



PRESIDENT'S THOUGHTS

by Steve Ross



SOMEWHERE WEST OF LARAMIE

Nothing is sweeter than rolling down the highway in a smooth running Packard. What I enjoy about driving the less modern car is the feel of the road and all the moving parts doing their job in smooth unison.

You can almost always detect that little click that is not supposed to be there. Without the modern day power equipment one definitely has a "feel" for the road. The steering provides a feedback that will let you know almost immediately when you are in trouble. Braking gives a responsive feedback letting you know that a bit more energy is required to bring the speed down to one in which you are more comfortable. I think what I am trying to say is that with all things working in unison, including the driver; you are actually driving the car! I am convinced that driving the Packard has made me a better driver. When driving the Packard you must be alert and plan ahead because the energy to drive stop and control what is going to happen resides in your strength to turn the wheel, push the brake, down shift and keep the entire operation on the road, relatively safely (you even have to roll the windows up and down!). One quickly learns that following too closely can be very exciting as does going into a corner marked 30 MPH at 40MPH or so. A car nosing out of a drive way has a whole lot more meaning and the OH s*** factor is paramount.



This photo depicts a safe following distance for your classic Packard.

Braking in a corner without anti-skid can lead to disaster. It is never a good idea to brake in a corner even if you have antiskid. You are asking your tires to do too many things at once.

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The tires are the only part of your Packard keeping you on the road. Most of us have seen the demonstration that the width of your hand is how much rubber is actually on the road at any given instant. Modern tires have much more road contact surface than that but, for our Packards the hand width holds true in most cases. When in a turn our tires are doing everything possible to keep us on the road. When we start to brake in the corner if the tires could talk they would say "what does this driver want me to do turn the corner or stop"? Since I am getting a lot of pressure on the braking I guess they want me to stop. When the wheel stops rotating it is no longer steering but stopping. We then find ourselves in an unfamiliar pickle. We begin to lose control of our fine machine and may find ourselves along for the ride. Usually all that happens is we scare the poop out of ourselves but, more serious things have happened.

I enjoy driving the Packard because I am driving the car entirely with my own muscle power. I am steering, clutching, shifting, turning, stopping, rolling windows up and down, with marginal windshield wipers and watching carefully what is going on around me in the less than optimal view of the surroundings. One is totally involved in the driving operation. Once you head out of the driveway you are the person that is making it happen. You are committed to making the trip safe and enjoyable.



This photo depicts some of the road conditions involved in driving our pride and joy in less than optimum conditions. We are in the rain, going into a corner, which you cannot tell from this picture. It is right turn at an altitude of about 7000 feet. Was it fun, YES!

The point of this story is you should drive your Packard as often as possible because it makes you a better and safer driver. Take every opportunity or find a reason to drive that wonderful machine.



Special Announcement. As noted in the schedule of events, the first event for Jan 1, 2014 is a brunch at the Hotel Del Coronado. The VP/General Manager has indicated that he would love to have a group Packards come to the hotel. Please let me know if you are interested in this invitation and I will pursue this potential good deal. We need at least 10 to 15 Packards.

**REMEMBER: IF YOU AIN'T HAVIN' FUN,
YOU AIN'T DOIN' IT RIGHT!**

**MERCEDES-BENZ CLASSIC CENTER TOUR
NOVEMBER 9, 2013
Tour Director Steve Ross**



****This is a must-see tour as this may be one of the few opportunities to visit this facility since weekend tours are being suspended. We are the last weekend tour group****

We will visit the Mercedes Benz Classic Center in Irvine. The purpose of the Classic Center is to service, restore, provide parts, and sell vintage classic Mercedes-Benz of ALL years. You may purchase an 1886 Patent wagon if you want one. The Center provides services only for Mercedes-Benz over 15 years old. Mercedes-Benz has two centers in the world, one in Irvine and the other is in Fellbach, Germany. They always have a large selection of vintage Mercedes-Benz and a shop full of Mercedes-Benz in various stages of restoration. It is not uncommon to see an automobile here that is not often seen by the general public.



Plan to meet (if you want to caravan) at the Macaroni Grill restaurant in Escondido's Westfield ShoppingTown Mall by 8:00 AM for an 8:30 departure. The Classic Center located at 9 Whatney, Irvine, CA

CHRISTMAS PARTY ANNOUNCEMENT

Steve Ross



DECEMBER 7, 2013

I know it seems like Christmas was just last week to some of us. By popular demand we are returning to the Lazy H Ranch in Pauma Valley where we have reserved the main dining room for our party this year. The “Chinese” gift exchange will be the highlight of our party. That means each person, who wants to participate, brings a gift valued at \$25.00 or less. For those who may not have had this experience, it is a lot of fun. We are serving your choice of Prime Rib, Red Snapper or a Veggie meal with chef's choice for dessert. Here is the critical data needed for the party. This event is one our best attended - so get your reservation in early. The cost for this year is same as last year, \$35.00

Number in party: () X \$35.00

Menu selection: Prime Rib, Number ()

Red snapper: Number ()

Veggie: Number ()

Time: 12:00 P.M.

Deadline for reservation: December 1, 2013

Send check made out to PI San Diego Region to Steve Ross, 16151 Fruitvale Rd., Valley Center, CA 92082. Questions, contact Steve at 619-508-3925 or inewsx@sbcglobal.net

I see the president has lost his mind, again, and is offering a free pass to some lucky soul who can identify a vintage car. Drive your Packard and win a free beverage of your choice.





Identify this 1932 automobile and win a free pass for one to the Christmas party. It is a well known brand with a name that can lead one to misidentify the country of origin. Other specifications are; it has a double six V-12 sleeve valve Knight Engine. Wheel base is 159.5 inches and will do 80 MPH in fourth gear. The automobile was a popular choice for several royal families of the day. This is a one off car and could be yours for \$2,970,000.



The first person to correctly identify the automobile is the winner. You may contact S. Ross @619-508-3925, 760-749-2187 or inewsx@sbcglobal.net. Good Luck



A modern day model from this manufacturer



Idyllwild Weekend Tour (The Search for Foster Lake)

October 4-5, 2013

By Richard Schauer

Some of our Club tours are action packed. Some are educational. And some, like this one, are just plain relaxing (if not just a bit harrowing). What better place to relax than Idyllwild, California, the Mile High City on the doorstep of Mt. San Jacinto. It's not like we had planned a full itinerary from the beginning mind you, but, being a democracy, we decided "Aw, why don't we just cool our heels and enjoy each other's company". We did so in abundance, with the sweet smell of pines all around, enjoying crisp fall mornings and warm, welcoming afternoons.

Our tiny caravan departed the rendezvous point at Highway 76 and I-15 right on time Friday afternoon, taking the back roads up to Temecula, thus avoiding the *joyful* Friday afternoon rush hour traffic (or two hours...well, maybe even three). Jim and Catherine Woolsey led the way driving their ever so familiar and much loved '35 limo with Steve and Carol Ross following in Buttercup, and with Karen and me acting as "sweep" in our non-Packard. Yes, yes, once again I chickened out and chose not to risk the mountain adventure with my '34. My excuse was I had so much to carry there was no room in the Packard; I'm sticking with the story. Traffic was fairly heavy driving up the grade to Anza, but the '35 took the hill in fine fashion with Steve and me tracking right behind. There are always some nut-case drivers who become impatient and must pass during "No Passing" double yellow lines, but we arrived at beautiful Idyllwild without mishap as the sun set.



Does anyone have any idea what Karl Ramsing is doing in this photo?? A Police Officer is watching closely.

On Catherine's suggestion we camped out at the Bluebird Cottage Inn on the southern edge of Idyllwild. The driveway leading up to the cabins was extremely steep, but once again the '35 limo showed the world (well, us), what a Packard is capable of. In no time at all we checked in, unloaded, and sat down outside to enjoy an early evening cocktail and hors d'oeuvres. Suddenly here came Karl and Peggy Ramsing, fresh from enjoying a nice dinner in town. Having arrived earlier they had time to scope out Idyllwild while the sun still shined. Out came more wine glasses. Before



long we had solved all the problems in Washington and California, everyone feeling like we had done good work. As a side note the hospitality suite arrangement we set up at the Bluebird worked out wonderfully, as the larger cottage had enough room for everyone when the evening temperature dropped below the comfort level.



Jim Woolsey says you grip the drive shaft like this and then you twist as Richard Schauer listens intently.

Next morning after breakfast most of us decided how nice it would be to take a drive out of town to Foster Lake. Following our instincts and the GPS off we went, picnic lunch in hand and smiles on our faces. Even in tiny Idyllwild people gawked and admired our Packard cars, with a couple of strangers walking up to say they own a Packard (not running). Wherever we go we are ambassadors for the Packard motorcar. Well, while driving we saw beautiful vistas, gorgeous cabins in the woods, narrow barely paved roads that would not well accommodate a big Packard that needed to turn around, and gurgling creeks, but no Foster Lake. Karl and Peggy went to the local visitor center and took a nice hike in lieu of driving around on a boondoggle. Dismayed we returned to the Bluebird where we once again sat outside at the great table, spread out the picnic goodies and yet more hors d'oeuvres, and soon were laughing again.

No doubt about it...we just do not get together often enough. There is always "stuff" to catch up on, family news, car talk, and always much laughter. Certainly speaking for Karen and me, these outings are golden. We are by definition a social club with a car problem. Weekend outings over a span of time yield closeness, a bond of

friendship that is everlasting and grows stronger. This message can be preached until the cows come home, but must be experienced to be fully appreciated.

Later on the ladies decided it was time to drive into Idyllwild for some of the dread "S" word (shopping). Carol stepped off the wood deck and slipped on an accumulation of pine needles, taking a tumble onto her back that almost seemed to be in slow-motion. She landed very gracefully as it turned out, straining her left knee in the process, but with little other evidence of bodily damage. We all who love Steve and Carol must take a pledge to keep a sharp eye on them in the future, lest some real harm befall them (pardon the pun). Meantime, the "Incredible Falling Rosses" each seem none the worse for wear and bounce back in fine fashion. This story explains the reference to "harrowing" early on in this tale. We saw Carol a week later and she reported her knee is mending nicely.

Late afternoon Saturday Scott and Kris Napora joined us, much to our delight. Scott still works nights, so their Saturday entailed Scott getting at least some rest, final packing, and then the long drive from Lemon Grove to Idyllwild. They were more than ready to join in on the festivities and relaxation. Dinner was at the Gastronome, one of the two fine dining locations in Idyllwild. The ten of us nearly had the back room to ourselves, and after some people left we did have the room. Everyone reported their dinner was excellent, a prefect cap to the weekend. All agreed club weekend getaways are the prize events of the year, and we have many fine activities. Look for more in 2014!

We all joined for breakfast at the Mile High Café and then it was time to check out and head back down the mountain. Evidence of the recent fires showed how close Idyllwild came to danger, as burned brush and trees lined the highway just a couple miles south of town. But for now Idyllwild is safe and remains the mountain jewel that it is. And by the way, we never did find Foster Lake.



The dog's name is "Bear". Odd name for a dog. We saw him in Idyllwild at the post office mailing a letter.



STATEMENTS THAT TURN OUT TO BE STUPID

There are many stupid statements made by famous people. The one I always remember is the guy who supposedly wanted to close down the US patent Office because everything had been invented. There is no hard evidence that anyone ever said that.

My favorite is "I think I can make it" and unfortunately I, too, have said that. On the Lincoln Highway Tour we were on the last leg of the journey - due to arrive in Lexington, Nebraska that afternoon where we would stage the next morning for the grand entry into Kearney, NB. As I recall we were 35 miles from our final destination when we made a stop and Mark Burnside asks if anyone needs gas. I quickly state: "I think I can make it". QT says he has enough fuel in his 1949 Packard Sedan. I am sure you all can see what is coming, right. Sure enough, we are 10 miles down the road when Buttercup quits. I do mean quits, not even a sputter. Yes my friends I am out of petrol. Mark backs up and QT stops behind me. Between the three of us we have everything but a siphon hose! QT takes charge and here is how the plan develops: Mark has a jug full of water; QT has an electric fuel pump so here is what is decided: QT will disconnect the hose from the fuel pump and pump fuel into Marks water jug. Yes, we poured the water out, but it gets better. QT is under his car with the jug, fuel pump is turned on and the pumping begins. There is maybe 11 inches of clearance under the car.



During this process it is noted that QT's fuel gauge is indicating just above empty! After what seems like 10 minutes we get about a half pint of gas into the jug when QT swishes the gas around in the jug and dumps it out while we are all screaming NO NO! "Gotta clean the jug out, ya know?", he says. After a loooooong time we finally get about a gallon of fuel. I carefully pour it into buttercup not spilling a drop.

Note the white line and bump strip just inches from QT's butt. Cars are going by at a good clip!

QT says that I will need more than one gallon, so he begins to pump gas again, as I think we are bleeding the 49 Packard dry! Just as we have another jug full of gas, a white pickup stops and two good ole boys from Iowa jump out to see what is going on. For

some reason we had not piqued the curiosity of anyone else at the sight of three old Packards alongside the road with some guy's butt sticking out into traffic. We tell the guy I am out of gas and he says "Hell I got at least 200 gallons in the tank mounted in the back of the truck". He pulls alongside Buttercup and pumps about 4 gallons into the tank in about one minute. Now, one would think that at this point the crisis is over. WRONG OH Batman! In the process of preparing to pump fuel from QT's Packard he had cut a hole in the six-inch fuel line connecting the fuel pump to the fuel line. No problem here, I have 15 feet of fuel line in preparation for this problem. Guess what? You got it, the line I have is the wrong size. The Iowa boy says he has gas line at his house just down the road a piece. "Over past those trees", he says, pointing down the road at some trees. What seems like several hours later he returns with a fuel line that is the right size but looks like it was used by Henry Joy when he made the trip in 1915. The hour has grown late and there is "stuff" scattered everywhere, tools, bags, you name it. The grand arrival dinner in Lexington is in jeopardy. Buttercup has 4 gallons of gas and is rarin' to go. QT, however, is dead in the water for lack of 6 inches of fuel line. I am feeling really bad as I caused all this and am well aware that if I was not on the S*** list



before, I am certainly at the top of it now. While pondering our sorry situation, a 1961 Rambler (pictured at left earlier in the trip in Sacramento) pulls up behind QT. The driver, Neil Rodriguez, is the last LHA tour driver still on the road. He hops out and says "What's the problem, guys?" As difficult as it was, I once again related the sad chain of events that had just transpired and had us preparing to spend the night with QT alongside the road. He says: "What size gas line do you need?" I showed him the rock-hard relic that we still had from the good ole boys. He said: "No problem, that's

the same size that my car uses", and opens his hood, whips out his pocket knife, and slices off 6 inches of gas line between his fuel pump and gas filter! We looked on incredulously and finally asked him if he had enough slack left in the line to do that; to which he answered: "Sure, no problem". He then began the task of reattaching the severely shortened fuel hose back to the fuel filter. After a few minutes, he said: "Done!. See there, no problem." The remaining fuel line was indeed reattached - stretched as tight as a piano wire between the fuel pump and fuel filter. I am sure that we could have played tune on it if we wanted to. QT quickly installed the 6 inches of fuel line from Neil's car in his '49 and ALL cars were once again operational. We then made a mad dash for Lexington and the winery where the dinner was being held.

Yes, fellow Packard Lovers, we made it just in time for the dinner and all was well

By the way: I poured the second jug of gas from QT's tank back into his tank.



The story of this nice Highway patrolman must wait for another time.

THE IRONY OF MOTORING LEGENDS



Fredrick "fritz" Duesenberg



1932 Duesenberg Model J

This may be similar to the car in which Mr. Duesenberg lost his life.

On July 2, 1932, Fred was driving his Duesenberg on a wet Lincoln Highway (*on one of the few paved sections of the Lincoln Highway at that time*) on Ligonier Mountain near Jennerstown, Pennsylvania when his automobile overturned, apparently at high speed. Ironically he was on a paved portion of the relatively new Lincoln Highway. In 1932 Duesenberg believed that automobiles would and should be capable of going 100 MPH in the near future.

PACKARD'S AIRCRAFT DIESEL ENGINE



Air-cooled Packard Diesel Radial Engine. First run in 1928
This engine is on display at the National Museum of the United States Air Force.

Designed by Captain Lionel Woolson and Professor Herman Dohner of the Packard Motor Car Company, the DR-980 made the first cross-country flight with a Diesel-powered aircraft in the United States when Woolson flew from Detroit to Langley Field in 1929, a distance of 700 miles (1,126 km) with a flight time of 6 hours and 40 minutes. On a later flight in a Stinson Detroiter from Detroit to Miami, the new engine showed its economy, the cost for fuel consumption being less than one cent a mile.^[2] This aircraft (complete with its engine) is preserved at the Golden Wings Flying Museum.



Bellanca CH 600



In 1930, the DR-980 passed its 50-hour certification test with a continuous rating of 225 hp (168 kW) at 1,950 rpm. Production of the DR-980 ceased following the death of Captain Woolson in an aviation accident in April 1930; his legacy was the award of the Collier Trophy in 1931 to the Packard Motor Car Company for its work with this type of engine.

On 28 May 1931, a Bellanca CH-300 fitted with a DR-980, piloted by Walter Edwin Lees and Frederick Brossy, set a record for staying aloft for 84 hours and 32 minutes without being refueled.^[2] This record was not broken until 55 years later by the Rutan Voyager shown below. There is speculation that, had Woolson not been killed, and the depression had not come along, the Packard diesel engine may have become a reality.



The Rutan Voyager piloted by Dick Rutan and Jeana Yeager flew around the world in 9 days 3 minutes and 4 seconds without refueling. The voyager was powered by two Teledyne Engines. The front engine was a Teledyne Continental O-240 air cooled engine and the rear engine was a Teledyne Continental IOL 200 water cooled engine.

I was fortunate enough to meet both Dick Rutan and Jeana Yeager and get an autographed photo of the Voyager.

Jeana Yeager is no relation to Chuck Yeager

Selected Shorts

(A continuing article including short stories and articles from our members)

By Richard Schauer

A friend and former co-worker at General Atomics (also a retiree) named Gary Kinsella was renovating his bathroom recently and came across an old L.A. Times newspaper, or at least a portion of one. His house, located in the old historic part of Escondido, was built in 1938 and is charming. The newspaper was in the attic, and had obviously been laying there for 73 years!

A portion of the want-ads is scanned below, and wouldn't you know some Packard cars are for sale! Notice the Earl Anthony ads? Notice the write-ups for Brand X cars? It is amusing that in all those years, used car ads have not changed one single bit.

**** NOTE THE DATE OF THE PAPER IS DECEMBER 27. THIS WAS THE EDITORS BIRTHDAY**

A few of the cars listed for sale in the LA times Ads on the next page



1929 Chevy, \$19.00!!



1937 Packard 110, \$985.00



1939 Packard Super 8 Convertible, \$1250.00



1934 Packard "1100", \$390.00

403 AUTOMOBILES

CHEVROLET

Chev. '36 Dix. Sed. \$225

This local car is original thruout. Must see to appreciate its condition. Want cash today or small dn. payment on our easy time payment plan. (31C769.) Over 200 others. 200-CAR SHOWROOM. Open 10 p.m. American Motors, Inc. 1100 E. SLAUSON AT CENTRAL.

CHRYSLER

CHRYSLER 6 Club cpe. '40. (9W1631.) Beautiful dove gray Windsor. Tailored to taste with 2-tone blue & gray broadcloth. Overdrive & radio. Sacrifice only \$725. Terms. Greene-Haldeman Co. 1150 S. Flower.

CHRYSLER '34 AIRFLOW \$195 (1T5176) Plym. Dir. 2399 W. Wash.

CHRY '36 Airflow (98M339) \$395. Froelich, Ford dir., 1730 S. Western.

CHRY. '31 conv. cpe. (4Y7129.) \$85. Cad.-Olds. Dir., 1401 Vine. HO-1477

CHRYSLER '37 conv. cpe. \$445. Terms. (9U4094.) 10 more. 2424 W. 7th.

CORD

CORD '36 cust. 4-dr. sedan. Radio, low & swanky. \$95 (46N949.) Murphy's, Plym. Dir. 708 S. Vermont

CORD '37 Berline sup. sed. (2W3183) Sac. Hamlin Mtrs. 1040 S. Flower.

DE SOTO

DE SOTO '38 dix. 4-dr. sed. (54N863.) Overdrive, seat covers, original. \$107 DOWN

Basso, De Soto Dir. 1201 N. Broadway

De Soto '34 Airflow \$145 (5Y5832.) Plym. Dir. 2399 W. Wash.

DE SOTO '36' 1936 4-dr. trunk sedan. New paint. (31C848.) Spec. \$195. Howard Auto Co. 1101 S. Figueroa.

DE SOTO '39 Dix. Coupe. Very clean. New car dealer guarantee. (4U1757)

\$129 DOWN

Basso, De Soto Dir. 1201 N. Broadway

DE S. '39 cpe. Rad. O'drive. (7E3885.) \$665. Ply. & De Soto Dir. 1715 S. Fl.

DE S. '39 dr. sed. Radio, o'drive. \$695. (8P2102) Ply. dir. 2020 W. Pico

DE SOTO '39 4-dr. sed. (8P2227) \$695. Cad. Dir., 7001 Hollywood. HI-7109.

DODGE

Dodge '35 trk. sed. \$195

This little 4 dr. IS LOCAL. 1st sold in Calif. Want cash today or your term. time plan. (1R1668.) 200-CAR SHOWROOM. Open 10 p.m. American Motors, Inc. 1100 E. SLAUSON AT CENTRAL.

DODGE 1939 de luxe 4-dr. tour. sedan. (887795.) Low mileage. Beverly car. A real beauty. Only \$685. Howard Auto Co. 9672 Wilshire.

DODGE '38 dix. trk. sed. 4-dr. Radio. Mechanically O.K. (2W716.) \$429. Nerney, Ford, 7855 Santa Monica.

DODGE '39 dix. 4-dr. trunk sed. (3N1556.) Fully guar. \$565. PELTON MOTORS 1100 S. Figueroa.

DODGE '38 dix. 4-dr. trk. sed. Sac. \$400. Needs metal work. (33C402) Olds. dir. 260 S. Western.

DODGE '37 COUPE. RADIO. REALLY A DANDY. SACR. \$295. (8D9433.) 40 more. 1909 S. Flower.

DODGE '37 4-dr. sedan. Only \$399. (2V1405.) Hud. Dir. 3412 W. Pico.

DODGE '37 tr. 4-dr. sed. (1V95.) \$395. Cad.-Olds. Dir. 1401 Vine. HO-1477

DODGE '40 dix. 4-dr. sed. (8N102) Sac. Hamlin Mtrs. 1040 S. Flower.

DODGE '38 spt. cabr. \$125 dn. (8D9593) Chev. Dir. 4141-4600-4901 S. Bdwy.

ENGLISH BUICK

ENGLISH Buick '38-41 Special dix. Sed. right-hand drive. Delivered in England for \$3000. Has 6 whls., built-in radio, expensive driving lights, custom uphol. See this car to appreciate. Priv. owner, no sales tax. Arrange terms. \$575. (57P168) WE-3775

FORD

Ford '38 dix. 85 sed. \$395

Finished in dark blue, so orig. thruout. 4 dr. A holiday special. Want cash or trade. Guar. (3V1621.) 200-CAR SHOWROOM. Open 10 p.m. American Motors, Inc. 1100 E. SLAUSON AT CENTRAL.

FORD '39 dix. coupe. Spotlite. Recond. thruout. 30-day guar. Don't wait, this bargain won't last. It has everything. Special inventory price \$545. (8R1251.)

DUNHAM

Ford '36 dix. 85 sed. \$395

Finished in dark blue, so orig. thruout. 4 dr. A holiday special. Want cash or trade. Guar. (3V1621.) 200-CAR SHOWROOM. Open 10 p.m. American Motors, Inc. 1100 E. SLAUSON AT CENTRAL.

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403 AUTOMOBILES

SAVE

AT THE

"Smiling Irishman's"
Where You Get
A Square Deal or
No Deal

A FEW EXAMPLES

'29 Chev. sedan . \$ 19

'33 Chev. sedan . 65

'33 Plym. coupe . 75

'34 Dodge sedan . 75

'34 De Soto sed . 95

'36 Ford tr. sed . 165

'36 Chev. sedan . 165

'36 Dodge sedan . 165

'36 Plym. sedan . 195

'36 Buick sedan . 195

'37 Buick coupe . 245

'37 Plym. sedan . 295

'37 Olds. sedan . 345

'38 Ford dix. sed . 395

'39 Chev. M. sed . 445

'39 Pont. 6 sedan . 500

'40 Pont. coupe . 845

'40 Zephyr sedan . 995

600 W.

Washington

Open Eves. and Sun. Till 10 P.M.

FORD

FORD '33 dix. coupe, recond. mtr. A dandy running low ml. car you'll be proud of. Just try it out & you'll buy it. Special pre-inventory price \$150-\$40 dn. (1S9662.)

DUNHAM

Ford Dir., Wash. & L.A. Sts.

FORD '37-85 dix. cpe. (4W6252.) Only \$295

Chry. Plym. Dealer, 9716 Wilshire.

GRAHAM

GRAHAM '300 reduction on '41 supercharged 4-dr. sed. used as house car. (1K44.) RALPH HAMILIN MOTORS, INC.

1040 S. FLOWER

403 AUTOMOBILES

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'38 Plymouth 2-dr. dix. sed. \$445

'38 Dodge 4-dr. dix. sedan . \$545

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Olds. '37-4 d. Sed. \$445

Radio. Excellent condition thruout.

(6R9865) AL MENASCO.

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OLD. '37-6 club coupe, radio, new

finish, extras. Guar. (1A534) Terms.

PACKARD

Pack. '38-120 4-dr. sed., radio, spot-

lites, every extra. Shows care. (9U8707)

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LAIL, new car dir. 1317 S. Figueroa

Pack. '40-110 Sed. \$985

4-dr. trk., custom radio (23P365)

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Pack. '40-6 club cpe. (2W6171.)

Sacrifice. Cad. dir., 7001 Hollywood.

HI-7109.

Pack. '40-120 conv. club cpe. (1C14.)

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Pack. '36-120 B trk. sed. (78N545)

\$445. Pack. distr. 1329 S. Flg'ra.

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Pack. '37-120 4-dr. club sed. Sac.

(6P9100.) 40 more. 507 S. Flower.

Pack. '37-120 trk. 4-dr. sed. (2V8305)

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Pack. '39 super 8 conv. cpe. (2X5494)

\$1250. Anthony, Inc., 1000 S. Hope.

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Pack. '34-8 "1100" sed. (2X1330)

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Terms. (1A951.) 10 more. 2424 W. 7.

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PIERCES. LARGE STOCK. \$75 UP.

B.E. Savage. 228 S. Western. DR-3294.

PLYMOUTH

Plym. '39 Dix. Cpe. \$495

Local beauty. Completely recondi-

tioned. almost like new! Want cash

or some proposition on time. Hurry!

(5T449.)

200-CAR SHOWROOM. Open 10 p.m.

American Motors, Inc. 1100 E. SLAUSON AT CENTRAL.

PLYMOUTH '40 4-dr. dix. tour. sedan.

Uphol. finish & tires like new.

Mech. A-1. Must see to appreciate.

\$195 dn. (1Y3563.) Spencer Kennelly

Chev. Dir. 1012 W. Santa Barbara

PLYM. '38 Dix. 4-dr. sed. (6M3809.)

Beaut. green. TIRES LIKE NEW.

\$100 DOWN

BASSO, Ply. Dir. 1201 N. Broadway

Plym. '39 Dix. 4 dr. \$575

Sedan. Low ml. Excellent condition

thruout. (6E6913) AL MENASCO.

Ford Dealer, 8960 W. Washington.

PLYM. '39 Dix. 2-dr. sedan (7Y3907)

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STUDE. '37 Dict. 6 coupe. Finest ra-

dio, spotlite & other extras. \$375-

\$75 dn. (7X2107.) Trade.

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Ford Dir., Wash. & L.A. Sts.

TERRAPLANE

TERR. '37's, coupes, sed. Lo as \$275.

(1N2682.) Hud. Dir., 3412 W. Pico.

WILLYS

WILLYS '37 dix. 4-door sedan. Dandy

economical car that has everything.

Try it out. \$210-\$50 dn. (7Y373.)

Open eves. & Sun.

DUNHAM

Ford Dir., Wash. & L.A. Sts.

WILLYS '37 4-door sedan. Orig. thru-

out. Bargain at \$185. (5T976.)

SPENCER KENNELLY, CHEV. DLR.

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WILLYS '38 streamliner sed. Radio.

\$65 dn. (41N224.) Dealer, 610 Venice

WILLYS '37 sed. \$195. Extra nice!

(D1451.) Hud. Dir. 4021 S. Western.

WILLYS '38 4-dr. sedan. (23M372)

\$339. Hamlin Mtrs. 1040 S. Flower.

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FORD '39 dix. station wagon. Run

12,700 miles. Radio. Columbia axle.

foolights. A real buy & the nicest

one in town. Sacrifice. (5Y611.)

Bev. Hills Stude. \$250. Wilshire

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2013 ACTIVITIES CALENDAR

Listed below are all tours and events officially sponsored by the San Diego Region of Packards International Motor Car Club for the balance of 2013. Also included are National PI events sponsored by PI headquarters or one of its regions. You must be a member of Packards International Motor Car Club to attend the events listed.

Click on any of the event descriptions shown in blue text to see more information about the location or setting of the tour.

Month	Date	Event Description	Location	Tour Director
November	9	Mercedes Benz Classic Center	Irvine	Steve Ross
December	7	Christmas Party @ Lazy H Ranch	Valley Center	Steve Ross
January 2014	1	Brunch at Hotel del Coronado	San Diego	Steve Ross