

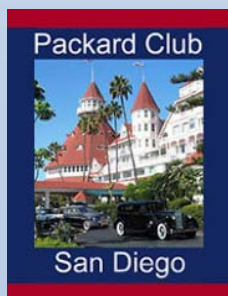


PREDICTOR

JULY 2018



Curtis Buck on the PCSD 2016 Lincoln Highway Tour



Upcoming Official Packard Club of San Diego Events

- Jul 14: American Heritage Rallye-Tour - Page 8
- Aug 11: Membership Social - Page 9
- Sep 22: Great Donut Pusher Driving Tour - Page 10

PACKARDS MAKING THEIR DEBUT



Paul Santy's 1936 "1400" Club Sedan receives 3rd place at the People's Choice Award at the Fallbrook car show, making its first appearance after being refreshed. No doubt it will be in many future winners circles.



Past President Phil Pizzuto's "Evelyn" back on the road after an engine and transmission rebuild, along with various other parts repaired. Glad to have her and Phil back on the road with us!

Volume 47 Issue 07

July 2018

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Members of the Board of Directors, Officers, and Committee Chairs for **Packard Club of San Diego, a Region of Packard Automobile Classics (PAC).**

Regional Director:

Richard Schauer (760) 212-4028
packard1934@sbcglobal.net

Assistant Regional Director:

Tim Pestotnik tim@pestotnik.com

Treasurer & Newsletter Editor:

Steve Ross (619) 508-3925
inewsx@sbcglobal.net

Secretary & Director of Club History:

Brian Wagner wagnerindy@sbcglobal.net

Director of Membership:

Karl Ramsing (760) 726-595
kpramsing@sbcglobal.net

Director of Club Projects:

Paul Santy (760) 434-2503
pjsanty@sbcglobal.net

Webmaster & Newsletter Co-editor:

Mark Burnside (619) 322-9340
markburnside@cox.net

Member of the Board

Marjo Miller (619) 922-3754
miller.marjo@gmail.com

Packard Club of San Diego

Web: www.PackardSanDiego.com

Email: info@PackardSanDiego.com

Packard Automobile Classics

Web: www.PackardClub.org

Email: PAC@CornerStoneReg.com

REGIONAL DIRECTOR'S MESSAGE

By Richard Schauer



(Photo courtesy of Almey)

The summer season began in high fashion. The Fallbrook Car Show at Pala Mesa Resort was a roaring success. A wonderful display of Packard automobiles was there on the grass for the public to admire. Some serious interest was shown in the Packard marque, and one fellow and his wife came to our June board meeting to meet everyone and get a feel for us and how we conduct our business. We do take seriously our fun responsibility of getting our cars out there in the public. If people will but come and see our beautiful Packards they will come to love them as we do. We also recognize and appreciate the efforts of new members to bring their cars to the show, such as Mark Dimmitt, Larry French, and Ronald Prentice.



The signature event for our region has for many years been Cruisin' Grand in Escondido (see article in this issue). Packard/Pierce Arrow night maintains its #3 position in terms of popularity and crowd draw for the 26+ week-long event. Organizer Steve Waldron made a point to stop by to heap praises on us for making the effort to come, keeping the bar raised to a high level for the venue. The parade of Packards and Pierces down Grand Avenue still magnetically draws the crowd's attention, with waves, smiles, and applause. Again it is noteworthy that many new members brought their Packards to the event. Since I own a '34 model 1100, my attention was particularly drawn to the 1934 1104 Convertible Victoria owned by new member Joel Fidler, a beautiful car which drew lots of well deserved attention. Congratulations go to Karl Ramsing for winning People's Choice award. Karl's '29 Convertible continues to turn heads wherever it goes. And thanks to Past President Mark Burnside who has chaired this event for the last 15 years.

The summer solstice is behind us now and the days begin to grow shorter. We turn attention to the second half of the year. It begins with a bang (fireworks bang, that is) with the Coronado 4th of July parade. For the past two years the PCSD has supported Avenue of the Heroes, which honors our WWII veterans by escorting them through the parade in our Packards. This year, due to a change of plans by the neighborhood association which has organized and led the event, your club took over responsibility for the event. Many people jumped in last minute to make this event happen, and I can say we are once again ready to give back a little to our veterans. Three new people are escorting veterans this year with their Packards and the invitation is hereby thrown out for 2019 for any member who would like an absolutely unforgettable experience. Meanwhile, if you have time Wednesday July 4, please come see the parade and take a moment to stop by our hospitality residence to meet the five veterans. The address is 871 F Avenue, Coronado. Veterans are expected to arrive around the ten o'clock hour to rest/relax before our turn in the parade. Hope to see you there!

July 14 is the American Heritage Rallye, once again combining the Mercedes Club with our Packard region. See the flyer in this issue and register online. August 11 is the Membership Welcome gathering at Tim Pestotnik's house in Point Loma. Last year's social was very successful and we hope even more people will attend this year. A special feature is planned, namely the recognition of several charter members of the San Diego Region. Here is a unique opportunity for many of us to welcome our old friends, and for new members to meet folks who formed our region and led our club in the early days. Don't miss it!



Chief Petty Officer Andy Mills USN

1915-2018

July 4th 2017, Andy's last parade.



15th ANNUAL PACKARD-PIERCE-ARROW NIGHT AT ESCONDIDO'S CRUISIN' GRAND™

by Mark Burnside | photos by Mark Dimmitt, Phil Pizzuto, Karen & Richard Schauer, Dave Stall

Packard Night at Cruisin' Grand™ is a club tradition that was started in 2004 and we've continued it every year since that first night. [Historical note: Page 3 of the [August 2009 Predictor](#) tells how we were rained out at the last minute that year, and while on the way to the event Karl Ramsing's '29 Convertible was hit from behind (nobody was hurt). We were rescheduled to July 3rd.]



L to R: Mark B's 1949 Super Eight Limo, Phil's 1939 Model 120 Touring Sedan, and Mark D's 1949 Victoria Convertible

June 15, 2018 started early for 3 of our avid, over-the-top PCSD members, as Mark Dimmitt, Phil Pizzuto, and Mark Burnside set their alarms for 4:00 am and drove their American Rolls Royces to TV Station KUSI where they appeared on *Dave Stalls' Auto Segment* on *Good Morning San Diego* at exactly 6:44 am. Dave had great questions about the background and history of the cars. Morning Anchor Lauren Phinney viewed the cars and experienced the stationary version of *Riding in Miss Daisy*. Click [here](#) to view the video of the program.



Gorgeous x 2: Good Morning San Diego Anchor Lauren Phinney next to Mark D's 1949 Victoria Convertible



After the segment ended, the trio drove the short distance to the Studio Diner where everyone enjoyed a hearty breakfast. The Packards parked out front of the Diner complimented the appearance of this San Diego icon.

The next activity for this fun-filled day was to meet up at the Jalapeño Grill in Escondido from 2:30 pm to 4:00 pm for a happy hour social. Your generous Board of Directors previously voted to treat everyone to a beverage and appetizer before the upcoming parade. It was a great time as everyone renewed old friendships and made new friends. Many Packard stories were told and re-told about events and tours of the past. The time flew by and soon we were headed up the hill to form up for the *Parade of Packards and Pierce-Arrows* down Grand Avenue.

The form-up area is nice long semi-deserted street where the cars can be arranged in year order. The oldest car leads the parade; this year it was Paul Erlich's 1925 7-Passenger limo.



Paul's 1925 Limo front and center; ready to lead the parade.



Down the line: Jay Johnson's 1941 160 Coupe, Steve Snyder's 1947 Custom 8, Mark Burnside's Super Eight Limo, Mark Dimmitt's 1949 Victoria Convertible, NEW MEMBERS Ken & Sandy Ruminer's 1949 Standard Eight Sedan, and Fred Puhn's Deluxe Eight Touring Sedan.

This year, Richard and Karen Schauer's 1934 5-Passenger Sedan was in the parade but they weren't! Mark and Hiroko Ballerini had the honor of piloting that Packard down Grand Ave while the Schauers were on vacation. But Richard and Karen returned home from vacation a day early - just in time to make it down to Cruisin' Grand to photograph the parade from a spectator point of view. We've never had pictures like this before. Thank you, Richard and Karen!



Left: Start of parade with flashing lights and siren. Leading the parade: Paul Erlich in his '25 Limo; followed by Karl Ramsing in his '29 Convertible, Katherine Woolsey in her '30 Pierce-Arrow, and Sean McNew in his 1930 Pierce-Arrow. The crowd along Grand Ave actively applauded, giving thumbs up to Parade Cars all the way. They took a lot of pictures, too. Quite a treat for everyone involved.

Tim Pestotnik in his 1934 Coupe Convertible; followed by Tom Hamlin in his 1935 Twelve Limo, Jim Woolsey in his 1935 Twelve Limo, and Art & Linda Wesselman in their 1938 Station Sedan.



Brian Wagner in his 1940 Model 120 Touring Sedan; followed by Jay Johnson in his 1941 160 Coupe, Steve Snyder in his 1947 Custom Eight, Mark Burnside in his 1949 Super Eight Limo, and Fred Puhn in his 1950 Deluxe Eight Touring Sedan.

At the end of the parade, it was time to park 25 Packards and Pierce-Arrows along both sides of Broadway.



First time out: Joel Fisler and family in their beautiful 1934 Victoria Convertible pulling onto Broadway - looking for the perfect place to park.



Followed by Woolsey, Wesselman, Pizzuto, Wagner, and Burnside.

Once parked, the Packards and Pierce-Arrows were the perfect eye candy for the crowd which envied and admired the magnificent machines well past dusk and in to the darkness.



From the end of the parade until 7:30 pm the PCSD parade team set up People's Choice voting so that the crowd could cast a vote for their favorite Packard or Pierce-Arrow. Voting was heavy and enthusiastic as Cruisin' Grand goers struggled to decide which classic was their individual favorite.

After the voters had spoken, ballots were counted, and winners were determined. They were notified and asked to move their classic to the awards area on N. Broadway. And the winners were:

People's Choice Packard



PCSD Membership Director Karl Ramsing does it again. For the second year in a row, he walked away with a clear voter mandate for his 1928 Convertible Coupe. Here, with microphone in hand, Karl is telling Cruisin' Grand founder Steve Waldron (and spectators) about the history and restoration of his beautiful Packard. Way to go, Karl!

People's Choice Pierce-Arrow



Kerstin and sister Linnea Shoberg squeaked out a People's Choice victory with their beautiful 1925 Pierce-Arrow Model 33 EDL. That's Kerstin being interviewed by Steve Waldron. This car has quite a history as it was rented out for movie shoots in the 30's and 40's. It has a long list of movies that it's appeared in along with an impressive list of famous actors that have driven it.

Compared to Packard Parades in previous years, the average age of the cars in this year's parade was significantly older: If you were driving a 1934 model year classic, you were squarely in the middle of the parade with 13 older cars in front of you. There were only six post-war Packards in attendance that night. The "newest" Packard in the parade was Fred Puhn's 1950 Deluxe Eight Touring Sedan.

PACKARD HUMOR

- At a prestigious car show, a Cadillac owner from Texas was bragging to a Packard owner from Rhode Island about how great and big Texas was. The Texan said, "Why my ranch is so big I can get in my pickup and drive from sunup to sunset and still be on my land"! The Packard man from Rhode Island replied "I used to have a Cadillac that could do that".
- A young man from the Midwest kept begging his dad to let him drive the Packard. Dad finally gave in but made the stipulation that he better not go over 35 mph or he would never get the Packard again. The next morning Dad said "well you went over 35 mph, didn't you. The boy swore that he did not go over 35 mph. Several years later the grown son asked his Dad how he knew that he had exceeded 35 mph. Dad said "well son you have to be going over 35 mph to kill a bug with a Packard.

(According to the Greater Virginia Chapter of the Studebaker Drivers Club, 37 miles per hour is the speed at which bugs begin sticking to the wind-shield instead of glancing off.)

AMERICAN HERITAGE RALLYE

Saturday July 14, 2018

Meet at the Southernmost Entrance of Kit Carson Park

Bear Valley Parkway, Escondido CA
(joint tour with the Mercedes Benz Club)



Yes, another fulfilled, exciting, educational, and thrilling rallye on the back roads and alleys of San Diego County. A perfect setting for the Formula 1 WannaBees and those who want to learn about our County and our American Heritage. Bring out the Packard and show those bi-turboed, low slung Mercedes-Benz snots how a rallye is done "Old School". We will meet up at Kit Carson Park in Escondido at 10:00 am for a drivers' meeting and rallye instruction. The rallye will be 45 to 50 miles in length and will terminate a fine place to have a late lunch. Steve Ross the kind, understanding and benevolent gentleman will return as your Rallye Master. He was sent home from that **Happy Place** about 7 months ago. **Helmets are optional**

For those unfamiliar with the Rallye concept, you will be given a cryptic set of driving instructions, and a list of things to identify along the way: sort of an adult version of the game, "I Spy with My Little Eye." At the end, the car with the most things correctly identified AND completed in the closest to the Rallye Master's time will be declared the winner. There are other prizes too, so don't be reticent if you're new to this type of event.

We meet up at Kit Carson Park in Escondido at 10:00 am for a drivers' meeting and Rallye instructions (see map, right). The Rallye is 45 to 50 miles in length and will terminate at a fine place to have a late lunch.

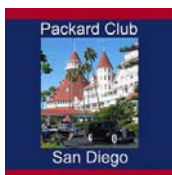
There is no entry fee (however, lunch will be "Dutch treat".) All we ask is that you complete the on-line [Participation Form](#) telling us if you're driving a Packard or a Brand-X and the number of people in your party (for lunch reservation purposes.) We'll take care of the rest.



See you on July 14th!

Steve Ross, Tour Director

Questions? Contact me: 619.508.3925 or inewsx@sbcglobal.net



MEMBERSHIP GET-TOGETHER AT TIM PESTOTNIK'S HOME

AUGUST 11, 2018



Mark your calendar. Our Second Annual All-Member Summer Get-Together is on **August 11** from **11 am-3 pm** at Tim Pestotnik's home in Point Loma, located at **1287 Trieste Drive, San Diego 92107**. Enjoy good food, nice views of the Pacific, and good company with all your Packard Pals. Plenty of safe, on-street parking, so bring your Packard if you can.

Please RSVP to Tim at: tim@pestotnik.com by August 6th.

**THERE IS NO CHARGE FOR BBQ BRISKET, AND ALL THE FIXIN'S.
JUST BRING YOUR APPETITE AND PACKARD STORIES.**

JULY 1976 PREDICTOR

FROM THE DESK OF JOHN RIESS, SAN DIEGO REGION PRESIDENT

Vehicle Code Continued: WHEELS, TIRES, FENDERS, etc

Solid rubber tires are still legal and are subject to some restrictions as to tread depth. For passenger cars with tires that are 1 to 3 inches wide, there must be at least 1" of solid rubber tread.

Pneumatic tires must have 1/32" of tread (measured at two adjacent grooves). You cannot have regrooved tires on any passenger car.

Fenders are not required if the vehicle was manufactured and registered before January 1, 1971, and weighs 1500 lbs. or less.

Bumpers are required if they came with your car as original equipment. Many older (pre-1925) cars treated them as "optional" and for a particular vehicle it may be impossible to prove it was not so equipped originally. Since the burden of proof is on the pr19secuti!on, this(· one could be easy. (This measure was designed to prevent hot rodders from removing bumpers from late model cars. It cost insurance companies a lot of money to replace front fenders and hoods.)

Radiator ornaments cannot extend beyond the front face of the radiator or radiator shell of any car first sold after 1/1/39. There can be no extensions beyond 6" on the right of a car, 3" on the left of the car or 2/3 of the wheel base to the rear of the car.

If you are hauling beehives, the total outside width of the load shall not exceed 100 inches. (I doubt if you will be stopped very often for this one!)

It is unlawful to operate a vehicle if it has been modified to make any portion of it extend below the rim of a pneumatic tire. If your car is stock, you cannot be cited for this section.

Odometers: Do not alter the mileage in any way with the intent to mislead anyone (tire warranties, etc.). This includes driving around with it deliberately disconnected. There are also new provisions for reporting a damaged odometer. You must send a form to Sacramento each time you replace one.

The Great Donut Pusher Driving Tour

September 22, 2018



Did you know? The Goddess of Speed mascot is sometimes known as the “Donut Pusher”



The Packard Club of San Diego invites you and your Donut Pusher to come out for our Great Donut Pusher Driving tour.

“Where are we going?” you ask. We will spend the morning driving to various unique Donut Shops (see what we did there?) around San Diego beginning in Little Italy and ending up in Cardiff. We will park, order an exotic donut or two and maybe a cup of coffee, spend a few minutes chatting with our fellow club members, and then motor on to the next Shoppe serving up tooth decay on a plate. After, those who are still standing will head out for a late lunch at a coastal location.

You can start at the beginning and continue throughout the day, or you can hop on and hop off at any point along the way. Those who manage to eat their way through the entire tour will receive a prize at the end.

No RSVP is required for the Donut Pusher Driving Tour. However, if you plan to join us for lunch, we do need that information for the restaurant. Please RSVP lunch attendance to Mark Burnside, at 619-322-9340 or email markburnside@cox.net.

Whether your hood ornament mascot looks

like this:



or like this:



or this:



Or even like this:



Or like this:

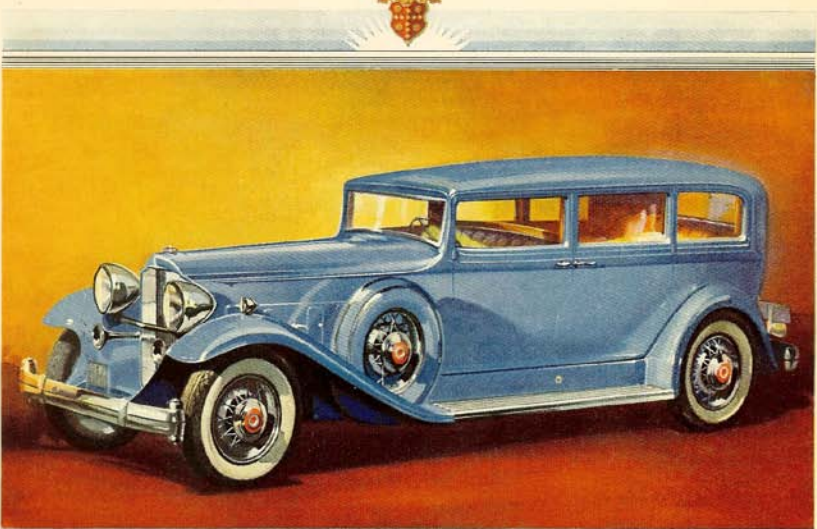


Please join us for what is bound to be a **sweet** tour!



1932, as we all know saw the re-introduction of the twelve cylinder power plant, or Twin Six as it was called. Credit is given to long time Convair friend Bob Fluty for his alertness in coming across the original print of this fine ad. It will go into our archives.

MAY 28, 1932 THE LITERARY DIGEST



... of a Distinguished family

THE Packard Twin Six is a familiar name wherever men drive motor cars—a name that has taken its place in our very language. ¶ The Packard Twin Six of before the war made motor car history. The world-renowned war-time Liberty motor added to the fame of Packard Twin Six engines both abroad and at home—a fame since enhanced by the development of Twin Six marine engines for the world's fastest racing craft and the Packard Twin



Six "2500," the most powerful airplane engine built in America today. ¶ And now a superb Packard Twin Six motor car takes to the highway again—a car of beauty, a car of supreme luxury, a car of matchless power, a car that revives

the famous title of the first Twin Six—"Boss of the Road." ¶ Today's Twin Six Packard is the climax of sixteen years of continuous experience with twelve-cylinder engine designs—an experience of twice that period in the building of fine and distinguished cars. There is literally nothing by which to judge it, for it is so advanced, so modern that it defies comparison with multi-cylinder cars of conventional type. See and drive this great, new Super-Packard.

PACKARD

ASK THE MAN WHO OWNS ONE

WELCOME NEW MEMBERS

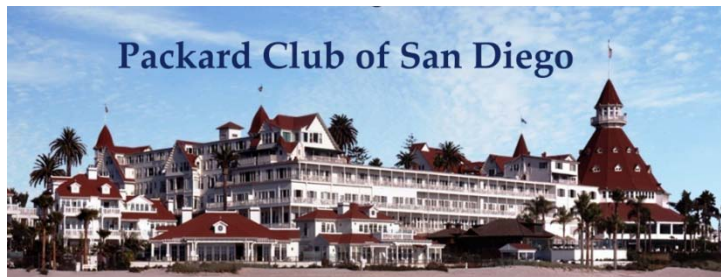
Ken & Sandy Ruminer
Lakewood, CA
1949 "2292-9" Standard Eight Touring Sedan

WEBMASTER'S CORNER

By Mark Burnside

One of my favorite things about our website is the [Member Cars page](#).

Packard Club of San Diego presently has 74 members who own a total of 107 Packards. 74 of those cars are displayed on that page of our website.



The page is organized in 4 categories: Pre-war Open; Pre-war Closed; Post-war Open; and Post-war Closed. (**Sidebar: Did you know** – “open car” technically means one with no side windows. A convertible, having crank-up windows is a “closed car.” There are only four types of open cars: runabout, roadster, touring, and phaeton.)

Each of our 4 categories displays the automobiles in year order. Click on any thumbnail to see a “full-screen” version.

Spending a few moments scrolling through photos of our members’ Packards is not merely viewing some car “eye candy.” It is also an excellent way to appreciate the subtle nuances of each model year and body style. I find it a great way to naturally lower blood-pressure too.

If your Packard isn’t part of our display, please email me a picture or two for inclusion. If you don’t know how to email pictures, call me and I will walk you through the process. Alternatively, you can mail me your pictures through the USPS. I will scan your photos and mail them back to you. Remember, the arterial health of your fellow members may be sitting in your garage.

In other news, **Past President Phil Pizzuto** uncovered several years of missing Predictors in his files. They are now in my possession and scanning on those will begin as soon as my scanner is released from the scanner “hospital”. Once these newsletters are on the website, we will have virtually an uninterrupted collection of Predictors dating back to our club’s founding in 1975. I don’t think another Packard Club can claim such a large historical collection.

If you have any suggestions for things you would like to see on the Packard Club of San Diego website, please drop me a note and tell me your ideas.



WIN A CHICKEN DINNER!

Identify the manufacturer and model year of this vehicle and win a chicken dinner. I know, too hard! OK, just tell me (Steve Ross) who made it. First person to name it is the chicken dinner winner.

Left vs. Right – Long Before Fox and CNN

by Brian Wagner

They may be in the minority with their warm beer, but the British actually have a fair amount of history on their side with their insistence on driving on the left. For the longest of time, that was the way it was done. Ancient Greek, Egyptian and Roman troops traveled on the left side of the road for thousands of years. That custom continued during the Dark Ages and Feudal times since most people were right handed, they had their swords on the left in order to have their right arm nearer an opponent and their scabbard further from him. If you were a lefty, you were out of luck in a sword fight.



Plus, when it comes to horses, it is easier for a right-handed person to mount a horse from the left when he is wearing a sword on his left. It is also safer to get on and off a horse on the side of the road rather than in traffic, so if one mounts on the left, then the horse should be ridden on the left side of the road.



The Pope got involved in 1300 AD as Boniface VIII wrote a papal decree saying that Christians and pilgrims should keep to the left. With most people taking the pope's word as gospel and believing he was infallible, so it was decreed.

The UK government got in their two cents (pence?) worth in 1773 with their General Highway Act of 1773 which promulgated keeping left. As Britain expanded their empire, their driving on the left followed in Asia and Africa and all their territories.

But as usual, Americans were contrarian. Right hand travel was the norm in Colonial times from the earliest settlements. Travelers with hand guns carried their weapons in the hollow of their left arms and traveled to the right to be prepared if the oncoming stranger was a threat. (Early road rage could be problematical.....)



It was wagon travel that sealed the deal. A wagon driver rode the left rear horse. Handling the reins with the left hand and the whip with the right, wagon drivers kept their vehicle on the right to be able to watch the clearance on the left. And the big Conestoga wagons introduced around 1750 near Lancaster, PA solidified the practice of riding the left rear horse or riding the "lazy board" on the left side of the wagon.

And of course, the French had to get involved. French aristocrats drove their fancy carriages on the left, following the Pope's edict, thus forcing the peasants over to the right. But then came the French Revolution and lo and behold, the aristocrats hid among the proletariat by keeping to the right, peasant style. An official keep right rule was introduced in Paris in 1794.

So this right/left division became a matter of 'might makes right' (or left). Napoleon's conquests spread driving on the right to Belgium, the Netherlands, Luxemburg, Switzerland, Poland, Germany and much of Spain and Italy. Britain promulgated their left hand manners for their territories and the countries that resisted Napoleon, including the Austro-Hungarian Empire and Portugal which remained on the left. It is that old French vs. Britain thing. Been going on for a long time.



The first right side drive law in the US was passed in 1792 for the Philadelphia and Lancaster Turnpike. New York legalized it in 1804, the first state to do so, New Jersey in 1813 and Massachusetts in 1821. By the Civil War, every state legislated driving on the right.

America played a part in most countries adopting driving on the right. American cars were designed to be driven on the right and with mass production and the quantity of cars they made and exported, many countries changed their rules of the road.

The majority of the world now drives on the right while the British and their historical "keep left" remain a minority. (In the 1960's, the UK considered changing, but the countries' conservative faction put the kibosh on the idea). Today only four European countries still drive on the left: the UK, Ireland, Cyprus and Malta.

Back in 1100 BC, Chinese bureaucracy of the Western Zhou dynasty in their Book of Rites, said, "The right side of the road is for men, the left for women and the center for carriages." Three thousand years later, we have French peasants and good old independent-minded Americans to thank for driving on the right.



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. Asking \$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

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
JUL	1-6	53rd PAC National Meet	Columbus, OH	Buckeye Packards
	4	<i>Avenue of the Heroes Parade</i>	Coronado, CA	Contact Richard Schauer
	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	Pebble Beach Golf Links, Pebble Beach, CA	On Your Own
SEP	22	Donut Pusher Tour	All around San Diego	Mark Burnside
OCT	3-6	Hershey Swap Meet	Hershey, PA	On Your Own
	13	Oktoberfest 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>	Embarcadero Marine Park N (Seaport Village)	On Your Own
NOV	3	Winery Tour	Highway 78 Escondido to Ramona	Richard Schauer
DEC	1	Packard Club of San Diego Christmas Party	Pauma Valley, CA	Steve Ross
	2	<i>Bells of Freedom</i>	Marine Corps Air Station at Miramar	Contact Catherine Woolsey or Marjo Miller

WHEN WAS THE LAST TIME YOU DROVE YOUR PACKARD? HOW LONG SINCE IT WAS "FIRED UP"

