

*Packards of Arizona A Region of Packards International*

# PACKARDGRAM

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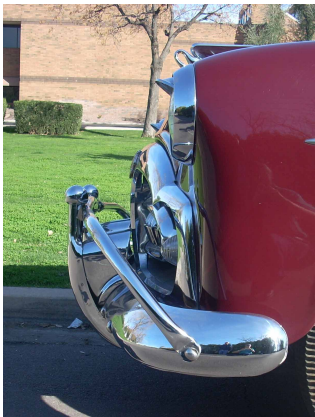


Wendell & Ellie Foland's 1952 400 Sedan





Pictures going clockwise starting from the upper left. Front side, back side, dashboard, hood ornament, 400 on back window pillar, crystal to help see signal lights, back seat, front seat, front and rear bumper guards. Wendell reupholstered the seats himself. The car has a lot of accessories and just some of those are pictured here.





## Power Plant Tour Nov. 24, 2009

On a nice November day we met early at a Walgreen's in far west Phoenix. With 7 Packards present and while waiting for the drive to start we gathered quite a crowd. Many people stopped by to chat. Some went home to get the camera they forgot and came back to take pictures and ask questions all of which we were happy to provide. When it was time we left and followed our tour master Mark Joy on a nice ride out in the desert. The ride was a nice long one that seemed to be leading to nowhere. When we made it to the Mesquite Power Plant, we all stopped at the gate to let everyone catch up and go through the gate all at once. Tour Master Joy then took us inside the main building and then explained a little about the plant. This one uses natural gas to power the plant. It took 7 years to break even and many of us wondered if we could get a Packard Consortium and raise enough money for our own Packard Power Plant only to start getting money back on our investment in 7 years. After Joy explained how the sys-

-tem works he took us outside for the rest of the tour of the plant. We did see a lot and some of the noise was quite deafening. After being outside we then got to see the main control room. There are only 33 people who run the plant 24 hours a day, 7 days a week, 365 days a year with no time off. After the plant tour we took a leisurely drive over to the Tip Top Bar that was very busy when the power plant was being built. After a nice meal we then leisurely drove back to Phoenix and civilization where all the electrical power made at the plant could end up at. Those attending and the cars were: Steve Freegard 1940 120 convertible coupe, Marvin Price 48 Sedan, Duane Gunn 55 Clipper, Terry Warrick 56 400, John & Sheilah Marks 56 Patrician, Robert McAtee 54 Patrician, and tour Master Mark Joy 56 400. I know I missed a couple of guests, my apologies. All had a good time and we did take our Packards out for a needed exercise and all ran well. Thanks to Mark Joy for taking us on a tour of the Mesquite Power Plant. Hope to see you next time.



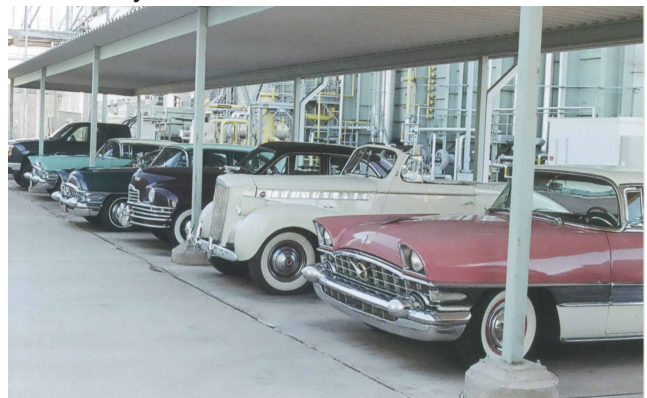
Price's 48 Sedan and McAtee's 54 Patrician



Joy's 56 400 and Mark's 56 Patrician



Freegard's 40 120 convertible



Truly Executive parking at the power plant



Below Mark Joy tried to explain how electrical power is made here at the Mesquite power plant. Here are 2 views of the plant. The cars are lined up at the Tin Top Bar that was very busy when the power plant was being built. The photo on the bottom is the group that made the trip, from left: Kerry Warrick, Duane Gunn, guest, Robert McAtee, Steve Freegard (in front of Robert), Marvin Price, Mark Joy, guest, Sheilah & John Marks.





## President's Dinner, Dec 6<sup>th</sup>, 2009

As noon approached on a beautiful late fall day in the valley, Packardites and Packardettes converged from the cardinal points upon the McCormick Ranch Golf Club and Resort for the highlight of the Arizona Packard year, the President's dinner. Raves and applause were heard as one beautiful Packard after another graced the assigned parking area. Years from 1929 thru 1956 were present including such stellar examples as a 1929 limousine, 1942 Darrin, 1932 roadster, and numerous other prewar and postwar examples.

Inside the private room, Arizona regional president, Robert McAtee, emceed the festivities following a wonderful dinner featuring bistro steak, roast turkey or salmon with dessert, etc. New members Jim & Joanne McDowell and Steve & Gina Murdough were recognized, board members and officers were each presented with a Packard key fob for their services, and past presidents were thanked.



Floyd & Karen Peterson's 1932 900 coupe roadster

John Marks gave a review of upcoming 2010 activities, Kerry Warrick gave a presentation on the recently remodeled web site and Winn Scott presented the participation award to John Marks. National club founder and director emeritus Bill Lauer gave a short talk on current events in the Packard world and encouraged all to take in the upcoming national club membership meet.

Past president Roy Crowe donated a near new Minolta Camera with numerous attachments to be auctioned with the proceeds going to the club. After spirited bidding between Sharon Briskman and the Murdoughs, the high bid was taken by the Murdoughs. Many thanks to Roy for this fine donation to the club.

A raffle was then held of over 20 items that had been donated. Many were gift wrapped and a mystery as to what was inside, others were not. As each winner was called they had a choice of what to select. All lucky winners found delightful surprises to go home with them.



Kerry & Terry Warrick's 1956 400 with a stickshift



These were just 2 of the 3 1953 Packard's that parked together and they did look good together.



Pres. dinner cont.-

All agreed it had been an excellent meet and after much Packard palaver and picture taking, participants reluctantly mounted their trusty steeds and drove off into the sunset.



Jim & Joanne McDowell's 1942 Darrin



It was a full house of a lively bunch.



Our own Packard President Robert McAtee at the welcome desk.



New Members Steve & Gina Murdough and their 1940 Packard 120 sedan



A true hand built Packard Trunk by Mark Kociemba



Just a group shot of those we were able to get together, some had already gone home.



The first part of this Tech Tip appeared in Aug 09 Packardgram. Here is the rest of the Tip:

Head nuts also need to be checked for proper torque. Loose heads can damage or ruin head gaskets. You can avoid getting a hernia by not having to remove the head. 60-62 foot-pounds is Packard's recommended #.

When your Packard was new, it came with a service coupon book and regular reminder postcards from the dealer when service and maintenance was due. Our Packards will be more dependable and trouble free, last longer and need fewer parts if we perform regular maintenance, as Packard recommended.

Packards require regular service and maintenance in order to be dependable and to reduce expensive repairs and parts replacement. If you don't know which items should be serviced and when, contact the Editor, I will send you copies of the Packard service recommendations for your Packard.

Nowadays, while we are used to driving modern cars, that don't require service as often as our Packard, we then to overlook regular maintenance procedures on the Packards. Think of your Packard as an antique that requires special care and treatment. Packards will then perform as dependably as our modern cars!

All lube fittings (Zerk fittings) should be greased every 1000, especially if driven in the rain. Regular chassis lubes will keep the steering and suspension nice and tight. Regular lubes also force dirt and water off the wear points. Don't overlook Zerk fittings on transmission selector, drive shaft and brake pivot shafts. Torsion-Level cars have an additional 8 Zerk fitting!



Windshield wipers: This is an area in which many of us need to take immediate action. Since wipers are on of the easiest and least expensive items to repair, it really inexcusable not to have wipers that work properly. And, it's dangerous not to have working wipers. Not enough vacuum? Repair or replace the vacuum pump! Replace vacuum hoses! Wiper motor not working? Have it fixed. (When printed it cost only) \$75 will pay for a rebuild, plus postage in both directions to Oregon. Vacuum wipers, when returned to factory specs, work perfectly well in all conditions, even while going up hills! That's right. Kent Jaquith; 2633 SW Obsidian, #15; Redmond, Oregon 97756, 541-923-4319 – call for pricing.

Also the steering gear is often overlooked. Have it serviced every 25,000 miles to prevent wear of the worm and roller, and excessive play in steering. If you use a non-detergent oil (ugh!), change it every 500 miles. Modern, high detergent motor oils should be changed every 1,500 to 2,000 miles.

Please refer to the Packard Service Letters for complete service and lubrication for your Packard.

Packard engines will last forever (at least they won't need further rebuilds during your lifetime) if you use a high-quality detergent oil and paper air filter (assuming that you start with good bearings and good or new rings). Paper air filters that will fit 1940 thru 1950 Custom Eights (356 CID); Fram CA148; 1954 359 CID and 1955-56 Senior (except Caribbean 2-4bbl): Fram CA3549. Paper filters are vastly superior to the oil bath system, and will increase the life of the rings by preventing dirt build-up, thus keeping compression stable, reducing or eliminating oil usage and maintaining the designed horsepower rating.



## Club Library

**Librarian: Mark Kociemba**

**(H) 602-843-6122: (C) 602-690-9834**

Any member in good standing may borrow Packard materials from the Club Library. Call Mark to reserve it or pick it up from Mark, or meet him at a Membership Meeting. Materials are loaned with the understanding that a replacement will be purchased for the Club if materials are lost or severely damaged while on loan. A list of library contents is printed on the inside back cover of the Club's 2004 Roster.

## General Membership & Board Meetings

Monthly membership and board meetings are held on the 2nd Wednesday of each month - excepting July - at 7:00 P.M. Club matters are determined and all members are invited to attend and be heard in the making of club decisions and policy, although only officers can vote.

We enjoy a separate-check dinner at Jerry's Restaurant, 2323 E. Thomas Road preceding the meeting at 6:00 P.M. A program of general interest follows each meeting

You can accumulate points towards winning the annual activity trophy donated by Win Scott. It's YOUR club! YOU help run it! Come to ALL the meetings!!

## Packardgram

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Packards International

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## Club Officers

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<b>John Povinelli</b>	<b>Treasurer</b>	<b>602-992-4264</b>
<b>Ardi Kociemba</b>	<b>Secretary</b>	<b>602-843-6122</b>
<b>John Marks</b>	<b>Dir Activities</b>	<b>602-971-6242</b>
<b>Art Butler</b>	<b>Dir Technical</b>	<b>602-943-5127</b>
<b>Marvin Price</b>	<b>Dir - AAHC</b>	<b>480-429-6997</b>
<b>Duane Gunn</b>	<b>Publication</b>	<b>480-917-2111</b>
<b>Kent Ridgeway</b>	<b>Mmbrshp</b>	<b>623-872-8659</b>
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<b>Win Scott</b>	<b>Dir.</b>	<b>480-483-0130</b>
<b>Steve Murdough</b>	<b>Projects</b>	<b>602-881-4891</b>

## Cover Notes

This months cover car is Wendell & Ellie Foland's 1952 400 Sedan.

This model continued the tradition of sumptuous interior, the magnificent 9 main bearing engine at 155 hp, and standard automatic transmission. Exterior trim was nearly identical to the 300 except for the addition of 4 medallions to the rear fender, and a gravel shield to the rear doors. This model was only available as a 4

door sedan. One chassis was offered, namely: Standard (2506), 3975 400's were produced this year. Cost new was \$3,767. The wings of the hood ornament were pulled back but not laid open.

Wendell reupholstered the interior himself when the Packard Club taught how to reupholster your car. This car has been to many shows that were held in the local malls.

