



San Diego Region

Predictor



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President's Message

Time is flying by. It's hard to believe that this is the June message already. I'm really pleased that Richard was successful in rescheduling the Evans garage tour – I'd heard of it before and have wanted to get in there for a couple of years. With around 30 in attendance, it was a solid turnout for the club for an outstanding and unique outing. We also had a couple of cars in attendance other than the usual group – I enjoyed seeing a number of nice post war Packards that I hadn't seen before, and my daughter was really impressed with Jim and Catherine Woolsey's '35 twelve cylinder limousine – she had a hard time believing it was running as it idled on by after lunch.

Early June brings a jumble of opportunities to show off your Packard, as well as the June 8 Swap Meet. June 7 is the Greatest Show on Turf at Balboa Park and time is running out to sign up. June 8 is the Ramona Country Fair, and they'd really like to see some Packards. I hope all of you take advantage of one of the upcoming events or get up to Orange County and get some of the parts that you need.

I had a nice note recently from the former owner of my car, Genevieve Stanley – she and her late husband were members of the club for a number of years, and her son recently came up with and forwarded me a duplicate set of keys – some of them look original. She was very pleased that we are having fun with it, and glad that it had gone to a good new home and is being enjoyed. We are getting the radio fixed. I'm not sure how much of an improvement this will be, given the quality of AM radio, but I'm looking forward to showing it off, even if I can't understand the lyrics of most of the songs from South of the Border.

Don't forget to check out the website now and then. I was surprised at Evan's that a few members still weren't familiar with some of the significant upgrades that Mark has made. The website will often have updates posted between newsletters, and the referral list has grown significantly. Here it is again – packardsandiego.org Hope to see many of you and your Packards soon.

Regards,

Todd Schonenberg
President, San Diego Chapter

Safety Tips of the Month

Buy a fire extinguisher for your Packard! Be prepared for a fuel or electrical fire in your car. If you haven't had one, remember that most of us have old wiring in our cars, and an electrical short could lead to a disaster – not only your car but potentially your garage or house, as well. Ace Hardware has a small one in stock for less than \$15 – its cheap insurance, and often required for participation in shows.

Check your fuel lines and clamps! How old are they? A couple of members have had issues here over the past year. Note that the original style clamps are dangerous if you have added an auxiliary fuel pump – the pressure can push the gas right past the clamp. They may be technically correct, but an original clamp on a burned up Packard isn't worth the risk. Check those hoses and clamps – if they are suspect, replace them – its inexpensive, too.

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Website:
packardsandiego.org
Find P.I. San Diego information,
links to P.I. Chapters & P.I. National
Events



FOR SALE – CARS AND PARTS

For Trade or Sale:

I have just acquired many Packard parts, some are: 1948 Parts: Front fenders, inner-fenders, springs, gas tank, front and rear bumpers (come with splash-guards & over-riders), wheels and rear window (all good); hood (fair); 1947 Hood (good); 1940 110 (4-dr) with no engine, rear fenders or trunk lid. (Street rod project?) I need back-up parts for my 1951 200 & 1953 8 Pass Executive. Bob Huntoon
858-344-6535

robert.huntoon@gmail.com

1928 Packard Hearse – original condition; grille & front end in good shape; rust under driver floor board. \$1,000. 928-753-1704

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

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 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.

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

Members: Your Board needs your Recommended Services/Parts persons or firms that you have had favorable dealings with during restoration and preservation of your Packards. Please send person/firm (name/address/phone number) to Mark Burnside at 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

San Diego Automotive Museum needs Volunteers

“We need dedicated men and women to assist us as docents, restoration workers, library assistants and automotive detailers”.

Join a fun team of people who enjoy the culture of automobiles and the culture of Balboa Park. No experience necessary! We will train!

If you have any questions, call Dean Endres at 619-231-2886 x2238.

1940 Packard Business Coupe, Model 1801; ivory cream/tan interior; no rust ever; original CA car purchased from Earl C. Anthony, Inc. Packard in Los Angeles, stamped I.D. plate on cowl; new glass, rubber weatherstrips; all chrome show-quality replated; complete new wiring harness; rebuilt 288 cu. in. engine; professionally-restored woodgraining; electric fuel pump; auxiliary radiator cooling fan; new tires; new suspension; new upholstery (not correct); authentic 1940 CA license plates; 90,750 miles. \$28,000. Call Kenneth Yankee 858-277-5659

Have you renewed your membership for 2008?
Mail check and renewal form to Karl Ramsing

1924 Packard dash clock -
Eugene Calman 858-565-2076

Bruce Welsh has '53 Packard Parts,
call 858-490-1234

Check these two websites for Packard Information:
Packardinfo.com yesterdays-cars.com/Packard_clubs.htm

Buy Packard parts at the packardsandiego.org website

From a '47 Packard Custom Super Touring Sedan:
2 front brakes, complete, with fresh linings, cylinders and drums cleaned. Asking \$300
FOB Oceanside, CA, Jerry Coburn, 760-639-2924

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

Packards International March Tour - Evans Garage Tour, May 17, 2008

Saturday morning dawned clear and warm, but not too warm for breaking the Packard cars out of the garage and going for a spin to San Diego to the Evans Garage. In all, 9 cars turned out for this premier event, the youngest being Ron Crampton's stunning 1955 Caribbean Convertible, and the oldest was Jim and Catherine Woolsey's beautiful, head-turning 1935 12 cyl. Limousine. Let's not forget the fabulous NON-Packards that attended, namely the 1963 Cadillac and the pint sized but terrific Lotus Elise. There was some excellent visiting/admiring time prior to the garage tour, giving club members and families opportunities to study the cars up close and catch up on news. Our thanks to everyone who brought their cars!

The tour commenced promptly at 10:00, our host being John Nance, whose father was a very close friend of Bill Evans, Senior. John's father is commemorated forever in a wonderful wax likeness pilot seated in a half-scale replica of a WWI DeHavilland bi-plane, suspended from the 2-story ceiling of the Garage. John is a car aficionado himself, owning several bronze era racing cars, none of which are in the Evans Garage; some can be found in the San Diego Automobile Museum. Bill Evans, Senior was a WWII fighter pilot and later a business entrepreneur in San Diego, building the Bahia Hotel and later the Catamaran Hotel. He also established the Bahia Bell stern wheeler, which is still an active restaurant to this day. Mr. Evans passed away in 1983 but is survived by his wife and 4 children. His son, Bill, Junior, runs the business.

The Evans Garage is not an old, run down, greasy, dingy car storage warehouse. Mrs. Evans was determined that the garage, built in the 1970's, would represent the cars in high fashion. With Mrs. Evans leading the way, the garage was outfitted with an abundance of period furniture, serving pieces, clocks, pianos, armoires, phonographs, console radios, carved wood statues, pre-war dress ladies hats, men's top hats, ladies dresses from the 19th and early 20th centuries, purses, vanity pieces, shoes, eye glasses, and every manner of exquisite antique. The ladies in attendance could not only appreciate the fine automobiles on display, but could become absorbed in the interesting and wonderful antiques. I must confess your humble author found many of the non-automobile attractions extremely interesting and enjoyable. The Hurdy-Gurdy would have been fantastic to hear playing, had there been an air source nearby to fire it up!!! Also the Edison cylinder style 19th century phonographs were fantastic. The Garage was filled with wonders to appeal to everyone.

The cars were not bad, too. A wide range of automobiles was present. Chief among the exhibits was a 1917 Twin Six convertible Packard, a most beautiful original condition car that Mr. Nance reported was in perfect running condition. Downstairs were several early Pope cars from Hartford and Toledo, a replica of the 1887 Benz first internal combustion engine driven horseless carriage, and a breathtaking Thomas Flier, perhaps the largest and grandest car in the Garage. Present was also a Rolls Royce Silver Ghost boat tail "Skiff", with a beautifully crafted wood coach, on loan from the Frank Tolliver collection. The fabulous FIAT racer named "Ono" was on display. Racing in the '20s the car was so dubbed because of its impressive win record, and when it showed up at subsequent races competitors were overheard exclaiming "Oh, no". On the second floor we discovered a well worn but wonderful 1915 Franklin open touring car. In 1979 Mr. Evans hosted the Franklin collector car club. After a gala weekend of tours and dinners Mr. Evans surprised the Franklin club members on the last tour day by appearing in his rough and tumble '15 open car dressed in country bumpkin clothes (with Mrs. Evans seated beside him dressed like Ma Kettle), attempting to blend in with the finely restored Franklin cars, much to the delight of the club members. Two old fire trucks were on display and even a 19th century horse drawn sleigh!

A fine gathering of Club members turned out on this warm but lovely Saturday, totaling 34 including the children. Clearly the large gathering of Packard enthusiasts was not prepared for all the sights and surprises the garage held. Spontaneous displays of "Oooh" and "Aaaah" were heard from many a spectator. Everyone seemed thrilled to be there.

The luncheon at Tio Leo's was also a success, with nary a person walking away hungry. As we all departed we watched as Jim and Catherine's stately limo silently moved off onto Morena Blvd. Our hearts swelled with pride for being Packard owners. Thank you, thank you all for coming and helping to make May 17 very memorable.

Rebirth of a 1949 Packard

By Larry Johnson

On Dec. 25, 2004, my wife, Arvilla, gave me a slightly used 2262-9 Deluxe Eight (1949) Packard as a Christmas gift. She bought it from the San Diego Auto Museum (SDAM) after they decided they did not want to restore it to showroom condition. They had done a little work on it, repaired the master cylinder, water pump and replaced the timing chain. It didn't run but was supposed to be very close. The odometer read 38,790 miles and there was not much road wear or rust. The gray primer had been put on several years earlier by the owner that gave it to the SDAM. That owner had not done much to it for several years except store it outside.

So, after I got it to its new home in Campo, I worked to try to get the straight-eighty motor to start and run. After a lot of trying and testing, I determined that all rings and valves were bad to various degrees. A leak-down test helped show the problem. Even if I had gotten it to run, it would have been a source on constant problems. I then looked at all the other areas that were necessary to function on the car and finally came to the conclusion that for it to be a reliable car, it required a complete restoration, front to back and top to bottom.

A complete restoration was more than I initially bargained for. More time, more money and more skill was needed but it was the only way to make it a Packard to be reliable and proud of. So, I started taking it apart. Each part has its own story.

I won't bore you with the details of all the parts. All parts were bagged and tagged as it came apart. I cleaned, repaired, lubed and painted almost all of the parts. The motor went to a machine shop for complete reworking and we reassembled it in Campo. During this process I relearned the truth in "Do it once and do it right". I tried to save a few bucks and cut corners a couple of times and it ended up costing in the long run.

The transmission was a good example. Remembering that the odometer showed only 38 thousand miles, the transmission showed no signs of problems and with advice from some that "those things are as solid as a rock", I replaced the transmission oil, painted and reinstalled it along with the rebuilt motor. Bad decision. When I started and ran the motor, it sounded great, tried to overheat but performed well. However, the transmission leaked badly and sounded worse, like grinding metal that progressively got worse! The only thing to do was to pull out the motor - transmission combo again and disassemble the transmission. It was filled with old gunk, every surface, bearing and gear. It had not had a lot of TLC in its life. It was my first time taking a transmission apart and I learned a lot. It is not nearly as simple as I had always assumed. I managed to find a replacement for all the bearings, seals and gaskets and did a hand polish job on the countershaft thrust washers that showed some wear. This included the R11 overdrive unit. I read everything I could on the transmission, overdrive and clutch units and that helped a lot. We then reinstalled the motor - transmission combo and hooked up all the attachments. After a slight adjustment of the clutch "free play" it sounded great and the motor- transmission combination worked well.

I have a "Rube Goldberg" control panel arrangement mounted on the side and a wiring harness that allows me to start the motor and monitor the engine parameters. So, on April 10, 2008, while sitting on a real bucket seat, I drove "Ruby", that's her new name, around the ranch on her second maiden voyage. The first was obviously in 1949 and almost 60 years later came her next maiden voyage under her own power.

There are several things left to do, like painting, wood graining the dash and all trim, installing the upholstery and finishing details but it's getting close. I hope to take it to Escondido in Sept, finished or not. I want to thank all the members of our Packard Club for their information, interest and most of all, their fine examples of what a good Packard can and should look like and how it should perform. See ya'll soon. Arvilla and Larry Johnson



June 29 Tour – San Diego Automotive Museum

Tour Director – Richard Mills

Our June 29 event is a tour of the San Diego Automotive Museum, a behind the scenes tour – starting at the museum's restoration shop in National City, where the vehicles not currently on display are stored, as well as the name indicates, restoration of the vehicles is done.

From there, we go to the museum itself in Balboa Park to see the current exhibit of Motocross motorcycles. If it is available, we shall also visit the curatorial area of the museum. At this time, it is uncertain whether this can be done, as the city, which owns the building in which the museum is housed, has some repair work to do in that area and it isn't certain whether the work will be finished. Afterward, we will caravan to a restaurant, to be announced at the museum, for lunch, tire kicking (soft toed shoes please) and camaraderie.

To get to the restoration shop, exit I-5 at the Civic Center off-ramp in National City. After passing under the freeway going east, take the first left turn onto a one block long street at the end of which is 12th Street. Turn right and a chain link fence will face you. Drive through the gate opening to a warehouse-type building on the right and lots of parking spaces. The door to the shop is at the far end of the building.

Our tour will start at 10:00 a.m. and we should be on our way to Balboa Park by 11:00 a.m., or perhaps a little earlier. And don't think the shop is just another place for grease monkeys, it is really quite interesting.

Contact Richard Mills for any questions at rmills704@cox.net or 619-286-8840

EVENT CALENDAR

May 25: Fallbrook Car Show, grass field at Potter Junior High School, 1743 Reche Rd, Fallbrook, 9 a.m. – 3 p.m.

June 7: Greatest Show on Turf, Presidents Way near San Diego Automotive Museum in Balboa Park

June 8: Packards International "Annual Swap Meet", 8281 Walker Street, La Palma, CA, 8 a.m. – 1 p.m.

June 8: Old Time Country Fair in Ramona, parking near intersection of 6th Street and D Street in Ramona, 11 a.m. –

June 22-28: National Tour – "Packards Tour Oregon", contact Mark Burnside at markburnside@cox.net or 619-322-9340

June 29: San Diego Automotive Museum Tour, including restoration shop

August 3: Auto Heritage Parade – Highland Ave, 9 a.m. - 10 a.m.; Car Show, Kimball Park, 10 a.m. – 4 p.m., National City

August 17: Pebble Beach Concours

September 12-14: Cruisin' Grand in Escondido

October 11: Allen Airways Collection Tour, Gillespie Field in El Cajon

October 18 or 25: Packards International Grand Salon

November 14-16: Arizona Region 35th Anniversary Celebration at Lake Havasu, Arizona

December 7: Annual Holiday Party, Lazy H Restaurant, Pauma Valley

34th Annual Swap Meet and Parts Exchange

Will be held by

The Southern California Region of

Packard's
INTERNATIONAL

Sunday June 8, 2008

7 am to approximately 1:00 pm

Kennedy High School, La Palma, CA

8281 Walker St. (between Lincoln Ave. and La Palma)

Packard Parts and Packard Related Materials Only.

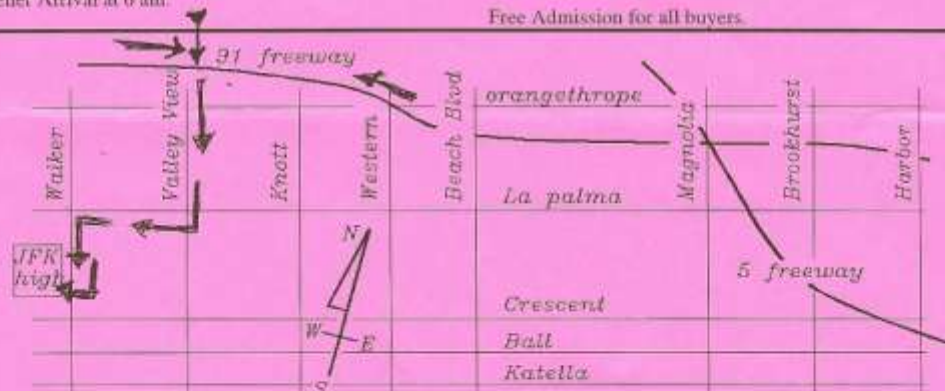
Coffee, Donuts, Juice, Soft Drinks, and other snacks
will be available at the meet.

Seller Arrival at 6 am.

Swap Spaces (equivalent to two car spaces, approx.
15ft x 15 ft) available for \$20.00 each.

Car for Sale Spaces (two car spaces to permit proper
display) available for \$20.00 each.

Free Admission for all buyers.



Pre Registration is not required. Registration at the gate beginning at 6 am.

Checks to be made payable to the Southern California (So Cal) Region of Packards International

For further information contact: W. Johnson, 302 French St. Santa Ana, CA 92701 (714)533-1287