

# PREDICTOR

PACKARD'S INTERNATIONAL  
MOTOR CAR CLUB

SAN DIEGO REGION

Volume 21

March-April 1996



1958 Packard Hawk  
Chris and Doris Rinker

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### ***Ralph Jungk to be our March speaker***

The guest speaker for our March meeting will be Mr. Ralph Jungk. He will speak to us about Prop 200, No-Fault Insurance.

Californians will face a decision on March 26 to vote for or against Proposition 200, a ballot measure that would fundamentally change the state's insurance system.

## **PRESIDENT'S MESSAGE**

Dear Fellow Patricians:

A few of you have mentioned that it is hard to hear anyone at the meetings due to the noise from the patrons in the restaurant. George Cataline brought in a microphone at the February meeting, and it really made a difference—so come on back! In any event, we plan to discuss other possible meeting locations at the March meeting. If you have any ideas as to where we can meet, please let us know. It should be some place central to the majority of members.

It is also a good idea to attend the meetings to hear about any changes in the tours or additional tours. For example, last month the members were invited to attend another club's tour to the Nissan Design Center for North America. There was not sufficient time to get the word out any other way. This turned out to be a great addition to the scheduled events.

I want to thank Dorothy Hagen, who has agreed to serve as Vice President this year, and thanks, also, to Fern Coombs, who has accepted the position as Secretary. We needed help and they came through. The enjoyment for all only comes after dedication and planning.

A special thanks to those who included our members in the Nissan Design Center Tour. This is a difficult place to get into, and we appreciated it.

Sincerely,

*Colin Fort*

### **What about Prop 200, the No-Fault Initiative?**

In essence, the initiative would trade the right to sue over injuries arising from automobile accidents for what proponents say will be lower insurance costs and a guaranteed level of benefits that is generally higher than that available under the existing system, regardless of the fault. Opponents argue that the benefits are not guaranteed and that giving up the right to sue the person responsible is too high a price to pay.

- A. Entry *Zaguán*
- B. Parlor
- C. Bedroom
- D. Servant's Quarters
- E. Kitchen Wing
- F. Dining Room
- G. Old Kitchen
- H. Bakery
- I. Pantry/Storage
- J. Blacksmith's Shop
- K. Storage Shed
- L. Garage c. 1924
- M. Storage Shed
- N. Tack Room
- O. Carriage
- Courtyard Gate
- P. Sleeping Quarters
- Q. Mayordomo
- Quarters
- R. Old School Room
- Bedrooms c. 1880
- S. Private Chapel
- T. Reservoir
- U. Covered Well
- V. "Colonel's Bathtub"
- W. Original Store
- Bedroom c. 1920
- X. Original Office
- Bathroom c. 1940
- Y. Original Parlor
- Bedroom c. 1880
- Z. Sun Room

# Rancho Guajome Adobe

9:00	Meet at Focus in <del>Focus</del> Mission Valley
9:30	Meet North Country group at Park 'n' Ride.
10:00-12:30	X <del>15</del> and Hwy 78; leave immediately for Guajome Adobe
12:30	Tour Rancho Guajome and Antique Steam Museum
1:00	Leave for lunch Quail's Inn in San Marcos for lunch; open menu

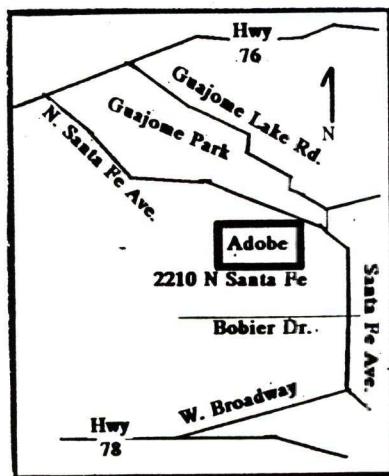
MAR 10 1996

The name Guajome, pronounced *gua-ho'-may*, originates from the Luiseño word *wakhavumi*, meaning "frog pond." Two ex-neophyte brothers from Mission San Luis Rey received Rancho Guajome as a land grant from California's last Mexican Governor, Pio Pico, in 1845. Soon after, the brothers sold their 2,219 acre grant to Abel Stearns, a wealthy Los Angeles merchant, for \$550. Stearns presented the rancho to his sister-in-law, Ysidora Bandini, as a wedding gift when she married the handsome young Lt. Cave Johnson Couts on April 5, 1851.

Couts had arrived on the west coast in 1849, with a company of U.S. Army dragoons sent out to reinforce American troops in California. While waiting in Old Town to escort the American- Mexican Boundary Commissioners to the Colorado River, he met Juan Bandini, one of San Diego's most prominent citizens, and began to court Bandini's beautiful daughter, Ysidora. During his time in early Old Town, Couts surveyed and mapped the town, giving the streets their present historic names.

Couts' early investments in livestock brought him huge profits from sales of cattle to northern California markets supplying beef to the "forty-niners." In 1852-53, Cave Couts constructed a large residence on his wife's property, which remains intact today as one of the best examples of Anglo-Hispanic architecture built on an original Mexican land grant.

Successive generations of Couts heirs resided in the ranch house until 1973, when the County of San Diego acquired the property as a focal point for Rancho Guajome Regional Park.



April 13-14

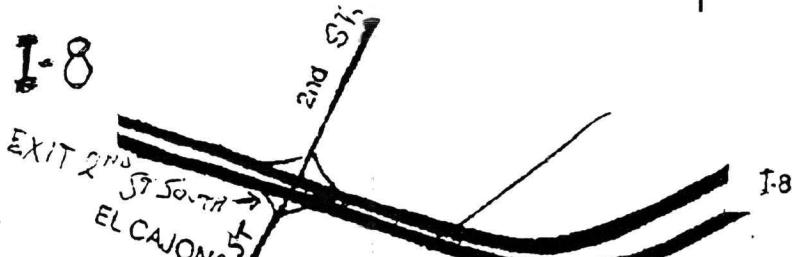
W  
V

Weekend Ranch Cleanup Party

from 9:00 a.m. both days

Bring: rakes, brooms, saws, weedcutters,  
gloves, and energy

Hot dogs & hamburgers provided



Follow signs to  
Sycuan Casino

Thru Casino  
Parking Lot  
To Gate. Keep  
Fence On Your Left

## WESTERN BARBECUE Pierce-Arrow, Packard & Horseless Carriage Clubs

Sunday, April 28

at Hagen's  
Westwind Valley Ranch

featuring  
Eric Rosenau's Dixieland Band

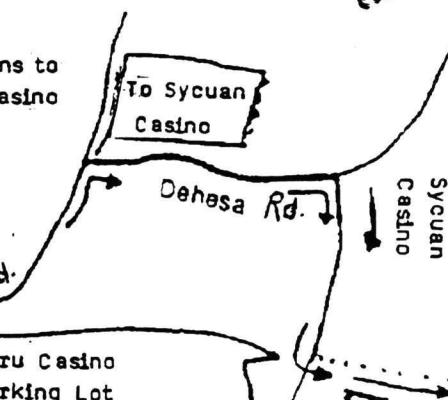
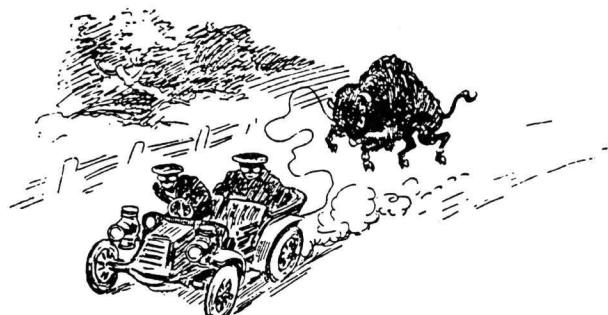
Potluck—bring salad, dessert, or your special dish

Pit-roasted pork, BBQ beans and bread, soft drinks  
& coffee provided (modest charge)

Reservations by April 18—call BJ at  
451-0669 (H) or 530-1414 (W)  
\$5.00 per person, kids 6-12 \$2.50,  
under 6 free

### WESTERN DRESS

Arrive from 11:00 a.m.  
Dig up pig: 12:30 p.m.  
Eat it: 1:00 p.m.



Modern Cars Outside Yard  
Packards Thru Gate  
And Turn Right

We deeply appreciate the presentation that Jim Weir of the Studebaker Club made on Packard auto instruments. Included here is the first half of his material. The second half will be included in the next issue of the Predictor.

## << TALK ON: PACKARD AUTO INSTRUMENTS >>

GOOD EVENING PACKARD CLUB MEMBERS, AM GLAD TO SEE YOU AND THANK YOU AGAIN, FOR THE GREAT PICNIC WE HAD AT - POWAY PARK.

QUESTION?? HAS ANYONE HERE - HEARD A TALK GIVEN ON AUTOMOTIVE INSTRUMENTS?? I NEVER HAVE!!

### 1. MY--INTRODUCTION TO AUTOMOTIVE INSTRUMENTS,

- A. WORKED AT AIRCRAFT INSTRUMENT REPAIR AT NAVAL AIR STATION, NORTH ISLAND...FROM 1944 TO 1984 (40 YEARS).
- B. WHILE AT NORTH ISLAND INSTRUMENT SHOP, WAS TRANSFERRED TO A DIFFERENT SHOP UNDER..WATCHFUL EYE OF OLDER MECHANIC (NOTE: THIS WAS AT LAST PART OF 1944) AND HE MUST HAVE BEEN 70, AT THAT TIME. HE WOULD SOMETIMES BE CALLED ON TO OVERHAUL JEEP SPEEDOMETERS PLUS OTHER INSTRUMENTS FROM..BOATS TO OFFICER'S - STAFF CAR INSTRUMENTS.
- C. WHEN HE WOULD RECEIVE A NUMBER OF INSTRUMENTS ON A "RUSH JOB", HE WOULD ASK ME TO HELP HIM. SO, THIS WAS MY INTRODUCTION TO - AUTOMOBILE INSTRUMENTS.
- D. HE WOULD SOMETIMES INVITE ME TO BRING A CERTAIN WAVE, TO HIS HOME, FOR DINNER AND WE WOULD WORK IN HIS WORKSHOP FIXING CAR SPEEDOMETERS AND CLOCKS FOR - THE USED CAR LOTS. YES, I MARRIED THE NAVY WAVE.

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### 2. THE: IMPORTANCE OF INSTRUMENTS - ON PLANES AND CARS

- A. BACK AT TURN OF CENTURY, WHEN AVIATION PIONEERS, WERE MAKING THE FIRST..AIRPLANE FLIGHTS - THEY HAD NO INSTRUMENTS, ON THEIR FLIMSY CRAFT, MAYBE JUST A LENGTH OF STRING..TIED TO A FLYING WIRE, TO CHECK SPEED & DRIFT.
- B. AS SOON AS THEY HAD ACQUIRED A DEGREE OF CERTAINTY ABOUT HOW AIRPLANES SHOULD BE MANIPULATED, THEY SOON BECAME "INSTRUMENT CONSCIOUS" AS - EARLY AIRPLANE AND AUTO ENGINES, HAD A TENDENCY TO..QUIT RUNNING, AT THE MOST CRITICAL MOMENTS.
- C. THESE ENGINE STOPPAGES WERE MOST OFTEN CAUSED BY FAILURES OF FUEL, LUBRICATION, OR COOLING..SYSTEMS - SO IT WAS ONLY NATURAL THAT ENGINE INSTRUMENTS...WERE DEVELOPED FIRST.
- D. AS AUTO ENGINES IMPROVED, OTHER INSTRUMENTS WERE ADDED SUCH AS SPEEDOMETERS (INVENTED IN 1900, BY A SCOTSMAN), GAS GAUGES, TACHOMETERS, AND ON SOME "SPORTY CARS" IE; 1914 STUTZ BEARCAT..AN INCLINOMETER (SHOWS ANGLE OF HILL - IN DEGREES), WERE SOMETIMES ADDED..AS "EXTRAS". ON "MODERN CARS" THESE "EXTRAS" ARE STANDARD EQUIPMENT.

3. THE MAIN PACKARD INSTRUMENTS WE WILL COVER - ARE:

- A. SPEEDOMETER
- B. OIL PRESSURE-GAUGE
- C. WATER TEMPERATURE-INDICATOR
- D. TACHOMETER
- E. AMMETER
- F. FUEL-INDICATOR
- G. CLOCK - JEWELLED (8 DAY) WIND UP AND ELECTRIC

MOST PACKARD INSTRUMENTS, ARE MADE BY STEWART WARNER AND THIS COMPANY, HAS BEEN IN BUSINESS FOR YEARS.

NOTE: THE CAR INSTRUMENT MECHANICS, I HAVE INTERVIEWED, HAVE TOLD ME -- QUOTE: "THE PACKARD COMPANY WOULD BUY THE BEST INSTRUMENTS, FOR THEIR CARS MOSTLY, FROM THE STEWART WARNER COMPANY. THEY WERE MORE ACCURATE AND DURABLE THAN THE ONES MADE FOR MOST OF THE - LOWER PRICED CARS.  
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A. SPEEDOMETER

MEASURES - SPEED AND MILEAGE

PRINCIPAL OF OPERATION -- HYSTERESIS (OR SIMPLY..LAG). A ROTATING MAGNET TENDS TO PICK UP A NON- MAGNETIC MATERIAL (IE; COPPER, ALUMINUM) AND IS STEADIED IN OPERATION, BY A HAIRSPRING -- THAT ALSO RETURNS THE POINTER, TO ZERO.

GENERAL INFORMATION -- ON SPEEDOMETERS:

SPEEDOMETERS ARE SET HIGH AT FACTORY FOR - SAFETY AND I'M SURE.. BRAGGING PURPOSES.

LARGER TIRES AT REAR, WILL SLOW DOWN - SPEEDOMETER READING.

LUBE SPEEDOMETER CABLE WITH - CHASSIS GREASE. DO NOT USE GRAPHITE AS, IT BECOMES ABRASIVE, IN TIME.

HOW TO COMPUTE MPH - (STOP WATCH RECOMMENDED) FOR SAFETY HAVE PASSENGER USE THE STOP WATCH (OR ANY OTHER - TIMING DEVICE) HAVE A PENCIL AND PAPER OR, BRING YOUR POCKET CALCULATOR.

NOTE: PICK A TIME OF DAY WHERE THE ROAD IS STRAIGHT AND THE TRAFFIC IS LIGHT.

### A. SPEEDOMETER (CONT)

PICK A STRAIGHT STRETCH OF ROAD AND HAVE DRIVER HOLD THE SPEEDOMETER POINTER - STEADY AT A SPEED FOR 1 MILE, AND WATCHING THE "0-DOMETER" (TENS - RIGHT SIDE) FROM 0 TO 0 (OR 1 TO 1 ETC.)

DIRECTIONS - ON CHECKING YOUR SPEEDOMETER - FOR ACCURACY

WHEN "0" COMES UP ON THE "0-DOMETER", (AND SPEED IS HELD STEADY) DRIVER SAYS "START" - THEN THE PASSENGER STARTS STOPWATCH.

WHEN "0" ON "0-DOMETER" IS REACHED, AT END OF MILE, DRIVER THEN SAYS "STOP" AND PASSENGER, STOPS STOPWATCH..THEN RECORDS READING.

DIVIDE THE NUMBER OF SECONDS USED, INTO 3600 - FOR TRUE SPEED.

EXAMPLE:  $\frac{60 \text{ MPH}}{3600}$  "IDEAL READING"  
1.  $\frac{60 \text{ SEC}}{3600}$

2.  $\frac{54 \text{ MPH}}{3600}$  - OR 6 MILES PER HOUR - "SLOW READING"

NOTE: THIS #2 READING IS THE "NORMAL" READING FOR MOST OF THE "BIG 3" CAR COMPANIES AND AS ONE SPEEDOMETER MECHANIC SAID "THE PACKARD INSTRUMENTS, HE TESTED, WERE CLOSER".

### B. OIL PRESSURE INDICATOR (MECHANICAL TYPE)

THE OIL PRESSURE INDICATOR ON THE OLDER PACKARDS IS OF A TYPE OPERATED MECHANICALLY, AND IS CONNECTED TO A SMALL METAL (USUALLY COPPER) OIL LINE - ATTACHED TO THE CAR'S LUBRICATION SYSTEM.

INSIDE THE INDICATOR IS A CURVED BOURDON TUBE THAT IS ATTACHED AT ONE END - TO A GEAR, HAIRSPRING AND POINTER.

OPERATION: IN PRINCIPAL..THIS IS A "GROWN UP" VERSION, OF AN OLD FAMILIAR NEW YEARS EVE, NOVELTY -- THE ROLLED UP PAPER TUBE, WHICH UNCOILS, WHEN YOU BLOW INTO ONE END AND RETURNS... BECAUSE OF THE WIRE - INSIDE.

NOTE: THERE IS A SMALL HOLE IN INLET OF INSTRUMENT, TO DAMPEN FLUXUATIONS IN OIL PRESSURE - WHEN ENGINE IS..OPERATING.

### B. OIL PRESSURE INDICATOR (ELECTRIC TYPE)

IF YOUR PACKARD HAS A "ELECTRIC" - OIL PRESSURE INDICATOR, INSIDE IT WILL HAVE TWO COILS, A SMALL ROTATING ARMATURE - WITH POINTER (AT BASE OF THESE COILS)..ACTIVATED BY DIAPHRAGM, WITH SLIDING CONTACT..IN ENGINE BLOCK.

### C. WATER TEMPERATURE INDICATOR (COPPER TUBE TYPE)

THE OLDER PACKARDS MAY HAVE A MECHANICAL TEMPERATURE GAUGE, WHICH EMPLOYS A COPPER TUBE, ATTACHED TO ENGINE - WITH THE GAUGE, AT THE OTHER END. AT THE END OF THE COPPER TUBE, IS A SEALED BULB CONTAINING A - VOLATILE LIQUID. (ETHER OR??)

### C. WATER TEMPERATURE INDICATOR -- OPERATION

THIS "SEALED SENDING UNIT'S" LIQUID WILL EXPAND, WHEN THE TEMPERATURE..INCREASES. THIS LIQUID WILL EXPAND AND CREATE PRESSURE THROUGH THE CONNECTING TUBE TO THE BORDON TUBE IN THE INDICATING UNIT, AND IS REGISTERED ON THE FACE OF THE GAUGE.

NOTE: OVER THE YEARS, VIBRATION WILL CAUSE THE COPPER TUBE, TO EVENTUALLY BREAK, SO THE MOVE - TO THE ELECTRIC TEMPERATURE GAUGE, HAS BEEN A..MOST WELCOME ONE.

### C. WATER TEMPERATURE INDICATOR (ELECTRIC)

WATER TEMPERATURE CANNOT BE CONVERTED DIRECTLY INTO MECHANICAL MOTION (AS FUEL LEVEL AND OIL PRESSURE), SO SENDING UNIT IS DIFFERENT.

SENDING UNIT CONSISTS OF A DISC OF HEAT SENSITIVE MATERIAL THAT CHANGES WHEN..HEATED AND COOLED.

WHEN THE ENGINE IS..COLD, THE RESISTANCE OF THE DISC IS HIGH AND, LITTLE OR NO CURRENT IS ALLOWED TO PASS THROUGH THE GAUGE CIRCUIT.

WHEN THE ENGINE TEMPERATURE..INCREASES, THE RESISTANCE OF THE DISC - IS LOWERED, AND MORE CURRENT WILL FLOW THROUGH - THE GAUGE CIRCUIT AND - THE INDICATING POINTER..WILL RISE.

NOTE: WATER TEMPERATURE GAUGES - SELDOM FAIL...MOSTLY A WIRE IS BROKEN OR SENDING UNIT IS FAULTY, DUE TO AGE OR DAMAGE.

### D. TACHOMETER (MECHANICAL AND ELECTRIC)

OPERATION --- TACHOMETERS MEASURE NUMBER OF REVOLUTIONS PER MINUTE, MADE BY ROTATING..ENGINE CRANKSHAFT.

1. MECHANICAL: USES A FLEX SHAFT FROM ENGINE - THROUGH FIREWALL TO TACHOMETER ON DASH. (THESE ARE USED IN THE OLDER PACKARDS)

NOTE: THERE ARE SEVERAL TYPES OF MECHANICAL TACHOMETERS USED. EARLY TYPES USED THE "WHIRLING WEIGHTS" TYPE THAT WOULD MOVE POINTER "UPSCALE" WHEN SPEED WAS INCREASED.

# WANT ADS

**FOR SALE.** 1951-56 Door/Handle strip handle plate lock. NOS. Outside, right side only. \$10.00 ea. Ken Yankee, 277-5659. (4-95)

**FOR SALE.** Trumpet horn vibrating damper brackets for 1931 or 1932. Packards with light bar. \$45.00 set. Tony, 530-1414. (3-95)

**FOR SALE.** Two Packard Adonis/Delphane hood ornaments. \$350 each OBO. Mary Black 723-3604 or Mark Rothermich 583-2369.

**FOR SALE.** Twin Six 1915/early 16. \$75.000. Renzulli collection. Call (619) 530-1414 for more info.

**FOR SALE.** Caribbean hard-top Packard. well taken care of, can be seen at Packard garage. \$10,000. George Gerrodette, 459-2488. (12-95)

**FOR SALE.** 1951 Packard. Not running, valves probably rusted. Darrell Devine, 630-3352. 429-9664. (2-96)

**FOR SALE.** 1953 Clipper. Original Bill of Sale. 89,000 miles. Top shape. Tierrasanta. Former member, \$3,500-\$5,000. Nancy Vaughn, 277-8024. (2-96)

**FOR SALE.** Clipper 55-56. Greg Auto Sales, (818) 967-5601. (2-96)

**FOR SALE.** 1953 2-door hardtop 1750 Sun Valley. Memory Lane Collector Cars. Wrecking yard, Los Angeles, Bakersfield. (2/96)

## NEW FROM SAN DIEGO REGION.

1950's Packard Outer Handle Retaining Plate Lock. Individual: \$25.50, 2-piece set: \$46.75, 4-piece set: \$72.25. To order, call Tony Collins (619) 530-1404 or FAX (619) 530-2123.

*"It's Better To Replate It Than Replace it"*

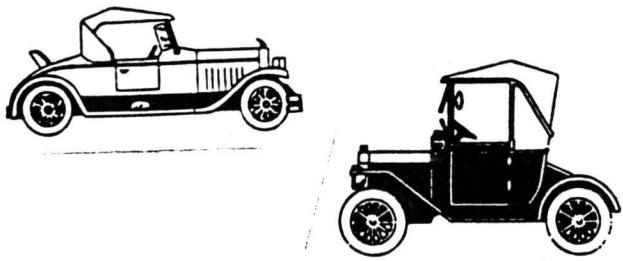


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CHROME PLATING & METAL POLISHING  
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## JUST FOR FUN...

The top ten reasons for coming to the Region meetings (not seen on David Letterman's show or anywhere else):

10. Support the club
9. Fellowship with other members
8. Locate parts & solve mechanical problems
7. Interesting guest speakers
6. Tour announcements
5. Cash drawings
4. Report from National representative
3. Reading of the minutes
2. You have to eat, anyway
1. BJ said I had to



  
**COLIN D. FORT, CTFA**  
*Vice President*

**First American Trust Company**  
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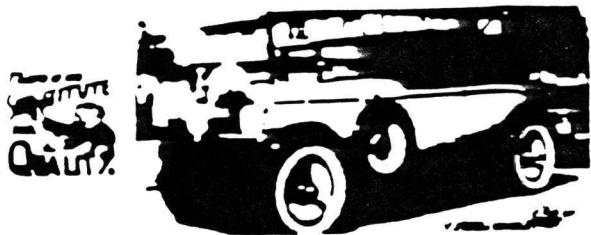
  
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To Packards International Members:

Over the years we have established a reputation for quality plating, and a quality car deserves quality plating. I own a 1928 PACKARD Roadster and know the value you place on your parts. If you have a plating need, come in and ...

Ask The Man Who Owns One

Mrs. Billie Rhodes  
President

(619) 474-4424

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*Packards*

INTERNATIONAL MOTOR CARD CLUB  
SAN DIEGO REGION

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SAN DIEGO, CA 92121



Address Correction Requested