

# OREGON

## *Clipper*



Journal of the Oregon Region  
VOLUME 44 NUMBER 2



Packard Automobile Classics  
SECOND QUARTER 2018



Journal of the Oregon Region  
of Packard Automobile Classics

Vol. 44 Number 2 Second Quarter 2018

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The Oregon Clipper is published by the  
Oregon Region of  
Packard Automobile Classics

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**SUBSCRIPTION IS BY MEMBERSHIP.**

Dues are \$50 per year, payable in December.

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**Back Cover**

Sunset on the Goddess of Speed

Please plan to attend  
our next membership  
meeting.

August 14, 2018

We're having a great  
year with good  
turnout and active  
participation!





PHOTO © 2018 BILL HELLIE

THE 1930 7-34 SPEEDSTER RUNABOUT PURCHASED IN 1953 BY WILLIAM 'BILL' HELLIE OF SALEM.

## Featured

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In describing the provenance of a 1930 Packard boat-tail Speedster priced at over \$500,000 last year, Hyman LTD Classic Cars stated that the car was delivered on July 7, 1930 to a 'Mrs. Sealey' of Portland, Oregon. The idea of a woman owning this racy, very powerful car capable of 100 mph was reminiscent of the girl in the Jordan ad *Somewhere West of Laramie*. That she should be from Portland where a white Buick LaSabre was about as flashy a car as one wanted to own, made it more intriguing. The quest to learn more about Oregonians who owned this amazing model turned out to be as fascinating as the car itself.



MARIE ELIZABETH  
HALLER SEALY  
(1892-1968)



by Matt  
Hackney

## President's Page

**T**wo weeks ago, I co-hosted a BBQ for the Classic Car Club of Oregon (CCCA). The BBQ was held at Dabney State Park just east of Troutdale. There were 18 members present. There were also six collector cars driven to the event. It was 90 degrees, a weeknight following the Fourth of July, and still - four of the cars were . . . you guessed it . . . Packards! We had a '31 7-passenger, a '56 400, a 1940 180 and a '51 Clipper. It was a pleasure to see that in a club predicated on fine automobilia, that Packard has such a dedicated following.

It has been a great summer for Packarding activities. Recently, our club was invited to attend the Hillsboro Tuesday market. It was a little self-promoting and a little bit of camaraderie and self-indulgence for us (good food and bevies). We had a great spot near all the action including a not-so-well tuned singer. The market boasts some of the freshest produce around as well as handmade crafts and hand-crafted food and brews. It was a lovely time and a good educational experience for our community - hat's off to Joe Munsch for organizing it. If I had to pick a club member extraordinaire that night, honors should be sent to Tom Taylor. He spent his evening educating the hoards of people that surrounded his car. Applause must also be shared for Dennis Armstrong and Coral Simdorn for driving their '48 custom from NE Portland. Perhaps the car that caught the most people's attention was Dennis Gilman's 2018 Mercedes Benz Coupe. He had mechanical trouble with his '39 Packard Twelve, and subbed in this gorgeous modern - which I also stared at quite a bit! Thanks to everyone who brought their cars and supported this fun event.

Forest Grove Concours just wrapped up a couple of days ago. We had a house full of Packardites and enjoyed a lovely weekend with beautiful cars and beautiful friends. It is strange though, how spending a seemingly benign Sunday under shade trees, totally surrounded by amazing automobiles and fantastic car conversation, can leave you completely zapped on Monday! More details coming from this beautiful weekend.

Next year's Concours will mark the 120th Anniversary of Packard Motor Cars. When we celebrated our 100th Anniversary, we had over 60 cars on the show field. Please, if at all possible, start getting those cars ready and talk with your friends from other areas about bringing theirs out as well. We would love to build a display of Packards throughout their production years 1899-1958.

Okay - enough time in the chair writing and reading! Let's go drive those Packards!

*Matt Hackney*



Let's get our  
Packards ready  
for the 120th  
anniversary in  
2019.



## From the Editor

**T**our Director Joe Munsch has been keeping us quite busy this summer – a good thing! And certainly, the weather has gotten more conducive to being out and about in our Packards. As I write this, we have just enjoyed the Strawberry Social with our CCCA friends and last night, a few of us attended the Tuesday Market evening in downtown Hillsboro. Despite the VERY warm temperatures, it was quite fun and there were LOTS of people there. The event was well organized with tons of food vendors, knick-knack sellers, and farmers selling fruit and veggies. Live music accompanied the whole thing with people picnicking all over the courthouse grounds around the bandstand. With respect to cars, there were five Packards on display and about 25 cars altogether. The focus was a little more on hot rods and post-war vehicles, but the crowd seemed to really appreciate the Packards and they had plenty of questions and compliments.

On another note, we all know how finding new members for our club can be a challenge. We should always be trying to cook up some ideas to attract new blood. Well, at the Hillsboro event, I watched Tom Taylor “work the crowd” shall we say. While the rest of us relaxed in chairs behind our cars waiting for people to approach and ask questions, Tom was standing out in front of his car making himself much more available and approachable. People took advantage of that. Tom talked to many more people than the rest of us. He also offered a one-page brochure which gave information about Packard and answered some of the more common questions we all encounter. He put it together himself and printed several copies for the

crowd. It is an excellent idea and one I think we should all employ. A simple thing like this can spark interest in the younger folks and may help to attract new members. I am sending a copy of the text of Tom’s brochure to members for feedback and I am going to print a pile of these things so that we can all keep a few in our cars.

On occasion, many of us will attend events or do things that are fun, interesting, and noteworthy, but may not be “big” enough to warrant a full write-up in the Oregon Clipper. Or, we may participate in a CCCA activity which their own editor may be including in their publication, The Hood Release. In such cases, we may still post pictures in the gallery section of our website. I mention this because that’s what we have done with the Strawberry Social and Hillsboro event. We’ll continue to do that in the future.

And speaking of our website.... unfortunately, the company that supplied our web domain has vanished and George Potter, our beloved webmaster, has had to redo the entire site under a new domain. So, we are no longer a .com, but rather a .net. Please note that our new website address is [packardsoforegon.net](http://packardsoforegon.net). When you get a chance, please offer George a big “Thank You” for taking care of this. It was a lot of work! Thank you George!! Now, enjoy this issue of the Oregon Clipper!

*John Imlay*



Tom Taylor (left) talking up Packard at the Forest Grove Concours

Ever rolling with the 1937 Packard 12 Club Sedan



# Keeping It Running



*Press here. Driving does a world of good.*

**As obvious as it may seem, the little known key to keeping a car running is to drive it!** This is very important whether you live in the city, the mountains, the Midwest, the desert, near a large body of water, where it freezes in the winter, in very dry climates, or where it rains heavily. This strange fact can be blamed on the vehicle designers and engineers. Automotive design specifications assume use.

Take the rear main seal in an engine, assuming it was equipped with one from the factory. The design assumes that the crankshaft will be turning in its bearings. When running, the oil pump provides a thin film of oil for the crank to run on, rather than just the metal of the bearing. When the crank (and flywheel and clutch) sit for long periods, it slowly squishes out the film of oil between

the crank and bearing, and presses into the bearing surface. When the engine is finally started (months, years, decades later), a layer of bearing material gets dragged away, instantly opening up bearing clearances, allowing more oil to pass through the bearing than the rear seal was designed to deal with.

“Gee, this car never used to leak oil.”

Automotive design assumes that shafts are going to turn against seals. When a shaft sits against a rubber seal (timing, wheel bearing, u-joints) for a long time, it eventually pushes the lubricant aside and starts to bond to the shaft. Next time the shaft moves, the surface of the seal rips away – instant leak. Felt seals (lots of those in your Packard) depend on oil to maintain a seal. Over time, the oil in them evaporates,



by Joe Munsch



leaving a hard deposit that won't seal and can't wick oil to form a new seal.

It's assumed that brake and clutch friction material will be rubbing against a steel surface. This rubbing will keep the steel surface shiny and rust-free. In damp climates, the friction material will stick (assisted by rust) to the steel, destroying itself when it breaks free the next time. Just assume any car that's been sitting will need a brake job.

Water is a major villain in cars that aren't used. Moisture enters the engine through an open valve and can rust the reciprocating assemblies solid. Water sinks in oil (or gasoline, brake fluid) and will rust the gas tank, gears, and brake cylinders to uselessness. Water is vital in a cooling sys-

tem, but will rust the water passages in the engine, so use coolant or, at least, a water pump lubricant in the radiator water. Water will promote rot in upholstery and carpet, and rust in the body structure. The simple cure is to drive the car. The heat generated in using the car will dry things out. Keeping the gas tank full eliminates space for water to condense.

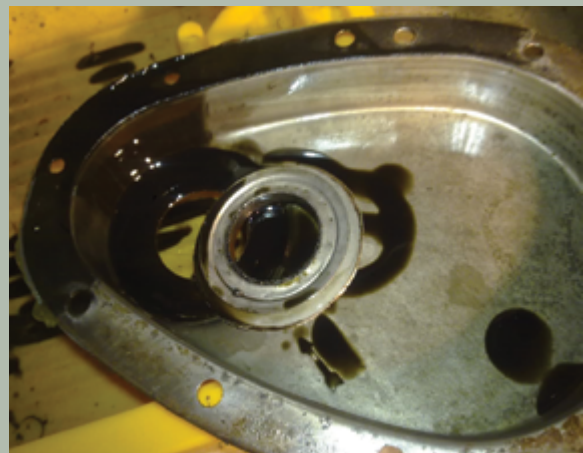
Very dry conditions dry out oils, gasoline, rubbers and plastics. Everyone knows what water freezing in the engine block can do.

The moral to the story is 'Driving your Packard weekly is good for both you and the car!'

Take your sweetie to lunch in the Packard and all three of you will have a smile on!



*Gee, this car never used to leak oil.*







# 46th Annual FOREST GROVE CONCOURS d'ELEGANCE

Photos by Molly Santana, J.Hodel, R. Rosenfield

The 46th annual Forest Grove Concours d'Elegance featured Alfa-Romeo. The sub-theme was "100 years of the Chevy Truck." The thermometer pushed 93 degrees. It was a hot day for a car show, but for several, it turned out really, really cool.

Nigel Matthews served as senior judge bringing his experience as chief judge at the LaJolla and Pinehurst concours, as well as class judge at Pebble Beach, to Forest Grove.



Top honors went to David Smith of Medina, WA, who took home the Best in Show award for his 1939 Alfa Romeo 6C 2500 256 Corsa.

Keith Martin, auto magazine publisher, and Donald Osbourne, best known for hosting *Jay Leno's Garage* served as emcees.

Among the Packards of Oregon members picking up awards: **Charles and Zoe Foster** of Carlton took First Place in *Special Interest Automobiles 1936-48* with their 1937 115 4-Pass. Sedan, **Ron Wilson** received Second Place in *Classic Closed Cars 1916-35* with his 1934 Standard 8 Coupe, **David Walmer** took 2nd Place in *Classic Closed Cars 1936-48* with his 1940 160 Touring Sedan, and **Joe Santana** took 3rd Place in *Classic Open Cars 1936-48* with the Duchess, his 1940 160 Convertible Sedan, and the *Larry Douroux Memorial Award*. Congratulations to our award-winning members and to all of you who attended!

#### ANSWERS TO THE PUZZLE:

- 1 1936 120B Convertible Sedan: Monte and Elaine Glud
- 2 1931 833: Larry Cox
- 3 1936 950: Mike Grudge
- 4 1953 Executive Sedan: Howard and Evelyn Freedman
- 5 1934 Standard 8 Coupe: Ron Wilson
- 6 1940 Super 8 160 Sedan: Dave Walmer
- 7 1932 903 Convertible Sedan: Lou and Minna Cluster
- 8 1940 Super 8 Conv. Sedan: Joe Santana
- 9 1956 Caribbean Hardtop: Tom Taylor
- 10 1931 840: Mike McCready
- 11 1937 115 4-Pass. Sedan: Charles and Zoe Foster
- 12 1937 Twelve Club Sedan: John and Margy Imlay
- 13 1951 Patrician: Bhagwan and Gail Mayer
- 14 1946 Custom Super 8: Jeremy and Victoria Wilson









## 5TH OF MAY MINI-TOUR TO MARY'S PEAK



Our cars lined up at Thompson Mills State Heritage Site. Clearly Packards dominated the field!

*Editor's note – All by himself, Packards or Oregon Member Dennis Gilman put together a “Mini” Tour down to Mary's Peak. He managed to convince Big Jerry Szerlip and BJ Bennett to host an afternoon barbecue and shop tour at their lovely place in Junction City. Thanks to Dennis, Jerry and BJ for all their work in making this tour such a success!*

**O**n May 5th CCCA and Packard Club members gathered at the Santiam Rest Area on I-5 at 9:00 AM. We enjoyed coffee and donuts as well as a briefing for the two-day tour. We first traveled to Albany to visit the Albany Historic Carousel and the volunteer people at the carousel provided answers to our many questions. The building as well as the carved animals for the carousel were outstanding and some of us even enjoyed a ride on the carousel!



After a cloudy morning, the weather improved and we gathered for lunch at Izzy's Restaurant on highway 99-E. After lunch the tour group continued south on highway 99-E to the town of Shedd for a visit to Thompson Mills State Heritage Site. This flour and feed mill has a history that dates back to the civil war and was in operation until just recently. We gathered the cars and their owners to take pictures in front of the historic structures. We were then given a detailed tour and learned about the history of this unusual Oregon historic treasure.



Dedicated artisans create truly spectacular work for the carousel. From the more traditional horses to this incredible dragon.



Our group listens intently to the tour guide at the Albany Historic Carousel workshop.



Chris and Yoshiko Cataldo enjoy the final product!



We continued our travels on highway 99-E south to Junction City to the home of Jerry Szerlip and BJ Bennett for our evening BBQ dinner. What an event! Jerry and BJ had everything organized and their home was a perfect place for an event of this type. There were about sixty-five people from the Eugene area along with several of their cars that came for the event. When we added the twenty-six CCCA/Packard Club members and several of their cars, we had a great gathering! "Boss Hawgs" served a great dinner at 5:00 PM and seating was provided in a garden setting with perfect weather. After dinner our group continued south to the Quality Inn & Suites in Springfield for our overnight stay.



A very nice mix of Packards outside the Historic Carousel building.



Amazing change in twenty years. Larry and Pat Cox's 1931 Sedan next to Bob Earls 1951 sedan.



Wade and Patsy Miller's 1954 Caribbean cuts a fine figure in front of Jerry Szerlip's shop.



During the night a light rain shower left heavy clouds in the morning. After breakfast at the motel, we gathered in the parking lot for a briefing of the days' travel. Our plan for the day was a return to Junction City where we would proceed on highway 99-W and other scenic roads to our destination of Mary's Peak Recreation Area. The travel was pleasant, but the weather changed with low clouds or fog as we neared Mary's Peak. The ascent to the top of Mary's Peak was in fog-like conditions, but we were greeted with clear skies at the 4,100-foot elevation of the parking area at the top of Mary's Peak. The view was an ocean of clouds with some mountain peaks in the distance.

We made the mountain decent of 9.4 miles and traveled on highway 34 to Philomath for lunch at the Eats & Treats Cafe'. Lunch was slow being served and almost everyone decided that the last stop at Tyee Wine Cellars could be canceled. A phone call to Tyee Wine Cellars was made and they offered their facility to us in the future. Tour members returned home by their favorite roads.

We thank the CCCA and Packard Club members that attended the tour and especially Jerry Szerlip and BJ Bennett for their effort to make this a great "mini" tour.



While not a Packard, this 1939 Graham is near the top when it comes to Art Deco styling!



Big Jerry gives a tour of his amazing workshop and discusses his latest Packard restoration project.



Our Packards and their owners enjoying the view from Mary's Peak.



Well, when you're 5'18" tall, you can have your own street, right? Or, is it Jerry's way....or no way?



The 7-34 Runabout, in colors made famous by Bill Harrah on the cover of brochures and billboards, once owned by Marie Haller Sealy of Portland, Oregon, Bill Hellie of Salem, and Julian Eccles of Klamath Falls. Also part of the Harrah Collection and Gen. William Lyon Collection.

# Oregon's 1930 7-34 Speedster Runabouts

**T**he 1930 Packard 7-34 Speedsters were amazing automobiles featuring a high-performance 384.8 cu.in., 145 hp engine on a smaller 7-33 chassis with a 134.5 in. wheelbase. With the optional 3.31 axle, it could do 100 mph. The most coveted of the Speedsters is the two divided seat 'boat-tail' Runabout with the mechanic (passenger) seat recessed so as not to interfere with the driver's ability to shift its 4-speed transmission.

It was 39°, windy and frosty in Northwest Portland on Friday, March 14, 1930, not yet six months after the Crash of '29. Lincoln high school senior, Julian Eccles, whose dreams of entering college towards a career designing cars for General Motors had been dashed, was walking to his part-time job. His father had recently informed him that the family's substantial holdings in the stock market had been lost, everything, and that the bank was foreclosing on their home. There were no

freight loading tracks of Union Station to watch a magnificent automobile being unloaded. According to a 1958 article by automobile historian, author, and 7-34 Runabout owner Smith Hempstone Oliver, who first chronicled the provenance of these special cars in the VMCCA *Bulb Horn* publication in 1958, with an update in *Road & Track*, March 1958, Julian thought "if drool sold for one dollar a gallon I could have bought the car then and there. But it didn't, and he

**“If drool sold for a dollar a gallon, I could have bought the car then and there.” -JULIAN ECCLES**

funds for college. Now as he headed to the gas station at Burnside and Vista, where instead of designing cars, he pumped gas, fixed flats and cleaned the rest-rooms, he stopped by the

didn't, and it was many years and many owners later before he was able to acquire it." This 1930 boat-tail Speedster was being shown at the Portland Auto Show the following week.



Because of the limited space at the auditorium, H.C. Berg, manager of Service & Sales, Inc., the local Packard distributor, announced in the Sunday Oregonian a special showing of custom Packards at the showrooms, 645 Washington. Several factory custom-built cars were on display along with the production line cars. As at the San Francisco auto show in February featuring a lavender roadster, golden-orange roadster, and a bird-egg blue phaeton, "the brightest cars in the show," the Portland cars displayed weren't the traditional dark Packard colors, but Luxor Blue, Morocco Maroon, Straw and Milori Green, and Pyramid Gray. To support both display locations, Berg commissioned two musical KGW radio programs.



H.C. Berg, center, manager of Packard Service & Sales, Inc., being congratulated by KGW radio personalities on Packard's debut radio program promoting the special display of custom-bodied Packards at the 1930 Portland Auto Show. In the back row, the Smooth Packard Harmonizer trio featured on the programs.

During most of 1930 and 1931, the mood of the country was still optimistic, not imagining the impact the Crash would have in creating the Great Depression. Packard was a leader in every way in 1930. In New York in June, Alvan Macaulay was re-elected President of the National Automobile Chamber of Commerce.

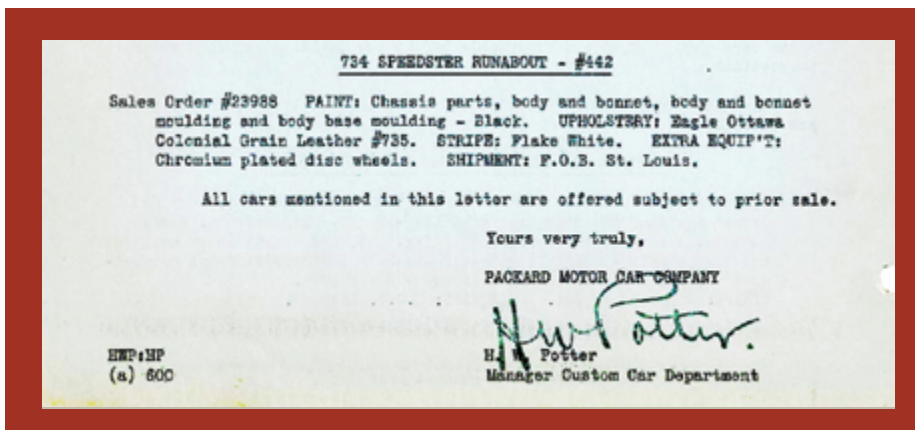
No major cuts in the prices for Packard Standard 8's were made until August 1930, nearly a year after the Crash. Traditionally in July, 10% reductions were offered on unsold cars soon to be last year's models, with next year's models being introduced in August. In 1930, the Speedsters and Speedster bodies were among them, listed in notices from the factory.

Mr. Neagle Podgere Sealy, owner of a Portland food brokerage, emerged from the Crash with his wealth intact. He had married Marie Haller on July 11, 1917 and with a 13th anniversary coming up, the boat-tail was purchased in her name and delivered by Service & Sales, Inc, on July 7, 1930. As a 2-seater, it was a bit of a honeymoon car. Reviews at the time reported that the ride and handling were among the best, free of front-end shake and shimmy. A woman could handle it. Once accustomed to the inverted Y pattern without synchro, and the whir

of the transmission, shifting through very widely spaced gear ratios made it an easy machine to drive. The engine was as smooth and precise as a sewing machine with plenty of power. In-house custom shop Packard Speedster models included a 4474-passenger Victoria, a 445 5-seat Phaeton, a 5-passenger 443 Sedan, a 452 Roadster, and a 442 'boat-tail' 2-seater Runabouts. Some 118 Speedsters were produced, about 39 of which were Runabouts.

Some 18 of these survived. Seven of these passed through Oregon owners such as Eccles and Sealy over the almost 90 years since they were produced. Only one remains in Oregon.

The Sealy's held their runabout until 1939, when it was reportedly traded in on a Lincoln Zephyr V12. The car passed through the hands of 11 other owners until, in sad shape with a section of rotted wooden body framework, tractor headlights and a '42 Ford front bumper, it was sold by two college students from Eugene to Ron's Used Cars on Broadway in Salem in 1953.





The back of the 1930 Speedster Runabout (442) has been described as a 'fish -tail,' 'boat-tail,' and 'pointed-tail' by various authorities. On the left, the Sealy-Hellie-Eccles 7-34 442-26 Runabout in 1954, and on the right in 2017 in its new colors.

William 'Bill' Hellie of Salem fell in love with car at first sight and traded his brand new Mercury Monterey for it. The dealer replaced the rotted wood with new pine. Bill set out for Albany to purchase the headlights and bumper from a 1930 Packard limousine. The wrecking yard had been struggling to start the limo, which was in mint condition, but had no experience starting tricky dual-point systems. They sold it to Bill for \$50. Bill trailered the limo home, pulled the parts he needed for the boat-tail, and sold the limo to his friend Larry Leek of Keizer. The car is still in the Leek collection of 150 cars. (Incidentally, *American Pickers*' single largest buy was from the Leek motorcycle collection in 2017, over \$90,000.) Bill drove the Speedster for about six months, but without a place to store it under cover (the top was shot) and only a tarp, he sold it to Salem car dealer Buzz Cheffings for \$1200.

According to Bill and his son Chip, also a major car guy, the owners of an L-29 Cord in Springfield, Oregon, saw the car. They were friends of Julian Eccles who had moved to Klamath Falls in 1950. Eccles purchased the car in the mid-'50s and sold it to his friend casino mogul Bill Harrah in 1960, who would tear the car down and completely rebuild it at the shop he created to support his automobile collection that climbed to 1400 cars at the time of his death in 1978. It sold for \$500,000 in 2011 at auction.



Bill Hellie, 88 and going strong, with the 1960 Austin-Healey he drove to earn Driver of the Year from the Willamette Motor Club in 1962. *Road & Track* featured his '32 Alvis Speed 20 in the Salon section in January '59. He and his wife, Ferne (dec. 2009), were among the founders of the NW Vintage Car and Motorcycle Museum in Brooks, Oregon. Today the NWVCM has an excellent 'Speedster' program to teach secondary students skills in automotive mechanics, metal fabricating, woodworking, spray painting, automotive electrical, metal casting and foundry work, upholstery, safety, teamwork and car show etiquette.



Chip Hellie, with his 1966 Ford Mustang GT, carries on the tradition with Hellie Auto Co. The Hellie's have many cars as interesting as the Speedster that got away.

Julian had also purchased a second 7-34 Runabout in the late '50s from John Broskovich of Los Angeles. This was the boat-tail he displayed at the *Salute to the Packard Years* event in Portland in 1974.

In 1969, on one of my excursions south in my '40 160 convertible sedan, just at dusk, my lights quit just outside of Klamath Falls. I waved down a farmer in a pick-up, who led me into town. I had a national club membership book with me and called the local member, Julian Eccles. He asked me to bring the car to his dealership. While I was waiting I met Julian's son Ted who offered to take me for ride in this beautiful black Speedster. It was a major thrill driving around K Falls, up and down hills. My Packard lighting was fixed gratis.

To rebuild his 7-34, Bill Harrah was short some parts. He borrowed Julian's car to cast engine parts that were unique to Speedsters such as the finned manifold. The finished car was extraordinary and earned 96 points at the Silverado Concours d'Elegance. The only problem was that Julian's 7-34 earned 99.5 points because the Harrah car did not have original carburetors. A couple years after that show, Bill invited Julian to come to Reno for breakfast. Bill set a box in the center of the table and asked Julian to open it. Inside were two 1930 NOS 2-throat, updraft carburetors, the 7-34 being the only Packard to use them. Harrah had hired private detectives to search the country for them. At the next Silverado, Harrah made 100 points to inch out Julian.

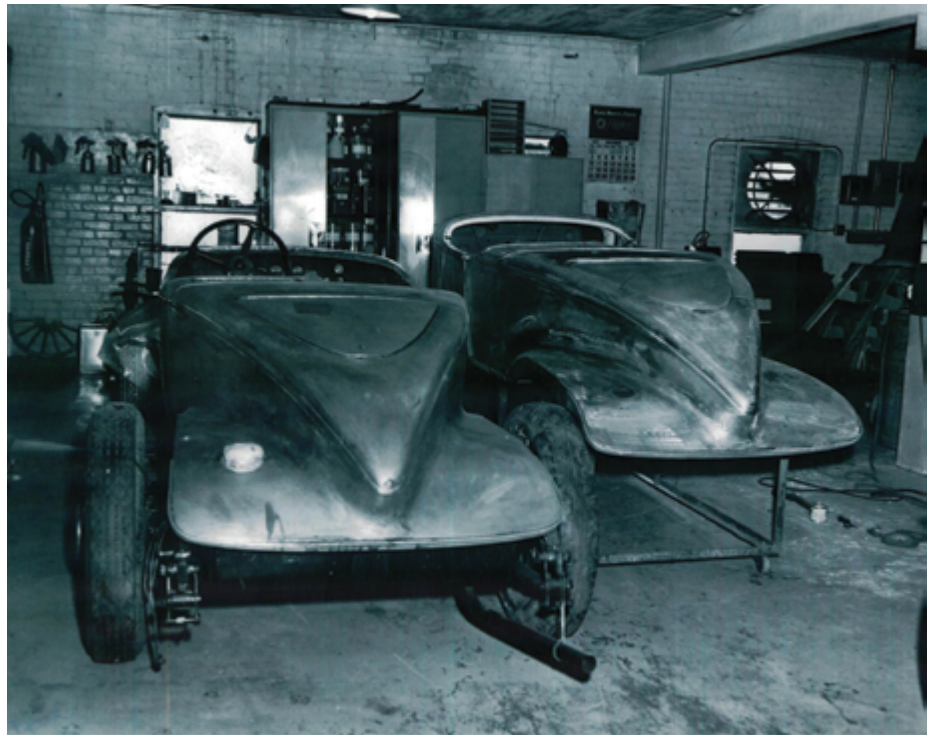




Julian Eccles' second 7-34 Speedster Runabout, purchased in the '50s from John Broskovich, Los Angeles, shown here at the *Salute to the Packard Years* event in 1974 at Washington Square Mall, Portland, was sold in 1986 and now resides in California.

But Marie Sealy, Julian Eccles and Bill Hellie aren't the only Oregonians who owned 7-34 Runabouts.

Gary Brinton, Prineville/Redmond, is a familiar name to many Oregon Packard owners who needed Packard parts. The climate of Central Oregon preserved parts cars far better than the rainy west. Gary acquired chassis, engines and bodies from Harrah's collection in 1963 that were instrumental in resurrecting three 7-34 Speedsters – two Runabouts and a Victoria. Using an original Runabout body, one of Gary's Speedster chassis/engine combinations was fitted with a boat-tail body crafted by Richard Kingston, Mt. Shasta, CA, in 1964. This car was offered for sale last year by Mark Hyman for over \$500,000 and has since sold. The original body for this car was a 7-34 Speedster 447 Victoria 2-door sedan which found a new home in 2003 in Australia. Some years ago, Gary sold his Packard parts to David Moe, Packard-Seattle Co. Sadly, Gary died in November 2017.



In 1964, metal craftsman Richard Kingston fashioned a Runabout body for a chassis/engine once owned by Gary Brinton. Photo courtesy of Hyman LTD Classic Cars.





The fully restored Speedster in 2017 with Kingston-crafted body on a Speedster chassis and engine provided by Gary Brinton of Oregon in 1963.

Other Oregonians owned 1930 boat-tail Speedsters: Steve Frisbee, Portland; Jay Hyde, Lake Oswego; and Ken Roberts, West Linn. Their stories are saved for a follow-up article in the next issue of the Oregon Clipper. For now, enjoy the color schemes of these fabulous examples of Packard craftsmanship.

**Author's Notes:** Some liberties of historical fiction were employed in the opening of this article. With Smith Hempstone Oliver's passing, Bruce Grinager of Cranberry Township, PA, and a PAC Member, took up the baton maintaining history of ownership of 7-34 Speedsters. Bruce generously provided assistance in maintaining accuracy on the history of Oregon Runabouts for this article.

My thanks to the Oregon Historical Society which guided my initial inquiries regarding the Sealy's, and the Multnomah County Library for access to all sorts of historical documents plus online access to them from home. The archivists at the Oregon DMV attempted to find registration information on these Oregon cars, but much apparently is lost. And special thanks to William and Chip Hellie, and to Dr. Ralph Eccles, son of Julian Eccles, for the generosity of their time and insights that helped make this quest so interesting and alive with the passion for boat tail speedsters.



This Speedster was shipped to Switzerland and was reported to have participated in the Great Race 1984.



In 2016, this Runabout sold for \$2 million, but Washington was the closest it came to Oregon ownership.





# Calendar of Events

**August 14, 2018**  
Monthly Membership Meeting  
Village Inn

**September 9, 2018**  
NorCal Packard Swap Meet  
Vallejo, CA

**September 11, 2018**  
Monthly Membership Meeting  
Peppermill

**September 15, 2018**  
Pittock Mansion Tour  
Portland

**October 6-7, 2018**  
Annual Pumpkin Tour  
Local Area TBD

**October 6-7, 2018**  
Car is King Weekend  
Maryhill Museum

**October 9, 2018**  
Monthly Membership Meeting  
Peppermill

**November 10, 2018**  
Pearson Aviation Museum Tour  
and Lunch  
Vancouver WA

**November 13, 2018**  
Monthly Membership Meeting  
Peppermill

**December 2, 2018**  
Annual Holiday Dinner  
Stock Pot Broiler

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

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

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

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



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