



PREDICTOR

The monthly newsletter of the Packard Club of San Diego - June 2020 -


Well, it appears that many restrictions on our lifestyle have been relaxed, so perhaps we will get back to our club activities soon. When that happens, everyone will be notified via e-mail or phone call. Our Regional Director and your board will be working to get us back on schedule.

1901 Packard Advertisement, Packard Motor Company first advertisement

PACKARD GASOLINE AUTOMOBILES

ALL MODERN IMPROVEMENTS

Specially
Designed for
and
Adapted to
ROAD
WORK



PACKARD SPECIAL

Thoroughly tested
out, and many in
use giving Per-
fect Satisfaction.

Catalogue, Prices and
Full Particulars on
request.

OHIO AUTOMOBILE COMPANY, Successors to Automobile Department,
NEW YORK AND OHIO COMPANY, **Warren, Ohio**

REGIONAL DIRECTOR'S MESSAGE

By Richard Schauer



**On father's day go for
a spin in the Packard**



I cannot tell a lie. Mama and I broke the "law" by leaving the state on a non-essential task, that being getting outa' here for a few days for some relaxation and fun. We camped outdoors in Dead Horse Ranch State Park in Cottonwood, AZ, in the beautiful Verde Valley. On our hike to the Tuzigoot

National Monument we took the marsh path, which was totally devoid of people (except for one snake, a benign one) and quite lovely. Coming around a bend we saw a dry creek bed with the remains of two cars in it. First thought was how in the world did those cars **get there**. There was nothing resembling a road for quite some distance, as we were walking on a poor jeep path. Clearly they have been there for some time, as nothing rusts in Arizona very rapidly, and the sedan in the foreground has sustained the added insult of a monster rock having fallen on it...washed down from above perhaps? Thank goodness they are NOT Packards. But HEY, anything is restorable, right? So, if anyone is interested in the whereabouts of these two fine relics, please get in touch with me and I'll give you directions.

Car people are proving they cannot be retrained indefinitely. Member Sam Judd let us know of a tour happening on Saturday May 3 in El Cajon, where participants didn't even have to get out of their cars, so no breaking of social distancing rules. Seventy-one people showed up from multiple car clubs. Way to go! Then Friday May 29 Catherine Woolsey organized a "spontaneous" car parade and display in Escondido going down Grand Avenue and parking at the Regal Theater parking lot. May 29 was our original Cruisin' Grand date, so we honored the date with our cars in our own way. Car people simply cannot be held down.

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In terms of club events, please do not be discouraged. June 30 is the deadline to reserve a room at the Bluebird Cottage Inn for the Oct. 9-10-11 23rd annual Art & Wine Walk. It costs nothing to reserve a room; ask for the Packard Club block of rooms/cabins (see flier). Those of us signed up for the Fallbrook car show are scheduled for Sunday August 23rd. The 2021 PAC Western Regions Tour, to be hosted by our region here in San Diego, is making progress in terms of planning. A venue has been selected and an itinerary has been hammered out, two very important milestones. I am appealing to all San Diego region members to mark your calendars for Wednesday through Saturday May 12 through 16, 2021. Volunteers are needed for a variety of tasks. We want to roll out the red carpet for our fellow Packard friends west of the Rockies (and perhaps some traveling from farther away than that. If interested, please contact me, Catherine Woolsey, or Marjo Miller for more information on how you can help. Sadly the General Lyon Tour was cancelled for May. The vast majority of folks who had planned to go have expressed a strong desire for a make-up date. And so the organizers at the Earl C. Anthony region of PAC are working to do just that. Please stay tuned for further developments on that.

The price of fuel is rising as Covid-19 restraints are lifted, but it is still far cheaper to fill the tank than it was a few short months ago...a perfect excuse to fill the Packard and take it out for a spin. Weather is perfect and there is no reason not to take your car out. I hope to pass many of you out on the roadways.



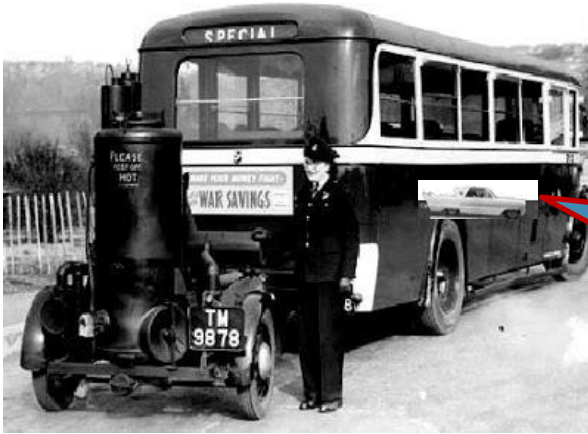
DIFFERENT, UNUSUAL, INTERESTING?



**There is a Packard here
waiting for you to find**

A funeral wagon with a view





HERE IS THE HIDDEN PREDICTOR

It is on page 7 of the May *Predictor*

Past President Phil Pizzuto spotted the elusive Predictor within hours after the *Predictor* went out.



My Latest Rescue

By Al Smithson



A 46 Clipper Deluxe 2-dr (fastback) Sedan. It's a rescue who was losing her home, a few miles down the road from Golden Hill, and needed a new home. My vintage car mechanic is losing his parking and, well, as they say, "the rest is history"! She now claims Golden Hill as her forever home.

Those who know Al, know he has a big heart but, as a Car guy and Packard guy, Al has a huge heart. Al is akin to an animal lover, except he is a guy who likes Packards instead. The animal lover has some cats and dogs (maybe too many) but his neighbor's daughter has a friend with a small dog that

they are going to have get rid of, as they are moving to place where pets are not allowed. What can the guy do?—Of course he takes the small dog (seems they are always described as small). When Al, and perhaps other car folk, hear of a Packard that has to be gotten rid of, if, (that catch word) someone doesn't take it. If it is at all feasible, but not impossible, people like Al will step up. Do they already have too many automobiles? Probably, but that ain't the point. -ed.



Arlen Kurtis, the son of Frank Kurtis, took over his father's automobile and racing company when his father retired. In a bid to diversify, he bid on and won the Air Force contract to make the Start Carts for the SR-71 Blackbirds.

While in the U.S. Navy operating out of Diego Garcia in the Indian Ocean, I had a detachment that shared a hanger with the SR-71. The starting unit was powered by two Buick Wildcat engines. I don't know what the cubic inch was, but it took a lot of power to get the engine turning up to starting rpm. -ed

THE COVID19 TOUR



THE END OF THE RAINBOW SEZ THIS TOO SHALL PASS

Officially called El Cerrito Cars & Coffee Social Distancing Tour



**1906 2-CYLINDER BUICK (THE OLDEST CAR IN PARADE)
LEADS THE PARADE FOLLOWED BY A 1920'S PACKARD**

The Horseless Carriage Club, Antique Car Club of America and volunteers from other clubs and the Talmage Community organized a tour of that area Sunday May 3, 2020. Jim Price, a former member of both the Packard Club and Mercedes-Benz Club, was one of the organizers and assisted in setting up the route.

Sam Judd passed on word about this tour as soon as he learned about it and the info got out a bit late or perhaps more of the Packard folks could have attended. The turnout was excellent with 71 cars in the parade. Automobiles ranged from a 1906 Buick to the 2020 Fantastic Kit Car pictured on left. People were lining the streets and sitting on their front lawns waving and cheering. The entire drive was in residential neighborhoods and there were a few Burma shave signs put up. Channel 8 was there (but I didn't see anything on the Telly) and there was an article in the San Diego paper about the tour.





Jim Price and wife Joan Sieber led the parade and were one of the key people who organized this tour along with Gordon Lillie, Darren Farnesi, Rick Carlson, Bob Arthur. Jim is a former member of the Packard club and the Mercedes-Benz Club. In fact, he is a past president of our San Diego Packard Club (1978).



This 1906 Buick was the lead car followed by a Packard which looks like Ralph McNeil's Packard.



We followed this 1934 Morgan for most of the tour. Photo on right we are passing by the Fire Station Number 10 in San Diego.



An Alpha Romeo rounding the turn, note man on right taking a photo.

Nash Metropolitan is fully masked along with the driver and passenger wearing matching yellow masks.



Some of the more modern and exotic cars in the parade. How many can you identify?



No mask for back seat passengers?! The thing in the shadows might be Yeti or Big Foot



Carol and Steve representing the Mercedes-Benz and the Packard Club.

Another Mercedes-Benz in tour on the right.



Shawn McNew and his Pierce-Arrow



Shawn following a Model A Ford



All of the cars had to pass through a checkpoint where temperature was taken and medication was administered. Apparently none passed the temp test as we all were given medication



LEFT: The physician's credentials which I found questionable.

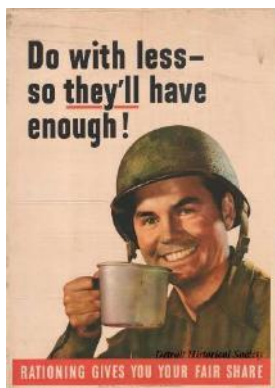


The medication station where the meds were delivered by a ten foot pole. The Buick must have been infected as it began to sneeze badly half way through the tour and liquid was pouring profusely from nose area.





Near the end of the tour we were greeted by a group of people and non-other than Diana Kruse, President of the San Diego Mercedes-Benz Club.



This was a fun tour and perhaps there will be an article next month about a Packard cruise and or picnic.

Toilet paper Is A Very Recent Invention

The Chinese were the first to use paper for sanitary purposes, but the widespread use of toilet paper didn't occur until 1857. Before that, most people used things like leaves, rags, a wet cloth on a stick, or even their hands.



**A Best
in
Show
line-up**



2013 Pebble Beach Best in Show, a 1934 Packard Twelve Dietrich Convertible Victoria owned by Judge Cassini. The only Packard of this model in existence.

Fall Weekend Getaway

Packard Club of San Diego and the Mercedes-Benz Club

Idyllwild, CA, October 9, 10, 11, 2020



Aren't we all tired of this "shelter in place" order? Don't we all simply want to cut loose?

Join the **Fall Tour** and weekend stay at the Mile High Community of **Idyllwild, CA**. Friday Oct. 9 through Sunday October 11, 2020. Accommodations are at the **Bluebird Cottage Inn** one mile from downtown Idyllwild. We have nearly the entire Inn reserved for our two clubs, which are combining again for a fun filled weekend. October 10 is the **23rd Annual Art & Wine Walk** in Idyllwild. Because this is such a high demand weekend for lodging it is imperative to lock in your room/cabin NLT **June 30**, 2020. Make your reservation NOW in order to guarantee your room and enjoy your pick of accommodations!

WHEN: Friday & Saturday **October 9-10**, departing Sunday Oct. 11

WHERE: Bluebird Cottage Inn, 26620 Saddle Drive, Idyllwild, CA 92549

HOW: Call **951-659-2696**. Ask for Beth and the Packard Club block of rooms.

Rooms: See web site www.bluebirdcottageinn.com and view cottages/property map. Every room/cabin on the upper part (east side of Hwy 243) is reserved for our group. Prices are very affordable but vary depending on size and number of bedrooms.

Important:

- The Conference Room is reserved for us as a hospitality/welcome gathering place. Hours: 4:30 pm Friday and Saturday. Come relax, enjoy snacks and cocktails, visit with friends, and make new ones.
- Check-in time is 2:00 pm and all parking is on-site, off the highway.
- Dinner is arranged Saturday at 6:30 pm.
- Special gifts will be awarded Saturday at the banquet! This year includes a Halloween theme, so best men's and lady's costume will be voted on.

Sign up soon so you do not miss out!!!

Packard Proving Grounds

Brian Wagner

The Packard plant on East Grand Boulevard in Detroit may be in sad decay, but the buildings of the Packard Proving Grounds twenty miles due north of the factory have been maintained and restored to lovingly reflect the glory of Packard's history.

In the 1920's, Packard came to the conclusion that testing their cars on local roads was too risky plus it exposed their latest and greatest to their competitors. Started in 1926, the 560 acre proving ground facility was opened in 1928. Designed by Albert Kahn, the famed architect and designer of the plant on East Grand, the project cost over \$1 million and its opulent elegance reflected the Packard brand. The center-piece 2.5 mile high-speed concrete oval track with timing tower also included miles of test roads for various conditions, along with an airplane hangar and infield landing strip. Additional buildings included a repair garage and engineering building that housed experimental laboratories for the testing of engines, chassis, electrical components, fuels and lubricants. At the entrance was a Tudor style gate lodge that housed the Proving Grounds manager Charles Vincent and his family, along with garage space for eight cars and dormitory rooms to house engineers upstairs. Three smaller outbuildings and a water tower are located north of the engineering building.

- While only a small segment of the 2.5 mile track remains, the 1927 timing house, an octagonal, two-story wood frame structure with an open upper deck that is seen in many historical photos of the site, is still there, looking much the same as it did 90 years ago.
- The planted area at the grand entrance gates to the property was shaped like the famous Packard radiator grill.
- The track was so well engineered that drivers could travel around the banked curves at speed in excess of 100 mph without holding the steering wheel. In 1928 it earned the sobriquet of "the world's fastest speedway" when racecar driver Leon Duray set a world speed record of 148.7 mph.
- Packard used the proving grounds and infield runway for testing aircraft engines. The company developed the first diesel engine for airplanes at the site, and Charles Lindbergh visited the site in 1929 to test fly a Packard powered airplane. The on-site hangar is called the Lindbergh Hangar.
- During World War II, Chrysler Defense Engineering leased the proving grounds to test tanks and other armored vehicles.
- The Packard Proving Grounds and its 2.5 mile oval track were featured in the opening scenes of the 1954 movie, *Johnny Dark*, starring Tony Curtis and Piper Laurie. The tagline for the movie was "A story of fast cars...reckless women....and sudden danger... and a guy who loved all three!" That makes it sound like a B-movie, but the fact that both Cutis and Laurie starred show the A-level performers that Universal dedicated to the movie. (The three-martini lunch quality of the tagline notwithstanding....)
- Today, 14 acres of the most historic and significant portions of the Proving Grounds have been preserved under the care of the nonprofit Packard Motor Car Foundation. The site has been added the National Register of Historic Places and is part of the MotorCities National Heritage Area.



Photos taken on a trip last summer to the Packard Proving Grounds



In 1962, an Italian magazine published a story about what the world could look like in 2022.

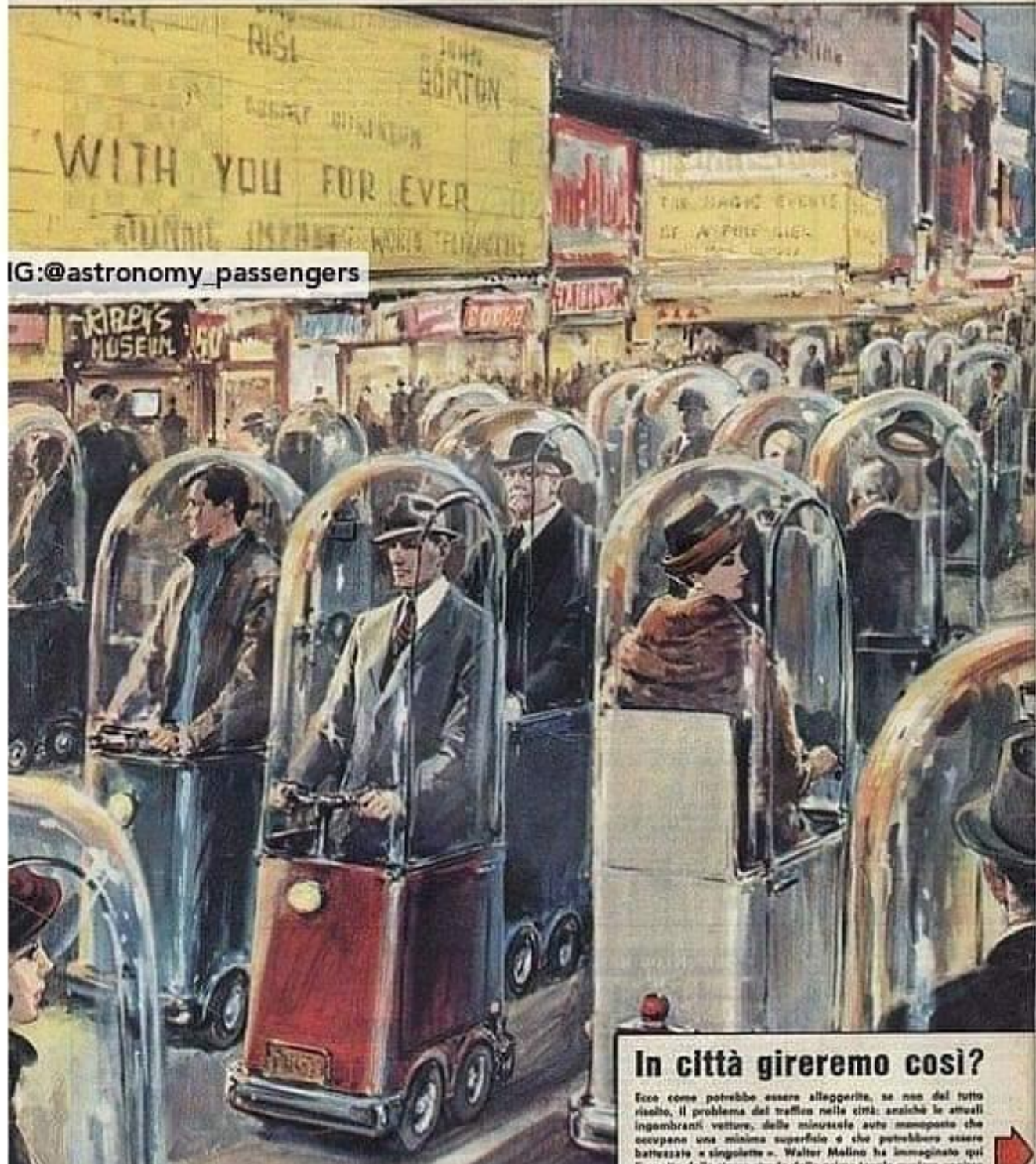
**La tragedia del
Nova Scotia**

Terroristica testimonianza alle pagg. 12-13

DOMENICA DEL CORRIERE

**Una favola più
grande di lui**

Articolo di Dino Buzzati a pagina 5



AMELIA ISLAND CONCOURS AUTOMOBILES AND THINGS OF INTERST

S. Ross



This 1929 Duesenberg was awarded best in show at Amelia Island this year. I took the photo on the right when the car was parked in Fernandina Beach, FL. I will go to car hell for saying this, but I didn't take any more photos as I thought the car was unattractive with the white top, which looked for all the world like a modern fiberglass add on.



I saw this Lincoln Continental parked in Fernandina Beach and thought OMG Marjo Miller is here! Carol said she didn't think so but--ya never know. I sent a text to Marjo and she was home. We discussed hubcaps but I lost my nerve.



Sunbeam Alpine, a 1953 I believe. I have always loved the design of this car and even tried to buy one a few years back. First time I saw the car was in the movie "To Catch a Thief" with Grace Kelly and some guy.



**1940 Darrin, a no sale
with a \$500 to \$700K
range**



**1912 Pierce-Arrow Model 66-QQ five Passenger Touring Sedan
No sale \$300 - \$375K range**

MEMBERS' CORNER

FOR SALE



1948 327 Packard engine for sale, complete rebuild, nothing left untouched. Call for details, Mark Ballerini 760.473.4224.

1938 Packard 6-Cylinder Engine and 3-Speed Transmission for Sale.

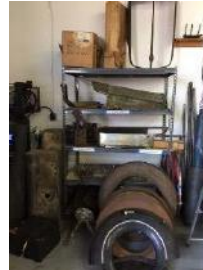
The engine was in running condition when it was removed from the car. It developed a knock which is probably a loose connecting rod. The engine has well under 10K miles on it since being overhauled about 4 years ago. The cylinder head was resurfaced and the cylinders were bored. Then, all new valves & guides and new pistons & rings were installed. The engine rebuild work was performed by Kenyon Machine Shop. The flywheel was resurfaced, and a new clutch & pressure plate and a new throw out bearing were also installed.

These parts are located in San Diego, CA. Best reasonable offer.

Contact: Jim Pardubsky
jampard@dslextreme.com
858.271.1929

OR

Lance Haynes
oldcars@lancedurant.com
858.560.5737



A plethora of used Packard parts from the Bob Steiner collection, fitting '29 and '36 Super Eight models, and some 12-cylinder parts. For an inventory list, please contact Richard Schauer at packard1934@sbcglobal.net or phone 760.740.9188. We also have many 1948-1955 Packard parts from the Dutch Parker collection.



1941 Packard Clipper Bicycle

Unusual, restored. Packard blue, with tan pin striping. New chrome & tires. Packard badge on steering neck \$2,400/offer. Jay Johnson 626.780.6397, jahjimp@yahoo.com



1952 Packard- 2 door Model 200-No rust, very straight body. No engine or transmission. A project, but all the pieces are there. \$1,000. Jay Johnson. 626.780.6397. jahjimp@yahoo.com

1882: GERMAN POLICE ARREST KARL BENZ FOR OPERATING A MOTOR CAR ON THE STREET

FOR SALE 1936 PACKARD 120 SEDAN



- * RESTORED IN 1999 * TRANSMISSION REBUILT BY JIM WOOLSEY IN 2019
- * RADIATOR REBUILT IN 2019 BY BUD'S RADIATOR IN LA JOLLA * HAS GOOD CHROME
- * PEARL WHITE EXTERIOR * CAMEL INTERIOR
- * SOME EXTRA PARTS INCLUDING LUGGAGE RACK THAT NEEDS TO BE RE-CHROMED

THIS PACKARD HAS 74,304 MILES ON IT

ASKING \$48,000 OR BEST OFFER

CONTACT NANCY WERBER @ 619.887.9336



The 1904 Acme automobile made in Reading, PA offered a Perpetual Guarantee. Acme closed down in 1911.



1911 Acme. Not sure where one goes these days to get warranty work done on their Acme.



The 1910 Packard model 30 had a ninety day warranty

WIN A CHICKEN DINNER

ALAS, WE HAVE NO CHICKEN DINNER WINNER.



A 1935 Nash Aeroform, Advanced Eight, from Paris France. The car, first sold in Denmark, was hidden during WWII and in very poor condition when it was made drivable. In the 1980s it was in Holland unused, and again, in very poor condition when it was sold in 2014 and underwent a five year restoration. In 2019 it was entered in the International Fougères Rally in Brittany, France.

The Chicken Dinner automobile for June is a?



**NOT THE YELLOW ONE,
THIS ONE**

Become a respected authority on automobiles in your house by winning the Chicken Dinner Award! Win this prestigious award by sending to Steve Ross the make, model and year of this automobile

****CHICKEN DINNER RULES: CONTESTANTS MAY ONLY WIN 2 CHICKEN DINNERS PER CALENDAR YEAR**

Even if you have won your allotted limit, please guess anyway...and if you're correct, the editor will buy you a big orange drink at our next event.

We have a Celebrity in our Midst

By Catherine Woolsey

I had the opportunity to call various members during these fun times. I called Fred Puhn and as we spoke, his past career enlightened me. While we were talking, I looked up a particular car he engineered and designed. I am publishing the article below with Fred's permission.

Engineer and designer Fred Puhn with his 1963 Santee SS, which was built in San Diego by Santee Automobiles, Inc. The SS raced for the first time at Del Mar in 1963 with Willie West driving (pictured below).



"Santee Automobiles was founded in 1961 to build an American high-performance sports car, on a level with the best from Europe. The Chief Engineer was Fred Puhn (of Quasar and Monocoque Wheels fame). I joined Santee Automobiles soon after start-up and became the Santee's Project Engineer." (Fred and I went to engineering school together at SDSU.) "With a team of 5-10 we built a prototype production car and I financed (company funds were tight) the lightweight racing version, the Santee SS. The production car had a 185 HP Buick 215 CID aluminum V-8, Pontiac Tempest transaxle and Corvette metallic drum brakes (there were no US-made disc brakes in 1961). We designed a fiberglass body, rigid space frame chassis, and F-1 type independent suspension." Santee Automobiles, Inc., was an upstart San Diego business when it began building V8-powered sports cars in 1962. The firm, which starved to death in the recession of 1964, built three cars. All of them exist today and one is on view at the San Diego County Fair in a historic motor sports retrospective. The Santee Sports was competitive with a Shelby Cobra, said its chief engineer and designer Fred Puhn, now 71. The longtime San Diegan had just graduated from San Diego State in 1961 and designed the Santee in 1962, he wrote in an email. "We used the tried and true approach to engineering a new product — we copied features from the best designs around and added just a bit of our own ideas." As chief engineer, Puhn used a state-of-the-art race car chassis for the Santee Sports, but with a street-tuned, Buick 215-cubic-inch aluminum V-8. The Santee Sports had 200 horsepower and weighed 1,850 pounds so it ran quicker than anything on the road, Puhn said. "It handled like a race car because it had a race-car chassis." Using a Pontiac Tempest four-speed transaxle gave the car balanced 50/50 weight distribution

and eliminated the usual big transmission hump in the cockpit, he said. The shapely fiberglass body was inspired by Italian race cars of the '50s, slightly retro but very functional. "The streamlining was quite good and the Santee Sports could cruise at 125 mph," Puhn said. "Wind buffeting was so low that you could easily converse with the passenger while driving 100 mph. But the low (aerodynamic) drag and light weight gave the Santee 25 miles per gallon economy when driven at legal speeds." The list price at the time was \$5,995. The Santee SS, the car on view at the fair, was pumped up to 300 hp, weighed just 1,400 pounds and had a top speed of about 160 mph, Puhn said. "It is the fastest car I have ever driven." And he's raced many two-seaters since 1964 and has raced the Santee SS at the Coronado Speed Festival and hopes to again. He could out accelerate a Jaguar E-Type or a Chevy Impala 409 V-8 in a drag race. The independent rear suspension gave very good traction, he said. Using Corvette brakes, the Santee SS stopped quite well — and was 1,000 pounds lighter than the Vette. Santee Automobiles, Inc., was a contender but without backing from a major manufacturer, as did Carroll Shelby from Ford, Puhn said. "Santee might have been like Shelby and even more because the Santee was a more modern design." Fred Puhn, designer, racer and owner. Puhn owns two of the surviving cars. The third car is being restored by professional Charlie Wallace for his enjoyment. Wallace also restored Puhn's SS and is now also restoring the Sports. The complete history of the company -- "The Best Sports Car America Never Produced" -- is published in latest issue of Automobile Quarterly. "After 50 years, it is wonderful that the story of this little local auto company is finally being documented," Puhn said. Every July 4, the founders of Santee Automobiles get together. In attendance will be company president, John Raifsnider, project manager (and racer) John McCann, parts manager Myron Murset and Puhn.



The 1970 AMC Gremlin was reportedly designed on the back of a Northwest Airlines airsickness bag and was released on April Fool's Day in 1970.



The Gremlin was voted one of the ten ugliest cars by nearly every car magazine. In spite of that honor, it was a sales success. Its stablemate, the Pacer also made the list. One of these babies with a V-8 engine sold for \$72,000 not long ago. Fewer than 25 of that model were built.



In my opinion, the Ford Pinto attempted to emulate the Gremlin and was successful as it also made the ugliest car list. It went beyond by having the distinction of being listed in the American Museum of Tort law.

5000 B.C. - Sumerians invent the wheel

Packard Club of San Diego 2020 Activities Calendar

Listed below is the 2020 calendar of officially sponsored events by the Packard Club of San Diego. Also included are National PAC events sponsored by PAC or one of its regions. You must be a member of PAC to attend officially sponsored events. Occasionally, this calendar will list events that are NOT sponsored by the club or PAC, but are deemed of interest to the membership. **Those events are listed in red italics.**

Month	Event	Date	Tour Director
June	TBD		
July	Leatherneck Museum Tour, Lunch at Torrey Pines Café	18 Jul	Paul Santy
August	Membership Welcome Party @ Tim's	8 Aug	Tim Pestotnik
September	Gondola Excursion, Coronado, lunch to follow	12 Sep	Marjo Miller / Tom O'Hara
	<i>La Jolla Counours D'Elegance</i> 	19-20 Sep	Rescheduled from April
	<i>Studebaker-Packard-Pierce Arrow @ Spanish Landing</i>	26 Sep	Colin Fort
October	Fall Weekend Getaway, Idyllwild, Art Festival redux combined with M-B Club	9-11 Oct	Richard/TBD
November	Nick Fintzelberg Tour on Old Hwy 80 to desert overlook. Combined with CCCA	7 Nov	Nick Fintzelberg
December	Christmas Holiday Luncheon, Lazy-H	5 Dec	Steve Ross



1870: JOHN D. ROCKEFELLER FORMS STANDARD OIL COMPANY