



PREDICTOR

The monthly newsletter of the Packard Club of San Diego

-September 2018 -



1934 LaBaron model 1106 Sport Coupe

In the mid 1930's automobiles become more than just a means of transportation but more about design. The pinnacle was 1934 when automobiles designs were "works of art". Even the 1934 Ford was designed with a flair. These cars continue to sell at a premium at vintage car auctions.

- September 22 The Great Donut Pusher Driving Tour – Page 9
- October 13 Oktoberfest BBQ and Technical Session at the Garage – Page 10
- November 3 Wine Country Tour – Page 10

OUR HERITAGE

From the April 1976 Predictor

MARCH PICNIC TOUR

San Diego Packards International held its Rites of Spring last March 20 with a joint tour and picnic with the Studebaker Drivers Club. A warm, sunny day, a leisurely drive, and oodles of good food helped make it a tremendous success for all those who attended. Both clubs met at the Parkway Plaza Shopping Center in El Cajon and then took a relaxing drive out to El Monte Park in Lakeside. Those attending our first tour for 1976 were Mike & Jan Alvarez, Lloyd & Laura King, Walt Eastman, Mr. & Mrs. Bill Belknap, Joe & Pauline Whitaker, Tony & Helen Paradowski, Bert Poulin & Family, and Mark Rothermich. After a delicious lunch and a touch of Bill Belknap's "High Octane" Punch, the members held discussions on the various cars in attendance. By the end of the afternoon, all agreed that we couldn't have had a better day.

+

SUNDAY BRUNCH AND TOUR

April 25

For our April event, SD-PI will tour to see San Diego's Maritime Museum at the Embarcadero. Our tourleader will be our President, John Riess. The Club will rally in Mission Valley at the Red Candle Steak House, 875 Hotel Circle, next to the Mission Valley Inn at 12:30. (For those of you who would like to have lunch before the tour, try their Sunday Brunch—it's highly recommended and quite reasonable at \$3.75 for adults.)

Afterwards, John will take us on a short tour, winding up at the Embarcadero. There, John and his wife Freida will give the club members a guided tour of the Star of India, the ferryboat Berkeley, and the steam yacht Medea. The club has been able to obtain a discount on the regular price: Adults—\$1.75, children 12 & under \$.50, children under 5 are free. Admission will be collected there. Please plan to attend—it should be an interesting afternoon!

HISTORY LESSON:

1900 production was 3 roadsters	
1901 " 5 "	
1902 & 3	124 touring
1904 & 5	610 touring
1904 & 5	727 touring limos.
1911 & 12	1250 in 7 bodies
1923 to 1925	Single 6 9611 built in 8 body styles
1936 & 37	115 C 6 cylinder 65,400 in 8 body styles
1936 & 37	120 C 8 cylinder 50,100 in 9 body styles
1940	110 62,560 in 6 body styles
1940	120 28,269 in 9 body styles
1940	160 5,662 in 9 body styles
1940	180 Custom Super 8 1,900 in 10 body styles

The Clipper name was dropped after the 1947 production and not reinstated until 1953.

Note the Sunday Brunch is a whopping \$3.75 for adults. I swear to God I do not remember a brunch ever being that inexpensive.

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September 2018

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REGIONAL DIRECTOR'S MESSAGE

By Richard Schauer



Clearly the highlight of August was our Summer Social, highlighted by recognition of our "founding fathers". Two of the five were able to attend the party, those being The Honorable Terry Knoepp and Mr. Ken Yankee. Were it not for them and other Packard lovers back in 1976, I would not be sitting here writing this note to you now (see article in this Predictor). The party at Tim's was first class. Who can say no to warm hospitality, great company, excellent fare, and a view outside to die for...and Packard cars to boot!

In spite of the recent hot muggy weather Packards keep on rollin'. Another impromptu breakfast took place at the Curbside Café in Vista in honor of Phil Pizzuto, who returned to his school classroom shortly after (plus the usual reason which is ANY reason to take the Packard out for a spin). Then on August 24-26 Steve and Carol Ross made the trek to Monterey to scope out the fabulous cars gathered there for the Pebble Beach Concours. If you have not already signed up for The Great Donut Pusher Tour on September 22, registration is literally as easy as one click on your PC. October 13 is our Oktoberfest Technical Session at the Pestotnik-Woolsey garage in San Marcos (see article in this Predictor), where there will be featured brats, beer, beverage, and bull. We will welcome the fall season in good form. Bring your Packard!

Keep November 10 clear for a serious wine tasting tour, featuring a trip to the Temecula Olive Oil Factory followed by a drive through the back country town of Warner Springs, then down Highland Valley Road to one of the fabulous wineries. The fall air should help our Packard engines run nice and cool at the higher elevations.

It is time for the annual election of officers. This year, the offices open are Assistant Regional Director and Secretary, each to serve for a two year term. A committee was formed consistent with club Bylaws to manage and carry out the election process, headed by past President Mark Burnside and including past President Phil Pizzuto, and club member Tom O'Hara. We solicit interested parties for these positions to keep us fresh with new people and new ideas. See article later in this Predictor. Come be a part of an excellent team, giving back to our members and our Packard community.



UPCOMING ELECTION FOR BOARD OF DIRECTORS

By Mark Burnside

Our new PAC bylaws state:

Section 2. ELECTION AND TERM OF OFFICE.

*Officers shall be elected by the membership at the November meeting from a list of candidates recommended by the Nominating Committee and any individuals nominated from the floor as authorized in these Bylaws. All officers shall serve a two (2) year term commencing January 1st and ending December 31st. The offices of Regional Director and Treasurer shall be elected in November of odd years, with their terms of office commencing January 1 of even years. The offices of **Assistant Regional Director** and **Secretary** shall be elected in November of even years, with their terms of office commencing January 1 of odd years.*

I was appointed by Regional Director Richard Schauer to chair the Nominating Committee. Serving with me on that committee are Phil Pizzuto and Tom O'Hara. Per the paragraph above, we are to present a slate of recommended candidates for the offices of **Assistant Regional Director** and **Secretary** for an election to be held in November of this year. The elected officers will serve on the PCSD board of directors from January 1, 2019 through December 31, 2020.

Our bylaws go on to describe the duties of these elected officers as follows:

Section 5. DUTIES OF ELECTED OFFICERS.

Assistant-Regional Director.

In the absence of the Regional Director, or in the event of his inability or refusal to act, the Assistant-Regional Director shall perform all the duties of the Regional Director, and when so acting shall have all the powers of, and be subject to all the restrictions on, the Regional Director. The Assistant-Regional Director shall perform all other duties which may be prescribed by the Board of Directors.

Secretary.

The Secretary shall keep the Minutes and maintain a record of all meetings of the Board of Directors and of any other proceeding or meetings upon the direction of the Regional Director. The Secretary shall file all documents and essential correspondence and shall conduct correspondence of the Region as required. The Secretary shall have custody of the Bylaws and minutes.

The Nominating Committee met on August 29, 2018 to discuss and develop the required slate of candidates for this election. The first step is to publicize the upcoming election and present any and all members with the opportunity to step forward or volunteer to run for **Assistant Regional Director** or **Secretary** and serve in that position for a period 2 years if elected by a vote of the membership.

Accordingly, if you have interest in running for election and serving on the board in either of these capacities, please contact any of the members of the Nominating Committee:

Mark Burnside | 619-322-9340 | markburnside@cox.net
Phil Pizzuto | 760 207-4613 | hppizzuto@sbcglobal.net
Tom O'Hara | 858 229-8414 | tom@gonebananasbeachwear.com

Please feel free to contact any of us, even you have a simple question about the duties, roles, or responsibilities of serving on the board. The Nominating Committee will present its slate of recommended candidates at the September 11th meeting of the PCSD board of directors.



MEMBERSHIP SOCIAL - August 11, 2018

By Richard Schauer



When you look into the face of Ken Yankee and Terry Knoepp, you see two honored heroes in the history of our club. They are two kind and dignified gentlemen. Most importantly, they are part of a group of men who, in the spring of 1976, got together because of their love and passion for the Packard automobile and formed a club to pursue their shared interests. Terry was a founder and Ken was a charter member. Ken, Terry, and others not only started the San Diego Region but they actively supported the new club, working for years to make it successful and thriving. For example, Ken served on the board of directors for 16 years in the capacities of Technical Advisor, Projects Chairman, and Treasurer. The torch is passed on to us, and it is entirely just and fitting that we honor them.

Honoring our founders was the hit of the day at this all membership meet. Sadly, two additional founders were unable to attend due to health reasons: Colin Fort and Lance "Dutch" Parker. Also unavailable for recognition was Mark Rothermich. What unfolded was an awesome blending of long time members and new ones. This is the third year we have held this social event for members and it continues to grow. Several club veterans have pointed out that for too long the club drifted away from membership gatherings such as this one. We corrected that. You can look for us to continue this event.

Ken and Terry were presented with beautiful plaques recognizing their new status as Honorary Lifetime Members which entitles them to free membership to the San Diego Region for the rest of their lives, with all rights of full membership. The same applies to Founders Colin Fort, Dutch Parker and Mark Rothermich. Ken and Terry were humbled by the recognition; they are truly modest in nature and I'm sure do not view themselves as anything special.

Tim's home quickly became a beehive of activity that warm Saturday morning. The meal was much anticipated, as once again marinated tri-tip was served.



The Chief Cook was our very own Paul Santy, handsomely adorned in hat and apron. He had to chase away many drooling people who would have loved to snatch a piece of the roasting tri-tip. Catherine Woolsey brought a huge jug of potato salad.

Carol Ross came toting two huge watermelons. Karl Ramsing was up all night baking his brownies. Dale and Debbie Costanzo brought butterscotch brownies. Richard Schauer made up a big kettle of baked beans, while Karen Schauer came with chocolate chip cookies. Mark Burnside brought a papaya-coconut cake baked by wife Sydney. No one went home hungry. Tim's neighbor, Anna was the gracious hostess. I heard a

number 38 tossed out there...thirty-eight attendees. We were so glad to see new members such as Joel Fisler, Mike Nadeau, and Steve and Jordon Freeman. Members we don't see all that often attended, including Ralph McNeil, Dale and Debbie Costanzo, Ron Steffey, and Mark and Hiroko Ballerini (though Mark has staged a "comeback" in 2018, and intends to attend more functions). Ultimately, it was time to go home. But look for a repeat next year. This event is a winner!



Mr. Ken Yankee



Four Packard ladies Lupita, Hiroko, Peqqv and Kathy



The Chef Paul Santy and his wife Kathy



Mark and Hiroko Ballerini, Paul Santy Terry Knoepp, and Ken Yankee. Chef Paul was giving out samples and folks were tending to gather around the barbecue. Hiroko has a platter of watermelon for the Chef.



OK, Tim is on his knees as Anna smiles and Karl look on with what seems to be some concern. Tim could be practicing for a proposal, but I believe he is cleaning up after a leaking cooler



Lunch is served. This is the first wave



Debbi and Dale Costanzo



Joel Fisler and Jim Woolsey.
I wonder if they are talking
about cars??



Jennifer Steffey enjoys a
bit of watermelon



Making sure Anna is doing
the preparation correctly.



Facing camera is Ron Steffey
and Ralph McNeil. Looking at
the backs of Jennifer Steffey
and Karen Schauer



Past President Steve Ross discussing Pebble
Beach with Amy and Gary Marchetti.



Peggy Ramsing arriving
with her wine contribution

Richard
carves the tri-
tip as Tim
looks on and
Mark Ballerini
makes a
point. Mark
Burnside is
chatting with
someone.



Karl Ramsing
and Lupita
Halluska.
Karl has a
brownie in
one hand and
a cookie in
the other the
other!





Steve Halluska is photographed as his wife Lupita takes a photo in background



Jennifer Steffey, Kathy Santy, and Catherine Woolsey. Hiroko with back to camera talking to Richard



Ken Yankee arriving with his chauffeur Mark Burnside



Ken Yankee and Terry Knoepp holding their plaques with Regional Director Richard Schauer.



The five plaques ready for presentation to our Honorary Lifetime Members

THE GREAT DONUT PUSHER DRIVING TOUR - SEPTEMBER 22, 2018

by Mark Burnside

NOW HEAR THIS: The Packard Club of San Diego will stage a true Packard driving tour where we will focus on these treasured club experiences: A) Driving our Packards B) Meeting and socializing with other Packard Club of San Diego Members, and C) Sampling the best donuts that San Diego has to offer along the way. This tour brings a new meaning to the expression "rolling donut". Here are the 5-W details:

1) WHO: YOU, your guests and fellow members of the Packard of Club of San Diego

2) WHAT: The **Great Donut Pusher Driving Tour** where we pilot our Packards with our donut pushers (hood ornaments) leading our fine motorcars to the next (what else?) **donut shop** on our tour.

3) WHERE: It's 42 miles of beautiful back-roads (no freeway driving) starting in Escondido at [Peterson's Donut Corner](#) and proceeding past Lake Hodges, through Rancho Santa Fe, past Fairbanks Ranch and Black Mountain Ranch and stopping at donut shop #2: [Donut Touch](#) (Packard owners often see this as "Do Not Touch"). After our second sugar-induced high it's back into our classics and back on the road where we cruise by Black Mountain Open Space Park, Torrey Highlands, Fairbanks Ranch Country Club, Manchester Preserve Hiking Trails, and San Elijo Lagoon before arriving at donut shop #3: [VG Donuts](#) where the letters "VG" stand for **Very Good** and they aren't kidding. More great donuts for our tour!



Our final stop is lunch at [Cardiff Beach Bar @ Tower 13](#). (It's across the street from the Chart House, a lunch stop on our famous garage tour back in March of 2006.) We have reserved the patio room for our group so we can have a nice private lunch in a quiet scenic environment. They serve excellent food (4+ stars on Yelp) and they have 27 different beers on tap.



4) WHEN: The fun starts at 8:30 am on Saturday September 22nd. We'll all at meet at:

Peterson's Donut Corner | 903 S Escondido Blvd (between 9th Ave & 10th Ave) | Escondido, CA

5) WHY: Because we enjoy driving our Packards and we enjoy the company of fellow club members. It's also a safe bet that all, or almost all, of us enjoy a top-quality, good-tasting donut on a Saturday morning.

Do not miss the **Great Donut Pusher Driving Tour**. We have planned some very special surprise Packard-only events along the way. Don't be a 'donuthole'. Join us on this tour and drive your Packard to enjoy the 'glazing-on-the-donut' activities.

TO SIGNUP: [CLICK HERE](#) TO REGISTER ONLINE

Or RSVP directly to Mark Burnside: 619-322-9340 | <mailto:markburnside@cox.net>

Looking forward to see you at the **Great Donut Pusher Driving Tour** on September 22nd!

NOTE: This tour is free to all PCSD members. However, all donuts and lunch are 'Dutch Treat' for you and those in your party.

OKTOBERFEST BBQ with TECHNICAL SESSION



Here is another "first" for our region, a genuine German fall classic. Come join the fun for **bratwurst**, **beer**, and plenty of **Packard** b.s. (that is code for car talk). There will be a technical session by Jim Woolsey so bring your Packard, ask technical questions from our experts and learn a few new things.

**Where: The Garage of Tim Pestotnik and Jim Woolsey
120 N. Pacific Street, San Marcos, CA, unit G-2**

Time: 10:00 to 2:00 or whenever

Better RSVP so we can plan food: packard1934@sbcglobal.net, Richard Schauer at 760-740-9188

PS. Bring a chair!



Wine Tasting Tour...and more

Saturday November 10, 2018

By Richard Schauer

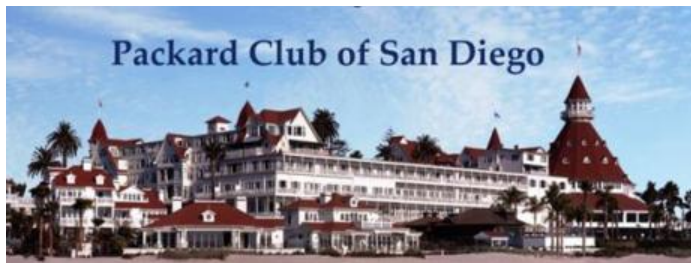
SAVE THE DATE! Come join a serious fall tour of the San Diego County back country. Starting with a tour/tasting at the Temecula Olive Oil Factory, the drive takes us through Warner Springs, to Santa Ysabel, and down the mountain to Ramona and one of the fabulous wineries along Highland Valley Road. Look for more information soon.



WEBMASTER'S CORNER

by Mark Burnside

Our new website rolled out on January 1, 2018 and continues to grow in usefulness and content. There are four areas where significant time and effort was invested since then to maximize the usefulness of the site to you, the club member. Granted, much of the website is available to the general public, however, the Members Only section also has a great deal of new and useful information. In this article, I would like to review the new content developed since January in both the public area and the Members Only area.



ARCHIVAL INFORMATION FROM OUR HISTORIAN, BRIAN WAGNER

For all of its 42-year history, the club has had a Board position called Historian. That individual is responsible for collecting, cataloging, and maintaining a variety of different types of information generated or procured by the club. Much of it documents club activities, tours, and events in the form of photos, Predictors, rosters, and minutes of meetings. Also included in the archives are Packard articles, Service Letters, and owner's manuals. Until early 2018 all of this information resided in two full-size file cabinets that lived in the garage of whoever was the historian at the time. Rarely, if ever, did any of this information see the light of day. Some of the documents are much older than the 42-year history of the club.

At the January board meeting, I asked Historian Brian Wagner if I could borrow all Predictors from the archives along with all technical articles and documents. My intention was to release all of this information from captivity in the file cabinets and make it available online to all club members. He brought to the February Board meeting a cloth shopping bag containing 3 large binders of Predictors and club rosters. He also brought a cardboard filing box containing a large number of Packard articles, Service Letters, and owner's manuals. The 3 binders contained a nearly complete record of Predictors and rosters covering the period of 1976 to 1998. Historians during that period had done a stellar job every year. Beginning in 1999, however, we had a large gap in rosters and Predictors that ran through mid-2005. Fortunately, digital versions of the 2005 to present Predictors existed on my computer.

Predictors

I set about the task of scanning the 23 years of Predictors from 1976 to 1998 (not quite 250 of them) and posting them on the website in the public area. I also posted all digital Predictors for the years from 2005 to present (about 150 of them). Recently, long-time member and past-president Phil Pizzuto loaned me his binder of club documentation which contained most of the Predictors covering the period 2000 to 2005. They are now scanned and posted on the website. As a result, we have every year represented with the exception of 1999. All of these Predictors, from January 1976 to August of 2018, are viewable by clicking on [NEWSLETTER](#) in the navigation bar of the website home page.

This library of 42 years of Predictors is fascinating to read; there are amazing stories and articles that provide refreshing insight into what our club was all about over that time frame. I highly recommend spending a few (otherwise) idle moments scanning through some of them.

Technical Articles

Next up was the many pages of technical Service Letters in the box that Brian provided. Also, the Technical Advisors on the Board for so many years had written outstanding articles on their own that nicely complimented the PMCC technical documents. It was therefore decided to scan all of the paper Packard originated documents and upload them to their own separate section of the website. That was done and a master index was created to each and every technical article - whether it resided in a Packard Service Letter or in a Predictor. That index is now accessible on the Members Only page by clicking on the menu item [Technical Help Library Index](#). The many Service Letters from our archive file cabinets are now liberated and online in an easily indexable format. I encourage you to peruse them at your convenience.

VENDOR REFERRAL LIST

You may recall that our old website had something called a Vendor Referral List. It was a list of vendors of Packard parts or services with whom our members had had direct experience and were willing to write a recommendation for the vendor. We did not accept advertising and the only way for a vendor to get his company listed was by the

initiation of a direct recommendation by a club member. By the end of last year, that list had gotten badly out of date and for that reason it was not carried over to the new website. Fortunately, Project Parts Chairman Paul Santy stepped forward and took charge of updating the list. Vendors no longer in business were removed, new vendors were added, and outdated contact/address information was updated and corrected. I am pleased to say that the new list is now accessible on the website on the Members Only page by clicking on the menu item [Vendor Referral List](#). If you are looking for any local vendor of parts or service for your Packard, this page is the perfect place to start. The index is easily sortable alphabetically by clicking on any column heading. Check it out when you have chance.

PACKARD PARTS STORE

As you probably know, the club has for many years made and sold various Packard parts in order to augment our treasury. Referred to as Project Parts, this effort is headed up by Board Member Paul Santy who has donated his service to the club in this capacity since January 2006. Thank you, Paul!

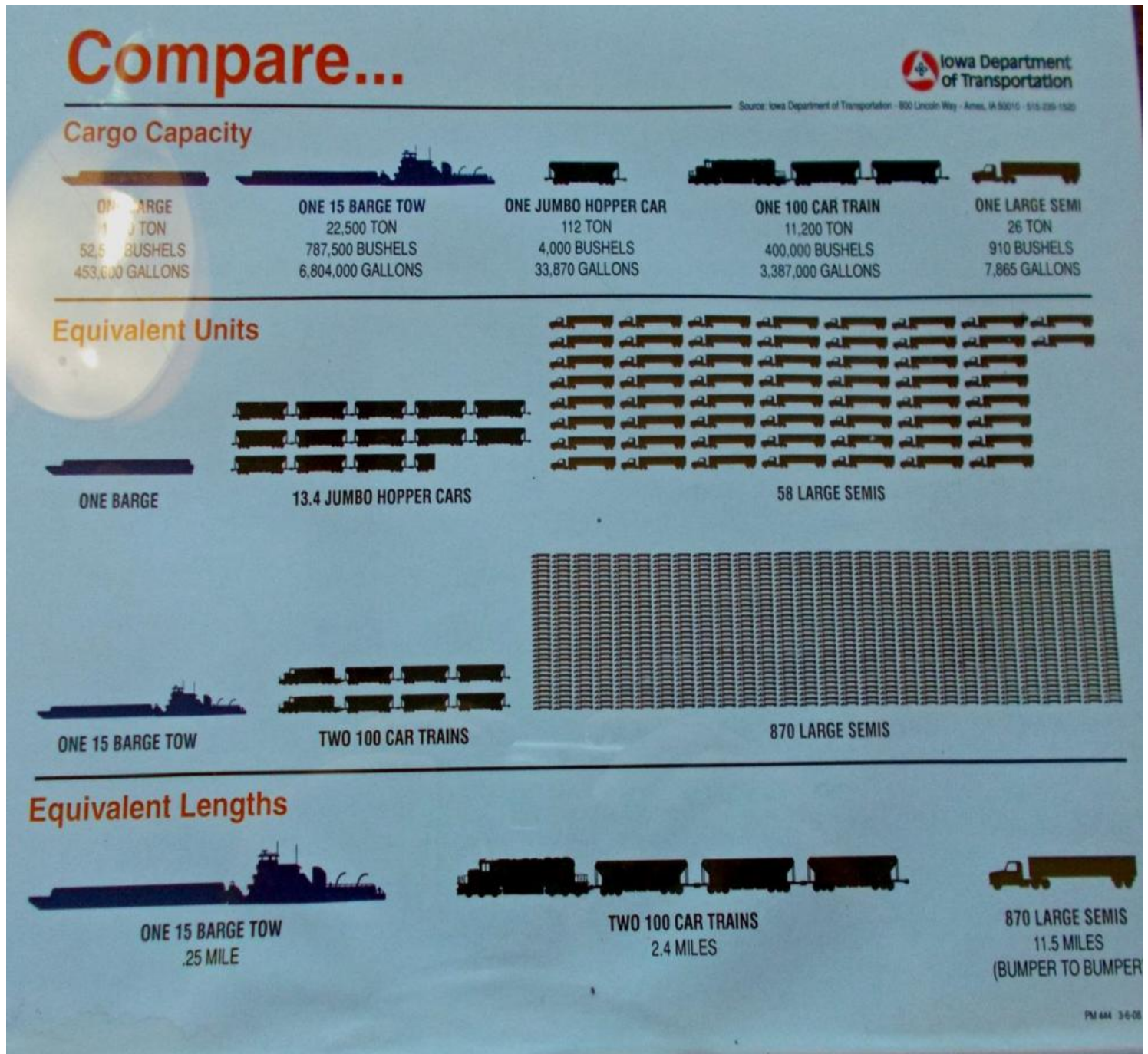
I am pleased to announce that we now have our own online Packard Parts store resident on our website. No more filling out a form and mailing it along with a check to Paul. The new store is accessible from the home page by clicking on [PARTS STORE](#). Parts for sale by our region can be ordered directly from Paul by clicking on the part you want/need, putting it in the shopping cart, and then going to CHECKOUT. Make payment via PayPal and you're DONE. The part is ordered directly from Paul. The store is gaining in popularity as we begin to appear in more search engines, and business from the store is growing every month. Another nice website feature to check out when you have the chance.

WHAT'S NEXT FOR THE WEBSITE?

On our 'To Do' list for the website are several things. They will be done as time and resources permit. Here's what we're thinking of:

- 1) Online membership renewal with payment via credit card or Paypal
- 2) User forum to share/discuss Packard issues and problems with a section to be hosted and moderated by our Technical Advisor
- 3) Online advertising section for our members to advertise items for sale as well as other goods or services that they wish to advertise to our website viewers
- 4) Anything that you, the club member, would like to suggest as a useful feature or function on the site. Just let me know your thoughts.





The most inefficient way of moving goods is by truck, which in the years after WWII became the norm and the interstate highway system added to the convenience of trucking rather than rail.

LOOKING BACK

By Ken Yankee

This letter from Ken Yankee to his mother is from the June 1991 Predictor and was written in 1976. This would indicate it was written 42 years ago. The Packard would have been about 20 years old at that time. Ken said he sold the car a few years ago for quite a lot more than he paid for it.

HOW IT FEELS TO ACQUIRE
YOUR FIRST PACKARD:
Taken from a 15 year old letter
written by Ken Yankee
to his Mother

Dear Mother,

Just a quick note to let you and George know, it seems I've been Packard brainwashed. I've been looking at other cars that I thought I'd be interested in, but nothing excites me like owning an old Packard. I've looked at several. Then I was over at some friends' house last night looking at car ads in Cars and Parts Magazine. They gave me last month's issue. I sat up till midnight looking through it and found this ad. "Packard - 1955 400. Has deteriorated from showroom condition from poor storage, need room. \$1,000." I didn't sleep well last night, got up this morning and called the man who lives about 35 miles from here in a town called Escondido. It was a two door sedan. He was an elderly man living on about a \$200,000 estate with a few other antique cars he had collected. He wants to get rid of all except his Lincoln convertible. The Packard was partially restored, the engine and compartment was all gone through and the car was repainted. He had \$1450 tied up in the car. The sad thing was, he stored it under a canvas tarp and plastic covering. Car covers have to breathe, otherwise they collect moisture under them, resulting in worse deterioration than if it had been left in the open. This was the case with the 400, and had caused all the chrome inside to rust and also ruin the paint on top. He was heartbroken to discover what had happened over the past years while it was in storage. The mice had chewed into

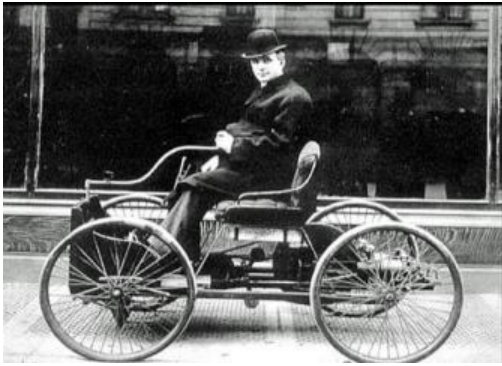
most of the new ignition wires. It couldn't be started, but he assured me it was in fine running condition. I was going to offer him \$800 and may have even paid him the \$1,000, but he really wanted to get it out of his garage. He said he only had one previous response since March advertising, and told me he would sell it to me for \$500. Of course, I immediately told him I'd take it. The engine itself is worth \$600. As a parts car it would be worth \$1000. It is red, has red leather upholstery, power windows, seats, some kind of torsion leveling suspension. I bought some new ignition wires and will have to find someone to go back up there with me to get it back home. Probably tomorrow. I'm too excited to think straight and hope to get most of my home chores done this afternoon, as I'll probably get nothing done for a few days once this Packard is here. Seems like I've been on the go ever since I've been back. More later, Love, Kenneth



LEFT IT BE

By Brian Wagner

In response to all, the phone never stopped ringing with inquiries we received following our last article on the history of driving on the right vs. driving on the left. We will now strive to answer your top of mind questions on why our steering wheel is on the left.



In 1886, Karl Benz produced his first car, the Motorwagen with a steering tiller in the middle. Early cars like the 1896 Ford Quadricycle and the 1901 Oldsmobile Curved Dash used the center-mounted tiller. But as you know, 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. Before 1908, most every car in America had the steering wheel on the right. But Ford changed that in 1908 when they changed its Model T from the steering wheel on the right to the left. Their explanation: "The control is located on the left side, the logical place, for the following reasons: Travelling along the right side of the road the steering wheel on the right side of the car made it necessary to get out on the street side and walk around the car. This is awkward and especially inconvenient if there is a lady to be considered. The control on the left allows you to step out of the car on to the curbing without having had to turn the car around. In the matter of steering with the control on the right, the driver is farthest away from the vehicle he is passing, going in opposite direction; with it on the left side he is able to see even the wheels of the other car and easily avoids danger."

Now Ford might have problems today with the assumption that women would be passengers and not drivers, but it was cleaner for them to enter from the right and safer as they would not be fighting traffic while entering the car.



And they were correct that left side steering was safer since it was easier for the driver to judge oncoming traffic. If you are sitting on the right, it would be a bit of a problem to pass cars: by the time you had pulled out enough to check for oncoming traffic, most of your car would be in the other lane and subject to an immediate lesson in the immutable laws of physics.

Cadillac moved their steering wheel from the right to the left in 1916 and Pierce Arrow was a bit more stubborn, not converting to left side steering until the early 1920's. And the Italians were even more-slow moving. Until the 1960's, many Lancias, even in left hand drive Italy, were manufactured with the steering wheel on the right. The thinking was that their cars were made to be suitable for use on Alpine passes, so the driver, being on the right, could see the edge of the road better. Apparently falling off the edge of the road is a greater danger then head on collisions. And for many years, Italian-built trolley buses had the wheel on the right in order to better observe the passenger doors.

Spanish trucks and buses were also right-hand drive for many years in order to watch for unstable road edges and the Spanish truck and bus manufacturer, Pegaso, was producing vehicles with the wheel on the right into the 1950's.





But to be fair, there are exceptions in our country also. Street sweepers often have the wheel on the right so they can better see the gutter, and our neither snow nor rain, nor heat nor gloom of night postal trucks are right hand drive so the driver can reach the curbside mail boxes.

Now for those preparing to appear on Jeopardy, here is another anomaly. You know those humongous trucks that work in open pit mines and carry three hundred tons of rocks. Well, while their steering wheel is on the left, they also drive on the left. They spend millions on tires and they save money because the driver can better see the edge of the road and avoid costly tire cutting debris



But while the above memorable and Jeopardy worthy examples may be construed to paint a picture of manufacturers sometimes exhibiting willfulness, stubbornness, and general contrariness, it should be noted that the accelerator, brake and clutch positioning for manual transmission cars are universally the same for all makes of vehicles as this is a formally agreed upon international standard. Which means, that alas, this is the last article in the right vs. left series.

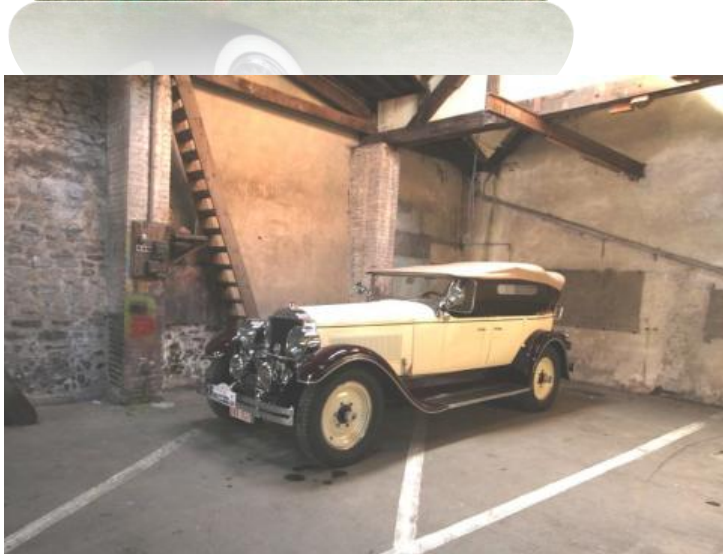


FUN STUFF

By Steve Ross



The Chicken Dinner winner this month is Mr. Fred Puhn for correctly identifying this as a 1936 Delage. It is a D6-70 Figoni et Falascho Milord Cabriolet. Delage was a French built luxury automobile from 1905 until 1953 when they went out of business. In 1935 the company was acquired by Delahaye



Correctly identify the brand of this motor car, year and model plus in what country was this the photo was taken.

First answer to Steve. Ross at inewsx@sbcglobal.net or 619-508-3925 will be the winner of a Chicken Dinner



A fifth wheel for parallel parking. A Packard first that did not catch on. This option was first experimented with in the late twenties-early thirties and it not catch on then either.

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 \$27,900. Mark Burnside 619-322-9340.

1938 Packard 6-Cylinder Engine and 3-Speed Transmission For Sale.

The engine was in running condition when it was removed from the car. It developed a knock which is probably a loose connecting rod. The engine has well under 10K miles on it since being overhauled about 4 years ago. The cylinder head was resurfaced and the cylinders were bored. Then, all new valves & guides and new pistons & rings were installed. The engine rebuild work was performed by Kenyon Machine Shop. The flywheel was resurfaced, and a new clutch & pressure plate and a new throw out bearing were also installed.

These parts are located in San Diego, CA.

Best reasonable offer.

Contact: Jim Pardubsky
jampard@dslextreme.com
858-271-1929

OR Lance Haynes
oldcars@lancedurant.com
858-560-5737

FOR SALE



A plethora of used Packard parts from Bob Steiner collection, fitting '29 and '36 Super Eight models, and some 12-cylinder parts. For an inventory list please contact Richard Schauer at packard1934@sbcglobal.net or call me at 760-740-9188 and I will be happy to send out a list. We also have several dozen 1948-55 Packard parts from the Dutch Parker collection.



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

info@packardsandiego.com

PACKARD PARTICIPATES IN A U.S NAVY SEAL WEDDING

Tim Pestotnik and his 1934 Packard Roadster played a vital role in a United States Navy Seal Team member's wedding Saturday, August 11, 2018. Mr. Tom O'Hara, a Packard Club of San Diego Member and a United States Army Ranger Veteran, also lent a hand in this memorable occasion. Tom was scheduled to use his Packard but alas it sprung a fuel leak at the last minute. This did not slow down the mission as Tom just fired up his vintage 170V Mercedes-Benz and pressed on.



It would appear that the entire Seal Team was at the wedding.



Was this photo taken in 1934 or???

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
SEP	9	Packard and Classic Car Swap Meet	USA World Events Ctr 1525 Sonoma Blvd Vallejo CA	Northern California Packard Club
	22	The Great Donut Pusher Tour	All around San Diego	Mark Burnside
OCT	3-6	Hershey Swap Meet	Hershey, PA	On Your Own
	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>