

# OREGON

## *Clipper*





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of Packard Automobile Classics

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1936 120B Convertible Sedan

Please plan to attend  
our next membership  
meeting at the . . .

Peppermill  
January 8, 2019

Looking forward to  
seeing you there with  
your Packard!



Evelyn Horenstein married  
Howard Freedman in Portland  
on December 26, 1954.

## Evelyn

more on page **6**

On October 27, 2018, our Club Treasurer, Howard Freedman, and the members of our club lost someone who fired up every person she met with her spark of life. We dedicate this issue of *Oregon Clipper* to Evelyn Horenstein Freedman, an upbeat, generous and self-possessed woman, who was a full participant in this Packard automobile club, and Howard's partner for over 60 years.

by Matt Hackney

## President's Message



**A**s 2018 comes to a close, I would like to take this opportunity to thank the members of the Packards of Oregon Club. It has been another fun year, full of tours and events. My two favorite tours were the Hood River tour (WAAAM and Double Mountain brewery) and the recent Cars and Coffee tour to Fort Vancouver and the Pearson Air Museum. Joe and Pat Munsch did a fantastic job planning these tours.

**W**e move forward into next year financially solid thanks to Howard Freedman's continuous efforts. However, our account has certainly been healthier in the past. If you have any ideas or hear of a way to help generate some funds for the club by showing our cars, please let me know.

**O**f course, one way we show our cars is our online presence. This is achieved by the diligent work performed by George Potter. George continues to support our club by keeping the website both current and informative. If you have content or ideas for our website, please contact George.

**S**peaking of content, the team of Joe Santana and John Imlay as co-editors of the Packard Clipper has been amazing. They continue to come up with interesting subjects and event write ups. It is always a pleasure to read the next edition. Of course, the write ups and ideas often come from the membership itself, so keep 'em coming!

**I**'d also like to mention the personal actions of our members that make this club so special. Things like offering to pick up fellow members for our meetings and activities, offering a hand up onto a sidewalk, or a simple phone call just to say hello. These are the small things that make up that special quality that is The Packards of Oregon Club.

**S**o, I thank the members of our club for both the big and small things they do that make our club. Opportunities to help abound this next year as we host the Western Region Packard Tour and celebrate 120 years of Packard at the Forest Grove Concours.

**H**appy Holidays and a Fantastic New Year!

*Matt Hackney*



## Editorial

As another year rolls to an end, let's look back at some of the fun things we enjoyed together. Our first ever day at the movies coordinated by Joe Munsch at Howard Freedman's garage, the tour out to Hood River to visit the WAAAM, the annual Portland Swap Meet at the Expo Center, the visit down south to Jerry Szerlip's garage and Mary's Peak coordinated by Dennis Gilman, the June evening at the Hillsboro Tuesday Market, Forest Grove, the Pearson Air Museum and several other events big and small which brought us together to enjoy friendship and our cars. On the whole, I think we had a pretty action-packed year. Thanks to all who contributed and participated!

We have also experienced loss this year. Our dear, gentle, witty, Evelyn Freedman left us in late October. I know I speak for all of us when I say we will miss her greatly. A tribute to her appears later in this issue.

Looking forward, we have many great things planned for 2019! First, Packard will be the featured marque at the 2019 Forest Grove Concours with "120 Years of Packard." We need to field as many as we can! Also next year, we can expect a closer relationship with our friends at the Oregon CCCA. While we generally share many activities with them – and let's be clear, many of "them" are actually us – we plan to even more closely integrate our events and activities. We will provide a link on our web-site calendar to their calendar and vice versa. CCCA members should consider themselves automatically included in our plans and we in theirs. Another big item for next year is that Packards of Oregon is sponsoring and coordinating the Western Regions Packard Tour in mid-May. The tour will be based in and around Ashland and will include clubs from SEVEN regions – Oregon, Northwest, San Diego, Earle C. Anthony, Silver Circle, NorCal, and Delta-Sierra. We should have one heck of a turn out, so make your hotel reservations early and let's hope the weather cooperates!

Finally, one of the things many of us worry about is the future of our hobby and club. Most of our children seem uninterested and the younger generation tends toward Corvettes or Mustangs instead of Touring Sedans and Phaetons. So, I was bolstered recently when I read the letter below in the "Backfire" section of Hemming Motor News:

*"In a time of computers, cell phones, and videogames, it may seem to some in the collector-car hobby that the younger generation just isn't interested in automobiles of the past. But as part of this younger generation (I will soon turn 13), I can assure you that this isn't the case. A couple of months ago, I read a Backfire submission about how the auto hobby should embrace kids who like McLarens, self-driving cars, and electric vehicles as they are the future of the hobby. While this is true, I believe that the industry should equally embrace those of us who like old classic cars. If you would like this hobby to continue, then show us the way. Teach us about these pieces of history, teach us how to fix them. There are people my age who would also like to learn, more than you think, actually. If I wear my Chevy Trucks hat, I get more compliments from people my age than adults. It's like younger and older people in the hobby have isolated themselves from each other. So, if you see us at a car show or wearing a car shirt, don't stare, talk to us. We would love to talk to you."*

—Adler Abrahamson, Rehobeth, MA

Enlightening comments from such a young person. Let's take his words to heart and make an effort to engage the younger set whenever we have an opportunity. I think our Packard pamphlet program inspired by Tom Taylor is a first step in that direction. Please keep them in your glove box and use them whenever possible. We can print more!

*John Imlay*



## In Memoriam



## Evelyn Horenstein Freedman

March 27, 1935 - October 27, 2018

Evelyn Horenstein Freedman was born on March 27, 1935 in Portland, Oregon. Evelyn grew up attending Shattuck grade and Lincoln high schools in Portland. She and her family, including brothers Marvin and Erwin 'Itz', would frequently travel to their family home in Seaside on the North Oregon Coast.

Evelyn met Howard Freedman at a dance at the local Jewish Community Center. Both families were involved in the garment business, Howard's in manufacturing and Evelyn's in the retail trade. It was a natural match which

was buttoned-up in short time. Evelyn and Howard were married on December 26, 1954, in Portland. A year later, son Jeff was born; followed by daughter Jana and second son Jim.

Evelyn was a volunteer to a number of organizations, including hospital Candy Stripers, the synagogue gift shop and raising contributions for the City of Hope and Robison Jewish Home, where for over 30 years, every Monday morning, she took her dog for pet visits with the residents.



The 50th wedding anniversary celebration with family.



Evelyn and Bitsie



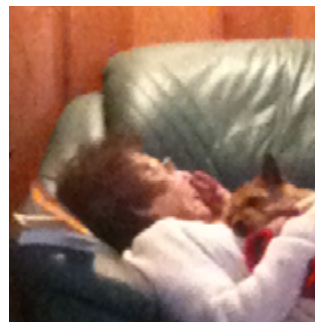
Evelyn with son Jimmy.



The Lady of the House

Evelyn loved to travel with Howard in their boat, motor coach and especially in the frequent trips across the region and country in their classic cars; always with a book and bag of somewhat-fresh popcorn by her side. She loved her family: growing from her three children to becoming Grammy to five grandchildren and four great-grandchildren. She continued to love her Seaside house 'til her final days; now a source of enjoyment for six generations with its peace, quiet and refreshing ocean air.

Sadly, Evelyn passed away on October 27, 2018. She is always with us in our minds and our spirits. May her memory be a blessing to us all.



Napping with Bitsie at the cottage in Seaside, her favorite spot at the Beach.

# Jordan Chicken Run



by John Imlay  
photos by Molly Santana

On Saturday, September 23rd, the inimitable William Price, AKA Oscar Pudney, "invited" us to the 15th Annual Jordan Chicken Run, a "Cruise-In & Fly-In" fund-raiser for Our Lady of Lourdes Catholic Church on Jordan Road in Scio, Oregon.

The event attracted about 600 cars on the main field and about 60 airplanes on the adjacent airstrip.

To give you an idea of how successful this event is, they limit the all-you-

can-eat chicken dinners to 2,000; first come, first served. If you attend this event next year, buy your dinner ticket in advance and plan on a mid-day farm dinner, but get in line early!

Mr. Price was able to con his buddy, "Crazy Al" into designing our route and leading our tour that morning. And, it was an absolutely lovely drive. We met around 8:30 AM at the McDonald's in Oregon City near Clackamette Park under cloudy, but rain-free skies.

Mr. Price provided donuts and McDonald's the coffee. In addition to Bill and Crazy Al, we had a nice turnout with mostly Packard Club regulars and a few from the Oregon CCCA as well. Al led a brief pre-tour meeting during which he schooled Bob Douglas on the proper pronunciation of Oregon. Ouch! Then, at 8:45 we shoved off for Scio. We had a few tiny rain spritzes along the way, but the weather improved as we moved south finally blossoming into a beautiful, clear, sunny day.

As I mentioned, the drive was quite lovely and lasted about 2 hours. Al has an encyclopedic knowledge of the area. He led us along the side roads and even through a covered bridge. The Potters along with Jerry Szerlip and B. J. Bennett were already on the field when we arrived.

The event hosted hundreds of cars from the 1910s through the '80s with many hot rods and muscle cars. Over by the church were a number of booths set up which featured food items



A ravenous round-up of Packard perennials asked, "Where's the Chicken?"



Jerry Szerlip and B. J. Bennett's 1938 Packard was entered and on the field.



# touring

such as baked goods along with many arts and crafts type items. We all walked around admiring the multitude of autos and conversing with car owners about their particular vehicle.



Our Lady of Lourdes Church

Some 60 planes flew in for the event.

Tom Taylor attended with his 1956 Packard

Joe Munsch with friends

(left to right) Tom Taylor, Joe Santana, John Imlay, and Bob Earls at Oregon Gardens.



A couple of us pulled out chairs and camped by our own cars as well to answer questions and receive admiration from passers by. Packards of Oregon clearly had the most dignified offerings on the field. By mid-afternoon, several of us decided to head back toward home, but we stopped at the Oregon Gardens for a late lunch since we had been unable or unwilling to indulge in a chicken dinner. Food and service were a bit sub-par, but I think that may have been the result of the time of day. We did have a few laughs though, which really made up for it. Isn't that what this is mostly about anyway, enjoying friends? I think so.



# MOOSE MOTORS



STORY/PHOTOS  
BY JOE SANTANA

Moose Motors of Penngrove, CA, population 2,500, keeps a low profile. Jeff Adkins, founder/owner likes it that way. There's no website. Business comes by word-of-mouth.

"I don't advertise or publicize our existence," he told me when I popped in to have my brakes adjusted on the recommendation of Don Figone of Santa Rosa, the authority on California Packards and their histories. Jeff also reshaped my oil filter canister lid. After years of over-tightening the center fastener, the lid becomes warped just enough to leak under pressure. It may be only a tablespoon or two, but the radiator fan blows the oil back on the engine and components to make a mess. Jeff also added a missing NOS overdrive transmission mount, and rear shocks with new gas ones of the correct size for 1940-1950 Packards. He and co-worker Johnny were re-creating and machining brake drums for a vintage Buick which are no longer available in any condition.

Jeff was hooked on Packards at age 14 and bought his first one at 15. He is surrounded by Packards now. Moose Motors specializes in obsolete brake parts, which are stacked floor to ceiling, plus lots of other Packard parts, and parts cars. His own daily driver is a 1953 Packard Caribbean Convertible. In his shop, surrounded by his collection of memorabilia, Jeff is a happy guy with a sense of humor.

After he adjusted my brakes and hand-brake, I was off, finally confident in my stopping power and thankful he was able to interrupt his schedule to take care of the Duchess.

Moose Motors mascot.





Jeff Adkins'  
1953 Caribbean  
Convertible Daily  
Driver



Easy to spend hours browsing at Moose Motors. Jeff has accumulated an impressive collection of signs and Packard memorabilia, too.



A 1955 Packard  
Caribbean Con-  
vertible Coupe  
gets a complete  
brake overhaul.



The regional director's office/house.

by Joe Munsch

# FORT VANCOUVER TOUR

It was a small band but a merry one on the last tour of 2018. On Saturday, November 10, we gathered at Elmer's, Delta Park. **Tom Taylor** showed up driving a Brand X. I'd never seen him in anything other than a Packard. Then **Matt Hackney** and **Steve Heaton** joined us, and we found that **Dennis Gilman** and **Patty** had been getting breakfast there. Smart. Dennis brought his V12 Mercedes SL. What a car! **Tim Dickhaus** joined us later at the Fort. Oh yeah, **Pat Shriver** and **I** were there in the Patina Packard. Interesting trip across West Union Road, in the fog. Pat pointed out that, in order to be really useful, the '40 needs wipers that actually are able to clear the windshield. Thanks, Pat.

Leaks, something Packards and British cars have in common.

We headed over the Interstate Bridge, a whole 2.5 miles, to our first stop at Commonwealth Classics in Vancouver. This shop claims to be British-car focused, but actually they're just car nuts like the rest of us. They were really jazzed to see the '40 110 sedan join the display of fine Brit wheels that had come to the cars and coffee event. It brought many questions and admiring (aghast?) looks. The shop specializes in repairs and restorations on British cars, and didn't disappoint, with a couple of Morgans, a Jensen Interceptor, a beautiful Jaguar XK150 fixed head coup (aka hardtop), along with a Triumph TR4 under restoration, and a forlorn MG Midget. Outside were several Triumphs – TR250 and TR6, more Morgans, and a beautiful MG TC. Nice way to start the day.

Onward to the Pearson Aviation Museum, which is part of the NPS Ft. Vancouver National Historic Site. Pearson is run by the Park Service, and, along with pre-WWII aircraft, has numerous displays on the history of the site. In the early days of flight, it was a municipal airport. There are several displays dedicated to the developers and early heroes of flying machines. When WWI started, a spruce mill was built to serve the needs of the aircraft that were used in the war. Aircraft in the collection include a DH-4 Liberty biplane powered by a Packard manufactured V-12. Matt was chatting with the Park Service guy who invited us to get a look at the engine up-close. What a treat! Another significant aircraft was a 1912 Curtiss Pusher biplane. It was assembled by volunteers from parts and photographic references. There is another one of these planes that is flyable at the WAAAM museum in Hood River.



We learned about blacksmithing at the fort.



Cars and Coffee at Commonwealth Classics, Vancouver



DH-4 Liberty plane at Pearson Air Museum



(below) The Patina Packard, always a conversation piece.



Good Morgan! from Morgan Alley.



After too little time at the Pearson, we moved on to the stockade part of the fort. This is a re-creation of the original fort, which was the Hudson's Bay Company's regional headquarters. The region included areas from Alaska to Mexico and west of the Rockies. It was a trading post, but much more. Trappers brought furs in to trade for supplies, but the outpost also produced lumber and timbers from its sawmill, hardtack from its bakery, and other products that could be shipped out and traded with the world at large. In addition to the sawmill, a couple miles upriver, there was a village and

farmland outside of the stockade. We visited the black smith shop where we learned how products were made to 'fit', as opposed to made to specification as modern products are made. The bakery produced hardtack for support of shipping and trappers. The carpentry shop made furniture and built Company-patterned buildings. They had a method for construction that produced timber structures that could be configured (and reconfigured) in a variety of ways. A very important function was accounting, which was conducted in the counting house. There we found the room for business and displays of how the bookkeeper's family lived.



Dennis and Patty.

The jail - behind the counting house.



WWI-era Fokker DR-1 tri-plane (replica).



The whole gang.

# Highlights —

by Joe Santana



A Lucky Boy Chinese fortune cookie planted the seed to make the Duchess road-ready for thousand-mile adventures.

Paul C. Anthony, Inc.



BMC Distributors' Sales Manager Benjie Garchitorea and Sales Director Lana Abukweik made the Duchess and I feel right at home among Jaguars, Bentleys, Paganis, Lamborghinis and LandRovers.



# of a Four-wheeled Adventure

## Homecoming

I moved to Oregon from the Bay Area to continue my education and raise a family in 1966. The Duchess, my 1940 160 Super 8 Convertible Sedan, was first licensed in California in August, 1939.

This August, and again in October, I drove south. One objective was to take a photo in front of the Earle C. Anthony Packard Dealership, San Francisco, now British Motor Cars Distributors. Van Ness Avenue was torn up, but on seeing the Duchess, the BMC sales team invited us to the center of the showroom for a photo.

This was just one of many memorable experiences on these trips from Portland to San Francisco, and Monterey for Car Week with its Pebble Beach Concours d'Elegance.



Granddaughter Emiliana, son Joey and GPJoe at Golden Gate Park

Between trips I found a photo of Oscar Kennedy Cushing, a prominent San Francisco lawyer and original owner of the Duchess. He helped settle the Longshorman's Strike of 1934. He died in 1948, the year my step-father bought the Duchess from his widow. Cushing's obituary included their home address, near my son and his family in San Francisco's Richmond District. The house Cushing built in 1889 occupies four city lots. I met the current owner.



The home of O. K. Cushing from 1889 to 1948.

## Off to the Races

Besides staying with son Joey and his family on both trips, I visited friends and family, attended a high school reunion in Los Gatos, and finally settled in to the vacation home in Big Sur owned by the family of my daughter Kieley's husband, Ken. Each morning of Monterey Car Week, I drove from Big Sur to Carmel around Hurricane Point. The first event of classic and special interest cars was the Concours on the Avenues. While the Duchess wasn't officially entered, the sheriffs directed me to park at the shuttle stop where they could keep an eye on it, so it was the first classic and the only Packard people saw that day. I rode the shuttle four times, but that's a story for another time.



Line to the shuttles for the first event of Monterey Car Week.

The races at Laguna Seca were spectacular and noisy. The only Packard racing was a 1912 Model 30. Driving over the hills to find a parking spot was an adventure in itself.



Hurricane Point on Hwy 1 between Big Sur and Carmel, a thrill twice a day.



Point Joe on the 17-Mile Drive. That's how far away the parking seemed for some events.



1912 Packard Model 30 driven by Eric Ramos

# Carmel Mission Classic



Over fifty classic cars and ten vintage motorcycles were displayed around the courtyard of historic Carmel Mission on Wednesday of Monterey Car Week, August 22nd, including five Packards. The National Anthem was sung, the mission bells rung, and the tastings flowed from local vintners. Gourmet picnic lunches were available. At 1 PM, Bishop Ryan of Monterey took the mic for the blessing of the automobiles. Meeting Packard people is always interesting because they are the best!

Tours of the Mission and its museum took you back in time before the Gold Rush when all of California was occupied by Native Americans and Spanish/Mexican settlers, clergy and military. Being immersed in the thick, dark halls of artifacts heightened awareness of Hispanic influence everywhere, in California location and city names, cuisine, architecture and customs.



Souvenir wine glass with admission, followed by tastings from local wineries.



**Jeff Sines with 1934 Packard Rumble Seat Convertible**

Jeff Sines purchased this elegant convertible 5 years ago from a Florida owner.



**Hugh Franks with 1958 Packard**

Hugh Frank's father purchased it in 1966 from his former 8th-grade teacher. Hugh inherited it in 2007. This original car was among the last seven produced before the line closed and has the highest VIN Hugh has yet to find.





**Tara Hitzig, Automobile Driving Museum of El Segundo, with 1940 Packard Darrin Convertible**

Tara Hitzig, Executive Director of the Automobile Driving Museum (*OREGON CLIPPER*, 4th Quarter, 2017), presented this coveted classic which was restored in 1998 and purchased by the Museum at auction. It is 1 of 44 Darrins.



**Pat Phinney with 1925 Custom-built Packard 333 Panel Truck**

Pat Phinney saw an ad in Hemmings Motor News 40 years ago for a 333-335 1925 Packard Panel Truck in Ohio. The truck was initially used to transport Packard employees from one end of the huge plant to the other for two years before it was sold and licensed for public roads in 1927. Ken Vaughn did the restoration in late 1970s.



**Scott Stephens, San Francisco Academy of Art University, with 1927 Packard 343 Convertible Sedan featured on our cover**

Scott Stephens, whose family owns the for-profit academy, proudly displayed this 1927 343 convertible sedan custom-built by Murphy of Pasadena, which was restored by world-renowned race driver Phil Hill with Hill&Vaughn partner Ken Vaughn in the 1970s and won Best of Show at the 1977 Pebble Beach Concours d'Elegance. In 2008, while in Monterey for car week, Phil Hill died from Parkinson's complications shortly after attending the vintage car races.



The classic car shows around Carmel, the sports car rallies to Big Sur, the automobile auctions (including the world record-breaking \$48.4 million 1962 Ferrari GTO), the workshops, and races all culminated in the Concours d'Elegance on Sunday, August 26th.

The judges come from a lineage of car-collecting families, automobile historians, and automotive writers. In the future, they'll be judging today's Teslas as classics, amazed that we once actually steered our own cars!



Ralph and Adeline Marano approach the winners stage to take 1st Place in Class C2 Closed American Classics with their 1938 Packard 1604 Super Eight Mayfair Coupe at the 2018 Pebble Beach Concours d'Elegance on Sunday, August 26th. This unique custom-bodied Super Eight Coupe was ordered by a European shipping magnate. The chassis was shipped to London's Mayfair Carriage Company to be fitted with this stylish, very British, two-door body. Neglected after WW2, an American Naval officer found it being used as a chicken coop and shipped it home. Ralph Marano restored the coop de fowl into a coupé d'elegance.

BEST OF SHOW

By the time I got in from Big Sur and found a parking space on the 17-Mile Drive, I did not make the 'dawn patrol,' that is, the people who start arriving at 5 a.m. when the cars enter the field with Jay Leno there to greet them. It's cold then, but by afternoon it's hot by Oregon standards. If you've wondered what to wear, I went with a Hawaiian shirt under a lightweight sweater which was perfect as the day progressed. I managed to meet and grab a snapshot of nearly all Packard owners with their cars. And, hey, Ralph Marano put his arm around me for a photo, too, so my co-editor is not the only one.

Best of Show was a 1937 Alfa Romeo 8C 2900B Touring Berlinetta owned by David and Ginny Sydorick.





**CLASS PACKARD - FIRST PLACE**

1931 Packard 845 Deluxe Eight Derham Convertible Roadster  
 Elizabeth Ghareeb and Michael Petty, Birmingham, Alabama  
 Introduced in 1931, Deluxe Eights were almost exclusively bodied as large touring cars, making this Derham convertible rare; in fact, only two similar cars exist today. It was delivered to the Washington, D.C., dealership with special features, including a crank-down top similar to those found on the Walker-LaGrande Duesenbergs, dual rear-mounted spares and chrome hood doors. While this car appeared at Pebble Beach in 1982 and 1999, the current owner just restored its striking original livery to Derham specifications for this year's entry, winning First in the Packard Class.



**CLASS PACKARD - THIRD PLACE**

1937 Packard 1508 Twelve Convertible Sedan  
 Larry & Carol Pumphrey, Greensburg, Indiana  
 For 1937 models, Packard introduced "Safe-T-Flex" independent front suspension, hydraulic brakes as fitted to the Senior Packard models, and disc-type steel wheels. The 1508 Convertible Sedan was Packard's largest and most expensive at \$5,150. More Packard Twelves were sold in 1937 than any other year. One of 41 1937 Convertible Sedans, this car was put into storage in Reno, Nevada, in 1955, where it remained in original condition until 2009 when the Pumphrey's began a restoration completed in 2015.

**CLASS PACKARD - SECOND PLACE**

1932 Packard 904 Deluxe Eight Dietrich Convertible Victoria  
 John D. Groendyke, Enid, Oklahoma  
 This rare Dietrich-built Victoria is one of only four 8-cylinder Model 904 Deluxe Eight Convertibles produced by Packard. The engine is a 135 bhp, 384.8-cubic-inch, L-head inline 8. This car has been owned by several renowned collectors, including John Mozart and Otis Chandler.



**CLASS PACKARD**

1930 Packard 745 Deluxe Eight Roadster

Brent Merrill, Toronto, Canada

The Seventh Series Packards were introduced toward the end of 1929 just as the Stock Market began to tumble. Packard customers were optimistic about a quick recovery. Still, fewer than 1,800 Packard 745s were sold of which around 50 were roadsters. This Deluxe Eight Roadster 745 has a 145-inch wheelbase, a 385-cubic inch, straight-8 engine, mascot, folding rumble seat windshield, chrome wire wheels and dual Pilot Ray fog lamps.



**CLASS PACKARD**

1934 Packard 1108 Twelve Dietrich Convertible Runabout

The Keller Collection at The Pyramids, Petaluma, California

The Packard Twelve has a powerful 445-cubic-inch sidevalve 12-cylinder engine originally dubbed the Twin Six. Just three 1108's received Dietrich custom coachwork. It was purchased at the 1934 New York Auto Show by playboy Tommy Manville, married 13 times, all blondes, one of whom received it. Restored in 1992 by Ken Wessel, it joined the Keller Collection in 2008.



**CLASS PACKARD**

1934 Packard 1107 Twelve Convertible Sedan

James & Mary Lou Harri, Walla Walla, Washington

This top-of-the-line Packard is powered by a 445-cubic-inch, side-valve V12 engine. This car is thought to be one of only three 1107 Convertible Sedans ever built. It was found partially dismantled in the basement of a house in central California. This is the first time the car has been shown in public since its restoration.



**CLASS PACKARD**

1940 Packard 1806 Super Eight Darrin Convertible Victoria

David & Carole Gaunt, Naples, Florida

This Custom Super Eight 180 is distinguished by its cloisonne hubcaps and 180 hood louvers. Many of Howard "Dutch" Darrin's designs were often created for Hollywood celebrities. The first owner kept it in original condition for almost 50 years. It was restored after purchase in 2014. This was the restored car's first public appearance.



**CLASS ROLLSTON COACHWORK**

1937 Packard 1508 Twelve Rollston Convertible Victoria

David & Linda Kane, Bernardsville, New Jersey

Most bodies built by the Rollston Company of New York went on Packard chassis. The once-popular Victoria body style was regarded as a touch old-fashioned by the late 1930s, but on Packard's longer 144¼-inch chassis, the coachwork had a much sleeker and more modern appearance. This car was ordered for a member of the Schrafft Candy family. The car's current owners had admired it for many years before finally acquiring it in 2014.



**CLASS EISENHOWER ERA DREAM CONVERTIBLES**

1953 Packard Caribbean Convertible

Dr. Peter Heydon, Michigan, Owner, and correspondent Joe Santana in matching hats. The Packard Caribbean Convertibles were sent to coachwork builder Mitchell Bentley of Ionia, Michigan, for rough wheel cutouts masked by trim, modified chrome side trim, chrome wire wheels, and a steel-covered, continental-style spare wheel. Only 750 1953 Caribbeans were built, powered by a 180 hp straight eight. Many styling cues came from Packard show cars, such as the Packard Pan American.



**CLASS PREWAR PRESERVATION**

1931 Packard 840 Custom Eight 5 Passenger Sedan

Scott Henningsen, Salinas, California

This Packard 840 5 Passenger Sedan was loaded with accessories by Earle C. Anthony, San Francisco, including a re-paint of the original black fenders to match the chocolate brown body. In 1941 with 40,000 miles, it was put in storage. In 1963 it was purchased by PB Chief Judge, Chris Bock. Scott Henningsen bought it still unrestored in 2009.



**CLASS EISENHOWER ERA DREAM CONVERTIBLES**

1956 Packard Caribbean Convertible

Bill and Kim Maya, San Clemente, California

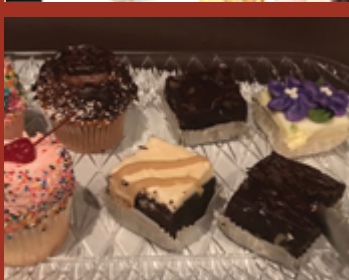
A top of the line Caribbean Convertible was loaded with special features like torsion bar suspension, dual carburetors boosting the power to 310 bhp, and reversible seat cushions. The gorgeous example sports a bright orange accent paint with matching bright orange top interior. Stunning. Only 276 Caribbeans were built.

# Our Annual Dinner in Desserts

Once again, the Packards of Oregon Holiday Dinner was held at the Stock Pot Broiler. And once again they stuffed us with either filet mignon, salmon or chicken. Special thanks to Howard Freedman for all his work in herding cats, keeping track of collections and cancellations, and ensuring we all had a seat at the table.

Matt Hackney and Joe Munsch addressed the assembly with a reminder to reserve rooms at the Ashland Hills Inn before our special rate expires or rooms are gone for our Western Regions Tour we are sponsoring. The food was excellent. The conversations lively and all too soon it was time to depart, but not before dessert.

Happy Holidays to all our Packard family. Here's to a fun-filled 2019!



- 1 Bill Price, Matt and Karla Hackney
  - 2 Elaine and Monte Glud
  - 3 Dennis Gilman, Chris Cataldo, absentee photographer George Potter, and Sylvia Potter
  - 4 Jerry Szerlip, B. J. Bennett, Yoshiko Cataldo, and Patty \_
  - 5 Frankie and Bob Douglas, Wade and Patsy Miller
  - 6 Pat Shriver and Joe Munsch, Ed and Judy McKenney.
  - 7 Jackie and Gary Martin, John and Margy Imlay
  - 8 Molly Santana and Joe Santana
  - 9 Howard Freedman
  - 10 Heather and Dave Charvet
- More photos online at [www.packardsoforegon.net](http://www.packardsoforegon.net)



# Calendar of Events

**January 8, 2019**  
Monthly Membership Meeting  
Peppermill

**January TBD**  
2019 Planning Meeting  
TBD

**February 10, 2019**  
Annual Valentine's Day Brunch and Tour  
Multnomah Falls Lodge with CCCA

**February 12, 2019**  
Monthly Membership Meeting  
Peppermill

**March 12, 2019**  
Monthly Membership Meeting  
Peppermill

**April 5-7, 2019**  
Annual Portland Swap Meet  
Portland Expo Center

**April 9, 2019**  
Monthly Membership Meeting  
Peppermill

**May 14, 2019**  
Monthly Membership Meeting  
Peppermill

**May 16-19, 2019**  
Western Regions Tour  
Sponsored by Packards of Oregon  
Southern Oregon

**June 11, 2019**  
Monthly Membership Meeting  
Peppermill

**June 15, 2019**  
Annual Strawberry Social with CCCA  
TBD

**July 9, 2019**  
Monthly Membership Meeting  
Peppermill

**July 13, 2019**  
Forest Grove Pre-Concours Tour  
Forest Grove, OR

**July 14, 2019**  
Forest Grove Concours d'Elegance  
Pacific University Campus  
featuring "120 Years of Packard"

**W**atch the website, your email, and attend the monthly Packard Club meetings for further information. Monthly Club meetings are held at the Peppermill Restaurant in Aloha, OR. Dinner and chit-chat generally begins around 6PM with the meeting kicking off at 7PM.



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