



On The Calendar...

OPPORTUNITIES IN 2018

- Sep 12 Board & General Membership Meeting. ***
xx open
- Oct 10 Board & General Membership Meeting. ***
25-28 Our Club's 45th Anniversary Tour @ Wickenburg
- Nov 14 Board & General Membership Meeting. ***
17 Multi Car club breakfast
- Dec 1 President's Dinner @ McCormick Ranch
OPPORTUNITIES IN 2019 start planning now!
- Jan 9 Board & General Membership Meeting. ***
19 Auction Breakfast
- Feb 8-10 National Membership Meet
- Mar Pancake Breakfast
- Apr 5-7 Nevada Tour
*** Jerry's Restaurant, 2323 E. Thomas Rd. Phoenix, AZ
Separate Checks. Supper at 6:00 pm and meeting at 7:00 pm.

No Breakfast tours scheduled
until November,
unless you have a hankering
for a breakfast
with your fellow Packardites,
and Packards too,
then give
John Marks
a call at
602-971-6242.

Marketplace



For Sale:

- 35 Packard V12** 3 window coupe only 6 built, \$159,000 call Dick Raczuk 928-854-6319
- 36 120B Sedan** runs good, garage kept, Mike Blair 480-354-3877
- 48 Packard Super Eight** manual transmission runs great \$8500 602-614-3761 Terry LaFuze
- 1952 Patrician 400**, 4 dr. sedan, runs good, looks good, ready to go, \$15k, call Gil Lenger 623-877-8254
- 52 Packard Patrician 400** runs great \$8500 call 602-614-3761 Terry LaFuze
- 1953 Clipper** runs and drives great, call 602-614-3761 Terry LaFuze
- 1955 Packard 400**. \$32,500 Firm. Beautifully restored; not a trailer queen. All components restored and or upgraded. Can be driven confidently anywhere. 520-322-9024 or kevingillooly400@gmail.com.
- 56 Clipper Constellation**, runs good, needs tires and TLC Betty Hagaman, 480-967-2441

As seen on Craigslist in Phoenix, AZ

- 1953 Packard 2DR**. Hardtop project car, Original straight 8 Thunderbolt engine. Solid car, great project. \$2500 OBO 480-286-2752
- 53 Packard** runs drives great \$6500 please text 602 614-3761
- 1947 Packard Clipper Deluxe** This car has been fully restored to original, with great attention to detail (painted in the original Coral Blue / Vanderbilt Gray Combination, interior redone in the original pattern and color fabrics). The straight 8 282 engine was rebuilt, together with a lot of other mechanical work, such as water/fuel pumps, carburetor, etc, etc). Some body work completed on an otherwise very solid body. \$13500 (480) 478-9345

At the Monthly Board and Membership Meeting were: John Ball, Roy Crowe, Terry Dunlap, Idan Greenberg, Duane & Debi Gunn, Wade Hoffman, Raoul & Tutsie Jacques, Mark Joy (56 400), John Marks, Robert McAtee (53 Derham), John & Ellie Povinelli, Kent Ridgeway, and Charlie Shottenkirk. Pres. McAtee started the meeting with a report of the Webmaster. Mark Davey, in California, submitted a bid of \$200 to upgrade the website and then train someone to update the website. Publication - Gunn - The 3rd Quarter Packardgram is at the print shop and will be mailed out with the Newsnotes. Still looking for articles and activities you have done with your Packards. With no activities in June, Aug and Sep the 4th quarter Packardgram will be about the Oct Tour in Wickenburg that we haven't gone to yet. AAHC - Gunn - no meeting yet, legislation busy getting re-elected? Activities - Marks - Oct 24 - 28, Wickenburg Tour, Nov 17 Multi car club breakfast. Dec 2 President's Dinner. In 2019, Jan 19 Auction breakfast, Feb 8-10 National Membership Meet in CA. Feb 23 Mark Joy Tour. Mar Pancake breakfast, Apr 5-7 Nevada Tour. The Wickenburg tour has 19-20 registered with rooms and some have rooms but haven't registered. The registration needs to be done by Sep. 30th. There are 4 rooms available at the Flying E Ranch. Membership - Ridgeway - there are 56 members. Technical - Gunn had the 40 160 sent in for wheel alignment and then bought 2 new tires for it. The 53 Patrician that had Cer-Tek gel added to the oil for the bad rings, runs but doesn't want to start after running, it will turn over but hunts for the good cylinders to fire. Marks bought the Chrysler fuel pump for his 56 Clipper and decided not to use it as he has to replumb the fuel lines to use the pump, so he ordered another Packard fuel pump. McAtee said that he keeps blowing fuses, that the new glass fuses he picks up blow easily or fall apart before they are installed. The older glass fuses work just fine, now if he can find some. Calling Committee - Shottenkirk - the emailing seems to be working. Old Business - Hickman's model car collection went to his nephew.

Auction of a book donated by John Ball went for \$30. Wade Hoffman wants a distributor cam for a model TAU 1930 or similar, if you have one or know of someone who does, give Wade a call at 480-966-0834.



Ask The Man

He Knew the Packard Brothers by Terry Martin

Reprinted from the Packard Time Machine Jan/Feb 1993

While researching the history of the Packard Motor Car Company here in Warren, I met two very special people. It started like this... I called George Kirkham III in Cleveland inviting him to the 75th Anniversary Celebration here in Warren in 1974. His grandfather bought the first Packard car made available to the public back in 1900. During our conversation he told me about Gretchen Kirkham Raymond, his aunt and daughter of George Kirkham. She told me many interesting stories about the first Packard and her father. But that is a story I'll tell later.

While visiting with the Raymonds in Shaker Heights, the following week, I found out that Mr. Raymond worked in the Packard Motor Car Company the last year it was here in Warren, 1903. I thought, he is probably the last person alive who worked here in Warren. After my visit, he sent me a letter at my request to confirm his story. Mr. Raymond, by the way, was still working as an attorney in Cleveland at the time.

Letter to Terry Martin – August 1974

I enjoyed your visit – and talking about the old days in Warren – and especially the Packard early days. For the name “Packard” and associations has had meaning for me over a considerable span of years.

As quite a young lad – ‘pal’ of mine had a sister who was employed by W. D. Packard. I don't know how it started but my friend and I became interested in having a telegraph system of our own. There were 3 or 4 of us in the neighborhood and Mr. (W. D.) Packard helped us get our instruments – and while I am sure none of us set records in speed of sending messages – we had a lot of fun. Also admiration for Mr. Packard for his knowledge and assistance.

The next Packard memory had to do with the Packard car. It was the last summer of the Packard Car Co. was located in Warren – and I was one of their employees and worked at their manufacturing plant. My job was to be the making-up and installing electrical cables. This two month summer vacation output was enough for their one car-a-day production. I spent every afternoon making cables used in the next days output, and in the morning the doors of the paint shop opened and I would install the cables.

I well recall one hot August afternoon – (dare say I had probably been over at “Danceland” for refreshments) which was located across the Mahoning River from Monumental Park – Well, I was tired – and had slid my “fanny” up on the bench while making up cables for the next day. Suddenly a voice

Who Owns One

behind me bellowed out – “Young man – if you aren’t strong enough to stand on your own 2 feet – you should not be working in this factory.”

It was the voice of the top superintendent (C.J. Moore) – who later became works manager in the Packard car hey-days. This man could never remember my name and always called me “Clarence” – So for that summer I was known – and answered to the call of “Clarence”.

During that time plans were being perfected to move the Packard operations to Detroit, and you can imagine my surprise. When the same guy (who had “jumped” me when he caught me with my “fanny” on the bench) tried to persuade me to go to Detroit with him rather than go ahead with my plans for schooling and college.

About this same time – in the group who “ran around together” – I was seeing a lot of Caroline Kirkham – the daughter of George D. Kirkham. This was the man who bought the first Packard car that was put on the market for sale. So occasionally I would have a ride in that car. I remember going out to the Country Club – which was then located where Trumbull Hospital is now. I played on the Country Club baseball team – and – believe it or not – I was taken home in that same Kirkham Packard car.

In 1916 Caroline (nicknamed “Kee”) Kirkham and I were married, and the following year we moved to Detroit. In the nine years of our residence there I, of course, had friends among the Packard Company personnel.

When we left Detroit to make our home in Cleveland, I bought a Packard car – a close-coupled touring car. In my opinion the best looking car I would ever own.

I think it had belonged to Harold Church, at that time Chief Engineer for the Packard Motor Car Co. Coming to Cleveland by train – whom did we see but Harold and Mrs. Church. Mr. Church then held a key position with the White Motor Company – also connected with Warren’s yesterdays. Putting our Detroit home up for sale – our first prospective buyer was none other than Warren Packard – the son of William Doud Packard and nephew of James Ward Packard. William Packard bought our house - but sad to say - he was killed a few years after that - in his plane – which he himself was flying.

So that’s the story of “Packard in My Life” except that I later owned 2 more Packards – of all the cars I’ve owned, the car I have had the most kick out of – in remembering – was that sporty close-coupled 6-cylinder touring car I bought second hand from Harold Church.

signed H. Jay Raymond

Here and There in the Region - - - - -

Birthdays in September include Susan Howe 2, Pat Lenger 27, Barry Briskman 28. Anniversaries: Roy & Trish Crowe 14. If I have missed anyone’s birthday or anniversary please let me know so I can include them in future NewsNotes.

Got a call from Betty Hagaman. She is selling their 56 Clipper Constellation. She says it has 4 flat tires and she doesn’t want to buy new ones as the new buyer may not want what she puts on there. She says the car does run.

Mike Blair has said that he’d like to sell his 1936 Packard 120B. It runs fine. He has driven it in the East Valley to the local car cruise nights. Mike has owned this car a long time and decided it’s time to sell.

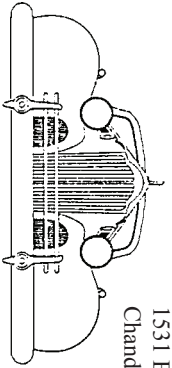
Your Ed. got a call from a Susan Shelley, she’s the daughter-in-law to Lyle Shelley. Lyle sold his 1928 Packard 443 Phaeton to Harry Clark some time ago. We put Harry’s Packard on the cover of the Packardgram (3rd quarter 2017) and Harry sent Lyle a copy of the magazine. Susan said that Lyle was proud of the article on his old car and would show it to anyone he could. Susan said that Lyle just passed away and wanted Harry to know.

Your Ed. just got 2 new tires for the 40 160 sedan and kept the 2 worn tires. So if anyone needs 2 7.00 x 16 tubeless tires, I have a pair. One has a wheel alignment wear pattern and the other has a cut on the white wall trim. Both can hold air, with tubes, and would be good for a roller project car or a display of a WWW tire. On my 48 Sedan parts car I found I have a tire that doesn’t fit a Packard name. The tire has in bold raised white letters ‘TURBO ACTION RADIAL G/T’. It looks like something from the 80s and it’s still holding air. The car doesn’t run, so it’s in no danger from a blow out. But a ‘Turbo Action’ on a 48 Packard doesn’t seem to fit.

Packards

OF ARIZONA

A Region of Packards International
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Chandler, AZ 85225



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DO NOT DELAY: DATED MATERIAL



This is photo was taken from the our clubs' roster back in 2002.

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