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## Highway Center Lines, History Thereof

Brian Wagner

OK you Jeopardy players, when was the first U.S. highway center line painted? For two points and the trip to Brooklyn, it was in 1911 in Michigan. The first center line was applied to the Trenton River Road in Wayne County, Michigan. And we beat out England as their first center line was not put down until 1921 in Sutton Coldfield, Birmingham. The Sutton Coldfield Corporation painted the line on Maney

Corner, near Maney. Apparently there were various complaints about reckless driving and numerous accidents, so they tried it as an experiment. (Did they have cell phones even back then?). It worked well and all of England ended up adopting it for their road system.

But we digress. Back to these shores. The idea originated back in Michigan in 1911 when Edward N. Hines, the head of the Wayne County highway department, saw a leaky milk wagon leave a white line along the road.

This Hines guy was actually an interesting fellow. He was appointed to the Wayne County Board of Roads at its founding in 1903 along with Henry Ford and Cass R. Benton. He was responsible for the construction of the first full mile of concrete road pavement in the world, a stretch of Woodward Avenue in Detroit between Six and Seven Mile Road. He is also credited with "inventing" highway snow removal, and also was a pioneer in landscaping highway right of ways. A little late, but in 1972 he was inducted into the Michigan Transportation Hall of Honor and in 2011 won the first Paul Mijksenaar Design for Function Award. But anyway, by 1922, all of the major roads in Wayne County had center lines.

By 1917, the idea of painted center lines had spread to Oregon and California. And Oregon took the idea one step further and invented the *yellow* center line, the first being painted down the center of the Columbia River Highway. Sheriff Deputy Peter Rexford is credited with the idea of using a yellow line while riding on a bus from Salem, Oregon on a dark and rainy night and pushed for its use on the section of the Columbia River Highway he patrolled. The story is that the county refused to pay for the painting of the center line, so Rexford's boss, Chief Deputy Martin T. Pratt paid for it out of his own pocket. It is known as the first yellow center line ever painted on a road.

In California that same year, Dr. June McCarroll of Indio began pushing for white center lines to the local chamber of commerce and the Riverside County Board after she was run off the road by a truck while driving along what later became U.S. Route 99. Once again, the politicians pleaded poverty, so she hand-painted a white stripe down the middle of the road herself. In 2002, a portion of Interstate 10 was designated as "The Doctor June McCarroll Memorial Freeway" in her honor. It does seem you have to be dead for a pretty long time before you get White became the prominent color for center lines and by 1954, 47 states had adopted it as their color for highway centerlines. Surprise, surprise, Oregon was the last holdout to still use yellow. In 1958, white was chosen as the standard for the new interstate system. But of course, never one to leave well enough alone, in 1971, the Manual on Uniform Traffic Control Devices mandated yellow to be used nation-wide for center lines. Yellow was adopted because it was the standard color for warning signs. For those of you who are saying, wait a minute, I still see white lines, the delineation now is that yellow lines are used to divide opposing traffic and white lines are used for dividing traffic in the same direction.

Now, if you are playing the Ken Jennings version of Jeopardy, we can go into how ancient civilizations used white bricks to mark the center lines of their streets, but we will save that for another day when you are having trouble falling asleep.



**Editor comment.** *The center line use demonstrated by a couple of Packards. This is the yellow-black-yellow configuration popular in the Southwest with the road side edge done in white.*

## PRESIDENT'S THOUGHTS

Steve Ross



BONJOUR Le temps m'a encouragé à mettre sur mon pilotage chapeau spécial de Packard.

I enjoy sending the Predictor to my car buddies in the Mid-west and East so they know that we are keeping the spirit alive. It is a dirty job but someone has to do it.

Since I belong to far too many car clubs I get to read their musings about getting new members and maintaining interest in the hobby. They all have the same general theme with the emphasis on gaining new members. There is seldom any mention of keeping the members they already have. Following those clubs membership reports, those that have one, they gain twenty new members and loose twenty or more existing members. Since joining a club or remaining a member is not mandatory there has to be an incentive to join, then there has to be a reason to remain in the club. I guess this is where us current members play a role. The paramount reason, in many instances, to keep members is financial. The primary financial need is to put out a newsletter because we all know you can't have an organization if there is no communication. Well, let me rethink that, I do know of at least one that exists without communication albeit not very efficiently. Most organizations seem to become obsessed with building up a large treasury. In my opinion this is normal behavior and nothing wrong with that as long as that doesn't become the only reason to exist. With today's technology there is practically no need to print and mail a newsletter which is where the cost is. In our cub we mail eight Predictors a month with the rest going out via e-mail. Assuming the cost of a newsletter was negligible (or nothing) then the normal behavior from members is "what am I paying dues for"? If a person puts money into something most will have a certain benefit expectation level. Several clubs have came up with a catchy logo phrase and some even have a mission statement. These efforts are attempting to define to whom they are trying to appeal. In most cases the name of the club says it all. The Packard Club for example. In the case of the Mercedes-Benz Club of America their motto is "More Than a Car-We're a Community". To me that is a safe vanilla motto saying we have something for everybody in the community. There are a few clubs who apparently do not care about membership nor make much effort in that regard. At what point in this discussion did the word **fun** begin to get sucked out of being in a car club? Speaking for myself I am in the car clubs because I like it, it is fun, and I meet really fun people from all levels of the food chain.



In hind sight maybe not such a good motto

Wenn Sie sich nicht mit Spaß, den Sie tun es nicht richtig

# **Steffey Garage Tour and Wine Tasting Tour of Temecula, Saturday March 16, 2014**

By Richard Schauer



Here comes the **fourth annual** wine tasting tour! Since I was told "extravaganza" is a bit over the top, we promise only a grand time, with a great excuse to drive the Packard. The Steffey family once again welcomes us to their garage and home on Sunday March 16, 2014. The plan is similar to 2013. Some old, some new wineries are on tap (so to speak) and lunch will be excellent, as always. Beginning with a review of the wonderful Steffey car collection (snacks and beverages are provided), and followed by a tour of 3 of Temecula's premier wineries, this promises to be another unforgettable day.

So here's the plan: Interested members are invited to meet at the Park & Ride at Hwy 76 and Old Highway 395 at 9:00 a.m. Friends are welcome as always. The caravan will depart promptly at 9:15 for Temecula, using old Highway 395 nearly the entire way. For those who have not driven Hwy 395, the route is delightful: slow paced, meandering, scenic, and with a few hills, but nothing too demanding, taking us through the village of Rainbow. We should arrive at the Steffey's around 10:00. We will enjoy snacks and beverages while admiring the Steffey collection. At 11:30 sharp we will head out to the Temecula wine country, where three stops are planned (and a 4<sup>th</sup> stop for those who are interested in staying longer). The agenda includes a stop at Ponte for lunch and wine tasting afterward. Dress is casual. By around 3:00-3:30 the third winery visit should be concluded and members may continue on or depart for home.

Note 1: Fees for wine tasting vary, but are approximately \$10/person. Where the Steffeys are members we get to take advantage of a guest discount.

Note 2: Members not wishing to caravan may drive direct to the Steffey house, where they will be expecting us around 10:00 or so.

**Steffey Residence: 11876 Rancho Heights Rd, Pala, Ca. 92059, 760 742-8964**

Directions: I-15 north from Escondido to Temecula Hwy 79 east exit. Drive east to Pechanga Parkway, and turn right (south). 3 miles south of Pechanga Indian Casino, and ½ mile south of the San Diego County line, look for Rancho Heights Rd., a quick left up-hill turn to a security gate ¼ mile away. On the Call Box scroll down for Steffey and press "Call".

Caravan directions? Leave it to your Tour Director to get everyone there safe and sound.

Hold Harmless Agreement (please read and sign)

The undersigned desiring to enter and participate in the Packards International San Diego Region Temecula Wine Tasting Tour to be held March 16, 2014 does hereby tender his/her application to participate. If this application is accepted, the undersigned registrant hereby acknowledges possession of suitable vehicle insurance. Further, the registrant and his/her guests at said meet hereby assume liability for, and shall indemnify and hold harmless Packards International Motor Car Club and its regions, members, officers, directors, employees, agents, servants, invitees, and assigns from and against any and all liabilities arising from said event. The undersigned holds the aforementioned harmless and indemnifies them against judgments whatsoever arising, directly or indirectly, out of, or in connection with, participation in said event.

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Agreed and Signed by (guardian if under 18)

Date \_\_\_\_\_

The waiver can be turned in to Richard Schauer at the caravan point or at the Steffey's. See you there!!!!



## THE ANNUAL GATHERING OF PACKARDS SAN DIEGO MEMBER TAKES MAJOR AWARDS



As half the nation lay shrouded in cold, sleet, freezing rain and snow, Packards gathered in the warm California sun for the annual Packards International Membership meet. At sunrise it was already a balmy 51 degrees with calm winds. It was rumored that some Packards were actually outside in the elements on the least coast. Appropriate comments of condolence were made before moving on to the big show. I had more empathy for those folks than most as Buttercup was incapacitated with some minor issues. The Yellow Peril would have gone anyway and we could all have ridden home on a flat bed--Again!



The theme this year was red so there were several red Packards in attendance. There were some really nice Packards at the show. There were more convertibles than I remember from past years. Packards in the Grand Salon were Jay Johnson's 1936 Twelve Convertible, Gerhard Schnuerer's 1922 single Six Runabout and Bill Thompson's 1941 160 Convertible. All of these Packards are award winners and looked the part.

The classic look of the "22" Runabout.



"41" 160



Jay Johnson's 1936 V-12 Coupe Roadster,  
Best sport Motif Pre-War



The "Red" Ladies of the Grand Salon. These Packards were stunning beauties to view. Ask yourself, which one would you want to take home? I am glad I don't have to decide. The auxiliary gas container on the "22" is neat

Outside the Grand Ballroom were two very red Packards. In keeping with the red theme for the Valentines Day we have Patty Riggs 1954 Convertible Coupe. It came with a single rose on the front seat. this Packard was also the winner of Best sport Motif Post War



Below is a 1929 Dual windshield Phaeton. This was a Packard one had to see in person to appreciate.



Front view of the "29" Phaeton

Dick Walworth from the San Diego Region had two Packards in the show. His 1948 Limo with built in wheel chair made its first appearance this year and his 1931 Five Passenger Coupe made a second appearance and both were award winners. Dick has done some "tweeking" on his coupe and it paid off with a first place award in the pre-war Senior Closed Class.





Dick Walworth's 1931 "326" Five Passenger Coupe takes **first place** in the Pre-War Senior Closed Class. This is one of the finest examples of this model I have seen including Pebble Beach and Amelia Island Concours venues. The hood ornament is not one seen just anywhere.



Front view of the 31 hood ornament, with profile shot at beginning of this story.



Dick bought this Packard for \$50.00 when he was a very young man living in the Orange County area. His father told him that he had just thrown away \$50.00. One could assume that it has turned out to be a good investment. It is remarkable that Dick held onto the Packard for all this time and has persevered in the restoration.





Dick Walworth's 1948 "2270" Super Eight Deluxe Limousine. Winner of Most Elegant Post War Packard. This Packard was modified by the lady who purchased it new in Los Angeles, with a wheel chair built into the back seat so that she could go in and out of the car in the chair. The Packard was always chauffeur driven when she owned it.



Front view of the 48 Limo. This Packard has been in our club for several years as the previous owner was Les Hill. The wheel chair is constructed to match the rear seat upholstery and is secured as part of the rear seat. When exiting the car the seat is released and built in ramps are extended from the car for the chair to exit and enter the car while occupied. We are working on getting the history of the Packard and its original owner.



1938 Super Eight Convertible Sedan with body by Dietrich. Impressive looking automobile that makes a statement. The long hood line is very nice.





This is a completely original 1937 Super Eight Touring Sedan with less than 50,000 miles driven since new. The paint is in remarkably good shape for its age. The car was in storage for about 50 years according to the information provided.



Mike Sherman and this 1937 Super Eight were awarded first place in preservation class. In fact they had no competition.

The rubber moldings are about gone as may be seen in this photo but the upholstery is in very good condition. The rear door panel and floor mats have had some hungry moths dining on them but still in very good condition considering the age.







First Place Senior Open was this 1928 "626" Roadster, owner Ed Thompson



Most elegant pre-war was Robert Herron's 1941 LeBaron Limousine



Best in show with a perfect 250 points is this 1933 V-12 convertible Roadster owned by Aaron and Valerie Weiss. This beauty also was an award winner at the Desert Classic Concours d'Elegance in Palm Desert, CA on February 23, 2014.





Paul Santy, Karl Ramsing, and Richard Schauer arrived Sunday morning bright and early to set our of Packard parts sales department. Thanks to Paul and these guys helping we have a club that is financially healthy.



A part of Paul Santy's award winning Project sales team in action at the PI swap meet. On duty here are Richard Schauer, Mark Ballerini and Phil Pizzuto.



SD Region members meeting for lunch. Left to right are Tim Pestotnik Catherine and Jim Woolsey, Marjo Miller, Dion Dyer, Jack Heacock and Carol Ross.

Other SD Region members spotted at the meet were Paul Erlich, Fred and Margret Puhn, Mark Rothermich.

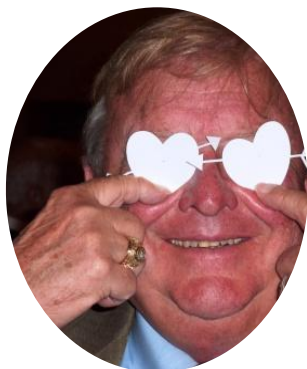
Marjo Miller and Dion Dyer enjoying the awards banquet.



Name tags waiting to be picked up! Schauer and Leno were no shows!



See all next year



## **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 I-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 BJ's Restaurant and Brew House before heading south for home.**





## PAUMA VALLEY POKER RUN

May 17, 2014

We are participating in the Pauma Valley Rotary Clubs 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/paumavalleylionsclub/>

### WHERE DOES THE EVENT START?

Pauma Valley Community Center  
16655 Hwy 76  
Pauma Valley, CA

Some sights you may see



Palomar Observatory



Turkey

Watch out for wild turkey

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

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## 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](mailto:inewsx@sbcglobal.net). For your convenience, an entry form for Motorcars On Main Street is provided on page 16 of this issue of the Predictor.

# Hear ye. Hear ye.

## --Packard Night @ Cruisin' Grand is Friday June 20 this year.



**1939 Packard V-12 Limousine Model 1708**

This Packard was built for the Japanese Consulate in San Francisco, California. When the Imperial government of Japan bombed Pearl Harbor in December 1941 the car was impounded by the U.S. Government. After the war it was sold as war surplus to a farmer in Northern California who drove it for forty years. He taught his eight children to drive in this Packard. It has clocks front and back, jump seats and a radio in the rear compartment only. Considering its age and the fact that eight children learned to drive in this Packard, it is in remarkably good condition - especially since it has never been restored.

This Packard is on loan to the Palm Springs Air Museum by Mr. and Mrs Eric Baltz





## 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)
March	16	<a href="#">Wine Tasting</a>	Temecula	Ron Steffey
April	6	<a href="#">Motte Historical Museum</a>	Menifee	Karl Ramsing
May	17	<a href="#">Pauma Valley Lions Club Charity Poker Run</a>	Pauma Valley	PV Lions Club
June	20	<a href="#">Packard Night at Cruisin' Grand</a>	Escondido	Mark Burnside
July	11	<a href="#">Heritage Square Historic Tour</a>	National City	Richard Schauer & Fred Puhn
August	9	<a href="#">Picnic</a>	Balboa Park	Scott Napora
September	19-21	<a href="#">Overnight to Big Bear Pine Rose Cabins</a>	Lake Arrowhead	Richard Schauer
October	11	<a href="#">Old Highway 80 Tour to McNeil Ranch</a>	La Mesa	Richard Schauer
November	9	<a href="#">Leo Carillo Ranch</a>	Carlsbad	Phil Pizzuto
December	13	<a href="#">San Diego Region Christmas Party @ Lazy H</a>	Valley Center	Steve Ross
Jan (2015)	1	<a href="#">Brunch at Hotel Del Coronado</a>	Coronado	Steve Ross

### OTHER EVENTS IN 2014 THAT MEMBERS MAY WISH TO ATTEND, BUT ARE NOT OFFICIALLY SPONSORED BY THE SAN DIEGO REGION OF PACKARDS INTERNATIONAL MOTOR CAR CLUB

April 13:

La Jolla Concours D'elegance

May 4:

Coronado Motors Cars on Main Street

**May 26:**

**Fallbrook Car Show**

**June 8:**

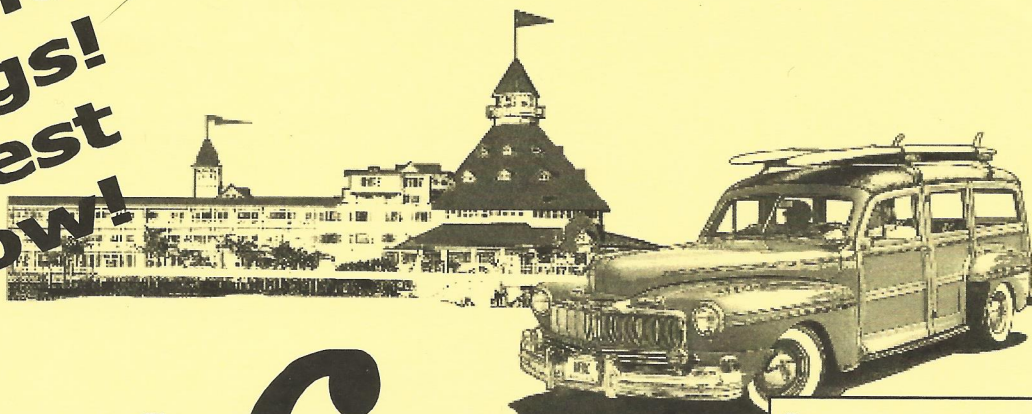
**Deer Park Car Show**

**September 21-22:**

**Coronado Speed Fest**



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](http://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
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Pre-order additional T-Shirt(s):

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

S	M	L	XL	2X	3X
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**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