

The
**Pious
Pelican**

2014



Northern California Packards

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A Region of The Packard Club, Packard Automobile Classics, Inc.

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PIOUS PELICAN

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The Pious Pelican
March - April 2014
Volume 53, No. 2
Director's Report

The Spring touring season is here and your Nor-Cal Packard Club has lots in store. Special thanks to tour director Joe Munsch for organizing the superb outing in March that included stops at Dana Morgan's and Jack Passey's collections. We hope you enjoyed the picnic lunch—a little different from the usual.

The big news is the Western Regions Tour in the Monterey area from May 15th -18th. Already, many have signed up and Milton Wheeler, tour leader for Western Regions, promises great food, great cars and great memories. Sign up now! Go to the website at Norcalpackards.org, click on calendar and look for the Western Regions Tour. There is a pdf link available with more information.

Speaking of the website, I wish to acknowledge the fabulous job George Beck does in keeping it full of important information and a constantly-updated calendar. If you haven't visited lately, please do so and check out the plethora of information there, including the "Parts and Services" link which gives references for keeping your Packard on the road. We're finalizing the details of the Marin Headlands tour and the Carolands Mansion Tour which are in the calendar on the website. We hope you can join for one or both. Note that the Carolands Mansion Tour will be on a **Wednesday**, August 6th.

On July 13, the annual summer picnic with Cad-LaSalle, CCCA and others will be at Portal Park in Cupertino. The food is always good and we have some fun awards to go with the day. Looking forward to seeing you there.

Lastly, please consider a trip to where it all started 115 years ago when the Packard brothers built their first car in response to a challenge by Mr. Winton who said to James Ward Packard "well, if you're so smart, maybe you can build a better machine yourself." That conversation led to the founding of Packard in Warren, OH and on July 15-20, we will make a pilgrimage back to see the history and the cars that we love. Hope you can join us! Information is in the *Cormorant News-Bulletin* or packardclub.org.

Please remember that if your Packard isn't on the road at this time, it doesn't mean you shouldn't be! Come along anyway because your presence is important. We hope to see you (hopefully with your Packard) at the events that your Packard Club has planned.

I'd better go get *my* car ready for the next event!

Jeff Mihaly

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We thank the fellow club members listed below who have offered to try to help solve problems encountered by others when working on their Packards. If you can help with a certain area of expertise, please let Chairman, Bob McCoy know, so he can add your name to the list. Although they will do their best to help, neither the club nor the advisor can accept responsibility for or guarantee the accuracy of suggestions.

Chairman: Bob McCoy, 925-518-5909, email: r-mccoy@sbcglobal.net

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'55-'56 V-8: Fred Hill, 925-934-3471, email: echohillpackards@comcast.net



2014 EVENTS

May 15-18, 2014 - Annual Western Regions Tour - Monterey

Jun 22, 2014 - Marin Headlands Tour

Jul 11, 2014 - Board Meeting - Blackhawk Automotive Museum

Jul 13, 2014 - Annual Membership Picnic - Portal Park Cupertino

Jul 15-20, 2014 - PAC National Meet at Warren, Ohio

August 6, 2014 - Carolands mansion tour

August 9, 2014 - Cars & coffee at Canepa

August 12-17, 2014 - Pebble Beach Concours

Sep 7, 2014 - Packard and Classic Car Swap Meet - Vallejo

Sep 27, 2014 - Ironstone Concours at Murphys

Oct 19, 2014 - Board Meeting - Auto Vino

Nov. 8, 2014 - Lafayette to Sunol driving tour

Dec 14, 2014 - Annual Holiday Luncheon, Mountain View

Where We've Been
Jacques Littlefield Military Collection

March 7, 2014

Text by Tour Director, Joe Munsch
Photos by Roy Brett & George Beck



*The group posed outside the museum under
a Scud missile launcher.*

It was a beautiful sunny day, Friday, March 7, 2014 when members of Nor-Cal Packards and a few friends, about 30 in all, paid a visit to the Littlefield Military Vehicle Museum in Portola Valley. We met at a local hot spot, Bianchini's Market on Alpine road.

There were some cool cars, with Roy Brett, tour leader, driving his '40 Mercury Tudor. Packards making the run over hill and dale included Milton

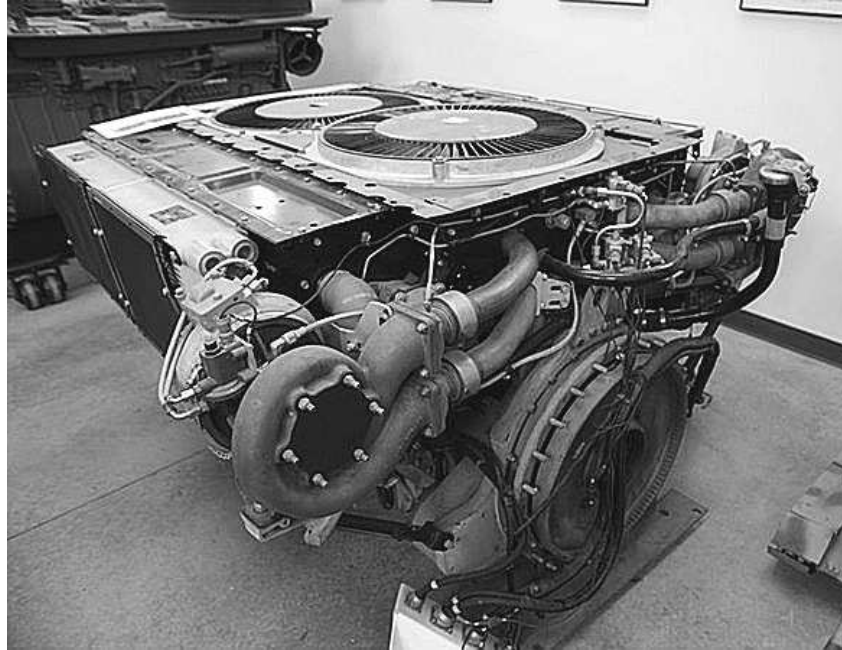
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Row after row of restored tanks are on display.



Kelly Monaghan's '33 Twelve club sedan.



A variety of tank engines are on display, among them this 750 hp V-12 turbocharged diesel that would dwarf a Packard V-12 engine .



Mike O'Connor's '37 120C convertible.

(Continued from page 6)

Wheeler's '47 Custom Super 8 sedan, Mike O'Connor's '37 120C convertible coupe, Kelly Monaghan's '33 club sedan, and Joe Munsch's '40 110 sedan. We were also joined by Mark Barchas, George Beck, Bob McCoy, Rick Fontaine, and Ron Carpenter. Roy, Milton, and Kelly also invited a number of guests. The more the merrier.

We were met at the collection by Steve Ikebe, our docent, who shared a wealth of information about the military vehicles we saw. We were lucky, (Scratch that - Roy Brett made our luck with his persistence), to be able to tour the collection, as it is to be sold off soon. See mvtf.org for more info. The story behind the collection is that Jacques Littlefield, heir to a construction fortune, started collecting military vehicles back in the 1970s. He often bought the vehicles for scrap value from government auctions. Others were acquired from collectors, and by following leads to locations where the vehicles were abandoned. Jacques would haul his finds up to his spread in Portola Valley and work with mechanics and craftsman to restore them to war ready. As the collection grew, Jacques added buildings (now four) to house it; very impressive. During this time, he would show the collection to 'friends of Jacques', clubs, and school groups. Sadly, a few years ago, Jacques died and the Military Vehicle Technology Foundation was started to continue showing the collection. Ultimately, the family decided the best way to preserve the collection was to donate it to the Collings Foundation, in Stow, Massachusetts, a larger military history foundation. To that end, around 100 vehicles will be moved to a new museum and the rest will be sold to finance moving the vehicles and building the new museum.

After filling us in on the background, Steve showed us through the collection. It was interesting to see the design progression of various armored vehicles, and how different countries/cultures went about implementing the concept of the tank. The tank (a code name that stuck) was originally designed under the direction of the British Navy, before WW1, thus the use of maritime words, like hull for the main body. There were examples of early French and American interpretations of the concept. We saw a rapid evolution from those early vehicles up to WW2 tanks that became a central, flexible, weapon in the conflict. We saw how some nations designs, like the US and Russians, were very pragmatic, modular, and continually adapted basic designs. This contrasted with the German's that produced many different vehicles, which were difficult to keep running because so many unique parts were required. It

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Milt Wheeler's '47 Clipper next to a military tank on display outside the collection.



Military vehicles of all kinds are packed tightly into 3 buildings.

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seems the ability to deal with attrition is important in a conflict. The Russian approach was to build lots of tanks (crudely), and abandon them when they quit. The Americans honed the technique of recovering disabled tanks, repairing them, and sending them out again. Another impression was on scale. Tanks started no larger than the average pick up, but are now huge vehicles, too large to be used on the highway. Another interesting discussion was of munitions, meant to be used against tanks, and the countermeasures that were developed in armor. One could go on and on. It was neat that Steve did.

The visit to the Littlefield museum was truly a unique opportunity to learn about amazing vehicles many of us never get to see up close.



Joe Munsch's '40 110 sedan with a Scud missile launcher outside the museum.

Where We've Been
Morgan & Passey Collections

March 30, 2014

Text by Tour Director, Joe Munsch
Photos by Roy Brett, George Beck, & Dean Andrus

PART 1 - THE MORGAN COLLECTION



Dana Morgan telling the group about the collection.

It was a dark and stormy night, just before an outrageously sunny Sunday, March 30, 2014. That was nice because nobody wants to tour Santa Cruz County Back Roads on a dark and stormy day. A substantial fraction of the club met in Scotts Valley, checked out Dana Morgan's collection, had lunch in the Redwoods, and toured via back roads to Jack Passey's collection.

The really neat thing about this tour, besides the cool collections and beautiful back roads, was the cars and owners who were along for the ride. These folks understand that it's all about getting out and enjoying the event. There were a number of guests who brought cool old cars along and Dana and Paula Morgan, one of our hosts, went along for the ride with their pretty little Morgan +8. When my wife, Pat Shriver, and I got

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A very nice original '29 640 roadster is in the Morgan collection.

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to Scotts Valley (early wasn't early enough) in our '40 110, we parked next to Tom and Jo Ann Martindale's gorgeous red '30 740-410 touring. What a car! And they just kept rolling in. Milt Wheeler arrived in his '34 1101-718 rumble seat coupe. Milt enjoys taking this car on back road tours because it drives like a sports car. That's what he says... Ron Givens came along for the ride with Milt. Bill Young showed up with his ever-burgundy 1954 Clipper Deluxe. Tim and Kathie Toland brought along a couple of friends from the Ford club. John and Judi Higgins brought their '53 Mercury convertible and Tim and Marilyn Repp had their '54 Ford Victoria, both beautiful complements to Packards of the '50s. Fred and Pam Hill brought their '55 hardtop. This car looks, and runs like new. George Beck came with the Hills. His '37 Sedan is in the shop. Kelly Monaghan arrived with friend John Grafton in a Morgan +4. This car has that snappy exhaust note that just shouts "lets go play". Roy Brett brought his '40 Mercury Tudor. Roy says his '41 Clipper sedan is back from its extended stay at the resto shop in Oregon and will be on the road real-soon-now. We're counting on it Roy. Another guest, Steve Pedone and his wife, Kathy, brought their '48 Chrysler Town n Country (woody) sedan to slide around on the back roads. It's a great car that we frequently see running around in Santa Cruz. Great folks, too.

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Tom & Jo Ann Martindale's '30 740 touring.



Jack Passey's '16 135 phaeton.



Ray Fairfield's '30 733 coupe.



Milt Wheeler's '34, Joe Munsch's '40 left, and Fred Hill's '55 behind.

Morgan Collection continued from page 11

There were a number of folks who drove Brand X. Nothing wrong with that. This is a 'bring what's running' club. Allen Nelson joined us, as did Don and Glenda Sears, John and Lorraine Kilkenny, and SC County locals Bill and Lynn Butterworth. Hope their '40 is on the road soon. Ron Carpenter rested his knee with an automatic. Good to see him on his feet. Mary was with Ron. Allen and Vonda Breed popped over the hill to join us. Martin and Barb Packard, and son George, and a couple of other guests came. New member James Laughlin joined us with friend Bob Harrell. Club Directors Bob McCoy and Irina D'Amato, Anthony and their children were with us too. Our daughter, Dana, showed up in her Cooper S, but opted to take the tour in our '40. Tough choice, but a good one. There were a number of other guests whose names I didn't catch, but we enjoyed the company. All in all, the head count was around 50. Great crowd!

From the SV Starbucks we toured a whole three minutes to Dana and Paula Morgan's place. Some in the club may have visited the Morgan's old place in Scotts Valley, but they recently completed their new home and shop/garage. Dana's family was in the amusement park ride business, reflected by the yard art, a bronze sculpture of kids in a roller coaster, and an antique roller coaster car. He also has some mementos of his time designing rides. Not every house has carousel horses in the hall. But, on to the

(Continued on page 16)



Two carousel horse-characters from Dana's designing days.



The Morgans' '32 Bugatti T-46 cabriolet.

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main attraction, the machine shop. Very well equipped with a well-used mill and lathe, slip roll, welders, even a Pullmax metal-working machine. Gotta have that capability to keep this collection in shape. And what fine shape it is in. The centerpiece is a '32 Bugatti cabriolet. Great story; a car that, when Dana and his dad got it, had never had a body on it. It had been delivered to a coachbuilder in Paris, but hadn't been finished. It eventually found it's way to the Harrah collection, and then to the Morgan's. They built the body and got it running. Their work has been rewarded with several Concours awards over the years. Dana, a mechanical engineer, sorted out problems with the carburetion, and then adapted a pair of Pertronics ignition units into the 16-plug ignition system. Dana's idea is that the cars are meant to be driven and has effected discreet modifications to make them drivable on today's roads. For example, the disc brakes on one of his Lincolns, or the C4 Corvette running gear on his '59 roadster. "Build it to hammer." Great motto. Other cars included a couple of Lincolns, a '29 Packard roadster, a Marmon, Pierce Arrow, and an Aston-Martin once owned by Carroll Shelby.

Well, all that got everyone's jaws flapping. Good thing it was lunchtime. Next door to Dana's place is a private park, owned by Charlie Blair, who graciously let us use it for

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our picnic. The park (really a redwood grove) and surrounding properties used to be an apple farm called Blair Ranch. The weather the last several years made the orchard unviable, so Charlie subdivided it, providing a lucky few with beautiful home sites. Everyone got their picnics and headed down to the grove for a lunch that couldn't be beat.



1926 Lincoln town car.



This bright red Marmon was a real crown pleaser.

PART 2 - THE PASSEY COLLECTION



Jack Passey, sitting on the bumper of one of his Pierce-Arrows, told the group many interesting stories relating to his collection.

After lunch we assembled to tour down to the Passey place. Some folks took the option of touring down the freeway, but where's the fun in that? Dana and Paula wouldn't miss a chance for a drive and joined us in the Morgan. We started out heading down the Granite Creek canyon, through the redwoods. It's always neat to go for a drive in the forest after a rain, because all the foliage shows such vibrant colors when a little sunlight is added in. After our enjoyable back-roads tour, we got to Highway 152, berry pies are ahead, but cars are up the hill, so we hang a left and soon we're at the Passey's.

Jack and Mona Passey's place has a great view of the Pajaro Valley; a beautiful little home, and a giant car barn. The perfect abode. Jack is a genuine icon in the classic car world. He's been collecting, restoring, documenting, studying and judging the classics since before they were considered antiques. When the tour got there, the folks who had

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come via the freeway were already there. Ah Ha! The method to their madness. They just wanted more time to peruse Jack's collection. Where Dana regaled us with stories of each of his cars, Jack simply held court and let others retell the lies/stories. It was great fun. As a special treat, the upstairs was open, showing off his collections of all sorts. He has RC aircraft, RC engines, radios, classic car parts; all sorts of neat stuff. The bottom two floors of the barn are devoted to the cars, with space set aside for repair and restoration. Jack has a special affinity for Lincolns and has examples from the '20s to the '80s. There are also Ford Model A's, Pierce-Arrows, Packards, a Locomobile, and on and on. Time at the Passey's is always too short. Soon we had to head on home, some over highway 152 (sorry about the downpour); some back up through Santa Cruz. All in all, a great way to spend a sunny Sunday in March.

Packard



1932 Eight DeLuxe 903 sport phaeton.



1916 Twin-Six 135 phaeton 5-passenger.



Behind each car on the right is a garage door, allowing two cars to exit without disturbing any of the others.

PASSEY COLLECTION CONTINUED



1932 Lincoln V-12 KB Dietrich convertible sedan.



Jack designed and built his dream garage to house his car collection, office, hobby room, parts department, and restoration shop.



1928 Lincoln dual-cowl phaeton, body by Locke.



1938 Lincoln V-12 Brunn semi-collapsible touring cabriolet.



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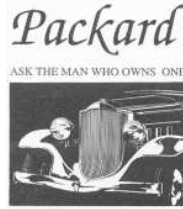
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1. _____

2. _____

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