



San Diego Region

Predictor



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MAY 2007

President's Message

This newsletter is in large part dedicated to the memory of one of our club members, Steve Griger, who passed away in his sleep on May 15th.

I didn't know Steve well. He had been very active in our club prior to my joining. In fact, he was Vice President of the club when Phil was President. Steve was instrumental in forming the newsletter you're reading right now, and in beginning the website that we still use today. Those of you who knew him will be pleased to know that we sent a memorial to his service on May 19th.

On to other matters: Since our last newsletter, we've had several formal and informal events. In April, we held a very informative and well attended "Tech Session I" in Escondido, and "Motor Cars on Main" in Coronado the following day.

This month, we've had a driving tour of breweries and wineries in North County. On May 12th, a group met in Oceanside and began the tour at a popular microbrewery. After sampling several brews, the group made its way to lunch at the Fillin' Station restaurant in San Marcos. Later, the group motored to Escondido's Orfila Winery and then to Bernardo Winery in Rancho Bernardo.

On May 20th, several club members participated in a small car show sponsored in part by the Carlsbad Chamber of Commerce at Camp Pendleton. 2000 troops came out and viewed cars from the early teen's to the late 60's. They selected their top 6 favorites. It was a day for them and about them. And we salute their efforts!

I hate to report that the June event – Packards go to the Fair, has been cancelled due to change in policy with the antique cars at the fair. Your Board is working to come up with another event for June, although we still have the La Palma Swap Meet scheduled for early June.

Naturally, I would be remiss if I didn't remind you all of our upcoming National Tour Event in September. The National Magazine should be in your mailbox within a few weeks, and it will contain information on the tour scheduled for RIGHT HERE IN SAN DIEGO in September. I hope each of you will agree to participate in the event, and of course we can use all the manpower we can get. More on this as we progress.

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 opportunity to caravan whenever possible.

**Happy Tours,
Mark Burnside**

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



THE HOT ROD PACKARD

Forgotten in its time, the 1930 734 Speedster is anything but gone today.

Story >> Beverly Rae Kimes

A story from **Hagerty's**, The Voice of the Collector Car Community, Vol. 2, Issue 2, Summer 2007

Today the 734 Speedster is among the most famous and coveted Packards ever built. Virtually everybody in the hobby knows the car. In 1930, hardly anybody did. That, of course, had not been the original plan.

Packard chief engineer Jesse Vincent was the instigator of the Speedster. He was the go-fast proponent on the Packard Motor Car Company board, whose members largely regarded dignity as more important. Five Supreme Court justices were Packard owners, after all, as were numerous American ambassadors, university presidents and members of the United States Congress.

Still, Vincent persuaded his fellow directors that a hot Packard would be a good thing for the company. After tiptoeing in with the 626 Speedster of 1929 (about 70 were built), Vincent was given the green light for a full Speedster series using a souped-up DeLuxe Eight engine stuffed into the shorter (by 10 inches) Standard Eight chassis and wrapped with bodies three inches narrower and a whole lot lower. By August of '29, Vincent's modifications for high performance resulted in 125 hp. With high compression, he pulled a couple dozen further horses – more than any American car on the market except for the over-the-top Model J Duesenberg. A 100 miles an hour was a romp on the track at the Packard Proving Grounds.

The New York Automobile Show in January was the traditional launching pad for exciting new models. The 734 Speedster was a no-show. Why? Cadillac was there with its V-16, and its 185 hp made the Speedster's advertised 145 hp seem puny.

The Speedster arrived later that January at the Drake Hotel during Chicago Automobile Show week. Packard largely ignored it with the result that automotive journalists did, too. No photographs saw print anywhere, and only one reporter mentioned the car. "These Speedster models must rank with the most beautiful that the industry offers," he wrote.

The company's sole acknowledgement that the Speedster existed was a minimal eight-page brochure of the four body types – runabout (boattail), phaeton, victoria and sedan, a roadster being added later. Not one advertisement was placed.

Of the 36-thousand plus Packards manufactured in the 1930 Seventh Series, no more than 118 were Speedsters. Dealers sold the cars either by advertising locally or, more likely, by looking through their clients list and calling someone they thought was a good prospect.

That the Speedster would not return in 1931 was a given. The effect of the Wall Street crash was enveloping the nation, and the Packard board was otherwise occupied. Never again would the company produce another car like this one. Only in history would the Speedster enjoy its bright day in the sun.

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 gwyson@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

Optional Event:

2007 Orange Empire Studebaker La Palma Meet

Date: Sunday May 27, 2007 Time: 8am-3PM Place: La Palma Park, Anaheim, corner of La Palma and Harbor, just north of the 91 Freeway. Car Fee: Judged Entry - \$25, All others - \$20. Parts Exchange: \$25/space
Open to any Studebaker related vehicle, Garford, EMF, Erskine, Rockne, Pierce-Arrow and Packard.
Contact: Gordon Bricken, Event Chairman at GBricken@aol.com

2007 Calendar

June 1: Packard Preview Night at Cruisin' Grand
June 10: SoCal Swap Meet, La Palma

July 22: Collector Tour with SoCal Region

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