

San Diego Region

Predictor



President's Message

Steve Ross

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HAPPY NEW YEAR to all of you Packard lovers and drivers. We have just completed a fantastic year of exciting, informative and fun filled activities with our Packard Club. Memorable events I recall were, the membership meet in January, Borrego Springs rallye and overnight stay, Steffey garage tour and wine tasting, the Sunday Drive and the Highway 80 tour. Before anyone yells at me ALL of the other events were super as well, OK. The Mother of all tours was the 5 days in France with Miss Daisy and her owners Mark and Syd. The Christmas/Holiday/end of year party was a huge success as usual. A full report of the festivities is in this Predictor. I hope to see many of you at the Packard's International Annual Membership meet January 27-29, 2112. I have been invited to make a short presentation about our Region. I have been given three minutes to tell the world about our great group of Packard lovers. I might be able to do a good job in 30 minutes.

The board will be having the annual planning meeting this month to plan another fun filled year of Packard enjoyment. Please send me or any board member your ideas and wishes for the coming year.



Helo mon nom est jaque ne parlent pas français.
My name is Miss Daisy tee hee

Oh pardon me, would you like to Rallye?
Yes! I love to Rallye

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Find P.I. San Diego information, links
to P.I. Chapters & P.I. National Events

FOR SALE – CARS AND PARTS



'38 Opera CPE Model 110. In running condition, was restored about 40 years ago \$15,000
Tony Paradowski
619-267-4096 9/11

Losing garage space, must sell:
'55 Super Clipper Constellation
'55 Super Clipper Constellation
'56 Clipper Deluxe (not complete)
'57 "57L-P8 Clipper

Donald Smith, 619-281-4733
3510 33rd St., San Diego, CA 92104

For P.I. – San Diego Members:

Do you have a collector car or parts for sale? To place an ad in our newsletter, send an e-mail to Kira Campana at kcampana9192@gmail.com

If you have an e-mail address at home or work, but get your newsletter by regular mail, e-mail Kira Campana to be placed on our email list.

'56 Packard Patrician sedan, ext. blue, int. blue, good condition, \$8,500;
217-443-0014, 4/11
michael.dogpack.dubois@gmail.com

'22 Packard Touring, ext. deep royal blue, int. black, straight six, easily started, #30396, \$45,990; 800-600-2262, specialtysales.com 4/11

'40 Packard Super 8 160 Coupe, maroon, o.d., sidemounts, trunk rack, restored CA car, \$58,500
Tom at 253-941-3454 6/11

'38 Packard "six" 4 dr not running, complete, not bad, engine cranks on starter-good oil pres. No compression. Includes extra parts. #3500 or offer. C D Finney 858-755-7206 10/11

Members: Your Board needs your Recommended Services/Parts persons or firms that you have had favorable dealings with during restoration and preservation of your Packards. Please send person/firm (name/address/phone number) to Mark Burnside at markburnside@cox.net where he will post this on our updated website. We are also accumulating a list to publish for your use – Karl Ramsing

'51 Packard Patrician 400, black, rust free, good chrome, original headliner & upholstery, recent mechanical repairs, \$17,000; 925-743-9897, rjmatthews@comcast.net 5/11

'49 Packard Custom 8, Sednet. repainted Packard Blue, 3 speed with Overdrive, renewed gas tank, new battery. Original interior \$20,500 Irvine, California, Tel: (949) 246-1413. 7/11

'55 Packard 400 Hardtop, engine runs, excellent sheet metal, torsion suspension works, located in SoCal; Gil at 951-272-3351 5/11

'48 Packard Patrician . Interior has been re-done
619-546-4778 7/11

'49 Packard Super Eight, 23rd Series, blue, engine runs, excellent sheet metal, will not part out, make offer, 951-272-3351, ask for Gil 5/11

'53 Packard 300 Cavalier. \$2500 Call Devon 760-622-1040 10/11

'53 Packard Convertible, black ext., white top, black/red int., chrome wires, restored southwest car, new hydraulics, top, drive-line, asking \$38,500
Tom at 253-941-3454 6/11

'55-'56 Packard parts for sale: parting out a '56 Patrician, including rebuilt engine, overdrive transmission, etc. Also parts from '55 Patrician, '56 Executive, and '56 Clipper; trunk lock assembly, two 352 c.i. engines, one 374 c.i. engine, rebuilt Chrysler 727 transmission-fits Ultra-torque for V-8's, V-8 senior tail lights, load leveling motors, 4-barrel carb, instrument panel with gauges-probably from Executive, third member for '55 Patrician-missing left axle, plus other misc. parts. Robert Dougherty, 858-748-2228, P.O. Box 337, Poway, CA 92074

'39 Packard 110 Touring Sedan, side mounts, fender skirts, visor, garaged since '85, contact: msgs967@live.com 3/11

'41 Packard Rollson 180 All Weather Cabriolet, CCCA National Winner, Frank Childs at 561-578-0319; P.I. Website 3/11

Buy Packard parts at the packardsandiego.org website

'20 Packard Touring, great running and driving with no rust! With a 3 speed transmission \$34,950
Beverly Hills Motor Cars 619-232-6864 9/11

See McLellan's Automotive History for Packard Sales Literature, Dealer Literature, Magazines, Out-of-Print Books, Manuals & Memorabilia. 713-772-3285 or mclellansautomotive.com

'37 Packard 120 Convertible Coupe, trunk rack, fender skirts, recent tune-up, service and drive-line, \$73,500
Tom at 253-941-3454 6/11

Check these two websites for Packard Information:
Packardinfo.com yesterdays-cars.com/Packard_clubs.htm

A BIT OF HISTORY

SIR STERLING MOSS and the 300SLR

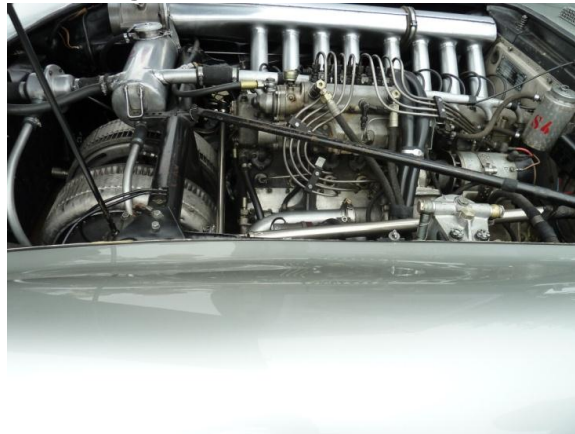
Sir Sterling Moss drove the 1955 Mercedes Benz 300SLR, number 722, to victory in the 1955 Mille Miglia setting a record of 97.96 MPH. The speed is significant as the Mille Miglia road is similar to driving the back roads to Julian. As most racing fans know the car was numbered 722 because that is the time that Stirling and navigator Denis Jenkinson departed at 7:22 A.M. Other notable drivers in this race were Juan Fangio, Hans Herrmann and Karl Kling all driving for Mercedes Benz. Juan Fangio and Karl Kling drove the race solo with no navigator.

I had the privilege of seeing this car at Pebble Beach this year as well as Sir Sterling Moss. The race car was brought over from Stuttgart for the 125th anniversary of Mercedes Benz. A driver and engineer from Stuttgart told me the car was there and I was very surprised because when the car was placed in the Museum in Stuttgart Mercedes Benz said the car would never leave the museum again. What is that phrase "never say never"? I saw the SLR being driven onto the field early Sunday morning. WOW what a sight and all the great engine noise to go with it. It sounded like Nitro Night at Cruisn Grand all by itself. The SLR won the Mille Miglia award and arrangements had been made for Sir Sterling to drive the car onto the podium to receive the award. The car had been started and warmed up prior to Sir Sterling driving it. The beast does not like to run cold and really doesn't like to idle. Sir Sterling got into the car like a 30 year old, he started it up and drove like he was ready to run another Mille Miglia. Sir Sterling is 82 years of age and retired from racing this year! This is a sight that in all probability will never occur again. The car that won a major race 56 years ago driven by the man who drove the car to victory. The Mille Miglia began in 1927 and ended in 1957 due to a fatal crash. In essence the race was determined to be too dangerous. Since 1977, the name was revived as the *Mille Miglia Storica*, a parade for pre-1957 cars that takes several days.

A short list of specifications for the purist. A 2.58 Liter fuel injected engine developing 310 HP, 235 Ft Lbs of torque with a top speed of 180 MPH. It was equipped with inboard drum brakes. The frame is magnesium-alloy with a Dry weight of 1940 pounds. In the Mille Miglia Moss carried over nine gallons of oil and 70 gallons of fuel with a mixture of 65% gasoline and 35% benzene. The magnesium-alloy body contributed to the highest-fatality accident in the history of motorsport at the 1955 twenty four hour La Mans race. The fire crews put water on the fire which just made the magnesium burn faster.



Inboard drum brakes



Engine bay.



Sir Sterling Moss and Ernst Lieb driving
to podium to receive the Mille Miglia Award

Sterling Moss then

Packard's International Membership Meet January 27-29, 2112

Steve Ross

The annual PI Membership meet is this month. This is a premier event for us Packard folks and we always get to see rare, vintage Packard's. The Saturday night dinner is fun especially if a lot of people from your region are there. Briefly, the schedule of events is: Friday bus tour to the Gen Lyons air Museum with dinner Friday night. Saturday is judging and awards ceremony banquet Saturday night. Sunday is the famous Packard swap meet. This year the Packard bodied by Dietrich is being honored. For more information go the PI website, call me or Mark Burnside. Se ya there. Can you spot the differences between these two body styles? Look the same to me.



1931 Packard 840 Dietrich Victoria Convertible



1931 Packard Waterhouse Convertible Victoria

Christmas Party Report

Lazy h Steak House in Pauma Valley

By Richard Schauer

We have been there before. We know the place, the people, the food...why go?
Answer: Because it is always such a good time!

Missing our revered club president, though Steve made all the arrangements with the owner and staff, the dinner plowed ahead without him. Steve is so over-committed I have heard talk that the scientists that are working to clone a 10,000 year old woolly mammoth have taken on the project of doing so with our prez... Ok, let's not have any wise-acre replies about how the two projects are closely linked. Anyway, we did miss Steve.



THE TABLE IS READY AND SYD KIRKLAND AWAITS THE GANG

Populated by the "usual suspects" the luncheon at least for me is a great opportunity to spend time with members I seldom see. This year new member Richard (Dick) Walworth attended with his son Tim and his wife Marci. Dick is working ardently on his "barn find" 1931 standard 8 businessman's coupe. We all look forward to the car's debut with great anticipation. On good authority we know his car is one of perhaps 6 or 7 such models known to have survived. It will be a "heart breaker and life taker" when it is unveiled in 2012. Heather and Phil Pizzuto attended, bringing the famous Blue Bomb, which as everyone knows is anything but... Phil looked grand in a full (though well trimmed) beard. Add the Santa ho-ho hat and Phil could (I say could) be mistaken for one of Santa's elves. Oh yes, and Phil's hat is animated; it has lights and the tasseled top flips from side to side...or maybe I didn't see that set of strings Phil had going down each sleeve...hmmmmmm, I have been fooled before. Brian Wagner brought his 1940 touring sedan, which exhibited strong indicators of a needle-in-the-red-zone-about-to-fail water pump problem; fortunately Brian returned home safely, though I understand his neighbors lodged a complaint with the HOA about all the noise. Karl Ramsing brought his beautiful '29 runabout, which always draws a fine crowd of admirers and Karl did not have any water pump problem. It was a bit of a toss up as to who drove the farthest, Gary and Ann Wysong, or Larry and Arvilla Johnson. This time Ron and Cherrie Steffey brought the Bentley. We still mourn for their breakdown last September driving down for Cruisin' Grand. The rest of us "also-ran" members brought our NON-Packards, as usual, and that includes the Burnsides, Forts, Santys, Napora, and Costanzos.

The prime rib was up to its usual excellent level of quality. Karen was unable to attend but I brought a "dinner to go". Upon arriving home I found her pacing the floor waiting...no, not for me, but for the prime rib. It was devoured in about 3 minutes flat. Our afternoon's entertainment was provided with great enthusiasm by our hostess Heather, seen in the photo swatting flies, who were a great pest (the flies, not Heather), while we cheered her on. Everyone covered

their food, though, just in case the fly wanted to make one last flight. It was great fun, and Heather was a very good sport about the whole thing. Could it be she has gotten used to the Packard Club??? Oh, my.



A FLYING INTERLOPER IS INTERCEPTED BY HEATHER



MARK BURNSIDES BEGINS THE INFAMOUS GIFT EXCHANGE

Acknowledgements were given after dinner for those members who have made and continually make great contributions to the club:

- ✓ Steve Ross, who provides leadership and direction for our club.
- ✓ Ron Steffey, VP, who with his wife Cherrie hosted the club for a garage tour and Temecula wine country tour we are still talking about.
- ✓ Karl Ramsing, our tireless membership chair who everyone dearly loves, who sponsored a visit to Les Hill before he passed away. Karl also has taken a leadership role in purchasing a brick on the Wall of Fame at the Packard Museum in Warren, Ohio, in honor of Mr. Hill. At a cost of \$500, a plaque will be provided with Les Hill's name, Founder, PI San Diego Region. Anyone wishing to contribute to Les Hill's brick please send a check to Karl Ramsing.
- ✓ Paul Santy, Projects chair without whose parts sales the club would be on the street corner with a cardboard sign saying "Need \$\$\$\$ to drive Packard". Paul also led and hosted the club for a tour of the Decorative Metal Finishing plant in Escondido.
- ✓ Brian Wagner, historian and scribe, a kind and gentle man whose writing skills make the rest of us look like kindergarten students.
- ✓ Mark Burnside, who is so busy I don't know how he does it: Web master, rep on P.I's national board, who organized and lead in its entirety the recent Cruisin' Grand event, and last June during their trip to France for the Normandy Packard club gathering Mark sent daily news letters and photos, keeping us literally on the edge of our seats.
- ✓ Scott Napora, recovering from heart surgery, hosted the November tour of the San Diego Police Museum.
- ✓ Larry and Arvilla Johnson, who organized and led the October old Highway 80 tour, hosting the club afterward to a sumptuous lunch.
- ✓ Colin Fort organized a tour of the J. B. Biddle high performance shop in Kearny Mesa.



**BRIAN WAGNER WINS A WRAP??
WONDER IF IT GOT STOLEN BY A FELLOW PACKARDITE**

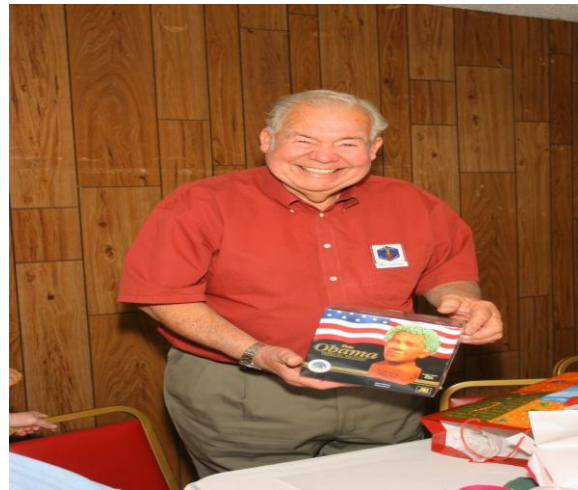


**IS BRIAN COVETING RICHARDS GIFT—DID HE TRADE
OFF THE SHAWL?**

It was announced that the planning meeting is set for January 21, 2012. Ideas for events/tours next year are solicited from all members. As most of you know the board incorporates as many ideas as the calendar will allow. Next, the San Diego Region board remains unchanged for the 2012 year. It is important to remember this is a club of, by, and for the members. This is amply illustrated by the many and varied contributions people made in 2011. Our members do not sit back and wait to be entertained. They come forth with ideas, pitch in, sponsor tours, bring food, and give of themselves. That is the character of people who populate this club.



Anyone for a tool set



Dick Walworth and his Presidential Chia

The afternoon was finished off with the traditional gift exchange, and vigorous gift stealing took place this year, too. Absolutely the hit gift was the Chia Pet, won by Dick Walworth, a bust of President Obama. You had to be there; it brought the house down, we all laughed so hard.



Paul Santy debates whether or not to take Phil & Heather Pizzuto's gift



Colin is excited about his book

So, we all said goodbye and wished everyone a very Merry Christmas. There is so much to look forward to in 2012.



Phil Pizzuto and the Blue Bomb

2012 Event Calendar

<u>Date</u>	<u>Region</u>	<u>Title</u>	<u>Location</u>	<u>Tour Leader</u>
Jan. 27-29	Orange County, CA	Packard International Membership Meet	Double Tree Hotel	Steve Ross

Note: This is not the complete 2012 event calendar. In the February edition there will be a completed and updated calendar for the new year!