

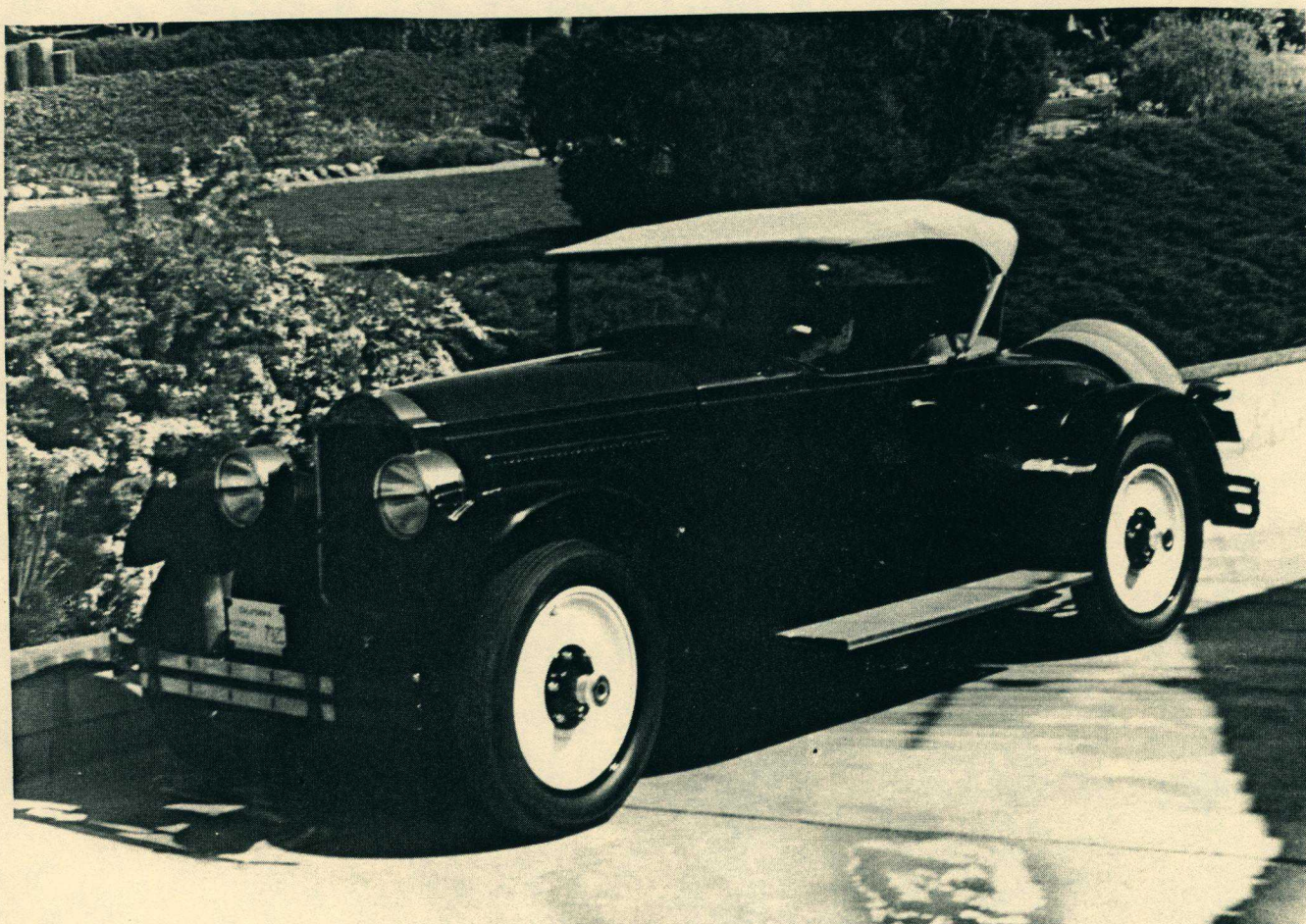
# PREDICTOR

PACKARDS INTERNATIONAL  
MOTOR CAR CLUB

SAN DIEGO REGION

**VOLUME 18**

**JUNE 1993**



**CARL AND EARLINE PEDERSON  
1927 Six Cylinder Model 426 Rumble Seat Roadster  
PACKARD AUTOMOBILE**

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## BOARD FOR 1993

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President:	George Cataline	480-8108
VicePresident/Tours:	Bruce Newton	967-2720
Secretary:	Denise Newton	967-2720
Treasurer/Historian:	Linda Bittner	566-8618 597-2627(B)
Membership:	Fred Spector	438-2365
National Bd. Rep:	Rick Bittner	566-8618
Projects/Sales	B.J. Hill	530-1414(B) 451-0670
The Predictor:	Bobbie McNicol	693-8000
Photographer:	James Dahmann	743-1395

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## EVENTS AND TOURS

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June 2	Regular meeting, Denny's, Miramar Road
June 4	Ice cream social/Studebaker Club. Joint Tour, "Family Affair"
June 13	SoCal Swap Meet. Don't miss it! Go early!!
June 20	CHVA Temecula, pot luck to share. GEORGE CATALINE'S V-12 ROADSTER IS THE MARQUE CAR THIS YEAR. Don't miss the special pin of his car—first come, first see. New banners at the booth. Look for them.
July 7	Regular meeting, Denny's, Miramar Road
July 10	Great American Picnic, Mission Bay Cove
July 19	Board meeting, BJ and Tony's
August 4	Regular meeting, Denny's Miramar Road
August 24-29	National Tour, Cleveland, OH
August 29	John Bryan Packard Tour

### THE OFFICE IS STILL LOOKING

Do you have a 1983 Roster or December 1984 *Predictor*? WE WILL BE HAPPY TO COPY YOURS AND RETURN! THANKS.

Call BJ at 530-1414



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## PRESIDENT'S FORUM

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May 1993

*Fellow Packard members.*

Reviewing the June tour and activity dates makes it yet another "wild and wonderful" Packard month. There are many changes, so read this issue carefully. Our meeting is now at Denny's Restaurant, in an effort to give you more choices at better prices. The SoCal Swap Meet date is changed; sorry for the late notification

Included in this issue is a letter from Keith M. Alber, Staff Writer for National. He seriously invites us to submit our Packards for feature in the national magazine. I have heard some of you talk about doing this, so now is your chance!

BJ Hill (530-1414) has the packets if you do not already have yours. Please call her and get one, or call her and tell her you have yours filled out. The rules are explained in the letter. We have several cars that should take this honor, SO DO IT NOW! San Diego Region can justly be proud of the progress we have made in not only the increase in number of Packards, but the quality. WE ARE SUCCEEDING!

See you at all the June activities!

**George Cataline**  
*President*

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### COMING ATTRACTIONS

JUNE	Lloyd King, "Historical Muskets and Costumes"
JULY	Steve Crum, International Appraiser, "Automobile Appraisal"
AUGUST	"Glass for Your Car"

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\* \* \* **ON THE FRONT COVER** \* \* \*

1927 Six-cylinder Model 426 Rumble Seat Roadster. NEWLY RESTORED. Carl A. and Earline Pederson. Frame-up restoration. "Everything was off that critter." It took five full-time years. Most difficult problem was finding the Watson Stabilators (shock absorbers). They were made from pieces from all over the United States.

The Southern California Region of

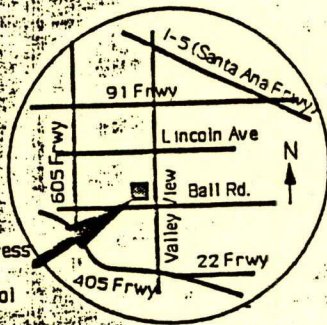
**Packards** INTERNATIONAL

presents it's

# 18th Annual Swap Meet and Parts Exchange

Sunday June 13, 1993,  
7 am to approximately 2 pm

Cypress High School  
9801 Valley View (between Lincoln Ave. and Ball Rd.)



Packard Parts and Packard Related Materials Only.

Several Restaurants and Fast Food Houses nearby.

Coffee, Donuts, Juice, Soft Drinks, and other snacks will be available at the meet.

Free Admission for all buyers.

Swap Spaces (equivalent to two car parking spaces, approximately 15ft x 15 ft) available for \$20.00 each.

Car for Sale Spaces (two parking spaces to permit proper display) available for \$20.00 each.

Seller Arrival at 6 am.

Pre Registration is not required. Registration at the gate beginning at 6 am.  
Checks to be made payable to the Southern California (So Cal) Region of Packards International

For further information contact: W. Johnson, Box 314, Cypress CA 90630 (714)533-1287

The Southern California Region of Packards International  
announces the following tour  
open to all Packard enthusiasts

## Central Coast of California Caravan September 17-19, 1993 Santa Maria

Host Hotel: The elegant Santa Maria Inn

Weekend Activities to Include:

- Extensive caravanning along the coast and hill country.
  - Exploration of the beautiful Santa Ynez Valley
  - Visit to local winery
- Feasting upon a traditional Santa Maria Bar-B-Que and other gastronomic delights

To receive an official tour registration/information packet, send a self addressed stamped envelope to

Richard L. Hack,  
1279 Bridgeport Rd.  
Corona, CA 91720

Tour Notices will be mailed in early June. Members of the SoCal Region will automatically be sent a notice

Change

# Meeting Change.

6-2-93

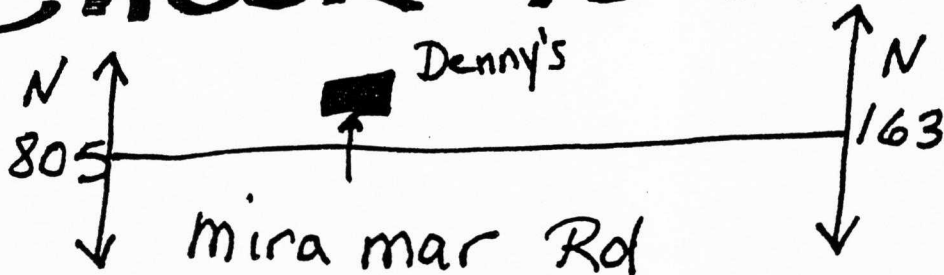
Location Moved  
To

# DENNY'S

6908 Miramar Rd

Open Menu 15% Tip

You Pay Club -  
Club will pay one  
check To Denny's



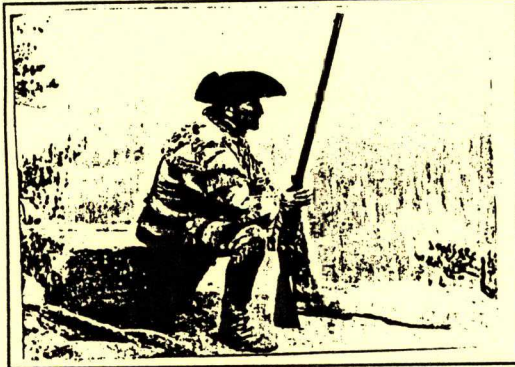
PACKARDS INTERNATIONAL, SAN DIEGO REGION

TOURS 1993

(Update)

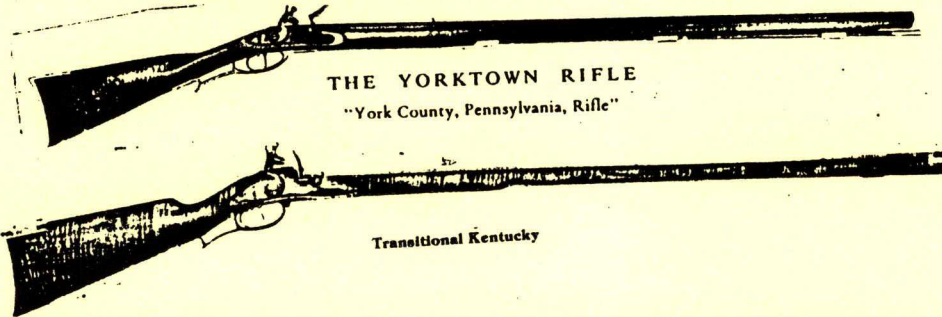
MEETING DATE	OTHER MEETINGS	SAN DIEGO REGION	BOARD MEETING
June 2	SOCAL SWAP MEET	CHVA	
	June 13 Cypress HS	June 20, Temecula	
July 7	ICE CREAM SOCIAL	GREAT AMERICAN PICNIC	July 19
	Friday, June 4	Joint Model A/Studebaker	BJ and Tony's
	Studebaker Invite	Mission Bay cove	
		July 10	
August 4	National Tour	JOHN BRYAN GARAGE TOUR	
	Cleveland, OH	August 29	
	August 24-29	TL Fred Perkins	
September 1	INVITATIONAL ICE CREAM	MAYTAG TOUR	September 13
	SOCIAL	Chula Vista	
	Model A Club	Sept 23	
	Sept 5, 3:30-4:00		
October 6	Grand Salon	ORPHAN CAR SHOW	
	SoCal	Joint Studebaker	
	October 23-24	Kona Kai Beach and Tennis	
		TL Colin Fort	
		October 9	
November 3		PALOMAR MOUNTAIN CLIMB	November 15
		Observatory/picnic	
		November 6	
		TL George Cataline	
December 4		CHRISTMAS PARTY	
		December 4	
		TL	
January 23		MEMBERSHIP MEETING	
		Stoneridge Country Club	
		Poway	
		January 23	
NATIONAL TOURS 1994	May	NorCal Region, Lake Tahoe	
	Oct	SoCal Region, Death Valley	

# Introduction to Muzzleloading



At our regular meeting on June 2, Lloyd King will share with us his other hobby of muzzleloading and shooting with the San Diego County Muzzleloaders Club. His presentation will include a brief history of firearms and a demonstration of the loading procedure.

Lloyd's costume will be very similar to that pictured here. If you have ever wondered what the difference is between a matchlock, flintlock, or caplock, come to the June meeting and find out.



THE YORKTOWN RIFLE

"York County, Pennsylvania, Rifle"

Transitional Kentucky

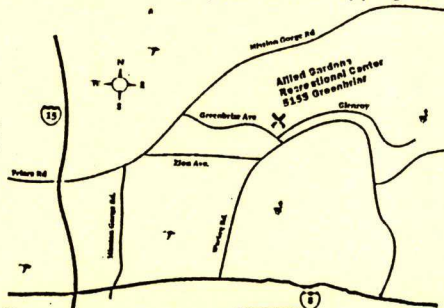
## STUDEBAKER CLUB INVITES SAN DIEGO REGION TO ICE CREAM SOCIAL, JUNE 4

Create your own sundae with real ice cream and toppings

- What? Ice cream social  
Where? Allied Gardens Recreation Center  
5155 Greenbriar Avenue, San Diego  
When? Friday, June 4, 1993, starting at 7:00 p.m.  
Who? Studebaker/Packard members, friends and family  
Why? To enjoy friends and make your own ice cream sundae with whatever topping(s) you want!

DIRECTIONS: SEE MAP

WHAT TO BRING: Yourself and a bowl of your favorite topping to share.



### CAMP PENDLETON TOUR

This was a multi club tour led by B.J. Hill and Tony Collins of the Packard Club. Before touring to the Marine Base we all met at the May Company store in Oceanside. Those in attendance included;

1. Rick & Linda Bittner - 1951 Packard 4 door sedan
2. George Cataline - 1936 Packard V12 Conv. Roadster
3. B.J. Hill & Tony Collins - 1937 Packard 115c 4 door Sedan
4. Colin & Garrett Fort - 1955 Studebaker Conestoga Station wagon
5. Ashley & Irene Garland - 1929 Model "A" 2 door sedan
6. Nathan Grinager - 1959 Studebaker Lark 2 door coupe
7. Jesse Hogue - 1952 Chevrolet Conv.
8. Lloyd & Joan King - 1953 Packard 2 door coupe
9. John & Ginger McLean - 1948 Packard Station Sedan and Tony Williams
10. Ken, Lucy, Amy and Melissa Michael - 1953 Studebaker Coupe
11. Tony and Helen Paradowski - 1956 Chrysler 300B
12. Carl & Earline Pederson - 1927 Packard Model 426 Roadster
13. Fred Perkins & Barbara Schulz - 1956 Packard Carribbean Coupe
14. Art Stradley - 1931 Model "A" Coupe
15. Gene Stoddard - 1960 Cadillac Eldorado Conv.
16. Joe & Pauline Whitaker - 1948 Packard 4 door sedan
17. Wayne Wright - 1930 Model "A" Coupe
18. Fred Yunt - 1940 Packard Super 8 160 Series 1803 4 door Conv. with dual sidemounts

This was a great turnout for a short notice and a good representation from the Model "A", Packard, Studebaker and other marques. I was born and raised in San Diego County and I had never been on the base so it was a real treat for me. The tour to the base was led by the Bittners. The purpose of the tour was to help raise funds for the Chapel that was damaged in the storms earlier this year. The devastation was massive and it was hard to realize the extent of the damage by newsreel alone. You saw it as soon as you entered the base - the railroad tracks were washed out in many places and I assume their replacement due to the cost involved is in question. You may have seen helicopters washed away like toys on the news. The main helicopter pad was near the chapel.

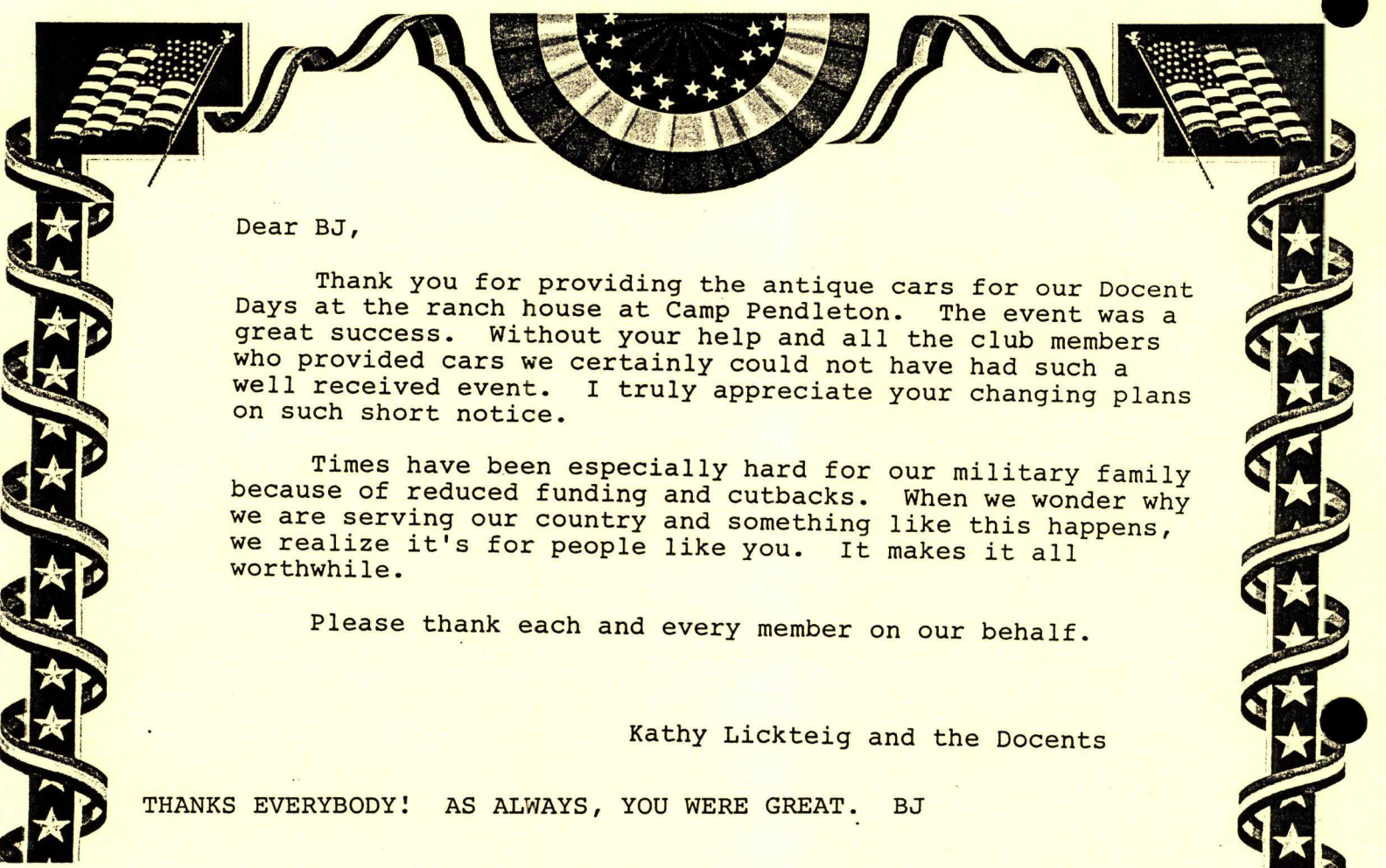
Close to the Chapel was the Commandants residence which is also on the states historic register. This area was first given out as a Spanish land grant and it was the residence of the last Mexican Governor of California, Pio Pico. Rumors have it that he lost the property in a card game. Docents showed us the architecture and furniture of the period. My son, Garrett, was not allowed on the tour of the residence due to his age (8). You have to be 15 to tour the residence. That did not stop him, he made friends with the photographer and his photo may appear in the base newspaper called the "Scout".

Garrett wore his camouflaged Marine jacket and hat with both ears sticking out and he also had a traditional short haircut to fit the image. As always, he ready to do battle. We also toured the bunk house and watched the brick making exhibition. There was a nice band to serenade everyone. We lined up our cars for viewing near the entrance to the residence. The public was charged a fee to view the cars and take the tours. This was the first time in years that the general public was allowed to view the residence. There were 4 or 5 other cars that came separately for the showing including a 1940 Ford , a Ford flat bed truck and an early '30's Auburn Conv.

We were then shuttled to the picnic area near the lake for the usual fabulous buffet. Everyone brought a dish to share with other participants. We certainly have a lot of good cooks in the car clubs. All the more reason for others to join. We all had a great time chit chatting with those of other clubs. I just noticed I forgot to include Ferne Coomes as another guest.

When the picnic was over everyone was free to return to the exhibition area for another look before returning home. It is hard to put a final scene in words - but picture a nice lawn chair in the shade and Joe Whitaker lighting up a big cigar, puffing slowly and stretching his legs - no stress, no deadlines and a nice tour home in your favorite automobile - it doesn't get any better.

Colin Fort



Dear BJ,

Thank you for providing the antique cars for our Docent Days at the ranch house at Camp Pendleton. The event was a great success. Without your help and all the club members who provided cars we certainly could not have had such a well received event. I truly appreciate your changing plans on such short notice.

Times have been especially hard for our military family because of reduced funding and cutbacks. When we wonder why we are serving our country and something like this happens, we realize it's for people like you. It makes it all worthwhile.

Please thank each and every member on our behalf.

Kathy Lickteig and the Docents

THANKS EVERYBODY! AS ALWAYS, YOU WERE GREAT. BJ





Sunday, June 20, 1993  
 23rd Annual Father's Day  
 CHVA Interclub Car Show



Sponsored by Temecula Valley Region, of CHVA.  
 All collector and special interest vehicles welcome.

**TEMECULA SPORTS PARK ON THE GRASS**

Directions: I-15 from Corona or San Diego area: exit East on Rancho California Road, right on Ynez Road, left on Rancho Vista Road. Go one mile to Temecula Sports Park.



Spectators Free

Exhibitors \$8 Donation per car

Hat Pins \$3; free to first 300 Exhibitors

- 8:00 A.M.
- 8:00 A.M.
- 9:00 A.M.
- 10:00 A.M.
- 11:00 A.M.
- 11:00 A.M.
- 12:00 Noon
- 1:30 P.M.
- 2:00 P.M.

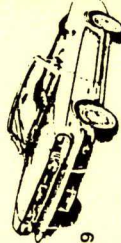
**TROPHIES**

- Pancake Breakfast
- Registration Opens
- Raffle Tickets Go on Sale
- First Raffle Drawing
- Registration Closes
- Lunch
- Peoples Choice Voting Closes
- Final Raffle Drawing
- Trophy Presentations



Bring Chairs & Umbrella for Shade

For information call Norb Dean (909) 767-0449



Registration form \* \* \* Bring it with you \* \* \* Do not mail

Name: \_\_\_\_\_ Make: \_\_\_\_\_ Year: \_\_\_\_\_

Address: \_\_\_\_\_ Model: \_\_\_\_\_ Lic.#: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Trophy Class \_\_\_\_\_ Miles Driven to this meet: \_\_\_\_\_

For Club Participation Trophy, I'll represent: \_\_\_\_\_

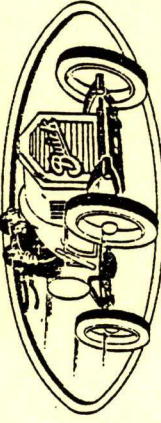
**HOLD HARMLESS AGREEMENT:** The undersigned, desiring to enter and participate in the 23rd ANNUAL TEMPORARY HISTORICAL VEHICLE ASSOCIATION (herein called the CHVA) INTERCLUB MEET (hereinafter called event) to be held June 20, 1993, does hereby tender, his/her application to participate. If this application is accepted by CHVA, the undersigned does hereby release CHVA and The City of Temecula from any and all liability arising from said event, warrant that the undersigned has read this HOLD HARMLESS AGREEMENT, and that the undersigned, his/her spouse and all minor children will forever protect, save and keep CHVA indemnifying them against judgements, whatsoever arising, directly or indirectly, out of, or in connection with, participation in said event.

Signed \_\_\_\_\_ Date \_\_\_\_\_

**Shine Time America**

Attention Car Clubs & Enthusiasts

ALL COLLECTORS WELCOME  
 1900 TO 1975



Saturday, June 26, 1993

10 AM TO 3:30 PM

IS FOR YOU!

at the  
**HUNTINGTON BEACH MALL**  
**405 Freeway and Beach Blvd.**

In the parking lot on the east side of the mall off Edinger  
 For 100 Selected Car Collectors

Special Dash Plaque Awards from  
**INTERSTATE BATTERIES**  
**GREAT AMERICAN RACE**

Plaques for "People's Choice", "Mayor's Choice", "Police Chiefs Choice", and "Fire Chiefs Choice". Winner of "People's Choice" will be eligible to compete nationally for two (2) round trip tickets on American Airlines to any domestic destination on their schedule.

**Awards**

**Awards**



1. A sharp clear color print that accurately represents your car.
2. Car owners fill out and return the entry form by May 1st to allow the committee time to select the top 100 cars. We regret that we can't allow more entries, but space is limited.
3. A \$10.00 registration fee included with your completed application form. If your car is not selected to participate in the show your entry fee will be returned via stamped, self-addressed, envelope.

**PLEASE FILL OUT AND RETURN BY MAY 1ST, 1993**  
**MEMBER TO INCLUDE A STAMPED, SELF-ADDRESSED ENVELOPE**  
 Mail to: Huntington Beach Visitors Bureau at 2160 Main St., Suite #190, Huntington Beach, Ca 92648

NAME \_\_\_\_\_ PLEASE RETURN  MY PHOTO

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_ CLUB AFFILIATION \_\_\_\_\_

VEHICLE \_\_\_\_\_ Make, Model, Year

In consideration of inclusion as a participant in the Huntington Beach Shine Time America Car Show, the participant agrees to indemnify and hold harmless the Huntington Beach Mall, the Huntington Beach Conference and Visitors Bureau, the City of Huntington Beach, its members, agents, employees, and volunteers against all liability of loss that the participant and/or participant's guests, including family and relatives, may sustain or incur as a result of claims, demands, costs or judgments arising from participant's involvement in the Huntington Beach Shine Time America.

Participant's Signature \_\_\_\_\_ Date \_\_\_\_\_

PLEASE SEND YOUR COMPLETED PACKAGE TO 9030 CARROLL WAY, #1, San Diego, CA 92121. Call me if you are having problems, or need a packet, at 530-1414. LET'S GET SOME OF REGION'S CARS IN THE CENTERFOLD!

**PACKARDS INTERNATIONAL MOTOR CAR CLUB**  
a non-profit organization

Dear fellow member,

You are cordially invited to submit your Packard automobile for feature in the club's quarterly magazine. The car featured as a "PACKARD PROFILE" & "SALON" must be unmodified with only conventional accessories. Cars featured in the "SALON" article (cover car) must be a standard factory color option for its year of manufacture. Color changes that conform (even in enamel) are acceptable. All models of Packard manufactured between 1899 and 1958 are welcome in the pages of the magazine and so is the owner who reflects an affinity for the marque.

So please spend some pleasant moments telling us all about your car and whatever you'd care to tell of yourself and any family participation in the old car hobby. Just scribble in the blanks on the following pages and we will decipher it when received. We don't need technical data, we have that in our archives. Anything you can tell us upon which an interesting and entertaining article can be structured will be most useful to us.

Then a few more pleasant moments to take about 20 or so photos of your car in either black and white or clear color prints. For consideration in the "SALON" feature we'll need a dozen 35 mm color slides. See the last page in this package for an explicit explanation. The photos, as they appear in the final magazine product, are somewhat "forgiving." So don't worry about minor imperfections in the car, they probably won't show.

We regret that we are unable to commit to exact publication dates; but if you'll send us your package at your convenience, we'll sure do our very best to get the article into our next available issue. Prior to publication, we will send you a copy of the text for your approval. Then it will be our great pleasure to immortalize your very fine blue chip investment onto the pages of our superb magazine, which will become even more superb, by the featuring of your Packard.

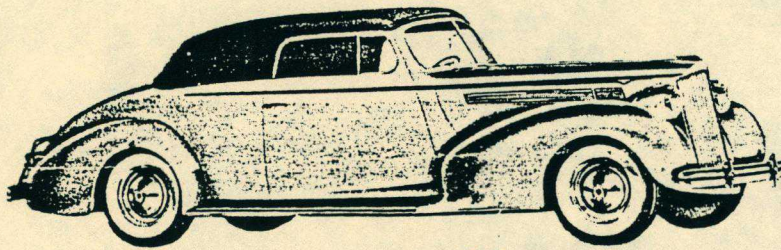
Thanking you in advance for caring to take the time to share your Packard with your fellow club members. and...

...with kindest regards,

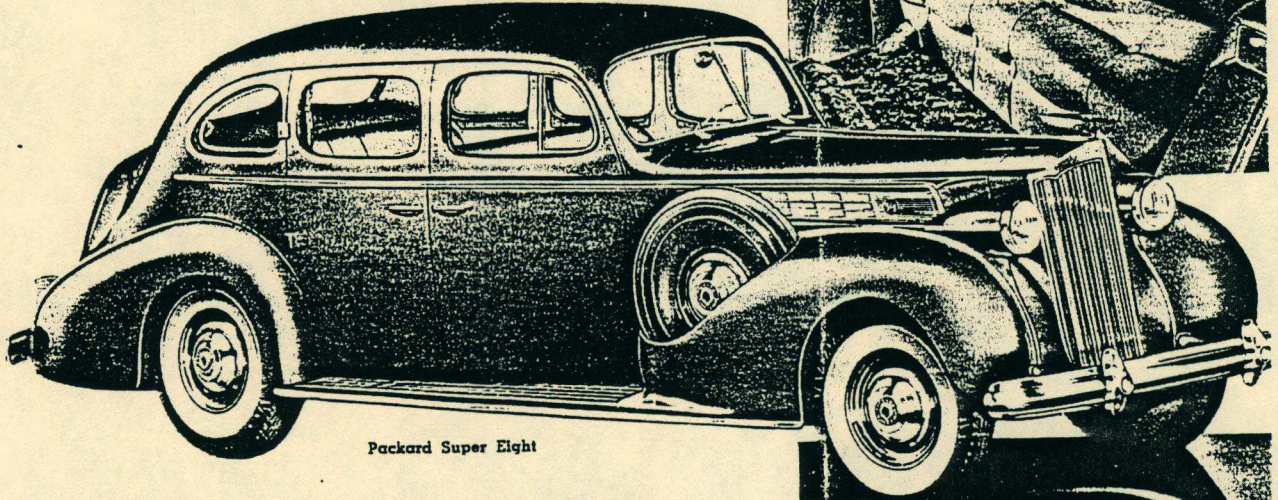
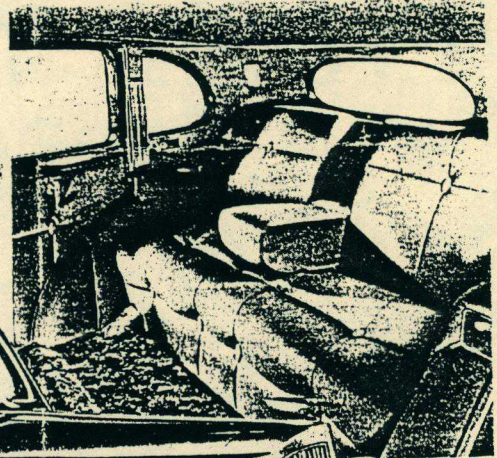


Keith M. Alber, staff writer  
PACKARDS INTERNATIONAL MOTOR CAR CLUB  
8011 Rose Drive  
La Palma, CA 90623-2121  
(714) 826-7234

all member services are volunteered as hobby activities



Above—Packard 120. Right—Interior of Twelve



Packard Super Eight

# PACKARD

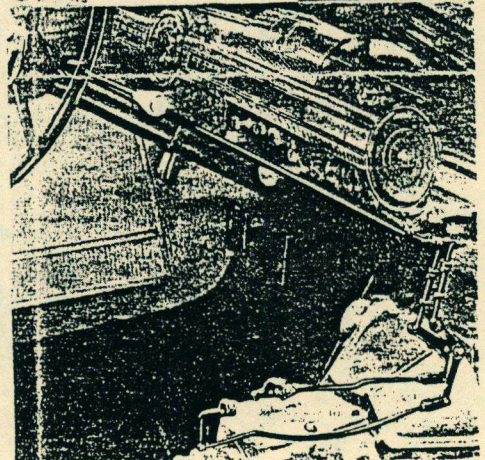
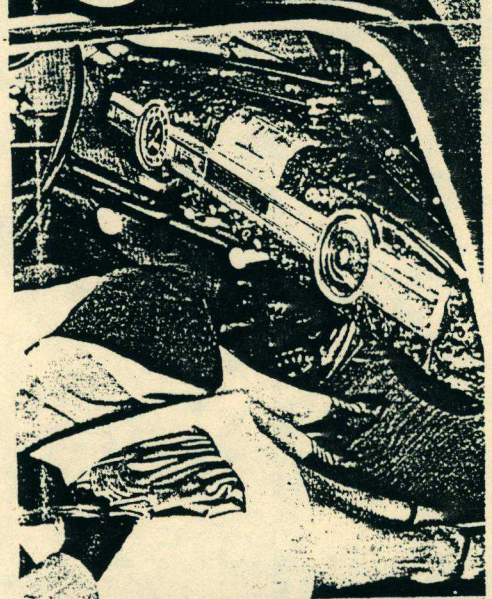
1939  
New Super Eight at Greatly Reduced  
Prices . . . Overdrive Optional on Eights  
and Six . . . Improved Spring Suspend-  
ion Includes Five Shock Absorbers . . .  
Steering Column Gearshift on 6 & 8's

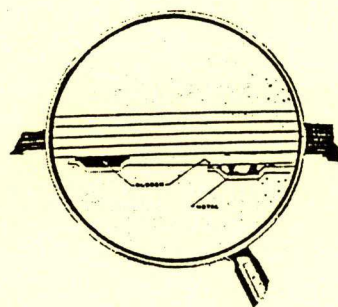
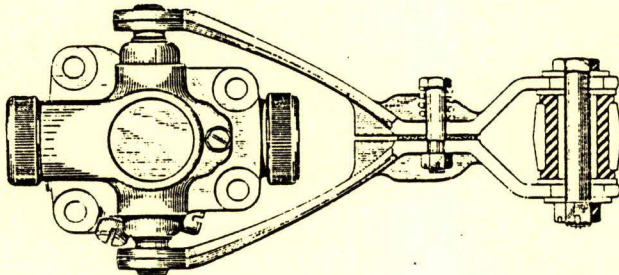
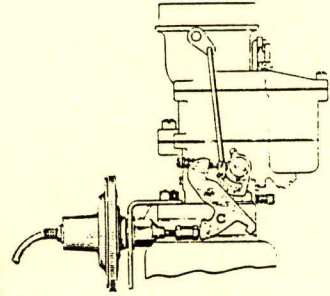
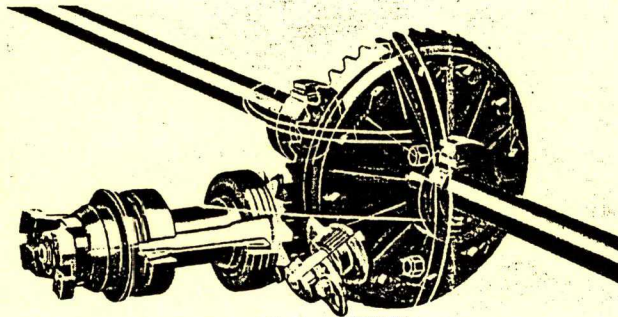
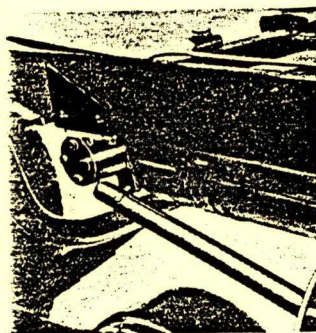
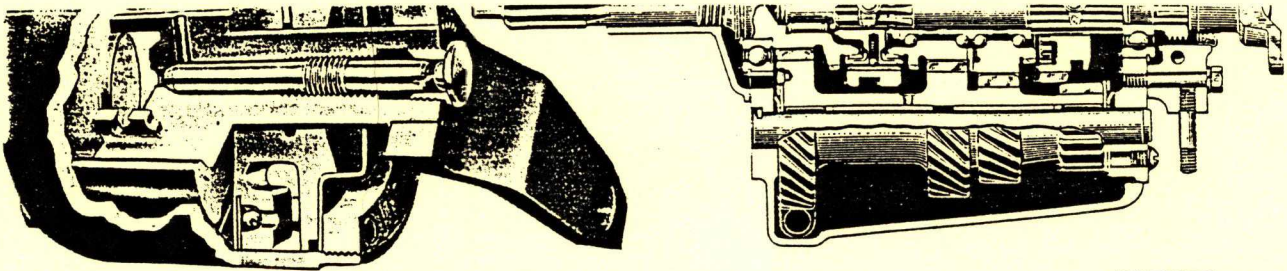
**P**ACKARD PRESENTS a new, lighter and less expensive Super Eight. Some interesting improvements in spring suspension are noted on the Six and Eights, and these models are optionally supplied with a new overdrive transmission which is entirely under the control of the driver. The Six, Eight, and Super Eights are equipped with a gearshift lever on the steering column and push button radios are optional.

In 1938, both the 120 Eight and the Super Eight were built in wheelbases of 127, 148 and 160 inches, the last being for hearse, ambulance and other special body types. For 1939, the 120 chassis has been carefully engineered to accommodate the 130 hp, 320 cubic inch Super Eight engine as well as the 120 Eight engine which has a piston displacement of 282 cubic inches and a rating of 120 hp. The two chassis are not identical but similar. In consequence of this manufacturing simplification, Super Eight prices are several hundred dollars less than before, ranging from \$1955 to \$2600 instead of from \$2790 to \$3970.

The remote control gearshift lever is mounted on a tube running down the steering column, with a linkage at its lower end going to a shifting crank on the transmission. Cross-shift selection—for high-second and low-reverse—is obtained by a rod, inside the tube, which operates another lever on the transmission.

The important new feature about the overdrive on the Packard is its ability to shift from overdrive to direct whenever the driver presses the accelerator pedal a trifle beyond the wide open throttle position. Left to itself, the overdrive unit changes automatically from direct to overdrive at 30 mph, thus reducing engine speed by 28 per cent. When the car slows down, the unit goes back to direct at 24 mph. Overdrive gives extra smoothness and economy, reduces





The pictures on this page include views of the fifth shock absorber (above), new transmission used on Six and Eights, Super Eight rear axle, upper control arms with disc spring at their waist, vacuum control which opens throttle when engine starts to stall, and metal ring button mounted in brass cup

...ast long postpones) the advent of an overdrive "beat note" which might otherwise be caused by propeller shaft unbalance resulting from wear and looseness of this bearing. Because the overdrive provides freewheeling in direct, the carburetor is equipped with a vacuum diaphragm which prevents engine stalling by opening the throttle slightly when the vacuum starts to fall. A button on the instrument board locks out both overdrive and freewheeling.

Several refinements have been made in the spring suspension on the Six and Eights. This year the rear springs were fitted with rubber buttons in the ends of the second, third and fourth leaves, while porous metal buttons impregnated with lubricant were used in the next two or three leaves and special alloy buttons with no lubricant in the ends of the bottom leaf.

In order to provide more effective spring control with full passenger load, the lowest pair of rubber buttons has been replaced by metal ones and all the lubricated metal buttons are now encased in brass caps equipped with oil seals to exclude dirt and moisture.

The transverse link, connected between one frame side rail and the opposite extremity of the rear axle, was rubber-bushed this year but for 1939 the frame end is connected to a two-way hydraulic shock absorber. The purpose of this link is to control side shake of body resulting from rear wheel encountering a bump. The addition of the "fifth" shock absorber effectively damps the side shake vibrations and reduces wheel dance and oversteering effect. The net result is a more solid and mellow ride. Hydraulic cushioning of the forces acting on the cross link is so effective that it has been possible to remove 50 pounds from the rear of the frame.

Pre-loaded damping discs have been built into the upper control arms of the front suspension. They completely remove end play between the upper control arms and their connections, a matter of some importance since even .002 inch clearance will cause roughness, such as is commonly felt when the wheels roll over a concrete joint. Both the discs

and the fifth shock absorber smooth up the ride to the point where the "tires" feel softer. The friction disc is sandwiched between the two upper control arms near their middle and is pre-loaded by a coil spring.

Body mounts made of a new rubberized fabric composition have been adopted. They have high absorptive ability at high frequency, and they are located near the "nodes" on the frame, that is, at the points where frame vibration is a minimum.

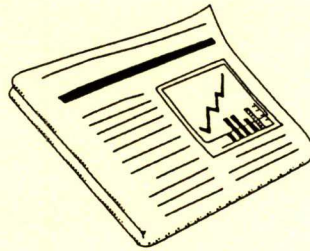
Minor changes have been made in Packard engines. The camshaft on the Six and 120 is a cast alloy type, hardened by the Tocco process in which the surface is heated momentarily to the desired temperature by electro-magnetic induction. A new type Morse timing chain is so designed that it does not sag between the sprockets. A four-blade fan with crimped or corrugated trailing edges is used on the Six and Eights because it is quieter. Other improvements on the Six and 120 engines include an improved automatic choke, floating type oil screen, a water pump with permanently lubricated ball bearings, self-adjusting packing, and longer lived rod bearing material. Continued features include autothermic aluminum alloy pistons, oil filter, and thermostatically-controlled radiator shutters. All cars are now equipped with Auto-Lite electrical units.

An over-center spring has been added to the Super Eight clutch pedal and three anti-friction bearings have been inserted in the linkage. A new transmission, which is similar in design to that used on the Twelve, is now used on the other chassis. Gears have wider faces. Mainshaft low gear as well as second gear is a constant mesh type and both are mounted on pairs of pre-loaded ball bearings. Clutch shaft and mainshaft are also carried on ball bearings while the countershaft cluster rotates on straight rollers.

A sheet steel spacer sleeve placed between the two bearings on the drive pinion shaft has a slight kink at one end of its circumference to provide it with a slight amount of springiness endwise. It automatically pre-loads the bearings to the correct amount when the (Continued on page 141)







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## WANT ADS

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**FOR SALE.** 1947 Packard Custom 7-passenger (2126) sedan, blue/blue, correct rest, new wool, paint, chrome, woodgrain, wiring, glass, etc., etc., ready for tour or lite show, \$30,000 invested, \$25,000 OBO (4-93)

**FOR SALE.** 1950 Packard Custom Convertible (2359) RARE, only about 70 produced, rebuilt engine, Ultramatic. Needs restoration. ALSO 1950 Packard Super Eight Convertible (2379), needs restoration. Both cars for \$15,000. (4-93)

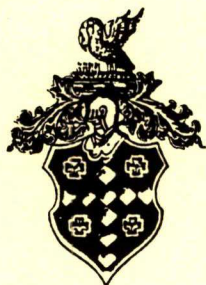
**FOR SALE.** 1951 Packard 200 Deluxe. Only 9,200 unmolested miles. Original tires, plug wires, whale oil trans fluid, etc. Jack still in box. This car has ALL factory inspection marks throughout and is incredible. \$15,000 OBO. (4-93)

**FOR SALE.** 1980 Triumph TR8 convertible. All original w/33,000 CA miles. Fuel injection w/tonneau, cover, alarm, stereo, etc. Car looks and drives excellent. Silver/blue. \$10,000 OBO. (4-93)

ALL ABOVE: HARRY, home (909) 699-6559, work (909) 699-3950 (4-93)

**FOR SALE.** 1947 Packard (like Joe Whitaker's), \$4000. Four-door Clipper sedan, reddish, rebuilt straight-8 engine, no rust, straight body. Runs, needs timing/ tuning. Car at 9344 Wheatlands Rd, Santee, 258-8302. Call Lowell Hallock, 1780 Plantation Way, El Cajon, CA (619) 440-3500. (3-93)

**NOTICE: ALL WANT ADS WILL RUN THREE MONTHS AND NEED TO BE RESUBMITTED. (619) 530-1414**



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## WANT ADS

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**FOR SALE.** 1937 Packard 8, engine plus parts, frame, firewall, dash, gauges, clutch, and transmission. Used in a sawmill (frame cut in half), 120 miles north of Sacramento. David A. Burriso, 5550 Panther Road, Anderson, CA 96007 (916) 357-4807 (4-93)

**WANTED.** Packard sales literature, catalogues, portfolios, etc., 1925 to 1956. Buy or trade. Mark Chandler, P.O. Box 178821, San Diego, CA 92117, (619) 449-1533. (4-93)

**FOR SALE.** 1953 Mayfair hardtop coupe, top condition. One owner, records and literature. \$8000 or best offer. Richard Beaumont, (619) 463-6415. (3-93)

**FOR SALE.** 1953 Patrician, formal sedan chassis, 127" wheelbase. Frame, motor with Packard "Thunderbolt," transmission, rear end, wheels with suspension, steering box. BEST OFFER. VIN L505977. AC Towing, 108 Calle Lago, San Clemente, CA 92672. 8 a.m. to 5 p.m. Steve, (714) 492-3805. (3-93)

**FOR SALE.** 1955 Packard Clipper, Original blue/white exterior, original two-tone blue interior. Asking \$3,000. (2-93)

**FOR SALE.** Claxton all brass horn-teens. Dick Miller, (619) 670-6660. (3-93)

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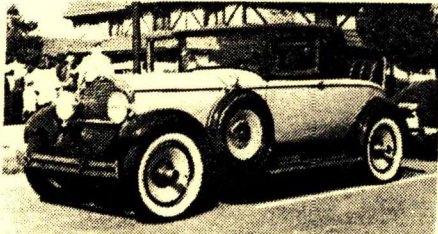
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