



San Diego Region

# Predictor



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## President's Message

I am looking out my window watching the wind blow and it is raining. When may I ask is spring coming or for that matter summer. We can always use rain but cold and wind not.

I am very pleased to announce that we have a Predictor Editor to relieve Gary Wysong. Her name is Kira Campana and she is a student at Mesa College. Kira will be working with Gary on producing the Predictor until she and Gary feel comfortable with Kira proceeding alone. There will be no change in how you are receiving your Predictor. If you receive your copy by U.S mail, that will continue.

I strongly encourage you to set up an e-mail account to receive your Predictor via e-mail. The cost savings to your club is significant. The publisher of the Predictor will be the President of the San Diego Region of Packard's International and Kira will be the editor. We will have a great club publication, which will be even better when our members begin to submit articles about their Packard experiences. Now that I am the publisher I shall be irritating all of you to write something. OK?

Carol and I are preparing leave for France the end of May where we will join Mark Burnside and Sydney Kirkland for a Packard tour of Normandy and the D-Day invasion. Thirty nine Packard's have registered and there are twenty seven more possible. People are coming from Australia and the U.S as well as several of the European countries. This is a tour that we just could not pass up so sacrifices were made to attend this historic occasion. You may rest assured that there will be a full report of this trek in your Predictor as well as our website.

Speaking of our website, Mark Burnside continues to do a splendid job maintaining our website. What most don't know is that behind the scenes for several months Mark has been working very hard on keeping our website sponsor and host. Thanks to his efforts we can continue with our website uninterrupted.

I remind all of you that our board meetings are held the first Wednesday of each month at Keith's Diner on Miramar Road and members are encouraged and invited to attend.

*The president's mandatory "Ping" is, get the Packard running and join us for a fun filled Packard event . If you ain't rode home with your Packard on a flat bed you ain't havin fun.*

Until next time, **HAPPY MOTORING**

**Steve Ross**

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Find P.I. San Diego information, links to P.I. Chapters & P.I. National Events

# FOR SALE – CARS AND PARTS

'40 Packard 180 Super Eight – 1808 seven passenger limou, 356 c.i. w/over-drive, divider glass, side mounts, located in Southern Cal, make offer: Gil at 951-272-3351 3/11

Losing garage space, must sell:  
'55 Super Clipper Constellation  
'55 Super Clipper Constellation  
'56 Clipper Deluxe (not complete)  
'57 "57L-P8 Clipper  
  
Donald Smith, 619-281-4733  
3510 33<sup>rd</sup> St., San Diego, CA 92104

For P.I. – San Diego Members:  
  
Do you have a collector car or parts for sale? To place an ad in our newsletter, send an e-mail to Kira Campana at [kcampana9192@gmail.com](mailto:kcampana9192@gmail.com)  
  
If you have an e-mail address at home or work, but get your newsletter by regular mail, e-mail Kira Campana to be placed on our email list.

'56 Packard Patrician sedan, ext. blue, int. blue, good condition, \$8,500; 217-443-0014, 4/11  
[michael.dogpack.dubois@gmail.com](mailto:michael.dogpack.dubois@gmail.com)

'22 Packard Touring, ext. deep royal blue, int. black, straight six, easily started, #30396, \$45,990; 800-600-2262, [specialtysales.com](http://specialtysales.com) 4/11

'40 Packard Super 8 160 Coupe, maroon, o.d., sidemounts, trunk rack, restored CA car, \$58,500  
Tom at 253-941-3454 6/11

'29 Packard 626 Sedan, ext. green, body in good shape, mechanically sound, last driven 2003, \$15,000; #27618, 250-598-7242, [antiquecar.com](http://antiquecar.com) 4/11

Members: Your Board needs your Recommended Services/Parts persons or firms that you have had favorable dealings with during restoration and preservation of your Packards. Please send person/firm (name/address/phone number) to Mark Burnside at [markburnside@cox.net](mailto:markburnside@cox.net) where he will post this on our updated website. We are also accumulating a list to publish for your use – Karl Ramsing

'51 Packard Patrician 400, black, rust free, good chrome, original headliner & upholstery, recent mechanical repairs, \$17,000; 925-743-9897, [rjmatthews@comcast.net](mailto:rjmatthews@comcast.net) 5/11

'37 Packard Super 8 Formal Sedan, black, excellent condition, \$275,000; Linda Rogut at 813-977-8830; P.I. Website 2/11

'55 Packard 400 Hardtop, engine runs, excellent sheet metal, torsion suspension works, located in SoCal; Gil at 951-272-3351 5/11

'41 Packard Convertible Coupe, brown/tan, excellent condition, \$65,000; 209-531-3095 [danshan1@sbcglobal.net](mailto:danshan1@sbcglobal.net) 2/11

'55 Packard Patrician, light green, A/C works perfectly, \$9,500; [msg967@live.com](mailto:msg967@live.com) 5/11

'49 Packard Super Eight, 23<sup>rd</sup> Series, blue, engine runs, excellent sheet metal, will not part out, make offer, 951-272-3351, ask for Gil 5/11

'55-'56 Packard parts for sale: parting out a '56 Patrician, including rebuilt engine, overdrive transmission, etc. Also parts from '55 Patrician, '56 Executive, and '56 Clipper; trunk lock assembly, two 352 c.i. engines, one 374 c.i. engine, rebuilt Chrysler 727 transmission-fits Ultra-torque for V-8's, V-8 senior tail lights, load leveling motors, 4-barrel carb, instrument panel with gauges-probably from Executive, third member for '55 Patrician-missing left axle, plus other misc. parts. Robert Dougherty, 858-748-2228, P.O. Box 337, Poway, CA 92074

'53 Packard Convertible, black ext., white top, black/red int., chrome wires, restored southwest car, new hydraulics, top, drive-line, asking \$38,500  
Tom at 253-941-3454 6/11

'39 Packard 110 Touring Sedan, side mounts, fender skirts, visor, garaged since '85, contact: [msg967@live.com](mailto:msg967@live.com) 3/11

'41 Packard Rollson 180 All Weather Cabriolet, CCCA National Winner, Frank Childs at 561-578-0319; P.I. Website 3/11

Buy Packard parts at the [packardsandiego.org](http://packardsandiego.org) website

'36 Packard 120 Convertible Coupe, completely disassembled, convertible coupe parts car included, \$18,000; #1207607, [hemmings.com](http://hemmings.com) 4/11

See McLellan's Automotive History for Packard Sales Literature, Dealer Literature, Magazines, Out-of-Print Books, Manuals & Memorabilia. 713-772-3285 or [mclellansautomotive.com](http://mclellansautomotive.com)

'37 Packard 120 Convertible Coupe, trunk rack, fender skirts, recent tune-up, service and drive-line, \$73,500  
Tom at 253-941-3454 6/11

4 WWW L78-15 tires, rims & wheel covers, quite nice, All: \$400  
Pair fender skirts for 30's Juniors, aftermarket, never used: \$100  
'48-'50 Packard radio, don't know if it works: \$40; 4 hexagon bumper bolts, w/lock washers and nuts, beautiful chrome – make offer;  
Hilarious sounding horn supposedly from 1912 Packard: \$100  
Call Albert 619-563-5988 or e-mail [albertpurcell@cox.net](mailto:albertpurcell@cox.net)

Check these two websites for Packard Information:  
[Packardinfo.com](http://Packardinfo.com) [yesterdays-cars.com/Packard\\_clubs.htm](http://yesterdays-cars.com/Packard_clubs.htm)

# Packard Night @ Escondido's Cruisin' Grand - September 16, 2011

by Mark Burnside

Mark your calendars, folks. You won't want to miss this one. The San Diego Region of Packards International Motor Car Club will stage its 8th Annual Packard Night @ Cruisin' Grand on Friday September 16, 2011 from 5:00 pm to 9:00 pm. This is our annual flagship event that we've done every year since 2004 - where we display our beautiful motorcars to the admiring public.

Once again, we plan to pull out all the stops at this event:

- Parade down Grand Avenue at 5:00
- Goodie bags for all participating Packard owners
- Windshield placards for all Packards
- Voting by the public for People's Choice Packard
- Information kiosk to answer questions (and recruit new members)
- Promotion of Packard Night via local television and newspaper media

Our cars are the featured marque on Broadway - closed off for Packards-only parking specifically for the display of our cars to the public. While the event is sponsored by the San Diego Region Packards International, it is open to any automobile displaying the Packard nameplate. Interest from the public in Packards is very high and attendance is always in the "several thousands", providing a great opportunity to present your motor car to the public - many of whom have never seen or heard of Packard. Over years that we have been doing Packard Night, the event steadily climbed in popularity to the point that we are now consistently the third most popular night during the 26 weeks that Cruisin' Grand is held. Only *Fire Truck Night* and *Nitro Night* out draw *Packard Night*.

The organizers of Cruisin Grand require 25 cars to show up in order to get exclusive use of South Broadway for the evening. If there are less than 25 "club cars", the organizers can (and do) let random "cruisers" in to fill the area. We don't want that to happen. It shouldn't be a problem, however, this year as we have 108 Packards listed on our 2011 membership roster. With that many Packards now in the Region, we should be able to set an attendance record for Packard Night @ Cruisin Grand. Nonetheless, we need every roadworthy San Diego Packard to make it out to Cruisin' Grand this year.

In fact, this year, we expect a number of Packard Maiden Voyages at Cruisin' Grand. They are:

- **Paul Erlich** in his 1925 7-Passenger Limousine
- **Scott & Kris Napora** in their 1930 sedan
- **Ron & Cherrie Steffey** in their 1932 Convertible Coupe
- **Richard & Karen Schauer** in their 1934 Standard Eight Sedan
- **Paul & Kathy Santy** in their 1936 Sedan
- **Mark Burnside & Sydney Kirkland** in their 1955 Clipper Custom Sedan
- **Colin and Suzanne Fort** in their 1958 Station Wagon

That leaves us with only 18 Packards to go. With the usual suspects from previous years, we should have no problem getting 25 cars from the likes of: **Beavers, Boldt, Buchanan, Costanzo, Crampton, Feddersohn, Huntoon, Larry Johnson, Leigh Johnson, Kernan, Lacaze, Louzek, McNeil, Melcer, Miller, Pizzuto, Puhn, Ramsing, Ross, Rothermich, Schonenberg, Wagner, Woolsey, and Wysong**. Also, we'd be delighted to see our newer members (along with those that don't make it to a lot of our events) to consider joining us at Packard Grand 2011 - even if this is the only event you can make it to all year long. Please consider joining us on September 16th.

This year, the Board has decided that the club treasury will pick up all costs associated with Packard Night Cruisin' Grand. That means the event is free to anyone who shows up with a Packard. All you have to do is to fill out and return the registration form that will show up in your snail-mail box in *mid-August*. As I write this, I am hopeful that Packard fleet owners **Parker, Purcell, and Smithson** will be mindful of the extraordinary opportunity to get their money's worth this year, and bring out all or part of their Packard stash.

Looking forward to seeing everyone at Packard Night on September 16.

## Steffey Garage and Winery Tour

by Richard Schauer

So, what is the closest thing to Heaven? How about a winning Lotto ticket, or ride in a B-24, or a front row seat to see Neil Diamond? Well, ok then. How about enjoying a fine glass of wine in the company of a special person or persons on a beautiful Saturday afternoon, and then add to it the exquisite luxury of riding around in the rumble seat of a classic car (whilst smiling strangers rubber-neck all around you)? So, if the former are a little out of reach the latter hit the wine cork on the head. While tooling around the wine country of Temecula I thought over and over, "Life doesn't get much better than this".

For the 4 years I have been on the Board (and perhaps longer) we have discussed putting a wine tour on the agenda. It is a departure from the usual car-related stuff, has been voiced by various Packard "widows" as a fun thing to do, and it provides a fine opportunity to exhibit the best cars ever made. So, why did we wait so long? Lord knows. That is the other refrain that kept rattling around my thick skull on April 16, quickly followed by "OMG, when can we do this A-G-A-I-N???"

Well, I hope to tell you Ron and Cherrie Steffey know how to throw a party. The welcome mat/red carpet was rolled out big time at their lovely Pala home (and to-die-for garage). First we had to get there. The plan was executed perfectly. A caravan left the Macaroni Grill a tad late what with all the talking, consisting of the Schauers, Woolseys, Wysongs, and Paul Erlich, Mark Burnside, Dale Costanza, and our venerable president Steve Ross and his lovely wife Carol (who drove all the way down the hill from Valley Center only to turn 'round and drive back north). We drove Old Hwy 395 to the junction of Hwy 76, where we met up with Karl Ramsing and the Pizutto family, and continued on up 395 to Temecula. The drive was relaxing and lovely, winding through parts of the North County not so commonly traveled, including the village of Rainbow, a quiet little cluster of homes and nurseries. The Steffey's live south of Temecula in San Diego County, so close to the Riverside Co. line that you can literally spit over it (though some would consider that a bit tacky). In 2010 Ron and Cherrie completed construction of a wonderful garage that is nicer than most people's homes. What better way to house/safeguard such incredible iron and metal! Already on-hand when we arrived were neighbors Mary and Kevin, and fellow P.I. Orange County residents Booker and Leslie, as well as the Steffey's top mechanic Denny, from Las Vegas, who came down especially for the event.

On display were Ron and Cherrie's 1955 Chevrolet street rod (with an unbelievable paint job), a 1936 Auburn, and the capstone 1932 model 902 convertible coupe, being unveiled for the first time in Southern California. And then of course there were the Bentleys...not antique, but I doubt anyone would kick either one of them out of their garage. Everyone enjoyed champagne or soft drinks while munching fresh fruit, cheese, and crackers, and I am sure Ron repeated stories about his cars many times over, though he did not seem to mind. Did I already say weather was absolutely perfect?

Though it was difficult, we tore ourselves away around noon to begin touring the wine country. We started with Thornton, which has a first class outdoor setting with fountain and covered dining area. There were 22 of us in all, and the lunch accommodations were perfect. Those interested in wine sampling could order a glass or a "Flight", consisting of 4 types. Recommended menu items included the hamburger and the tri-tip sandwich, which seemed to go down very easily. Time flew by as everyone enjoyed the food, drink, and the company. Alas it was time to move on to the next location, so we piled into the caravan and off we went (remember by observation about how life doesn't get much better than this?). The next stop was the Stuart Cellars, a smaller winery, but not lacking for excellent wine choices. Third and final for the day was Monte de Oro, a palatial winery high on a hill, where Ron and Cherrie are members. That entitled us admission to the more intimate back room tasting area, a more quiet area with chairs. Naturally, as events coordinator I was ever concerned that everyone was having a good time; that certainly seemed to be the case, judging by the laughter and the rapid passage of time. Before we knew it the afternoon was gone, and with heavy hearts it was time to go. By that time attendance had diminished to the Packard party hearty stalwarts, and it was one of those days we wished did not have to end.

Bottom line #1: our enduring thanks to Ron and Cherrie Steffey for hosting the club.

Bottom line #2: we've gotta' do that again!!!!!!!!!! So many wineries, so little time...



# JBA Bittle Shop Tour

By Richard Schauer

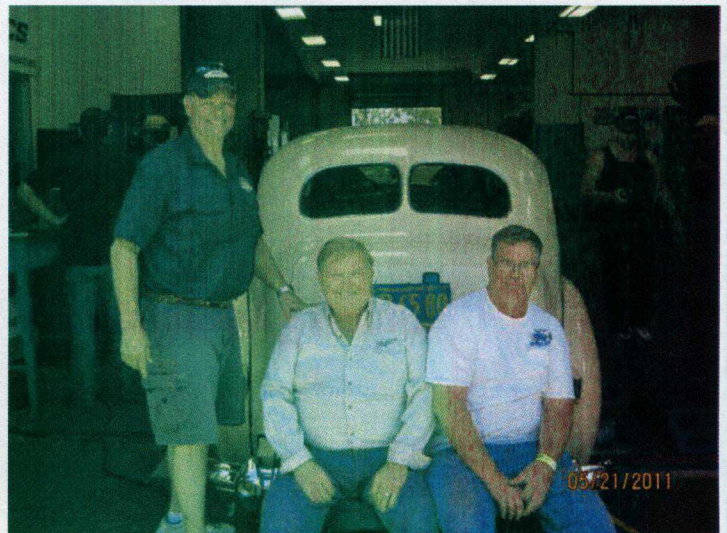
It was a sight to see, lemmetellya'. Here was the Yellow Peril on the dyno with engine gunning to beat the band, needles going crazy on the nearby printer. And there was our illustrious president (no, no, NOT BO) perched on the trunk rack convincingly acting the part of the Trunk Monkey. Steve's girth turned out to be insufficient ballast for the '39's ample rear end (the Packard, not Steve) so an eager helper from the JBA shop lent a hand, er, rear by joining him. The car meantime was revving, rear tires churning on the rollers, floor anchors straining under the load (the Packard, not Steve), and here is Steve and his partner churning and bouncing along with it. The dyno test took half an hour, but the entire process was fascinating. The Trunk Monkey part was seriously funny, and I am sure this humble author is doing a dreadful job of conveying a visual image of the entire affair. Suffice it to say we laughed like mad and to his credit Steve took the ribbing with his usual good hearted nature. AND he got a \$95 dyno test for FREE, which was a great deal!

That was perhaps the high point of the JBA Bittle visit, at least for me it was. Host Jay Bittle was more than cordial. He and co-owner, Bruce, welcomed the Packard Club with open arms, and door, and shop. Over 28 years in the business of producing racing components and now custom building, restoration, and modification of racing cars, Jay, Bruce, and Mike are clearly experts in their field and passionate about their special niche in the field of racing. A great representation of history was present. Driving up we were greeted by a Studebaker Lark, HAH, with a racing Chevy small block V-8 with heavy duty radiator installed to our surprise. Beside it was a 1968 Shelby GT 500 "Eleanor", owned by Jay Bittle, and a beauty it was. Inside were Mr. Bittle's personal play toys, a blue 60's Mustang capable of "low 9's" in the 1/4 mile; and for road racing, a 1968 Mustang GT FoMoCo team racing car with 475 hp which we got to hear rumble. This Mustang's 302 Tunnel Port engine has a red-line of 8,400 rpm and is capable of 165 mph, and he enjoys racing it in the annual Coronado Speed Festival in October each year.

Each car we saw had a history and was beautiful to see: a 1970 Chevy pickup truck with a 502 monster V-8 Chevy "Crate" motor in the final stages of hook-up prior to starting the engine. There was a 1968 GTO getting suspension and brakes, a sweet late 60's Camaro SS "454", an AMX, another "60's" Mustang getting a ground up restoration, and a 2010 Mustang GT getting a supercharger enhancement kit (smog legal kit, mind you) for \$10K that adds 100 hp to the stock Ford engine. They have a full service machine shop including balancer and line bore machine. In the back they have an engine dyno. Customers may bring in their own engine. They'll put it on a portable stand, wheel it in, connect every imaginable sensor to the engine, and give the customer a data readout that undoubtedly is far beyond the comprehension of many, including me. All this they'll do for \$500-1000, depending of course on complexity, issues, and customer wishes.

In short the visit was impressive. While their area of expertise does not include antiques such as ours, they excel in the muscle era iron and steel products, and "correct" the many types of mechanical problems brought to their shop. Were I the proud owner of a Packard AND a classic Mustang or Corvette, I would seriously have to give JBA Bittle the nod in terms of quoting serious work on the latter.

Our thanks go to the venerable Colin Fort for conceiving this visit and paving the way. Thanks go to the participants, which included such special attendees as Scott Napora, recovering from heart surgery and looking great, and Ron Crampton, himself recovering from a serious motorcycle accident (could such an accident be anything less?) and looking very chipper. Our best wishes to both for a speedy recovery.



# EURO PACKARD MEET VIII

by Mark Burnside

Every two years, the European Regions of Packard Automobile Classics club (PAC) hold a Meet in Europe - open to all members of PAC. This year, the eighth meet in 16 years will be held in the Normandy Region of France June 2 - 5, 2011. As you may recall reading, the Board of Directors of PAC invited all members of Packards International Motor Car Club to attend the meet. By the time the registration deadline rolled around, there were two PI members who took PAC up on their invitation and signed up for the Meet. Both of those members are from our very own San Diego Region. They are Steve Ross and Mark Burnside, who will be making the trip to France with their wives, Sydney Kirkland and Carol Ross.

Driving a Packard in the event is a wonderful thing to do, but not required. One can attend the meet and drive a rented Peugeot or Citroen. To Mark and Syd, that sounded good, but not great. For them this whole trip is definitely a worthy entry on their Bucket-List, or in older vernacular: an E-ticket ride. Therefore, on April 15th, Mark (with the able assistance of PI President Don Hull) delivered to Pier 14 of the Port of Long Beach Mark & Syd's 1949 Super Eight Limousine (aka Miss Daisy) destined for Belgium. After a scenic voyage through the Panama Canal, she arrives in the port of Zeebrugge on May 27.

Mark & Syd will meet Miss Daisy in Zeebrugge a couple of days after she arrives and begin the 300 mile drive to Normandy. Since Miss Daisy is the only Packard coming from the U.S. for the Meet, she is causing quite a stir. The President of PAC-Belgium, Marcus Butaye, has invited Mark & Syd to meet up with their caravan at their meeting point, a hotel in Amale, France, and join their club members for dinner the evening of June 1. The next morning the Belgian Packards (plus Miss Daisy) will caravan to the Hotel Le-Fruitier in Villedieu-les-poêle, France. The name of the town literally translates to *Village of Pots & Pans*. There, they will pick up Steve and Carol Ross and head out for the official start of the Meet in St-Lô, France. The agenda for the Meet is:

June 2 - Welcome at 2:00 pm at St-Lô Stables

June 3 - Mont-St Michel & Christian DIOR Museum

June 4 - Tour Visit of WWII US cemeteries, see the Documentary of Packard in the war at the Bayeux Memorial Museum or discover the Bayeux Tapestry, followed by a Gala Dinner in the evening

June 5 - Static Judging

There will be approximately 30 Packards coming to the Meet from all over Europe - France, Belgium, Spain, England, Austria, Switzerland, and the Netherlands. Below is a map with pictures of attendees' Packards. If you would to follow along as Mark, Syd, Steve, and Carol make their way across Normandy in Miss Daisy, you can get detailed information on this tour at:

<http://www.packardclub.org/html/euro-packard-meet.htm>

After the conclusion of the Meet, Mark & Syd have been invited by Euro Packard Meet VIII Tour Director Jerome Hardy (also President of PAC-France) to join him and Steve Christy (Secretary of PAC) in a caravan to Paris. There they will visit Reims and Verdun, as both Mark's and Steve's grandfathers were veterans of WWI and fought in France. To Mark this part of the trip definitely falls into the category of *Bonus Fun*.

After Paris, Mark & Syd drive to Zeebrugge and put Miss Daisy back on the boat - headed for home. They then head for Brussels for 2 days of sightseeing before heading back to San Diego.

Starting on May 27, Mark & Syd will be keeping a chronicle of their adventures on the Packards International Facebook Group at:

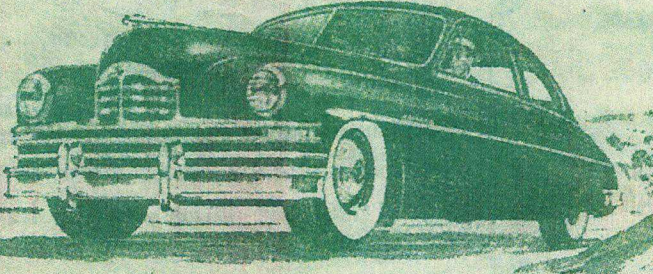
[http://www.facebook.com/home.php?sk=group\\_170699753756](http://www.facebook.com/home.php?sk=group_170699753756)

If you are a Facebook member, please feel free to log in and follow their progress.



Euro Packard Meet VIII: Map Of Participant's Home Cities And Photos Of Their Cars

# Power-Wower!



Come in and learn about the 5 basic advantages of **Packard** high-compression performance!

**1** It's s-m-o-o-t-h-e-r—because this Packard's mighty 135-hp engine is not just an eight... it's an advanced design, precision-built *Packard eight*—with new advancements that make it smoother, quieter than ever before!

**2** More responsive, because of "free breathing" engine designs. Sample its nimbleness in traffic...

then go out on the open road and discover "safety-sprint" reserve power.

**3** Thriftier! Today's Packard is writing the gas economy news of the fine car field!

**4** More durable! Because it's built to Packard standards of design, materials and workmanship.

**5** And it stays in tune! Simplicity of design and installation makes it easy to maintain the peak performance of this husky Packard eight.

ASK THE MAN WHO OWNS ONE

*Golden Anniversary* **Packard**

**PORTERVILLE SALES & SERVICE**  
101 F Orange Street Porterville, California

Vintage newspaper clipping from Porterville, CA  
submitted by Paul Ehrlich

## OLD CARS Weekly News & Marketplace

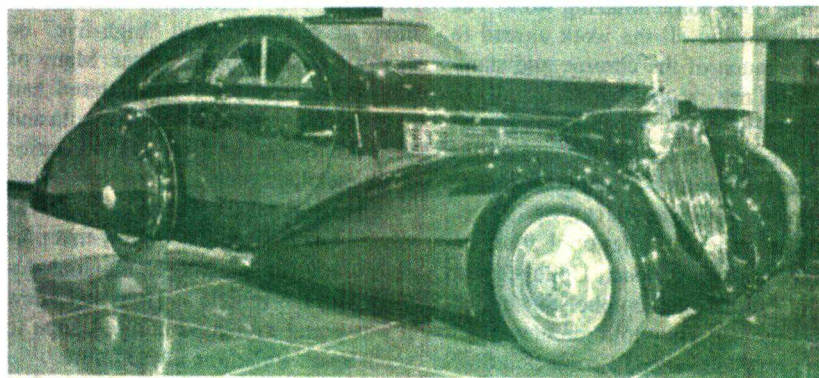
By Steve Ross

I subscribe to the *OLD CARS Weekly News & Marketplace Magazine*. I find it an excellent publication for information on older cars and especially the Packard Automobile. Gerald Perschbacher has an article in just about every issue about the Packard. He has a two page article in the latest issue on the new Packard Six in 1922. Public demand after WWI was for a more peppy, sporty and smaller car. Packard responded to the public with the Six in 1922. It was built on a 126 inch wheel base with a 241.5 CI with 53 HP. The engine eventually grew to 288.6 CI producing 81 HP. The Twin Six had sold from \$5000.00 to \$7000.00 where as the six sold for \$2800.00 while maintaining all of the qualities and accessories of the big Twin Six. \$2800.00 was not cheap as one could purchase eight or nine Model T Fords for that price. It was a huge success. During its production years Packard sold in the neighborhood of 103,228 Sixes.

The publication also related that the Petersen Automotive Museum Foundation has received a \$100M gift from Maggie Petersen and the Maggie and Robert F Petersen Foundation. This should ensure that we will have this museum to enjoy for many years to come.

Here is a photo of a Rolls-Royce in the Petersen Museum. It is unbelievable to me that an automobile would be of this advanced in design in 1925. I hope you can read the caption on the picture. Just in case you can't here is what it says.

*"The exotic "Round Door" Rolls-Royce was delivered new in 1925 with a Hooper Cabriolet body to its first owner in Detroit. Eventually, the Phantom I spent time n the East Coast and in Japan before coming into the Petersen Automotive Museum in the spring of 2001"*



*The exotic "Round Door" Rolls-Royce was delivered new in 1925 with a Hooper Cabriolet body to its first owner in Detroit. Eventually, the Phantom I spent time on the East Coast and in Japan before coming into the pos-*

Photo courtesy of **OLD CARS** Weekly News & Marketplace

**Editor's Note:** It has been my pleasure to publish the Packards International – San Diego Region *Predictor* Newsletter for the last 8 years. Thank you to all of you that have supported me with your tour flyers, articles, photos, research and kind thoughts. Your contributions to the Predictor and participation in Club events help educate the public about our cars, provide enjoyment for our membership and keep our Region strong. Kira Campana should do a very good job with future editions of our Newsletter. I hope to see more San Diego Region members at future Packard events..... Gary Wysong



## 2011 Event Calendar

<u>Date</u>	<u>Region</u>	<u>Title</u>	<u>Location</u>	<u>Tour Leader</u>
June 6	SoCal	SoCal Region Swap Meet/Lunch	Orange County	Paul Santy/Richard Schauer
July 2 or 3	SD	San Diego County Fair	Del Mar	Steve Ross/Mark Burnside
Aug 14	SD	Sunday Driving Tour/Lunch	TBA	Steve Ross
Sep 16	SD	Cruisin' Grand Packard Night	Escondido	Mark Burnside
Sep 17	SD	Rallye/Tour	Escondido	Steve Ross/Mark Burnside
Oct 22	SD	Highways 94 and 80 Tour	East County	Larry Johnson
Nov 12	SD	SD Police Museum Tour/Lunch	San Diego	Scott Napora/Richard Schauer
Dec 4	SD	Holiday Party	Lazy H	Steve Ross

### 2011 Dates For Optional Car Show Events That We Have Attended In The Past

<u>Date</u>	<u>Event</u>	<u>Title</u>	<u>Location</u>
May 29	Car Show	Vista's Strawberry Festival	Vista
June 10-July 4	Car Show	San Diego County Fair	Del Mar
Aug 7	Car Show	Automobile Heritage Show	National City
Aug TBA	Car Show	Orphan Car Show	Balboa Park
Sep 24-25	Car Show/Race	Coronado Speed Festival	Coronado
Sep 30	Cruise-In	Cruisin' Grand – Final Night	Escondido
Nov 20	Parade	Mother Goose Parade	El Cajon