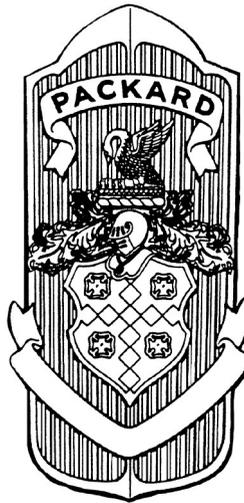


The
Pious
Pelican

July—August
2023



Northern California Packards

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Pious Pelican

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*Not an elected position

Any changes, additions or corrections to the *Pious Pelican* should be directed to Clint Moore at batbuick@yahoo.com.

The Pious Pelican

July – August, 2023

Volume 62, No. 4

Director's Report

As you'll read in this issue, Pebble Beach was especially exciting for me this year because I secured a coveted invitation to display my '32. Having never participated in a show of that magnitude before, I found it to be a real pageant! I guess I wasn't quite prepared for being the focus of the attention of the thousands of spectators even though I've been attending the show for years. If you have an interesting senior car, I encourage you to look into it. It's free to apply, and what's the worst the selection committee can say? No? They told me no twice before I got in!

What a fun day to have been able to be back at Portal Park, and I was pleased at our Packard turn out. Not only did we have 7 Packards to show, but there were a lot of members who stopped by to show their support (or *gasp!* brought other makes).

And because September is traditionally a busy month, I hope to continue to see a lot of you at our upcoming events. By the time the issue reaches you, it's likely that Antique Autos in San Jose History Park as well as our annual swap meet will be behind us, but Ironstone Concours isn't until the end of the month. Thanks to our own Chris Bock, that show never disappoints!

I am working with the Yountville Veterans Home again to try to arrange another Veterans Day visit. The holiday actually falls on a Saturday this year, so it could be quite a celebration! I'm also inviting several of our sister clubs like CCCA, Cadillac-LaSalle and Pierce Arrow to join us. As a club, I think it's a great way for us to give back to our nation's heroes.

We've also got our holiday party lined up thanks to Kay and Mark Barchas, and you'll be reading more about that in the next issue.

Happy Motoring!

Clint





- | | |
|--------------|--|
| September 9 | Antique Autos in San Jose History Park |
| September 10 | Annual Swap Meet |
| September 23 | Ironstone Concours d'Elegance |
| October 8 | Board Meeting—Blackhawk |
| November 11 | Veterans Day Visit—Yountville |
| December 10 | Holiday Party—Mountain View |
| January 7 | Board Meeting—Blackhawk |
| April ? | Cobra Experience—Martinez |
| May 16-19 | Western Regions Tour—San Simeon |

For a complete list of events, please visit our website at
www.norcalpackards.org/calendar.php

Upcoming Event
Antique Autos in History Park
Saturday, September 9



Rob Guzzetta's original-condition 1928 526 Sedan headed the row of Packards at last year's event. (Photo: Rob Guzzetta)

The 23rd annual Antique Autos in History Park presented by the Santa Clara Valley Model T Ford Club and History San José will take place on **Saturday**, September 9 from 11:00 AM to 4:00 PM. This event fills History Park with period-correct pre-1946 vehicles, fire equipment, bicycles and motorcycles. In addition to many antique vehicles, there will be participation by the Early Day Gas and Tractor Association, displays of Early Crafts and Antique Collectibles, a Dixieland Band, Singers, Dancers, Barbershop Quartet, Blacksmith Shop Demos, Trolley Rides, History San José Open Houses, and Kids Activities.

Packards will have a reserved parking area! Please RSVP so we can let the event organizers know how many spots to secure.

When: **Saturday, September 9**
Display vehicles must be in place by 10:00am!

Where: San Jose History Park
635 Phelan Ave., San Jose 95112

Cost: Free for car entrants

RSVP: Clint Moore 408-426-0741 or batbuick@yahoo.com

Upcoming Event **Annual Swap Meet** **Sunday, September 10**



*Tony Butay picks through the myriad parts available at a past swap meet.
(Photo: Christopher Slater)*

Join Nor Cal Packards, CCCA and Pacific Packards Classics for a chance to buy, sell, or trade Packard and Classic Car parts, memorabilia and more! Donuts and coffee will be available!

Vendors will be set up at the USA World Classics Event Center in Vallejo and Buck Kamphausen's adjoining antique automobile museum will be open as well.

When: Sunday, Sept. 10 from 8am—1pm

Where: USA World Classics Event Center parking lot
1525 Sonoma Boulevard
Vallejo, CA 94590

Cost: No admission fee for buyers!

Questions: Call Ron Carpenter at 925-980-0208 or email
rcarp1940@aol.com

Upcoming Event
Ironstone Concours d'Elegance
Saturday, September 23



Chris Bock's 1928 443 Custom 8 Coupe heads last year's Packard class followed by Jeff Mihaly's 1928 443 Custom 8 Runabout and The Academy of Art's 1934 1107 Twelve Victoria at Ironstone. (Photo: Clint Moore)

While it's too late to register your Packard, it's never too late to plan a trip to Murphys for the annual Ironstone Concours d'Elegance. Our own Chris Bock plans this impressive and relaxing day each year, and if you've never attended, it's worth seeing. The show field is packed with more than 300 unmodified cars from Brass Era through the early 1970s making quite a display! The Packard class always has a prime spot in the amphitheater to enjoy the day and the awards ceremony. Displays also include vintage race cars and travel trailers as well as the occasional boat and Amphicar!

For more information, visit the event website:
www.ironstoneconcours.com

Where We've Been **Portal Park Picnic** Text and Photos by Clint Moore



New member Rich Heley happily shows off his 1929 645 Deluxe 8 Phaeton at Portal Park.

After the longest yet hiatus due to the COVID pandemic, the Portal Park Picnic finally returned! Years of haranguing the City of Cupertino paid off, and our friends in the Cadillac-La Salle Club prevailed in getting a permit for the event, and what a day it was! Beautiful weather and delicious barbeque were the order of the day for this return of one of our favorite shows.

Once again, Nor Cal Packards showed up in force numbering second only to the host make, but the field was rounded out by a wide variety of cars from Pierce Arrow to Edsel. Of particular note was new member Rich Heley's 1929 645 Deluxe 8 Phaeton that was not only a Dietrich design, it was actually Ray Dietrich's personal car! It was also heartwarming to see the Lulich family's 1953 Clipper, which hasn't been on the road for several years while Warren was in failing health.

Many thanks to our hosts for such a smooth-running event. After our national meet, we welcomed a break from organizing and were able to just sit back and enjoy a wonderful day.

Members who brought Packards:

Rich Heley	1929 645 Dietrich Deluxe 8 Phaeton
Tim & Kathie Toland	1940 110 Convertible
Bruce & Rhonda Cumming	1940 110 Station Wagon
John & Judi Higgins	1940 110 Sedan
Milt Wheeler	1941 160 Convertible
Doug & Julie Moore	1950 Super Deluxe Victoria
The Lubich Family	1953 Clipper Sedan

Other Members in Attendance:

Clint Moore	Warren Martin
Christopher Slater	Hal & Becky Schuette
Bill Rogstad	Zane Buck & Miriam Katz
Bill Young	Ed Soss



Down in front! (r to l) Bruce Cumming and his hat block John Higgins while Rhonda Cumming and Judi Higgins enjoy their delicious barbeque at Portal Park.



Packards at Portal Park: (l to r) Toland's 1940 110 Convertible, Higgins' 1940 Victoria, Moore's 1950 Super Deluxe Victoria, Heley's 1929 Deluxe



Judge Jeff Mihaly scrutinizes the engine compartment of the 1930 734 Speedster Phaeton which would win Best in Class at Pebble Beach.



1940 110 Sedan, Cumming's 1940 110 Station Wagon, the Lubich Family 1953 Clip-Deluxe 8 Dietrich Phaeton and Wheeler's 1941 160 Convertible.



Larry & Susan Nannini's 1937 1507 Twelve Convertible Coupe was one of nine magnificent vehicles in the Packard class at Pebble Beach.

Out & About **The Pebble Beach Experience**

by Clint Moore



Beaming in my period outfit in front of “Marlene the Dietrich” at the Pebble Beach Concours d’Elegance. (Photo: Ron Cressy)

It has been a lifelong goal of mine to take a car to Pebble Beach, and when I purchased “Marlene the Dietrich,” my 1932 903 Eight Deluxe Convertible Sedan, with its eye-catching two-tone green paint and movie car provenance, I hoped it would be my chance. After 7 years, 3 application attempts and 1 global pandemic, I finally got a coveted invitation.

As a spectator at Pebble Beach, it seems the cars magically appear on the field and glide by on the tour. You only have a vague idea that there was some effort involved in getting them to that point. When you’re actually involved, the task is daunting! Countless items were added to to-do lists, not the least of which was getting half the car painted! Decisions, delays and deadlines all needed to be juggled, including a last-minute scramble to find a secure place to store the car. On the Friday before Monterey Car Week, I was in a state of panic because the only item for the trip I physically had in my possession was my straw boater hat! Ultimately, it came together with the car, the family and friends, and the suitcases and supplies all arriving in Carmel on Wednesday as planned.

It was still dark when I plied myself from bed Thursday morning (not that I had slept) in time to retrieve the car and be lined up for the Tour d’Elegance well before 8am. Would the car start? If it did, would it make the 70-mile round trip? Would there be rock chips



Crowds line the streets at the start of the Tour d'Elegance. (Photo: Vickie Moore)

and road damage to deal with when we got back? All of these questions loomed loudly in my head. Fortunately, I had nothing to fear because the Packard performed flawlessly. After complementary donuts and one too many cups of coffee, we started our engines and slowly crept with the traffic toward the towering starting arch. As we rounded the corner onto Portola Road which was packed with cheering onlookers and passed the grandstand filled with beaming spectators, the spectacle of it all finally sank in on my bewildered sister, who stated, "This is like the Oscars of the car hobby!" To which I responded, "Duh!" The route wound its way out of Del Monte Forest, and we were finally on the open road – 30 beautiful miles of breathtaking coastline to Big Sur. All along the route were crowds of people and photographers precariously perched on cliffs and in trees trying to snap that elusive perfect picture of each passing vehicle. Because the route doubles back on itself to return to the starting point, we were afforded the opportunity to see most of the cars coming in the opposite direction, as if we were traveling a road 75 years in the past. Once across the finish line (checkered flag and all!), we were treated to an elegant lunch in the Mercedes/Maybach pop-up dealership and presented with a commemorative bag of keepsakes from the day. One event successfully down; one to go.

On the open road of Hwy 1. (Photo: Vickie Moore)



(Continued on page 12)

Sunday morning was another pre-dawn adventure with the alarm ringing at 5am. I had spent much of Saturday cleaning, polishing and detailing the car with the help of fellow Packard nut Andrew Wallace and my father, so we were as ready as we could be. Once again retrieving the car as the sun was beginning to make



*Traffic jam while waiting to take the field.
(Photo: Vickie Moore)*

its appearance on the horizon, we joined the line of prized possessions inching their way toward the show field. The street was lined with people on "Dawn Patrol" watching the cars glide by. While my Packard took the trip in stride, not every car was prepared for the stop-and-go traffic, and just as we were about to take the field, the exotic Figoni & Falaschi machine in front of us failed to proceed as it became enveloped in a cloud of steam from their boiling radiator! A group of men jumped into action, pushing the car out of the way, clearing the path for us. First we were greeted by Event Chairman

Sandra Button who handed us a gift and thanked us for coming, and then we were off again through a narrow path flanked by an audience gawking, applauding and snapping photos. We were assigned a golf cart to follow to our assigned spot where three field hosts guided us to place the wheels just so. At this point, I was able to take a bit of a breath because I wasn't being judged. Sure, we wiped down the car to give it a final



Relaxing with dad after we put the top down.. (Photo: Clint Moore)

onceover, but the teams on either side of me were frantic! To be honest, much of the rest of the day was a blur. A dizzying number of people swarmed the field. Probably the most photographed aspect of my car was the original 1932 Del Monte Forest badge, of all things. Friends who had come to town just to see me on the field visited and took more photos, and I thankfully had access to the exhibitors' patio for food and drinks throughout the day. And then it was over. The class and special awards had been announced. The confetti cannons exploded as the Best in Show crossed the ramp, and people filed off the field. I hung behind to get my obligatory waterfront portrait before heading out. Filled with chairs and people, I negotiated the car through streets packed with traffic and imagined unloading at the house and heading for my own victory lap through downtown Carmel. Sadly this would not happen as a flat tire ended my journey one block from the house. Even though I was a bit disappointed, I couldn't be too upset. The Packard had performed flawlessly and looked better than ever the entire weekend. If this had to happen, this was the time for it. Carefully extracting a side mount from the freshly painted fender, we replaced the tire with the help of roadside assistance. The journey was at its end.

Many thanks to Rod Dahlgren (Rods of the Valley) and Matt Pumphrey (Pumphrey & Co.) for their assistance in getting the car ready!

Bucket List Item: Checked off! Except now I want to do it again...



Obligatory waterfront glamour shot. (Photo: Clint Moore)

Remembering Roger Lessely

Submitted by the Lessely Family

Roger passed away on January 1, 2023. He was 84. He is survived by his wife of 37 years, Lynn, three daughters Heather, Heidi, and Shelly, and six grandchildren.

Roger served in the U.S. Army as a Nike missile fire control system and radar equipment technician. He worked as a computer mainframe technician for GE Capital and IBM before ending his working years as a real estate broker.

Roger and Lynn were born and lived in Chicago before moving to California in 1993. They were active in the local Packard Clubs and served on the 2003 National Meet team.

Roger loved his Packards, owning a 1955 Caribbean Convertible and 1955 Clipper Super Panama Hardtop he named "Clyde" which was with him for over 50 years. His three daughters got used to talking to him while he was working in his favorite place, the garage. When Heather was teenager, she accused him of loving his car more than his daughters. Roger didn't skip a beat and said, "Of course I do, I've had Clyde longer than any of you, he never talks back and is always where he is supposed to be!"

Roger also rescued numerous pets who were in critical need, particularly Chihuahuas. He leaves behind two, Jack and his ever-faithful guardian, Lilith. The family welcomes contributions to the Contra Costa Humane Society "Phinny Fund" in Roger's memory.



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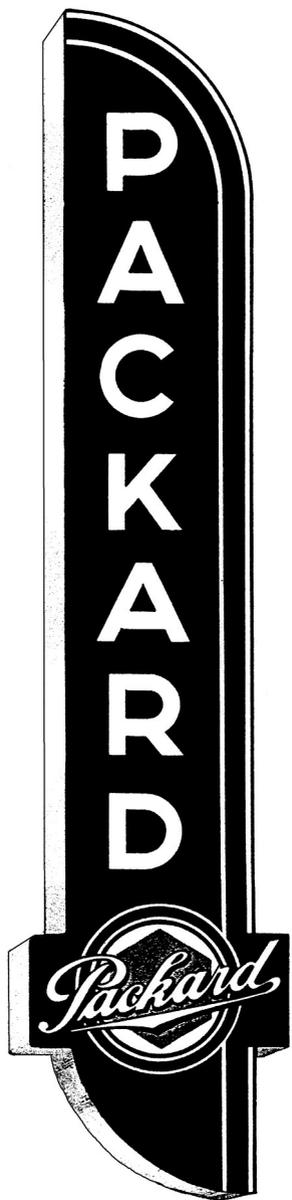
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