

OREGON *Clipper*





Journal of the Oregon Region
of Packard Automobile Classics

Vol 49 Number 1 2023

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.

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The Oregon Clipper is published four times per year:
2023, with only one issue, is an exception.

Submissions related to club activities, Packard automobiles and technical tips may be submitted to the Editor at:
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Check emails, monthly
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for complete event details



Back Cover

Joe Santana's 1940 Super 8 waits at a
friend's wedding in Washington, D.C.

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Please plan to attend
our next membership
meeting.
April 4, 2024



Castello di Amorosa Winery Tasting Room

Packard National Meet

page **6** The 58th National Meet of Packard Automobile Classics included a driving tour through California wine country with a stop near Calistoga at the Castello di Amorosa Winery to sample the fruit of the vine in an amazing castle built of imported materials from Italy.



by John Imlay
President

President's Message

Wow, 2023 has
.comeandgone



It seems as we get older the years speed by more and more quickly. I always heard that from my grandparents when I was young, but didn't really get it until now. As kids, the years pass agonizingly slowly because we're so anxious to grow up and get to the next thing in life.

As I look back on 2023, I think the two highlights that stand out for me are one, how well we and the Oregon CCCA work together, enjoy our common events, and just enjoy each other's company. And two, the Packard Club National meet down in Northern California. There's a whole recap of that event and lots of pictures later in this issue. If the National Meet moves out west again sometime, I highly recommend your participation. Getting to know that many fellow Packard lovers and just seeing that many Packards is worth the trip. And that doesn't even take into account the fun events and driving tours that go along with the meet!

2023 ended with our annual planning meeting to schedule our events for 2024. You'll find our proposed schedule in the following pages. We also gathered at the Stockpot restaurant on December 9th for our annual Meeting and Holiday Dinner. You'll also read about it in this issue.

Well, I guess that's it. As always, thanks to Dave Charvet and Joe Santana for putting this issue of the Clipper together. I hope you enjoy the stories herein.

See you on the road!

John Imlay

by **David Charvet**
Editor



From the Editor

2

 023 was a whirlwind!

So much so for me that club business got pushed to the back burner. The result being this super-jumbo issue highlighting some of the club events during the past year.

As always, when you look at this issue, you'll see we are an active club. We have many volunteers who work tirelessly to put our various events together. Our thanks to everyone. Since joining forces for events as the Oregon CCCA and Packards of Oregon, we have seen increased participation and a broad variety of cars. Of course, the more iron we get out on the road, the more attention we create, hopefully enticing casual viewers to ask questions and want to get involved with the clubs. That's a good thing! We have seen new members join during 2023, so all your efforts are worth it.

Looking ahead, you'll see that we have another full calendar coming up for this year. There are opportunities locally and regionally, every month, to enjoy your car and the camaraderie of the club. If you have not been at one of our meetings, events, or tours lately, we invite you to join us.

Thanks to all our contributors in this issue. I always welcome your submissions, be it a story about your car, an old photo, a technical tip, or a fond memory. I know other club members would enjoy seeing your contribution. You can email to me at: CharvetClassics@aol.com.

As always, I thank Joe Santana, who designs each issue so beautifully (and from the other side of the country!) and our California member, Richard Petrosino, who handles the printing and mailing. They really make our magazine look good!

I'll see you down the road.

David Charvet





56th Annual Packard Automobile Classics National Meet

**Story and
Photos by
John Imlay**

Packards on the tour to San Francisco are displayed in the former showroom of the Earle C. Anthony Packard Dealership on Van Ness Avenue, now a British Motor Cars Dealership.



The Golden West makes a stunning and delightful venue for Packarding.

I don't know if you have ever had the opportunity to attend one of these, but if you do get the chance, you MUST do it! The year's event was coordinated and hosted by the NorCal Region of the Packard Club at the DoubleTree Hotel in Rohnert Park, CA, a town north of San Francisco in Sonoma County. The hotel was perfect in that it was large, affordable, had lots of dedicated parking just for our Packards as well as for trucks and trailers, and...the hotel staff was great! So, let's take a look at the meet, day by day:

Arrival – June 25th

This day was essentially the arrival date with people and cars showing up throughout the day, getting their registration packets along with some Packard swag, and settling into the hotel. The tour book was quite impressive – over seventy pages spiral bound with an overall layout of the week, day-by-day activities complete with maps, a list of wineries, local restaurants, nearby gas stations and so much more. Someone really put in some work! There were no actual activities planned other than the swap meet which lasted all week in one of the hotel banquet rooms. Many of the usual suspects were on hand offering their wares including Dave Moe from Seattle Packard, John Ulrich Packard Parts, and others. The evening ended with a build-your-own burger and hotdog setup in another banquet room where everyone got acquainted.

Day 1- June 26th

Driving our cars in Monday morning traffic to San Francisco was not an option, so the NorCal group had two very nice, large tour busses set up to bus us all into town. Chris Slater acted as tour guide with color commentary on the bus as we navigated around several interesting sites in San Francisco such as the Presidio, the Palace of Fine Arts, and of course, the Golden Gate Bridge. Our first stop, however, was the former Earle C. Anthony Packard dealership on Van Ness Avenue. Apparently back in the day, Van Ness Avenue was considered "Automobile Row" with the Cadillac building also still present on the other side of the avenue. This Packard dealership edifice is quite stunning and relatively unmolested since its construction in 1927. The architecture and surfaces are all original, at least in the showroom and most of the exterior. It is currently a Jaguar/Land Rover dealership, the managers of which were incredibly generous and sympathetic to the club in that they removed the Jags and Land Rovers to allow Packards to again populate the showroom floor. Our own Mr. Jabs took advantage of this opportunity by trucking in his 1930 840 Roadster the night before. Several others took advantage as well.



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After milling around the showroom for about 45 minutes, we walked across the street to the San Francisco Academy of Art car collection, housed in the former Ford dealership building. This was truly spectacular with a number of wonderful Packards and other brands on display in pristine condition. We spent about 45 minutes here as well until re-boarding the bus and going to the San Francisco Academy's other location. Here too were a number of amazing cars for us to look at. I'd add that over the last couple years, since the passing of long-time Academy Director and collector, Richard Stephens, they have divested themselves of more than half their collection from about 250 cars down to around 120. Apparently, there were just too many to maintain, so they elected to begin selling them off to private collectors or at auction. (Editor's note: In August, one of those cars sold included a 1934 Packard Super 8 Coupe originally owned by Clark Gable, and then for over 50 years by our late local club member, Don Letson. A gorgeous and storied Packard.)

After about an hour, we again boarded the bus for the ride down to Fisherman's Wharf where we are all dropped off to explore the area and find ourselves some lunch! We ended the day by once again boarding the bus to wind our way around more famous SFO sites as Chris provided more commentary. The day ended with our return to the hotel and dinner on our own.

1 The former Earle C. Anthony Packard Showroom, designed by Bernard Maybeck and built in 1927, is a San Francisco Landmark.

2 Bill Jabs' Packard 740 Roadster on display in the former Packard showroom on Van Ness Avenue.

3 1934 Packard LeBaron V12 Sport Phaeton from the San Francisco Academy of Art collection.

Day 2 – June 27th

Finally, a chance to drive our cars in the beautiful California wine country! On this day, and every day, a “Taxi Stand” was set up on the edge of the parking lot where those who were without their Packard could hitch a ride with someone for the day’s event. Our hour-long drive took us to the Castello di Amorosa Winery near the town of Calistoga. Castello, as you may or may not know, is the Italian word for castle and this place truly is! The owner, Dario Sattui, imported stone and millions of bricks, many over 700 years old, from Italy to construct the castle. The place comes complete with underground passages, dungeons and even a torture chamber replete with medieval torture devices. As you might imagine, many of the dungeon areas have been purposed for wine production and storage.

The castle tour ended with a mass wine tasting in what appeared to be their main hall. The room, adorned with enormous frescos on the wall, was set with long tables that accommodated more than 100 people at once. The wines were quite good and many, including myself, departed with a few bottles of wine. We then proceeded to the lovely, nearby town of Calistoga where most of us found a restaurant to enjoy lunch.

After lunch, we all made our way back to the hotel to get ready for the Club’s 70th Anniversary dinner celebration at the local community center where our Packard Club National President, Craig Handley talked to us about his and Paul Delany’s just published book, **PACKARD’S LIVING LEGACY: THE PAST, PRESENT AND FUTURE OF THE PACKARD CLUB**. Each member received a copy with their registration.



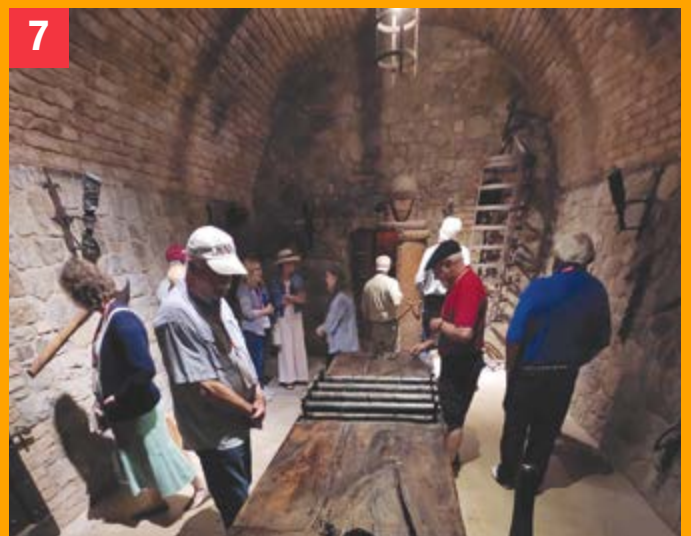
4 Packards graced the Castello di Amorosa carriage area.

5 Castello di Amorosa vineyards and winery

6 Castello Cellar

7 Castello dungeon

8 Vintage parking

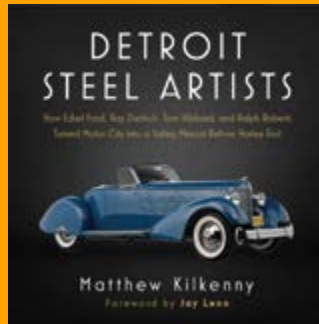
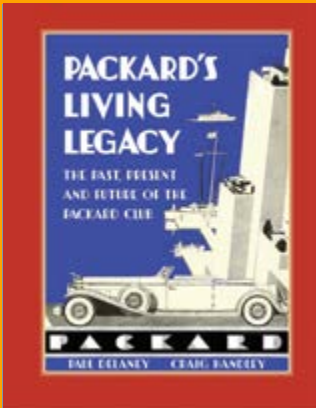


National Meet

8



8 Packard marine engine at the show



9 Packards on display around the Healdsburg Town Square

9



Day 3 – June 28th

Today was mainly a day for meetings; after all, the National Club Meet should actually involve some club business meetings. In the hotel ballroom, one meeting followed the next – the Executive Committee, Roster Keepers, General Membership, Regional Directors, and a judges meeting. The Regional Directors' meeting was all too brief, but quite enlightening. It's good to learn what other regions are doing aside from our own. Lots of good info was passed around and the only thing I'd suggest for the future is that this meeting be given more time. We ended up with just forty minutes, which was not enough.

The afternoon put us on another brief drive out to the town of Healdsburg where local resident and club member, George Speights, had pre-arranged with the city to have all our cars parked around the city square. Healdsburg is a wonderful little town with great shops, restaurants and wine tasting establishments. I could live there... if only I could afford it! The public loved our cars and were given the opportunity to vote on which they liked best. Margy, Tim Stuart, and I remained in Healdsburg for dinner at a local butcher shop – Journeymen meats. This place was recommended by George Speights and he greased the chute you might say to get us in there. It was, in fact, the most incredible beef I've ever eaten. If you're ever in that neck of the woods, go there!!

After dinner, we headed back to the hotel in time to listen to a presentation by Matt Killkenny on his just published book – Detroit Steel Artists. This turned out to be an awesome book about how Edsel Ford, Ray Dietrich, Tom Hibbard and Ralph Roberts turned Detroit into a styling Mecca before Harley Earl got into the mix. Truly, the 30's was an era that produced some of the most beautiful cars ever made.

Day 4 – June 29th

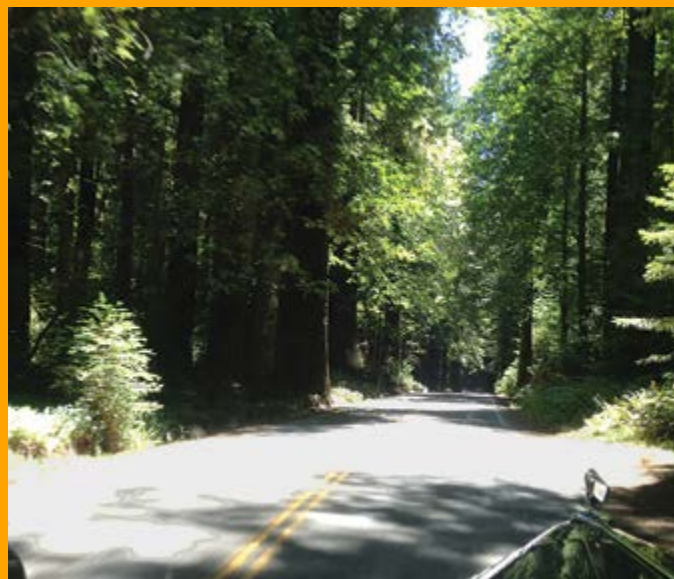
Have you seen Alfred Hitchcock's 1963 classic, *The Birds*? Who hasn't? Today's drive led us out to Bodega Bay, the location used in the movie. Needless to say, the place has changed in the last sixty years and the original Café called *The Tides*, burned down in 1968. However, a newer and much larger place was erected on the same spot and they are indeed making the most of the *Birds*' related tourist trade. Funny how a location such as this can still generate enormous tourist income sixty years later! This day also included a drive through the Armstrong Redwoods State National Reserve and a visit to Goat Rock right on the ocean. The trees were, of course, spectacular, however, Goat Rock while great, was a wee bit fogged in – an all-too-common occurrence on the Northern California coast.

Our next stop on the way back to the hotel was to visit the car collection of club member Sam Cohen and enjoy an ice cream social as well. Sam is a rather mild-mannered fellow who lives on a farm, seemingly out in the middle of nowhere. He has amassed an interesting and eclectic collection but seems to have somewhat of an affinity for Mopar products. His collection is well rounded though with everything from thirties vintage Packards, Lincolns, and even a Pierce Silver Arrow all alongside somewhat more "modern" stuff like Corvettes, a Mustang and a Hemi 'Cuda. Sam was most generous in giving us full run of the place and giving a brief spiel on each of his cars followed by the aforementioned ice cream. Again, back to the hotel for the night after visiting this collection. Dinner was on our own and many of us could be found in the parking lot afterwards getting our cars cleaned up for the next day.

Day 5 – June 30th Showtime!!

One thing I have not mentioned so far is the weather. It was perfect every day – 50°-55° each morning, sometimes with a marine layer of clouds. By 10-11AM though, the skies were bright and sunny with highs in the low to mid-seventies. On show day it began to get a little warmer with a forecasted high of 83°.

By 8AM, we all began rolling out of the parking lot to our show field location just three miles away. Parking cars at the field was somewhat confusing, but as well organized as could be expected with volunteers doing their best to direct cars to their designated display locations. Cars were grouped pretty logically in different locations – Juniors, 46-47 Clippers, 48-50 Bathtubs (sorry), 51-56 Models, 20's-40's Seniors, and so on. 106 Packards in total with examples running from completely original and unrestored to million-dollar one off's and



10



BEST IN SHOW was this 1940 120 Station Wagon owned by George Meyers

11



1948 Packard 'ultra' Custom coming

12



1948 Packard 'ultra' Custom going

13



Bill Jabs' 740 sets the bar on the field.

Seniors in like new or better condition. It truly was a real smorgasbord of Packards with something to please everyone. For those that wanted their cars judged, the judging was very well organized, efficient, and handled extremely well. I believe there were over 30 judges present. Results were planned to be announced at the final banquet that evening. Around mid-day a box lunch was distributed to those that had requested it in advance. The sandwiches were so big, most saved the other half for lunch the next day! In the afternoon, it began to get pretty warm and folks started to return to the hotel for a siesta before the night's final event. Others took advantage of a bonus event which was a visit to the Geissler Packard Museum less than two miles from the show field. The Geissler Collection, not yet open to the public, exhibited sixteen Packards ranging from 1918 to 1942. Special thanks to Mr. Ralph Geissler for opening this collection up to our members!

Our last event of the week was the Awards Banquet in the hotel ballroom. The room was packed with around 150 people who anxiously looked forward to their rubber chicken dinners and hearing the judging results. Actually, it was a fun evening, partly because Joe Munsch and Pat Shriver brought two bottles of wine to the table to share with all of us. Thanks Joe and Pat! Sorry, I digress. Best in show as awarded to a 1940 1801 120 Station Sedan (Woodie) owned by George Myers of Saint Helena, CA... and it deserved it. The car was probably better than new and one of the two nicest I have ever seen. The other nice one I've seen was a 1939 model also owned by George. Both were parked next to each other all week in the hotel parking lot. Each was absolutely stunning.

As the evening wore on, many of us realized we were going to have to get on the road toward home very early the next morning so we sort of slid out the side door and headed for our rooms. A very satisfying end to the week.

In closing I think it's important to note the extraordinary amount of work that goes into putting together a multi-day event like this with so many things to consider – parking, lodging, meals, tours, volunteers, event space and locations, meetings, the trouble truck, and the list goes on. You may recall back in 2019 we hosted the Western Regions Packard event down in Ashland. That was only a few days, twenty or so cars, and forty people. Imagine putting together an entire week with 200+ people and over 100 Packards. The NorCal Club and all the volunteers they managed to corral really deserve an enormous "THANK YOU" for their work in pulling this off.

14



14 106 Packards take the field

15 Margy 'The Riveter' Imlay with their 1939 120 Convertible

15



National Meet

16



16 Awards Banquet

17 Packard Clippers on the field

17



Turn & Be Seen



By David Charvet

If you have an old car without turn signals, it now seems that you are taking your life into your own hands when out on the road. Drivers following behind are often not familiar with hand signals when attempting to make a turn, and if you drive at night, hand signals cannot be seen. Short of wiring your car(s) for turn signals, there has not really been any other way.

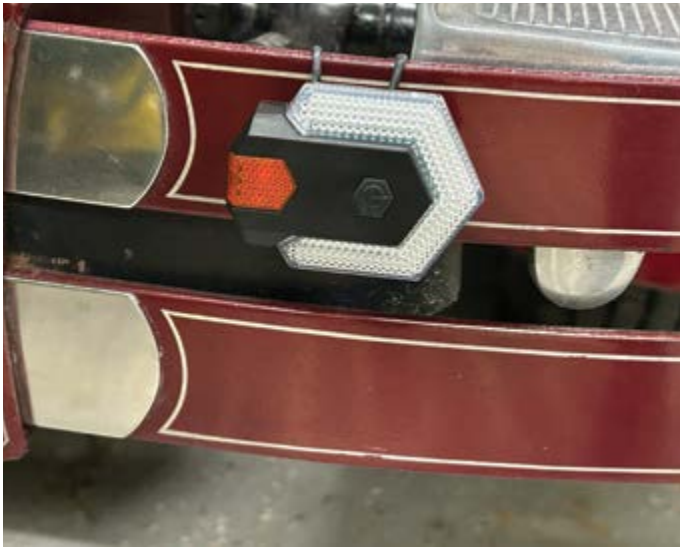
Until now.

I recently discovered “CarryBright” battery-operated LED turn signals. While made for bicycles, I found that they work great on our vintage cars. They don’t use any wiring. An audible RF signal is sent from the remote (I mount mine on a spoke of the steering wheel) to the signal units that can be mounted on your bumper or headlight bar quite easily, using the flexible rubber O-rings provided. (It would also be easy to fabricate a magnetic mount.) That also means they can be easily

changed between vehicles. The units re-charge with a USB plug, so you don’t need to buy any batteries. A charge will last several trips in your car. Range is about 30 feet from the sender to the signals – plenty of distance when mounted on your car. The signals offer BRIGHT amber left and right turn capability, as well as 4-way flashers and red brake lights that are solid or flashing as a warning to drivers behind you.

The visibility of the LEDs are great and clearly signal your intentions to other drivers who are usually just staring at your car but not paying attention to your driving.

You can find them on Amazon.com, at Walmart or other sources (sometimes under different names.) Cost is around \$60 and well worth it!



Blown Gasket Tour to Olson's

Story by David Charvet
Photos by John Imlay



Our Spring overnight tour, May 20-21, 2023, took a small group north to beautiful Port Orchard, Washington and the Olson's Gaskets "factory." While they are able to provide engine gaskets for just about any automobile ever made (or they will make it to-order,) they are really a family business.

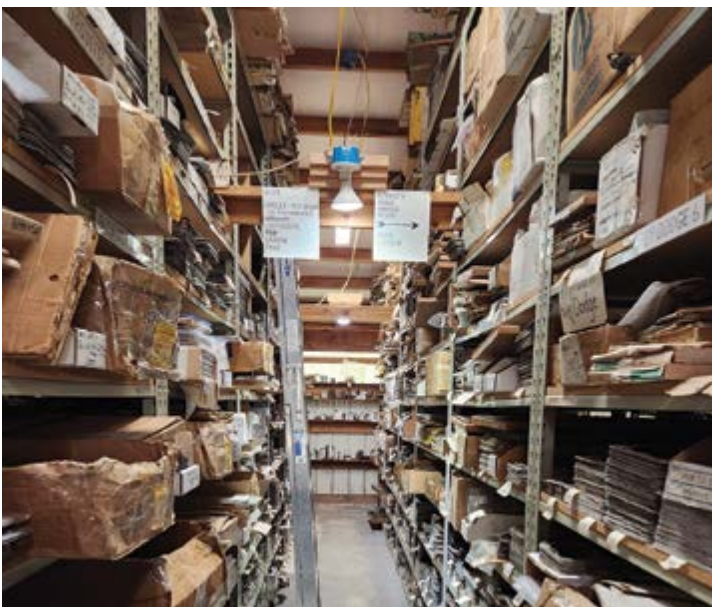
Started in 1972 by Sandy Olson, who has owned many collector cars (most of which he used as daily transportation at some point), which led to the need for engine repair – and gaskets. Sandy recalls: "In the early 1970's, I purchased close to two hundred head gaskets. Before long I had traded my other swap meet stuff for more gaskets. Because gaskets involve numbers and shapes, it seemed like a good fit for a high school math teacher to pursue. Early on it became apparent that gaskets for certain vehicles, such as, Packard, Pierce Arrow, Oliver, Mack, etc. were next to non-existent, therefore, we started reproducing them. At the same time, we started a hand

cutting gasket service. This has set us apart from our competitors and has continued to grow our business in the obsolete market."

Over the years they have also absorbed the inventories of many companies that went out of business, and by 1992, Sandy retired from teaching to devote all his time to the business. Olson's now stocks over 40,000 gaskets of all types, for all years, makes and models of vehicles.

The shop and warehouse on the property are extremely well stocked and organized. Sandy says, "We are able to say 'Yes' to 99% of all inquiries." The tour showed how various gaskets are made, including paper, fiber, cork and copper. We are glad that people like the Olson's are committed to helping keep our cars on the road.

If you have a gasket need, Olson's can help. Contact them at: OlsonsGaskets.com.



49th Annual Forest Grove Concours d'Elegance

Sunday, July 16, 2023



BEST IN SHOW 1932 Chrysler Imperial CL LeBaron Convertible owned by Larry Nannini.

Once again, automotive enthusiasts turned out *en masse* for the 49th Forest Grove Concours on Sunday, July 16th. This show marked the return of the full Concours, following two years of a scaled-back event because of the pandemic. Beautiful weather and a field of gorgeous cars combined to make an enjoyable day, with members of the Oregon Region well represented, as seen here.

Best in Show was a 1932 Chrysler Imperial Convertible Sedan, shown by Larry Nannini from California. A spectacular restoration.

Be sure to mark your calendar and buff up your car for the 50th anniversary Concours, scheduled for Sunday, July 14th, 2024.



BEST CLASSIC and First in Open Cars 1936-1948 is the 1940 Packard 1803 160 2-door Convertible owned by John Van Speybroeck



CLASSIC CLOSED CARS 1916-1935 went to Ron Wilson for his 1934 Packard 1101 Coupe



2ND PLACE IN CLASSIC OPEN CARS 1916-1935 went to Ken Krolikowski for his 1932 Packard 903, both quite dapper.



David Charvet presented the 2023 LARRY DOUROUX MEMORIAL AWARD to Howard Freedman who claimed it in his 1959 Ford Thunderbird.

49th Annual Forest Grove Concours d'Elegance

The Lincoln
mascot and
grille



Sunday, July 16, 2023



The driverless generation captures Dave Walmer's Overland Speedster.



1931 Lincoln LeBaron owned by Paul Duden



1928 Pierce Arrow Model 81 owned by Dave Walmer



1932 Reo Flying Cloud owned by Laura-Robbins



1927 LaSalle owned by Jeff-Smith



1931 Packard 840 Victoria Coupe owned by Mike McCreedy

NO LADDER NEEDED.
Mike McCready helps detail Matt
and Karla Hackney's 1941 Packard
180 sedan. What a good brother.



1954 Packard Pacific owned by Tom Taylor



1941 Packard 180 owned by Matt and Karla Hackney



1937 Packard 1502 7-Pass owned by Matt and Karla Hackney



1934 Cadillac 20 Town Sedan owned by Mike Eshaia



1940 Packard Super 8 160 Coupe owned by John Imlay



1935 Brewster Town Car owned by Lee Harman

Two Packards

During March of 2021, the long-planned church wedding for our granddaughter was cancelled due to COVID. So, we quickly enhanced our shop to accommodate the nuptials. This is when our 1939 Packard Twelve Club Sedan found its niche.

Granddaughter, Laura, wanted a Packard for their get-away vehicle. As the couple's friends arrived for practice and decorating, they wanted a joyride. Many, many times Laura and her husband-to-be, Anthony, took the youthful as well as the aged for a ride. When done, 15 gallons of gas was spent. (That is only a short distance in a V12.)

The wedding was joyous and beautiful.

Bride Laura and groom Anthony with the 1939 Packard V12.



Dressed-up shop ready for Laura and Anthony's wedding.



Two Weddings!

by Patsy and Wade Miller

Then, in September of 2022, our grandson, David, was to be married to his bride, Megan. The church in Corvallis, where the couple attended, was happy to accommodate. Again, a Packard was needed for a getaway vehicle. This time, our 1936 Convertible Coupe was the automobile of choice.

The wedding, reception, weather, and the couple were all beautiful.

Fond memories to be sure.

(By the way, all of our grandchildren can drive a stick shift!)

Grandson David and his bride, Megan, with the 1936 Packard.



Lake Oswego Collector Car & Boat Show



*John Imlay's
1947 Packard
Super Clipper*



*Bill Jabs'
1931 Packard
840 Roadster*



Mike Eshaia and Jack Hogan

For nearly 20 years, the Lake Oswego Heritage Council has hosted their annual car and boat show in the heart of old town Oswego. Sunday, August 27th saw over 300 collector and special-interest cars converge on George Rogers Park. Our club was given preferred parking on the south end of the field, keeping all our classics together and making a great display.

The show is truly a community event, with no admission charged to visitors, assuring a large crowd. The local Lions Club provides breakfast and lunch during the day while a DJ spins hits from all eras to match the cars on display.

The awards ceremony saw club members receiving major awards, including John Imlay for his 1947 Packard Super Clipper and Bill Jabs for his 1930 Packard 740 Roadster. Both well-deserved.

The 2024 show is scheduled for Sunday, August 25th. We hope to see you there!



1931 Lincoln LeBaron owned by Paul Duden



1934 Packard 1101 Coupe owned by Ron Wilson



Three hundred collectors' cars were displayed on the green of George Rogers Park.



1940 Packard Super 8 160 Sedan owned by Larry-Cox



1928 Pierce-Arrow owned by Dave Walmer



1941 Packard 160 owned by Chris Cataldo



1939 Rolls Royce Wraith owned by Christopher Silva



1954 Cadillac owned by Roy Asbahr



REST

YOU leave your office at the end of the day, wearied by a hard day's work.

- Ahead of you wait the responsibilities of the evening. If only there could be a little relaxation sandwiched in between!
- There is—for the man who owns a Packard. He steps from his office into his car, and instantly he is

cradled in quiet and comfort. The worries of the day are forgotten in the pleasure of driving a car that almost drives itself. He enjoys a bodily peace, a mental solace. He arrives home refreshed.

● For of all the cars man has ever designed, the most restful, we believe, is the new Packard. There's not a sound from its body, barely a whisper from its motor. The cushions, contoured by experts, make you relax. The brakes that stop you so quickly work with such a velvety softness you scarcely know you're stopping. Shock absorbers and spring action are

so perfected that ruts and bumps go unnoticed. Instead of riding, you float! You rest!

● We believe that you, as a business man, deserve the restfulness that a new Packard can bring you. We believe you want and need this car. Why not buy it—now? See the new Packards at your Packard dealer's. Or simply phone him—he will arrange for you to ride home from your office in one of these new cars. Very soon after that, we feel confident, you will be making the homeward trip each evening in your own Packard.

PACKARD

ASK THE MAN WHO OWNS ONE

Tom Collier



Reprinted from Cascade Business News, www.cascadebusnews.com

Editor's Note: Long-time Oregon Region member, Tom Collier was recently featured in a story by Cascade Business News in Bend. We thought you'd like to know more about Tom, his life and his business.

by Simon Mather

Polished Professional Tom Collier Carves Distinctive Niche in Auto Industry

Bend-based Classic Motor Car Company owner Tom Collier is proud to take an “old school” approach which has seen him navigate a successful path and reach a milestone of 60 years in the automobile industry. Still going strong at the age of 78, Collier has garnered a sterling reputation for his depth of knowledge and expertise in transacting upscale vehicles. As part of his six decades in the business, for the past 25 years he has been an independent broker, at the helm of Tom Collier Classic Motor Car Company, Inc. in Bend.

Collier relishes the challenges and variety of his daily work, orchestrating unique individual sales. As we spoke, he was working on a '66 Ford Mustang convertible “probably going to France” and a '66 Cadillac DeVille Convertible bound for Hawaii, while recently concluding the sale of five brand new vehicles to the exclusive Hotel Del Coronado in San Diego. Indeed, he has shipped classic cars all over the world and through 48 states in the continental U.S., observing, “When the phone rings it's like a spinning top — I'll never die because of boredom!”

“I have built strong connections over the years and 98 percent of what I do is repeat business or referrals. I've worked with some of my clients for over 45 years. It's really the people that I enjoy working with.” Collier was born and raised on a wheat ranch in Eastern Washington into an automotive-oriented family during a golden age of American car production. He said he originally drove independently on the ranch at the tender age of four and bought and sold his first vehicle “for a profit” at the age of 12.

In 1953, on one of the few TV sets around, he recollects seeing the coronation of British monarch Queen Elizabeth II as an eight-year-old and has retained a long-standing love and respect for the UK since. He has visited several times, including with international Rotary exchanges, and said one of many memorable highlights was getting to tour the iconic Morgan sports car plant in Malvern, England.

Engines are in his blood, and he harbors a particular affection for true classic cars of the 1930s. He said, “The heavy-duty cars of that era all had their individual styling — the grille

announced the particular personality of the upscale brands, the craftsmanship was superior and even hood ornaments were a special item." Collier is himself an avid collector and his passion for all things classic includes a show-condition 1959 Chevrolet Bel Air that he actually drove while in college, an original 1966 Cadillac Fleetwood '75 limousine, a '98 XJ8 Vanden Plas Jaguar, a 1972 Mustang convertible and a 2006 GT 200 Vespa scooter.

His encyclopedic knowledge has also seen him in demand for appraisal valuations and as a judge in Concourse d'Elegance* events, including marque brand Classic Car Club of America competitions. One of his more unusual assignments was appraising all 83 of Bhagwan Shree Rajneesh's Rolls Royce's at the controversial former Rajneeshpuram religious community in Eastern Oregon in the 1980s. Collier said, "I saw more there than at the Rolls Royce service center in London! And a third of them had been painted with ornate murals such as a sunrise on one side and sunset on the other, or depicting a peacock or ocean scenes. "I was doing a valuation for an interested party as a buyer had to buy the whole collection, but they actually ended up going to a purchaser out of Texas as another condition was agreeing to buy the Bhagwan's numerous gold watches as part of the package!"

The most expensive individual car he ever appraised was a sole-surviving "one-off" 1954 Oldsmobile F-88 concept car, which sold for a staggering \$3.2 million, and today is on display in its own showroom at the Gateway Colorado Automobile Museum.

Collier's career began in February 1963 when he walked into a Chevrolet dealership in Pullman, Washington, and he started selling cars after earning a bachelor of arts in business from Washington State University. "I knew from the get-go that I wanted to become a franchise new car dealer, but also that I needed a degree to further my ambitions," he said. Collier's most pivotal and life-changing decision was declining an appointment to West Point Military Academy in order to pursue his goals in the automotive industry. He joined Ford Division-Ford Motor Company in 1969 and says his experience there instilled in him the structure and discipline that he employs in business to this day. "Ford was known for old-style management and meticulous attention to detail in everyday operations," he said. "We all had to wear full suits, traditional wingtip shoes and button-down shirts as part of the respectful atmosphere.

"It was really a great foundation in how to go about business and I've often said I would sell my college schooling for five dollars but wouldn't sell my Ford education for five million!"

In keeping with that tradition, Collier wears a suit and tie every day and maintains core principles of respect for others and maintaining professionalism. Business flyers handed to prospective clients sum up his company approach as, "Offering a pleasant and professional alternative to the method new and used vehicles are traditionally purchased and leased."

Ever the gentleman, each year he sends out hundreds of hand-written Christmas cards to friends and clients, as well as personalized thank you cards following sales, and should a

woman purchase a car through Collier there are always a dozen roses resting in the front seat. The day previously he had called to check in on a customer who was going in for surgery.

A fountain pen aficionado, he has a collection of luxury writing instruments, as well as an impressive library comprising some 3,500 books.

Collier first came to Bend in 1971 while involved with district sales for Ford, and "fell in love with the place," moving here full-time in 1974. With an infectious enthusiasm for luxury vehicles, he has garnered a reputation for honorably conducting business in a fun but professional manner that has earned him the enduring trust and loyalty of his clientele.

A strong commitment to community has included serving on the Bend Chamber Board for seven years and being a 48-year Rotary member — serving at club, district, national and international level — as well as administering foundation scholarships and gifting a Steinway piano to the Tower Theater.

He has served on many boards and capital campaigns and has provided supplies for local schools every year for 24 years. He was named the 2018 Community Partner of the Year by Klamath Falls City Schools for his commitment to providing school supplies for students and teachers. He currently is serving as president of the Mayantigo Charitable Foundation.

"Having been able to honestly and honorably serve the automotive needs of my many friends and clients, this business has afforded me the opportunity to do good things in the community," he said. "The community has been good to me, and I wanted to give back to it."

Among many professional accomplishments over the years, he was recognized as Oregon Independent Automobile Dealer's "Quality Dealer of the Year" for the state for 2002-2003.

He said, "There are not many independent brokers left in the business anymore, but there are advantages including the personal touch and that when you give a car to an agent to handle you distance yourself from the buyer and have a buffer." Outside of work, he has an interest in real estate investments and as a proponent of renewable energy, owns a 70-acre ten-megawatt solar farm east of Bend.

He said, "You only go through this life one time so you should have fun doing it. This business is fun, and I have enjoyed doing nice things for people.

"I have done what I wanted to do and have no regrets. It has been a great ride. I have no plans for retirement as I thoroughly enjoy working with my clientele."

Tom Collier Classic Motor Car Company, Inc.
1183 NW Wall St. E • Bend • 541-317-3403



Thomas Rawdon, an artist, architect, and classic car collector displayed many of his classic coachwork drawings and abstract works of art.

by John Imlay

CCCA Packard Club Annual Meeting and Holiday Dinner

Forty-two members attended the Annual Meeting and Holiday Dinner this year!

Oregon CCCA Director Bill Jabs, Packard Club Director John Imlay, and Treasurer for both clubs, Howard Freedman arrived early to help set up and get guests squared away.

Sharon and Paul Lawson, John Mitchell and Georgia Cacy, Brad and Hyang Cha Ipsen, Larry and Pat Cox, Karla Hackney.

While a slideshow recapping 2023's events was displaying, attendees mingled, chose their seats, had a beverage or two, and enjoyed the provided appetizers. Dinner hour arrived at 6:30 which began with salad and dinner rolls followed by the main course. We offer a special thank you to member John Guilliams for not only providing a case of his 2010 Cabernet, but also for taking care of the corkage fees! John has

John Imlay, Thomas Rawdon, Joe Munsch, Matt Hackney, John Guilliams and guest, Dave and Kathy Walmer



also agreed to have us visit his home next summer for a tour!

As dessert was being served, Bill announced our guest speaker for the evening, Mr. Thomas Rawdon. Mr. Rawdon, a former and now returning Oregon CCCA member, is an artist, architect, and classic car collector who has owned Cadillacs, Packards, and his current 1933 Rolls Royce. He reviewed his history, career, and world travels while also displaying many of his classic coachwork drawings and even some of his more abstract works of art. At the conclusion of both dessert and Mr. Rawdon's presentation, the meeting was called to order by John Imlay who welcomed all those in attendance, especially our member that had come from farther away locations such as Eugene, Junction City, and Marysville, WA.

Bill Jabs thanked Howard and Tamara for arranging the dinner and then reviewed our activities over the past year including our annual Valentines Brunch, the Strawberry Social, our overnight spring tour to visit Olson's Gaskets, and the always spectacular September Tour to Wallowa Lake and Walla Walla. Bill also talked about our very successful November planning meeting and many of the events we have planned for 2024.



Dynamic Duo John Imlay and Bill Jabs at the podium

John then talked about the Western Regions Packard Club Meet/Tour which is planned for May 16-19 in the San Simeon, CA area being hosted and coordinated by the NorCal region. John then introduced Bob Douglas to go over the Annual September Tour planned for Sep 14-22, 2024.

Bob reviewed the tour in detail which will include visits to the Mt Shasta and Crater Lake areas along with some excellent driv-

ing days – some of which on roads never-before traveled by the club. We are fortunate to live in such a scenic area! Thanks Bob!

John then made an appeal to those present regarding our officer vacancies and to ask for volunteers to serve as such. For our clubs to continue and flourish we depend, more than anything else, on our members. Many have been with us for many years and have contributed a great deal to our success. For that, we are immeasurably grateful. However, it can't always be the same few. We continue to need contributions in order to sustain our clubs. He asked that if one has never served as a board member or has served in the past and would be inclined to serve again, we could certainly use the help.

John reviewed the current slate of Oregon CCCA officers - Director, Bill Jabs; Asst. Director, Larry Cox; Secretary, John Imlay; Treasurer, Howard Freedman.

Bill reviewed the current slate of Packards of Oregon officers: Director, John Imlay; Treasurer, Howard Freedman; Tours, Joe Munsch

For both Clubs: Activities and tours - Joe Munsch, Robert Douglas, Bob Earls, Tamara Krajeski, Howard Freedman, and Sylvia Potter. Thank you to Dave Charvet and Joe Santana, who produce both the Oregon Clipper and

The Hood Release; and Joe Munsch as Webmaster for both clubs! The meeting adjourned at roughly 8:15PM.

After the meeting, the hat was literally passed around the room and members donated a total of \$891 to the Oregon Food Bank. It was a festive ending to 2023.

Mike and Virginia Galvin, Beverly and Roy Asbahr, Ruth and Bill George, B.J. Bennett and Jerry Szerlip.



Tamara Krajeski and Howard Freedman, Chris and Yoshiko Cataldo, Patty Brown and Dennis Gilman, Gary and Jackie Martin, Shane Dickey, Frankie and Robert Douglas.





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Calendar of Events

March 7, 2024
Members Dinner Meeting
 Ernesto's at 6PM

March 16, 2024
Tech Session
 Larry Cox and Bob Earls
 Howard Freedman's Garage.

March 20-23, 2024
CCCA Annual Meeting
 Huntington Beach, CA
 Details: ClassicCarClub.org

April 4, 2024
Members Dinner Meeting
 Ernesto's at 6PM

April 5-7, 2024
Portland Swap Meet
 Details PortlandSwapMeet.com
 A Non-club Event

April 20-21, 2024
Overnight Tour Oregon Coast
 Lead by "The Bobs"

May 2, 2024
Members Dinner Meeting
 Ernesto's at 6PM

May 16-19, 2024
PAC Western Regions Tour
 San Simeon and Calif. Central Coast
 Hosted by PAC Earle C. Anthony Region
 Flyer at PackardsOfOregon.net

May 18, 2024
Ladies' Tea
 Details coming from Howard Freedman
 Beaverton

June 4, 2024
CCCA Museum "Experience"
 Hickory Corners, Michigan
 Details: CCCAmuseum.org

June 6, 2024
Members Dinner Meeting
 Ernesto's at 6PM

June 9, 2024
Strawberry Social
 Bill Jabs Lavender Farm

June 9-15, 2024
57th Annual PAC National Meet
 Brookfield, Wisconsin
 Details PackardClub.org.

July 4, 2024
Annual 4th of July Picnic
 Glud's in Dundee

July 4, 2024
NO Members Meeting
 Independence Day

July 21, 2024
Forest Grove
Concours d'Elegance
 Details ForestGroveConcours.org

July 23, 2024
Hillsboro Tuesday Market
 Tour leader Joe Munsch

August 1, 2024
Members Dinner Meeting
 Ernesto's at 6PM

August 12-19, 2024
Monterey Car Week
 Details WhatsUpMonterey.com
 Non-club Event

August 24-25, 2024
Quinton-Cox Tour
Car & Boat Show
 Lake Oswego

September 5, 2024
Members Dinner Meeting
 Ernesto's at 6PM

September 7, 2024
NorCal Packards Swap Meet
 Details: NorCalPackards.or
 Non-club Event

September 14-22, 2024
CCCA Oregon Annual Fall Tour
 Bandon, Shasta, Crater Lake, and Bend.
 SOLD OUT
 Check with Howard Freedman for Standby

October 3, 2024
Members Dinner Meeting
 Ernesto's at 6PM

October 13, 2024
Tech Session
 How to Winterize Your Car

October 26, 2024
Halloween Party
 HowardFreedman's Garage.
 Details to follow

November 2, 2024
Planning Session for 2025
 PAC and CCCA
 Howard Freedman's Garage

November 7, 2024
NO Members Meeting

December 1, 2024
PAC/CCCA Holiday Dinner
 Tualatin Country Club
 Details to follow

December 5, 2024
NO Members Meeting
 Happy Holidays!

Tours listed may change. Watch the website, your email, and attend the monthly Packard Club meetings for further information.



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