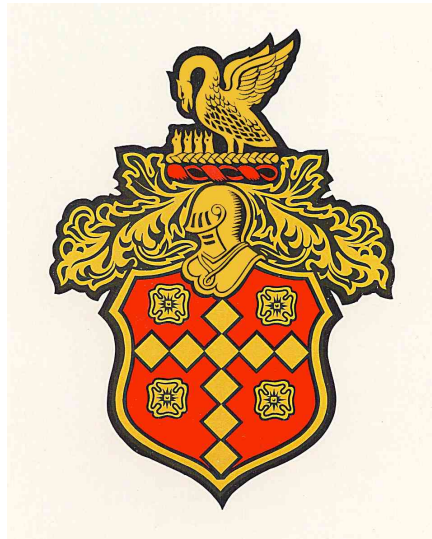


The
**Pious
Pelican**

2016



Northern California Packards

**PAC's First Region
Founded in 1960
www.Norcalpackards.org**



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

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PIOUS PELICAN

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The Pious Pelican
November - December 2016
Volume 55, No. 6
Director's Report

The New Year is upon us and Northern California Packards has a lot of events planned for 2017. More about those below. However, the BIG news is that on November 23rd during a marathon 4-hour meeting, the Board voted to apply for the 2020 Packard National Meet opening and we submitted all the paperwork. The National Board, under the leadership of President Craig Handley, voted on our proposal and contacted me on December 10th via email to inform me that we have been awarded the 2020 National Meet.

What is a National Meet? The National Meet is a 5-day event which takes place every summer where a local region hosts the Packard Club and its members. During the 5 days, there are tours to car collections and places of interest, a swap meet, various eating events, board meetings and membership meetings, a talent/fashion show, a car show and a grand banquet. In 2016, the event was in Traverse City, Michigan and in 2015, it was in Reading, Pennsylvania. The last time Northern California Packards hosted the National Meet was in 2003 and before that, in 1983. I was approached by Paul Delaney (Vice-President of long-range planning) and former president Steve Christy as well as current president Craig Handley at both the Traverse City meet and the Reading meet about the possibility of our region hosting a meet in the future since most of the meets are in the Midwest or East. In fact, since our hosting in 2003, the closest meet to California was in Des Moines, Iowa in 2008, and prior to our 2003 meet, you must go back to 1994 when the National Meet was in Reno, NV. Our Editor, Bud Juneau, put on both the 1966 meet in Colorado (with Lil Ferreira) and the 1967 meet at Disneyland! And prior to my connections with our beloved marque, Nor-Cal Packards also hosted the 1983 National Meet from the Claremont Hotel in Berkeley. Bud has made himself available to aid us again with his over 50 years of experience with National Meets.

What does this mean for you and what would we ask of you?

Please plan on attending the meet in 2020. Sign up early and consider getting a room at the host hotel, even though we live locally. At some meets, there is a strange phenomenon of low attendance by the host group members who think that there isn't much to see in their own area. Let this NOT be the case with our region! We want to be gracious hosts and show up in large numbers to welcome all members of our Club from all over the country and beyond. The location for our meet has not been chosen but our Meet Committee will be meeting in the Spring to tour some potential areas and will let you know once a decision has been made.

Secondly, we ask that you bring out your car for the tours and the show. With 3-1/2 years notice, you have the time you need to get your car ready or back on the road so we can have a fabulous showing of our cars—from "drivers" to fresh restorations.

Thirdly, we ask that you consider helping in some way, even if it's a small way. We will need a variety of tasks filled and will publish a list of jobs in the upcoming Pious Pelicans.

(Continued on page 4)

(Director's Report Continued from page 3)

And back to the closer future, we are trying something different for the *Day at the Movies* this year since construction at Blackhawk renders it unavailable. Thanks to Steve Pedone's work, we have secured a location for our *Day at the Movies* in Martinez at the *Cobra Experience Museum* on Saturday, January 14th which is a museum dedicated to the cars of Carroll Shelby and Shelby American. The cost has gone up from what it was in the past because we were unable to find a free venue for our event. Blackhawk was indeed very generous for many years; now, we have to pay. But we hope that you'll support this event even though it costs more than the past. It includes an upscale lunch, admission to the museum, the movie itself, and popcorn too. Please send in your sign-up ASAP since it's coming up soon.

We are working on securing several more events including a visit to the Lary Carter Collection, Filoli Gardens, plus the Western Regions tour in the Reading, CA area. Please see the listing in *The Pelican*, check the website often, and keep an eye on your email for announcements.

Hope to see you all on a tour in 2017! Happy New Year!

Jeff Mihaly

Technical Advisors

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

'32-'39 Senior: John Kilkenney, 408-779-6777, email: jkilkenny@juno.com

'38-'50 Junior: Ron Carpenter, 925-933-1486, email: RCarp1940@aol.com

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



2017 EVENTS

January 15	Nor-Cal Board Meeting - Blackhawk
March	Carter Collection
April 16	Nor-Cal Board Meeting - Auto Vino
April	Filoli Gardens
May 19-22	Western Regions Tour
June 11	Alameda Point Concours
June 19-23	PAC National Meet at South Bend, IN
July 16	Hillsborough Concours
July 30	Portal Park Picnic
August 20	Pebble Beach Concours
September 3	Annual Swap Meet at Vallejo
September 23	Ironstone Concours
October 4-7	Hershey Swap Meet
December 10	Holiday Luncheon - Zio Fraedo's at Vallejo

Where We've Been
Forest Home Farm Tour

October 22, 2016

Text by Steve Weir

Photos by Bill Young & Steve Weir



Nine members with six cars toured the lovely Forest Home Farm in San Ramon.

George Beck and Eddie, Ron Carpenter, Fred Hill, Bob McCoy and Mary Jane, Steve Weir, and Bill Young and Kirby rolled in to this demonstration farm which operated from the 1800's to the mid 1900's.

Because Bob McCoy is a volunteer, the docents opened the place up to us. We toured their working shop with a great collection of hand tools, tractors, and machinery. This former walnut ranch and processing center also features two beautiful homes from a bygone era.

Some of us braved a ride on a 1920's tractor (hand crank start).

(Continued on page 8)



Bill Young and Kirby riding the farm's tractor.



Ron Carpenter's '41 station wagon next to a Model A Ford cabriolet.

(Continued from page 6)

We enjoyed lunch under a walnut shed, displayed our cars to an appreciative public and toured the "Glass House" (a restored Victorian Farm House).

A great time was had by all!

Steve Weir, tour host





Bob & Mary Ann
McCoy's 120-B



George & Eddie
Beck's '37 1500



Fred Hill's
'39 1701

Where We've Been

Holiday Luncheon

December 11, 2016

Text by Kay & Mark Barchas

Photos by Bill Young

We had a great celebration to welcome the holiday season, with 70 paid attendees at Michael's Restaurant in Mountain View. This is our highest attendance in at least seven years for this event and results from higher participation and our increased membership numbers. Only a few Packards braved the gloomy weather, but it was jolly inside and even Santa made a brief appearance!

(Continued on page 13)





Rodney Derbyshire's '40 1800



The Brazils' '47 2103



Wheelers' '41



Soldavinis' '39



Tolands' '40



Carpenters' '41

(Continued from page 10)

The Silent Auction raised \$538, more than enough to cover the second year of our five year commitment of \$500 per year to the Packard Proving Ground.

Once again, the Bay Area Men's Chorus, under the direction of Milt Wheeler, provided beautiful music for our entertainment as we enjoyed our dessert and chocolates after having eaten heartily from the laden buffet. No one went home hungry, either from food or fellowship.

We know everyone had a great time because the occasion was awarded the Annual Founder Best Tour Trophy! We all wished each other a happy holiday season and look forward to many great Packard tours in 2017.



The Becks' '37 1500

PAC Holiday Party List December 2016

1	Barchas	Mark & Kay
2	Beck	George & Eddie
3	Beidleman	Tom & Leslie Owen
4	Brazil	John & Arlene
5	Butterworth	Bill & Lynn
6	Carpenter	Ron & Mary
7	Cumming	Bruce & Rhoda
8	Derbyshire	Rod & MaryAnn Carnack
9	Gapoff	Neal & Barbara
10	Higgins	John & Judi
11	Hill	Fred & Pam
12	Holmes	Jack & Merna & Nancy Boraas (guest)
13	Kilkenny	John & Lorraine
14	McCoy	Bob & Mary Jane
15	Mihaly	Jeff & Beth Eng & Lukas (child)
16	Moore	Doug & Julie
17	Nannini	Larry & Susan
18	Norton	William & Carol
19	Pedone	Steve & Kathy
20	Rollin	Bruce & Dottress
21	Schuette	Hal & Becky
22	Sherman	Phil & Susan
23	Soldavini	Steve & Maria & 2 guests
24	Soss	Ed & unknown lady
25	Toland	Kathie & Tim
26	Ulrich	John & Blanche Korf- macher
27	Weir	Steve & John Hemm
28	Wheeler	Milton & Carolee
29	Woehler	Markus & Kristi Ward
30	Wooldridge	David & Janet
31	Wuichet	Gerry & Linda
32	Young	Bill & Kirby Wiley
33	Sears	Don & Glenda

Total is 66 Members, 1 Child, 3 Guests = 70 Attendees

Tech Corner

Traditional Battery or New Technology

Which is best?

by Bud Juneau

Topic suggested by an article by Bob Ferrand
Editor of *The Packard Digest*
Motor City Region of PAC

Most of us were raised using conventional lead-acid batteries and probably still use them in our Packards and modern cars. These batteries have vented plastic caps that allow access to each of the individual cells, so that electrolyte levels can be checked, and distilled water added to the cells in order to maintain the level of electrolyte during the life of the battery. Over the lifespan of your car's lead-acid battery, in addition to keeping the electrolyte level up, the battery terminals and posts would need cleaning, and often a build-up of white acid powder would cause rapid corrosion of the terminals as well as damage to the battery mounting frame and support plate. This could be neutralized and washed off with a mixture of baking soda and water.

For a number of years now, circular red and green felt rings, with a chemical in them, have been available for placement on each post down flat on the battery surface before the cable ends are attached. These work quite well to keep the formation of any corrosion on the post or terminal.



*Left: A package of anti-corrosion washers.
Above: The felt washers.
Right: An Optima AGM 6-volt battery.*



As technology advanced, maintenance-free batteries were introduced into the automobile market. These batteries incorporated redesigned lead plates that reduced the production of gasses that occurs during charging. This new style battery was a sealed design that did not require the addition of water over the lifespan of the battery. This type of battery greatly reduced acid leakage and the resulting development of corrosion on the terminal posts, brackets and battery tray.

Before we go any further, we should mention the "gel battery design." It is typically a modification of the standard lead-acid automotive or marine battery. A gelling agent is added to the electrolyte to reduce movement inside the battery case. Many gel batteries also use one-way valves in place of open vents, which help the normal internal gasses to recombine back into water in the battery, reducing gassing. These gel-type batteries are sometimes confused with a newer design used by companies like "Optima", called an AGM, or "Absorbed Glass Mat" type.

AGM batteries are constructed differently from traditional acid-cell batteries. They utilize thin, ultra-fine fiberglass mats sandwiched in between the plates. The mats are saturated with battery acid, to about 95% of their absorption capacity. They are then packed between the plates and slightly compressed, as the plates are soldered into place. Due to the fact that the plates and mats are packed tightly together, the battery is virtually immune to any damage by vibration, and it can be mounted in any position without a problem, since there is no liquid inside that will leak out.

The AGM battery does not have any special charging requirements, so it can be used in place of conventional lead-acid batteries without requiring modification to the charging system of a car or a regular battery charger. AGM batteries are reported to last as long as conventional lead-acid maintenance free batteries, but they require no maintenance and do not leak. Due to the spiral cell design of the battery, it is extremely compact – taking up much less space than a conventional battery.

In fact, in some battery boxes there is enough room to put two of the six-volt Optima batteries side by side, wired in parallel – if you prefer a ton of extra cranking capacity. If your car is a “driver” then how it looks under the hood is probably not a concern. Or if you have an older model with the battery box under the front seat or in the fender, no one will see your battery anyway.

If, however, you have a nicely detailed engine compartment and want it to look authentic for show or judging, you don’t want some brand “X” battery from Walmart or an Optima sitting there in plain view when you open the hood. A few vendors have made covers for the Optimas, and they look better than nothing, but do not hold up to careful examination. Another solution might be to use a battery from *BatteryCentralMall.com* an online company with a complete list of the correct original-style batteries for Packards. We cannot vouch for any of the online companies, but another, called *Antique Auto Battery* in Youngstown, Ohio offers batteries that look exactly like the factory original ones for many makes and models, but with an AGM - Optima inside the case. Another company with 40-years of experience is *Restoration Batteries* with a complete line of factory authentic batteries. You can Google these names and see their offerings on the internet. Other companies may have ads in *Hemmings*, and as always, look for a reliable source and check for customer ratings.

Me? I still use *Interstate* lead-acid batteries. The company is owned by a fellow old-car enthusiast and I’ve had good luck with them. Oh, I use the red and green felt rings – they seem to work just fine for me.



Batteries that would have come with your Packard when new, have been reproduced and are available.

Packard

NEWS



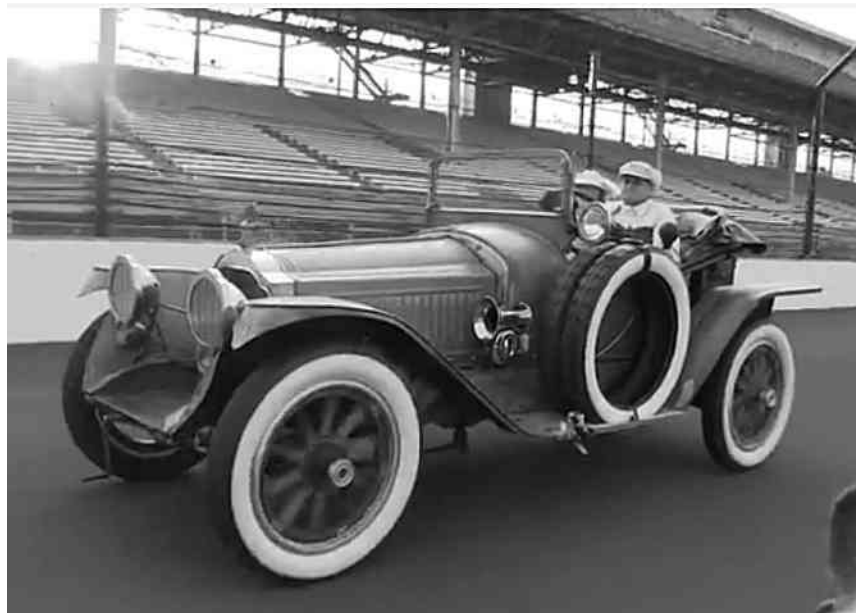
Milt and Carolee Wheeler were invited to display their '47 at the Filoli home and gardens, first in May for the Spring Flower show and then in December for Holiday Traditions. The car was packed with wrapped presents and represented a car the original family might have owned.





Above: Fred Hill was seen at the Holiday luncheon with one of his famous "Christmas Sweaters."

Below: PAC member, Allen Strong, of Illinois drove his 1915 as pace car at Indy -- 100 years after original owner, Carl Fisher (who built the track at Indy) drove the same car as pace car in 1915.

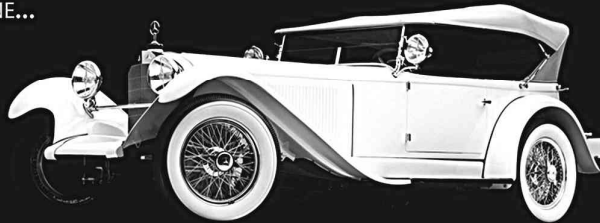




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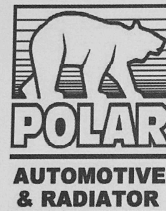
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APPLICATION TO JOIN

It is not necessary to own a Packard to join, but membership is required in the National Club. New members may include National dues of \$40 with first years Regional dues of \$25.

Name _____ Spouse _____

Name(s) for Name badge(s) _____

Address _____

City _____ State _____ Zip _____

E-mail address: _____

Home Phone () _____ Work () _____

May we list the following in our directory?

Address (Y/N) _____ Phone Number (Y/N) _____

Your Packards (Y/N) _____ e-mail (Y/N) _____

The Packards you own: (See National Handbook for #s)

Year	Series-Chassis#	Body style#	Body type descrip.
------	-----------------	-------------	--------------------

1. _____

2. _____

If you own more than two, please list on separate sheet.

I am already a member of the National Club, PAC. (Y/N) _____

Signed _____ Date _____

Mail to: Membership Director
Bill Young
2512 Simas Ave.
Pinole, CA 94564

