



San Diego Region

# Predictor



Volume 47 Issue 2  
February 2010

## President's Message

On January 17th, we brought back our traditional Installation Brunch at the 94th Aero Squadron Restaurant. It was my pleasure to introduce to the attendees the members of the PI San Diego Region Board of Directors for 2010:

### OFFICERS FOR 2010

President: Mark Burnside  
Vice-President: Scott Napora  
Treasurer: Steve Ross  
Secretary: Brian Wagner

### COMMITTEE CHAIRS FOR 2010

Projects: Paul Santy  
Membership: Karl Ramsing  
Newsletter Editor: Gary Wysong  
Tour Director: Richard Schauer  
Historian: Brian Wagner  
Webmaster: Mark Burnside

I want to express my heartfelt gratitude to Scott, Steve, Brian, Paul, Karl, Gary, and Richard for volunteering to serve on our Board for the year 2010. Together, we will steward the Region through the year with competence and enthusiasm. Already, this fine group has assembled one of the finest tour calendars the region has ever seen. Please see the tour calendar in this issue of the Predictor for what lies in store for the year, and mark your calendar now for all 12 months. Speaking of calendars, I want to thank former President Todd Schonenberg for his very creative (and very successful) effort to produce 2 wonderful 2010 wall calendars that feature photographs of Packards owned by San Diego Region Members. Two versions were produced and each features 13 photos of member-owned Packards. The calendars were given out at the Christmas Party and the Installation Brunch. If you didn't attend either event, you're forgiven, and you can now watch your (snail) mail box, as one of these fine calendars will be arriving shortly. Back to the Board of Directors for a minute: Every year, this group works tirelessly to plan and carry out 12 tours for the year. On top of this major effort are the regular duties of attending Board meetings, watching the finances, producing and distributing the Predictor, recruiting new members, maintaining accurate records, keeping a website current, and fabricating & selling project parts to finance club activities. All of these require significant volunteer effort from the Board members. Your appreciation is recognized when you renew your membership, attend multiple tours in a year, purchase project parts, and contribute content to the Predictor and the website. Please show your appreciation and support whenever possible.

In closing, I want to be sure to invite you to attend the annual Packards International Membership Meet in Orange, CA from Jan 29 - 31. You should have received your registration packet 3 - 4 weeks ago. (If you didn't, please contact me ASAP and I can email you the forms.) This year features a tour of the Petersen Museum on Friday with access to "The Vault" - a very special privilege indeed. Saturday is the annual Salon event. You are encouraged to enter your Packard in either the *Judged* or *Display-only* category as you deem appropriate. Either way, this is a fun weekend that is much more fun to experience first-hand than to read about one or two months later in the PI quarterly magazine. Looking forward to seeing you at the National Meet.

Happy Tours,  
Mark Burnside

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President – Mark Burnside  
(760) 747-6001  
[markburnside@cox.net](mailto:markburnside@cox.net)

V.P. – Scott Napora  
[scottnapora@yahoo.com](mailto:scottnapora@yahoo.com)

Treasurer – Steve Ross  
(619) 508-3925  
[inewsx@sbcglobal.net](mailto:inewsx@sbcglobal.net)

Secretary/Historian – Brian Wagner  
[wagnerindy@sbcglobal.net](mailto:wagnerindy@sbcglobal.net)

Membership – Karl Ramsing  
[kpramsing@sbcglobal.net](mailto:kpramsing@sbcglobal.net)  
(760) 726-5955

Projects – Paul Santy  
[pjsanty@sbcglobal.net](mailto:pjsanty@sbcglobal.net)  
(760) 434-2503

Webmaster – Mark Burnside  
[markburnside@cox.net](mailto:markburnside@cox.net)

Tour Director – Richard Schauer  
[packard1934@sbcglobal.net](mailto:packard1934@sbcglobal.net)  
(760) 740-9188

Newsletter – Gary Wysong  
(619) 267-8879  
[gwysong@cox.net](mailto:gwysong@cox.net)

**Website:**  
[packardsandiego.org](http://packardsandiego.org)  
Find P.I. San Diego information,  
links to P.I. Chapters & P.I. National  
Events



# FOR SALE – CARS AND PARTS



'29 Packard 633 Victoria Coupe  
Complete and drivable, \$22,500  
David Keith, Sun City, AZ  
623-974-6459

For Sale:  
4 fenders for a senior '36, Right  
front not in good condition, but  
other 3 easily prepped for  
paint/install.  
Call Rick Hagen  
619-401-3027  
[R\\_Hagen@cox.net](mailto:R_Hagen@cox.net)

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

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

For P.I. – San Diego Members:

Do you have a collector car or parts for sale? To  
place an ad in our newsletter, email Gary Wysong  
at [gwysong@cox.net](mailto:gwysong@cox.net) or call 619-267-8879.

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

'38 Packard Super 8, Long wheelbase sedan,  
Dual side mounts, rebuilt 356 straight 8,  
\$49,900 Art 602-295-7651

'48 Packard Station Wagon, \$29,900  
903-520-7356

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

'55 Packard Caribbean  
Convertible, \$89,900,  
314-291-7000  
[oldride.com](http://oldride.com)

'41 Packard 110 Sedan, blue and  
silver, \$17,900 obo,  
1-877-572-5714, ID 5289511494

'32 Packard 902 Five Passenger Sedan, \$19,500  
Car I.D. 54112, Los Gatos, CA, car is 99% com-  
plete, needs ext. paint and interior, [prewarcar.com](http://prewarcar.com)

'21 Packard 116 Touring Car, \$25,000  
Original, 910-200-7053

'38 Packard 12, 5 passenger coupe, recently restored, royal  
blue exterior, \$55,000 on ebay, Chicago car auction

'55 Packard 400, Turquoise/White, \$26,900  
314-291-7000 [oldride.com](http://oldride.com)

'37 Packard 120 CD, 58,000 miles, blue, dual  
side mount spares, 2,000 miles on engine rebuild,  
high compression head, trunk rack, \$35,000  
Dave Louzek 858-682-8585 [dml48@aol.com](mailto:dml48@aol.com)

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

'53 Packard Cavalier, \$11,500, good driver, driven regularly on  
tours, new www tires, Bob Williams, [pckrdbob@internet49.com](mailto:pckrdbob@internet49.com),  
916-483-2003, Nor Cal Region

'37 Packard 115C, \$31,990  
800-409-0199 [specialtysales.com](http://specialtysales.com)

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

'41 Packard 160 Sedan, no side mounts or O.D.  
Berola blue and French gray, excellent condition,  
\$29,000 or trade. 845-876-7309, [antiquecar.com](http://antiquecar.com)  
Ad number 18500

Buy Packard parts at the [packardsandiego.org](http://packardsandiego.org) website

Check these two websites for Packard Information:  
[Packardinfo.com](http://Packardinfo.com) [yesterdays-cars.com/Packard\\_clubs.htm](http://yesterdays-cars.com/Packard_clubs.htm)

Have you done any work on your Packard?  
Send Gary Wysong a note about any  
improvements you have made.



 Hello,

My name is Scott Napora, I'm your new club vice president. I'd like to take the opportunity to introduce myself to the membership. I am the son of a mechanic, born and raised in rural upstate New York. When was young, I spent most of my free time out of doors hunting and fishing and there were also the cars.... Our garage had a steady flow of classics and hot rods in every imaginable state of restoration from basket case to completed cars with an emphasis on the nostalgia hot rods of the '32 Ford ilk.

I enlisted in the Navy as a Nuclear Component Welder in 1978 and made a career of it. I married my bride Kris and we have a son (now grown and living out of state). I retired from the Navy as a Master Chief in 1999, a year later we bought our 1897 Farm House in Lemon Grove. Our home is a beautiful dutch colonial revival and was among Lemon Grove's first Lemon Orchards. It wasn't long before my wife and I decided we needed an old car to go with our old house. I commissioned my dad to find us a "Starter" car and within a year or so, he called me to tell me about an unrestored "Survivor" 1930 Chevy Special Sedan that he found in Niagara Falls NY. We bought the car, had it shipped out here, and nursed it back to health. My bride and I could frequently be seen tooling around town and at nearby "Old Home Tours" in the Chevy. But, we wanted something completely restored and didn't want to go through the lengthy process with the Chevy.

Enter the Packard... I had been watching Packard ads on the internet and really admired the lines of the 1928 to 1932 models. Eventually, I saw a beautiful 1930 726 for sale in Washington State, I showed my bride and we were immediately smitten with the car. It was the exact model and color scheme that we wanted. It didn't take long for us to decide to call the owner and speak to him about the car, I flew up to Vancouver, Washington check in hand, looked it over and bought it on the spot. We arranged to have it shipped home and waited its' arrival as anxiously as a couple of expectant parents! Our 762 Sedan "Miss Daisy" arrived in the fall of 2007. We loved our new/old car and managed to find somewhere to take it almost every weekend, we also joined Packards International and our San Diego Region. After only six months or so, it started knocking, softly at first but within a short period of time it was time to pop the oil pan for a look-see. I pulled the engine down and found a blown head gasket, a connecting rod cap with babbitt (bearing) failure and some poor quality after market pistons; it was rebuild time. Although I could have muddled through a rebuild myself, we chose to send our engine to a person specializing in rebuilding the big classic engines of that period. I pulled the engine and drove it up to Salt Lake City where it currently resides. Although the process has been stymied by our mechanic breaking his ankle (it hurt him more than it hurt us...), I am pleased with the progress. My goal is to be able to bring our car to this year's "Cruisin' Grand", so let's all keep our fingers crossed.

I volunteered for the position of Vice President as a way of contributing to the club that supports the cars that I love so much. My goal as vice president is to learn about our chapter and find ways to improve our already great club! Among the ideas the board is currently looking at is allowing members who are sans or between Packards to fill any empty (Packard) seats during club events. I also have several ideas for recruiting more members dedicated to the preservation of these majestic cars. I look forward to seeing each and every one of you at some of the outstanding events that this year's board has planned. If you have any suggestions or just want to say hello, E-mail me at [scottnapora@yahoo.com](mailto:scottnapora@yahoo.com)



1930 Packard 726



Damaged bearing



## THE LA JOLLA MOTOR CAR CLASSIC by Steve Ross

The *Yellow Peril aka Buttercup* arrived at THE LA JOLLA MOTOR CAR CLASSIC early Sunday morning on the beautiful coast of La Jolla. The sun was shining brightly and the blue waves were breaking over the break water with a loud roar. We were escorted to our spot, under a shade tree of course, received two chairs and settled in for a day of relaxing and viewing other fine cars of all makes and models. There were some very rare and unusual cars there this year. One being a 1928 Daimler Double Six 50 Limousine. This auto has a sleeve valve engine. Starting it up is quite a procedure. This automobile was at Pebble Beach last year and was a class winner. There were a few outstanding Packard's there as well. When the awards were announced the *Yellow Peril aka Buttercup* was awarded second place in the CCCA Closed Classics class. We were beat out for first by a 1940 Packard Darrin sports sedan. Oh well. The award was a beautiful set of cut lead crystal goblets suitable for enjoying an adult beverage if so inclined. A picture has been included for your enjoyment. The only thing unusual about this award is that we were entered as a non-judged entry! One must assume that the judges felt that the Darrin needed some competition and could not pass up judging the lovely *Buttercup*. Where was the Blue Bomb when we needed it? Perhaps the way to win big is to enter non-judge!



The Yellow Peril aka *Buttercup* at National City 2009



Cut lead crystal goblets

### CALENDAR

- Jan 29-31: Packards International Membership Meet, Doubletree Hotel, Orange, CA
- Feb: No Tour Planned
- Mar 13: San Diego Botanical Gardens, Encinitas
- Apr 24: Member Garage Tour and Progressive Brunch
- May 14: Packard Night at Cruisin' Grand, Escondido
- May 15: Road Rally ending at Deer Springs, Escondido
- June 19: BBQ at Dale and Debbi Costanzo's Home, San Marcos
- July 10: Packard Mini-Concours
- Aug 14: Olympic Training Center, Chula Vista
- Sep 17-24: P.I. National Driving Tour to Lone Pine, CA
- Sep 25 or 26: Coronado Speed Festival
- Oct 23-24: Overnight Driving Tour and Road Rally, Destination TBA
- Nov 13: Visit to California Veterans Home, Chula Vista
- Dec 4: Holiday Party

### Tarred and Feathered

Not everyone was in favor of the introduction of the automobile in the early 1900's. Farmers and horse lovers alike resorted to some pretty devious acts to discourage their use. In Warren, OH, broken glass and nail-studded boards were placed in the road. To combat potential punctures in the bicycle-like tires, owners filled them with glue and chicken feathers. This had its drawbacks, however, for when too many nails punctured the tires, this mixture sprayed on passengers, giving them the appearance of being tarred and feathered. One of the hazards of early motoring.