

The Hood Release



Oregon Region • Classic Car Club of America

Fall 2013

"From the mountains to the prairies, to the oceans white with foam..."



1931 Packard Eight
833 Seven Passenger Sedan
Owners: Larry and Pat Cox

**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

Oregon Region
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www.oregonccca.com

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Moving?

Be sure to advise the membership chairman of the new address.

Sunshine Information

Evelyn Freedman
503-246-5667

The Classic Car Club of America is a non-profit organization chartered in the State of New York for the development, publication and interchange of technical, historical and other information for and among members and other persons who own or are interested in fine or unusual motor cars built between and including the years 1925 through 1948, but including cars built before 1925 that are virtually identical to 1925 Full Classics® and distinguished for their respective fine design, high engineering standards and superior workmanship, and to promote social intercourse and fellowship among its members; and to maintain references upon and encourage the maintenance, restoration and preservation of all such Classic Cars.

The purposes for which a Region is chartered by the National Club are: The furthering of the ideas and ideals reflected by the By-Laws of the National Club in a specific regional area and to provide regional activities for the members in that area.

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Oregon Region CCCA 2013 Calendar of Events

October	3	Member Dinner Meeting at O'Connor's	6:30pm*
	27	Halloween Potluck at the Freedman's Garage*	
November	3	Annual All Member Banquet and Membership Meeting*	
	7	Board Meeting to Plan 2014 Calendar*	
December	8	Holiday Potluck at the Lake Oswego Heritage House*	

* Denotes a CCCA or Oregon Region CCCA sanctioned event.

New Members

Please join me in welcoming our new members:

Jay Quail, PO Box 346160, Chicago, IL 60634.
Jay is Executive Director of the Classic Car Club of America.

Wes Crowell, 547 Jackpine DR, Grants Pass, OR 97526.
Wes is the brother of Johnny Crowell who was on our CARavan last year.

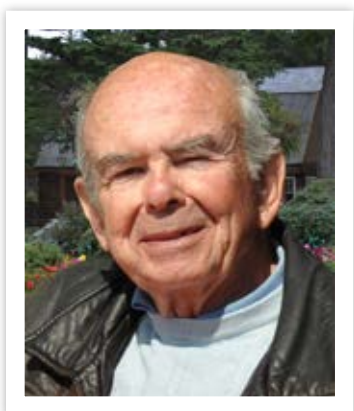
2014 National and Regional Dues are Due Now

Remember your payment goes to the National office, not to the region. You can pay by check through the mail, or by credit card at www.classiccarclub.org. You may also use a credit card by phoning 847-390-0443 (remember, Chicago is two hours ahead of us.). CCCA National has a new mailing address: PO Box 346160, Chicago, Illinois 60634.

Passing

Theodore E. Reich passed away at the age of 84 on July 16, 2013. Ted was one of the world's foremost authorities on Rolls-Royce and Bentley motorcars. His primary interest over the years was the preservation and history of classic cars. He was President of the Historical Automobile Club of Oregon in the 1960s and President of the Rolls-Royce Owner's Club in the early 80s. He founded the Pacific NW region of the RROC in 1960. His photographs were published in countless car club magazines. Ted is survived by his wife Gloria, son David, daughter Evy and four grandchildren, Carolyn, Christopher, Claire and Lila.

Director's Message



Five motorcycles in a row passed me on the road to Condon, Oregon, each ridden by a youngish man in leathers at a brisk but reasonable speed...and then slowly disappeared into the distance. The road was open, the day was warm and sunny, and they were enjoying the scenery and the thrill of motoring as much as I in my vintage station wagon.

That extra sensation of camaraderie while traveling in a group is much the same that we experience when we participate in a CCCA tour. That nearly doubles the fun of traveling through this stunning state of Oregon.

For more than 100 years now, the motorcycle and the automobile have offered the freedom of travel that changed lives and brought opportunity.

How fortunate we are to enjoy the luxury of personal transportation. The auto has been well developed since the 1930s and I suggest that it is the invention that made the biggest differences to life, and further, epitomized what free enterprise and American ingenuity can produce.

Granted that the computer age is also transforming America and the world, but the thrill and freedom of the open road came first, and is still appreciated by we who remain car fanciers.

Rodger Eddy

Director, Oregon Region, Classic Car Club of America

Editor's Notes



Summer came to an abrupt halt the other day and as I write this the forecast is for heavy rain. Along with the nice weather, it is time to bid adieu to the car show and touring season. The fall issue is where we get to revisit our many summer activities and as such, this one is particularly full.

You may be aware that, in the long run, we need to reduce the *Hood Release* page count by ten percent to stay in line with our membership revenue. That means a target page count of 40 instead of 44 (four pages is the minimum increment.) But there were just too many activities, too many interesting submissions, and too much beautiful photography to be concerned with finances this time around. Not that I pulled out all the stops. Four articles have been pushed out until future issues and the table

of contents has been omitted.

I usually work hard at self discipline, but this issue is going to be that last decadent meal just before the diet. One last drink before I go on the wagon! One more classic car purchase and then that's it! I promise!

So thanks for your submissions and enjoy this issue while you can, because the winter "penance" issue will reflect prudence, sobriety, and restraint in every possible way!

Jeremy Wilson

Publication Editor

A Journey East

Oregon Region CCCA September “Mini Tour”

Introduction and Day 1 — Portland to Dufur

by Howard Freedman with photography by John Koziol



Our tour day actually started months ago when the “four musketeers,” Rodger Eddy, George Potter, Robert Douglas and I made our first of four trips setting up what is going to be a really neat trip around parts of Oregon that many of us had not been through to any extent, in the past.

Then ours started over Saturday, September 14 when we rolled out the 1948 Cadillac 75 to get it fluffed and buffed for the tour. Of course, trouble at first light. A power window hose blew spewing ATF on the new rear carpet and disabling the car. So out came old reliable: The 50 DeSoto Sedambulance BECAUSE it has lots of room to carry the cocktail hour supplies and emergency tools and cold water for the gang.

Sunday morning started off just nice and easy with a little mist and as we were leaving the garage the phone rang. It was George Potter who was not happy with his 1939 Cadillac 75-16 so he dropped it off at our garage and drove instead a first rate totally non-Full Classic® 1951 Studebaker Land Cruiser; another easy-to-get-ready and neat tour car.

So off we went on the first leg of our journey up Washington 14, short a couple of our players: The Asbahrs, who were going to meet us across from Cascade Locks but couldn't because the bridge was closed for a bridge walk, met us near Hood River; Koziols were still on the way down from Woodinville; and John and Georgia Mitchell forgot to get up Sunday morning so they, too, were going to meet us in Dufur.



It was a nice easy trip up to the Dalles for all of us except Larry and Pat Cox who were stopped by the Washington State Highway Patrol for GOING TOO SLOW, which set them up for the BLOOPER award for Monday. By the way the Potters were awarded the BLOOPER for Sunday because they did not even start the tour with their own car so when they picked up the Studebaker, it was already tied on to the car.

We arrived in Dufur way too early to check into the Balch Hotel so most of us had lunch at a little spot across the street and just sat around for a couple of hours. Dinner was at the Balch at 6 followed by an orientation talk by Robert Douglas who did a first rate tour book for all of us.



A Journey East

Oregon Region CCCA September “Mini Tour”

Day 2 — Dufur to John Day

by Ruth George with photography by John Koziol



After a delicious breakfast at the Dufur Hotel we started our day's journey to John Day. We stopped for a break in the historical town of Shaniko. It was a huge shipping center for sheep in the 1900s, but when the wool market diminished, most businesses closed and it became a ghost town.

We were then on to the town of Fossil. The Oregon highway sign read “Journey Through Time,” and it truly felt like we were transported into the past. We were awed by the amazing rock formations rich with fossils and brightly colored minerals and salt lava. The hills and outcroppings were formed by many volcano explosions over millions of years, exposing the fossils. Given



time, we could have spent hours exploring the fossils and the area, but our tour guides had more interesting things in store for us.

When we reached the town of Fossil, we were given a tour of the Court House, built in 1901, which is still in operation today. We saw the jury room, judges' chambers, law library, Sheriff's office, jail, and holding cell. The Sheriff was there to give us more history of the Court House and answer questions.

From there, we were given a tour of the Historical Museum filled with memorabilia and artifacts.

Meanwhile, Bhagwan let Phillip, Roger and Jan's 11 year-old grandson, drive his prized 1930 Packard for 4 blocks, something he will remember the rest of his life. I think we have a budding car enthusiast.

We then went to the RJ Restaurant and enjoyed a wonderful buffet lunch. During lunch Dan Robinson, Roger and Jan's son-in-law, and his friend entertained us, playing guitar and bass, and sang wonderful old county ballads. After lunch we went to Dan's Art Studio to view his paintings. He is getting ready for a show in Portland at the Hartman Gallery in October. While there, we met his wife, Melanie, and their new daughter. Melanie is Roger and Jan's daughter.

We arrived in John Day late afternoon, and to end our day we enjoyed Happy Hour with our fellow travelers.

Thanks to Sylvia Potter and Roger Eddy for great notes throughout the day!

A Journey East

Oregon Region CCCA September “Mini Tour”

Day 3 — John Day to Baker

by Sylvia Potter including photography by John Koziol



First thing this morning in John Day we all headed over to the Kam Wah Chung Heritage Site & Interpretive Center. Kam Wah Chung & Co. was more than just a business—it was also a gathering place and a haven from hostility for the local Chinese, who often faced discrimination and violence in the 19th century. The home, grocery store and trading company, boarding house and herbal medical practice were all housed in about a 500 sq. foot building. The business end was run by Lung On who was educated in the West and spoke both Chinese & English. Ing Hay was an herbal doctor who diagnosed illnesses by feeling his patient’s pulse, then mixed herbs to be boiled in water and drunk for a cure. He treated both



Chinese and American patients. Hundreds of boxes and jars of herbs still line the shelves in Ing Hay's apothecary. They made America their home over the objections of their families back in China. They lived there about 60 years. Most of the Chinese wanted their bodies sent back to China to be buried but Lung On and Ing Hay were buried on the property.

We left John Day on our 86 mile journey to Baker City. We drove along the beautiful & peaceful tree-lined banks of the Powder River, with a stop in Sumpter to see the Sumpter Valley Dredge. The dredge, a 1,240 ton, 52 foot wide, 5 story machine which dredged up 1,600 acres of ground a month with men working 24 hours a day, seven days a week to extract \$4.5 million in gold from the area. We had lunch in Sumpter at the Elkhorn Café which had 42 interesting combinations of hamburgers! After our group tried several of their burgers we were off to Baker City. Upon reaching town Howard, Evelyn, George and I went to Safeway to order sack lunches to take with us Wednesday morning to be enjoyed at Hells Canyon Lookout. Howard was amused that I insisted on picking out the best bananas for the 31 lunches. I felt there should be nothing but the best for the brave souls willing to drive up curvy narrow roads 6,000 feet to share a bag lunch.







Our hotel in Baker City, The Geiser Grand Hotel, was built in 1889 and has been restored to its original glory. Several of us had drinks in the old-fashioned bar and then dinner in the elegant dining room, which had a lovely cathedral ceiling adorned with stained glass. Rodger and Jan's grandson, Philip, who was on the tour with us, said the hotel is reported to have ghosts, and that he heard the shower being turned on and off with no one in the bathroom. Curious, he checked the tub and it was wet. Once every few months a team of paranormal activity observers come to the hotel to record the ghostly sights and sounds. We retired pretty early to our room with its high ceilings, comfy bed and great shower. We hoped we would be the only ones to occupy it...



A Journey East

Oregon Region CCA September “Mini Tour”

Day 4 — Baker to Joseph

by Pat Cox with photography by John Koziol



We stayed at the fabulous Geiser Grand Hotel (pictured left) built in 1889 by local merchants Harry and Jake Wisshauer for \$65,000. It was a gathering place for business travelers all over the nation who had interests in gold mines. Al Geiser purchased and remodeled it at the turn of the century. It was closed



for almost thirty years before being restored and reopened in 1997. It was, in my opinion, one of the best places we stayed. In fact the mattress was so comfortable I asked Larry if we could pack it up and take it home. He did not answer me but gave me that look of, “Of course honey, I will throw it in the back of the car.” Howard thought that it would almost fit in the back of our 1931 Packard Sedan.

That morning, after our 8:15 AM drivers meeting we headed to Joseph, our next destination.



Because of the winding roads and steep hills ahead, it was important that we stick close together. As usual, Rodger and Jan pulled up the tail end of the tour to take care of any car problems that might occur. Thanks Rodger and Jan for your dedication! We headed towards the Eagle Cap Wilderness and the Snake River and made our first stop at the Oregon Trail Interpretive Center. Because Larry and I were at the tail end of the caravan we were not able to tour and learn, but we heard it was absolutely





great. From the interpretive center we headed to the Hells Canyon Overlook. This entailed about 70 more miles passing through Halfway for gas and then the climb up the hill to the overlook. Bob Douglas had pre-warned us of the numerous potholes in the road and all but one (the mother of all potholes) were avoided by most. We reached the top to see the view but were hit with rain and hail. Needless to say our box lunches were eaten in our cars. So sad that one of the most important sights of the tour was ruined





by the weather. However, because of the amazing group of people on this tour I don't feel anything could truly be ruined. We headed back down the hill to our destination and lodging in Joseph at The Wallowa Lake Resort. Thanks to unbeatable and organized management we were quickly settled into our cabins for our next two nights.

Happy hour was at the Potters' cabin. Snacks and wine were enjoyed by all and, of course, Georgia had a couple choices for the blooper award for this day. Bob Douglas and Howard Freedman were the contenders. Howard won out for traveling 12 miles off course. He had several excuses why he went off course but his excuses did not fly with Georgia. Congratulations Howard. Most headed off to dinner in Joseph.

Because Thursday was a free day in Joseph we mostly either shopped, rode the tram up Mount Howard, visited art galleries, toured the Bronze Foundry or just laid back and relaxed. Well, except for Bhagwan and Gail who made a batch of apple/rhubarb sauce from apples that had fallen from a tree and rhubarb close to their cabin. It was very good.

Another well-planned two days by our great touring committee.



A Journey East

Oregon Region CCCA September “Mini Tour”

Day 5 — A Day in Joseph

by Georgia Mitchell with photography by John Koziol



We awoke in our cozy cabin at Wallowa Lake just outside of Joseph, Oregon, the easternmost point on our tour. The sun lit the tops of mountains to the west as it climbed over the eastern mountains to fill the lake valley. We spent the day and another night there.

Tour members had many choices of ways to fill the day. A drive northeast to Imnaha for a tour of that area, a tour of the shops and art galleries in Joseph, a tour of a bronze foundry and/or a trip to see some antique restored tractors. Too many possibilities for one day! We opted to ride the tramway near our cabin



to the top of Mt. Howard for lunch and breathtaking 360-degree views of the valley. Hikes around the summit brought us to vistas of farmland laid out in clean squares, the distant Sawtooth Mountains beyond the Snake River Gorge and Hells Canyon, the Seven Devils peaks, and Wallowa Lake. After hours of hiking in the air above 8000 feet we rode the tram back into the valley.





The day culminated with a social hour where tour members gathered to share wine, snacks and stories of the day. It was at this point that the “Blooper Award” was often bestowed upon a hapless tour member. And this time it was Howard’s turn. The offense? An unintentional 12-mile detour (missed a critical turn, apparently). Despite a few hastily-thought-up, rather lame excuses, Howard graciously accepted his blooper flag and displayed it for the following day of the tour.

The group then went separate ways for dinner. We drove into Joseph for a meal “muy delicioso” at La Laguna Restaurant. The full moon was rising as we returned to our cabin.





A Journey East

Oregon Region CCCA September "Mini Tour"

Day 6 — Joseph to Walla Walla

by Mary Jabs



Today is Friday, Sept, 20th at 8:50 am and Bill and I are on our way to breakfast with Bhagwan and Gail. It is a little chilly and breezy, but the sun has come out and it looks like another beautiful day in the Wallowa mountains. We are having breakfast in Joseph at the Old Town Cafe where Bill and I ate yesterday morning. Bhagwan and Gail made apple/rhubarb compote last night and gave us a container to take home. The apples and rhubarb came from outside the cabin they stayed in while at the resort! How resourceful of those Canadians!

On the way out of town we stopped by and visited Dr. Lou and his wife Carol. They have a beautiful piece of property with horses, cats and a German Shepherd named Ferguson. The guys talked shop (cars) with Lou and Gail and I visited with Carol. We admired the many horses they have and played with their cats and with Ferguson. They are delightful people.

After leaving Joseph we met up with Larry and Pat Cox in Enterprise at the Main Street Garage to admire more classic cars. Driving from Enterprise we passed by beautiful wheat fields, old barns, sheep, cows and horses in the fields. I kept looking at the antique stores we were passing. Too bad there wasn't an old car or tractor out front, I am sure we would have stopped!

In Elgin we stopped for lunch at a restaurant recommended by one of the locals, and found it was packed with many local hunters. The service was great and the food pretty good. Before getting back on the road, we stopped at an antique store called Grandma's Attic. The store was in a lovely brick house built in 1890 and was once the residence of the mayor of Elgin.

We finally arrived in Walla Walla in time for the Freedman/Douglas important meeting and for happy hour (happy we all made it). It soon became apparent that our group had taken over the hotel, too bad for the other visitors. Since Bill and I had eaten a late lunch, and had snacks upon arrival, we decided to walk to Main street and check out what was going on. It was pretty quiet, so we ended up back by the hotel and had a light snack and called it a night.

A Journey East

Oregon Region CCCA September “Mini Tour”

Day 7 & 8 — Walla Walla to Boardman to Portland

by Howard Freedman

Right off the bat on Saturday, George Potter, Roy Asbahr and I did our “almost” half hour walk around downtown Walla Walla and then back to the motel to pack up...but not to leave town. Sylvia wanted to make sure we were ready for the wine (whine) tour she had promised.



The Kirkman House in Walla Walla © Phbludwig/Wikimedia

On the way, we stopped at a wonderful farmers market in downtown. Fresh fruits and vegetables, honey and arts and crafts, some really good peaches and a few other things made their way into our cars. Rodger, Jan and Chris were sharing all kinds of plums fresh off the trees.

A number of us headed out to the airport which, in the old days, must have been a military base because there are lots of small barrack-like buildings all over the place. Probably ten or twelve have been converted to wineries so we had to stop at five or six for Sylvia to taste and buy. George, Bill George and I had a great explanation of a \$300,000 John Deere combine by a Pape service man on the job in one of the airport buildings.

We had a little lunch in a mediocre bakery and then headed out of town following several of our members on the way to Boardman. Of course, we had to stop at yet another winery which required both George and I doing u-turns at a four lane highway intersection. It was an amazing place: An 8 bedroom, chalet stone home built high on a bluff that had been converted to a winery. The original 8-car garage was converted to the tasting room and the real 36 car garage was converted to the winery. We asked where all the cars went and were told that most of them belonged to Jay Leno who had taken them home.

On to Boardman for a nice final night; great dinner, great view of the majestic Columbia River and an easy drive home on Sunday with a stop in The Dalles for lunch at Country Cousin. §

Summer Car Shows

by Jeremy Wilson



*The Valley Catholic School
1935 Auburn Speedster
Owned by Robert Douglas*



*Oswego Heritage House Car Show
1930 Cadillac Fleetwood 353 V8
Owned by Bill Jabs
Board of Directors Trophy*



*Forest Grove Concours d'Elegance
1938 Cadillac 60 Special
Owned by Larry Schick
Best in Class - Classic Closed Cars 1937 - 1948*



*Forest Grove Concours d'Elegance
1946 Packard Custom Super Eight
Owned by Jeremy Wilson
Larry Douroux Memorial Award*



*Forest Grove Concours d'Elegance
1931 Pierce Arrow Convertible Coupe
Owned by George & Anastasia Choban
Best Original in Memory of Ed Stadelman*



*Columbia River Concours d'Elegance
Hagerty Insurance Operation Ignite!
Youth Judging*

It was a fun summer with lots of activities, from cruise-ins to concours. On this page and the next are a sampling of the highlights! §





Columbia River Concours d'Elegance 2013

Some Summer Cruises

by Robert Douglas



This summer the Oregon Region CCA and Packards of Oregon have been very busy bringing our cars to three different retirement communities in the area: The Robison Home, Courtyard Village and Regency Park Assisted Living Center. These events are a lot of fun for many of the residents love seeing the cars and talking with the owners, after all they grew up with these cars and many of them have some great stories to tell!

We have traditionally gone to the Robison home but the other two were new to us this year. There was a great turnout of cars at all the events and the facilities were very gracious hosts. The Robison Home and Courtyard Village provided a barbeque lunch of hamburgers and hot dogs and all the trimmings. The Regency Park provided coffee and snacks as we were just there in the morning. At all the locations the residents were out in great numbers, looking, asking questions and, of course, telling stories of their younger days and their lives with these cars. So, not only is it entertaining for the residents but for us as well!

Next summer if you and your car are able to attend I would highly recommend you do. Not only is it fun, and the time commitment short but the food is good and it is good Karma. After all, we may be there someday and in the words of Gill Scott Heron the great African American poet, "What goes around comes around." We will look forward to seeing you there next time! §

“Luxurious Transportation”

The 1931 Packard Eight Seven Passenger Sedan

by Jeremy Wilson



Packard Seven-Passenger Sedans can be a real joy to own. They are quiet, elegant, and have an unbelievably smooth ride thanks to their long wheelbase. Take one of these beauties to a car show and you're sure to receive compliments—and questions such as, “Is that a limousine?” and “What was it used for?”

Answering the first question is easy. Seven-passenger sedans were not sold as limousines. They may have shared the same chassis and body but there are differences. As a rule, seven-passenger sedans were intended to be owner-driven—the upholstery in the front and back was the same, often English broadcloth wool. Limousines, on the other hand, were intended to be chauffeur driven—they had a divider window, and often a leather front seat and a rubber floor mat. Why leather and rubber up front instead of fabric? One reason was to accommodate the chauffeur who needed to walk in the rain or mud when assisting occupants in and out of the car. Another reason was tradition: The front (chauffeur)



compartments of early limousines had no doors to protect the upholstery from the weather. More on limousines in the companion article “The Changing Face of the Limousine,” in this issue.

As far as the intended use for these vehicles, Packard provided a hint in one of their ad campaigns. In the February 7, 1931 issue of *Literary Digest*, an advertisement for their Standard Eight Seven-Passenger Sedans says,

The Packard Seven-Passenger Sedan is well suited for the large family. The occasional seats are as easy riding and comfortable as any of the others.

Nowadays it does not take a large family to own and enjoy a Packard Seven Passenger. CCCA Oregon Region members Larry and Pat Cox purchased theirs in 2010 and have taken it on many club tours since then.

Larry and Pat first heard about the Packard from fellow club member Bill Jabs who had also helped Larry find his 1928 Model A—a replacement for one he sold long ago.

“I lived in a small town in Southern California and my father and I were driving by a car dealership, I think it was a Buick dealership,” said Larry. “In the back I could see a Model A Ford. It had been totally restored by a fellow who was a construction contractor and he had done a phenomenal job on it. It had 15 coats of black lacquer and looked totally stock. It was a 1929 Model A Sport Coupe with a rumble seat but under the hood was a four cylinder with an overhead conversion, dual downdraft



carburetors, an improved ignition system, and a lightened flywheel. That car would scoot--it would really go. One time when coming back from a drive-in theater on a long stretch very late at night, I had a '49 Mercury teasing me. I put my foot in it and ended up leaving him behind. The only problem was after about a mile and a half of straight road there was a traffic light. It was late at night and there was no traffic, thank goodness, and the light turned red. I was probably a good football field from it and I stood on the old mechanical brakes. I don't think I was even sitting in the seat. I was three-quarters of the way through the intersection when I stopped! I learned right then and there not to be that stupid. I never drove it like that again.

“About that time I was in a two-year college and signed up for nine units of auto shop. A good friend of mine owned a mid-to-late-twenties Packard. I was always in awe of the size of that car and Packard's attention to detail. That's where Packard came into my past.”

After Larry finished two years of college, he decided to enlist, rather than take chances with the draft. At that time he sold the Model A.

“I ended up going in the service and decided to sell the car and it was a big mistake. You hear this repeatedly from people who have had old cars and are sorry they sold them. I would love to have that car now.

“When I came home from the service, I decided to go back to school and finished at a university with a degree in mechanical engineering, because of my interest in hands-on mechanical things. As many



Earle C. Anthony (1880-1961) was the Packard distributor for all of California from 1915 to 1958, selling one out of every seven Packards. At age 17, he built an electric automobile of his own design, the first to run in Los Angeles. In 1923, he was the founder and owner of what eventually became 50,000 watt KFI AM (640) radio, a station he controlled until his death in 1961. Note the KFI call letters under his signature on the dash plaque.

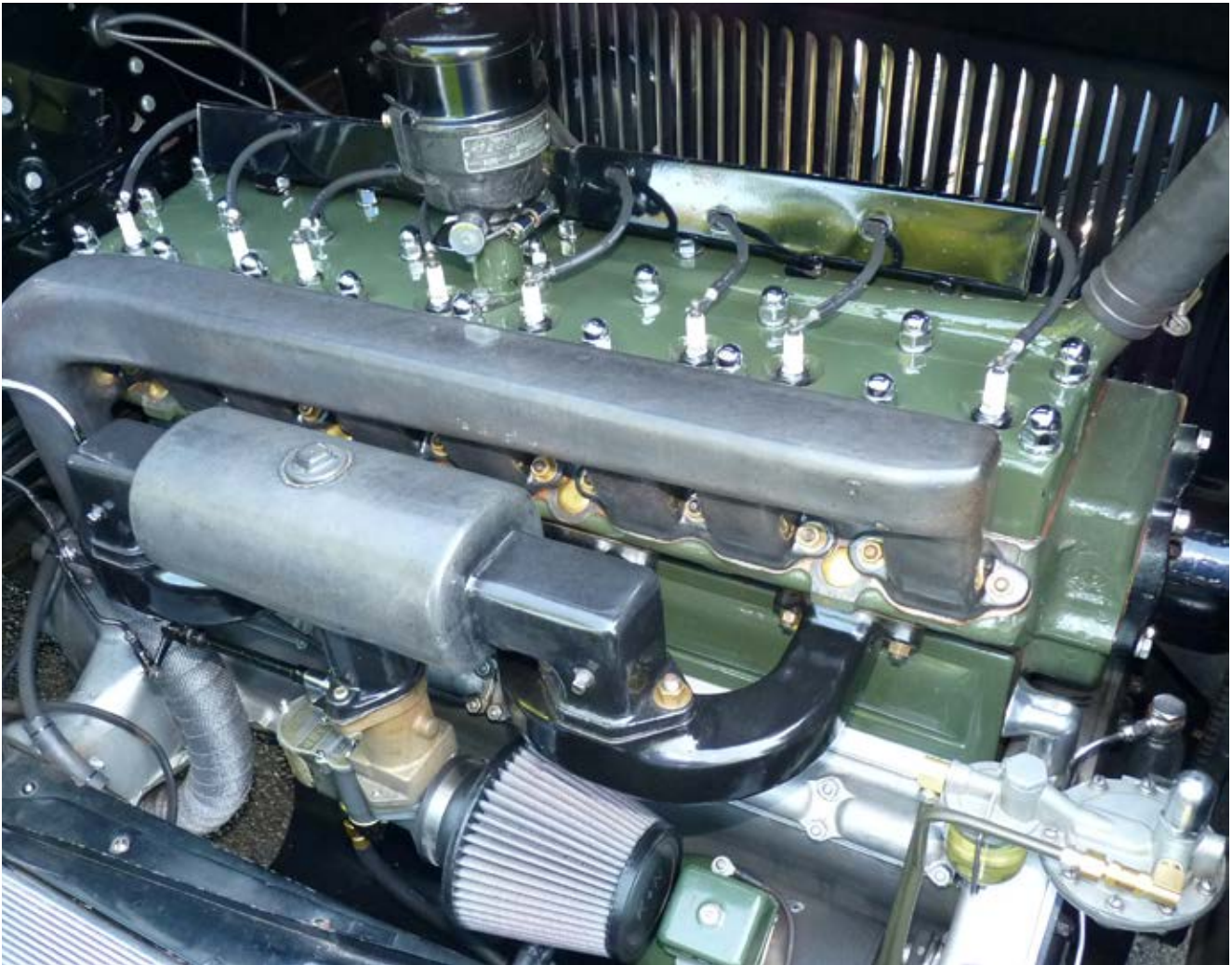
people do, I got married and started a family, and with a career had no time for a vintage car of any kind for a few decades.

“Then as I approached retirement, I started thinking, “I’m going to get back into cars.” That’s about when I met Bill Jabs at a party. He had driven his Model A Phaeton and it was a gorgeous car. He was instrumental in helping me find my 1928 Model A two-door Sedan. It’s sitting out in the garage now on jack stands. At that time I found out that Bill was in the Classic Car Club and that he had a couple Packards. He then helped me locate our 1931 Seven Passenger Model 833 Sedan, which was previously discovered by fellow club member Bhagwan Mayer. It has a standard 8 engine (320 cubic inches) and it develops 100 horsepower. I’ve had a little bit of fun in researching what these cars originally sold for. The Packard was sold in Hollywood by one of the only west coast suppliers at that time, Earl C. Anthony Company. It sold for \$2,785 at a time when a Model A Ford was under \$500. It was a lot of money at that time.

“I haven’t seen the original bill of sale, but on the instrument panel there is an Earl C. Anthony Company plaque. When we purchased the car, it had Minnesota license plates on it, even though it had been Longview, Washington. The person who owned it had a number of cars and I don’t think they were registered in Washington state at the time. We’ve tried to research its past history and really have run up against a brick wall.”

After acquiring their Packard, Larry and Pat wasted no time taking it on the road.

“Soon after we purchased it, Bill said, ‘Why don’t we take our Packards on a road trip up into British Columbia?’ So we embarked on a road trip and it was a little foolhardy because I wasn’t that familiar with the car. I was giving much trust to the road worthiness of it. But it turned out that my trust was



well-founded. The car ran very well, with two exceptions: As we were driving along 45-50 mph, quite a ways from any significant town, a soft plug blew out and almost cooked the engine. Fortunately, we started to realize what was going on and pulled over. We had the car towed 90 miles to the closest significant town for free, which was great, because I had just upgraded my AAA from Standard to Plus.

We managed to get it into this town just a few hours before the auto parts store closed on a Saturday afternoon. They had some rubber expandable soft plugs, exactly like miniature thermos bottle stoppers. We bought one of those and stuffed it in the hole, tightened it up, refilled the cooling system, and we were back in business.”

The travelers stayed in the town that night and tried to resume their trip the next morning. But, while still in town, they blew two more soft plugs.

“At that point, we were pretty casual about things. We had been having a couple glasses of wine each evening, and had bottles with us, and found that a cork would fit in a soft-plug hole. We cut the corks in half to have enough room to place them between the exhaust manifold and the head. Then backed them up with the second halves wedged against the exhaust manifold. They remained for over 500 miles and didn’t burn up, though they were subject to a lot of heat. It was a great way to solve what could have been a significant problem.”



Undaunted, the group forged ahead, returning from Canada, and entering Washington state.

“I had minor incidents of vapor lock early in the trip and it didn’t pose a big problem, but now it became a huge problem. One of the things we realized is that in Canada, at least at the time of our trip, they don’t have a requirement of ethanol fortified gas. The gas we were getting there was non-ethanol which helped to avoid vapor lock. But once we were back in Washington we had US gas with ethanol and it started vapor locking to the point the engine just stopped. We had all kinds of supplies with us, so we stripped a terrycloth towel into two-inch wide strips and wrapped it around the fuel line in the engine compartment. We also used a chunk of it to wrap the fuel pump. Then we soaked the toweling with water and the car would run great for about 30 minutes at a time. It was our own refrigeration system and we completed the trip that way.”

Larry fought the vapor lock problem for months and it threatened their participation in the Oregon Region’s National CARavan tour.

“I was working on the problem night and day as we were signed up for the national tour. With three days to go we still hadn’t solved the problem. As mentioned earlier, I had taken auto shop in my early years and had worked in a repair shop part time to put myself through school, so I wasn’t totally unfamiliar with what goes on under the hood of a car. Yet I had a hard time chasing this problem down. It turned out to be multiple problems, most of them fuel related. I repaired the fuel tank’s draw tube, which was kinked and had a slight air leak, and bought 15 feet of rubber fuel line, which I installed from the electric fuel pump (by the tank) forward along the outboard side of the frame rails and didn’t go inboard until the point where the line went directly to the carburetor. That solved my problems. We went on the Oregon Adventure, over eleven hundred miles, and there was no trouble.”

Despite the headaches with the cooling system and the fuel system, Larry and Pat have really enjoyed their Packard.

“We’ve driven it maybe four to six thousand miles,” said Larry. “In the beginning, the speedometer didn’t work along with a bunch of other things. I had fun, actually, just tearing into them and rebuilding the distributor and fuel pump. I have learned a lot and it’s really fascinating to see what they did in the day. How simple in a way and yet how elegantly they did things.”



“It’s unique, but I guess what I like most is that when we travel in it, the smile on people’s faces,” said Pat. “The excitement of other people is what I like most about it. I’ve been very comfortable on our trips and comfortable in the car. I get back aches if I’m traveling long distances but I never have in the Packard. Our dog Charlie likes it too. Charlie’s our mascot. He rides in the back with the seats covered and loves it.

“I think I like touring the best, and my favorite so far was the Grand Caravan. We see areas that we should have seen and normally don’t.”

Larry and Pat’s future plans are to continue to enjoy their cars. Over the fourth of July weekend they acquired their latest model yet.

“We were on a camping trip and in the course of leaving our camping area to come back into Vancouver, I saw what turned out to be a ‘38 Oldsmobile that looked really good to me, as most old cars do,” said Larry. “In a little town called Mossy Rock, I saw it going down the road. I turned around and pursued him but ran out of time so gave up. But I ended up finding him a couple days later. The car was for sale and we did purchase it.



“It is a two-door sedan six-cylinder; there were two engine options, a six and an eight, both inline flatheads. We’re having fun with that too. And maybe it’s a good thing that we only have a three-car garage because I can see myself going nuts with cars to the point where it’s more frustration than fun because I like to have things so-so. And it takes a lot of work to get and keep these cars in a so-so manner.”

Larry concludes the interview with some words of wisdom, words that will undoubtedly strike a chord with most car club members.

“When you have a number of collector cars you’re torn between this and that. Yet you still have a life to live, a house to maintain, friendships with people, and life can get very full. And every time you add a car, it gets a little fuller!

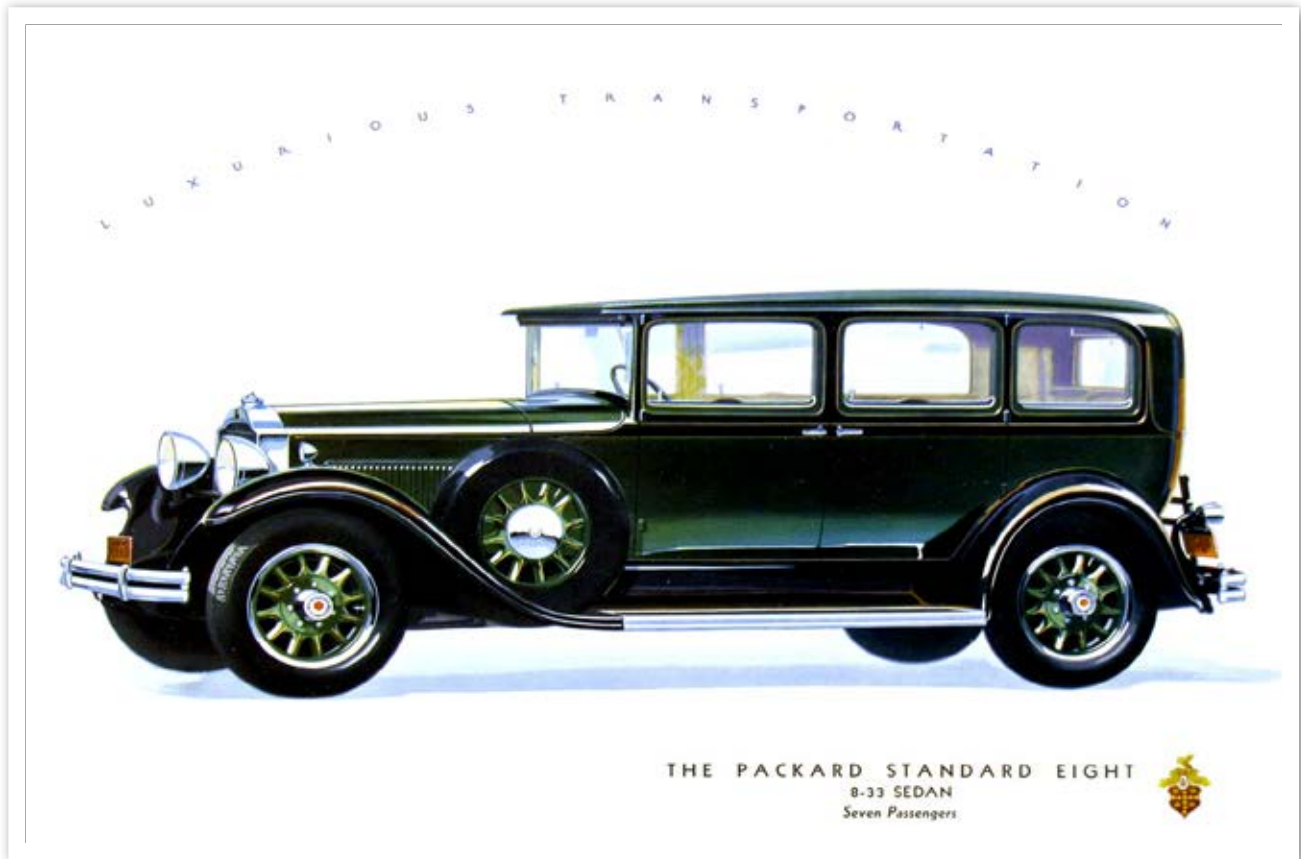
“So we’re having fun with the cars, but I think we’re at a point where if we buy another, something else has to be sold. Either before or immediately after so that in terms of vintage cars we remain at most a three car family.” §

The 1931 Packard

“For a Discriminating Clientele”

“Luxurious Packard transportation is not an extravagance.
It is a most sensible investment in quality, comfort, and long life.”

by Jeremy Wilson



At the beginning of 1930, Packard’s usually optimistic president, Alvan Macauley, stated the company would adhere “as closely as possible to a constant level of factory operations throughout the year, regardless of the irregularities in the market.” But by December his guidance changed to, “Nobody knows how long this depression will continue. I have no way to predict definitely the course that our business, or business generally, will take from now on.”

Staggering under the weight of the Great Depression, Packard sales fell by more than 80 percent in a four-year period and it was a buyer’s market for those who had the money. Packard’s Eighth Series debuted on August 14, 1930, with pricing virtually unchanged from the previous year. But lackluster sales and an early introduction of the Ninth Series left dealers with hundreds of cars in stock requiring a 10 to 20 percent across-the-board price reduction the following June. In September prices for the remaining unsold Eighth Series vehicles were slashed another 10 percent.



It is remarkable that against this backdrop, Packard went on to build what are now widely considered its most elegant and desirable automobiles. The economy may have been in havoc and sales a small fraction of the pre-depression years, but styling, quality, and hyperbole from the marketing department were on the upswing. Advertising for the Eighth Series began with the theme “Luxurious Transportation” with paintings of gondolas, horses, elephants, and coaches and carriages of all types. Later in the year ads were titled, “For a Discriminating Clientele,” showing jewelry by Boehmer, music by Mozart, tapestries by Goya, and more.

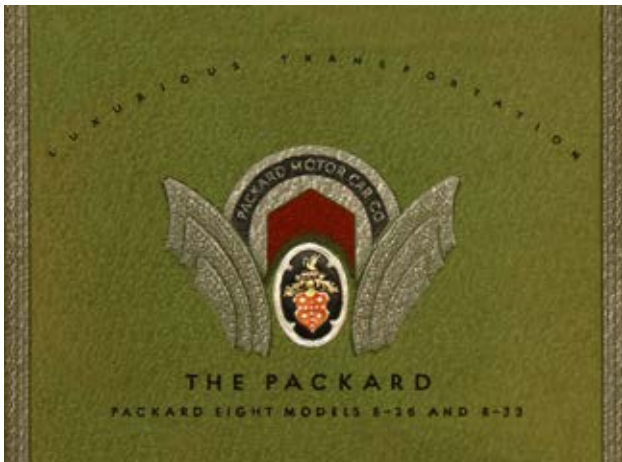
Combined with the symbols of quality and luxury were statements extolling the economic benefits for those who would purchase a Packard:

The Packard Standard Eight costs no more to own than any other car of like power and size. To put it the most direct way, you are paying for a Packard when you drive any similar sized car, no matter how much lower its first price. So why not have the Packard?

Depreciation ... is no more for the Packard than for the shorter-lived cars, for the Packard is kept and driven much longer.

Most Packard owners keep their cars for nearly twice as long as the lower-priced ones they traded in.

If reading these lines led to a showroom visit, a prospective buyer would be presented with not just a brochure, but a 34-page booklet with stitched and embossed covers and a raised foil emblem. Included in the booklet are colorful depictions of 11 models, from the basic sedan to the limousine. On facing pages are illustrations of their respective interiors, followed by full-page illustrations of the power



SHOCK ABSORBERS AND STEERING GEAR

ONLY an hour back of the wheel can disclose the ease of Packard riding and car control. A complete shock absorbing system, including a device for the elimination of front wheel "shimmy" and steering wheel "whip" together with finger-tip ease of steering control, reveal more than mere words can tell. It is the Packard engineering formula of building a smoothly lined ensemble rather than a single feature, that gives such outstanding results of riding and driving comfort.



Four coiled springs recessed at the top of the ball beam spring assembly, insured results in steering safety and control.



The steering gear is exclusively Packard in design and manufacture and fitted with a combination of ball and roller bearings to insure against fatigue in parking and in traffic operation.



Double-acting shock absorbers, hydraulic in their action, combine greatly to riding comfort. Aligned, their benefits would be lost partial. With its other features, and Packard as a rule, the results are ideal.

YACHTLIKE in its sleek lines and complete with every appointment the Four-Passenger Sport Phaeton is, we believe, the most beautiful open car on the road. Fitted with tonneau windshield it is, in effect, a double roadster with all its open air joys for those in front or rear.



Even with a shield at the head latch has been given attention for the convenience of both driver and service attendant.



Interior of the SPORT PHAETON

THE mere lowering of a division glove converts the Seven-Passenger Sedan Limousine into a sedan. Thus, the car may be used for formal or informal use as the occasion may dictate. Like all the new Packard cars, it has shatter-proof glass for greatest safety.



Interior of the SEDAN LIMOUSINE

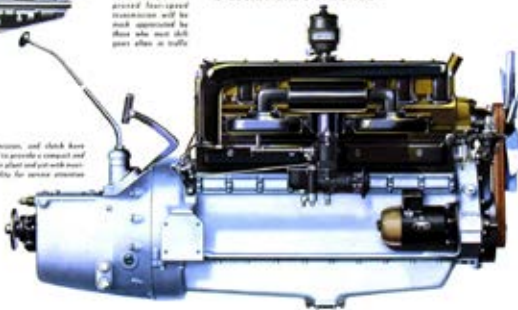


Packard designed and Packard built the six-cylinder four-valve overhead transmission will be much appreciated by those who must shift gear often in traffic.

THE POWER PLANT

SIMPLICITY is the keynote of Packard engine design. All Packard cars are amply powered with motors of eight cylinders, valved and improved through years of experience. Four of the country's noted motor car makers to offer the eight-cylinder motor, now almost universally used in larger cars, Packard chose for its design an all-around superiority for the best interests of all its owners.

Water, transmission, and shaft have been designed to provide a compact and balanced power plant and put with maximum accessibility for service attention.



YACHTLIKE in its sleek lines and complete with every appointment the Four-Passenger Sport Phaeton is, we believe, the most beautiful open car on the road. Fitted with tonneau windshield it is, in effect, a double roadster with all its open air joys for those in front or rear.



Even with a shield at the head latch has been given attention for the convenience of both driver and service attendant.



Interior of the SPORT PHAETON

plant, shock absorbers and steering gear, the lubricating system and the brake system. Also, a detailed specification page and an interesting drawing of a salesman in a showroom (see back cover of this issue.)

For 1931, Packard offered an unbelievable 23 models: 12 in the Standard Eight line and 11 in the DeLuxe Eight line. The Seven Passenger Sedan is shown on the first page of this article. On the following pages are the remaining models from the Standard Eight line, with the exception of the Convertible Sedan, which was priced but did not appear in catalogs.

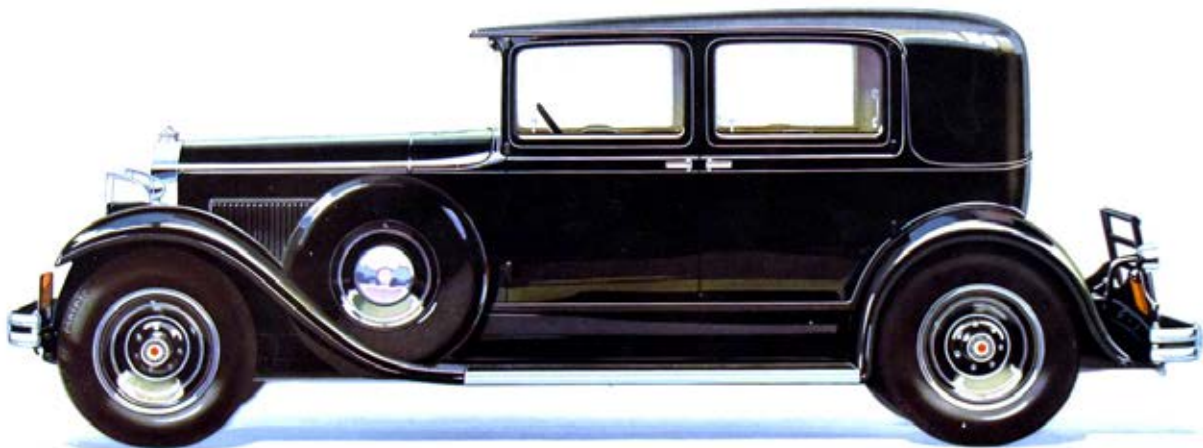
L U X U R I O U S T R A N S P O R T A T I O N



THE PACKARD STANDARD EIGHT
8-26 SEDAN
Five Passengers



L U X U R I O U S T R A N S P O R T A T I O N



THE PACKARD STANDARD EIGHT
8-33 CLUB SEDAN
Five Passengers



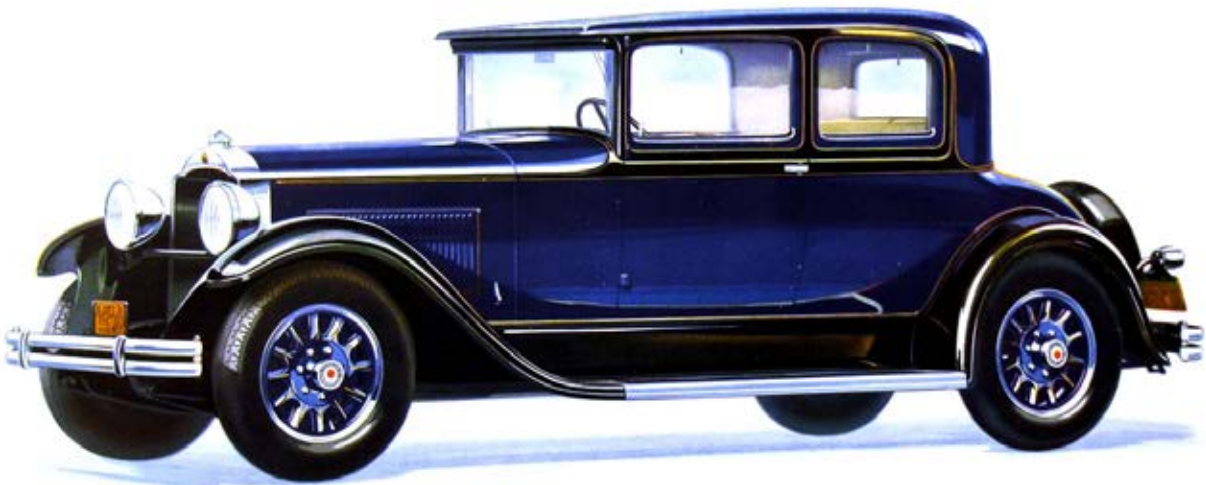
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THE PACKARD STANDARD EIGHT
8-33 SEDAN LIMOUSINE
Seven Passengers



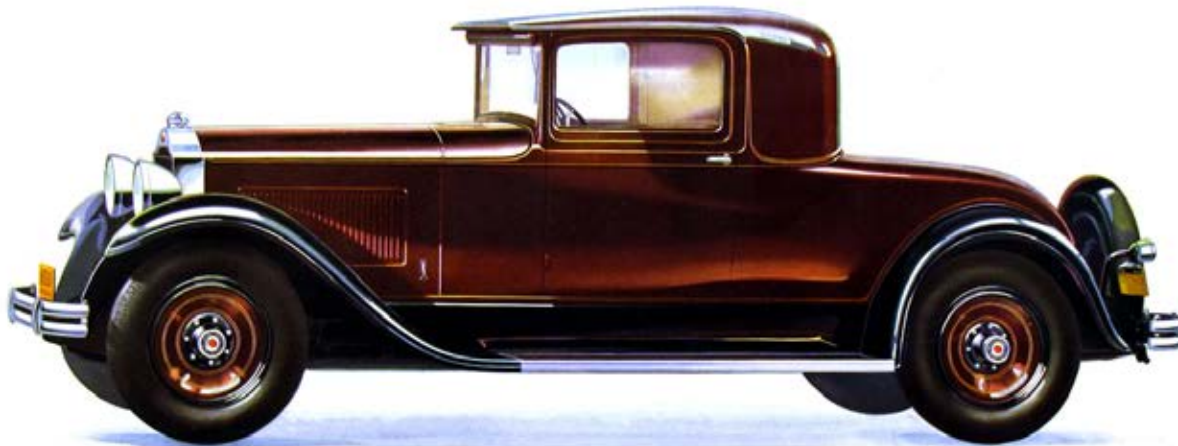
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THE PACKARD STANDARD EIGHT
COUPE
Five Passengers



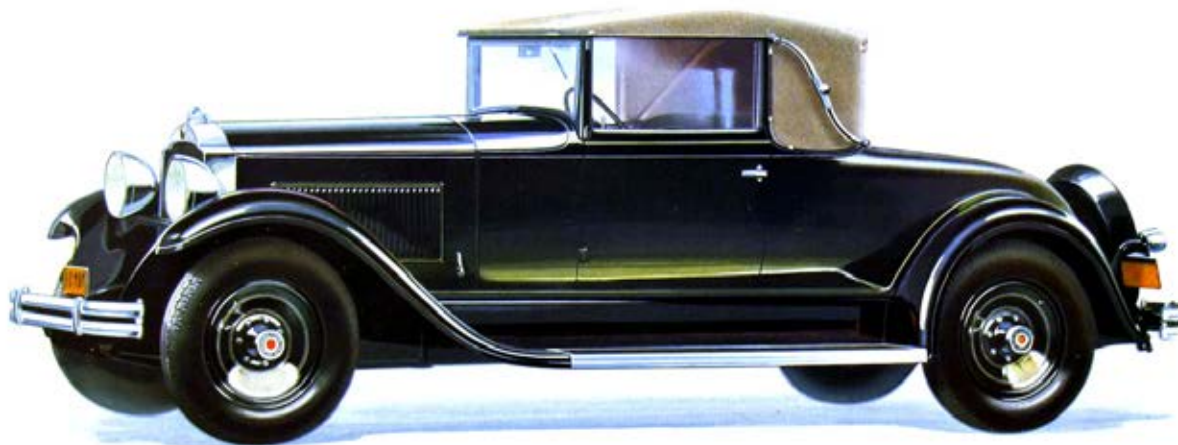
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THE PACKARD STANDARD EIGHT
COUPE
Two or Four Passengers



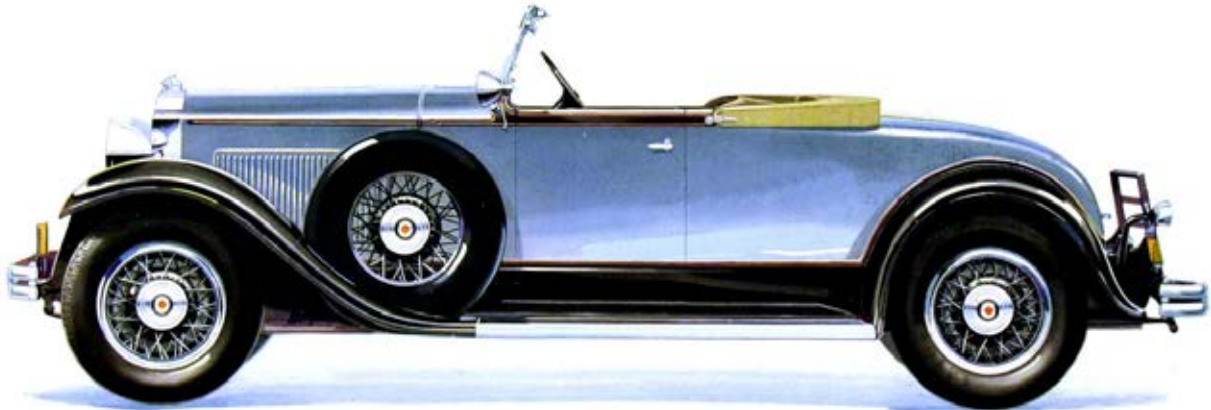
L U X U R I O U S T R A N S P O R T A T I O N



THE PACKARD STANDARD EIGHT
CONVERTIBLE COUPE
Two or Four Passengers



L U X U R I O U S T R A N S P O R T A T I O N



THE PACKARD STANDARD EIGHT
ROADSTER
Two or Four Passengers



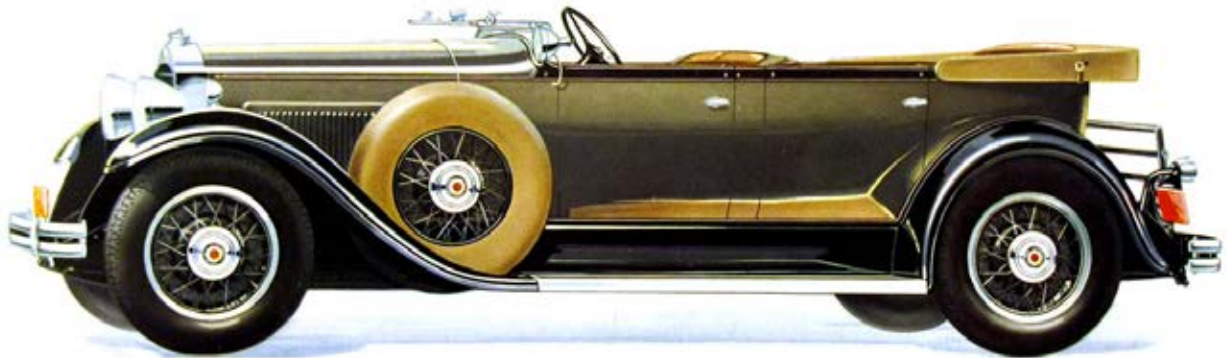
L U X U R I O U S T R A N S P O R T A T I O N



THE PACKARD STANDARD EIGHT
TOURING CAR
Seven Passengers



L U X U R I O U S T R A N S P O R T A T I O N



THE PACKARD STANDARD EIGHT
PHAETON
Four Passengers



L U X U R I O U S T R A N S P O R T A T I O N



THE PACKARD STANDARD EIGHT
SPORT PHAETON
Four Passengers



The Changing Face of the Limousine

by Jeremy Wilson



1902 Mors 15CV Model J Rothschild Formal Limousine (NC) ©Thesupermat/Wikimedia

The word limousine is derived from the name of the French region Limousin, because this covered compartment physically resembled the raised hood of the cloak worn by the shepherds there. An alternate etymology has the chauffeur wearing a Limousin-style cloak in the open driver's compartment, for protection from the weather. According to the *Journal of the Society of Automotive Engineers*, September, 1921, under the heading "Passenger-Car Body Nomenclature," a "limousine" at that time was defined as:

A partially enclosed body with a fixed roof that extends the full length of the body and is attached at the front to the windshield standards. Only the rear section of the body forward to the partition at the rear of the driving seat is fully enclosed; forward of this point the side are enclosed only from approximately the belt downward. There are two low doors and one fixed cross seat for two in the forward section. In the rear there is one fixed cross seat for two or three and sometimes two emergency collapsible seats. There are two doors in the rear section and two movable glass windows on each side.



1906 Fondu Type CF Limousine by Decunsel (NC) ©Andre Ritzinger/Wikimedia

The same source defines a “brougham” to be the same as a limousine except the fixed roof does not cover the front section.

It is evident that the notion of a “limousine” has evolved over the decades. There are many exceptions and a great deal of overlap, but the first automobile limousines appeared in approximately 1902, and typically had no front doors.

By the early 1920s limousines often had short doors, and by the mid 1920s, full doors, the same as a sedan. In 1931, Packard didn’t just call their Standard Eight Seven Passenger Limousine a “Limousine.” They called it a “Sedan Limousine” (see accompanying article *The 1931 Packard “For a Discriminating Clientele.”*)

As the years went on and the public adjusted to the fact that all contemporary limousines had full front doors, the “Sedan” qualifier was dropped. Finally we come to today’s definition



1923 Rolls-Royce 20hp Open Drive Limousine, Bodywork by Barker (NC) ©Malcoma/Wikimedia



1928 Daimler Double Six 50 Limousine ©Rex Gray/Wikimedia



1941 Packard 180 LeBaron Limousine © Rex Gray/Wikimedia

of a limousine. As you might guess, it has been relaxed even further. Merriam-Webster’s definition is simply: “A very large and comfortable car usually driven by a professional driver (called a chauffeur.)” A more detailed definition is also provided: “A large luxurious often chauffeur-driven sedan that usually has a glass partition separating the driver’s seat from the passenger compartment.” §

The Limousine

Available as a 7-passenger sedan without the between-compartments partition, or as a limousine with it, this custom creation provides an owner-to-chauffeur telephone in the latter case.






WITHOUT question, the Packard LeBaron offers the peak of custom elegance in a motor car. Spacious luxury is set off by hand-finished woodwork, square cut-around windows . . . superbly tailored upholsteries . . . appointments, including button controls for electrically operated windows, that tell eloquently of artistic craftsmanship. Folding seats fit flush into the forward partition, neatly out of the way when not in use.

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NEARLY every one would rather buy a refinement or improvement than an experiment. The new Packard cars are not an experiment in any sense of the word. They are, instead, greatly improved; and present many refinements. They represent all that Packard has progressively been able to do in seven years of straight-eight motor experience. While nothing short of a personal examination and some experience with the new car in traffic or on the highway can evaluate for you the things that have been done, some mention can be made of them here in the hope that you will be led to let the car speak for itself. Naturally, the eight-in-line motor has been retained. And without increasing its size but through new features, including a new fuel manifold system, its power has been increased ten to fifteen per cent. Features for added quietness include a new, unique rubber vibration damper and a rubber mounting of the muffler with a built-in expansion chamber to deaden out explosion roar. Of course, more power means more performance. Better idling and operation at all speeds have been obtained through the use of a mechanical



More than thirty years ago two brothers built the first Packard car for their own use and gave it their name

fuel pump with its steady pressure. The transmission has been given much attention for ease of gear shifting and quietness in operation, along with the retention of parts' life and freedom from service attention. Merely a flick of the lever takes one from third to high or back to third. Because used so much in traffic the improved transmission will find high favor, especially with women who drive. The brakes have been still further improved to offer greater operating ease and more positive action. New springs, front and rear, longer and wider, contribute to better riding comfort. Spring shackles have been fitted with self-tightening devices. Automatic lubrication has been provided. In fact, attention has been given to everything, big and little, wherever any change might make a Packard even more appreciated by the Packard owner. In this modern day of mechanical understanding, structural details often prove interesting to layman and expert alike. Hence, on the following pages we picture and describe the principal motor and chassis features which altogether provide—Luxurious Transportation.