

OREGON REGION • CLASSIC CAR CLUB OF AMERICA

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



The Hood Release

WINTER 2016



1941 Packard One-Sixty Touring Sedan

Owner: John Imlay

**OREGON REGION
CLASSIC CAR CLUB OF AMERICA**

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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 2016 Calendar of Events

JANUARY

14-17 CCCA Annual National Meeting in Novi, MI*

FEBRUARY

14 Annual Valentine Brunch and Tour at Multnomah Falls*

MARCH

19 Tech Session with Bob Earls at Freedman's Garage

APRIL

1-3 Portland Swap Meet at the Expo Center and PIR

9 PNW Region Coming Out Party

15-17 Three day, two night tour – Route & Destination TBD*

MAY

7 Portland Transmission Car Show

21 One-day Albany Covered Bridge Tour

JUNE

3-5 CCCA Museum Experience, Hickory Corners, MI*

12 Annual Strawberry Social & Tour*

25-26 LeMay Museum Tour with the Packard Club

JULY

17 Concours d'Elegance – Forest Grove, OR

23-24 Mosier Tunnel Tour with Buick, Cadillac, and Packard Clubs

AUGUST

7 Concours d'Elegance – Fort Vancouver, WA

14 Lake Oswego Car Show

20 Tech Session with Bob Earls at Freedman's Garage

SEPTEMBER

10-17 Oregon Region Fall Tour – Route & Destination TBD*

OCTOBER

14-16 Pumpkin Tour to Central Oregon with the Packard Club

30 Halloween Party at Freedman's Garage*

NOVEMBER

6 Oregon Region Annual Meeting & Dinner at Tualatin Country Club

19 Activities Planning Meeting for 2017*

DECEMBER

11 Holiday Party at the Lake Oswego Heritage House*

Monthly membership meetings are held at 6:30 pm the first Thursday of each month, January-October, at O'Connor's Restaurant in Portland.

* Denotes a CCCA or Oregon Region CCCA sanctioned event

DIRECTOR'S MESSAGE

It is with great pleasure that I am able to write a director's message for the winter issue of the *Hood Release*. The Oregon Region is well known for its award-winning publication, but we have been without an editor for over a year. The strength of our club is its members, and Larry Schick, along with his daughter, Laura Schick, has volunteered to publish the *Hood Release* for 2016. Larry is the owner of La Grand Industrial Supply, and an avid collector of Cadillac Sixty Specials. Laura is a librarian and co-teacher of broadcast journalism at Jesuit High School. Enjoy this edition of the *Hood Release* and please thank Larry and Laura for producing it.

2016 is going to be a great year for our club. In mid-November, twelve board and club members spent three hours at the Freedmans' garage discussing roles and responsibilities of each position and producing a draft of our 2016 activities schedule. Tour highlights for the year include our February 14th Multnomah Falls Valentine's Day tour and Brunch; a 3-day tour April 15-17 (location TBD); a 2-day tour of the Mosier Tunnel, July 23rd and 24th, and of course our fabulous fall 8-day tour, September 10-17 (location TBD). Our tour committee, consisting of Roger Eddy, Robert Douglas, George Potter and Howard Freedman, along with our activities director, Sylvia Potter, are working hard to make our tours fun and exciting. We look forward to your participation.

Our club has three ways to communicate with you—our monthly *Brake Cables*, our quarterly *Hood Release*, and our wonderful website (www.oregonccca.com), produced and updated by George Potter. Please do not hesitate to offer comments and suggestions that will benefit our club. We look forward to a great CCCA, Oregon Region 2016.

Bill Jabs

DIRECTOR, OREGON REGION, CLASSIC CAR CLUB OF AMERICA

FROM THE EDITORS

Welcome to our inaugural issue of the *Hood Release*, as we jointly assume the editorship of this regional publication. We owe a huge debt of gratitude to its previous editor, Jeremy Wilson, who has left us with a blueprint for excellence in both journalistic form and content that we can only hope to achieve. Jeremy has generously provided us with the digital publication resources that he created from scratch, and this issue would certainly not exist without his expertise, design files, and freely shared advice and guidance.

As we move forward with future issues, Laura will primarily be responsible for the format and digital layout of each issue, with her husband Brian serving as staff photographer for major club events and featured car spreads. Larry will put his lifelong obsession with Classic Cars to good use as he assumes primary responsibility for developing articles and content for the publication. As Bob Douglas of our club has so frequently reminded us, publications of this nature depend upon the input and participation of the membership for whom it is intended, so we welcome your submission of any articles, notices, or stories you feel would be of interest to the club. We are excited to work together as we take up the challenge of publishing a quality *Hood Release*, and we hope you will look forward to receiving each issue.

Larry Schick
CONTENT EDITOR

Laura Schick
MANAGING EDITOR



Valentine Brunch

SUNDAY, FEBRUARY 14

\$25⁰⁰ EACH

Questions?

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Make checks payable to Oregon Region CCCA
Send by FEBRUARY 6th to

Sylvia Potter

84601 Weatherberry Lane
Pleasant Hill, OR 97455

ROGER EDDY will lead a short tour to

Multnomah Falls Lodge

Leaving at 10 am from
LEWIS & CLARK PARK
Exit 18 off Hwy 84



photos courtesy of the National Park Service

2016 CCCA ANNUAL MEETING REPORT

News from the National Front



The 2016 CCCA Annual Meeting took place January 14-17 in Novi, Michigan, a suburb of Detroit. Our departure from Portland on Wednesday morning was at 6:30 am on a flight to Seattle, with a plane change for non-stop service to Detroit. We had such a short stopover that our bags did not arrive until midnight, well after we had retired for the night. Let me caution you: if you do go from Portland to Seattle to transfer, it is a prop jet from Portland that requires walking up and down the stairs to the plane, and at least a half-mile walk on both ends to get to the terminal for your next flight.

When we finally arrived in Michigan, my finance committee associate, Greg Kosmatka, and his wife picked us up at the airport and took us to the historic Detroit Athletic Club for dinner. Of course, the locals call it the “DAC.” The private club in downtown Detroit is over 100 years old, and steeped in old automobile tradition. The original artwork and the ambiance on the whole is almost overwhelming. Looking at the list of past DAC presidents is like looking at a who’s who of the automobile industry back to the early 1900’s.

Thursday was basically a free day, but with a budget committee meeting for two hours in the morning to plan for our 2016 Club financial affairs. Naturally, we budgeted more spending than income and need to work on several matters to come into balance in the next few months.

In the afternoon, we took Evelyn to the DAC library, outfitted with plush old red leather chairs and walnut paneling, and went on an overhead monorail to the Cobo Convention Center for a press pass only trip through the International Auto Show. We enjoyed an amazing display with about a dozen concept cars, along with general run-of-the-mill cars, and some of the suppliers showing their wares.

After the show, we took the monorail back downtown and went to the historic Detroit Opera House, where we were treated to complete tours of this magnificent structure, followed by a nice buffet dinner on the stage.

On Friday morning, we had a Club general membership meeting called for 7:30, with about 50 members in attendance. The main issue was the election of new Directors, with two new Directors announced (Ray Giudice and Skip Tetz) before general discussion and reports from all committee chairs. Following the general meeting, the Board met to elect new officers to include Tom Jones, President; Carol Jensen, first Vice President and Secretary; Howard Freedman, Treasurer; and several committee chairs. Minutes of both meetings will be reported in full in an upcoming issue of the Bulletin.

For several hours, I wandered the area where Classics were being delivered and staged for the Grand Classic on Saturday, taking pictures of the quality of the amazing cars being brought in: Marmons and Cadillacs, with a total of nineteen 16-cylinder cars to complement the theme of the show, which was “Sweet 16.” Of course, there were dozens of 8’s and 12’s—Packards, Lincolns, Auburns—just too many to list, but you will see a complete list and pictures in an upcoming national Classic Car Club magazine.

In the afternoon, we went to the private collection of Mr. and Mrs. Terry Adderly, where some of the most lovely cars in existence were on display, including at least seven Duesenbergs, Bugattis, Cadillacs, and Packards—an overwhelming display in a beautifully understated showroom.

We also went to the General Motors Heritage Center, where I again took several pictures, before the CCCA Awards banquet. Dinner was served, followed by awards for regional publications, web sites, participation in Grand Classics, and several other categories. Our Oregon Region was well-represented among award recipients!

On Saturday morning, the Classics were assembled in a convention center contiguous to the hotel. In addition to the nineteen 16-cylinder cars, there were at least twenty-five other Full Classics®—simply too many beautiful automobiles to absorb. There was even an unrestored original car in the collection with an Oregon license plate, which won Best Original Unrestored.

The evening dinner was capped by award presentations to the wonderful automobiles that were on the floor earlier in the day, but the most important part of the entire meeting was the chance to honor Katie Robbins for her many years of dedication and devotion to the Club. David Charvet presented a beautiful tribute DVD for the event.

After an exciting four days of soaking up the atmosphere of automobile history, I ended my trip with eight hours of grueling airport agony to return to Portland.

Howard Freedman

TREASURER, CLASSIC CAR CLUB OF AMERICA

TREASURER, CCCA OREGON REGION



Non-classic cars featured in the GM Heritage Center.



Senior Cadillac Convertible Coupe in the Grand Classic® Event.

photos courtesy of Howard Freedman

2015 HOLIDAY POTLUCK CELEBRATION



HELD ONCE AGAIN at the Lake Oswego Heritage House on December 13, 2015, the annual holiday potluck of the Classic Car Club of America's Oregon Region was a festive event attended by over 40 members. Not only did the club celebrate the season and a successful year for the Oregon Region, but the event also collected 554 lbs. of canned goods for the Oregon Food Bank, surpassing last year's total by 20 pounds.

*Clockwise from left:
Longtime members of the Oregon
Region CCCA, George
and Susy Choban; the
array of potluck des-
serts; potluck attendees
enjoy good food and
good company.*





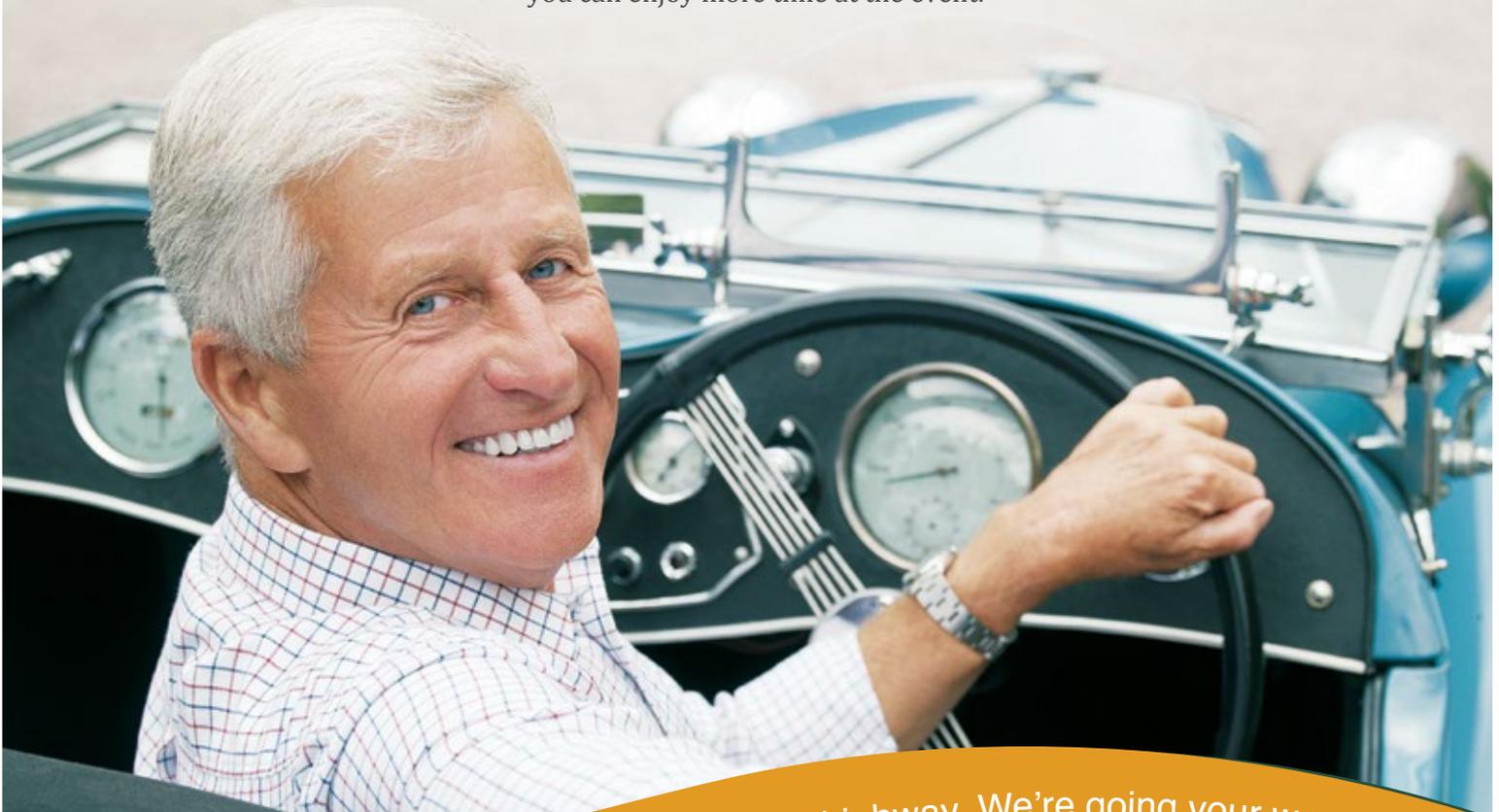
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We Asked the Man who Owns One



OWNER: JOHN IMLAY

1941 PACKARD ONE-SIXTY TOURING SEDAN BY LARRY SCHICK

BY THE TIME John Imlay's 1941 Packard One-Sixty Touring Sedan rolled off the assembly line south of Packard's storied plant on East Grand Boulevard, six years had already passed since the momentous decision by Packard's Board of Directors, led by Sales Executive Max Gilman and Production Manager George Christopher, to pursue the volume sales potential of the American upper-medium price automotive market in an effort to weather the economic storm of the Great Depression.

GONE AFTER 1939 were the magnificent V-12 engine-powered cars and Senior Super Eights which were offered in a variety of longer wheel-base chassis and a wide array of body styles including cabriolets, convertible victorias, and sport phaetons, all in addition to the usual open and closed coupes, sedans, town cars, and formal limousines, many of which bore custom bodies styled by the leading designers and coachbuilders of the Classic Era.

DESPITE the decision to shift from the exclusive production of its Senior models to a larger percentage of One-Ten and One-Twenty Junior Series models, Packard was still acknowledged as the leading manufacturer of American luxury automobiles, and the clear choice of kings, queens, world dignitaries, and heads of state, as well as Hollywood stars, celebrities, professional athletes, and the upper crust of American society in the years preceding World War II. Against this background, Packard upper management decided to rely upon the Senior Series One-Sixty cars, like John Imlay's, and the higher trim-level Series One-Eighty cars to retain their status as America's premier luxury automobile manufacturer.

JOHN IMLAY'S fascination with Packard automobiles dates back to his early adolescence over forty years ago: "When I was twelve years old, I got to hang around Sonny Matthews' service station, not far from the farm home near Fort Dix, New Jersey, where I grew up. Occasionally, he

would let me pump gas and collect customer cash payments, which gave me the opportunity to see many different cars, especially the ones in Mr. Matthews' personal collection, which included several Packards. All I could do was admire them in awe, since I was forbidden to touch them, but I never forgot how impressive and magnificent his Packards looked and vowed then and there that I just had to have one someday!"

BECAUSE of the responsibilities of raising a family, and the need to pursue a professional career which would afford the necessary financial resources and free time to pursue his objective, John waited until about a year and a half ago to begin his search for a Packard in earnest: "One summer evening, I decided to attend one of the Beaches-sponsored car shows at Portland International Raceway. There, I saw all kinds of special interest and collector cars, including some Packards. That reawakened my interest in owning a Packard all over again, and I decided to contact some of the members of the local Packards of Oregon club and the Classic Car Club of America to determine how I should begin my quest. Dave McCready and Monte Glud of the Packards of Oregon Club were very helpful in advising me on what type of Packard would best suit my interests, and what potential problems I should be prepared to encounter."

AFTER indicating that he was primarily interested in having a car he could drive regularly on tours and club events, rather than having a show car that would be confined to a garage much of the time, McCready suggested that Imlay consider a 1941 Series One-Sixty or One-Eighty Packard with overdrive, but lacking the potentially problematic power windows that were then available. Dave Charvet knew of a dealer in Providence, RI, named Tom Laferriere, who sold Packards on the internet and had listed a 1941 One-Sixty Touring Sedan for a client named Tom Hickey. Because of Charvet's familiarity with Laferriere, and his opinion of him as a trustworthy and reputable dealer, John Imlay decided to purchase the feature car of



The above-center cross-bar horn ring was a Packard hallmark from 1941-1947.



1941 Packards were subtly facelifted with headlamps no longer free standing and front fenders crowned with chrome spears containing parking lights.



Originally derived from the pelican of the Packard family crest, the bird hood ornament was first introduced in 1932; Packard enthusiasts still debate whether the bird is properly termed a pelican or a cormorant.

this issue's *Hood Release*, sight unseen. Following a trans-continental journey from Cape Cod, MA, to Portland, OR, in an enclosed car transporter, Imlay's dream of owning a Classic Packard finally became a reality in September of 2014.

WHILE Tom Hickey had owned the car since 2002, prior ownership history was incomplete. It supposedly received a body-off restoration in 1994, but documentation was not available. It was once part of the Tom Mix collection, and may have undergone such a restoration at that time. The car was repainted in the resplendent two-tone factory-original colors of Metallic Barola Blue and Silver French Gray, as it appears today.

ALTHOUGH the overall condition of the car as purchased was very good, Imlay decided to address several issues, both cosmetic and mechanical in nature. Some minor paint bubbling along the bottom of the doors and rear fenders, caused by the Cape Cod salt air, was treated and the metal repainted. The interior was reupholstered using the correct reproduction Gray Bedford Cloth fabric obtained from Hirsch Automotive, and the interior trunk and carpeting were also replaced.

"SINCE I wanted to drive the car, rather than just keep it in the garage for the next car show," Imlay said, "I decided to thoroughly check it out mechanically. Fortunately, I was able to do most of the work myself." John first changed all of the fluids in the car, then replaced the exhaust header pipe and the thermostatic temperature control for operation of the radiator shutters. All of the brake wheel cylinders and front wheel bearings were then replaced, together with a complete rebuild of the front-end. Repairing a leaking rear-axle seal was nowhere

nearly as challenging as having to replace the rear ring and pinion gear. As Imlay describes, "I had to find another used rear-end from a parts car, and luckily there were enough good parts from both rear ends that enabled Dan's Gears in Sherwood to make one good one for my car." Imlay also said he especially enjoyed working with George Choban, who helped him rebuild the carburetor. "Probably the last thing I did was to change all of the original lights to halogen bulbs, so that I could safely drive the car at night, to see and be seen."

DESPITE the fact that Imlay has done a considerable amount of work on the car, he is very pleased that he was able to acquire it, noting that it was fairly priced and accurately represented by the dealer. With all of the work that he has done in making his Packard One-Sixty Touring Sedan a truly enjoyable and pleasant car to drive, one is more likely to see it on the road participating in club events, rather than parked on a manicured lawn under a shade tree, awaiting the arrival of the Concours judges. As Imlay says, "It's too much fun *not* to drive it," just as he had hoped it would be.



The 1941 facelift also included the rear with an extended, integral trunk deck replacing the old bustleback design of 1940. The two-piece rear windows were enlarged into a single wider window for improved visibility.

**1941 PACKARD ONE-SIXTY
TOURING SEDAN
TECHNICAL SPECIFICATIONS**

WHEELBASE: 138"
CURB WEIGHT: 4305 LBS.
ENGINE: 356 cu." STRAIGHT EIGHT
 160 BHP @ 3600 RPM
BRAKES: HYDRAULIC
PRICE: \$2,054

TOTAL 1941 SERIES ONE-SIXTY PRODUCTION: 3,525



The delivery tag for John Imlay's vehicle shows its original delivery to the Franklin Motor Car Co. in May of 1941.



View of the passenger side of the engine compartment.



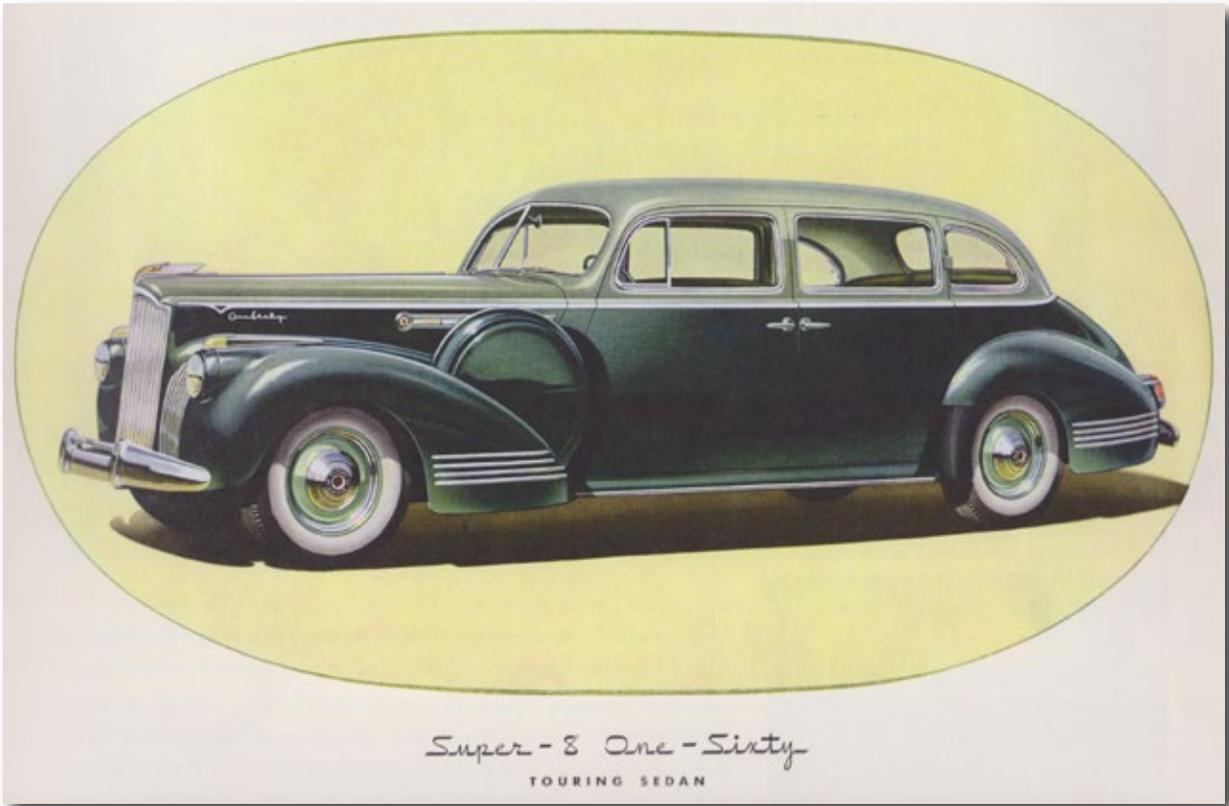
View of the driver's side of the engine compartment. Packard's 356 Cid, 9 main bearing engine with hydraulic valve tappets produced 160 bhp. It was widely regarded as the ultimate straight eight automobile engine with its smooth, quiet power.



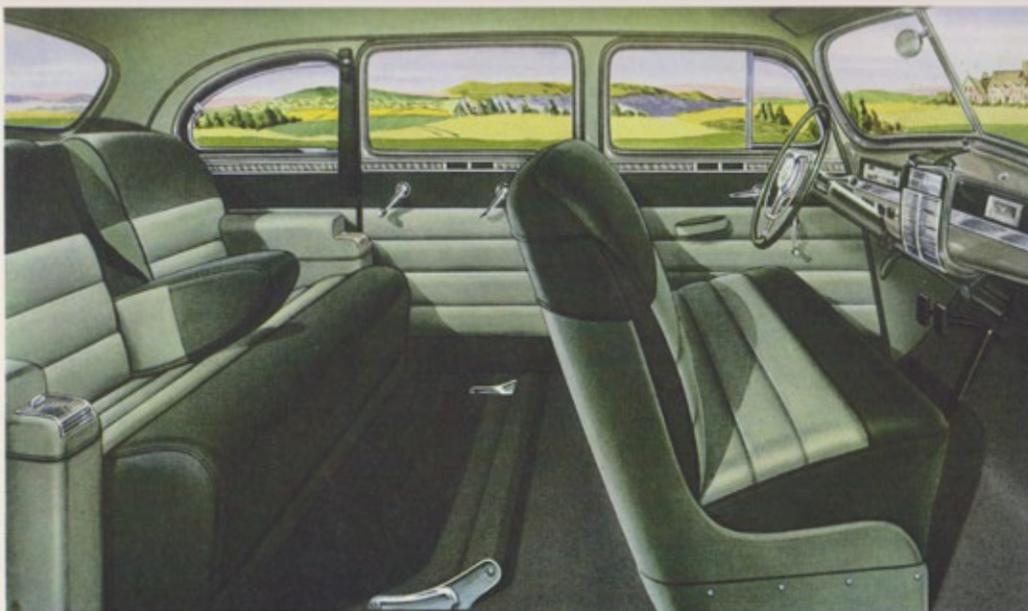
The 1941 design also featured an uninterrupted hood from the windshield to the front grille, trimmed in chrome in accordance with the iconic Packard style.

WITH SPECIAL THANKS TO:

**JOHN IMLAY
DAVE MCCREADY
BILL PRICE**



EXCERPTS FROM SALES LITERATURE FOR THE 1941 PACKARD ONE-SIXTY



BUILT to meet popular demand, this 138-inch wheelbase sedan is the roomiest of 5-passenger cars! With nearly a full yard of leg room in its tonneau you may stretch out in literally unbounded luxury! And although this car, like all One-Sixty models, is lower to the ground for 1941, undiminished head room accommodates even top hats, with inches to spare. Custom-type door handles and window controls, in designs as lovely as heirloom silver, along with unique roll-top ash-trays, lend special distinction to One-Sixty sedan interiors. A wide performance range makes this car ideal for traveling 'cross-town or 'cross-country.

The *Packard* Plant

Circa 1910-1915



Photo: Detroit Publishing Co., courtesy of Library of Congress

PACKARD moved its headquarters from Warren, Ohio, to Detroit, Michigan, in 1903. Architect Albert Kahn worked with his brother, engineer Julius Kahn, to improve the building design with open spaces and large windows to enhance lighting and ventilation. The 3,500,000 square foot factory was constructed over several years, from 1903 to 1910, when it became the largest automobile manufacturing plant in the United States. The Packard plant not only revolutionized industrial building design with its use of reinforced concrete, but also became an iconic feature of Detroit architecture. In its heyday, the factory employed up to 40,000 workers.

AFTER continued growth and success in the 20's and 30's, the Packard Plant halted car production in 1942 in order to turn its manufacturing toward the war effort, when it produced aircraft and naval engines for the Allied powers. In the aftermath of WWII, the plant updated its assembly line to return to automobile production, but by 1954 it was no longer producing Packard vehicles. The Packard Car Company went out of business in 1956 and the plant was parceled out as retail and

January 2016



Photo: Howard Freedman

industrial space. It housed a variety of tenants over the years, but by 2006 was essentially abandoned.

IN 2013, after more than a decade of controversy over the best way to address the giant abandoned factory, developer Fernando Palazuelo purchased the old Packard plant with plans to re-develop it into a multi-use property. One of the first efforts of the project was to restore the iconic Packard bridge to its former glory.

FURTHER READING:

The Packard Plant Project · packardplantproject.com

Abandoned America · abandonedamerica.us

Detroit's Spectacular Ruin · Theresa & David Welsh



Photo: Howard Freedman

WALTER M. MURPHY CO.

Coach Builders to the Stars

By CHRISTINE SNYDER

sixth in a series on Custom Coach Builders · reprinted with permission from *On the Road Again*

1932 DUESENBERG MODEL J CONVERTIBLE COUPE BY MURPHY



Photo: German Medeot on Flickr Creative Commons (CC BY 2.0 license)

RAKISH / RA-KISH / ADJ.---*having a smart appearance suggestive of speed.* This word is one adjective that can best describe the styling of the custom bodies built by west coast coach builder, the Walter M. Murphy Co. Add to that other words and phrases such as “distinctive,” “quality,” “simple,” “clean,” “good taste,” “detail,” “innovative,” “refined,” “prestigious,” and “sporty flair of the California elite lifestyle,” and one can sum up the reasons for the tremendous success of the Murphy Co. in the mere 12 years (1921-1932) of its existence.

WALTER MURPHY was born into lumber wealth in Detroit, Michigan. He worked in the family business for a time, but soon had the vision to see the great money-making potential of the newly developing southern California region, the “Land of Sunshine.” The wealthy were flocking there to live

in the glorious climate, and to make more money, and the fledgling movie industry, in its need to shoot its film in more light, had moved from New York to Los Angeles.

YOUNG WALTER had started a lumber business in 1904 in Pasadena, supplying mill work to California contractors. In 1916, he sold that business to open automotive showrooms, selling Simplex and Locomobile cars. He sent some chassis to eastern coach builders to make custom bodies for customers that requested them.

WILLIAM MURPHY, Walter’s uncle, had helped finance Henry Leland’s venture in Lincoln Motor Co., which, after World War I, in 1920 turned its efforts to making the Lincoln automobile. Walter became the west coast distributor for this new car.

WALTER MURPHY almost immediately ran into sales resistance. Leland's ultra-conservative style had turned out stodgy, boxy, high-roofed body styles that sported ultra-conservative colors such as dark blue, dark green, and dark black. They may have sold in the east, but not to the progressive, sport-loving "bon-vivants" of California.

MANY OF MURPHY'S key men were hired away from the east's Healey & Co. plant (New Jersey). George Frederick was his general manager. Frederick was well respected by his peers, and lured other extremely fine craftsmen and designers he knew to California to join him. (Of course, the promise of Murphy to pay all moving expenses didn't hurt, either.)

THE FIRST THREE creations of the fledgling company were uninhibitedly sporty, sleek, low, well-crafted "Fan-tail" phaetons built on Lincoln chassis—the first being for Murphy himself. The second was built for movie star Douglas Fairbanks. It had four doors, slanted windshield and had both dual side mounts and rear mount spares. The third was a boat-tail roadster that was even more flamboyant than the first two.

MURPHY ENJOYED instant popularity with his "California" stylish bodies, with the elite and famous clamoring for his services. Some of his clients included Tom Mix, Gary Cooper, Gloria Swanson, Zane Grey, King Alfonso of Spain, Wm. Randolph Hearst, Clara Bow, and Howard Hughes.

MURPHY DID NOT confine his coach building to Lincolns. Custom bodies were built on most prestigious chassis of the era. Half of the "J" Duesenbergs sported Murphy bodies. (More Murphy bodies were produced for Duesenberg than for any other marque.) Every Doble Steamer "E" series except one had a Murphy body.

THE MURPHY EMPLOYEES were top-notch, quality-minded guys. Proof of this devotion to their work could be seen as a car was just about to leave their coachworks to be delivered. With the

automobile resting near the main door, one by one, each man responsible for his portion of the job would slowly circle the car, double-checking each detail for flaws. Any imperfection was corrected on the spot!

TRAGICALLY, only three years after the founding of the Murphy Body Co., George Frederick drowned on a holiday outing, while attempting to save a company secretary who thought she was drowning. Would Murphy be able to replace this man of positive ideas, minimum compromise, and excellent taste? Murphy's answer was to hire Frank Spring, an engineer from the Courier Car Co., Sandusky, Ohio. Happily for Murphy, Frank Spring followed Frederick's policies. He was the one who saw the growing demand for convertible tops, and the lessening supply from Detroit, and initiated the development of the convertible sedan.

SPRING had subscribed to the French publication, *L'Auto Carrosserie*, and through its influence began his own convertible design. With this design, the front and rear doors shared the same aluminum center pillar post for a hinge mount, with the result that the window pillar above the belt line and between the glasses was reduced to a minimum. That, along with the solid bronze castings for the windshield frame and the narrow door glass frames, allowed one to have all window pillars of the body narrower than the distance between the driver's eyes. This provided not only an increased safety factor by giving the driver unimpeded vision, but also gave the car a light and graceful look—top up or down. This, together with the horizontal belt line, flat roof curve, and large trunk, gave the body added length. This body style was quite popular on the west coast, as it provided dignity with sportiness. Spring used it not only as a custom body for individuals, but also built a good business providing this style to the auto makers as prototypes. In fact, Murphy Body Co. provided prototypes of various styles to such manufacturers as Auburn, Cord, Duesenberg, Franklin, Stutz, Hudson, and Packard. These

prototypes were then built at the car makers' production plants.

IN 1926, Walter M. Murphy Co. switched distributorship from Lincoln to Hudson. They provided years of design and prototype service to Hudson, and this led, in 1931, to the departure of Frank Spring from Murphy to Hudson.

ARGUABLY the handsomest Classic ever turned out by the Murphy Body Co. was the 1931 prototype all-aluminum Peerless V-16, five-passenger sedan, designed by Frank Hershey. Unfortunately, this car never progressed beyond the prototype stage, because Peerless went under during the Depression.

Murphy Body Co. reached the peak of its refinement with the development of the aforementioned convertible sedan, as well as the disappearing top roadster. However, Frank Spring's decision to get into the aviation area after WWI, losses at the Hudson dealership, plus the deepening recession caused cash flow problems at the Murphy Body Co., and in 1932 Walter Murphy decided to sell out. He sold to a man named McKay who couldn't make the payments and closed the doors in about six weeks.

Luckily for Murphy's customers, two of his top employees, Christian Bohman and Maurice Schwartz, decided to continue in the Murphy tradition, and opened their own coach works. This led to the creation of the also famous Bohman & Schwartz bodies. The Murphy era of coach building drew to a close, but the evidence of what some would call the greatest coach builder in American history lives on with us in the beautiful automobiles he created and that we are still able to enjoy.

*Vintage advertisement for the
Walter M. Murphy Company*

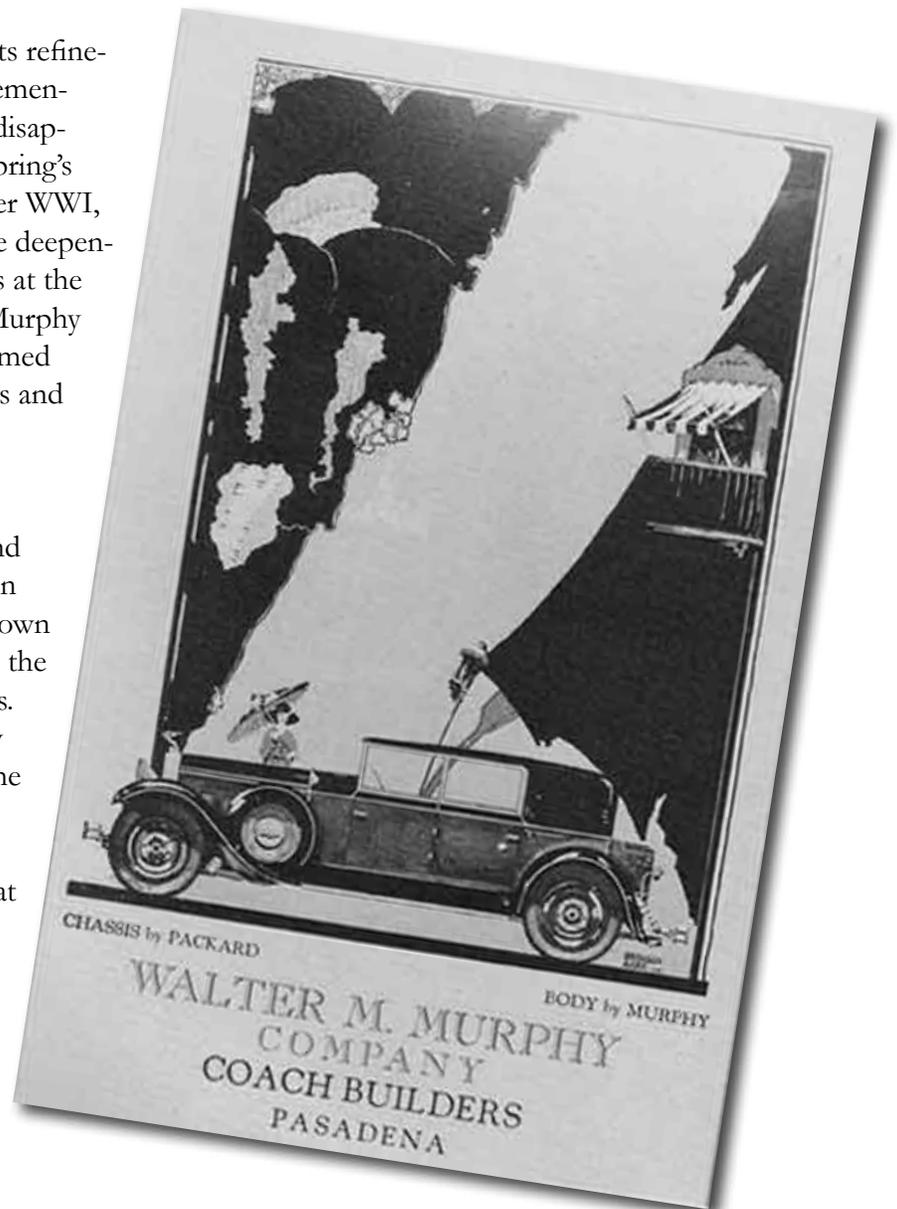
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FROM THE VAULT...

ALONG with editorial duties for the *Hood Release* comes a large storage box full of archival materials compiled by previous editors of the publication. As I combed through old issues of Oregon Region publications from the past few decades, I discovered what appears

to be a rare treasure: original correspondence from Ted Kavenagh, one of the charter members of the Classic Car Club of America. The CCCA was originally incorporated in September of 1952; as you will see, this letter is dated within a month of that historic

November 13, 1952

Dear Sherman;

At last I get around to catching up on my correspondence. I am way behind and have not answered your last two letters.

You last letter to the club gave me the impression that you had the idea you were not a 'member in full'; Actually you were. The original \$3.00 you sent in was the amount of the dues for 1952. The \$5.00 mentioned in our publication is the figure we fixed for 1953 to help cover the cost of our publication. We have taken your money order and have you listed as a member for 1953.

So far we have no classes of membership. Either you are or you arent. All member have the same privileges (that doesnt look right. Wait till I check my dictionary) privileges (that is the way) and receive the same notices and publications. Makes no difference whether they have cars or not. Some of our members cant have cars because, like yourself, they are not home, or they live in a city and have no place to put one, or they cant afford one and so are content to collect material.

I bought a Lincoln, 1937 K LeBaron convertible sedan, some time ago with the idea in mind of making some profit on it so I could better afford to do the huge job necessary on my Packard. Now I dont know what to do. There is a 1931 Cadillac V-16 roadster in Morristown that is owned by a young man who is married and has a baby and not much money to fix the Caddy. So I have been told that he wont sell it but might take something in trade. So I can offer him 4 cylinders less for economy and an open or closed car for comfort. Also a slightly newer car. But, if I do that, there goes my profit for the Packard. BUT, how often does one find a car like the V-16? Not often enough to be able to throw away the chance of getting one fairly cheap.

It needs top, woodwork, seats and maybe tires. But the Lincoln needs top, paint, and a little valve work. Also, I like the older cars better that the later models. So what to do? I think I'll try to affect a trade. If it works, I really think I'll take him up on it. If I cant afford it in the long run, a V-16 Caddy roadster will sell faster than the Lincoln.

I am enclosing your longlost photos for which I thank you. I'm sorry I dont have any pix of the Princess or the Lincoln to send you. For that matter, I havent taken any pix of the Lincoln.

Let us know how you make out on the 27 Packard. That should be a real bomb.

Sincerely,

Ted Kavenagh



date. Along with providing a snapshot of the CCCA's earliest activities, Mr. Kavenagh also returned several photographs to his letter's recipient, addressed simply as "Sherman." Those photographs are reproduced here in hopes that you, readers of the *Hood*

Release, may be able to identify their subjects—or at the very least, enjoy this rare glimpse into the past.

Laura Schick
MANAGING EDITOR



MARK YOUR CALENDARS...

March

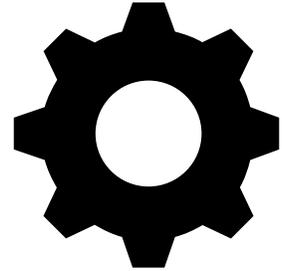
19

TECH SESSION WITH BOB EARLS

Troubleshooting: In the Garage and On the Road

Join Bob Earls at the Freedman's Garage for a tech session from 10 am-12 pm where you will learn about basic supplies to keep on hand, and how to quickly check for common, fixable problems before dialing AAA. Handouts and supply lists will be provided, along with light refreshments.

After the program, stick around for a screening of a classic film that features beautiful period automobiles.



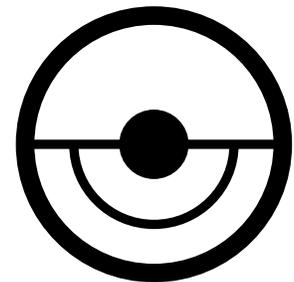
July

23

MOSIER TUNNEL TOUR

Historic Columbia River Highway

Join tour coordinator Robert Douglas, fellow CCCA members, other car clubs for a tour up Highway 30 for the 100-year re-dedication of the highway. The tour will also go through the Mosier Tunnels, then continue on to The Dalles to the Discovery Center. Interested participants can tour for one or two days; those planning on a 2-day tour should reserve rooms in Hood River ASAP. Suggested accommodations are at the Vagabond Lodge, 877.386.2992 (vagabondlodge.com).



Contact Robert Douglas with any questions at nwearthart@earthlink.net OR 503.297.2599.

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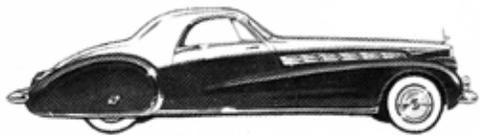


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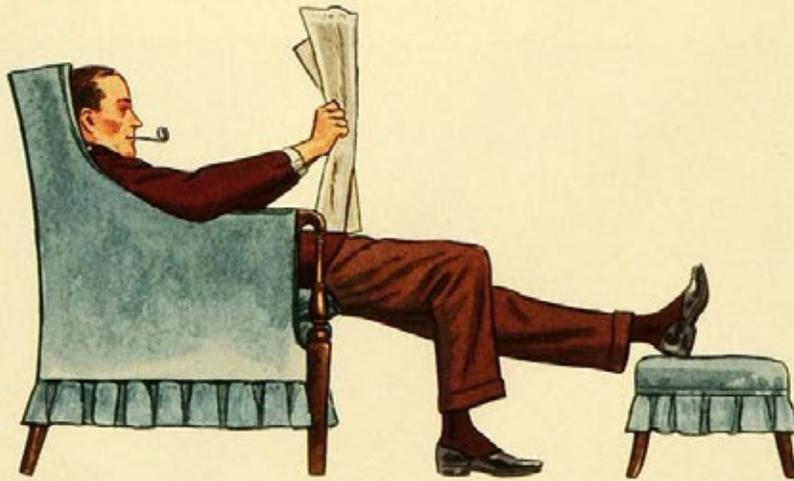
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Packard makes this a great year for left feet!

THE 1941 Packard starts eliminating work right down at the foot—*your* left foot.

Yes, your left foot loafs—doesn't have to do a thing but enjoy the ride! For this blessing, you can thank the engineering genius behind the new Packard Electromatic Clutch*—a *radically different* clutch using a new vacuum and electric principle.

A dozen things recommend it over other devices. There's no "creeping" forward. No danger of oil leaks. No slippage after engagement. No lag. Getaway is lightning fast—and the clutch engages with much more smoothness than any-

one but an expert driver could achieve. Furthermore, a dash control permits conventional clutch operation when wanted—for easier sub-zero starting and for second-gear braking while descending steep mountain grades.

Try it! And try the amazing Packard Aero-Drive*. It saves gas, oil and engine wear—and combined with Electromatic Clutch, it saves *shifting*, too!

But these are only *two* of 64 new features in the 1941 Packard. See glamorous new Multi-Tone interiors—with 261 trim combinations, 122 of them at *no extra cost!* Passmaster Engine,

10% more economical! Real Air Conditioning* (a Packard *first*) . . . Air-Glide ride—and 58 other improvements.

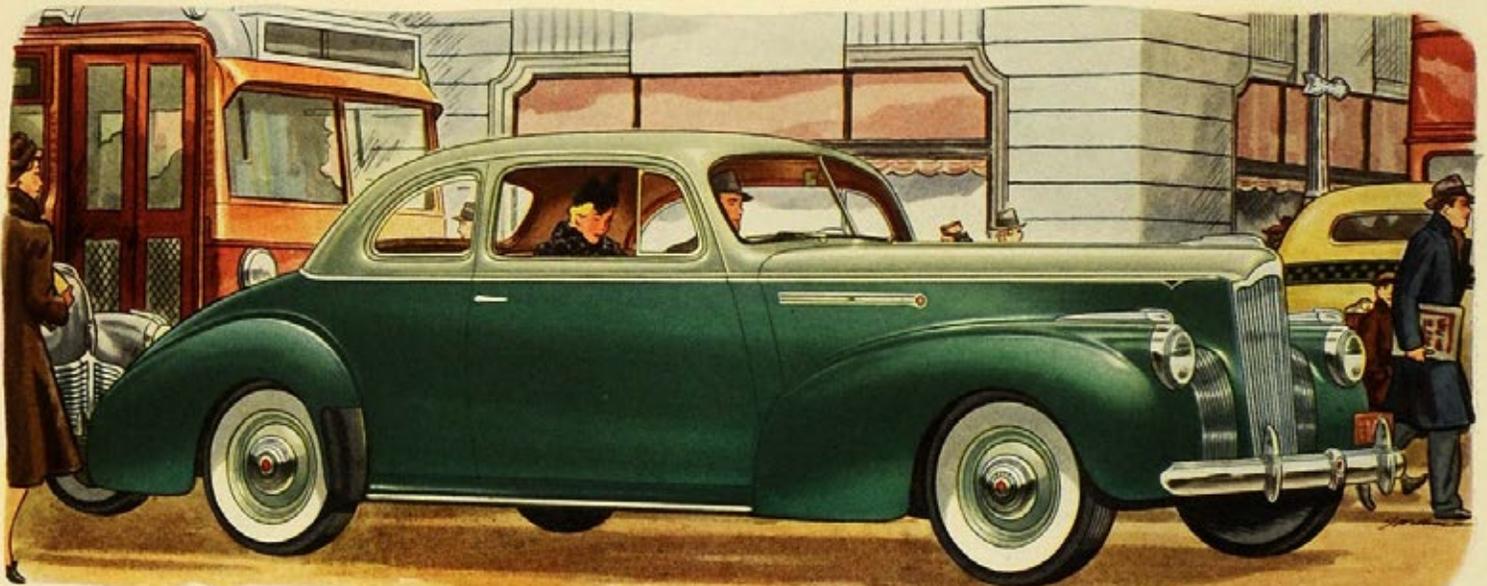
Your dealer extends this cordial invitation, "Come in! Drive this Packard with Electromatic Clutch—and *while your left foot loafs*—discover *all* the reasons why Packard is the class of '41!"

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*delivered in Detroit, State taxes extra. Prices subject to change without notice. *Available at extra cost.

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Illustrated: 1941 Packard One-Ten Special Coupe, \$907* (white sidewall tires extra)