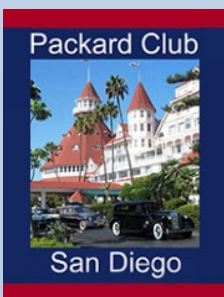




PREDICTOR

August 2018



AVENUE OF HEROES PARADE JULY 4TH 2018

Upcoming Official Packard Club of San Diego Events

- August 11 Membership Summer Social - Pg 10
- September 22 Doughnut Pusher Driving Tour – Pg 11
- October 13 Oktoberfest BBQ at the Garage and Technical Session

OUR HERITAGE

From notes taken in 1975

Welcome to the San Diego Region of Packards International Motor Car Club. Since you have elected to join this august group of Packard enthusiasts, that in itself makes you SPECIAL and the rest of our membership would like to know something about you. On the reverse is a questionnaire for you to fill out and return, then if it is alright with you, we will use the information in our newsletter "The Predictor" to let our other members know more about you. However, if you feel it is an invasion of your privacy, you need not return it.

HISTORY OF THE SAN DIEGO REGION

On Mother's Day 1975 a small group of Packard enthusiasts met at the Heritage Coachworks near downtown San Diego to determine if enough Packard owners and enthusiasts were interested in forming a Packard club in San Diego. The response was overwhelmingly in favor of forming a club. Because several of the persons present were members of the Packards International Motor Car Club, it was decided to associate ourselves with Packards International. Several weeks later at a picnic at Poway Lakes an election was held to select officers for this fledgling club.

In July 1975, Mr. Fred Mauck, the then president of Packards International, his wife Carol the club secretary, and Mr. Bill Lauer, founder of Packards International drove down from club headquarters in Fred's 1940 Super 8 180 limousine to present P.I.'s newest region it's charter. The locale was the dining room of the Hanalei Hotel in Mission Valley. After dinner, Mr. Lauer talked about the founding of Packards International and gave a brief history of the club. Then, Mr. Mauck gave a slide presentation about the Packard Motor Car Company plus many slides that showed fine examples of the Packard auto-makers art.

From these humble beginnings the San Diego Region of Packards International Motor Car Club has continued to grow, develop, mature and prosper. Again we welcome you to the finest car club with the finest automobiles in San Diego. It is "SPECIAL" people like you who make the club function, so take it upon yourself to "get involved", come to the meetings; go on the tours; drive your Packard and above all else, have FUN!

Volume 43 Issue 08

August 2018

IN THIS ISSUE:

This Month in our Packard World.....	1
Our Heritage.....	2
Regional Director's Message.....	3
Avenue of Heroes Parade.....	4
American Heritage Rallye.....	9
Membership Summer Social.....	10
A look at the Packard Market.....	10
Welcome New Members.....	10
Great Doughnut Pusher Tour.....	11
Webmaster's Corner.....	12
A Look Back.....	13
Senior Staff Meeting.....	17
No Chicken Dinner.....	17
Al Smithson's Caribbean.....	18
Win a Chicken Dinner.....	18
Members' Corner / For Sale.....	19
Wrap your Packard.....	20
2018 Calendar of Events.....	21

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REGIONAL DIRECTOR'S MESSAGE

By Richard Schauer



The message this month is about the incredible teamwork and spirit of our San Diego Region. Perhaps it is because I am in a unique position from which to observe it in action, but lemme tell ya, the teamwork and spirit of our club is impressive. Our club is operating at a very high level right now. This is the result of an outstanding combination of talent, commitment, and a selfless resolve to give. Members spend days (it goes way past mere hours) scanning and inputting data to make our web site the best there is. I have seen people work in the rain, get dirty, crawl in cramped attics and lofts in search of Packard parts, and then follow that up with (again) days of work to inventory those parts to make them available to members. People drive many miles (mileage and gas consumption is not something the club reimburses) to set up and organize our high-quality events. I have seen people go "where no man has gone before" in terms of setting up events like the Coronado Avenue of Heroes Parade. I see members spontaneously show up at events, immediately jump in to help, offer technical advice, and to welcome visitors. And I see people who are visitors to our region write a letter saying how extraordinary our region and its members are, the kind of unsolicited feedback that should make us all feel good. Folks, this kind of stuff does not happen in every car club, nor to this degree. The sacrifices of time, energy, talent, and treasury are offered up freely, and when gatherings happen you look around and see happy Packard enthusiasts, laughing, enjoying themselves, sharing camaraderie, breaking bread, problem solving, and working together. I see all this and it makes me glad, for it means we are doing something right - correction, many things right. I am proud to be associated with the Packard Club of San Diego.

The summer solstice is behind us now and the days grow shorter. We turn attention to the second half of the year. It began with a bang (fireworks bang, that is) at the Coronado Independence Day parade (see article). The invitation is hereby thrown out for 2019 for any member who would like an absolutely unforgettable experience, please consider participating.

July 14 included the Rallye, once again combining the Mercedes Club with our Packard region (see article).

August 11 is the Membership Summer Social at Tim Pestotnik's house in Point Loma. Last year's social was highly successful and we are confident even more people will attend this year. A special feature is planned, namely the recognition of our region's founders and charter members. 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. Be sure to sign up! September 11 is a new tour for us entitled the Donut Pusher Tour. See the flyer in this issue; this promises to be a really fun tour with perhaps lots of calories scooped up along the way. Those veterans of our region reading this: c'mon out. Many new members are discovering the joys of joining Packard Club of San Diego tours. Come meet them.



August 14, 1945. Thanks to the men and women we honor with the Avenue of Heroes Parade

Coronado Independence Day Parade

Avenue of Heroes, July 4, 2018

By Richard Schauer

For the third year in a row our Packard Club had the honor of escorting WWII, Korean War and Vietnam War veterans through the Coronado Independence Day Parade. The interesting twist for 2018 was that the Coronado neighborhood organization that traditionally took charge and organized Avenue of the Heroes bowed out, leaving a void. We did not discover this glitch until June, which put tons of pressure on anyone who chose to step into that role. Your club so chose, for it seemed a miscarriage of justice to let a year go by without honoring our warriors. And scramble we did, just making the deadlines. But it was worth it, oh, boy was it worth it.

Five heroes were honored. Two veterans were 94 years old, another 90, another 88, and the final gentleman was 80. Four of them had never before been honored in the parade. Three of our five Packard drivers similarly had never participated before in Avenue of Heroes. The day unfolded almost perfectly, but in terms of who counted the most the day was indeed perfect. Captain Lloyd Cooper arrived with his daughter Linda, granddaughter Wendy, and great-granddaughter. Captain Cooper was beaming proudly, for he came dressed in his Navy whites, showing that he still fits into his old uniform. All four generations rode in the lead Packard, Mark Dimmitt's 1950 convertible Victoria. The crowd along the parade route was thrilled. Chief Petty Officer Virgil Woods returned with wife Susan, and once again were escorted along Orange Avenue by Marjo Miller and Dion Dyer. First-time participant USMC Private First Class Louis de Beer, a veteran of the Korean War, proudly rode atop Steve and Lupita Halluska's 1941 convertible coupe. US Navy Captain Len Kaine, a Top Gun, rode with Past President Steve Ross and his wife Carol. So enthused was Captain Kaine that he got out of Buttercup and walked six blocks of the parade route, greeting and shaking hands with many of the well-wishers. Our fifth veteran was Master Sergeant Preston Griffey, riding with Paul Santy in his recently completed and very beautiful 1936 sedan, along with as many family members as could fit into Paul's car.

It is the purpose of anyone writing an article about an event to make every reader feel like they really missed out by not attending, that this event was really special, and if it comes up again they really want to participate next time. Avenue of Heroes is all those things. We are all patriots, and many of us are veterans, which makes Avenue of Heroes one of those events that tug at the heart. Walking up to greet Captain Cooper as he stepped out of his car, dapper, handsome, proud, and so happy to be there, was a thrilling experience. Soon afterward Mr. Cooper stepped up to introduce himself to Chief Petty Officer Woods; two old Navy war horses meeting each other for the first time 74 years after. Then during the parade the lead car was Mr. Dimmitt's, with four generations of Coopers having a great time while soaking in the appreciation of the crowd.

We know we did well after receiving feedback directly from the veterans themselves or their families:

Thank you to you, your wife, Mark, our driver, and everyone associated with the Packard Club for making yesterday such a wonderful tribute to Dad and all the veterans you honored. It was a privilege to ride with him in the parade and to see how he was thanked and praised for his service. All of you did an amazing job organizing this and making it comfortable and safe for all of us. Linda Benning (daughter of Lloyd Cooper)

I Thank all of you to make [sic] yesterday a memorable day. Louis de Beer

Thanks-a-1000 to all of you for a wonderful day, and for your dedication. Keep up your great work now and always. Len Kaine

Captain Len Kaine UDS, Ret.

By Steve Ross



Captain Leonard "Len" Kaine is a "real deal" Navy Top Gun Fighter Pilot. He began life as an unassuming coal miner's kid with a public high school education. But with high motivation and dedication, he was able to serve his nation with distinction earning two Combat Distinguished Flying Crosses, Seven Combat Air Medals, two Navy Commendation Medals with Combat V (Valor); Navy Unit Commendation Ribbon, National Defense Medal with one Bronze Star, Vietnam Service Medal with three Bronze Stars; a Republic of Vietnam Campaign Medal with Device and a 'Command at SeCvVapta' Star.



Capt Kaine riding the running board on Paul Santy's Packard



Capt Kaine walks a bit of the parade.

Captain Kaine flew a total of 103 combat missions during 132 days in combat. Because of his special attributes in teaching and training other pilots, VF 92 was one of a handful of squadrons that did not lose a single plane in combat. Len received the highest number of VF-92 combat nominations. Following his second combat deployment to North Vietnam, Len left active duty in October of 1967.



Capt Kaine flew the F-4 Phantom from aircraft carriers. The photo here shows two F4's on the catapult ready for take off. Both are in afterburner thus shooting flames.

Chief Master Sergeant Preston Griffing USAF, Ret.

By Paul Santy



CMSGT Griffing and his Grand Daughter

I had the privilege to chauffeur CMSGT Chief Master Sergeant Preston Blackburn Griffing, who served in the US Military for 30 years. I've known "Griff" and his family for many years and it was truly an exciting and humbling day to participate in the Coronado 4th of July Parade to honor our Veteran heroes. Riding with me were John & Maureen Mullins, daughter, and Ashlee Smith, granddaughter. For the whole parade, you could not keep the smiles and tears from our faces.

CMSGT Griffing spent 20 years, from 1944-1964 in the U.S. Marine Corp where he served in active duty during 3 wars, WWII, the Korean War and in Vietnam. In 1964, he joined the U.S. Air Force and served for 10 years before retiring in 1974.



After WWII, Sergeant Griffing was stationed in Okinawa, Japan in the Marines 3rd Reconnaissance Company. He also served in Taiwan and Hong Kong from 1952 to 1954. His stateside military career included Washington D.C, New York, Arlington Virginia, Scott AFB in Illinois, Treasure Island San Francisco, and Camp Pendleton, Oceanside. Later in his military career he became a Data Processing Specialist, in charge of promotions and testing, having written the General Military Specialty Exams.

Sgt. Griffing and family in the parade going up Orange Avenue. They are riding in the Santy 1936 Packard Touring Sedan.

Chief Petty Officer Virgil "Woodie" Woods, USN Ret.

By Marjo Miller and Dion Dyer



It was again our pleasure to drive Chief Petty Officer Virgil Woods, age 94, and his wife, Susan, for the 2nd year in Coronado's Avenue of Heroes. Seeing the crowd's respect and affection for each veteran, and the veterans' joy as they motored down Orange Avenue, is a very special way to celebrate July 4th.

Virgil's son and family from Phoenix were staying at the Hotel del Coronado and they came out to see Virgil and Susan. We asked Virgil for some of his WWII memorabilia and he sent copies of the attached photos of dive bombers he repaired, and his squadron at Guadalcanal. We highly recommend this event to other Packard members. Come out next year and play a small part in honoring our brave veterans.



Chief Woodie riding in a Woodie. Chief Woodie was a crewman in the TBF Avenger aircraft like the one that Capt. Cooper flew.



The Grumman TBF Avenger

Captain Lloyd Cooper, USN Ret.



Captain Cooper and his family of four generations rode in the parade with Mark Dimmitt in his 1949 Packard Convertible.



USS Manila Bay CVE-61

During WWII then LTJg Cooper was assigned to VC-72 in the U.S.S Manila Bay, CVE-61. VC-72 was made up of two types of aircraft, the Grumman F4F Wildcat a fighter and the TBF Avenger which was a Torpedo/Bomber also built by Grumman Aircraft. In January 1945 during the invasion of Mindoro Island in the Philippines Islands, the Manila Bay was attacked by two Kamikaze aircraft. One of the Kamikazes made it through the defenses and stuck the starboard side aft of the island going into the hangar deck and flight deck killing fourteen sailors and knocking out much of the ship's communication and radar capability. The second kamikaze missed and went into the water. The ship was back in operation in 24 hours and returned to full operational capability by the first of May 1945!



TBF AVENGER

Captain Cooper flew the TBF Avenger a Torpedo Bomber, which was the same type aircraft that President George H.W. Bush flew in WWII. In fact I believe they were in the same battles but on different carriers.



LEFT: Capt. Cooper getting ready to go on the parade



F4F Wildcat



The Captain confers with a granddaughter, or definitely an admirer.

Private First Class Louis de Beers, USMC

By Steve Haluska

PFC de Beers atop Steve and Lupita Halluska's 1941 Convertible Coupe



PFC de Beer is a Marine Corps veteran of the Korean War. He was born in Amsterdam in 1930 and immigrated to the United States in the '30s. His family became US citizens. Before WWII he returned with his family to Amsterdam on business, and were caught behind enemy lines when the Germans invaded in 1940. They were liberated from their prison camp in France by Patton's 3rd Army in the fall of 1944.

Louis and his brother joined the Marine Corps in 1952, were sent to Korea, and sent immediately into action. In 1953 the Chinese Communist army made a huge push to retake Seoul during the peace negotiations, because the new line dividing the country would be where the two armies occupied land, and Seoul was considered a plum acquisition. The Army and Marines held their lines North of Seoul at all costs while wave after wave of suicide attacks hit them. Louis's brother was killed, but Louis was not wounded and returned home later that year.



Two sailors meet for the first time. Capt Cooper and CPO Woodie. Both saw action in the Pacific.



Waiting under the tent for the parade to form up. Back to camera is Chief Woodie and on his right is his wife Susan, Marjo, opposite Woodie; the lady waking away is Lupita Halluska, S. Ross, and Mark Dimmitt, seated.



Staging area for the parade. Seated facing camera is CMSGT Griffing, to his left is Chief Woodie. Capt. Cooper with back to camera is talking to Marjo and Mark Dimmitt.



Steve Halluska and Mark Dimmitt enjoying refreshments. The young lady is a family member of one of the honorees.

Dion putting the finishing touches on Marjo's Woodie. A Vet's family member looks on.



THE AMERICAN HERITAGE RALLYE/TOUR

S. Ross

A few pioneering Americans braved the heat and humidity to demonstrate their stamina, driving skills and knowledge of our American heritage and automobiles. The Packards, Mercedes-Benz, and assorted other motor cars gathered under a shade tree in Kit Carson Park (appropriate for the occasion or what?) for a short "social period" and a briefing for driving teams by the recently released Rallye Master. The "social period" was the waiting period for a few of the participants to find us. The evil Rallye Master was making life hell even before the Rallye started!

You may wonder why this is called a rallye/tour - well it is because judging by the scoring of observations, some teams were just on tour. Just kidding! Actually, all the teams did quite well.

Automobiles of note joining us were Mark and Syd Burnside driving their 1955 Packard Clipper and Nick Fintzelberg driving his 1940 Plymouth Station Wagon once owned by Clark Gable. Nick's navigator was Sam Judd. At approximately 10:26 the first car pulled out of the park and headed for Lakeside, California sans freeway. Please note that the Packard and Plymouth were **HOT** air-conditioned. The temperature was 91, and the humidity was 67%.



Due to technical difficulties, there are only a few photographs of the event, so some file footage may be used.



Nick Fintzelberg with his 1940 Plymouth.

Syd and Elvira at the terminus.



Everyone arrived safely with no problems or issues. No one got lost, no divorce proceeding are anticipated, and some teams took less time to drive the course than the Rallye Master. Lunch was served at the Eastbound Bar and Grill in Lakeside where the service was excellent, food was tasty and the drinks were cold. The results of the rally are:

Coming in first for the Packard teams were Mark and Syd.



Nick and Sam were our second place PCSD winners.

Sam Judd is definitely having a good time as was everyone. The gentleman behind Sam is Gary Jarvis a Mercedes-Benz guy.





MEMBERSHIP SUMMER SOCIAL AT TIM PESTOTNIK'S HOME

AUGUST 11, 2018

Mark your calendars our Third Annual Member Summer Social on **August 11** from **11 am-3 pm** at Tim Pestotnik's home in Point Loma. Enjoy some 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, but come either way.

You can register on-line [HERE](#), or RSVP to Tim at: tim@pestotnik.com by August 6th.

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

THE PACKARD MARKET



This 1932 Packard 902 Standard 8 went for \$170,000 at a Leake Auction recently. It brought more than a Ferrari Testarossa which sold for a mere \$121,000.

WELCOME NEW MEMBERS

Rick and Lynn Carlson, Lake Elsinore CA

1932 "900" Roadster Light Eight
1934 "1103" Super Eight Sedan

Peter Kahn, Los Angeles CA

1936 "1408" Twelve Touring Sedan

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 on a leisurely drive to various unique Donut Shops (see what we did there?) around San Diego beginning at Devil's Dozen in Little Italy, followed by Nomad Donuts in North Park, then Donut Panic on Mission Gorge Road, and ending up at VG Donuts 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. 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. You can also register on-line through the [CALENDAR](#).

Whether your hood ornament mascot looks...

like this:



or like this:



or this



Or like this:



or even like this:

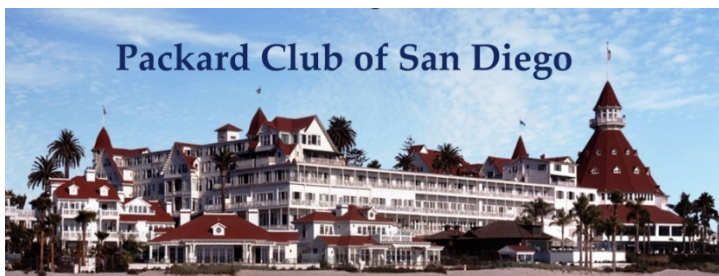


Please join us for what is bound to be a **sweet** tour!

WEBMASTER'S CORNER

By Mark Burnside

Thanks to **Past President Phil Pizzuto**, three more years of Predictors are now up on the website. We are close to having all past issues available for your reading enjoyment on the [NEWSLETTER](#) page of the website. If you haven't managed to read a few, you're missing a great walk down memory lane. With the exception of 1999, we now have Predictors representing every year from 1976 to 2018. If you have any Predictors from 1999 please contact me. Next month I will publish a list of missing Predictors by month as we still have a few holes in our library.



Since the Newsletter section is closer to completion, I turned my attention to another promised website resource for club members: the [TECHNICAL HELP LIBRARY INDEX](#). (For your convenience, you can go directly to it by clicking on the blue text above.) During the 70's, 80's and 90's our club always had a Technical Advisor on the Board of Directors. Many Predictors published during those years featured one or more technical articles on Packard repair and maintenance developed by the Technical Advisor. The articles may be reprints of Packard factory "Service Counselors", or they may be helpful tips from other club members. Either way, it's a great starting point when you have a question about your Packard. This resource, accessed through the MEMBERS ONLY page, is an active link to every Technical article published in our Predictor, as well as other articles found in our Historical files. The Technical Help Library index takes you directly to volume and page of the Predictor containing the subject article. This new resource is a work in progress, so please check back frequently as we are constantly updating the page with valuable articles to help you with the never-ending care and feeding of your Packard Motor Car.

To access the index from the [HOME PAGE](#) on your computer, tablet, or smart phone, enter the password in the lower right of the page where indicated, and click to log in. This will take you to the "Members Only" page. Scroll down the left side until you see "Technical Help Library Index". Click on that to go to the Library Index.

Again, if you've forgotten the password, [EMAIL](#) me and I will send it to you.

Board Member Marjo Miller volunteered at our June 2018 Board Meeting to serve as our Technical Advisor, restoring a missing and long lost role on our Board of Directors. She is prepared to assist you as you trouble-shoot your problems.

Speaking of the Home Page, it's almost time to update the carousel of Packards seen there. Your motor car could be one of a select few on the Home page of Packard Club of San Diego, but only if I have a picture of it!! If you have not yet sent me a picture of your Packard for our [MEMBER CARS](#), now is the time.

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.



A LOOK BACK: 15 YEARS OF *PACKARD NIGHT @ CRUISIN' GRAND™*

By Mark Burnside

Escondido's Cruisin' Grand™ has become the undisputed #1 car cruise in the nation, according to their website. Running one evening each week from the first Friday in April through the last Friday in September, this 26-plus week event came from humble beginnings.

No one was really sure what to expect of the event. For weeks before the first night, the committee counted parking spaces and cars on the street, trying to imagine how the event would impact the businesses. The Friday night before that first Cruisin' Grand™, there were only 7 cars parked on the street in the 8 blocks between Center City Parkway and Palomar Hospital. But that was about to change...

Opening night was April 7, 2000, and there were about 50 or 60 cars. Everyone was amazed. For the first hour or so, every time staff or volunteers saw a hot rod in the distance, a cheer went up. By 7:00 pm, dozens of classic cars were cruising up and down Grand Avenue, and it was like being transported back in time. As oldies such as "Maybelline" and "Great Balls of Fire" blared from under the marquee of the old Ritz Theater, classic cars rumbled past, huge grins on the faces of their passengers, and as staff and the DJ tried to keep dry in the steady drizzle, everyone knew this was going to be a big hit!

The cars kept coming, and so did the crowds. Attendance for the 2017 season was estimated at over 250,000. Pre-74 classic cars line both sides of Grand Avenue from Escondido Boulevard to Ivy Street (5 blocks) and pour over onto 9 side streets and into nearby parking lots. *Packard Night* (now *Packard/Pierce Arrow Night*) consistently ranks #3 for crowd attendance every year, bringing over 20,000 spectators to watch the Parade of Packards and view these motorcars on display. (As you read through this article, click on the blue text (links) to see photos and read more.)

Like the founders of Cruisin' Grand™, the members of the Packard Club of San Diego didn't quite know what to expect at their first foray to the event. Then-President Phil Pizzuto floated the idea to the club in 2002. Arrangements were made to secure a few parking spaces at a bank parking lot just off Grand Avenue for Friday, July 19, 2002. More than ten Packards showed up, and members sat in lawn chairs visiting and swapping stories throughout the evening. The President's Message in the August 2002 [Predictor](#) reported that for some, it would become "a favorite memory to cherish."



Two years later (2004), Packard's presence at the event took a quantum leap. For the first time, the Packard marque had its own dedicated night, with premier parking along South Broadway. Escondido Councilman Ed Gallo approached the Packard Club, mentioning that the Escondido Chief of Police Duane White was retiring that same day and wouldn't it be nice if he could perhaps get a ride in one of the Packards. Not to miss an opportunity, then-President Mark Burnside (and *Packard Night @ Cruisin' Grand™* Tour Director) fired

back with the idea of a parade down Grand Avenue, with Chief White riding in the lead car as the Grand Marshall. Oh, and wouldn't it be nice if there could be a Police motorcycle escort for the retiring Chief of Police. Thus was born the traditional "Parade of Packards" down Grand Avenue.

And what a parade it was. Chief White and his family rode in a 1928 Phaeton owned by Dale and Debbie Costanzo. (See - [Packards International Magazine](#), Fall 2004; [Predictor](#), September, 2004.) Crowds lined the sidewalk for the entire Parade down Grand Avenue, spilling out onto the street. By the time the 27 Packards completed the parade route and arrived at the staging area, 1000's of people were already waiting for a close-up look. Echoing the sentiments of the Cruisin' Grand™ Committee from 2000, it seemed we had a hit!



In an effort to secure increased participation by Packard owners farther away than San Diego, our Packard Club expanded its traditional Friday Night Cruisin' Grand™ to an overnight. July 29, 2005 was the date for Cruisin' Grand™; a block of rooms had been arranged at Harrah's Rincon Casino, a hospitality suite was set up for Packard guests, and a private tour of the casino was arranged for Saturday, July 30. The idea met with some success: of the 42 Packards participating in Cruisin' Grand™ 2005, almost half were from outside the area. (See – [Predictor](#), August, 2005; [Packards Today](#), July-August, 2005.)

July 23 – 24 was the scheduled Packard weekend for 2006 ([San Diego Union Tribune](#), July 23, 2006). Nearly 40 Packards participated in Cruisin' Grand™ Friday evening, and guests stayed overnight at a local hotel. Saturday morning the Packards caravanned over back roads to San Diego's Wild Animal Park. Parking in a specially reserved VIP parking area, participants entered the park before opening and were treated to a buffet breakfast, followed by a demonstration put on by park employees and several resident wild animals. (See - [Packards Today](#), May/June 2006; [Packards International Magazine](#), Fall 2006.) After, guests were free to enjoy the park for as long as they wished.



In 2007, the San Diego Packard Club was tapped to host the P.I. National Tour. "Packards in Paradise" was slated for September 20-25, (see – [Brochure](#) for event; [San Diego Union Tribune](#), September 16, 2007; [North County Times](#), September 16, 2007) and of course included Cruisin' Grand™ and the Parade of Packards as part of the itinerary. The Grand Marshal for the parade was Escondido's retiring Director of Community Services, Don Anderson. Other dignitaries riding in Packards included Escondido Mayor Lori Holt-Pfeiler, members of the City Council, and staff of the Escondido Downtown Business Association, which is the organization in charge of the event operations.

The host hotel was Morgan Run in Rancho Santa Fe, and participants on the tour enjoyed such things as the Museum of Making Music in Carlsbad, and an informal Display of Packards on the Great Green with a private tour and lunch at the California Center of the Arts-Escondido (overlooking the Green). Later that day was the Parade and the static display of cars. On Saturday, the tour included a Harbor Cruise, and a tour of the U.S.S. Midway. Sunday offered the now infamous Train Trip to Tecate. Monday brought the participants to Balboa Park and the San Diego Auto Museum. Later that same day, everyone enjoyed a luncheon served on the lawn of the Hotel Del Coronado and a chance to explore the venerable hotel, its shops and environs. Tuesday's event was a visit to the Steam Engine Museum in Vista. (See - [Packards Today](#), September-October 2007; [Packards International Magazine](#), Fall 2007.) Folks were sorry to see the tour come to a close.



Buoyed by the success in 2007, the 2008 Cruisin' Grand™ Packard weekend occurred September 12 -14. In addition to what had by now become our Packard Club's signature event, earlier on Friday was a tour of the San Diego Gas & Electric/SEMPRA –Palomar Energy Center, and a late lunch at Stone Brewery. Saturday offered a mini-concours on Vito's Field at Bernardo Winery in Rancho Bernardo (which was repeated as a stand-alone event in 2010). Sunday was a car show at Camp Pendleton in Oceanside in support of the Marines preparing for deployment. (See - [Predictor](#), October 2008; [Packards Today](#), September-October 2008; [Packards International Magazine](#), Winter 2008.)

2009 saw a set-back for *Packard Night at Cruisin' Grand™*, as rain caused a last-minute cancellation of the event on May 29. As we all know, classic cars are allergic to rain. Rescheduled for July 3, only a dozen of the dedicated core turned out ([Predictor](#), August 2009).

The weekend of May 14-15, 2010 fared better than 2009 and included a Saturday Rallye ending at Deer Park Winery ([Predictor](#), June 2010). It appears there is always a winery or brewery theme threaded into the Packard Cruisin' Grand™ weekends.

2011 marked the first year the Pierce-Arrow Club joined with the Packards at Cruisin' Grand™. 24 Packards and Pierce-Arrows paraded down Grand Avenue on September 16 and parked on South Broadway for the event. Repeating the prior year's weekend of events, Saturday's event was another Rallye. Called "The Dam Rallye", it wound through roads in Escondido, San Diego County, Rancho Santa Fe, Valley Center and Pauma Valley. It was a beautiful day, perfect to take vintage cars for a drive to find and record data on the dams of North San Diego and East County. The rallye terminus was the Lazy H Restaurant, where participants enjoyed a fine meal and the awards ceremony. (See - [Predictor](#), October 2011, [Packards Today](#), Sept-Oct 2011; [Packards International Magazine](#), Fall 2011.)

In 2012 there were TWO Packard Nights at Cruisin' Grand™. The first, held on March 30 was actually a practice performance in preparation for the primary Packard phenomenon planned for a pending postdate ([Predictor](#), May 2012). June 22 was the real Packard Night at Cruisin' Grand™. Instead of the usual police escort, the lead vehicle in the parade was a 1935 Ford Paddy Wagon on loan from the San Diego Police Museum and driven by our own Scott Napora. A 1928 Packard Phaeton followed. The youngest car in the Parade that day was Colin Fort's 1958 Packard station wagon. (See - [Predictor](#), July 2012; [Packards Today](#), May-June 2012.)



The 10th Annual Packard Night was combined with a Wooden Boat Festival for the weekend of June 14 -15, 2013. Paul Erlich and his 1925 Packard Limousine led the 27 cars in the Packard/Pierce-Arrow parade down Grand Avenue. (See - [Predictor](#), July 2013; [Packards Today](#), May-June 2013.) After a warm evening at Cruisin' Grand™, it was nice to enjoy a day of cool sea breezes on Shelter Island ([Predictor](#), September 2013). We discovered that the "Boat Hobby" is probably one of the few things more expensive than the "Packard Hobby."



June 20, 2014 was the date for *Packard/Pierce-Arrow Night at Cruisin' Grand™*. The oldest car participating in the Parade this year was a 1919 Pierce-Arrow ([Predictor](#), July 2014). 2014 was also the first year the Packard Club hosted a pre-event social at the Jalapeño Grill.

By 2015, Packard/Pierce Arrow Night was firmly cemented as a Friday close to the Summer Solstice. On June 19, the leader of the Police escorted parade of Packards and Pierce-Arrows was a 1926 Packard Phaeton owned by Ralph McNeill ([Predictor](#), August, 2015).

Packard/Pierce Arrow Night at Cruisin' Grand™ occurred on June 24, 2016. The oldest automobile and leading the parade was a 1915 Pierce-Arrow Limo sporting a Custom Kimball Body. Kimball was in the coach business from 1877 to 1929. Also in attendance but a late arrival, was a 1934 Packard Five Passenger Victoria Coupe that was once the personal car of Mrs. Ward Packard ([Predictor](#), July 2016).

Twenty-four cars (19 Packards and 5 Pierce-Arrows) were escorted by police motorcade down Grand Avenue on June 16, 2017. A 1923 Pierce-Arrow Runabout, being the oldest in attendance, led the parade. Prior to that, Packards and Pierce-Arrows were spotted outside the Jalapeño Grill while their drivers enjoyed an appetizer and beverage courtesy of the San Diego Packard Club ([Predictor](#), July 2017).



In 2018, Packard/Pierce-Arrow Night (as it is now called) celebrated its 15th year formally participating in Cruisin' Grand™. On June 15, Paul Erlich's 1925 limousine once again led the group of 25 Packards and Pierce-Arrows down Grand Avenue behind a team of police motorcycle escorts ([Predictor](#), July 2018).

Spectators never tire of seeing these cars as they make their turn onto Grand and begin a 2 mile-per-hour march the length of the Avenue. Escondido's Cruisin' Grand™ founder Steve Waldron says, "Each year, beginning around 4:45 on Packard

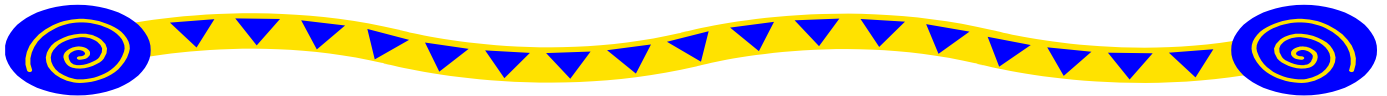
Night, people ask me, 'where are the Packards? There aren't any on South Broadway yet! Aren't they coming?' I glance at my watch and respond, 'Just wait; they'll be here in a few minutes.' And every year when they drive by in their parade, it brings tears to my eyes. These magnificent automobiles, in pristine condition, appear on the horizon, pass by, and we are privileged to spend an evening admiring these beautiful pieces of automotive history. I appreciate it more than I can say, and so does the public."



Footnote: The San Diego Packard Club is the only car club at Escondido's Cruisin' Grand™ that has a parade, and the only club with its own police escort! It is also the only car club that parks its cars in year order with their tall grilles facing outward, thereby displaying that look of "Packard Elegance" which owners recognize as the hallmark of these motorcars.

Want proof?

Ask the man who owns one.



I've never been to the place but I reckon you go east at the big Oak tree about 2 miles down the road past the big white house. Keep goin' east about 3 miles across the Muddy Creek bridge. When you come to a big red barn on the north side of the road, that should be the place. Sound your Klaxton and ask for Merle or Ethel.

SENIOR STAFF MEETING

By Steve Ross

Members of the Packard Club of San Diego Senior Staff met Monday July 9 at the Curb Side Café in Vista to discuss the status of world economic issues and the future of the internal combustion engine. This was the second such meeting this year. In attendance were Mr. Karl Ramsing with agricultural expertise; Mr. Richard Schauer, advanced engineering products; educator (and Past President) Mr. Phil Pizzuto; retired noted journalist Mr. Brian Wagner; and Steve Ross, noted for nothing. After a hearty breakfast the group got down to business. Sadly, the topic quickly got off point and the "Sea Stories" began (Navy speak for BS tales) and tattoos. Mr. Schauer brought the meeting to a close and it was decided to meet again later on this year, when it was cooler.



RICHARD WANTS TO KNOW WHAT IS A BREXIT ANYWAY? AND, WHO MAKES IT??



ALL OF THESE CARS HAVE INTERNAL COMBUSTION ENGINES AND WE ARE DAMN SURE OF THAT!

ALAS, NO CHICKEN DINNER WIN!



... in our region, I should say.

This is a 1908 Studebaker "To and Fro" electric powered vehicle used to transport passengers through the underground tunnel between the Senate Office Buildings and the U.S Capital Building from 1908 to 1916. The driver would change sides depending on the direction of travel. The electric motor was powered by 12 six volt batteries.

This vehicle was identified within a matter of hours by a PAC member in another Region, whose name I lost. If you see this please let us know who you are so we can send you your chicken dinner!

YET ANOTHER PACKARD FOLLOWS AL SMITHSON HOME



This 1955 Caribbean convertible followed Al Smithson home from La Mesa on the last cruise night last August. The car had resided for the past decade or so in the College Avenue area of San Diego but was ready for a new "forever home" in "beautiful downtown Golden Hill" where it joined its 1956 '400' hardtop sibling and 1951 '250' Convertible along with four older Packard siblings.

The Caribbean and the '51 Convertible lead the AACA's contingency "back to the 50's" in the recent Fourth of July Parade in Coronado.

This beautiful car has been seen cruising the Gaslamp District and Hillcrest and North Park where it always attracts many "thumbs up" and accolades. GO PACKARDS!!

Please don't ask Al if it's a Pontiac!

WIN A CHICKEN DINNER!

Identify the manufacturer and year of this vehicle and win a chicken dinner. OK just the make.



Hint--- You might see this car somewhere West of Laramie

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.



1949 Packard Super Eight 7-Passenger Limousine, body # 2276. Fully restored. P.I. Circle of Champions winner. Has divider window, 2 radios, R-9 overdrive, over bumpers, Cloisonné hubcaps and fog lights. Located in Escondido. Excellent condition inside & out. Asking \$31,000. Mark Burnside 619-322-9340.

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

info@packardsandiego.com

Plastic wrap for a car is nothing new. From the photo it looks like a 54 "Studie" Coupe and perhaps a Buick have been adored with the authentic (not the fake Scottish plaid) Scottish plaid. Note this also comes in a *Saucy Polka Dots!!* WOW. And the AD says, it washes off easily with aviation gasoline, which is really easy to find.

Boing-G-G-G!

FASHION-PLATE YOUR CAR WITH
THESE GIANT DECALS IN
AUTHENTIC SCOTCH PLAIDS!

"CAR-D-CAL" is the *very latest* automotive sensation—straight from the nation's custom car capital... rich, vivid, four-color *Tartan Plaids* or saucy *Polka-Dots* that add a bit of *WOW!* to any car—stock, custom, or sports. Easy to apply... just follow simple directions. Choose from dozens of illustrated style suggestions furnished with each kit, or work out your own custom ideas. Will not injure car paint. Washes off easily with Aviation gasoline... change color or plaid areas whenever you like. Make yours the best dressed car in town—send for your Giant Decal Kit *today*.

A Styling Sensation

Easy to apply

Fine for fenders

Rich Color Contrasts

Makes Smart Interiors

CRAZY for Station-Wagons

Each plaid is a combination of four colors, with red, or green, dominant. Specify which dominant color you prefer.

DEALERS: Write on your letterhead for information.

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Gentlemen, Please rush my Giant Decal Kit today.

☐ Kit A (\$9.95) ☐ Red ☐ Green
 ☐ Kit B (\$19.95) ☐ Red ☐ Green
 ☐ Kit C (\$9.95) ☐ Red ☐ Green ☐ Yellow ☐ White

☐ Cash enclosed; ship prepaid
 ☐ Bill drawn on my bank

Name _____
 Address _____
 City _____ Zone _____

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
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

A 1910 Pickard. No, this is not a typo, for once. It is a real 1910 Pickard. The Pickard Brothers had a Machine shop in Brockton, Mass. and like most other car guys they worked on bicycles and other machines. In 1903 they decided to build their own car.



This model is powered by a four-cylinder air-cooled engine producing 25 hp and could propel the automobile up to speeds of 50-55 mph. This model sold for \$1,500.00. It had camel hair lined brakes?! (I am still thinking about that.)

Fifty-two models of this Pickard were built, and this is the only one known to exist. The company fell on hard times beginning in 1910 and ceased to exist in 1912.

Owners are David and Denise Pickard, relatives of the builders.