

PACKARDS INTERNATIONAL MOTOR CAR CLUB

Predictor

VOLUME 18

MARCH 1992

SAN DIEGO REGION



An Uncommon Experience

SHO-EN environmental gardens and sculpture gallery is a cultural attraction and horticultural resource nestled in the hills east of Ramona. A showplace of natural beauty, SHO-EN offers a unique combination of art and nature. Tour the grounds and view the works of nationally renowned artists and sculptors. Works of art are blended into the park-like setting. The indoor gallery features a resident collection of African stone sculpture, hand carved by the Shona people of Zimbabwe.

Bordered by Japanese black pine trees, SHO-EN ("pine gardens" in Japanese) brings the ancient art and craftsmanship of sculptured trees to life. Choose from a large collection of sculptured trees, bonsai, authentic oriental stone lanterns, and unusual plants in SHO-EN's nursery.

A special harmony exists between man and nature at SHO-EN. Experience it for yourself.

National Pre-Tour, September 10, 1992

Send your registration for entire package, September 10-13, 1992, to:
Carol Yunt, 2348 Foothill Drive, Vista, CA 92084 (619) 940-8150
"Packards International National Tour"

BOARD FOR 1992

President:	Casey Groenendal	465-6742
Vice-President:	B.J. Hill	530-1414
		451-0670(B)
Secretary:	Mignon Gantert	747-7448
Treasurer:	Ken Yankee	277-5659
Historian:	Linda Bittner	566-8618
		597-2627(B)
Membership:	Fred Spector	438-2365
Museum Rep:	Theresa Groenendal	465-6742
National Bd. Rep:	Joe Whitaker	263-1229
Projects:	Mark Rothermich	583-2369
<i>The Predictor:</i>	Bobbie McNicol	693-8000
New Member Rep:	James Dahmann	743-1395
Tours/Activities:	Gene Gantert	747-7448

EVENTS AND TOURS

March 4	Regular meeting, Marie Callender's, I-15 and Miramar Road, Holiday Inn
March 9	Board meeting, home of Casey Groenendal
March 15	Renzulli Ranch Car Collection, joint tour, Cadillac-LaSalle, Tour leaders, Ken Yankee and Ginger McLean
April 1	Regular meeting, Marie Callender's, I-15 and Miramar Road, Holiday Inn
April 8	National Tour Committee meeting, home of Linda Bittner, 7:00 p.m.
April 18	Hagen Ranch work team, Hagen Ranch
April 25	Hagen Ranch Tour, joint Pierce-Arrow/So. Cal Packards, Tour leader, Rick Bittner

PRESIDENT'S FORUM

1. The San Diego Region was well represented during our National Membership meeting, January 24-26. About 25 people were present. Keep up the good attendance.

2. Reverend Norman Vincent Peale said some time ago, "America has become so tense and nervous, it has been years since I've seen anyone asleep in church--and that is a sad situation."

3. Our National President, Fred Mauck, touched upon our depression and economy during our membership meet. Most businesses are laying off people, cutting back on production, thinking of the trade deficit, bankruptcy, and demonstrating a lack of common sense.

4. During the mid '50s, Perry Como had a hit tune, "Hot Diggity Dog," which reminds me of a story by George Trundle, Jr., "Hot Dogs."

5. So many business people are crying the blues about the high cost of doing business that this story is most appropriate for those of us who are tempted to become less aggressive in our respective businesses.

6. There was a man who lived by the side of the road who sold hot dogs. He was hard of hearing, so he had no radio. He had trouble with his eyes, so he read no newspaper. But he sold good hot dogs. He put signs up on the highway saying how good they were. He stood on the side of the road and cried, "Buy a hot dog, mister?" And people bought.

He increased his meat and bun orders and he bought a bigger stove to take care of his trade. He finally got his son home from college to help him.

But then something happened. His son said, "Father, haven't you been listening to the radio? Haven't you been reading the newspaper? There's a big depression on. The Soviet Union is in chaos. The European situation is worse. The domestic situation is terrible. Everything is going to pot."

Whereupon the father thought, "Well, my son's been to college, he reads the newspaper and listens to the radio and TV. He ought to know." So the father cut down on his meat and bun orders, took down his advertising signs, and no longer bothered to stand out on the highway to sell his hot dogs. And his hot dog sales fell almost overnight. "You're right, son," the father said to the boy. "We certainly are in the middle of a great depression."

...to be continued next month.

As always,

Casey

PACKARDS INTERNATIONAL MOTOR CAR CLUB

SAN DIEGO REGION

1992 Calendar

Regular Club Meeting Date	Other Meetings	Tours	Board
January	National Membership January 24, 25, 26	Installation/Brunch Loew's Restaurant, Silver Strand, Coronado January 12	29
February 5	Big Three Swap Meet February 14, 15, 16	Woodgraining/pin-striping demo Lyle Fisk, Ramona picnic, Dos Picos February 22 Tour leaders: Gene Gantert/Joe Whitaker	
March 4		Renzulli Ranch car collection Joint tour, Cadillac-LaSalle March 15 Tour leaders: Ken Yankee/Ginger McLean	9
April 1		Fifth and last Hagen Ranch tour Joint tour, Pierce-Arrow April 25 (<u>Work party, April 18</u>) Tour leader: Rick Bittner	
May 6		Fallbrook Car Show May 24 Tour leaders: Mark Rothermich, Bruce & Denise Newton	27
June 3	So. Cal. Swap Meet Cypress, June 7, CVHC, June 21	Vista steam engine June 20 Tour leader: Karl Ramsing	
July 1		Great American Picnic Joint tour, Studebaker-Chrysler July 11 Tour leader: Colin Fort	22
August 5		John Bryan garage tour Tour leader: Fred Perkins	
September 2		National Tour September 10-13 Tour leader: B.J. Hill	16
October 7	Hershey, October 5-9 Grand Salon, October 17-18	Orphan tour Joint tour, Studebaker-Packard Allied Gardens October 3 Tour leader: Colin Fort	
November 4		Tour leader: Casey Groenendal	18
December 2		Christmas party	
January 1993		Installation/Brunch January 17, 1993	

1991 IN REVIEW

JANUARY

Installation brunch was held at the Escondido Country Club. Our special guests were the Kazmarek family members. They were the winners of the Best of Show at the 1990 Gatsby on the Green.

FEBRUARY

Packards International membership meet was held at the DoubleTree Inn in the city of Orange.

The Big Three Swap Meet was again held at San Diego Jack Murphy Stadium.

MARCH

"How to Show Your Car at a Grand Salon Tour" was held on St. Patty's day. We enjoyed a great brunch, and a few people tried to sing a few Irish songs, but each one knew a few words, but not the same few words. We then caravanned to the Yunts' beautiful home in Vista, where Fred and Casey filled us in on what they look for at the Grand Salons!

APRIL

The infamous Hagen Ranch tour. Once again, this was a joint tour with the Pierce-Arrow Club. This is one of the favorite tours each year, and it continues to grow. We had 125 people and 32 beautiful cars.

MAY

Our monthly meetings are now held at Marie Callender's in Mira Mesa.

Cinco De Mayo Packard Economy Run. Joint tour with SoCal Region. Some great stories from this tour. The winners of this run were Don and Florence Long of SoCal Region. They drove a 1934 110 Club Sedan.

The Fallbrook Car Show was a big success again this year. The weather was warm, and Fred Yunt came home a winner!

We also found ourselves saying our last good-byes to some very special people. Dick Teague, one of the last Packard designers, and Laura King, our friend, both passed away.

JUNE

National Tour to Eureka and Napa. Some of our members split this tour up. Some drove to Eureka and experienced the cool, drizzly, foggy redwoods. Then a few others took the Grape Country, and dried out in 107-degree weather in Napa. Each group had a great time!

JULY

The Great American Picnic was a joint tour again this year with our friends from the Studebaker Club. This was a great tour, and we gathered at the bay to display our cars and enjoy a game of bocci ball!

AUGUST

This year's garage tour was held at Bryan Packard Repair in Oceanside. The club honored John Bryan for his many years of service and dedication to the Packard Automobile. We officially named the tour the "John L. Bryan Garage Tour." After all the speeches and hugs and kisses, we began the tour with Ray Lawrence from Ready Strip explaining how he strips metal. Luis Romero gave a demonstration of his welding talents and Francisco Xochical showed us how to use Bondo. Our own Casey explained just how you buff out your paint. This was a great tour, and the potluck that followed was pretty tasty.

SEPTEMBER

We gave you all a rest in September. You were on your own for entertainment.

OCTOBER

Tony and Claudia Aciermo moved to Colorado. Tony resigned and Casey became our President.

Sunday driving tour to the Lazy H Restaurant in Pauma Valley. This was a beautiful day for a drive in the country, and the restaurant was a pleasant surprise. Many of us didn't know this place was on the map.

NOVEMBER

Campo Train Tour and lunch. Thirty-four people, ten Packards, and a few brand x's made this tour. Bill Lauer and Bob McAtee drove down from Orange County. The hard luck award went to the Hagens for the flat tire they had to change. I also heard some stories about a few people seeing the moon rise, or was it shine?

DECEMBER

This year's Christmas party was held at the Ganterts' in Escondido. The decorations had a flavor of the southwest and were very festive. Several people were dressed in the southwest theme. Ken Yankee won the costume contest. The evening menu continued to carry out the theme, which pleased everyone. A lot of work was done to make this party so very nice. Many thanks to Gene and Mignon. The gift exchange brought a lot of laughs and a few tears to those for whom the third exchange was one too many.

All in all, we had a great year because you all helped to make it that way. As we look forward to another busy year with the National Tour in September, I want to ask all of you to pitch in and help your club to continue to improve and grow. If you weren't a participant last year, I urge you to step out and join us this year. It doesn't have to be a big job. It takes a lot of little things to make this club work, and we need your help.

Linda Blttner, Historian, January 12, 1992

S2237

BY DAVID A. BOLES

ALL OLD CARS MUST DIE

Did you arrive at a cruise location recently and pick up this paper? Or, perhaps, did you receive this issue in the mail and took it and your favorite restored car to a nearby eatery to enjoy a day's outing? Well, enjoy it while you can, because if Senator William V. Roth of Delaware has his way, you'll soon be enjoying this paper and memories of your restoration in a 1980 or newer car.

That's right. Sen. Roth's bill, officially known as S2237, unofficially as the "Clunker Bill", seeks to eliminate ALL cars that were manufactured prior to 1980. The reasoning is quite simple; cars of yesterday need to meet the stringent emission requirements of today. And truly, there is no middle ground.

Sen. Roth and his band of un-merry men would like to see all of the major auto manufacturers participate in giving you and me the whopping sum of \$2,000 for our pre-1980 cars. Actually, it is worded as a \$2,000 credit, so I guess we can all see where this is headed: Trade in the old car for a brand new one and receive a \$2,000 credit towards the new car purchase.

As of this writing, the big three auto manufacturers are behind this bill. Big surprise there, since the average of registered vehicles in America has risen from 2.5 years to 7.5 years since 1980. That is money right out of the big auto manufacturer's mouths. With new car sales in shambles, a Federal program to take old cars off the road would do nothing but fatten the auto manufacturers lately reduced larder. It would increase the sales of new cars, substantially, if not totally, reduce the used car market, and it would look good politically; They are doing it to save the environment.

Another big surprise is that the American Institute of Scrap Recyclers has given S2237 its blessing as well. Now, these are by no means small potato's in the lobbying market. There are some heavy figures taking this bill as a very serious item. Add to these characters the environmentalists who always mean well, but tell that to a lumberjack or a fisherman, and you have a great cast for a very serious drama: The end of the living history of the car.

Sure, there will be exceptions for museums, or show-only cars, but for the average Joe Citizen out there in the wilds of America, his '74 El Camino will become but yet another flower pot in the yard. Right alongside it will be the 1918 Dodge, 1930 Model A Ford, '57 Chevy, or 1969 Malibu Classic. Not Classic. Restored. Tricked out. Customized. It doesn't matter. If S2237 passes and becomes a law, your favorite ride will either be supporting daisies, or will become the down payment for a new 1992 Ford. Oh, what a joy.

Now, I'm sure there are those of you who are saying that this would never happen. It is way too big of a thing to undertake.

Don't underestimate either the government or the lame-brained idiots that run it. Remember, they've successfully taxed the Free

Press. And they want more out of your property taxes, too.

But, besides this point, the practical point would be that all the classic cars would be owned by those people who are wealthy enough to retrofit them with new emission standards. But it would not be the same car! And only a handful of us would ever get to see them. We'd be straining our necks every time we thought we had a glimpse of one while we were driving to our favorite burger joint in our brand new Hyundai!

It is going to take a public outcry to nip this idiocy in the bud. And we cannot let the environmentalists cloud the issue by bringing up the fact that we will kill the planet with our deadly fumes if we don't get our older cars off the road. Number one, we don't know that old cars are killing the planet all by themselves. I'm sure there are lots of other nasty things out there that are helping out as well. Number two, are we to commit automotive genocide in a panic in order to place a few people who believe they have all the answers? Number three, pick any year in the last ten and list what the Federal Government declared bad and dangerous to our health. Now list what they have declared to be mistakes in previous listings. Frightening, isn't it? Remember the leaded gas issue? That was supposed to solve all the emission problems. I guess they must have been wrong about that, too.

I don't know about you, but I'd sure be upset if I had to watch my car be crushed because of an idiotic bill like S2237 and then two years later find out that the emissions standards have been off for years and a terrible mistake had been made. What are they going to do then? Offer us \$3,000 for our pain and suffering and perhaps give us a Dash Plaque stating that we were there for the Big Mistake?

It is going to take a large public outcry, meaning you, to stop this bad craziness. If we, people who drive "old" cars, don't take the time to stop an effort like this, who do you think will?

I suggest that we all write Sen. Roth and tell him how we feel. I also suggest writing to our local Senators and let them know what we think about this bill. It can make a difference. But you do have to take the time to do it. So, here's a few addresses and phone numbers for you.

The Honorable William V. Roth
U.S. Senate
Washington, D.C. 20510
(202) 224-3121

The Honorable Alan Cranston (D)
112 Hart Senate Office Bldg.
Washington, D.C. 20510
(202) 224-3553

The Honorable John Seymour (R)
902 Hart Senate Office Bldg.
Washington, D.C. 20510
(202) 224-3841

EVERYONE, WRITE OR PHONE! IT WILL HELP!

Thanks, MotoMeter

WE ALERTED YOU IN AUGUST AND OCTOBER ABOUT THIS BILL. HERE IT IS AGAIN. IT COULD BE THE DEMISE OF OUR PACKARD ORGANIZATION. PLEASE READ IT CAREFULLY AND MORE IMPORTANTLY ACTION TO YOUR CONGRESSMAN AND THE MAKER OF THE BILL. OBJECT!

→ Read

Approved List of Classic Cars 1925 - 1948

- A.C. — All
 ADLER — Application required
 ALFA-ROMEO — All
 ALVIS — Speed 20, 25, and 4.3-litre
 AMILCAR — Supercharged Sports model only - application required for others
 ARMSTRONG-SIDDELEY — Application required
 ASTON MARTIN — All 1927-1939 - application required for others
 AUBURN — All 8 and 12-cylinder models
 AUSTRO-DAIMLER — All
 BALLOT — Application required
 BENTLEY — All
 BENZ — Application required
 BLACKHAWK — All
 BMW — 327, 328, 327/328, 335 only
 BREWSTER — Heart Front Fords, Heart Front Buick - others, application required
 BROUGH SUPERIOR — Application required
 BUCCIALI — TAV8, TAV30, TAV12, and Double Huit - application required for others
 BUGATTI — All
 BUICK — 1931 - 1942 series 90, Custom bodies on other series require application
 CADILLAC — All 1925 through 1935; All 12 and 16-cylinder; 1938 - 1941: 60 Special; 1936 - 1948: all 67, 70, 72, 75, 80, 85, 90 series.
 CHENARD-WALCKER — Application required
 CHRYSLER — 1926 through 1930 Imperial 80; 1931 Imperial 8 Series CG; 1932 CG and CH; 1933 CL; 1934 CW; 1935 CW; 1936 CW; Newports and Thunderbolts; custom bodies on other series require application
 CORD — All
 CUNNINGHAM — All
 DAGMAR — 25 - 70 Model only
 DAIMLER — 8-cyl. & 12-cyl. models; application required on others
 DARRACQ — 8-cylinder cars, and 4-litre, 6-cylinder cars only
 DELAGE — Model D-8 (4-cylinders NO); application required on others
 DELAHAYE — Series 135, 145, 165 (4-cylinders NO), application required on others
 DELAUNAY BELLEVILLE — 6-cylinder cars only
 DOBLE — All
 DORRIS — All
 DUESENBERG — All
 duPONT — All
 EXCELSIOR — Application required
 FARMAN — Application required
 FIAT — Application required
 FN — Application required
 FRANKLIN — All models except 1933 and 1934 Olympic Six
 FRAZER NASH — Application required
 GRAHAM PAIGE — Custom bodied only, and individual application is required
 HISPANO SUIZA — All
 HORCH — All
 HOTCHKISS — Application required
 HUDSON — 1929 Series L, all others NO
 HUMBER — Application required
 INVICTA — All
 ISOTTA-FRASCHINI — All
 ITALIA — All
 JAGUAR — 1946 - 1948 2½ Litre, 3½ Litre (Mark IV); (4-cylinders NO)
 JENSEN — Application required
 JORDAN — Speedway Series 'Z' only
 JULIAN — Application required
 KISSEL — 1925 and 1926: all models; 1927: 8 - 75; 1928: 8 - 90 and 8-90 White Eagle; 1929: 8 - 125 and 8-90 White Eagle; 1930: 8-125
 LAGONDA — All except Rapier
 LANCHESTER — Application required
 LANCIA — Application required
 LaSALLE — 1927 through 1933 only
 LINCOLN — All L, K, KA and KB; 1941: 168H; 1942: 268H
 LINCOLN CONTINENTAL — All
 LOCOMOBILE — All models 48 and 90; 1927: 8-80; 1928: 8-80; 1929: 8-80
 MARMON — All 16-cylinder; 1925: 74; 1926: 74; 1927: 75; 1928: E 75; 1930: Big 8; 1931: 88 and Big 8
 MASERATI — Application required
 MAYBACH — All
 McFARLAN — All
 MERCEDES — Application required
 MERCEDES-BENZ — All 230 and up, and K, S, SS, SSK, SSKL, Grosser and Mannheim, except application required for 1946-1948
 MERCER — All
 MG — 1935 - 1939 SA, 1938 - 1939 WA, application required. Others NO
 MINERVA — All except 4-cylinder
 MOON — Custom bodies only, and individual application is required
 N.A.G. — Application required
 NASH — 1930 Twin Ignition 8, 1931 Series 990, 1932 Series 990, Advanced 8, Ambassador 8, 1933 - 1934 Ambassador 8, application required. Others NO
 PACKARD — All sixes and eights 1925 through 1934; all 12-cylinder models; 1935 Models 1200 through 1208; 1936 Models 1400 through 1408; 1937 Models 1500 through 1508; 1938 Models 1603 through 1608; 1939 Models 1703 through 1708; 1940 Models 1803 through 1808; 1941 Models 1903 through 1908; 1942 Models 2004 through 2008 plus 2023; 1946 and 1947 Models 2106 and 2126; all Darrin-bodied; custom-bodied cars. other series require application
 PEERLESS — 1926 - 1928, Series 69; 1930 and 1931, Custom 8; 1932, Deluxe Custom 8
 PEUGEOT — Application required
 PIERCE-ARROW — All
 RAILTON — Application required
 RAYMOND-MAYS — Application required
 RENAULT — 45 H.P.; application required for others
 REO — 1931 through 1933 Royale 8-31, Royale 8-35; Royale 8-52; and Royale Custom 8 and 1934 N1, N2 and 8-52. Others NO
 REVERE — All
 RILEY — Application required
 ROAMER — 1925: 8-88, 6-54e and 4-75; 1926: 4-75e and 8-88; 1927, 1928, 1929: 8-88; 1929: 8-125; 1930: 8-125
 ROCHET-SCHNEIDER — Application required
 ROHR — All
 ROLLS-ROYCE — All
 RUXTON — All
 SQUIRE — All
 S.S. and S.S. JAGUAR 1932 through 1940 — S.S.1; S.S.90; S.S. Jaguar and S.S. Jaguar 100; (4-cylinder NO)
 STEARNS KNIGHT — All
 STEVENS DURYEA — All
 STEYR — Application required
 STUDEBAKER — 1929-1933 President; (all others NO)
 STUTZ — All
 SUNBEAM — 8-cylinder and 3-litre twin-cam only
 TALBOT — All 105C and 110C
 TALBOT LAGO — All 150C
 TATRA — Application required
 TRIUMPH — Dolomite 8 and Gloria 6 models only
 VAUXHALL — 25/70 and 30/98 only
 VOISIN — All
 WILLS SAINTE CLAIRE — All
 WILLYS-KNIGHT — Series 66, application required

Packards International National Tour 1992

September 10 - 13, 1992

Host Hotel is Glorietta Bay Inn, Coronado Island, California

TOUR ITINERARY

Thursday, September 10, 1992

PRE-TOUR - 10:30 a.m. Caravan departs Glorietta Bay for a drive to Miramar Naval Air Station, where we have been invited to take part in a tour of "Fightertown USA," where we will see fighter planes, etc.

12:00 noon. Lunch at the Officers' Club.

5:00 p.m. The San Diego Region will welcome new friends and renew old friendships at the Glorietta Bay Inn. We invite you to attend the "PACKARDS AWEIGH" reception in the music room of the Glorietta Bay Inn for a no-host cocktail party. Hors d'oeuvres will be provided for your enjoyment. Dinner is on your own to enjoy the many fine establishments in the area.

Friday, September 11, 1992

8:00 a.m. The day gets under way in the Continental Room of the Glorietta Bay Inn with a no-host continental breakfast consisting of fresh juices, fruits, cereals, pastries, and, of course, coffee and tea.

9:30 a.m. The caravan will leave for a leisurely drive through San Diego's North County to the quaint little town of Fallbrook, where we have been invited to witness firsthand the pouring of a sculpture in the foundry of Les Perhacs, international naturalist, sculptor, and industrial designer. He will actually demonstrate the pouring of a bronze casting.

1:00 p.m. Luncheon at the Grand Tradition, Fallbrook mansion with Gatsby-like atmosphere. Craig Karr at the grand piano for your enjoyment.

Remainder of the day and evening on your own to further explore the Fallbrook area, information available on hot air ballooning, etc. We have an early start the next morning!!

Saturday, September 12, 1992

Bus transportation leaves the hotel at 6:30 a.m. for San Diego Bay.

7:30 a.m. Board the Pacific Star cruise ship.

7:30 a.m. - 9:00 a.m. Welcome Aboard - buffet breakfast served until 9:00 a.m.

Enjoy a one-day Mexican cruise to Ensenada. Three buffet meals (breakfast, lunch, and dinner). Full casino, blackjack, roulette, craps, Caribbean poker, and lots of slots! Las Vegas-style revue and dance orchestra. Time for duty-free shopping in Ensenada, if you desire. Packards International provides hospitality cabin or reserve one of your own.

Return to hotel approximately 10:30 p.m.

There will be armed security for your Packard while you are away from the hotel.

Sunday, September 13, 1992

9:30 a.m. Brunch at world famous La Costa Resort & Spa.

JOINT TOUR WITH PACKARD CLUB
TO
J. M. RENZULLI'S RANCH AND CAR COLLECTION

SUNDAY, MARCH 15, 1992

TYPE OF FUNCTION:

POTLUCK. BRING FAVORITE DISH TO SHARE.
12:00 p.m.

WHERE:

J. M. RENZULLI'S RANCH AT END OF POMERADO
ROAD

DIRECTIONS/MAP:

SEE BELOW

TIME:

ANYTIME AFTER 10:00 AM TO VIEW THE CAR
THE CAR COLLECTION

ADDITIONAL INFO:

BRING YOUR OWN PLACE SETTINGS. and CHAIRS
BRING YOUR OWN COOLERS WITH BEVERAGES.

MR. RENZULLI CAN HANDLE AT LEAST 150
PEOPLE AND HAS 27 CARS IN HIS
COLLECTION.

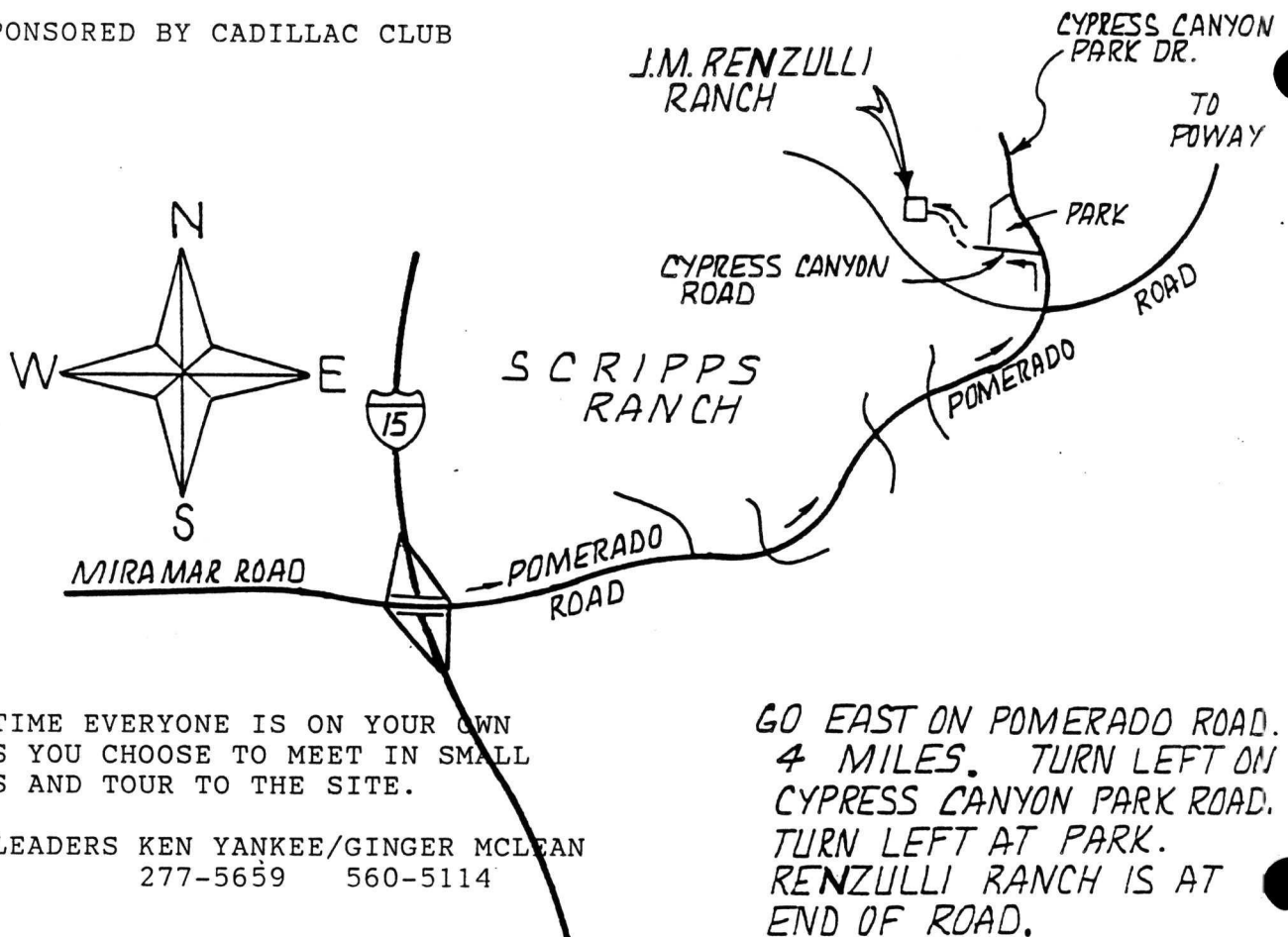
MR. RENZULLI CAN BE REACHED AT:

(HOME) 272-4690

(RANCH) 271-9467

(SHOP) 565-4743

SPONSORED BY CADILLAC CLUB



THIS TIME EVERYONE IS ON YOUR OWN
UNLESS YOU CHOOSE TO MEET IN SMALL
GROUPS AND TOUR TO THE SITE.

TOUR LEADERS KEN YANKEE/GINGER MCLEAN
277-5659 560-5114

GO EAST ON POMERADO ROAD.
4 MILES. TURN LEFT ON
CYPRESS CANYON PARK ROAD.
TURN LEFT AT PARK.
RENZULLI RANCH IS AT
END OF ROAD.

(Map by Mike Harp, CLC)



WESTWIND RANCH TOUR



PIERCE-ARROW - PACKARD JOINT

FIFTH AND LAST BARBECUE

Saturday, April 25, 1992

TOUR LEADER RICK BITTNER

Wear Western clothes and "Relax at the Ranch"

DIXIELAND BAND, compliments of Dorothy Hagen
"It's her birthday!"

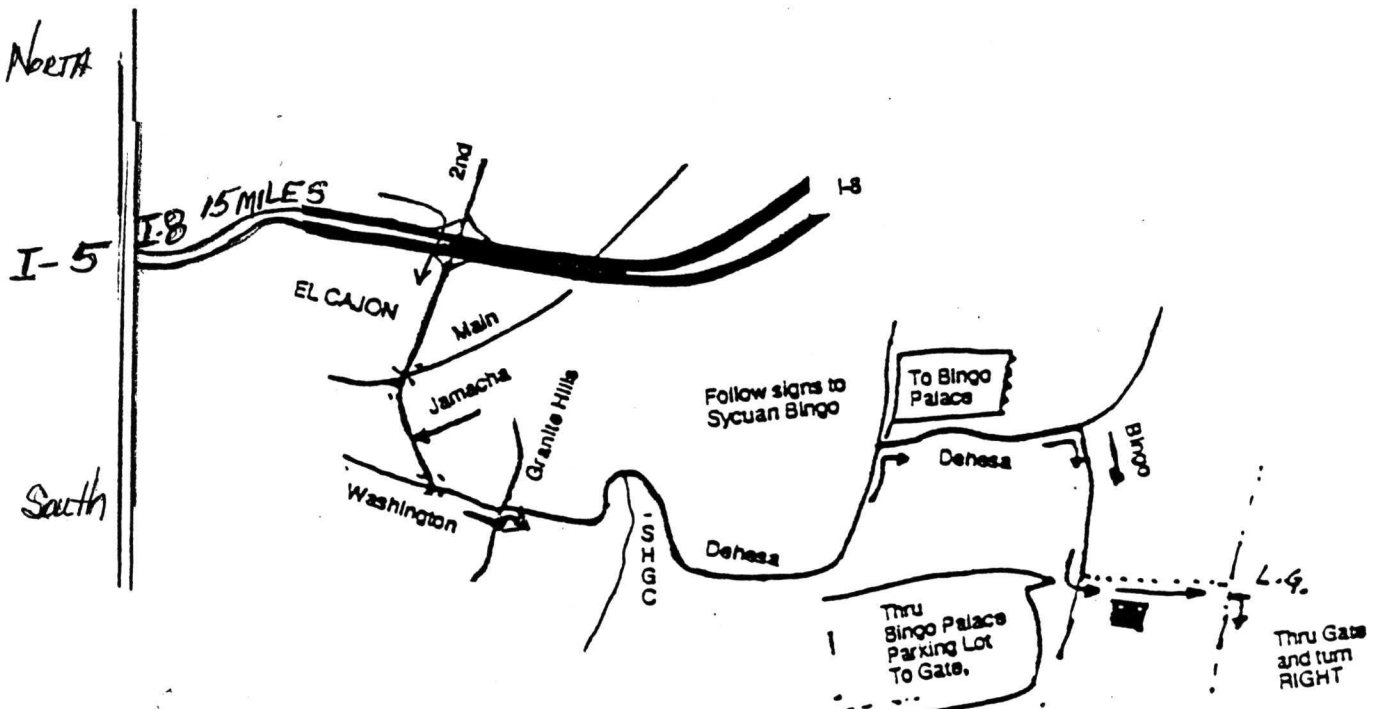
Bring your favorite side dish and utensils
Arrive at 10:30 - 11:00 a.m. We eat at 1:00 p.m.

Horseshoes, hiking, and "tire kicking"

NEW THIS YEAR! Two trophies to be given away!
Packard owners to vote for favorite Pierce-Arrow
Pierce-Arrow owners to vote for favorite Packard

Cost \$5.00
Reservations, BJ Hill, 530-1414

WORK PARTY TO READY THE RANCH 10:00 a.m., April 18
Hot dogs and hamburgers with trimmings provided
Bring chips, potato salad, or dessert
Call Rick Bittner, 566-8618



TECHNICAL NOTES

FRONT SEAT BACK—120-120B

Technical letter 1963 outlined a method of changing the angle of the front seat back on 1200 sedans by the use of wedges carried in parts stock under 228310 and two longer screws. The method is to loosen the two screws at the front and remove the two screws at the rear. The shims are pressed in position with the thick end toward the rear. This raises the entire seat assembly and throws the seat back forward about $1\frac{1}{4}$ inches. When installing the shims, the rear screws that hold the seat frame to the shifting rails should be changed to flat head screws of the following dimensions: $\frac{5}{16}$ " x 18 x $2\frac{1}{2}$ ".

Shims of the same thickness installed in the One Twenty with the use of the longer screws will tilt the seat back forward the same amount.

ADDITIONAL BUSINESS

The service manager in Rochester goes after additional business with the use of a one-cent United States postal card; a sample of one is shown below. These can be printed locally at very low cost.

IMPORTANT MESSAGE!
TO ALL PACKARD ONE-TWENTY OWNERS

Would you like to add many miles to the life of your Packard One-Twenty motor?

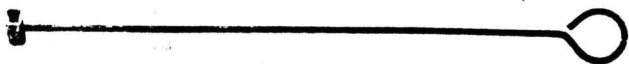
Packard engineers have designed an oil puralator thru which the motor oil is filtered. This process removes the carbon particles and sludge, returning the oil to the crankcase fresh and clean ready to do a real lubricating job again.

Installation requires about one hour.

Price \$6.50 Installed

PACKARD ROCHESTER, INC.
1042 UNIVERSITY AVE. PHONE: MONROE 1065

RADIATOR DRAIN COCK WRENCH



Tool No. S. T. 5076, Price \$1.67, Models 120-120B

The position of the radiator drain cock on the One Twenty makes it rather difficult to open and close. The wrench illustrated makes it an easy job.

ELIMINATING TRUNK AND BUMPER GUARD INTERFERENCE—120B

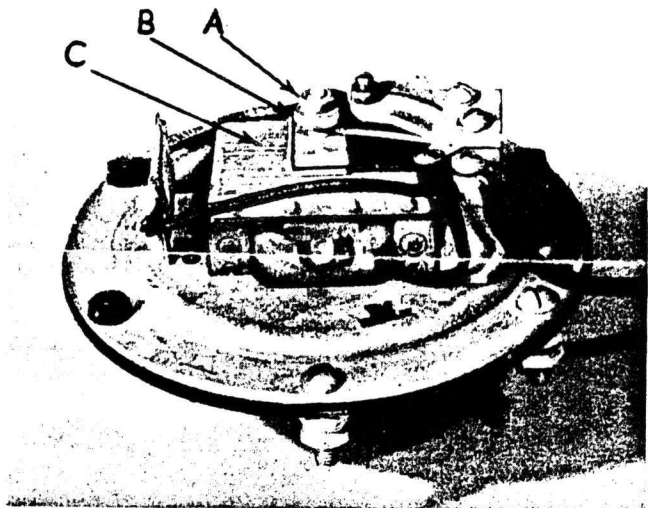
At the present time, the rear bumpers on all One Twenty-B rear trunk rack jobs, with the exception of the touring sedan, are equipped with bumper guards as standard equipment. When a rear rack trunk and hinge equipment is used it is necessary to replace the bumper guard on the right side with the bumper emblem, part 304466. This will eliminate interference with the trunk when it is tilted to the right to allow access to the spare tire compartment.

HORN TONE ADJUSTMENT—ALL MODELS

Should the tone of the horns become unsatisfactory, the following procedure should be followed.

Remove motor cover, by removing screw found in its center, also V-shaped strap which secures motor cover to horn assembly. When horns are operated in pairs, it is very difficult to determine which horn is at fault. It is rarely found that both horns are out of adjustment at the same time, therefore, it is advisable to test and adjust horns individually.

A wire will be found connecting each horn to the relay through which electric energy is supplied to the horns. By removing one of these wires from the relay, only one horn is left operative. It is better to remove wire from the relay instead of at the horn. If it is removed from the horn and the loose end becomes grounded, a short circuit will occur when the steering column push button is operated to test the other horn. Horns should be adjusted with car motor running at a speed which will produce maximum generator output registered on instrument panel ammeter.



If the horn is rough and metallic in its tone, loosen lock nut "A" and turn adjusting nut "B" clockwise one sixth of a turn or one flat on adjusting nut and lock in place with nut "A". Continue in this manner until tone is smooth and clear.

If the horn lacks volume, turn adjusting nut "B" in counter-clockwise direction. One should bear in mind when adjusting horns singly that there will not be as much sound output as when operated in pairs. This applies especially to the high-pitched horn.

After one horn has been adjusted, disconnect this horn from relay and connect the other horn to relay and proceed with the adjustment of this horn as before. When both horns have been adjusted individually, connect both to the relay and operate together. A smooth, harmonious note should be the result.

Caution:—Before replacing motor cover, be sure lock nut "A" and Adjusting nut "B" are securely locked together and that resistor or coil lead wires do not rest against armature "C".

Good Night, John Boy

For a true taste of back country hospitality, we recommend spending the night at bed-and-breakfast inns:

■ **Brookside Farm Bed and Breakfast Inn**, 1373 Marron Valley Road, Dulzura (468-3043): A little stream runs right past this quaint farmhouse, which was built in 1927. The house is shaded by towering oaks; each morning after breakfast, guests are invited to help feed the goats, chickens and geese. Nine rooms.

■ **Cedar Creek Inn**, 8020 Highway 79, Descanso (445-9605): Surrounded by nearly four acres of trees and grass, the inn is a mountain cottage, which is part of the historic Ellis Ranch. Two rooms.

■ **Halbig's Hacienda**, 432 Citrus Ave., Escondido (745-1296): Just a few miles from the San Diego Wild Animal Park, Halbig's, an adobe ranch-style house, is furnished with antiques and offers spectacular mountain and valley views from every window. Three rooms.

■ **Julian Hotel**, 2032 Main St., Julian (765-0201): Built by freed slaves in 1897 in the waning days of Julian's gold-mining boom, this deadringer for the Dodge City Hotel (from television's "Gunsmoke") is listed on the National Register of Historic Places. Each bed has a headboard canopy and a quilt comforter. 17 rooms.



■ **Pine Hills Lodge**, 2960 La Posada Way, Julian (765-1100): A rustic wood lodge built in 1912, Pine Hills has a giant native stone fireplace in the lobby. Most nights, there's a grizzled old-timer in a rocking chair by the hearth, willing to swap a tall tale or two for a beer or three in the adjacent Western bar. 17 rooms.

Mommy, What's A Jacumba?

Here's a selective list of back country place names and their origins:

Bonsall: Named after a retired Methodist minister who developed a fruit tree nursery in 1889.

Borrego Springs: Borrego is Spanish for "lamb." The oasis around which the desert town is centered was, and still is, an important watering hole for the bighorn sheep in the valley and the mountains.

Campo: Spanish for "field."

Cleveland National Forest: Named after former President Grover Cleveland in 1909, in honor of his work with the federal forest protection program.

Cuyamaca: From the Indian "ekui-amak," which means "rain from above."

Descanso: Spanish for "rest." The tiny town was a popular rest stop for land grant surveyors in the 1880s.

Jacumba: Indian for "hut by water."

Jamul: An Indian word alternately translated as "slimy water," "foam or lather" and "place where antelope drink water." The town site was used as a pasturage by Spanish missionaries.

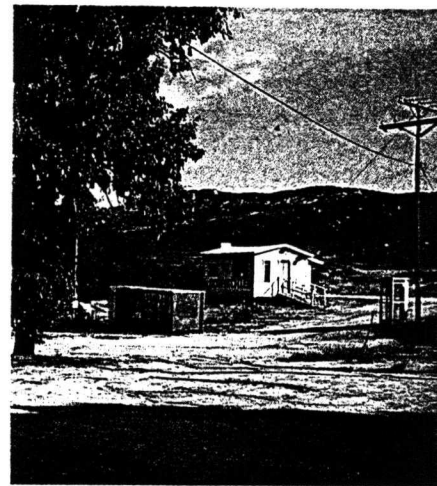
Julian: Named after Mike Julian, mining recorder for the gold camp that sprang up after the discovery of the George Washington gold mine in 1870.

Palos Verde: Spanish for "green trees."

Poway: Indian for "place where the valley ends."

Rancho Santa Fe: Spanish for "holy faith."

Warner Springs: Named for Jonathan Warner, who came to California in 1831, became a Mexican citizen and eventually controlled 45,000 acres of land in the hinterlands of what is now San Diego County.



It's A Dog's World

Yes, Li'l Abner fans, there really is a Dogpatch U.S.A. It's tucked away in the far southeastern fringes of San Diego County, off State Route 94, between Portrero and Campo.

Unfortunately, it ain't all it's made out to be in the legendary comic strip. On a recent visit, all we found were a couple of padlocked shacks, with peeling white paint and pink trim and a charred concrete foundation. Painted on the sides of both shacks are the words, "This Is Dogpatch U.S.A." Over the doorway of the rear shack is a wood plaque that reads, "Dogpatch. Pol. 1."

The proprietor of a nearby roadside diner explained that there used to be a restaurant in Dogpatch, where the main item on the menu was a Dogpatch U.S.A. T-shirt, black with gold lettering. The restaurant burned down to the ground some years ago, and the owner left town, never to be heard from again. "No idea what's in the shacks," the diner owner added. "But I've got a couple of Dogpatch T-shirts myself. Wanna buy one for, oh, 12 bucks?"

Back Country Bookshelf

Jerry Schadt's "Afoot and Afield in San Diego County" (Wilderness Press, 1986), is a remarkably thorough hiking guide with 176 different coastal, mountain and desert trails. It's useful even for those who don't plan on setting foot outside their cars; there's something about practically every small town, historic site and park in the county.



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THREE FOOT kit fits 901, 903, 905. \$8.25.

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New replacement oil pump screen for 1926 - 33 (4th thru 10th series) 8 cyl. Packards.
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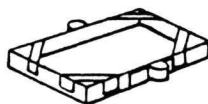


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((Extra glasses in sets of 2, \$10.00))

Four - 6-1/2 oz wine glasses and half liter decanter, all imprinted with PACKARD radiator and coat of arms.

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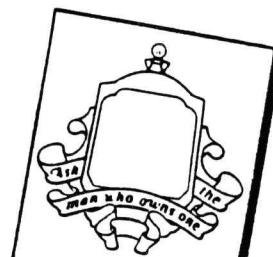
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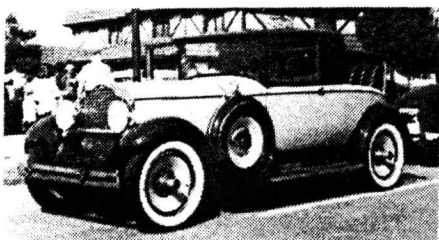
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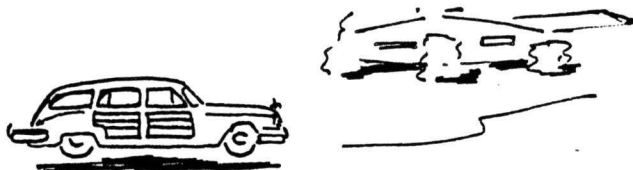
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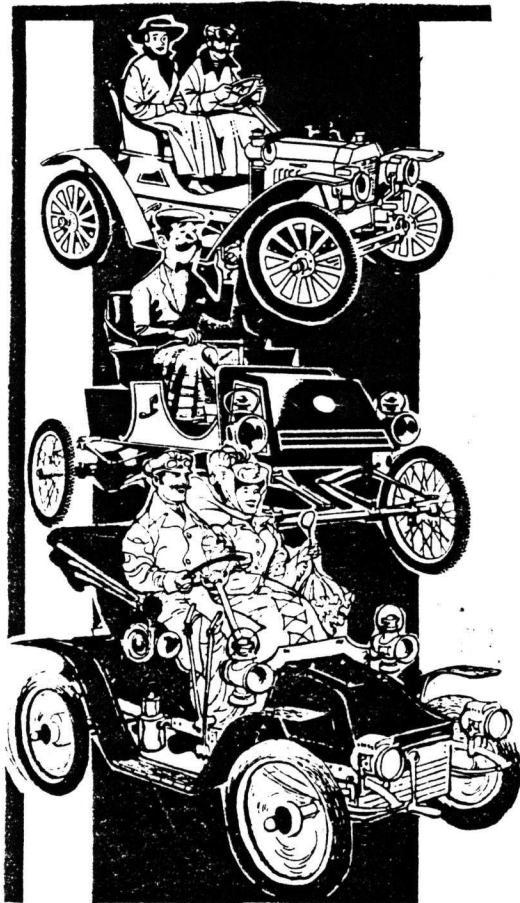
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March 1992



Address Correction Requested



WANT ADS

FOR SALE. 1949 , seven passenger series 2200-2222. New wire, some new glass, runs strong. \$5000 or best. (619) 575-9121, Bill.

1954 PACKARD PACIFIC

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WANTED TO BUY 1937 Packard 120. Matt Giacalone, 296-4693

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