

**Cover**

This issue of the Bulletin is devoted to NPOC events this past spring and summer. The European Packard Meet arranged in Switzerland is also covered. The car on page one is Svein Torvaldsen's 1936 120B Club Sedan photographed during the NPOC annual meet in Enköping, Sweden.

**Page 3****Allan Møller's Packard Reflections**

What can we do to keep the membership count and the fleet of cars at the same level in the future? In six years, in 2021, NPOC will celebrate its 50th anniversary and I am looking forward to that occasion. It is great that our club has existed for so many years and that is to your and also prior members' credit. Without your interest we would not have such a significant Packard club in Northern Europe. It would be terrible for old-car enthusiasts and for Packard enthusiasts in the world if NPOC did not exist. We must all make our contributions to ensure that NPOC will exist for a long time to come.

The work groups always do their best to satisfy all members and to get new members to join the club. If all of us put our minds to it, I am sure that we will be able to celebrate a successful 75th anniversary. There are many Packard owners in the Nordic countries who are not interested in becoming members of NPOC because they are members of other clubs. We have to show people the benefits of being a member and the advantage of interacting with other members with similar interest. And yet we find it difficult to attract new young members, often because the younger enthusiasts find muscle cars from their own youth more attractive even though they may like the way a Packard looks. We should also do everything to include our own children and grandchildren in the group of potential members. Today we have a lower fee for members in the same household, but this feature is not widely used. We are glad to see, however, the several female members have joined the club in recent years. And recently we have been happy to welcome several new members, who we hope to meet at future club events.

Stay well out there, thank you for your interest and have a good remaining Packard year.

Alone we are strong; together we are stronger.

**Page 5****Sweden**

Roger Hogander from Lysekil is a new member.

NPOC was represented at the MHS meet in Tjolöholm in May and our booth and the new tent were highly appreciated.

**Denmark**

Wasim de Neergard from Esrum has joined the club. Wasim is the grandchild of Hans Peter Rottbøll de Neergard, who was the first owner of Jørgen Petersen's 1949 Super Eight Convertible Victoria. Morten Hansen from Gilleleje is also a new member.

**Finland**

Heikki Jääskö from Oulunsalo near Uleåborg is a new member. He has a 1939 1700 Club Coupe.

Tommi Pauniranta has taken over his mother's 5580 Four Hundred and has joined NPOC.

Stefan Asplund's wife Karola has become a family member of NPOC. The prior Bulletin erroneously stated that Niilo Sääntti's Packard is a Coupe. The car is a restored 1800 Touring Sedan.

Jarmo Kytömäki showed his car at the Concours d'Elegance in Vasa this summer. His restoration of a 1700 Coupe received 100 points.

**Norway**

Erling Steen visited Autoworld in Brussels. This is a large museum with more than 350 cars on display, among them two Packards, a 1929

Packard Eight De Luxe Convertible and an ambulance from 1934.

**Estonia**

Rein Veldi is a new member with a 1937 115C. The car was restored in 1987. Rein imported it from the U.S. in 2011. The car had been in the same family's ownership since purchased new in St. Petersburg, Florida.

**Germany**

Dieter Paul from Glienicke in North Brandenburg is a new member with a 1929 645 Convertible under restoration.

**Page 6-9****REPORT FROM THE JOURNEY TO THE TENTH EUROPEAN PACKARD MEET IN 2015 I SWITZERLAND VIA GROSSGLOCKNER**

Text and photography: Håkan Sjöholm

**There has been a Packard meet in Europe every other year since 1997. This year's meet was hosted by Packard Club Switzerland. I have participated in several of the previous meets with my 1947 Clipper de Luxe, finding that these meets attract nice cars and nice people.**

Another reason for me to travel to Switzerland was to simultaneously visit the neighboring country of Austria, once more to travel across one of Europe's highest mountain ranges, Grossglockner. On the previous occasion, in 1954, I was a passenger in my father's 1947 Clipper Super, on a trip through Germany, across Grossglockner, and down to Venice.

When my father, Tore Sjöholm, who during the years 1950 to 1965 had Packards as his everyday wheels, in 1954 loaded the whole family into his Packard to travel through Europe it must have been quite an adventure since large parts of Europe still lay in ruins after the war. After the journey my father mounted photographs from the trip in an album, among them several from the Grossglockner area. My plan was to repeat that journey with a Packard from the same year to take similar photographs. My wife, Azeb, came along this time around.

We started in Stockholm and drove on E4 south to Trelleborg, took the ferry to Travemünde, where Autobahn begins. Rather than slogging 800 km from Hamburg to München, we loaded the car on one of those combined sleeper/car trains. Arriving in München we visited BMW Welt, the BMW museum, now housing Rolls Royce and Mini cars as well. Then east, to Zell am See, where the famous Grossglockner Hoch Alpenstrasse begins. The road winds south, first through a valley, then steeply upwards, on this occasion into the clouds where we were greeted by cold, wind and snowy rain, not ideal for photography. Up, up and up, at times in first gear, but the engine never ran hot. Which reminded me that my father had said that his Packard didn't do at the time either. We did take a picture at the same place at Grossglockner as in 1954, but due to the weather without an Alpine peak in the background.

Having conquered Grossglockner reaching an altitude of 2571 meters above sea level, we drove west to the small town of Biel near Bern in western Switzerland, the host location for the Euro Packard Meet, which attracted more than 40 Packards, several of which had attended prior meets with their owners. Seventeen Americans also attended, without cars, however.

The oldest car attending was a 1916 Twin Six Phaeton. NPOC member John Wallentin came with his 1920 Twin Six, also a Phaeton. There were many cars from the thirties, several of which were Coupe Roadsters. My Clipper DeLuxe, and a Belgian Super Clipper, have now participated in five of these meets. There were no Packards from the 1950s in attendance. The list of participants included three fire vehicles and an ambulance. There are 30 restored Packard fire vehicles in Switzerland.

The meet included a visit to Omega's museum, we witnessed production of Emmentaler cheese and we visited a unique private auto

museum housing the best of the best in the form of many exclusive marks from the 1930s and several unique Ferraris. The collection also includes two twelve-cylinder Packards.

The meet organizer was Christian Ackerman, the secretary of the Packard Club Switzerland. The host hotel was close to the shop Christian runs together with his father. This turned out to be practical since some of the cars needed minor mechanical attention. The Ackerman family has several Packards, some of which have been seen at prior Euro meets.

The closing banquet was preceded by the serving of local beer in the hotel parking lot by the brewer himself, owner of a Packard Limousine from 1930, to music by a large brass band. At the dinner I won the prize for the 'longest drive' on its own wheels and Kristian Wallentin, 6 months, received the prize for youngest participant. A 1942 Sedan from Spain had travelled farther, but like several other cars on a trailer. After the meet we went north, car train from Lörach in south Germany to Hamburg, on to Kiel and ferry to Göteborg and back to Stockholm. With two car trains and two ferries we only drove 3000 km this time with a fuel consumption of about 1.6 liters per 10 km.

The next meet, in 2017, will be held in northern Germany, in the vicinity of Hannover, within convenient driving distance for many NPOC members. I am hoping for strong NPOC attendance.

Picture captions

Håkan's father, Tore Sjöholm, at Grossglockner in 1954.

Håkan and Göran Sjöholm posing on dad's Super Clipper.

Towards the peak in sleet, fog and wind.

Håkan at Grossglockner 61 years later.

The oldest car at the meet, 1916 125 Twin Six Phaeton.

Two trusty meet participants, Håkan's 2111 Clipper Eight and Isidoor Vos's 2103 Clipper Sedan, both from 1947.

16th Series Super Eight ambulance.

## Page 10-14

### Packard meet in Enköping June 26-28 2015

Text: Robin Berg Photography: Schmidt, Møller, Dimander, Berg

**I wish to begin by looking back at the meet in Heinola. Those who were there may remember that we had problems with our 740 Sedan, Hulda. She stalled several times and when we were driving through Heinola she stalled again, so we decided to call it a day and drove back to the hotel. On the way there we filled the tank and added a few liters of diesel fuel. The next day the car ran without any problems and now, after having read Odd Moen's article about fuel problems, I realize that our problems were caused by vapor lock. But now, let us go to Enköping.**

The trip from Helsinki went well. Meets held in central and eastern Sweden are well within reach for us coming by ferry from Finland. We proceeded towards Enköping but had extra time on our hands so we paid a visit to Skokloster. Arriving in Enköping we were welcomed by Packard friends who had already arrived.

The first tour of the meet was by minibus and trolley inspecting Enköping's parks, for which the town is known. Historically, however, the town is known for something else, namely the adjustable wrench. The second event of the day was a visit at the JP Johansson museum. JP Johansson was the man who invented the adjustable wrench, the pipe wrench and much more. In all, he held as many as 119 patents. Our guide told us how the technically talented JP met the commercially astute Bernt August Hjort. They began working together, JP with the technical side of things and BA with marketing under the name BA Hjort & Co, better known as BAHCO, Swedish for CRAFTSMAN. Saturday began with the NPOC annual meeting followed by a visit to a local museum housing, among other things, one of the world's

largest collections of Mickey Mouse and other Disney items. Back at our host hotel we prepared for the evening banquet by visiting the hotel's sauna. At the dinner we were treated to a big surprise: The daughter of our founder, Harald Jonsson, came to visit us having travelled from the south of Sweden for the occasion.

Sunday morning it was time to say farewell, thank the hosts for a well-executed meet, pack up and head home. We made it to the ferry just in time and by the time we were home we were happy to note that Hulda had performed without any problems for the entire excursion.

## Page 15-17

### Spring tour in Denmark, May 7 2015

The twentieth spring tour in Denmark attracted eight Packards. The tour went to Gilleleje and member Jørgen Petersen's machinery business. We then admired the view at the Nakkehoved lighthouse and ended the day with supper at the home of Michael and Jeanet Bohnsen.

Thank you for a great tour!

Allan

## Page 18-19

### Haraldleken 2015

Text and photography: Bertil Dimander Editing: Hans Schmidt

This year's event attracted only three Packards and four daily drivers. The goal was a private museum, a "well-arranged chaos" of utility items 1900 until about 1990.

## Page 20

### Did you know this?

Text: Bertil Dimander Editing: Hans Schmidt Illustrations: Archive

Everybody knows that Packard made trucks that were used in Europe during WW I as well as a number of Clippers used as staff cars during WW II. And also that all American PT boats during the war were equipped with Packard engines, as well as a number of British, Canadian and Soviet ones. Also that several WW II fighter planes, including the P-51 Mustang, had Packard-built Rolls Royce Merlin engines is also known by the Bulletin's readers. But did you know that Packard between 1947 and 1951 also made diesel marine engines for mine sweepers and jet engines for the Boeing B-47 bomber? After the war Packard also built turbo-jet engines for the war and also two jet engines. The engines for the B-47 bomber was designed by General Electric, however, but was built by Packard.

Facts from an article by Robert J. Neal published in The Packard Cormorant, Number 95/1999.

## Page 24

The Christmas card shows the three cars cared for by Håkan and Göran Sjöholm. These are their last cars of their father, Tore Sjöholm. Tore used Packards as his everyday wheels and was therefore one of the few members of NPOC who drove a Packard as a utility vehicle. He was also a very early member. The red 1954 was replaced by the 1965 Pontiac when inspection began in Sweden. By that time the Packard was so rusty that it would not have passed inspection. It was therefore relegated to a barn, but was subsequently restored. The Pontiac is in good original condition. Tore's 1947 Clipper Super is no longer with us, but has been replaced within the family by a same-year DeLuxe. All cars are used regularly and the Packards especially are well known in NPOC.

The card shows the cars parked in front of the landmark-designated airport building at Bromma in Stockholm. The card was created by Mano Forsman, a Finn residing in Sweden. He has had many cars, including Packards. Google Mano Forsman and see many of his drawings and photographs.