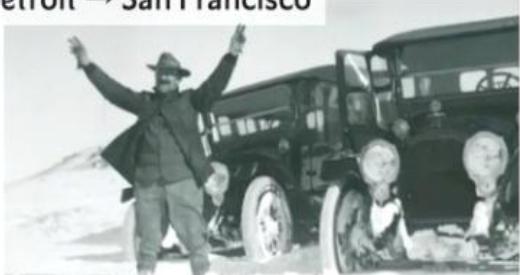




Detroit → San Francisco



2,836 miles • 12 days of adventure

Twelve Formal Sedan to a 1955 Clipper. Four of the cars were on the Lincoln Highway 100th Anniversary tour in 2013. If all goes according to plan, we will arrive in San Francisco in the afternoon on July 8, 2015. Henry Joy made this trip 100 years ago to attend the Panama-Pacific Exhibition in San Francisco. As you may be aware, the City of San Diego had the Panama-California exhibition in 1915 and we are in the midst of celebrating the 100th anniversary of that event.



Henry in the mud and appears to be overheating since the engine covers are up. He and his party made it to San Francisco and the Packard was given an award. I have not spoken with Mark Burnside but I bet he will have a running narrative of our tour posted on the website. Check it out and follow us as we progress across the country.

Our selected shorts writer Richard Schauer departed in May on a trip from San Diego to Pennsylvania with Sean McNew in his 1931 Pierce-Arrow. They are traveling solo. Richard should have an interesting story when he returns.

I hope to see every one of our members at Cruisin' Grand and OMG what if everyone brought their Packard!? In my travels around the country attending car events, it is very common to have someone comment on the Escondido Cruisin' Grand Packard Night. I have been a bit surprised at how well known this night is. In late July we have a rallye/tour planed for the South SD County. You may have noted we are having events in South County this year to accommodate our Members in that area. **August 8** is our picnic in Balboa Park right in the midst of the city's 100th anniversary celebration of the 1915 Panama-California exposition.

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June 2015

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www.PackardSanDiego.com



Sunday June 28th is the MCRD car show see, page 9. This is for a very good cause benefiting our veterans; so if you have some time please consider this event. Richard Schauer is the tour Director for this event.

Please notify Richard if you are going to participate. Phone 760-740-9188 / e-mail packard1934@sbcglobal.net.

ANNOUNCING SOME DATE CHANGES

The Date for July rallye has been changed to **July 25, 2015**. Ralph and Connie McNeil have invited use back to their ranch for a tour of their Brass era automobiles and lunch. Get this date on your calendar for a great tour through the country roads of East County ending with a great lunch. **Date is September 12, 2015.**

Our event calendar is a living document and changes have to be made from time to time as the year progresses.

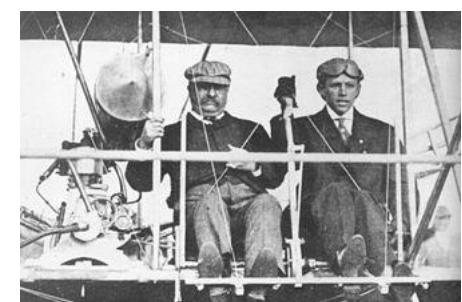
Some automobile trivia.



The first official White House car was a 1909 White Steamer, ordered by President Taft. Taft converted the White House horse stalls to garages for the automobile.



The first president to use an automobile in an official function was President Theodore Roosevelt and the first to do so publicly, with full guarded accompaniment. On August 22, 1902, while on a campaign tour, he rode in a Columbia Electric Victoria Phaeton. The car had a maximum speed of 13 miles. Also notable is that in 1910, Theodore Roosevelt became the first United States president to fly in an airplane, albeit not while in office. Franklin D. Roosevelt became the first to fly in a plane while serving as president, on his trip to the Casablanca Conference in January 1943.



Who was the first president that could drive an automobile? Stay tuned for this and other "I did not know that" facts in your Predictor.



The Veterans Home Visit

Richard Schauer

The last time our club did a public service outreach event was 2010. Gary Wysong arranged the tour and it was at the same Veterans Home in Chula Vista. Shame on us for not doing another in the last five years. But, as they say, better late than never. We can thank Marjo for suggesting the tour, which she originally did at least two years ago, but it did not make our busy calendar until now. Thank you Marjo for persisting, not giving up, for staying positive, and especially for doing all the "dog work" of arranging the tour. Anyone who has not personally organized a tour cannot understand the work that goes into preparing one. This feat of Marjo's, with Dion's help, was no less amazing considering she also arranged another major event benefiting the Children's Hospital held on that same day. I don't know how she does it, so major kudos go out to Marjo and Dion.

Now I must step out of character for a moment. Here is the first community outreach event in five years for our club and only six members attended...six. I feel a mixture of frustration and shame, for this was for the benefit of our aged veterans. I know our members value the service our veterans have given to their country. What I do not understand is why more did not come out and show it. What a mystery.

Saturday dawned cool in the aftermath of a rare and welcome spring shower. It is time for a little self recrimination here. Those who know me know my reluctance, heck, it is an aversion, to taking the '34 out even if there is a hint of inclement weather. I get bashed regularly for it and deservedly so. Last Saturday the sky was threatening, and on the trip down from Escondido our little caravan drove through at least four minor showers. You KNOW I was freaking out each time. But no harm was done. The drizzle was short lived each time. The good news is it was cool, which meant our engines ran nice and cool. Our indefatigable president Steve Ross drove the farthest (from Valley Center) and suffered a leaky water pump for his trouble. It was a good thing the club's chief mechanic Jim Woolsey was present, for he diagnosed that the pump was spurting water from the lower bolt, requiring replacement of said pump at the earliest opportunity. Since Steve will be taking Buttercup on the Lincoln Highway tour next month there is an urgency to replace the pump as soon as possible. Good thing it happened Saturday instead of late June is my feeling...making lemonade out of that lemon of a water pump.



Participants included Marjo's 1948 Station Sedan. Cuddles joined us for the day



Jim and Catherine Woolsey's '38 Buick, a car that is nearly as beautiful as their '35 Packard limo.



Tim Pestotnik with his '34 convertible, sporting top-up on this cloudy Saturday,



Brian Wagner with his 1940 120 5-passenger touring sedan.



Bob and Ann Steiner with their 1929 745 Dietrich convertible coupe, and what a beauty that car is. The cars made a wonderful display. You should have seen the smiles, heard the admiring comments, and seen the pleasure it brought the vets to have the cars there in their own back yard. The drive down there was small price to pay for such a pleasurable time. We knew their dreams that night would be filled with smiles and fond memories. One big difference between this visit and 2010? Fewer WWII veterans were present this time, barely any in fact...how sad for us most of them are gone. The Veterans Home scheduled an outdoor BBQ for May 16, and we were invited, much to our delight. They shoved all kinds of food in our face, burgers, hot dogs, corn dogs, baked beans, potato salad, bean salad, cole slaw, pickles, water melon, cupcakes in two flavors, and numerous beverages...we were stuffed!



**The Motley crew.
Wonder what they were talking about?**

A great day was had by all, which is what it is all about, eh? My wish and hope is five years more do not pass before the next outreach tour.



And the band played on

THE RETURN OF THE YELLOW PERIL

Steve Ross

May 16, 2015 dawned as a nice day after a badly needed rainfall. We were going to visit the Veterans Home in Chula Vista which you may have read about on page two of this issue of the Predictor. I met up with Richard Schauer and Brian Wagner at our appointed place, the Marconi Grill in Escondido. What a great caravan of Packards! I commented that Buttercup was running the best it ever had and was a real pleasure to drive. Richard chimed in and "said don't jinx yourself" or words to that effect. I am not particularly Superstitious so let the remark pass. We headed out for Chula Vista with Richard in the lead and I was bringing up the rear. We hit a light shower but I just flipped on the wipers which worked perfectly. We are flat crusin with wipers wiping, satellite radio with Jack Webb and Dragnet on the air, the speedometer sitting on 55 mph like a rock, it just doesn't get any better. We arrived at the Vets home and met up with more Packards where we were directed to our parking place for the people to admire. After a lot of maneuvering, I call it maneuvering as the stately Packards with no power options coupled with rather poor visibility are not just parked. I switched off Jack, set the brake, exited and walked forward of the car. I noted some fluid on the ground and commented that I must have a leak in a joking tone. Richard said "AW" it's just from the rain. Well it wasn't the rain! The Yellow Peril had made his appearance by disgorging fluid all over the ground for all to admire. A quick inspection concluded that the water pump had decided to let go or whatever one chooses to call such an event. Damn, Richard was right, you can jinx yourself.

Before leaving for home Brian assisted me in getting some water for the Peril and away we go. The drive home was not as rewarding and pleasurable as the drive down thanks to the Yellow Peril. It was just like old times, will we make it home or will it be another flatbed ride?? The radio was not quite as enjoyable but was now just a distraction from listening and watching for a geyser erupting from up front. The overdrive didn't seem to want to kick in so the roar of the engine at speed was not only more distraction but gave me something else to think about. I am now as one with the Yellow Peril. I was about three quarters of the way home when I noted I had not engaged the overdrive. Engaged same and all was not well but better.

Upon arriving home I got out the chainsaw, I have two as one usually will not start, and cut up some wood for sawdust. I poured two cups of sawdust into the radiator which should stop that SOB Peril from leaking. I have two more cups ready just in case. Upside, one must always have an upside; I am glad the Yellow Peril appeared here and not somewhere in rural Nebraska or worse yet Nevada. If the sawdust doesn't work I suppose a new water pump is in order. What do you think?

Oh, by the way I forgot to mention the GPS quit on the way home. Guess I better brush up on my map reading.



Appropriately everyone's back is turned admiring Tim's "real" Packard.

PACKARD/PIERCE-ARROW DAY @ ESCONDIDO'S CRUISIN' GRAND™

Friday June 19 2015

by Mark Burnside

Our annual flagship event, [Packard/Pierce-Arrow Day @ Cruisin' Grand](#) is right around the corner. Once again, we have secured the Friday closest to the Summer Solstice in order to maximize the amount of daylight we have before heading home while lighting the road with our 6-volt headlights. The date is June 19th. You and your Packard or Pierce-Arrow are invited and encouraged to attend this FREE event.

As we do every year, we are extending a cordial invitation to our neighbors to the north, the [SoCal Region of PI](#) as well as to the Southern California Region of the [Pierce-Arrow Society](#).



This year we have another day's worth of exciting stuff for you to do with your Packard or Pierce-Arrow. Here's the schedule:

6:00 am - Be at TV station KUSI, 4575 Viewridge Avenue, San Diego, with your classic ride for Dave Stall's morning car segment on the [Good Morning San Diego](#) Program. Dave will choose and interview several owners about their cars and their history. One never knows who he will pick to talk to.

7:00 am - We all head to the nearby [Studio Diner](#) at 4701 Ruffin Road, San Diego for a group breakfast.

3:00 pm - We meet up at [Japaleño Grill & Cantina](#) at 503 West Grand Avenue, Escondido for a free beverage and appetizer. The Board of Directors of the Packards International San Diego Region has agreed that our club's treasury will sponsor this event of the day. Expect to spend a leisurely late afternoon swapping stories and talking Packard stuff. Then we'll leave by 4:30 to go form up for the parade.

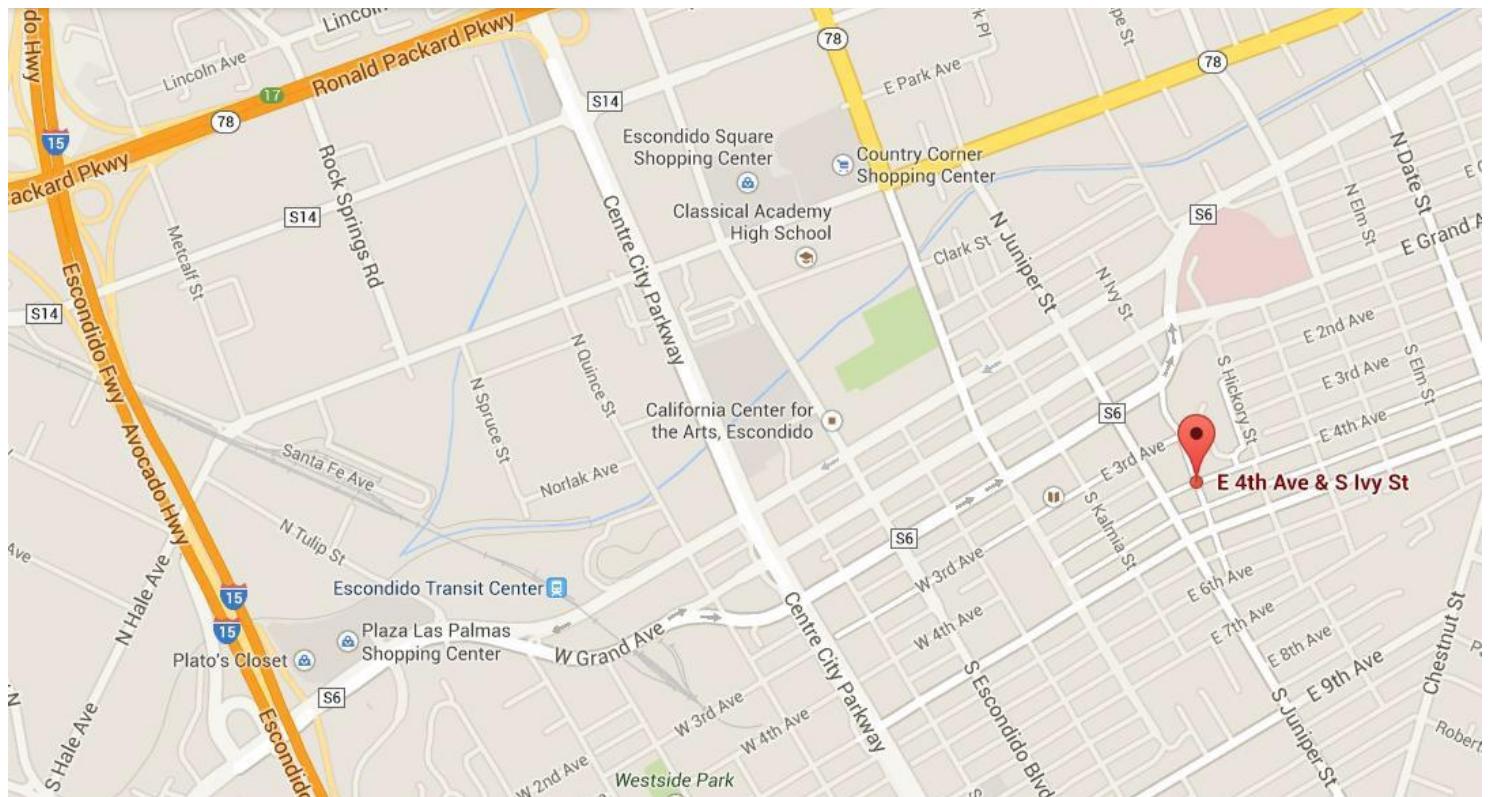
By 4:45 pm - Have your classic at the corner of East 4th Avenue & South Ivy Street, Escondido to form up for the ***Parade of Packards & Pierce-Arrows*** down Grand Avenue

5:00 pm - The ***Parade of Packards and Pierce-Arrows*** begins. Parade cars will be single file in year order. Oldest car leads the parade. Of the 26 Cruisin' Grands held every year, this is the only parade of cars prior to the start of the event. In past years we have had a motorcycle police escort courtesy of the [Escondido Police Department](#). We have requested the escort again this year and hope to have confirmation soon.

5:15 pm to 9:00 pm - Your classic buggy is on display on South Broadway for the public to see, appreciate, and admire. Once again, the [PI San Diego Region Board of Directors](#) is planning all the niceties that add to the evening: People's Choice Award voting by the public, windshield placards for all pre-registered cars, parking in year order, a staffed information booth, and more. The presentation of the People's Choice Award will be made by Steve Waldron, Cruisin' Grand Founder and Organizer, at the 8:00 Awards Ceremony. Expect LOTS of questions from the admiring public. (Like: Who made Packards? Is this a hearse? Are you the original owner? When did Mercedes stop making Packards? How do you shift it? etc)

Other fun facts and items of note about this year's event:

- 1) All Packards and Pierce Arrows are invited to any and all of the day's activities. There is no charge or registration fee. Membership in PI (or any region of PI) is NOT required. Please forward this to ANYONE you know who owns a Packard or Pierce Arrow. Also note that only Packards and Pierce-Arrows can be accommodated at KUSI, in the parade, and at Cruisin' Grand. We do, however, require every Packard and Pierce-Arrow owner to register ahead of time by completing and returning the registration form on the next page. Questions: Call Mark Burnside at 619-322-9340.
- 2) We will be parked in a special roped-off area of South Broadway. We need to have at least 25 Packards and Pierce-Arrows at the event to maintain this area exclusive to our makes. Fewer than 25 cars means that Cruisin' Grand event organizers can allow non-Packards and non-Pierce-Arrow to park in our space. We fervently want to avoid the shame and indignity associated with such an undesirable outcome.
- 3) You will be on your own for dinner. There are many nice restaurants along Grand Avenue - from \$ to \$\$\$\$.
- 4) **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 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 sincerely hope that you will join us.



EVENT REGISTRATION FORM

Packard / Pierce Arrow Day @ Cruisin' Grand – June 19, 2015 Complete and return this form NO LATER THAN June 15th. Here's how:

**Snail-mail to: Mark Burnside | 2379 Royal Oak Drive | Escondido, CA
92027-4942 or fax to 760-747-6002, or scan & email to
markburnside@cox.net**

Please make reservations for my group as follows:

Name(s) of person(s) attending: _____

Cars(s) Entered:

Car	Year	Make	Body Style (Coupe, Convertible, etc)	Model
1	_____	_____	_____	_____
2	_____	_____	_____	_____

Email address: _____ @ _____ Phone number: (_____) _____ - _____

SIGN ME UP FOR (check all that apply):

- KUSI Channel 9 TV appearance on Dave Stahl's Show (arrive by 6:00 am)**
- Breakfast at The Studio Diner (right after KUSI appearance): # of persons attending: _____**
- Beverage and appetizer at Japaleño Grill & Cantina (arrive 3:00 pm - depart by 4:30 pm)
of persons attending: _____**
- Parade of Packards and Pierce-Arrows down Grand Avenue (arrive at corner of 4th Ave & Ivy Street by 4:45 pm)**
- Reserved Cruisin' Grand display parking space on South Broadway from 5:00 pm to 9:00 pm**

NOTE 1: Please register in advance by returning this form. We need this information to make restaurant reservations and windshield placards. If you know of anybody that is planning on attending one or more of the events, but does not have this form, please forward a copy. Except for the breakfast at the Studio Diner, there is no charge for any of the activities.

NOTE 2: Signature below is required for participation.

In consideration of the acceptance of the undersigned participant's entry into *Packard / Pierce Arrow Day @ Escondido's Cruisin' Grand* (June 19, 2015), the undersigned for himself/herself and his/her heirs, executors and administrators does hereby expressly waive, release and discharge any and all rights, claims, and damages against Packards International Motor Car Club, its regions and any and all of the officers, agents, servants, employees, and successors, for any and all injuries to such participants arising out of his/her traveling to, participating in and/or returning from said event and agrees to indemnify and hold harmless the above for any loss or liability by them by reason of such participation by participant.

Participant (Parent or Legal Guardian if under

Richard Schauer is the tour director for this car show. Please notify Richard if you are going to participate. Phone 760-740-9188 e-mail packard1934@sbcglobal.net.



ALL CAR & MOTORCYCLE CATEGORIES WELCOME

Waterfront Location

Well behaved dogs, coolers, and sunshades are welcome. All vehicles and items are subject to search.

REGISTER ONLINE at mcrdcarclassic.eventbrite.com

-OR- fill out the attached form and mail to the address provided below.

MCCSMCRD.com/carclassic/index.html

MCCS MCRD CAR CLASSIC ON THE BAY ENTRY FORM

EARLY BIRD TICKET

2015 MCRD Car Show Vehicle Entry
Save \$10 on your vehicle entry if you purchase before June 25, 2015. After June 25 entrants will need to register at the event for \$35.
Sales End: June 25, 2015
Price: \$25

CAR CLUB TICKETS (20+)

2015 MCRD Car Show Vehicle Entry
Save \$15 on your vehicle entry if you purchase before June 25, 2015. After June 25 entrants will need to register at the event for \$35.
Sales End: June 25, 2015
Price: \$20

Please mail entry form to:

Auto Skills Center Car Show
MCRD/MCCS
3800 Chosin Avenue
San Diego, CA 92140

Please make checks payable to "MCCS Fund"
Deadline: June 24, 2015

VIP PREPAID BREAKFAST BUFFET TICKET 7 AM TO 10 AM

Hand Crafted Omelet station, Breakfast Favorite's station, Pastries, Fresh Fruit and Yogurt station.

Price: \$12.95

VIP PREPAID LUNCH BUFFET TICKET 11 AM TO 2 PM

Chef's Carvery, Premier Salad Bar, Chef's Choice Dessert station.
Price: \$16.95

Name _____

Phone No. _____

Address _____

City _____

State _____

Zip _____

Email _____

Vehicle Make _____

Model _____

Year _____

License _____

Club Affiliation _____

Please mark competition category (one car per entry form)

1920s

1930s

1940s

1950s

1960s

1970s

1980s

1990s

2000s

Motorcycle

Military Status if applicable

Reservists

Active Duty

Retired Veteran

Veteran

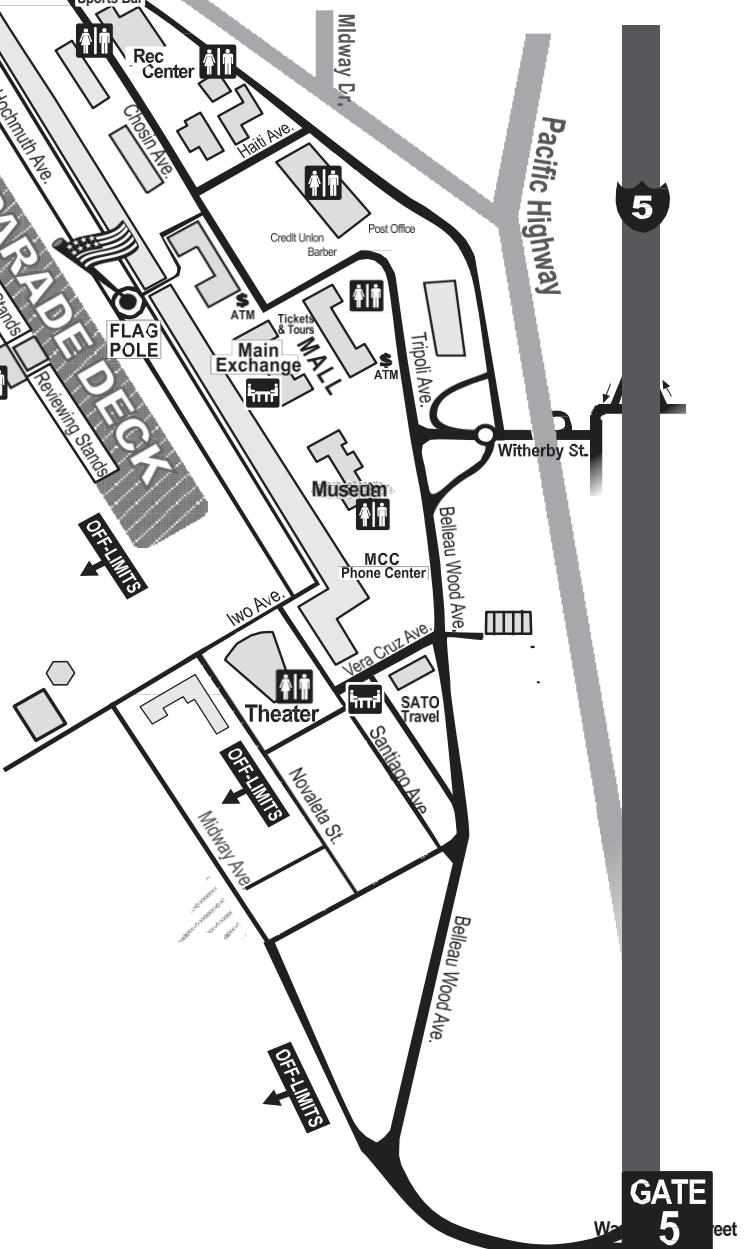
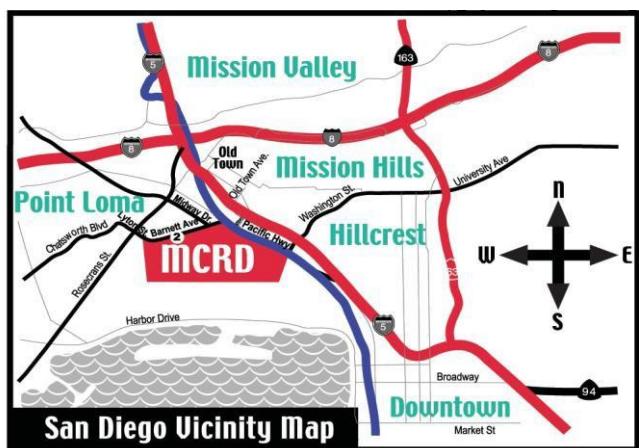
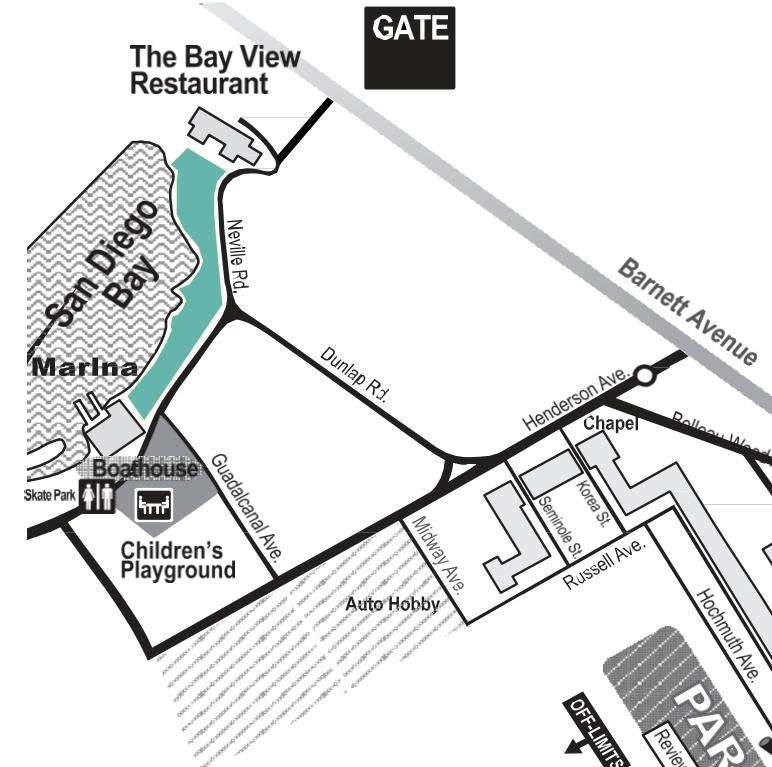
HOLD HARMLESS AGREEMENT

I hereby hold harmless and save from financial the USA, MCRD, MCCS and anyone else connected with this event from any damages, injuries, losses, judgments and/or claims that may suffer to property, self and guests participating in the MCCS Auto Skills Center Car Show, held on June 28, 2015.

Signature _____

Date _____

car classic on the bay



7th Annual COOL CLASSIC CAR SHOW

Sponsored by the Studebaker Drivers Club

September 26, 2014

The San Diego Chapter of the Studebaker Drivers Club is sponsoring a car show at the Spanish Landing West, off Harbor Drive and the show is open to Packards, Pierce-Arrows, Rocknes, EMFs and Erskines only. Our club has attended this event in the past and it was a very nice show and a lot of fun. The Packard club folks won several awards as well as the raffle which amounted to over \$200 as I recall.

The schedule of events is:

8:00 - 9:00: Registration and photos (coffee and pastries available)

9:30 - 1:00: People's Choice judging, Raffles, 50/50 drawing

11:00-1:30: Daytona Diner open for lunch

2:00-3:00: Awards ceremony

3:00: Show concludes

Registration fee is \$20 and \$25 if paid after 9/15/2015. The proceeds go to the Homefront San Diego, a local military assistance charity run by volunteers and ALL donations go to those in need. Logo mugs will be given to the first 50 registrants.

Name: _____
Last _____ First _____ Phone _____

Address: _____
Street _____ City _____ Zip _____

Club Affiliation: _____

Car: _____
Year _____ Make _____ Model _____

Email: _____

For more information contact:

Bob Halagren 619-251-5638
bobhalgren@hotmail.com
or go to <http://www.studebakersandiego.com>

Mail completed registration to:

Bob Buchaklian
5055 Walter Ave
San Diego, CA 92120

MAKE CHECKS PAYABLE TO SAN DIEGO CHAPTER SDC

Liability release: All entrants and participants hereby release and discharge the San Diego Chapter of the Studebaker Drivers Club and the Port of San Diego from any known or unknown damages, injuries or claims that may occur on the way to, during the event or leaving the Cool classic Car Show.

MUST BE SIGNED

Date: _____ Signature: _____

MY FIRST CAR

Steve Ross



without one problem and it was quite roomy! Although it did not look the part, I soon learned that it was faster in every respect than the Fords and Mercurys of that era including the 1954 Ford. It cruised easily at 70 mph which was a bit fast for most of the roads then but it handled well and the brakes were more than adequate. What I have found both unusual and interesting is that I have never seen an Olds 98 at any car show or auction that I have attended. I have seen plenty of 88's but no 98's. One would assume that the 98 is not all that collectible nor as sleek and "hot" looking as the 88. The Oldsmobile pictured here is identical to the one I had: same color and all except the Olds here does not have fender skirts.



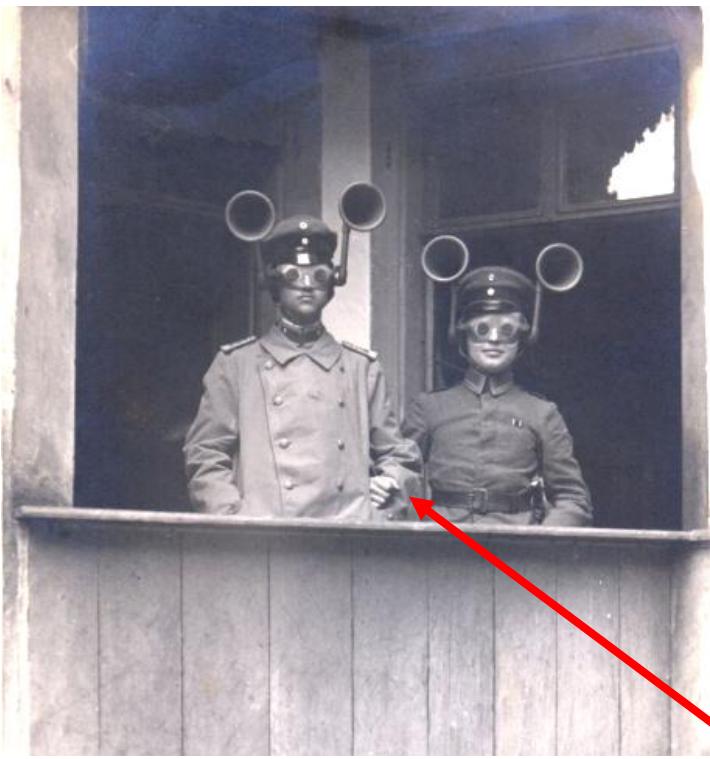
The guys I grew up with in rural Missouri were all Ford men as were their fathers and as matter of fact they still are. They could make the word Chevy sound dirty if not even filthy. Oldsmobile and Cadillac were considered over priced Chevies. I was working for Standard Oil Company in Kansas City and went home at least one weekend a month and usually got a lot of crap about the Olds. I knew the day was coming and finally it did; I was challenged to a drag race against the Ford boys. You all know there is no way out of this without losing your dignity, all semblances of manhood and "face". There was a stretch of flat paved rural highway along a river bottom about 6 miles long that was the place to settle any and all car matters. The 6 or 7 mile drive to the site was a long one for me as I knew I and my land yacht were going to get our butt waxed by these Fords and Mercurys. I just wanted to get it over with, take all their s--t and be on my way. We arrived at the scene for the slaughter and it was decided that I would run against a '53 Mercury so we lined up door handle to door handle. I looked down the loooong stretch of highway and figured it would be all over with long before I reached the turnaround point. I also knew that I would have to endure a run against all of them after they tasted blood. A guy named Jerry Clark wanted to ride with me, probably to witness the look of defeat on my face. Jerry's brother in the "Merc" did not want a passenger due to the added weight



respectfully. These two were considered faster as they had a lot of chrome and louder pipes. Results were the same but worse for them, like duh. By this time there is a lot of "carb" adjustment going on, tire pressure checks, taking everything out of the trunk etc. Looking back all they could adjust was the idle. I did nothing but sit in the car and drive. I had a passenger on every run. Finally the starter Tom who had a '54 Ford that was really tricked out stated that "this was enough of this crap" and he was going to put me and the land yacht away. We ran with the same results as the other constants except Tom had to do it twice. By now I am not acting humble anymore but had the "bring it on attitude". I have never forgotten that day and it is without a doubt the high point of my driving career - and it happened so early in my life. I still see these men every year and that day has never been mentioned. I believe I will bring it up next time I see them, this year as a matter of fact. There have never been any comments about the car I am driving when I go back to the homeland. I secretly wish they would as I would very much like to re-live that day that happened fifty eight years ago.

and I knew then that they did not want defeat but humiliation. The Mercury is revving with dual glass packs roaring. I saw no point in revving the Olds as it had a stock muffler, only one that you could barely hear. Tom drops the flag and away we go. The Mercury is making a deafening roar with tires squealing while the Olds squats like a mule pulling a sledge loaded with bricks and proceeds to pull away! Holy s--t Batman I am beating this guy! By the time we get to the end of the run the Mercury was far behind in my rear view mirror. Jerry my passenger is sitting there with a look of utter disbelief. I stifled my desire to scream out a shout of you know what and maintained a look of humility. When we returned to the starting point there was a conference of the Ford boys and I of course said it was probably just a fluke, while knowing full well it was not. They were mine. After conferencing it was decided that I would run against the '49 and '51 Mercury

THE GOOD OL' DAYS?



Please tell me how this works? Why is guy on right holding on to the other guy? I suppose they may see as well as hear the aircraft coming from great distances, like half a mile.

Why did so many people have bad teeth back then? You'd think brushing several times a day was most desirable

**WHISKEY
Tooth Paste!**



**Genuine 6 Proof Stuff
SCOTCH • BOURBON**

Why fight oral hygiene—enjoy it! Here's real he-man toothpaste, best argument yet for brushing 3 times a day. 2 1/2 oz. tubes flavored with the real thing—Scotch or Bourbon. Night-before feeling on the morning after. Rinse with soda instead of water if you prefer. \$1 Per tube ppd.

**Greenland Studios
DEPT. HG-114, MIAMI 47, FLORIDA**



I will take a dollar's worth



I would seriously consider getting a new knife tosser. She appears to be getting ready to send a knife back the other way

2015 Calendar of Events

Listed below is the 2015 calendar of officially sponsored events 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 officially sponsored events. Click on any of the event descriptions shown in blue text to see more information about the location or setting of the tour.

June	19	Packard/Pierce-Arrow Day at Escondido's Cruisin' Grand	Escondido	Mark Burnside
Jun-Jul	26-8	Packards International National Tour: 2015 Lincoln Highway Henry B. Joy Tour	Detroit to San Francisco	Lincoln Highway Association (Mark Burnside is Tour Director for PI participants)
Jul	25	Rallye in South Bay	Barrett Lake	Steve Ross & Marjo Miller
Aug	8	Balboa Park Picnic	Balboa Park	Scott & Kristine Napora
Sep	12	Old Highway 80 Tour to McNeil Ranch	McNeil Ranch	Richard Schauer
Oct	23-25	Overnight to Palm Springs	Palm Springs	Richard Schauer
Nov	15	Wash & Shine Show at Leo Carrillo Ranch	Carlsbad	Phil Pizzuto
Dec	13	Christmas Party at Lazy H Ranch	Valley Center	Steve Ross
Jan (2016)	1	Brunch at Hotel del Coronado	Coronado	Steve Ross