
NEWSLETTER

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Ontario
and
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New York



A Region of PAC -
The Packard Club

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Farewell, Cathie and Steve! As you set off into *semi-retirement*, we, the members of Niagara Packards, want to wish you well and all the very best. We will miss your friendship and your skills and abilities to map out great car tours! Gabriola Island is indeed lucky to have you two as new residents. We wish you many happy miles of antique auto touring on the West Coast – perhaps, someday, in a Packard.



NIAGARA PACKARDS IS **BACK** ON-LINE!

www.niagarapackards.ca

The Niagara Packards'
Newsletter
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TOMATO-PEACH SALAD WITH TOFU CREAM

Parts List:

8 ounces silken tofu
4 tablespoons sherry vinegar, divided
4 tablespoons olive oil, divided
2 tablespoons soy sauce, divided
Salt, freshly ground pepper
3 medium heirloom tomatoes, cut into 1" wedges
1 pint cherry tomatoes, halved
2 medium peaches, cut into 1/2" wedges
1/2 small red onion, thinly sliced
1/2 cup fresh corn kernels (from 1 medium ear)
2 tablespoons chopped fresh tarragon
2 tablespoons chopped fresh chervil, plus sprigs for serving
3 thick slices grilled or toasted country-style bread, cut lengthwise into wide strips

Assembly:

Blend tofu, 2 tablespoons vinegar, 1 tablespoon oil, and 1 tablespoon soy sauce in a blender until light and smooth; season tofu cream with salt.
Whisk remaining 3 tablespoons oil, 2 tablespoons vinegar, and 1 tablespoon soy sauce in a large bowl; season with salt and pepper. Add tomatoes, peaches, onion, corn, tarragon, and chopped chervil and toss to combine. Adjust seasoning if needed.
Swipe tofu cream on a platter and arrange tomato salad over; top with chervil sprigs.
Serve with bread.

Do Ahead

Tofu cream can be made 1 day ahead. Cover and chill.

[Bon Appétit](#) July 2015

Beelzebug (n.): Satan in the form of a mosquito that gets into your bedroom at three in the morning and cannot be cast out.



GUELPH TOUR

SUNDAY, SEPTEMBER 20

Come to the Royal City to enjoy touring two automobile collections, a tour of a modern Chrysler dealership, lunch with good friends, and with any luck, you will be home before the evening rush.

Meet at *Wellington Chrysler* at 935 Woodlawn Road W. by 10:45am to see the interesting dealer-centred collection of Ted Woods. Turn off Woodlawn onto Michener and enter the gate.

LUNCH at *Crabby Joes*, three blocks east of the dealership on Woodlawn at Silvercreek Rd. on the left.

Following lunch, we will follow Gerry to see the property and collection of Bill Harrison to the south of the city – 2644 Maltby Rd. When you have overloaded on lovely cars and property, you are free to head for home. Easy!

If you get lost, call Doug at 519 400-8340. **ALSO** call to let him know that you are attending.

DIRECTOR'S COMMENTS

Our July tour was organized by Steve Compton and John Coté, and when these two organize an event, it's always well done. Steve and Cathie Compton will be leaving Niagara Packards as they are setting out on a new adventure in semi-retirement in beautiful B.C. I would personally like to thank them both for their contribution to our club over the years and wish them the very best in their new island life.

Our August event is hosted by Doug Wells and for something completely different, or should I say 'odd', you are invited to a theatre afternoon to enjoy a production of the *Odd Couple*. This is a great opportunity to get out for a day and renew some old friendships in a non-automotive atmosphere. We hope to see some old friends come out and join us.

Our last driving event of the season is a tour of two private collections in the Guelph area. The afternoon tour of Bill Harrison's is one you don't want to miss. Bill is a gracious host and old car aficionado who is mostly of the Ford and Jaguar persuasion, but I must tell you his car barn is something to see. Constructed completely of pine, even the main pinnings are wooden pegs. The building itself has been widely recognized as a winner of an Ontario Heritage Award. An opportunity to tour a private collection like this comes up rarely, so don't miss what's sure to be a great day. Put September 20th on your calendar now and we'll see you there.

Gerry

NOSING AROUND THE PENINSULA

Gerry Hockin

Steve Compton and John Coté did a fantastic job of organizing a tour for us in the Niagara area and what a beautiful day they ordered! We met up at a central location in Beamsville and drove a short distance to Leo Peltomaki's farm. Given that all of the outbuildings were stuffed with cars, parts, carriages, motorcycles and antique memorabilia, the scene was right out of American Pickers. Leo's main workshop area housed a 1951 Ford convertible he is currently restoring as well as some great and very rare originals. When was the last time you saw a 1932 Rockne roadster? Many old Ford A's and T's owned by Leo for many years, include a totally original T touring in excellent condition. Four buildings are filled with everything from bicycles to a very nice original Boss 302. Leo has obviously been at this for many years and his hospitality was appreciated.

After Leo's, we visited the scenic village of Jordan where our group lunched at a local hot spot which served a great meal and some cold beverages. Thereafter we toured some beautiful tree-lined back roads ending up in Fonthill where the heat of the day was tempered by ice cream.

A great day enjoyed by all those who attended: Steve Compton, John Coté, Dave Knight, Jim Galvin, Jim Casey, Charles and Marion Stahn, Don and Jeannie Oakes, Monty Oakes, Lyndsay and Gerry Hockin.



One of Leo's rustic buildings



1932 Rockne



Early Ford acetylene headlamp



1939 Studebaker



1931 LaSalle



1942 Studebaker Champion

MY PACKARD EXPERIENCE

John V. Coté

Hello! My name is John Coté and I am a relatively new member of your club. With the encouragement of good friends, Steve and Cathie Compton and Brian and Shirley Stouck, I have become involved with a wonderful group of new, car-enthusiastic friends. I don't own a Packard as yet (but he drools on seeing them! Ed.), but trust me, someday soon, I will. My late father always wanted me to sell my '39 Chev and '39 Buick and get a '30s Packard. That might sound rather elusive now, but I have Packard ownership on my bucket list. I currently have four Cadillacs – the oldest being a 1966, plus an Oldsmobile Toronado and a couple of late-model Buick Roadmasters.

My Packard experience started in 1970. That seemed to be a milestone year for me as it was the year I turned 18. I also took my first commercial aeroplane flight that summer. My parents took me to Houston, Texas for a vacation, while my father was on business. We attended a Knights of Columbus Supreme Convention at the Shamrock Hilton that was within walking distance of the Astro Dome. I remember watching the Montreal Expos get beaten by the Houston Astros. Because the convention was a summer event, the delegates brought their families. I had never met so many gorgeous girls before, and from every state in the union! I was in heaven. But, I digress! In the early part of September that year, my parents and I travelled to Pennsylvania to visit



my mother's aunt and uncle. My Great Uncle Charles Ward Silver and Great Aunt Sarah Connell Silver lived in Erie but they were staying at their summer home, just east of Erie on Route 5, right on the shore of Lake Erie in the town of Northeast, PA. Strange how a town called Northeast is in the northwest part of the state! My Uncle Charles had a small wrecking yard, towing company, tire dealership, repair business and an aftermarket parts store. He always drove nice cars but he always talked about his Packard as being his best ever. He owned a 1951 300 4-door

sedan, painted robin egg blue, plaid interior with red highlights. He had bought it new but I think he quit driving it when Packard went out of business in order to preserve its originality. We stayed at the summer property on that visit. My aunt and uncle stayed in the main two story house while my parents and I stayed in the bunkie with the 30' x 30' attached garage. The garage had two 12 foot doors with windows. One side was for my Aunt Sally's gold '68 Galaxie 500, that she received from my uncle for their 50th Anniversary. The middle of the garage had all of my uncle's antique riding lawn mower collection. He had more that he really needed. He also had rototillers and lawn rollers and even a lawn mower for lawn bowling and golf greens. These were old school machines, but they were all in working order and looked dangerous to me as they were quite primitive. On the other side of the garage was the elusive Packard. I'd never seen it before, and I still couldn't because it was



covered with old bed sheets that my aunt had sewn together. I asked if we could take the cover off, and we did. It was against the wall, up on four safety stands with all four wheels off. The car smelled new inside and out, with only 19 000 miles on the odometer. The Pennsylvania license plate on the back of the car was from 1958, the last year the car had been registered. I suspect that the car had been driven in the winter at some point. I know it had been driven to Florida at least once. Some the white metal pieces on the car were pitted. However, the car was exceptionally clean underneath. I asked, 'Where are the wheels and tires?' My uncle pointed to a stack of tires covered up in a blanket. My uncle stated that if I could get it running, I could drive it around the property. I couldn't drive it on the street as the plates had long expired. That was all the incentive I needed.



One of the Packards on John's Bucket List – a '55 Clipper Constellation coupe

That weekend I didn't care about swimming, fishing, sunbathing or walks on the beach. I spent the weekend in the garage. "What do we have to do?", I asked. My uncle had a specific list of verbal instructions that he would coach me through while still trying to entertain my parents, his guests. I inspected all the brakes, pulled all the drums and inspected each of the wheel cylinder cups for leaks. Nothing. All the shoes and springs looked like they had been replaced before the car was put in storage. There wasn't even any brake shoe dust. I topped up the master cylinder then checked for pedal pressure. I checked the antifreeze in the rad. All systems go! I next had to change all of the spark plugs. My uncle had a new box of Champions, already properly gapped. Then he wanted me to change the cap and rotor. He said the points and condenser should be okay. He had more on hand if needed. Remember, he owned a parts store. My uncle had the long, narrow battery on charge. I cleaned the terminals and installed the battery, while my dad and uncle went to get fresh gas, and probably a couple of beers. I changed the oil as requested but could not find an oil filter cartridge so I left the old one in the canister. I hit the starter to crank it over. My Uncle Charles put some gas in the tank and I put some down the carb. The engine raked over fine, but it wouldn't fire up. I overheard my uncle whisper to my father, "He'll never get that thing running." My father muttered back, "Yes, he will." I had a hunch. I changed the condenser but left the points alone. Coil to distributor spark was good but the spark to the plugs was weak. The carb was getting fuel so the fuel pump was working. I kicked it over a few more times and the engine stumbled a few times trying to start. My mother, father and aunt and uncle came running out of the bunkie into the garage when they heard the Packard trying to run. The battery was getting low at this point so my uncle hooked up a battery charger. He stuck his head under the hood, choked out the carb with his hand and said, "Try it again." The engine sprang to life! Everybody cheered!

We just let it run for a while, revved it up a few times. The engine smoked quite a bit. We shut it off, then my uncle rolled out a giant antique floor jack, then uncovered the pile of wheels and tires. He had recently purchased a set of 4 brand new Mansfield-Denman 4" wide whitewall tires. My eyes were as big as saucers when I saw those tires. I installed the wheels and tires. The full wheel covers were in the trunk, individually wrapped in pillow cases along with the brand new unused Dominion Royal wide whitewall spare tire. The whitewall had now gone yellow.

The springs creaked as I let the car down onto its own feet after twelve years. I was able to drive the Packard around the property for a couple of hours. It didn't leak. It stopped and started. The brakes worked fine. The Ultramatic performed flawlessly in all gears. Even the radio still worked. The engine eventually came up to operating temperature and the engine stopped smoking after my uncle put in a can of STP. I checked the vacuum wipers and the heater-defroster. All A OK!

That was the last time I saw that car. My uncle didn't think that the car could be imported into Canada, so I wasn't even considered when it came time to sell it.

Charles and Sally continued to make the annual pilgrimage to Niagara Falls, to stay at my grandmother's tourist home. Uncle Charlie was my grandmother's brother. They came in late September or early October for a week to play the horses at Fort Erie Race Track. I remember chauffeuring them to the track in their tan '63 Cadillac Sedan de Ville. I still have the showroom sales brochure that they gave me that they had used when purchasing that car. Aunt Sally died in 1977. I stopped in to visit my great uncle in the winter of 1978 on my way home from California. I wanted to show him the '63 Riviera that I had bought out west. I remember giving him a silver dollar that I got in a casino in Reno, Nevada. He encouraged me to stay overnight with him as Erie was about to get hammered with a snow storm. In the morning I dug the Buick out of about three feet of snow so I



John's most recent acquisition. A 47 000 mile, original paint '76 Eldorado Convertible

could get home after three weeks on the road. He was going to call my Dad to let him know that I was only an hour and a half from home. My Dad told me that Uncle Charlie said that no kid had ever given him a silver dollar before. After all, his last name was Silver. He also told my Dad that he regretted not selling me the Packard. He died of throat cancer the following September. I did not attend his funeral because of work commitments, but I do remember that it was the last out-of-town trip that my grandmother took. When my mother and her sister, my favourite Aunt Marjorie, were cleaning out my grandmother's home, preparing for an estate sale, they came across the original bill of sale for Uncles' Charles' Packard. I have no idea why that bill of sale was in an old desk in Niagara Falls, Ontario. They showed it to me and asked what it was and if it was any good for keeping. It had the car's VIN, trade-in and final price. Not thinking forward far enough, the piece of paper was discarded with all the other trash. A few years later, I wanted to find the car. My father said he would pay to buy the car if it could be found. I did a search for the car with a former girlfriend, Deborah Jean Labelle. We travelled to Erie and came up with a couple of good leads, but subsequently, came up short. The car looked identical to former Niagara Packards' members Paul and Monique Johnston's 1951 300 sedan, except for the sun visor. Is their car originally from Pennsylvania? Wouldn't that be a coincidence?

I have always been a car nut. I still have all of my Dinky Toys! I've always held a special place in my heart for the creations of James Ward Packard that rolled out of East Grand Boulevard. Every time I see one, I get a rush. I vow to continue to always *ask the man who owns one!*

Law of Logical Argument - Anything is possible if you don't know what you are talking about.

Brown's Law of Physical Appearance - If the clothes fit, they're ugly.

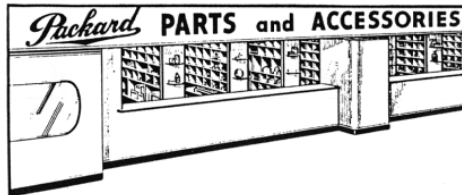
DATE

2015 EVENTS

Sept. 20 - Guelph Tour - Ted Woods' Collection and Bill Harrison's architecturally interesting garage of rare vehicles.

Time to take your classic Packard for one final cruise before winterizing and then start your letter to Santa.

***BOLD** and **LARGE** indicates Niagara Packards events.
REMEMBER: You may attend any Niagara Packard event in any make of vintage/modern car.



Wanted: 1939-40 *cane shift* transmission. I have almost everything but the top plate with the cane shifter. I have an overdrive but cannot install it in the '39 case I am currently using. The 1939 and later models differ from the 1938 unit with larger gears and the shifter-rings are bigger diameter requiring larger selector forks, so the 1938 top-cover does not fit over the selector rings - I have tried that already. Any parts for this model warmly welcomed.

Chris Day at crday@aei.ca or 450 653-3095

Packard
USED CARS

Ted Powell has cars **for sale**, including the following **Packard** models - 1940 grey Packard 160 with Factory A/C, 1953 black Packard Patrician, 1956 yellow and white Packard 400, 1956 green Packard Patrician, 1955 gold Packard Patrician. He has enjoyable tales about all his cars. Why not call Ted, have a chat and make an/some offers? 905 772-5387.

Wanted - 1932-33-34 Packard. I'm a serious car collector and I want to add a new one to my collection. At this time, I'm looking for a RS coupe or convertible coupe. Any condition will be considered – older restoration or running. Please contact André Roy - 418-222-7387 or andre2257@hotmail.com.