



San Diego Region

Predictor



Volume 47 Issue 10
November 2010

President's Message

It's always a very sad time when we lose a member of our club. In this case, it's new member, Jim Briggerman, who passed away in September. Jim and his wife Peg brought TWO Packards to our Grand Salon event last July. It was their first outing with us after joining the Region. Shortly after the Salon, Jim emailed me this message: "*Hi Mark, we thoroughly enjoyed the event Saturday. Great location, and friendly people. Hope to make many events this year. Regards, Jim.*" We'll miss you, Jim. Our heartfelt sympathy and condolences go out to Peg.

As we head into November, it's already time to begin planning for the holidays. The SD Region will officially kick off the holiday season with our first overnight driving tour - to Borrego Springs Resort on Halloween weekend. With another of Steve's Road Rallyes on the way there, this one promises a great deal of fun and excitement once again. I hope you signed up for it. Two weeks after that is our Packard Outreach Tour to the California Veterans Home in Chula Vista. This is a very special tour that we haven't done in years and the Veterans really appreciate seeing our fine motorcars. See the flyer for the event elsewhere in this edition of the Predictor.

Another part of the holiday season is a little less exciting: Membership renewal. By now, you should have received the annual renewal packet from San Diego Region Membership Chair Karl Ramsing. Note that you will also soon receive your membership renewal packet from Packards International President Don Hull. For the first time, this year the National renewal form allows you to also renew both your National and Regional memberships at the same time. You do not need to renew your San Diego membership on both forms: Only one is necessary, and we recommend that you renew your Regional and National membership separately on the forms you receive from Karl and Don. There are two reasons for doing this: 1) The National Form asks for \$20 to renew your regional membership. This is because San Diego is still the only region with \$15 per year dues [a true bargain - you save \$5 by renewing through Karl]; and 2) There is information on the 3x5 card (in your regional packet) that we get only when you renew directly with Karl. Last, do note that the PI National Charter requires all members of PI Regions to be members of PI National. (If you renew only your regional membership and not your national membership, you'll get a collection call from the folks at PI National shortly after Karl submits a copy of our 2011 membership roster to them.)

The next part of the holiday season is re-election of the Board of Directors of the San Diego Region. As you may know, we have 3 members of the 2010 Board that will be stepping down on January 1st: President Mark Burnside, Vice-President Scott Napora, and Predictor Editor Gary Wysong. All other Board Members have agreed to serve another year. During the past 2 months, the Board has worked very hard to fill the vacancies. Unfortunately, Nancy Reagan's "Just say no" phrase regarding drugs has also found a home in the world of volunteering for club service. It has been a difficult and arduous time for us to assemble a 2011 Board, but we persevered and we are very close to announcing the new 2011 Board of Directors. The final makeup of the 2011 Board will be approved at the next Board Meeting on Thursday, November 4th.

And last, the holiday season means getting started on planning activities for 2011 so that we have a full 12-month calendar of tours and events ready to include in the January Predictor. This year, we are looking back at the last 12 months of tours to see what was popular and what wasn't. By far, the best attended tours were: 1) The McNeil Ranch Driving Tour, 2) The National City Foundry Tour, and 3) the B-B-Q at the Costanzo's home. The balance of the 2010 tours were noticeably less popular with the members. Our challenge for 2011 is to create a tour calendar that captures the appeal of the successful tours. Along these lines we are considering tours that have these characteristics: 1) Driving tour or caravan, 2) Low/no cost, 3) Food provided, 4) Packard not required to participate, 5) Classic car oriented. If you have any suggestions or requests for 2011 tours, please feel free to contact any Board Member with your idea(s). We'll begin laying out the calendar at our November Board Meeting with a half day planning session in mid-December.

Happy Tours,
Mark Burnside

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President - Mark Burnside
(760) 747-6001
markburnside@cox.net

V.P. - Scott Napora
scottnapora@yahoo.com

Treasurer - Steve Ross
(619) 508-3925
inewsx@sbcglobal.net

Secretary/Historian - Brian Wagner
wagnerindy@sbcglobal.net

Membership - Karl Ramsing
kpramsing@sbcglobal.net
(760) 726-5955

Projects - Paul Santy
pjsanty@sbcglobal.net
(760) 434-2503

Webmaster - Mark Burnside
markburnside@cox.net

Tour Director - Richard Schauer
packard1934@sbcglobal.net
(760) 740-9188

Newsletter - Gary Wysong
(619) 267-8879
gwysong@cox.net

Website:
packardsandiego.org
Find P.I. San Diego information,
links to P.I. Chapters & P.I. National
Events

FOR SALE – CARS AND PARTS

Packard

For P.I. – San Diego Members:

Do you have a collector car or parts for sale? To place an ad in our newsletter, email Gary Wysong at gwysong@cox.net or call 619-267-8879.

If you have an email address at home or work, but get your newsletter by regular mail, email Gary Wysong to be placed on our email list.

'48 Packard Super 8 Convertible, maroon, recent paint, chrome, wiring, some extra parts, \$49,000, Robert 602-368-9323 or rmcatee3@cox.net 9/10

'55 Packard Clipper 2Door Hardtop Coupe, blue/white ext, 54,200 orig miles, new brakes. Steven 619-501-3414 8/10

'54 Packard Cavalier, red, A/C, show condition, drive anywhere, \$25,000, Bill 602-368-9232 or rmcatee@cox.net P.I. Website 9/10

'49 Packard Custom 8 Sedanet, blue, original interior, was in Tom Mix collection in MA, \$36,500, 949-246-1413 or silverhawken@cox.net 9/10

'56 Packard 400 2-Door Hardtop Convertible, one owner, #5 condition, \$12,000, Mairon 604-432-6042 or maironmm@aol.com P.I. Website

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 where he will post this on our updated website. We are also accumulating a list to publish for your use – Karl Ramsing

'41 Packard 120 Convertible Coupe, Andes tan over Wilshire brown, \$65,000, 209-531-3095 or danshan1@sbcglobal.net 9/10

'51 Packard Patrician 400, turquoise, 95% restored, new chrome, over 25K in spare parts, \$25,000, Jim 661-831-0864 or travelingdog@earthlink.com P.I. Website 9/10

'41 Packard Darrin 1906 Custom 180 Victoria Convertible, red with tan top, previous CCCA National 1st award, Tom Crook 253-941-3454

'40 Packard Super 8 160 Touring Sedan, frame-up resto, previous CCCA National 1st award, \$29,850, Tom Crook, 253-941-3454 P.I. Website 9/10

'36 Packard 8 Cyl Dietrich Convertible Sedan, over \$25,000 for mechanical resto, drive anywhere, \$73,500, Tom Crook 253-941-3454 P.I. Website

'41 Packard Super8 160 Coupe, black, great to drive anywhere, \$29,850, Tom Crook 253-941-3454 9/10

'35 Packard V-12 Convertible Coupe/Roadster Model 1207, previous CCCA National 1st award, ready to show or drive, \$265,000, Tom Crook 253-941-3454 9/10

'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

'47 Packard Custom Super 8 Sedan (2106), gold & brown ext., new front brakes, \$28,700; 970-819-0121, 618Robert@gmail.com 11/10

'27 Packard 443 Club Coupe, 1 of 2 extant, green, ready for show or touring, \$54,800; 951-901-5088, P.I. website 11/10

Buy Packard parts at the packardsandiego.org website

'37 Packard Super 8 Coupe, all factory options, Regatta blue metallic, recently restored, ready for judging, concours or touring; \$195,000; wmdrawings@aol.com 11/10

See McLellan's *Automotive History for Packard* Sales Literature, Dealer Literature, Magazines, Out-of-Print Books, Manuals & Memorabilia. 713-772-3285 or mclellansautomotive.com

'39 Packard 120 Convertible Coupe, red with white top \$44,500 305-754-2323 info@tedvernon.com 8/10

Check these two websites for Packard Information:
Packardinfo.com yesterday-cars.com/Packard_clubs.htm

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

RALLYE-WHAT IS IT??

Steve Ross

Rallye? First of all it is spelled funny. Shouldn't it be Rally? When an E is placed on the end of rally the word becomes associated with an automobile event. Ford named one of their cars Rallye to try and associate with the European flair of a rallye car. The word has been around for about 400 years and got its beginning in France. In the context of automobiles rallye means to gather a group of cars and drivers at a chosen location and proceed to a different location, or return to the starting point, following specific route, instructions, guidelines or rules. The rallye may specify a particular brand, year, or model of car or it may be open to any automobile. Some rallye's, usually held in Europe or South America are very serious driving events with a lot of honor, pride and usually a lot of money at stake. High speeds are the norm for these rallye's. The cars consist of a driver, navigator, and sometimes a relief for each. They are often equipped with an on board computer. The times and distance are measured to the hundredth of a mile and hundredth of a second. The course may be on difficult terrain as well as paved roads.

So you are asking what does this rallye, I mean really mean to me. I am never going to do that in my Packard and you are correct. In our Packard world a rallye is when we gather our Packard's together at a specific location and drive to a new destination following specific instructions and directions. We do not require anything other than a Packard and driver. A navigator is highly recommended but not required. Our rallye teams usually consist of a driver, husband, wife, significant other, Mom, Dad, friend, kids and grandkids, as navigators. Sometimes this confuses the driver they become grouchy but that is the way of a rallye.

A pencil, paper and clip board are nice to have but not required. The pencil and paper are highly recommended unless you have a photographic memory. An eraser might come in handy too. Our rallye's **NEVER** require nor advocate breaking the speed limit or any other traffic laws.

The most important element of a rallye is the Rallye Master (**RM**). This is the person who designs the rallye, determines the destination and answers to the questions and clues. . They drive the route at least twice ensuring that the check points are correct and the distance is correct to within a tenth of a mile. The Rallye Master designs and prints the route sheet and rules for each team to follow. The RM makes reservations at the establishment where the rallye teams will receive refreshment and presentation of awards. Awards are typically 1st, 2nd and 3rd place. Some RM's deviate from this and present more awards and may give out a special RM award as he or she sees fit. The RM will provide each team with written instructions. These instructions may include stops, observations to record, and clues as to where to change directions, distance traveled, questions about various subjects etc. The rallye is always driven on paved roads, non gravel, and typically back country roads, not heavily traveled roads and freeways. There are times when the rally teams may be on a freeway for a short distance. Every effort is made to have the route over lightly traveled back county roads that have scenic beauty, some history and interesting sights. Believe it or not there are still a lot of these roads in San Diego County. I have been doing rallye's in San Diego County for over 20 years and I still see things I did not know existed.

Our Region rallye's are designed to be completed in 1.5 to 2 hours with 3 to 4 hours allotted for those who take a bit longer. This gives everyone time for a rest stop, read directions etc. The RM usually has a rest or lunch stop built into the rallye. Bottom line, this is **NOT** a timed event. Our rallye's are scored in the following manner. Each team has a rallye sheet of directions and instructions where you may enter your answers to the clues, questions and other required observations that you saw along the way as specified by the RM. The rallye route will cover a specific route and mileage as determined by the RM. The team with the most correct answers and miles driven closest to the RM miles is the first place winner and so on. In some clubs a formula is used by to calculate a correction factor for each cars odometer reading to account for a difference in rims, tire size and other differences in the drive train. We do not do that in our region. It is of paramount importance to record you mileage at the beginning of the rally or set your odometer to zero if you have one. If you ole gal's mileage counter doesn't work do not worry you still have a chance to take home some bacon.

We are all apprehensive about our first rallye and there is absolutely no reason for this. I was shamed into running my first rallye and I won third place! The first time team has the same chance of winning as the experienced or so called "Old Hands". It not at all unusual for the first time out team to win first place. The way to win, follow the RM's instructions to a tee. Do not read things into the rallye sheet.

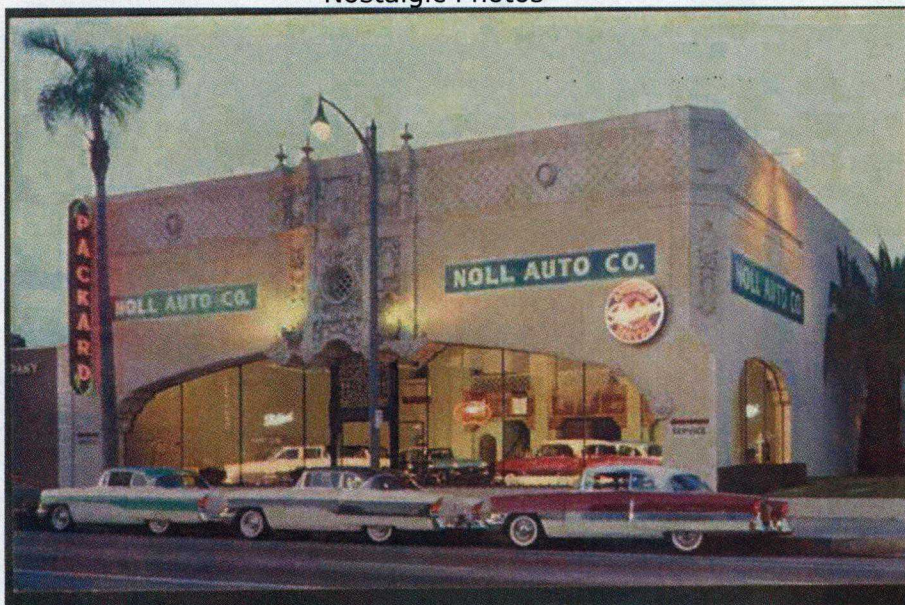
I feel confident in saying that you will have a great time and truly enjoy running one of our region's rallyes. I promise they will be fun and educational. Remember the rallye is a family affair so bring everyone. In the beginning of this dissertation it was stated that a Packard was required for our rallye. This is not true. You may drive any car you want. We hope it will be your other oldest car. Non Packard's will be eligible to earn an award. We give really nice awards, usually something you can use.

All of the rallyes that I do are run in my 1939 Packard Super Eight at least once. If the Yellow Peril struggles I change the route.

Rallye rule of the world is: **Rule #1. The Rallye Master is Always Right. Rule # 2 if the Rallye Master is wrong, refer to rule # 1.**

**Our motto is; if you are not having fun you are not doing it right.
See you at our next rallye in October 2010.**

Nostalgic Photos

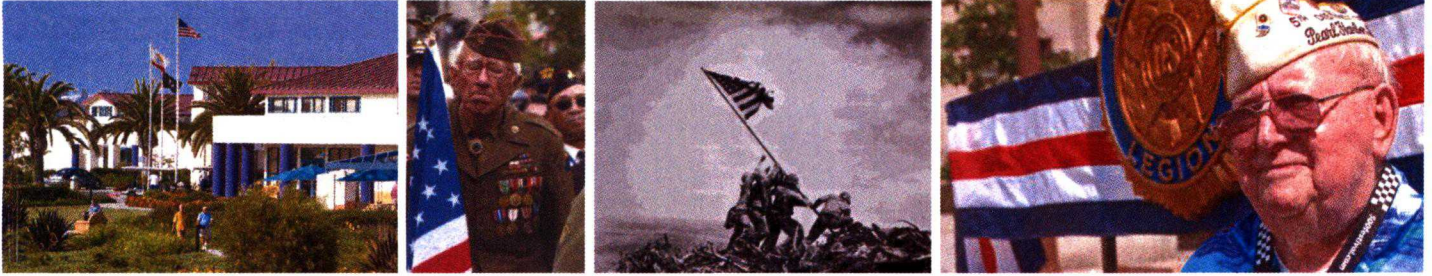


Packard Dealership - Noll Auto Company - Pasadena, CA



Texaco Service Station (Location unknown)

The Veterans Home of California, Chula Vista Saturday – November 13, 2010



Please consider taking *one* day this year, to *personally* thank and honor the Veterans currently residing at The Veterans Home of California, Chula Vista. This is an opportunity for us to share our cars and stories with these men and women and to brighten their day. It is likely your day will be rewarded with their smiles, stories and the chance to see the pride our veterans share in having honorably served their country. Veteran's Day will be celebrated this year two days before the tour on Thursday, November 11, 2010.

Packards International members that drive or ride in a pre-1974 automobile are welcome to receive a **FREE** meal ticket and rotate into the cafeteria between **11:00 a.m. – Noon** to dine with the Veterans. Other attendees are welcome to purchase their meal to eat with the Veterans in the cafeteria. A few members and guests should always remain with the cars during our tour to be able to interact with the Veterans arriving and returning from lunch. We will not have a general tour of the facility because of security and privacy issues. As a club, we previously visited this wonderful facility in about 2002.

The Activities Director at the VHC-CV has requested the total number of people attending the tour, number of pre-1974 cars, and the number of people *arriving* in those pre-1974 cars by November 1, 2010. She needs to know the number of people that will receive a **FREE** meal ticket, other attendees that will purchase a meal, and the number of parking spaces to reserve for our pre-1974 cars.

Please **R.S.V.P.** by **October 30** with Richard Schauer if you are able to attend.

We will meet at the VHC-CV at **10:00 a.m.** to park and display our cars, no rides will be offered. Veterans may arrive by walking, walker, wheelchair, or by gurney – please warmly greet and accommodate them.

After lunch, we will remain with the cars until the tour ends at **1:00 p.m.**

The Veterans Home of California, Chula Vista is located on a 30-acre site off Telegraph Canyon Road at 700 East Naples Court, adjacent to Sharp Chula Vista Medical Center. It is the only Veterans home located in coastal, urban Southern California. VHC-CV provides residents with numerous cultural and recreational opportunities.

Directions: Drive south on I-805 to Chula Vista. Take exit 6 at Telegraph Canyon Rd toward L St East/L St West, keep left at the fork, follow signs for Telegraph Canyon Road East. Drive east on Telegraph Canyon Rd 0.5 mile, turn right on Oleander Ave and drive 0.4 mile, turn left at East Naples St and drive 0.6 mile, continue straight onto East Naples Court.

Tour Leader: Richard Schauer, 760-740-9188, packard1934@sbcglobal.net

CALENDAR

- Oct 30-31 Overnight Driving Tour and Road Rallye, Borrego Springs
- Nov 13: Visit to California Veterans Home, Chula Vista 10:00 a.m. – 1:00 p.m.,
complimentary lunch in dining hall with veterans
(drive or be a passenger in a pre-1974 car)
- Dec 4: Holiday Party