



San Diego Region

Predictor



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President's Message

As I write this President's message, it is already summer. How quickly the year has passed thus far, and how much we have in store for us as a club in the upcoming months.

As I mentioned last month, one of our scheduled June events, "Packards go to the Fair" was cancelled due to a change in policy by the fair. Instead, we held a few impromptu get-togethers that we dubbed "Packard Preview Night" at Cruisin' Grand in Escondido. Several lovely cars turned out last Friday, including new members **Dave and Linda Grice** with their newly restored 1928 "526" sedan, **Dale and Debbie Costanzo** with their 1928 "526" Phaeton, **Jim and Catherine Woolsey's** 1935 Twelve Limo, **Phil Pizzuto's** 1939 '1701" 120 Touring Sedan, and Syd and my 1949 Super Eight Limo. Most of the cars were parked together on Grand Avenue between Broadway and Maple. The public oooh'ed and aaah'ed over all our lovely Packards, and of course we reminded them at every chance that Packard Night at Cruisin' Grand this year is September 21st.

And now, let me take this opportunity to remind you that our region is co-hosting the Packards International National Tour from September 20th-25th right here in San Diego. Along with the SoCal Region, we have invited all 1,400 members of Packards International to bring their Packard to San Diego for 5 days of "Packards in Paradise". By now, you must have received the latest Packards International Magazine and learned all about the fun things planned for the week. I've already received several registrations, and we expect a phenomenal turnout for this event, so I strongly urge you to get your reservations in as soon as possible. By the way, if you don't make your reservation soon, one of our Board members will "phone the man who owns one" to find out why he hasn't signed up for the event of the year. With 3 months to go there's plenty of time to get the Packard roadworthy and block out your calendar for 5 fun-filled days in September.

Of course, putting on an event of this size requires lots of behind-the-scenes help. I hope each of you will agree to provide some assistance during the course of the week. If you can help, give me a call. And of course, if I don't hear from you, I'll "ask the man who owns one" to volunteer his time.

Next month we have our annual caravan, "New York to Paris" scheduled for July 22nd.

Bob Meigs makes this event fun for everyone, and if you have never participated, or haven't come out in a few years, now's the time to get that Packard out for a day of fun. Contact Bob at 858.481.5453 or **Phil Pizzuto** at 760.724.6655 for more details.

In closing, I would like to thank all of those members who have come out to our events over the last few months, and also to encourage those of you who are a little shy to come on out anyway. We enjoy the company and the opportunity to caravan whenever possible.

Happy Tours,
Mark Burnside

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Find links to P.I. Chapters,
P.I. National Events

The following few paragraphs are quoted from the book: "*Packard*" by Dennis Adler, Motorbooks Classics 2004,

For Packard and the American automotive industry, the 1920's started slowly with a recession and then roared into a decade of growing prosperity that witnessed momentous economic growth: the continuing expansion of America's highway system – of which both Henry Joy and Alvan Macauley had been strong supporters through the Lincoln Highway Association - and increased sales and profits for Packard. In 1925 the company posted its greatest production, sales, and earnings year in history with a profit of more than \$12 million. It was noted in *The Packard*, the company's official publication, that Packard automobiles were among the most popular in the country with politicians. "Better than one out of every five governors of the United States is a Packard owner", claimed the publication's editors, adding that "three Associate Justices and a former Associate Justice have cast a Packard ballot for their personal cars." So too had the Chief Justice of the Supreme Court, Secretary of State, Speaker of the House, and Secretary of the Navy. Packards were also the favored marque of U.S. diplomats, government officials in Washington, D.C. President Herbert Hoover, New York Governor Franklin D. Roosevelt, and of course, a majority of Hollywood celebrities who favored coach built Packard roadsters, phaetons, and town cars over any other.

By 1925 the American automotive industry was riding on good times with nearly four million new cars sold that year and the birth of yet another new company headed by a retired General Motors vice president named Walter P. Chrysler. With increased sales and a substantial cash reserve in the mid-1920's, Packard improved its production lines at East Grand Boulevard and in so doing was again able to lower the retail price of the Packard Six based on new lower production costs and sales volume. Since it was first introduced in 1920, Packard decreased the price of the Six by more than half, making the car readily available to more people than any in Packard's history. The company also made optional color schemes available at no additional charge for the first time in 1927. All Fourth Series Eights were built on a 143-inch wheelbase in 1928. Wire-spoke wheels were shown this year as production of the Packard Eight rose to 7,800 cars for the 1928 model year.

Packard increased its prestige image the following year by expanding the variety of custom bodies models available from the leading American coachbuilders, all of who had created stunning designs for the Packard Six and Packard Eight. Among 20 different Packard Customs in 1928 were models from Rollston, Holbrook, LeBaron, Judkins, Derham, Murphy, Fleetwood, and of course, Dietrich.

The 1929 Sixth Series models were built on two wheelbase lengths, 140 ½-inch Custom Eight 640 and 145 ½-inch DeLuxe Eight 645. Packard also had the lower-priced 319.2-cubic-inch, 90-horsepower Standard Eight on a 126 ½-inch wheelbase and the very hot Packard Speedster, which used the short platform paired with the larger 105-horsepower 384.8-cubic-inch engine.

Sales figures were up again as East Grand Boulevard closed the books on the 1929 model year in August, noting that a considerable number of deliveries were under the heading "conquest sales," indicating that a customer had traded in a competitive make for a new Packard. As the company headed into the first model year of a new decade, it appeared as though the road to riches had no end in sight. But on October 28, 1929, America ran out of pavement.

FOR SALE – Cars and Parts

1949 Packard "2201" 4 Door Sedan, dark blue bottom, silver top (paint good), approx 48K miles, upholstery needs some repair, dual spot lights, stored for 14 years, good driver before storage. Contact: **Bob Boland** 760 622-5876

Located at 1302 Alta Vista Drive, Vista, 92084.

All fluids need to be changed and a brake check needed before driving any distance. (Previous appraisal: \$12K)

Fred Puhn is looking for a '32 – '36 Packard senior model, Club Sedan preferred, email fredpuhn@cox.net or call 619-475-1155

For PI-San Diego Region 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 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

Send your preferred Packard parts, supplies and services vendors information to Gary Wysong for us to update our **Parts, Supplies and Vendors list**

New Members:

John & Anne Dyer

Kaj C. Leonard kcl1967@aol.com
1948 Super 8 Convertible.

Jack & Lynne Heacock jackheacock@yahoo.com
1953 "2602" Cavalier Sedan

Dean & Patti Beavers deanbeavers@hotmail.com
1952 "2531" Patrician Convertible

Address Changes:

Les Hill
418 Alturas Street, Fallbrook, CA 92028

Craig Pearson
10275 Old Fruit Road, Crofton, KY 42217-8236

2007 Calendar

July 22: "New York to Paris" (see page 1)

Aug 18: Tech Session #2, location TBA

Sep 20-25: PI National Tour in San Diego County

Sep 21: Cruisin' Grand in Escondido

Oct 20: Tech Session #3, location TBA

Nov 10: Garage Tour, location TBA

Dec 2: Annual Region Holiday Party, Pauma Valley

Packard of the Month We would like to feature **ANY** member(s) and their Packard. Please write a brief article about yourself, how you acquired your Packard, restoration progress, and anything else you would like to share about your Packard. Email one or two photos and your story to Gary Wysong