

OREGON CLIPPER

FEATURED ARTICLES IN THIS ISSUE:

- THE TAYLOR PACKARD DEALERSHIP STORY
- THE PACKARD PUMPKIN HUNT
- THE 1947 2150 SEVEN PASSENGER-LIMOUSINE
- THE ALBANY VETERANS DAY PARADE

OREGON CLIPPER

Journal of the Oregon Region of Packards International Motor Car Club
Volume 32 • Number 6 November - December 2006

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President:
Monte Glud

Vice-President:
Tom Taylor

Secretary-Treasurer:
Howard Freedman

Tourmasters:
Cariann & Mike McCready

Editors of the Clipper:
Karla & Matt Hackney

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NOTICE! NOTICE! NOTICE!

Meeting:

Tues. January 23 2007

McGrath's Fish House Restaurant
3211 SW Cedar Hills Blvd.
in Beaverton
• 503-646-1881 •

Dinner/Social Hour: 6:30pm
Membership Meeting: 7:30pm

NOTICE! NOTICE! NOTICE!

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**Front Cover - Matt and Karla Hackney's '38 Coupe Cormorant
Flying effortlessly through the Pumpkin Hunt Fog. It was a really
a beautiful fall day in Oregon.**

**Rear Cover - The Packard Line-Up at Lakeside Farms
It only looks like we are at the beach...we're really parked on a dry
harvested field!**

THE PRESIDENT'S PAGE

The holidays have once again come and gone. It was a happy and a very busy time. Our Club's holiday dinner was great fun. For once, I took it easy on the main course and was able to really enjoy the desserts. I find it hard to imagine that 2006 has wound down to its finale. It seems the older I get the faster the years fly by. When I was a boy it seemed to take forever from the time school began and let out for the much awaited holiday vacation. Now the holidays are here and gone in a flash.

A look back at this past year and it can readily be observed that Packards of Oregon took part in some really interesting tours and events. We started with the Spruce Goose Tour and wound up with the Packard Pumpkin Hunt. In between were the Concours, other tours, shows and Carlton's Walk in the Park. Matt Hackney and I even managed a weekend at Lincoln City including a car show at the casino, libations on a balcony overlooking the beach, and an excellent meal at the Otis Cafe. 2006 was a fun year for Packard enthusiasts and I am looking forward to 2007 being an even happier year. Happy New Year and many more to come!



Monte

THE EDITOR'S PAGE

The holidays have made their debut and they've left their dent in our pocketbook! Nothing but memories and some ornaments to put away now. It was a particularly interesting Christmas this year, we encourage you read on for further details. We'd also like to thank Mike and Carriann for hosting a lovely Pumpkin Tour this year. You will find it reported in this issue as well. Special thanks go to Tom Taylor for his in depth historical essay of the Taylor family's role with Packard Motor Company. The story is really interesting and it's a wonderful treat to have one of our own Packard-family members with such close ties to the Packard Motor Company. Looking forward into the New Year, we are working to get the next Clipper out on time, for our February Meeting. If you have pictures and a small caption of a Packard project you have worked on, please get them to us ASAP! We'd like to assemble a "Before & After" issue for the Jan/Feb Clipper. We also hope to post a calendar of upcoming events, both Packard and "other" activities to be listed. Please submit any calendar-worthy ideas to your editors!

Until then – we hope that some dry weather finds you time enough to get out there and drive those Packards!

Happy New Year-

Karla and Matt Hackney

PACKARD CLUB PUMPKIN HUNT 2006 BY KARLA HACKNEY

A delightful tour was enjoyed by all who ventured out on a chilly Saturday morning, October 25th. It was a pleasant surprise to welcome the Terpenings who drove up from Medford in their '40 110 Coupe. Many friends and Packard members we haven't seen since summer arrived in style, as the forecast was for dry weather!

We met in the parking lot of the Albertson's at the intersection of NW 185th and West Union Road. The visiting and tire-kicking started up right away as Packard after Packard arrived to make the tour. The foggy overcast outlook seemed like it was going to burn off and we boldly trusted the Packard outing to Mother Nature.



Larry Wildman drove his '49 Super Eight Convertible, Tom Taylor drove his '54 Pacific, Dave and Jeanette McCready arrived in their '37 Super Eight Convertible Sedan, Bobby and Herb Shaw drove their '51 200, the Erdman's drove their '53 Cavalier and Matt and Karla Hackney drove their '38 Super Eight-

Coupe.

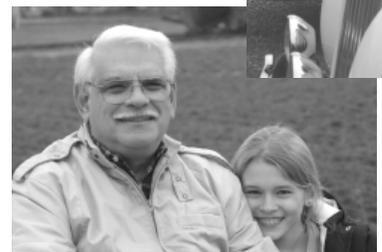
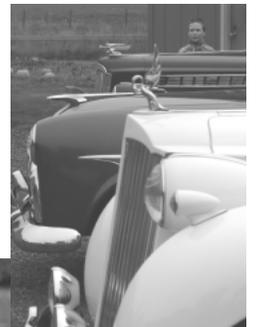
The tour route was simple and straightforward; we simply turned North on West Union, headed West on Germantown and crossed Cornelius Pass. The Seballis' Pumpkin Patch was two driveways down on the right. They had a nice crop of gourmet pumpkins for us to peruse. Many were exclusively grown for baking into pies or for displaying in baskets etc. The kids had a great time running through the wet grass and swinging on the play set, meanwhile, the weather forecasters received a dubious scolding from the east side Packard club members, who had seen sunshine before trekking west on the tour.

As we continued our rambling further west, through the gorgeous country roads of Washington County, the fog grew denser, the air became chillier and our tour group arrived at the Lakeside Farms with hands deep in pockets, rosy cheeks and teary eyes from the frosty cold air. Nonetheless, a few brave hearts pioneered the boat ride across the lake, scouted out prime pumpkins and cheered on the choo-choo ride through the haunted barns! There were all sorts of crafts, corn stalks and fun fall décor to be had. Pictures of the family were endless and the kids were enchanted with the Loch Ness Monster and the scary shark-infested lake. Unfortunately, the thick fog and chilly air encouraged a few early Packardite exits from this elegant pumpkin destination. Nonetheless, we took care of the necessities, we re-grouped with



our remaining brave hearts and cold hands, and headed off to enjoy North Plains' finest diner, The Bonanza Restaurant. The service was sassy, the food was respectable and by-golly, that place put a table together that seated 15 of us! Once we settled in with our warm bebies, the sun blazed through the window, and rewarded us all with some much needed solar-powered heat.

A fine outing indeed, and many thanks to Mike and Cariann for organizing our 2006 Pumpkin Hunt!



THE PACKARD CLUB CHRISTMAS PARTY 2006

BY KARLA HACKNEY

The party was full of festivities and good times again this year, but I, being the editor in chief, cleverly forgot the camera. I left it sitting right there, next to the front door so I wouldn't forget it! So let me be the first to wish you a graphics-free, but very Happy Holiday!

Matt and I arrived as quickly as we could after work, and just in time to visit with Herb Shaw who pulled up to the curb in his 1941 160 Coupe. Its beautiful burgundy color, and in my opinion, classy classy lines, were the perfect auto attire for the evening.

We were greeted inside the Progress Downs private dining room by Darlene Johnson who perfectly expedited the name tagging, dinner choices and seating arrangements. Howard Freedman volunteered to be our "techy" for the evening and provided the laptop and projector to display a digital slide show of the Packard Club's year in pictures. It played while the cocktails flowed merrily along.

Soon, the dinner bell was rung, the group obliged and the feast began. We were served a fine green salad followed by our pre-disclosed entrée choices. All reported excellent flavors and presentation of the meal and without much effort, the plates emptied and the after-dinner chatter commenced.

Monte – our fearless President, gaveled the business meeting to order. He announced our newest round of Packard Club officers: Monte Glud, President. Ken Krolikoski, Vice President. Howard Freedman, Secretary/Treasurer. Mike McCready, Tour Chairman. Matt and Karla Hackney, Editors. He then commenced with the fun stuff – and "randomly" chose a nice representation of door prize recipients. This year's award for driving a Packard to meetings the most went to the Douglasses, and our club humbly presented Darlene Johnson with a gorgeous glass bowl, in gratitude for her unwavering Christmas banquet organizational skills.

Then, as if we could hardly wait, Monte declared it "Dessert Time" and we devoured the Banquet of fine home made desserts!

Thank you all for a wonderful year in the Packard Club, and hat's off to all who joined us for the Christmas Banquet. Happy New Year to everyone!

ALBANY VETERANS DAY PARADE

BY DAVE CHARVET

Being involved with the advertising for Hertz Car Sales throughout Oregon and Washington, we were approached to be a sponsor of the Albany Veterans Day Parade. Since we are opening a new car sales facility in Albany, we donated several thousand dollars to sponsor the event. In addition, I "volunteered" some "old cars"

to appear in the parade.

Billed as "The largest Veterans Day Parade west of the Mississippi," the event coordinator told me that the parade ran nearly 2 hours and that there would be nearly 300 entries and between 30,000 and 40,000 people attending. I was a bit incredulous, but knew that whatever the numbers, it would be a worthwhile event to support.

Saturday morning, November 11th saw a cold and rainy day. I set out from Canby in my 1941 “Pacillac” (that’s a Cadillac posing as a Packard!) to meet Herb Shaw, George Riehl and Larry Wildman, who all volunteered their time and cars to be a part of the festivities. Had there not been rain, Monte Glud planned to join us, but the Convertible Gods were not smiling upon Dundee that morning.

I was the last to arrive at George Riehl’s home in Millersburg at 8:30am and by 9:00 we were off to Albany. When I had previously asked the coordinator where the parade began, I was given the rather ambiguous answer of “downtown Albany.” So, it was like the blind leading the blind as the four of us wound through downtown trying to find the staging area. Finally, with the direction of a good-natured police officer, we were told to drive to the police station parking lot.

The rain had stopped and the skies began to clear somewhat as we all detailed our cars. Hertz also provided banners for each vehicle that identified the car and owner, which prevented the bystanders from asking “What year is that Oldsmobile?” Then it was wait ... and wait... and wait. Our entry numbers were 153-156, meaning we were placed near the end of the parade.

It was amazing to see the number of entries and local spirit exuding from the participants. They take their patriotism very seriously in Albany. There were many decorated veterans in the line-up.

Finally, a little after 11am, we were under way. We wound through downtown to the waves and applause of a HUGE crowd. The parade route ran about 20 minutes of stop-and-go driving. As we reached the reviewing stand in the middle of downtown, the radio and P.A. announcer gave the Packard Club a nice plug as he described each car.

Then, it was all over. Every car performed flawlessly. (I think these cars prefer parades where it’s not 85 degrees outside. I know I do.) The only minor mishap was Larry Wildman’s power window briefly stopped functioning, of course while it was raining. He pulled under the awning of a nearby service station and waited out the shower and the window began working again.

We capped the afternoon with lunch at Izzy’s, courtesy of Hertz. In all, it was a nice way to spend a Saturday and I would hope the Packard Club would be involved again next year in bigger numbers. Our cars received the most comments among all of the old iron in the parade. And it was a good feeling to recognize the veterans who have given so much to our country.



The Taylor Packard Dealership Story

By Tom Taylor

Future Packard dealer Carl Taylor of Gratiot County Michigan married Florence Rowe of Velva, North Dakota in 1924. They were 21 and 18 years old at the time. Their first child 'Bud' arrived in September of 1924. Shortly thereafter, because of some 'in-law' friction, the couple decided to depart the area for far-off Florida. The trip to Florida was made in 1925, in a Model "T" Ford with a group of other travelers in caravan fashion. The group consisted of 6 cars and traveled not unlike the wagon trains of the previous century. This is where Carl Taylor began acquiring his extensive knowledge of auto mechanics by becoming the defacto go-to-guy to keep this fleet of early horseless carriages on the road, or should I say trail. There was a continuous challenge of keeping all of the leaks under control, be they cooling systems, fuel systems, or in particular leaking tires. It was not unusual to fix a dozen flat tires a day during the three-week trip to Sarasota, Florida. The route was not a road in any sense of the word, but a trail when they were lucky and at many times simply a sign pointing across a field in the general direction of the next town. Streams were forded and overnight stays were made, camping under the stars out in the wild wherever they found themselves at the time. This incredible trip and adventure was made with an infant son and made possible only with the help of their friends and neighbors with whom they traveled.



Future Packard dealer Mr. Carl Taylor (center) with parents before heading south to Florida in the Model 'T'.

During the couple's stay in Florida they had their second child 'Evelynn' who was born prematurely and weighed only 2 1/2 pounds. Her survival could make an interesting story in and unto itself. Incredibly, the 'in-laws' showed up later and stayed for the winter nearby. The entire family returned to Michigan in 1926 in an Essex, the Model "T" having been retired. The couple's third child 'Bob' was born in January of 1927 and the fourth and last child 'Bill' was born in 1928.

Continued on P. 10

THE 1947 PACKARD SEVEN PASSENGER LIMOUSINE
A PACKARD CHRISTMAS STORY
BY KARLA AND MATT HACKNEY

It's not so much the what, but the "how" that makes a good story.

But yes, the "what" is important. It can carry seven passengers and one driver! Its wheelbase boasts that of a small fire truck (a mere 148 inches) and the trunk would no more carry bags for all seven passengers than fly! We understand that it was originally owned as a family car for a funeral parlor in the Sacramento area. That meant there was no heater installed, no radio, but for some reason, the owner installed overdrive. Perhaps some lengthy distances were traveled between grave sites and services, a theory, but a reasonable assumption in its day.

There is a divider window, which means the front seat does not move, and there is a passenger controlled buzzer that signals the driver.

The jump seats in the back are immaculate, nearly new.

Most of the interior lights are working, the external indicators are operating normally. The carpets show little wear and the leather front driver's seat is visually presentable, although the springs on the driver's side are a little flat. The sun damage on the rear seat will need a visit to the upholstery shop and the bonus mouse nest under the back seat will have to go.

The paint – well that's best observed indoors with colored glasses. It's black, mostly. The stainless is intact and it's all there. It responds well to 0000 steel wool. The tires are new and the hubcaps belong in a jewelry box. Under the hood, it's complete albeit "undriven" for several years. It sits well on its new tires, it sounds like a big 356 and it would prefer a tune-up before it embarks on a journey of more than you would want to walk.

It's a car you would never expect to find in Dave McCready's collection. It is a car that doesn't really fit his M.O. Although it is a full classic and it is a sound investment, it is not a body style that he has expressed interest in and if it were any longer, he'd have to add a "bump out" to one of his garages!

We were surprised when his name became the high bidder on eBay in late November. Nonetheless, Matt eagerly accompanied Dave to Seattle for the pick-up, just to see what he had really purchased.

Weeks went by, we watched as some of the paint responded surprisingly well to the "DPM touch". It had some original paint, but had been "detailed" with a can of Krylon over dirt. So we commiserated with his disappointment when he couldn't quite buff it into a new car. Matt spent a few hours behind the steel wool while Dave polished windows and paint alike. Karla made a few attempts to "freshen" the interior and to document the project on film, while Jeanette just kept checking on the progress.

It seemed that this car would need to be revisited later, as time and budget allowed. Then, as wind storms, power outages and freezing weather all ensued, we focused on Christmas preparations and let the car hibernate.

Christmas morning arrived and we gathered, just our immediate family, to exchange gifts. Ours included a set of keys and a title, to a 1947 Seven Passenger Limo! Now, finally it makes sense! With a little mechanical rehab, we hope to have it (with all the McCready's in back) out on tour in early 2007!





The 1947
Seven Passenger





7 2150
er Limousine



Carl Taylor ended up acquiring a job as a mechanic at Al Rademacher's Ford dealership on Washington St. in St. Louis, Michigan where he worked until 1934. In this same year he built an auto repair garage next to his residence at 212 North Bankson in St. Louis and went into business for himself. This was during the heart of the Great Depression and money was scarce, but the area's farm tractors, trucks and equipment all needed maintenance and repairs and the young family survived through barter with the local farmers for meat, eggs, milk, potatoes, vegetables, ect. in return for the mechanical work done by Carl Taylor. During this time the pre-teen Taylor boys were all active 'helpers' in the garage business and began acquiring the mechanical skills that they would all later use in their adult lives.



Mr. Carl Taylor and wife Florence being officially presented their Packard franchises by the execs from the Detroit office.

With the outbreak of WW II, all three of the Taylor boys served with the armed forces as teenagers and returned to the Taylor auto repair business at the end of the war. In 1946 with the promise of all the cars they could sell from Packard, Carl Taylor moved his business from its Bankson St. location to 'The City Garage' that was located on the South side of Washington St. in downtown St. Louis. The first Packards arrived on September 21st 1946 with wooden 2 x 6's for bumpers because of the lack of steel and then sold the same day they arrived. Real steel bumpers arrived later and were retrofitted. Because of steel supply shortages 1946 and 1947 cars were in short supply and the dealership did not receive anywhere near all the cars they could have sold. In looking through the old dealership records, cars sold within 3 to 4 days of receipt during this period. One such sale was to Richard L. Waggoner who purchased a Packard sedan #2122-5563 on May 5, 1947. The factory invoice dated May 2, 1947 listed the car's base price at \$2361.00 plus \$84.79 for overdrive, \$36.31 for heater and defroster and \$67.68 for a radio. The total invoice was \$2578.78, which included freight and handling of \$15.00 and Co-op advertising for \$14.00. The car sold for \$3691.26 which included a Deluxe bonnet ornament

at \$10.00 cost, undercoating at \$40.00 cost and Blue Coral polish job at \$17.00 cost. This was a very nice higher end Packard and Mr. Waggoner traded in his 1941 Pontiac 4dr sedan on it and was allowed \$1000 which included a \$150 over allowance, so the net trade in value to the dealership was \$850. All totaled the dealership made just over 20% gross profit margin on the sale.



A couple of the new cars from Packard sitting in the new service department. Note the wood bumper on the one on the right.

Another interesting car that the dealership had at about this same time was the 7-passenger sedan #2151-3595 that was invoiced to the dealership on May 20th 1947. It's base price was a very spendy \$3257 plus overdrive, heater / defroster and radio, ect. bringing the total factory invoice to \$3607.40. The interesting thing about this car is that it was caught under the large overhead door leading to the service department when someone pushed the down button as it was being driven into the garage. Fortunately there were only some scratches done to the top that were buffed out and no one was the wiser.

By 1948 and 1949 cars were becoming much more available and sales at the dealership were taking off. The dealership being located in the middle of Michigan's agricultural area, most sales were made to farmers and almost always for cash. My Uncle Bill noted on one occasion that he remembered when he was delivering a new Packard to a farmer south of Breckenridge. When it was time to collect payment he was taken into the farmhouse where on the dining room table were piles of 25 and 50-cent pieces and dollar bills. Needless to say it took awhile to count out the correct payment for the new Packard in these small denominations. Most Packards sold to the surrounding farmers by the dealership were not the high end Packards. During this period,

however, it was noted that the dealership did sell a 1948 Super Eight Convertible #2279-2544. It was paint scheme 'E' which was Cavalier Maroon Metallic. It was invoiced to the dealership on July 23, 1947 for \$2370.39. It did not sell until December 26, 1947 which was the longest period in stock of any car during the period. But when it did sell the gross profit was \$1121.76, which is over 30% profit margin.



A scene of the front of the Taylor's St. Louis, Michigan Packard dealership in 1955.

Another story told to me by my Uncle Bill revolved around his taking a new Packard out to still another Breckenridge farmer in the hopes of interesting him to buy it. This was during the rainy season and the farmhouse stood back from the road approximately a quarter of a mile. The driveway had been turned into a sea of mud, but undeterred my uncle drove that new Packard through what was described as a foot of mud for that quarter of a mile right up to the farmhouse. Apparently some other salespeople in 'lesser' automobiles had been unsuccessful in making it up the driveway and the farmer was so impressed that Uncle Bill had been able to make it up to the house in that car that he purchased it on the spot.

Another interesting story involved the selling of a station-wagon sedan #2293-2395 to Mr. W. T. Heard of Houghton Lake on May 3rd 1948 for \$3175. Mr. Heard was the owner of a successful hotel on the lake and purportedly purchased this woody wagon to haul the hotel's garbage to the dump.

In 1949 Packard formally celebrated their 50th anniversary in Detroit at the Masonic Temple at the corner of Second Blvd. and Temple Ave. in Detroit. I still have the original program from the dealer meeting my grandfather attended for the celebration. He, along with many other Packard dealers, participated in the 'Golden' Packard drive away bringing home car #2392-2680

with the unique paint code “R” from the virtual sea of GOLD Packards. He liked this ‘Golden’ Packard so much that he purchased it from the dealership for his own personal use.

Around this same time period Packard introduced their new Ultramatic automatic transmission, which was met with some hesitation by the local farming community about it’s durability. The solution, per Packard’s instructions was while demonstrating the car and traveling at approximately 20 miles per hour to pull the shift selector down into reverse gear and step on the accelerator, bringing the car to a bucking stop and leaving the passenger with the smell of burnt rear tires. Apparently the demonstration was usually successful in convincing the customer that the new transmission was up to its task. However, one can only wonder if this demo technique was very widely used, and if so, whether that is why many of these transmissions would need overhauled over time for internal hemorrhages. My dad, Bob Taylor, reported that he had refined the technique of doing these overhauls to the point that on occasion during the mid to late 50’s he could overhaul one of these transmission in the morning before lunch and then overhaul a second during the afternoon before dinner.

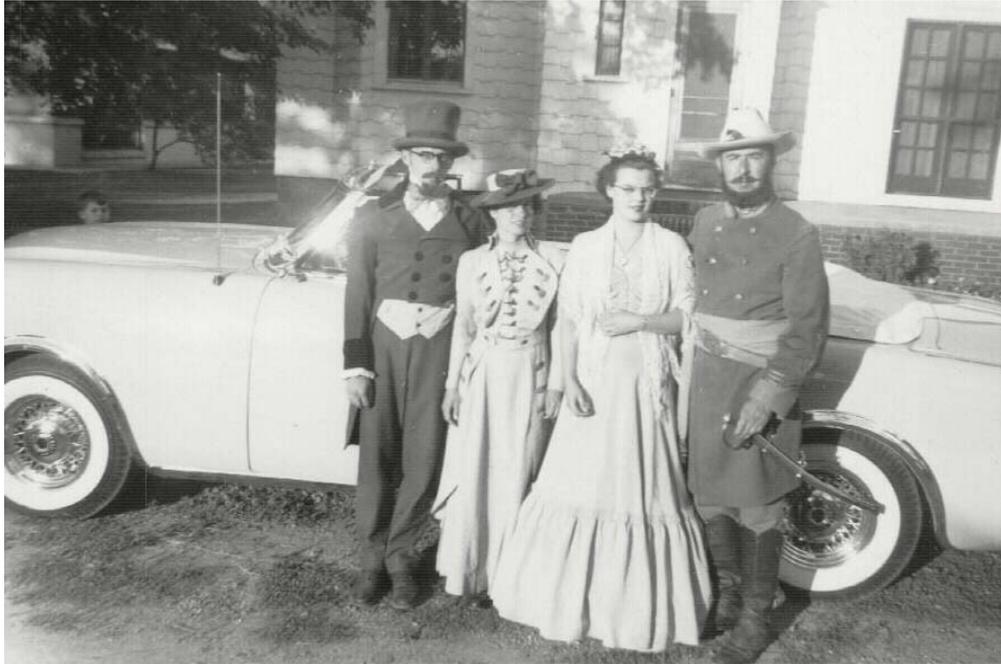
In 1950 my Uncle Bill decided to leave the dealership and moved to Ann Arbor to attend the University of Michigan. About the same time my grandfather was having health issues revolving around a bleeding ulcer of the stomach and was advised to cut back on the stress of the auto business, or maybe it was the stress of raising three active boys. But in any event, Carl and Florence moved to Bradenton, Florida in 1950 leaving the dealership in the hands of my uncle Bud and father Bob, both of whom were only in their mid-twenties at the time.

The dealership seems to have flourished during the early 50’s and in 1953 a Willys / Jeep franchise was added. The Taylor brothers also ran a taxi service out of the dealership and they were the AAA towing service for the area, as well as being the Greyhound bus station stop for the city of St. Louis.

1953 also marked the centennial celebration for the city of St. Louis. Beards began to sprout on the faces of local men. The ladies searched attics for old dresses, or they sewed old-style clothing. Citizens gathered old pictures and antiques to be displayed in store windows. Dr. C. J. Bender, a dealership customer, was the chairperson of the Centennial board and the Taylor brothers were active participants in the celebration along with other city business people. The actual celebration was held the week of July 6-12. Bud Taylor acted as the Parade chairperson and, dressed as a Civil War general, was mounted on horseback as he directed the formation of the parade. The dealership acquired a new Polaris blue Packard Caribbean from the factory for the celebration. My parents went down to Ann Arbor in costume to pick up the car and bring it back to St. Louis. What a sight that must have been.

In the fall of 1954, when Packard merged with Studebaker the Studebaker franchise was acquired from Orrin Cochran who was located in the Palmer building. So now the Taylors found themselves selling Willys/Jeep and Studebakers in addition to the Packard line.

Between October 21st and 31st, 1954 Packard ran an experimental model 5580 Patrician four-door Sedan with their newly designed V-8 engine at the Utica proving ground track. The car was driven 25,000 miles in a total elapsed time of 238 hours, 41 minutes and 44.3 seconds for an average speed of 104.737 mph. The author vividly remembers that exact car visiting the Taylor dealership and being displayed in the showroom to publicize the feat. The car was two tone green and still dirty from the run and included a large spider web crack in the windshield where a pheasant had collided with the car during the test run. The car survived, the pheasant apparently did not according to reports. Another notable fact about the car is that it was equipped with a manual transmission.



Ready for the St. Louis centennial celebration in costume is Bob Taylor with wife Louise (Stacy) on the left and Bud Taylor with wife Jean Ann (Winship) on the right with the Polaris blue 1953 Packard Caribbean shown in the background.

For the 1956 model year Taylors Sales & Service moved to a new location at the corner of Genessee and Second in Saginaw, Michigan. The facilities included a showroom for five cars and service space for about 20. At this location the author remembers the launch of the new 1956 line of Packards and a little later the display of the experimental show car The Packard Predictor designed by Richard Teague. The car had a slightly iridescent finish with actual eggshell bits in the paint. Great care was taken with the handling of this car as the finish was not repairable and could not be replicated in order to match.

Even though the Taylor dealership was a small operation serving a rural clientele it did manage to sell a couple of the most rare and desirable Packards from the 50's. On June 16th 1955, Packard invoiced the Taylor dealership for car #5588-1117, which is a '55 Caribbean convertible in the amount of \$4568.14. The car was a special order for Dr. C. J. Bender who took delivery on June 18th. In 1955 Packard was having some quality issues with the newly designed V-8 cars which were also being built at a new assembly plant on Conner Street and this car seemed to have

more than it's fair share of those problems. After a few short months it was decided that Dr. Bender would never really be happy with that car and we managed to trade him out of the car on December 23rd 1955, just in time for Christmas, for car #5697-1057, which is a 1956 Caribbean 2 door Hardtop. The factory invoice for this car shows the dealership paid \$4317.00 for it. This car proved to be a true Packard in quality and was enjoyed by Dr. Bender for quite some time. The last known location for this car was in Southern California in the care of the late Joe Clayton. Interestingly the dealership records also show that the '55 convertible was taken back by the factory in January '56 and the dealership received a new '56 car for \$159 difference.



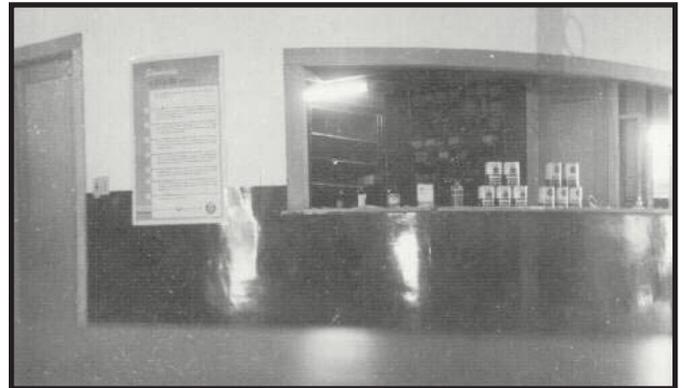
Pictured here are from left to right Tom Taylor with sister Janet and cousins Julie and Mark Taylor sitting on the '53 Caribbean. Note in the background the Bob Taylor family 1951 '300' Packard in front of the original Taylor garage on Bankson St. which was built in 1934.

Although the Taylor Packard dealership had always been successful in selling its allotment of cars, by the summer of 1956 Packard was not doing as well and production of the Packard automobile ceased in Detroit. As a result the Taylor Packard garage also ceased doing business and was closed. Bud Taylor went to work for the Hicks Construction Co. maintaining their extensive collection of heavy road building equipment. The author's father, Bob Taylor, moved his family to Sarasota, Florida where he went to work for an Oldsmobile / Cadillac dealership, where he still maintains a position to this day. Bill Taylor, after graduation from the University of Michigan, became a teacher of auto-mechanics in the Detroit - Pontiac area.

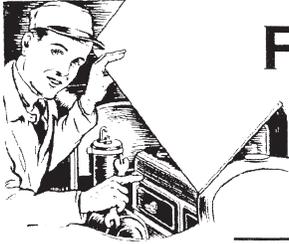
An interesting note here is that all three of the Taylor boys ended up with life careers associated with the auto industry as a result of the family relationship with Packard. What is even more interesting is of twelve Taylor grandchildren, only two were boys. I believe this was always to be a disappointment to Florence. However, of the two Taylor grandsons, both have continued the Packard tradition in the family and both own two Packards of their own. The author has

a 1953 Packard 300 convertible and a 1954 Packard Pacific Hardtop. Cousin Mark Taylor has a 1956 Packard Caribbean convertible and a 1956 Packard 400 Hardtop. We have both restored our convertibles. Both Hardtops remain unrestored, but in immaculate condition. The Pacific having only 39,000 miles and the 400 having only 12,000 miles.

If by chance anyone reading this story should know of the current location of Joe Clayton's '56 Caribbean Hardtop, or any of the other car's mentioned in this story for that matter, the author would be most interested in hearing from you. I can be reached at 16580 SW Peninsula Ct., Beaverton, Oregon 97006.



FROM TOP LEFT TO BOTTOM: BOB TAYLOR AND WIFE LOUISE (STACY) IN 1953 CARRIBBEAN. PACKARD DEALER CARL TAYLOR WITH WIFE FLORENCE (ROWE) AND SONS, BOB AND BUD TAYLOR. THE GRAND OPENING AND SHOWING OF THE 1946 PACKARDS. THE PARTS DEPT COUNTER IN THE ST. LOUIS, MI LOCATION. ANOTHER SCENE OF THE FRONT OF THE TAYLOR'S ST. LOUIS, MICHIGAN PACKARD DEALERSHIP IN 1955.



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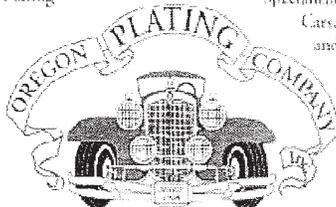
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