



## PRESIDENT'S THOUGHTS

By Steve Ross

This is a photo of a church located in Halfrock, Missouri taken last winter. You may rest assured that all of our Packard brothers and sisters have their Packards in storage. Can you imagine not driving the grand old lady for nearly 5 or 6 months! I have

tried but it was too painful. That alone is enough to feel sad and have pity for them. The Packard below buried in the snow is in for the winter, apparently. Enough about them, now let's talk about us.



There will be a schedule of fun happenings in the February issue of your Predictor and most will involve driving the Packard. We want to see and admire all of our club members' Packards as well any non-members. We had a super year in 2013 and

2014 will be even better.



The "Yellow Peril" went to a party with some Packards, Cadillacs and Pierce-Arrows. All those cars were black, blue or a brown color, not festive at all. We had a good time anyway. Sean McNew, a PI member was there with his recently acquired 1931 Pierce-Arrow. He

didn't get a Packard but it starts with a P! He drove it to our Christmas Party and it is a beauty and appears to be ready for some touring. Our club plans to do some serious touring this year and I am sure we will be seeing a lot of Sean as well as our own Packard automobiles. We are opening the year with a bang at the Hotel Del Coronado on New Year's Day. That and other

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Members of the Board of Directors, Officers, and Committee Chairs of the San Diego Region of Packards International Motor Car Club:

#### President, Treasurer & Newsletter

**Editor:** Steve Ross

(619) 508-3925

[inewsx@sbcglobal.net](mailto:inewsx@sbcglobal.net)

#### Vice President: Ron Steffey

[ccaptron@aol.com](mailto:ccaptron@aol.com)

#### Secretary & Historian: Brian Wagner

[wagnerindy@sbcglobal.net](mailto:wagnerindy@sbcglobal.net)

#### Membership Chair: Karl Ramsing

(760) 726-595

[kpramsing@sbcglobal.net](mailto:kpramsing@sbcglobal.net)

#### Projects Chair: Paul Santy

(760) 434-2503

[pjsanty@sbcglobal.net](mailto:pjsanty@sbcglobal.net)

#### Tours Chair: Richard Schauer

(760) 740-9188

[packard1934@sbcglobal.net](mailto:packard1934@sbcglobal.net)

#### Webmaster and Newsletter Publisher:

Mark Burnside

(619) 322-9340

[markburnside@cox.net](mailto:markburnside@cox.net)

#### National Website:

[www.PackardsInternational.com](http://www.PackardsInternational.com)

#### SD Region Website:

[www.PackardSanDiego.com](http://www.PackardSanDiego.com)





events are well covered in the next issue of your Predictor. Your current officers and Board of Directors have remained for the coming year and we are most fortunate for that. Our club has a great group of guys and gals who love Packards and like to have fun. As you must know by now our creed is to have fun. If your Packard doesn't feel well, then drive your other marque. We had a super year in 2013, and 2014 will be even better.



Here is a view of the Halfrock Church last June with Buttercup AKA The Yellow Peril. The building was erected in 1875 and was remodeled in 1951. I am fairly certain that this is the second time in the history of this building a Packard was ever parked in front of it. My uncle had a 1953 Packard and he may have parked there.



This Packard, parked next to the Railroad Building, is the same color as my Uncle's. I wonder if it could be the same car. He always went on about how great the Packard was. When he traded it in, he got a Cadillac because I think Packard had folded by then. His was the first Packard I remember seeing. All I knew was it wasn't a Ford, Chevy or Plymouth. I had seen a Chrysler and a Desoto. My Dad explained to me that a

Packard was one of the finest and most expensive cars made and not many people could afford them. That made me wonder how my uncle got one. I found out later that he had done well and could afford a Packard or a Cadillac.



## NEW YEAR'S DAY AT THE HOTEL DEL CORONADO

Join us Wednesday January 1, 2014 for brunch to kick off the New Year at the world famous Hotel Del Coronado in Coronado, CA. The "Hotel Del" opened for business in 1888 and at that time was the largest resort hotel in the world. It was declared a historical landmark in 1977. The wiring was supervised and inspected by Thomas Edison and in 1904 it was the site of the world's first outdoor electrically lighted Christmas Tree.

*The Crown Room where we will enjoy brunch*



The Crown Room is continuously voted the best brunch in town by San Diego Magazine and San Diego Union Tribune readers. It offers seven distinctive dining stations; every morsel of food is gourmet and the selection of beverages are the very best available - both foreign and domestic. Champagne, Mimosa and soft drinks are included. Go to [http://www.hoteldel.com/uploadedFiles/Things\\_To\\_Do/Dining\\_Menus/BrunchMenu.pdf](http://www.hoteldel.com/uploadedFiles/Things_To_Do/Dining_Menus/BrunchMenu.pdf) to view and download the 4-page brunch menu.

**Here is the deal:** The cost is \$61 per person. You are encouraged to drive your Packard or other vintage automobile. We are working on getting special recognition from the hotel for our beautiful vintage automobiles. A great turnout of Packards and other classic cars will ensure the success of this effort.

**Arrival time is 12:00 Noon.** This will give us three hours to enjoy a leisurely dining experience, tell war stories and just enjoy the ambience. After lunch we can tour the Del or walk around the village of Coronado. I am told there is shopping available for those so inclined.

**Send your reservation with check to Steve Ross, 16151 Fruitvale Rd, Valley Center, CA 92082 in time for it to arrive by December 30, 2013. Also tell Steve the year and make of the automobile you intend to drive to the event.**

**NOTE: The above information is correct and current. Please note these changes from earlier communications regarding this event:**

- 1) The new (lower) price is \$61 per person.**
- 2) The new arrival time is 12:00 noon.**



The tables are set and the presents are wrapped as we wait for the San Diego Region members to arrive at their annual **CHRISTMAS PARTY**. Once again our club gathered at the Lazy H for a warm, social afternoon of conversation, gift exchange and of course some tire kicking. It is amusing to watch the guys gather around an automobile that has not been seen before. Since we had two new arrivals there was a lot of "sniffing" going

on before dinner. We are sorry to announce that Santa and his helpers were not available this year due to a scheduling problem; also, there was no fireplace available.



"Elvira" was at the party with Mark Burnside, (Elvira loves to party). The rain did not deter them from hitting the road for some fun. They had to be there because Mr. Burnside is the Official gift exchange Master of Ceremonies.

Mark is preparing to begin the famous (or infamous) exchange of gifts. 'Exchange' is used loosely as most of the items are exchanged several times, all in the spirit of the season of course. Mr. Pizzuto does not appear to be paying attention.



Colin Fort sniffing out the evidence before opening as Mr. Pizzuto looks on probably wondering if it is something that he wants to steal. I am certain that Colin did not get to keep it long. Judging from the number packages remaining on the table Colin must have been one of the first to select his treasure.



Phil Pizzuto finally gets to select his prize as Patti Adams looks on. Mike Adams is being "Kool" about the whole deal. This also may be a ploy to not draw attention to himself and the really nice selection he made earlier which may be taken away by Mr. Pizzuto. The best way see how this works is to come to the 2014 Christmas Party. It is nothing but fun.



L-R, Ron Steffey, Connie and Ralph McNeil. Peggy and Karl Ramsing, Patty and Mike Adams and Gary Marchetti watch the action.

Below it appears that Carol Ross is contemplating taking someone else's prize.



This 1931 Cadillac Convertible Sedan filled in for an under-the-weather Packard friend owned by Gary and Ann Marchetti. It was a beauty and was accepted graciously by the Packards. We are inclusive when the Packard fails to proceed.



***Men without women.*** These guys behaved like perfect gentleman even though their brides were not with them. L-R Sean McNew, Paul Santy, and Ron Steffey



Going from left to right  
**Colin and Suzanne Fort, Steve and Carol Ross, Mark Burnside, Phil and Heather Pizzuto**

After everyone had selected a table and were seated, it occurred to me that the current president of the San Diego Region Packard Club and three past presidents were all seated at the same table. This happened totally by coincidence and probably could not have been accomplished had we tried to make such an arrangement. As a Charter Member, Colin Fort has been a member for quite some time and he and Phil Pizzuto shared anecdotes with us about the club. There have been some changes to the club since it was founded and we hope to continue to grow and move with the times.





Gary and Patti Marchetti enjoying the festivities.



Sean McNew's 1930 Pierce-Arrow. Sean and his car made a recent appearance on TV Channel 51 with Dave Stahl



Jack Hall the proprietor of the Lazy H and our coordinating lady who made sure the dinner went smoothly, Sybil. The Maître De, Henry provided Persimmons to those who wished to grab some.

**WE HAD A GREAT AFTERNOON AND HOPE TO SEE YOU ALL THIS YEAR AND FOR SURE AT THE 2014 CHRISTMAS PARTY**

# 1914 PACKARD GOES TO WAR!



## 1915 Packard Motor trucks with the French Army on the front in World War I.

The Great War to end all wars began one hundred years ago and Packard was there serving with the French Army. Prior to the war beginning the French Army had purchased well over a thousand Packard trucks. They were pleased and impressed with the trucks and ordered a few thousand more. Packard could not accept the order as their entire production was dedicated to the U.S. Army. In 1914 the Packard Motor Company was just 14 years old and the Lincoln Highway was one year old. Packard Motor Company continued to be a significant defense contractor until the 1950's.

## Packard leads the way for the Yanks According to the poster



## Road grading and repair in 1914







Packard went all out to support the war effort but, unlike WWII, automobile production continued. Packard built trucks from 1902 until 1923 and during that period they produced 45,538 trucks. The most significant contribution to the war effort was Packard's development of the Liberty aircraft engine. During this period Packard and White are the two trucks mentioned the most in Army photos as well Major Eisenhower's journal on the trek from New York to San Francisco in 1919.

***The soldiers shown below are looking for something. They don't appear to be the U S army but maybe Greeks or Turks.***



Here is an armored vehicle built on a Packard chassis and engine. During WWI tanks and armored cars were fabricated from whatever was available and had the drive train and frame strong enough to support and transport the vehicle.

This is a Freikorps-Tzhorshy vehicle. The Freikorps were German volunteer military or anti-communist paramilitary units. The term was originally applied to voluntary armies formed in

German lands from the middle of the 18th century onwards. The vehicle was made in Russia and was captured by the Germans late in the war. The Russians made two of these and they were built on a Packard three ton truck chassis.

***A Packard truck carrying a three-ton load drove from [New York City](#) to [San Francisco](#) between 8 July and 24 August 1912. The same year, Packard had service depots in 104 cities. Having driven some of that road I cannot imagine what this must have been like.***

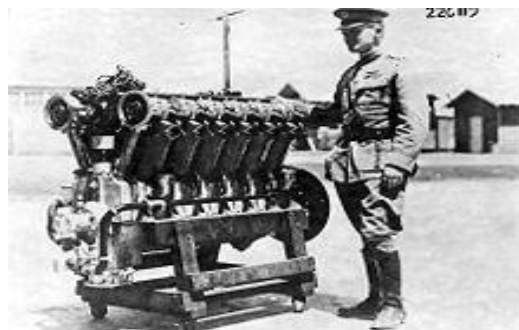
## THE FAMOUS PACKARD V-12 LIBERTY ENGINE



In May 1917, one month after the US had declared war on Germany, a Federal task force known as the Aircraft Production Board summoned top engine designers Jesse G. Vincent (of the Packard Motor Car Company of Detroit) and E.J. Hall (of the Hall-Scott Motor Co. of Berkeley, California) to Washington D.C. They were given the task of designing as rapidly as possible an aircraft engine that would rival if not surpass those of Great Britain, France, and Germany. The Board specified that the engine would have a high power-to-weight ratio and be adaptable to mass production. The Board brought Vincent and Hall together on 29 May 1917 at the Willard Hotel in Washington, where the two were asked to stay until they produced a set of basic drawings. After just five days, Vincent and Hall left the Willard with a completed design for the new engine. In July 1917, an eight-cylinder prototype assembled by Packard's Detroit plant arrived in Washington for testing, and in August, the 12-cylinder version was tested and approved. The Willard Hotel is still one of the top hotels in Washington D.C. President Grant stayed there while the White House was being remodeled. It is also famous for its Round Bar. When you are D.C check it out.

Note the time line on development of this engine, May 29, 1917 Jessie Vincent is asked to develop an aircraft engine. In August they had the Liberty engine ready for production! In just three months they had designed and built an aircraft engine ready for production. Today that would take at least five years. At least two years to design it. Ole Jessie designed his engine in five days. Oh well times do change.

Major Henry H. "Hap" Arnold with the first completed Liberty V-12 engine.





The Packard Liberty engine was used on the the following aircraft to name a few:

Airco DH.4, Airco DH.10, Douglas C-1, Airco DH.9, Caproni Ca, 60Airco DH.9, Douglas DT, Douglas O-2, Fokker T.II, Handley Page H.P.20, Wittteman-Lewis XNBL, RN-1 (Zodiac), Caproni Ca.60, Curtiss NC, Curtiss Carrier Pigeon. It was used in tanks as well Boats. This engine was a key player in the war on probation. During WWII BMW made an engine modeled after the Liberty engine. More on the Liberty engine in future Predictors.



A Douglas C-1 powered by the Liberty engine.



Not a WWI aircraft but an interesting design that appears to be a modified B-17. Flying it must have been a hoot.

HORSEPOWER IS LIKE MONEY----IT'S NICE TO HAVE IT IF YOU NEED IT

## Selected Shorts

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

By Richard Schauer

### Things that make you go AARRRRGGGGHHHH!!!!

I had the car out last October and a fellow approached me. Older than me, my guess was 70 something, he said "Nice car, it's a Packard, isn't it?" That's progress because as we all know many people do not know what our cars are or what Packard was, er, is. He went on: "Yeah, I grew up in the Midwest, my father owned a junk yard, and in the '50's so many of these old junks hit our lot we removed the engine and transmission and burned what was left." I warned you in the title.... Sorry, not all the stories are happy ones. I'd sure love some parts off those old cars

.....



The picture below adds to Richard's story of what happened to so many Packards as well as other classic and vintage automobiles of the day



**These are sad sights to be sure.**



## **2014**

### **ACTIVITIES CALENDAR**

Listed below is the very beginning of our Region's 2014 activities calendar. 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 & Year	Date	Event Description	Location	Tour Director
January 2014	1	<a href="#">New Year's Day Brunch</a> <a href="#">Hotel del Coronado</a>	San Diego, CA	Steve Rose
January 2014	11	<a href="#">2014 Planning Meeting</a> <a href="#">Police Museum</a>	San Diego, CA	The Board and Club Members
February 2014	14-16	<a href="#">Packards International Annual Membership Meet</a> <a href="#">DoubleTree Hotel</a>	Orange, CA	Don Hull & Robert Escalante

PLEASE LET YOUR PRESIDENT OR ANY BOARD MEMBER KNOW OF THE EVENTS OR TOURS YOU WOULD LIKE FOR NEXT YEAR. DID WE DO ANYTHING IN 2013 YOU LIKED? IF SO, LET US KNOW AND WE WILL REPEAT IT IF POSSIBLE. OUR GOAL IS TO MAKE IT LIKE YOU LIKE IT!

SEE PAGE 1 OF THIS PREDICTOR FOR CONTACT INFORMATION.