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Three Packard 5M-2500 marine
engines hurl PT-658 up the
Columbia River.

Photo by Scuba Dan

©David Rhodes 2014

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Wake of the PT-658 at idle speed

Please plan to attend
our next membership
meeting on Tuesday,
October 10, 2017.

We're having a great
year with good
turnout and active
participation!



PHOTO BY MOLLY SANTANA

A FASHIONABLE, YOUNG ORENCO STATION RESIDENT POSES
IN FRONT OF MONTE AND ELAINE GLUD'S 1936 CONVERTIBLE SEDAN

The Orenco Station Classic Car Exhibition

more on page **16**

When the Orenco Station Business Owners Association decided to sponsor a classic car exhibition, they had one connection who drove his 1940 Packard convertible to work every Friday. Joe Santana, art director for the Oregon Clipper, paved the way for a fun day for the owners of ten Packards in this modern village-like community on the MAX light-rail line in Hillsboro, Oregon.





by
Robert Douglas

Co-Director's Page

The summer of 2017 has been a busy season for Packards of Oregon, with The Forest Grove Concours, Tours, Shows, and Cruise-Ins.

These events brought many of our beautiful cars out into the sun and public view. I hope that all of you have had a chance to enjoy your cars and collect a few bugs on the windshield!

One of the first events of the tour season was joining the Classic Car Club of America Oregon Region on the annual Strawberry Social and Tour in June. Mary and Bill Jabs generously hosted the event again at their beautiful home and lavender farm on the Clackamas River. Rodger and Jan Eddy set up and ran the tour for the group and took us over a beautiful scenic route along the Clackamas River. Later in this issue you can read about the details of this fun event.

In the "Show Department" Joe Santana set up and ran a great Packard Show out at Orenco Station near Hillsboro. He arranged with the city for us to have free on street parking which is no mean feat when dealing with a city and their revenue! He also worked with the local restaurants and arranged gift certificates for all of us to get lunch in any of the plethora of establishments in the area and handled all the publicity as well. Joe, you did a wonderful job, the turnout was great and Orenco Station never looked better with all the Packard's on the street! The cars also generated a lot of interest from the public who stopped and asked lots of questions, took pictures and some even got to sit in the cars! Joe, you did a great job and we thank you for all your hard work! This event will also be covered in greater detail later in this issue.

As for the "Cruise-In" department, this year Packards of Oregon and the Oregon Region CCCA held events at

The Bad Boys of the Strawberry Social, George Potter and Larry Cox, plot their takeover of the lavender industry.

(Opposite) The 1910 Packard Model 18 owned by Tom Clarey, at the Forest Grove Concours d'Elegance





A 1965 Cadillac Deville Convertible and a 1966 Pontiac Grand Prix head the line-up at Parkrose Chateau.

Parkrose Chateau in Parkrose, Pacific Health and Rehabilitation in Tigard and The Springs at Carmen Oaks in Lake Oswego. The events were well attended and much appreciated by the residents of the facilities. I would like to thank those who brought out their cars to these Cruise-Ins and for making the lives of others a bit nicer! As with the other events, this will be covered in greater detail later in this issue.

The Tour Season is beginning to wind down so get out there and enjoy your Packard before you put it into the stable for the winter. There is no law that says you can only drive in the sunshine and in temperatures above seventy degrees F! Take it from the man who does drive his Packard year-round, it is just as much fun in the fall, winter and spring and your Packard will love you for it!

There is one last, very important issue that needs to be brought up, ELECTIONS! This November it will be time

to vote in new officers for Packards of Oregon. If you have enjoyed the club, as we all have, become involved in it and help make it fun for you and everyone else!

One thing you might even consider is what Monte and I have done, split the position. John Imlay and Joe Santana will continue as Co-Editors for "The Clipper," George Potter will continue as Webmaster and Howard Freedman will continue as Treasurer, but there are other positions that need filling. We need a President, Vice President and a Secretary!

Now get out there and collect bugs on that Packard windshield. It is what they were made for!!

Happy Motoring,

Robert Douglas



Monte Glud

by John Imlay

From the Editor

Wow, what a summer, eh?! June was cool and rainy, the first half of July was fabulous, then we had several unusually hot days in August including some record setting triple digits! As I write this in early September, the smoke from wildfires is so thick outside my window I can't even see the sun! That's a lot of exclamation points, I know, but holy smokes what a summer. I hope by the time you read this, our fires are out and we have returned to some cool, sunny, fall weather

The lack of rain did make for a nice touring season though. The Forest Grove Tour on July 15th was well attended with Mr. McCready and son Mike manning the trouble truck along with old friend Charlie Humphries. The next day we could not have asked for better weather for the Concours d' Elegance. It was downright perfect. And, there was record attendance and a record number of cars – 366 I believe. My own dear mother made it up all the way from San Antonio, Texas just for the show – well, maybe to see me and her grandson too. On August 5th, we had the Orenco Station event for which we had ten cars. Joe Santana really put some work into that one and it turned out to be a lovely time. More on that later in this issue. The annual Lake Oswego Car and Boat show at the end of August was also a success and there were a few Packards on hand for that – not many, just a few. As far as what remains for this year, we have the Pumpkin Tour coming up on October 7th which Matt will be coordinating. It will be a one-day tour this year – out in the morning and back in the evening. And of course, we have our annual Holiday Dinner coming up on December 3rd.

You may recall from our last issue that our Co-Director, Monte Glud, talked about our upcoming election of officers. The word “election” would suggest that we have multiple candidates vying for each available position. Well, we all know that the truth is it's more about who we can coerce into taking on these roles. We can also admit that in general, we tend to see mostly the same people at our meetings and events – the old 80/20 rule – 80 members with only 20 that participate. Now I grant you, some are understandably restricted from frequent participation due to geographical or work constraints. (We don't expect Jerry and BJ

to come all the way up from Junction City every month for our meeting!) Regrettably, we do not have a constant influx of “new blood” and those that have been around a while have probably already served multiple times in various officer roles.

So, what do we do? What road do we take to encourage as many of our current members as possible to come to the meetings, join in the tours, and volunteer for officer positions?? And, how do we get some new members in the door? I'd like to say I have the answers, but I don't.....yet. The first thing I think we need to do is talk about it together. Let's brainstorm at our next meeting and see what we can come up with. This club, our relationships with each other, and of course, our cars are too precious for us not to do what we can to keep our organization vital and healthy.

OK, I've said my piece, now, on with the show!

John Imlay



Actors John Wayne and Robert Montgomery relaxing on the set of 1945's *THEY WERE EXPENDABLE*, a movie touting the heroism of PT boat crews during WWII.



A completely restored Packard 4M-2500 marine engine used to power PT boats during WWII



Arriving by Patrol Torpedo Boat at the Lake Oswego 18th Annual Collector Car and Classic Boat Show was a thrill. Austin-Healey was this year's featured marque at the event benefitting the Oswego Heritage Council.



Our merry group relaxes before lunch at Orenco Station.





Driving Memories Home

RETIREMENT HOME CRUISE-INS
FOR THE SUMMER OF 2017

STORY AND PHOTOS
BY ROBERT DOUGLAS

The summer of 2017 brought the Oregon Region CCCA and Packard's of Oregon our traditional Cruise Ins but with a twist, we were in different locations!

The 29th of July found us at the Parkrose Chateau out on NE 148th in Portland. The weather was wonderful as was the location, there was live jazz music, we were treated to a wonderful lunch and the executive chefs prepared each participant a take home box of wonderful pastry treats. Your reporter has it on excellent authority that many of said pastries did not make it home! The top honor of "People's Choice Award" went to Larry Cox with he and Pat's 1930 Packard Sedan, congratulations Pat and Larry! The only drawback was that there was so much bling, the poor Packard was straining the springs all the way home! Many of the cars there also belonged to the residents including a 1955 Chevrolet 150 Post with a 235 Six and three on the tree with OD that was bought new by the owner who lives at Parkrose Chateau. His children are maintaining and preserving the car which looks and runs like it just came off the showroom floor, what a time capsule!

On the 10th of August, we were in Tigard at Pacific Health and Rehabilitation on SW 105th Avenue. This one was a "Makeup" Cruise In as the original date was 15 June and it poured rain! Your reporter made it with our 1938 Packard but that was it, though I understand. People enjoyed looking at the car and I took several for rides, what else can you do? It was fun and people enjoyed it but shall we say the variety was a bit limited! Well, August brought much better weather and lots more cars! The residents loved the variety, got a chance to sit in the cars, ask questions of the owners, and all in all had a great time! The oldest car was a 1929 DeSoto Rumble Seat Coupe belonging to Dave Walmer and the newest car was Tom Taylor's black 1953 Packard 300 Convertible - a very popular car with the crowd.

Our last engagement was in Lake Oswego at The Springs at Carmen Oaks. With the weather in full cooperation we again had another great turnout for the event. This time the two oldest cars were the Walmer's 1929 DeSoto Coupe and Julie and Cliff Stranberg's 1930 Franklin 6 145 Convertible Coupe and again the newest one was Tom Taylor's black 1953 Packard 300 Convertible. The location was very nice as there was a lot of shade to sit in while the cars were glistening in the sun.

I would like to take this opportunity to thank all of you that brought your cars out for these events with a photo acknowledgement:



The Walmer's 1929
DeSoto Coupe



Julie and Cliff Stran-
burg's 1930 Franklin 6
145 Convertible Coupe



1



2



3

1 PARKROSE CHATEAU

2 PACIFIC HEALTH & REHABILITATION

3 THE SPRINGS AT CARMEN OAKS



Monte Glud with his and Elaine's 1936 Packard 120 B Convertible Sedan



Larry and Pat Cox's 1938 Oldsmobile Sedan



Getting the specs on Tom Taylor's 1953 Convertible and 1956 Caribbean Hardtop



Pat and Mark Fletcher's beautiful 1937 Ford Coupe



These events make a big difference to the residents in these facilities, especially to those in the rehabilitation facilities since they are unable to get out and around due to their being in physical therapy. Having our cars come to them is something that they really appreciate and remember for a long time, so thank you all again for spending the time and effort to help, I really appreciate it along with the residents!

Residents and staff had fun with your reporter's and Frankie's 1938 Packard Eight Sedan

As I have said before, in the words of the great African American poet Gill Scott Heron, "what goes around comes around".

A Spacey
Packard

by Bob Earls

JEAN-LUC LIVES!



Jean-Luc Packard (a 1951 300) is up and running after almost 9 years of downtime. It has undergone much; from a complete repaint, plating, and interior to some interesting mechanical transformations.

I went through the engine about 10 years ago, rebuilding it mostly stock. I did some minor port work (grinding) to smooth out some rough edges that would slow down/alter the intake flow past the valves into the cylinder. The best Packard pistons for monoblock engines come from Terrill Machine in Texas (they have steel inserts in the skirts like the originals) and the tops of my set were ceramic coated and the skirts were plated with

a special lubricant. The combustion chambers in the head were also ceramic coated. The purpose of ceramic coating is to either block heat transfer, or to expel heat (2 different coatings). The tops of the pistons and the head were done with the barrier type. This serves two purposes. The more heat you can generate in the combustion process, the more pressure you're going to have pushing the piston down. With bare metal, a lot of heat is absorbed by the metal and transferred into the cooling system (via the combustion chamber in the head) or the oil on the underside of the piston. Ceramic coating greatly diminishes that heat transfer and is used to create more/hotter expansion during the combustion



StarTrek Enterprise-D Captain Jean-Luc Picard played by Patrick Stewart.



Now a padded dash complements Jean-Luc's interior.

process. More bang. The lubricant on the piston skirts makes a slicker surface and it was noticeably easier to turn the engine over when I was putting it together. It just reduces friction. Both of these processes add not even .0005" and can be applied to almost any mechanical part: cams, valves, rocker arms, and air-cooled engine fins (for better heat transfer). I could tell an immediate difference when I first drove it. I mean, it may have added an eye-popping 3 horsepower, but I was more interested in reducing the amount of work the cooling system had to do.

One problem I encountered after the rebuild was a couple of hydraulic lifters that were giving me grief. I'd done a leakdown test on them and they seemed okay, but under actual running temperatures and conditions things can change. At the time, I couldn't find any OEM lifters, and because it's a LOT OF WORK to replace them I wasn't about to put in the new aftermarket ones that were made in China. I made the decision to go with solid lifters from a 288 engine. David Moe had a new set and I snagged them. Because the cam lobe ramps are different between a "juice" lifter and solids I had the cam reground to solid lifter specs (the lift and duration between the two are the same, but the ramps are different). The beauty of the 288 lifters is the ease of adjustment because they don't use a jam-nut...they're an interference fit. Solids, when adjusted properly hardly make any noise and don't need readjustment for 10,000+ miles.

I decided to employ the factory 4-barrel intake manifold that I'd been hauling around for years, and in the process had the exhaust manifold ceramic coated. I've done that to almost all of Howard's cars over the years. The advantages are that the manifold won't rust (the coating has a cast iron look) and that it significantly lowers the underhood temperature. I didn't want to use the original 4-barrel carb (a Carter WCFB), so I opted for a new 500cfm Edelbrock (Carter) AFB-type. Along with this I eliminated the old road-draft tube and installed a modern PCV valve.

The car was originally Turquoise Blue. I always liked Packard's Ash Green bottom with a Valiant Green top. In the famous words of Captain Jean-Luc Picard, "Make it so," and I did. I also don't like the look of two-stage (clear coat) paint on older cars and opted for a single stage. The color I chose for the top is a lighter green metallic than the Valiant.

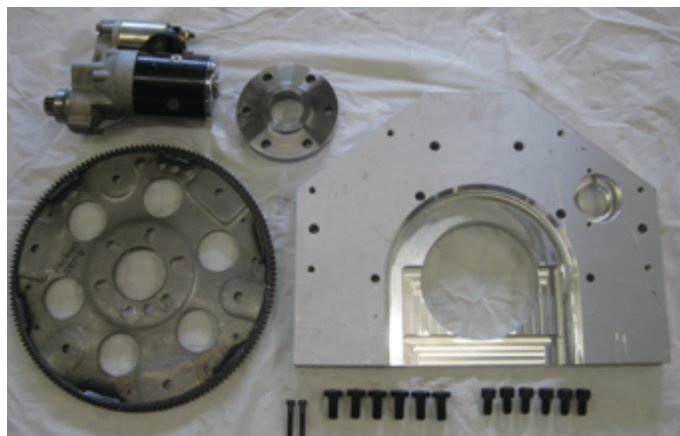
All the stainless was straightened and polished, and pretty much all the chrome was redone, including the massive grill (\$\$\$).

The interior has undergone some changes. As comfortable as the original front seat was, I pulled it and installed a pair of beige, early 70s Mercedes buckets. Since Lisa likes driving the car and it's going to be our "go to Los Angeles" car the seats need to accommodate her smaller stature without forcing my knees into my chest. They're really a perfect fit in the car because they're not high backs and they're broad enough to fill the space. I wanted a more contemporary look and while the stock dash is painted I covered it all in brown vinyl with a woodgrain appliqué in the glovebox area. The rear seat and the buckets are similarly color themed and aren't a match...but that will come in due time. I also installed the requisite stereo system as well.

The big change was eliminating the Ultramatic transmission. They're a good trans, smooth and frugal with gas on the road (because of the lockup converter), but they're not terribly efficient in town, requiring you to floor it at a light to keep up with traffic. Early on I tried the Sierra-designed Torqueflight conversion, but didn't like the way they went about things and sent it back. There's a place in Minnesota called Bendtsen's Machine (763-767-4480) or www.transmissionadapters.com. Their conversions are nicely engineered, well made and reasonably priced. They make conversions for just about anything: Hudson, Chrysler flat-head 6 and early hemi, early Olds V-8, Ford flathead, Pontiac straight 8 and early V-8, Buick straight-8 and nailhead, postwar Cadillac, Kaiser, and many more. For Packards they

cover all 288, 327, 356, 359 and Packard V-8. Most of the conversions are to a Chevy-based bellhousing, such as Powerglide, Turbo 350/400, and the newer 700R4 with overdrive. Prices for the kits are in the \$800-\$1100 range. Here's the URL for the specific page for Packard 8s:

<http://www.transmissionadapters.com/Packard%20to%20Chev%20adapter%20kit.htm>



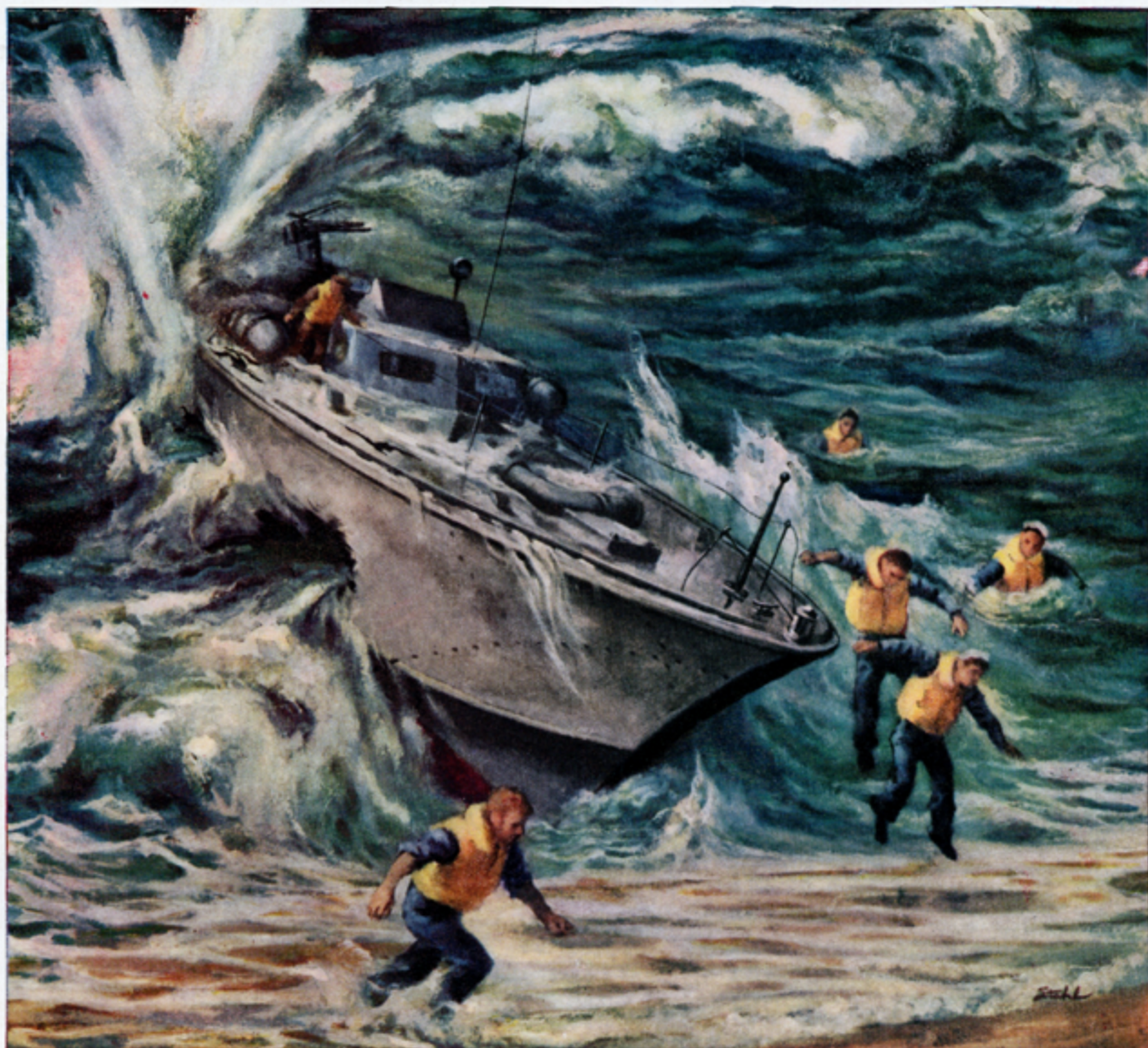
The Packard straight-8 kit is \$895 and includes 4 pieces. The main adapter plate is a beautiful and accurately machined chunk of 1-inch thick aluminum. There's a crankshaft adapter which adapts the Chevy flex plate (also included) to the crank. And, finally, they include a new gear-reduction, 12-volt mini starter (more about the starter in a bit). They also give you every nut and bolt to put it together. Once I removed the Ultramatic, flywheel and bellhousing it took less than 10 minutes to install the main adapter plate, crank spacer and flexplate. Installing the trans also took about 10 minutes, but another hour or so to fabricate a new rear mount.

What consumed some time was hooking up all the miscellaneous stuff like trans cooler lines (I'd gotten rid of the stock Packard cooler years ago), throttle pressure cable, dipstick and shift linkage. The last 3 parts were courtesy of a hot rod outfit called Lokar. Their stuff is spendy, but I've never had any problems with it. It fits and it looks sharp. The shift linkage was a snap and, fortunately, all the stock detents built into the steering column/shift linkage worked. The only thing I'll have to change is the quadrant display near the steering wheel. Packard's quadrant is P-N-D-L-R, the 700R4 is P-R-N-Od-3-2-1. It all fits into the same space, but everything is tighter together. The last thing is the driveshaft needs to be lengthened a couple of inches with a new front u-joint and slip yoke into the trans. The beauty of this conversion is that you don't have to alter anything other than the driveshaft. It could be returned to stock quite easily with no traces of having ever been modified.

The driving experience is amazing and thoroughly justifies the time and expense to do it. After all is said and done the conversion was right around \$3500 for parts, which is about what an Ultramatic overhaul costs. Labor for the conversion would be right around \$700-\$800. The big differences between the two are that the 700 R4 has a low first gear, so starting off doesn't require much throttle and it has overdrive which drops engine revs by 30% plus a lock-up converter. With the Ultramatic I had gotten 17 mpg when I last drove it from Los Angeles. With the 700R4 I fully expect to get 22-23 mpg. Having a total of 4 speeds gives the engine lots more flexibility and it shows. Acceleration is surprisingly quick, and in overdrive it loafs along on the freeway. I've done this conversion on Howard's '48 Cadillac, and a '55 Olds. Jeremy Wilson did it to his '52 Packard. They're all transformed vehicles. Needless to say, I'm sold on the conversion.

I mentioned that part of the kit was a 12-volt starter. It's one big difference between the Sierra/Torqueflight conversion and the Bendsten setup. With the T-flight they wanted to keep the stock starter, so they kept the stock bellhousing to do it. But that added length to the whole setup, which, without going into boring details, is one of their problems. The 700R4 setup eliminates the original bellhousing. The only real problem is the 12-volt part. I'd converted Jean-Luc to 12-volts long ago, but what do you do if you want to stay with the 6-volt system? Many years ago there was a cool item called the 6-12 battery. It was basically two 6-volt batteries sharing a common case. Stradling them was an "Orpin" solenoid. With some simple rerouting of a couple of wires the solenoid would join the two batteries together in series and send 12 volts ONLY to the starter. Everything else was run on 6-volts. Six-volt starters can handle 12 volts with no problems, and they sure turn the engine over quickly. You use the stock generator and all it does is charge two 6-volt batteries. It's a slick system and I've used it over the years to correct hard hot-starting problems on everything from big eights to V-12s. The big problem is that "Orpin" no longer makes them. So, what do you do? Run 2 Optima 6-volt batteries (they'll fit in most conventional 6-volt battery boxes) and hook up a solenoid made by Texas Industrial Electric, part #1119844-6V, Telephone: 210-654-4075, http://www.texasindustrialelectric.com/relays_1119844_6V.asp. Slick system and one which I recommend whether you do the trans conversion or not.

That's about it for Jean-Luc, except for finishing off the interior and some other minor details. It's been so nice driving him again and reconnecting with why I fell in love with this era of Packards.



THE PT BOAT THAT WAS HALF SUBMARINE!

The exploits of the courageous officers and men of the Navy's PT Boat Squadrons will always be an inspiring chapter in American naval history.

For example, a PT Boat skipper, home on furlough, told of this amazing incident when he visited the Packard plant recently . . .

"With a man-sized hole smashed in our hull, we took on a lot of water in no time at all.

"But those Packard engines, submerged until only

the spark plugs and carburetors were above water, pulled us more than a mile to shore.

"Afterward," he grinned, "the engineer said that if we'd gone much farther that way, he'd have had to duck his head under water to shift gears!

"The hard-hitting PT boats, powered by the engines you build, have been and will continue to be one of the most valuable weapons of this war," the lieutenant added.

Stories like this . . . told by men who continually "bet their lives" on Packard marine engines . . . make us proud of being able to justify their faith so completely and so consistently.

★ ASK THE MAN WHO OWNS ONE ★



Mustang
fighter



Warhawk
fighter



Hurricane
fighter



Mosquito
fighter-bomber

PACKARD

PRECISION-BUILT POWER



Lancaster
bomber



Navy
PT boats



Army
rescue boats

by John Imlay

My Day on PT



Well who wouldda thunk you could actually get a ride on a fully restored, WWII PT Boat right here in Portland!? I know you are probably aware of this marvelous relic, but how many members have gone to see it and taken the ride? Well, on August 26th, I did and I loved every minute of it. Naturally, my interest was initially sparked by the three mighty Packard engines which power this thing; that and the WWII history of PT boats. Nicknamed "the mosquito fleet" – and "devil boats" by the Japanese – the PT boat squadrons were heralded for their daring and earned a durable place in the public imagination that remains strong to this day.

During World War II, PT (PT = Patrol Torpedo) boats engaged enemy warships, transports, tankers, barges, and sampans.



In Action against the Enemy



Training School for Fighters—A class of U. S. Naval Engineers studies Torpedo Boat engines at Packard. This picture was taken last June. In the boat underneath, is Eugene G. E. Cox, who is conducting one to eight for Packard's second, successful Boat Job (this day he was a 1,000-ton day ship).

THE NEWSPAPER READINGS of this war have given us evidence that America's new weapon—the U. S. Navy's patrol "Mosquito Fleet"—has proved its worth in achieving great victories.

Designed for speed and striking power, the torpedo boat has been the most successful in ability to tackle and destroy ships of many times its own tonnage.

And thanks to the lightning speed of its attack, the torpedo boat has penetrated enemy defenses successfully against seemingly impregnable walls.

Almost all the boats in the Navy's hard-hitting Patrol Torpedo squadrons are powered

by a bank of three Packard super-charged marine engines—units that churn up 4800 horsepower.

In addition to the PT boats, that the Navy has placed an order with Packard for still more engines—on quickly as they can be built. This double, for the third time in two years, this company's production schedule on PT boat engines.

In addition, Packard is turning out Buell-Bepko's engine (a new type power plant which was first shown in the R.A.F.'s illustrations and flights).

This is Packard's toughest, large working job — job we're proud to do.



Inspired by one of Packard's Great Aircraft Engines, today's PT boat power plant is a combination of precision engineering and battle power. Packard's production of engine horsepower is historic—beginning with the Liberty motor of First World War days.



A squadron of leading PT boats now shows the way toward victory. Each of these Patrol Torpedo boats carries three 1000 h.p. Packard marine engines. Endless hours of maintenance and repair work in these white water and planes of gray.

Packard Marine Service Plan—Today Packard produces 100 per cent on our equipment. We are no longer building cars, but we are not forgetting our Packard marine! The Marine Service Plan is designed for those times—no help you receive your car and spare money, and how your Packard dealer for a brotherly car and better dealer—today!

PACKARD

SEE THE MAN WHO OWNS ONE

Packard proudly took advertising advantage of its contribution to the war effort.

(Far left) Why it's called a Patrol Torpedo Boat
(Left) One of two .50 caliber machine gun mounts on the PT-658



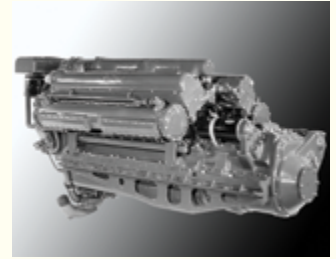
A 6" diam. exhaust pipe for each bank of cylinders



The engine monitoring station



Packard proudly displayed its logo on the 3 5M-2500's which power the boat.



As gunboats they were effective against small enemy craft, especially armored barges used by the Japanese for inter-island transport. They were fast, nimble and dangerous! Their armament consisted of four 2,600 lb., Mark 8 torpedoes. Each of those contained a 466-pound TNT warhead and had a range of 6,000 yards (3.4 miles) at 36 knots. The PT-658 has Mark 13 torpedoes. There were also two, twin .50 cal machine guns which were mounted for anti-aircraft defense and general fire support, in addition to depth charges and other armament.

PT-658, on the National Register of Historic Places since 2012, is one of the best examples of a surviving 78-foot, Higgins-made boat and one of only two 100%

authentically restored and operational U.S. Navy PT boats afloat today. Relaunched after a ten-year restoration between 1995 to 2005, it is located at Pier 308, Vigor Shipyard in Portland's Swan Island Lagoon. Maintained by an all-volunteer group, it includes all weapons, electronics, equipment and accessories restored to appear as they did the day the US Navy accepted the boat on July 31, 1945.

It was a glorious Saturday morning as all three of the Packard engines roared – and I do mean roared – to life and we pushed off from the dock on Swan Island on our way up the Willamette to Lake Oswego for the car and boat show that weekend. During the hour and a half ride upriver, myself and about 15 other guests



The engine room crew watches the board for engine condition and instructions from the deck.

were given free run of the boat, pretty much. As a true Packard aficionado, I spent a fair amount of time below deck checking out the engines and just trying to see how things worked; however, it was impossible to ask questions while the engines were running due to the noise.

With the exception of the early experimental PT boats, all U.S. PT boats were powered by three marine-modified derivations of the Packard 3A-2500 V-12 liquid-cooled, gasoline-fueled aircraft engine. The M (for marine-designated) engines evolved from 3M-2500 to 4M-2500 to 5M-2500. Each successive version of the engine featured slight changes and more power. Packard's lead engineer had started with a clean sheet and designed a four-stroke, 60-degree V-12 with an aluminum block, 6.04 inch bore and a 6.50-inch stroke, which brought it to 2,490 cubic inches. Weighing 2,900 pounds, the 4M-2500 had four valves per cylinder, a 6.4:1 compression ratio, and a centrifugal supercharger. Later models were also fitted with an intercooler. A Holley 1685F aircraft carburetor supplied the fuel, 100-octane gasoline, fired by two spark plugs per cylinder. Packard built 14,000 marine engines during the war, three of which went into each of the Navy's PT boats. PT-658 is powered by a trio of the ultimate version of this engine, the Packard 5M-2500, introduced in late 1945. These gigantic V12's had a larger supercharger, aftercooler, and power output of 1850 hp. It could push fully loaded boats through the water at 45 to 50 knots (51-57 mph). Needless to say, given their age, our "Captain" was not willing to push the engines up to that rate of speed. We cruised for the most part at either a slow or fast idle. Even at idle, the power of these engines could really

be felt as they pushed this 50+ ton boat with great ease. Honestly, I can't adequately describe it. It felt like a thoroughbred racehorse just raring to go, but being held back by the jockey.

As you might imagine, fuel consumption for these engines is/was exceptionally heavy. Each engine has its own shaft and propeller and, depending on need, one or two of the engines could be shut off or taken out of gear

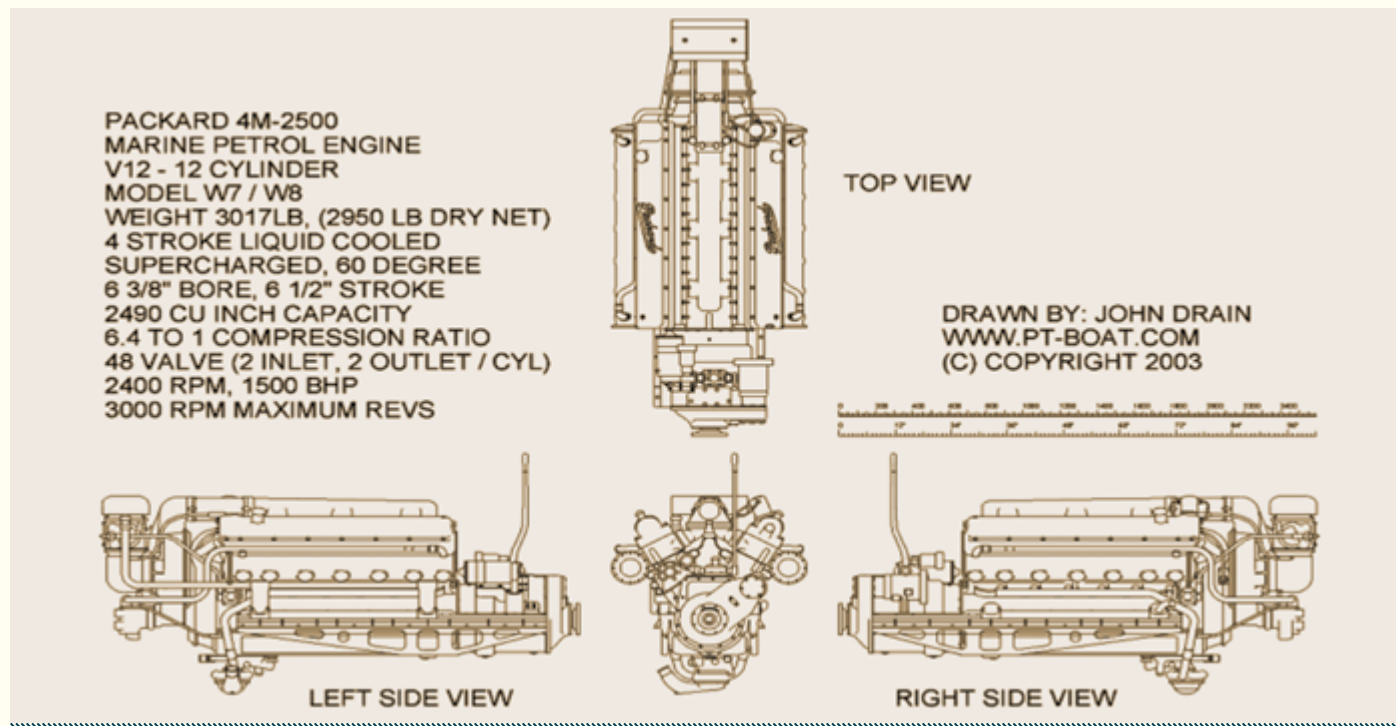


Fuel line?— Fuel *Pipes*!



Throttles and directional indicators

to conserve fuel. PT boats carried up to 3,000 gallons of aviation fuel, about enough to conduct a maximum 12-hour patrol. At a cruising speed of 23 knots, the engines consume about 200 gallons per hour. That increases to 500 gallons per hour at top speed! We had about 1,500 gallons on board for our trip which probably cost about \$4,000. I guess gas mileage was not as important when the



price was only a few cents per gallon and.... when you were literally running for your life!

With accommodations for three officers and 14 enlisted men, PT boat crews varied from 12 to 17, depending upon the number and type of weapons installed. Full-load displacement late in the war was 56 tons.

In early 1941 the Navy conducted what has become known as the "Plywood Derby." Several companies were asked to submit designs for this small, fast boat the Navy was considering - Higgins Industries of New Orleans, LA; Electric Boat Company (Elco) of Bayonne, NJ, the Huckins Yacht Corp. of Jacksonville, FL and the Navy's own Philadelphia Navy Yard. The hull shape of the Elco and Higgins PT boats were similar to the warped "planing hull" found in pleasure boats of the time (and still in use today): a sharp V at the bow softening to a flat bottom at the stern. A common characteristic of this type of warped hull is the "rooster tail" in the wake. Unlike the Huckins version, which planed at 10-11 knots, the Elco and Higgins PT boats were intended to plane at higher speeds - between 23 and 27 knots. The Elco, Higgins and Huckins companies used varying lightweight techniques of hull construction which included two layers of double diagonal mahogany planking utilizing a glue-impregnated cloth layer between inner and outer planks. These planks were held together by thousands of copper rivets and bronze screws. The overall result was an extremely light and strong hull which could be easily repaired at the front lines when battle damage was sustained. As a testament to the strength of this type of construction, several PT boats withstood catastrophic battle damage and still remained afloat. For example, the forward half of John F. Kennedy's PT-109 (Elco) stayed afloat for 12 hours after being cut in half by a Japanese destroyer. PT-167 (Elco) was holed through the bow off Bougainville by a torpedo which failed to detonate; the boat remained in action and was repaired the next day!

Higgins Industries, who built Portland's PT-658, produced 199, 78 ft boats. The Higgins boats had the same 20-foot beam, full load displacement, engines, generators, shaft horsepower, trial speed, armament, and crew accommodation as the 326, 80 ft boats built by Elco.



Even though fewer Higgins boats were produced, far more survive (seven hulls, three of which have been restored to their World War II configuration) than the more numerous Elco boats. Only three Elco hulls (one restored) are known to survive as of 2016.

At the end of the war, almost all surviving PT boats were disposed of shortly after V-J Day. Hundreds of boats were deliberately stripped of all useful equipment and then dragged up on the beach and burned. Can you imagine our doing that today?! This was done to minimize the amount of upkeep the Navy would have to do, since wooden boats require a lot of continuous maintenance, and they were not considered worth the effort at the time. The boats also used a lot of high octane gasoline for their size, making them too expensive to operate in a peacetime navy. 121 boats alone were destroyed at PT Base 17 on Samar, Philippines. Some survived much longer with one 80' Elco, one 72' Vosper (England), and three 78' Higgins boats being cut up and destroyed between 1998 and 2008.

Well, that's a lot of tech stuff and a bit of history which I hope you found interesting, but it's time to get back to the ride. As I said, we cruised upriver at either a fast or slow idle and even at idle, the boat throws quite a wake. Several of us, including yours truly, were allowed to pilot the boat for a stretch. The urge to push the throttles forward almost overtook me, but I managed to keep myself in check. We passed under all the bridges as we went through downtown and noticed that there were people on the bridges, in boats and along the shore snapping pictures as we passed by. It really was quite a thrill.

After about an hour and a half we slowly made our way to the dock in Lake Oswego where there was already a crowd waiting. Those of us on board then sat down to a lunch of Subway sandwiches provided by the crew which was included as part of the fee we paid to ride on the boat. I stuffed down my sandwich and continued to drill the engine room crew with questions. They were kind, enthusiastic and accommodating. Reluctantly, we finally left the boat as the line of folks on the dock began to come on board for their tours. It was a great morning and well worth the time and money.

Finally, I'd like to add that it costs a tremendous amount of time and MONEY to keep this rare, marvelous, WWII treasure running and seaworthy. Many people volunteer their time to maintain the boat and in some cases their money as well. However, more money is always needed. If you'd like to donate, and I hope you will, please visit www.savetheptboatinc.com.

2017 Edition of the Annual Strawberry Social *Strawberry Fields Forever*

By Frankie and Robert Douglas

"Socialites" enjoying each other's company on a cool early summer day.

The 11th of June 2017 brought the Annual Strawberry Social and although this is technically an event for the Oregon Region of the CCCA, Packards or Oregon was well represented. Considering that the plans were made at the planning meeting in December, someone must have had an inside track on the weather because it was beautiful! Those of us that have been in the club for a while have shivered our way through more than a few wet and cold Strawberry Socials so when the sun is out, it's a great treat!

As always Tour Director Rodger Eddy with his copilot Jan had set up our tour for the day. Our band of intrepid travelers met at around quarter to ten in the parking lot of the Oregon City Shopping Center to tell tales of the latest restoration project and answer questions for onlookers about our cars, a fun staple of all our travel events. There was some added excitement this time however in the form of the Oregon City Fire department! Myrna and Gary Geddes were driving their 1931 Auburn 8, 8-100 Boat-Tailed Speedster that developed a leak in the gas tank and the poor car was

leaving puddles of gas everywhere it went! Someone called the fire department and sure enough here came a pumper unit with 50lbs of absorbent (kitty litter) and brooms to clean up after the non-house broken Auburn! Poor Gary had to take the car home with plans to get another ride and join us later. In the meantime, Myrna had a veritable plethora of rides to choose from, such a dilemma, what's a girl to do? Unfortunately, draining the tank took too long so Gary did not make it back to the event, but not to worry, again Myrna had a choice of rides for the return trip!

At ten o'clock sharp we had a driver's meeting where Rodger handed out tour directions, gave the ground rules and we were off! The route took us from Oregon City, out the Clackamas River Road along the scenic and forested Clackamas River toward Eagle Creek, and ultimately to our destination right along the Clackamas River, the beautiful home and lavender farm of Mary and Bill Jabs. For the past few years the Jabs have generously hosted this event for the club, it is a lot of work and we greatly appreciate it, thank you from all of us!



1952 Nash-Healy



Roy Ashbahr and Cliff Stranberg admire the 1931 Franklin Roadster.



Tom Taylor's 1956 Caribbean

There was a big turn out this year and it was fun on the tour to see the looks from other drivers who often had a look on their face like they had just stepped out of a time machine, lots of head swiveling to say the least as well as smiles, thumbs up, and waves! That is one of the great pleasures of our cars, being able to bring back memories to many and show younger people cars traveling on the road that they have only seen in old movies! If you listened carefully you can hear our cars saying, "eat your heart out honey!"

After about an hour, we arrived at the Jabs home and parked on the grass near the river. We then walked over to the picnic area, spread out our baskets by the river, and had our lunches and con-

versation with friends. Post lunch, the health food took center stage, strawberries, shortcake and ice cream and there was not a cholesterol testing machine in site so caution was thrown to the wind and this summer treat was consumed by all with wild abandon! The ice cream was provided by Mary and Bill Jabs, the short cake by Howard and Evelyn Freedman and strawberries were provided by Georgia and John Mitchell with a special thanks to Georgia. Because of a mix up in the order, she got to hull and clean the berries, that is a lot of work and some of us know intimately just how much work that is, so thank you! So, the big question is Georgia, has John been banished to the garage for the foreseeable future? Finally, the serving crew consisted of Howard Freedman, John Imlay and your reporter.

After the main course people went over to look at the cars, Mary gave a tour of the lavender works and Bill gave a tour of the shop and their latest automotive projects. He also tried to "Tom Sawyer" people into planting lavender plants but the attempt was a bust!

After a relaxing afternoon of food, conversation, touring the Jabs beautiful farm and lounging in sunshine by the river, it was time to head back home. One by one our travelers said their thank-yous and good-byes and headed for home. What a wonderful event and a special thank you to all who made it possible, Mary and Bill Jabs, Jan and Rodger Eddy, Georgia and John Mitchell, and Evelyn and Howard Freedman. We are already looking forward to next year's event!

Packards at Orenco Station!



Top row: McCready's 1937 Sedan "Bruno" finally out in the light of day! Matt and Karla Hackney's 1949 Deluxe Sedan. The Glud's 1936 Convertible.

Bottom row: The Imley's 1941 160. Howard and Evelyn Freedman's 1941 180 Limousine. The Douglas' 1938 Sedan.

Orenco Station in Hillsboro, Oregon, serves a diverse community.

Intel's huge microprocessor facilities there draw engineers and their young families from around the world to the many new apartment complexes here. A large community of seniors is attracted by the new apartment lifestyle with many amenities and proximity to the Maxlight rail system, as well as the compact, high quality single-family housing, walkability, parks, and the village atmosphere created by shops at street level and offices/residences above.

A large number of the sixty-odd businesses there formed the Orenco Station Business Owners Association (OSBOA) to enhance the community and promote business primarily by sponsoring events throughout the year.

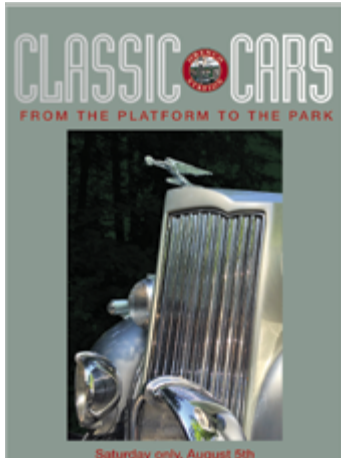
Since the Duchess, my 1940 Super 8 160 Convertible Sedan, was restored, I've driven her to our MKTX marketing communications offices there every Friday. When the officers of OSBOA wanted to explore the possibility of a vintage automobile event, they contacted me as the resident expert.

Walking Orenco's streets and Central Park, I estimated ample space for 30-50 cars. Then I was confronted with the requirements to secure the venue from the building owners, City of Hillsboro Engineering, and Parks and Recreation. I was encouraged to move forward when

“ At the meeting prior the event, only six Packards had signed up. Yikes!

I proposed this at a Packards of Oregon meeting. The August 5th date could fulfill a tentative club tour date, but I was advised to plan on having fewer than 15 cars. I planned for 11, having to precisely identify each double parking slot to receive a permit for our exclusive use from city engineering, which made the process much easier than anticipated.

Robert Douglas brought photographs of the front end of his 1938 Packard from many different angles for the poster to be displayed by Orenco merchants. OSBOA picked up the tab for a million dollar liability insurance policy, all the printing needed, commemorative medallions and \$10 of the \$20 coupon provided to each participant. Our Packard club contributed the other half of the coupon. Then the fun began.



The announcement poster displayed by Orenco merchants before the show.



Participants received a \$20 coupon to use at any Orenco Station business and an exhibitor's medallion.



Molly Santana, Joe Santana and David Vandervoort critique this Packard production over libations.

Orenco Station Classic Car

2017 Exhibitors

1938 Packard Eight
5-Pass Touring Sedan
Robert & Frankie Douglas

1949 Packard 200
Deluxe Sedan
Matt & Karla Hackney

1936 Packard 120B
Convertible Sedan
Monte & Elaine Glud

1939 Packard 120
Convertible Coupe and
1941 Packard 160
Touring Sedan
John & Margy Imlay

1937 Packard
5/7-Pass. Touring Sedan
David McCready

1940 Packard 110
5-Pass. Touring Sedan
Joe Munsch & Pat Shriver

1953 Packard 2679
300 Convertible and
1956 Packard Caribbean
Hardtop Coupe
Thomas Taylor

1941 Packard 180
7-Pass Limousine
Howard & Evelyn Freedman

Even posting a 24-hour warning didn't deter local apartment dwellers from occupying the parking spaces designated for our Packards. On Saturday morning at 10am as several other Packards arrived, Mike McCready managed to wedge his dad's big 1937 in front of a late sleeper's vehicle parked in his space. Matt Hackney faced the same issue on the corner across the street. We had the power to have such vehicles towed, but we restrained ourselves. On the other hand, one apartment manager was frantic that we might tow the car of a resident who was in Idaho and had not left his car keys. We had to stop another apartment manager, who photocopied our official No Parking signs, from posting them on every tree along Orenco Station Parkway. She thought we were given the entire parkway, but that we hadn't put up enough signs.

By 10:30 or so, ten Packards were in place and members were engaging with local residents. One elderly fellow whose voice was still colored with a New York accent related driving out from New York in the early 1950s in a Packard convertible.



Bill Price, Howard Freedman, Joe Munsch, Robert and Frankie Douglas, and Monte and Elaine Glud wait for the delights of lunch at La Provence.



Tom Taylor, Matt Hackney, and Steve Holser watch to see which table of Packard exhibitionists is served first.

A young Russian engineer recognized the strong similarities of our Packards from the early 1940s on display with the Russian Zis. When lunch time rolled around on this warm, sunny day, we all chose to use our coupons together at La Provence Restaurant.

All things considered, it turned out to be a delightful event, much appreciated by the business owners and participants alike. For me, I think I'll stick with the magazine and leave the events to the tour experts. . . unless we take on another National Tour event like "The Packard Years" of 1975.



Bob and Frankie Douglas' 1938 Packard Eight 4-Door Touring Sedan, whose grille was featured on the Classic Car Exhibition announcement posters.



Tom Taylor's lovely 1954 Caribbean inspiring memories and admiration.



David Vandervoort, Tom Taylor and Steve Holser check out restaurants and John and Margy Inlay's 1941 160 Touring Sedan .



Joe Munsch and Pat Shriver's 1940 110 Sedan helped fulfill our promise to have ten classic Packards on the Parkway.



An Intel "new hire" engineer from Russia whose English was almost too good snaps a picture of Monte with his 1936 120B Convertible Sedan.

Calendar of Events

October 7, 2017

Annual Pumpkin Tour

October 10, 2017

Monthly Membership Meeting

Peppermill

October 29, 2017

Halloween Costume Party

Howard Freedman's Garage

November 8, 2017

Monthly Membership Meeting

Peppermill

December 3, 2017

*Annual Holiday
Dinner*

The Stock Pot Broiler
8200 SW Scholls Ferry Road

5:30 PM for Social Hour
Dinner at 6:30 PM

Entree Selections include:
Tuscan Beef Tenderloin \$47
Filet of Salmon \$44
Pan Roasted Chicken \$39
Includes salad, soft beverages.

Members are invited to bring
a favorite dessert to share with all.

Reservations

Please contact

Howard Freedman 503 234 8617 or
hfreedman99@gmail.com

Reservations must be to Howard
no later than November 29, 2017

January 10, 2018

Monthly Membership Meeting

Peppermill

January tbd, 2018

2017 Tour Planning Meeting

TBD

February 14, 2018

Monthly Membership Meeting

Peppermill

March 14, 2018

Monthly Membership Meeting

Peppermill

April 11, 2018

Monthly Membership Meeting

Peppermill



atch the website, your email, and attend the monthly
Packard Club meetings for further information.



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