

# OREGON

*Clipper*

*Packard*





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of Packard Automobile Classics

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It's summer! Pull out that hand-  
throttle and pretend you're on  
cruise control.

Back Cover

Backside of the 1910 Packard  
Model 18.

Please plan to attend  
our next membership  
meeting.

August 13, 2019

Monthly Club meetings are  
held at the Peppermill Res-  
taurant in Aloha, OR. Din-  
ner and chit-chat generally  
begin around 5:30 PM with  
the meeting kicking off at  
6:30 PM.

If it rains, towel it off.



STAYING ON TRACK DURING DAY 2 OF THE WESTERN REGIONS TOUR:  
CLINT MOORE, DOUG MOORE, CHRIS SLATER, BOB EARLS

## All aboard!

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One of the highlights of the Western Regions Tour was riding the rails at Train Mountain Railroad Museum, Chiloquin, Oregon, on the world's longest miniature railroad with over 36 miles of 7.5" gauge track (1/8 scale) on 2200 acres.



by Matt Hackney

## Director's Page

**I**t's 3:41 a.m. and I am sitting at my kitchen counter, pen in hand, waiting for the water to heat up so it can be poured over ground coffee and then pressed.

It was so very nice to be part of the “bigger” group of Packard enthusiasts and to expand our network of Packard friends. So, please enjoy this issue of the Oregon Clipper and we look forward to meeting up next June (2020) in NorCal for the PAC Annual Meet.

John Imlay texted me yesterday, telling me it was once again time for the Director's page for our club publication. I told him I would add it to the list. The list that just keeps growing!

*Matt Hackney*

The dominant event covered in this issue of the Clipper is coverage of the Western Regions Tour (WRT) that the Oregon Region had the pleasure of hosting back in May. I think we can use the word “pleasing” here. The people were delightful, the cars were beautiful and well behaved, the scenery was spectacular, and the service was quite good and the few surprises (challenges) were easily handled.

When we had our wrap-up meeting, there was joy in the discussion of recent events and talk about what we could do differently the next time. One of the items that we discussed was this publication that you are currently reading. We had offered a pre-sale of this issue to the participants of the WRT as a memento of the event. Several people put down their money, but in the end, we decided to send all non-Oregon-region tour-attendees a copy as a “thank you” gift for making the tour such a pleasure and success.



by John Imlay

## From the Editor

**G**reetings once again my fellow Packard lovers and welcome to our somewhat special edition of the Oregon Clipper!

What's so special you ask? Well, this issue will be primarily dedicated to telling you about the Packard Western Regions tour which took place May 16th-19th down in Southern Oregon. Your tour planning team worked pretty darn hard putting it together and despite somewhat poor weather and a couple minor logistical issues, the tour went off quite well. Of course, many of you reading this were on the tour, however, for those of you who were unable to make it, we hope you'll enjoy reading about the activities and people we enjoyed.

Also, in this issue we visit a few other activities since the Western Regions tour. A wonderful day at the Pittock mansion attended by yours truly, our outing to the Hillsboro Tuesday market, and we'll hear from Bob Douglas about a trip to Dale Matthews' place and the Crystal Springs Rhododendron Garden. On a sad note, I would be remiss if I did not mention the passing of Portland's automobile legend, Monte Shelton. Monte was a real icon and his presence will surely be missed. Happy motoring, Monte.

Next, as you know, this year's Forest Grove Concours d' Elegance will feature Packard as the honored marque. 120 Years of The Packard Automobile to be more precise. Therefore, it is essential that we have as many Packards on the field as we can muster! I have already begun to work on Dave McCready to get a couple of his fine specimens out of the garage and, I have even had a conversation with George Choban about getting his beautiful, red 1929 Phaeton out from under the house. I have also reached out to our friends in some of the other west coast Packard clubs to encourage them to show up as well. And, behind the scenes your leadership team will be nudging the media to see if we can get some press, both print and TV, leading up to the Concours. Now if that isn't enough, just wait, there's more! Matt Hackney invited me to tag along with

him to one of the Concours planning meetings where I queried the committee to see what, if anything, they will allow us to do on the field during the actual event such as having a Packard information booth, handing out flyers, or maybe having some sort of static display with Packard's history - anything to drum up interest for our hobby, our club, and our cars.

And finally, 'tis the season when Bob Douglas and maybe some other folks from our club or the Oregon CCCA may be asking us to bring our cars out to visit retirement homes. In fact, I just sent out a flyer from Dave Walmer for a retirement home visit on the 4th of July. Most of the residents of these facilities knew our cars when they were new and it delights them to rekindle the memories of their youth. Quite a big deal is often made of these visits. Lunch is usually provided and sometimes awards are given out. I attended one last year where they even hired entertainment! Anyhow, it's a noble effort, so if you have the time, please make the effort to bring your car out and put a smile on some faces that could really use it.

*John Imlay*





# Crystal Springs Rhododendron Garden

The 8th of June brought several things with it, The Portland Rose Festival Grand Floral Parade, a day without rain and a one-day Packard Club Tour to Dale Matthews' Memory Lane Motors, the Crystal Springs Rhododendron Garden and a concluding lunch at Hopworks Urban Brewery on S.E. Powell Boulevard. We were blessed with little to no traffic as the Rose Festival Grand Floral Parade started at the Memorial Colosseum, crossed the

*by Robert Douglas*

Bob and Frankie Douglas and Joe Munsch are dwarfed by a giant Rhodie!



The local fauna was quite tame.



Broadway Bridge and over into northwest and southwest Portland while we were cleverly in southeast Portland! The meet up time and point was 10am at Dale Matthews' place, always a popular destination. As always there was a great assortment of cars to peruse, everything from a first-generation Acura NSX to a 1929 Model A Woody Wagon and everything in between! Heads were firmly ensconced under hoods until about 10:45 when we pulled

out and headed off to the Crystal Springs Rhododendron Garden. It only took a short time to make the trip, park and walk into the Garden. This is always a wonderful place to wander and enjoy the beautiful scenery no matter what time of year. There were still quite a few blossoms to be enjoyed though the peak blossom viewing time is in April and May. The paths, bridges and views of the waterways were wonderful and there were lots of docents to answer aquatic questions in the form of geese, goslings, ducks and ducklings, they were all over by the water and

on the trails! It is always a treat to see the amazing variety and sheer size of the Rhododendrons and Azaleas at this beautiful urban oasis. The specimens are also labeled



A serene setting at the Crystal Springs Rhododendron Garden

so that you can shop and see what mature plants will look like in your yard, so your reporter would highly recommend a visit to this beautiful garden.

At about noon we departed the garden and headed north on S.E. 28th and up to Powell Boulevard and the Hopworks Urban Brewery for a great lunch. If you have not been there it is a treat, the food is good, the staff friendly and the site brewed spirits are excellent.

The only draw back to the tour was the light turn out, those in attendance were Joe Munch in his 1940 Packard Sedan, John Imlay in his 1939 Packard Convertible Sedan (with the top down) and Frankie and Robert Douglas in their 1938 Packard Touring Sedan.

As the tour director on this caper I must give credit where it is due. This tour was similar to one that CCCA Oregon Region Tour Director Rodger Eddy ran several

years ago which was great fun and seemed a perfect fit for a one-day Packard Tour. We however had better weather!

The Rhododendron Garden is not limited to only one variety. The differences are stunning.



A somewhat less serene lunch stop at the Hopworks Urban Brewery on SE Powell.



# Western Regions Tour

Day 1 - Thursday, May 16, 2019



Alas, Thursday May 16, 2019 dawned drearily in Portland. We had had almost three weeks of beautiful, sunny weather leading up to the tour. C'est la vie. My buddy Jim and I were the first to arrive around 7:30am at the Sherwood Safeway. We picked up a dozen fresh donuts for everyone to grab a coffee at Starbucks onsite.

At about 7:50am, ten of us gathered for a driver's meeting to review the route and at 8am, we were off!

I first must offer a big THANK YOU to Howard Freedman. I clearly could not drive my '39 convertible in the rain and the repacked water pump on the Twelve was untested. Also, I have never driven the 12 in the rain and did not want to find out that the roof leaked while 300 miles from home. So, Howard kindly lent me his most recent addition for the tour - his 1953 Packard 400 Patrician. I'll tell you, driving that car really took some stress out of the trip. Not to be outdone, Tom Taylor was also very generous in lending his 1956 Caribbean to Matt Hackney for the trip since Matt was



Tolly's, our lunch stop, is a great old soda fountain style restaurant in Oakland, Oregon.

having brake trouble with his '49. So, a big thank you to Tom as well!

On with the trip! The rain was on and off and really did not hamper the drive as we proceeded south on highway 99W with the occasional pull over to make sure everyone stayed together. When we passed through Monmouth, we

picked up Dennis Gilman and Patty Brown who were waiting for us at the local Dairy Queen. We didn't even slow down, they just fell in line with the herd. Our first stop was at the Dari-Mart in Monroe for a rest stop. Dari-Mart has only one bathroom, which slowed us down, but gave us an opportunity to stretch out and grab a snack though. Twenty minutes later we were on the road. Getting through Eugene was slow, too, with all the traffic lights, but we made it on to Creswell where we picked up George and Sylvia Potter along with Aloma Douroux. Most of us also took the opportunity to gas up. Again, it took about twenty minutes before we were all back on the road with George leading the way to our lunch stop in Oakland.



BY JOHN IMLAY

The folks at Tolly's in Oakland were well prepared having given us a limited menu in advance, so that the dining experience would be expeditious. The food was good with friendly service, not bad for a town with a population under 1,000. Oakland is really a pretty little town. It's almost like stepping back a hundred years in time with quaint shops and a real old-fashioned hardware store. At the end of lunch, we had to decide on the next leg. Thus far we drove almost exclusively on Hwy 99 to avoid the traffic, speed and general unpleasantness on I-5. Should we now take the scenic route with lots of twists and turns through the hills, or hop on I-5 for a more direct one? A vote was taken and alas, it was a tie. So, an executive decision had to be made. Given our time constraints (we needed to arrive in Ashland around 4PM), we would take the interstate. So again, off we went, but we missed the entrance to I-5 and had to U-turn and back track about two miles to the entrance. In our defense, the on-ramp sign was obscured by berry bushes, an occasional hazard for any Oregonian.

We arrived at our hotel in Ashland at 4PM-ish. Lots of Packards in the parking lot indicated that most of the out-of-state folks had already arrived. Stepping into the lobby of the Ashland Hills Hotel was like stepping into 1970. Rather than update the place to a 21st century look, the current owners truly embraced the '70s theme. Please don't take that to mean that the place was dated. Nope! Think of it more as a restored late vintage automobile. Aside from the décor, check-in was efficient, and the lobby cleared relatively quickly. Karla Hackney and Pat Shriver had a table set up in the lobby for registering tour participants as they arrived. That process too moved along efficiently. All-in-all, I think we had close to sixty people and some twenty-five Packards.

After checking in, my pal Jim and I headed up to the hospitality suite which was kindly hosted by Joe Munsch and Pat Shriver. Quite a good crowd was already there enjoying beverages and snacks. I had to rein myself in so as not to spoil my dinner! And speaking of dinner... that leads me to our only "glitch" of the tour. Our plan was to all gather at the Caldera Brewery Restaurant just a few blocks from the hotel at 7PM. Bob Douglas had arranged the arrival of 60 participants by telephone and in writing. Yet when we arrived, the manager told us they were busier than expected and they did not take reservations so, if you'll pardon my French, we were screwed. No accommodation would be made other than about sixteen of our party. The rest were turned away and enjoyed dinner elsewhere. Not a catastrophe. So, while the day ended on a bit of a down note, overall, the tour was off to a great start with everyone arriving safe and sound, the hotel situation quite satisfactory, and no one calling for the hook. See you tomorrow!



Tom Taylor's 1953 Packard 300 Convertible



Bob Newlands and Jan Taylor's 1954 Packard Convertible



Jean-Luc Packard, Bob Earls' 1951 300 Sedan

## Day 2 - Friday, May 17, 2019



The crowd gathers for our pre-tour meeting.

Friday morning. We weren't sure if everyone would understand our directions to meet in the event center parking lot for the driver's meeting, but we learned quickly that the 1954 Packard Fire Chief served as an excellent means to call our drivers' meetings to order! With our data banks filled with crucial turns on the map, about 20 Packards and a handful of "Brand x's" turned out of Ashland Hills Hotel and Suites to start the ascent on Highway 66 toward Klamath Falls. It was 8:30 a.m. If the coffee failed, the guardrail-less, twisty climb to nearly 4,500' was sure to wake up the drowsiest Packard driver! Despite the breathtaking drops, the views were equally breathtaking, and the slow but steady climb caused no mechanical challenges. Many times, we took turns peering back, reporting that there were literally Packards as far as the eye could see!

After crossing the summits, we found the highway more wooded and a bit faster to drive. We pulled into the lodge at the Running Y Ranch Resort by 10:30 where a well-deserved hearty brunch buffet awaited our fearless tourers. It was a great experience with members from the different regions mixing and getting to know each other. Oregon member, Bill Jabs, graced us with a little of his experience as the first engineer to set foot on the 6,700 acre Running Y Project-build. He gave us the history and his overall stamp of approval of his visit almost 25 years ago.

Before the resort was built, Running Y Ranch was solely a working ranch. Roy E. Disney, nephew of Walt Disney, bought the property in 1974. Disney was not involved in the ranch's day-to-day operations, but he visited occasionally to enjoy the sights and the wildlife.

Disney sold the property to Jeld-Wen (the window and door manufacturer) in 1994 who began developing the resort in 1996 with construction of time-share condominiums. In 1997, Arnold Palmer led the first round of golf through the Running Y golf course he had designed, followed by the first single-family homes and the 250-room Running Y Lodge in 1998. In 2010, Jeld-Wen sold the Running Y Ranch to Northview Hotel Group and Oaktree Capital Management LP.

After brunch, 12:00 p.m. marked our next blast from the Fire Chief's Siren. Oregon's Joe Munsch set up an impromptu filling station in the parking lot because Clint Moore's 1947 7-passenger limousine's gas gauge was reading very, very low. And with that flurry of activity, our tour meandered off the property and around the Klamath Basin, where we were treated to a partially sunny trip mostly at water's edge. About 30 minutes later, we pulled into Chiloquin and

BY MATT HACKNEY



Clint Moore's 1947 7-Passenger Limo leads the back half of the pack.



The front half of the pack on the way to Running Y



The Grand Lobby at the Running Y Ranch Resort



Left: Partial view of Running Y Golf Course.

How's that for a snow plow?!



One of many volunteers at Train Mountain maintaining the railroad.



Joe Munsch helps Clint Moore through a minor gas shortage.

## Day 2 - Friday, May 17, 2019

Train Mountain Railroad Museum. Our hosts, Jim and Sabre Rickman, and onsite manager, Joyce Merwin, greeted us at the front gate where we “nimply” parked to flank the entry with beautiful Packards (for photo ops of Packards and railroad cars/equipment). The clouds broke and the sun warmed us nicely for Northwesterners, but short a few degrees for Southern Californians.

Train Mountain is the world's longest miniature railroad with over 36 miles of 7.5" gauge track (1/8 scale) on 2200 acres. It is maintained by member volunteers who also conduct the tours for the public. Our Train Mountain hosts herded us all into the Hall of Flags, where we exchanged our tickets for a cookie, and watched one of the funniest safety videos ever published! After a few additional comments by our hosts, we finally got to ride on the trains - what we'd all been waiting for. There were two options - the 45-minute ride or the 90-minute ride. The group divided itself accordingly and the conductors and engineers made fast work of getting everybody situated in the cushy and relaxing seats. This time, the train whistles blew and the next thing we knew, we were rolling out of the “station” while our Packards rested nearby. We were treated to a most fun ride across trestles, through tunnels and in and out of valleys where historic miniature communities and replicas of working towns had spontaneously sprung up.

By 3:00 p.m. most of us had finished riding and exploring the full-sized equipment and headed out. Some took the 40-mile additional drive up to Crater Lake, some went wine tasting, some headed back across the high valley and onto Dead Indian Highway for a steep and technically challenging descent to our hotel. Whatever the route, the drives were scenic and the weather continued to cooperate with mostly sunny skies. By 5:00 p.m., Pat Shriver had the hospitality suite running for mingling. At 6:00 p.m. we were graced with a visit from one of our dearest and earliest Packards of Oregon members, Patsy Terpening accompanied by her daughter Karen. Over the decades, Patsy and her family have hosted many, many Packard events and have literally driven their Packards across the country! It was an honor and a treat to share dinner with them Friday night. What a great way to end the day!



The gang listens intently to the pre-train ride spiel at Train Mountain.





The 1/8-scale locomotives are amazingly realistic.



Believe it or not, this granary is only about 5-feet tall.



A lineup of beautiful Packards at Train Mountain Railroad Museum.



## Day 3 - Saturday, May 18, 2019



Patsy Terpening and her granddaughter Katryn Squyres chat with Bryce Johnson.



A 1940 Packard Super 8 160 Sedan and a 1950 Packard Super Deluxe Convertible of the Terpening Collection.

Saturday started out nice and cool, a beautiful tour day. As is our habit, we all met, coffee in hand (what is it about that elixir?), surrounded by pretty cool Packards. The group, including 16 Packards and more than 54 people, got rolling up through midtown Ashland around 9:30am. It's always neat to see kids pointing and tugging a parents' hand for attention to the most important thing in view. Soon Ashland was in the rear-view mirror as we headed up old Hwy 99 through Talent and into Phoenix. Friends Miles and Ann joined us with their '54 and we turned uphill for our first stop at Patsy Terpening's home and collection. Patsy and daughters, Karen and Debbie, along with granddaughter, Katryn Squyres, and other family and friends welcomed us all. Bill and Patsy Terpening are long time Packards of Oregon members, caring for an amazing collection of Packards and a few other choice machines. Bill may have passed away, but Patsy, along with her extended family, carries the torch. We appreciate their hospitality in opening their collection to the tour. The majority of the collection, spanning the '20s to the '50s, was housed in one large but crowded garage. There was a '26 Rumble Seat Roadster, a '54 Caribbean, '30s and '40s sedans, well you see the pictures. Bill Terpening had a talent for finding neglected treasures, bringing them back to life, and getting them on the road again. He didn't discriminate against other makes either, with a couple of Mopars, Lincoln, a couple of street rod '30s Ford pickups, even a

cool old Fordson tractor in his collection. Of course, the cars were almost secondary to the conversations they instigated. We took the opportunity to get a few group shots with a Packard backdrop. The cars heading out to our next stop made for quite a scene, winding down the hill and up the road.

Next stop was Bear Creek Park in Medford for box lunches from Squeeze Inn Deli. As usual, a great gab session ensued despite the cool wind blowing through the park shelter. Some folks took the time to connect with other friends in the area or catch other attractions, then caught up with us later. The leftover lunches were donated to the local homeless folks around town, a great gesture on the part of our group.

Leaving the park, we wound through Medford and out into the country. Stage Road took us to Jacksonville, a cool old west place, and out to the Applegate Valley. Highway 238 is the kind of road that the Packards were built for, winding through farms, orchards, vineyards and small towns like Applegate and Murphy, and on into Grants Pass. There we got creative, with half going north to the Glass Forge, and the rest going south to Randy Grubb's Garage. The Patina Packard led us there with only one almost missed turn. Meanwhile,

BY JOE MUNSCH



A demonstration in glass blowing.



Earl Rubenstein tells the story of how he acquired his 1953 Caribbean.



Nathan Sheafor demonstrates the art of glass blowing.



One of Randy Grubb's original creations



Jay Hubbard learns how the furnace works to keep the glass in a continuously molten state.



The crowd mills around awaiting entry to Patsy Terpening's Packard collection.

## Day 3 - Saturday, May 18, 2019

John Imlay led the other half of the group to the Glass Forge. John missed a turn and ended up on I-5 versus the scenic back roads, but still made it on time.

Randy Grubb is a very creative guy who has developed a niche in automotive sculpture. He gave a fascinating lecture on how he got there, some of the cars he's built, and some of the tools and techniques he uses. It's a regular feast for the gearhead's eye in the shop with tools, patterns, parts and posters of past projects on the walls. He is truly a gifted artist and does all his work, right there in his relatively small garage. Check out Randy Grubb on YouTube for a look at some of his wild creations. As usual, way too little time was available, so we were just leaving as the second group was arriving. Way cool to see all those Packards going the other direction.

Next stop was in downtown Grants Pass, at Glass Forge Gallery & Studio, a production art glass studio, and yet another example of the creativity of folks in Oregon. There we saw a demonstration of glass blowing by Nathan Sheafor, one of the owners. He made an ornament, and a couple of open vessels, while explaining the process. It looks easy, but it's the result of decades of practice. A number of folks took the opportunity to take something home from the Gallery part of the business.

From there it was a quick trip down I-5 to the hotel, with plenty of time to get ready for dinner. A number of people took the time to enjoy the Hospitality Suite and continue reconnecting with Packard pals.

The grand finale was another Packard and Oregon tradition - great food. We all gathered at the Jacksonville Inn for an excellent dinner, a few presentations, and, of course, more bench racing. Matt Hackney mastered the ceremony and presented a few awards, with People's Choice to Bill and Mary Jabs and their 1932 Victoria Coupe, Director's Choice going to John and Yvonne Fuller for the Fire Chief's Packard, and Hard Luck - to De and Bryce Johnson and their 1939 Six - Touring Sedan. Fortunately, this year's Western Regions hard luck event was simply running out of gas - no damaged cars or calling the tow truck! Earl Rubenstein got the Longest Owned Award and told the story of how he acquired his '53 Caribbean in 1967 and it's sibling, a '34 Dietrich Phaeton, both of which were originally ordered by the same family. Great story. There was also a presentation by John Higgins of NorCal Packards to another NorCal member, Tim Toland in appreciation of Tim's help in getting his Packard road worthy. Nice gesture.

All in all, it was a great tour. We all made some new friends and got enough time to reconnect with old friends. The weather was a bit damp, but the hills were green and showed the Packards in a good light. Food was excellent, the only way for Western Regions. Good times. I built some confidence in the Patina Packard with its fresh engine and thought it was doing pretty well rolling along at 60-65 MPH up I-5 heading home... until George Potter blew by me in his '37 V12. What a car!



Randy Grubb explains the finer points of custom, handmade auto building



1926 Packard 326 Rumbleseat Roadster



The Earle C. Anthony 1951 Packard Pick-up Custom is owned by Mark Rojas and Michele Lueder.





The Jacksonville Inn – our dinner and award location on our last night out



Tim Toland humbly accepts a "Thank You" Award from John Higgins.



Bill and Mary Jabs, Bob Earls, and Jim Mason listen intently to the fascinating Randy Grubb.



Yes, it was cold and windy at Bear Creek Park, but we managed to get through it.

# Eighteen of the Twenty-five Packards on Tour

photos by Joe Munsch

- 1 Howard Freedman's '53 Executive Sedan, driven by John Imlay
- 2 George & Eddie Beck's '37 1500 1003 5 Pass Touring
- 3 Tom Taylor's '56 Caribbean HT Coupe Driven by Matt Hackney
- 4 John & Yvonne Fuller's '54 Pacific HT Fire Chief Car
- 5 De and Bryce Johnson's '39 1700 110 Touring Sedan
- 6 Milt and Carolee Wheeler's '47 Custom Super 8 Sedan
- 7 Bob & Frankie Douglas' '38 1601 120 Sedan
- 8 Tom Mason's '56 Patrician
- 9 Tom Taylor's '53 300 Convertible
- 10 Jim & Liz Chase's '36 8 Sedan
- 11 Earl Rubenstein's '53 Caribbean
- 12 George & Sylvia Potter's '37 1508 V12 7 Passenger Limousine
- 13 Bob Earls' '51 300 Sedan
- 14 Troy James' '51 200 Delux Sedan
- 15 Doug, Julie and Clint Moore's '46 2126 1650 Custom Limo
- 16 Bob Newlands and Jan Taylor's 1954 Packard Convertible
- 17 Dennis Gilman's 1939 1707 V12 Club Sedan
- 18 Bill and Mary Jabs' '32 Packard Victoria Coupe





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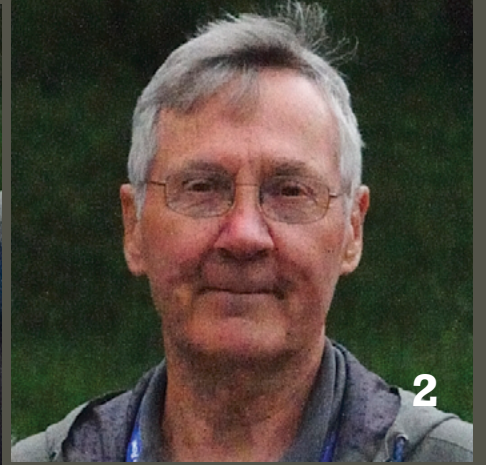


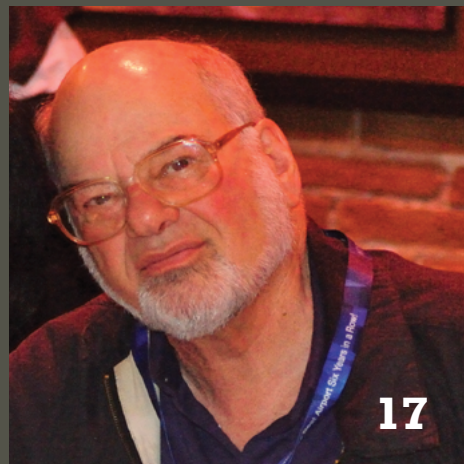
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# Best of All: Eighteen of the Fifty-four People on Tour

photos by Joe Munsch

- 1 and 2 Richard and Karen Schauer, San Diego
- 3 and 4 Bill & Mary Jabs, Oregon
- 5 and 6 Wendy White & Earl Rubenstein, Los Angeles, Earle C. Anthony
- 7 and 8 John & Judi Higgins, Oregon
- 9 Clint Moore, NorCal
- 10 and 11 Tim & Kathy Toland, NorCal
- 12 Milt Wheeler, NorCal
- 13 and 14 Mark Rojas and Michele Lueder, Earle C. Anthony
- 15 Pat Shriver, Oregon
- 16 and 17 Kay & Mark Barchas, NorCal
- 18 Robert Douglas, Oregon





# TUESDAY NIGHT MARKET



TWO CLASSICS: Our fearless Tour Director Joe Munsch and Johnny Limbo and the Lugnuts. They get the job done, rain or shine.

July 9 was just another Oregon gray day threatening sprinkles that progressed into reality as the day wore on. Temperatures dropped a bit, but as band and food carts set up, and Packards arrived, things began to heat up despite the increased showers at Hillsboro's Tuesday Night Market. Dave and Pamela Munger drove in from Canby in their tasty black 1937 Packard 120 Convertible Coupe. Karla Hackney rolled in with Daddy's wheels, the big 1937 Packard 1502 Super 8 Touring Sedan. President Matt Hackney drove their 1949 Packard 200 Deluxe Sedan. The most reliable participant in the club, Tom Taylor, was there with his 1954 Packard Pacific Hardtop Coupe and a coveted umbrella. Of course, Joe Munsch and Pat Shriver displayed their 1940 Packard 110 Sedan, too. Lead by example.

# A

ttracting tons of "Likes" was the gorgeous 1910 Packard Model 18 Touring Car driven by Dennis Driscoll and featured on the front and back cover of this issue.



Lots of selfies and group photos with the 1910 Packard Model 18 Touring Car.



David and Pamela Munger's 1937 Packard 120 Convertible Coupe.



The 1910's upholstery puts today's luxury cars' "leather only where it touches you" to shame. That's not leather. THIS is leather!

**H**illsboro Tuesday Night Market is a weekly outdoor summer festival in Historic Downtown Hillsboro, presented to the community by volunteers, friends, and local partners. A private nonprofit organization, the Hillsboro Tuesday Marketplace provides a free community gathering place. Every Tuesday night, there is entertaining and educational fun, live! You can get off your phone and shop, eat, taste and sip the bounty of Hillsboro. And best of all you can roll in to a classic parking spot with a classic car.



The Washington County Courthouse in downtown Hillsboro can occasionally be a place of joyous memories.



Matt and Karla Hackney's 1949 Packard 200 Deluxe



Tom Taylor and his 1954 Pacific Hardtop Coupe



**J**ohnny Limbo and the Lugnuts have been rocking out since 1978 to become one of the most popular bands to perform the classic oldies hits. The Lugnut's fame has spread beyond the Pacific Northwest, dazzling audiences from Washington State to Washington, D.C. They played our sox off on Tuesday night in the courthouse grounds just behind our designated Packard display area. Food cart treats from pulled pork sandwiches to marionberry pie, handmade jewelry and bird houses, breweries of coffee and beer, distilled spirits, kettlecorn and candles, perfume and art. You could wander on Main Street and hear the music from everywhere.



Dave Munger, Matt Hackney, and John Imlay chat with a Packard fan.



Editors Joe Santana and John Imlay discuss final changes to the CLIPPER. Neither brought Packards, but had excellent excuses.



The Joe Munsch "Patina" Packard



Dave McCready's 1937 Super 8 7-Passenger Sedan

# On the Lawn at Pittock Mansion

by John Imlay



Some take their period dress seriously.



The oldest car on the site, a 1913 Overland Runabout

The Pittock Mansion in Southwest Portland was completed in 1914.



On June 22nd, I attended a lovely and “laid back” car event. A few days before, Ken Krolikoski reached out after a request by the Horseless Carriage Club for eight pre-war cars to be displayed on the lawn at the Pittock Mansion. The event was intended to showcase automobiles in existence during the time Henry Pittock and his family would have lived in the mansion. Construction of the mansion began in 1912 and Henry and Georgianna moved into the home in 1914 along with eight members of their family. Sadly, the couple only lived in the house for four years before they died, but family continued to live there until 1958 when the mansion was put up for sale.

The day was overcast, but cool with no threat of rain. The event was well organized and the cars were neatly arranged on the front lawn between the hours of 10 am and 2pm. Free coffee and donuts as well as a box lunch were provided by the HCCA to those of us who brought cars. The setting was just delightful and, while it never got crowded, the surprisingly endless stream of people who had come to see the cars were genuinely interested, inquisitive, and respectful. My 1937 12 Club was one of the newest cars there second only to a later model Rolls-Royce owned by Eric Newland. Also, on display were a 1913 Overland, 1914 Buick, 1915 Model T Ford, 1929 Graham-Paige, 1935 Ford Pickup, a 1928 Model A Ford, and of course, Ken’s gorgeous 1932 Packard Super Eight Rumble Seat Roadster. And, as an interesting flourish, we were all asked to dress in period attire appropriate to our car. All-in-all, a splendid day in a perfect setting.



Your author in period garb with his 1937 Twelve



Ken Krolikoski's 1932 Super 8 Roadster leads the pack.



# Calendar of Events

**July 20, 2019**

**Forest Grove Pre-Concours Tour**  
Forest Grove, OR

**July 21, 2019**

**Forest Grove Concours d'Elegance**  
Pacific University Campus  
featuring "120 Years of Packard"

**July 21-27, 2019**

**PAC National Meet**  
West Lafayette, IN

**July 28, 2019**

**Tour to Junction City for  
Brooks Robertson Concert**  
Junction City, OR

**August 13, 2019**

**Monthly Membership Meeting**  
Peppermill

**August 25, 2019**

**20th Lake Oswego Car & Boat Show**  
George Rogers Park  
Lake Oswego, OR

**September 10, 2019**

**Monthly Membership Meeting**  
Peppermill

**September 22, 2019**

**Jordan Road Chicken Run with CCCA**  
Our Lady of Lourdes,  
Scio, OR

**October 8, 2019**

**Monthly Membership Meeting**  
Peppermill

**October 26, 2019**

**Annual Pumpkin Tour**  
TBD

**November 10, 2019**

**Historic Sites Tour**  
TBD

**November 12, 2019**

**Monthly Membership Meeting**  
Peppermill

**December 1, 2019**

**Annual Holiday Dinner**  
TBD

Watch website, email, and monthly meetings for details. Monthly meetings are at the Peppermill Restaurant, Aloha, OR. Dinner around 5:30 PM, meeting at 6:30 PM.



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