



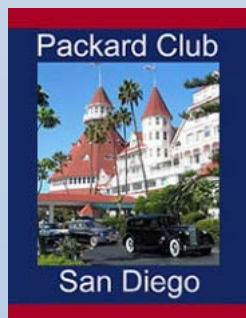
PREDICTOR

APRIL 2018



Carl Fisher's personal 1915 Packard 2-38 Six Runabout. Carl Fisher was the man who founded the Lincoln Highway Association as well as the Indianapolis speedway. Carl used this Packard to survey a portion of the Lincoln Highway and it was the Indy Pace Car in 1915. When Fisher sold the Indy speedway to Eddie Rickenbacker the car was part of the deal. It sat in a shed for 80 years before it was bought by a man named Allen Strong who got the engine running and drove it in the Indy 500 pace car reunion in 1995. It was also at Pebble Beach in 1997. This photo was taken at the PAC membership meeting in Warren, Ohio in 2014. The Packard is in original condition except for the tires.

Upcoming Official Packard Club of San Diego Events



- April 7: Tour of San Diego's Historic Points of Interest
- May 17-20: All Western PAC Regions Tour
- May 27: Fallbrook Vintage Car Show
- June 15: Packard/Pierce-Arrow Night at Cruisin' Grand™
- July 14 Rallye-tour with the Mercedes-Benz Club

This memoriam for Tony Paradowski was published in the AACA Foot Warmer. Tony was a member of our Packard Club and was a founding Member of the Packard Club of San Diego.

IN MEMORIAM

Anthony Paradowski

September 1, 1932 - January 7, 2018

Our friend and long time AACA member, Tony Paradowski passed away in September. He was so often at the Monday night General meetings as well as many of the club activities for our Region and for the Packard Club as well. It was always such a pleasure to talk to him.

His wife Helen passed away in the summer of 2014.

There is a lovely 15 minute video online at San Diego Union - Obituaries. It shows the family members together through the years, trips and cruises he and Helen went on, and leaves you with memories of so many happy times he and Helen had.

We will miss him.



Tony winning 1st place with his 1939 Packard Opera coupe

Volume 44 Issue 04

April 2018

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

Regional Director:

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

Assistant Regional Director:

Tim Pestotnik
tim@pestotnik.com

Treasurer & Newsletter Editor:

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

Secretary & Directory of Club History:

Brian Wagner wagnerindy@sbcglobal.net

Director of Membership:

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

Director of Club Projects:

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

Webmaster & Newsletter Editor:

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

Member of the Board

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

Packard Club of San Diego

Web: www.PackardSanDiego.com
Email: info@PackardSanDiego.com

Packard Automobile Classics

Web: www.PackardClub.org

REGIONAL DIRECTOR'S MESSAGE

By Richard Schauer



A few days after the Sweetheart's Luncheon (held on Feb. 17) Past President Colin Fort collapsed with a heart attack and stroke. Rapid response from family members brought medical attention quickly. As a result Colin is recovering and we thank God he is still with us. A Charter Member of the San Diego Region Colin is an ardent lover of collector cars.

The next piece of business is to talk about Bob Steiner. Over his lifetime Bob has amassed an incredible collection of car parts, many of them Packard, and he decided it was time to make those parts available to the public. But how? Some time ago we asked members who wanted to unload their surplus parts to consider donating them to our club, and some people have done that (Dutch Parker being the most recent). The treasure trove of parts from Bob will benefit both Bob and this club after the club sells

them. The most important thing to take away from this is the generous nature of Bob's gesture, and a simple "thanks" is inadequate.

On March 10th & 11th club members spent the weekend at Bob's house sorting parts with Bob and then picking them up and transporting them to San Marcos, where an effort is under way to organize and catalog them. The number of people who have stepped up and volunteered their time to support this work is nothing short of awesome. I have never worked with a finer team. This effort would NOT be possible without Tim Pestotnik and Jim Woolsey offering the use of their warehouse in San Marcos for temporary storage and distribution. Also, top of the list of volunteers is Mark Ballerini. Not only have these three men donated time crawling around in attics to retrieve parts, but they have lent their accumulated knowledge of Packard to help identify the parts. Many others have also volunteered their time and are continuing to do so: Paul Santy, who will bear a huge responsibility in pricing and selling the parts, Marjo Miller and Dion Dyer, who were on their hands and knees in the truck pulling out rusty parts, Mark Burnside, Phil Pizzuto, and Karl Ramsing also were eager to offer precious time unloading and organizing. You should have seen it. Everyone was dirty, sore, and tired, yet smiling, for this is "giving back" in a big way.

Please stay tuned! The plan is to stage an **Open House** for the membership and other friends with Packards nearby to come and see Bob's parts, for the desire is to make them available to club members FIRST before offering them more broadly with online sales. **Saturday May 5** is the target date for our Open House. Lunch and beverages will be served.

March has been a very busy month. On March 3 Packard Club members were invited to join CCCA in a tour to Ernie Follis' fabulous museum in Vista. More than 50 people turned out on that rainy Saturday (see article). Our thanks go to Ernie, who afterward told me he had a grand time.

March 23 was the sole weekend tour/getaway of 2018, the Tequila Rose combined Mercedes-Benz/Packard Club event at the Borrego Springs Resort (see article).

April shows no letup in schedule. If you have not signed up for our **About San Diego** tour, please do so. This is a truly new and unique experience, generously prepared by Nick Fintzelberg, tracing the great San Diego flood of 1916. Then on April 14 is the second Tremble Clefs fund raiser and car show. April 29 features Motorcars on Main Street, the famous Coronado car show, which Packard has supported for many years. Please note that May now contains a new event, the All-Western Tour of PAC, featuring all six regions west of the Rocky Mountains, scheduled for May 17 through 20 in Auburn, CA. A caravan is planned for Thursday May 17, which will leave for Auburn that morning, stopping at the Harris Ranch for lunch. Finally, do not forget May 27 and the Fallbrook Car Show, which features Packard and Porsche. We hope to see you at these events!

It has been some time since I passed along information on Packard victories among our members. Spring is here, and that means we all have the itch to get our cars out and about. Jim Woolsey reinstalled the twelve cylinder engine in his '35 limo and has completed initial road trials...all is well. Phil Pizzuto and Mark Ballerini reinstalled the engine into Evelyn, so huge progress is being made to return her to driving order. Paul Santy, also with assistance from Mr. Ballerini, reinstalled the head on his '36 Eight Sedan. It is likely all three Packards will be ready for the Fallbrook car show. If you have news you want to share with the membership about your Packard, please let me know. I love sharing victories with fellow enthusiasts.



BORREGO SPRINGS WEEKEND



By Richard Schauer

TEQUILA
ROSE



Packards and Mercedes-Benz automobiles blend together quite well and both have a history of quality and racing credentials. The owners also play well together. This was demonstrated once again at the Borrego Springs car show, gymkhana and rallye the weekend of March 23 and 24, 2018.



This 1938 Buick was on deck to defend the honor of the Packard marque against such brand X autos as Audi, Lincoln, Lexus and a Jaguar. Jim and Catherine Woolsey and the Buick did quite well, in fact beating the time of some of the modern "go fast" automobiles. You had to be there to hear the exhaust tones of this Buick Straight Eight Fireball engine. Several commented on the sound of the engine and exhaust.



Here comes Jim Woolsey into the turn making excellent time with 80 year old suspension and without power brakes or power steering. This boys and girls is "Ol' School" driving.



Packard and Mercedes-Benz clocks iNsync for party time



Gary Jarvis, Amber Alexandru, Catherine and Jim Woolsey and Michael Cooper preparing for the gymkhana. Hood is up on Tim's Audi before he got the warning red light.

We must thank Victoria Mazelli, Michael Cooper, Steve Ross, Diana Kruse, Cheryl Hradecky, and many other Mercedes Club folks for working very hard to put together a wonderful weekend getaway. This is the second time we have joined our Mercedes brethren in this traditional event. The affair carried such importance that the president of the Mercedes-Benz Club of America, Mr. Gene Jurick, attended.

Weather was a factor in the beginning, for a large rain storm had been predicted, and rain was falling west of the mountains as participants worked their way over the passes and into the desert. That threat discouraged several people from bringing their Packards out. Only Jim and Catherine Woolsey braved the elements to drive their 1938 Buick to Borrego. But only a few drops of rain landed in the desert, and by Friday the skies cleared. Other members who attended included Marjo Miller and Dion Dyer behind the wheel of her Mercedes, Tim Pestotnik driving his Audi.

Friday the Mercedes club members gathered their beautiful cars in the middle of Christmas Circle, where citizens and tourists alike could come and appreciate them. Karen and I used the time to explore Hellhole Canyon, a nearby hike off Montezuma Road into the hills west of town. At the end of the 3-½ mile climb is hidden a very pretty grotto and fifteen foot waterfall, which not a bit lived up to its name.

Saturday was a busy day, beginning with the gymkhana starting at 9:30. Somewhat altered from the prior



The Schauer's Stinkin' Lincoln in the slalom

Tequila Rose gathering, the gymkhana featured cones that were spaced farther apart and not so many of them. Cars were required to weave their way through them then speed up to the end of the dead-end street, spin around, and return to the starting line weaving yet again and finally stopping as close as possible to a tall, slender cone (without touching it). Being a timed event, groups were divided into men and women for each club. Typical course times ranged from 49 seconds on the low end to around 1 minute fifteen on the other. Everyone had a ball cheering their friends on. Carol Ross ran around sporting a Mardi



Our hero Tim positing the fastest time in his Audi but alas he ran over some cones.

Gras mask and Catherine Woolsey donned a bright red wig. It was all very silly, but in good fun. The best time for our club was turned in by Tim Pestotnik at 44 seconds, but two orange cones fell over (penalizing him five seconds each). The story is (and we are sticking to it) is Tim's Audi did not in fact touch any cones, but his car was going so fast the suction pulled the cones in behind him!



Campana's "sexy Lexie" at the turn around point



Mike Campana gets close

Immediately after lunch we Packard folks departed the Resort on the Rallye. Steve's rallyes are fun because they are chock full of questions to see if you and your navigator are paying attention. Unfortunately Tim Pestotnik pulled out mid-way through due to an engine warning light in his Audi.



Catherine Woolsey approached the stopping point



Marjo Miller on final approach

The rest of us pressed on, getting answers such as Peg Leg Pete's advice on how to find gold (pile up ten rocks), and which fruits are not sold at the fruit stand. The path took us to the visitor center at the Anza-Borrego State Park, where we searched for answers to many questions on the rallye form. This required us to see one of the short films offered at the park headquarters. Timing was terrible for us, however, as we arrived at the conclusion of the desired film and it was not scheduled to be shown again for around ½ hour. Impatient to get rolling (the rallye was a timed event as well), Marjo struck an idea and acted on it. Approaching one of the museum docents Marjo told him we were part of a car club rallye and were in a hurry to complete the answers to our questionnaire. Couldn't he be a dear and give us the answers

to the questions...certainly he has seen the film a thousand times, couldn't you, please, please????!! Politely the fellow replied no, that we should not be in such a hurry, but should take the time to see the film. It is a nice film and we will enjoy it. Trying once more, Marjo said that we are very task oriented and anxious to get rolling, to which the fellow repeated the aforementioned recommendation. Failure...rejection. Turns out the fellow used to be a cop! Well, when in our lives have any of us ever been successful in sweet talking a cop? Answer: never. Laugh, I thought we would die laughing at the situation. Poor Marjo...but she gets high marks for giving it a wonderful try! Back to the resort we went, where we turned in our completed forms and then went to the pool to relax and visit with each other. These are golden moments that quite simply do not come along often enough in my humble opinion.



Marjo going into the turn. serious concentration

Dinner Saturday evening was at Arches, the resort's restaurant, where we pretty much filled the main dining hall. A nice meal of steak or fish was served, after which raffle numbers were called out and prizes were awarded. Men's gymkhana was won by Jim Woolsey in his '38 Buick, for which he earned a manly bud vase w/rose (in recognition of the occasion) and \$100 gift certificate to the Cohn Family Restaurants. Second place went to Tim Pestotnik, who won an antique wood wine bottle holder containing a bottle of Cazadores (also in honor of the event), and third place was a nice picture frame which went to Rick Carlson. Since Tim does not drink (or barely does) the Cazadores was handed off to the Woolseys and then on to Marjo in exchange for a bottle of Tequila Rose liquor (which tasted a bit like cough syrup). In the ladies' group first place was won by Karen Schauer, who won a \$100 gift certificate to the Center for the Arts Escondido. Second place was won by Marjo Miller, who won a very pretty crystal bowl and a \$25 gift certificate to See's Candies. Third place was won by Catherine Woolsey, who took home a nice Mikasa bowl. Winners of the rallye earned a \$100 gift certificate to the San Diego Civic Theater, a \$25 coupon to AMC theaters and a clock (since the rallye IS a timed event). After dinner, everyone shifted back to the Ross and Kruse suites for more talk, laughter, and libation. It was a fabulous day all around!



Richard Schauer gets putting directions from our resident Pro Michael Cooper. I heard that no one sunk a putt!

Sunday morning folks turned their cars toward home reluctantly, many of us standing in the parking lot talking yet more. When car people get together there is no end to fun and interesting things to talk about, and saying so-long until next time comes hard.



Karen Schauer putts for extra points.



Marjo and Richard planning their strategy?



The putting contest gallery



Tim AKA Fire Ball, Jim and Catherine, Marjo and Dion



Mike and Tana, Rick and Lynn Carlson



Catherine Woolsey (back to camera) Marjo, Dion, Richard, Karen and Jim Woolsey



Our raffle sales team Cheryl and Rudy Hradecky



Second place Men's gymkhana Mr. Tim.



First place men's gymkhana Mr. Jim Woolsey



Third place men's gymkhana Mr. Rick Carlson



First place women's gymkhana Karen Schauer



Second place women's gymkhana Marjo Miller



Third place women's gymkhana Catherine Woolsey, driving 1938 Buick



THE
END

CCCA GRAND CLASSIC

March 17-18, 2018,
By Richard Schauer



Gary Marchetti's 1931 Eight Sedan

Correcting some tiny "flaws" prior judges pointed out, Gary was hopeful of scoring well, and indeed he earned 100 points and his Premier Badge.

Despite the blustery, rainy day the CCCA Grand Classic was executed in style. At the last minute a venue change relocated the judged car show indoors at an auto storage warehouse in nearby Vista, CA. About three dozen excellent cars were registered, including 8 beautiful Packards. The first person I bumped into when I entered was Ernie Follis, and I heartily thanked him again for allowing more than 50 people to invade his museum in Vista back on March 3. He shrugged it off, saying he had a great time.

Gary Marchetti brought his prize winning 1931 826 eight sedan, the first time I have seen the stunning car "in the flesh". Gary always does a first class job restoring his cars, and the '31 is no exception.



Tim's 1934 Eight Convertible Coupe

Tim Pestotnik brought his 1934 eight convertible coupe, another car that has been steadily improving each time it has been shown. Tim also earned his Premier Badge and 99.75 points.



Vicki Zeiger brought her beautiful 1935 model 1208 Convertible Sedan



Catherine Woolsey's 1930 Packard Sedan, affectionately known as "Brown Betty"



Dr. Stephen Wheeler and wife Lynn brought their 1930 model 726 Touring Sedan, which is always one of my favorites. An older restoration completed by his father, Steve has kept the car in stunning condition.



Other Packards represented included a very attractive 1934 8 Coupe Roadster owned by Michael Coit of Rancho Santa Fe, a first time at the CCCA Grand Classic. Larry Symons of Bell Canyon, CA brought his 1937 model 1507 12 Club Sedan. Steve Snyder of Orange, CA brought his 1940 1803 Club Coupe finished in a bright green. Robert Reed of Livermore, CA brought a 1937 model 1500 8 Touring Sedan.

CLUB HISTORY, A BLAST FROM THE PAST TAKEN FROM THE JULY 1976 PREDICTOR

ROAD FACTS: In 1940, each car on the road contained an average of 3.2 persons. In 1950 it was 1.4 persons. At this rate every third car on the road will be empty by 1980.

OLD DAYS: We can say one good thing for the old days, "Cars couldn't stop on a dime but they sure could run on one."

1950 Super 8 Touring Sedan. Original upholstery, good condition. 43,000 original miles. Sitting since late 1960's. Some parts are off. \$150 or best offer. Call Mrs. Johnston weekdays 1 p.m.-6 p.m., 8-12 noon Saturday, 466-4125

IN 1976 A GALLON OF GAS COST 59 CENTS.

PACKARD/PIERCE-ARROW NIGHT AT CRUISIN' GRAND – JUNE 15, 2018

by Mark Burnside

You and your Packard are invited to come out on June 15, 2018 and join fellow Packard and Perce-Arrow owners at our **15th Annual Packard/Pierce-Arrow Night at Escondido's Cruisin' Grand.™** There are activities occurring all day long:

- Appearance on Dave Stall's Auto Segment on KUSI Channel 9 first thing in the morning for you and your Packard
- Breakfast at the Studio Diner in San Diego
- Afternoon social meet-up at Jalapeño Grill & Cantina with appetizers provided by Packard Club of San Diego
- Parade of Packards & Pierce-Arrows down Grand Avenue at 5:00 ([click here to see videos of previous years' parades](#))
- Display of Packards & Pierce-Arrows on South Broadway until 9:00 with People's Choice voting by the public



We hope you and your Packard can join us at **Packard/Pierce-Arrow Night at Escondido's Cruisin' Grand™** on June 15th. There is no charge and no membership in any club required. Mark your calendar now; online registration information will be emailed to you in early May. I look forward to seeing you on June 15th.

Packard Motor Car Company of Canada Limited

By Brian Wagner

The Packard plant on East Grand in Detroit was considered the most modern automobile plant in the world when it opened in 1903. The 3,500,000 square foot plant was the first industrial building built with reinforced concrete. It was a behemoth that employed 40,000 workers at its peak with skilled craftsman exercising over eighty different trades.



That key symbol of Detroit's manufacturing might garnered most of the attention, but perhaps not as well-known is the fact that Packard also built cars in Canada. The good old Canadian tax man levied a thirty-five percent tariff on non-Canadian cars, so the Packard Motor Car Company of Canada, Ltd was established in 1931 to produce cars north of the border. Packard operated assembly plants at two locations in Windsor. The first plant opened in 1931 and then moved to a much larger factory in 1935. The first car off the line was a 1932 Packard 901 Eight Sedan. They were mostly right hand drive along with quite a few left hand drive 120s as their sales demand increased. In order to qualify for

reduced import tariff into the Commonwealth and the UK, a large percentage of the car had to be Canadian sourced including tires, upholstery material, carpets, brakes, paints, radiators, headlights, drive shafts, valve train, clutches, fan belt, suspension springs, wheels, brake drums, hubs, exhaust systems, bumpers, running boards, axles, and all electrical items including wiring, coils, distributors, generators, and starter motors. Raw body panels were sent from the stamping plant in Detroit. Welding, metal finishing and assembly of the panels into the various body parts were done in Windsor along with assembly of the frame and final body attachment and painting.

The engines were assembled in Canada with many locally sourced parts. The main components of the engine not made in Canada like the block, pistons, crankshaft, and connecting rods, were shipped across the Detroit River for assembly, as were the transmission internals and steering gear components.

The Windsor plant closed in 1939 as Canada entered World War II and war production took over. Unlike the remaining factory shell on Grand Avenue in Detroit, the Packard plant on Huron Church Road still lives on as part of the Windsor Visual Arts Building.

Packard furthered its contributions to automotive history with its manufacturing accomplishments in Canada. They left a legacy of contributing to the establishment of a network of automotive suppliers that has made modern-day Windsor the "Automotive Capital of Canada."



A 1935 Canadian built Packard 120 Coupe (courtesy of Hagerty insurance)

The Tremble Clefs® **FIGHTING PARKINSON'S**

2nd Annual Classic Car Show

Saturday April 14, 2018

10am-3pm



Cool Tunes and Hot Rides!

Palisades Presbyterian Church

6301 Birchwood Street, San Diego, CA 92120

All proceeds benefit the Tremble Clefs of San Diego
Therapeutic Singing for People Living with Parkinson's

Come meet San Diego's car enthusiasts!

- Sponsor trophies • People's Choice awards
- Dash plaque & Swag Bag to first 100 entrants
- Silent Auction
- Free Continental Breakfast for all entrants
- Opportunity drawings and more!

Cars, food, vendors, music and fun!

For food/table vendors and sponsorship inquiries,
contact Rudy at: algums40685@mypacks.net
or call (619) 246-2094

A special thank you to all of our sponsors and supporters.

All years and models welcome!

ALL REGISTRATIONS ONLINE AT:
www.trembleclefs.com

Click on the EventBrite link to register your vehicle.

\$25 per car, credit or debit cards only

\$35 per car day of show

Registration will be limited to 150 cars

Groups must arrive together to park together day of show. This is an alcohol-free event.

Sanctioned by the San Diego
Association of Car Clubs



JOHN CASTELL
FINE ARTS | find your scene



Tremble Clefs San Diego is a 501(c)(3) non-profit organization



TOUR OF SAN DIEGO'S HISTORIC POINTS OF INTEREST - SATURDAY APRIL 7

By Tim Pestotnik

Saturday, April 7, 2018 9:00 am Historical Driving tour of San Diego with optional lunch at end of tour

We will meet before 9:30 at El Cajon Sears parking lot, (now Westfield Parkway) at the corner of Fletcher Parkway/Broadway and Johnson St in El Cajon (major intersection.). If coming on freeway, exit I-8 at Main Street, go left at signal onto to Johnson. Sears is just beyond the bridge you go under. If coming in on streets, pick up Fletcher Parkway La Mesa and follow all the way to the steep down hill into El Cajon. Sears is at the bottom of this hill on your right. At the parking lot I will briefly explain the water history of this desert we live in and what floods have done to our paradise.

I recommend: {1} Bring a fold-out map of the area. The best is AAA San Diego "Eastern Cities Edition." With it you can visualize rushing water through neighborhoods and shopping centers much easier than in a car. (2) Find a passenger, If you are driving alone you will find it difficult to follow instructions in the traffic that is inevitable. We will be on minor streets, for the early part of the tour. If no passenger, make arrangements to stay with another driver. Remember, in California "parade" driving is against the law.

If raining, we will reschedule the event for a later time. PLEASE let us know you are coming by Thursday April 3 so that we will have enough touring instructions for each car and how many will be at the lunch at the Southwestern Yacht Club in Point Loma. (Board Member Marjo Miller has successfully negotiated an attractive lunch price at her club of under \$20 per person!).

We all need a reason to get behind the wheel of our Packards so this is a great opportunity. On Saturday, April 7th at 9:00 a.m., our approximate 25-mile tour of Mission Valley will start by meeting in El Cajon at a local parking lot (details to follow). We will proceed to the San Vicente Dam. We will then tour various spots along Mission Valley and the river to learn more about the flood of 1916 when San Diego was cut off from the rest of California. You will be given written driving directions so we can meet at several informative stopping spots for brief lectures along the way by **Nick Fintzelberg**, a lifelong San Diegan, historian, and classic car owner.

Afterward, for those who would like to do so, we will drive on to lunch at Southwestern Yacht Club in Pt. Loma (2702 Qualtrough St.) This will be a wonderful opportunity to get our cars out and enjoy a lovely Spring day in San Diego. And don't worry if your Packard isn't ready for the tour yet; come in whatever you have and enjoy some friends or make new ones.

Please RSVP by April 4, 2018 by emailing Tim Pestotnik at tim@pestotnik.com or calling 619-602-1964. Call Tim with any questions.

Lunch is only \$20/person. My lunch selection(s) are (mark one for each attendee):

SWYC Cheeseburger	_____
Chicken Quesadilla	_____
Traditional Cobb Salad	_____
Mahi Mahi Tacos	_____
Reuben Sandwich	_____

Make lunch checks payable to **Packard Club of San Diego** and send to Marjo Miller 3754 Rosecroft Lane, San Diego, CA 92106. Please complete the waiver of liability below to participate:

Waiver of Liability

I hereby release and discharge the Packard Club of San Diego and PAC from any and all liability arising from or related to my participation in the above described car tour. I agree to hold the Packard Club and PAC harmless from any and all damage I or my guests may cause while on the tour.

Signature

Printed

SUNDAY MAY 6

**TOUR TO WAKEMAN/ANDREWS
COMPOUND IN RAMONA**

**MEET AT: Kit Carson Park in Escondido
9 a.m. with 9:30 departure**

Tour and lunch at the Wakeman simulated mining town and wonderful machinery collection. Many new additions and changes have been made since last year. We will also be stopping at Restoration Supply Company on the way. Driving miles for the tour are 45.

This will be a joint HCCA-SD and La Jolla HCCA tour.

R.S.V.P. to Claire Cooke by May 1:

mommeo4@cox.net or (619) 447-9876

**MOTORCARS ON MAIN STREET
SUNDAY APRIL 29, CORONADO CA**

Limited to 400 Pre-1973 motorcars. Admission \$40.00 prior to April 22, 2018. 7am to 9:30am staging show from 1000 am to 3m pm. Website <https://10times.com/motor-cars-on-main-street>

ENTRY CATEGORIES:									
All entries will be judged for Best of Show, "Bad to the Bone", largest Club Participation, Coronado Mayor's Choice (Coronado residents only) in addition to <u>ONE</u> category below.									
Check One:		TRUCK:							
CONVERTIBLE:		Original &/or Restored 1972 & Older							
Original &/or Restored 1972 & Older		Modified 1972 & Older							
Modified 1972 & Older		Street Rod 1972 & Older							
Street Rod 1972 & Older									
ALL OTHER VEHICLES:									
Original &/or Restored:	Modified:	Street Rod:	Hot Rod - Real Steel:						
1945 & Older	1945 & Older	1954 & Older	1940 & Older						
1946 to 1959	1946 to 1959	1955 to 1972							
1960 to 1972	1960 to 1972		Replica/Kit						
Judging will be compiled on a 75 point system divided between 1) Paint & Body; 2) Interior; and 3) Engine.									
NOTE: Engine compartment <u>must</u> be visible to be judged. Vehicles displaying "For Sale" signs will not be judged.									
Please Print:									
Name		Email							
Address		City ST ZIP							
Vehicle Year	Make	Model							
Phone #	Car Club(s)								
Select T-Shirt Size (one free per pre-registration):									
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Pre-order additional T-Shirt(s):									
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S	M	L	XL	2X	3X				
S-XL \$20 ea; 2X \$22 ea; 3X \$25 ea.									
Please read and sign: As a participant in Motorcars on MainStreet 2018, the undersigned agrees to hold harmless Coronado MainStreet Ltd., the City of Coronado and/or any representative associated with Motorcars on MainStreet 2018 from any known or unknown damages, injuries, losses, judgments and/or claims of any kind whatsoever that may be suffered by/from any entrant to his/her person or property.									
Signature		Date							
Make checks payable to Coronado MainStreet Ltd. & mail to: 1001 B Ave. #216 Coronado, CA 92118									

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, \$22,000



1931 Packard Standard Eight Sedan, Model 826. Was fully restored in 2005. Won several awards when shown. Many spare parts and full documentation regarding the restoration. Located in Oceanside. Please call if you have questions or for further details. Asking \$34,000. Bill Freed. Cell: 760-525-4100.

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

info@packardsandiego.com

PACKARDS and AMELIA ISLAND

These vintage Packard signs were on sale at Amelia Island. In some instances the sign cost more than a Packard.



LEFT: An early teens sign with an asking price of \$8,500.

RIGHT: Packard service sign is at least four feet in diameter. Double sided porcelain and in excellent condition. Asking \$9,500.



This Packard sign can be yours for a mere \$45,000.



This Packard was parked in the spectators parking lot indicating it was just driven to the show. Next to it is a Model A Ford. I think this is a 1927 or 1928 Packard. This ol' gal looked to be definitely a driver. It is not unusual to see some nice collector automobiles and even some exotics in the parking lot.

FALLBROOK VINTAGE CAR SHOW

May 27, 2018 (Memorial Day weekend) is the date for the Fallbrook Vintage Car show. This year, Packard is the featured marque and we are going to show the world what a fantastic automobile the Packard is! [Click here](#) to download the registration form to enter your Packard. **Remember: Packard Club of San Diego will reimburse you for \$30 of the \$35 entry fee. Complete the entry and send it to Karl Ramsing to be eligible for the \$30 reimbursement.**



FALLBROOK

VINTAGE CAR CLUB'S 53RD
ANNUAL CAR SHOW



Sunday May 27, 2018
On the grass at Pala Mesa Resort
2001 Old Hwy 395, Fallbrook, CA 92028



The Show is Open to the Public 9:30 AM to 4:00 PM
Spectators Free! Free Parking!
Trophies for Class & Non-Class
Dash Plaques for Registered Vehicles
Open to all vehicles through 1993
Limited to first 450 Registered Vehicles
Register Online Until Noon, May 25th Pre-
registration only.

ENTREE FEE: \$35 No Refunds!

DEADLINE OF REGISTRATION:

Postmark date of May 19 2018

or 450 Cars, whichever comes first.

Show goes on 'Rain or Shine!'

Gates open at 5:30AM for show cars.

**All vehicles must be on field by 9:00 AM and remain on the field
until completion of the Award Presentation,
which starts at 3:30 PM**

PARKING & ENTRANCE PROCEDURE:

Show Cars will be parked in the order in which they arrive.

Arrive Together to Park Together!



WEBMASTER'S CORNER


By Mark Burnside

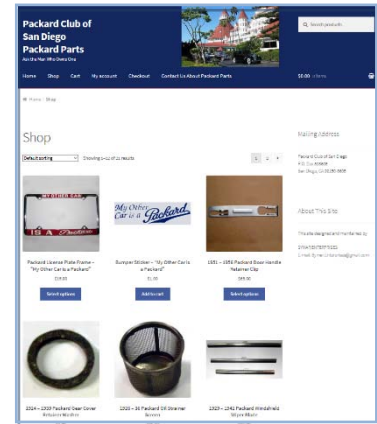
I am pleased to announce the addition of new features and content to our new website that make it more useful than ever. Here's what's new:

- We now have all known Predictors from 1976 to 2018 (43 years!) scanned and posted on the MEMBERS page at:
<http://packardsandiego.com/NEWSLETTER.html>.
Unfortunately we are still missing Predictors for the periods:

- November 1998 to January 2000
- September 2000 to August 2005

If you have in your Predictor collection any issues from these date ranges, please contact Mark Burnside.

- The **Carousel of Packards** on the home page has been updated with 16 new member Packard photos.
- Our MEMBERS ONLY page (bottom right-hand corner of home page) continues to grow with useful features that our members will really appreciate (email Mark if you forgot the password):
 - Current Predictor
 - Roster of Members
 - History of the Club (including list of all past presidents)
 - 2018 Board of Directors
 - Packard Identification Sheet
 - Vendor Referral List (currently being updated & under construction)
 - Club By-laws
- Our SHOWROOM page now has 67 photos of member Packards: <http://packardsandiego.com/SHOWROOM.html>. If your Packard isn't included, please email one or two hi-rez pics to Mark Burnside (markburnside@cox.net)
- Videos of previous years' Cruisin' Grand parades have been added: <http://packardsandiego.com/VIDEOS.html>
- **RIGHT:** Our Packard Parts store is now fully operational and we are able to PayPal on all orders: <http://packardsandiego.com/Packard-Parts/shop/>. Please on the link and check it out. Better yet, consider supporting your club by ordering a license plate frame, disconnect switch, windshield wipers, or even a bumper sticker. All proceeds from our store go to the club treasury and help subsidize upcoming events (like the Fallbrook Car Show on May 27th)
- The CALENDAR page of our website <http://packardsandiego.com/CALENDAR.html> is chock-full of sponsored and unsponsored events that any Packard owner might be interested in attending. You are invited and encouraged to attend our sponsored events (bold face, blue text & underlined). Click on any of them for more about the tour
- Last, we now have our own Facebook page at: <https://www.facebook.com/PackardSanDiego/>. This page promotes our region with reports on tours and as well as announcement of upcoming events (like Packard/Pierce-Arrow Night at Cruisin' Grand). If you haven't already, please visit the page next time you are on Facebook and give us  Like



accept
click

now
be
learn

Tour of Ernie Follis' Museum

Saturday March 3, 2018

By Richard Schauer



Last September the Packard Club tour to Ernie's was placed on hold by unexpected health issues. Undaunted, we conducted the tour anyway and enjoyed a nice lunch in Vista. Mike Adams, a PCSD member and CCCA tour director followed up by arranging a tour to Ernie's, and this time the planets were aligned perfectly.

Well, almost perfectly. The night before and morning of the tour a storm passed through, scaring many nice touring cars back into their protective garages, including mine. Despite inclement weather more than 50 people flocked to Follis', including members of our club, CCCA, and the Pierce Arrow Club. A very nice 1932 Cadillac braved the weather and made the drive from Rancho Santa Fe to Vista! Ernie was bowled over by the incredible turnout.



Ernie's home and museum are nestled in a beautiful Vista community. The first thing visitors see is a collection of antique bicycles up on the wall, most in original condition. Some have been restored, including, not surprisingly, some Pierce-Arrow bicycles. On the back wall of the ante-room up on shelves were incredible toys that took us all back to our childhood. How many of you remember those sheet metal cars and fire trucks we used to climb in as children, propelling ourselves with the two foot pedals and turning the tiny steering wheel? I never owned one, but was



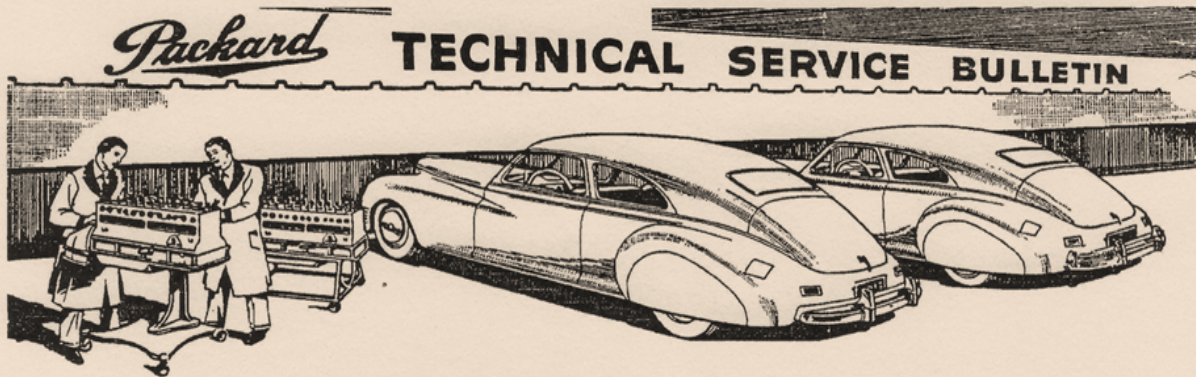
plenty envious of those boys who did. I still am. Ernie owns a bunch, plus many other antique toys including some really neat model airplanes. Next you pass into his main garage, filled with collectible cars. In an hour and a half it is not possible to study and appreciate them all. Naturally the majority of Ernie's cars are Pierce's, and some extremely rare and beautiful examples awaited us. Most are roadworthy, but some are still a "work in progress". One non-Pierce is a stunning 1932 Cadillac V-12. Gary Marchetti was unapologetically *drooling* over this car, as were the rest of us...more quietly though. Resting up against the west wall are two original condition Pierce Arrow motorcycles, worth a fortune I am told. I believe it. And Ernie owns one Packard!



This was truly an event to see. The atmosphere was made more festive because it was Kirsten Shoberg's birthday, so a celebratory cake was on hand as a surprise for her, as well as for the rest of us. Members who attended included Karl Ramsing, Paul Santy, Mike Adams of course, Bob Steiner, Rick and Rose Habicht (my first opportunity meeting Rose, and I am so glad she took the time to come), Dale and Debbie Costanza, Sam and



Deborah Judd, Jim and Catherine Woolsey, Paul Erlich, and Tom O'Hara (driving his '52 Mercedes). I'm sorry if you missed this great event; who knows if another like it will ever happen again.



The Importance of Torque Tightening

An item which does not always receive the attention it should receive is that of tightening various bolts and nuts to their specified torque.

Mechanical distortion often may be the underlying cause of various failures or difficulties which might not have developed had a torque wrench been used. Probably the

most outstanding example to cite is the tightening of cylinder head retaining nuts because it is considered physically impossible for any mechanic to tighten a series of nuts to an equalized pre-determined tension with ordinary wrench equipment.

Pulling cylinder head nuts up too tight, or tightening them unevenly, may be the cause of excessive oil consumption, low gasoline mileage, generally poor performance, or cracked cylinder heads.

When the cylinder head nuts are tight, the tension of the studs in the block tend to pull it out of shape. If the nuts are tightened unevenly

or are too tight, the studs may pull the cylinder bores out of round so that the piston rings cannot seat properly and excessive oil consumption, loss of compression and poor performance may follow. This unequalized tension of the cylinder head nuts also may cause the head to crack because it cannot expand uniformly when hot.

Improperly tightened bolts and nuts such as those at the main and rod bearing caps, manifolds, body bolts, rear spring U-bolts, door hinge bolts, etc., may result in parts failure, poor engine performance, body roar, or some other non-standard condition which might cause owner dissatisfaction.

Noise in Steering Column Shroud

22nd Series

When investigating the cause for a clicking or creaking noise in the steering column shroud, check the spot welds along the seam on the underside of the shroud.

While the car is being driven, a certain amount of flexing takes place in the shroud. If a weld is

broken, movement or flexing in the vicinity of the break may cause the rough, broken surfaces of the metal to rub together resulting in a sharp clicking sound.

This condition may be corrected by drilling a No. 17 drill size hole close to the broken weld and then installing a No. 10 self-tapping screw having a threaded shank $\frac{3}{8}$ inch long. A $\frac{1}{16}$ inch drill may be used if a No. 17 drill is not

available. If the broken weld is located between the steering column bracket and the bell-shaped upper portion of the shroud, the hole should be drilled through both the shroud and the steering column and in line with the center line of the column.

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 events as sponsored by PAC or one of its regions. You must be a member of PAC to participate in PAC officially sponsored events. Events that may be of interest to our members, but not sponsored by PAC or the Packard Club of San Diego are also included. These events are listed in *red 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
APR	7	About San Diego Driving Tour	Tour of San Diego Points of Interest	Tim Pestotnik
	8	La Jolla Concours d'Elegance	La Jolla Cove, La Jolla San Diego	On Your Own
	14	Tremble Clefs 2nd Annual Classic Car Show	Palisades Presbyterian Church, San Diego	Contact Richard Schauer
	29	Motor Cars on Main Car Show	Downtown Coronado, San Diego	On Your Own
MAY	17-20	The All-Western Regions Tour A joint tour with NorCal, Reno, Oregon, and the Earle C. Anthony Regions of PAC	Auburn, CA	Earl Rubenstein and Andrew Wallace, Earle C. Anthony Region, PAC
	27	Fallbrook Vintage Car Show	Pala Mesa Resort	Karl Ramsing
JUN	15	Packard/Pierce-Arrow Night at Escondido's Cruisin' Grand™	Escondido, CA	Mark Burnside
JUL	1-6	53rd PAC National Meet	Columbus, OH	Buckeye Packards
	4	<i>Avenue of the Heroes Parade</i>	<i>Coronado, CA</i>	<i>Contact Richard Schauer</i>
	14	Rallye Tour with Mercedes-Benz Club	San Diego County	Steve Ross
AUG	11	Packard Club of San Diego Annual Membership Social	Home of Tim Pestotnik	Tim Pestotnik
	24-26	Pebble Beach Concours d'Elegance	Pebble Beach Golf Links, Pebble Beach, CA	On Your Own
SEP	22	Donut Pusher Tour	All around San Diego	Mark Burnside
OCT	3-6	Hershey Swap Meet	Hershey, PA	On Your Own
	13	Octoberfest BBQ at the Garage w/ Technical Session	Escondido	Tim Pestotnik
	14-19	11th Henry B. Joy Tour	French Lick, IN	PAC
	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>

THE STEVE MCQUEEN MUSTANG USED IN THE MOVIE BULLIT

