humongous truck all the way down to San Pedro. He calls me Giovanni or Gianni and regales me with pearls of wisdom along with car stories and some interesting info about his life. I was

happy to hear that he thinks my '41 160 is the best '41 he's had – except that it's very hard to steer. He actually investigated having power steering installed.

At about 4:45, we pull over and he calls the restaurant we were going to – a place called J.Trani's which has been in San Pedro for over 90 years. "This is Richard Petrosino, can we come in?" The person on the other end said, "sure, c'mon in." We drove another couple blocks and parked right in front of the restaurant. Most restaurants aren't open for dinner before 5PM and this seemed the case at J.Trani's as well. There were no other patrons in the place and the waiters were engaged in setting up for the evening. Richard selects a table for us and says, "I'm going to the kitchen to tell the chef what we want." Uh, OK.

He returns and we sit and chat over a very good bottle of Amarone – my only meager contribution to the evening – until a large plate of fresh Calamari arrives at the table. Richard says, "no, that's not what I asked for, take that back." He goes back to the kitchen to straighten things out. About ten more minutes go by and the waiter returns with a board heaped with





deep fried Calamari and Gamberetti (shrimp). It was delicious. About twenty minutes pass and the waiter arrives with another board heaped with cold-smoked Swordfish Carpaccio. (Raw swordfish, sliced very thin.) I'm not exactly a fish-eating kind of guy, but I know I need to try this. Well, let me tell you, it was one of the most delicious things I've ever eaten. Tender, smoky, just wonderful.

After these two huge courses, I'm starting to fill up. Riccardo lets me know that the pasta course is next. "How much are we going to eat?!" I ask. He says, "we didn't come here to paint!" Alrighty then. Next, comes the most incredible pasta dish, Spaghetti with a marinara cream sauce and huge chunks of lobster. I'm telling you, it was killer. We're enjoying the pasta as other patrons begin to fill the restaurant, when he says in his distinctive voice, "whaddya want for your main course?" What?! I mean, I like to eat, but geez. Well, what the hell, I'm going for broke. I order a ribeye steak and Riccardo orders Osso Bucco – a braised veal shank which is one of the most delicious things on Earth... while not exactly good for you. Owner Jim Trani comes over and joins us for a while – a super nice guy. He's the third of four generations of Trani to run the joint and it appears Riccardo not only knows him, but also knew his ancestors quite well. We talk about a 1974 Checker Marathon Station Wagon that Jim's trying to

sell. The three of us chat while Riccardo and I continue to savor every bite of the best Italian dinner I've ever eaten. I did mention that to Jim by the way. He was grateful and humble in receiving the compliment.

I just could not eat all of that ribeye, but as we near the end of the main course, Riccardo says, "Gianni, you're gonna want some dolce, right?" The truth is, no matter how full I am, I can always make room for dessert. So, after the table is cleared, a dish of chocolate Gelato arrives. It was the perfect end to an absolutely wonderful meal. At this point, I get up from the table to hit the little boys room and upon my return, Riccardo meets me about half way and says, "OK, let's go." Wait, don't we have to settle up? Can I contribute? We're just leaving. Riccardo was too gracious, so out the door we go and back into his truck where he then takes me on a leisurely tour back to my hotel explaining points of interest along the way. Wow, what a night.

They say that the dining experience is often enhanced by the company you enjoy it with. All I can say is that both the company and the cuisine hit on all twelve cylinders. To Riccardo I say: *Mille Grazie, Signore, e se sei mai a Portland, sto comprando la cena anche se non sarò mai in grado di eguagliare l'esperienza che mi hai dato!*

*Ciao tutti!*



**J. TRANI'S  
RISTORANTE**

**TWO CURRENT  
GENERATIONS OF  
TRANI, OWNERS  
JIM AND VIKI  
TRANI WITH  
THEIR AWARD-  
WINNING CHEF/  
SON DUSTIN.**



**EXTRAORDINARY  
COLD-SMOKED  
SWORDFISH  
CARPACCIO AND  
REMNANTS OF  
THE DEEP-FRIED  
SHRIMP AND  
CALAMARI IN  
THE BACK-  
GROUND!**



Story by Joe Santana

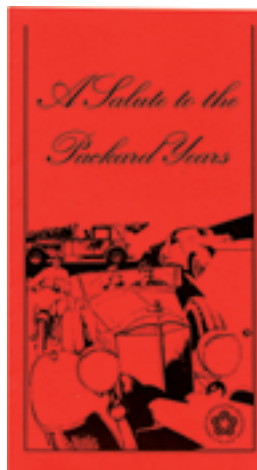
Photos by C. Bruce Forster

# A Salute to the Packard Years

In August 1975, less than a year after the owners of Packards in Oregon organized into a club, the National Tour of Packards International would be destined for Seattle with Packards coming from across the country.

At a monthly meeting it was suggested that we try to do something special for the dozens of members passing through Portland the weekend prior to tour week on their way to Seattle. With buy-in from the national club, we asked for ideas.

Program for *A Salute to the Packard Years* with star logo designating Packard as the official automobile of the national Bicentennial celebration in Oregon.



Jim Classen suggested taking them on a tour of some of Oregon's most gorgeous scenery up the Columbia Gorge. Vaughn Hickman, whose infectious enthusiasm had catalyzed the formation of the club and has never waned, and I suggested throwing some kind of party. The three of us, with promises of support from the rest, were charged with coming up with specifics and presenting them at the next meeting.

We had earlier displayed 24 Packards inside Washington Square Mall which had been well received by shoppers and the Merchants Association. What if we did it again and held the party there after hours?



Our President, John Langslet, proposed this to the Washington Square Merchants Association's Promotional Director, Scott Sorenson. John, a Portland attorney, had negotiated with Oregon's Bicentennial Committee to declare Packard the official marque of the bicentennial celebration in Oregon. Scott listened.

In the meantime, we decided to move ahead with planning a Friday night welcome banquet at the Greenwood Inn in Beaverton. Gloria Anderson, famous for the quote, "That's not mascara, boys. I just changed the oil on the '37," made arrangements for out-of-towners to stay overnight and for a banquet at which we would be presented with the Bicentennial Flag. Gloria's husband, Keith, arranged for Lyman Slack, a former Packard VP of Sales, who built Packard's largest sales organization, to speak.

Washington Square was interested, but was committed to making a \$2,000 gift to the Oregon Symphony in exchange for a concert in the mall. If the club agreed to pay for half the symphony cost, \$1,000, and open the party to the public, he would give us the mall for the evening.

The Board decided to take the deal. We'd have the entire mall, six "garden courts!" Now we needed ideas, a theme, publicity and advertising dollars. My PR/Ad agency took on the project *pro bono Packardis*. The theme proposed was "A Salute to the Packard Years," which offered several decades to draw from for activities.

National offered us "The Packard Story," a video narrated by John Cameron Swayze, one of TV's first evening news commentators and famous for the Timex tagline, "Takes a licking and keeps on ticking." In the Liberty House court we could create "The Showroom of the Fifties" around it with Packards, including another Tom Taylor's 1950 Custom 8 Sedan plus a '53 Caribbean and Mayfair, a '54 Clipper, five '55s (three 400s, Clipper, Caribbean Convertible), and Cal Soest's 1956 Caribbean Hardtop.

Don Letson had loaned his 1917 Packard truck for fundraising and beer distribution at the Pittock Mansion. He offered to do it for the Salute and arranged for Blitz Weinhard to provide the beer. Besides Don's truck, Vaughn and his crew would place five more Packards there. Jim Lunos' '41 120 Coupe, a '48 Super 8 Limo and Sedan, a '53 Clipper, and '55 Custom Clipper. The Penney's court was large, and at the end of Mall. To entice attendees with more than beer, Oliver Pacini, The One-man Seven-piece Band, agreed to entertain with the Bunnell Sisters.

Radio Station KLIQ, The Sound of the Forties, agreed to do a remote broadcast from the Nordstrom court to open the event with the Bunnell Sisters, swing vocalists, whose singing career in the 1940s took them from Scholls, OR to New York's Palace Theater. Also broadcast was

A full page story promoting A Salute to the Packard Years in the OREGON JOURNAL, August 5, 1975, Northwest Living Section, by Suzanne Richards. Read this article from the online Fourth Quarter 2017 edition of OREGON CLIPPER at [packardsoforegon.org](http://packardsoforegon.org)

the live performance of scenes from "Pussyfootin'," a musical of Hollywood in the Thirties, being staged by Portland Civic Theater. Ten Packards graced the Nordstrom court: Bill and Patsy Terpenning's 1926 Roadster, Jullian Eccles' 1930 734 Boat-tail Speedster, Guy Carr's 1930 Dual Cowl Phaeton and 1936 V-12 Convertible Victoria, Don Letson's 1934 Super 8 Dietrich Coupe, my 1940 Super 8 Convertible Sedan, a '48 Convertible, a '53 Cavalier, '54 Caribbean, and a '56 400.

In what was Lipman's court, ten more Packards provided an elegant stage for a fashion show by Lipman's narrated by KATU anchorwoman Kathy Smith. These Packards included Jim and Betty Classen's 1936 120 Convertible Coupe, George Choban's 1939 V-12 Limousine, Tom



"Fashions d'Elegance" in Lipman's Garden Court commented by Lois Evanson



KLIQ ran a live remote broadcast from the event interviewing entertainers.



Fifty-two Packards filled the Mall.

Crook's 1937 Super 8 Club Sedan, Don Letson's 1926 '8' Sedan, and Fred Mauck's as well as Loren Wade's 1940 180 Limousines, a '38 V-12 Towncar, a '40 120 Sedan, a '53 Convertible and a '37 Super 8 Sedan.

In the Sears court were some cool and unique Packards led by Dave McCready's 1941 180 Formal Sedan, Steve Biles' 1939 Station Wagon, and Ray Radford's 1929 640 Roadster, in addition to a '37 120 Convertible Coupe, '48 Custom 8 Convertible, a '55 Caribbean, and a '50 Standard 8 Sedan.

The Oregon Symphony Pops Orchestra tuned up in the Meier & Frank court and played two one-hour programs of popular tunes from the Packard years including Gershwin, Kern and Porter medleys. Marilyn Kinkaid sang. Hickman and his volunteers placed six more Packards including his own 1948 Deluxe 8 Sedan, a '40 Special Coupe, a 1930 726, two '48s, Deluxe 8 and Custom 8 Sedans, and a '37 Super 8 Convertible Coupe.

With all this in the offing, my agency Santana & Associates, Ltd., had no trouble spearheading publicity for the event which led the PI Board of Regents to declare that the "Oregon Region managed to produce the greatest volume of publicity ever known at a National Tour." We convinced Suzanne Richards of the OREGON JOURNAL to write an article which ran as a full-page, scaled down here, the Tuesday before the Saturday night event. The editor of The PORTLAND MAGAZINE, a two-page spread, and the Oregonian's John Wendeborn wrote articles that also reminisced about Packards in their own past. Because of the Oregon Symphony and the fashion show, we thought we could get an article in the Society Section of the OREGONIAN. Unfortunately Barbara Jordan, the Hedda Hopper of the elite, was not enthusiastic. "A car show isn't really a women's event."

But I countered, "Women drive Packards, too." I was young and had not learned when to keep my mouth shut.

"Fine," she said, "if so, I'll meet them for lunch with their Packards."



I can't tell you the fear in my soul when I faced the guys at the next meeting and gave them the good news and the bad news. Good news is we can get a significant article in the Oregonian's Society Section the Sunday before the August 9th event. The bad news is your wife has to drive your Packard to the Greenwood Inn. There were some groans, but in the end, by hook or by crook, at least for a few blocks, the women arrived in Packards to the delight of Ms. Jordan and staff photographer Mike Lloyd. Besides the photo here, Flo Carr arranged for a shoot outside Washington Square with the fashion models, cars and two Symphony members. It won us a full page, scaled down here for the Clipper.

A Salute to the Packard Years didn't have the highest public attendance of any Packard event, nor did it last the longest, or stand out as a great financial success. When all was said and done, our Region had a net loss of close to \$1,000, but because of the nature of the event and the publicity it received, National didn't even blink in covering the loss for us, so impressed were the tour participants and the PI Board with the whole affair.

And to top it off, Jim Classen, in his newly restored 1936 Convertible Coupe, led a caravan of 23 Packards the next morning on the Old Columbia River Highway to Women's Forum State Park and down to Multnomah Falls, making the OREGONIAN and the SEATTLE POST INTELLIGENCER on Monday morning.

I look back on 1975 and on 1976, the Bicentennial Year, as a special time. (In one parade, Police Chief Bruce Baker rode in my Duchess escorted by four motorcycle patrolmen. My brakelights didn't work so I had to surreptitiously pull on my parking lights whenever we stopped.) There were many club members in their 30s then, crazy full of energy. Older members lent their experience and a steady hand so we didn't get into too much trouble. But even though I am an older member now, I still feel like I have one more "Salute" in me and maybe an opportunity to launch a Packard party will present itself again. Nevertheless, I hope this retrospective inspires bold new adventures for Packarding in Oregon.



A full page of the Sunday OREGONIAN, Society Section, by Barbara Jordan. The headline writer just looked at the pictures. You can read the story in the Fourth Quarter 2017 edition of OREGON CLIPPER at packardsoforegon.org



"Showroom of the Fifties" in the Liberty House Garden Court





Bill and Patsy Terpenning's 1926 Roadster with Portland Civic actor



Bob Hess' 1938 V-12 Towncar



Julian Eccles' 1930 734 Boat-tail Speedster enters the mall.



Oliver Pacini, One-man Seven-piece Band, with the Bunnell Sisters



Packards of the '20s, '30s, '40s and '50s were on display.



Don Letson's 1917 Packard Truck in the Penney's Garden Court



Concertmaster Hugh Ewart and wife, Esther, with Bob Bartell's 1937 Super 8 Convertible Coupe in the Meier & Frank Garden Court





Catered small bites, drinks and entertainment in the Nordstrom Garden Court



Actors from Portland Civic Theatre's 1930s musical *Pussyfootin'* performed for us.



Jim Letson and cigar-puffing author Joe Santana in *Saturday Night Fever* suits



Staff Photo by BOB ELLIS

**PACKARD PARADE** — A caravan of Packards cruises down Canyon Road enroute to Multnomah Falls as part of the Packard International annual tour. Packard owners came from as far as Las Vegas and Los Angeles to participate in Sunday's drive. Tour will head to Seattle Monday. About 52 cars were gathered in Portland.



# I CAN SEE CLEARLY NOW

by Bob Earls

**F**or many years people whose cars have a 6-volt system have had to endure slow cranking engines, interminably slow turn signals and headlights so dim you had to hold a match up to them to see if they were working. They didn't illuminate the highway bright enough to actually let you see what was in/on/around the road ahead. They would act as a faint, brownish signal to an oncoming car that something else was on the road heading their direction, and not much else.

**M**any hard starting problems (aside from the obvious weak battery) are due to the battery cable being badly corroded or having been replaced with one of undersize load capacity (smaller gauge). For 6 volt systems, you should run at least 1-gauge, preferably 0-gauge wire.

**P**robably 90% of the time those maladies are caused by a bad ground. Sometimes it's due to a loose connection. Most headlights are grounded by the center terminal on the headlight bulb (the other 2 are the hot wires for high and low beam). That ground wire usually runs to either the headlight bucket mounting

screw that holds each light assembly to the body or is part of the headlight wiring loom that terminates at the mounting screw of a 3 or 4 terminal connection strip on each fender panel. Rust at the ground connection and dirty switch contacts are the biggest culprits for dim bulbs, however. But, even assuming all the connections are clean, you gotta admit that the stock 6-volt headlights still aren't the best for seeing (or being seen) clearly.

**N**ow there is a fix for that. Wagner corporation offers a reasonably priced halogen 6-volt headlight. This direct replacement in the original sealed-beam style is priced in the \$14-\$18 range and is available from any parts store that stocks Wagner (Car Quest, NAPA, etc.). There may well be another manufacturer...I don't know. The part number is: Wagner H6006 (it would be H6006 with any manufacturer). They should be replaced in pairs. I must include the unfortunate caveat that they are made in China, but virtually all light bulbs are now made in China. Both are incandescent, but the atmosphere in which they operate is different. The difference in the quality of light is amazing, with halogen being much more "white" than traditional sealed beams, which is yellowish.

There are a couple of big differences between sealed beams and halogen. Sealed beam units are usually an airtight, all glass globe containing a filament (usually tungsten) that glows in a vacuum. When you get a rock chip in the clear lens the vacuum seal is broken, air gets in and allows the filament to burn so hot that it melts. Halogen units, however, have a separate, small, halogen gas-filled bulb inside the globe. If you get a rock chip on the lens it doesn't affect the bulb, and the worst thing that happens is that water gets inside the globe causing condensation.

**F**or you technical types the following two paragraphs are from Wikipedia:

**An incandescent light bulb, incandescent lamp or incandescent light globe** is an electric light which produces light with a filament wire heated to a high temperature by an electric current passing through it, until it glows (see Incandescence). The hot filament is protected from oxidation with a glass or quartz bulb that is filled with inert gas or evacuated. In a halogen lamp, filament evaporation is prevented by a chemical process that redeposits metal vapor onto the





filament, extending its life. The light bulb is supplied with electrical current by feed-through terminals or wires embedded in the glass. Most bulbs are used in a socket which provides mechanical support and electrical connections."

**A halogen lamp, also known as a tungsten halogen, quartz-halogen or quartz iodine lamp,** is an incandescent lamp that has a small amount of a halogen such as iodine or bromine added. The combination of the halogen gas and the tungsten filament produces a halogen cycle chemical reaction which redeposits evaporated tungsten back onto the filament, increasing its life and maintaining the clarity of the envelope. Because of this, a halogen lamp can be operated at a higher temperature than a standard gas-filled lamp of similar power and operating life, producing light of a higher luminous efficacy and color temperature. The small size of halogen lamps permits their use in compact optical systems for projectors and illumination."

**T**he only other thing you'll probably have to do when you change to the halogens is re-aim them. They're inexpensive, easy to replace and do a superior job of illuminating the road ahead. Now you have no excuse to not see more clearly.



1

Bill Hirsch offers these halogen bulbs to replace those in your pre-1940 Packard headlights. Night visibility is greatly enhanced.



2

Hirsch also offers halogen replacement bulbs for your blinkers, parking, and tail lights. Other drivers can see you better!



3

The Wagner sealed beam Halogen headlight for 1940 and later Packards.

# Automobile Driving Museum



An autographed photo of Clark Gable receiving the keys to his brand new 1937 convertible coupe hangs in the museum.

On my recent trip to Los Angeles, I had the unexpected good fortune of visiting The Automobile Driving Museum. Located just minutes from the LAX Airport in El Segundo, it's in a rather unassuming building on a side street in sort of a warehouse area. On my last morning in L.A., I left my hotel early enough to visit the museum on the way to the airport. I would never have known about it had Richard Petrosino not recommended it. Even my Uber driver had no idea it was there and vowed to come back and visit it himself when he was off duty.

The admission fee is a mere \$10 to see a collection of over 130 cars ranging from antique to '60s era muscle cars. The museum's mission is "to collect, preserve, exhibit and ride in historical vehicles." And to "use the collection to present educational opportunities and displays that illustrate the aesthetic, engineering, and cultural evolution of the automobile." A noble mission to be sure. There's no doubt this approach can help to get the younger generation interested in classic cars and therefore preserve our beloved hobby. Also, there are a couple parts of that mission statement that I hope you noticed. First, the words "ride in." You read that right.

Every Sunday between 10:00 AM and 3:30 PM, they offer rides in some of the cars exhibited in the museum. Generally, they'll take three cars off the floor and park them out in front of the facility and visitors can sign up to go for a ride. And they don't just do it with the more modern muscle cars. The day I was there they had a Ford Model A ready to go along with a couple later vintage cars. They tout that they are the only car museum in the world that offers rides.

The museum also has other means of generating revenue. They have a gift shop which sells tee shirts, cups, hats – you get the idea. The facility is also available for weddings, meetings, parties, etc and contains a 3,200 square foot ballroom for these occasions. Participants can walk amongst the cars and have their pictures taken in and around them. This is all in line with their philosophy of a NO "look but don't touch" rule. They encourage a more intimate relationship with the cars and believe that by allowing guests to touch and sit in the cars, they're doing just that. Volunteer docents staff the place and are available to answer questions and offer history and information about the museum and its contents.





The interior and exterior of the pristine 1936 Packard 12 Convertible Sedan used by the museum in the annual Rose Parade in Pasadena.



The fabric-covered 1930 Stutz Monte Carlo, body by Weymann



1937 Packard 12 Convertible Sedan. Sign up and go for a ride!

Finally, I want to mention that there is one room which is a "hands-off" space and one must be accompanied by a docent to enter. This room contains their most valuable cars – a few Packards of course. One car I will tell you about is a 1930 Stutz Monte Carlo, body by Weymann. This car is like none I've ever seen or heard of. The body design is of course, custom, but what makes it even more unique is that the entire exterior of the car is fabric covered. The doors, for example, are wood frame with fabric stretched over them like a WWI aircraft. There does appear to be sheet





The power plant of the 1916 Packard Twin-Six

The first car that greets you as you enter the museum – a 1916 Packard Twin-Six Four Passenger Roadster



1940 Packard 120 Darrin Roadster

metal in other parts of the car, but again, covered with fabric. I cannot tell you what the fabric is. One other car I'll mention is a 1936 Packard 12 Convertible Sedan which is in absolutely perfect condition and is used in the annual Rose Parade.

So, if you're ever in L.A., stop by this wonderful museum. Give them a call at 310-909-0950.



A 1932 Plymouth Town Car body by Brewster. This car was specially ordered for and was driven by Eleanor Roosevelt.







The high-value room of the museum containing the only vehicles which require a docent to see.

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The museum's entrance with a very modern sports car.

Another perk the museum offers is a "Shop Talks" lecture series offering educational insights into automotive history.

BY DAVID CHARVET

## STARTING 'EM YOUNG!



Companies today are well aware that sometimes the best way to market their products to adults is through the children in the household. (Witness how many kids today know how to use a “smart phone” better than their parents!) Surprisingly, this concept was being used by Packard in the 1920s through a promotional tie-in with Keystone steel toys.

Keystone was founded in Boston, Massachusetts in 1919, with their primary product being a small “Moviegraph” film projector, one of the first home projection systems. By 1925, Keystone decided to widen the scope of their toys by offering heavy pressed steel model steam shovels and trucks. Wanting to separate their superior quality trucks from those being offered by other manufacturers, Keystone approached Packard with the idea of creating a line of Packard toy trucks. After some negotiation, a sample was made and sent to East Grand Boulevard in Detroit for approval.

On May 2, 1925, H.H. Hills, Vice President of Distribution for Packard wrote to the Keystone Company in Boston: “The toy Packard truck that you have sent us is indeed a fine piece of work. ... These toys will go to many boys whose fathers have fleets of Packard trucks, and to many more who ride in Packard cars as a part of their daily life. How proud they will be of this closer contact with a thing they have come to know so favorably ....” Thus, Packard consented for their trademark logo and famous “ox yoke” grille to be used on Keystone toy trucks.

Although Packard ended production of trucks in 1923, the company was correct in realizing that young boys could have influence over their parent’s automobile purchases. With the Packard logo emblazoned on every Keystone truck rolling around the floors of homes across America, it was a great piece of subliminal advertising.





Like their larger counterparts, Packard trucks from Keystone were not cheap. For instance, their Model 41 Keystone Dump Truck was priced at \$7.50 in 1925; equivalent to nearly \$110.00 in 2017 dollars. The more elaborate Model 56 Keystone “Water Pump Tower” Fire Engine that would actually spray water from an onboard tank through a 29 inch elevated tower nozzle, was priced at \$15.00; equivalent to almost \$215.00 today.

Keystone trucks were big – each between 25” and 30” long. They were stamped of heavy, cold-rolled steel in thicknesses from 14 to 22 gauge – the same thicknesses of steel used in real automobiles. Each truck weighed between 15 and 20 pounds! Keystone even advertised their trucks were “Strong enough for (a) boy to ride on.”

Keystone continued to manufacture toy trucks with the famous Packard grille through 1937. Following WWII, Keystone shifted their focus to wooden toys and ceased production in 1960, just two years after the demise of Packard.

While thousands of Keystone Packard trucks were sold during the 1920s and '30s, most young boys and girls played hard with them and by the 1940s during WWII, many no doubt made their way to scrap metal drives to help fuel the American war effort. Today, Keystone Packard trucks have become collectors' items with an avid following, helping to keep the Packard name and image alive to a new generation.

# Topping the Door Topper

with Monte Glud

In August of 2001, when Dave McCready and I began the restoration of our 1936 Packard 120B Convertible Sedan, we removed the metal door tops. The door tops are 31-1/2" strips bent in a semi-elliptical shape that act as a long clip to hold the door upholstery in place along the top of the door. They are held in place by five #6 slotted oval-head sheet metal screws 1" long set in finishing washers and positioned evenly in holes along the top of the door frame.

When we removed the four door tops from the Packard, the retaining screws on the driver's side were quite loose. The door tops had been painted black, but originally they were finished with a dark walnut grained finish. This effect was obtained by first painting the door tops a rich dark brown color and then applying a very thin clear grained decal over the dark brown paint. Over the years, I have heard the story that Packard exclusively employed women to apply the fragile thin decals. I have never been able to verify this tale.

I sent the door tops to a gentleman in Washington with expertise in painting woodgrain on 1930s dashboard pieces. (As a young boy, I remembered my grandmother's 1939 Ford had a metal dashboard that closely resembled actual wood grain.) When the wood grained painted door tops were returned, the upholstery was in place, so the door tops were installed. As mentioned, the screws on the driver's side door were loose and it was difficult to make them catch in their respective holes in the top side of the door frame. When I purchased the Packard, the screws holding the door tops in place, while the correct size, were of the Phillips-head type rather than the authentic oval-head slotted sheet metal screws as originally equipped by Packard. A company in Windber, Pennsylvania supplied the correct screws. I have been told that Phillips head screws were invented in 1936 and that Packard began using them in 1938.

On the night of my granddaughter Tattiana's graduation this past June, I was driving Tattie and several of her friends home when the driver's side door top rose up as I hit a bump in the road and almost fell off the door. Fortunately, I didn't lose any of the valuable slotted oval-head screws holding down the door top. The very next day I began to attempt a repair. I tried to place plastic wall anchors in the door frame holes that held the door top in place. Unfortunately, when I tried to tighten the screws, the plastic wall anchors spun around and would not hold the screws securely. So much for that bright idea.

Next, as a temporary solution I tried #8 Phillips head oval sheet metal screws thinking I would later round up some #8 slotted oval head sheet metal screws to



replace the original #6 slotted oval head screws. The #8 Phillips head screws fit the frame holes, but stuck up too far up from the finishing washers. So, I decided to give the job another try. I obtained some #6 Phillips head oval sheet metal screws, drilled some holes in a piece of scrap 1/16th inch thick aluminum, and screwed the screws into the thin aluminum. The screws held. Next, I purchased a 36" long x 3/4" wide x 1/16" thick aluminum strip and cut it down to 31 1/2" in length.

A tracing paper pattern was made over the top of the door frame and holes were marked for both the #6 screws to hold the door top in place as well as hole to mount #8 screws to hold the aluminum strip to the top of the door frame. Then a poster board pattern was made from the tracing paper pattern. The poster board pattern was taped onto the aluminum strip. The holes were marked, drilled and punched for the five #6 door top screws and the five #8 Phillips oval head sheet metal screws that I used to mount the aluminum strip to the top of the door frame. Needless to say, the Phillips head screws would not be seen.

The drilled aluminum strip was taped to the top of the door frame, the holes for mounting it were drilled in the door frame and the screws were installed. Next the door top was set in place and the five #6 slotted oval head sheet metal screws were installed. The only problem was that the #6 screw closest to the back end of the door would not screw all the way down and the door top was about a quarter inch above the front or hinged end of the door frame. This was solved by very drilling a 7/64" hole down through the door frame in each of the two end holes for the #6 slotted oval head sheet metal screws. Now the door top screwed down evenly. Hopefully, the vexatious topping of the door top is over and done!





## Calendar of Events

**January 9, 2018**  
Monthly Membership Meeting  
Peppermill

**January tbd, 2018**  
2018 Planning Meeting  
TBD

**February 13, 2018**  
Monthly Membership Meeting  
Peppermill

**March 13, 2018**  
Monthly Membership Meeting  
Peppermill

**April 6-8 2018**  
Annual Portland Swap Meet  
Portland Expo Center

**April 10, 2018**  
Monthly Membership Meeting  
Peppermill

**May 8, 2018**  
Monthly Membership Meeting  
Peppermill

**June 12, 2018**  
Monthly Membership Meeting  
Peppermill

**June 16, 2018**  
Strawberry Social w. CCCA  
TBD

**July 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 14, 2018**  
Monthly Membership Meeting  
Peppermill

**September 11, 2018**  
Monthly Membership Meeting  
Peppermill

**October 5-8, 2018**  
Annual Pumpkin Tour w. CCCA  
Redmond

**October 9, 2018**  
Monthly Membership Meeting  
Peppermill

**November 13, 2018**  
Monthly Membership Meeting  
Peppermill

**December 2018**  
Annual Holiday Dinner  
TBD

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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