

Cover

In this issue of the Bulletin you will find a report from the Fall Tour in Denmark in September. You can also read the first of three articles about Packard's engines on land and sea and in the air. A visit at Ugland's auto museum is covered and the Pebble Beach Concours d'Elegance is also dealt with. The cover is adorned by Knut Samuelsen's 1903 Convertible Coupe, the picture taken at the 2013 Packard Meet.

Page 3**Dag Söderblom's Packard Reflections**

What has distinguished Nordic Packard Owners Club since its inception 43 years ago? What is it that sets NPOC apart from other similar clubs and associations? There will certainly be many opinions on what could be perceived as distinguishing features, but to me one stands out above all other. And what I refer to is not the excellent choice of make, but the club itself and our founder's, Harald Jonsson's rock-solid conviction that the club should have no board of directors, or any formal rules but one: One must be the owner or part-owner of a Packard to be a member. Even this simple rule has been done away with over time and as a consequence the club has no rules at all! Harald Jonsson's idea was based on his experience of the evolution of the old-car hobby in Sweden from the late 1940s and thereafter. Many clubs were infiltrated by bureaucrats, red tapists and brochure fanatics with little interest in club activities, except to make way for themselves in the club or association. Harald had been around for a long time, so he knew.

What does NPOC have in common with, for instance, Western Sweden's Royal Fruit Growers Association, or Östgöta Pomologs? These and similar groups had their heyday during the farmers' seafaring period of glory in the 19th Century, when they reaped their laurels in the fight against scurvy, the scourge of sailors during excessively extended travels. These organizations existed in the large towns with branches in port cities, such as Gävle, Umeå, Mariehamn and Nystad. Even though scurvy was virtually eliminated by the beginning of the First World War, some of these associations have survived into modern times. Who doesn't remember W.S.R.F.G.A.'s catchy slogan: "Bring home a bag of sunshine!" The common denominator was the lack of a board of directors or, even more importantly, rules. These associations were able to handle their affairs without interference from within. Just like NPOC.

In spite of its successful existence and well-functioning organization, our club has now been subjected to what Harald perceived as if not as dangerous, at least being dubious. In order for a club or association to have a bank account in its own name in Sweden, or any other EU country, it has to be able to produce documentation to prove its domicile, the existence of by-laws and a board of directors. I am sure there would have been ways of getting around these requirements, for instance by handling the club's monetary matters in the name of a person. But in the interest of hygiene and to avoid temptation, it was decided to take the bull by the horns and produce the required documents, no matter how silly it may sound. The documentation was generated under the eminent oversight of Lars Löwgren and with the tacit approval of the local tax clerk. It is our intention to present these documents to our members in a future issue of the Bulletin. For the moment we will assert that these innovations will in no way change the way the club is run. But the paper-pushers appear satisfied for the time being and that's enough.

Throughout its history NPOC's activities have been based on voluntary work, organized by persons without ambitions to wield their power within the confines of the organization. Despite the fact that we now have official documents in the form of by-laws, and even have a board of directors and a corporate ID number, I seriously doubt that these attributes will increase the efforts of our volunteers. In closing it can be revealed that our eminent member went to see the bank who has held NPOC's account since inception and presented the documents, but they were found to be inadequate in that the minutes from the statutory meeting in 1971 were missing. Difficult to produce since it never existed. Our representative said thank you very much, asked for the account to be closed and walked into the next bank, where the account was opened with immediate effect.

Page 5**Since last****Sweden**

Robert Karlsson is a new member whose 1940 120 Coupe will arrive in Sweden during the spring.

Erik Skoglund from Luleå has become a member with his 1935 1202 Limousine, which is under restoration. In its day the car was owned by LKAB in Gällivare.

Dan Erson has a 1935 1201 Coupe, imported from the U.S. by the late NPOC member Stig Nyberg in the 1990s.

Lars Ove Larsson is a new member with a 1937 115C.

Peter Westman also has a 1937 115C, which is lightly "modernized".

Mats Fors is a third 1937 115C owner with the car taken over from his father, who was an NPOC member.

Linda Törnros has taken over her father's 1953 300 Convertible Coupe. Linda also owns 1955 5588 Caribbean.

Norway

Aners Wallentin has acquired a 1929 645 Dual Cowl Phaeton by Dietrich, previously owned by Herman Friele.

Denmark

Michael Bohnsen, a past president of NPOC, has joined the Danish work group, which now has four members.

Finland

Jani Vahto owns a 1955 400 which is undergoing a rolling restoration.

Ari Saukko is a new member with two Packards, a 1937 115C and a 1947 Clipper. Both cars have been in the club before with other owners.

NPOC

After 30 years of commendable work handling NPOC's finances and directory, Lars and Ingrid Löwgren have transferred the job to Helena and Ola Stuvemark in Eskilstuna.

Page 6-7**Invitation to Packard meet in Finland June 27-29 2014**

It is Finland's turn to host NPOC's annual meet. Meeting organizer is the Finnish work group, assisted by Juha and Mikko Toivonen from Lahtis, close to where the meet will be held, Kumpeli Spa in Heinola, about 140 km north-east of Helsinki. The program includes a driving tour through the town's center, followed by meetings of the work groups and the annual general meeting. Saturday offers an Excursion, which includes a visit at the Sibelius House in Lahtis and a stop at the aviation museum in Vesivehma, where those who are interested will have an opportunity to fly in a DC-3.

Welcome to the Packard meet in Heinola!

Page 8-9**Pebble Beach Concours d'Elegance**

Text: Robin Berg Photography: Kimball Studios, Steve Burton/ Pebble Beach Concours d'Elegance

The prestigious Pebble Beach Concours d'Elegance is arranged each year on the third Sunday in August in California. Back in 1950 it was an extension of the Pebble Beach Road Race, but has since evolved into the auto world's most coveted event for historic rarities as well as modern concept cars.

The 200 invited participants are chosen by a jury consisting of expert from the auto world. Cars are divided into different classes and winners in each class are chosen based on historical correctness, technical merits, and, importantly, style.

Last year's winner was a 1934 Packard Twelve Dietrich Convertible Victoria owned by Joseph and Margie Cassini. RM Restorations had

spent an incredible 10,000 hours restoring the car. Packard has won the Best of Show title on several prior occasions. The first time was in 1961 when a 1930 Packard 740 Custom Eight Roadster took the title. A 1927 Packard 343 Murphy Convertible Sedan won the prize in 1977 and in 1975 a 1934 Packard 1101 Convertible Victoria was the winner.

Visit at Ugland's car collection

Article material: Erling Steen

A few years ago ship owner Johan Benad Ugland opened a car museum in Kristiansand, Norway, where he displayed his cars. The museum is now open only for invited guests. Ugland continues to buy cars and the collection will eventually be moved to newly built facility in Grimstad, hopefully open to the public.

Some of the cars have a special history. The 1957 Packard Town Sedan was purchased new by Ugland's grandfather, shipowner J.M. Ugland and it has been in the family's ownership ever since. By the way, Johan Benad Ugland drives a veteran car almost daily himself. Outside the museum a well polished 1965 Bentley was parked – equipped with snow tires!

A vision of the future?

A nice drawing by Eirik Malm, the son of Rolf Malm from Oslo, who was known for his Packards from 1926 until his passing in 1956.

Rolf Malm was best known for his 1931 833 Touring, which is still on the road with C-322 on the plates. The undersigned has driven the car since 2009. Rolf Malm was my grandfather. Eirik Malm, born in 1916, was a wild thing, very good at drawing but did not excel in school. The drawing was made during a class hour and the number 31 is on the back. Was this his vision of the future already in 1931 when he was only 15? Nobody in the family knows.

Eirik Malm was killed as a pilot during the war when he came from Little Norway in Canada and was shot down over Belgium in 1942. He is mentioned in Cato Gunfeldt's new book Spitfire Saga II and in the book about wartime pilot Marius Eriksen.

Trond Bull Enger, Eirik Malm's nephew

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Records set by Packard cars and engines

Part 1. On water

Text: Bertil Dimander Editing: Hans Schmidt

When we see all the elegant Packards at a Packard meet it is perhaps difficult to imagine that Packard was also highly successful in tough competition. Already in 1903, Packard broke a record when a Model F car was driven from San Francisco to New York in 61 days. Packard also competed at Daytona Beach and other famous races. When entering the aircraft engine business building the famous Liberty engine, Packard also began competing in the air and broke several altitude, speed and endurance records. The first of three articles will be devoted to competition on water.

Even though Packard's first marine engine was made in 1906, when a four-cylinder Model L engine was modified for marine use, Packard's most successful period in the marine area was between 1922 and 1932. Inspiration came from Jesse G. Vincent, Packard's brilliant chief engineer. The peak of Packard's marine competition came in 1932 when Gar Wood's Miss America X, with four twelve-cylinder Packard engines totaling 6,400 horsepower, won the Harmsworth Trophy against Miss England III with a pair of twelve-cylinder Rolls-Royce engines. The above is a brief summary of an abridged version of an article in The Packard Cormorant No. 42, Spring 1986.

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Fall Tour in Denmark

September 20-22, 2013

Text: Allan Møller Photography: Michael Nancke & Thorben Damsgaard

The Fall Tour dates back to 2007 when it was arranged in Denmark. Every other year the tour goes to Germany. In 2008 we were in Lübeck, 2010 in Berlin and then in Kiel in 2012. Hamburg will be the site for

the 2014 tour September 4-7. Last year's tour was held in and around Viborg in Jutland. Seven Packards and some 20 people participated. Events include a visit at the Viborg brewery and a power station at the man-made lake, Tange Sø, which provides electricity for 9,000 households. The tour continued to what had been a limestone mine. Nowadays it is used as home for bats (about 18,000 of them during winter) and a place to age cheese. On the way home a visit was paid to the town of Aarhus, a town that is the home of a large private car collection. No Packards, however, but Denmark's largest privately owned collection of model cars, purchased from a museum some years ago. This collection had several Packards, so the visit was not wasted.

Packard greetings!

Allan Kim Møller

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About the art of owning a Packard

Text and photography: Anders Værneús

Nothing happens by chance. Not even owning a Packard is something that emanates from whims and coincidences. There is always a background, a reason why things are the way they are. Why do you or I suddenly own a car that has an aura of luxury and life in the upper echelons of society? But which today is gone and mostly known by people who romanticize about the past and salivate over the current misery at East Grand Boulevard in Detroit, where our cars were once assembled by proud craftsmen. Or at least by middle class Americans who were glad to see a paycheck come Friday.

My life with Packard started unexpectedly. Many years ago (when you are over 40 you are not so accurate about the exact number) I was with a couple of friends to pick up the remains of an old mahogany racing boat outside Gothenburg. Classic boats was my passion at the time and I had several of them. The place was not so easy to find, but we managed and at the end of a small country road was a large opening with a barn on it. We knew we had come to the right place because the boat owner had mentioned that he also had old cars. The yard was littered with old Peugeot's in various stages of decay. We found the boat and loaded it when its former owner asked if we were interested in an Archimedes outboard motor as well. I already had several, but it can never hurt to have a peak. So to the barn we went to look for the motor. We searched around with a flashlight and suddenly the beam from the flashlight struck what turned out to be a large headlight. Then another and a third and a fourth. And in between, two large upright radiators that turned out to belong to a late 1920s Packard and a few years younger Auburn Convertible Sedan. For sale? No. The cars were the owner's old age project. This was the day I decided that I had to have a Packard.

Years passed and thoughts about Packard were stowed away further and further back in my mind. Lots of classic boats, a museum and other things kept me occupied. Until one day old friend Mats invited me to accompany him on an excursion with his "new" car, an all original, unmolested and Sweden-sold 1937 Packard 120C Touring Sedan. It had been sitting for a long time and didn't run very well but was in marvelous condition overall. "If you ever want to sell it, let me know" I heard myself say. But since Mats had no intention of selling the car, I felt comfortable enough with my off-hand comment. But life changes. One day Mats called and said that he had put the car up for sale on an auction site. And since that day, my dream of owning a Packard is not a dream any more.

I have taken over the car and I am planning to get it running well without tearing it apart and restoring it. The radiator needs to be taken care of, I am going to do the brakes and the car probably needs a clutch. The list goes on, but I am a Packard owner and a proud one at that. Perhaps I will see you this summer.

Back cover

Packard Clipper Eight 2101 photographed at Zuidersee dam in the Netherlands in 1952.