



San Diego Region

Predictor



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PRESIDENT'S MESSAGE

Well done to Karl Ramsing on his planning of the April 4 Craftsmanship Museum event – all who participated I'm sure agree with me that this was a fun day. Richard Schauer has done a nice write up on the event that is in the newsletter. The miniature scale models here were impressive and workmanship and time spent on some of the pieces made them not only outstanding miniatures but works of art. The fact that many of them also work is incredible. After lunch at the Picket Fence, we went over to see a 1939 Packard 12 with a much earlier body from the 20's. This is a unique automobile with an interesting history going back to the pre-war Stalin era in the old Soviet Union and later passing through the Rockefeller family. This is a very unusual Packard, and a thank you to Brian Anderson for hosting us in his garage. This event was done with the Pierce Arrow Club, and they are good company. We will be seeing more of them as this is the first of three events that we will be doing with them this year.

Note that we have some NEW EVENTS ON THE CALENDAR. Please factor these into your plans:

April 25 – Mechanics Forum and East County Tour with CCCA. Gary distributed a flyer on this electronically earlier this week. Jim Woolsey is one of the leads for this event.

May 29 – Cruisin' Grand Escondido – We are participating jointly with CCCA and Pierce Arrow, and hope to have some of our SoCal members down as well. This is an informal event this year – just meet up at Stone Brewery beforehand, or show up on Broadway in Escondido for some great fellowship with old and new friends.

Above all, have fun with your Packard this month.

Todd

Todd Schonenberg
President
Packards International, San Diego Region

EVENT CALENDAR

Apr 25: Mechanics Forum and East County Tour
May 29: Cruisin' Grand in Escondido
Jun 14: SoCal Swap Meet, Santa Ana (New Location - TBA)
Jul 18: Coastal Caravan South – host Gary Wysong
Jul 23-26: PI National Tour to Warren, Ohio
Aug 2: Automobile Heritage Day Car Show, National City – host Gary Wysong
Aug 15: Balboa Park Orphan Car Show for Packard, Pierce Arrow and Studebaker
Sep 13: Automobile Driving Museum, El Segundo, joint function with SoCal Region
Oct 10: Shelter Island Picnic with Studebaker Club (tentative date)
Oct 17-18: Packard Grand Salon, Island Hotel, Fashion Island
Nov: TBA
TBD: San Diego Region Family Picnic
Dec: Holiday Party

Inside this issue

President's Message/Calendar	1
Ads	2
April 4 Craftsmanship Museum	3
Mechanics Forum	4
Sabre-toothed Tiger Attack	5
Coronado Car Show	6

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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

Wanted: '46 or '47 Clipper Club Sedan with 8 cylinder engine.
Email Fred Puhn at fredpuhn@cox.net or call 619-475-1155

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.

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

I have 5 large storage bins full of 1955-56 Packard parts. Fenders, hoods, ext. trim, gas tanks; enough body parts for a front end. Brake parts, engine and engine electrical, air-cond compressor, water pumps, power steering, distributors, tune-up items. Many interior items, seat frames, door panels, radios, dashes, gauges, ash trays, door handles, light switches, wing windows and frames, steering wheels and columns. One flat head and one straight eight cylinder engine block, head, rods, pistons, crank, also a V-8 Packard engine. Lots of headlights, brackets, tail lamps, bulbs, wiring, etc. A few automatic transmissions, extra parts, valve bodies, etc. Plus and including a complete car, a '56 Packard Patrician, 4-door sedan with a perfect front windshield. It is not possible for me to sell these items individually, it must go in one lot. PLEASE MAKE ME AN OFFER I CAN'T REFUSE! All offers will be respected and considered. URGENCY IS OF THE MOST IMPORTANCE. PLEASE SAVE THESE PARTS FROM BECOMING SCRAP METAL SOON. Location: North of Sacramento

Contact: 530-674-7186 or skullsr@att.net

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 619-231-2886 x2238.

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

'51 Packard 300, runs great, drive home, Mike Blair 480-354-3877
Mesa, AZ

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 33rd St., San Diego, CA 92104

A box of Packard parts was donated to the club by new member, Dave Baker. Here is an edited summary of Mark Rothermich's description: '51 & '52, 2 sets of front bumper guards, rusty; 3 tail light housings, 416314; 3 wheel covers for '48, '49 or '50; 4 wheel covers for a '54 Panama, good condition; 2 wheel covers for a '51 or '52 Packard. Reasonable cost for San Diego Region members. Email gwysong@cox.net to receive a "forward" of the original email with detailed descriptions and photos.

Contact Paul Santy pjsanty@sbcglobal.net to purchase any of these parts

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

Buy Packard parts at the packardsandiego.org website

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

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

1948 Packard for sale
Contact Darrell Quessenberry
San Diego
at 858-279-7689

April 4 Craftsmanship Museum Tour

Saturday April 4 dawned clear, blue sky, cool temperatures, and calm. The prior two days June Gloom settled in, with clouds and biting, chilly wind. Not that our Packards mind much, but having the same cool and blustery weather on Tour day might have put a damper on things. As it turned out the day was beautiful, made to order. Our host and tour director, Mr. Karl Ramsing was in top form, a veritable whirling dervish organizing, greeting, seeing that everyone felt welcome, taking care of everyone's needs. Karl is an amazing man and great Packard enthusiast, and does he ever know how to party!

The event combined PI San Diego Region with the Pierce Arrow Club of San Diego, headed by Wendell Shoberg. Everyone met in San Marcos in Restaurant Row at the French Bakery. The 10 glorious cars took up copious chunks of the parking lot, not that anyone complained. The Bakery is typically busy on weekend mornings and plenty of shoppers took time to admire the works of art on wheels on display before them. Cars in attendance spanned the period from 1925 through 1953, the oldest a '25 Pierce Arrow seen in movies and television, and the newest Jack Heacock's 1953 Cavalier sedan. The prize for farthest distance traveled for the event goes to club members Leigh and Mary Lou Johnson who flew down from Idyllwild in their Mustang GT non-Packard.

At first it seemed as though the Packard people and Pierce folks would not mix. The former were seated comfortably in the bistro enjoying coffee and pastry while the latter were in the lot keeping guard over their cars, talking, and catching up on news. But, as the day went by new acquaintances were made, friendships begun, and a good time was had by all.

After the morning snack Karl signaled it was time to fire up the engines and head out to the Craftsmanship Museum in Vista. The grand parade was organized with Karl in the lead and Todd (aka the Prez) in the back followed by the rest of us non-Packard cars. The line-up of fine cars made a wonderful sight on this beautiful Saturday morning, and much rubber-necking was observed by passers-by.

We all arrived at the Museum without incident and were welcomed by host Tom Boyer. Cars were parked side by side and owners introduced themselves, their cars, and gave everyone a brief history of their car. For me personally this was nearly as interesting as what followed next.

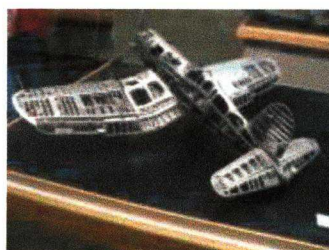
The Craftsmanship Museum is in an unobtrusive location in the Vista Industrial Park near Shadow Ridge. The lower floor displays examples of Sherline power tools, scaled down to machine extremely small and delicate parts. Also on the lower floor is a machine shop/workshop where model making takes place on a continuing basis. Everyone was thrilled to see a miniature 4-cyl. white gas powered engine that was started and run for us. On display beside the engine were spare components including a cylinder and piston assembly as small as one's baby finger, plus a connecting rod and engine valve as small as chicken bones. All parts available for sale no doubt at the Pep Boys store in Lilliput.

The real thrill was upstairs, where displays abounded with an amazing array of scaled down things including a Civil War era Gatling gun, train engines, farm implements driven by gasoline engines and steam, John Deere farm engines, car and boat engines, and aircraft engines galore. All miniature engines are capable of running or have been run at some point in their lives. Some pictures have been included with this writing, but to quote the old phrase, "Ya' had to be there to believe it". Enthusiastic (if not young) docents were on hand to talk about the exhibits and answer questions.

Time flew by until alas it was time to once again fire up our fine cars and head out to the Picket Fence restaurant in Vista for lunch. The staff was ready for us with a long table in the back room, which we enjoyed all to ourselves. Much mixing took place and announcements were made of upcoming events. Our two clubs will join in at least 2 more events this year, including the August 22 Balboa Park Concours.

The last tour stop was at the house of Mr. Brian Anderson and his wife, wonderful Scot people who own a most unusual Packard 12. The body is a circa 1928 Brewster custom limo, which is mounted on a 1939 long wheel base chassis. Forward of the windshield the car is clearly of 1939 vintage, as is the dash board and steering wheel. Fenders are all late Packard, but the trunk was reproduced from the original early model. The landaulet body features a rear soft top that unsnaps and lays back so passengers can enjoy an open ride on a nice day. The car's history is somewhat unclear, but it lived for years in Europe including 2 years in Russia! At some point in its past the Brewster coach rode atop a 1935 chassis. From 1974-84 the car resided in the Bill Harrah collection. The restoration is beautiful and the car is breathtaking to look at today.

Everyone thanked the Andersons for their hospitality and at that point everyone went their own way, drawing to a close a very enjoyable day. Again, our thanks to Karl for putting together an excellent tour!



San Diego/Palm Springs Region
of the Classic Car Club of America

Mechanics Forum and East County Tour
Saturday, April 25, 2009

Our Hosts Bob Wagner and Bob Lasher
Featuring Jim Woolsey and Bob Steiner

Bob and Bob have organized an enjoyable short **Tour** through the country roads to their home where we will hold a **Mechanics Forum** featuring Jim Woolsey, Bob Steiner and Bob Wagner. We will meet at the main parking lot of the Chula Vista Marina at 9:30AM, beginning the Tour at 10 to arrive at our destination by 11. We will then spend about an hour in the Forum then stop for lunch followed by another hour session. We should finish by 2-2:30PM.

Sign up early by **April 18** and **RSVP** to Jim Bowersox, including a check for \$ 12 per person made payable to the SDPS Region of the CCCA.

For directions to the Chula Vista Marina, take I-5 south to the Chula Vista J Street exit. At the traffic light at the bottom of the exit ramp turn right (west) on J Street (aka Marina Way). In about ¼ mile take the well market left turn to continue proceeding west, (while the right turn of Marina Way goes north.) In another ¼ mile the street turns into a boat ramp parking area. **YOU HAVE ARRIVED AT YOUR DESTINATION.**

Bob Wagner and Bob Lasher	619.445.8079	16605 Lawson Valley, Jamul, CA 91935
Jim Bowersox	858.274.3308	4768 Noyes St, San Diego, CA 92109
Carl Zeiger	858.756.9444	
	858.337.6323	cell

We look forward to seeing you on the 25th. Wear your best mechanics coat or overalls, there might be a prize for the winner.

SABRE-TOOTHED TIGER ATTACK

Steve Ross

While on Caravan with the Classic Car Club of America the Regional Director and member the San Diego Section of the MBCA and a member of the Packards International, San Diego Region Club was attacked by a Sabre Toothed Tiger. The incident occurred in Borrego Springs California at a place called the Galleta Meadows. From what authorities can determine the old classic cars passed through a temporary time warp and encountered numerous animals that roamed the Borrego Springs area 10 to 20 thousand years ago. The first indication that things were amiss was when someone spotted a large tusked Mammoth about one quarter of a mile away. The caravan foolishly stopped to take photos, leaving their automobiles to get a closer look. Upon venturing into the desert the animals suddenly became active and hostile. Photos were taken and several people can be seen taking unnecessary and risky chances to get photos of themselves with the animals. As far as can be determined only one person was actually attacked and none fatally.

The Mercedes Benz Club has had several; weekend events in Borrego Springs called Tequila Rose. Yes the Tequila Rose event does derive its name and is associated with the adult beverage made from a cactus. No one recalls a phenomenon of this nature occurring during any of our Tequila Rose weekends. If a person were going to hallucinate, it would have happened at a T-Rose! Even though there were numerous photos and eye witnesses the Borrego Springs Authorities and the Chamber of Commerce just smiled and told us to stay out of the mid day sun! They also implied that perhaps we should consider getting air conditioning in our old car. The newest car on the caravan was a 1941 Cadillac and believe it or not it had air conditioning!

Photos are included with this article so you can draw your own conclusions. If you should visit Borrego Springs be forewarned. Pictured are a '35 or '37 Packard 12 Convertible, a '35 Packard 8 Convertible Sedan, and Steve's '39 Super 8 Sedan.



THE YELLOW PERIL
AND CARS ON MAIN STREET IN CORONADO CA
Steve Ross

Early Sunday morning April 19, 2009 the Ross Packard Super 8 aka **The Yellow Peril** arrived in Coronado to participate in the Cars on Main Street Car Show. Upon arrival lesser cars were shunted down side streets and the stately Packard was escorted to a place on the "Green" under a very nice shade tree. This was fitting and proper considering the status of the car and it was really a hot day! We were in the company of Boring Black Buicks of no significant note and a 1929 black Buick Roadster that had character. The Yellow Peril was the sole Packard representative at the show and drew a lot of attention. The automobiles on the grass were pretty much not too exciting. There were some nice jaguars, a Lamborghini, an Arnolt, and 3 or 4 Model T's, unmodified. There was one lone Model A on the street in the sun, of course. The owner came over and sat with me under the tree. He wanted to debate me about the Packard but he was unarmed so I remained silent. The 29 Buick Roadster won first in it's class and it was deserving of this honor. The **Yellow Peril** went home empty handed which is becoming the norm. She needs to have her make up redone I guess. It is amazing the difference in the evaluation of the automobile between the public and the judges. I like the public opinion much better.

People came straight to the Packard and ignored the Buicks. I kind of felt sorry for them after awhile. One man asked me if they were Chevy's. I assume I received so much attention as I was the only Packard there. Three couples asked where the Packards were as they had seen them last year. One lady brought her father who was visiting from Florida to see the Packards. She had told him about the Packards that came to the show. He is in his late seventies and had a garage in New York State for several years and had worked on many Packards. He said they were the best in their time. There were many interesting happy stories during the day and it was very enjoyable. A man came by who lives in Coronado and owns an original 1937 Packard 110 coupe. He bought it in 1972 from a doctor's widow in Pt. Loma who had bought it new. He said he was too eclectic to join a club. Oh well. I am embarrassed to admit that I did not get his name. I was swept away in the moment I guess. I know I shall receive the Packardite standard punishment. I assume that will be having to attend 3 muscle and/or hot rod shows this summer in July and August and I must drive the Packard.

Something occurred several times during the day that I have been pondering. Folks would tell me about a car they had in the garage that they did not drive for a variety of reasons. Of course some have been in various stages of restoration for the past half century. Just addressing the ones that will run I say why not drive them? I went through the phase of not driving my cars and saving them. For several reasons that was not fun and in one instance it caused a major problem with the car, main bearing seal dried out and started leaking. The Packard and I are about the same age, old. We have ridden home on the back of a flat bed a few times and I don't regret a single mile of it. AAA is wonderful (I suggest the Premier Card). I have AAA for the Packard and 911 for me. I and the car can quit at any time so why set and wait on the inevitable. If the old beauty is safe then I say drive it. The president of the CCCA had a wonderful article in the last issue of their magazine about driving our old cars. It is well worth reading if you have the opportunity. You may rest assured that someone will enjoy driving the car in the future.

It was truly a fun day. See you at our next event driving your Packard warts and all.

