

**Cover**

The Twin Six Moto-Meter emblem is from the oldest participant at this year's Nordic Packard meet in Faaborg, Denmark. This issue of the Bulletin contains a report on that meet as well as the Danish and Swedish spring get-togethers, plus reports on activities in Germany and Belgium.

**Page 3****Bertil Dimander's Packard reflections**

Now almost everybody walks around with a camera, either in the form of an iPhone or a professional camera. Digital technology has meant a revolution, not only for professional photographers, but also to a large extent for the amateur.

The new technology prompts more photography and allows you to see the results of your efforts as soon as you release the exposure button. Focusing, flash or no and light settings are usually handled by the camera, but composition of the picture is something the new technology cannot handle. Following a few simple rules will make your pictures better.

For almost all amateur photography there are two simple rules: Get closer to the object and assume a squatting position. But also look at the surroundings around the object. Do you need the background to add something to the picture? Try to make the object fill the entire image area with a small margin.

Most amateur photographs are shot standing. That often makes the image boring. Crouching and photographing a car from the front at an angle puts some action into the photograph. Taking the picture standing up will just give you a picture of another parked car.

Remember that the human eye filters out a lot of disruptive elements that may disturb an otherwise good photo. When photographing the meet's most beautiful car – probably your own – you tend to see only the car and the sun is shining. When looking at the result you may discover that you have a birch as hood ornament and an electric power line that disappears into your windshield, or a little gremlin standing on the roof. Photographing a car under a tree in strong sunlight may give unwanted effects.

An overcast day usually provides the best light for photographing. A cloudy day tends to eliminate shadows and glare. Automatic cameras usually adjust to the brightest area in the viewfinder, which easily makes the object into a silhouette without highlights. If you must take pictures in bright sunlight it is a good idea to use the flash to soften shaded areas.

Avoid just "shooting pictures." Try instead to compose a picture. A fifties car in lively colors looks best against a light background. If the car is all in a light color, a person in a bright red sweater gives life to the image. Lining up the owner family against the side of the car is not a great idea. People's legs are rather uninteresting. Put the people behind the car and take the picture across the hood. And don't let the photographer's shadow show in the picture.

After twenty years as the editor of the Bulletin, I have seen too many pictures that can't be used – including my own.

**Page 4-6****Spring Tour in Denmark**

Text: Allan Møller Photography: Michael Nancke

The May 4 2013 tour attracted 11 Packards, a 1942 Dodge Power wagon and 32 Packard enthusiasts. The tour covered several culturally interesting locations, including the two museums in Næstved, one with a collection of Audi cars from the 1930s to the 1960s, the other with many newer and older motorcycles, some for sale. Also Denmark's largest collection of model motorcycles. In the afternoon we visited Gavnø Slot and toured the castle brewery, complete with testing of all their five varieties of beer. The day ended with a grill feast arranged by Max, Lone and Tommy, three of the participants.

**Page 7-10****Since last****Denmark**

Henrik Fredriksen is a new member who owns a 1934 Twelve Roadster. Jesper Bundgaard is a returning member who owns a 5540 Clipper Super Panama.

**Finland**

Timo Pauniranta is having problems with his mother's 1955 Patrician. Cylinder heads from USA turned out to be corroded and cracked. Replacements have been received and we are hoping for the best. The Ultramatic is also giving Timo problems, but he is not giving up.

Antti Pikkarainen has become the owner of a 1947 2100 Clipper. The car is in good shape and has been in NPOC with another owner since the 1990s.

Markku Peura didn't have the right engine in his 1929 640, the so-called Railroad Packard. The car had a Standard Eight engine. With the help of contacts in Michigan, a Sixth Series Super Eight engine was tracked down and arrived in Helsinki in September. The engine had been subjected to the elements for years, but when the head was removed, at least the cylinder bores were in good shape. The deal struck included transmission, rear axle and the steering gear, which caused a bit of a problem in Finnish customs, who wanted to treat the package as a vehicle rather than as a pile of spare parts. After a bit of haggling what you see in the picture cleared through customs.

Aarni Erämaa owns a newly imported 1948 Custom Eight, registered as a museum vehicle, but in need of some TLC to be perfect.

Kirsi Mäntylä was out driving her 120C when it was discovered that the fuel pump was leaking raw gas into the crankcase. After installing new diaphragms and valves in the fuel pump she could resume her summer touring.

Hannu Kuutti has imported a 1948 2206 Custom Eight from California. The exterior of the car is in relatively decent shape, but the interior needs total replacement. Hannu is also looking for a transmission since the one in the car is missing a few teeth.

Stefan Asplund is a new member. Stefan has imported a nice 1951 250 Convertible from Sweden. The Swedish owner was not an NPOC member.

Robert Hägg has taken over Erkki Bäckmans 1946 2111 Clipper DeLuxe Sedan. Erkki remains a member.

**Sweden**

Ingemar Johansson is a new member with a 1955 Four Hundred. The car comes from California where it spent 30 years in the desert near San Diego. It got a new interior in LA before coming to Sweden in 2004. In Sweden the car was painted and got some new chrome. Ingemar acquired the car in 2006 with a lot of mechanical work remaining. It was finally registered in 2012.

Richard Falkenberg is a new member. He has acquired a 1948 Custom Eight Victoria Convertible Coupe from USA. The car is virtually complete and will be restored in stages.

**Page 9-14****The 2013 Packard meet in Faaborg, Denmark**

Text: Helena Stuvemark Photography: Hans Schmidt and Steinar Ruud

NPOC's annual meet was held during the last weekend of June 2013. The venue was the town of Faaborg and its 15th Century castle. The program during the four days of the meet was varied and included events and visits of special interest to the female participants. An impressive array of Packards, 28 in all, were also in attendance as seen on pages 9, 12 and 13.

Next year's meet will be held in Lahtis, Finland June 27-29.

**Page 15-17****Report from the ninth European Packard Meet 2013 in Belgium**

Text: Håkan Sjöholm Photography: Håkan Sjöholm and M. Kowlath

The meet was arranged by the current president, Marius Butaye, who with his 1928 Convertible Coupe has participated in all nine meets. With my 1947 Clipper I have attended the meets in England, Denmark and France. The journey to Belgium started already in the beginning of April, when I drove my Packard Clipper 1947 to Olle Bister and his Custom Racing shop in Örebro for a valve adjustment as a follow-up of the engine rebuild performed in 2005. Upon turning off the highway entering Örebro there was a loud noise from the clutch. Something had broken, but I was able to limp the last kilometers to Olle's shop with a slipping clutch.

The car stayed with Custom Racing for a couple of weeks. The valves were adjusted, a new clutch was installed and the entire car was serviced. In late May it was time to leave for Belgium. I took the train to Örebro, where Olle met me at the station with the Packard. The first leg of the trip was to Göteborg, where I was to board the ferry to Kiel. But in downtown

Göteborg, in the middle of rush-hour traffic, the Packard suddenly stopped. I got help to roll it the side of the street, but the ferry was to leave in less than an hour. It suddenly dawned upon me that the car was out of gas. I bought a can of gasoline from a nearby station and I made it to the Stena Line ferry terminal with time to spare.

The following day I drove south on the Autobahn towards south-eastern Belgium in the usual heavy traffic. The meeting place was Mache-en-Famenne in the Ardennes. Meet headquarters was at a pleasant hotel in the old part of town.

A total of 32 Packards came to the meet, the oldest a 1927 Roadster. A very special car was a 1937 Twelve with a LeBaron-inspired custom body by the English firm Trevor Hirts. The sole participant from Spain was a 1930 Convertible Coupe plagued by clutch problems. Beside my own, there were two other Clippers. A 1930 734 Speedster had recently been imported to France from USA, where it was bought from Hymans. This beautiful car was driven by the daughter of the above mentioned LeBaron car, with boyfriend and a big dog as passengers.

Steve Christie represented PAC. The other U.S. Packard Club, Packards International, was represented by the owner of a 1942 160 Formal Sedan shipped by container from the West Coast to Antwerpen. From Austria came a 1936 1401 Convertible Coupe, the restoration of which was completed just a week before the meet.

Lunches during the meet were three-hour affairs, often at an up-scale castle with coffee breaks at equally distinguished locations. Dinners seldom ended before midnight. The meet ended with sight-seeing in Brussels and a visit at the Auto World museum, where four Packards are on display and many other cars, including several Minerva cars, the pride of Belgium, equipped with a sleeve-valve engine and made until 1938.

After the meet I started the journey home after breakfast Sunday morning. Traffic was light in Germany and I was lucky with the ferries at Puttgaden and Helsingør, so I was back in Sweden before midnight. With a mere 350 miles left to Stockholm, I continued driving in the summer night and made it back in time for the Monday morning rush-hour. Over 1,000 miles in 22 hours at an average speed of 50 miles per hour and about 16 miles per gallon. Not bad for a 65-year old Packard!

The next European meet will be held in Switzerland in 2015. To spare your Packard the heavy Autobahn traffic, you can put it on a car train through Europe.

## Page 18-19

### A Goings-On-Report from the Balticum Germanicum Group

Text: Peter Burton Photography: Manfred Schönrock

Calling all NPOC listeners on wavelength B.G. 35.53 long wave, I think, just to make sure it reaches you all! B.G. has some events to report to the club. First, we again put on an NPOC exhibition at Horst Oldtimer Show and spare parts market north of Hamburg. This time our stand was 15 x 5 metres, big enough to display two Packards, the 1935 Limousine and the 1953 Clipper of newly joined member, Heiko Sierk. It was great to have the enthusiasm of Heiko and his wife joining and helping with the display. Readers will see the relevance of long wave 35.53 transmission.

Once again we introduced Packard to many people who thought it was a computer (WHAT on WHEELS!!\*@?). If we had had a few Kronor for every photograph of people posing in the back of the limousine I think we would have three Packards for the next show. Our NPOC banner was most noticeable as one came in through the main entrance.

Secondly, Wolfgang and Peter dressed up as Bugsy Malone and Muscle Man McGintey, with a 1921 round-drum Thomson machine gun – the real gangster weapon – with the 1935 limousine and set off to the Hamburg Stadtpark Revival meeting to entertain the visitors. For two days the public is invited to see, smell and hear motorcycles and cars race around a circuit in the park. Although we went just to entertain the public, we ended up in a group, and were expected to race with a motley collection of period sports cars. Believe it or not, we had to wear helmets!!, sticky tape on the headlights!! and the number 303 stuck on the sides – IN A LIMOUSINE!

We raced twice a day, four laps each time but were handicapped because at the end of the long straightaway we were unable to take the curve in one go to get back along the return straight and so had to stop, reverse and then get round, which meant we kept overtaking the same Fiat Topolino who got his own back on this corner each time round.

The races were about keeping within a time period, secretly observed by a race marshal set by yourself within the first circuits. Not being serious about racing we did, however, do our best to look fast and make a good photograph speeding round bends – we just enjoyed ourselves. We left directly after the last race and Wolfgang discovered a few days later that we had won our group by being only a few seconds difference in all our circuits.

Thirdly, we were approached by a jazz group to make a video of the Chicago gangster period with film of the group plus Wolfgang and Peter

singing Route 66. This DVD is finished and a further film is planned, but the jazz group called LYXX is looking for around 4-5, 1930 Packards for this next DVD which our small Balticum Germanicum group will have difficulty in finding. Any offers?

In our report we must include the story of 'The Impossible Dream'. Club member Wolfgang Westphal, you know the one who will do his best to find that miniature Packard for you, at best price, became enthusiastic and appreciative of the qualities of the Packard marque by his introduction through Peter Burton and his limousine and the opportunities he had to drive the car as co-driver and on occasions with sole responsibility. However, confirmation that Packard was a car worth getting to know better was endorsed by the welcome, friendliness and understanding shown to Wolfgang on his first and subsequent meetings with club members. Wolfgang had no hesitation in wishing to become a member of such a warm and cordial club even though without a Packard of his own.

The impossible dream is of course just how can Wolfgang get a 'foot in' to the faintest of possibilities of ever having a big, full size Packard, somewhat bigger than the many models he has on his shelves. Scanning the magazines and the computer only seemed to prove just how impossible the idea was. Early this year a Packard in a thousand pieces came 'on the radar', it was on the market arguably within the depth of Wolfgang's pockets with family help. A spark of hope had been lit. Wolfgang and Peter visited the Packard and its owner. The car was distributed over two sites, home and at a workshop. The chassis, suspension and brakes had been restored and then the work had stopped. All the rest of the car was just a pile of pieces. After the visit there was some soul-reaching discussion. When you did not take the car apart yourself, it is more problematic to put it all back in the right places.

After a few days, a telephone call, a little haggling over the advertised price to Wolfgang's advantage, a deal was concluded. Wolfgang was now the owner of a very bits-and-pieces Packard. There is a minimum of three years of work, most likely more, before another NPOC Packard is operative in the club. Wolfgang admits that the moral and spiritual back-up and support of club members helped with the courage needed to take up the project for he knows he will get advice and help whenever he asks for it and he knows the NPOC appreciates those who try as hard as he will to bring another Packard back to life. Automatically, Heiko Sierk offered to pick up the car with his specialist car transport business vehicle and so Wolfgang brought home to its new stable – it just fits – his 1951 FOUR DOOR 200 SEDAN. Just proves, if you don't have a dream, how can you ever expect a dream to come true?

Moving up-to-date, we are again this autumn attending the two-day Hamburg Stadtpark Revival for veteran, vintage and classic cars but this time as an NPOC club information stand with the 1935-1953 combination of Packards used previously. No racing this time, it is too stressful on the 'Old Lady'.

As referred to in the text, Heiko Sierk is involved with specialist transport, the collection and delivery of veteran and special vehicles and members may find being aware of this service useful in the future.

On behalf of all the German region members Balticum Germanicum signs off until our next transmission with the best of all wishes to our NPOC friends wherever you are and hope to see you soon.

Your local reporter.

PS. Just arrived this morning: Photo of Bugsy Malone and Muscle Man McGintey who won 1st prize for a photographer in the local county (Grafshaft) photo competition. These NPOC people, what next @\*%!

## Page 20-21

### Haraldleken 2013

Four Packards and about 20 people attended this traditional spring meet in the Stockholm area. Palaces are attractive venues for Packard meets. This time Nynäs Slott was the chosen location.

In the Stockholm area they have Haraldleken. There is Rally Packard Väst around Varberg. Now comes the Spring Tour/Cross-Border Meet May 3, 2014

Michael Nancke is looking for ideas for a joint Danish-Swedish spring get-together. Danish participants will come to Sweden by bridge or ferry.

## Back cover

Tours during this year's Packard Meet took participants through beautiful countryside on the island of Fyn.