

PREDICTOR

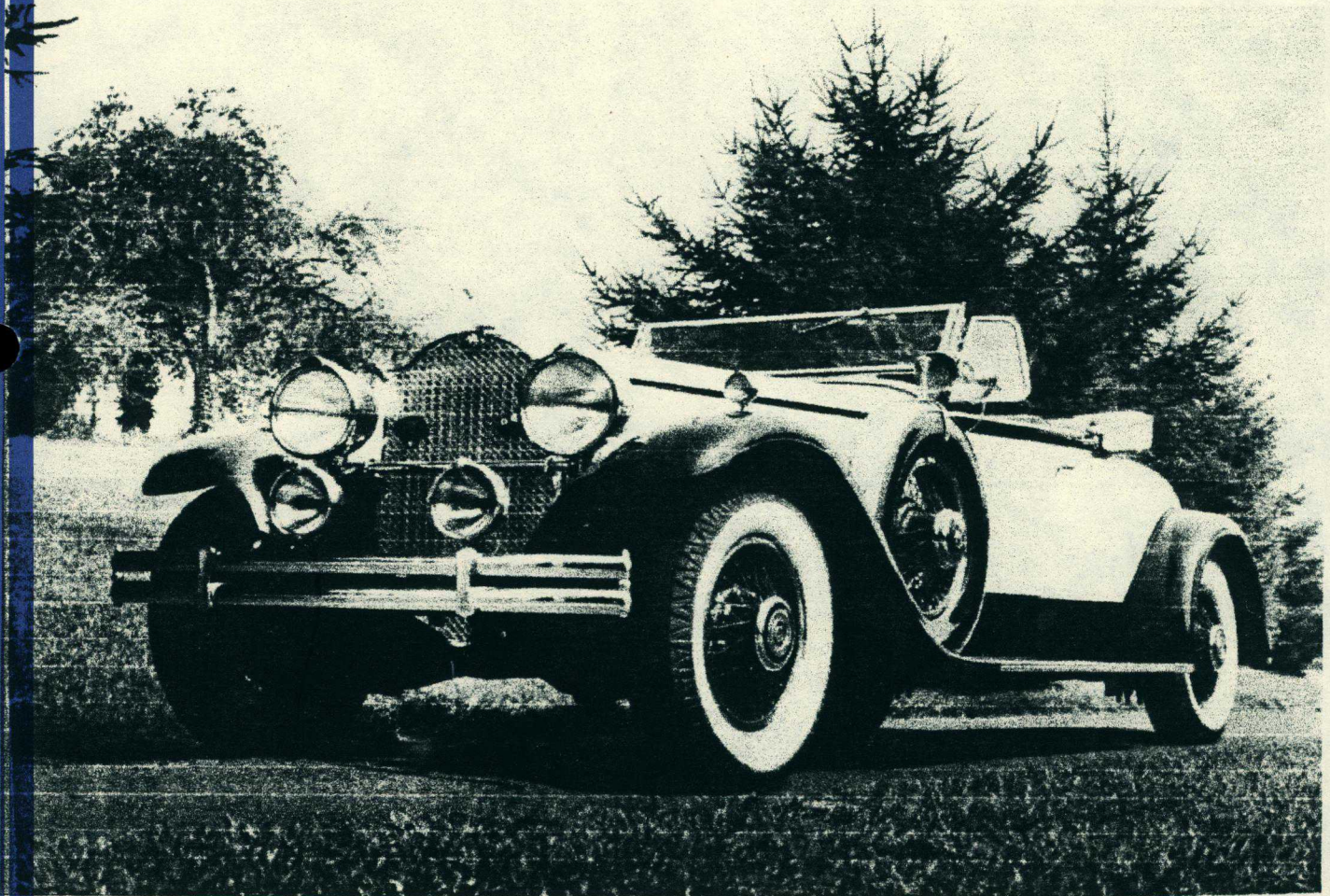
PACKARDS INTERNATIONAL
MOTOR CAR CLUB

SAN DIEGO REGION

Volume 24

February 1998

1930 PACKARD ROADSTER



100 POINT WINNER

STORY ON PAGE 4

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THE PRESIDENT'S MESSAGE

Dear Fellow Packardites,

You missed the Membership Meet at the Pala Mesa Country Club and it was a whopper. Les and Mary Perhacs presented "the latest" award now presented by the Port District at the Lindbergh International Airport. [our own] We were greatly surprised when we were invited to leave the Country Club and visit the foundry and their home in Fallbrook. Many of us remember when we visited them on the International tour we staged here in San Diego. In fact, the sculpture at the airport was at his home during that trip. The program was a series of slides walking us through the process from the miniature to the 40 foot wide installation on January 2, 1998. We knew when we met him that he was special and his work fantastic.

Linda and Charlie Owens were presented the Pete Bradley Award and brought us up to date on their "latest lesson from Fred" on restoration.

New officers were introduced;

President, BJ Hill

Vice Pres./Tour Co., Charlie Owens,

Secretary, Ferne Coomes

Treasurer, Mark Rothermich

Predictor/Historian, Linda Owens

Technical, Tony Collins

Thanks to Joan King, Historian & Dick Hagen, Membership

Members are urged to attend the Membership Meet Feb. 28 - Mar. 1. New things are happening at the National!

Watch for the tours to Warner Bros. Studios, Taco Bell Gardens and the picnic at Herlihy Ranch coming up! Don't be left out.!!

Save the date of May 30th. We have been invited to share the nuptials of Betty and Howard Eberly. That will be a fine party at the ranch. Next meeting at Coco's Restaurant on Feb. 4th.

February 4th

Carrows Restaurant
9152 Mira Mesa Blvd.
Dinner at 6:00pm

Watch for information
on the Warner Bros.
Studio Tour.

Tentatively set for March 8th
Great photo opportunity on a
real movie set!!

Packard International

San Diego Region

1998 Tours

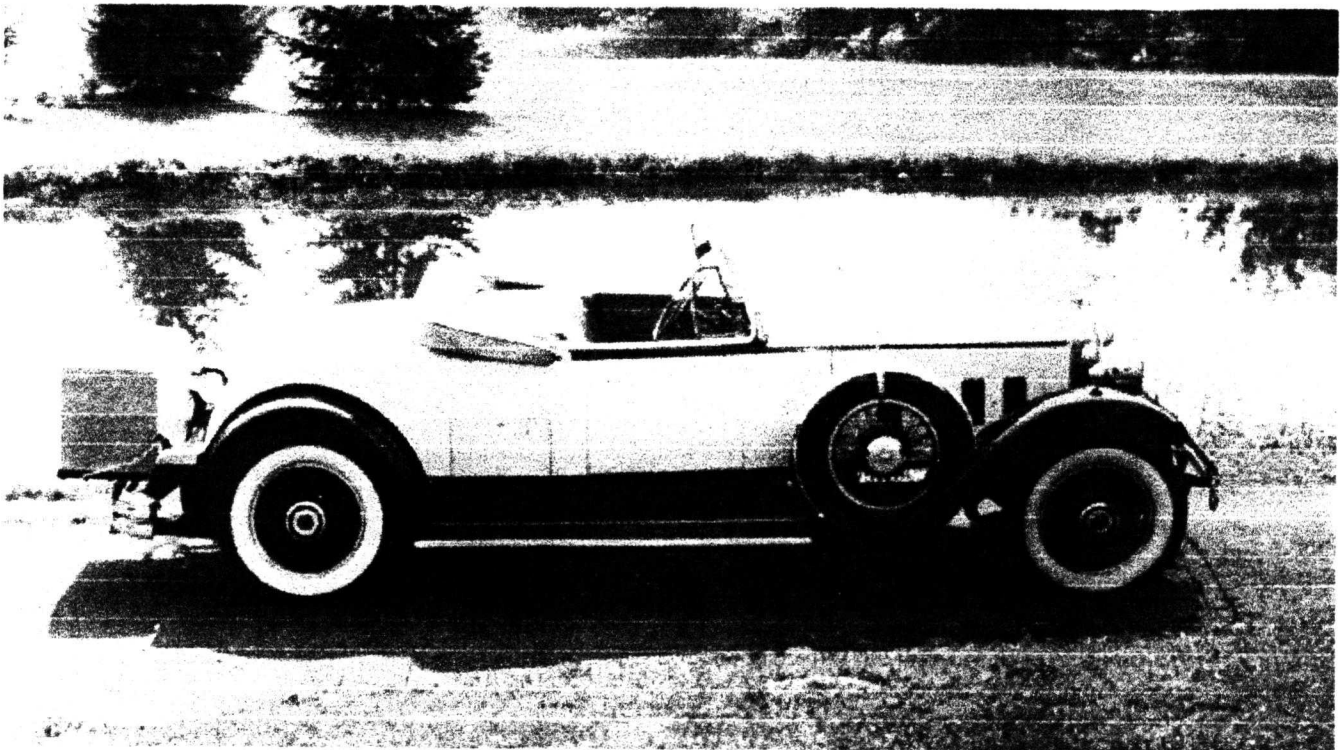
MEETING DATE	S.D. REGION EVENT	BD MEETING	OTHER EVENT
January 18th	Membership/Region Meet Pala Mesa Country Club	Jan. 27th	
February 4th	National Membership Meet Jan. 30-Feb. BIG 3 Swap Meet Feb. 28- Mar. 1		
March 4th	Taco Bell "Bell Gardens" Tour T.L.; Fred Perkins	Mar. 10th	
April 1st	Warner Bros. Tour T.L.; Fred Perkins		
May 6th	Herlihy Flower Farms May 17th Fallbrook Picnic T.L.; BJ Hill Fallbrook Car Show May 14th	May 19th	
June 3rd	Wine & Antique Adventure Temecula T.L.; Annual Parts Exchange So. Ca. Region Cypress HS June 14th		
July 1st.	The Theatre Experience Matinee Dinner/Theatre Old Town "Forever Plaid"	July 14th	
August 5th	Garage Tour/Driving Trip		
September 2nd	Grand Salon/So. Ca. Region Fashion Island, Newport Beach Sept. 12-13	Sept. 8th	
October 7th	National Tour Arizona Regional Oct. 26-31		AACA Hershey Oct. 8-11
November 14th	Holiday Party at Tony & BJ's ?		
December	HAPPY HOLIDAYS		

****COVER STORY****

In 1958, on July 12th, the Eastern Grand Classic was held at Morristown, NJ. Simultaneously the Mid-West was having the same competition in Greenfield Village. The highest point finalist would then carry the National title.

This was an impressive meet, with over 100 cars, all scoring 95 points or better to qualify for this special competition. Because of the high scores achieved by these cars, the judging was fierce. It was observed by one judge, that the future of judging techniques used on these magnificent automobiles could possibly be changed. The number of classics already approaching the 100 point goal was becoming legion. Perhaps they would have to use floor mirrors to include appraisal of the undercarriage and exhaust systems, to break the possible tie for first place.

In 1957, Donald Cole of Columbus, Ohio, had scored 98 points with his 1931 Cadillac Roadster, which was more than enough to qualify to be in this meet, and was considered a favorite. Even though his car scored an impressive 99.5 points, he was nosed out of the National title by James W. Groendyk of Upper Saddle River, NJ. His beautiful 1930 Packard 740 Roadster tallied 100 points, the first perfect score in the Classic Car Club's history.



S. A. E. Standard Body Nomenclature

Officially recognized types of open and enclosed passenger-car bodies pictured and described

THE body types illustrated on this page, with the accompanying descriptions, are in accordance with the report of the Nomenclature Division of the Society of Automotive Engineers, adopted in August, 1916, and revised by the Passenger-Car Body Division of the Society in March, 1922. The term "coach" has not yet received the official sanction of the S. A. E. Nomenclature Division, although popular usage has quite definitely settled the name.

The nomenclature report is reprinted here from the 1925 "Motor Vehicle Service Directory," at the request of a number of readers:

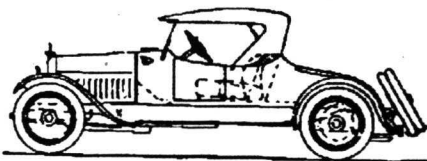


FIG. 1—ROADSTER

Roadster (Fig. 1)—A small open-type body, having one fixed cross-seat for two passengers and a space or compartment at the rear for carrying luggage. Folding seats fitting into the luggage compartment are sometimes used. The conventional type has two doors and a folding roadster top with emergency side-curtains that are removable.

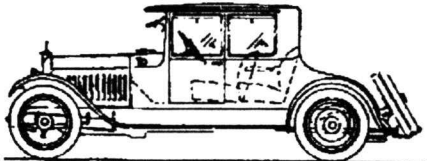


FIG. 2—COUPE

Coupe (Fig. 2)—An enclosed single-compartment body, with one fixed cross-seat. This seat may be straight and accommodate two persons or be staggered and accommodate three persons. With the latter arrangement, a folding seat may be placed beside the driver's seat, thus making it a four-passenger body. The conventional body has two doors and two movable glass windows on each side; roof is permanent, and there is a luggage compartment at the rear.

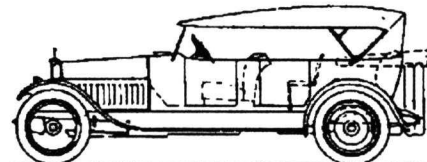


FIG. 3—PHAETON

Phaeton (Fig. 3)—An open-type body with two fixed cross-seats for four or five passengers. Folding seats in the tonneau for two additional passengers are sometimes used. The conventional body has four doors and a folding phaeton-top with emergency side-curtains that are removable.

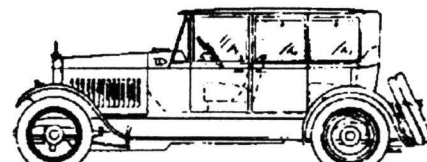


FIG. 4—SEDAN

Sedan (Fig. 4)—An enclosed single-compartment body, with two fixed cross-seats for four or five passengers. Sometimes the front seat is divided by an aisle. Folding seats in the tonneau for two additional passengers are sometimes used. The conventional body has four doors, but some models have only two. There are three movable

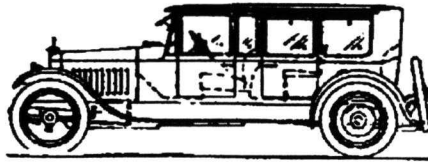


FIG. 5—BERLINE

Berline (Fig. 5)—A body of the same general description as the sedan, except that there is a partition at the rear of the driver's seat that makes it an enclosed two-compartment body. Generally one glass window in the partition is made so that it can be moved horizontally or vertically.

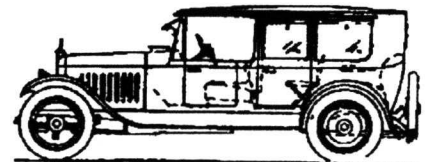


FIG. 6—LIMOUSINE

Limousine (Fig. 6)—A partially enclosed body, with a non-collapsible roof that extends the full length of the body and is attached at the front to the windshield standards. Only the rear portion of the body up to the partition at the rear of the driving seat is fully enclosed. Forward of this partition, the sides are enclosed only from approximately the belt downward. There are two low doors and one fixed cross-seat for two in the forward section. In the rear section there is one fixed cross-seat for two or three. Folding seats for two additional passengers are sometimes used. There are two doors in this section and two movable glass windows on each side.

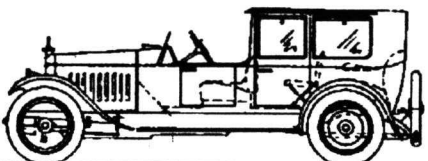


FIG. 7—BROUGHAM

Brougham (Fig. 7)—A body of the same general description as the limousine, except that the non-collapsible roof extends only over that portion of the body that is entirely enclosed.

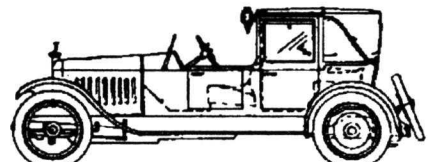


FIG. 8—LANDAULET

Landaulet (Fig. 8)—A body similar in appearance to the brougham, except that the enclosed section is shorter from back to front and the roof is fully collapsible up to the partition at the back of the driver's seat. The body has one fixed cross-seat in the rear section for two or three passengers, two doors made with either flappers or hinged upper parts, and glass windows in the doors only. The rear quarters, back and top, are covered with leather or fabric. There are outside joints to support the top.

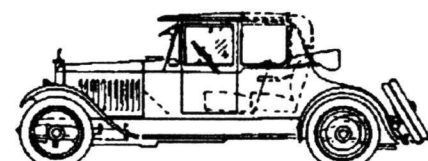


FIG. 9—COUPE-LANDAULET

Coupe-Landaulet (Fig. 9)—A body that bears the same relation to the coupe as the sedan-



FIG. 10—SEDAN-LANDAULET

Sedan-Landaulet (Fig. 10)—A body of the same general description as the sedan, except that the top back of the rear doors is collapsible. Forward of this point the roof is non-collapsible and the windows are the same in number as in the sedan. The rear quarters, the back above the belt and the roof are covered with leather or fabric.

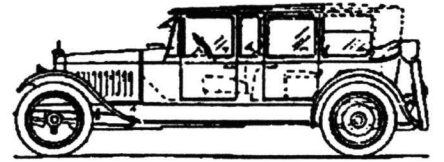


FIG. 11—BERLINE-LANDAULET

Berline-Landaulet (Fig. 11)—A body that bears the same relation to the berline as the sedan-landaulet bears to the sedan.



FIG. 12—LIMOUSINE LANDAULET

Limousine-Landaulet (Fig. 12)—A body that bears the same relation to the limousine as the sedan-landaulet bears to the sedan.

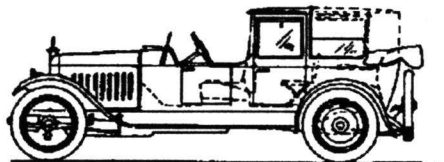


FIG. 13—BROUGHAM-LANDAULET

Brougham-Landaulet (Fig. 13)—A body that bears the same relation to the brougham as the sedan bears to the sedan-landaulet.

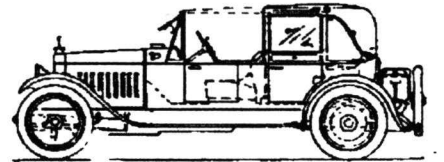


FIG. 14—CABRIOLET

Cabriolet (Fig. 14)—A body similar in appearance to the brougham and having the general characteristics of the landaulet, except that the falling pillar-hinge is set back from the pillar line and shows the curved parting line through the leather. The rear section is therefore longer than that of the landaulet. The body has one fixed cross-seat for two or three and folding seats on the partition for two additional passengers. The doors in the rear section are made with either flappers or hinged upper parts, and there are glass windows in the doors only. The top is fully collapsible, including the partition at the back of the driver's seat. The upper rear quarters, the back and the top are covered with leather or fabric, and in the conventional design the top corners on both the sides and the back have larger radii than other types of closed bodies. There are outside joints to support the top.

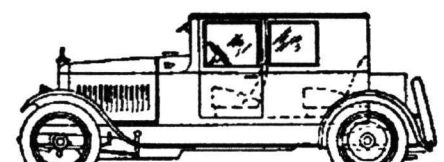


FIG. 15—COACH

Plan now for the first Packard

Centennial July 5-10, 1999

Here's something that happens only once in a hundred years, so you may not want to wait around for the next one.

On July 5, 1999, Packard owners, devotees, and enthusiasts from all over the world will converge on Warren, Ohio, for the First Packard Centennial, celebrating the creation of the Packard car where it all started.

All the world's Packard clubs will be there, with events open to everybody. There will be swap meets, tours of points of interest, and excursions into the fascinating minutiae of Packard history.

Each club is organizing its own activities and will have its own program, but everyone is invited to mix and match events to suit his own level of interest in the restoration, ownership, and enjoyment of the Packard car.

For Packards International members, it will be our 1999 National Tour. There will be some organized events, as well as unorganized events, and open time for members to get better acquainted with other members from around the world. Meanwhile, be sure to brush up on your French, German, Scotch and soda.

Imagine a Packard County Fair—that's what it will be like. Hundreds of people just like you, who love history, appreciate achievement and venerate the Packard automobile. There will be so much to talk about, we won't want to go home.

It will even be better than Hershey,

because at Hershey we have to tolerate much non-Packard stuff. Here, everything will be clean, pure, untainted Packard.

We will be able to visit the site where the first Packard car was built in 1899, the Packard family plot in the Warren cemetery, the J.W. Packard home in Warren, the Packard Museum and Packard Music Hall where the Packard Symphony Orchestra toots their own horns and plucks their strings even still today.

Yes, there really is a Packard Symphony Orchestra, endowed in 1923 by W. Doud Packard, and it performs free concerts regularly in the Music Hall and city park during the Summer.

There are likely to be modern day entertainments as well, such as an excursion boat ride on Lake Erie, a tour to the Amish country, and for those who simply cannot tolerate cold credit cards, shopping in the ivory palaces of Cleveland.

The city of Warren is co-incidentally celebrating its 200th anniversary at the same time and will hold a big parade through town. All Packard attendees will be invited to drive their cars in the parade. This is going to be one historical moment, covered by the electronic and non-electronic media, and you'll want to be a part of it. Be sure your cooling system is ready for it. You don't want your radiator cap to pop off on CNN.

Over the years, Warren, Ohio has not changed much. Devoid of covered shopping centers and strip malls, life in



Warren is much like it was in the thirties and forties. Tree-lined streets of brick, frame houses from the twenties, and a slower pace make Warren a fascinating return to our childhoods.

Nevertheless, outside of town, progress has been surging forward with a vengeance. There are 26 hotels and motels, with an aggregate of 1700 rooms, within a 12-mile radius of Warren. Our own PI headquarters hotel will be the Hilton at Cleveland-South, a modern, five-story suburban facility with all the amenities of the present day, so you can bring your laptop and fax.

Our own Jerry and JoAnne Vinarcik of the PI Midwest Region, are making all arrangements and plans for us. And our PI HQ contact is ex-president Keith Alther, now devoting his time to volunteer work.

You could help them do their jobs by deciding early to be a part of this great event. Send a non-refundable \$15 with your name and number of people you expect in your party, to reserve space on the roster. This will ensure you have a hotel room and get you all the advance information for the event. No prices are firm up yet for anything, but the \$15 early registration fee will be applicable to your final reservation.

And yes, the club does expect to earn interest on the float. But you may as well let that money work for PI as shrink daily in your pocket.

More information and final registration applications will be published in this magazine. Watch this space for further details.

How important is the early reservation? We're not sure, because we've never had a first centennial before. But the last time a Packard event close to this magnitude took place—300 Packards at the CCCA "Packard Experience" at Hickory Corners, Michigan, in 1994—some attendees wound up sleeping in a barn.

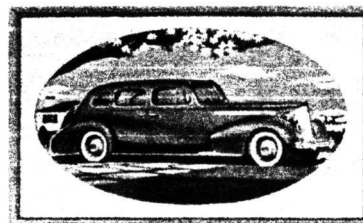
This is the 1st Predictor I have published on my own, so I hope you will all bare with me as I go along. All help with information, pictures, or news, is greatly appreciated. Below is my home phone # and address.

I would like to make an observation. I know we are new to the club, but it pained me to see the poor turn out at the Jan. meeting. Because so few were interested enough to attend, it cost the club \$200 to make up for the lack of participation. (We had to insure a certain amount of bodies) Although the club is not out to make money, we sure have better things to spend it on than food not eaten. A few people put there time out for the rest of us, so we can enjoy ourselves. The very least they can expect, is we take the time to show up and have fun. It really is not asking to much!! See you all at the next function. Your new Editor,

Linda Owens
2525 Mesa Dr.
Oceanside, CA. 92054
760/ 754-8841
charles@connectnet.com

Tony Collins has perfected his technique to repair cracked mainfolds. If you are having a problem or need to ask a question, give him a call.

Even the clouds seem... but wait... look at the clouds!



FOR SALE: Set of Chrysler Imperial wire wheels with caps (3 good, 1 fair). Bolt pattern same as Packard. \$500. Harvey Hedgcock 619/679-7084

FOR SALE: 1947 Custom Super 8 5 Passenger Sedan, Loaded! Asking \$16,000.00 Contact Frank Stoppela 208/336-1020

WANTED: 1954 "359"cu. in. straight eight engine and 1954 Caribbean wheelwell chrome moldings, front & rear. Contact Pat McGill 760/360-0725



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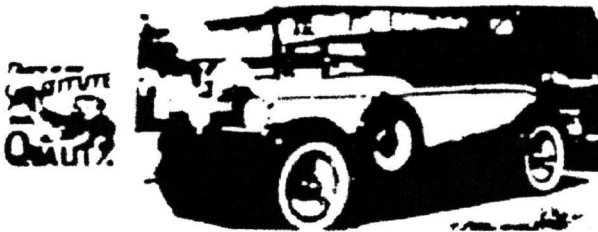
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