

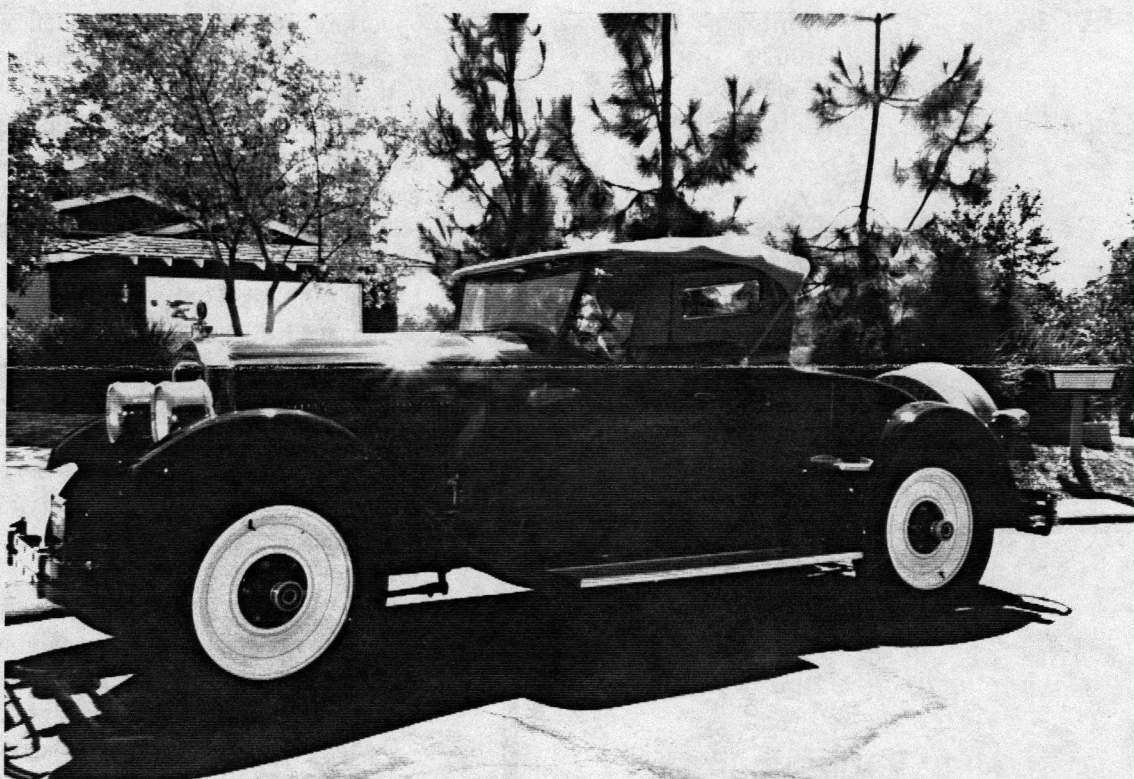
# PREDICTOR

PACKARDS INTERNATIONAL  
MOTOR CAR CLUB

SAN DIEGO REGION

Volume 21

November-December 1996



1927 6-Cylinder Roadster, Rumbleseat  
Carl A. & Erlene M. Pederson

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*Coming up at our January meeting...*

**NICK FINTZELBERG**

**SOCIETY OF AUTOMOTIVE  
HISTORIANS**

Regular meeting  
January 19, 1997  
Charley Brown's  
(See program announcement  
for location)

## PRESIDENT'S MESSAGE

Hi, Members!

Happy Holidays to everyone (just a bit late). We look forward to a good 1997.

**IMPORTANT NOTICE:** After polling the board members, we have decided to move our monthly meeting place to Carrow's Restaurant, located at 9152 Mira Mesa Boulevard, phone 578-3121. This will become effective with our first meeting in February 1997 (2/5/97). The new location is close by, and we will have more space and a larger menu selection. I think it will encourage more members to attend the monthly meetings.

It has been reported to me that those who attended the Aerospace Museum tour had a once-in-a-lifetime opportunity to see some of the action behind the scenes in the restoration shop and other areas that are not open to the public. Special thanks to Jim Weir for his help in putting the tour together. As you may recall, Jim presented an outstanding program and series of articles on instruments.

The San Diego Region Membership Meet will be held at Charley Brown's (the former Rheuben E. Lee's), 800 East Harbor Island Drive, San Diego, CA 92101 at 11:00 a.m. See the Program Notice. Please make reservations with me by Monday, January 13, 1997.

The club needs your help. We are looking for members who can help the club next year. We are not looking for one person to do everything, but to assist in coordinating the efforts of those who volunteer to find a program for a specific month or one of the tours for 1997. We need everyone's help to have a valuable club. We need: Historian to maintain the scrapbook and take pictures at tours; Tourmaster to supervise Tour Leaders so they know what to do; Membership Co-chairperson to work with Dick Hagen (recent events make this assistance necessary); Editor of the *Predictor* (Bobbie sets it up on the computer. We need someone to put it together.); Big 3 Swap Meet Chairperson; Fallbrook Tour Leader; plus chairperson of one program at the monthly meetings (find a speaker for a program). This might sound like a tall order, but with duties spread out, it's not so much.

*Let's keep the spirit of Packard alive!*

Sincerely,

*Colin Fort*

# ANNUAL MEMBERSHIP MEETING

Sunday, January 19, 1997

Please:



**CHARLEY  BROWN'S®**

800 East Harbor Island Drive, San Diego, CA 92101  
(619) 291-1880

Room: Texas Deck

Time: 11 a.m.

Luncheon \*: Served with Salad, Sourdough and Wheat Rolls, Coffee or Tea & Dessert

Lemon-Herb Chicken	\$12.95
Fillet of Sole Amandine	\$11.95
Roast Beef Bordelaise	\$12.95

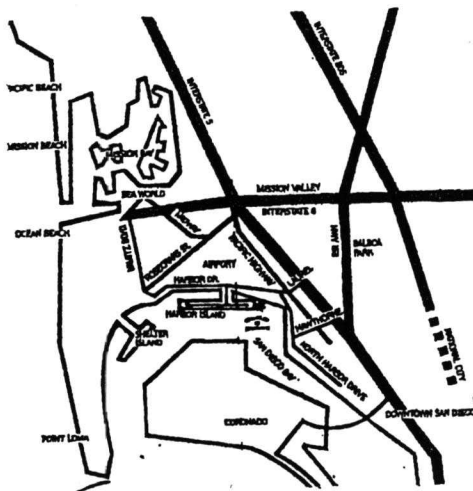
\* plus gratuities & tax

Reservations: Call Colin Fort with selection and reservation by Monday, January 13, 1997.  
Pay at the door.

Guest Speaker: Nick Fintzelberg, Society of Automotive Historians

The Society is a large national organization that encourages writers to publish their research on automotive history. Mr. Fintzelberg is a very interesting speaker and a member of our club.

Directions: I-5 to Laurel Street. Laurel Street to Harbor Drive to Harbor Island exit (overpass has been removed). Charlie Brown's is on the east side of the peninsula. Ample Parking.



## ***Holiday Party and Recent Happenings***

The Club's holiday party was an outstanding success. Many thanks to Ferne Coombs and Scott Johnson, who shared their lovely new home with us. Thirty-two members enjoyed good food, good fellowship, and a spirited gift exchange. The three Packard pictures and the roll-around mechanics finally found owners!

Thank you, Ferne and Scott, for a great evening.

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We missed Dick and Dorothy Hagen at the holiday party. Dorothy faced immediate surgery. Cards and notes are greatly appreciated.

*and*

By now some of you have heard that Bob Knapp (owner of Deer Park) passed away December 11. He will be sorely missed as a supporter of the automotive hobby.

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## ***Do You Know?***

QUESTION:

When does the 21st century really begin?

1. December 31, 1999
2. January 1, 2000
3. December 31, 2000
4. January 1, 2001

## **Jim Weir Hosts "Aircraft Tour" at Aerospace Museum**

Hosted by Jim Weir, Tour Leader, and Grace Parrish and Randy Prine, museum guides, the members of San Diego Region experienced the best tour of the year. We were promised an extra special event, and it was. It began with a 2½ hour tour of the museum collection, including, of course, the Ryan NYP Spirit of St. Louis, the Stearman N<sub>2</sub>S-3 Kaydet (original), the Curtiss-Wright CW-1 Junior (original) and a Messerschmitt BF-109G-14 (original) to name four of the 66 planes on display. So many good questions were asked of the tour guides that we almost missed lunch!

Downstairs Jim showed us his instrument shop and, as we might have known, every item was catalogued and in place. No wonder Jim does what he does so well.

Unscheduled was an invitation to the model department, where we were privileged to meet and hear Ray Crowell, renowned designer and model maker.

The last part of the tour included an unprecedented visit of a restoration in progress of the Tri motor (which will not be possible when it is finished). Many members were interested in the newly copied 1903 Wright Brothers engine.

Jim promised to get us more information on the Ryan airplane with the Packard diesel engine.

Thanks, Jim, for a superb tour, easily voted #1.

TL B.J. Hill

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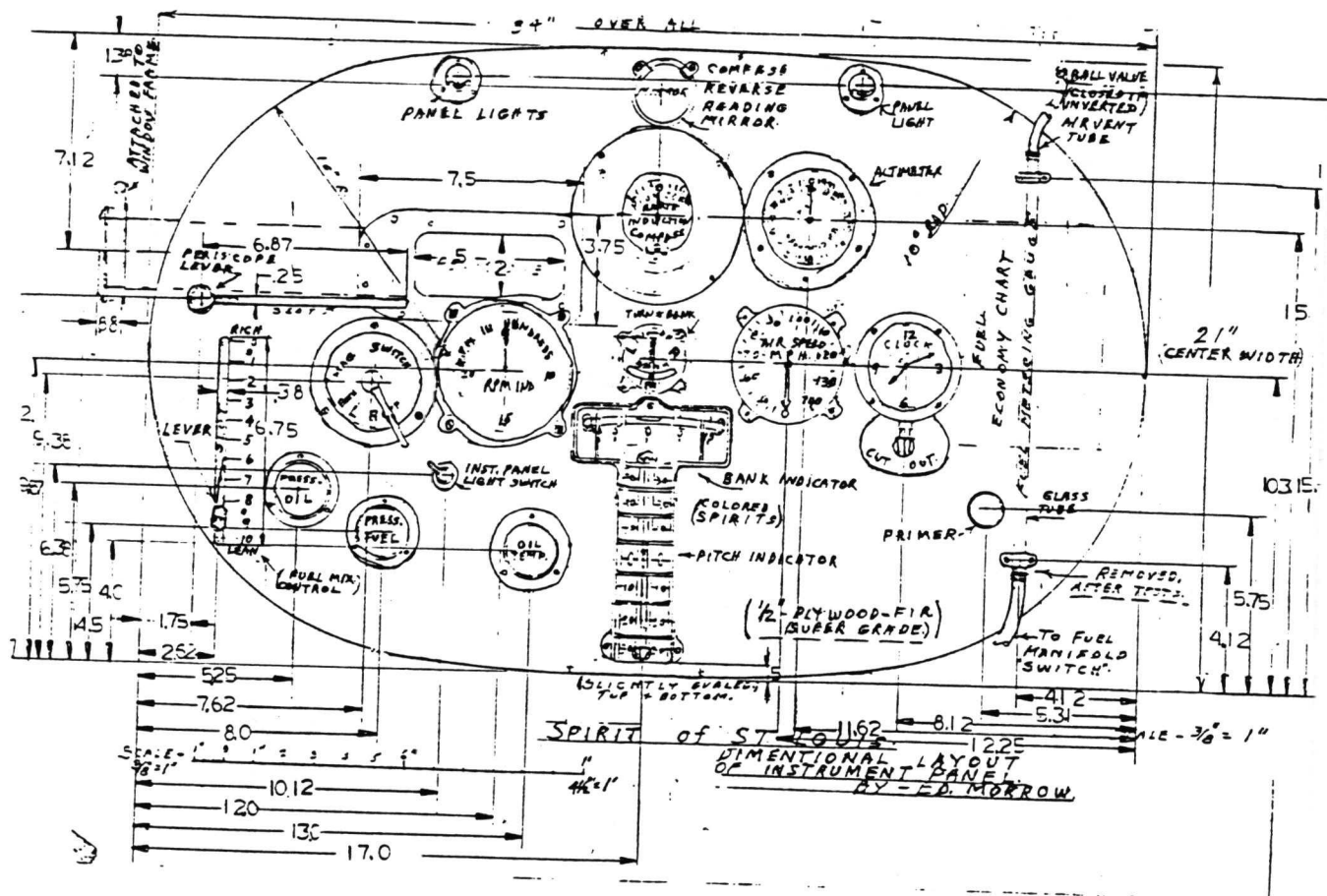
ANSWER:

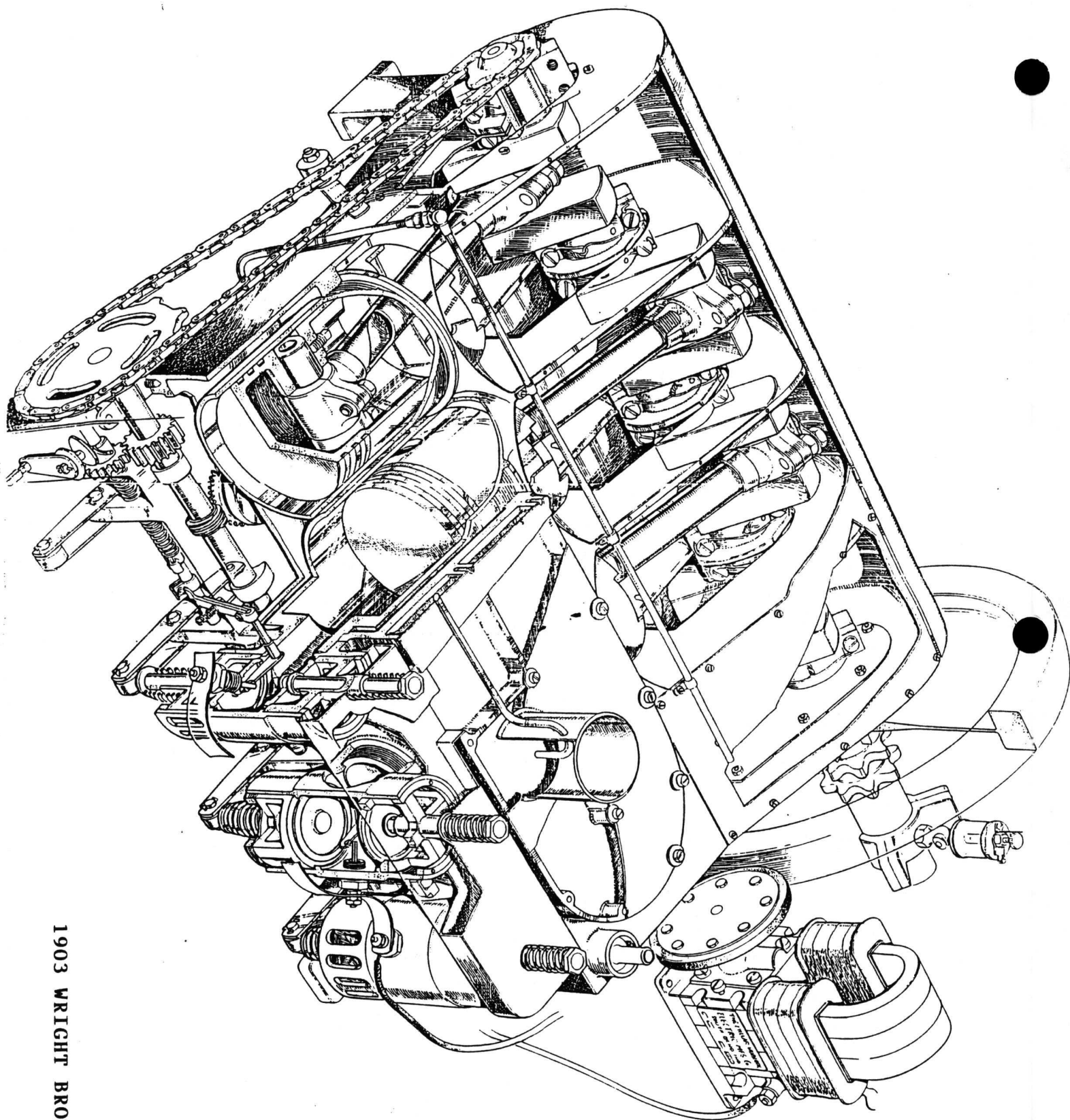
Surprise! The 21st century can be celebrated on January 1, 2000 or on January 1, 2001, or on both days. This was how the 20th century was celebrated on January 1, 1900 and on January 1, 1901.



When the movie "The SPIRIT OF ST LOUIS" was made, Ed Morrow was asked to draw up "Working Plans" for this instrument panel so as the pencil sketches were no more, made a set of "Working Plans" for the plane to be used in this movie. He used photos and his memory so was able to come very close to the original panel.

Note: Ed Morrow celebrated his 93 birthday in the basement restoration shop at San Diego Aero Space Museum on October 7, 1992.





1903 WRIGHT BROTHERS ENGINE

## *Fred Perkins Garage Tour a Rousing Success...Again*

As usual, Fred Perkins came up with another great tour. We met at Bryan's Garage, and Fred gave us an update on the latest projects in his shop. Among the cars he is currently working on is a 1942 coupe, a 1934 sedan, a 1924 Holbrook, a paint job on a 1948 sedan, and a Crosley station wagon. The 1942 had to be ready for a wedding in a week.

Attending were:

Karl & Peggy Ramsing  
Howard Eberly & Betty Felock  
Steve Six  
    1954 Cavalier  
Colin Fort  
    1955 Panama  
Mark Ballerini & Dick Minek  
    1941 110 club coupe  
Jay & Dee Johnson  
Ken & Geri Yingst  
    1948 4-door sedan  
Joe & Audi Fahey  
    1948 4-door sedan  
Rick & Linda Bittner  
    in their new truck  
Mark Rothermich

Fred Perkins  
Fred & Sumiko Spector  
B.J. Hill & Tony Collins  
    1937 115 C sedan  
Carl Pederson  
    1927 Roadster  
Chris & Doris Rinker  
Fred & Connie Raagland  
    (final tour stop)  
Ron Crampton  
Bill & Gary Mills  
Ken Yankee & Chuck Goode  
    1955 400  
Len Lacazo  
    1936 V12 sedan  
Lance Parker

We then drove a few blocks across the freeway to view the collection of Dick Fitzek. Dick and his wife also joined us for lunch. There were a number of modifieds and race cars at his place. They included:

1. 1940 Curtis racer (two left)
2. 1967 Jaguar XJ12C (688 made)
3. 1956 modified Ford pickup
4. 1957 Ford station wagon (for sale)
5. Exceptional Jensen Interceptor
6. 1957 Oldsmobile 4-door sedan; rose-colored, excellent original condition  
Hardtop 88
7. 1939 Ford coupe, modified
8. 1958 Miller Formula Jr., race car

Dick explained the various projects on which he is working, and gave us a history of the race cars.

After lunch at the "The Grove" we headed to the Raaglands' garage in Fallbrook. Fred Raagland had just retired from the L.A. Fire Department. There were mementoes all over the walls relating to his career. The top garage had the 1948 Packard limo on which he was working. On the lower level he showed us a 1919 Ford Depot Hack that had been restored and a 1950 Ford Custom 4-door sedan. Both were for sale. He had made the garage into a restoration. We all appreciate the opportunity to see his collection.

Each year we look forward to the garage tour, and each year Fred comes up with something new for us to see. Thanks again, Fred.

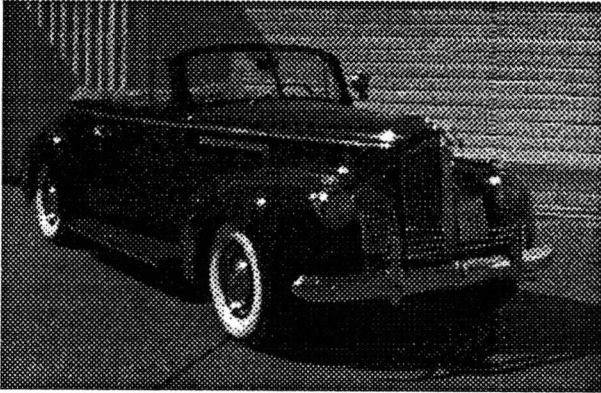
Colin Fort

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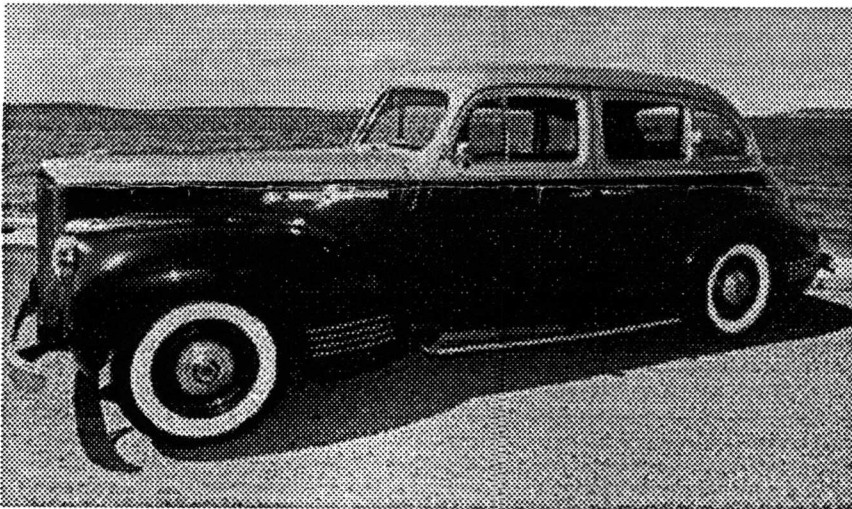
## 1941 Packard Automobile Page

### Automobiles by Year

Packard 110 Convertible



Packard 110 6 cylinder Sedan



Look what I found on the World Wide Web! (They typo is theirs, not mine.)

Bobbie



## We enjoyed our visit to Rancho Buena Vista

Our tour started with breakfast hosted by Carol Yunt at her Vista home. We could not have asked for better weather that day. From Carol's place, we took a winding country road through a residential area to the Rancho. Attending were:

Joe & Eileen Ambrose	1947 Custom Super Clipper—NEW
Rick & Linda Bittner	
Ferne Coombs & Amelia Opean	
Joe & Audrey Fahey	
Colin Fort & Sean-Colin & Gordon & Phyllis Dye	1955 Studebaker Conestoga
Dick & Dorothy Hagen	
Marie Hertel	
B.J. Hill & Tony Collins	1937 Packard 115C sedan
Les & Alice Hill & Laurel	
Fred Perkins & Don Long	1954 Patrician
Karl & Peggy Ramsing	
Chris & Doris Rinker	
Mark Rothermich	
Ken Yankee & Charles Goode	1955 Packard 400
Fred Yunt, Jr.	1954 Packard convertible

When we arrived at the Rancho, we were greeted by Mrs. Pat Fellows, who was our guide for the day. The property is much smaller now. Originally, it was part of a 151-acre Spanish land grant to a local Indian named Sabrio. The grant was made by the last Spanish Governor of California, Pio Pico. The Secularization Act gave large parcels to private individuals for development. The City of Vista is the 13th owner of the property. It was purchased in November 1989. The grand opening was held on Cinco de Mayo, May 5, 1990.

The hacienda is U-shaped. The first room we entered on our left was the formal dining room. Most of the furnishings were donated by local residents, and date from the late 1800s to the 1930s. Next was the butcher's pantry. This was fairly large by today's standards. Remember, it was a three-day trip to Old Town to pick up supplies! Roads were poor, and the trip was only made to purchase flour, beans, and other staples that could not be produced on the ranch. There was a small stream on the property which helped to make it self-sufficient.

We then turned left to the kitchen, which included a breakfast nook. The kitchen has been updated, except for an old hand-operated water pump, and is used today for various catering functions. We saw the foreman's office, used for management of the ranch. The cookhouse or smokehouse was very large. At one time, there was over 4,000 head of cattle on the ranch. They were raised for the leather, not the meat. Leather was in special demand during the Civil War and the gold rush in northern California. The guide mentioned that tallow was used for soap, and that a combination of blood and tallow was used as a basic floor covering to keep the dirt from getting into everything. Several rooms had carpets as a finishing touch.

While the men were herding cattle or working in the fields, the women had a workroom, through which we walked, with the latest appliances of the era: spinning wheel and loom, candle molds, corn grinder, rug beater, etc. The basic diet consisted of an acorn mush mixed with vegetables and fruit, and occasionally fish from the ocean. The women also taught school in the room, as the nearest classroom was 17 miles away in San Luis Rey. The room also held miscellaneous antique tools and a Federalist period grandfather clock.

Further west was a larger formal room (Sala Room), which was often used for entertainment. It was built in 1877, and was dominated by a very large wagon-wheel shaped chandelier. The room included an 1850 Hazelton piano from New York, which had been used in the San Francisco Opera House, and an organ of the same period. Both were in good working condition.

Turning north, we entered the master bedroom, which was furnished (early 1800s period) by a single donation, and included a portable crib. From there we entered the master bathroom, which had been closed off and put in its present form in the 1920s by the Pollard family, who were involved in the motion picture industry at the time. The ranch was often used as a getaway by movie stars. In the early days, the primary entrance was on the west side. We were also informed by Mrs. Fellows that the closets were located in the bathroom and not the bedroom. In those days, property taxes were paid at a different rate if the closets were located in the bedrooms.

The next room was made into a music room by the museum staff and included a piano, organ, and Edison tube radios. The room may have served as the bunkhouse for the ranch hands in the late 1840s. Many windows had thick wood shutters with portholes in the shape of a cross. The cross shapes were not for religious purposes, but were used as gun ports to defend the property from local marauders. You could not call the Sheriff; the ranch hands had to defend the property and their work product.

A special thank you to Carol and Fred, Jr., for arranging this memorable tour.

The final room was originally used as a guest room, and rumors suggest that a prized stallion was kept indoors in the evenings. I am sure that the women were pleased with this arrangement. The room is now called the Children's Room, and contains a doll house and other children's toys of the period.

Behind the house on the west side is the St. Francis of Assisi Fountain, which is used for smaller weddings. There is also a corral on the south side of the property, which is used by elementary school children to try and recreate different items produced by the ranch hands at the turn of the century. A windmill is being constructed as an Eagle Scout project.

The courtyard on the south side is used for fiestas. There is a detached three-bedroom house that was built in the '20s by the Knights as their home while they were remodeling the hacienda. It was later used as a guest house, and is partially used as a gift shop today by the museum.

The last owner was the Rudd Schoeffel family. I worked with Rudd at the old California First Bank in San Diego, but was unaware of his involvement with the hacienda. I wish I had sought the opportunity to visit the property before all the changes were made. The museum staff and the Docents have done a remarkable job in the short period they have been involved.

It is great that local history can be preserved. There is a very appropriate saying among historians: Conservation is equally as important as making history.

We then returned to Carol's home for refreshments. If you haven't been to her home, she has a beautiful back yard. And, of course, you can't leave without seeing Fred and Carol's car and train collection in the garage.

A special thank you to Carol and Fred, Jr., for arranging this memorable tour.

Colin

## WANT ADS

**FOR SALE.** 1951-56 Door/Handle strip handle plate lock. NOS. Outside, right side only. \$10.00 ea. Ken Yankee, 277-5659. (5-96)

**FOR SALE.** Trumpet horn vibrating damper brackets for 1931 or 1932. Packards with light bar. \$45.00 set. Tony, 530-1414. (6-96)

**FOR SALE.** Two Packard Adonis/Delphane hood ornaments. \$350 each OBO. Mary Black 723-3604 or Mark Rothermich 583-2369. (6-96)

**FOR SALE.** Carribean hard-top Packard, well taken care of, can be seen at Packard garage. \$10,000. George Gerrodette, 459-2488. (5-96)

**FOR SALE.** 1951 Packard. Not running, valves probably rusted. Darrell Devine, 630-3352, 429-9664. (5-96)

**FOR SALE.** 1942 Packard Clipper, 4-door, nice running Southern California car, excellent body, black & gray lacquer paint, no rust, a driver. Asking \$7400 (sorry). Joe Ambrose, (619) 462-9194. (12-96)

**FOR SALE.** 1956 Packard 400 series, complete car; needs restoring. \$1000.00. Steve, (619) 728-5212. (6-96)

### NEW FROM SAN DIEGO REGION

1950s 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.

## WANT ADS

**FOR SALE.** 1953 Packard Mayfair hardtop coupe. Ultramatic, easomatic, wide white-wall tires, radio, heater, 59,000 original miles. Excellent repaint in original Topeka tan w/Matador metallic maroon roof cap. Beautiful, massive chrome bumpers, etc. No accidents, no detailing. \$9500 OBO. Chet Owen, (619) 444-7354. (12-96)

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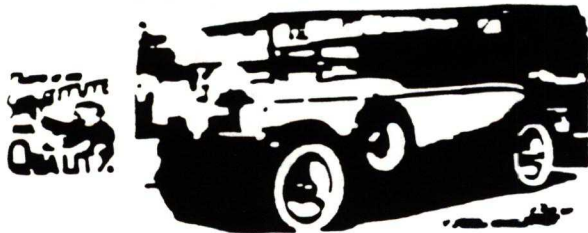
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November-December 1996



Address Correction Requested

Fred & Sumiko Specter  
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Carlsbad, CA 92009