



## PRESIDENT'S MESSAGE

Steve Ross



The Board of Directors, Officers, Committee Chairs, and I wish every one of you and your family a very **Merry Christmas, Happy Holidays and a Happy Prosperous New Year.** 2013 is just around the corner and we are looking forward to a fun-filled year enjoying our Packards. If 2013 is anything like 2012, we are in for a super great year. We had some fantastic tours and events in 2012. The ones that stand out to me are Cruisin' Grand, Cops and Rodders Car show, the Marston House Tour, the Palm Springs tour and our most recent Palomar Observatory tour. I am extremely sorry that not all of our members could attend these events. Hopefully next year.

The Palomar Observatory tour involved not only a beautiful drive above the clouds, it was very educational, interesting and left us wanting to find out more about the history of the Observatory. Our Packards flattened out the mountains very nicely. Read all about this adventure in this issue of the Predictor.

January 19, 2012 is the date of our annual event planning meeting. We are returning to the San Diego Police Museum and plan to start 10:00 A.M. Anyone wishing to attend and assist is most welcome. The feedback we have been getting from members is that you want more driving tours. Message received. The board will attempt to make these tours as "ole car" friendly as possible. One or two car shows will be considered and Cruisin' Grand will continue to be our flagship event. If you cannot attend and have an event you would like to submit, please contact me or any Board member.

Probably the biggest Packard event of this century is coming up in June of 2013. That is the One Hundredth Anniversary of the Lincoln Highway National Tour. Follow your upcoming Predictors for news and details of the tour.

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The Golden Anniversary of the founding of our Packard International Motor Car Club is coming up February 15-17, 2013. This event is also honoring the 1949 Packard. The location is the DoubleTree Hotel in Anaheim-Orange County. I volunteer to lead the San Diego Faithful on the journey to Anaheim. This will be a nice warm-up for our Lincoln Highway tour in June. Consider it a "shake down cruise" for the Classic Ladies.

For more details visit <http://www.packardsinternational.com/pdf/2013%20MM%20PI%20ad%20sprd%204%20Regns.pdf>



**Remember to drive your Packard at every opportunity. And if you ain't havin' fun you ain't doin' it right!**



# PALOMAR MOUNTAIN TOUR

Richard Schauer



## *Five Packards arrive atop Mt Palomar*

I title the article Palomar Mountain Tour versus Palomar Observatory Tour because the drive up and back was wonderful. Our thanks go to Brian Wagner for putting together an outstanding tour.

It feels good to reflect on the 2012 tour schedule. We have enjoyed a wide variety of tours this year from wine tasting, to military historical vehicles, to the community outreach at The Arbors, another look at history this time of San Diego at the Marston House, a weekend getaway at Palm Springs, and then a slice of the universe viewed at Palomar. It's good to be a member of a club that offers its members such diversity and enrichment!

But I digress. We could not have asked for a prettier fall day to go on tour with our Packards. The meeting place was the Lake Henshaw Resort, a popular diner for travelers, motorcycle clubs, and car clubs. Six cars gathered, including Brian Wagner's stout 1940 sedan, Mark Burnside's '49 limo (Miss Daisy), Steve Ross's "back from the dead" Yellow Peril, Todd Schonenberg showing off his freshly painted and upholstered '39, Jim Woolsey with his ever reliable '35 limo, and Jack Heacock with his 1950 black and beautiful Cadillac sedan. It made quite a showing with the cars parked side by side facing the highway; passers-by could not resist stopping to gaze, ask questions, and take pictures. Wherever we go the public flock to admire our cars...being a Packard owner brings responsibility: keep them in tip-top shape and drive them, i.e. expose them to the public every chance we get. But does it have to be so much fun? Seems almost a sin. Such an event as a world class observatory also draws members and their spouses. Sydney Kirkland braved the adventure after having had knee surgery and still being on the mend, Catherine Woolsey the life of the party as always, Debbie Schonenberg, always a pleasure to see her, Lynne Heacock, always lovely and gracious, and of course my wife Karen. We appreciate Robert Huntoon attending as well and Ken Tibbot from the CCCA.



**JACK HEACOCK'S 1949 CADDIE PARKS ALONGSIDE FIVE PACKARDS**

At the appointed time, Brian led us out of the resort and up East Grade Road. By far this is the gentler route to the top of Palomar. Never having traveled this road before, it was a particular treat for me. Gentle turns, gradual grades, expansive vistas greeted us the entire way. Unfortunately I was driving my brand-X car, but I must do that drive again in my Packard



**THE 200 INCH MIRROR GOING UP THE ROAD IN 1948. IT TOOK THREE TRUCKS TO GET IT UP THE MOUNTAIN**



On the way up I was thinking how this must be the Heaven of all tours, literally. Arriving at the 5,550-foot parking lot, our cars lined up side-by-side, to the unexpected thrill of other Palomar visitors. Brian arranged for the “inside tour” of the observatory. We entered through a side door and up a flight of stairs to the main telescope platform. The visitor’s gallery was close at hand, sealed from the inner chamber. To say the least it was impressive. So was the indoor temperature, at or near 40 degrees F. We learned it is vital to keep the inside of the observatory as close to the outside night time temperature, thus significantly reducing the time required to “normalize” the precious mirror so it can be “up” and ready for viewing promptly. The trouble was that several in our party were under-dressed for the occasion and had to leave early in order to get warm.

For readers who have never seen the Hale telescope, which owned by Cal Tech, and now 65 years old is still beautiful, graceful, and perfectly balanced. The journals that the telescope rotates on are pressurized with a film of oil, much like



babbit bearings, and move easily with a minimum drive motor (nil vibration). During the day the telescope rests in the vertical position, but at night it is rotated to the eastern sky to whatever object is being observed. Via computer the telescope moves throughout the night, constantly tracking the object. The laboratories adjoining the Hale telescope are equipped with the most modern computers and programs. This keeps Palomar on the leading edge of technology and still a very important observatory to this very day. The tour was an hour and a half, and very informational. The tour duration was about right, for even the most heavily dressed of us were beginning to shiver. Exit through the visitor's gallery, then over to the gift shop (where it was cozy warm), and then back to the cars for the drive down the mountain. What a hidden treasure we have nested in our nearby mountains!



#### **THE OBSERVATORY ENTRANCE - LOOK AT THAT BLUE SKY**

Back down the mountain we drove without incident, past Lake Henshaw, and uphill to the Santa Isabel Casino for lunch. The casino and restaurant were very quiet, so we enjoyed a nice lunch. As a side note Ken Tibbot related the story of his father-in-law, a Cal Tech engineer, who was recruited to do design work on the observatory. Amazingly, Ken's father-in-law designed the track upon which the observatory dome rotates...long before CAD or Pro-E or the modern mega-memory personal computers. It was all done using slide rule, pencil and paper on a drafting board. The precision was so superb that the dome rotates effortlessly to this day without introducing the slightest vibration to the lens. Did they know how to build them, or did they?



## *Selected Shorts*

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

By Richard Schauer

As a club we are united by the car we love, but we are divided by our busy lives and the miles, in some cases many miles. It is so important to stay in touch. Thank heavens we have this great magazine that maintains that critical link. So much going on, so little time to "talk":

Sept. 21, 2013, Escondido. At the end of each Cruisin' Grand year Steve Waldron sets aside one Friday night to display all the weekly award winners for the entire season. Karen and I parked our '34 model 1100 amongst some very nice cars on Broadway on a beautiful Friday evening, an evening that witnessed a diminishment of the great heat wave of 2012.



### **CRUISIN' GRAND PARADE FORMING UP**

A very respectable crowd gathered to admire the 2012 best of the best, and it never fails that I encounter at least one very interesting individual. Ralph approached my car in a wheel chair pushed by his son and daughter in law. A retired Navy man he sported a Korean War hat and spoke proudly of his service on the USS Midway. Then he spoke of Packard cars. He grew up in Arizona on a ranch near Tucson. His father owned a 1929 Packard sedan. At age nine or ten when he was tall enough his father would start the engine, put it in low gear, let out the clutch with Ralph behind the wheel and go about his duties while Ralph putted around the yard, steering the car round and round. The look on Ralph's face while remembering this story was golden for me, as this was clearly a very fond memory for him. When he was even taller he learned to drive on the (then) old Packard. About the time Ralph joined the Navy, his dad sold the Packard, then over 20 years old for \$50.

Oct. 14, 2013, Fifth Avenue Auto Showcase, Gaslamp district, San Diego. I got a phone call from Alan Taylor, who was drumming up attendance. I made a deal with Mr. Taylor: if his shop would fix my carburetor I would bring my car to the Gaslamp. Deal...I got the carb back on Thursday, installed it on Friday, and drove the car to San Diego Sunday as promised. This was my first time attending the Gas Lamp event, which was very well attended and included a hundred cars from antiques/collectibles on up to modern Ferraris. My car was voted second place behind Paul Emple's 1930 Minerva, which went to Pebble Beach in 2007...not bad for my old girl.





**The Schauer 34**

An old man was wheeled up to my car by his son, a thin fellow who was obviously enjoying seeing my car. I had to meet him. Paul (Pablo) enlisted in the Navy in 1944 at age 16, lying about his age. He crewed on an aircraft carrier in the final year of the Pacific war, off Okinawa and Iwo Jima. Their greatest threat was from Kamikaze pilots, who attacked Naval shipping in great numbers as we all know. They could scarcely sleep for weeks the danger was so high. Paul survived WWII without injury and served with distinction in the Korean War as well. How interesting it was for me to hear this frail old man telling his stories. And then there was the Packard. A farm boy his father bought a used 1935 Packard during the Great War...don't know the model. After WWII it was given to Paul, who drove it until the mid-1950's when he sold it for \$50 and used it to buy a newer used Chevrolet. I guess \$50 was the going price for a used pre-war Packard in the 1950's. I sure enjoyed listening to Paul. People of his generation are going fast and their stories with them.

## AND THE ANSWER IS



The identity of the Packard in the November issue of the Predictor that would have won a free pass to our Christmas party is a 1933 1006 Cabriolet De-Ville with coach work by Fernandez & Darrin of Paris. It is believed to be the only one in existence.



As you can imagine this is this is a stunningly beautiful Packard. We are truly sorry that no one won a free dinner.



# HISTORIC LINCOLN HIGHWAY TOUR

**June 21 –June 30, 2013**

Steve Ross



## *The original path of the Lincoln Highway route*

The Packards International Motor Car Club as well the Packard Automobile Club has made a commitment to join the celebration of the 100<sup>th</sup> Anniversary dedication of the Lincoln Highway. Mark Burnside, a PI Regent and a member of our region's Board, is the PI National Chair for this event. This is what I consider the event of the century for the Packard Clubs in the United States. The Yellow Peril (YP) and I are committed to making this tour. The YP and I would like as many of you as possible to join us on this adventure, either for all or a small part of it. The first part of the adventure is getting from Valley Center to the San Francisco starting point.

I made the Old Route 66 tour with the Mercedes-Benz Club a few years ago and it was a fantastic journey. I have been bitten by the bug. There is so much of our American history in these roads that first linked our nation together. The Lincoln Highway was the first *modern* gravel/rock road across the United States - running from New York City Times Square to San Francisco, California.

An improved road across the nation had been talked about by industry leaders, the New York Times and some members of congress. Carl Fisher was an early automobile entrepreneur who was the manufacturer of Prest-O-Lite Compressed carbide-gas headlights as well as the principle investor of the Indianapolis Motor Speedway. . He believed that such a highway was needed, and in 1912 he met with industry friends where one million dollars was pledged to begin construction. One of the men at the meeting, Henry Ford, refused because he believed that the government should build the road. There was also rumors the real reason that Henry did not participate was that he was angry at Roy D. Chapin Sr., the CEO of the Hudson Motor Car Company. Roy D. Chapin Sr. and Henry Joy the CEO of Packard Motor Company were major contributors and later Joy became the Lincoln Highway Association President. The estimated cost to build the gravel/rock road from coast-to-coast was 10 million dollars with completion by May 1, 1915 in time for the Panama-Pacific International Exposition in San Francisco. The road was built using private, corporate, city and state donations. No federal funds were made available. The first section of the Lincoln Highway dedicated was named the Essex-Hudson Lincoln Highway probably in honor of the Hudson Motor Car Company's funding.





**This is the 1916 Packard that Henry Joy drove on the coast to coast Lincoln HIGHWAY**

I suggest that those interested go to [www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org) to learn about the Lincoln Highway Association (LHA) as well as all the details on the tour. One group will start from Times Square in New York City on June 21, 2013 and the other group will depart San Francisco on June 22, 2013. The two groups will meet in Kearney, Nebraska on June 30, 2013. I suggest that you join the Lincoln Highway Association and sign up with them for the tour. The number of cars is limited to 100 going west-to-east and 100 going east-to-west. Check out the LHA and make your own decision. One large benefit is the LHA group has a rescue wagons going both directions and following the pack all the way to Kearney. Mark and I don't want to make this trek alone. We need as many Packard friends as possible to join us.



**Could this be Henry Joy pointing the way to his driver/mechanic?**



***Lincoln Highway association president Henry Joy takes a break for fun in the high snows***  
**This was probably taken in the High Sierra Mountains**

In the photo above I wonder how the snow was plowed. Horses?



Times Square departure point



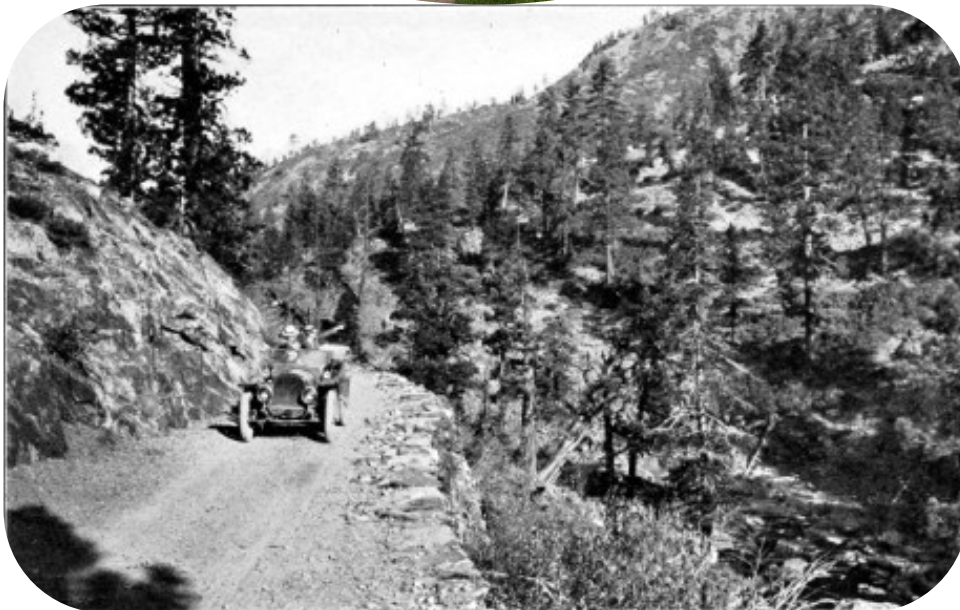
San Francisco departure point



Meeting point in Kearney, Nebraska



There are many options for participation. You may start from either New York or San Francisco and go to Kearney or you may decide to just join up for a portion of the tour. The Lincoln Highway Association has the entire route mapped out with stops, hotels food etc. Several car clubs in the US as well as in Europe are going to be participating in the hundredth anniversary tour commemorating this great historic highway across the United States.



**Henry and his mechanic in their 1916 Packard somewhere on the Lincoln Highway**

To call Mr. Joy's ride along a mechanic was a misnomer as Ernie Eisenhut was one of the lead engineers of the Packard Motor Company. The 1916 Packard Twin Six used for the journey was a specially equipped Packard that cost \$5,000. In 1915 a new Model T cost \$390 and the average annual wage was \$692.

Why was it called the Lincoln Highway? One reason given is that roads were numbered - thus having a name gave it more "character". Giving the road a name that people could associate with would encourage them to become involved with their time and money. Abe Lincoln was probably the most recognized and respected name in the U.S after Washington at that time. Another reason in my opinion is that Henry Joy's father James Joy was the president of several railroads and hired a young attorney, whose name was also Abraham Lincoln, to do legal, work for the railroads.



**Henry Joy monument next to the Lincoln Monument**

# WHO SAYS PACKARDS DON'T RACE?

By Steve Ross

Wolfgang Westphal, a member of the Nordic Packard Club, participates in races in Europe and I am assuming in Germany. I read about his exploits with his Packard on his Facebook page and copied the photos and narration of the event. Needless to say I was surprised as well as impressed that a Packard owner would take a really big Packard to the track. Having said that the Europeans are prone to drive their Packards more, further and more aggressively than we do, in my opinion.

Wolfgang's Packard appears to me to be a 1935 V-12 Limo. It looks like Jim Woolsey's Packard. Below is the Wolfgang Westphal's 3.5 tonnes Limo on a racetrack and winner in its class !!! Photo was taken September 13 at 12:39pm.



## Head to Head with either a Triumph TR 3 or TR 2

Note the taped head lights and racing number on the side. This is serious stuff. Wolfgang says "It is a historical race', normally you have to go timing rounds in about 30 miles but most of people only race. Last year there were some heavy accidents so the town gave the permission only with safety rules! One rule is that all drivers have to wear helmets, in a limousine too". I would love to know what the rest of the rules were. From the photos it appears there is not much of a barrier between the cars and the spectators. I spent two days on the Firebird track in Phoenix last September in a 25 year old Mercedes-Benz and I can only imagine how it would be in the 1939 Yellow Peril. I drove the Packard up to Julian in October and came home by way of Wynola. Since there was no traffic I decided to see how the Yellow Peril would react if it were pushed hard, like on the track. We did not like it much!





**On the track in fight with a Fiat Toppolino**

Wolfgang said “they talked a lot with the driver of the Fiat Toppolino. The owner is a real funny Italian and he told us that he was afraid when the Packard comes from behind and the massive grill gets bigger and bigger in his mirror. His roof is not higher than the Packard hood so he can imagine his feelings”.



**Wolfgang’s Packard in its natural habitat. Check it out on Wolfgang’s Facebook page for more about his Packard and the Nordic Packard Club.**

## ANNUAL PLANNING MEETING

*Saturday January 19, 2013*



The San Diego Regions Annual Planning Meeting will be held on January 19, 2013 at the San Diego Police Museum - located at **4710 College Avenue in San Diego**. We will kick off the meeting at 10:00 A.M. sharp and is scheduled to last no more than 3 hours. After the meeting we will gather for lunch. The lunch location will be decided at the meeting.

The planning board meeting is open to all who wish to attend. If you have a tour you would like or any other event please contact any of the board members by whatever means you are comfortable with. We sincerely do want to plan events that you, our members, like. We like both positive and negative comments as well.

## PICTURE YOUR PACKARD ON OUR REGION'S WEBSITE

By Mark Burnside

Our website is now back up and on-line at [www.SanDiegoPackards.com](http://www.SanDiegoPackards.com). (Make sure to note that we are now a *dot-com* site.) Check it out if you haven't already done so. In particular, I would like to call your attention the Member Car Photos page at [www.packardsandiego.com/showroom.html](http://www.packardsandiego.com/showroom.html) where you will find photos of 40 of our members' Packards. That would be great if our members owned a total of 40 Packards. But we don't. We own a total of 113 Packards! That means that this page on our website is missing pictures of 73 Packards. So, take a look at the Member Car Photos page and see if your Packard is pictured. If not, please, Please, PLEASE email me one or two of your favorite pics of your fine motorcar. I promise to get them posted in less time than it takes to locate a new distributor cap.