

# THE PREDICTOR



The monthly newsletter of the Packard Club of San Diego  
– March 2025 –

## UPCOMING ITEMS OF INTEREST

**Board Meetings are held on the first Wednesday of the month at the IHOP restaurant in Rancho Bernardo, CA at 16759 Bernardo Center Drive, San Diego, CA. The meeting begins at 6:00 pm. Please arrive early if you plan to dine. Members are always welcome to attend our meetings. Our next meeting is Wednesday February 5<sup>th</sup>.**

- ◆ **Have you renewed your membership in the best Packard Club on the planet? You have? Great! You haven't? There is still time. We ain't cheap, but a great value.**
- ◆ **The Packard Automobile Club is conducting our National Meet May 31 through June 6 in Kansas City, MO. I am planning to go and would love to have some company.**
- ◆ **The Grizzly Bear drive is going to a blast, nice drive and fun stops. Come on out and see Buttercup (yep she's back!) and Evelyn strut their stuff**
- ◆ ***The Wanderlust Spring Fever Tour on April 19th will meet at 10 for a 10:30 start at the NW side of Parkway Plaza by the Ashly Furniture Store, Lunch in Descanso Junction. RSVP by April 17 to Sam Judd, samjudd@cox.net or 619-232-2210 for restaurant head count.***

# Regional Director's Message

By Richard Schauer



Our 2025 schedule is just getting rolling. February saw a wonderful tour and lunch put on by the Mercedes-Benz Club of San Diego. Great people, great weather, great time (see article). We have made a number of wonderful friendships with the M-B folks, a real blessing in our life.

Correction: If I make a mistake in information either outright or by omission and I find out about it I will correct it. Last month I gave kudos to Brian Wagner for at long last getting his '40 Packard back on the road again. This was premature. As it turned out a few more jobs needed to be done on the car, so as I write this Brian's Packard is still not home. BUT, it won't be long now, and a grand day it will be when he brings it home!

Be sure to watch our events calendar. March 15 is the Grizzly Bear Tour, sponsored by our assistant regional director Sam Judd. This promises to be an excellent tour, of approximately 50 miles in length through backroads of north county (see flier). Weather has been so outstanding there is no excuse for leaving the Packard in the garage when it could be bringing smiles to peoples' faces. Please plan to come.

More events are in the offing, including a tour through the San Diego back country on April 19, also sponsored by Sam Judd, the La Jolla Concours, and then Motorcars on Main street in Coronado. So, if you have been putting off little maintenance tasks on your Packard, you'd best get them done. We have a busy spring ahead of us!

Don't forget the Western Regions Tour, put on by Packards of Oregon. The dates are May 15-18 in Klamath Falls, OR. Karen and I are already signed up.

There are quite literally more events than we can possibly attend in 2025, quite mind boggling to think about in terms of which ones to go to. But attend we must, for it is our job to get out beautiful Packard cars out in the public. I look forward to seeing you all soon!

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Members of the Board of Directors, Officers, and Committee Chairs of the Packard Club of San Diego, a Region of Packard Automobile Classics (PAC)

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Treasurer and Technical Chair: Marjo Miller

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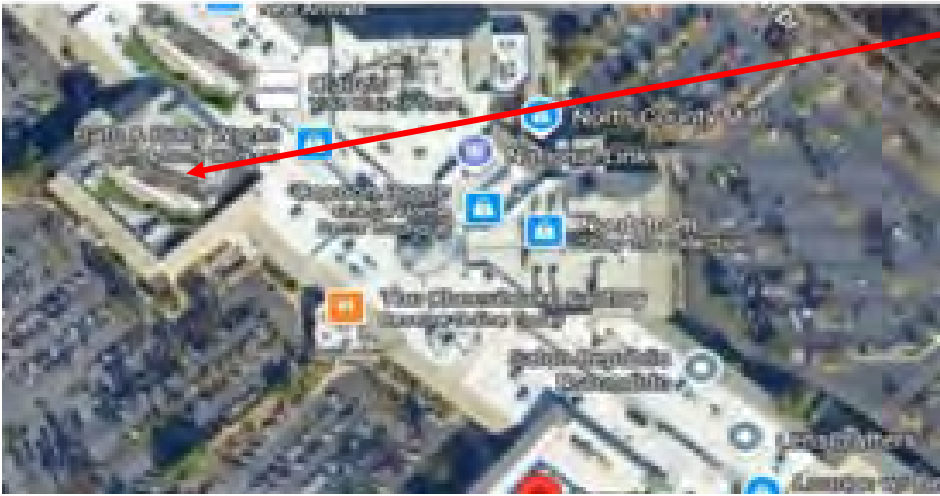
Club Photographer: Carol Kruse Ross

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Packard Club of San Diego  
Web: [www.sandiegopackard.com](http://www.sandiegopackard.com)

Packard Automobile Class  
[www.PackardClub.org](http://www.PackardClub.org)

## HIDDEN PREDICTOR LOCATION AND OTHER INTERESTING STUFF



**Sam Judd** spotted the hidden Predictor



This 1938 Buick Limited Opera Brougham from the Academy of Arts collection sold for \$240,00.00 in February 2025. It was designed and built in Paris by Fernandez and Darrin for the countess Max de Polska of Poland. She used the car for trips between Long Island and her winter home in Palm Beach FL . It was an award winner at Pebble Beach.

**The 1920 Lincoln Model L was the first car to be equipped with a cigarette lighter.**



This is the lighter. It was called the reel type. The description of how it worked looked a bit unsafe to me.

## DINE AND DRIVE REPORT

It was a typical, perfect Southern California Day. Twelve Mercedes, one Packard and one 1956 Oldsmobile 98 rendezvoused at the Target parking lot for a Sunday drive around the lake and on to Solana Beach.



We gathered around Captain Ann, wearing, the scarf, to receive our maps and mission destination.



Drivers and navigators carefully studying their maps and instructions.



Amber Alexandru joining the group while Jim Stewart inspects the 56 Olds. Rick Carlson and Pete Lobner listen intently as Rudy Wokoek in the center describes something that was this big.



Lynn Carlson and Patty Arnold arriving with bags of goodies, most likely oranges and avocados.



Lynn Carlson and Rudy Wokoek have their maps ready for the briefing.



Rudy Wokoek, Rudy Hradecky, and Rose Bolton. Whatever Rudy was describing just tripled in size.



Do you know who belongs to these socks?? Looks like Pelicans, Superman and Koalas.



Jim Stewart and Patty Arnold.

Victoria Mazelli and Diana Kruse ready to hit the road in Diana's 190SL.



Jim and Catherine Woolsey's CLS400.



Jon Bernardi and his Pagoda.



Jack Heacock's 1956 OLDs 98. Jack's Mercedes was not performing up to par, so the Oldsmobile got the call.

# ON THE ROAD



Arriving at Chino Farms are Richard Schauer's 1934 Packard, Jack Heacock's 1956 Olds, and Bob Gunthorp and Rose Bolton arriving in Bob's S500.



Rudy and Rose.



An assorted line up of Mercedes. The first white car is Roger Shweid's, is a rare, one year only model S580.

it,



Our stop was the Chino Farms market. The Chino Farms is a fifty acre vegetable farm. Everything they sell is grown on the farm and Freshly picked. The variety of vegetables is amazing. If they don't have then you probably didn't need it. I don't believe anyone left empty handed.



Mr. Adler observes the action.



Captain Ann making her selection.



Jim Stewart, Diana Kruse Victoria Mazelli and Rose Bolton.



Lynn and Rick Carlson and Pete Lobner. Pete is holding his bag of coffee.

Mary Shweid has filled her sack and Karen Schauer is making her selection.





Four of the five SL's, missing is Jon Bernardi's, with two ML's in the background.



Jack Heacock making his selection while Lynne Heacock and Bob Gunthorp observe.



Roger Schweid facing camera chats with Richard Schauer.



We arrived at the fish Market in Solana Beach just in time for lunch.

From the left Jon Bernardi, Bob Gunthorp, Jack Heacock, Janette Hay, and Lynne Heacock. Jon is the head judge for the Mercedes-Benz club of America.



From the left Pete and Jen Lobner, Lynn Carlson, Cheryl and Rudy Hardecky and Rick Carlson.



Pat and Fred Adler, Mary and Roger Schweid.



Jim and Catherine Woolsey, Diana Kruse, Victoria Mazelli, Jim Green, Capt. Ann, Jim Stewart and Patty Arnold





Carol and Steve Ross, Karen Schauer, Rose Bolton, Rudy Wokoek, Richard Schauer, Amber and Radu Alexandru.



The lady in black facing the camera is Rebecca, our server. Rebecca became a part of the group and was having as much fun as we were.



Pat Adler has the official club shirt. The car on her shirt depicts her blue Mercedes.

This was a fun drive, with super people and the food at the Fish Market is excellent.

Why not consider joining us on our next drive. We will welcome you like.

# March 15, 2025

## Grizzly Bear Tour



The Packard Club of San Diego loves touring. Come join us for an enjoyable drive through the north county on Saturday March 15, 2025. Why is it called the **Grizzly Bear Tour**? Simple: along the route drivers and guests will be treated to a real stuffed California grizzly bear. Bring your Packard. If the Packard is not running come anyway with your Brand-X car. The tour begins at Kit Carson Park in Escondido and ends at the Rainbow Oaks Restaurant near Fallbrook.

### Tour Details:

- **Date: Saturday March 15, 2025**
- **Meeting place and time:** Please meet at **Kit Carson Park**, Escondido, CA on Bear Valley Road (how fitting), enter in the south entrance, no later than **9:30** for the drivers meeting. Launch time will be at **10:00** sharp. Guests are welcome.
- Directions will be distributed at the drivers meeting
- The tour will cover back roads and sights covering approximately 50 miles, stopping at Bates Nut Farm for a 30 minute rest stop, and then the Valley Center Museum at noon, and then in the town of Rainbow for lunch, adjacent to I-15. Reservations are at 1:30.
- After Valley Center we will driving through ancient live oak forest, Fallbrook, on our way to lunch
- Lunch will be at the Rainbow Oaks Restaurant at 4815 5<sup>th</sup> Street, Fallbrook, CA 92028 at 1:30
- **RSVP:** Please contact tour leader Sam Judd at **619-232-2210** or email Sam at: [samjudd@cox.net](mailto:samjudd@cox.net). Give Sam your name and number of guests coming with you. If you are bringing your Packard please let us know year and model. We hope for a splendid turnout!

**Time is short, so SIGN UP soon!!!!**

## WIN A CHICKEN DINNER



No one identified this 1940 Cadillac 75 fitted with custom coachwork by Inskip. The car was built for the singer and band leader Vaughn Monroe, as the Racing with the Moon car. The story is that his mistress had the car made for Vaughn and gave it to him as a gift.



## THE MYSTERY CAR FOR MARCH IS THIS AMERICAN BEAUTY

### IDENTIFY THIS CAR AND WIN THE COVETED CHICKEN DINNER

To win this prestigious award, send Steve Ross the manufacturer and the year of this car. By winning the Chicken Dinner Award, you may become a respected authority on automobiles in your house and throughout the automotive world!

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

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



Ask the man who owns one

Name:

Name of spouse/joint member:

(If a spouse or joint member is listed, the club roster will show both names and each will receive a membership name badge. For all regional elections and ballot issues, each membership [or household] is allowed one vote.)

**PLEASE COMPLETE ONLY IF INFORMATION HAS CHANGED FROM LAST YEAR:**

Street Address: \_\_\_\_\_

City/State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone: (Res) \_\_\_\_\_ (Bus): \_\_\_\_\_ (Mobile) \_\_\_\_\_

E-Mail Address: \_\_\_\_\_ @ \_\_\_\_\_

OK to list your email and phone numbers in the local region (San Diego) roster?  Yes  No Packards Owned (Not required for membership) OK to list your Packard in the local region (San Diego) roster?  Yes  No Please refer to reference articles in the club handbook (or consult) <http://packardinfo.com/xoops/html/modules/modelinfo/> for correct Chassis and Body numbers. Year Chassis # Body # Body type description

**2025 Local Dues \$15.00**

I am no longer interested in renewing with the Packard Club (Please check if appropriate)

**\*\* REMINDER: MUST RENEW WITH PAC NATIONAL \*\***

**Use this link to join PAC online**

<https://pac.cornerstonereg.com/Member/Renewgift>

**Mail completed form with payment to:**

Packard Club of San Diego c/o Catherine Woolsey  
2052 Cima Court  
Carlsbad, CA 92009

## MEMBERS' CORNER

LOOKING FOR PARTS FOR YOUR PACKARD? GO TO  
<http://www.sandiegopackard.com/packard-parts-for-sale/> AND CHECK THE  
INVENTORY

A sample of what we have to offer, plus much more



1935-39 Junior Hood End Anchors



Horn Damper



1948 327 Packard engine for sale. Complete re-build, nothing left untouched. Call for details, Mark Ballerini 760.473.422



**FOR SALE**

**1937 Packard 1507 Club Sedan barn-find original condition with two 12-cyl engines, located in San Diego, CA. Contact Barbie 760-716-0971 for information and more photos.**



## FOR SALE



Gary Wysong is selling his 1941 Packard 120 Touring Sedan. His desire is to sell it to a member of our Region and is giving them first opportunity to assume the custody and care for this nice Packard. . Contact Gary at [gwysong@cox.net](mailto:gwysong@cox.net) for more information.

**Asking price is \$14,000**

I have some history for the car, memorabilia, books, collectibles and some spare parts, including NOS water pump, clear glass turn signal lenses and red glass tail light lenses. They're all included in the sale.

I bought a new 6 volt battery and ran the engine to normal operating temperature today. The oil pressure was at mid point, 40 psi. The brake pedal operates just like it should.

The car can be driven and the engine runs well with no engine knocks, as you might hear with a bad main bearing. The piston rings are probably worn because the car smokes from the tail pipe when going downhill.

There are mechanical things to be fixed. The speedometer cable is broken and the odometer reads about 18,000 miles, 118,000 miles is more likely. The fuel gauge and the windshield wipers don't work. It's just a partial list, but the things I remember being an issue.

The front shocks were rebuilt and a rebuilt transmission with overdrive was installed by Jim Woolsey.



## FOR SALE

This award winning Packard listed below is for sale.

This is beauty is well known the San Diego area.



PACKARD 1929 626 Convertible coupe. First sold in San Diego. Found 1960 in a Poway avocado orchard turned into a water wagon. The farmer kept everything, making ground up restoration easier. Two tone French blue, daily driver, always under cover. 320 ci Engine - straight 8. Golf club door (with wood shaft clubs), trunk, rumble seat, trip lights, cormorant radiator ornament, antique tools, nice leather upholstery and canvas top. Many awards, notably Best of Show over 350 autos. California gasoline makes regular driving necessary. My age and medical condition make taking it out regularly difficult. Asking \$85,000. 760-726-5955. Leave message - will call back. Email: [theramsings@gmail.com](mailto:theramsings@gmail.com)



This 1927 Packard Murphy Convertible sold for \$200,000.00 at the Broad Arrow auction in February 2025. It was a part of the Academy of Art University in San Francisco. All of the Academy cars were sold at the auction.

**Packard Club of San Diego****Projects:** Paul Santy 619-990-9668, email pjsanty@sbcglobal.net**Address:** Packard Projects, P.O. Box 503605, San Diego, CA. 92150-**3605 Website:** [www.sandiegopackard.com](http://www.sandiegopackard.com)**Make Checks Payable To: "Packard Club of San Diego"****Shipping & Handling Costs in Continental US:**

Battery Boxes: \$22.00 each. All other items: \$15.00 or 10% whichever is greater.

<b>Project Pads List</b>	<b>Unit Cos</b>
Acom Bolts, chrome, 1/4" x 28 x 5/8"	\$2.00
Acom Bolts, chrome, 5/16" x 24 x 1-1/8"	\$2.25
Acom Bolts, chrome, 3/8" x 24 x 3/4"	\$2.50
Acom Bolts, chrome, 3/8" x 24 x 1-1/4"	\$2.75
Battery Box (large) – all pre-war Seniors (except Clype1) under seat unfinished 7"H x 8"W x 10-1/2") <b>OUT OF STOCK</b>	
Battery Disconnect Switch (large) - 6 volt & 12 volt	\$35.00
Battery Disconnect Switch (small) - 6 volt & 12 volt	\$9.00
<b>Bonnet Hood Seal 1932 (901,902) 3 feet OUT OF STOCK</b>	
<b>Bonnet Hood Seal 1932 (903,904,905,906) 4 feet OUT OF STOCK</b>	
<b>Bumper Guard, 1937-39, unfinished rough yellow brass rough casting: OUT OF STOCK</b>	
Bumper Sticker " <i>My Other Car is A Packard</i> "	\$1.00
Coil Mounting Base, 1935-36 straight 8 engines, aluminum	\$195.00
Defroster/Deflector 1935-37 Junior, unfinished yellow brass rough casting	\$55.00
Door Handle Retaining Clip, Left Front, 1951-56	\$100.00
Door Handle Retaining Clip, Right Front, 1951-56	\$100.00
Door Handle Retaining Clip, Left front, 1951-56	\$100.00
Door Handle Retaining Clip, Right Rear, 1951-56	\$100.00
<b>Door Lock Latch spring, pre-war automobiles OUT OF STOCK</b>	
Foot Rest Pivot Boss (2/set) 1932 900 Series	\$100.00
Fuel Pump Heat Shield - unfinished, fits most 1935-42, 6 & 8 cylinder engines,	\$25.00
Gear Cover Retainer Washer - 100% Wool for 320 & 385 cid, straight 8 engines	\$8.00
Hood Support Brackets, generic, mounts on firewall many previous. model automobiles	\$50.00
Hood Enclosure Anchors - unfinished, fits all 35-37 Juniors, one pair (front & rear)	\$100.00
Horn Vibration Damper Bracket - 1932-1934, one pair	\$70.00
<b>License Plate Frame - "<i>My Other Car Is a Packard</i>" Red Field OUT OF STOCK</b>	
<b>License Plate Frame - "<i>My Other Cars Is a Packard</i>" Blue Field OUT OF STOCK</b>	
Lube Charts - '41-48 Clippers, and '48-57 models, 10 pages	\$6.00
Oil Strainer Screen - 1926-36 8-cyl Packard #163276	\$75.00
<b>Poster Display - blank radiator &amp; scroll, 11"x17" OUT OF STOCK</b>	
Wiper Blade - 7-1/2" Trico replacement for most 1929-1950	\$15.00
Wiper Blade - 8-1/4" Trico replacement for most 1929-1950	\$15.00
Wiper Blade - 9" Trico replacement for most 1929-1950	\$15.00

We have been attending the Coronado Car show for several years and we are going again this year. When you register using the link below, indicate you are with the Packard Club. We will have lunch at the Brigantine in Coronado. Please sign up with Steve Ross at [inewsx@sbcglobal.net](mailto:inewsx@sbcglobal.net) or 619-508-3925. The club meets up in Coronado at the Marriott Hotel on 2000 Second Street early in the morning and proceeds to the show as a group to ensure we park together on the grass.



• CORONADO •  
**MAIN STREET**



To register go to

<https://www.coronadomainstreet.org/event-details-registration/motorcars-on-mainstreet-2024-1>



## Installment three of the Johnson epic Journey.

This story was submitted by Leigh Johnson, written by his Father after he drove across the USA in July 1966

### *West Virginia*

#### OLD 902 RETURNS TO THE CAR BARN

After eight weeks of adventure the Johnson expedition returned to its home base on August 18. Old 902, by then huffing and puffing quite a bit, had nevertheless mastered somewhat more than 8100 miles of highway.

Before resuming where I left off, I'll make some additions and corrections to the minutes. In the previous installment I confessed that I am not much of a mechanic; when I said that the rod bearings were getting noisy, I was wrong, fortunately. As a matter of fact, once the oil-pan gasket was put right in Needles, the new oil cooler worked about as expected and we maintained adequate oil pressure during the entire trip. In the earlier account I also forgot to mention that we had to get a new front-wheel bearing in Tennessee. At the time the old one still had plenty of grease; it must have been just plain worn out.

The elusive fuller's earth was located in Silver Spring, Maryland -- where we last saw our intrepid voyagers. (In case any readers wish to know, fuller's earth turned out to be a common drug-store item.) Anyway, I removed the inspection plate at the bottom of the clutch housing and blew in the powder with the aid of an empty Lady Clairol squeeze bottle. Despite the fact that the fuller's earth probably reached only one face of the disc, the treatment allowed the clutch to continue to operate for more than 1500 miles. When we left Silver Spring, we headed for New Canaan, Connecticut. This phase of the journey was uneventful except that it provided the only case of vapor-lock that we experienced at all. On the New Jersey Turnpike we once again helped the locals set a new heat record -- somewhere around 102°, as I recall. Although some modern cars were stopped entirely with vapor-lock, I found that the Packard would operate smoothly if I kept the speed no higher than 45 mph.

During our brief visit with relatives in New Canaan, I replaced the weatherstripping on the top cowl vent, and this provided no further trouble. In Winsted, Connecticut, where we visited more of my wife's relatives, I pulled the water pump and gouged out the pesky ring-type seal. After I replaced it with the string-type packing, this unit also behaved itself.

Massachusetts provided a few memorable experiences. Downtown Boston, as one might expect, has many narrow, crooked streets. Add to this situation a passel of aggressive drivers who give no quarter, so that you have to bull your way into the stream of traffic. With a Sherman tank this might be fun, but it is nothing but nerve-wracking when the machinery is two tons of Packard with irreplaceable radiator shell, lights, and bumper up front. In Concord I snagged my new whitewalls on a jagged stone curb that might have tripped Paul Revere's horse in an earlier day. On the Massachusetts Turnpike we again experienced fuel starvation, and I thought we were once again having a siege of vapor-lock. Not so, as I found out when we ran out of gas right

in front of a guffawing crew of highway workmen. Their foreman, at least, was a gentleman, and he donated a couple of gallons of gas from a can in one of their Jeeps. (By the way, our column-type gas gauge worked well for the most part, but it could not always keep up with the quick changes of temperature and altitude. Also, I had forgotten to bring along my homemade wooden gauge.)

My wife's family had warned us about the New York State Thruway: it was monotonous, dull, etc. (Her folks have never driven in certain other States where one can find 25 miles of straight road without even a hill or a tree.) As a matter of fact, we found the Thruway to be one of the most pleasurable highways that we found anywhere. For many miles it follows the path of the old Erie Canal -- now the New York State Barge Canal. It has water and greenery, hills and curves. The only localities that we thought were more scenic were the Great Smokies and the Wisconsin Dells. After traversing the entire length of the Thruway, we dropped south to visit with my brother Bob in Butler, Pennsylvania.

Butler has several very steep hills, and it happens that my brother lives on top of the steepest one. On our last visit, in 1958, our Mark VII Jaguar lost its transmission on this hill and we had to sell the car. Therefore, with Old 902's clutch slipping, we tried to find an easier way to ascend the hill. We found an easier way, but it was still not easy enough. For the first time since Red Rock Canyon the clutch slipped quite seriously, and we barely negotiated the alternate road. Since Bob and his family were leaving on their vacation in three days, I decided not to try to have the clutch repaired in Butler.

We now set out for Uniontown, Pennsylvania, which is my birthplace and still the home of my brother Phil. The distance involved is about 100 miles. Although part of the route included some of the well-known rolling hills of Pennsylvania, the clutch apparently did not have enough time to get thoroughly hot and release the oil remaining in the lining; at any rate, we arrived without any difficulty. (By the way, this was almost the only time we drove on the highway with the top down. The rest of the time the weather was either too rainy or too hot. Yes, too hot -- you need the shade that the top provides.)

In Uniontown, finally, I decided that the clutch simply had to be rejuvenated. I learned that a former neighbor owns an old Packard, a 1928 sedan. After phoning him and learning the name of his mechanic, I took Old 902 in. She stayed in the shop eight days before a suitable lining could be obtained (the pressure plate and the flywheel had not suffered any damage at all). Our pride and joy emerged from the shop with Chevrolet truck lining, which worked perfectly all the way home. At this point I should mention that both of my sisters-in-law were scornful of the Mark VII during our 1958 fiasco. While probably neither one of them would be as willing as Phyllis to take such an extended trip in an old Packard, they were both impressed

with the gallant and handsome machine. (Incidentally, since our return I have learned that Packards International now has a member in Uniontown, John Fitzgerald. This could be a coincidence, but on the other hand he could have seen our car during its long confinement. It carries several P.I. dash plaques and two window decals.)

Starting on the home stretch, we used turnpikes and expressways to Chicago and beyond. Up to this point we had not seen a single accident, not even a fender-bender. Probably as the result of heavy rains, we saw three large trucks and one automobile overturned, between Uniontown and Chicago. Again, beyond Chicago there were no more wrecks at all. (If my concern with wrecks seems excessive, our 1958 trip is to blame. On our way home, in Colorado, we were almost wiped out in an accident involving three vehicles, which killed three people. We were so close to that one that our new car was hit by flying hubcaps, pieces of bumper, etc.)

From Chicago we set out for LaCrosse, Wisconsin. Somewhere in that State Phyllis decided to purchase one of the celebrated Wisconsin cheeses. Everywhere we stopped, a crowd would invariably gather around the car, and this market was no exception. After a few minutes I got out to stretch and soon found myself mingling with the admirers of Old 902. Having established to his satisfaction that it must be a pretty valuable piece of machinery, one man remarked, "A fellow would be crazy to drive that all the way from California." Just a few minutes later he was a bit chagrined to learn that he had addressed his statement to the certified idiot in person.

Southern Minnesota, while attractive, provided no memorable experiences. Then, about halfway through South Dakota, we began to hear a noise that sounded like tappets. For a long time this noise gradually increased. Finally there came a very loud clanking, after which we thought some broken-off piece of metal tinkled past the crankshaft and dropped into the oil pan. Instantly the "tappet" noises stopped and the engine became dead quiet, as if the ignition had been turned off. At this point I thought there had been some obstruction in the oil feed to the camshaft and the upper engine; that this obstruction had cleared itself and things had returned to normal. This notion would not explain the clanking and metallic tinkling, of course; nevertheless, the car did get quiet. But not for long. After a while the tappet-like sounds returned. Frankly, the diagnosis of tappets did not satisfy me - although at the time I could not imagine what the cause could be, otherwise. A visual inspection of the tappets and valve springs did not disclose anything wrong; neither did two separate checks with a feeler gauge; also, according to my vacuum gauge, all the valves appeared to be functioning perfectly. Finally, two professional mechanics concurred in the diagnosis of tappet noise, and both agreed that the condition was not harmful. So we kept on.

We even went up Mount Rushmore. This grade, although rather short, is very steep as one approaches the National Park building and the

**STAY TUNED FOR TED JOHNSON'S NEXT LEG OF THEIR JOURNEY**

## Activities Calendar 2025 Schedule

Listed below is the calendar officially sponsored events by the Packard Club of San Diego. Also included are National PAC events sponsored by PAC or one of its regions.

You must be a member of PAC to attend officially sponsored events. Occasionally, this calendar will list events NOT sponsored by the club or PAC but deemed of interest to the membership. Those events are listed in *red italics*.

March 15	Grizzly Bear Tour	North County	Sam Judd
April 19 April 25	Wanderlust Spring Fever Tour <i>La Jolla Concours</i>	SD East County <i>La Jolla</i>	Sam Judd <i>Board</i>
May 4 May TBD May 10 May 25 May 31-June 6	MotorCars on Main Street Packard Night @ Cruisin' Grand <i>Carlsbad Car Show</i> <i>Fallbrook Car Show</i> PAC National Meet	Coronado Escondido <i>Carlsbad</i> <i>Fallbrook</i> Kansas City, MO	Steve /Marjo Catherine <i>Paul Richard</i> Steve
June 11	Everest Senior Community Car Show	Oceanside	Phil Pizzuto
July 4 July TBD July 11 July 26	Wheels of Freedom Motor Show Leo Carrillo Historic Park Show <i>National Car Appreciation Day</i> <i>Main Street America Car Show</i>	Poway Carlsbad TBD <i>Embarcadero Marina Park North</i>	Board Phil <i>Board</i> <i>Richard</i>
August 9 August 26	Annual Membership Meeting <i>Pebble Beach</i>	Carlsbad <i>Monterey</i>	Catherine <i>Steve</i>
September 13 September 20	Behind the Scenes Garage Tour Annual Planning Meeting	Vista Clairemont	Richard Tom O'Hara
October 20	Roar and Snore Glamp Out	Escondido-Wild Animal Park	Tom and Marjo
November 9 November 11	Streetcar Museum Tour Vet Fest Honor Parade	National City Escondido	Sam Judd Paul Santy
December 7 December 14	<i>La Jolla Christmas Parade</i> Lazy H Ranch Holiday Party	La Jolla Pauma Valley	Richard Steve



## SEE YA ON THE ROAD

