



Packard



PELICAN PAPERS

AUTUMN 2018



THE QUARTERLY NEWSLETTER OF
NORTH ATLANTIC PACKARDS
A Region of Packard Automobile Classics, Inc.



North Atlantic Packards 2018 Officers

Director:
David Robinson
PO Box 480
Saxtons River VT 05154-0480
Home: 802-869-2891
robins@david-robinson.net

Vice Director:
Parker Roaf
72 Chester St
Worcester MA 01605-1012
Home: 781-760-2566
parkerspackards@gmail.com

Secretary:
Fran Mayer
502 Bloomfield Ave
Bloomfield CT 06002
Home: 860-242-3625
patrician56@sbcglobal.net

Treasurer:
Bob Nuss
764 Route 6A
Yarmouth Port MA 02675
Home: 508-362-3306
robertnuss@comcast.net

Editor:
Drusilla Carter
13 Falknor Dr.
Manchester CT 06040
Home: 860-634-7519
packardgirl@hotmail.com

Membership:
Sheri Roaf
72 Chester St
Worcester MA 01605-1012
Home: 781-760-2566
sheri.roaf@gmail.com

Activities:
Joel Stern
57 Indian Pond Rd.
Kingston, MA 02364
oldseadog100@gmail.com

Past Director
Les Herzog
174 Kimball Rd
Carlisle MA 01741-1040
Home: 978-369-2503
les@herzogconstruction.com

2018 Board-Appointed Positions

Web Master
Drusilla Carter
13 Falknor Dr.
Manchester CT 06040
Home: 860-634-7519
packardgirl@hotmail.com

Historian
Scott Raswyck
6 Riverview Cir
Litchfield NH 03052-2470
Home: 603-883-0956
razzy22@myfairpoint.net

Asst Editor
J. Eric Robinson
PO Box 480
Saxtons River VT 05154-0480
Home: 802-869-2891
erobins@david-robinson.net

Technical
Paul Aldrich
89 Concord St
Maynard, MA 01754-1236
Work: 978-466-1471

Sunshine Person
Janet Flinchbaugh
13 Cunningham Ave.
Glens Falls, NY 12801
Home: 518-793-5571

Regional Contact Members

Connecticut:
Drusilla Carter
860-634-7519
packardgirl@hotmail.com

Maine:
Don Russell
207-781-2984
drussell6@maine.rr.com

Massachusetts:
Parker Roaf
781-760-2566
parkerspackards@gmail.com

New Hampshire:
Gerald Faneuf
603-736-5575
gfaneuf@myfairpoint.net

Rhode Island:
Joe Scanlan
401-253-7083
joescan@verizon.net

Vermont:
David Robinson
802-869-2891
robins@david-robinson.net

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Editor: Drusilla Carter

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North Atlantic Packards

2019 Activity Calendar

<i>date</i>	<i>activity</i>	<i>coordinator</i>
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May 19-21



Dust Off Tour

Salem, MA

Join us for a tour of the historic Salem, MA area, including the beautiful seaside town of Gloucester. The host hotel will be the Holiday Inn & Suites in Peabody, MA.

Watch the next issue of the *Pelican Papers* for more details.

Watch for more information on upcoming activities in future issues.



Director's Comments

As the year comes to an end, I look back on 2018. We began with a popular Dust-Off tour in Newport, well planned and executed. Next was the Misselwood Concours at Endicott College that brought out a number of members to show their cars. August brought us the tour at Nook Farm in Hartford, home of Harriet Beecher Stowe, and the famous picnic at Fran and David's, which is always a hit. In fact, it has become so big that we need to look at how to make this event easier for our hosts. The season wrapped up at the Tech Seminar and Annual Meeting at Parker's Packards in Holden. Last Sunday we had a very successful Holiday Banquet at the Mill Restaurant in Princeton MA, where there were almost thirty of us in attendance. I think this has been a very successful final year of my tour as Director.

On a sadder note, word has come that longtime member Frank Finney passed away last July. I believe there is an obituary elsewhere in this issue. Please read it. Frank was a member of the NAP for thirty years or so. I was fortunate to know him for the last twenty. Our sympathies go to Joyce Finney.

As I wrap up my four years of service, I am very proud to have been your Director. We have had many successes and few outright failures. We all are joined together by our dedication to Packards and, perhaps more so, the friendships gained with other NAP members. This a vibrant organization that has much room to grow and improve. Thank you to all of you for making my tour as Director so much fun.

As to the future, you will not be rid of me. I now move to Immediate Past Director position tasked to assist Parker, the new Director, in any way I can. I look forward to continuing to serve North Atlantic Packards.

Dave

From the Desk of
Drusilla Carter, Editor

Season's Greetings from your editor, who has just one wish for Christmas - that our members send her lots of articles and photos for the *Pelican Papers*. (Okay, that and that a 1952 convertible appears in her driveway.)

The next issue of the *Pelican Papers* will be in March, at which point we will have all of the details for our 2019 Dust Off Tour. Mark your calendars now for May 19-21 and please plan to join us for what promises to be a great tour of a beautiful area. If you have suggestions for other activities for the Club in 2019, please pass those along to our incoming activities director, Joel Ray.

In the meantime, what better way to spend a chilly day than sitting in your favorite chair with a hot toddy and this issue?

- Drusilla



789 Wachusett Street; Holden, MA • 774.578.0873 • www.parkerspackards.com



FRANK FINNEY

During the process of collecting votes for our recent election I received a nice note from Joyce Finney informing me of Frank's passing on July 26th, 2018. We as a Club have lost a dear friend and a knowledgeable Packard enthusiast. Frank and Joyce were members of our Club for many years and predated me in the mid 1990's. Frank served as Treasurer for many years, and Frank and Joyce together served as Registrars for our 2005 National Meet, a huge job of coordination and finance. When Frank stepped down as Treasurer he ran our Club project of selling Packard labelled apparel through the monthly Packard bulletin.

Frank owned three beautiful Packards. One was a rare '42 120 convertible coupe, one was an original '55 Clipper with about 16,000 original miles, and his pride and joy was a '55 Caribbean convertible with A/C that he rebuilt from a fire wreck. His cars were impeccable and could easily have won national awards if Frank wanted to compete at that level. Frank and Joyce ran Central Auto body in Ayer, MA and helped many of us with the restoration of our Packards. Joyce, in her note, said she will not be joining the Club. We have lost a good friend and colleague! May he rest in peace.

- Tom Hickey



Annual Holiday Luncheon

The North Atlantic Packards annual holiday luncheon was held on December 9th at the Old Mill restaurant in Westminster, MA.



Above left: Outgoing Director Dave Robinson offers a toast to a successful year.
Above right and below: the holiday luncheon always offers plenty of time for members to socialize





Above left: Joel Ray gives a quick overview of next year's Dust Off Tour. (In spite of some of the facial expressions, the members were having a good time!)

Below left: Parker Roaf provided an appropriate sign for the banquet room.

Above: Look who was waiting for us in the restaurant lobby! Your editor took the opportunity to ask for a Packard for Christmas.

What Is and Is Not a Clipper

By David Wesson

During its lifetime Packard Motor Company produced over 1,600,000 automobiles. As a result, a large number of "body styles" and "series" names were employed to identify the numerous production models. This litany of names can be confusing to anyone with more than a passing interest in Packards. The name that perhaps produces the most confusion is "Clipper."

Some people believe that all postwar Packards are "Clippers." There are others that believe that Clipper was a medium priced Packard, and there are some who assert that some of the early Clippers were very expensive and are CCCA recognized "Classics" today. There is some truth in this, but confusion reigns. My late friend Brooks Smith, a true "car guy," once said to me "I saw you driving a Packard Clipper the other day. Nice car!" IN face what he saw me driving was a 1956 Patrician. It is time to improve our Packard knowledge and clarify this thinking.

In the late 1930s Packard brass was in fear of falling behind arch-enemy Cadillac in styling.. Something had to be done. SOme thought that Packard styling was outdated and predictable. Company management says that Packard "must look modern." A task force was formed to create a more modern look. Many stylists contributed to the design but Howard "Dutch" Darrin seemed to have the most impact on the final design.

The new model was christened "Clipper" and introduced in 1941. The traditional Packard 110, 120, 160, and 180 were continued and Clipper was added. Pricing of the new Clipper was in the middle range and up to the small Cadiallc. The Clipper was widely praised and was a hit in sales. For 1942 the Clipper was offered in all of Packard's price ranges, right up to the most expensive. The old style Packard was almost gone at the time. Then came World War II. All auto production was halted until peace came in 1945.

When the war ended the auto companies did not have time to come up with newly styled models. All new cars were a continuation of the 1942 designs. The new 1946 and 1947 Packards all had the Clipper design and model designation. Six cylinder Packards were offered but the line went all the way up to the most expensive cars in the country. The Custom Super Eight Clipper was the most expensive sedan in the USA. A Clipper limousine and seven passenger sedan were also offered. This should put to rest the misconception that "Clipper" meant "medium price."

For the 22 Series (1948-1949) Packard styling was modified with a heavier look. This was the dawn of the "bathtub" design which continued through 1950. The name "Clipper" was not used on 1948, 1949, and 1950 models.

For 1951 all Packard cars were completely restyled. The new model line-up was 200, 250, 300, and Patrician 400. Good cars, but not a Clipper among them. This continued through 1952.

In 1952 James Nance became the President of Packard. Nance's goal was to return Packard to a prominent position in the fine car field. Yet the firm's profits came from lower priced mdoels (200 series). Nance sought to make a clear distinction between the luxury cars and the middle priced models. To achieve this, the luxury line would simply be called "Packard" and the lesser models "Packard Clipper." Gradually the appearance fo the two lines would diverge. However, conveying this concept to the public was difficult. By 1955 the Clipper had become more distinct.

In 1956 a radical realignment was made. Clipper was now proclaimed to be a separate make of car, focused on the Oldsmobile, Buick, Chrysler, and Mercury. Technically, the Clipper was not a Packard! Unfortunately, the public did not get the idea. Today, most collectors are not aware of this footnote.

In late 1956 the house fell at Packard. Nance was out and all production was moved to the Studebaker plant in South Bend, Indiana. The Packard name was continued as an enhanced version of the Studebaker President. This offering was called the Packard Clipper. Clipper again and again a medium priced model. The new car did not sell well and was replaced in 1958 by an ugly duckling simply called Packard. Then came the end!

As I have shown, the name "Clipper" was used in various ways. From 1941-1947 Clipper was a streamlined Packard. Between 1948 and 1952 there was no Clipper. From 1953 through 1955 Clipper was a medium priced car. In 1956 Clipper was a separate make of car. And in 1957 it was again a Packard Clipper, but in Studebaker clothing.

If this does not clear the Packard/Clipper confusion, just remember this formula: "if it does not say Clipper on the car it is not a Clipper!"



David Wesson of Gilford NH learned to drive in 1959 on a Packard that he urged his family to buy. He has been a PAC member and Packard owner in his own right since 1970.

Wherever You Go, People Know...

Packard

Go where you will in a 1954 Packard and you will note the car is always a starburst. In any setting, elegance is immediately apparent in every line of the Packard's specially crafted exterior. And whenever looking into the car will notice luxurious appointments such as they have rarely seen before in any automobile.

But the most striking feature of the new Packard styling is the originality. A long, forward sloping hood sweeps down to a simple, tastefully proportioned grille that is unmistakably identifiable on the highway. In fact, Packard cars are the most original on the American road.

Flatter yourself... with this distinction. *Quant-drive* a 1954 Packard today!



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www.columbiaclassiccars.com

J. Drusilla Carter, Editor
North Atlantic Packards
13 Falknor Dr.
Manchester CT 06040

