

# OREGON

## *Clipper*



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FIRST QUARTER 2016



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of Packard Automobile Classics

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Photo by Matt Hackney

Please plan to attend  
our next membership  
meeting.

April 12, 2016

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



THE WEDDING DAY PHOTO

## George & Suzie

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George Choban proposed to Suzie (Anastasia) Michaelides in November 1960 and immediately the couple informed George's family, who were thrilled. George's brother Paul planted a big congratulatory kiss on Suzie – before George had ever kissed her!! “Was I bashful,” he says, which is why even after six months of courting, he had still not worked up the gumption to lay one on her. I'm sure he's made up for that over the last 55 years.

They married on December 26, 1960. The wedding limo was George's 1939 Packard 12 Touring Sedan.

1939 PACKARD TWELVE  
TOURING SEDAN







by Robert  
Douglas

## Director's Page

**L**adies and Gentlemen, 2016 brought a change to Packards of Oregon. For the past year or so, Matt Hackney has been hinting that he would like to retire from the leadership of Packards of Oregon. After all the years that he has put in as President, it is completely understandable. Matt has done an excellent job for five-plus years as President. Along with Karla, he also helped set up tours and deal with the national clubs. He was always available to help or advise with other club activities. Matt we thank you for a job very well done! Now you and Karla will be able to come to meetings and just relax.

**A**fter the elections in November of 2015, Monte Glud and Robert Douglas agreed to take over Matt's position, but as Co-Directors for Packards of Oregon, thus eliminating the need for a Vice Director. We will take turns running meetings and writing the Director's message. For most of the membership there will not be much of a change other than a new face at the head table during meetings. However, Matt will continue with the club

in the position of Tour Director and working with the Forest Grove Concours.

The slate of officers for the club will be as follows:

Co-Directors.....	Monte Glud and Robert Douglas
Secretary.....	Elaine Glud
Treasurer.....	Howard Freedman
Editor <i>Oregon Clipper</i> .....	John Imlay
Tour Director.....	Matt Hackney
Webmaster.....	George Potter

**2** 016 promises to be an exciting year, so check your calendar on the inside back cover for important dates, tours and events. Monte and I will look forward to seeing and hearing from all of you at meetings, events and, more importantly, seeing your Packards at said events. Remember, that is why we have these beautiful cars, not to hold down the floor in the garage, but to drive them!

*Monte Glud and Robert Douglas*





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# PACKARD

ASK THE MAN WHO OWNS ONE



by John Imlay

## From the Editor

**H**i ho, Neighbors! Spring is upon us! Oh wait, sorry. For a moment there I thought I was somewhere other than the Pacific Northwest where cabin fever was not the order of the day. March 20th is officially the first day of Spring, but the cold and rain continue as we have come to expect in this neck of the woods for this time of year.

It's been a tough winter for getting our cherished cars out of their cozy winter hibernation and onto the road. I don't know about you, but I'm hankering for some nice, sunny 65-70 degree weather so Margy and I can get our 1939 convertible out and enjoy a trip out to the wine country.

As you probably noticed, we have decided to make the Clipper a quarterly publication. We think that's reasonable in terms of the amount of work it takes to put it together and in being able to get enough content. Joe Santana and I continue to work on improving this publication with the goal of making it one of the best in the biz – and by “biz” I mean the car club newsletter/magazine world. His publishing and artistic prowess have really brought our humble publication up a few notches! My thanks to him and to our readers for all the wonderful compliments we have received! But even more importantly, thank to those that came before us in creating this publication. I have now had the opportunity to look at issues of the Clipper all the way back to the 1970s and it's wonderful to see how it has evolved and improved with each successive editor. We stand on your shoulders.

This issue has been a tough one to produce. I have relied too heavily on my own writing and I have quickly come to realize how easy it is to overcommit and paint myself into an approaching deadline corner. The article on George and Suzie Choban was especially taxing to do in that there is so much to tell over an eighty-six-year span that it's difficult to know what to include and what not to! Then, the next task was to make it interesting, not meaning that their lives were/are boring – believe me, they're not! - but that my own writing talents fall short in really trying to bring their very storied and interesting lives to light. So my second goal is to improve my creative writing skills as we continue to create the Clipper and... get more of you to contribute content!

On another note, one of the things that George talked about during our interviews was the social aspect of our hobby. He indicated, and I concur, that membership does bring a certain amount of your social life to you and that without exception, all those you meet through this hobby/addiction are good people. Sure, there is a wide range of personalities and we have some real characters to be sure – the ever-entertaining Bill Price comes to mind - but the men, the women, their children, everyone you get to know are all wonderful, kind, helpful and interesting people! I think we should all be grateful for this added benefit of Packard ownership. One thing George also pointed out is that despite our passion for this hobby, most of our children do not share our interest. How is that possible? I'm not going into that question now, but look for some more discussion of that in next quarter's issue.

OK, that's enough of my rambling. Once again, we have some great stuff in this issue of the Clipper – as I mentioned, a relatively in-depth story about George and Suzie Choban, a recap of this year's Valentine's Day Tour and Brunch which we did with the Classic Car Club, a feature on our friend up North David Moe, Matt Hackney's article on his visit to San Diego for the PI meet, and a little Portland history as we take a look at the building which housed Portland's very first Packard dealership. All that and more in this quarter's issue!

*John Imlay*



# 2016 PI Membership Meet

by Matt Hackney

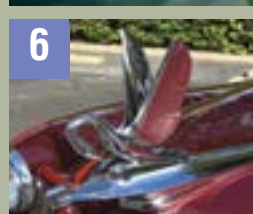
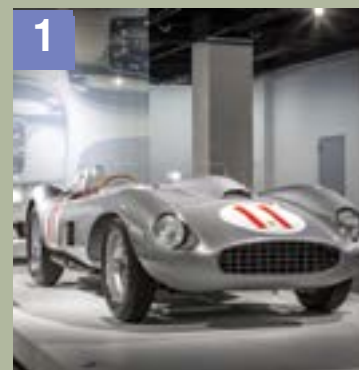


The author's show favorite: a 22-Series Packard Custom Coupe

This past month Karla and I were able to join Bob Newlands and Jan Taylor as their guests for the annual Packards International meet. As usual, the weather was clear and warm(hot) for the event. Our first event with the PI group was at the Petersen Museum. The museum has just gone through a multi-million-dollar renovation and was spectacular. Our favorite display was one they called Precious Metals, it featured silver colored cars.

On Saturday we got up early and piled into Bob and Jan's '55 Patrician. By the time we got to the car show, about two-thirds of the cars were in place. There were about 40-45 cars on display, each one with room allowing plenty of admiring and picture taking. Karla and I noticed a '34 coupe convertible that looked amazingly like her dad's. After noticing the overdrive installation and the Oregon plates, we were convinced it was David's old car. In my unofficial and unbiased opinion, the finest car on display was a 22nd-Series Custom Coupe. Simply amazing!

Sunday morning came early as we once again made our way from Glendale down to Orange. We were in search of treasures and "much" needed parts. Bob had his mental list of needs and I was just looking for must haves. We covered the swap meet forward and backwards and finally emerged with empty hands and intact wallets. It was time for breakfast. After refueling we hit the tables once more determined to mine for hidden gems. Leaving no chrome unturned and our wallets still intact, we left defeated. Well, we can check again next year.



1 Petersen Museum Precious Metals exhibit

2 Saturday night banquet table setting

3 1934 Packard Coupe Convertible previously owned by David McCready

4 Glass Winged Goddess of Speed on a 1939 Convertible Sedan

5 Egyptian Emblem on a 1948 Standard Eight Station Sedan

6 Cormorant on a 1948 Super Eight Victoria Convertible Coupe

## Revisiting A Lifetime with George & Suzie Choban

BY JOHN IMLAY



George and Suzie Choban celebrated their 55th wedding anniversary on December 26, 2015.

Margy and I arrive at the Choban “compound” on a typical rainy day in January to sit down with George and Suzie to get their life stories. George is wearing his usual, functional, multi-layered outfit of loose-fitting blue-jean overalls and a plaid jacket. However, it is January so he also has a sweater over the jacket and I immediately notice that he’s sporting his winter hair-do, which is longer than usual to keep his head warm.... so he says. Suzie, in a khaki skirt and as gracious as ever, invites us into the living room and we sit down to begin our discussion. Now before we get started, I need to insert a disclaimer here. A lot happens over an eighty-six-year lifespan. There are many stories and many details that may be left out or, where the memory is not as clear as it might once have been.

I feel like we need to get their pre-marital stories before we talk about their life together. I use my phone to record the conversation which I later discover is only a semi-good idea. The amount of information is daunting since these two have led very interesting lives, and I end up having to transcribe the conversation into handwritten notes anyway.

We begin with Suzie who was born Anastasia Michaelides (Michael meaning of course, Michael, and “ides” meaning son of, so Michaelson in English!) in Greece in 1930. As far as I can gather, life was pretty good until WWII brought the Nazi occupation of Greece in April of 1941. During those years, the Greeks waged a guerilla war against the Nazis who took over most of the available buildings, including schools, which left Suzie having to take her school lessons outside under a tree without the typical classroom items we take for granted such as pencils, paper or even chalk and chalkboard! After three-and-a-half hard-scrabble years of deprivation, the Allies pushed the Nazis out in October of 1944 and life at least took a positive turn. The war was over in Greece, but times were going to continue to be tough for a while.

**“After that, it was one car after another.”**





George relaxing on the farm, July 25, 2005



Downtown Portland in 2005



George's home from 1929 to 1945

At the end of the war, Suzie's father was working for the International Red Cross traveling around the country bringing aid to the struggling villagers. The war years and lack of tilling had depleted the soil so there was little fruit, few vegetables, a shortage of water to cultivate the soil, and few farm animals from which to get meat or milk. Suzie accompanied her father in rendering aid and also acting as kind of a liaison between patients and the doctors who were tending to the war ravaged Greeks. It seems that helping others came naturally to her.

Later, Suzie entered Anatolia College, an American School in the Thessaloniki area of Greece which was sort of a junior college/high school. As you might imagine, the post-war years were tough and many sought to emigrate to other countries in search of an education and a better life. So, in 1952, Suzie took a job as an escort officer with the United Nations accompanying emigrating Greeks, Italians, Germans, and Maltese moving to places such as Brazil and Australia. While most of the other escort officers, who were older than Suzie, didn't care for the work and gave it up after only one trip, the adventurous and ever-helpful 22-year-old made six round-trip ocean voyages to Australia bringing 100-150 people each time.

During this period Suzie's father had been working for an international company which gave him good "connections" around the world. It was also at this time that the United States, under President Truman, was encouraging immigration to the US. (No thought of building walls back then, eh?) Suzie's older sister had received a scholarship to Walla Walla College in 1950 and was living in Washington. Well, by the time Suzie had finally had enough of her trans-oceanic life, her sister, who had married a "newspaper man," was busy raising three children and needed some help with them. So, Suzie and her father made off for the United States arriving in Salem, OR where her sister now resided. Her father took a job on the faculty at Willamette University teaching mathematics. Suzie enrolled there and eventually earned her BA in pre-med and Biology – all I assume, while still helping her sister with her three children.

Now George on the other hand is a bit of a different story...

Around the turn of the 20th century, a pair of Greek brothers lived in the Thracian area of Northern Turkey. The Turks were drafting young men to serve in their army. The educated and well-to-do Tsobanoglou brothers, (Tsoban meaning shepherd and oglou meaning son of, therefore Shepherdson in English!) Frank and Jim, wanted to come to the United States and were really not that crazy about the idea of being in the Turkish Army. Their father, George's grandfather, felt that the two boys had all they could ever want where they were and did not support their going to the U.S. Well, eventually George's grandfather passed away and the boys took advantage of the opportunity. So, his uncle Frank took off for the U.S. in 1909. After arriving on Ellis Island in New York, he managed to find employment along with other immigrants building the railroads. He worked his way across the country and finally found a home in Oregon. Eventually, he was able to bring his older brother Jim (George's father) over to join him in 1911. Jim decided to "Americanize" his last name to Choban, while Frank kept the original Tsobanoglou.

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effortless in its superpowered performance—so luxuriously quiet and smooth—that no one drives it without the feeling of gracious well-being and pride. Packard is *America's new choice in fine cars*. Now . . . ask the man who owns one.

# PACKARD

AMERICA'S NEW CHOICE IN FINE CARS

*See The Exciting New Packard CLIPPER For Big-Car Value At Medium-Car Cost!*



The brothers initially began farming in the West Slope/ Council Crest area, but by 1921 they moved to a 37-acre farm on Barnes Road in Cedar Mill. The farm stretched from just west of the current Cedar Hills Blvd. to the former Teufel property on the northwest, to the old alignment of Barnes Road to the southwest, and included the various medical buildings now along Barnes. Part of the land was ideally suited for “truck farming”—growing vegetables for market. The brothers started off specializing in celery, but also grew green beans and lettuce. Celery is a labor-intensive crop, but it can be planted densely—at one point they had 200,000 celery plants on 13 acres. It also shipped well, and the family sent its produce off to the east on the railroad.

Eventually, Jim decided it was time to marry, so he returned to Thessaloniki to find a wife. Through family connections, he was introduced to Marika and quickly married her and brought her back to the farm. In 1929, Jim and Marika had a son, yes... George. Born at Emmanuel Hospital, he grew up on the family farm, attended Cedar Mill Elementary and Beaverton High School. He and his brother Paul, who had come along in 1933, helped the family on the farm, using horses to power the equipment.

By 1948, celery from California drove them out of that business, so they contracted with Birdseye in Hillsboro to grow green beans. They also grew lettuce for the Portland market. But alas, when George’s father Jim passed away in 1965, commercial farming on the property ceased.

George attended Willamette University from 1947-1951 when a years’ tuition was only \$175. He graduated with a degree in mathematics, but stayed on for another year (1952) of law school. He joined the Army in 1952, serving in Europe and teaching basic education to GI’s during the Korean War. It was during his time in Europe that George began to collect the “stuff” which still surrounds him. Upon discharge from the army in 1954, he returned home, got his teaching degree from Pacific University and began teaching math, first at Hillsboro High School, then at Portland State University.

In 1960, George, like his father 30 years earlier, decided he should probably get married. His experience with the fairer sex up to this point had been, shall we say, very limited and he was admittedly less than skilled in the uh..., romance department. Nonetheless, he knew he needed a wife. His aunt and mother had known Suzie’s family from the “old country.” So in June of 1960, George and Suzie’s father (remember he was on the faculty at Willamette U) drove down to San Francisco, where Suzie now worked as a medical technologist, for the two to meet. Now keep in mind



George and Suzie with their grandchildren, July 13, 2008

that this wasn’t exactly an arranged marriage, but it was pretty darn close. They met, but got to know each other only slightly. George’s impression of her was that she was all the things he wasn’t, polished, polite and well-mannered. “I couldn’t find any faults with her,” he says. Not exactly a ringing endorsement, but enough for him to know he needed to get to know her better.

So what now? Well, being George, he first bought a Lincoln Cosmopolitan, then planned another trip to San Francisco. Only a month later in July of 1960 he went back – this time with a whole entourage who were very enthused about George’s prospects. His mother, Aunt, and a friend named Paul Christy all piled into the Lincoln and headed south.

Visit number two also went very well and at some point during the visit he asked Suzie how old she was. She replied 28. Well, he already knew how old she really was – 30 – but he wanted to see what she’d say. “She hid two years on me!” he says with a laugh holding up two fingers. Anyhow, he remained in San Francisco for two or three days then headed back to Portland whereupon he started calling her. This went on for a brief time until George told Suzie, “maybe you better come up to Portland so we can get better acquainted.” And that’s exactly what she did, arriving in Portland on the first of October, 1960.

They visited what’s now OHSU and Suzie, with her med-tech experience, was able to get a job there immediately. She found an apartment only two blocks away from the hospital and settled in. George came by every night to pick her up for dinner in what seemed to Suzie like a different car each time, but most often in his favorite MG. At this point, we stop for a moment while George indicates that dinner only cost \$1.85 back then!

*Choban . . . continued on Page 23*



# Revitalizing the Packard Factory

UPDATE

by John Imlay

Did you know that there is an effort afoot to revitalize the old Packard plant in Detroit? This article and photos were pulled from an online posting of The Old Motor and pieced together from a few months' worth of updates in the process.

After years of neglect, decay and broken promises, the first work crews and heavy equipment arrived in October 2014 and began stabilizing the site for Arte Express, the new owner of the Packard Plant complex in Detroit, Michigan. The first phase of the operation involves the removal of dangerous and crumbling areas of the structure which are beyond repair, removing debris and starting the process of removing hazardous waste from the property.

Peruvian developer Fernando Palazuelo, who has many years of experience in saving and renovating buildings around the world, bought the plant



Peruvian developer Fernando Palazuelo, who has many years of experience in saving and renovating buildings around the world, bought the plant complex in 2013.

complex in 2013. He is being assisted by Kari Smith, Manager-Architectural Historian, and the rest of his team. Plans are underway to involve the local community and to employ local workers to save and convert salvageable areas of the plant in phases for both commercial and cultural use.

This first phase of work included: assessing the environmental cleanup, designing the architectural



Billboard announcement by Arte Express.



Stabilizing the elevator shaft.





Interior of Packard Plant graffiti by Farzin Photo

restoration and changes, preparing permits and working with contractors, removing over 600 cubic yards of debris and contamination, taking down twenty four badly deteriorated poured concrete columns, and in 2015 stabilizing the elevator shaft and repointing mortar in preparation for making the elevator operational again. The Project has also come up with a timeline that begins with the Packard Motor Car Company Administrative Buildings. The first step will be to stabilize and repair the two structures that are connected by a bridge. Within two years Arte Express plans to have over 115,000 square feet of both office and commercial space ready for tenants.

Due to the large size and poor condition of the complex, the overall timeline for the renovation of the rest of the usable structures at this point is between seven and fifteen years. Palazuelo and his associates are working hard and have accomplished more in six months than any of the many earlier failed attempts have in over a decade.

Since May of 2015 stabilization efforts, structural testing, planning, and permitting have been ongoing. The warm fall and early winter weather allowed work to begin on the environmental cleanup of the former Administrative Office building of the Packard Motor Car Company.

Workers are sealing up openings in the building before cleaning and washing operations of the inner structure, ceiling, walls and floors.

Inspection work uncovered loose stone and bricks on the bridge over East Grand Boulevard that were in danger of falling onto the road. After the completion of that job in July, the sides of the structure were covered with a temporary fiber covering decorated to look like the bridge did back in its day. The bodies that Packard constructed traveled across this bridge before being installed on the chassis production line.

Other developments include: recording the architectural dimensions needed for the rebuilding of the Administration Building. Palazuelo is working with potential tenants, and seeking financing. Boxing champ Tommy Hearns, who grew up two blocks away from the Plant, has expressed an interest in setting up a gym at the site. Looking down the road, the Packard Plant Project would like to attract a brewery to the second phase of the project. To truly understand the conditions and obstacles at the site when Palazuelo and his company Art Express purchased it, watch the must-see video by Googling "Packard: The Last Shift" by Brian Kaufman, of the *Detroit Free Press*.

The bridge over East Grand Boulevard was built in 1940 to increase production efficiency. In previous years, traffic was halted until cars from one factory building could be moved to the other building. Photo: Carlos Osorio



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

Photo: JC Reindl, *Detroit Free Press*

**H**ave you ever wondered about the “so-called” Packard Building at the corner of NW 23rd and Westover in the Nob Hill section of Portland? To be honest, I knew nothing about it or even that it was there until someone, knowing I was now a Packard owner, asked ME about it. So, I convinced my wife to take a trip down with me to check it out.



The Packard Building as it looks today – as an “Urban Outfitters”

Artistic highlights – a cement plastered cap with a ‘string of pearls’ running along the roof line.

Frank C. Riggs



# Portland's *Packard* Building

by John Imlay

After doing some digging, I managed to find a surprising amount of information on the building and its history.

Officially, the “Packard Service Building,” it was placed on the National Register of Historic Places 22 years ago in January of 1994. It was designed and built by the firm of Knighton and Root and constructed in 1910 for Frank C. Riggs who had been the Vice-President of Sales for Packard prior to his coming to Portland. Riggs came to Portland in 1909 to open Oregon’s very first Packard Motor Car distributorship.

If this seems rather early for a city the size of Portland to have its own Packard dealership, remember that this is all around the time Henry Ford’s mass production methods were making the automobile a much more commonplace sight.

Riggs decided to locate the building on a main thoroughfare on the western fringe of a fashionable Portland neighborhood. At the time, the intersection of 23rd and Washington (now Burnside) was already a bustling center of commercial activity with an important streetcar transfer point with lines coming from downtown and along 23rd connecting to King’s Heights, Arlington Heights, Portland Heights, and up the hill to the popular amusement park

at Council Crest. In the immediate area were the Gambirinus Brewery and beer garden, the Rialto Movie theater, Roy E. Lamb’s fancy grocery, and just a short distance up the road, St. Vincent hospital. Aside from that, placing a dealership in a Northwest Portland location made sense because in 1910, there were 45 automobile dealers located in the city with a full third of those located along NW Washington!

To project the exclusivity of the high-end Packard image, Riggs sought out a building designer of distinction, William Knighton. Riggs wanted Knighton, who had also designed the Seward Hotel (now Sentinel, formerly The Governor) in 1909, to design, “the most elaborate and expensive automobile headquarters among local agencies at the present time.” The entire building was constructed of brick and reinforced concrete. The two-story front exterior was overlaid with English Bond brick facing and arranged to give a “very artistic” appearance with a rich range of reds and the occasional dark flash of colors in the headers. The Brick joints were deeply raked, and the mortar colored with lamp black, adding to the texture and “striking exuberance” of the brickwork. In addition, the coping along the roof edge of the 23rd Avenue face was ornamented with cast stone balls, seven to eight inches in diameter, running the length of the building like a giant string of pearls.



Caricature of F. C. Riggs,  
*The Packard*, No. 18, p. 19,  
June 3, 1911

As originally built, the interior had a number of well-thought-out elaborate features for the time. On the first floor was a turntable which enabled cars to be turned so they could be driven out forward versus being backed out of the building. The perimeter of the showroom floor was raised so there would be no danger of cars being damaged by backing against the wall. I guess they just dropped off the edge instead. A drainage system allowed vehicles to be washed in place and an overhead flue enabled smoke and shop odors to escape the building. The second floor featured a ladies rest room, parts storage and even a chauffeur's lounge with a billiard table. This was Packard after all!

In addition to its architectural flourishes, another unusual feature of the building for its time, at least as far as commercial structures go, was that the concrete and brick construction made it fire proof! Most of the other one and two-story commercial buildings of the day had wood interior structures and plain looking exteriors of cream-colored brick or wood construction.

Construction began in the spring of 1910 and took only a few months before Riggs was able to move out of his temporary location at 7th & Oak Street and into the new building on July 15th, 1910. However, Riggs' love affair with his new building and Packard was not to last. A mere six years later in 1916, Riggs left Packard to become the Pacific Coast General Manager for the Willys-Overland company in Los Angeles – where he remained until retirement in 1926.

Upon Riggs' departure, a new Packard dealership was opened at Broadway & Hoyt and his building was sold to the CHS Company. CHS – Crawford, Houghton, & Snodgrass – were three chaps with mechanical backgrounds and an interest in automobiles who did sell cars, but for no specific maker. Their business focused less on sales and more on service, repair, and storage. After four short years, CHS sold to their bookkeeper Lester Cox in 1920. The building remained in service through the forties as the Washington Park Auto Company, then Barde & Cox, and finally as the Twenty-Third Avenue Garage. From 1950 to 1961, it served as the vehicle maintenance facility for Pacific Telephone and Telegraph then went back into commercial service as a repair garage until 1986. After that, the building was renovated and adapted to retail service and now houses an Urban Outfitters clothing shop. A fairly remarkable history for a mere two-story edifice in Northwest Portland.



Some of the interesting brickwork on the façade showing the darkened mortar, deeply raked joints, and the splashes of color added by the random darker bricks.



The plaque indicating the building's presence on the National Register of Historic Places.



Vestiges of the building's former use still visible on the ceiling inside – "PLEASE DRIVE SLOWLY"

Exterior and interior of the original new Packard Building.



# David Moe Packard Seattle Company

If you've been a Packard person for any length of time, surely you've heard of David Moe and his Packard Seattle parts business. I drove up to Marysville, Washington to meet with Dave, see his place, and get to know how and why he does what he does.

Dave grew up right where he is now on farms in the Marysville area. Both his father and uncle were "car guys" – Fords in particular, but we won't hold that against them – and they had both restored some Model T's and Model A's. As a result, Dave started going to swap meets when he was about ten years old.

The Portland swap meet was his first and he's been attending that one every year since. Forty-one years! When he was thirteen, he was lucky enough to make a trip down to Reno where he visited the Harrah collection. He spent two days there and just "totally fell in love with the classics and Packards in particular." He "hung around" there enough to get what he refers to as a unique experience. One of the guys at the museum took him behind the scenes into the "bowels" of the restoration operation where he saw buildings just chocked full of car parts. One building in particular had nothing but lights in it. This made such an impression that it sort of cemented his future.



David Moe in Packard Seattle Company's booth at the Portland Swap Meet 2014.

PHOTO BY JOE SANTANA

In high school, he bought his first two Packards – two 1940 models. Well, he needed parts to fix them up, so he started buying and parting out more Packards. He then got "in" with some scrap yard guys and the snowball just rolled down the hill. He tells a story about being out on the road one day and seeing a 1953 Patrician on the back of a truck heading for the scrapyard. He followed the truck all the way to Everett and pulled into the yard behind the driver. He asked the driver how much he expected to get for the car. "Seventy-five bucks," was the answer. Dave asked him

if he wanted to double his money and offered him \$150. The driver delivered the car right to Dave's yard. Similar events have occurred over and over which has led to his parting out a couple hundred cars! Now, keep in mind that the Packard parts business is not his full time job. He works in liquor and wine sales forty to sixty hours per week which is why, as some have noted, that he can be hard to get hold of. This is clearly a point of frustration for him. He says he does everything he can to keep up with the phone calls and emails he receives from people

looking for parts, but he feels like he's always in "catch-up" mode. For now at least, the parts business is not enough to support his family on its own. The plan is to retire from his full time job as early as he can and pursue his passion then.

These days, he's buying only about five to six cars per year, mostly pre-war stuff, since he has so much inventory on hand that it would probably take two lifetimes to sell. He notes that over the last five years, people are just not restoring from the ground up as much as they used to. The days of getting a rust-



by John Imlay



He has no website since that would just be something else he would struggle to keep up with as long as he's still working a "day job" full time. But people who have dealt with him a lot, know he's busy and that he will get back to them as soon as he can. Because there is no computerization of the HUGE stock of inventory, he's spent a lot of time organizing what he has and... it's all in his head. "When you've done so many, you see a part, know what it is and where it goes."

He pretty much sticks to attending shows on the west coast – the NorCal swap meet in Vallejo, shows in Washington, Idaho, etc - and Portland, of course. Traveling too far results in a very narrow profit margin, so it's just not worth doing. He does attend the Packard National meet every year and Hershey, too, but that he does more as a spectator. I ask how his family likes all this traveling around and he somewhat sheepishly says, "My wife is extremely understanding in letting me do what I do. It's become part of our life." Apparently, most vacations are spent around swap meets and car stuff. I met his wife, Linda, briefly as she came out to chat with Dave for a moment. I, of course, told her that Dave has had nothing but kind words about her. I'm not sure if she believed me.



At Packard Seattle Company

ing shell of a car and doing a complete restoration are mostly over. Why spend \$50,000 to restore a car that may only be worth \$20,000 afterward? There's a "generational shift" occurring in the hobby. The cars are changing hands and being left to children and grandchildren. Now that may sound discouraging, but in fact it's very encouraging. New people are constantly entering the hobby. "When you go to meets, get phone calls or emails, there's someone new every day." Most of these people are in their late thirties, forties, or early fifties and have inherited the cars and want

to make them drivable. These new entrants frequently ask what the most popular cars are. Cars from the thirties, forties and fifties are popular and being driven. "The thirties will always be popular due to the Art-Deco design."

“My wife is extremely understanding.”

**Dave's niche is selling used parts and a few critical items that he rebuilds such as distributors, carburetors and the like.** He has some trusted technicians that do the rebuilding for him, but he's always on the

lookout for new resources as some of the older ones retire. He also manufactures about fifty parts such as spare sidemount brackets or trunk mount brackets – things that are easily misplaced over the years. Books and tech manuals are also a staple which, he notes, were not really written for the average backyard mechanic, but rather for the Packard dealership technicians who spoke the company language. He knows he could never be a Kanter or Max Merritt who were able to create their business by buying huge inventories of NOS parts from former dealers.



Tour leader Roger Eddy briefs everyone during the pre-tour huddle.

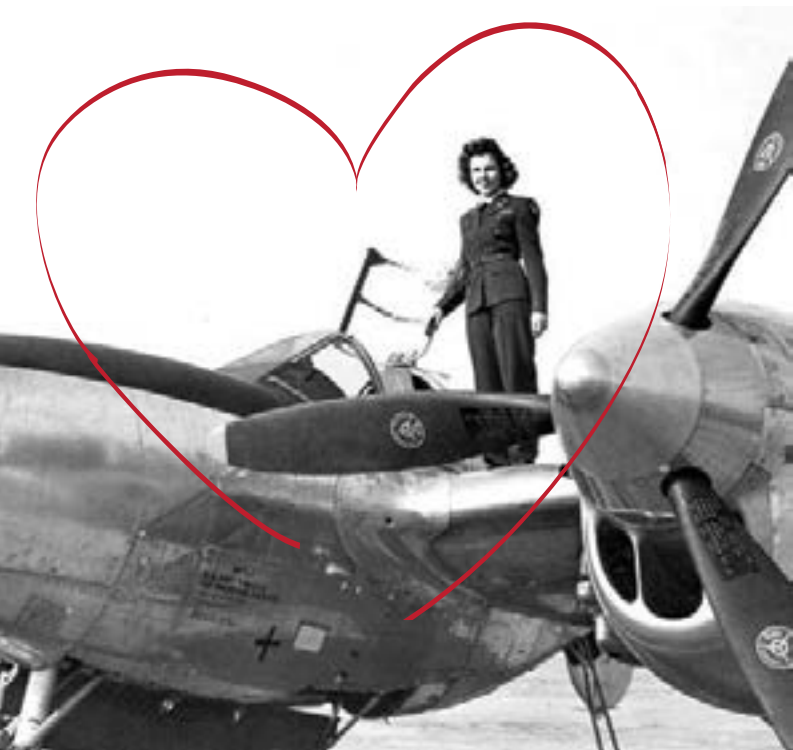
BY ROBERT DOUGLAS AND  
VARIOUS "EMBEDDED" REPORTERS

# Valentine's Day Brunch & Tour

*T*his year brought about the unusual coincidence of The Valentine's Day Tour and Brunch and the actual Valentine's Day, a highly unusual occurrence. This event is traditionally the first tour of the season for the Oregon Region CCCA in conjunction with Packards of Oregon, a chance to get cars out, test out recent work and see if the winters efforts have paid off. Unfortunately, the weather was heavy and therefore the Full Classic and Packard turn-out was light. Those with the courage to bring them out were as follows; Mary and Bill Jabs in their 1941 Lincoln Continental, Patricia Ann and Bloor Redding and their 1938 Bentley 4.25L Thrup-Maberly Touring Sedan, Myrna and Gary Geddes brought their 1954 Buick Super Convertible (NC) and a guest, Carl Johnson drove modern iron but it was a 1980 Rolls Royce Silver Shadow II (NC). Everyone else drove their modern iron for the event.

*O*ur Tour Director Chris Cataldo and Tour Director Emeritus Rodger Eddy had laid out the route from Lewis and Clark State Park to the Multnomah Falls Lodge and as always it was an exciting adventure in motoring! At ten o'clock in the morning our band of travelers set out onto Highway 30 heading for a much anticipated meal at Multnomah Falls Lodge. In about four miles the tour turned off of 30 and onto a series of other scenic back roads. The scenery though wet was beautiful as it always is in the Columbia Gorge but at about mile 15 the road surface began to change and the trees grew much closer to the road and the down grade began to increase. Alex Barr/ Haines Road became an automotive adventure, the forest and trees were right beside the road and we were dropping back down to Highway 30 on switch backs. By the time you got to the bottom, you had cut a cord of fire wood if you did not have power steering! It is a beautiful route though,





Dorothy Kocher-Olsen with her Lockheed P-38 Lightning in 1944.



We were honored to have 99 year old WWII WASP Dorothy Kocher-Olsen in attendance with her daughter Julie Stranburg.



1938 Bentley 4 1/4L Thrup-Maberly.  
A spare coil! (just in case)



Bill and Mary Jabs 1941 Lincoln Continental braved the trip!



A great turn out for a sumptuous affair.



off the beaten path and very scenic, the kind of roads our cars traveled when they were new. In about two miles the tour rejoined Highway 30 and continued east for another six miles arriving at Multnomah Falls Lodge and breakfast.

We filled our half of the lodge as we had forty-eight hungry travelers and the buffet did not disappoint, no one left hungry! As always we had a beautiful view of the falls, which was very spectacular from all of the recent rain and the trail filled with intrepid hikers but with the weather everyone was glad we were inside and near the fireplace.

After brunch the tour continued on a less precipitous route back to the beautiful home and collections of Beverly and Roy Asbahr where everyone enjoyed the fine collection of cars in the shop. In their home were amazing collections of dolls, toys and quilts,

truly a visual feast for everyone. We would like to take this opportunity to thank Beverly and Roy for kindly sharing their home with us, we really enjoyed everything! From here the tour broke up and people took their separate ways, returning to their homes and lives.

*T*hank you to those who made this adventure possible; Sylvia and George Potter and Howard Freedman for arranging our brunch at the Multnomah Falls Lodge and having things ready and waiting upon our arrival, Chris Cataldo and Rodger Eddy for another spectacular automotive adventure delivering us all safely to another Bacchanalian feast. Thank you one and all for another great event!!

# Give Yourself a Brake!

Reprinted from the Spring 1995 edition of the *Oregon Clipper*

by Bob Earls

**I**t's time to roll out the old buggies and roll down the highway. But when you need to stop, will you be like the Energizer Bunny and keep going, and going, and going? And, even if you do stop, are the brakes operating at maximum efficiency? Old car brakes are adequate for the job; certainly from the 1940s on, and in most of the 1930s, but with the crowded highways, higher speeds, traveling longer distances, and surrounded by cars with stop-on-a-dime disc brakes, old car brakes are sometimes put to the test—even when they're in perfect working order. It behooves us to make sure they're up to snuff.

**D**rums: Most drums are cast iron. Of those, some are completely cast iron including the hub, others are just a band of cast iron that is welded (or otherwise attached) to a stamped steel plate (flange) which is then connected to the hub. A few are cast aluminum with steel liners. There are two basic things they have to do: act as the moving, friction surface, and as a radiator of the energy (heat) created by the friction. Problems that arise from faulty drums are: Distortion, which includes bell-mouthing, out-of-round, and warpage; failure to efficiently radiate the heat away from the drum; and wear, which includes grooves and being turned/worn beyond limits.

**T**o check for radial distortion, you first merely rotate the drum on its hub and check for radial run-out. If the drum wobbles, then it's because either the flange of the drum is bent or, if it's a rear drum, the axle may be bent. If the drum flange is bent, it's pretty much junk. Under extreme circumstances the cast/plate types can sometimes be

straightened, but not just anyone can accurately do it, and the potential for an unseen fracture in an all-cast drum would always bother me so I would never try to straighten one. If it passes the wobble test, then remove it and inspect for grooves (known as scoring). If there are any, they should be machined off. There are a couple of possibilities.

The inner diameter of the drum (or outer in the case of the contracting band type) is measured to determine how much the drum has been turned. The legal limit they can be turned varies, but it's usually around .060". There are two reasons for having a limit. One is that cutting too much out will potentially structurally weaken the drum. The other is that it will overheat. If it's within limits, a shop will chuck it up in a drum lathe and run a cutting bit across the surface to re-face it. If it had minimal scoring from rivets and is fairly "true," then one deep cut followed by a clean-up pass should make it like new. Sometimes the scoring will be so deep that even making several passes will take it to the limit and still leave some scoring. If it's the last drum in existence and there are only one or two very shallow scores that run consistently around the surface, it'll probably work okay.

Bell-mouthed drums are caused by extreme overheating, and/or brake shoes that aren't "square" and stretch the drum at its weakest point. The same holds true for "domed" drums, where the contact surface is arced side-to-side, the high point being in the middle. If neither condition is radical, the machining should take care of it. If it's more than machining can eliminate, it's junk.

Out-of-round drums will cause a pulsating in the pedal and machining will usually take care of it.

**O**ne problem with cast iron drums is "hard-spots." That occurs when impure chunks of iron are in the molten iron as it is cast. When you try to machine those hard spots, the cutting bit chatters as it passes over them leaving a rough finish... almost a bump. In those cases, the drum must be ground smooth, not cut. Hard spots won't necessarily adversely affect braking ability, but they will shorten the life of the brake shoe lining.

**H**eat radiation is a key consideration when designing a drum. Brakes "fade" when the drum cannot get rid of the heat energy created by the contact of the shoes and the drum. When the drums (and shoes) get hot enough, a "heat-wave" (like you see radiating over a highway on a hot day) gets built up and it literally keeps the shoes from coming in contact with the drum. We're talking an almost invisible distance, but it's enough to nullify braking ability. So, engineers design fins and extra bands into the outer surface to help dissipate heat. Those fins and bands add more surface area (like fins on a radiator) to expose more heated area to the air for cooling. The spring that is around the drum on some cars acts as an extra radiator...as well as to dampen squealing/chattering. The heavier fins and most of the bands on a drum are concentrated towards the inside (the open side). That's because it's the weakest point, and because the outer part can dissipate some of its heat through the flange. The reason for having limits on how much a drum can be turned is because of a loss of structural integrity, and lessened ability to dissipate heat.



The thickness of the drum acts as a reservoir for heat...it can absorb and hold a lot of the heat until it's dissipated on the outer surface by air flow. If too much of the reservoir is eliminated by turning, it retains more heat than can be dissipated and consequently overheats.

**A**nother problem with heat dissipation is caused by rust. Rust acts as an insulator and tends to hold heat in. It's a good idea to have rust encrusted drums glass beaded when you have them off for turning and then rinse them thoroughly with choke cleaner spray to make sure all the impregnated grease and oil is removed. Then you can paint them with black or "cast-iron" color (if your drums were natural from the factory), high-temp, exhaust manifold paint. It goes on thin enough so it won't act as an insulator, and it will protect them from further rust, and make them look great. If your drums are exposed (like with spoke wheels) and they're supposed to be some flashy, high-gloss color.

**R**otors: **Disc brakes** are basically...well, a two-sided, machined disc with a stepped flange that either bolts to a hub or has the hub cast in. Rotors too can have wobble (known as run-out) and you can feel a shimmy in the steering wheel. It can be measured with a dial indicator while on the car. Unless it's excessive, the run-out is usually eliminated by turning on a lathe. There are limits to how much can be removed and it varies, and the thickness limit is usually cast somewhere on the rotor, but the rule-of-thumb is still around .040" for each side. When they are turned, there are two cutting bits (one on each side) that pass from the center out, cutting more or less equal amounts off both sides and trueing any radial run-out of the rotor.

The big reason why disc-braked systems are superior to drum is heat dissipation. Let's examine why. A 10" drum with a 2" wide brake surface has 62.8 square inches of braking area. A 10" rotor with a 2" wide brake surface has 50.3 square inches braking area...on just one side! Both inner and outer sides make that 100.6 square inches! Then consider that for drums, the shoe contact is probably 75% of the 62.8 sq. in. (or 15.7 sq. in. remaining exposed), and for rotors, the pad contact is about 30% of the 100.6 sq. in. (or 70.4 sq. in. remaining exposed). The rotor has 54.7 exposed square inches more that is not being heated up. Also, the rotor's heated surface is exposed directly to the cooling air, whereas the drum's heated surface has to transfer through the "reservoir" to get to the cooling air.

**S**econdary reasons for rotor-braked system's superiority are simplicity, quick water dispersion, and no need for adjustment of any kind.



1 Brake plate, shoes, and drum

2 Rust is an insulator which inhibits heat dissipation.

3 Measuring drum roundness

# P A C K A R D



“Gules, a cross lozenge between 4 roses or. A pelican in her piety.”

So, in the language of Ancient Heraldry is described the Coat of Arms and Crest of the old English Packard family, first transplanted to the new world by Samuel of that name in the year 1638 via the good ship Diligent from Windham.

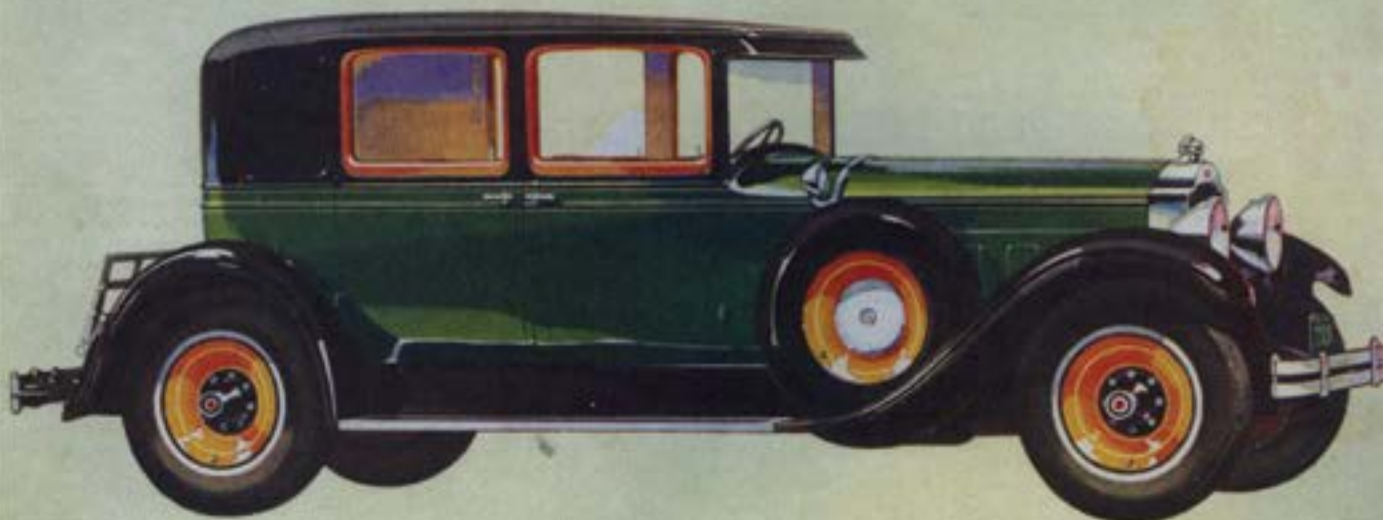
It was to be 290 years before that device was shown and known to fame in America—adopted with pride and as a mark of respect to James Ward Packard, and his brother and co-worker William, by the great company which they founded and lived to see win world leadership in the manufacture of fine cars.

For it was not in the Packard code to adopt a crest without meaning or significance, and the Packards were not the men to press their personalities or family in the public eye. So for thirty years the characteristic Packard radiator has neither borne nor needed a distinguishing symbol.

But now with the passing of Ward and William Packard, they who built largely with their own hands the first Packard car, the Packard Company has appropriately adopted that honorable family's Coat of Arms.

The Packard Arms will continue to stand for quality, taste and integrity—an everpresent pledge that the ideals established will always be faithfully upheld.

ASK THE MAN WHO OWNS ONE







1939 Packard Twelve Touring Sedan

He also relates that although he loved that MG, he sold it VERY cheaply to a floundering young man as a bribe to get him to go to Pacific University and finish school! The young man got straight A's and did finish. "Sometimes sacrifices have to be made for worthwhile causes," says George. That's kind of the soul of this man.

Back to our story. Around mid-November George was getting tired of all the "running around" and while out on a date one night, asked Suzie if she'd like to "do something." By "something" he meant get married. She said yes. They went over to inform George's family, who were thrilled, and his brother Paul planted a big congratulatory kiss on Suzie – before George had ever kissed her!! "Was I bashful," he says, which is why even after six months of courting, he had still not worked up the gumption to lay one on her. I'm sure he's made up for that over the last 55 years.

Now we can't move on yet until we talk about what Suzie saw in George. Although he was "bashful," she liked his straightforward personality. She had not really dated anyone either until George came along because she did not feel she could trust anyone. When she saw how "straight" George was, she knew she would be safe with him. That, and the assistance of their two families in bringing them together made for a well-considered, well supported, and more or less arranged marriage that George points out can be a very good thing. It certainly turned out well in this case!

Since Suzie's mother had passed away in 1948, George's mother took charge of the wedding planning. "Boy, was she a general!" says George. They married on December 26, 1960. The wedding "limo" was George's 1939 Packard 12 Touring Sedan which he still has and

has since used in his daughter's and granddaughter's weddings as well. George immediately moved into Suzie's apartment – they had not been "together" before their wedding, "no monkey business before!" he emphasizes. However, apartment living was not for George. He knew he had to be on a farm. So in the spring of 1961, they bought the 22 acres on which they now live and moved the white house from its original location off Barnes Rd. to its current location on NW 174th Avenue. Their first daughter, Maria, came along in October of 1961 and their second, Alexandra, showed up one year later on the very same day in October of 1962! The funny thing is that Suzie's colleagues at OHSU could not tell that she had been pregnant. One day she let them know that she had had a baby, and they responded with surprise, "when?!" Daughter number three, Anna, arrived in 1969 and so the new Choban family was complete for now.

During this period George was working as an instructor at Portland State University until 1963 whereupon he moved to Clark College. Suzie, even with three girls to raise, was still working at OHSU while her father, Papou, (the Greek word for grandfather) baby-sat the girls. George pauses us at this point to tell us what a smart and wonderful man Papou was. He says that over the course of thirty years they got along famously - pretty darn good for an in-law relationship in such constant and close proximity.

In 1969, they decided to open their restaurant. Why? Well first, George knew that if he remained at Clark College one more year, he would become the head of the math department, not bad, but he wanted something more. And second, his mother, Marika, was bored and really needed something to do! His father had passed away in 1965 and, "my mother was going nuts!" So, Marika's Restaurant opened in 1970 with Marika herself more or less running the show and acting as hostess. Suzie, in addition to her multitude of other duties, chipped in as well sharing the supervisory duties and buying produce etc. Marika remained at that post until fourteen days before her own passing in 1984 and the restaurant remained in business until 1989 – 19 years and 1 day after its opening.

During this time George also dabbled in real-estate for a couple years working for the Allen Edwards Company. He says that this was "one of the most worthwhile jobs I ever had." He learned a great deal and it turned out to be very good for him and his family. He also built their current home during this period acting as general contractor himself. The home was completed in the fall of 1974 with the cars moving in in September and the family moving in in October. A man's gotta have his priorities!

So, that leads us to the cars. You can't be a classic car enthusiast in the Northwest and not have heard

of George. He has been collecting cars for close to 70 years! The funny thing is, he really doesn't even know how many cars he has which, by the way, are spread out in numerous buildings all over the Portland area. He is quite modest in discussing them, but fairly forthcoming in what he paid for some of them. Many were purchased for only \$100-\$200 at a time when the cars were considered much less valuable than they would eventually become. In 1965 for example, if you were buying cars that were built in the thirties, some were probably thought of as close to worthless. I mean, how much would you pay for an '85 Pontiac Bonneville right now?! Anyhow, I digress. Every car he owns has a story. To get all the stories would be a year-long interview, so we sort of just hit a few highlights. George relates that when he was born in 1929, his family owned a Star Touring car. An open car worked fine for a new baby born in July, but by the time winter and the rain rolled around, his parents realized a closed car was in order.



Suzie, George, Maria, and Diesel-Bob Cook, July 2012

They bought a brand new 1930 Chevrolet Coach and as you might surmise, George still has one of these. That Chevy lasted for ten years, but by 1940, the rough, rutted gravel of Barnes Road had worn out the car. The family also had farm trucks during this period which were also wearing out. So another purchase in 1940 was a used, 1932 Ford Flatbed truck which his father bought for \$75 or \$85. This is the vehicle which he would get his driver's license in later in 1945. He still has it and just recently restored it.

Now around this time WWII was starting and many of the material things that were previously taken for granted were now not so easy to come by. George, even though still young, had the car bug and wanted another car. He and his father went round and round, but his father insisted that there would be no more cars until Hitler was defeated! Those war years of "car deprivation" for George seemed to give him a pent up desire to own more cars. So when the war was finally over, the car accumulation commenced in earnest. There are far too many cars and their stories, so as I said, we'll just hit a few highlights. His first Packard was a '36 120 Sedan which they bought in 1947. That

was followed by a '37 Super 8 which he got in 1950 with help from his friend, prominent business man, Luther Adcox. Apparently the purchase contract on this car was not to George's liking, so he engaged his friend Luther to help and ended up getting the car for the right terms. "After that, it was one car after another," says George.

For a while in those years, George was actually buying cars, doing some work on them, placing them out on the corner of Barnes Rd., and selling them. (Hard to believe, I know, since separating him from any of his cars is pretty much impossible!) Well, one day the police came by to let George know that the car dealers in the area were angry with him for selling cars like that. So, that activity was curtailed – but he continued to accumulate cars for himself.



1930 Cadillac V16 Convertible Coupe Roadster

One good car story is about the 1929 Packard Dual Cowl Phaeton with which I am sure many of you are familiar. Contrary to character, George says he had to sell several cars and secure a bank loan in order to purchase the car in 1977. Once purchased, Suzie came down to see it and saw nothing but boxes. She asked, "where's the car?" George pointed to the boxes - the car was in pieces. The plan was that he and two friends – Dave McCready and John Langslet would restore the car. At this point George's mother found out and told him that not only was he crazy, but the banker who loaned him the money was really crazy! Undeterred, the restoration began – every weekend for an entire year, the three car-kateers got together to rebuild the car. In the end, the car turned out beautifully and George told Suzie that John had bought the car, but that deal fell through and Dave McCready bought the car. Suzie asked him, "Why did you let it go?! All you have is junk in the basement and this is a pretty car!" Well, fortunately, the deal with Dave fell through too and he kept the car. The car made its public debut in 1978 just like a Southern Belle's coming out party. (I suspect many of you readers were in attendance!) She was placed in the center of the



dining room at Marika's Restaurant, invitations were sent out, and the crowd gathered to meet the Empress Anastasia. George had named the car after Suzie and even embedded her initials in the grill emblem.

At this point Margy asks Suzie how she feels about this whole car thing? "I got frustrated in the beginning, especially after our second daughter was born. George paid attention to the cars; he was detached while I was struggling to raise the girls." So, you could say, at least at this point, she was not that fond of the hobby. However, George being the good soul he is, stopped buying cars for five years in order to attend to his fatherly obligations. He emphatically adds, "I lost a lot of good deals during that interval!" But he knew what was right and he did it. Anyhow, Suzie although against this business early on, gradually started to encourage George.



Suzie and George with daughter Anna in 2012.

"You don't get an education right away." They were George's playthings." But as time passed, she began to see how people felt about these cars and she learned to appreciate not only the cars themselves, but also their investment potential. It took time to see them as something other than mere transportation. She also began to appreciate the friendships generated by owning the cars. George chimes in, "the cars bring our social life to us," and that "car people are good people!" Good point and so true. He also adds as he claps his hands together that, "almost without exception, the children of car people are not interested in the cars." Another good point which is worthy of some discussion at a later date.

For those of you that have seen the Choban's collection, you know that there are cars built anytime between 1910 and 1960 by a variety of manufacturers. You also know that those cars can be found in every condition, from totally original, and if you'll forgive me, somewhat dilapidated, to downright museum pieces and everything in between. One of those museum pieces is a car in which Suzie seems to take particular pride. It's a 1930 Cadillac V16 Convertible

Coupe Roadster which happens to be immediately beneath us in the basement as we chat. As noted earlier, 1930 is the year she was born and she wanted this car restored to its exact, fresh from the factory condition. With the exception of the paint work and the upholstery, it was restored right there in George's shop. It truly does appear to be a brand new car – in the original color, upholstery, tires, and so on – just as it was when it rolled off the Cadillac assembly line in 1930.

Finally, I ask George why so many cars and why such a big part of his life? He answers, "it's an addiction! Honestly!" An addiction which he says he is now trying to break. This is somewhat of a surprise to hear when you consider he bought eight cars after he had his heart attack in 2012! We ask if he has a favorite. "It depends on what mood I'm in," he says. But his favorite to drive is his 1942 Packard 110 6-cylinder convertible. It takes a light touch and is very easy to maneuver. These days, he never sells any of them and he rarely drives any of them anymore. The reason for not driving.... he does not want to get caught on the road with a breakdown. Always a possibility with very old cars, a breakdown would be just too taxing for a man of 86. And even if there were no breakdown, just the thought of having one adds a level of stress to the outing. So he is content to just have them, tinker with them, and have friends come over to talk about and admire them.

These days they enjoy life with each other and the company of friends and family. The girls, now well established in their own lives – Alexandra attended Oregon State University and Pacific University and is now an Optometrist; Maria, a concert pianist, attended Reed College and teaches piano; and Anna graduated from PSU and is a substitute teacher in the Hillsboro, Beaverton, and Tigard School districts. They have also provided George and Suzie with four grandchildren! I guess when it's all said and done, the friends we've made and the family we have created are really our legacy. In George and Suzie's case, three wonderful daughters, four grandchildren and countless friends. Spending time with these two is always a pleasure. You usually come away with some great new stories, a few laughs, maybe some cauliflower or celery, and for us neophyte car hobbyists, some new knowledge. You always learn something. I mean who'd have thought that pouring automatic transmission fluid into your carburetor would free up sticky valves?! So, in closing I'll just say that we are all lucky to know these wonderful people.



## What a double-duty beauty!



THE stunning new Packard Station Sedan is truly an entirely new kind of car.

Here, for the first time, sedan luxury is combined with the real carry-all utility of a station wagon.

Previewers tried to place their orders for this car months before production began. Conservative, habitual buyers of black sedans saw it and exclaimed, "That's for me!"

You have to see this dazzling new motor

car with your own eyes to know what all the excitement's about—because nothing else like it has ever rolled off any assembly line!

It's equally at home carrying six distinguished passengers to a summer theater opening, a formal country club dance, or skimming over a country highway loaded with farm produce or camping duffle.

You not only enjoy restful sedan comfort in the finest Packard tradition, but with a

twist of the wrist the rear seat folds forward, tail gate lowers, to form a cargo platform nearly eight feet long!

Roof, floor and structural side panels are of steel—strong, safe, rattle-free. The fine-grained wood panels are of selected northern birch.

Don't miss seeing this exciting new car—inside and out—at your Packard dealer's!

ASK THE MAN WHO OWNS ONE

### THE NEW **PACKARD** STATION SEDAN

Out of this world . . . Into your ♥ heart



# Calendar of Events

**April 12, 2016**

**Monthly Membership Meeting**  
Peppermill

**July 23-24, 2016**

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

**May 10, 2016**

**Monthly Membership Meeting**  
Peppermill

**August 9, 2016**

**Monthly Membership Meeting**  
Peppermill

**May 21-22, 2016**

**CCCA and Packard Club -  
Albany Covered Bridge  
and Oregon Garden Tour**

**September 13, 2016**

**Monthly Membership Meeting**  
Peppermill

**June 12, 2016**

**CCCA - Strawberry Social**  
Eagle Creek at Bill Jabs home

**October 11, 2016**

**Monthly Membership Meeting**  
Peppermill

**June 14, 2016**

**Monthly Membership Meeting**  
Peppermill

**October 14-16, 2016**

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

**June 25-26, 2016**

**Packard Club Tour to the  
LeMay Museum**  
Tacoma

**November 8, 2016**

**Monthly Membership Meeting**  
Peppermill

**July 12, 2016**

**Monthly Membership Meeting**  
Peppermill

**December 2016**

**Holiday Dinner**  
TBD

**July 17, 2016**

**Forest Grove Concours d'Elegance**

**T**ours listed 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.

