



URGENT MESSAGE FROM THE PRESIDENT

After long and thoughtful consideration and some soul searching I have sadly arrived at the right decision. Since I can no longer endure the stress of keeping the Yellow Peril, Buttercup, piece of crap or whatever name you choose to assign it going with any semblance of reliability, is being parked to die a long and painful death, no longer worthy of the Packard name. My loving wife Carol is concerned for my well being and never knowing if I will return or when. As I have harangued everyone unmercifully for not driving their Packard it is totally inappropriate for me to continue as president of your club. For the reasons stated I am abdicating my position as president. I have officially notified the board but, it is important for the membership to know the reasons for my actions to dispel any rumors. I will attend events where a Packard is not really required such a dinner or a flower show. Perhaps you will spot the "hog" on the road trying to mooch a ride on a flatbed, it is really good at that!

Here are a few visual displays to help explain my action. I just can't take it anymore.



WHEN THE END COMES →

April Fool

Volume 58 Issue 4
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PRESIDENT'S THOUGHTS

Steve Ross



So you are thinking about taking the plunge into the "collector car market" and getting that old car of your youth or? Whatever your motivation there are some "rules of engagement" that may help you make the right decision and save some \$++. Most men are attracted to things that are shiny and have glitter. Therein lies our down fall in many instances. The right makeup, padding etc. can make something appear what it is not. *Bondo* works wonders! Keep in mind "that all that glitters may not be gold". Purchasing an automobile is a big deal and I believe we have all had that experience. However, when buying your first "collector car" more caution is recommended. What is being purchased is not a necessity and one is using discretionary income. The recommendations presented here are not from my vast fountain of knowledge and personal experience but, from written material and listening

to those whom I consider experts in this area. Some of my advice has came from Richard Simonds of the Mercedes-Benz Club of America, Wayne Carini, Alan Taylor, Jerry Hjeltness, RM restoration people and our own PI member Jim Woolsey.

We should begin our search for that automobile by leaving our emotions at home. This is no time to be thinking with our heart but the brain as this is serious business. Take a buddy with you who has no skin in the game and whose opinion you respect. You might consider taking your spouse, I know, just a thought. Before starting out decide how much you are willing to spend and stick with it. **The experts say to add twenty five percent to the purchase price of the car for work you will have to do after purchase.** This is important and should always be taken into consideration even after you have done everything right in your selection. Never, ever buy a car sight unseen! This sounds like obvious advice but we all know someone who has done just that.

Now that we have set our sights on that car of our dreams and you have looked it over and you really like it and it is shiny, a virtual museum piece, emotion has started to kick in and you are "snake bit". Here is what the experts say to do.

Any reputable car person will have records on the car. Most will have extensive records. If no documentation, move on to another seller. Also run a records check to ensure the car has not been stolen. Recently there were two more cases of cars being ready to ship to Europe and were identified as stolen cars. Both were stolen over twenty years ago. Ironically both had been restored to pristine condition. Owners were amazed to get the car back as well as the restoration. Previous owners had no clue the car was stolen.

Start the car and drive it for at least twenty miles getting the engine and drive train up to operating temperature. The operating temperature should not be boiling over. In most cases this will reveal problems with brakes, drive train, cooling system, things falling off, instruments and leaks. Speaking of leaks just about all old cars will have some leaks. We will address this later. Turn on all electrical systems and see if they work with no smoke. **If a car will not run the expert advice is don't buy it.**

Look for rust everywhere, fender wells, underneath chassis etc. You don't want a car that has major frame rust. This can be dangerous and very costly. This is experience speaking. Lift up the floor mats, trunk mats and any other covering that is easily lifted up.

Take a magnet and go over the car looking for *bondo*. I have a very good friend who has a very expensive car. When he took it in for a fresh paint job over 200 pounds of *bondo* was removed

from the car! The reasonable paint job became a very expensive repaint. One could not tell there was any *bondo* on this car. It was an excellent *bondo* make over. Remember padding and glitter.

If the car is not safe to drive my advice is walk away. There are plenty of cars out there that will make you happy and proud.

Determine the availability of spare parts. Had I known this when I bought the "Yellow Peril" I would have just as nice a car that was less expensive and easier to maintain.

The most important advice is, have a qualified mechanic look the car over for you. A qualified mechanic is one who works on the make and model of automobile you are looking to buy. It is not your brother-in-law or a buddy who overhauled a Chevy one time back in the fifties. This may cost a few bucks but money well spent. This is when you determine if those oil leaks we saw earlier are serious problems.

If you follow these simple steps you will have found the car you wanted, can enjoy and minimize the possibility of having the experience the gentleman is having in the photo at beginning of this dissertation.

If you are independently wealthy, or have your own compete machine shop and are an expert in car restoration, say like Jay Leno, you may ignore all this advice and buy any damn car you want!

There is no need to perform this test when doing your due diligence



VINTAGE AUTOMOBILES, VINTAGE WINE AND A FEW VINTAGE PEOPLE



Rendezvousing at the appointed place and time for the caravan departure led by our trust worthy Tour Director and leader Richard Schauer.

Lincoln Highway veteran Mark Burnside and Elvira



McNew arriving with his Pierce-Arrow.

J. Woolsey pulls into the starting gate with his 35 Limo



Our leader arriving fashionably late in his award winning 1934 Standard Touring sedan



Packards, Pierce-Arrows (one) and a vintage Mercedes-Benz departing for the Wine Country and the Steffey estate where we will kick off the tour with a bit of bubbly and snacks. Our tour leader Mr. Richard Schauer has pulled away from the pack thus his 34 is not in the photo. Rest assured we will see him later on in the tour.



Our leader is in the lead, we have our yellow line and all is right with the world. Since Brian Wagner's article on the history of highway line markings I am keenly aware of the lines now, perhaps obsessed. I must say we were proceeding at a pretty fast clip a lot of the time dispelling all those nay Sayers who claim old cars can't keep up. One of these pre-war automobiles hit 70 MPH on this tour! Upon hitting 70 MPH the clock started working after all those many years! I believe we may have passed through a time warp during a portion of this trip thus explaining the clock.

With our tour leader guiding us over old Highway 395 and the scenic by-ways of North San Diego County we arrived safely at the Steffey Garage for the wine tour kick off.



Poised to go to the wine country



Bubbly, water snacks and conversation



Ron's stable of fine vintage classic cars





Departing the Steffey Garage we hit the road for the wine country in Temecula Valley with Ron Steffey leading the way in his 1932 Convertible Coupe. It was a beautiful day, so like what's new in SoCal?! Ron's Auburn joined us for the journey into the wine country. It should be noted by now that the PI SD Region club is all inclusive. We turn no automobile away.



Ron's Auburn.
What year do you
think it is? It a
model 852.

During this phase of our journey our Tour Director's Packard began to have problems proceeding. It had been "finicky" earlier in our journey but, we all believed it was corrected. alas it was not. The gremlins had not given up on Poor Richard and his motor car.



Only after a valiant effort by Richard was the decision made to transfer all valuable cargo and abandon this ailing Packard and proceed on our journey. The AAA gods were notified to send the rescue wagon. The get-out-and-get-under adage still applies. This is what makes touring fun and exciting.



Arriving at the Falkner Winery for lunch at the Pinnacle Restaurant; Our Pierce-Arrow was experiencing fuel starvation, probably due to the master not loading sufficient fuel for the journey. This has happened to yours truly far too many times and it makes one feel--oh, inadequate is a good adjective. The AAA gods were notified and arrived with fuel so all is right with the world again.

Due to all the excitement we were running a bit off schedule thus we proceeded directly to lunch skipping the first tasting stop. No one seemed to miss the stop!



Wine is poured in preparation for lunch. We ordered from the extensive menu and the food was exquisite and the happy, fun loving car crazies made it even better.



Our host Ron Steffey



Ron's '32 Convertible Coupe. This Beauty was the Peoples' Choice at a recent *Packard Night @ Cruising' Grand*.

Our next stop was the Vendemia Winery, a relatively small vineyard but having excellent wine.



For even more fun how many of these automobiles can you identify? Don't bother with any car newer than 1950. At this our final stop we had to scale a steep grade to reach our wine reward. I am pleased to report that all of our hearty group made it with no problem. Even yours truly made it without falling down and going boom.



The umbrellas in the background was our final destination. Our next tour coming up is to the Motte Museum led by Karl Ramsing and his '29 Convertible Coupe. Read all about it in this Predictor

MOTTE HISTORICAL MUSEUM in MENIFEE
Museum featured in November 2013 issue of Hemmings Motor News



Tour: Sunday, April 6, 2014

Time: Meet at 8:45AM at the Park & Ride behind the Mobile station at 1-15 and State 76 north of Escondido. (Driving guidelines will be provided).

Caravan: North via Old 395, I-15, and I-215 to Menifee: total 32 miles one way.

History: Alphonse Motte arrived in Perris Valley in 1880 from Gap, France. He started a sheep and agriculture business taking his brothers on as partners. They concentrated on crops such as potatoes, onions, and grain. Over the years, and passing on to later generations, the farms spread over parts of Perris, Romoland, Nuevo and Lakeview. One son started Toms Farm which sold produce at this location for years. Interest developed in cars, building the private collection over the years. More than 18 vehicles are restored and on display in the museum. Additional vehicles are currently under restoration. The "barn" was completed in 1985, constructed from all salvaged materials with accents of wrought iron work and western artistic touch. In 2007, the Motte Historical Museum was privately funded through the JEM Foundation to showcase the history of the pioneer families who first settled in this area. There is a gift shop with vintage gifts.

Donations to the Museum are accepted and used to further the history of the area.

Lunch: After touring the museum, we return to central Menifee and lunch at the BJ 's Restaurant and Brew house before returning south for home.



PLEASE LET KARL RAMSING KNOW BY APRIL 4th IF YOU PLAN TO ATTEND SO THAT WE CAN GET A COUNT FOR THE RESTAURANT. KARL'S PHONE 760-726-5955 OR kpramsing@sbcglobal.net

The Mercedes-Benz Club has been invited to join us so we will have a great selection of automobiles to see and fun loving car crazy people to enjoy the day with.

PAUMA VALLEY POKER RUN

May 17, 2014

We are participating in the Pauma Valley Rotary Club's annual Poker Run. This is a charity event for the Rotary Club and all proceeds go to support charities of the Rotary Club. This will be a fantastic drive for the Star Cars with beautiful, scenic country roads where you may exercise all those options on your autobahn cruise, or not.

ROUTE DESCRIPTION:

100 miles . Starts and ends in Pauma Valley. Travels through Couser Canyon, Valley Center, Santa Ysabel. Event happens rain or shine. ENTRY FEE; \$35 for car /driver/poker hand/lunch, \$20 for passenger/poker hand/lunch, \$10 for passenger/no poker hand/lunch. REGISTRATION DISCOUNT? Yes ,a five dollar discount for those that get a poker hand. Pre-register by May 1. Lunch only purchase still \$10. WHEN WILL REGISTRATION BE OPEN? Soon, updating web site. Registration available online. WEB SITE is <https://sites.google.com/site/paumavalleylionspokerrun2014/>

WHERE DOES THE EVENT START?

Pauma Valley Community Center
16655 Hwy 76
Pauma Valley ,Ca

Some sights you may see



Palomar Observatory



Watch out for wild turkey

Turkey

Here is the best part: You may win \$300 top hand/\$200 low hand!



CORONADO CAR SHOW MOTORCARS ON MAIN STREET

MAY 4, 2014

The club plans to get a group together and enter our Packards in the Coronado Show and have lunch at the Del Coronado. If you don't want to enter a car in the show it is free to attend and we can still go to lunch as a group. Please let Steve Ross know if this appeals to you. 619-508-3925, OR inewsx@sbcglobal.net.

When you fill out your entry form, included on the last page of this Predictor, indicate you are with the Packard Club so we will arrive together and park together on the grass in the park. We will meet up at the Marriott Hotel in Coronado, 200 2nd Street, Coronado, CA at 0800 and caravan to the show. Steve Ross needs to know by April 25th if you are attending in order to make lunch arrangements. 619-508-3925 or inewsx@sbcglobal.net

PACKARD/PIERCE ARROW NIGHT @ ESCONDIDO'S CRUISIN' GRAND™

Friday June, 20 2014

by Mark Burnside

The San Diego Region of Packards International Motor Car Club will hold its eleventh annual **Packard Night @ Cruisin' Grand™** on Friday June 20, 2014 from 5:00 pm – 9:00 pm. You, your Packard, and your family are cordially invited to join us for the evening. As in recent years, we will be participating with the Pierce-Arrow

Society

(<http://www.pierce-arrow.org>). The event will begin with our traditional **Parade of Packards and Pierce-Arrows** down Grand Avenue starting at 5:00 pm. At the conclusion of the Parade we will be parking in our special Packard/Pierce-Arrow only parking & display area at the corner of Broadway and Grand Avenue. There will again be Peoples' Choice voting by the public for their favorite Packard or Pierce-



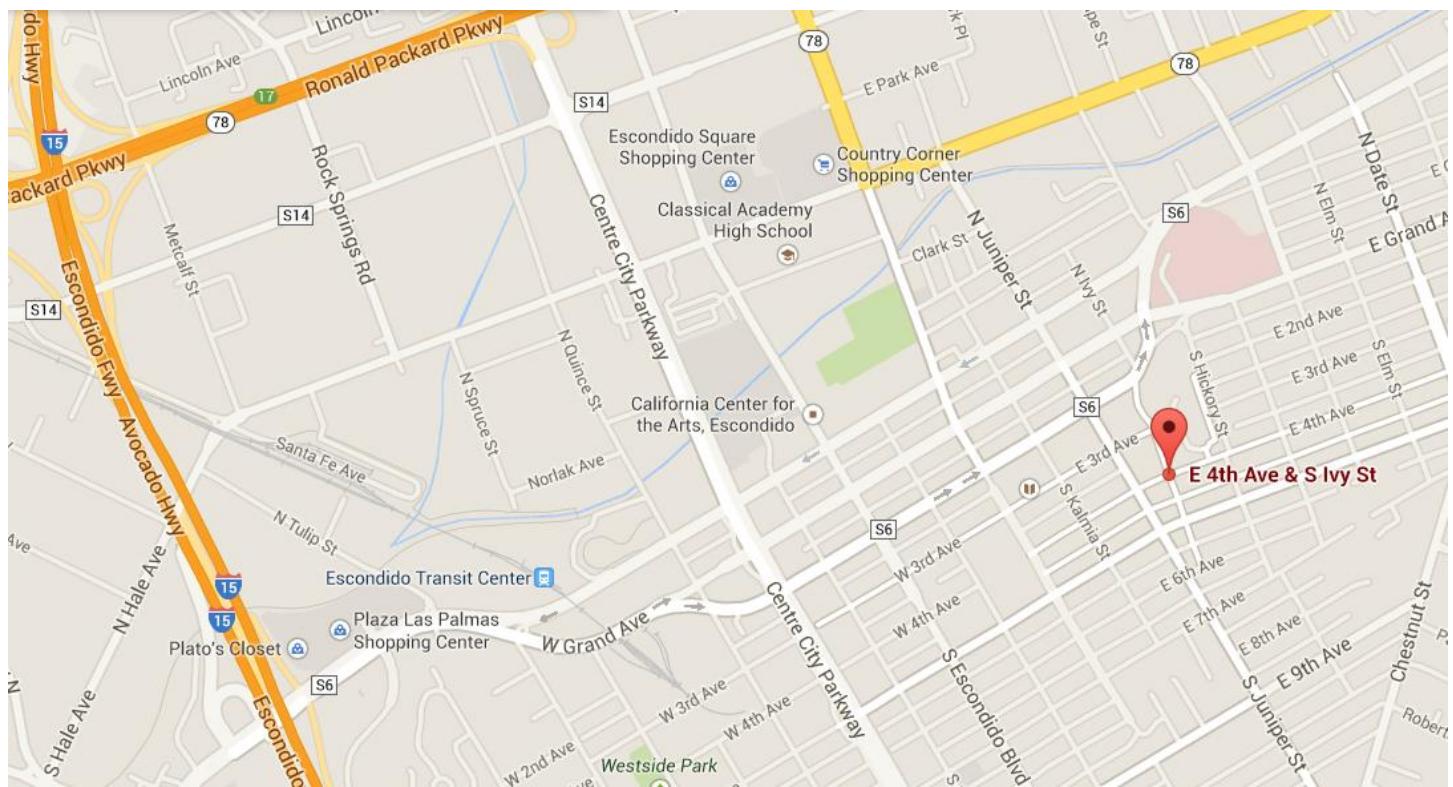
Arrow. The presentation of the People's Choice Award will be made by Steve Waldron, Cruisin' Grand Organizer, at the 8:00 Awards Ceremony.

Cruisin' Grand™ is a weekly cruise-in sponsored by the City of Escondido - held every Friday night from the first Friday in April to the last Friday in September. On each Friday a classic vehicle organization is invited to display their vehicles in a special roped-off area for the evening. This event is truly special: It's an incredible outreach opportunity for us to present our classic motorcars to a (very) interested public.

Out of the 26 Cruisin' Grand events held each year, **Packard/Pierce-Arrow Night** ranks a solid #3 in public interest (behind *Nitro Night* and *Fire Truck Night*). Attendance for Packard Night in previous years has been estimated at 5,000+. With this kind of interest and enthusiasm from the public, it only makes sense for us to mobilize every roadworthy Packard and Pierce-Arrow for the event. We fervently hope you will join us.



EVENT DETAILS: We will form up for the parade starting at 4:00 pm at the corner of 4h and Ivy Streets in Escondido:



Please arrive no later than 4:45 as we will be arranging all cars in year order before the parade commences. Additional information will follow. It will include the registration form and other details. This tour is open to all Packards and Pierce-Arrows; it is one the one event per year where membership in PI is not required. We do, however, ask every Packard and Pierce Arrow owner to register ahead of them by completing and returning the registration form. If do not receive one by June 1, 2014, please call Mark Burnside at 619-322-9340.

MARK YOUR CALENDAR NOW FOR JUNE 20, 2014.

We look forward to seeing you and your classic vehicle at Packard/Pierce-Arrow Night.

Elegance a la Russe
by John Kuhn Bleimaier



Concours d' Elegance; it's not only about gleaming thoroughbred automobiles, perfectly restored, or unimaginably preserved, and displayed for our delectation. The Concours d' Elegance in its most exalted sense is a complete aesthetic experience. Ladies and gentlemen in finest yachting attire: cocktail dresses and blazer jackets, but always worn with sensible shoes. The sound of chamber music wafting through the air. A manicured lawn stretching off to a noble body of water. The ready availability of champagne or sparkling cider, of gourmet *hors d' oeuvres* or irresistible *petits fours*. The aroma of espresso commingled with just the slightest whiff of exhaust *au naturel*, sans convertisseur catalytique. This is heaven at 250 Euros a crack.



There I was, under an azure sky flecked with perfect, billowy, white clouds as only God or John Constable could have conceived. A fairytale palace perched on a knoll overlooking a field of impeccably presented classic motorcars: Packard, Hispano Suiza, Mercedes-Benz, Lancia Aprilia, Bandini, Alfa Romeo with coachwork by Carrozzeria Touring, Ferrari and ZIL. ZIL? Yes, gentle reader, ZIL. For this exalted Concours d' Elegance took place in Mother Russia, in Saint Petersburg, on the banks of the mighty river Neva, on the grounds of the old imperial Yelagin Palace. And the ZIL resplendent among the world-class *pur sang* automobiles was a 1958 Soviet era limousine originally built for a highly placed communist party apparatchik in the service of an erstwhile proletarian state. What an experience!



The show was put on by an Italian organizing entity known as, "Uniques," who have been successfully associated with lavish car shows in Florence, with the Stefano Ricci haberdashery empire and, indirectly, with the vintage car rallye revival of the Mille Miglia. Breakfast and lunch were scrumptiously catered by the finest chefs to be found in this, the most European of Russian cities.

Two young stars from the Kirov Ballet performed meticulously choreographed excerpts from their troupe's brilliant repertoire. A Baroque string quartet provided serious musical distractions. But, of course the unique motorcars were at center stage.



Italian classic cars were particularly well represented on the show field and a 1949 Alfa Romeo Villa d' Este coupe took home an enormous silver trophy as best of show.

A 1964 Mercedes-Benz 300SE Coupe won its class at the Saint Petersburg event. This particular vehicle was shown by a proud Russian collector. The international panel of judges also presented this Mercedes with a design award, noting the important contribution of French fine artist, Paul

Braq, to its fleet lines. I was particularly pleased to see a 300SE coupe receive recognition at an important international *concours*. The 300SE open and closed two door vehicles are the first cousins of the Finbacks. Furthermore, the three liter fuel injected engine in this model was derived from the legendary 300SL power plant. Indeed, a 300SE in the hands of the late Mercedes works driver, Eugen Boehringer, won innumerable rallies during the '60s. Interestingly, in the US market, 1964 was the last year that Mercedes automobiles were sold by the Studebaker-Packard corporation.



There was another Mercedes which caught my attention at this most elegant of car shows ever to be held within the confines of the onetime egalitarian empire. Just off the show field was parked a handsome Mercedes G Wagen resplendent in the livery of a Mille Miglia support vehicle. The G Wagen, Gelaendewagen for Germanophones, is a rugged utilitarian vehicle, which is nonetheless available with ample sybaritic options for the comfort of well equipped adventurers. This particular G Wagen was doing support duty for one of the prewar Italian classics on display. Yet, with its signage, knobbly wheels and upright presence, it was right at home on the lawn in this palatial setting.



The organizers sought important cars from around the world. My New Jersey neighbor, Jim Utaski, received an invitation from *Uniques* for his preeminent 1960 300SL roadster. He was unable to make it to Saint Petersburg because he was preparing his prize winner for its New York debut at the Sotheby/RM "Art of the Automobile"

auction. Parenthetically the roadster, once a barn find known as "Old Blue Eyes," just fetched a cool \$1.6 million, exclusive of buyer's commission, at the autumn sale.

A pre-war Horch (Auto Union first cousin of the Audi)



The only American built car in the Concours was a 1951 Packard. Packards have enjoyed a unique place in the minds and hearts of motorcar enthusiasts in the erstwhile "evil empire" ever since President Franklin Delano Roosevelt gave Uncle Joe Stalin a Packard, circa 1942. The Packard gothic radiator grill became emblematic of status in the Soviet Union after the communist government built a fleet of official state vehicles, called ZIS, which were by all appearances Packard knock-offs. The '51 Clipper on the field in Saint Petersburg, not a show stopping model by US standards, got a lot of attention from the Russians, even in the company of unassailable pre-war European classics.

I understand that the organizers intend to hold a sequel to this year's *concours* in 2014. Russians have a kind of Texas mentality. They are inclined to think that anything taking place east of Warsaw and west of the Pacific Ocean has to be the biggest and the best. Witness, Vladimir Putin, now calculated to be the most affluent public servant on the planet. In that spirit I look forward with pleasure to next year's Saint Petersburg event. It will surely be a humdinger. I only hope that the tariff will not go above the 250 Euro level, else only oligarchs of the Russian Federation will be able to attend, unless they are willing to tie on their ballet slippers.



Name that automobile. Extra points if you can name the lady!



Left to right a Hispano Suiza, Horch and a Lancia



The 1951 Packard alongside the award winning Mercedes- Benz 300SE Coupe and other lesser automobiles

Editor comment. As one can see the Packard is right at home with the aristocrats. Packard was the most popular American automobile exported to Europe before WWII.

Selected Shorts

(a continuing article including short stories and articles from our members)
By Richard Schauer

If one does not learn from history, one is doomed to repeat it.

The lesson here is (please forgive the run-on sentence): If you take your car in for service that requires your gas tank be drained, never, ever have that fuel pumped back into your tank if you cannot be certain of the integrity of the storage barrel/tank/vessel.

Well I did not obey, and you know what the penalty is for disobeying the car "gods"...death...okay, not that bad, but there were moments last Saturday when that might have been a preferable option.

I had the gas tank dropped in order to fix a nuisance problem, namely the inoperative float. The man who did the repair did a good job; it is nice to have a functioning dash gas gauge, and it is accurate, too. But, I drove the car one mile from the man's shop in Ramona and the engine cut out...no fuel. Hmm, I called the mechanic, who drove right over. Cause: plugged in-line fuel filter. Huh? Funny, the tank was not dirty when I dropped the car off for repair. You should have seen the coffee grounds and black flakes that were choking the tiny filter. He and I discussed that. His opinion was the tank needed to come out and be tank cleaned, boiled out, rock tumbled, disinfected, injected, inspected, and otherwise certified as clean. Huh...again? I told him the tank was clean when the car came to him, and just a couple years ago the tank WAS so cleaned and coated. What about his storage barrel? His response was to defend his storage barrel. In my mind the nod goes to the customer. The tank was clean...now it is not. What changed? Fuel out, then fuel back in...from where? Ok, damage was done.

Now comes the annual P.I. San Diego Region wine tour of Temecula, a fine event hosted by Ron Steffey. And a great day it was...well, almost. In preparation I spent over a week flushing the tank I expended something in the neighborhood of eight in-line filters, using some several times, back flushing and then re-installing them. Karen and I left on the tour Saturday morning reasonably confident the muck was 99% gone. No less than five times the engine died, starved for fuel. How embarrassing. The worst incident was in the middle of an intersection as the Packard caravan (other cars were present on the tour as well) proudly glided through Temecula on its way to lunch at Faulkner. Finally I had to abandon the car on the shoulder of Anza Road. Thank God two excellent mechanics were on the tour, Jim Woolsey and Dale Costanzo. Their expert opinion: enough contamination got through the in-line filter and plugged the Packard fuel pump. The car was hauled home safely. A good day was had in spite of the fuel system failure, and my apologies extend to everyone in attendance for the (preventable) delays. Lesson learned. Okay, car gods, I will never, ever do that again!



Editor: Richard doing his best to correct this annoying problem. No amount of cleaning the filter or changing the filter was going to make this pesky dirty fuel go away. Getting polluted fuel from a station today is practically unheard of making it really irritating when this problem is introduced by us or a repair facility.

THE RM AUCTION AT AMELIA ISLAND 2014

A 1950 Packard Eight Station Wagon estimated to sell for \$60,000 to \$80,000.

The Hammer Price was \$75.000



In my opinion this was a high condition 2 Packard with a good restoration. I would have estimated it to go for more but, I was wrong, again.

Bidding on the Packard was sluggish, in my opinion, but the reserve was met quickly or the owner pulled it. This was a very nice Packard Woodie.



This 1941 Ford also sold for \$75,000 hammer price which was at the very low end of the estimate. Condition of it and the Packard were the same. Apparently there were more Ford Woodie buyers than Packard on this particular day. The bidding on the Ford was more spirited than the Packard.



This all original 1941 Chrysler Barrel Back was a no sale at \$225,000. A restored Chrysler identical to this one recently sold for \$572,000. There weren't very many of these made and even fewer have survived. Guess supply and demand is alive and well.

WHAT IS A POKER RUN?



Our May event is a poker run with the Pauma Valley Rotary Club. I have been asked by some members what a Poker run is. To begin with, it is a lot of fun. It is like a tour and rallye all rolled into one. A tour route is laid out by a tour master. Drivers follow the route to a series of stopping points where they will be given a playing card. Usually there are at least five check points. At the final stopping point each car will have five to seven cards, assuming they went to each check point. The car/.driver with the highest poker hand is the winner. This tour will be driven on scenic back country roads at leisurely old car speeds. Poker runs are a lot of fun and the whole family can enjoy the outing

Watch your May Predictor for more on this event. It will be one of the best driving tours for this year so get that Packard ready for some touring.



APPLYING THAT FINAL TOUCH



HEADED OUT FOR SOME POKER RUN FUN

2014 Activities Calendar

Listed below are all 2014 tours and events officially sponsored by the San Diego Region of Packards International Motor Car Club. Also included are National PI events sponsored by PI headquarters or one of its regions. You must be a member of Packards International to attend the events listed.

Click on any of the event descriptions shown in blue text to see more information about the location or setting of the tour.

Month	Date	Event Description	Location	Tour Director(s)
April	6	Motte Historical Museum	Menifee	Karl Ramsing
May	17	Pauma Valley Lions Club Charity Poker Run	Pauma Valley	PV Lions Club
June	20	Cruisin' Grand	Escondido	Mark Burnside
July	11	Heritage Square Historic Tour	National City	Richard Schauer & Fred Puhn
August	9	Picnic	Balboa Park	Scott Napora
September	19-21	Overnight to Big Bear Pine Rose Cabins	Lake Arrowhead	Richard Schauer
October	11	Old Highway 80 Tour to McNeil Ranch	La Mesa	Richard Schauer
November	9	Leo Carrillo Ranch	Carlsbad	Phil Pizzuto
December	13	San Diego Region Christmas Party @ Lazy H	Valley Center	Steve Ross
Jan (2015)	1	Brunch at Hotel Del Coronado	Coronado	Steve Ross

**Live Music!
Drawings!
\$200 Best
of Show!**



MotorCars on MainStreet 2014

CORONADO, CALIFORNIA

Sponsored by
Ron Baker
Chevrolet,
National City
and
El Cordova
Garage,
Coronado

Limited to 400, Pre-'73 Rods, Customs, Classics & Trucks

WHEN: SUNDAY May 4, 2014 Rain or Shine!

WHERE: Isabella & Orange Avenue - Coronado, CA

HOURS: 7AM to 9:30AM (Staging) and 10AM to 3PM (Show)

ENTRY FEE: \$35 per vehicle before April 27. (Includes one T-Shirt, two drawing tickets & dash plaque.) Registration after April 27 or at the event, IF AVAILABLE, is \$40 & does not include a shirt. ENTRANTS WHO WISH TO PARK TOGETHER MUST ARRIVE TOGETHER!



Register on line at www.CoronadoMainStreet.com or mail in form below:

CUT HERE **RETURN BOTTOM HALF** **CUT HERE**

ENTRY CATEGORIES:

All entries will be judged for Best of Show, "Bad to the Bone", largest Club Participation, Coronado Mayor's Choice (Coronado residents only) in addition to ONE category below.

Check One:

CONVERTIBLE:

Original &/or Restored 1972 & Older
 Modified 1972 & Older
 Street Rod 1972 & Older

TRUCK:

Original &/or Restored 1972 & Older
 Modified 1972 & Older
 Street Rod 1972 & Older

ALL OTHER VEHICLES:

Original &/or Restored:

1945 & Older
 1946 to 1959
 1960 to 1972

Modified:

1945 & Older
 1946 to 1959
 1960 to 1972

Street Rod:

1954 & Older
 1955 to 1972

Hot Rod - Real Steel:

1940 & Older
 Replica/Kit

Judging will be compiled on a 75 point system divided between 1) Paint & Body; 2) Interior; and 3) Engine.

NOTE: Engine compartment must be left open by owner to be judged.

Please Print:

Name _____ Email _____

Address _____ City _____ ST _____ ZIP _____

Vehicle Year _____ Make _____ Model _____

Phone # _____ Car Club(s) _____

Select T-Shirt Size (one free per pre-registration):

S M L XL 2X 3X

Pre-order additional T-Shirt(s):

S-XL \$18 ea; 2X \$20 ea; 3X \$22 ea.

S M L XL 2X 3X

Please read and sign: As a participant in Motorcars on MainStreet 2014, the undersigned agrees to hold harmless Coronado MainStreet Ltd., the City of Coronado and/or any representative associated with Motorcars on MainStreet 2014 from any known or unknown damages, injuries, losses, judgments and/or claims of any kind whatsoever that may be suffered by/from any entrant to his/her person or property.

Signature _____ Date _____

Make checks payable to Coronado MainStreet Ltd. & mail to: 1013 Park Place Coronado, CA 92118 Attn: MotorCars