



PREDICTOR

MAY 2018

The following article is from THE PACKARD MAGAZINE SUMMER 1928 Vol 7. No. 2

A MESSAGE FROM THE PRESIDENT

Packard owners are naturally interested in the policies and plans of the company that builds their cars. Here is a message from President Alvan Macauley that is especially interesting in its timeliness.

Recently there has been a great deal of discussion in the press regarding combinations and mergers of motorcar companies. Most of these rumors and newspaper articles have mentioned Packard as one of the companies to be combined or merged.

Our position has been and is, that we will not merge or consolidate with anyone. We have made our own way from the beginning. We have created a position for ourselves and a reputation that is distinctive and unique. We do not intend to surrender either.

The personnel of the company from the beginning was made up of men who knew and loved fine things, mechanically and artistically. So the company was born to occupy the fine car field. Its reputation has been made in this field, so it is natural that we should feel that we can serve the public best by confining our efforts and development to it.

The history of fine things throughout the world shows that they are produced by men and organizations that have no other thought, no other ambition, and no other ideals.

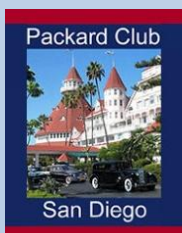
We do not build to a price and we do not cater to the world. Our clientele knows us well and we know them. They are discriminating and we never try to lose sight of that fact. We know that the single standard of high quality will produce better motor cars than were we to attempt to secure the business of the world by building to all the pocket books in it. The public has appreciated our single standard of quality ideals and we shall stick to them.

We are not opposed to expansion. On the contrary, we realize its advantages. We shall continue to seek expansion as the merit of our product, the improvement of our facilities, and our service to the public may warrant. We may even from time to time expand by the absorption of other desirable companies. We will expand in a way that will enable us to best serve the public and win its favor.

But, very definitely, we do not intend to lose our identity through any merger, combination, or consolidation, now or hereafter.

Alvan Macauley, President

Upcoming Official Packard Club of San Diego Events



- May 17-20: All-Western PAC Regions Tour
- May 27: Fallbrook Vintage Car Show
- June 15: Packard/Pierce-Arrow Night at Cruisin' Grand™
- July 14: Rallye-Tour

April 7, 2018 San Diego River Tour

TO: The Packard Club of San Diego.

RE: Thank you from the Horseless Carriage Club, San Diego Regional Group.

Thank you Nick Fintzelberg and the Packard Club of San Diego for inviting the Horseless Carriage Club members to join you on this wonderful tour.

On a beautiful day in April, those attending The Packard Club tour, to which the HCCA was also invited, had an interesting and informative journey along the San Diego River and learned how the 1916 flood occurred and how it could be even worse when we have another heavy rainstorm.

After journeying along a beautifully laid out tour, which took us from east county reservoirs to the San Diego Bay on Point Loma, the tour ended at the Southwestern Yacht Club for a very nice lunch arranged for us by Marjo Miller. It was a well planned tour making for a very nice day.

Again, thank you for including us.

Sam Judd, President, HCCA-SD
Member, Packard Club of San Diego



Lincoln, Packard and Morgan Three Wheeler

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REGIONAL DIRECTOR'S MESSAGE

By Richard Schauer



Don't forget to take Mom
for a ride in the Packard

April was one incredibly busy month for us. It started with "About San Diego" (see article in this issue). Here was an event of a different color, as they say, and Nick Fintzelberg deserves a hearty thank you for putting together a first rate tour. Members requested more tours, and here was our answer: A purely educational tour through some very nice east county San Diego scenery, free to all comers, on what turned out to be an ideal day. Thank you Nick! Then on April 14 was the Tremble Clefs benefit at the Palisades Presbyterian Church. This was their second car show/fund raiser, and more than 150 cars turned out (see article). Saturday April 28 was the WareHouse Parts sale in San Marcos, and Sunday April 29 was the Coronado Motorcars on Main Street event, which always is well attended by Packard members. Incredible!

May shows no let-up as you can see by our calendar. The Wakeman/Andrews tour from Escondido to Ramona is May 6, sponsored by the HCCA. Last year everyone was pleasantly shocked by the Wakeman house, museum, and old mining town built on the hill... fantasy stuff and beautiful. There is still time to sign up, but you must hurry. May 17 begins the All-Western PAC meet in Auburn, CA... by the time you read this, it may be too late to register. Don't forget the May 27 Fallbrook Vintage Car Show. Eighteen Packards are signed up, and the fee (after rebate) is a mere \$5! And be sure to mark your calendar for Packard/Pierce-Arrow Night at Cruisin' Grand on June 15. We keep our calendar filled with high-quality, enjoyable events. It's our job, and we relish the task.

Here is a reminder to everyone, if you have not yet sent in a photo of your Packard, or if you have a better picture of your Packard you would like to see on our website, please email or send it right away to Mark Burnside (markburnside@cox.net).

I was speaking with a long time PAC fellow member from Urbana, Illinois, Allen Strong, who owns ten Packards! Allen is restoring his 1936 12-cylinder Rollston. He reminded me of how fortunate we are to live in what few would contest is the best part of the country to own a collectible car. Back in the Great Frozen North they are waiting for spring to arrive, and their fine cars are still under wraps. I implore everyone reading this message: get out there with your Packard. Go someplace, have some fun, expose your wonderful car to the admiring eyes of the general public. Answer questions. Encourage people to take pictures. This is such an important piece of the work we do as custodians of rolling works of art! I look forward to seeing you soon.

Our "Parts Guy" Paul Santy and his lovely bride Kathleen were awarded best period attire at their church Casino Night recently. The theme was the Roaring Twenties.



Here they are in a b & w 1920s version of the same photo.

TREMBLE CLEFS CAR SHOW

By Steve Ross



The Packard Club along with the Mercedes-Benz Club participated in the second Tremble Clefs car show with several automobiles. This has quickly become one of the better car shows in the county which is quite an accomplishment considering this is their second year. There was a string trio, a rock band and the Tremble Clef Choir entertaining us through out the day. No "canned music" at this show. There were two drawings giving us the opportunity to win some nice stuff.

The Tremble Clefs Association expressed their appreciation to our club for being instrumental in making the car show a success the first year and giving them the inspiration to continue. They plan to make this show an annual event.



The Packard line up L to R, the Schauer's 1934 Standard Eight Sedan, the Ross' 1939 Super Eight Touring Sedan (Buttercup), and Tom O'Hara's 1934 Super Eight Custom Convertible Victoria.



The Mercedes-Benz autos. Diana's purple Camaro (not a Mercedes-Benz), Brian's red 190SL (Ruby Bagonia), Joanne's white SLK and Carol Ross' 280SD Coupe (Ms M)



Rudy Hradecky Chairman of the Tremble Clefs event passing the word on what's happening. Rudy had a large staff of volunteers and they ran this show like a well-oiled machine.

What is nice about this car show that makes it perhaps more enjoyable than some: they have a large auditorium, air-conditioned with seating for around fifty people. This is also where the awards ceremony is held. The food is reasonably priced, a variety of entertainment, drawing for many very nice items and the ever popular fifty/fifty. Oh, and yes there were some cars there as well! Every

make, model and configuration. The selection of hot rods was excellent and the quality of workmanship was outstanding. There were also some Rat Rods that were well done. I know, how can a Rat Rod be well done? -- but, the variety of "things" from about every conceivable car or other hardware made for an interesting piece of machinery that looked weird but ran and sounded bad A--. There was an original 60s era Camaro that was looking tired but proud rust and all. Pickups yes a lot of them. Most were tricked out but there was one Ford F-1 that was restored to original and it was very nice.



Richard takes first place in the pre-1950 domestic class. He does not look like Mr. Happy Pants here. Maybe he was holding out for Best in Show even though there was no Best in Show awarded. We all have a bad photo day and I blame this one on the photographer.



This is a Z28 Camaro that is decked out to the max. It was overdone but yet well done. If you think it was owned by a Native American you would be wrong. The owner is a Navy Chief Petty Officer from Louisiana. It was an award winner.

HISTORICAL SAN DIEGO RIVER TOUR

CONDUCTED BY NICK FINTZELBERG



Some of the classic cars on the tour



This was a beautiful drive and an educational tour. Nick Fintzelberg gave an interesting and informative tour of the San Diego River and the floods that it experienced over the years. Considered the biggest weather event in San Diego history, it occurred in January 1916. It seems that San Diego was experiencing a drought and a couple of rich guys - a Mr. Speckels, of Speckels Sugar and Mr. Babcock the Del Coronado Hotel owner had a lot of \$\$\$ invested in real estate in San Diego and the drought and all that brown grass and cactus was not helping to convince folks from Ohio to buy in. Having big bucks they went to the city and said fix it. Actually a group called **the San Diego Wide Awake Improvement Club** (I bet Babcock and Speckels

belonged to this group) demanded action, so the city hired a guy named Chuck Hatfield to make it rain. Seems that he had made it rain in Bonsall. When Chuck was not making it rain he sold sewing machines. Lake Morena was new then and it was not filling up. Chuck said he could fill it in one year for \$10,000. That's \$246,525 in today's dollars. Well it rained alright, San Diego got 30 inches of rain in one month! Holy S--Batman that is a lot of rain, no matter where you are. Lake Morena filled up and spilled over, lower Lake Otay burst, sending a wall of water down the valley. San Diego was cut off from the rest of California like an island for over three months. The city refused to pay Hatfield, (can you believe it) and lawsuits against Hatfield were considered. The legal action between Hatfield and the city did not settle until 1938. Poor Chuck did not get a penny. Mr. Hatfield is now in Forest Lawn with Marilyn, Heffner and other celebrities. His home once sat on the main drag in Valley Center.



Charles Hatfield



Could this happen again? probably. Our tour guide showed us the route of the water, the dams that give some protection from a disaster and the potential if we get a lot of rain and a dam fails. As most of us know, every time there is a wet season the San Diego River floods Mission Valley.

Oh, but I digress; this is a car magazine so let's get to the cars. There were lots of cars of many different varieties, shapes and sizes. Smallest and perhaps most interesting was the 1934 Morgan Three Wheeler. These



Mateo poses with the Morgan.

little vehicles never cease to amaze me. I have seen these vintage Morgans in Monterey buzzing along on the Big Sur Highway and all over town in Monterey. The Morgan Company is still in business building excellent motor vehicles. There were several other cars makes there that ceased to exist many years ago. We had a Model T in the group which was the oldest and the newest was a late 60s Chrysler product. It was the newest until it over-heated and was swapped out for a late model Mustang



Here is what we are all about, ON THE ROAD. Tim in his 1934 ready to head out. A 1929, I think, Hupmobile leading Buttercup down the grade and Tim following the "'Hup". The Hupmobile had no problem with the grade going up to San Vicente Dam



San Vicente Dam.



Larry Johnson's 1949 Deluxe Eight and Mark Burnside's 1955 Clipper



Brian Wagner checking his directions. The Morgan preparing to fire up, while Buttercup thinks about starting, and on the end our leader Richard Schauer. Look at what a smile driving a Packard puts on a face.



Yep a Packard is a chick magnet. Tom O'Hara's Porsche behind the Woolsey Buick and a very Nice Lincoln.



Nick giving us the scoop at one of our stops at a small lake in Lakeside.

I was surprised to learn how many lakes there are in the county and I imagine we only saw a fraction of them. Interestingly enough, all lakes in San Diego County are man-made reservoirs. If I lived in a low spot in San Diego County, I think I would be concerned just a bit and wonder how well all those dams were built and how old some of them are.

NOTE: If you would like to learn more about the 1916 San Diego County Flood, our own Larry Johnson wrote a very informative article about it in the 'Mountain Heritage' a publication of the Mountain Empire Historical Society. Click [here](#) to read it. Larry is the Museum Director.



Come on Buttercup, stop fooling round!



Lots of water here!



The Packards arrive at the yacht club along with a Model A.



A Roll-Royce Silver Ghost snuck in on us along the way. Didn't see it on the tour



The Woolsey Buick and Tim's '34 Roadster.

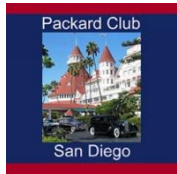
Brian and Karl plotting to overthrow the Tucker Club



Sam Judd, president of the Horseless Carriage Club and Packard Club member confers with Catherine Woolsey

(Left) Richard, Karen swatting a fly, Tim Pestotnik and Jim Woolsey

This was nice driving tour and was educational. Met some new friends too. All-in-all a good day. Hope to see ya all next time. **A BIG SHOUT OUT TO NICK FINTZELBERG FOR ORGANIZING THIS TOUR.**



Packard/Pierce Arrow Night at Escondido's Cruisin' Grand™
Friday June 15, 2018
South Broadway between Grand and 2nd Ave in Escondido
by Mark Burnside

Can you believe it? It's time for our FIFTEENTH ANNUAL Packard Night at Cruisin' Grand™. And once again we've invited the local Pierce-Arrow club to join the fun. The Pierce-Arrow Club was first invited to join with the Packard Club in 2011 – and they keep coming back!!

It is a pretty full day beginning with a 6:00 am TV spot on Dave Stall's morning show at KUSI. For those who don't mind getting up before the rest of the world, you and your Packard or Pierce-Arrow will earn a modicum of fame, but not much fortune, as you're interviewed by Dave and other members of Good Morning San Diego. Tell your friends to tune in – or better yet – record the show.



Immediately following the broadcast, we will motor over to The Studio Diner for "a comfort-food breakfast with an upscale vibe." No one leaves hungry from this diner.



People traveling from farther away are invited to join us for some pre-event festivities at the Jalapeño Grill and Cantina, located at 503 W. Grand Avenue in Escondido. From 2:30 – 4:00 pm the Packard Club of San Diego provides a free appetizer and a beverage for anyone participating in Packard/Pierce Arrow Night.

At 4:15 pm we assemble at the staging area for the traditional Parade of Packards and Pierce-Arrows down Grand Avenue. Cars are placed in year order and promptly at 5:00 our Police escorts instruct us to "mount up". We begin the approximate 1 mile **Parade of Packards and Pierce-Arrow** down Grand Avenue to our reserved parking area. What a sight!



Once settled in, you are free to walk Grand Avenue and the side streets, looking at 100s of other classic cars, do a bit of window shopping, or find a restaurant that suits your taste. Or you can stay near your car, visit with other owners and chat with the public about these great motor cars.

As is customary, we offer the public the opportunity to vote for their favorite car with our "People's Choice" Awards – so be certain to be back by 7:30 pm to see if your car is a winner. If so, you will be instructed to drive to the "Winner's Circle" where you will receive an award and get to tell the assembled audience about your car.

There is no fee to participate, and you don't even have to be a member of any Packard Club. All we ask is that you fill out the Participation Form (Click [HERE](#) to sign up on line, or fill out the following form to mail or fax) which will tell us which events you will attend, and the year and model of the Packard or Pierce Arrow you're driving. We'll take care of the rest.

Questions? Call me at **619.322.9340**. See you on June 15th!





Packard/Pierce Arrow Night at Escondido's Cruisin' Grand™ Friday June 15, 2018

Yes! I want to participate in the FIFTEENTH ANNUAL Packard/Pierce-Arrow Night!

Name: _____
Make: _____ Model: _____
Phone: _____ (in the event of cancellation due to weather)
Email: _____

I will join in the following activities (check all that apply):

- ☐ Dave Stall's Morning Show at KUSI (Good Morning San Diego)
- ☐ Breakfast at the Studio Diner
- ☐ Pre-Event social at Jalapeño Grill and Cantina
- ☐ Parade of Packards and Pierce-Arrows down Grand Avenue
- ☐ Static Display of Cars on South Broadway

Please complete the above form and mail it to:
Packard Club of San Diego
P.O. Box 503605
San Diego, CA 92150-3605
Attn: Cruisin' Grand

Or you can FAX it to: 760.747.6002. The registration form is also on the [website](#), so you can RSVP on-line if you prefer.

Please reply by June 8, 2018

CLUB HISTORY, A BLAST FROM THE PAST TAKEN FROM THE MAY 1978 PREDICTOR

PACKARD FAN FOILED AGAIN. This is the time for auto shows and there's been a gang of them the past few weeks. I have a weird friend, name of Damon, who is hooked on going to auto shows. But not to look at cars - he never gets much beyond the front door. Damon's favorite car was, is and always will be Packard. He looks like a guy who would drive a Packard. Tall, distinguished and with a magnificent handlebar mustache. When Damon goes to a show, he immediately seeks out someone of authority. "Kindly direct me to the Packard exhibit," he intones with a straight face, no indication that he is kidding. The man in charge takes a few seconds to recover and then explains there is no Packard exhibit. Damon registers surprise, does an about-face and departs. It's a funny bit.

PACKARD, STUDEBAKER AND MERCEDES-BENZ

By Steve Ross

There are many car people including Packard, Studebaker, and Mercedes-Benz folks who are not aware that all three of these automobiles were once sold by the same dealerships namely the Studebaker-Packard Corporation. My sources for this article are taken from Hemmings, the September 1956 issue of Sports Car Illustrated, articles in Mercedes-Benz newsletters and anecdotal accounts. For less than a scant decade Packard and Mercedes-Benz shared the same stall so to speak

Packard was looking for someone with whom to merge, as was Studebaker. Packard had considered a deal with Nash but the deal fell through for various reasons. Financially the buyout of Studebaker by Packard was a mistake as due diligence was not undertaken by Packard. In 1954, on paper, Packard bought the name and assets of Studebaker and several other businesses were bought and sold or spun off along the way. In 1956 Studebaker-Packard made a deal with Curtis-Wright aircraft engine builders in order to get military contracts. Defense contracts kept Packard and Studebaker in the black when the automotive end of the business was not doing so well. As part of the Curtis-Wright deal Studebaker-Packard (SP) took over North American distribution and sales of Mercedes-Benz (MB) automobiles. MB profited by gaining access to the large dealer network of SP which, at that time, was the fourth largest automobile manufacturer in the U.S. and SP gained respect from the selling the highly respected luxury brand of MB.

The deal between MB and SP created a flurry of articles, speculation, and blatantly untrue statements. The September 1956 issue of Sports Illustrated published an article about the then new Mercedes-Benz Model 190SL. *"The title of the article was ROAD TEST of THE MERCEDES DETRIOT MAY BUILD. It was touted as a high performance, which it was not even by 1956 standards. To quote Sports illustrated "not since the Steinway piano people made a Mercedes under license in 1904 has a car bearing the three-pointed star been manufactured in this country. Now some two years over a half-century later, Mercedes cars will again roll from American assembly lines. Certain licensing rights in this country have for some time been held by Curtis-Wright corporation and now that the Studebaker-Packard Corporation has been taken over by Curtis-Wright, these those rights plus others will allow the aircraft engine firm to produce some varieties of the Mercedes line, using Packard's excellent manufacturing facilities (at that time the Packard plant in Detroit was still in operation). These will allow enough quality control features to satisfy even the men from Stuttgart. C-W President Roy Hurley's own enthusiasm coupled with the fact that the Mercedes 190SL is the most popular line of the Daimler-Benz line in the U.S. make it a almost a certainty that the sleek little convertible will have a healthy portion of the plant. Although the earliest versions of the 190SL to reach American customers had several bugs, these have been completely designed out of the latest model. Here then is Griff Bergeson's report on the car that may well be rolling from Detroit production lines within a year".* Obviously that never happened.

Could it be that Curtis-Wright used the proven capability of Packard to build precision engines based on their successfully building Merlin aircraft engine for the P-51 Mustang and British Spitfire? I am sure the Germans were well aware of the reliability and performance of these engines, which may have influenced their decision to go with Packard. It makes one wonder if all of this was publicity hype to bolster the corporate image, reputation, and financial future, I think so.

A short article in a Mercedes-Benz Club newsletter said the contract between SP and Mercedes-Benz forbade Packard from building any automobile that would compete with the Mercedes models or price range. The 190SL in 1956 was priced at \$5,788 for the fully loaded model. The Mercedes 220a and 220S Sedans were selling for \$4,170 and \$4,494 respectfully. The Packard had models that would be in competition price-wise. Packard was negotiating with Facel Vega to use the Packard V-8 and running gear for the Facel Vega automobile. Mercedes-Benz said they would pull out if Packard proceeded with the Facel Vega deal. It sounds as if this may have been what the MBCA article was referring to. The impact of Packard not being able to build more cars at the Detroit plant probably contributed to closing down the facilities in Detroit. As we know Facel Vega went to Chrysler for their engine and chassis.

The 1956 Packard Patrician was priced between \$4,000 and \$5,000. Considering the mindset of the American car buyer in 1956 which car do ya think they are going to buy? The much smaller, dated pre-war body style Mercedes or the Packard Patrician? Where I came from that was a no-brainer. The Packard would have been a huge distraction for Mercedes in 1956.

The Facel Vega, pictured next to the Packard, would have been less a distraction than the Packard, I think.



1956 Mercedes-Benz 220S and a 190SL



1956 Packard Patrician



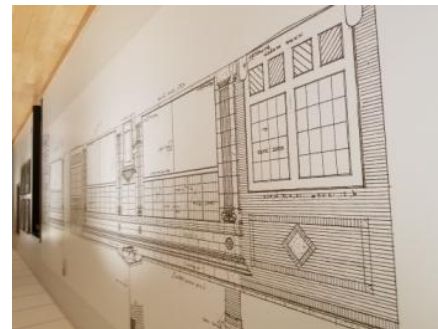
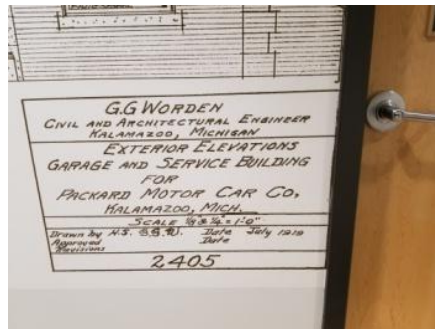
1956 Facel Vega



Studebaker-Packard was not about to give up on the image of Mercedes-Benz and their increasing success in selling cars while their sales continued to drop. The photo on the left was SP's last futile attempt to cash in on the three-pointed star. Daimler-Benz squashed that idea, but not before SP placed it on a few thousand Studebakers.

The once king of the highways and prestigious Packard brand was dropped in 1959. Studebaker soldiered on selling Studebakers and Mercedes-Benz until 1963 when Studebaker finally succumbed to unforgiving economics, and moved to Canada to make its last stand, and finally went the way of buggy whips, Peerless, Pierce Arrow, Franklin, Auburn, Duesenberg, and other prestigious automobiles. During the period from 1956 to 1963 Mercedes-Benz grew dramatically and the Studebaker sales force had become well versed in selling Mercedes-Benz. Mercedes-Benz did not want to continue their association with the SP's sinking ship. Mercedes paid SP a \$3.75 million buyout for the remainder of its distribution commitments to Studebaker. Mercedes-Benz established Mercedes Benz of North America as a separate company. It offered dealership franchises to many of the Studebaker dealerships who were aware of Studebaker's impending fate. How could they not be aware of the impending fate, but then no one thought the Titanic would sink either. The result of this is that many of the oldest and most prestigious Mercedes-Benz dealerships in America started out selling Studebakers and Packards. Mercedes Benz of North America is now known as Mercedes-Benz of USA (MBUSA) and is headquartered in Atlanta, GA. I have been to three former Packard and Studebaker dealerships that are now selling Mercedes-Benz. Two of them started out as Packard Dealers very early in the 1900's.

One is the Orrin B. Hayes dealer in Kalamazoo, MI. The original family still owns the business. They built the building and started selling Packards in 1919. As with almost all Packard dealers in those days, the building was very up-to-date with the architecture of the time and many were designed by Albert Kahn who designed the Packard Automotive building in Detroit as well as dealership buildings. This building in Kalamazoo looks like a Kahn but according to the drawings it is not.



Original Drawings of the building cover the hallway which is about 40 feet long

The Orrin B Hayes family about 1992 based on the Mercedes in the photo.



LEFT AND ABOVE: The building today



This is the front door facing the street. Note the original tile floor and still not looking all that worn.



THE YEAR IS 1928,

Herbert Hoover is president, the first television picture is broadcast, Mickey and Minnie Mouse first appear, the first Academy Awards are presented, the world's first building is air-conditioned, Penicillin is discovered, the first appearance of sliced bread AND most importantly the Stahl Packard dealership opens in Monterey CA. In 1928 Mr. William Stahl became the franchise dealer for Packard Motor Cars located at its current location on 498 Fremont Street in Monterey, California. Stahl motor Company is still owned and operated by the Stahl family. Mr. Bill Stahl is the current President and his son Michael Stahl is positioned to be the third generation to take over this 90 year old family owned automobile dealership



Stahl Motor Company is the same today, they don't sell Packards anymore but another world class automobile: the Mercedes-Benz. The transition was made from Packard, to Mercedes-Benz. They began selling Mercedes-Benz in 1957 and are the oldest Mercedes-Benz dealer in the United States. The company is now called Mercedes-Benz of Monterey. From what I could gather, Stahl never sold a Studebaker. Not sure how they did that but no mention is ever made of the "Studies"



William Stahl was the founder of the Stahl Motor Company. The Stahl family has resided in the Monterey area since 1849. He slowly passed on the day-to-day operations to his son Bill Stahl but he remained active until 1992, at the age of 92. William passed away in 1995

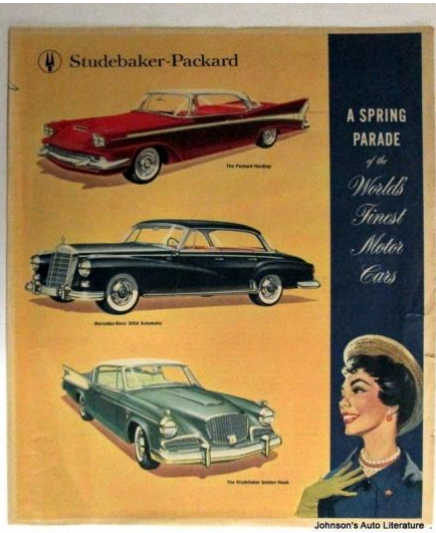


Bill Stahl the President of Stahl Motor Company. Bill started early in the automotive business, often working after school and weekends at the dealership. In 1965 he worked for three months on the Mercedes-Benz assembly line in Germany, so he truly got a taste of how a vehicle is manufactured. Bill graduated from USC on Friday in June 1968, packed up his belongings and drove back to Monterey and started working on Monday at the dealership. He is now very proud to have his son, Michael Stahl, working with him at the dealership for several years.



Mr. William Stahl accepting an award from Hans Van Wasmer Mercedes-Benz of North America Zone Manager in San Francisco.

Kurt Von Schuschnigg, Chancellor of Austria, visiting the Monterey Peninsula With a Packard made available from Stahl Motor Company.



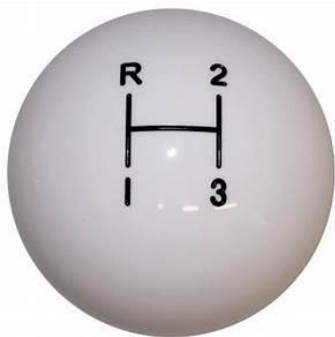
Some Studebaker, Packard, Mercedes-Benz ads. Note the use of the words 'Sophisticated' and 'Finest'. The black and white photo shows a 190SL and a Golden Hawk. Ad on the left is from the New York Times



Here's something fun - the 1957 Astral show car from Studebaker-Packard. It was supposed to be atomic-powered and useful for exploring other planets. Not exactly showroom-ready. No telling where they got the money to build this mock-up unless they took up a collection among the employees or washed windshields on the streets of South Bend. This jewel of automotive excellence used be on display at the Petersen Museum.

Some Packard Firsts

By Brian Wagner



As we all know, Packard was well known for many pioneering firsts. It is a very comprehensive list that could fill a book, but here are a couple for your edification and education and the next time you find yourself on Jeopardy.

The H gearshift pattern that we take for granted today was not the original way gears were first shifted in cars. It was patented in 1902 by James Packard and William Hatcher. Packard was the co-founder of Packard Motor Car Company and Hatcher was a design engineer who helped build the company's first cars.

The application, with three drawings, was filed February 12, 1902 with the Patent Office and was signed by Packard and Hatcher as the inventors and witnessed by E.

L. Warner and C.H. Dunlap.

In their patent application, they wrote: "We have invented certain new and useful Improvements in Controlling Mechanism for Motor Vehicles. This invention comprises improvements in devices for controlling the movements of motor vehicles; and it relates to means whereby the vehicle may be stopped, started and reversed and its speed controlled by the simple forward-and-back movement of a controlling lever.

"It will be plain that the several combination of gearing necessary to reverse and change the speed of the vehicle, as well as stop it, are accompanied by merely moving the plate forward and back. The backward movement of the plate from the normal position causing a reversal of the vehicle and a forward movement from the normal position causing successive increases in speed and a reverse movement of the plate reversing these operations."

The government issued the patent on November 4, 1902, three years after the very first Packard Model A debuted. The new H pattern had a designated spot for each forward speed plus reverse with neutral at the cross bar of the H. A description of the 1904 Model L noted that the car incorporated the "progressive gearshift," and by 1910, the H pattern was widely used by most every other auto maker.



Another very basic car control mechanism we take for granted is the steering wheel. The first automobiles were steered with a tiller (is that why they call them land yachts? But I digress....). The tiller was originally chosen because before the automobile was invented, the only man-made machines that were directly controlled by the user were boats. Controlling a carriage was done by pulling the harness right or left and then the horse would respond accordingly, and a train was guided by its tracks. Packard introduced a steering wheel on the second car they built in 1898. The story goes that James Packard got tired of the tiller hitting his knees and he came up with the steering wheel to solve that problem. It did not take long for the wheel to replace the tiller in automobiledom. A steering wheel is nicely intuitive: you turn it left and

you go left and you turn it right and you go right. They also help to anchor you to the car and give you a feel what is happening with the car.

And for our third Packard first, we move onto a slightly less complicated area of technology. Packard is also credited with inventing the first glovebox. Early car manufacturers wanted to move beyond their image as "horseless carriages," so Packard's approach was to get rid of the dashboard, which on a carriage was a wooden or canvas panel to keep the horses (while "dashing"), from splashing mud and such things onto the passengers. So Packard put in its place a storage box "suitable for parcels and waterproofs."



From how we control our cars to where we put our "stuff," much of what we take for granted today we owe to Packard and their history as engineering pioneers.



Club member Gary Marchetti and his freshly restored 1931 Packard win third place in class at La Jolla Concours. In the short time Gary has had this Packard restoration completed he has been a winner in every show he entered! He also won first place in class and a National Junior Badge at the AACA Western National meet in Tucson. If I wanted to learn how to win at a car show, I would talk to Gary. He has a room full of awards I bet.

MEMBERS' CORNER

FOR SALE



This 1955 Packard Patrician is a candidate for restoration. All the parts are there, frame is straight and the car is relatively rust free. This was the top of the line for Packard in 1955 and has the new Packard V8 engine for 1955. ASKING \$1500. Call Ray Mercado at 619-947-2202 for more information. If no answer please leave a message.



1948 327 Packard engine for sale, complete rebuild, nothing left untouched, call for details, Mark Ballerini 760 473-4224.



1956 Packard Clipper Custom. 28,753 original miles, original interior, paint is 3 years old. Mechanic owned and runs excellent. New air conditioner added and works perfectly. Call for more details. Located in Orange, CA. Call Eddy at 949-929-3277, \$22,000



1931 Packard Standard Eight Sedan, Model 826. Was fully restored in 2005. Won several awards when shown. Many spare parts and full documentation regarding the restoration. Located in Oceanside. Please call if you have questions or for further details. Asking \$34,000. Bill Freed. Cell: 760-525-4100.

GOT SOMETHING TO SELL, TRADE, GET RID OF, OR A SPECIAL ANNOUNCEMENT? JUST LET US KNOW:

info@packardsandiego.com

IF YOU HAVE SOLD AN ITEM YOU HAVE LISTED , PLEASE LET THE EDITORS KNOW SO WE CAN FREE UP SPACE FOR OTHERS

May 27, 2018 (Memorial Day weekend) is the date for the Fallbrook Vintage Car show. This year, Packard is the featured marque and we are going to show the world what a fantastic automobile the Packard is! [Click here](#) to download the registration form to enter your Packard. **Remember: Packard Club of San Diego will reimburse you for \$30 of the \$35 entry fee. Complete the entry form and send it to Karl Ramsing to be eligible for the \$30 reimbursement.**



FALLBROOK

VINTAGE CAR CLUB'S 53RD
ANNUAL CAR SHOW



Sunday May 27, 2018
On the grass at Pala Mesa Resort
2001 Old Hwy 395, Fallbrook, CA 92028



The Show is Open to the Public 9:30 AM to 4:00 PM
Spectators Free! Free Parking!
Trophies for Class & Non-Class
Dash Plaques for Registered Vehicles
Open to all vehicles through 1993
Limited to first 450 Registered Vehicles
Register Online Until Noon, May 25th Pre-registration only.

ENTREE FEE: \$35 No Refunds!

DEADLINE OF REGISTRATION:

**Postmark date of May 19 2018
or 450 Cars, whichever comes first.**

Show goes on 'Rain or Shine!'

Gates open at 5:30AM for show cars.

**All vehicles must be on field by 9:00 AM and remain on the field
until completion of the Award Presentation,
which starts at 3:30 PM**

PARKING & ENTRANCE PROCEDURE:

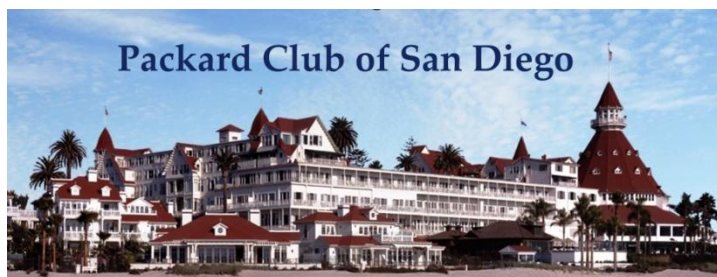
**Show Cars will be parked in the order in which they arrive.
Arrive Together to Park Together!**



WEBMASTER'S CORNER


By Mark Burnside

We continue to make changes to our Website to make it even better and easier for you to find everything you need related to our club.



- The Vendor Referral Page (found in the Members Only Section) will launch later this month. This page, which was sorely in need of an update, lists local and regional businesses that our members use and feel confident in giving a recommendation to others.
- An on-line registration form is in place for our own club events. With just a few clicks, you can register for events such as Packard Night at Cruisin' Grand™, the Annual Summer Social, the Christmas Party, and more! Of course, you will still be able to print and mail the registration forms if you prefer.

The Packard Club of San Diego now has presence on Social Media!

- We have our own Facebook page: <https://www.facebook.com/PackardSanDiego/>. You can also access it by clicking on the Facebook Icon at the bottom of each page on our website. This page promotes our region with reports on tours and as well as announcements of upcoming events (like Cruisin' Grand™). If you haven't already, please visit the page next time you are on Facebook and give us  Like
- Packard Club of San Diego also tweets! Follow us on Twitter: @SanDiegoPackard for the most up-to-the-minute information about the club's activities.

SUNDAY MAY 6

TOUR TO WAKEMAN/ANDREWS COMPOUND IN RAMONA

MEET AT: Kit Carson Park in Escondido 9 a.m. with 9:30 departure

Tour and lunch at the Wakeman simulated mining town and wonderful machinery collection. Many new additions and changes have been made since last year. We will also be stopping at Restoration Supply Company on the way. Driving miles for the tour are 45.

This will be a joint HCCA-SD and La Jolla HCCA tour.

R.S.V.P. to Claire Cooke by May 1:

mommeo4@cox.net or (619) 447-9876

2018 Calendar of Events

Listed below is the 2018 calendar of officially sponsored events by the Packard Club of San Diego. Also included are National PAC events sponsored by PAC or one of its regions. You must be a member of PAC to attend officially sponsored events. Occasionally, this calendar will list events that are NOT sponsored by the club or PAC, but are deemed of interest to the membership. **Those events are listed in *italics*.**

[Click on any of the event descriptions shown in blue text to see more information about the tour.](#)

MONTH	DATE	EVENT	LOCATION	TOUR DIRECTOR
MAY	6	<i>Tour and Luncheon to Wakeman/Andrews Compound - Ramona, CA Sponsored by the HCCA-SD and the La Jolla HCCA</i>	<i>Meet at Kit Carson Park in Escondido at 9:00 am</i>	<i>RSVP by May 1: Claire Cook 619.447.9878</i>
	17-20	The All-Western Regions Tour A joint tour with NorCal, Reno, Oregon, and the Earle C. Anthony Regions of PAC	Auburn, CA	Earl Rubenstein and Andrew Wallace, Earle C. Anthony Region, PAC
	27	Fallbrook Vintage Car Show	Pala Mesa Resort	Karl Ramsing
JUN	15	Packard / Pierce-Arrow Night at Escondido's Cruisin' Grand™	Escondido, CA	Mark Burnside
JUL	1-6	53rd PAC National Meet	Columbus, OH	Buckeye Packards
	4	<i>Avenue of the Heroes Parade</i>	<i>Coronado, CA</i>	<i>Contact Richard Schauer</i>
	14	Rallye Tour with Mercedes-Benz Club	San Diego County	Steve Ross
AUG	11	Packard Club of San Diego Annual Membership Social	Home of Tim Pestotnik	Tim Pestotnik
	24-26	Pebble Beach Concours d'Elegance	<i>Pebble Beach Golf Links, Pebble Beach, CA</i>	<i>On Your Own</i>
SEP	22	Donut Pusher Tour	All around San Diego	Mark Burnside
OCT	3-6	Hershey Swap Meet	<i>Hershey, PA</i>	<i>On Your Own</i>
	13	Octoberfest BBQ at the Garage w/ Technical Session	Escondido	Tim Pestotnik
	14-19	11th Henry B. Joy Tour (When new page opens, click on HJ Tour 2018 in upper left corner)	French Lick, IN	
	21	<i>Cops and Rodders Fall Pow-Wow</i>	<i>Embarcadaro Marine Park N (Seaport Village)</i>	<i>On Your Own</i>
NOV	3	Winery Tour	Highway 78 Escondido to Ramona	Richard Schauer
DEC	1	Packard Club of San Diego Christmas Party	Valley Center, CA	Steve Ross
	2	<i>Bells of Freedom</i>	<i>Marine Corps Air Station at Miramar</i>	<i>Contact Catherine Woolsey or Marjo Miller</i>