

OREGON

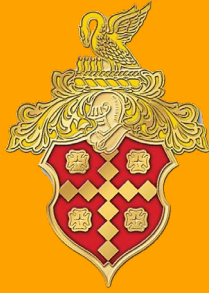
Clipper



Journal of the Oregon Region
VOLUME 48 NUMBER 3



Packard Automobile Classics
FALL-WINTER 2022



Journal of the Oregon Region
of Packard Automobile Classics

Vol 48 Number 3 Fall-Winter 2022

PACKARDS OF OREGON is dedicated to the preservation and use of Packard automobiles; to provide a source and exchange of history, technical assistance and other material related to the car and to provide and regulate tours, events and exhibitions of Packards. We are a Region of the Packard Club – Packard Automobile Classics. Ownership of a Packard is not required for membership.

2022 BOARD OF DIRECTORS

PRESIDENT	John Imlay, Jr.	503 860-2557
VICE-PRESIDENT	Open	
SECRETARY	Open	
TREASURER	Howard Freedman	503 234-8617
CLIPPER EDITOR	David Charvet	503 309-7729
MAGAZINE DESIGN	Joe Santana	503 807-7640
TOUR DIRECTOR	Joe Munsch	831 234-0802
WEBMASTER	Joe Munsch	831 234-0802

Annual Membership Dues: \$50/year, due in December.
Membership information may be obtained from:
Howard Freedman. 503-234-8617. Hfreedman99@gmail.com

Visit us online at www.packardsoforegon.net

National Club website: www.packardclub.org

The Oregon Clipper is published four times per year:
Spring, Summer, Fall and Winter.
Submissions related to club activities, Packard automobiles
and technical tips may be submitted to the Editor at:
CharvetClassics@aol.com

IN THIS ISSUE

Cover

1928 Packard 443 Phaeton
formerly owned by Bhagwan &
Gail Mayer

3

Featured

PAC National Meet
Sunday, June 25-30, 2023

4

President's Message

John Imlay brings us up to date
and looks ahead.

5

From the Editor

Dave Charvet asks,
"Why be a member?"

6

2022 Monster Mash

Halloween Costume Party

8

Tech Tips

Dave Charvet shows
"The Devil is in the Details"

10

George Potter

In Memoriam

11

Packard Heater Ad

1931. Keep your tootsies warm
this winter!

12

**The Adventures of
"Bruno"**

Jan Taylor on a whimsical trip
in a 1937 Packard Super 8

14

Walt Johnson

In Memoriam

15

Accessories from 1931

Don't forget your Packard lap
robe and hub caps.

16

Annual Holiday Dinner

Sending off 2022 on a
full stomach!

20

PAC National Meet Details

Join in the fun, in the Bay Area
of California.

23

2023 Calendar of Events

Check emails, attend monthly
meetings and visit
packardsoforegon.org
for complete event details

Back Cover

Driving through the California
Redwoods – literally – in a
1930 Packard.

© 2023 Oregon Region of The Packard Club,
Packard Automobile Classics (PAC), a non-profit organization.
All Rights Reserved
Printed in the United States of America.

Please plan to attend
our next membership
meeting.
April 6, 2023



Photo by Joe Santana

more starting on page

20

California, here we come, (again)!

Once again, it's time for PAC's National Meet, rarely held on the West Coast and cancelled in 2020 due to COVID-19, so here's your chance. You'll find the daily event schedule, judging classifications, and registration form in this issue.



by John Imlay
President

President's Message

Lordy, Lordy, Lordy, sure wish I were forty!

Air travel sure has been crazy the last few months. I've got a few more years before retirement, but it just can't come soon enough. And if I were forty, it would take even longer! Anyway, I hope this finds YOU happy, healthy, and making it easily through this winter. We have already had a couple events this year which have gone quite well! Our movie day at Howard's garage on January 21st was quite well attended and, as you no doubt read in Brake Cables, we really enjoyed Bogie in The Maltese Falcon, along with a couple of Merrie Melodies featuring Foghorn Leghorn. Then on February 12th, we headed up to Multnomah Falls Lodge for our annual Valentine's Brunch. Folks were rather slow to sign up, which we thought may have been due to the fact that we had scheduled this for Superbowl Sunday, but



we ended up with 30 people and a perfectly beautiful day. Thanks again to Howard and Bob Douglas for setting the whole thing up, arranging parking, and leading the tour. 'Twas a great day!

So, what else is new? Well, Howard had his new hip installed at the end of January and we expect him to be right as rain, chipper, and fully functional very soon – as long as he greases it once a week. We also have the Portland Swap Meet at the Expo Center coming up March 31st through April 2nd which is always worth a visit. Our pals David Moe and Joe Block will be there hawking their goods, of course, so if you're looking for anything in particular for your Packard(s), reach out to either of them now to see if they have what you're looking for. They can bring it with them to the swap meet and save you the shipping cost! We also have an overnight tour planned for mid-April up to the Chehalis/Centralia area to visit a museum or two. And not to get too far ahead, but in May we have a great tour planned to Port Orchard, WA to visit Olson's Gaskets facility. I don't really know the details on either of those yet, but keep your eyes out for flyers and further information in Brake Cables.

Now, here's something I really want to mention – The Packard Club National Meet planned for June 25th – 30th, 2023 in Northern California. It may be many years before we get another national meet this close to us, so it would really be great to have a big turnout from Oregon. They have gone to great lengths to make this a fun, interesting and worthwhile event with driving tours, museum visits, a swap meet, wine tastings, you name it! So, if you're willing and able, please make the effort to attend. All the details are in this issue of Oregon Clipper.

Ok, there you go. See you at our next meeting!

John Imlay

by David Charvet
Editor



From the Editor

Like the March Hare, "I'm Late, I'm Late, I'm Late!"

The full past few months of business and some pressing projects have led to this double-issue recap of events that wrapped-up 2022, and a look ahead to 2023. As you'll see (and likely already know), our club and members are active!

Being around the classic car hobby on a daily basis with my business, I often find people new to the hobby who are not members of a car club. I tell them that if they are buying a collector car, the first thing to do (even before you buy one) is to join their local club. They wonder why? I tell them that I am the perfect example.

Nearly 30 years ago, I stumbled upon a club meeting (quite literally, as they were meeting at a restaurant I coincidentally happened to be at that night) and asked if anyone might have a Packard for sale, as I had been thinking about getting "an old car." I was immediately introduced to Dave McCready, who a few days later sold me my first Packard. Luckily, it was a good one. Because it came from a knowledgeable club member, and not a random ad in the newspaper, I could be pretty-well assured that it would be a good car. And it was. I drove that first Packard over 30,000 miles in the three years I owned it. That sold me on the idea that you could still drive an old car on a semi-regular basis and enjoy it. I also immersed myself in club activities. I asked a lot of questions and got answers from people (members) who knew these old cars inside and out. In the process, I made some great friends, who are still friends to this day.

Now, if the opposite scenario happened and because of my initial lack of knowledge I had bought a lousy car, I might have been completely soured by the old car hobby and never pursued it farther. I also would have never had an old car business and likely never would have met the woman who became my wife, since she was also a club member. So, you can see how important recruiting and interacting with prospective and new members can be to the life of a club. New members are the future of the club. If you have a friend

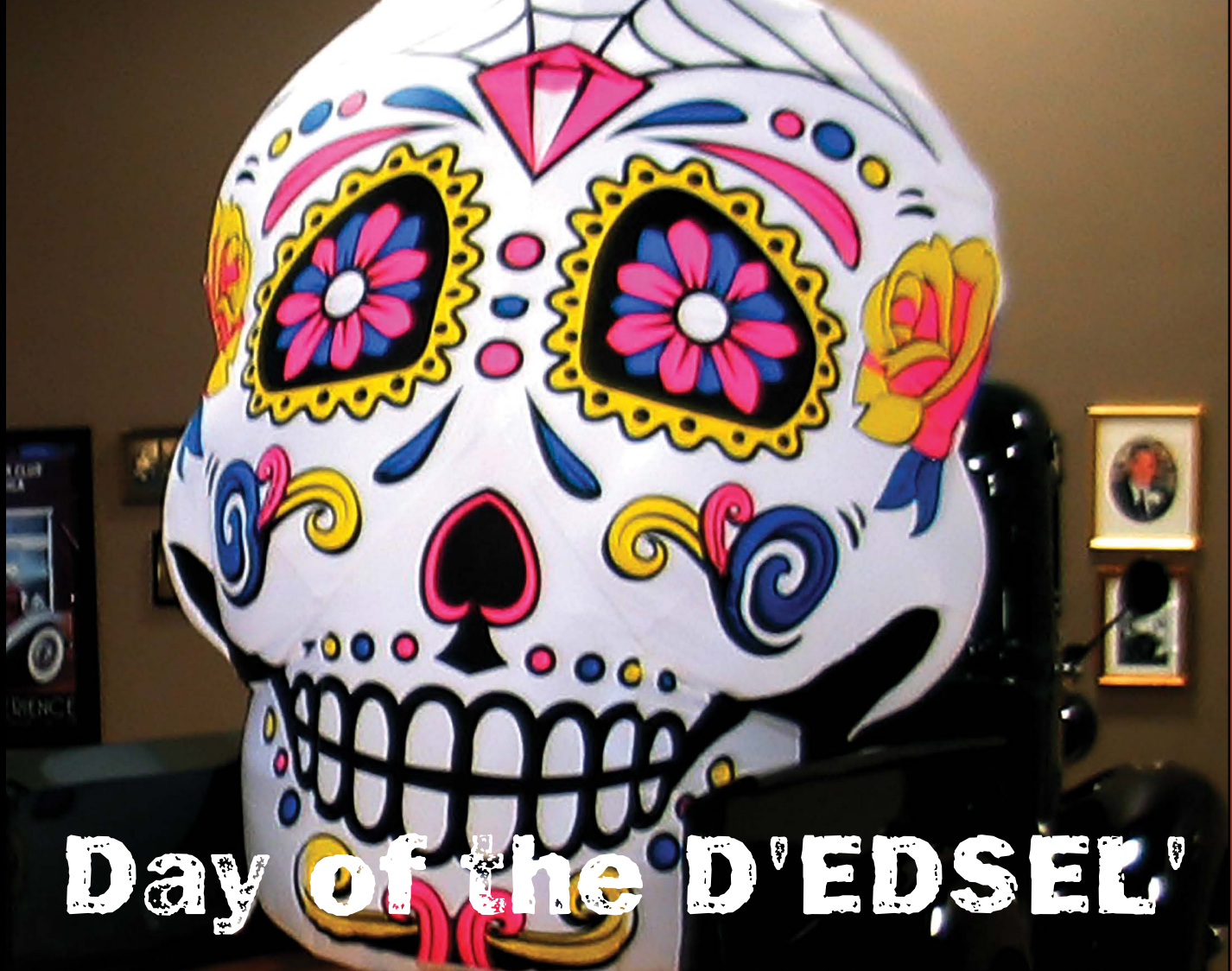
currently outside of the hobby, meet someone who is admiring your car at a show, or even in the grocery store parking lot, invite them to a club meeting! You never know what impact you – and these old cars – can have on someone's life.

I'd suggest that, as a group, we plan-ahead and in 2023 make it a point to attend at least one "Cars and Coffee" Saturday-morning gathering each month during the Spring and Summer months. To show our cars actually being driven and enjoyed will do more to prove they are not just museum-pieces, and we are not just "a bunch of old snobs" than anything else we can do. It will also expose our cars to a whole new audience of potential owners and future club members.

I'll see you down the road.

David Charvet





Day of the D'EDSEL'

Boo!!!!

Our Halloween Party and Potluck Dinner

Twenty-five ghouls, ghosts, goblins and motorheads from the Oregon Packard and Classic Car clubs descended upon the Freedman Garage on Saturday, October 29th for the annual club Halloween Party and Potluck. Howard's cars were all decorated for the occasion in appropriately themed splendor, including a 1959 "Day of the dEd-sel" thanks to the work of Tamara and her band of volunteers.

The variety of food brought to the potluck always seems to provide something for everyone's taste, and this year was no exception. An anonymous club member also provided gourmet pastries from Helen Bernhard Bakery for dessert.

A highlight of each year's party is the costume contest, which brings out the creativity of our members. The winners this year (as in the past) were Larry and Pat Cox as The Grim Reaper and The Lady in Red!

Thanks to everyone who helped stage the party, and those who attended. It was fun!

Mystery Feet made an appearance.
Could it be Dave and Heather?





Chris Cataldo, Bob Earls and Robert Douglas



Roy Asbahr digs into the great buffet.



Beverly and Roy Asbahr with Heather and Dave Charvet



Good food and great friends.



Larry and Pat Cox won Best Costume again! This year as The Grim Reaper and The Lady in Red.



Dennis Gilman and Patty Brown with Larry and Pat Cox and Robert and Frankie Douglas.



Chris and Yoshiko Cataldo with John and Georgia Mitchell.



Devilish delights courtesy of an anonymous benefactor.



by David Charvet

RATTLE-CAN“REBUILD”

So you have a nice original, or older restored car that you use for touring. It drives great, looks good, but when passersby ask, “What’s under the hood?” are you embarrassed to lift the lid and show them that tired looking (but mechanically sound) power plant? Weep no more, for you too can spruce-up your engine and make it look a lot better in just a few hours.

The engine bay is subjected to more stress that affects its cosmetic appearance than just about any other area of the car. Concentrated heat, cold, fluids, dirt, road grime and age all combine to degrade the original factory finishes. And because it’s out-of-sight, it usually stays out-of-mind if it’s running well.

Here we are only concerned with cosmetic appearance. If you have an oil or coolant leak, or other problem that’s creating a mess under the hood, address that issue first, so the cosmetic work you’ll do is not in vain. Also, if you’ve been meaning to change radiator hoses or spark plug wires, now is a good time to do it.

To start, make sure everything is clean. If there is loose, chipped, or cracking paint, use a small wire brush and coarse sandpaper to remove it. Then you’re ready to clean. There are many engine cleaners/de-greasers available at your local auto supply store. The foaming sprays are simple to use. It’s best to warm up the engine a bit first, then shut it off and apply the cleaner to the warm, greasy areas. Let it set and work. If it’s really greasy, a small putty knife can help scrape it clean. Put a drip pan under the engine, or if your lower engine pan shields are still in place, stuff some old newspapers or rags in the pans to catch the drips and gunk. I prefer to



1935 Cadillac - Before



1935 Cadillac - Masking

NOT use a garden hose to rinse everything off. First, it creates a mess, both physically and environmentally, with the potential for greasy water to enter a storm drain and eventually, our water system; and second, you're working in sections, so the blast of a hose is unnecessary, plus you run the risk of water-logging electrical components and wiring attached to the engine. I use a sponge and some Simple Green™ cleaner mixed with water to wipe off any remaining sludge, and then a final wipe-down with a water-damp sponge. Dispose of the dirty water properly.

A s a final step, I wipe down the cleaned area.

Use a cloth and some acetone to be sure there are no traces of grease and oil. Once the surface is clean and dry, you're ready to re-finish. There are high-heat spray paints available to match just about any engine color. I use the paints from Bill Hirsch Auto Products (www.hirschauto.com) as you will find correct colors for older classics that you won't find on the paint rack at your local auto parts store. Hirsch paints apply easily, look great and are durable. When you order, be sure to get the correct color for your make/model. (Yes, 1938 Packard Green is different than 1938 Cadillac Green. Subtle, but different.) On some cars, such as Chryslers, the cylinder heads were sometimes a different color than the engine block. Do your research mindful that factory brochures and advertisements were not always accurate representations of true engine colors. (A 1940 Packard ad displayed a bright red engine, which never came off the assembly line!) Hirsch also offers very high-heat-resistant (1600°F) black and cast-iron gray manifold paints, which are excellent if you have rusty manifolds or a degraded porcelain finish

Work from the back-to-front. I paint the heads and block areas first, that are behind the manifolds and other bolted on pieces. That way, you can avoid overspray on the parts out front since they will be finished last. In many cases, depending upon accessibility, you may not be able to paint every nook and cranny without taking the engine out of the car – which is NOT the goal of this exercise. Remember – we're aiming at improving the cosmetic appearance – not a full rebuild. The heads and manifolds usually are the most visible when you lift the hood, so I tend to concentrate on these areas.

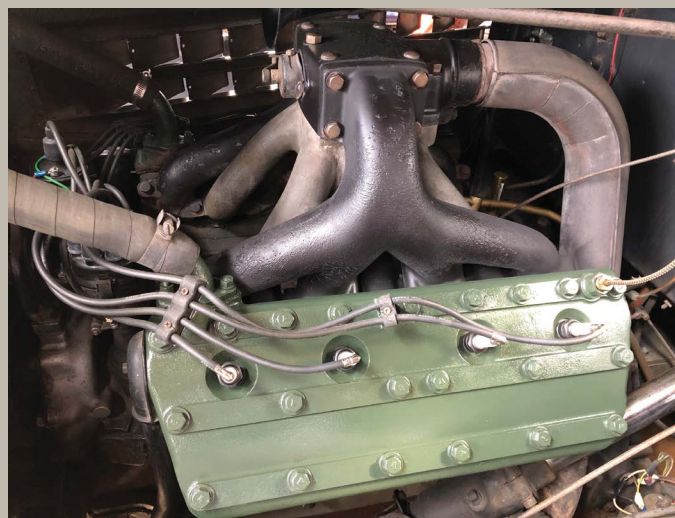
Using newspaper, paper towels or painter's masking paper and masking tape, mask off the areas you do not want to get sprayed. I also use small pieces of cardboard that I trim to fit in odd areas to catch any

overspray. Use masking paper around the fan and the firewall. Also protect the fenders with a towel or cover. If you're painting the heads first, mask off the manifolds. Tape around gasket edges, bolt heads, lines, hoses and clamps, also the distributor, starter, generator, and carburetor (I usually remove the air cleaner, which opens-up more space to work, and if needed, will paint the air cleaner off the car.) It's a good idea to remove the spark plugs and wires (label them so they are replaced in the right order), so they don't get sprayed. On overhead valve engines, it's often easier to remove the valve cover and spray it away from the car.

Once several coats of paint have been applied on the engine and allowed to dry thoroughly, all the masking is stripped away and then the freshly painted engine is masked so the manifolds can be painted. While this sounds tedious, the whole process of masking and painting an entire engine and components can usually be done within a couple of hours, depending upon the drying time of the paint. Just take your time and aim your rattle cans carefully.

During reassembly is a good time to detail the other pieces attached to the engine, as needed. Once everything is back together, start up the engine and let it run until at full operating temperature (or take it for a drive) which will help bake-on the fresh paint and set the finish.

I have done this detailing on many cars - usually before selling - and it goes a long way toward improving the look of the engine bay and overall image of the car; and you won't be embarrassed again when you lift your hood!

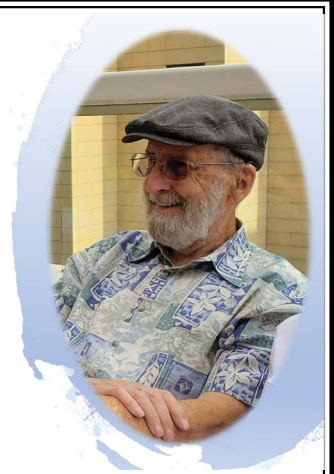


1935 Cadillac - After

In Memoriam

George Potter

March 15, 1937 - September 15, 2022



On September 15, 2022, we lost one of the staunchest supporters of the Packard and Classic Car clubs, George Potter

He was born March 15, 1937, and raised in Ferndale, California. Working on the family farm, George developed an early interest in machinery. During high school, George drove a 1940 Chevrolet that he had customized, drawing the attention of his classmates. Soon he was modifying their cars as well. After high school he worked at the Bethlehem Steel shipyard in San Francisco, then began building metal cabinets and components for new homes in the Sacramento area. By this time, he was married with two children.

It was also during this time that George developed what he called “the collector car habit.” He bought a derelict 1937 Packard Super 8 Convertible Coupe for \$70. Although the engine was missing, 3 years later back in Ferndale he found the correct engine. Along the way he met the retired Editor of the Sacramento Bee newspaper, who sold George Standard 8 Coupe for \$400. These purchases began George’s lifelong love affair with Packards.

In the business world, George was a pioneer developing pollution control systems for the plywood industry, installing units throughout the west. Following the decline of the timber businesses in the 1980s, George adapted the technologies he had developed to be used in the production and drying of gypsum board or sheetrock. His prefabricated driers were installed in manufacturing plants around the world. He retired in 1996.



George married Sylvia in 1988, and she became a Classic Car enthusiast right alongside of him. It was Howard Freedman who convinced them to join the Oregon regions of the CCCA and Packard clubs. They jumped in with both feet and were instrumental in planning scores of successful tours and events. During this time, their stable of cars often changed, but always included significant Classics such as a REO Royale, Chrysler 7-Passenger Imperial, Cadillac V-16 Limousine, along with a variety of Packards of the early to mid-1930s.

George gave much of himself to the CCCA and Packard clubs, and despite declining health, remained active to the end. He and Sylvia helped plan the annual Fall Tour, which for 2022 covered much of the area of northern California where he had grown up. George hoped to attend, but it was not to be. He passed away on September 15th, 2022. It was during the same week as the tour.



George Potter Memorial

A memorial was held on November 11th at the Irving Grange in Eugene, attended by over 100 persons who George had touched through his many interests and friendships over the years. We are all better for having known him. He is missed.

George Potter with his 1937 Packard Twelve



Whether the climate is sunny south, golden west, nippy north or windy east, there comes a time everywhere when the snug warmth of a Packard robe is much appreciated. Designed and approved by the Packard factory, a Packard robe is both useful and beautiful. Its combination of silk plush, cloth to harmonize with Packard upholstery, and neat monogram, adds distinction to any car interior.

When frosty weather sounds Autumn's presence and hints at Winter's early advent, then a constant stream of clear, warm air makes all comfortable within the car equipped with the Packard-Kelch Heater. Made to Packard specifications and passed by the Engineering Department, it is among the many factory-approved accessories presented in a new issue of the Accessory Catalog. Have you received your copy?

The Adventures of "Bruno" - The Loaner Car

By Jan Taylor



While readying our 1937 Packard convertible coupe for the 2022 CCCA Frontier CARavan, Bob discovered the timing chain hanging down where it shouldn't, with a little more than a week to go. We immediately started planning alternatives which included driving our own modern iron, or joining our Seattle area CARavanners and driving theirs. Along came our very good Packard friends, Matt & Karla Hackney, saying "You can't drive modern; take our '37 Packard". And it was done. Affectionately known as "Bruno," a name given it by Richard Petrosino during his time of ownership, this '37 Super Eight 7-Passenger Sedan was subsequently owned by Dave and Heather Charvet, and Dave and Jeanette McCready, before coming to the Hackneys. So, as you can see, it's had some caretakers who know a thing or two about Packards.

We drove down from our home in Coupeville, Washington to Hillsboro 2 days early, to check out everything, and brought a full set of tools and parts, including one of Goldie's (our '37) tires in case we needed a spare. (Radials and bias ply don't mix.)

Off we went at 0-dark-30 on Thursday, September 15th, allowing 3-1/2 days to get to Rapid City, South Dakota for the start of the CARavan. Our Seattle gang estimated it would take them 2 hours less than us to rendezvous in Post Falls, Idaho, which turned out to be spot on. We joined up as scheduled and had a group of 3 to travel the bulk of the way together. Good thing, especially on the way back. Our group consisted of

Bobby LeCoque driving a 1940 Cadillac 62 series sedan (all original with 28K miles), Bobbie's brother, Tom, pulling Craig Christie's 1941 Cadillac 8 convertible sedan, and us driving Bruno. I got to drive over half the time, since Bob's long legs cramped up in the slightly shorter, fixed front seat. Going was pretty uneventful, except for a horrible Super 8 Motel with a broken waffle maker that looked like it failed several years ago, and the only food being walking in the drive-through at McDonald's. I took a picture, and we're still laughing about it.

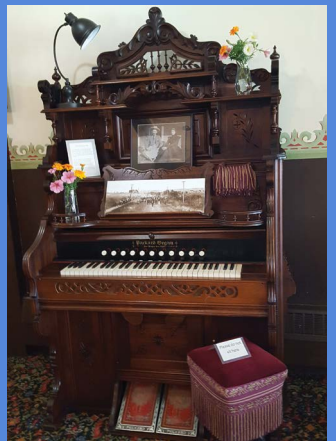
We arrived in town a day ahead of time, staying nearby, then arrived at the historic Alex Johnson Hotel in downtown Rapid City for the start of the tour. The hotel was beautiful, with the only drawback being no onsite parking. We had to be shuttled back and forth to a generous parking lot at a local museum.

The CARavan itself, from September 18 through 26, was a wonderful mix of our country's beautiful & historic scenery, fun and camaraderie. We saw old friends, met new ones and shared our history with our classics. Most cars had names, so we shared Bruno's history and learned others.

Our trip included the Badlands, Wall Drug, Mt. Rushmore, Crazy Horse, Deadwood, Little Bighorn Battlefield, Cody & Sheridan, WY, Devil's Tower, and back to Rapid City. We went over several passes and very curvy & scenic roads on our travels. Absolutely stunning.



Jan with Bruno



From top: Approaching Mt. Rushmore, Devil's Tower, a Packard organ at Sheridan Inn, Norman & Adria Schwartz' 1930 740 DC Phaeton, the oldest car on tour

Bruno got us through the CARavan, but not without a few hiccups. The rear end was leaking, so Bob went to get some transmission fluid, and found an alignment shop that allowed him to put Bruno up on a hoist. He found a leaky gasket, and they used a sealer on it. Thereafter, each night Bob had to put on his work clothes, jack up the car and check the fluid level. We did a fair amount of sneaking around to accomplish this without being seen. Also, Bruno started hesitating (vapor lock) on hills so we switched on the electric fuel pump. Since that was quite old, Bob didn't trust it. So our free day in Cody was taken up with Bob under the car most of the day replacing it. That lessened the vapor lock episodes, but didn't eliminate them. Of course, anyone who knows us, knows we always use non-ethanol gas. So the vapor lock on non-hot days is still a mystery. Maybe altitude played a part, because once back in Washington, it stopped.

So as hinted, we didn't escape drama on the way home. Out in the middle of Interstate 90, east of Missoula, MT, we were coming down a set of hills and Bruno was acting "squirrely". I had been driving earlier, and noted the steering wheel was looser than it had been. Bob continued, noting the wheel ruts in the road were the worst he'd seen, and the weaving was worse. About then, Tom LeCoque pulled opposite us and was trying to tell us something. He backed off, and the reason became apparent. A loud pop & metallic noise, more severe weaving and we knew we were in trouble. Bob had his foot off the gas and we were slowing, all the while the weaving got worse. He looked out back and saw shards of tire blowing away from the car. One final weave where both of us wondered if we'd overturn, and we slowed, the weaving lessened, and we safely got to the side of the road. Bobby LeCoque was already stopped in front of us, and he backed up. Tom covered our rear and the guys all got out, opened trunks and started changing the tire. The jack we had wasn't enough since the tire was down to the rim, but Bobby had a scissors jack. The two together got the car high enough to change the tire. Our pit crew not only saved our lives, they had us going in 40 minutes.

Bruno wore Goldie's tire the rest of the way home. Meanwhile, we stopped in the next town and found a used radial matching tire to be the new spare. Once back in Hillsboro, the tires and tools were all swapped back, and Goldie has her tire back. At home, the front end is off, and the timing chain is being replaced. To be on the road soon.

We can't thank our Packard friends, Matt & Karla Hackney, for lending us Bruno and allowing us to go CARavanning. Maybe someday Goldie and Bruno can go together.

Walt Johnson

August 12, 1934 - August 20, 2022

The car hobby and our Packard and Classic Car clubs lost longtime member, Walt Johnson on August 20, 2022, at age 88.

Born in Pueblo, Colorado on August 12, 1934, His father passed away during Walt's early teens and he quickly became the man of the house. He was an Eagle Scout and joined the Masonic Order in 1955. Walt attended the University of Colorado at Boulder, graduating with a degree in Industrial Engineering and Electronics in 1957. Following graduation, he served in the U.S. Navy from 1957 to 1960, during which time he received a commission in the Naval Investigative Service (NIS) and remained in the Naval Reserve for 10 years following his discharge.

Automobiles became his professional calling, operating Walt Johnson Lincoln-Mercury in Pueblo beginning in the 1960s, followed by a dealership in Colorado Springs in 1976. Several years later he moved to Portland, opening Walt Johnson Lincoln-Mercury, Mazda, as well as owning several other dealerships along SE 122nd Avenue. He counted among his friends, Henry Ford II and Lee Iacocca. Walt also served as a judge and master of ceremonies at the Forest Grove Concours d'Elegance for many years, and as President of the Oregon Packard Club and Director of the Oregon Region of the Classic Car Club of America. His personal collection spanned cars from several decades, including Packards, Cadillacs, and of course, Lincolns.



Walt remained a pillar of the Masonic order for 66 years, devoting his life to serving others. He was a 33rd Master Mason, a Shriner, and served on many charitable Boards, including the Portland Shriner's Hospital for Children; the Scottish Rite's Oregon Speech and Language charity, helping children with hearing and speech therapy; the Scottish Rite Education Foundation, funding college scholarships to underprivileged youth; and was recently involved with programs to provide showers and sanitation facilities to people living on the streets of Portland.

We are all poorer because of his loss.



PACKARD FACTORY PHOTOGRAPH BY WITBECK



AS OLD MAN WINTER approaches, the curtain rises on popular accessory stars in a seasonal limelight. Before their Packard owner audience, heaters and robes command an enthusiastic reception. And be not dismayed, Mr. Packard Owner of southern climes! For the new catalog of factory-approved accessories is replete with suggestions for Winter driving comfort in *all* climates. May we send a copy?

Dinner on the Green



Nearly 50 members of the Packard and Classic Car Clubs gathered at the Tualatin Country Club on Sunday, December 11th for the Annual Dinner Meeting and Holiday Party.

The cocktail hour was enhanced by scrumptious hors d'oeuvres and live piano music. Then a wonderful dinner with entrée selections of Beef Tenderloin and Butternut Squash Ravioli, followed by a decadent dessert, filled us all.

The meeting was short and sweet, led by Directors Bill Jabs and John Imlay, who shared highlights from the year via photos on the big screen, and plans for the upcoming year.

In all, it was a wonderful way to celebrate the holiday season, and the friendships we share through our mutual love of fine automobiles.





1 Yoshiko and Chris Cataldo

2 Sylvia Potter



3 Ruth and Bill George with Aloma Douroux

4 Roy and Beverly Asbahr



5 Mike and Virginia Galvin

6 Matt and Karla Hackney

7 Georgia Mitchell, Aloma Douroux, and Yoshiko Cataldo



7

8 Joe Munsch and Pat Shriver



8

9 Eric and Heather Newland



9



10 Holiday Dinner Invitation

The Oregon Region CCCA
&
Packards of Oregon

Annual Dinner and Holiday Party
Sunday, December 11, 2022

9145 Tualatin Rd,
Tualatin, OR

- Tenderloin of Beef _____
- Butternut Squash Ravioli _____

Send a check payable to Oregon Region CCCA
BY DEC 8th along with your dinner choices to:
Howard Freedman
P.O. Box 42127
Portland, OR 97242

503-234-8617 w/questions

10

11 Georgia Mitchell and Margy Imlay



11



12 Gary and Jackie Martin



13 Frankie and Robert Douglas



14 Dennis Gilman and Patty Brown



15 Bloor and Patricia Ann Redding



16 Margy and John Imlay with their friend (and our pianist for the evening), Rodney Menn

2023 PAC National Meet

Rohnert Park, California

in the town of Guerneville, Armstrong Redwoods State National Reserve.

DESTINATION 2. Continuing along the Russian River from the cool darkness of the Redwood trees to the open expanse of the Pacific Coast we'll park at a beach near the point where the Russian River enters the Pacific Ocean for a lunch stop in Bodega Bay.

DESTINATION 3. We will leave the coast to see an extensive private car collection and an Ice Cream Social to cap our afternoon activities, before returning to our hotel.

Dinner on your own

FRIDAY JUNE 30 Concours

Friday starts at 7:00 am with the Judges Breakfast and subsequent car placement on our show field at 8:00 am. The judging starts at 10:00 am and lunch starts at noon with sandwiches and snacks. The show field offers plenty of shade for those who want to sit out of the sun.

We encourage all attendees to wear vintage outfits to the concours as judging for the Fashion Show will take place during the concours itself.

Evening — Cocktail Party and Awards Banquet

This evening's festivities begin with a cocktail party at 6:00pm followed by the Awards Banquet at 7:00pm. The 70th anniversary of the founding of the club in Northern California will be well represented with surprises and special raffle prizes.



Events Day-by-Day
(More details on hotel reservations, airports and event specifics at www.PackardClub.org)

SUNDAY, JUNE 25

Welcome Reception

Come mix and mingle with your fellow Packard enthusiasts at the dinner reception that kicks off our National Meet.

MONDAY JUNE 26

Luxury Bus Tour across the Golden Gate to San Francisco

STOP 1. A tour of the Academy of Art University Automobile Museum's collection of classic cars which features several custom-bodied Packards. Just down the street, the Earle C. Anthony Packard Dealership.

STOP 2. Lunch at San Francisco's Fisherman's Wharf and Pier 39. Pier 39 offers dining, entertainment, shopping and attractions, all surrounded by unbeatable views of the Golden Gate and Bay Bridges, Alcatraz and Angel Islands, and the famous skyline of the City-by-the-Bay.

Then we board the bus for additional San Francisco sightseeing and our return trip to Rohnert Park via the Golden Gate Bridge with dinner on your own from a provided list of local restaurants.

TUESDAY JUNE 27

Napa Valley Driving Tour

STOP 1. Today's driving tour takes us up the east side of this world-famous valley on a scenic road past many wineries to Calistoga, then on to our first destination, the Castillo de Amorosa to tour

the winery and enjoy tastings of Italian-inspired wines. A ticket is required for castle tour and tastings.

STOP 2. Next we drive south to the V. Sattui winery in St. Helena. We'll have ample parking and gourmet deli food in a park-like setting, returning to our hotel through St. Helena, Yountville, Napa, and the surrounding countryside.

Trustee Appreciation Dinner and 70th Birthday Party

Each year we thank PAC trustees and volunteers with a dinner in their honor. Tonight's Italian dinner feast at location of our Friday concours includes a celebration of the 70th anniversary of Packard Automobile Classics, aka "The Packard Club". Our hosts Paul Delaney & Craig Handley will present our history in a delightful romp down memory lane.

WEDNESDAY JUNE 28

Trustee Meeting Day

The meeting rooms at our host hotel provide the location for the meetings of the PAC, including the Executive Committee, Roster Keepers, Region Directors, Newslet-

ter Editors and the General Membership meeting.

Afternoon driving tour to Healdsburg Plaza

Sonoma farms and rolling countryside form the backdrop for our leisurely afternoon drive tour to Healdsburg to visit shops, wine bars, and spectacular restaurants dotting the square and every side street so take your time and enjoy your dining option listed in your meet book.

Evening Guest Lecture

Matt Kilkenny, author of "Detroit Steel Artists," tells how Motor City became a styling Mecca.

THURSDAY JUNE 29 Pacific Coast Drive Tour

You'll see largest trees on the planet and spectacular coastline after driving through Sonoma County farmland to a road that parallels the Russian River.

DESTINATION 1. Take in the grandeur of an old-growth redwood grove located in a canyon just north of the Russian River

**THE PACKARD CLUB
PACKARD AUTOMOBILE CLASSICS, INC.
STANDARD CLASSES**

1A 1 and 4 Cyl. Cars1899-1912
 1B 6 Cyl. Cars1911-1915
 1C 6 Cyl. Cars1920-1928 1st - 5th Series
 1D 12 Cyl. Cars 1916-1923

2A 8 Cyl. Closed Cars1923-1929 1st - 6th Series
 2B 8 Cyl. Conv./Open Cars1923-1929 1st - 6th Series
 2C 8 Cyl. Closed Cars1930-1934 7th - 11th Series
 2D 8 Cyl. Conv./Open Cars1930-1934 7th - 11th Series

3A Sr. 8 Cyl. Closed Cars1935-1938 8, Super 8, Custom Bodied 120
 3B Sr. 8 Cyl. Conv./Open Cars1935-1938 8, Super 8, Custom Bodied 120
 3C Sr. 8 Cyl. Closed Cars1939-1942 (Except Clipper)
 3D Sr. 8 Cyl. Conv./Open Cars1939-1942(Except Clipper)

4A 12 Cyl. Closed Cars1932-1939
 4B 12 Cyl. Conv./Open Cars1932-1939

5A Jr. 6 & 8 Cyl. Closed Cars1935-19426, 110, 120, 8 & Equiv. (Except Clipper & Custom Body)
 5B Jr. 6 & 8 Cyl. Conv./Open Cars1935-1942 6, 110, 120, 8 & Equiv. (Except Clipper & Custom Body)

6A Sr. 8 Cyl. Clipper1941-1947 180, Custom, Super
 6B Jr. 6 & 8 Cyl. Clipper1941-1947Clipper, 6, 8, Deluxe

7A Sr. 8 Cyl. Closed Cars1948-1950Custom, Super
 7B Sr. 8 Cyl. Conv. Cars1948-1950Custom, Super
 7C Jr. 6 & 8 Cyl. Closed Cars1948-19506, 8, 8 Deluxe

8A Sr. 8 Cyl. Closed Cars1951-1954400, Patrician, '53 Mayfair, Pacific, 300, Cavalier
 8B Caribbean1953-1954
 8C Jr. 8 Cyl. Closed Cars1951-1954200, 250, Clipper
 8D Packard Conv. Cars1951-1954250, Packard

9A Sr. 8 Cyl. Closed Cars1955-1956400, Patrician, Executive
 9B Caribbean1955-1956
 9C Jr. 8 Cyl. Closed Cars1955-1958Clipper, etc.

10 Commercial All Years

11 Factory ExperimentalAll Years

12A Unrestored1899-1942
 12B Unrestored1946-1958

13 Trucks: Vehicles over 1 1/2-ton load capacity and fire trucks

14 Historically Significant Packards 1899 – 1958. To include Packards owned by important historical figures or Packards that were involved in important historical events. Documentation necessary.

15. SPECIAL CLASS Customized, modified, and/or rodged All Years



PACKARD AUTOMOBILE CLASSICS 56th NATIONAL MEET

Rohnert Park, CA June 26 - July 1 2023



Membership # _____ Date _____
 Please list names below *as you would like them to appear on nametags.*

Name: Last _____ First _____ Spouse/Guest _____
 Address: _____ City _____ State _____ Zip _____
 Phone: Day (____) _____ Evening: (____) _____ E-Mail: _____
 Home Region: _____ Offices held: PAC: _____
 Children: Name _____ age: _____ Name _____ age: _____
 Guest Names: _____

PLEASE REGISTER BY May 1, 2023

Tickets are required for many events and must be purchased in advance.

(Late registrations and walk-in registrations are welcome, but you might not be able to attend all events or have your car judged)

	NO. OF PEOPLE		PRICE		TOTAL
Early bird Master Registration fee for members (<u>before</u> May 1, 2023).....#	1	X	\$175.00	=	\$ _____
Regular Master Registration fee for members (<u>after</u> May 1, 2023).....#	1	X	\$190.00	=	\$ _____
Early bird Master Registration fee for non-members (<u>before</u> May 1, 2023, includes 1 year membership).....#	1	X	\$215.00	=	\$ _____
Regular Master Registration fee for non-members (<u>after</u> May 1, 2023, includes 1 year membership).....#	1	X	\$230.00	=	\$ _____

NOTE: All Master Registrations include one non-refundable ticket to the awards banquet and a copy of the new Packard Club history book.

Spouse/guest(s) & children over 12 years:# _____ X \$20.00 = \$ _____

Sunday, June 25

Early Bird Events, tour local sites or the Hillsborough Concours* on your own with directions provided at registration.

Welcome Buffet Dinner# _____ X \$48.00 = \$ _____

Monday, June 26

Bus Tour of San Francisco, including bus fare from hotel, touring through SF, and return to hotel, plus admission to the Academy of Art Automobile Museum. Lunch on your own at Fisherman's Wharf# _____ X \$70.00 = \$ _____

Dinner on your own, evening lecture at hotel by Matt Killkenny, author of "Detroit Steel Artists"

Tuesday, June 27

Driving Tour of Napa Valley There is no charge for the driving tour, but there is a charge for the optional Castillo di Amorosa 1 hour winery tour & 45 minute tasting# _____ X \$70.00 = \$ _____

Trustee Appreciation/Packard Club Birthday Party (no charge for trustees and meet volunteers) with birthday cake & after dinner talk/book signing by Paul Delaney & Craig Handley on the Packard Club's first 70 years# _____ X \$50.00 = \$ _____

Wednesday, June 28 Meeting Day plus Afternoon Driving Tour to Healdsburg no ticket required. Dinner on your own.

Thursday, June 29

Driving Tour of the Russian River and Pacific Coast Includes admission to Armstrong Woods with coffee/bagels, lunch on your own at The Tides, & afternoon Ice Cream Social at Sam Cohen's Collection.# _____ X \$35.00 = \$ _____

Friday, June 30

Car show at Rohnert Park Community Center (no admission charge) *Cars to be judged must be driven from the hotel to the judging field.*

Box lunch at show field# _____ X \$25.00 = \$ _____

Evening Awards Banquet # _____ chicken # _____ fish # _____ vegetarian# _____ X \$68.00 = \$ _____

Official 55th Annual Meet Polo Shirts Men's S # _____, M # _____, L # _____, XL# _____, 2XL# _____, 3XL# _____ X \$43.00 = \$ _____

Men's (with front pocket) S # _____, M # _____, L # _____, XL# _____, 2XL# _____, 3XL# _____ X \$45.00 = \$ _____

Women's S # _____, M # _____, L # _____, XL# _____, 2XL# _____, 3XL# _____ X \$43.00 = \$ _____

You must order before May 1, 2023 to have shirt(s) made for you. All shirt sales are final. There will be no extra shirts for sale at the meet, so order now!

Subtotal this side:\$ _____

Subtotal of Automobile registration and vendor spaces from other side:.....\$ _____

TOTAL DUE... Remember to include Master Registration Fee\$ _____

Make check payable to: "The Packard Club," and mail your check and this form to:
 PAC National Meet c/o Cornerstone Registration Ltd., P.O. Box 1715, Maple Grove MN 55311-6715 phone: (763) 420-7829
 To register online, go to <https://pacmeet2023.cornerstonereg.com>

* go to <https://www.hillsboroughconcours.org/> for ticket information

Calendar of Events

March 18, 2023

Electrical Tech Session
Larry Cox and Bob Earls
Freedman's Garage

March 31, 2023

Portland Swap Meet
portlandswapmeet.com

April 6, 2023

Members' Dinner Meeting
Ernesto's 6pm

April 15-16, 2023

Overnight Tour Chehalis
Tour Ambulance Factory,
Tractor Museum & Leventon
Collection.

May 4, 2023

Members' Dinner Meeting
Ernesto's 6pm

May 20-21, 2023

Overnight Tour
Drive to Port Orchard, WA for
tour of Olson's Gaskets.

June 1, 2023

Members' Dinner Meeting
Ernesto's 6pm

June 2-4, 2023

CCCA Museum "Experience" Show and Tours
Hickory Corners, Michigan.
Details at: CCCAmuseum.org

June 11, 2023

Annual Strawberry Social
Held at Bill Jabs' Farm in
Eagle Creek. Details to follow.

June 26-31, 2023

**57th PAC National Meet
hosted by NorCal Packards**
Rohnert Park, CA
Tour to CA. Transport, if preferred

July 4, 2023

**Packard Club Annual Fourth
of July Picnic**
At the Glud's in Dundee

July 6, 2023

Members' Dinner Meeting
Ernesto's 6pm

July 15-16, 2023

**Forest Grove Concours
d'Elegance**
Pacific University
www.ForestGroveConcours.org

July 18, 2023

**Packard club Hillsboro
Tuesday Market Night**
Tour leader Joe Munsch

July 29, 2023

Picnic & Concert
BJ & Jerry Szerlip's
Old Tower Grove 2pm
Tour leader: John Imlay

August 3, 2023

Members' Dinner Meeting
Ernesto's 6pm

August 26-27, 2023

Lake Oswego Tour and Show
Collector Car Tour (Saturday)
and Car Show (Sunday.)

September 7, 2023

Members' Dinner Meeting
Ernesto's 6pm

September 9-17, 2023

Oregon Region Fall Tour
SOLD OUT. Contact Howard
Freedman for possible opening.

September 10-20, 2023

National CCCA Caravan
Western Canada hosted by
CCCA PNW Region

October 5, 2023

Members' Dinner Meeting
Ernesto's 6pm

October 14, 2023

Pumpkin Tour
By Packard Club with CCCA.
John Imlay - Tour Leader

October 28, 2023

**CCCA Halloween Costume
Party**
Freedman's Garage

November 4, 2023

2024 Activity Planning
Freedman's Garage

November TBD, 2023

**Oregon Region Annual
Dinner**
TBD

December TBD 2023

Holiday Dinner Party
TBD

Check your email, attend
monthly Packard Club
meetings and visit
packardsoforegon.org
for further information.



Specializing in Packard Parts 1920 - 1958

7627 44th St. NE
Marysville, Washington 98270

David Moe

425-334-7754

Cell 425-293-7709

email: dmoeenterprises@cs.com

Forty Years Buying and Selling Classics

2608 SE Holgate Blvd.
Portland, Oregon 97202

Dale Matthews

503-231-1940

Monday - Saturday 9:00 - 5:00

www.memorylaneclassicars.com

COOLIDGE TREE
PLANTED BY THE STATE OF OREGON
COL. JOHN COOLIDGE
1836-1911 - 75th Anniversary - 1986

