

OREGON

Clipper





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rare source of safe enjoyment
in a Packard

Back Cover

2020 Memorial Wreath

**Please plan to attend our
2021 Meetings**

Packard meetings will be
held along with the CCCA at
Buster's BBQ in Tigard.
Dinner and chat: 5:30 pm
Meeting starts: 6:30 pm



A Packard 2020 calendar couldn't go in the trash soon enough.

The year to forget

page **3** Canceled, canceled, canceled were so many of the car shows, meets and meetings, tours, parades in the year 2020- just down the tubes due to the COVID-19 pandemic. We emailed one another and told our Corona Virus stories, but by the end of the year our spirits were low, as the infection rate and death toll soared upward.

The 2021 year promises a vaccine, and those of us of a certain age, weight, and pre-existing condition should be early recipients. We are hopeful that all Packard-related festivities this coming summer will be on track and we'll be on the road again to recovery.

by John Imlay



Director's Page

Wow, has the world changed or what? I originally wrote this in mid-April hoping that we'd get a Clipper out in the Spring, however, everything sort of went south right around that time. Combine that with Joe Santana's move to the east coast and getting settled in his new environs, and it's been quite difficult to put something together. Some of what I'll talk about will be a little dated, but worth mentioning just the same. For example, it was certainly disappointing to cancel almost all the planned outings for our club with the Oregon CCCA as well as seeing the Forest Grove Concours cancelled and rescheduled for 2021 – certainly a huge blow for us Pacific Northwest car aficionados. The Packard Club National Meet in Rohnert Park, CA was also cancelled, but rescheduled for 2023.

Right now, it's the end of October and we are only a few days away from the Presidential election. Aside from the Corona virus and all the misery that has brought, I have never seen our nation so divided. I have never spent so much time worrying about our country, its future, and our role as THE world leader. Let's hope that in 2021 a vaccine is found and our nation and its people come together again. It sure would be nice to get back to car shows, tours, and seeing each other!



October has been a pretty nice month weatherwise. Margy and I have been very fortunate to be able to take the 120 Convertible out a few times to enjoy the ride and the sunshine. The good weather has somewhat tempered the depressing requirement to remain home and avoid people. Had this been a gloomy, rainy October, it would have been a lot harder to deal with all this seclusion. Thankfully, I am still working full time and have some limited interaction with colleagues at work. Margy and I have also had several "virtual" happy hours with friends and family using the Zoom App. If you have not taken advantage of Zoom, I highly recommend it!

Until we are through this Corona thing, I hope you all will continue to read the occasional email messages I have been sending. And please don't hesitate to drop me a line when you have something going on in your life that you might like to share with your fellow Packard lovers. It's nice to know what everyone has been up to during these tough times. And speaking of sharing, I hope you all watched the virtual car show on the Gilmore Museum website earlier this year. My understanding is that they had over 2,000 entries – so many that they could not post them all. Our very own Tom Taylor won a prize in his category for his 1956 Caribbean. Congrats Tom! The car show is going to remain on the website, so if you have not seen it yet, go to www.gilmorecarmuseum.org to see it!

I hope by now that you have all received a letter from me outlining our intentions for 2021 as far as events/tours and our relationship with the Oregon CCCA. Please forgive the tardiness of this edition of the Oregon Clipper and we do hope you enjoy it. I believe this may be Joe Santana's last effort since he now lives in Maryland. So, we are without an editor at present and we certainly hope that one of you is interested in volunteering for the position! Take care and stay safe!

John Imlay

From the Editor

Take your pick. What season is this?

A first it was weird to put my hands together, prayer-like, bow and greet friends with “Corona!” Thing is, there’s been few to meet. The delivery guy is already in his truck by the time I get to the door. With spare time, The Duchess is sealed with Meguire’s. The seats are Lexol’d. I even cleaned the bright work with kerosene per the manual.

I hope you’re through isolation. I watched every Best Picture from WINGS, 1927, to Parasite, 2019. I enjoy identifying the many vintage Packards that the rich villains drive; but there are many similarities in these movies of the war years stateside with what we are experiencing during this pandemic, from rationing everything, separation from loved ones, hardship for many, to casualty lists. The key difference between the war years and this year was, back then, Americans pulled together instead of pulling apart. There is a continuity to the progression of our culture watching these movies, but with the election it’s clear our culture is shifting. Old timers like me traditionally complain that changes in the culture are sending our country to hell in a hand basket. That’s natural, so there is plenty of precedent for what I feel now. Half the country wants to heal. The other half says never. Our only hope now is in our kids and grand kids and great grand kids and future generations. They are so sharp and versed in technology, so much more aware of the problems they will face than I was as a kid. What could a kid do about atomic bombs and communism? Duck and cover. Can’t even say what we leave them to solve. Crises.



I’ve been good, staying in a week at a time and keeping my distance when I shop. Like many of you, I checked all the boxes of susceptibility to learn the highest risk factor for Covid-19. I was terrified that one stupid mistake could send me on a one-way trip the ER. As it was, little chest pains got me to the ER for heartburn. The second in Maryland was for transient amnesia, like tearing out a few pages from the book of life. I won’t eat another oversized potato. The likelihood of another case of transient amnesia is virtually zero.

Since I moved to Maryland and had The Duchess transported here. I joined PAC’s Mid-Atlantic Region. Nothing doing here, yet. The worst is upon us with winter. My under-the-seat heater keeps the Duchess cabin cozy warm, when I do go out.

Stories for this issue are slim due to inactivity such as cancellation of tours, Forest Grove Concours, PAC National Tour in San Francisco and Napa, even Pebble Beach Concours. And I confess that moving and getting settled has taken months. I’ve not been able to obtain a driver’s license and register the Duchess so I can mount my ‘new’ 1940 Maryland plates. All motor vehicle requirements are suspended during the State of Emergency, so I’ll stay the guy from Oregon.

I definitely miss you all, but when this is over, perhaps I could ride along on a future tour when I visit. Happy 2021!

Joe Santana

Stepping on it to 100



George and Susie Choban suggest when you hit 90 with your Packard, it's time to celebrate!



by John Imlay

Over the last seven months, two, count 'em, two milestone events took place, - both George and Anastasia (Susie) Choban became nonagenarians. First George in July 2019, then Susie in February of 2020. While George was initially reluctant to even have a party for his 90th fearing that he would upset someone by forgetting to invite them, as the day drew near, he finally gave in and daughters Maria, Alexandra, and Anna quickly assembled a gathering on July 13th. Held at Bill and Alexandra's house in their expansive backyard, George's two favorite cars were beautifully displayed, his 1929 Packard Dual Cowl Phaeton -

the "Empress Anastasia" - and his 1952 MG. Family and a small group of friends were present for a lovely celebration which included enough food to feed the Mormon Tabernacle Choir, good conversation and even some Greek dancing!

Susie's celebration was held on February 8th in the banquet room of their former restaurant, now a Si' Senor's. Again, family and friends enjoyed a nice lunch along with lively conversation and good fellowship. Thanks George and Susie, and congratulations on achieving ninety years on the planet. Happy birthday.

Some fun facts for their birth years: Packard turned 30. *All Quiet on the Western Front* was awarded the Oscar for Best Picture of 1929. 7-Up was introduced.



George and Susie were the best of 1929 & 1930 which also had



President Herbert Hoover



The Stock Market Crash and The Great Depression



The St. Valentine's Day Massacre, Chicago

Non-gangster Life expectancy
55.8 years for males
58.7 years for females

Average Wage
\$ 0.59/hour men
\$ 0.32/hour women



A Meeting Tour to FinishLine Coatings



We had no idea that this March tour to FinishLine and monthly meeting at the Bomber would drop the bomb that finished touring for the first half of 2020.

Many years ago, March 7th, 2020 to be precise, members of Packards of Oregon convened at Howard's Garage for a trip to one of the area's coolest shops. Those present included Matt Hackney, Monte Glud, Bob Douglas, Joe Santana, Joe Munsch, John Imlay, Larry Cox, Tom Taylor, Bob Earls, and possibly a couple of others whose names didn't make it onto my attendance spreadsheet.

There are always interesting examples of rolling artwork at Howard's Garage. Bob Earls does a great job of expounding on details of each and generally telling tales of his time wrenching on them.

After a while we were all herded out the door. Tisk tisk, all those Packards, but most folks drove brand X. It was a short hop down 99 to Finish Line Coatings, specialists in high temperature coatings. Russ Meeks welcomed us to the place.

Russ is a long time hot rodder and land speed racer who needed the edge that a coated header might give him. Unfortunately, he couldn't find a vendor, but he knew where to get the materials. Wonder Woman, his wife, let him use her oven and the process was his. Soon fellow racers were asking him to do their jobs too and the new business was off and running.

The coatings are mostly metal or ceramic based and are formulated to either absorb or reflect heat. Sounds simple, but it isn't. The coatings must go on a very clean surface, so the first step is media blasting, followed by an electrostatic application of the powdered media, which is then baked, and finished. Finishing consists of polishing in a vat of abrasive beads that give a polished surface. Other more exotic materials like Teflon can also be applied or metal may be sprayed to build up a surface.

Russ had tons of stories about past projects and customers. He talked about developing the huge vibrating machine that he uses to polish headers and about a technique he developed for the military to rehab helicopters. What a great visit for a gearhead. Several club members have used the service, and after seeing the place, I'm sure more will.

We topped off the day with lunch at The Bomber Restaurant, a few feet down the street. Great grill food, and as always in Oregon, great beer. Of course, great conversation- actually bench racing and BS was enjoyed by all. In retrospect, an excellent last tour before a long viral winter.



The boys admire Bob Earls' handiwork on Jean-Luc Packard.



A set of ceramic-coated headers



Larry Cox, Tom Taylor, Monte Glud, Robert Douglas, Bob Earls, and John Imlay meet at Howard Freedman's garage for coffee and donuts prior to the drive to Milwaukie.



Taking some questions from the Peanut Gallery



A sampling of items that can be ceramic coated



Owner Russ Meeks explains the process of polishing with ceramic beads

Trip Notes

from John Koziol

Many of you have asked about the fires that devastated much of the Oregon Cascades west of Bend this past summer.

Donna and I drove through the area in the fall and stopped to take a few photos along the way including the town of Detroit, OR, which is the largest community between Sisters and Salem on the I-5 corridor.

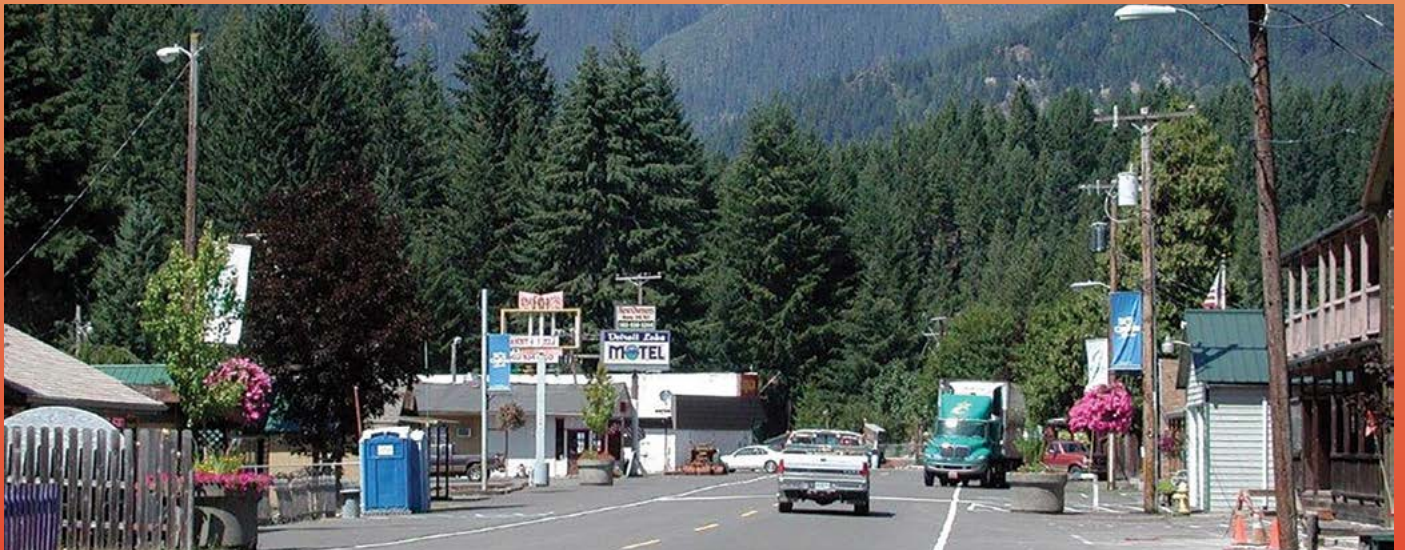
Detroit is located about 80 miles west of Bend on SR 22. These photos show only a small part of the catastrophic devastation. In all, we saw ruins along the highway for over 45 minutes. And while much of the highway with its downed trees has been cleaned up, there remains so very much to do going forward.

We grieve for so many people who lost their homes and businesses.....many of whom will never return. What a tragedy!

I have included one photo from the internet that shows what the town of Detroit used to look like before the fires.

Wild Fire Aftermath





The Clock is Ticking

What will happen to your old cars?



By David Charvet

1952 Packard Henney Hearse

by David Charvet

You spend your life building a collection of great old cars (or even just one great old car.) Then you die. (*News flash: It is going to happen to all of us.*) While none of us wants to think of it, the reality is you must think about it now, before it happens, if you desire to see your wishes fulfilled regarding the disposition of your favorite cars after you've gone. Having been a dealer exclusively in collector cars and handled many estates for families of car collectors over the years, here are a few tips I can give you from experience that will help you, and those you leave behind. (*NOTE: The following is not to be considered legal advice. Consult with an attorney or estate planner for your particular situation.*)

HAVE EVERY CAR TITLED

Be sure your cars are titled in your name. Or, if you have a trust, have them titled to your trust. I can't tell you how many estate cars I have dealt with that were still titled in the name of the previous owner. This creates a nightmare for your heirs. A Bill of Sale between you and the person from whom you bought the car is not enough. That may help your survivors establish your ownership of the car,

but they may then be liable for past (unpaid) registration fees and (depending upon where you live) additional back taxes and penalties. And what if they can't find the Bill of Sale? What if you acquired the car in a trade? Then your heirs will have to try to find the person named on the title to get a Bill of Sale for the estate. What if the person named on the title is now dead? ALL of this drama can be avoided if you simply TITLE THE CAR WHEN YOU BUY IT! Yes, it costs a few bucks to get the titles transferred into your name. But trust me: DO IT. Also, if you are married, or have a family member who will inherit the car, have their name listed with yours on the title with "survivorship" status checked. That way, when you're gone, that person can legally (and easily) handle anything pertaining to the car because they are considered the owner at that point. It will save them paperwork and problems after you've gone.

BE CONSISTENT

When titling your cars, use the same name in the same way on every title. Sound simple? You'd be surprised. I recently handled a large collection of cars for the estate

of “Joe Blow” (not his real name.) The cars were titled in various ways, including: “Joe Blow,” “Joe W. Blow,” “Joseph W. Blow,” “J.W. Blow,” “Walter J. Blow,” “J. Walter Blow,” etc. etc. What a nightmare for the executor. Keep it simple! Be consistent.

SIGN OFF YOUR TITLES NOW

I know, I know, you’re thinking “If I sign off my title, then if someone else finds it, they can claim ownership of my car.” Most of us keep our titles in a safe or safe deposit box (and no, that shoebox under your bed or in your desk drawer does not qualify as a safe) so the chances of “someone” unknown to you finding the title and claiming they own your car are slim to none.

The reason you want to sign off the title NOW, is that after you’re gone, your executor’s job will be much easier. You have already released your interest in the car so the title transfer process in the future will be simple for the buyer. Otherwise, there will be a raft of paperwork.

Typically, after a person dies and they did not previously sign off the title, when your executor or heirs attempt to sell the car, they will need the following documents (at least in most states):

- Certified copy of your death certificate, verifying the name shown on the title. (Remember, “Be Consistent” above? If there are variations of your name or aliases, they must all be legally documented.)
- Estate document (usually called “Letters Testamentary”) naming the Executor and showing they have the right to represent your estate and act on your behalf. If it is a spouse, usually a copy of your marriage license is needed to verify you were legally married. (If you’re divorced, make sure your Executor has access to a copy of your divorce decree, unless you want the possibility of an unfriendly “ex” or step-children to challenge the power of the Executor to act on your behalf.)
- If you have a Trust, a copy of the trust will be needed by the Executor, showing those (family members or others) who are named as Trustees or beneficiaries of the Trust. In most cases, ALL of those named in the trust document must sign off and agree to anything being sold from the Trust.

When time comes for them to sell your vehicle(s) your Executor/heirs/Trust will need copies of all of the above documents, plus a Bill of Sale to the new buyer, and of course the original endorsed title. In some cases, a car will need to be re-titled from your name to that of the Trust and trustees in order for the Trust to sell it. (Another reason why you should have your titles signed in advance of your passing.) They will also usually need an appraisal of current value of the vehicle(s) for estate tax

purposes. In some cases, estates want a low value placed on a car to help keep the tax liability low. However, if the car eventually sells for a much higher price than the appraised value, the estate will be liable for the tax difference. It is always best to use an appraiser with knowledge of the current real market value of what similar cars are selling for, and not just a figure pulled from a price guide.

MAKE YOUR WISHES KNOWN

Prior to your departure from life, a Will stating your desires for the disposition of your cars (and other property) is highly recommended. It is especially important if you have no direct heirs (immediate family members) or if there are issues with any family members who you may think will be problematic following your passing. As I have seen many times, “family dynamics” after a death can be difficult to navigate, especially for an Executor. It is important in these cases to have your wishes clearly documented in your Will. This is especially true if you are gifting any of your cars to a non-family member or a charity. Spend some time with a lawyer or estate planner to formulate a legal document so there will be no question as to what you want to happen when you’re gone. In 1973 it invented the world’s first hand-held cellular phone. Today Motorola is one of the largest cell phone manufacturer in the world – And it all started with the car radio.

YOUR LEGACY

You may not think about it now, but your cars will outlast you and eventually be passed to a new owner. The fact that you owned the car (or possibly restored it as well) will always travel with that car to subsequent owners in the future. So, it’s a good idea to create a file documenting the history of the car while it has been in your care. This can be as simple as a one-page “memoir” written by you telling the story of how and when you acquired it, work that you did, significant trips, awards won, or other interesting details. This file can also be as elaborate as a log documenting every trip, oil change, repair, restoration work done, etc. along with photos of a complete restoration in-progress. All of this will be of value in the future and can increase the re-sale value of the car. Plus, it will firmly attach your name to the car in the chain of owners. In a way, it will be a small piece of your immortality. Just like people now covet owning a “Bill Harrah” or “J.B. Nethercutt” car, in the future, someone may be talking about the fact that they now own YOUR car. But all of this will only happen if you plan ahead NOW.

Remember: The clock IS ticking!

On the Green at Dochnahls'

by John Imlay



The rain certainly did not dampen attendance.

Many of you may recall that Pacific Northwest Region CCCA members Denny and Bernie Dochnahl had planned to have a Grand Classic on their property in Renton, WA on July 26th. Well, good old Covid19 put the kibosh on that like so many other events planned for this year. But, I guess Denny and Bernie, who had so graciously offered their home as a location for this event, were not willing to let it die. So, they invited several car clubs including the Oregon Region CCCA and Packards of Oregon to attend a come rain or shine cruise-in at their place on Saturday, September 26th. Margy and I decided to go as did Howard and Tamera.

A week before the event, the weather forecast was not looking too good, but.... as the week wore on, the forecast began to improve. So now the dilemma was, do we drive an old car or a modern car? Howard decided early to drive his Chevy SSR, but I decided to wait until the last minute to make a decision. By late that morning, the forecast was calling for passing showers in Renton and no rain between Portland



Super cars abound with one lone classic on the field

and there. So, off we went in our Packard 12. In brief, we got rained on for about 10 miles as we passed through Centralia, then it stayed pretty dry until we arrived at the Dochnahl estate at 2PM, where we proceeded to have heavy showers off and on until about 4:30PM.

The event turned out to not exactly be what we were expecting. In fact, with the exception of a vintage Citroen and a '62 Chevy, my Packard was the only other old car there,

and on to Thornewood Castle



Some of the 'super car' crowd hobnob amongst the show cars

Classic or otherwise! While there were some Classic Car owners, they'd had the good sense to leave their classics at home in the dry garage! The grounds were laden with very high-end sports cars including Ferraris, Porsches, Maseratis, Corvettes, Mustangs, and a few Ford GT's. Aside from the rain and dearth of old cars, the event was lovely, though.

The location was great, the house open and inviting, plenty of space to get out of the rain and even a DJ to provide music. The day was also catered with fried

chicken, roast beef, burgers, salads, wine and beer etc; very generous on the part of the Dochnahls, don't you think? We need this sort of enthusiasm during these tough times to keep our hobby and comradery alive, so we should be grateful to Denny and Bernie for their efforts and generosity.

Alas, the rain had really thrown a wet blanket on the proceedings, so around 4:15PM we decided to head for our hotel for the night. And this is where it gets interesting—



ABOVE: 'Our' balcony at Thornewood Castle

BELOW: The wood-paneled interior really gives off the English manor vibe.

at least for me. Have you ever heard of Thornewood Castle? It's in Lakewood, WA just south of Tacoma. I'd heard of it a couple years ago and made it a goal to stay there sometime. Well, that time had arrived and both Howard and I had made reservations there. This place is really something! Originally situated on 100, very well-maintained acres, Thornewood was completed in 1911 by Mr. Chester Thorne, one of the founders of the Port of Tacoma. Thorne purchased a 400-year-old Elizabethan manor in England and had parts of it dismantled and shipped over to be included in the construction of the main house. It was the country estate for him and his family. Now a bed and breakfast on four acres, the castle offers 27,000 sq. feet of living space, 54 rooms, 22

bedrooms, 22 baths and looks like something right out of Merry Old England!

Our room, sorry.... suite... was enormous with a king-sized bed, sitting area with a view of American Lake, a bath of course, a full kitchen with dining area and a huge balcony. Thankfully, the weather had cleared by the time we arrived there and the sky was clear and sunny. Since we had eaten at the Dochnahl's, we simply had a few cocktails and snacks in our room and enjoyed the evening. This is definitely a place to try sometime if you're up in the SeaTac area!





The Year of Put-off Projects

by Monte H. Glud

This year, 2020, which may go down in infamy for many, also presented opportunities. When Dave McCready and I began our quest to restore my 1936 Packard 120B Convertible Sedan on August 1, 2000, one of the first things we discovered was that the battery, instead of being located under the driver's side of the front seat, was mounted under the hood attached to the firewall on the driver's side. Dave constructed a new mount for the battery under the floor of the front seat on the driver's side. He also installed a battery switch on the floor directly in front of the driver's seat.

There were two problems with the new location of the battery. The first problem was that when installing the battery or removing it, if one was not careful, a battery post would touch the chassis frame and sparks would fly. The second problem was that it was very difficult to see or gain access to the battery posts as the battery was jammed under the floor of the front seat and one could only have access to the rear post on the Optima Battery, which in this case was the positive ground post. On November 10, 2020, I decided to move the battery's position slightly further back so that the battery would lie under the original metal removable floor panel under the driver's seat. Obviously, the problem of the location of the battery didn't bother me that much as it only took me two decades to change it.

To accomplish my goal, I had to build a new platform for the battery as the 3/8ths inch thick plywood board that the battery sat on was too short. I made up a cardboard pattern of the installed board and then added several inches to the back end of the pattern to allow the battery to be moved further back directly under the removable floor panel. I then proceeded to make use of several vacant holes in the chassis frame to mount "L" shaped brackets to hold the new base for the battery. The brackets were made from a piece of 1" wide by a 1/8th inch thick

piece of steel I had in my scrap box. After installing the brackets and using the cardboard pattern as a guide to cut a new 3/8ths inch thick plywood platform for the battery, I installed the platform. 1/4 inch bolts were used to mount the platform to the brackets to match the many 1/4 inch bolts used to mount the running boards and other parts to the chassis.

The six volt Optima Battery was mounted to the platform and a new flat ground cable was attached to the positive post and the other end of the cable was mounted in a 3/8ths inch hole in the chassis frame as a ground. The negative post had been attached to a cable connected to the battery switch. I had remembered the old axiom, "First off with the negative battery cable and last on." The Optima Battery had been charged and when I pressed the



starter button, the Packard's engine roared to life; was I happy! I ran to get Elaine to show her the Packard was once again up and running. When Elaine and I returned to the shop a much more serious and dangerous problem had arisen!

Almost a decade ago, I went out to drive the Packard and I smelled gasoline. At that time, I investigated, and when I looked under the hood, I found gasoline down under the fuel pump. To gain access to the fuel pump I had to jack up the front wheel on the passenger side, remove it, then take off the inner fender liner, and finally remove the official Packard accessory vapor lock shield. Then, and only then, could I observe the source of the fuel leak. The bottom edge of the dome on top of the fuel pump was leaking. After removing the bolt from the top center of the dome, it was discovered that the 1\8th inch thick cork gasket inside the circumference of the dome was broken in one spot and quite shrunken. Several friends came over and helped me construct a new gasket made out of cork infused with rubber. The dome and gasket were installed back on the fuel pump. The bolt on top of the dome on the fuel pump was equipped with a rubber gasket topped with a metal washer to cover the hole in the dome. The dome when tightened down did not leak at the top or bottom. The Packard was re-assembled and the matter of the fuel pump leak long forgotten.

I believe it should be brought to the reader's attention that when Mr. Classen rebuilt the engine for my Packard, he did a spectacular job and he even said the engine ran quieter and smoother than any other 120 engine he had worked on. While he worked on the engine, Mr. Classen recommended that the fuel pump, starter, and generator be sent out to be rebuilt. They were rebuilt and when returned they were bolted onto the engine just as they were received.

Suddenly, on November 12, 2020, when I started the Packard and ran to tell my wife that the Packard was running again, I returned to the shop to find a rushing current of gasoline flowing from under the front passenger side of the Packard, the same side that the fuel pump is mounted on. I quickly shut off the engine before the Packard and my shop became a blazing inferno. Fortunately, I was not using one of my portable Halogen lights when the gasoline began to flow. Elaine immediately started to mop up the floor with shop towels. The towels were placed

in an open container outside the shop. I called the work on the Packard to a halt for the evening.

The next day, Friday the thirteenth, I went back to work on the Packard and repeated the same steps that were taken ten years ago to gain access to the Packard's fuel pump. While Elaine disposed of the used shop towels, I pulled the coil wire off the distributor cap. Elaine then climbed into the Packard, turned on the ignition key and pushed in the starter button. Meanwhile, I was down under the passenger side front fender observing the fuel pump. When the engine turned over the fuel pump began pumping. Gasoline flowed out from the bottom edge of the fuel pump's dome. I shouted for Elaine to stop and she quickly removed her finger from the starter button.

When I began to loosen the bolt on top of the fuel pump dome, I found that it was quite loose and I could turn it with my fingers. Looking at the bolt I could speculate on the problem. The bolt was previously described as having a rubber washer that rested against and covered the hole in the top of the dome. The rubber washer was surmounted by a metal washer. The bolt was not equipped with a lock washer. In this case, it is a misuse of the term bolt as the correct term should be a cap screw. Cap screws have threads all the way from the bottom of the shaft up to the bottom of the cap or head of the shaft. Bolts commonly have threads only partway up the shaft. The fuel pump was equipped with a cap screw with threads all the way up the shaft. Had the cap screw been mounted with a lock washer over the metal washer it is very doubtful that the dome would have come loose from the base of the fuel pump. The reason given is that the lock washer would have locked into the threads at the top of the shaft of the cap screw when it was tightened down and prevented the cap screw from turning and coming loose.

The cork and rubber infused gasket that had been installed a decade ago, was still in good shape and we were able to re-use it. A 1\4 inch lock washer was added to the cap screw. The cap screw was tightened down. Elaine came out, turned the engine over, and thank the Good Lord the fuel pump did not leak. Somewhat to my chagrin, the battery was low. It looks like a new battery may be in order. At least a battery is a lot less expensive than replacing a beautiful Packard and a shop with my Dad's and my tools.

Another Season, Another Reason for Vapor-locking

by John Imlay

I don't know about you, but I always seem to have worse vapor-locking problems in the winter. Last year, I went all summer without a single vapor-lock issue with my 1937 Club Sedan...that is until mid-September when I did a last minute fill up at a Chevron station on I-84 just before leaving on the fall "Howie" tour. After that, I had moderate vapor-lock issues until the following May! It's counter intuitive right? You'd think the cooler weather would lead to less vapor-lock! I happened to mention my problem to Brad Ipsen while on the tour and he told me it was most likely due to the switch over to "winter-blend" gasoline in September. What?! Yep, that's right. There's a difference between the gas you get in the summer versus the winter. Here's what AAA has to say:

Every spring gas prices seem to skyrocket to the highest prices of the year. Why does this happen? In explanation, we hear the experts say that many of the refineries are "down for maintenance while transitioning from winter-blend to summer-blend gasoline," but what does this mean?

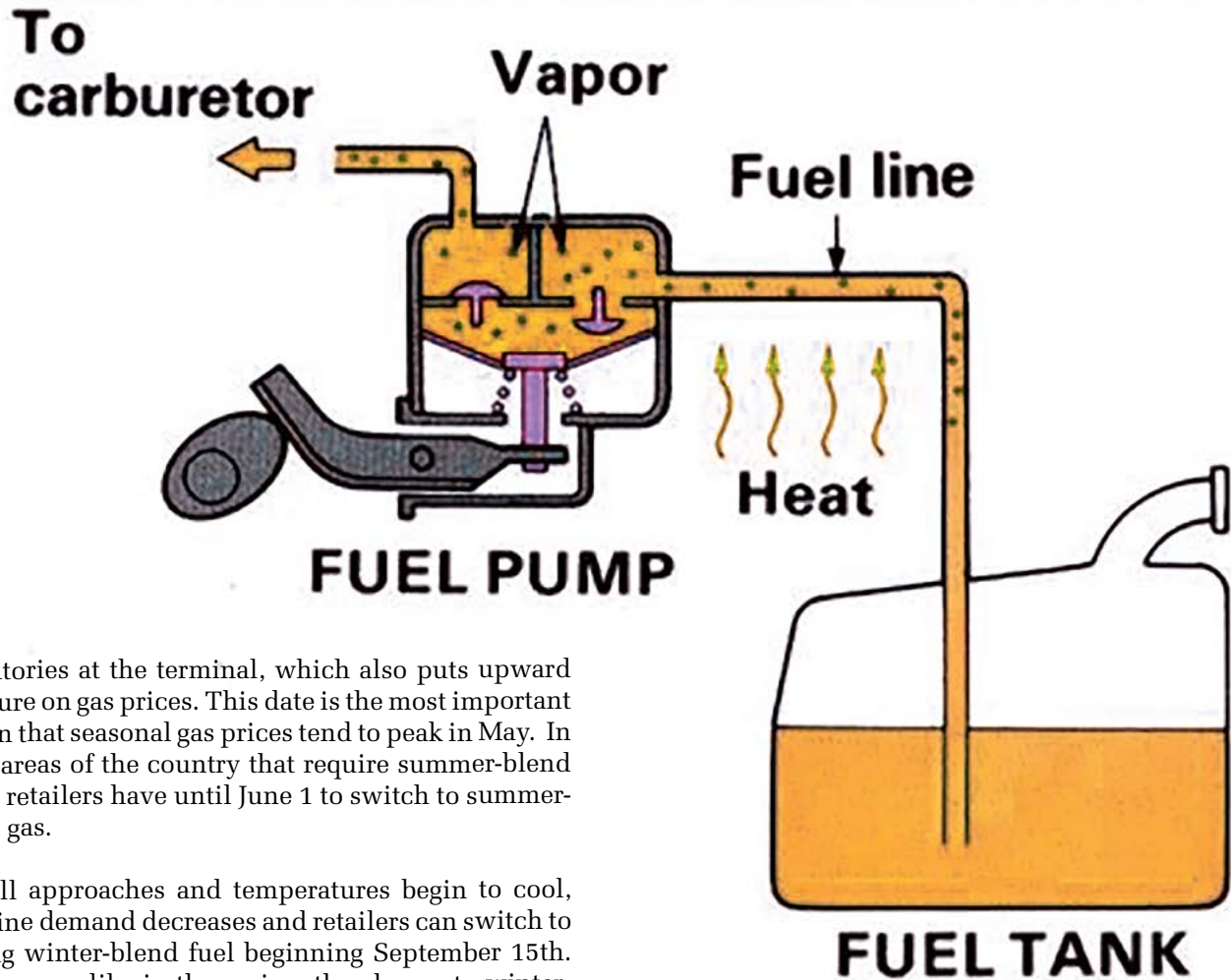
The difference between summer and winter-blend gasoline involves the Reid Vapor Pressure (RVP) of the fuel. RVP is a measure of how easily the fuel evaporates at a given temperature. The more volatile a gasoline (higher RVP), the easier it evaporates.

Winter-blend fuel has a higher RVP because the fuel must be able to evaporate at low temperatures for the engine to operate properly, especially when the engine is cold. If the RVP is too low on a frigid day, the vehicle will be hard to start and once started, will run rough. Summer-blend gasoline has a lower RVP to prevent excessive evaporation when outside temperatures rise. Reducing the volatility of summer gas decreases emissions that can contribute to unhealthy ozone and smog levels. A lower RVP also helps prevent drivability problems such as vapor lock on hot days, especially in older vehicles.

The US Environmental Protection Agency (EPA) says conventional summer-blend gasoline contains 1.7 percent more energy than winter-blend gas, which is one reason why gas mileage is slightly better in the summer. However, the summer-blend is also more expensive to produce, and that cost is passed on to the motorist.

The switch between the two fuels happens twice a year, once in the fall (to winter-blend) and again in the spring (to summer-blend). The changeover requires significant work at refineries, so oil companies schedule their maintenance for those times when they will already be "down" for the blend switches.

Refinery terminals are required by law to fully purge their systems of winter-blend gasoline by May 1st each year. This regulatory requirement can lead to lower



inventories at the terminal, which also puts upward pressure on gas prices. This date is the most important reason that seasonal gas prices tend to peak in May. In most areas of the country that require summer-blend fuels, retailers have until June 1 to switch to summer-grade gas.

As fall approaches and temperatures begin to cool, gasoline demand decreases and retailers can switch to selling winter-blend fuel beginning September 15th. However, unlike in the spring, the change to winter-blend fuel is not required. However, because winter-blend fuel costs less, retailers often switch to the fuel blend to remain price competitive. Not all retailers begin selling this fuel on September 15; many make the switch when their inventories run low. There is also some state by state variation. In California for example, the season for summer-blend fuels is longer than the rest of the country. Both Northern and Southern California's summer-blend requirements run through the end of October.

So, there you have it. In short, winter-blend gasoline evaporates more easily and leads to more vapor-lock for us old car guys. I think I'm going to get a 55-gallon drum and hoard some summer gasoline to get me through the winter! Happy motoring!!

WINTER WONDERLAND



BY JOHN IMLAY

On Saturday evening, December 5th, a small group of Packard owners gathered in Northeast Portland to take advantage of one of the only non-canceled holiday events that remained – the annual Christmas Light Show at Portland International Raceway. Six automobiles and twelve people attended this outing despite the cold and possibility of rain. We had decided to execute this event right at the time the track opens - 4:30PM – since Margy and I had done a dry run earlier in the week and found that arriving after 6PM would result in more than an hour in line just waiting to get to the toll booth and another hour driving through the light show at slower than a snail's pace! That would not have been a fun trip in a vintage car with the left foot pumping the clutch for two hours!

So, we arrived at the gate at about 4:35PM and proceeded through without delay then crept along at a fairly reasonable pace for about a half hour to see the show. Billed as “The Largest Holiday Light Show West of the Mississippi,” it consists of over 250 colorful light set-pieces and many animated scenes. The truth is, it's pretty amazing. The amount of work that goes into putting this show together must be staggering. The entire track area is strung with lights along the edge to aid visibility as one proceeds without the benefit of head-



lights for about two miles. There is scene after holiday scene and character after character along the way with themes ranging from religious, to cartoon stuff, to a full layout of the Twelve Days of Christmas – my personal favorite. The fee to attend this show – \$24 during the week and \$39 on Saturday nights is certainly justified especially when you consider that part of the money goes to benefit the Sunshine Division's emergency food delivery program.

Because we all remained in our own cars, this was a responsible, socially distanced outing while still being enjoyable! Upon exiting the track access road, we all gathered in the parking lot to say our good-byes before heading home. Thanks to all who participated and Happy Holidays!

Calendar of Events

April 1, 2021
Members Dinner Meeting
 Buster's BBQ 5:30/6:30 Gavel

June 4-6, 2021
CCCA Museum Experience
 Hickory Corners, MI

July 24-25, 2021
Overnighter to Eugene
 BBQ at Potters

October 23, 2021
Halloween Potluck Costume Party
 Freedman's Garage
 Auction and Award

April 9-11, 2021
Portland Swap Meet
 EXPO Center and PIR

June 13, 2021
Annual Strawberry Social
 Mt. Tabor Park Picnic Area B 10:30 am

August 5, 2021
Members Dinner Meeting
 Buster's BBQ 5:30/6:30 Gavel

November 6, 2021
Packard/CCCA 2022 Planning
 Freeman's Garage

April 17, 2021
Wine Tour
 TBD

June 13-19, 2021
Annual PAC National Meet
 Brookfield, WI

August 21-22, 2021
**Lake Oswego Poker Run Tour
 and Sunday Car Show**
 George Rogers Park

November 14, 2021
Historical Tour Fort Vancouver
 Full Day

May 6, 2021
Members Dinner Meeting
 Buster's BBQ 5:30/6:30 Gavel

July 1, 2021
Members Dinner Meeting
 Members BBQ TBD

September 2, 2021
Members Dinner Meeting
 Buster's BBQ 5:30/6:30 Gavel

December 12, 2021
Packard/CCCA Holiday Potluck
 Oswego Heritage House
 398 19th St.
 Lake Oswego

May 12-16, 2021
Western Regions Packard Tour
<https://sandiegopackard.com>

July 6, 2021
Tuesday Night Market
 Downtown Hillsboro

September 11-18, 2021
Oregon Region Fall Tour
 TBD

May 22, 2021
Ladies High Tea
 TBD

July 18, 2021
Forest Grove Concours d'Elegance
 Forest Grove, OR

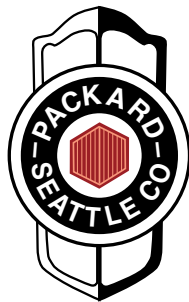
October 7, 2021
Monthly Membership Meeting
 Buster's BBQ 5:30/6:30 Gavel

June 3, 2021
Members Dinner Meeting
 Buster's BBQ 5:30/6:30 Gavel

July 25, 2021
**Concert under the Maple Tree
 with Brooks Roberson**
 Jerry Szerlip's

October 16, 2021
Pumpkin Tour
 TBD

Tours listed may change. Watch the website, your email, and attend the monthly Packard Club meetings for further information.



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